



Celebrating 25 years

CAPTAIN'S LOG

*The Magazine for serious
Airline Memorabilia Collectors*

Vol. 25 - No. 3 - 2000



Also in this issue:

(Kevin Horton, Phoenix, AZ)

Mexican carriers, 1920s and 1930s
Golden Oldies stickers from Mexico
Buyer beware in Playing cards and
Junior crew wings

More winning photos from Phoenix Al
Juan Trippe in the Caribbean and
Latin America

WORLD AIRLINE HISTORICAL SOCIETY

PAUL F. COLLINS

Founder

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

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

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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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THIS IS YOUR EDITORIAL TEAM:

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

ASSOCIATE EDITORS / DEPARTMENT HEADS:

International &		
Book Reviews	JOOP GERRITSMA	P.O. Box 776, WELLAND, Ont., Canada, L3B 5R5
Schedules	GEORGE W. CEARLEY Jr.	P.O. Box 12312, DALLAS, TX 75225
Photos & Slides	RICHARD J. FEDORCO II	4041 S. Flanders Way, AURORA, CO 80013
Dining Service	RICHARD W. LUCKIN	621 Cascade Court, GOLDEN, CO 80403-1581
Cocktail Items	AL S. TASCA	19836 S.W. 118 Court, S. MIAMI HEIGHTS, FL 33177
Junior Crew Insignia	STAN BAUMWALD	1242 N.W. 102nd Way, CORAL SPRINGS, FL 33071
What Is It?	KEN TAYLOR	R.R.7, CALGARY, Alberta, Canada, T2P 2G7
Postcards	ALLAN M. VAN WICKLER	2200 Ridgeway Lane, CHARLOTTESVILLE, VA 22911
Stickers and Labels	DAVID A. ROWE	29 The Paddock, HITCHIN, Herts SG4 9EF, England
Wings & Things	CHARLES F. DOLAN	6397 Tamarack Circle, SYKESVILLE, MD 21784
Airline Modeling	PETER REED	4900 First Ave South, MINNEAPOLIS, MN 55409-2606
Airline Safety Cards	TODD HELM	2824 Cronin Drive, SPRINGFIELD, IL 62707
Playing Cards	FRED CHAN	P.O. Box 2744, SEQUIM, WA 98382-2744

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



(Above) Boeing 767-375 (ER) C-GEOU displays Canadian Airlines International's final livery before the airline was integrated into Air Canada in October 2000.

(Front cover) KEVIN HORTON of Phoenix, AZ took this terrific night shot of British Airways Boeing 747-436 G-BNLM. It earned top spot in the Salon Print category at AI 2000 in Phoenix. The "World Images" tails were not well received and are being replaced by the fluttering Union flag as carried by the Concorde.

CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

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EDITOR: Joop Gerritsma

EDITORIAL ADDRESS:

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

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

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PRE-FLIGHT BRIEFING

It probably is a natural thing that comes with getting older, but as the World Airline Historical Society renews itself after 25 years, I cannot help but look back. Not just 25 years, but 50 years - half a century. I was 10 years old at the time and I remember as if it happened yesterday, that I heard on the radio news (few people in Holland had television in those days and we were among the many 'have nots') that there had been a crash of a Constellation somewhere. The next day the newspaper ran a photograph of a Constellation "like the one that crashed yesterday."

Up to that point airplanes had held no particular fascination for me other than looking up when I heard one while I was outside. But for some reason that Constellation picture appealed to me. I cut it out of the newspaper and taped it to an empty spot on the wall above my bed with transparent tape. A few days later there was a picture of a USAF F-86 Sabre jet fighter in the paper. I cut out that one also and taped it up. And presto, an interest in airplanes and aviation was born that has remained with me ever since. I hunted for newspapers and news-magazines wherever I could get my hands on them. Neighbors, aunts and uncles, the parents of school friends, no one was safe from my question "Can I see yesterday's newspaper, please? I'd like to see if there is an airplane picture in it. I collect them" if they read a different newspaper than we did at home.

The first airplane book I owned was called (in English translation) 'The Development of the Aircraft and Classification of Aircraft Types.' It was undated but was probably from 1940 or 1941 and started with the experiments of English priest and scientist Roger Bacon in the 13th Century and continued with other early experimenters (Leonardo da Vinci, Jacob Degen, the Montgolfiere brothers, Clement Ader, Otto Lilienthal, the Wright brothers and so on), right through the First World War and ending with descriptions and cut-away drawings of the British Blenheim and Wellington bombers and the feared Ju-87 "Stuka" dive bomber and Dornier Do-215 bomber of the German *Luftwaffe* in the early years of the Second World War.

Even though an airplane was an airplane was an airplane to me at that time, I was most-fascinated by the chapters with pictures and descriptions of the 'between the wars' airliners - the Fokkers, the Junkers, the de Havillands and the DC-2 and DC-3. It was only many years later, when I had become more-knowledgeable about airplanes, that I realized another great 'between the wars' airliner was missing from the book's pages - the Ford Tri-Motor. It wasn't even mentioned in the text, perhaps, I think now, because only a few made in to the continent and most of those operated in non-airline roles.

In 1953, an English cigarette brand, appropriately called 'Croydon' after the almost legendary pre-WW II London airport, started printing color airplane pictures on the back of the sliding inner part of its cigarette packages. I am from a non-smoking family and there were no relatives to badger for those pictures. But I got all 64 and for 30 cents I bought a special Croydon album made of craft paper, to paste them in. They included airplanes such as the Constellation, C-97 Stratofreighter, a special Northrop racer, Martin P-4M Mercator and XB-48, Northrop YB-49 flying wing, the non-existing Tupolev Gurevich Tug 75 bomber, Bell X-1, as well as several British military aircraft, such as the AVRO Vulcan bomber, Gloster Javelin all-weather jet fighter, Short SA-4 Sperrin jet bomber and many more. It was rather short on airliners though, with only the Viscount, DC-4, Constellation and Super Constellation. But do you remember the Aeronca Chief and Ryan Navion training and sports airplanes, and the F-82 Twin Mustang? Well, they were included too.

Most of the details of how I obtained all 64 pictures have faded now, except that I remember trading with other boys for anything I could stand to part with and picking up any discarded empty Croydon packs I found on the street. You never know, someone might have left the picture in it. Many times I stood waiting outside the tobacco store a few blocks from where we lived, asking customers if they smoked Croydon cigarettes and if I could have the pictures if they did.

Then, just when I felt a sense of great accomplishment for having collected all pictures, Croydon started a second series of 64. The Martin 4-O-4 and the Convair 340 were among the entries, as was a Sovjet jet fighter "Name Unknown." It apparently was one of those aircraft the Western intelligence services believed the Soviets were developing, but that no one has heard of since. And then came a third series. Again, I begged, cajoled and pleaded with everyone in sight, and I collected both new series.

The newspaper pictures of the Constellation, Sabre and all the others that followed are long gone, destroyed by taking them off the wall every two or three years when my mother painted my bedroom, and then taping them back up again. Besides, they would have faded into unrecognizable pieces of crumbled and dried out newsprint by now anyway. My interest in military aircraft has also faded, to next-to-nothing, since those years. But I still have all three Croydon albums, as well as the book about the development of the airplane. Okay, they are relegated to an out-of-the-way corner of my highest bookshelf, out of reach without standing on a chair and until just now I haven't looked in them for years, but I will not voluntarily part with them, ever! To me they are an important link to those wonderful years when I first "discovered" airplanes. A handful of other simple aviation books from those early years in the hobby have also survived even as I went on to bigger and much better books. But none hold the same sentimental value for me as that first book and the three Croydon albums.

What does all of this have to do with the WAHS renewing itself? Not much, I admit, other than that the plans got me thinking about 'the olden days.' I started contributing to the CAPTAIN'S LOG (nearly 25 years ago, in 1976, Vol. 1, No.4. I already lived in Canada then and my first contributions reflected my Dutch heritage: one about the Fokker F.28 with three photos, the other about Dutch charter airline Transavia with two photos. Paul Collins ran both stories. Already at that time, the CAPTAIN'S LOG depended on readers supplying material for inclusion. That hasn't changed.

Does the renewal mean that it is in with the new at the expense of the old? I don't think so. We all cherish our memories of how we got started in the hobby. By cutting a picture out of a newspaper, building that first airplane model with the help of your father or your big brother, visiting the local airport to pick up your grandparents who came to visit and gave you a postcard showing "the plane we flew on," or finding a shiny crew wing at a flea market, and so on. And that is fine. It reminds us of the one thing all of us in the WAHS have in common: a love for airplanes and the industry that is associated with it. And while the industry has changed and continues to change, I hope our love for it will never change.

Joe



AROUND THE WORLD

of Airline Schedules

Copyright 2000
George W. Cearley, Jr.

The schedule column in this issue of the CAPTAIN'S LOG covers Mexican airlines in the 1920s and 1930s.



Aerolineas Mexicanas was formed in 1955 with initial services over a route from Mexico City to Zihuatenejo and Acapulco using two DC-3's. A route from Mexico City to Piedras Negras across the border from Eagle Pass, Texas, was inaugurated in 1956, with stops at Saltillo, Monclova and Sabinas. In 1958 Mexico City - Matamoros flights began using DC-4's. Two years later Aeronaves de Mexico acquired Aerolineas Mexicanas. Aerolineas Vega started operations in the early 1950s in a triangular area bounded by Puebla, Oaxaca and Acapulco. A Mexico City - Oaxaca service began later.

Aerovias Braniff was founded in 1943 as a subsidiary of Braniff Airways in Mexico. Services were inaugurated on April 3, 1945 over a route from Mexico City to Ciudad Victoria and Nuevo Laredo. That July flights were inaugurated from Mexico City to Puebla, Veracruz and Merida. Additional services were proposed throughout Mexico and from Mexico City through Central America to Panama, but were never inaugurated. As a result of pressures by Pan American on the Mexican government, services were terminated Oct. 27, 1946 by Aerovias Braniff. Aerovias Centrales was founded by Pan American in 1932 to take over routes formerly operated by C.A.T. Lines. The airline operated over routes through Central Mexico to Juarez and Nogales and extended its services to Los Angeles in 1934. In 1935 the airline's routes were taken over by Mexicana.

Aerovias Guest, founded in 1946, inaugurated DC-4 flights in 1948 from Mexico City to Miami, Bermuda, Azores, Lisbon and Madrid. In 1951 the route was cut back to Mexico - Miami. In 1955 Mexico-Panama trips were added and that same year Constellations joined the fleet. In 1956 a Mexico City - Detroit service was inaugurated via Windsor, Ontario and in 1958 the Panama route was extended to Caracas. SAS acquired an interest in Guest and in 1959 transatlantic flights were resumed with DC-6 flights to Miami, Bermuda, Madrid and Paris. "Super G's" were added in 1960 and in March 1961 a Mexicana-Guest pool service to Europe was inaugurated using Mexicana Comet IVC's. By early 1963 Guest was operating the following routes: Mexico - Miami, Mexico - Guatemala - Panama - Caracas - Curacao and Mexico - Guatemala - Panama - Bogota. Guest was acquired by Aeronaves in 1963.

Aeronaves de Mexico was founded in the early 1930's. In 1940 Pan American acquired a 40% interest and with that, Boeing 247's and Douglas DC-2's joined Aeronaves. A number of smaller airlines in Western Mexico were acquired. DC-3's joined the fleet in 1946, followed by DC-4's in 1949. LAMSA merged into Aeronaves in 1952, and Aerovias Reforma in 1953. Convairs replaced DC-3's and on December 16, 1957 a new international route from Mexico City to New York was inaugurated, using DC-6's. Two days later Britannias replaced the DC-6's. On November 1, 1960 a DC-8-21, XA-XAX, was leased to Aeronaves by Eastern for the Idlewild - Mexico flights. The aircraft crashed on an aborted takeoff at Idlewild on January 19, 1961. Douglas DC-8-51 fanjets first joined the fleet in 1962.

Corporacion Aeronautica de Transportes (CAT Lines) was founded in 1929, and inaugurated flights that March from Brownsville to Monterrey and from Monterrey routes were extended to Mazatlan, Juarez and Mexico City. The airline ceased operations in 1932. LAMSA was founded in 1934 and in 1942 United acquired an interest in the carrier with the idea of linking LAMSA's Mexican routes to United cities in the Western U.S. United was unsuccessful in a U.S. - Mexican linkage of routes and in 1952 LAMSA became part of Aeronaves de Mexico. Trans Mar de Cortes inaugurated flights in 1948 between Ciudad Obregon and points in Northwestern Mexico. The line operated to Tijuana, Baja California and Juarez. Trans Mar was operating three DC-3's in the late 1950's and in April 1959 added a leased Fairchild F-27 to the fleet. It ceased operations in 1962.

In 1963 Aeronaves acquired Guest. As of summer 1963 DC-8's were operated between Idlewild - Mexico, Mexico - Miami - Madrid and Mexico - Panama - Caracas. Boeing 707's were operated between Mexico and Montreal in conjunction with SABENA and Boeing 720B's between Mexico, Panama and Bogota in conjunction with AVIANCA. U.S. services added in the early 1960's were Tucson in 1961; Los Angeles in 1962 and Phoenix in 1966. DC-9's were introduced in 1967 and were operated throughout Mexico and to California and Arizona. A DC-8-63CF was leased from Trans International in 1971

CIA. MEXICANA DE AVIACION, S. A.

