



Celebrating 25 years

CAPTAIN'S LOG

The Magazine for serious
Airline Memorabilia Collectors

Vol. 25 - No. 4 - 2000/2001

FACES OF THE CAPTAIN'S LOG : 25 YEARS



Vol. 1, No. 1 - April-June 1975



Vol. 2, No. 4 - Jan.-March 1977



Vol. 6, No. 3 - Fall 1980



Vol. 12, No. 1 - June 1998



Vol. 20, No. 1 - March 1994



Vol. 25, No. 2 - Summer 2000

WORLD AIRLINE HISTORICAL SOCIETY

PAUL F. COLLINS

Founder

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

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Who we are, what we do:

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

Changes of address:

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

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

Flight Exchange:

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

Contributions are welcome:

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

Publication schedule:

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

Membership fees:

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

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

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

...last flight from the left-hand seat...

by Paul F. Collins



I would like to thank the 4,063 people who have subscribed to the CAPTAIN'S LOG over the past 25 years. When the first magazine was printed 25 years ago, I had no idea in what direction it was going to go. After 25 years, I guess, you could say it is a success! Thank you all for letting me be a small part of your life.

A big "thank you" must also go to our editor, Joop Gerritsma. Joop sent in material for the LOG starting with Vol. I, No. 3. From that point on until he became editor, he helped fill the pages of the magazine with many articles on the international side of airline operations and history. Thank you, Joop.

The next group to receive a big "thank you" are the current staff members and the many former staff members of the LOG. They have submitted the hundreds of articles for your enjoyment and information. Without these folks, Joop and I would have been at a loss for words. It was the associate editors who were the backbone of the whole operation. I thank each of you for your years of loyal support.

Although many will not read this, I would like to thank the thousands who have attended the last 24 Airliners International shows. From the first one at the Americana Inn at CVG to the 24th show in Phoenix, it has been a pleasure to know that I was able to play a part in helping so many people enjoy their airline hobby.

My final thank you goes to those subscribers who answered the call to send in an additional ten dollars (assessment fee) so that these last two issues of Vol. 25 could be published. While all subscribers did not participate in this request, I had enough money in addition to selling my post card and label collection to publish this last issue. An extra thanks to those who sent in more than the requested amount. Your generosity was appreciated.

Now to more serious things. I ask all current subscribers of the LOG to support the efforts of Bill Demarest and his group in their efforts to continue with the magazine and establish an active collector's society. This is something I had hoped to do over the

years, but I never had the time or encouragement to pursue. If you have attended any Society business meeting at the AI conventions, you will remember I always asked those present if they wished to have an operating Society with officers and by-laws. The answer was always "no." Now you are given an opportunity to have a fully recognized collector's organization, not just a magazine.

To help the new group get started, it is very important that you send in your renewal money NOW. This is the only way that the new publisher can establish a budget for the year. For many years I let you get away with not having your renewal money in hand at the beginning of the year. I should not have done that. Your support on this issue is essential for the group to succeed. Please use the renewal form enclosed with this issue or from the last issue and be sure to send it NOW. The success of this change of leadership depends on you, the subscribers.

I have enjoyed my time as CEO of the CAPTAIN'S LOG, as well as the many other duties that went with the job. There were a few rough periods when I wondered why I got involved in it at all, but they were few and far between and didn't last long. I have really enjoyed meeting many of you at the conventions and mini-conventions I have attended. It was always nice to put a face and name together. I also enjoyed talking about hobby interests whether it was about aviation, railroading, or military collecting. I liked them all and still do.

Once again, thank you all for letting me be a part of your hobby. It was fun! I still have lots of labels and post cards for sale.

Before closing, there is one more person I need to thank—my wife Pat. Without her help, especially the last several years, I would not have been able to perform my duties as publisher. Airliners International '77 and '96 were only possible because of her many hours of planning and hard work. Thank you for 25 years of encouragement and support.

Happy collecting, and I'll see you in Miami in June.

LABEL CATALOGS

If you are a die-hard airline label collector, you need these catalogs that were published by the Jack Knight Air Mail Society (JKAMS) over twenty years ago. These books cover labels printed in every country that had an airline since the 1920's to the present time.

These catalogs have been updated several times over the years. The books contain thousands of black and white illustrations which will help you identify your labels. With each airline listed there is a brief history of that carrier. The US listing comes in two sections for \$10.00 each, plus shipping and handling.

For ordering and additional information contact Mr. Basil Burrell at JKAMS, P.O. Box 1239, Elgin, IL 60121-1239 or call Paul Collins at 904-221-1446 for a copy of the order forms.

LABEL SALE A SUCCESS

I would like to thank those members who requested postcard and label packets on approval. A BIG thanks to those who purchased these packets.

I still have a lot of jet postcards, and a lot of the older labels still available. Postcard packets are still available on approval, as well as, the older paper labels. If you like, send your "want list" for labels you need. There are very few Pan Am labels left, but plenty of other carriers are available.

Contact Paul Collins at 904-221-1446 or write to him at 13739 Picarsa Drive, Jacksonville, FL 32225.



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.

B



CAPTAIN'S LOG

WORLD AIRLINE HISTORICAL SOCIETY

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

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FLIGHT MANIFEST

2. **Pre-flight Briefing** Joop Gerritsma
A thank you to all and have a good flight.
3. **New on the Bookshelf** Books in review
Pan American's Pacific Pioneers - The rest of the Story.
4. **Photo Corner** Richard J. Fedorco II
Jerry Elmas and Richard Bell.
8. **Wings & Things** Charles F. Dolan
The smaller the bird, the brighter its plumage.
10. **Airline models** Peter Reed
Space easier to find for 1/200 scale models
12. **Sticker Chatter** David Rowe
Seven new stickers from MIAT of Mongolia & Golden Oldies.
16. **What Is It?** Ken Taylor
Some new and fairly recent wings, plus questions & answers.
17. **Airline Playing cards** Fred Chan
The pluses and minuses of buying on e-Bay.
18. **Safety Cards on Board** Todd Helm
Looking back over the past 25 years.
20. **Junior Crew Wings** Stan Baumwald
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Chris Slimmer: postcard collecting to new heights.
23. **The Lindbergh Line, 1930 - 2001**
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30. **Airline China** Richard W. Luckin
United introduces a new Business Class pattern.
32. **Airline Happy Hour** Al S. Tasca
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33. **WAHS Membership News** Paul & Pat Collins

It is with great regret that I am announcing my resignation as Editor of the CAPTAIN'S LOG, effective with this issue. After having contributed to the Log for the past 25 years and having been its editor for the last 15 of those years, putting out a total of 58 issues, I am going to take a seat in the cabin and let someone else do the flying.

It has been a great 25 years and believe me, the decision to leave was not an easy one to make and has taken a lot of thought.

With Paul Collins stepping down as president of the WORLD AIRLINE HISTORICAL SOCIETY and publisher of the CAPTAIN'S LOG for health reasons, the society and the magazine will be continued by a new team headed by Bill Demarest of Miami. They are having great plans to advance the interest in the WAHS and the Log. First of all, they are planning to produce a better-looking magazine, using full desktop publishing and I am happy to see this happen. It is time that the production of the Log is moved into the 21st Century. I believe it can only enhance the quality and thereby, I hope, attract more members to the society. Bill asked me to continue as editor, to which I initially agreed, but I have taken the Log technically as far as I can with the computer and programs I have. Switching to desktop publishing will require \$2,000 to \$2,500 (U.S.) for a new, more-capable computer than I have, a photo scanner, a color printer and other assorted hardware. The required programs are in addition to that. This is an all-volunteer undertaking for which no one gets paid and therefore in order to continue as editor, I asked the new group that the society provide me with the computer and other hardware. Every major historical society I am familiar with (aviation and others) provides the editors of their journals with desktop-publishing equipment. The new team at the WAHS have chosen not to do so and I am just not willing and at this time am not able to invest that kind of money into an all-volunteer hobby for which I am not getting paid, especially not since my current computer still serves my own needs very well.

When I took over as Editor of the CAPTAIN'S LOG in the Fall of 1985, I did not realize how much work and time is involved in producing four issues a year. But I enjoyed it right from the start and gladly cut back on some of the airline hobby and other activities I was involved in, and even totally withdrew from some.

Yes, I will miss putting the Log together for you, but I will not leave the society. I will remain a member and I will with great anticipation look forward to each and every issue of the new CAPTAIN'S LOG. I also will not leave the field of aviation writing. Since making it known to Paul Collins and Bill Demarest some months ago that I would step down, I have solicited other writing work from aviation magazines and I have already received offers from two European publications to become a regular or occasional contributor.

As most of you know, I am of Dutch background and for the past few years I have been formulating ideas for two books I would like to write about some aspects of aviation history in Holland. I have it all worked out in my mind and I even have some outlines scribbled on a few pieces of paper, but for lack of time that is as far as it has gone. I even have found a publisher in Holland who is tentatively interested in one of those books. I will now have the time to pursue this.

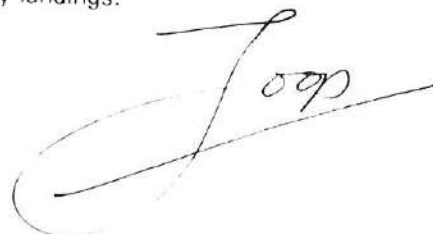
Before signing off on this trip, I am thanking from the bottom of my heart Paul Collins and the entire editorial team for the support they have given me over the years. Without you, gentlemen, there would not have been a CAPTAIN'S LOG, because I could never have done it alone. Thank you all! Foremost in my thoughts at this time are the late Don Thomas and the late Dick Koran. They contributed for many years and became good friends.

But there are many others. George Cearley started contributing to the Log back in 1976 and became the schedule editor with the Vol. 3, No. 3 issue in 1977. Richard Luckin, Rich Fedorco, Al Tasca, Stan Baumwald, Ken Taylor, Van Wickler, Charlie Dolan and David Rowe have also been there for me for many years. Then there are Peter Reed, Todd Helm and Fred Chan, who joined the team more recently. There are others, who at some time in the past had no choice but to step back for employment-related or personal reasons. Everyone of you with your own specialty, have opened my eyes to the wonderful world of airline memorabilia collecting. I myself have always concentrated on taking and collecting photos of airliners, researching the histories of airlines, their routes and aircraft, and on combining this material into articles for the Log and other publications. Therefore the great variety of airline memorabilia you gentlemen cover was an eye-opener for me right from Vol.1 No.1. You have made me a more-knowledgeable airline enthusiast and I thank you for it.

I also thank you, the readers for your support of the entire editorial team. Your letters with occasional praise have made my stint at the control column even more pleasurable than it otherwise would have been. I am very grateful for your constructive comments over the years.

I wish Bill Demarest and his team, and the new Editor, all the best in strengthening and expanding on the solid foundation Paul has laid down in the past 25 years, and I urge all of you, editors and members, to continue your support of the WORLD AIRLINE HISTORICAL SOCIETY and the CAPTAIN'S LOG. Remember, there is no other magazine in the world like it. There are a number of very fine and colorful airline magazines on the market on both sides of the Atlantic, but they exclusively present material on the airlines and their aircraft. The CAPTAIN'S LOG is the only magazine to cater specifically to the memorabilia collector, not only in North America, but around the world. Just check it out: how many articles and illustrations about these fascinating collectibles have you seen in those other airline magazines in the past 10 years or so? I dare say they can be counted on the fingers of two hands. So, if you have not yet renewed your membership for 2001, please do it now, while you are thinking about it. We need your support, because the membership fees pay for some 95% of the cost of running the society and publishing the Log. We have no corporate sponsors, as some other societies do, and our advertising revenue is minor.