PAN-AMERICAN AIRWAYS SYSTEM
SCHEDULES & TARIFFS

MEXICO
WITH CONNECTIONS TO
WEST INDIES
CENTRAL AMERICA
SOUTH AMERICA
PASSENGERS-MAIL-EXPRESS

CORRECTED TO DECEMBER 15 1936

MEXICAN AVIATION COMPANY
AGENT FOR
(PAN AMERICAN AIRWAYS SYSTEM)
TIME TABLES - PASSENGER TARIFFS

MEXICO
WITH CONNECTIONS TO
WEST INDIES
CENTRAL AMERICA
SOUTH AMERICA
PASSENGERS-MAIL-EXPRESS

CORRECTED TO DECEMBER 15 1936

CIA. MEXICANA DE AVIACION
AGENTES DEL PAN-AMERICAN AIRWAYS SYSTEM

COLECTA A CAMBIO DE PRECIO HECHO
DICIEMBRE 1to DE 1936

LA CMA SIRVE A TODO MEXICO

Cia Mexicana de Aviación S.A.
AGENTES DEL SISTEMA PAN AMERICAN AIRWAYS

**PASAJEROS
CORREO
EXPRESS
HORARIOS-TARIFAS**

En vigor desde Septiembre 14 de 1938

APRIL 1953
TIMETABLES AND FARES
MEXICANA DE AVIACION
AFFILIATE OF
PAN AMERICAN WORLD AIRWAYS

AUGUST 1954 - TIMETABLES & FARES
MEXICANA DE AVIACION
U.S.A. - MEXICO - CUBA

35
YEARS
FLYING SINCE
AUGUST
1924

PAN AMERICAN
ATSA AND TAMSA

FEBRUARY 1960 - TIMETABLES & FARES

comet 4C

AFFILIATE OF
PAN AMERICAN
SUBJECT TO CHANGE WITHOUT NOTICE

SEPTIEMBRE 25 a OCTUBRE 20, 1960 - TAREAS & HORARIOS
MEXICANA DE AVIACION
LA PRIMER LINEA AEREA DE MEXICO

PAN AMERICAN

MEXICANA
First with **Jet** to Mexico.

from
LOS ANGELES • CHICAGO • SAN ANTONIO • DALLAS

The famous 707-120C COMET is shown here, serving the new route to Dallas from Los Angeles. This equipment is powered by 4000 H.P. engines, and has the highest production rate in the world.

DALLAS

ON **MEXICANA'S**
ROLLS-ROYCE COMET

Compania Mexicana de Aviacion was founded in 1924 with initial services from Mexico to Toxpan and Tampico. Matamoros flights were added in 1926 and Merida via Veracruz from Mexico in 1928. In 1929 Pan American acquired Mexicana and Pan American was awarded Foreign Air Mail Route 8 from Brownsville to Mexico City. Services were extended to Guatemala in October 1929. In 1935 Aerovias Centrales was acquired. Lockheed 10's joined the line in 1934 on a new route to Los Angeles, Boeing 247D's in 1936, DC-2's in 1937 and DC-3's in 1938. In 1946 Pan American's interest in Mexicana was reduced to 45% and DC-4's joined the fleet that same year. Four years later, in the fall of 1950, DC-6's were added. DC-6B's were operated briefly in 1953-54.

During September 1959 an Aeronaves Britannia was operated between Mexico City - Los Angeles. Comet IVC flights were inaugurated in Summer 1960 on the Mexico - Los Angeles and Mexico - Chicago services. In February 1961, Mexico - San Antonio Comet service was inaugurated, and on April 5, 1961, Mexico - Dallas Comet service over a newly awarded route was added. In March 1961 a Mexicana-Guest Comet pool service was inaugurated between Mexico - Miami - Madrid.

DICIEMBRE 1956
TARIFAS E ITINERARIOS
MEXICANA DE AVIACION
AGENTES GENERALES DE
PAN AMERICAN WORLD AIRWAYS
Y REBO TRANSPORTES S.R.

JUNIO 1957
TARIFAS E ITINERARIOS
MEXICANA DE AVIACION
AGENTES GENERALES DE
PAN AMERICAN WORLD AIRWAYS
Y REBO TRANSPORTES S.R.

SEPTEMBER 1957
TIMETABLES AND FARES
MEXICANA DE AVIACION
AFFILIATE OF
PAN AMERICAN WORLD AIRWAYS
AND REBO TRANSPORTES S.R.

Timetables & Fares - February 1958

MEXICO CUBA

Via

CMA MEXICANA DE AVIACION
PAN AMERICAN

Subject to change without notice

MAY 1958 - TIMETABLES & FARES
CMA MEXICANA DE AVIACION
U.S.A. - MEXICO - CUBA

PAN AMERICAN

MEXICANA MEXICANA

MEXICANA

Effective February 1st 1971
MEXICANA

System
Timetable
and
Fares

MEXICANA
THE AIRLINE THAT HIGHS HEAVENS SINCE 1924

MEXICANA

system timetable and fares

"Un Viaje Inolvidable"

SERVICIO
Azteca de Oro

CHICAGO
LOS ANGELES
MEXICO

MEXICANA DE AVIACION

Three DC-7C's were delivered to Mexicana in 1957 and by June that year they were operating between Mexico and Los Angeles, and on the Mexico - Merida - Havana service. In fall 1957 new routes were inaugurated between Mexico - Monterrey - San Antonio using DC6's and Mexico - Chicago with the DC-7C's. The DC-7C's were sold to Camaero in 1958 and an additional DC-7C was leased for a brief period in 1961.

Additional former BOAC Comet IV's were operated by Mexicana in the mid-1960's. Boeing 727's were ordered in 1965. In 1967 the Dallas service was discontinued when a Mexicana 727 was foreclosed and seized at Love Field. At this time Mexicana was experiencing serious financial problems. Pan American's by then 35% interest in the airline terminated in 1968. Under a new leadership the financial situation began to improve in the late 1960's for Mexicana.

After 25 years, family and business commitments make it necessary for me to resign as schedule editor of the CAPTAIN'S LOG. I have really enjoyed writing the time table column, as well as several other articles, in the past quarter century. I also wish to thank Paul and Joop for a job well done. It has been a pleasure working with both of them. George W. Cearley Jr

Buyer Beware important on e-Bay

I want to thank Tom Draggas for his many years of devoted effort in writing this column and for giving me the opportunity to add my thoughts to the hobby.

Instead of covering the new decks issued in recent months, I will write about other aspects of collecting airline playing cards that could be of interest or might even be helpful to other collectors. To that end, this column will cover various subjects such as different types of cards, pitfalls we are likely to encounter in our never-ending search for those elusive rare decks, and any other topic that might be of current interest. One such topic is the subject of this issue's column and deals with decks that are not what they appear to be on the outside of a sealed wrapper.

If you would like me to cover a certain topic or if you have specific questions you would like to have answered in this column, please let me know by e-mail: topflite@olympus.net.

Outward Appearance vs the Real Thing

e-Bay auctions have become a major source of cards for collectors. In principle, the idea is very simple: a seller puts a scan of a deck on the Internet and interested buyers bid on it. Naturally, some rare decks do appear on e-Bay from time to time and these rightfully would receive premium bids.

In the past several months a few decks have appeared on e-Bay that have increased the adrenaline flow among card collectors because they showed older decks that had never been seen before. Very high bids were submitted for those, in one case exceeding \$100, but in the end they turned out to be common decks different from what the picture showed. How did this happen?

Most decks come from the manufacturer sealed in cellophane. Since sealed decks are more valuable than opened decks, the cel-

lophane wrapper is kept intact as much as possible. The actual design of the card shows through the wrapper - most of the time. Sometimes, and for no discernable reason, a different "cover" card is used and this leads to the confusion that it is a different deck when, in fact, the deck underneath the cover card is a common deck that has been known for a long time. Fortunately the number of times this has happened is very small. I know of only five cases out of a total of 3,000 airline cards known, but they have caused sufficient confusion among collectors, not to mention money ill-spent by some bidders, that I have reproduced these cover cards and the actual decks they covered. These five are shown here.

There are probably other cover cards we do not know about, so what should you do when you stumble upon what you think might be a really rare deck? An authoritative reference source, personal or published, should be able to tell you whether it is legitimate. If not, you can go on the assumption that if it is from a small or unknown carrier, it is probably a good bet because not all the cards from small airlines are known to collectors. If it is from a large airline you might want to be more careful because their cards have been issued in thousands of copies and most designs are generally known. Still, if you don't want to miss out on a rare find and you have won the auction, you might ask the seller to remove the wrapper, indicating that you will pay for the deck on condition that the rest of it is the same as the cover card. If it is, you will have to accept the opened deck while paying the price of a sealed deck, but this would still be better than paying a premium price for a common deck. Of course, if you accept the deck unopened and leave it sealed, you'll never know it is a common deck.

There are also decks that are packaged in boxes with a different design, but this is not a major problem in identification as some boxes are not sealed at the factory and almost all decks have been opened by singles collectors and card players at one time or another, so the contents are usually known if they are different from the box design.

Cover Cards



Actual Decks



MORE WINNING PHOTOS FROM PHOENIX AI 2000



The many photos entered in the photo contest at the annual AIRLINERS INTERNATIONAL conventions are always a pleasure to see. Our members produce some really quality and breathtaking stuff and I do not envy the judges who are asked to pick the best one or two in each category. How difficult that task is, became clear to me when chief judge Gerry Cole asked Model Editor Peter Reed and myself to break a couple of ties at the AI 2000 in Phoenix in July.

Every year again I regret I cannot publish all photos entered because there just is no space for it. In the previous issue we published the winning photograph (on the cover) and the winning slide (on the Flight Manifest page). This time we run another three top shots:

- British Airways 747 at dusk, on the cover, took top spot in the Salon Print category. It was taken by **Kevin Horton of Alexandria, VA.**

- The view of the ATC tower at DIA with a Delta 757 taxiing by on the ramp (above) won third place in the color enlargement print group. The photographer is **Paul Andes of Littleton, CO.**

- The shot of the Corsair 747 coming in low over the beach on finals for a landing on an island in the Caribbean (left) was a double winner. It captured second place in color enlargement (print) and was the top selection for The Spirit of Flight award. Photographed by **Don McComb of Miami, FL.**

Gerry Cole reports there were 75 photos and slides entered this year by 16 photographers

Leading off with Olympic Aviation 717 Sticker

This column starts with the first sticker I have seen for the Boeing 717 (formerly the MD-95). This one is for Olympic Aviation, the domestic airline of Greece and owned by Olympic Airways. Colors are dark and white blue on white with "717" in red.

#2 is an attractive BIL in maroon and white from Air Berlin of Germany. Both sides are identical, except for the words "Hinflug" (outbound flight) on one side and "Rückflug" (return flight) on the other.

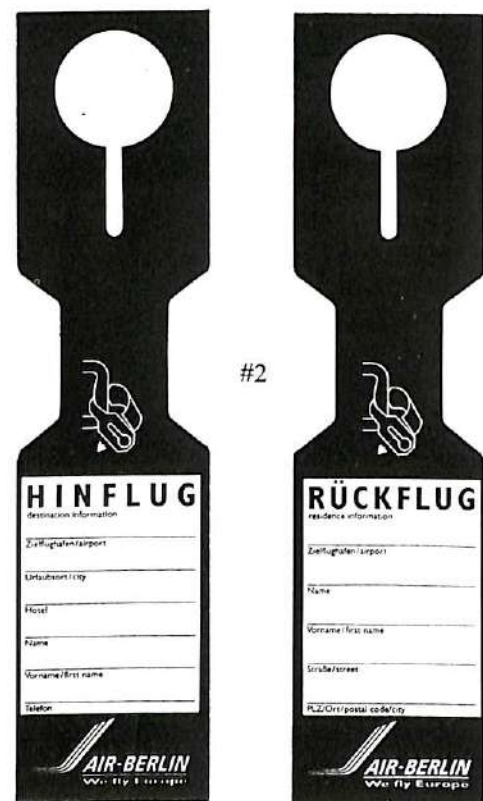
#3. NEVILLE RITCHIE of New Zealand provided this BIL from Origin Pacific Airways of Nelson, New Zealand. White, gold and light blue text (from left to right) on dark blue. The circles to the right are white and gold. The airline flies a small fleet of BAe Jetstreams.

#4 is a previously-unlisted "gummie" from the long-defunct Bonanza Airlines of Las Vegas, Nevada. It is in red, black, yellow and white. It was also contributed by Neville Ritchie. *(Bonanza merged in 1968 with West Coast Airlines and Pacific Airlines to form Air West, which became Hughes Air West in 1970 after Howard Hughes had bought a controlling interest. The airline was taken over by Republic Airways in 1980 and Republic was taken over by Northwest Airways in 1986. I hope this is all clear. Today, four "generations" later, the sticker might be called a "Golden Oldie" - JG)*

#5 shows a TriStar of Caledonian Airways and was likely issued by GAMCO, a maintenance organization. It was contributed by JERRY ELMAS of Austin, Texas. The colors of the aircraft are white and dark blue with the Scottish lion in gold on the tail, all against a light blue sky. "THE BEST" at the bottom is in red.



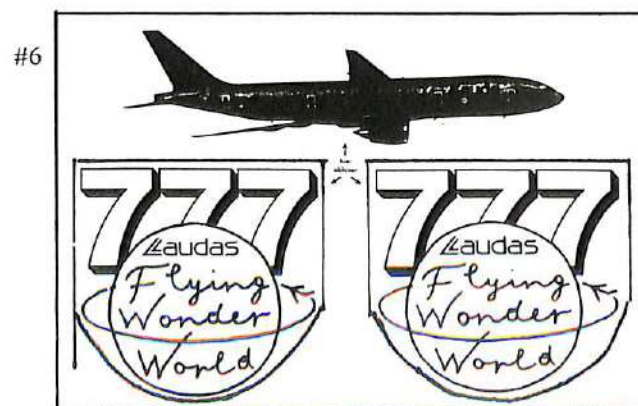
#1



#2



#3



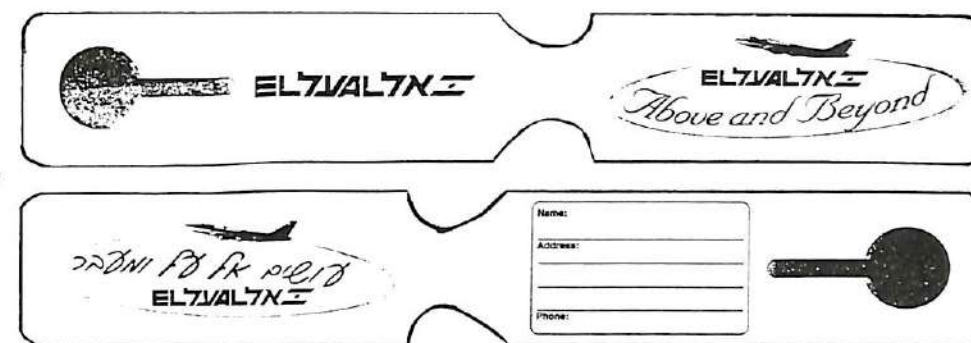
#6



#5



#4



#7

#6 came from BILL DEMAREST and was issued by Lauda Air of Austria. This item has a postcard back and there are three stickers on the front - the 777 and two shields below it. The one on the left has 777 in red and the other printing in light green, the one of the right features 777 in blue with the rest in bright orange. The three arrows in the centre of the front point to where the stickers can be peeled off.

#7 is a new BIL from El Al in the airline's light and dark blue on white. One side has the text in English and the other side in Hebrew. It was provided by DAVE CHERKIS.

#8 comes from Air Transat of Canada, showing their Airbus A 330. Colours are tones of blue with a red line under the name, containing the airline's Internet address.

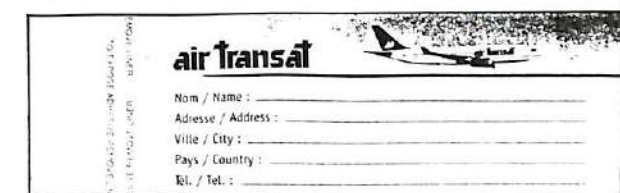
#9, 10, 11 are all from Hainan Airlines of China. They fly Metros, 737s and Dornier 328s from Haikou and Sanya. The round and square ones are in the house colors of ochre, blue and red on white, the other one is multi-colored. It is one of the prettiest stickers I have seen for a long time. I can't remember who supplied me with these, so, many thanks to the Unknown One.



#9



#8



#10



#11



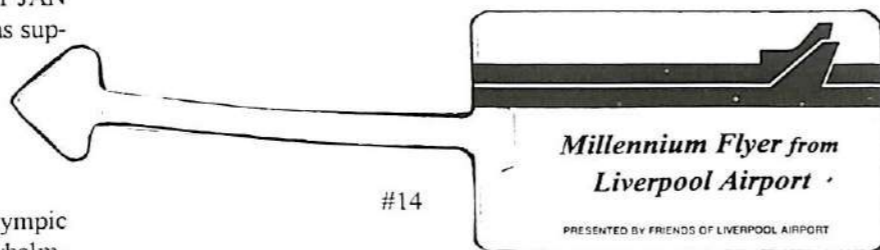
#12



#13

#12 and 13 are from Malev of Hungary. The first one is from their Aero Club. It is in blue on white with an orange section just above the basket, and the Hungarian national colors of red, white and green up the side of the balloon. The other sticker appears to have been issued by Malev for or in conjunction with the Hungarian Aeronautical Association and promotes the 6th European Precision Flying Championship held at Dunakeszi seven years ago. It is in white on blue, with the Hungarian colors on the tail. The aircraft, by the way, is a PZL-104 Wilga agricultural and light utility aircraft of Polish origin.

#14. Liverpool Airport has issued this plastic luggage tag to observe the Millennium. It was presented to passengers on 01 JAN of this year. Colors are red and blue on white. The item was supplied by FRANK CHESWORTH.



#15. Ansett Australia is the official airline of the 2000 Olympic games in Sydney, as shown by this sticker. The item is overwhelmingly in blue and the surface of the front has a rough texture, not smooth. I just hope they issue some more.



#16. No, this is not a Golden Oldie from Trans Texas Airways which has long since passed into history. It comes from TransTravel Airlines of Lelystad in Holland. They fly three Dash 8 a Beech 1300 and two Beech 1900. The colors are two-tone blue, red and black on white.



#17. was sent in by HENK HEIDEN and is from Martinair, with red logo and black text on white.



#18 is a cardboard BIL from Astoria, a very short-lived airline in Canada, that operated a 737. It was supplied by GLEN ETCHHELLS who is a new contributor to this column. Welcome aboard, Glen.



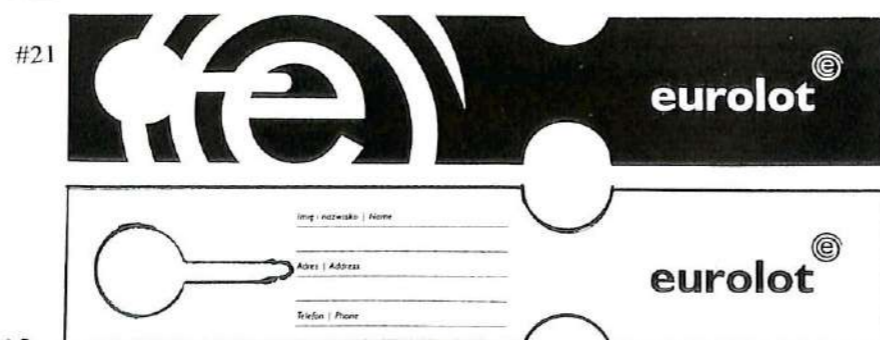
#19. This children's item comes from the Czech airline CSA. It is in black, shades of red and shades of blue, on white.



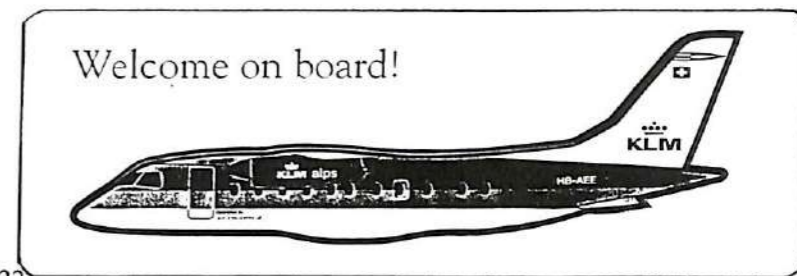
#20. Probably also an issue for children, this Sabena sticker comes in blue, white and orange (the lion), with a touch of yellow in the bellies of the two birds. It is probably given to children during flight. There are several others.



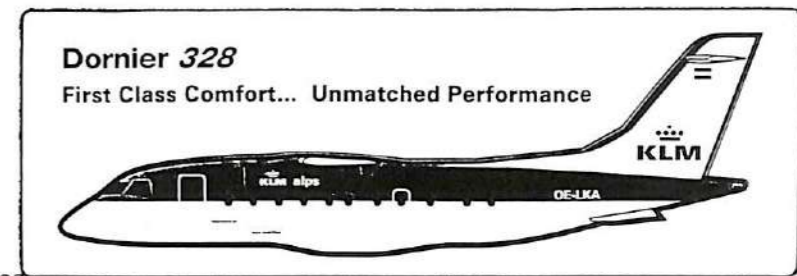
#21 is a white on blue BIL from domestic Polish airline EuroLOT, owned by LOT. They fly ATR-42s from Warsaw. The front is white on dark blue, the reverse shows the name in blue and a logo in red, all on white.



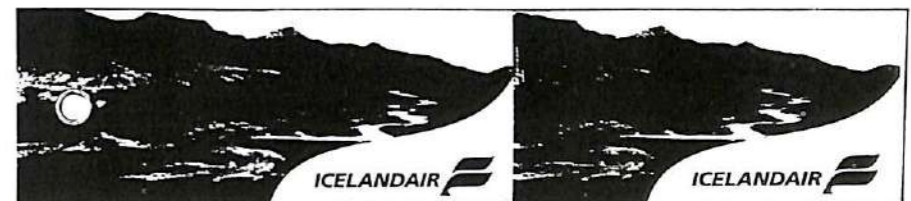
#22 comes from BARRY JAMES of Switzerland via FRED HEMS in England. The Dornier 328 of KLM alps is in "KLM blue" (on top), a silver cheat line, white belly and aircraft outline in black, all on white. There is a small Swiss flag (red and white) near the top of the fin. KLM alps is operated by Air Engiadina and flies with five DO-328 from Berne and Geneva to Austria and to Amsterdam. The registration on the aircraft is HB-AEE.



#23. This sticker is nearly identical to the previous one. The differences are: the aircraft's registration is OE-LKA and it is operated by Air Alps Aviation of Austria for KLM alps. It flies out of Innsbruck to Salzburg and Amsterdam. Near the top of the fin is the Austrian flag. Also note the different text in the left top corner on both stickers.



#24. Icelandair issued this new BIL, showing some of the rugged landscape of the island country. The colors are blue, black and green in the landscape, with a name in black and a blue logo in white in the corner.



Golden Oldies from Mexico

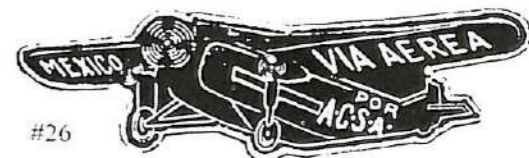
#25 shows the Fokker F.10 of Cia. Mexicana de Aviacion. The airline was formed in 1921 and became a Pan American subsidiary in 1929 when service to the United States began, hence the slogan "Sistema Pan American Airways" at the bottom. The swastika on the cloth at right is a religious symbol found in many ancient civilizations. In this case it has nothing to do with the Nazi emblem.



#26 is from Aerovias Centrales, another Pan American subsidiary. It comes in green, red and white and also shows a Fokker F.10. The airline was formed in 1932.



#27 is in black and orange on cream, from Aeronaves de Mexico, formed in 1934. The name was changed to Aeromexico in 1973.



#28 from LAMSA (Lineas Aereas Mineras, S.A.) is in green, red and white. The airline was founded in 1934 and changed its name to Lineas Aereas Mexicanas, S.A. in 1944 after United Air Lines had acquired control in 1943. Note that the new name preserved the LAMSA operating title. In 1952 United sold the airline to a group of Mexican businessmen, who renamed it Lineas Asociadas Mexicanas, S.A., again maintaining the LAMSA initials. Operations were combined with those of Aeronaves de Mexico and eventually were completely absorbed by that airline.



#29. Aerovias Braniff, S.A., was formed in 1945 by Braniff Airways of the USA. It operated with DC-3s on a route between Mexico and Nuevo Laredo, but ceased all operations the following year, when the Mexican government revoked its permit. The label is in green, red and black on cream.

(Continued on page 28)

Juan Trippe in the Caribbean and Latin America

Here we are in the afterglow of the Scottsdale Convention and in the old expression, I hope it was as good for you as it was for me. It is a pleasure to see old friends, rekindle the spirit and it always hurts to see people fall by the wayside, especially the likes of John Pinnow and Dick Koran. Bless us all.

Paul and Pat Collins looked great and all kudos go their way for creating and maintaining the amorphous mass called the WAHS for a very long time. Yet, at the same time, it is a delight to have Bill Demarest, one of my post card buddies of long standing, assume command. We are in good hands, everyone.

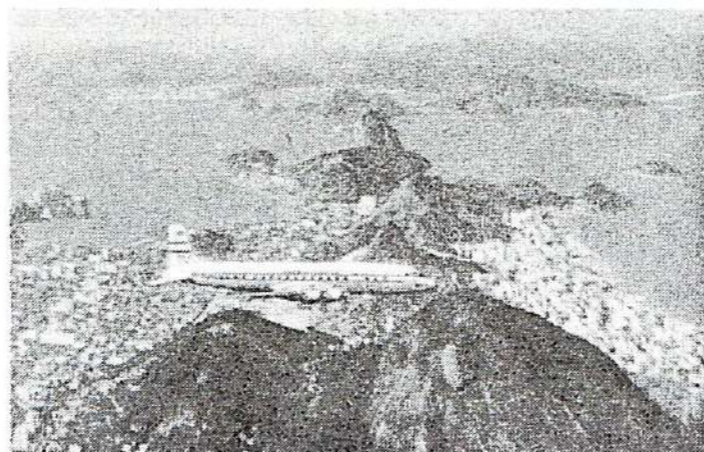
Since I last wrote, Larry Myers has published a particularly interesting anthology entitled *Rare Airline Postcards and their Prices*. Definitely worth the \$20, as there are more than 300 of the rarest cards shown. Call him at (315) 942-2659 before he gets snowed in for the winter all the way up in Boonville, N. Y.

Then there is the large article in the March 16, 2000 issue of *Travel Weekly* about Howard the Sheriff! Not quite Howard the Duck, mind you, but who else is a travel agent, works in a California sheriff's office and collects airline postcards but our own Howard Grant? Replete with picture. My advice is to keep your day job, Howard, because even if you go to the drug store for a soda, Hollywood scouts are not waiting for you.