I wish you all a happy flight into the future, with VFR weather all the way, and happy landings.



PAN AMERICAN'S PACIFIC PIONEERS

The Rest of the Story

A Pictorial History of Pan Am's Pacific Flights

1935-1946

By Jon E. Krupnick

Published by: Pictorial Histories Publishing Company, Inc. MISSOULA, Montana, U.S.A.

Hardcover with dust jacket, 696 pages, 9 x 12 inches (23 x 31 cm), more than 1,000 color and B&W photographs of flying boats, people, flight covers, posters, time tables, labels and maps. Price: \$59.95 U.S., Year of publication: 2000. ISBN 1-57510-027-4.

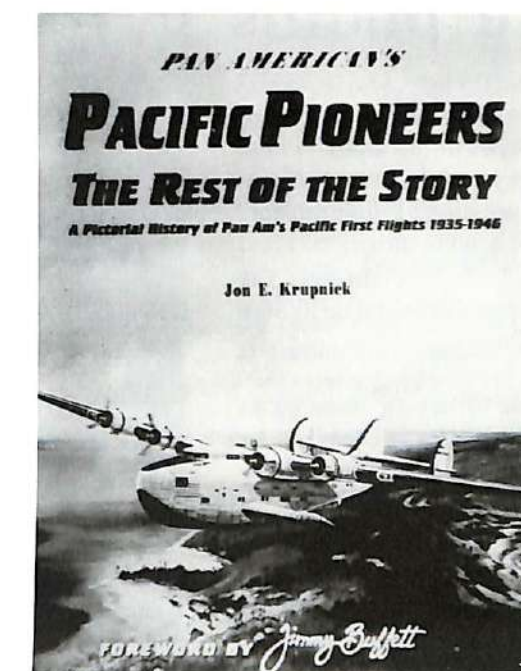
Any way you look at it, this is a gorgeous book., lavishly illustrated and printed on high-quality stock. Pan Am collectors will love it, but so will stamp and flight cover collectors, flying boat enthusiasts and anyone with an affection for and an interest in airline aviation history in general. It is the standard reference on the subject and will no doubt remain so for many, many years, perhaps forever.

'The Rest of the Story' is a greatly expanded edition of Jon Krupnick's first book 'Pan American's Pacific Pioneers - A Pictorial History of Pan Am's Pacific First Flights 1935-1946' (315 pages) of 1997 and long since sold out. Those who thought the 1997 book had everything there is to know about this subject, think again. Everyone of the seven chapters of the original edition has been expanded in text and has more pictures.

The text and the illustrations are testimony to the great pioneering flights by Pan Am across the world's largest ocean, the 'island hopping' that was required to reach far-away places like Hong Kong, Australia and New Zealand, and the construction of flying boat bases along the way to support these flights.

The book presents detailed information about the individual flights, but also about the people who made it all possible - the flight crews, the construction workers who built the flying boat bases along the routes in distant places such as Midway, Wake Island, Guam, Canton Island, Kingman Reef and Pago Pago, and the people who operated the installations on them. At the time these names carried an aura of mystery and romance, but in reality they were small and lonely outposts far away from home. Wake Island, for instance, is made up of three uninhabited, desolate atolls in the middle of nowhere, arranged in a 'V' shape. The total length of each the arms of the 'V' is 4 miles (6.4 km) and from the tip of one to the tip of the other, across a lagoon, only half that. Uninhabited by humans, that it. There seemed to have been an abundant population of hermit crabs.

The author doesn't shy away from the disasters and tragedies that hit the airline. One such tragedy, and the most-publicized one, was the 11 JAN 1938 crash of the Sikorsky 'Samoa Clipper' at Pago Pago, American Samoa that killed Edwin Musick, Pan Am's legendary senior pilot and six others. Another is the disappearance of and search for the Martin "Hawaii Clipper" enroute from Guam to Manila on July 28 of the same year.



Krupnick has made extensive use of photos, flight covers and memories from the collection of Dr. Myron Kenler, Pan Am's medical officer who was part of the crew of the supply ship 'North Haven' used by the airline to take supplies for the construction of the island bases in the Pacific and who kept meticulous records.

This new edition contains three more chapters that are not in the original book: one about the making of the 1936 motion picture 'China Clipper' by Warner Brothers, in which a young Humphrey Bogart had a supporting role and was not yet the big star he was to become later. It was the first aviation movie to be made without a flight-related loss of life being part of the story line, the author writes. Pan Am's Martin 130 'China Clipper' featured prominently in the movie. A seven-page chapter pays tribute to the former U.S. President Franklin D. Roosevelt, who was an avid stamp collector. Many of his flight covers were presents from Pan Am president Juan Trippe. The collection was sold at an auction after the president's death and many of the flight covers are now in the author's collection.

"Stamp collecting has given me a lifetime of pleasure and along the way it has also helped me to acquire a good working relationship of geography, history and politics." Krupnick writes in the third new chapter, called 'Via Airmail,' a chapter about miscellaneous memorabilia.

There is also a chapter, expanded from the one in the first edition, about Pan Am's flying boat operations during the Second World War with the Martin and Boeing Clippers and the Martin PBM-3R Mariner navy flying boats, flown by Pan Am crews.

I regret that the author has it deemed necessary to superimpose big red and black arrows and circles on several photographs and a few other items to point out details in them. A better way to point out these details would have been with small arrows in the margins beside, above or below the pictures.

If you are interested in the subject, you cannot afford to pass up this book, even if you already have the first edition. (JG)

More photos by Jerry Elmas and Richard Bell

Apologies for missing the previous issue. While the response to my requests for photos has been excellent, I unfortunately was unable to send in an article. I had developed a back problem over the summer so I was a little laid up in September and October.

The downside to having received so many photos from you, the readers, for publication is that it may take a few issues to get them all into articles. To all those who were gracious enough to send me your work, please bear with me. With only about 14-16 shots to choose for each article, it will take a number of issues. To those wishing to send in photos, please do so, but please limit the number of shots you send. I can then put together articles containing the work of several photographers from around the U.S. or around the world. Yes, I also like to hear from photographers in Europe, Central and South America, Asia, Africa and the Middle East. A variety of subjects keeps the column fresh and interesting.

JERRY ELMAS and RICHARD BELL have been sending me interesting subjects in quantity and quality for years. They have been among my most-consistent contributors. The photos in this issue came from Jerry Elmas and Richard Bell.

The Korean Air 747-400 taking off is a beauty, and so is the British Airways 747-400 in what is now a semi-obsolete livery. Note the Garuda Indonesia 737-3U3 at LAX on what Jerry presumes is a test hop. China Eastern is a regular visitor at LAX with its 767.

The Air Canada DC-9, Air Transat L-1011 and Royal A310 were taken at Pearson International at Toronto.

In closing, I would like to ask contributors to write on the back of their photographs where they were taken and the date, if these details are available.



PHOTOS THIS PAGE

Top to bottom:

McDonnell Douglas MD-11
China Eastern
B-2171, Msn 48495/461
at LAX
Photo Jerry Elmas

McDonnell Douglas DC-9-32
Air Canada
C-FTMW, Msn 47560/664
at Toronto International
Photo Jerry Elmas

Lockheed TriStar 150
C-FTNH, Msn 193E-1049
Air Transat (in new colors)
at Toronto International
Photo Jerry Elmas

Airbus A310-204
Royal Aviation
C-GRYV Msn 440
at Toronto International
Photo Jerry Elmas

PHOTOS PREVIOUS PAGE

Boeing 747-4B5
Korean Air
HL-7487, Msn26393/958
LAX
Photo Jerry Elmas

Boeing 747-436
British Airways
G-BNLN, Msn24056/802

Boeing 737-3U3
Garuda Indonesia
PK-GGP, Msn28737/3037
at LAX
Photo Jerry Elmas

McDonnell Douglas DC-9-31
 TAESA
 XA-TKN, Msn47418
 Photo Jerry Elmas

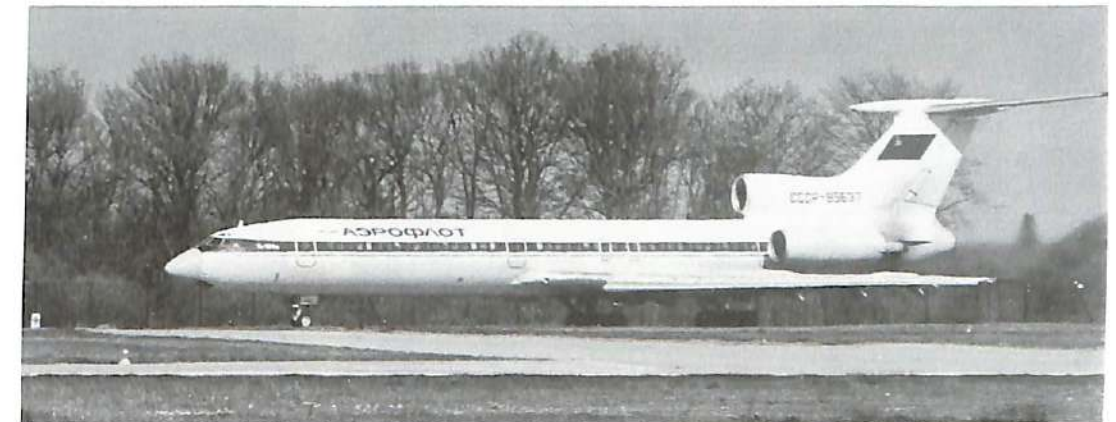


BAC One-eleven 525FT
 Inex-Adria Airways
 YU-AKN, Msn 266
 at Manchester, 07/85
 Photo Richard Bell



McDon. Douglas DC-10-30
 SABENA
 OO-SLG, Msn 47926
 Photo Jerry Elmas

Tupolev Tu-154M
 Aeroflot
 CCCP-85637, Msn 767
 Manchester 04/91
 Photo Richard Bell



McDonnell Douglas MD-11
 Swissair
 HB-IWG, Msn 48452/472
 Photo Jerry Elmas



Boeing 737-204
 Britannia Airways
 G-BAZH, Msn 20807/341
 Leeds/Bradford, Engl., 10/85
 Photo Richard Bell

McDonnell Douglas MD-11
 Alitalia
 I-DUPU, mSN48430/508



Boeing 747-121
 Orion Air
 N751PA, Msn 19655/33
 Manchester, Engl. 05/89



The smaller the bird, the brighter its plumage

The wings and cap badges I am sharing in this issue were inspired by some of the tropical birds we saw on our Christmas cruise to the Panama Canal. It seems that the smaller the bird, the more colorful its plumage. I checked my display and selected insignia from carriers which have, or had, smaller fleets but used some of the brightest-colored insignia. I also tried to select insignia that have not been shown in previous issues of the CAPTAIN'S LOG.