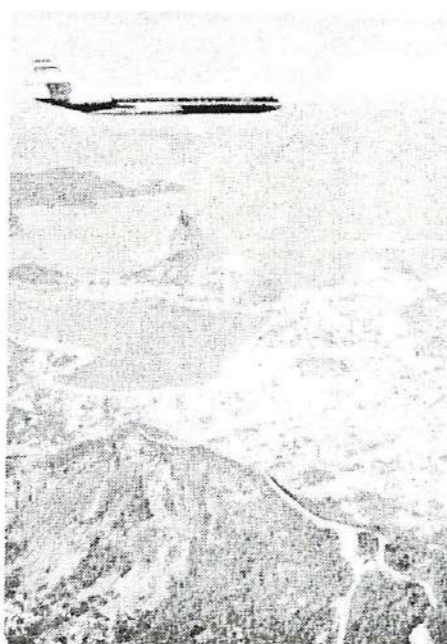
It was interesting to learn that my entire "Stewardess" article in the Spring issue of 1999 (Vol. 24, No. 2) of our CAPTAIN'S LOG was plagiarized word for word by the *Jack Knight Air Log*, a publication of the American Air Mail Society, in their April-June 2000 quarterly. No, I am not planning to sue them!

Juan Trippe, in retrospect, made magnificent moves in the development of air transport in the Caribbean and Central and South America. He had to forge many strategic alliances, set up and finance many "national" carriers as well as force competitors out of business. He virtually out-thought the rest of the business and political powers of the day in order to create the Pan American Airways System. Some of these associated carriers included CMA (Mexicana), Panagra (Pan American-Grace), Panair do Brasil and CCA (Cubana). Some were absorbed or knocked out of business, such as SCADTA (of Colombia) and NYRBA (New York Rio and Buenos Aires Line). Anyway, Bill Demarest and I thought we'd combine for 22 cards of these carriers, that we expect will interest you, plus a few others of similar genre to further whet your appetite and we hope that we have succeeded.

Panair do Brasil was formed from the remnants of NYRBA and Pan Am's interest remained until 1966. Included are 4c, 4 x 6 company cards of Bill's, including the DC-7C and the Caravelle, both over the beautiful city of Rio de Janeiro, an early Constella-



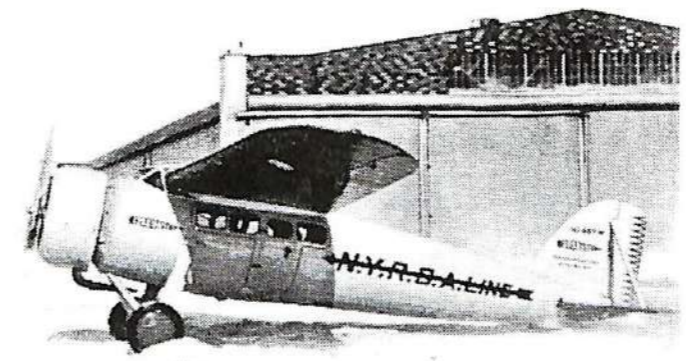
PANAIR DO BRASIL
O MAIS MODERNO E LUXUOSO AVIÃO COMERCIAL DO MUNDO SOBREVOLA O RIO
THE MOST MODERN AND LUXURIOUS PLANE IN THE WORLD OVER RIO DE JANEIRO



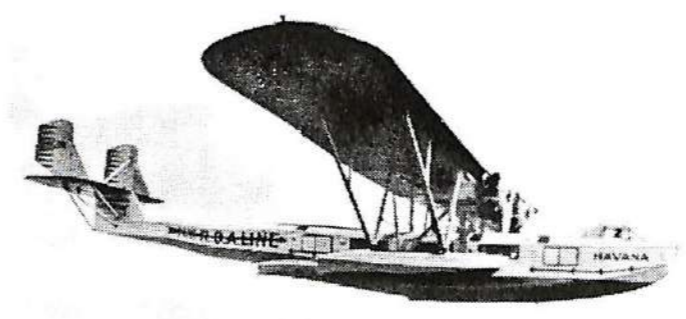
tion card (3 1/2 x 5 1/2) and two DC-8 (PP-PDS) cards. I am throwing in another 049 Connie at Lisbon (PP-PCG), b&w airport card, mailed 22 JAN 49, 3 1/2 x 5 1/2 that I traded for in 1998.

This is a good opportunity to show three NYRBA cards. The Consolidated Fleetster had to be used in conjunction with the Consolidated Commodore flying boat in order to operate within the air mail contracts, which were of primary economic importance, hence the 3 1/2 x 5 1/2 sepias of the Fleetster and the Commodore, both of which I traded for in 1990, numbers 510 and 511 of the "Unusual Photographs Reproduction Company." Also included is a Commodore at rest upon the water in I believe Buenos Aires as this 3 1/4 x 5 1/8 b&w real photo card is a Leonar (#4576) from Argentina that I bought for 5 1/2 bucks (dollars to non-Americans) from a Uruguayan post card dealer in 1991.

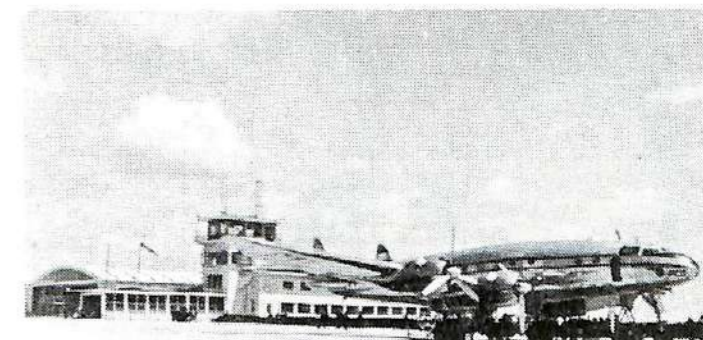
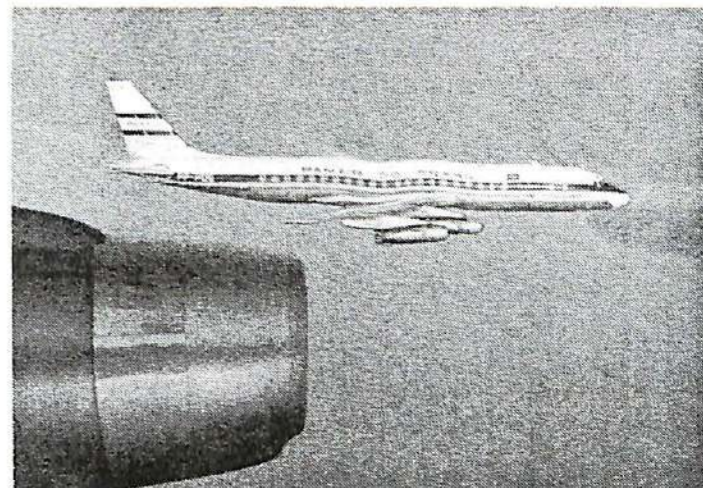
Let's start on Pan American-Grace Airways with a super cut-away card of their Ford Trimotor. Quel comfort, eh? Bill Demarest sup-



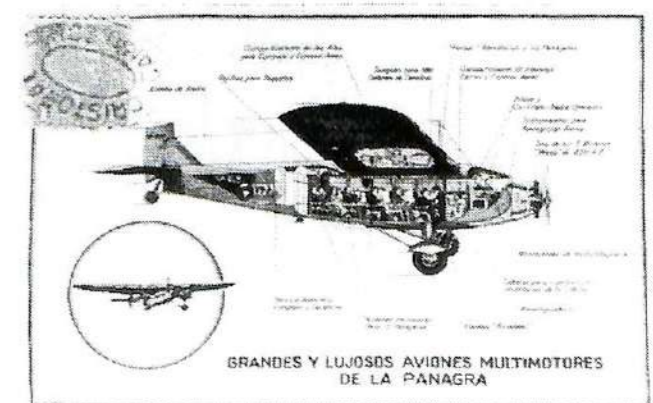
CONSOLIDATED "FLEETSTER" 8 pass. plane used by N.Y.-RIO-BUENOS AIRES LINE.
Photo: Consolidated Aircraft Corp



CONSOLIDATED "COMMODORE" 20 Passenger Flying Boat.
Photo: Consolidated Aircraft Corp



Bl. L. 1100a. Aeroporto da Grãvela de Sacavem



TARJETA POSTAL
UNION POSTALE UNIVERSELLE
República Argentina

GRANDES Y LUJOSOS AVIONES MULTIMOTORES DE LA PANAGRA

plied this one and I follow with a 3 1/2 x 5 1/2 real photo of Ford Tri-Motor 5-AT-C "Santa Mariana," perhaps an airport card, that I purchased in April 1995. Then an obvious company card of Panagra's DC-2 with a message on the front that translates as "Panagra airplanes have crossed the Andes 2237 times - number up to May 26, 1936." What a fine card to own.

Pan Am had a hand in Panagra for 38 years until the Feds finally figured out a way to screw Trippe out of the 50% ownership position, when they ordered the sale to Braniff. In the late 1950s I was honored to work with Don Huff and Paul McQuade of Panagra when we made joint sales calls.

I thought the next three piston-engine cards would go well here, so we'll kick off with the happy, carefree couple deplaning their DC-6 somewhere down the west coast of South America. Tocumen it isn't, nor is it Buenos Aires. A wonderful company card of when we actually tried to look that good to the opposite sex, to the world and to ourselves. It is a 3 1/2 x 5 1/2 drawing with rounded corners, card #50054. Following is an actual fashion shot by the men's suit manufacturer Robbins. Back when a tail shot was a tail shot, I participated in many shots like this as the PAA representative in the early 1960s out at Idlewild, New York. Who today remembers Metrecal, for example, or First National City Bank or the Sears Roebuck catalogue? Or Pan Am, for that matter?

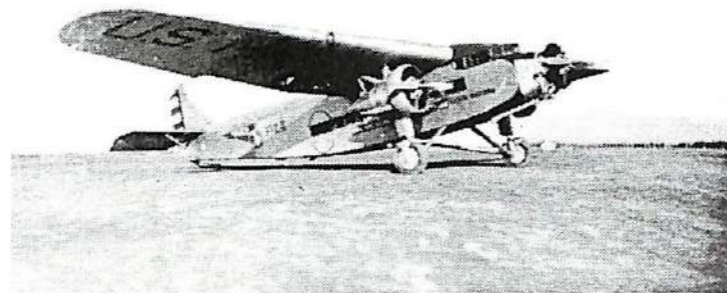


Panagra SKY CARD
PAN AMERICAN-GRACE AIRWAYS, INC.

*Hello!
Travelers to Lima
and IncaLand are finding
their dollars go a long way!
Send your clients Round
South America Cordially,
George Mason
Panagra
Lima*

"EL INTER AMERICANO" servicio expreso de lujo de la Panagra a Buenos Aires, via Balboa, Guayaquil, Lima, Santiago.
"EL INTER AMERICANO"—Panagra's luxury express service to Buenos Aires—via Balboa, Guayaquil, Lima, and Santiago.

50054



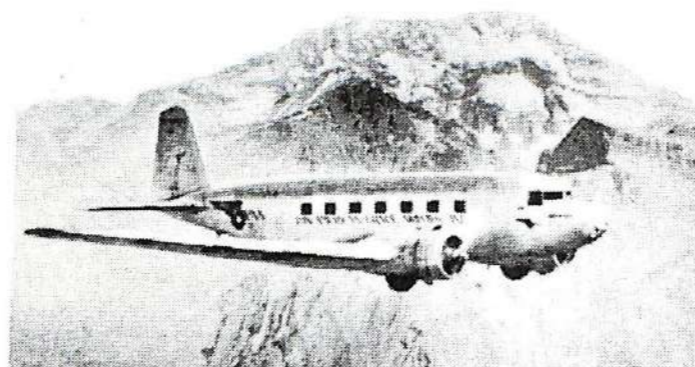
Tipo de aviones de la "Panagra"

Motores: Tres de 475 H.P. c/u. Velocidad: 200 Km. P. H. Peso: 6 1/2 toneladas. Largo: 20 metros. Fxten-sión de las alas 27 metros. Capacidad: 12 pasajeros. Instalaciones de radio a bordo. Tripulación: Piloto, mecánico, radiotelegrafista y steward. Servicio de buffet gratis. Pasajeros, correspondencia y carga para EE. UU. e intermedios.

TRANSLATION

TYPE OF AIRPLANES OF "PANAGRA"

ENGINES: THREE OF 475 H.P. EACH. SPEED: 200 KMS. P.H. WEIGHT: 6 1/2 TONS. LENGTH: 20 METERS. WINGSPAN 27 METERS. CAPACITY: 12 PASSENGERS. RADIO INSTALLATIONS ON BOARD. CREW: PILOT, MECHANIC, RADIOTELEGRAPHER AND STEWARD. FREE BUFFET SERVICE. PASSENGERS, MAIL AND FREIGHT FOR THE UNITED STATES AND INTERMEDIATE (STOPS).

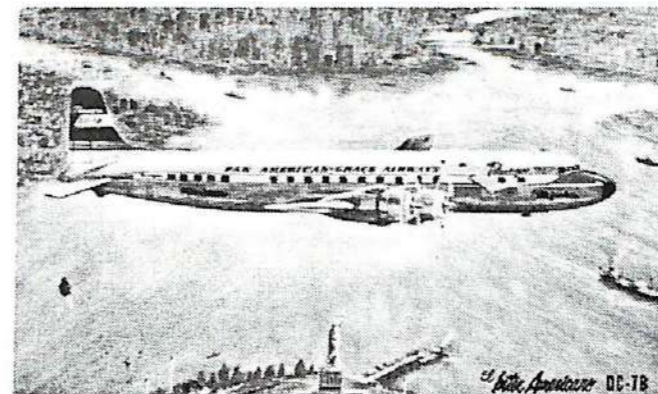


Los Aviones de la Panagra han cruzado los Andes 2237 veces (cifra hasta Mayo 26/1936)

Limatambo Airport, Peru

Flying 22,000 miles around romantic South America via Panagra's El InterAmericano. Perfect chance to travel-treat this new Robbins' Dacron and worsted suit. Tops in comfort and wrinkle-resistance. Only one of our large selection of summer suits. Come see and look around.

BROOK'S
530 Main
Spokane, Wash.



PANAGRA SKY CARD

PAN AMERICAN-GRACE AIRWAYS, INC.
PANAMA, COLOMBIA, ECUADOR, PERU, BOLIVIA, CHILE, ARGENTINA.



MEXICANA DE AVIACION TARJETA POSTAL

PAN AMERICAN WORLD AIRWAYS



Our best Panagra for this column is the Douglas drawing of the DC-7B in Panagra's great, yet dated, green and gold livery. Another company Sky card as they called it, 3 1/2 x 5 1/2 in 4c. I have had this card since 1984.

Let's now turn to CMA, acquired by Pan Am at virtually the same time as Panagra and divested itself from it in early 1968. We commence with the mariachi music makers in a 3 1/2 x 5 1/2 4c company card of their DC-6 that I picked up at the Hartford convention in 1986. We follow with a marvellous 3 1/2 x 5 1/2 airport chrome of passengers deplaning from one of Mexicana's terrific-looking DC-7C aircraft. This is a plastichrome Colour picture, P22745, mailed in 1959.

Pan Am took a 40% interest in COPA in 1944 and sold out in 1971. Here is a fine DC-3 shot at Tocumen, Republic of Panama, 3 1/2 x 5 1/2 4c, a Mike Roberts photo, FF-206. Clean and neat as a whistle, as is the LACSA C-46 at San Salvador. Card by Dexter Press, # 60158, 3 1/2 x 5 1/2 4 c chrome. Pan Am similarly had a 40% stake in LACSA, starting in late 1945 and lasting until 1970.



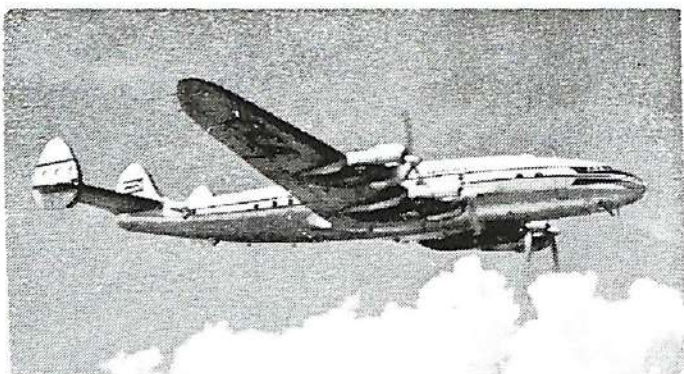
Compañia Mexicana De Aviacion unloading passengers at Los Angeles International Airport.



El Aeropuerto Internacional de TOCUMEN, República de PANAMA, con el Edificio de Administración, el cual es uno de los más modernos y mejor instalados de América.
The International Airport at TOCUMEN, Republic of PANAMA, with the Administration Building, which is one of the most modern and best equipped of America.

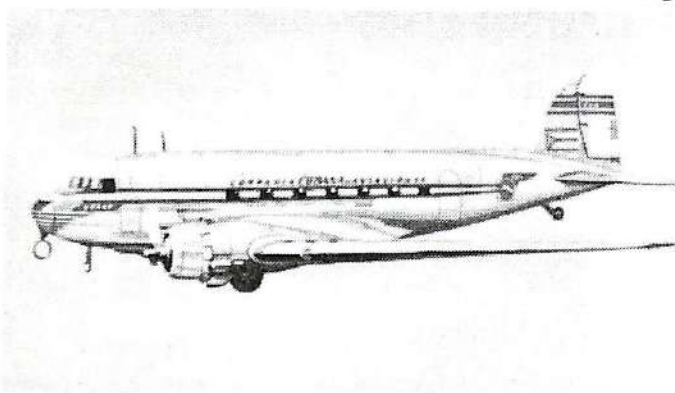


AEROPUERTO ILOPANGO, San Salvador, C. A.—Importante aeropuerto Centroamericano, de trasborde de Pan-americana World Airways. Véase un avión de pasajeros de LACSA, tomando sus pasajeros en ruta de Miami a San José.
ILOPANGO AIRPORT, SAN SALVADOR, C. A.—Important Central American airport. Transfer point of Pan American World Airways. Showing a LACSA plane taking on passengers en route from Miami to San José.



En cualquier rincón del mundo los viajeros ahora consideran las Constelaciones de Cubana de Aviación como símbolo de superioridad en velocidad y como medio eficaz de transporte aéreo.

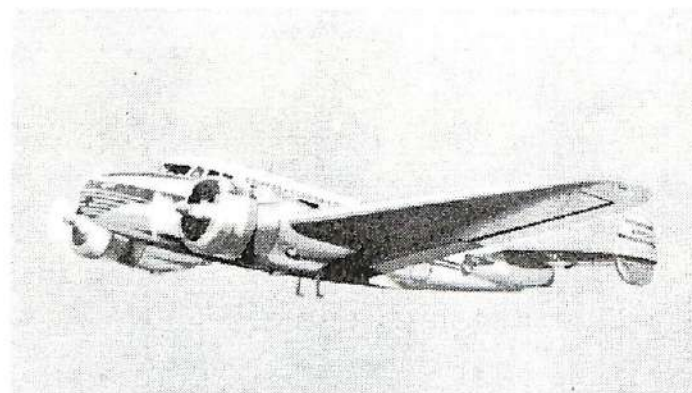
In many corners of the world, travellers now recognize the distinctive lines of Cubana de Aviación Constellations as a symbol of the finest in high speed, reliable air transportation.



Let's complete our trip south of the border with three Cubana cards. Pan Am owned Cubana de Aviación until 1954. A lovely CCA L-049 Constellation company card, 3 1/2 x 5 1/2 4c chrome, is followed by two artist's drawings of even earlier days: Cubana's Lockheed 10 and Douglas DC-3, forming part of the carrier's 50th anniversary series celebrated in 1979 (!) I have owned these cards, and the rest of the set, for 20 years already.

Note how many liveries looked very much like the Pan Am paint job just before the global insignia came in 1958 or so.

Here's hoping you have enjoyed our jaunt. Sorry, but I don't have one Carmen Miranda or Xavier Cugat card to lighten up the load a bit, but Hasta Mañana, amigos! And muchas gracias to Ron Davies for his super tome, *Pan Am, an Airline and its Aircraft*, for all the reference help.



What now ... the Boeing DC-3 ??? Your reactions

By JOOP GERRITSMA

In the CAPTAIN'S LOG Vol. 24, No. 4, Winter 1999/2000, I (JG) asked readers what they think of calling all Douglas airliners Boeings, such as the Boeing DC-3, Boeing DC-8, Boeing MD-80 and so on. I said I would flatly refuse to go along with this practice and will continue to call the DC-3 a Douglas DC-3, the DC-4 a Douglas DC-4 and so on, and that to me a DC-9 remains a McDonnell Douglas DC-8. The same applies to the DC-9, DC-10, MD-11 and the MD-8- series.

I did not get a response from Boeing and I regret to say that out of our about 1,000 members, I received a grand total of only THREE reactions. One came from HENK HEIDEN in Holland, who wrote: "As far as the 'Boeing DC-3' is concerned, I agree totally with you. We should continue to call the DCs, MD-11 and so on a Douglas or McDonnell Douglas. No name change. I myself already had a problem with the MD 95 becoming the Boeing 717."

EDWARD F. COUSINS III in Brockton, MA, agrees, but he goes into considerable more detail in his reasoning than I did.

"In regard to the Douglas/McDonnell Douglas/Boeing nomenclature for aircraft built at Long Beach and the other factories of the former Douglas Aircraft Company, I would say that only aircraft types certified after April 28, 1967, should be called McDonnell Douglas. This would include only the DC-8-70 series, DC-9-50 through -83, DC-10, MD-87, MD-88, MD-90 and MD-11. All other DC aircraft are Douglas aircraft as that is what their type certificates read. Just because McDonnell Douglas became responsible for the earlier products in service at the time of the merger, did not make them McDonnell Douglas aircraft. Likewise, Boeing being responsible for earlier Douglas and McDonnell Douglas

aircraft does not make them Boeing aircraft. They remain Douglas and McDonnell Douglas aircraft.

"After all, when Renault owned American Motors, you never saw former production cars called Renault Ramblers or Renault Pacers. Nor did you ever see them referred to as Chrysler Ramblers or Chrysler Pacers after Chrysler's acquisition of American Motors from Renaults. "Just one man's opinion."

The third letter came from MARSHALL WOODALL of Santa Cruz, CA. He has a different view:

"Please let us put this all into perspective here. I know what you mean by what you pointed out. It is understandable that some of these airplanes have a very long history. DC-3s, 8s, 9s, 10s etc. Yes, the prefix DC is still a very big tradition in our aviation world. The Boeing takeover was inevitable, however. Therefore there will be considerable confusion among new aviation buffs, trying to learn all the differences between each and everyone of these models.

The only thing I can suggest is that any new knowledge we pass on to those who are new to this hobby of aviation is to first teach them all the very basics and the history of both Boeing and McDonnell Douglas production lines and every single model of both prop and jet airplanes they have ever built. Then, later on, bring in the knowledge of all the most-recent models, built within the past 12 years, up until now. Use flow charts and diagrams to illustrate the chronology of all these airplane, please. Sure it can be very confusing. So, serious study at home is paramount. We have to be very careful in how we talk about this sensitive area at this stage in the game.

I thank all three members for their interest in the subject. This discussion is now closed

Turning over a new leaf: less talk, more pictures There is a connection between trees and the world's airlines.

The Society is undergoing many changes this year. At the convention in Phoenix Paul Collins announced he is stepping down as president, publisher, post office runner and "jack of all trades" relating to the CAPTAIN'S LOG. The previous issue of the Log was considerably thinner than past issues due to production costs. I am attempting to cut my own costs for film and developing by going digital with the images in this issue. That is, if Joop approves. (We'll use this issue to see how it works out, Charlie - JG.) In short, things are changing. This is being written in September and Fall is just a few weeks away. By the time you receive this issue, the leaves have already turned color.

As I have mentioned several times in the past, I began my collecting of wings and hat badges while working at Dorval Airport, Montreal, Quebec, Canada. Naturally, many of the first wings and badges I acquired were from Canadian carriers. It might be interesting to see how their maple leaf has turned over the years. I am also including an 'overseas' leaf logo, that of Aer Lingus, and my only United States airline wing with a leaf as its motif, the aspen leaf of Aspen Airways of Colorado.

I will also turn over a new leaf and allot more space to photos (should I say images?) and less to storytelling.

It is easy to forget that our cloverleaf intersections on our major highways are based on a leaf, the shamrock, national symbol of Ireland. Therefore, I begin with:

AER LINGUS

This is an early example of an Aer Lingus insignia. The wing and cap badge are made of brass, with a green enamel shamrock in



the center. Some of these pre-1948 insignia have the letters *ALC* embedded in the leaves instead of the veining (see below). The letters stand for 'Aer Lingus Teorante,' the airline's official name. Neither piece is hallmarked and both are secured to the uniform and hat by split pins through eyeposts.



Pilot's Brevet - pre 1948



AER LINGUS

Pilot brevet in use from 1948 to 1982. It has a fine thin wing with fine detailing. It is in polished brass with a shamrock in the center. This wing also uses a split pin and eyepost to be secured to the jacket.



AER LINGUS

The present style wing is in highly polished gold-color metal. It is clutch back and has no hallmark. This wing was given to me by Capt. Tim O'Callagan, fleet captain A330, when he was preparing for the return trip to Shannon after bringing in a group of dignitaries to BWI to announce the direct BWI-SNN service, which began on 06 SEP 2000. Because the cap badge, which is gold bullion thread on black felt, is sewn to the cap. I was not able to add it to my collection at that time. It has been promised to me



AER LINGUS

The earlier cap device used with the 1948-style wing has the Shamrock well defined and colored in green enamel. The wreath is gold bullion on black felt. It was sewn to the cap.



AER LINGUS

The later style cap badge has the shamrock in green thread on a gold bullion disc. The wreath is gold bullion



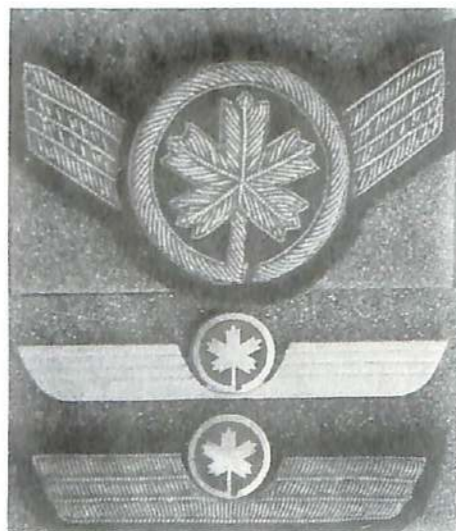
AER LINGUS

The 1982-1997 insignia went to a silver color. The cap badge was silver color bullion thread and was sewn to the hat. The very plain wing has a brushed finish and is clutch back. There is no hallmark.



TRANS-CANADA AIRLINES

The maple leaf on the TCA cap badge shows a lifelike pattern of veins throughout the leaf. It seems that the Air Canada tail logo is returning to this lifelike look. The speedbird and the lettering on this badge are in silver over gold-colored metal. The cap badge is hallmarked 'Montreal Scully, Ltd.' Each mark is individual and seems to be placed randomly. The TCA wing is gold color overall and has two screwposts. It is hallmarked 'Scully, Ltd. Montreal'.