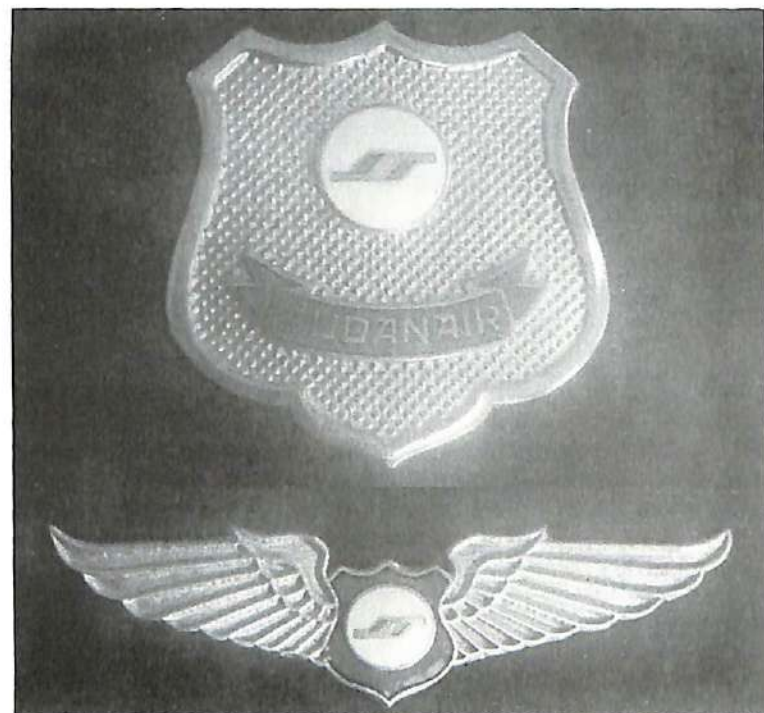
LUXAIR

Formed 1961. 3 Embraer 120ER, 4 Embraer RJ145EU, 4 Fokker 50, 6 Boeing 737.

I consider these to be the most-distinctive looking wings in my collection. The red rampant lion on the white and dark-blue striped shield is impressive. There is also red in the crown above the shield. Pinback with very heavy and long posts for the pin and clasp. No hallmark. The cap badge is sewn onto the cap and is gold bullion thread with red, white and light-blue thread for the coat of arms. The coat of arms is also shown on the cover of Luxembourg passports.

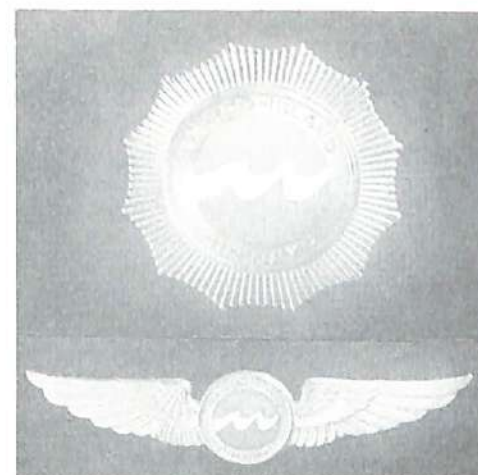
BAR HARBOR

Founded 1968. Larger commuter/feeder line became an Eastern Express carrier toward the end. 5 CV-600, 10 Beech 1900, 9 Beech 99, 7 Cessna 402. Satin-finished silver insignia with red, blue and white enamel in the vertical stabilizer-shaped logo. Wing is clutchback. Cap badge has one screw post with one positioning pin above it. No hallmark on either piece.



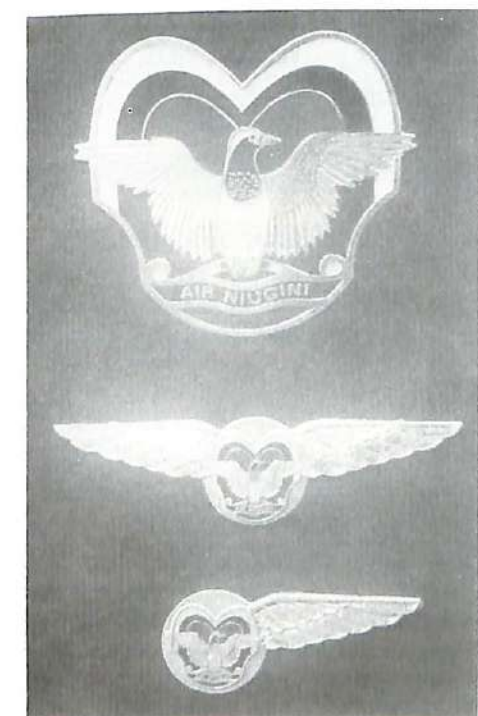
SUDAN AIRWAYS

Formed in 1947. 1 Twin Otter, 2 Beech King Air, 1 Fokker F.27, 3 Boeing 707, 1 Boeing 737, 3 Airbus A300. Wing and cap badge are of gold-color metal. Wing is clutch back with center shield of dark blue enamel and with a white disk and stylized "S" in blue and yellow enamel. Wing is hallmarked "BICHRAY CAIRO" in western letters and also has a hallmark in Arabic. The cap badge has a diamond pattern background with "SUDAN AIR" in gold letters on a blue scroll and the blue and yellow "S" on a white disc. It has a single screw post and the Arabic hallmark.



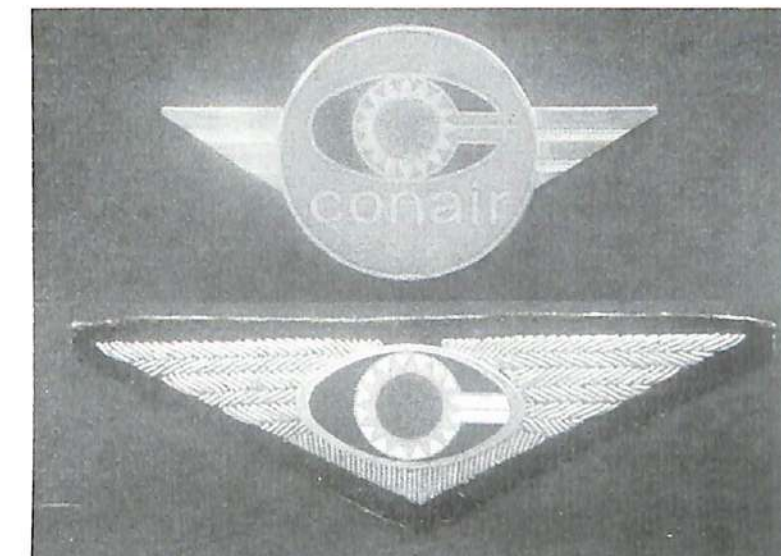
MARCO ISLAND AIRWAYS

Founded June 1972; became part of Provincetown-Boston Airline in 1984. Operated 5 Martin 4-O-4, 2 Piper Navajo. Both cap badge and wing are satin-finish gold-color metal with some polishing on higher surfaces. Center device has light-blue enamel on top, white wave design and a medium green on the bottom. Wing is clutch back, cap badge has one screw post.



AIR NIUGINI

Founded November 1973. 2 Airbus A310, 9 Fokker F.28, 2 DHC Dash-7, 2 DHC Dash-8. Large cap badge and normal-sized wing. Gold colored metal with black, red and yellow painted highlights. Very colorful, even from a distance. Both cap badge and wings are affixed to the uniform by means of a split pin which passes



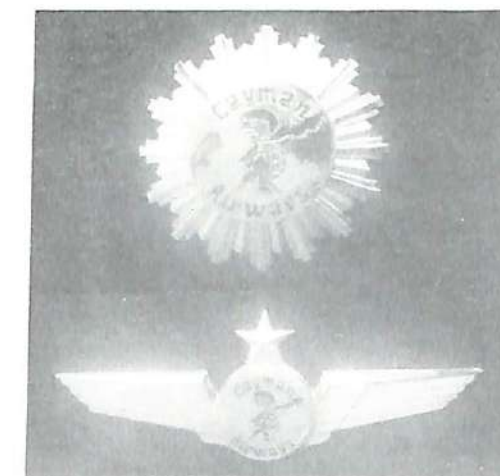
CONAIR

of Scandinavia. Formed in 1965. 6 Boeing 720. The cap badge is gold-color metal with a dark-blue "C" on a light-blue disc. The center of the suburst is red. Three, quite thin, screw posts. The wing insignia is gold bullion thread on very dark-blue material. The center device has dark-blue, white and red enamel in a gold-colored metal oval. Held on the jacket by two thin screwposts. No hallmarks are visible.



BELIZE AIR LINES

Founded in 1947 as Belize Airways. Operations ceased in February 1980, when five Boeing 720 were in use. Services restarted later that year under the name Belize Air Lines with a BAC One-Eleven 500 leased from Cayman Airways, but they were suspended again the following year.



CAYMAN AIRWAYS

Founded 1968, operated by the government since 1978; currently operating 3 Boeing 737. Wing is clutch back, cap insignia has one screw post. Polished gold metal, blue lettering. "Sir Turtle" has a red scarf, hat and boot. His head and shell are green, his sword, peg-leg and body are blue. No hallmarks.

through an eye post. Pilot and flight engineer wings have a white plastic backing with manufacturer's name on it as a backing plate to hold the insignia tightly to the fabric. Cap badge is hallmarked "A.J. PARKES".

Space easier to find for 1/200 scale models

The 1/200 scale is a comparatively recent addition to the range of airliner kits. It is pretty much the province of one manufacturer: Hasegawa. It would seem to be close enough to 1/144 scale to be a duplication, but in fact 1/200 scale models turn out to be considerably smaller. This is an attraction, in some ways. It is easier to find space for the smaller models, especially when the subjects are large airliners, and they have a neat and trim look. On the other end, you either lose a lot of detail or face finicky work to add to it. I have done a DC-10-30, a DC8-71, a 727-200 and a 767-200 in 1/200 scale. Hasegawa also has the MD-11, MD-90, MD-80, TriStar (RAF), 747-200/300 & 400, 767-300, 737-400 & 500, DC-9 and 777-200 & 300. They offer the appropriate engine choices and various airline color schemes, and there is a wide range of decals from the likes of Flying Colors, Skyline, Liveries Unlimited and Flightpath.

MD-90

This past autumn I built a run of four MD-90s. Somehow I had never taken to this type with quite the same enthusiasm I felt for the MD-80, partly due to, I suspect, the ghastly paint scheme McDonnell-Douglas used on the prototype. It must have been designed by a Boeing mole! MD-90s don't come my way often, but in London last June I saw some SAS examples overhead. I like the elegantly elongated planform, reminiscent of the Stretch Eight, but with a thinner, graceful wing. The MD-90 has not sold widely, largely due to the demise of its builder. But it seems to have its virtues. According to *Air Transport World* it has over the past two years had a lower operating cost per hour than such contemporaries as the 737-300, 737-500 and A320. Scandinavian Airlines reports its MD-90s use less fuel per available seat kilometer (ASK) than even its 737NGs.

Hasegawa offers the MD-90 in the seven special color schemes applied by Japan Air System. One kit has aircraft 1 and 2, another has aircraft 3 and 4 and the third kit offers the remaining three designs. You get the appropriate number of models and decals in each box. There is also the "purple box" version, as with several of Hasegawa's 1/200 scale range, containing a plain kit with no decals.

These kits are relatively simple, with fewer parts than there might be in the larger scales. There is less scribing or detailing, so the model does not look overworked and the parts fit well. The MD-90 comes with a weight for the nose to counter-balance the rear-mounted engines. Parts for the gear are supplied for the lowered position and for the closed doors for an in-flight model. There is a stand receptacle plug, to be inserted in the lower fuselage, if you wish to display the model as if in flight.

I like the engine nacelles. They come as one tubular piece, which avoids the usual join lines that are so difficult to remove from the inside of the intakes. The front fan and the exhaust cone are joined on a core that slides into the nacelle, which also makes painting



(Above) JAS MD-90 #1, 1200 scale kit by Hasegawa.
(Below) JAS MD-90 #2, 1/200 scale kit by Hasegawa.



easy. The nacelle has the two strakes underneath molded into it. The strakes on each side of the nose are not provided. Adding them to scale is tricky and I think that on this scale a little *trompe d'oeil* painting might distort less than ending up with a too conspicuous strake.

The JAS decals are beautiful but tricky. Another modeler had warned me that they are both large and fragile. I cut the main fuselage decal of #1 into four pieces and still blew it. I ended up buying another pair of kits just for the decal. (Heck, I once bought a Williams C-46 just for the Flying Tiger decals!) The second time I cut the decal into six pieces, with better but still imperfect results. It is VERY important with these decals, which have lots of detail, to be sure to apply them in the right sequence. There are enough that it is easy to lose track, and many decals go over other decals, so the order has to be right.

Flightpath makes decals for the wing and tailplane center sections of the MD-90. Liveries Unlimited, which makes the excellent Reno Air decals I used on the third model, has a good diagram of what is bare metal and what is gray on the MD-90 wing. I cut up un-needed center section decals to make the ailerons and lift dumpers gray. I foiled the leading edges on some and painted others. I think one could foil the whole upper surface of the wing and then add the gray decals.

I modified the Liveries Unlimited version of the Reno Air scheme to show the later variant, where the cheat lines curve under the nose. I did the fourth model in the scheme American Airlines adopted before they phased out the "Super 90s," as they called them. (It is illustrated in *Airliners*, No. 62, Mar/Apr 2000.) It resembles AA's Super 80 scheme, but with white replacing the bare metal. The result looks like a big brother to an American Eagle ERJ-145.

I built all four MD-90s with gear down, but with the stand receptacle built in. I have the Hasegawa 1/200 scale kit that offers both MD-82 and MD-87 with American colors, and the recent Minicraft 1/144 scale MD-83 kit, so I'll be revisiting more of these inheritors of the DC-9's genes in the future.

MD-11

The MD-11 enjoyed scarcely more commercial success than its MD-90 stablemate. It has shone as a freighter, but the initial airliner deliveries were short on payload/range. The greatest blow to sales came when Singapore Airlines cancelled the aircraft because it could not do Singapore - Paris with the requisite payload and switched to the A340-300 Celestar. Ironically, subsequent MD-11s with the full PIPs (Product Improvement Packages) and increased weight can meet the Paris requirement, and do it half an hour faster than the A340. Increasingly, passenger MD-11s find themselves being replaced by 777-200ERs and are going for freighter conversion.

I built the MD-11 illustrated from the Hasegawa 1/200 scale kit, using Skyline decals for the City Bird aircraft, OO-CTB, of Belgium. The main fuselage color is a dark green, much like the English Racing Green, with the lower fuselage a fairly dark gray. I am probably wrong in finishing mine with the engine nacelles the same gray as the underside of the wing, which I thought one photograph indicated. But Skyline's detailed illustration shows the same darker gray as the fuselage. City Bird has two other MD-11s, but they are finished in white and have been operated in Sabena colors and for ALM of Curacao.

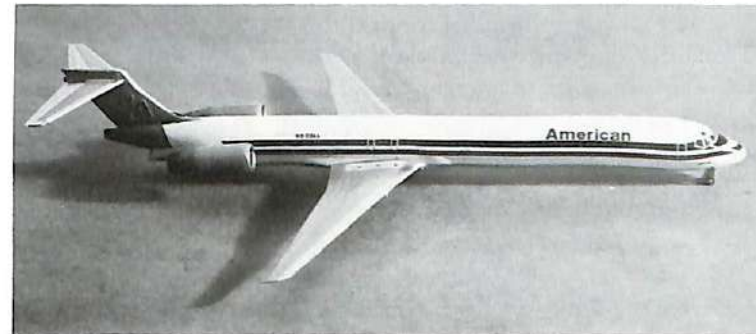
I thought the quality of the kit is good. Hasegawa markets it in two versions, with P&W and GE engines, matching the airline represented. (City Bird's OO-CTB and CTC have CF-6-80C2DIF engines, OO-CTS has PW4460s). The fin and No. 2 housing differ, so you cannot just switch the rear cone of the engine. (The underwing engines can be switched.)

The cabin windows are punched out in the kit, with no transparencies provided. Faced with filling all those tiny openings with Kristal Klear, I chose to plug them and use a decal. I did the same for the cockpit windows, although a transparency is supplied. I used Flightpath decals for the corrugard or darker gray sections of the wings, and metal foil for the leading edges.

The Skyline decals are good, and offer the opportunity for incredible detail. The number on the decals go up to 49, and some are so small that you wonder if they would even be detectable in that scale. Their quality, and that of the accompanying illustration, is excellent.



Reno Air MD-90, Hasegawa 1/200 scale. Decals Liveries Unlimited.
American Airlines MD-90, ex-Reno Air. 1/200 scale kit by Hasegawa.



City Bird MD-11, 1/120 scale by Hasegawa, Decals by Skyline Decals.



BOEING 777-200

The remaining model is the Hasegawa 1/200 scale Boeing 777-200. I finished mine in Continental Airlines colors from the decal sheet made by Flying Colors. Once again, everything in the kit fits well and the dimensions look right. Continental's rather plain scheme suits this smaller scale and makes it an attractive model.

Obviously, 1/200 scale works best for larger types. Hasegawa provides a nice selection of types, and abundant airline color schemes are available, so an interesting collection can be built. And they won't fill up your display case as quickly either.

Seven new stickers from MIAT of Mongolia

The Millennium World Travel Market in London in November produced some interesting new stickers, with pride of place going again to MIAT of Mongolia. They produced no fewer than seven new stickers, albeit six were different sizes of #1 in dark blue on white showing the airline's logo, and a smar dark blue on silver item (#2) with a touch of red: the crossbar in the letter "A".

#3 of British West Indies Airways was being used to secure posters, but I managed to grab a few. They are black, yellow, silver and green on white.

#4-5 were "liberated" from under Thai's desk as there was no one to ask for them. They are yellow (text) and white (logo and name) on purple. Each one also comes in red and purple on yellow.

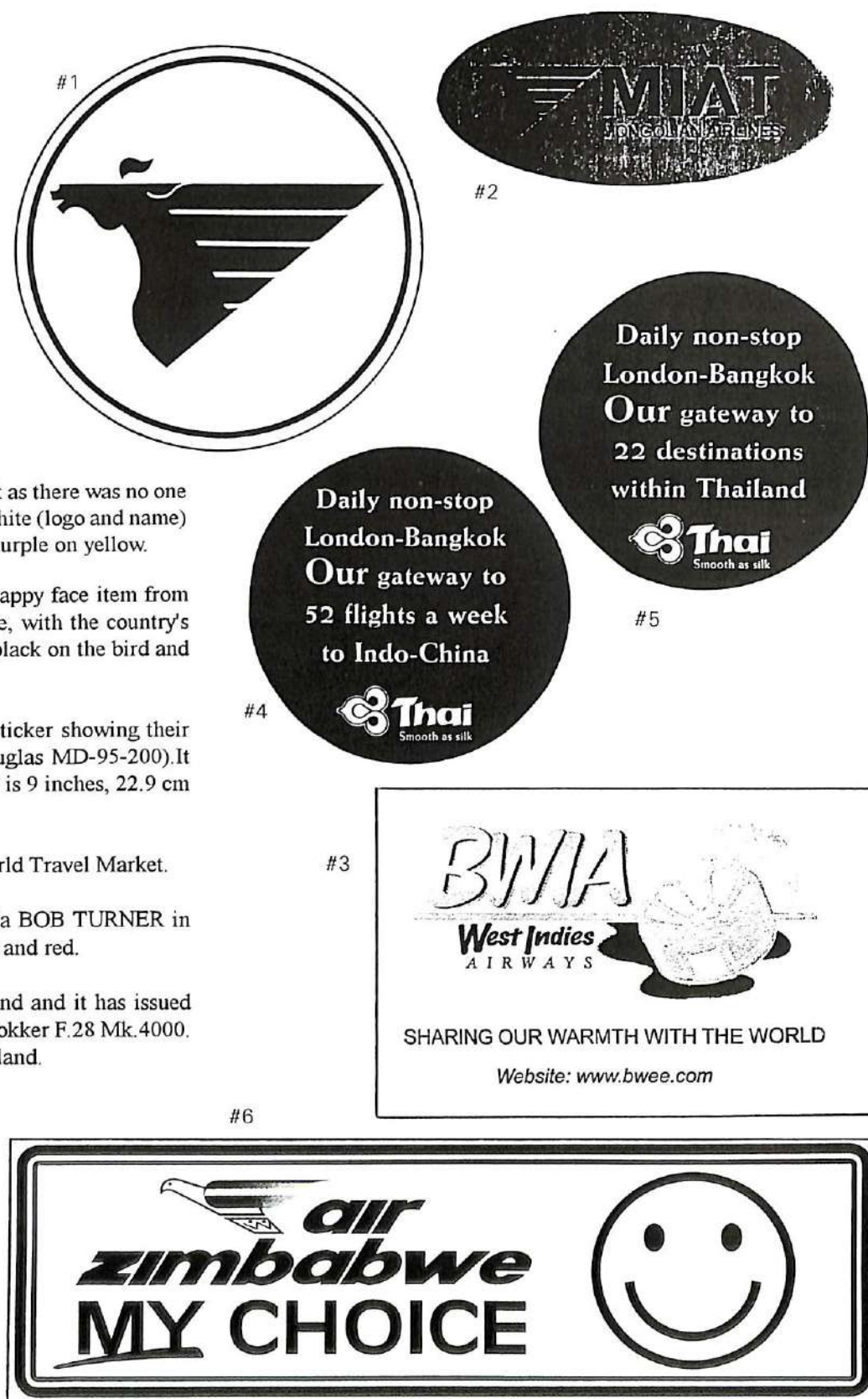
#6 is a large (10 1/2 inches, 26.7 cm wide) happy face item from Air Zimbabwe in black and yellow on white, with the country's national colors of black, green, yellow and black on the bird and for the border lines.

#7. Bangkok Airways had this very smart sticker showing their new 717-200 (formerly the McDonnell Douglas MD-95-200). It is multicolored on a sky-blue background. It is 9 inches, 22.9 cm wide.

So far the stickers from the Millennium World Travel Market.

#8. Another 717 label came from TWA via BOB TURNER in England. Its colors are basically white, blue and red.

#9. PB Air is a scheduled airline in Thailand and it has issued this white and green sticker showing their Fokker F.28 Mk.4000. It reached me via IAN CAMPBELL in England.



#7



#9



#8



#11



#10

#10 also came from Ian Campbell. It is in white (dragon) and green (name) on clear plastic, all mounted on a gold background.

#11. DAVE CHERKIS never lets me down. He contributes this black and white on red sticker from Kato Airline of Norway. The top part of the border lists the four types of aircraft operated by the airline.

#12. Also via Dave Cherkis comes this clear plastic Air France security sticker. Colors are blue for the man's suit and the bottom text, and yellow for the cape. The shoes and gloves are in gold with yellow. They never had security stickers like this when I worked at LHR.

#13. BILL DEMAREST, another regular contributor, came up with this double-sided luggage tag for Avianca in their new colors of yellow, red, blue and gold. It has English on one side and Spanish on the other.

#14. was issued by the Museum of Flight in Seattle and was sent to me by another one of my regulars, FRANK LICHTANSKI. It contains six separate stickers all on the one card with the old-old, the old and the current United logos. The top line of the text, the second line, the 747-400 and the three logos can all be peeled off separately.



#12



#13



#14



#15. This gem from Air Santa Domingo of the Dominican Republic also came from Bill Demarest. It shows one red and one green arrow on a "golden sun" background, with a white border. Lovely!