AIR CANADA

This is the first Air Canada insignia after the name change from Trans-Canada Airlines in 1965. The cap insignia is gold bullion on black felt and was sewn onto the hat. The maple leaf in the broken cir-

cle was also used as the tail logo on the AC fleet. There are two different wings associated with this hat badge, one metal (top) and one gold bullion on black felt (bottom). The wings on the metal wing and the maple leaf and broken circle around it in the centre device of both wings are gold-color metal with a colored enamel disk behind the leaf. I have seen at least four or five variations of the metal wing, each with a different color enamel behind the leaf. I know of yellow, green or turquoise, white and blue. I am sure there must be red as well. I have been told the color indicated the city where the pilot was based and I suspect dark blue was for Montreal, just from the number of 'blue' wings I have seen there. The metal wing illustrated here has blue behind the leaf, the bullion wing has red. I lean toward Toronto for red, just because that was AC's largest base. The metal wing is hallmarked 'Made in Canada Bond Boyd,' and both have screwposts. The disc on the bullion with is secured to it by a screw post. Both wings were used for a very short time only, but the exact dates remain difficult to pin down. I have written to Air Canada several times asking about these dates and about the colors and have tried to get the same information from Bond Boyd, but both to no avail. Any help in pinning down the facts would be appreciated.



AIR CANADA

This bullion cap badge has a much-darker shade of red behind the maple leaf and the name. The metal wing was used by all front-end crew, captain, F/O and S/O. It has screw posts and is hallmarked 'Made in Canada Boyd Bond Toronto'. The one shown here has red behind the maple leaf



AIR CANADA

This style cap badge in gold bullion on black felt was in use for quite a long time with at least two styles of wings. The badge was sewn to the cap and had a quite angular maple leaf with letters in block print. Several shades of red were used behind the gold bullion maple leaf and the lettering. The captain's wing (top, with three stars on the centre device) is clutch back. The F/O and S/O wings have screw posts. All wings are hallmarked 'Made in Canada by Bond Boyd Toronto'.



AIR ONTARIO

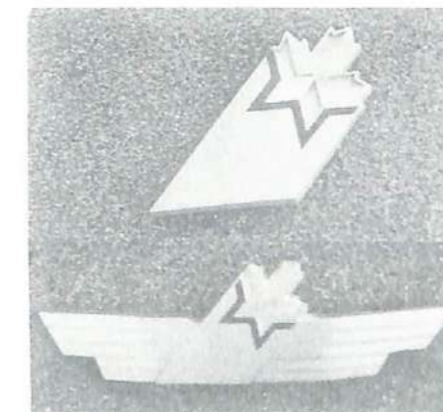
Current wings and cap badge. The insignia are in the same style as Air Canada's latest design. Both the cap badge and the wings have lost the sharp edges and have

adopted more curves. The letters on the cap badge are in lower case script, not in block letters. The cap badge is sewn on to the cap. Gold bullion thread with red background on black felt. The Captain's wing has a wreath around a red enamel disc and is made with two screw posts. The F/O wing has clutchback pins. Both wings are hallmarked 'Made in Canada by Bond Boyd Toronto'. Note the similarity to the Air Canada badge shown above.



AIR ONTARIO

A highly-polished gold-color metal wing with red paint in the recessed areas of the leaf, letters, bar and arc. The leaf is very angular. The wing is a clutch back and the cap badge has two screw posts. No hallmark on either.



AIR NOVA

A brush finished wing and cap badge in gold-color metal. It is very similar to the Air Ontario badge and wing above, but has no red in the recessed areas. It also lacks the arc and the gold-colored shield behind it. A very-dark blue-black line separates the leaf from the band. The leaf on the cap badge has alternating recessed surfaces. The cap badge has two screw posts, no hallmark. The wing has screw posts and is hallmarked 'Jostens'.



WARDAIR

A heavily enameled cap device with block and cursive style letters. This badge was mounted to the uniform hat with two screw posts and is hallmarked 'Universal Emblems Edmonton'. It took me a long time to find the right crew member who was willing to part with it. One old-time flight engineer was wearing this badge proudly as he told me management had not convinced him to remove it from his hat and I stood less of a chance than they did. The lettering is in gold-color metal on a red maple leaf. The thin outline of the maple leaf is also in gold. Ken Taylor has the same style badge in blue - cabin service? Ground staff? Information would be greatly appreciated.



WARDAIR

This is the last style of the Wardair hat badge. It has a matt finish over a gold-color base metal. The maple leaf is very angular looking, like the maple leaf on the Canadian flag. There are two screw posts, but no hallmark.

Models of different kinds dominated AI 2000

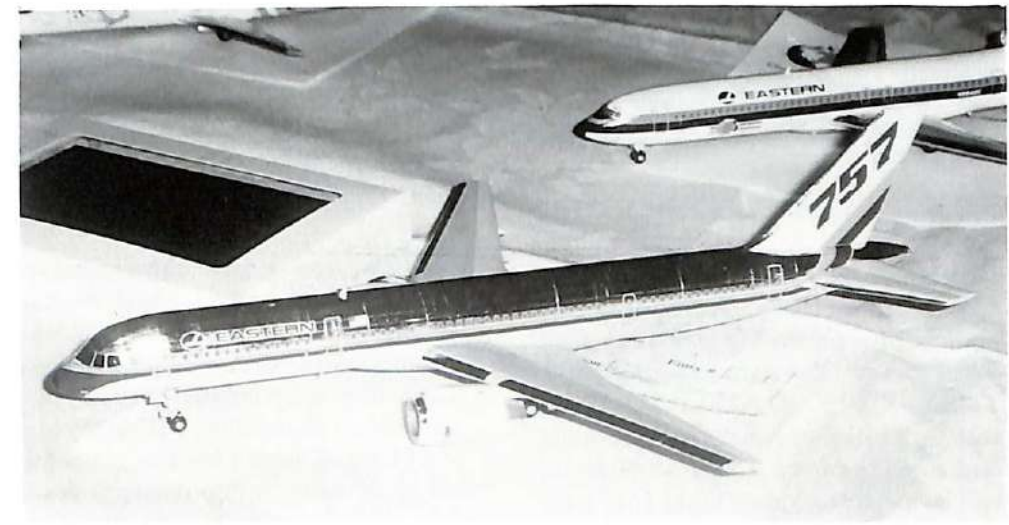
At the Airliners International Convention in Scottsdale in July, I heard more than one person complain that the exhibit hall was overly dominated by models. There certainly were a lot of them, with some of the producers of snap-together or travel agent-type models having eight or so tables. For the purists who want historical documents and collectible airline items, I suppose these models, mostly of contemporary aircraft types and current airline color schemes, command little interest. For those who like to see models of favorite types or airline colors, but who don't want the labor of building from kits, these models provide greater variety and quality than ever before. Commercial model makers seem as adept as the airlines are now at coming up with exotic color schemes. Bader Models, for example, had replicated the elaborate oriental designs with which Gulf Air celebrated its 50th anniversary.

There was also evidence of the growing interest in die-cast metal models. The current interest in these began with 1/600 scale models by Schabak, but since then larger 1/500, 1/400, 1/200 and 1/144 scales have come along. Prices of some of these models run as high as \$200, and some discontinued models circulate among collectors at prices that are very much higher even than that. The most dramatic evidence of the resurgence of interest in the die-cast metal models is the fact that the old Aero Mini models have been put back into production by Brian Peckham (P.O. Box 207, Dewey, AZ 86327). Retooling to get these

1/144 scale Minicraft Eastern Air Lines 757-225 by Charlie Coward of Phoenix. Second place in Medium Scale Jet at AI 2000.

1/200 scale Boeing 777-223 in American Airlines retro colors, by Charlie Conrad, Phoenix. Second place in Flights of Fancy at AI 2000.

Turboprop Stratocruiser project, by Jack Purcell of Dearborn, part of his First Place Diorama entry at AI 2000.



CANADA TRANSPORT

A unilingual design, lacking "Transportes Canada" en français. The wing is in gold-colored metal with a brush finish. The crown and maple leaf have good detailing. The wing has two screwposts and no hallmark.



TRANSAIR

This is a very large wing, 4 1/4 (10.8 cm) across. The wings are brush-finished. The centre piece is shaped like a wing (or a vertical tail) in yellow and brown enamel. It has two screw posts but no hallmark. The cap badge is in gold-color metal with black, yellow and brown enamel. The badge also has two screw posts and also goes without a hallmark.



WORLD WIDE AIRWAYS INC.

A detailed maple leaf in gold-color metal. The globe is in white enamel surrounded by a green border. The lettering on the border is also in gold-color metal. The insignia has one screwpost and one positioning pin. The hallmarks is 'W Sucky Montreal'. World Wide was based at Dorval Airport, Montreal, and operated Curtiss C-46 Commando aircraft to aid in the construction of the Distant Early Warning (DEW) line across northern Canada. It also operated three L-1049G Super Constellations on world-wide passenger charter service from early 1964 to mid-August 1965.



ASPEN AIRWAYS

A highly-polished silver wing. The wings show a weave pattern and the aspen leaf has a dimpled surface. The wing is clutch back and doesn't have a hallmark.



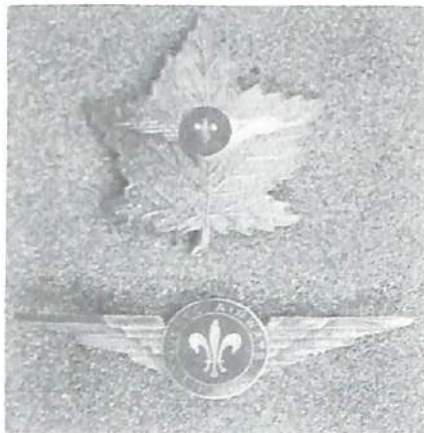
SKYCRAFT AIR TRANSPORT SERVICE, INC.

I saw the DC-3 of this company at Montreal's Dorval Airport often during the years I was stationed there. The wing is of polished gold-color metal with a white 'S' and maple leaf in a disc with dark blue to the left of the letter and red to the right. The wing is clutchback and there is no hallmark. Skycraft was based at Oshawa, east of Toronto and operated cargo charters with two DC-3. In later years it also flew scheduled services with Bandeirantes and had several light twins on line for miscellaneous services, such as air taxi and small parcel transport. Operations ceased about five years ago.



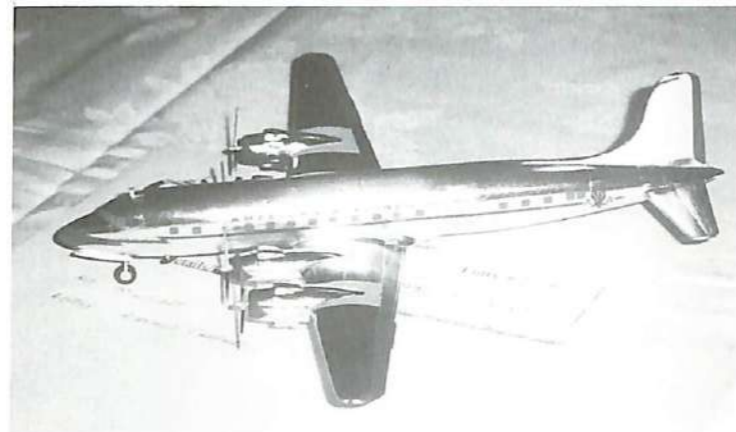
SKYSERVICE

This wing is polished gold-color metal with yellow, red (of the partial maple leaf) and black enamel. It is hallmarked 'Made in Canada' and is clutchback.



QUEBEC AIRWAYS LIMITED

A very detailed maple leaf in a dark-silver finish. The small wing is losing its light-silver finish as is the fleur de lys in the blue centre. A red enamel ring has the airline's name embedded. The badge has two eye posts through which a split pin is placed. The wing is also worn through the use of eye posts and a split pin. It has the silver, red and blue colors with the silver plating in better condition than on the cap badge. Both pieces are hallmarked 'J.R. Gaunt'.



models back into production is very expensive, so prices may seem correspondingly high, but the results are certainly attractive. Types available so far include the 707-320B/C, 727-100, 737-200 and DC-9-10, with various airline liveries and individual aircraft registrations. The DC-8-60 series will be the next addition to the line. Let's hope for the VC 10!

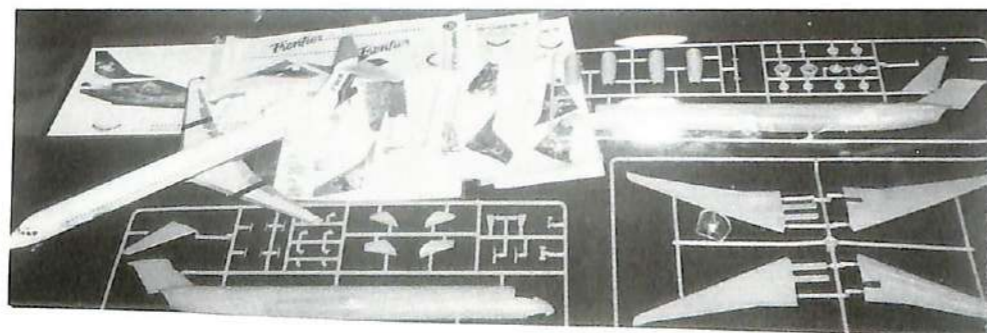
The plastic kit market for airliners may get caught in the squeeze between the ready-made airliner models and the larger kit market for military types. The number of airliner types available in 1/144 and 1/200 scale, however, is probably larger now that it has ever been. The large range of decals available adds enormously to the airline schemes provided in the kits.

A major contributor to the 1/144 scale in recent years has been Minicraft. At AI 2000, Clint Groves of ATP/Airliners America was exhibiting the new Minicraft MD-80 kit, complete with a prototype model in TWA colors. An attractive rendition of an elegant aircraft, the kit has the trademark Minicraft feature of a transparent cockpit canopy. The kit should be generally available by the time this issue of the CAPTAIN'S LOG appears.