#16 is a new BIL for Delta Airlines in blue on white with the left 1/4 of the item in red, as well as the lower wedge of the logo. It also came via Frank Lichtanski.

I replied to a recent advertisement in the CAPTAIN'S LOG from PAPIO TEKKELA of Helsinki and, boy was I glad I did. A hundred stickers promptly arrived and I needed 30 of them, which is unheard of when you already have more than 20,000!



#17 is from NICA of Nicaragua and comes in light green and dark blue on white. NICA operates a 737 from the capital Managua.

#18 was issued by Aerolineas Argentinas, advertising the International Golf Tour. Colors are black (top text), blue (sky), green (the golf green), red (flag) and dark blue (airline name) on white reverse plastic.

#19. This Air Afrique sticker comes in black on the brass-colored top half and green name & black logo on the bottom white half. The border is black. Very smart.

#20 is a simple sticker from Cubana in red and blue on white.

#21 features a photo of the Concorde of British Airways against a blue sky. This is the best Concorde sticker I have ever seen. It measures 8 1/2 inches (21.6 cm) across.

JERRY ELMAS of Texas sent in the next two BILs:

#22 from jetBlue who fly A320s from JFK to Tampa. Colors are white (text and border) and orange on dark blue with a silver-colored metal eyelet.

#23 is a small but nice multi-colored BIL from Vanguard Airlines, flying 737s out of Kansas City. Black text on top, blue at the bottom and a copper-colored metal eyelet.



#24 from Central Mountain Air arrived via Glen Etchells in Burnaby, B.C., Canada. It is made of cardboard (as are #22 and #23) and is in black with a red logo, on white. CMA fly Beech 1900s from Smithers, B.C. Just a punched-out hole for the string to attach it to the luggage.

GOLDEN OLDIES

Not often do I have the pleasure of reporting a newly-found 'gummy' label, but this time I can show you no fewer than three.

#25 is for a very-short-lived airline, Aerovias Nacionales Puerto Rico, who operated in the 1930s from San Juan to Ponce, Mayaguez, St. Thomas and St. Croix. Having a border perforation like a postage stamp, its colors are red and white.

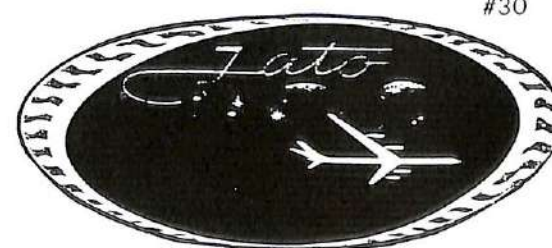
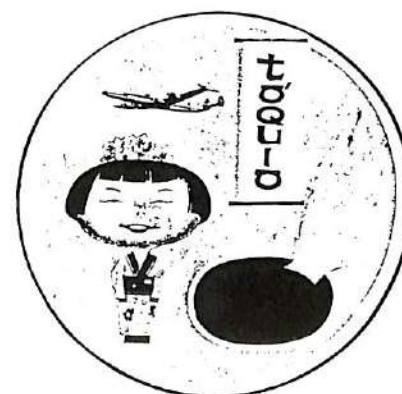
#26 for Royal Air Cambodge is in blue and red on cream. This is the first airline issue for RAC as the only other known issue was part of a cereal box set.

#27 is for Falcon Airways in black on white. There is a listed grey on white issue, but it is definitely different. I now have both.

#28 is from VASP of Brazil and shows the DC-3 in clouds. Colors are white and shades of green.

#29. This REAL label from Brazil was obviously intended to promote service to Tokyo (Toquio in Portuguese). It shows the airline's Super Constellation. The background is green with black words on white, with red and yellow also used.

30. This Panair do Brasil item shows their DC-8. It comes in yellow, green, pink and white on black.



Some new and fairly recent wings

In this column I offer you some answers and some new questions, but before we get to those, I like to show you a few new and fairly recent wings and even an older one, the latter all the way from Australia.



Gold- and yellow-colored wing of IPEC Aviation of Melbourne, Australia. This was an interstate parcel express company that operated 1976 to June 1993.



These are the new Air Transat pilot cap badge and wings, issued in 1999. Air Transat is a charter airline based in Montreal and operates a large fleet of L-1011 TriStars as well as A330, 737 and 757 types.



The latest Air Canada captain's wing, issued in 1998.



Gold-color wings of pilots in the Cuban Air Force. The centre is multi-colored.



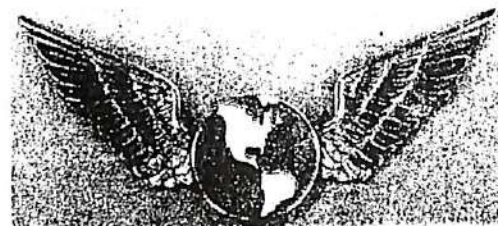
Silver wing of Empire Airline of Coeur d'Alene in Idaho. This is a contract carrier to FedEx and operates a large fleet of Cessna 208B Caravans and Fokker F.27-500 and -600 Friendships.



Above are the cap badge and wings of European Air Transport of Belgium, a contract carrier to DHL Airways.



The cap badge and wings below are worn by foreign contract pilots of European Air Transport. These were first issued in January 2000.



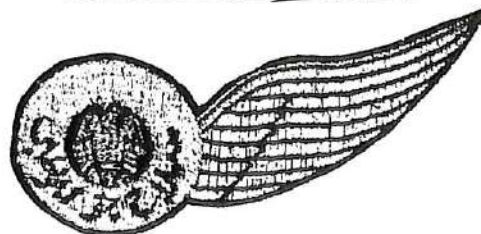
ANSWERS

RT 37. This is a generic cap badge of supplemental carriers Currey Air Transport, Great Lakes Airlines and Trans Alaskan Airlines, says JOHN T. CORPENING of Mt. Prospect, IL. All three are owned by Irving E. Herman with primary base of operations at Burbank, CA. They operated co-jointly during the 1950s as "Super Skycoach" with infrequent, low-fare coast-to-coast passenger services and to Florida, primarily with DC-4s. The jacket wing is the same, but with horizontal feathering. The stewardess wing is left-half. The wing was manufactured by The Green Company, Lexana, Kansas, USA.



#263. Air Wemindji is a small carrier from Quebec, Canada, operating on the east side of James Bay. The fleet includes three Cessna Caravan and one Pilatus PC-12.

NEW QUESTIONS



KT 1. What Air Group uses this wing?

(Continued on next page)

The pluses and minuses of buying on e-Bay

Airline playing cards have appeared in abundance in on-line auctions such as e-Bay starting about two or three years ago and this has changed the collecting "landscape" considerably. The same observation can probably be made with regard to other airline collectibles besides playing cards.

But collectors and dealers have mixed feelings about this change. On-line auctions have certainly brought out some difficult-to-obtain decks from long-forgotten caches in the attic. And new collectors have also emerged, which is always a good way to keep the hobby growing.

However, many long-time collectors and dealers believe the on-line auctions have negatively affected the attendance and product sales at airline collectible shows. There is probably quite a bit of truth in this. Just a few years ago there were one-day shows in more than 20 cities across the United States and two in Canada. Now there are fewer than 10. Dealers complain about dwindling sales. Collectors are not anywhere near as successful in finding new decks for their collections, something I can personally attest to. In fact, while I used to attend four or five one-day shows a year, I have now reduced that to only one regional show each year. The travel expense involved simply cannot justify the acquisition of only a few decks for my collection.

On-line auctions, however, have their own set of problems. Many sellers are not knowledgeable about airline playing cards except perhaps to have heard they command high prices. This has resulted in auctions being flooded with very common decks that are worth hardly more than \$1 or \$2 each, and dealer descriptions have given new meaning to words like "rare", "old" and "vintage". For instance, used decks showing a deHavilland DH-4 in American Airlines livery have been listed for more than \$10, probably because the sellers thought that the cards were issued when the aircraft was in revenue service in the 1920s, but they were issued in the hundreds of thousands of copies over a 10-year period in the 1970s.

Another problem is irrational exuberance on the part of overzealous or uninitiated bidders who have driven up prices beyond what is reasonable. For example, a newly-issued deck can sometimes

bring more than \$30, although the price will likely settle below \$10 after a few months when more decks become available. Part of this is a lack of knowledge among new collectors and part the desire to be the first collector to have the deck.

The bidding process has also drawn some criticism. Some bidders wait until the last few seconds before the close of an auction to submit a high (and hopefully winning) bid, giving no time to previous bidders to respond. This procedure, commonly known as "sniping," is quite legitimate as far as auction rules are concerned and some consider it part of the bidding strategy. However, it has drawn complaints from many card collectors. I myself have submitted bids in the past two or three minutes of an auction and I have also been outbid in the final 10 seconds in numerous auctions. It is not a great feeling.

Of greater concern is the practice of submitting a very high bid to expose the bids by other buyers and then retracting the high bid. The rules do allow bid retractions if a legitimate mistake has been made, but who is to know whether the "mistake" was legitimate. Even if it was indeed legitimate, the damage is already done. Unfortunately, the auction houses have not found a remedy for this in spite of numerous complaints filed with them.

On-line auctions are here to stay and may eventually surpass collectible shows and antique stores as a place for sellers and collectors to buy, sell or trade playing cards. There are ways to make selling and bidding in these auctions a more-pleasant experience. If you are not sure of the generally-accepted value of a deck, consult a knowledgeable source, published or personal. Also, keep in mind that in almost all cases you are not selling or bidding on the only deck of its kind in the world - not like in the case of rare stamps or coins, because airline playing cards have not been around as long as those other collectibles.

Although all collectors are very aggressive in searching for and acquiring cards for their own collections, many of the major collectors are personal friends and follow certain rules of etiquette in on-line auctions. They do not bid against each other unless the first bidder has been outbid by a third party. This helps make collecting the fun thing that it used to be.

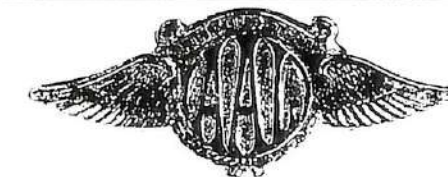
WHAT IS IT? (Continued from previous page)



#K 1. IGORS KRIVCOVS of Latvia asks: Who is this gold-tone metal wing from? Where and when?



#K 2. Igors also would like to know who Henley Air is. This is a gold-tone metal wing.



#KT 2. Try again: Who is AAL? The motto on the top ribbon reads "A Vinculo Terrae". This is a military-style "loop and cotterpin" mounting lugs on the rear. Manufactured by Angus & Coote, Sydney.

Looking back over the past 25 years

Welcome aboard Ozark Air Lines new Prop-Jet FH-227B

Cruise Speed - 230 mph
Max. Gross wt. - 25,500 lbs.
Wing Span - 85'
Length - 84'
Engines - 2 Rolls Royce Jet-Pipe RD-43-533
Each delivering approximately 2,700 E.S.P.F.
Fuel - Jet Turb. (Aviation Turbine Type Fuel)
Cabin - Cabin pressurized to sea level at flight altitudes up to 22,000'. At 25,000' cabin altitude is maintained at 8,000'. Air conditioning in flight & on ground.
Electronics - Heatside eye seats, dual light detectors, auto pilot, distance measuring equipment, transponder.

Ozark Air Lines would like to remind its customers that Federal regulations prohibit the use of portable electronic devices or radio transmitters. This does not however apply to the following devices: Portable voice recorders, hearing aids, heart pacemakers, and assistive devices. It does however prohibit the use of both AM and FM portable radio receivers.

This regulation is necessary due to the possibility of interference with the aircraft navigational systems.

We would like to caution our customers who may have cigarette lighters with the wick fluid reservoir. Under the changing conditions of the cabin, it is sometimes possible to have a very large flame due to a pressure build up in this reservoir. We would advise against the use of this type lighter on board the aircraft.

The seat cushion of each passenger seat is an approved flotation device and may be used in the event a ditching operation should become necessary.

BAGGAGE RESTRICTIONS: Government safety regulations issued by the FAA effective October 24, 1968 limit carry on baggage to items that can be stowed under the passenger seat. Exempt from these regulations are a lady's handbag and a reasonable amount of personal clothing and reading material.

Seat Belts: The suggestion that even though the seat belt light may be on that you need your seat belt loosely fastened while in your seat.

NO SMOKING
IN THE LAVATORIES

IMPORTANT: For information on special services for disabled passengers, contact the nearest Ozark office.

Safety Features
Mesures de Sécurité
Sicherheitsausrüstung

8L-1

DC-8L

AIR CANADA

You are flying aboard a DC-8L with a cabin altitude which is maintained at 8,000 feet. At 25,000 feet cabin altitude is maintained at 8,000 feet. Air conditioning in flight & on ground.

Your seat belt
Please fasten your seat belt at all times when the FASTEN SEAT BELT sign is illuminated. Seasoned air travelers usually leave their seat belts fastened at all times while occupying their seat and pull them up snug when the seat belt is lit.

Bitte beachten Sie: Die Kabine der DC-8L ist bei einer Flughöhe von 25.000 Fuß auf einer Höhe von 8.000 Fuß über dem Meeresspiegel gehalten. Die Luftkonditionierung ist während des Fluges und am Boden eingeschaltet.

Bitte beachten Sie: Die Kabine der DC-8L ist bei einer Flughöhe von 25.000 Fuß auf einer Höhe von 8.000 Fuß über dem Meeresspiegel gehalten. Die Luftkonditionierung ist während des Fluges und am Boden eingeschaltet.

Exit Windows
Fenêtres-sorties
Ausgangsfenster

Do not remove window until aircraft has come to a stop and is stabilized on the ground. To remove an overhead panel handle, pull the handle down and to the right. Do not touch the window until the aircraft has stopped.

To leave through window opening, step back with one leg first then head and shoulders.

Bitte beachten Sie: Die Fenster dürfen nicht entfernt werden, bis das Flugzeug zum Stillstand gekommen ist und sich stabilisiert hat. Um die Handgriffe der Deckenfenster zu entfernen, ziehen Sie die Griffe nach unten und nach rechts. Berühren Sie das Fenster nicht, bis das Flugzeug zum Stillstand gekommen ist.

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Emergency Exits
W Fenêtres
D Doors
Life Rats
Locations
Overhead

Issues de secours
W Fenêtres
D Portes
R Casiers à radiaux
au plafond

Notausgänge
W Fenster
D Türen
R Stauraum für Schlauchboote in der Decke

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SPECIAL PROCEDURES FOR EMERGENCIES

CAUTION: NEVER OPEN DOOR UNLESS INSTRUCTED BY PILOT OR CREW MEMBER.

CAUTION: PROPELLER AREA

ENTRANCE DOOR

REAR CARGO EXIT

EXIT A

EXIT B

EXIT C

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EXIT Z

Safety Features
Mesures de Sécurité
Sicherheitsausrüstung

8L-1

DC-8L

AIR CANADA

You are flying aboard a DC-8L with a cabin altitude which is maintained at 8,000 feet. At 25,000 feet cabin altitude is maintained at 8,000 feet. Air conditioning in flight & on ground.

Your seat belt
Please fasten your seat belt at all times when the FASTEN SEAT BELT sign is illuminated. Seasoned air travelers usually leave their seat belts fastened at all times while occupying their seat and pull them up snug when the seat belt is lit.

Bitte beachten Sie: Die Kabine der DC-8L ist bei einer Flughöhe von 25.000 Fuß auf einer Höhe von 8.000 Fuß über dem Meeresspiegel gehalten. Die Luftkonditionierung ist während des Fluges und am Boden eingeschaltet.

Bitte beachten Sie: Die Kabine der DC-8L ist bei einer Flughöhe von 25.000 Fuß auf einer Höhe von 8.000 Fuß über dem Meeresspiegel gehalten. Die Luftkonditionierung ist während des Fluges und am Boden eingeschaltet.

Emergency Seating Position
Posture en cas de danger
Sitzstellung im Notfall

Adjust your feet, knees, hips, and back. Feet flat on floor, knees bent at 90 degrees, hips bent at 90 degrees, back straight. Head back, eyes forward. Mouth open. Relax your arms and hands. Relax your legs and feet. Relax your neck and head. Relax your face and expression. Relax your breathing.

Bitte beachten Sie: Die Kabine der DC-8L ist bei einer Flughöhe von 25.000 Fuß auf einer Höhe von 8.000 Fuß über dem Meeresspiegel gehalten. Die Luftkonditionierung ist während des Fluges und am Boden eingeschaltet.

Bitte beachten Sie: Die Kabine der DC-8L ist bei einer Flughöhe von 25.000 Fuß auf einer Höhe von 8.000 Fuß über dem Meeresspiegel gehalten. Die Luftkonditionierung ist während des Fluges und am Boden eingeschaltet.

SAFETY
• SEGURIDAD • SÛRETÉ

Emerald Air

DC9-14

CONTINENTAL HOUSTON PROUD EXPRESS

FOR YOUR SAFETY, PLEASE STUDY THIS CARD. There is a likelihood that we will encounter a situation requiring emergency procedures. However, it is a good practice to become acquainted with the safety features we have provided for you on this aircraft.

Para su seguridad, por favor estudie este tarjeta. Siempre es probable que nos encontremos con una emergencia que requiera procedimientos de emergencia. Sin embargo, es una buena práctica estar familiarizado con las características de seguridad que le ofrecemos en este avión.

Bitte lesen Sie bitte diese Karte sorgfältig. Es besteht die Möglichkeit, dass wir uns mit einer Notfallsituation konfrontieren werden. Es ist jedoch eine gute Gewohnheit, sich mit den Sicherheitsmerkmalen, die wir Ihnen auf diesem Flugzeug zur Verfügung stellen, vertraut zu machen.

EXIT A

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#4. 1990 saw a much-publicized conflict at Eastern and Continental. An attempt to transfer L-1011 aircraft from EA to CO was proposed. However, it never took place due to internal objections. Safety cards were produced for the Continental L-1011. This three-panel fold-out card is dated 4/90 and was produced by Interaction Research Corporation. Definitely a rare card, it shows us what a CO L-1011 would have looked like. This card did show the floor path lighting system, however, exit row seating criteria was still to be required. The card says: "Copyright (c) Interaction Research Corporation, 1990. All Rights Reserved." (Editor's question: Also see the French, German and Spanish text on the card, besides English. Was the L-1011 intended for use on planned services to Europe? CO did already operate the DC-10-30 and 747-238B at that time.)

FOR YOUR SAFETY
POUR VOTRE SÛRETÉ
FÜR IHRE SICHERHEIT
PARA SU SEGURIDAD

FOR YOUR SAFETY, PLEASE STUDY THIS CARD. There is a likelihood that we will encounter a situation requiring emergency procedures. However, it is a good practice to become acquainted with the safety features we have provided for you on this aircraft.

Para su seguridad, por favor estudie este tarjeta. Siempre es probable que nos encontremos con una emergencia que requiera procedimientos de emergencia. Sin embargo, es una buena práctica estar familiarizado con las características de seguridad que le ofrecemos en este avión.

Bitte lesen Sie bitte diese Karte sorgfältig. Es besteht die Möglichkeit, dass wir uns mit einer Notfallsituation konfrontieren werden. Es ist jedoch eine gute Gewohnheit, sich mit den Sicherheitsmerkmalen, die wir Ihnen auf diesem Flugzeug zur Verfügung stellen, vertraut zu machen.

SAFETY ON BOARD

FASTEN SEAT BELT

NO SMOKING

NEVER USE

BEFORE TAKE-OFF AND LANDING

BRACE FOR IMPACT

OXYGEN

PLEASE DO NOT REMOVE FROM AIRCRAFT

EXITS

EXIT A

EXIT B

EXIT C

EXIT D

EXIT E

EXIT F

EXIT G

EXIT H

EXIT I

EXIT J

EXIT K

EXIT L

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#5. As the L-1011 was being phased out of service by the major carriers, the new 767 became more common. The 767-300 flies international services for KLM. This safety folder is dated August 1995 and has a purple square with KLM titles and aircraft type. Earlier KLM cards did not show airline markings. The KLM 767s have six passenger doors and two floor-level exits aft of the wings.

#6. As the year 2000 approached, airlines carved marketing niches, such as United and American increasing legroom. Texas-based Legend Airways, after a three-year legal battle, began all-first-class service with DC-9-30s, each with 56 leather seats. Early flights, from their Dallas Love Field base, were to Washington Dulles, Los Angeles and Las Vegas. This safety folder, produced by Interaction Research Corporation, is dated 7/00, demonstrates the brace position, how to use oxygen masks, the proper installation of baby seats and the proper way to open an overhead baggage bin. The cover of the card is dark blue. Legend suspended operations at the end of 2000, but at the time of this writing, they had reorganization plans and anticipate a resumption of flights. This card is marked "Copyright (c) Interaction Research Corporation, 1999, Olympia, WA, USA. All Rights Reserved."

It will be interesting to see the safety cards produced in the next 25 years, for the quadruple-deck A380 that Airbus has under development, for the stretched models of the 767 and 777 and those for the Regional Jets. We will even see safety cards for aircraft that do not yet exist: the 787, 797, 798 or Boeing 800 series. Time will tell.

Until the next time and Safe Flying.

LEGEND AIRLINES

Passenger Safety Information

DC-9-30

For the safety of other passengers, please do not remove this card from the airplane.

BRACE!

1

2

3

4

OXYGEN

OXYGEN

PLEASE DO NOT REMOVE FROM AIRCRAFT

What do Paul Collins and these wings have in common?

The junior wing community has been very, very quiet in the past few months. Not one new issue to report, so this gives me a great opportunity to show some of the oldest and rarest in my collection in commemoration of Paul Collins' retirement. Paul is about the same age as some of these old wings and he, like these junior wings, is truly rare. Therefore I am going to dedicate these nine examples of rare and old wings to Paul and Pat Collins.

#1. This Eastern Airlines junior wing is in the series of the first issue. Three wings were issued in this style, in metal with a decal center of the duck hawk logo. One is a Junior Test Pilot, the others are Junior Pilot and Junior Hostess.

#2. Panagra Airlines was an affiliate of Pan American and had several different varieties of junior wings. This one is a pot metal for a Junior Pilot. It is all brass in color. There is an issue very similar to this, except the work "PANAGRA" is surrounded by a green field.

#3. This Transocean Airlines wing is probably the rarest junior wing in my collection. I say this because I have never seen another one and no one has ever said to me they have one in their collection.

#4. To my knowledge this is the first issue of a United Air Lines junior wing. There are several similar wings that look like this one, but the big difference is that this one is made of a pot metal and more importantly, the center is actually painted. All others following this issue and of similar design, have center decals.

#5. This laminated West Coast Airlines wing is one of my favorites. There are a Junior Pilot (shown) and a Junior Stewardess in this set. They are both pin backs and both are beautiful, though of different colors.

Now we go to a few foreign wings.

#6. Another favorite of mine is this Cathay Pacific Airways wing. It is made of metal and is most-likely their first issue. The CPA design over the half wing is very similar to the real stewardess wing worn in the 1950s.