Proof that some excellent work with plastic kits is still going on was abundant in the model competition hall. Photographs of some of the category winners appeared in the previous issue. DANA KOPHER's magnificent 1/72 scale 1/72 Pan American Boeing Stratocruiser was a multi-category winner. Stratocruisers were also featured in the diorama or collection category, with JACK PURCELL of Dearborn taking first place. His exhibit featured projects for a Stratocruiser successor actually con-

sidered by Boeing, so that there were turboprop and jet variants, with fuselage stretches or swept wings in the colors of potential customers.

There were more models of quality than can be illustrated in the CAPTAIN'S LOG and I have included a few that suggest the excellent workmanship demonstrated in these models that combine artistry and research. We should be grateful to the modellers who go through the trouble of transporting these fragile creations to the convention, and to Gerry Cole, who as judge cheerfully faces the unenviable task of making choices between them. Well done all.



(Left) 1/144 scale Welsh Models American Airlines Fokker 100 by Rick Guilbault of Detroit. First in the Vacuform category at AI 2000.

(Right) 1/144 scale Minicraft DC-6B of American Airlines, by Rick Guilbault of Detroit, competed at AI 2000.

(Below) 'BeeWee' Boeing 737-8Q8 by Mike Bolden of Minneapolis, entered at AI 2000.

(Bottom) 1/144 scale Minicraft MD-80 kit, and model in TWA colors. A prototype in the Clint Groves exhibit at AI 2000.

WHAT IS IT?

Ken Taylor

Royal Swazi National Airways wing identified

As usual there are far more questions than answers. The few answers this time came from DAVID WIGSTON who is a member of the Aerophilatelic Society of Southern Africa at Pretoria, from IGORS KRIVCOVS and from HARRY REMPEL.

David Wigston writes:

"Dear Ken,

Just received the *Captain's Log* (24/4) and read your request for help with badges. While this is not my field, I couldn't help but recognize the logo for Royal Swazi Airways from the stylized "rs" in illustration RT-21. (p.31). Working purely from memory, all I can tell you is that they fly a Fokker F.28 with routes covering southern Africa, flying from Mbabane in Swaziland to Johannesburg, South Africa and also to Maputo in Mozambique and Harare in Zimbabwe. Unfortunately I am not able to date the item. Hope this little piece of information helps."⁽¹⁾

Thanks, David, for helping us out on this.

Now we go back to Vol. 24 No.3: Bottom of page 34, wing #25. Igors Krivcovs of Riga, Latvia, identifies this as the wing of the Mongolian Air Force."

Vol. 24, No. 2, page 33, wing #261 is from China Airlines of Taipei, 1990, writes Harry Rempel of Rosthern, Saskatchewan.

NEW QUESTIONS

ST-1. SERGEI TALANTOV of Moscow asks where this wing is from. The background of the globe is dark blue, all patterns are in silver wire, with the the letters AST on a red background across the globe.

AA. This gold wire wing on a black background was separated from its letter and with it I lost the identity of the sender. Sorry! But what is it? The center has the letters AA, but the writer says it is not American Airlines, Aerolineas Argentinas or Air Algerie. So, what is it?

DC-1. DAVE CHERKIS asks about this wing. It is made of heavy brass with a red center. Does anyone know what it is?

For the rest of the column I am leaning on Roy Thompson again. If you know the who, what, when and where of any of these, please drop me a line or give me a call. Both Roy and I would be very glad to hear from you.

⁽¹⁾ Royal Swazi National Airways, founded on 01 AUG 58, was the regional airline of Swaziland and operated international scheduled flights to Dar es Salaam, Harare, Johannesburg, Lusaka, Maputo and Nairobi until 12 APR 99. On that date its fleet of one Fokker F.28 and one Fokker 100 was transferred to SA Airlink Swaziland. This is a joint venture of SA Airlink of South Africa and the government of Swaziland. (JG)



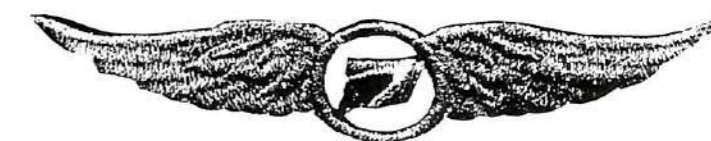
ST-1



AA-1



DC-1



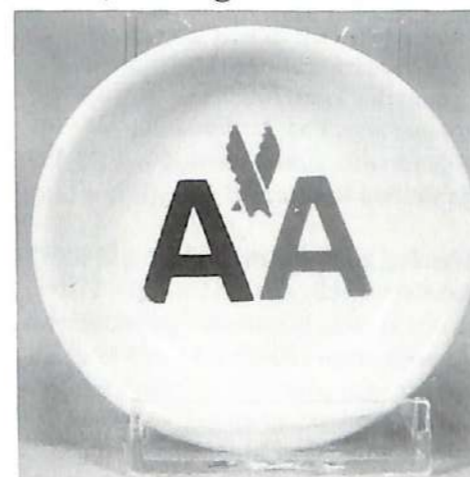
This is the WestJet Airlines pilot wing. WestJet is a low-cost airline operating out of Calgary, Alberta, Canada with a fleet of 15, at last count, Boeing 737s. The wing is a bright green in color and is made out of thread. The centre device consists of a white arrow point inside a green arrow point, trailed by black and blue triangles that are joined at the base. The black angle points to the right, the blue one to the left. The wing is embroidered on the leather flight jacket and therefore still unavailable. All I have so far is a color picture.

PLEASE NOTE the white break along the entire width of the 'AA' wing shown above. This is the result of the Xerox copy of the wing being folded for mailing. Folding a Xerox copy results in the black toner ('ink') breaking along the fold. This is extremely difficult and very time-consuming to repair. Please make sure you don't fold Xerox copies of illustrations sent to any of the Editors. Thank you. JG

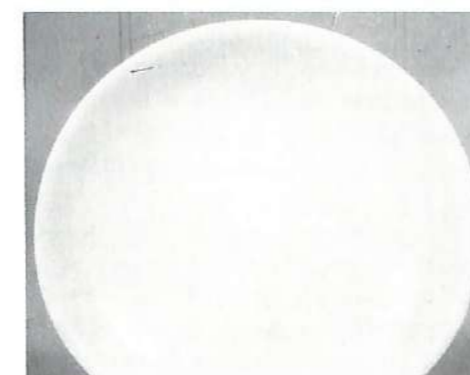
Collecting Airline China an International Hobby

Now if we could just taste the food . . .

This time I'll start out with a couple of butter pads. #1 was made for American Airlines. It could have just been a sample by Homer Laughlin of Newell, West Virginia.



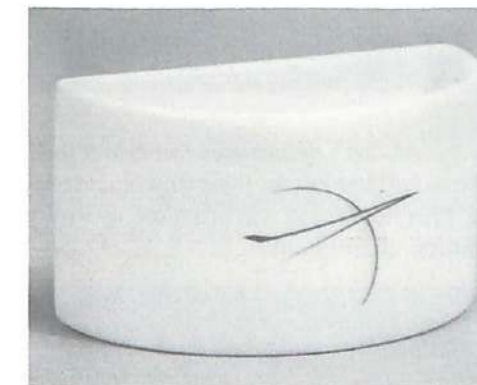
#2 was made for Transaero Airlines, which is headquartered in Moscow, Russia. The front of the pad, below, doesn't have any decoration.



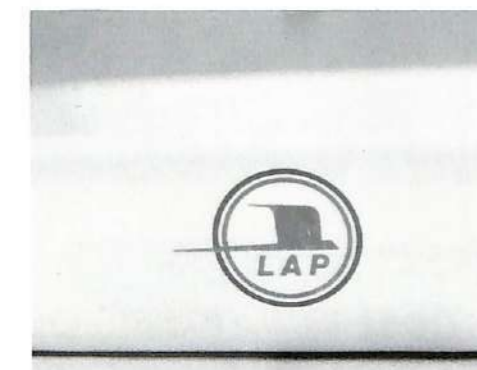
#3. Talk about a fancy design: this Crossair mug features a mixture of blue, yellow and red. Crossair is based in Switzerland.



#4. This little treasure came by way of England. It is from Interflug of East Germany. The airline was founded in May, 1954 as Deutsche Lufthansa. It had to give up that name in 1963 under international pressure, because the West German airline was already operating under that name. West-European nations refused to recognize the East German carrier if it did not change its (operating) name. The decoration is gold. A plate, below, also uses the airline's logo in gold.



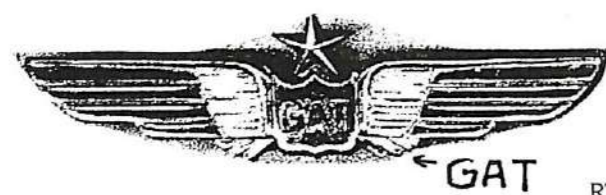
#5. Used on the Corcorde, this piece is an Air France napkin ring holder. The decoration is black and it was manufactured by Raynaud of France.



#6. Next is a LAP (Lineas Aereas Paraguayas) large caserole. The logo is red and blue. LAP was formed in 1963 as the national airline of Paraguay.



#7. Royal Doulton also made this plain ware, for Greenlandair. The backstamp is the only marking on their china-ware.



RT-42



RT-50



RT-43



RT-51



RT-44



RT-52



RT-45



RT-53



RT-46



RT-54



RT-47



RT-55



RT-48



RT-49



RT-56

TOP LETTERS: PSOC

Some really great finds & watch the phonies

Unfortunately, because I was a bit under the weather, there was no article from me in the previous issue. However, I think we can make up for it this time since there are a couple of really great finds of old wings plus some new issues.

#1. In the order I became aware of them, the first one is from Emirates. This Skyriders item is a really nice-looking junior wing that I picked up at one of the airliners shows. It is a metal wing with an epoxy finish and in the red and gold colors of the airline. It measures 2 1/4 inches (5.7 cm) wide and has a pin back.

#2. Vanguard Airlines came out with this new wing. The colors of gold and blue are the same as before, but the style has changed.

#3. Last year at the Atlanta show, I picked up a wing that is probably very common by now, but I don't think I have mentioned it before. KLM now has this Flying Junior wing, depicting a 747. It is made of tin, about 1 1/2 inches wide (3.8 cm). The colors are silver and two shades of blue.

#4. Another collector of wings was kind enough to share the next wing with me. It is a Junior Stewardess wing from Seaboard Western Airlines. Until about a year ago I did not know of any Seaboard Western junior wings and then I found a Jr. Pilot wing on Ebay. Now we have found the matching Jr. Stewardess issue. It is the same as the junior pilot's wing, except for the text.

#5. I found this American International Airways junior pilot wing found sometime ago but have not mentioned it before. AIA is a Connie Kalitta airline out of Ypsilante Airport. It is made of plastic and the color is grey with a red logo in the centre and the airline name in blue.

#6. A good friend of mine Northwest Airlines pilot Lane Kranz, found this Faucett wing for his collection at an airliner show. Faucett is based in Peru. The airline suspended operations in November 1997 due to severe financial problems and to the best of my knowledge has not resumed operations again. This is a Stoffel-style issue with gold wings and a red logo and name on a white background.

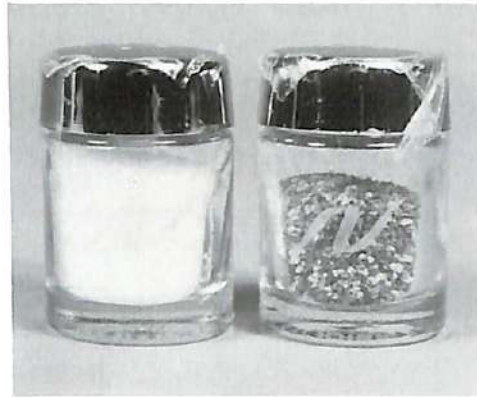
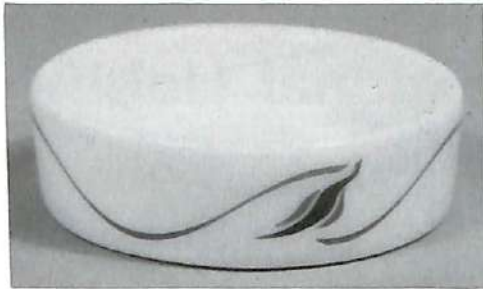
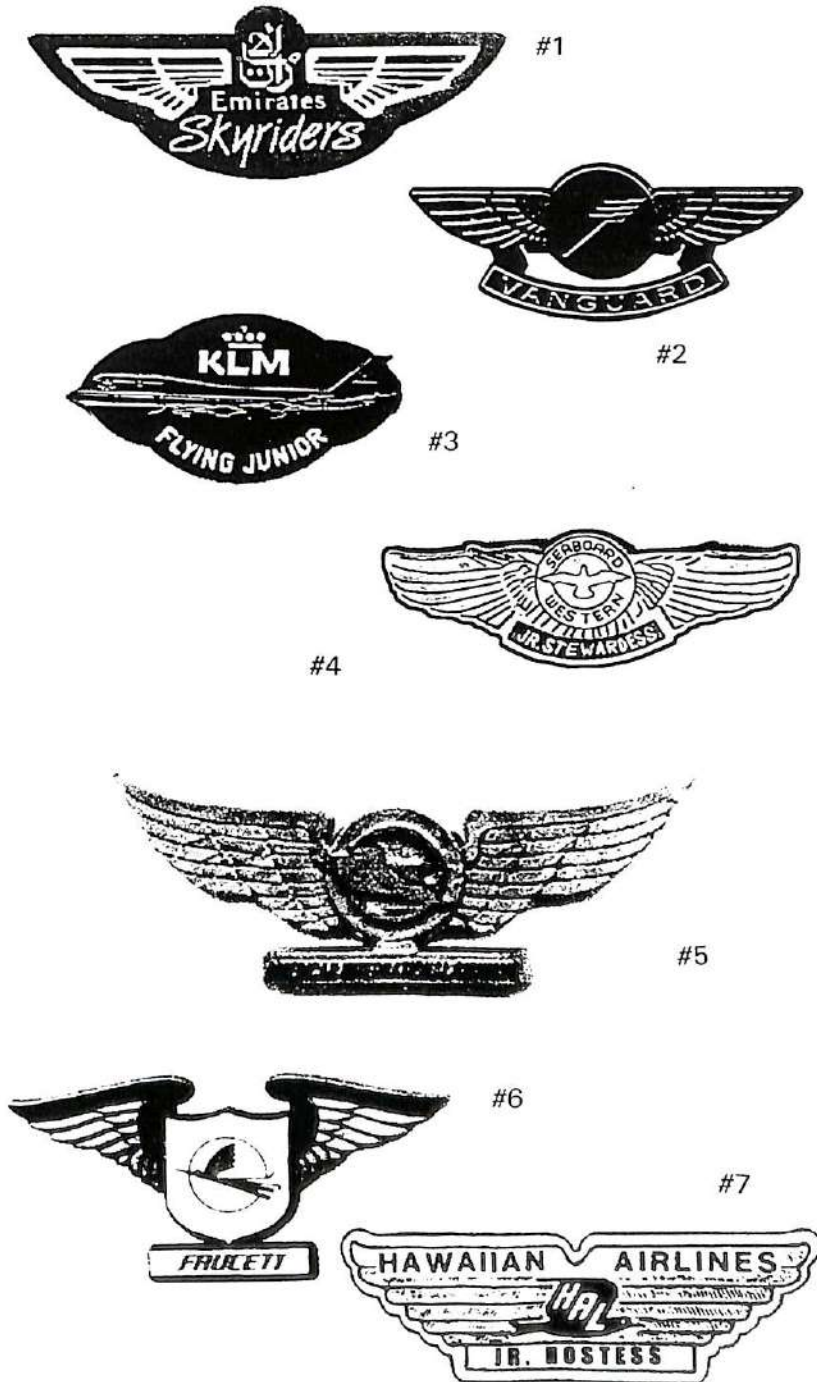
Lane also found another neat wing while commuting to work, from Champion Air (not illustrated). It is similar to their previous issue, but a different style.