#7. Philippine Airlines issued this Junior Captain wing, made of metal. They also put out a Junior Stewardess wing at the same time, but it is smaller.

#8. Tasman Empire Airways Limited (TEAL) was jointly owned by Britain, Australia and New Zealand. It started services across the Tasman Sea between Australia and New Zealand in 1940. In 1965 the airline was renamed Air New Zealand after that country had assumed sole ownership. This junior wing is difficult to find with the stylized bird on top. I have seen several with the bird



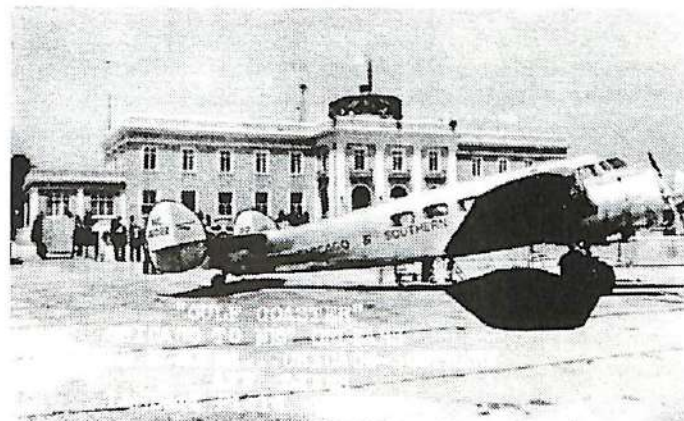
missing and on close examination you can see shiny metal where the bird is supposed to be. Did it break off?

#9. VASP stands for Viacao Aerea Sao Paulo and is a Brazilian airline based in Sao Paulo. Again, this is a first issue and is smaller in size than other issues. I found it at one of the airliner shows.

All of these wings are described in my book on Junior Flight Crew Member Wings, so I won't go into details about size, color and so on. And although I think these are rare and old, it doesn't mean they are the rarest or oldest. A lot of this is a matter of opinion. I know of several older wings in other collections that I would truly love to add to my collection, but I found out a long time ago that nobody has everything and we just have to be satisfied with what we do have. But we can always hope and dream, can't we?

Happy Collecting.

Chris Slimmer: postcard collecting to new heights



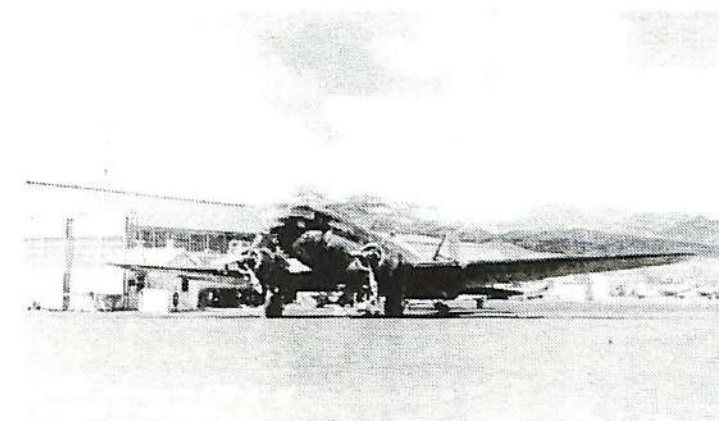
1. The C&S L-10. One of a great series at St. Louis. There are so many great real photos, they could be an article by themselves.

Member Chris Slimmer has taken airline postcard collecting to new heights. He has regaled me with stories of his quests just in the past year in India, Brazil, Germany as well as all over the USA. His album of his rarest that he carries with him (all repros) is utterly unique. I asked him to share some with us through this Postcard Corner column and here is the result.

I have always enjoyed airlines and airports since my family moved to La Paz, Bolivia, in 1968. After returning from South America, I wrote to all the world's airlines for postcards, pictures etc. and I pasted them on my bedroom walls. When we moved from that house three years later, all the airline material was thrown away! (Don't we all wish for hindsight!!)



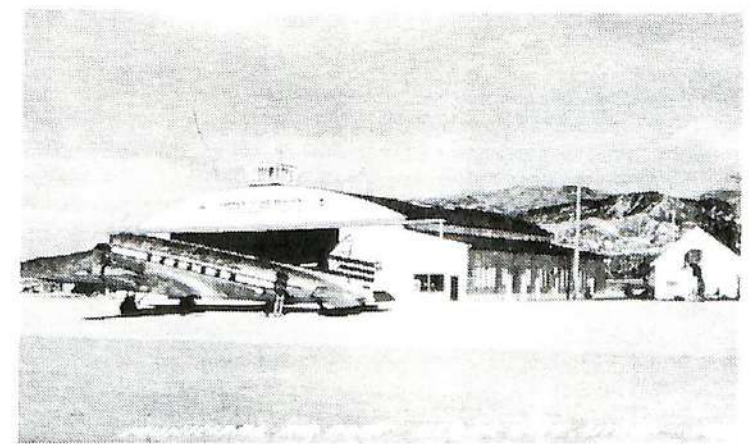
2. This Miami card of a beautiful shot of a PAA DC-4 shows what it looked like to fly back then, with passengers walking across the ramp



3. A 21-passenger DC-3 of UAL at the Reno Airport. They should all look like this.

I began collecting airline "stuff" again in the 1980s as something else to look for while I searched to build my collection of old neon clocks. Very soon I was spending more time looking for airline material than for clocks. Some spark in my mind around 10 years ago got me into airport postcards. Maybe it was that all airports are designed to perform the same function, but they are all so different. I decided to try and collect every airport postcard ever printed. I am presenting here some of the rarest North American postcards from my collection. For most of these cards I have never seen another copy anywhere. Enjoy!

Cards 1-11 are all real photographs.



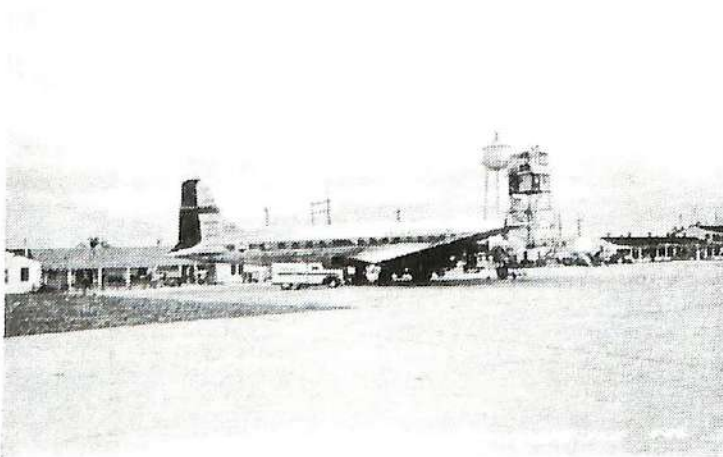
4. Western DC-3 at Cedar City, Utah. I love the composition of this card, with the mountains in the background and the airline office in the corner of the hangar.



5. One of many DC-3 cards at Catalina, with a United DC-3. This is the best ramp shot. I think the tower still exists.



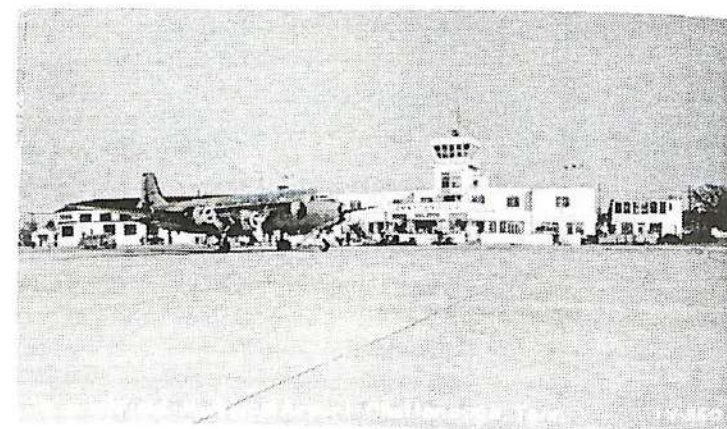
6. Frontier DC-3 at Williston, North Dakota. One of the most-difficult DC-3s to find. It has a Kodak back, but I got it from Jon Proctor and he authenticated it. The crew is ready for you to board.



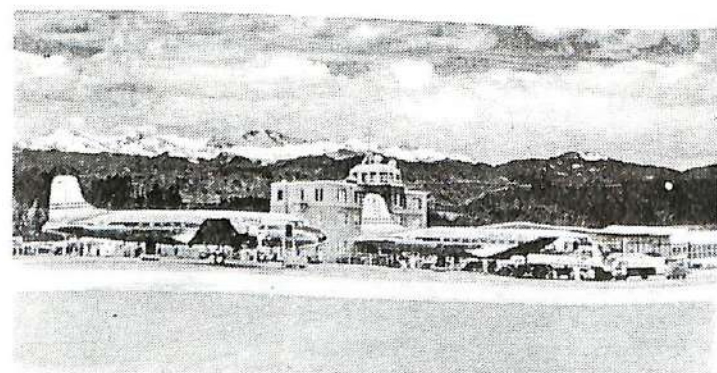
7. A recent find - National DC-6 at Tampa. One of the many fantastic L.L. Cook real photo cards.



8. Another L.L. Cook card, showing a Northwest DC-4 at General Mitchell Field, Milwaukee, Wisconsin. L.L. Cook is from Milwaukee, so most of their cards are from there. I think I have all of them except the two real photo NW "Strats".

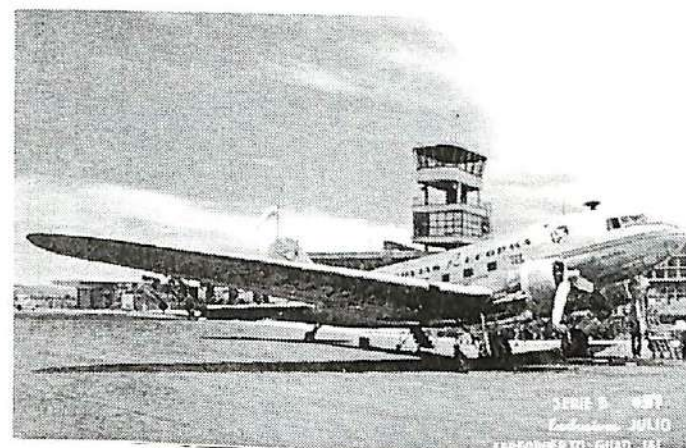


9. Eastern DC-4 at Chattanooga, Tennessee. I got this one from John Pinnow's collection. John was the person who taught me the advantage of trading postcards. Thanks, John.



Stapleton Air Terminal & Snow Capped Rockies, Denver, Colo. © Ralph Morgan 16

10. United DC-4s at Denver Stapleton from Ralph Morgan. I have five of them so far.



11. One of the ultra-rare ones. Aerovias Reforma real photo DC-3 at Guadalajara, Mexico.

Cards 12-14 are chromes:



12. The holy grail of DC-3 chromes - Pioneer DC-3 at Dallas Love Field. I haven't seen another one. Have heard of a few in collections, but have not seen them. If you have one, Al Canales will give you \$300 for it.