#7. Thank you Ebay for being there. Another great wing has surfaced. Unfortunately I did not bid on it because I thought I had it. It was a big mistake. I have the junior stewardess wing of Hawaiian Airlines, but this is a Jr. Hostess wing, hitherto unknown to me. My thanks to JEFF WAGNER for sharing this with us.

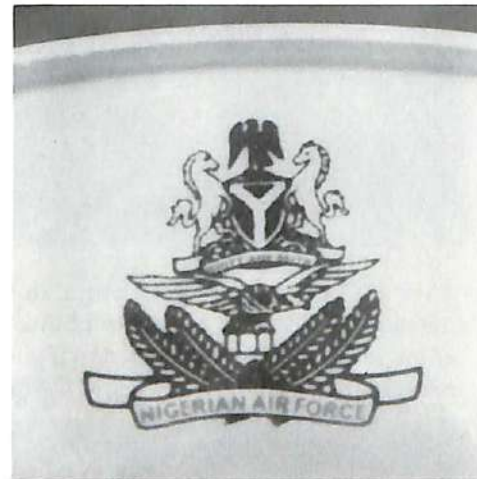
And last but not least, there are two junior wings out there that are phonies. They are Rich International Airlines and Falcon Air.

I knew the Rich is phony, but I was taken in by Falcon Air, since it is a beautiful job. These airlines never issued junior wings and I got this confirmed by the airlines themselves. In addition, if you peel back the logo, you can see the wings of another airline. So, beware! beware!

That's it for now. Please keep the information coming so that we can all enjoy this part of the airliner hobby.



#8. Sri Lankan uses this butter dish (above and below) for their first class service. This new china was produced by Royal Doulton of England.



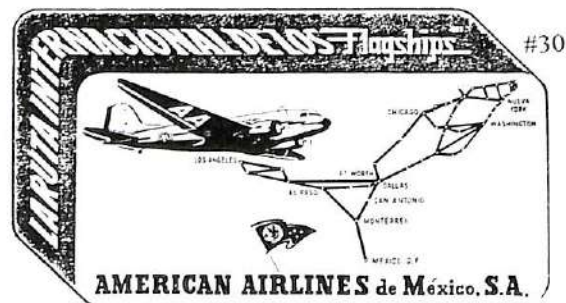
#9. National Airlines of Las Vegas uses chinaware as shown in a previous CAPTAIN'S LOG issue, but along with the marked glass ware is this little glass salt and pepper set. The airline's logo is imprinted on each piece of the set.

#10. In closing, the Nigerian Air Force used a Wedgwood China pattern a few years ago. The Air Force logo is blue and gold with a blue pinstripe along the edge of the plate.

Collecting airline china is certainly an international hobby. Even this small collection of 13 pieces goes from North America to Europe, from South America to Asia, and ends with Africa. Now if we could just taste the food served on these pieces...

STICKER CHATTER

by David Rowe Continued from page 13.



#30 features and American Airlines DC-3 and was issued by American Airlines de Mexico, S.A., formed in 1942, flying a route from Mexico to Texas. The airline expanded with routes to Chicago, Los Angeles, New York, Washington and El Paso after WW II, with the DC-6, but was absorbed into American's network to avoid duplication of routes. The colors of this label are red, blue, cream and grey.



#31. Aerovias Guest is the only Mexican airline featured here that was independent of any of the U.S. majors. Founded in 1946, the airline was named after its single-largest shareholder (37%), the American financier Winston Guest. Transatlantic services to Lisbon and Madrid started in 1948 with DC-4s. A Miami route was added later. The Lisbon-Madrid service was halted in 1951 and Guest concentrated on its service to Miami and later to Panama and Caracas with L-749 Constellations after the DC-4s. De Havilland Comets were introduced on a route to Paris in 1961, but the airline ceased operations in 1962. Guest was one of two Mexican air carriers that operated the former USAF Fairchild C-82 Packet freighter on cargo services during the second half of the 1950s. It had two and Compania Mexicana de Aviccion had five.

NEW ON THE BOOKSHELF

The Encyclopedia of CIVIL AIRCRAFT

General Editor David Donald

Published by: Prospero Books, Etobicoke, Ont. Canada (a division of Chapters, Inc.)
Hardcover, 818 pages, 9 x 11 inches, hundreds of color and B&W photographs, color side views and aircraft cutaways.
Year of publication: 1999.
ISBN 1-55267-851-2.

Subtitled "Profiles and specifications for civil aircraft from the 1920s to the present day," this heavy tome presents just what it says: the histories and operational service of airline (and some other) aircraft of the past 80 years.

But only most. There are some serious omissions. The Douglas DC-3 and the Junkers-JU 52/3m, the two most-built transport aircraft of the century, are not included. Both receive only brief mention in the chapters about the DC-2 and about other Junkers types respectively. Neither are included the great Sikorsky and Martin flying boats that opened up the Caribbean and the Pacific Ocean to air travel. But a number of types that have had no significant impact on civil air transport, are included, such as the Junkers-G 38 (only two built, six full pages!) and the Dornier Do X (three built, no airline service, seven full pages!).

Also included are a number of sports or general aviation aircraft, such as the Pitts Special, some Reno Formula One types, some of the Cessna single-engine aircraft and other types, as well as several types of business jets.

It is a pity that many photographs and other illustrations are spread over two pages and that several of the B&W shots, of older aircraft, are printed much too-dark, a few even to the point of being totally useless.

Still, if you have some spare cash floating around that is waiting to be spent, you may consider buying this book, if only for the informative text for each of the aircraft that are included. (JG)

The Classic Civil AIRCRAFT Guide

From 1920 to 1964

&

The Modern Civil AIRCRAFT Guide

From the 1950s to the present day

Editor David Donald

Published by: Prospero Books, Etobicoke, Ont., Canada (a division of Chapters, Inc.)

Hardcover, 112 pages each, 9 x 11 inches,
53 three-view color profiles each.
Year of publication: 1999.
ISBN 1-55267-269-7 (Classic)
1-55267-270-0 (Modern).

These two titles are less-pretentious than the Encyclopedia of Civil Aircraft from the same publisher and also reviewed here. They are different too. Both contain three-views only, no photographs, have only short descriptions of the aircraft presented and offer a list of technical specifications for each. All of the truly splendid three-views of each type are unfortunately spread over two pages, which causes an irritating break. Each title also includes a few non-airline aircraft, such as the Piper Cub (in the Classic title) and biz jets (in the Modern title). There is very little overlap between these books and the Encyclopedia, with fewer than a handful of three-views duplicated.

Both books would have benefited from an alphabetical index, to supplement the non-alphabetical table of contents.

These are great books to browse through during a moment that would otherwise be lost forever. To a non-model builder like myself, the large full color three-views look useful to those of us who do build models.

(P.S. Mr. editor, the Shin Meiwa US-1A flying boat is NOT a civilian aircraft. It is a purely military maritime patrol and rescue flying boat for the Japanese Navy.) (JG)

AIRLINERS OF THE WORLD

By Stewart Wilson

&

The International Directory of CIVIL AIRCRAFT 1999/2000

By Gerard Frawley

Published by: Aerospace Publications Pty, Ltd, P.O. Box 1777, Fyshwick, ACT 2609, Australia. In North America: Motorbooks International, 729 Prospect Avenue, Osceola, Wisconsin 54020; in Europe: Airline Publishing Ltd, 101 Longden Road, Shrewsbury SY3 9EB, Shropshire, England.

Both softcover, 8 1/2 x 11 inches.

"Airliners" 176 pages, 325 color and B&W photographs. "Civil Aircraft" 232 pages, 425 col. photographs.

Year of publication: both in 1999.

ISBN: "Airliners" 1-875671-44-7.

"Civil Aircraft" 1-875671-42-0.

Anyone who has from time to time reason to look up details about airliners from the early years of commercial air transport

From our reading room

to the present, will find "Airliners of the World" an extremely handy reference.

The author describes in a half page each, 300 airliners that have carried paid passengers and cargo in the past 85 years or so. Each entry includes a photograph (B&W for most of the pre-WW2 aircraft, color for those after 1945), a detailed listing of performance and dimensions, and a short description of the aircraft's development and major operators.

The back cover says the book is a "comprehensive directory of all the world's airliners since 1914." This claim is a bit too ambitious because many lesser known types from before WW2, are not included. That is fine and understandable, of course, but then you should not claim that "all the world's airliners" are included.

The book also has a chronology of the major developments in the airline industry since 1914 and there is a cross-referenced aircraft index. Highly recommended. (JG)

"Civil Aircraft" treats in the same way all civil airliners and biz jets as well as many light aircraft that are still in production and older types still in widespread use around the world. These range all the way from the Boeing 747-400 down to the Piper Cub. The book is a handy reference for when you want to look up some details quickly, without having to wade through a stack of books or magazines.

"Civil Aircraft" lists the names and fleets (types only, no registrations) of every airline in the world operating jet airliners, a list of international registration prefixes and a cross-referenced aircraft index.

Good value for money.

"Civil Aircraft" is published every second year, alternating with "The International Directory of Military Aircraft" (JG)

American Airlines,

British Airways, Delta,

Northwest, Unirted, UA Airw.

Misc. Athors

Ian Allan, London & Plymouth Press, Vergennes, VT. Softcover, 4 3/4 x 7 1/4, 96 pages. Up to 100 well-chosen top-notch color & B/W photographs each.

These are very handy small quick reference pocket books by the foremost British publisher of airline and aircraft reference books. Each book gives a brief (several pages) history of the airline and then goes into considerable detail about the present operations and fleet. Alliances with other airlines are explained. And while each book contains a number of airline of manufacturer's PR photos, the majority are by well-known hobby photographers and are among the best I have ever seen. JG

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

SHOW TIME!

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

January 20, 2001 LOS ANGELES SO CAL AIRLINE & AVIATION EXPO Los Angeles Airport (LAX) Hacienda Hotel, 525 N. Sepulveda Blvd. El Segundo, CA 90245 Contact Phil Martin (562-434-6701) M-F, 9AM-5PM or Dave Cherkis (702-360-3615) M-F, 9AM-3PM (Pacific Time)

April 7, 2001 DALLAS/FORT WORTH Marriott DFW Airport South, 4151 Centerport Drive, Ft. Worth, TX 76155 Contact Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119 (941-352-0216)

JUNE 27-30, 2001 AIRLINERS INTERNATIONAL 2001 MIAMI Radisson Mart Plaza Hotel, 711 NW 72nd Avenue, Miami, FL 33126 (305-261-3800) Contact Don or Linda Levine (954-929-2922) or FAX (954-929-3736) Visit the website (www.AI2001.com) for additional information.

25-YEAR POSTCARD/LABEL COLLECTION FOR SALE

After over 25 years collecting airline postcards and labels, Paul Collins has decided to break up his fine collection of cards and labels. He can no longer see well enough to enjoy his collection, so he thought it best to make these items available to Society members.

The postcard collection consists of over 3,000 cards with a mix of 25% props and 75% jets, including a lot of first generation jet cards. Cards are 50% US and 50% international. There is a good mix of airline issue and publisher cards.

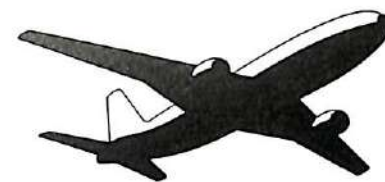
Labels number in the 100's and range from the early 30's to the present. All US carriers are available, as well as international airlines. Call 904-221-1446 or write Society HQ for detailed descriptions.

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