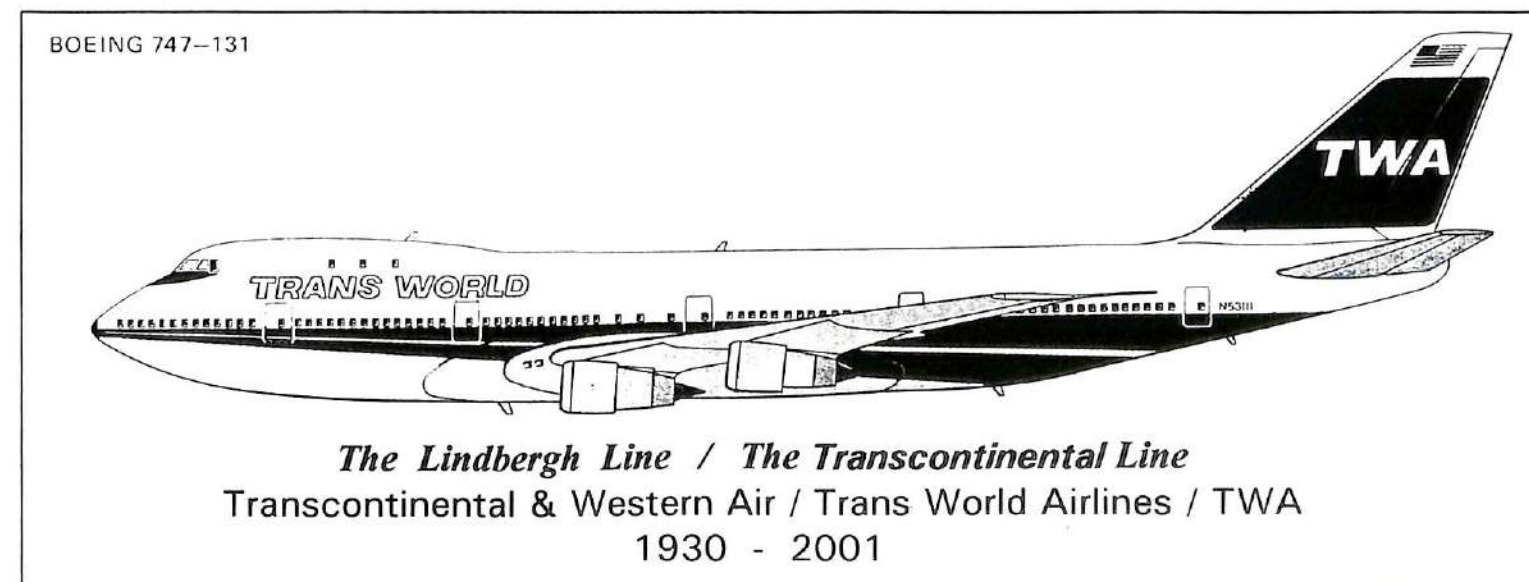


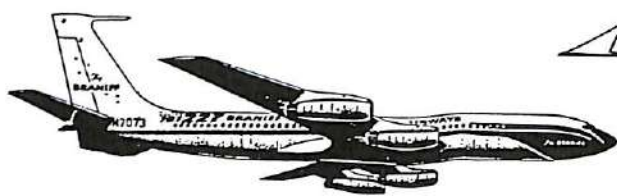
13. Delta Convair at St. Simons Island. A descriptive 3/4 shot of a 1950s quick turnaround.



14. Just about the best-ever Canadian shot. TCA Viscount at the old south terminal at Calgary in the airline's original livery.

That is it for now. Write Van to tell him the countries you would like to see, and I'll dig through the collection again.





VARIG

AVENSA



AROUND THE WORLD

REAL AIRLINES



AVIANCA

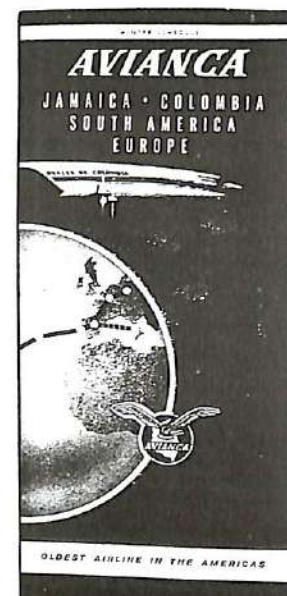
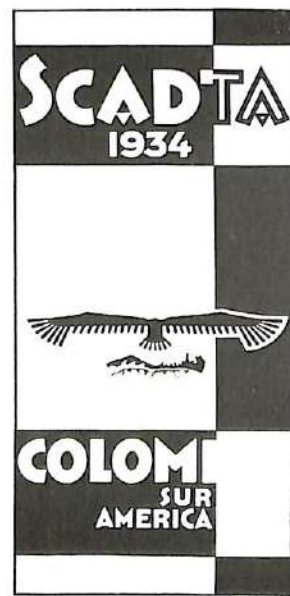
of Airline Schedules

Copyright 2000
George W. Cearley, Jr.

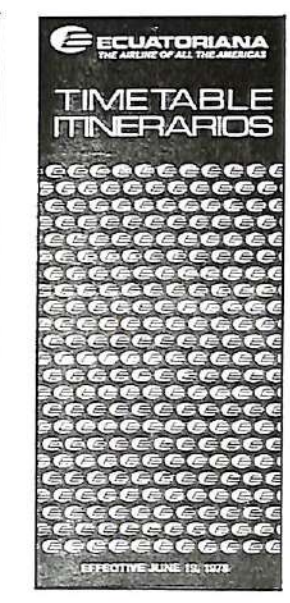
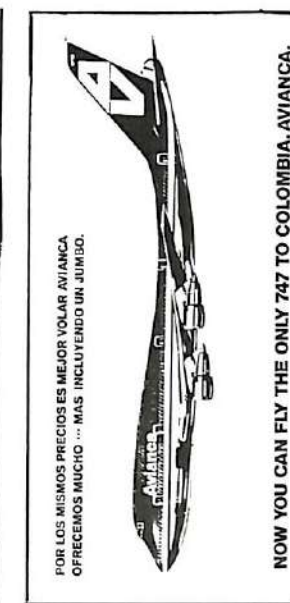


This schedule column, covering South American airlines, is my final article for the CAPTAIN'S LOG. Because of family and business commitments, I will be resigning as schedule editor with this issue. Again, thanks to Joop & Paul for a job well done.

My final schedule column is dedicated in loving memory to the late Mary Cearley, George W. Cearley Sr., Fred Wellman, Don Thomas, Dick Koran, Paul McDaniel, Pat Zahrt, Charles E. Beard, Mike Suhler, Ron Craig and Pat Darden.

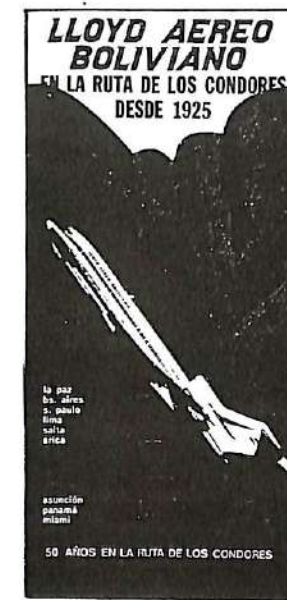


SCADTA - Sociedad Colombo-Alemana de Transportes Aereos (literally: Colombian - German Air Transport Society) was founded in 1919 with German influence, and began its first scheduled flights in 1921. In 1929 services were inaugurated between Panama, Colombia and Ecuador. Pan American gained control of SCADTA in 1929 and services were restricted to routes within Colombia. In the mid-1930's Ford Tri-motors joined the airline and Boeing 247D's arrived in 1937. In 1939, under the influence of Pan American, SCADTA was nationalized and became Aerovias Nacionales de Colombia, S.A. - AVIANCA. DC-3's joined the fleet and routes were upgraded. The first international services were scheduled to Ecuador in 1946. Later in 1948, DC-4's joined the fleet and these were introduced on flights inaugurated to Miami in 1947. Two years later the route was extended to New York. In 1950 transatlantic routes were inaugurated to Lisbon, Rome and Paris. Lockheed Constellations joined the airline in 1951 and Madrid was added to the system the same year. Frankfurt and Caracas service began in 1954. In 1955 Super Constellations were introduced and by 1958 routes were extended southward to Lima. Pure-jet service came in 1960 when AVIANCA leased a Boeing 707-121, N711PA, from Pan American, and inaugurated flights from Bogota to Kingston, Montego Bay and New York.



AVIANCA took delivery of its own 720-059B's in 1961 and on November 24, 720B Fanjet service was inaugurated between Idlewild, Miami, Montego Bay, Kingston and Bogota. In January 1962, 720B's were introduced on the Bogota - Caracas - San Juan - Madrid - Paris - Frankfurt route. New titles were introduced in 1963 for the airline's name, replacing the old Pan American-style winged letters. By 1966 all services between North and South America were pure jet. Constellations no longer served on these routes and 727's had joined the fleet. By 1967 Santiago had been added to the system. 707-359B's joined the airline in 1968 and Los Angeles service began in 1969. Boeing 747's joined AVIANCA in 1976 and operated between Miami, Bogota and Cali.

Ecuatoriana was founded in 1957 and by year's end began C-46 flights between Miami, Panama, Ecuador and Peru. DC-6's soon replaced C-46's. By 1978 Ecuatoriana served Miami, New York, Los Angeles, Mexico and Nassau from a number of points on the west coast of South America, and from Buenos Aires.



Lloyd Aereo Boliviano, founded in 1925, by 1978 served Miami, Lima, Panama, Caracas, Asuncion, Buenos Aires, Sao Paulo, Rio de Janeiro and Manaus from Bolivia. Linea Aerea Nacional de Chile - LAN Chile, was organized in 1929 as Linea Aeropostal Santiago-Arica and became LAN in 1930. In 1956 international service was inaugurated to Lima and by the summer of 1958 service was extended to Panama and Miami with DC-6B flights. Caravelles joined the fleet in 1964. By 1967 Easter Island service was offered from Chile and in 1969, 707-385C's joined the fleet. By 1977 LAN-Chile served New York, Miami, Panama, Cali, Guayaquil, Lima, Santiago, Buenos Aires, Montevideo, Easter Island, Tahiti and Nandi (Fiji). All flights at that time were operated with 707's.

AVENSA
Aerovias Venezolanas S. A.

TARIFA DE PASAJES

ITINERARIOS Y HORARIOS

ESTABLECIDA EN 1943

AVENSA

La Línea Aérea de Confianza

**RAPIDEZ
ECONOMIA
SERVICIO**

Itinerarios Completos

EJECUTIVO - 3 DE FEBRERO DE 1964

AVENSA

EDICION FEBRERO 1964

horario general

LA LINEA AEREA DE CONFIANZA

AVENSA

to VENEZUELA
JAMAICA

Non-Stop Flights from
Miami and New Orleans to
Maracaibo and Montego Bay

DC-6B

INTERNATIONAL TIMETABLE AND FARES

AVENSA

LA LINEA AEREA DE CONFIANZA

MEMBRO DE PRO VENEZUELA

nuevo horario
new time table

efectivo Junio - Julio 1961
effective June - July 1961

THE RELIABLE AIRLINE

AVENSA

nuevo horario
new time table

1961

AVENSA

YANER DE AVIACION S. A. "VIASA"

le ofrece

LOS MAS RAPIDOS
Y MODERNOS
AVIONES JET
DEL MUNDO

DECEMBER, 1967

**PERUVIAN
INTERNATIONAL
AIRWAYS**

SCHEDULES
TARIFFS
INFORMATION

PIA

**PERUVIAN
AIRLINES**
AEROLINEAS PERUANAS

**FASTEST!
FINEST!**

Jet Service
U.S.A.
Non-Stop
LIMA
SANTIAGO
BUENOS AIRES

CONVAIR 990A JET

AVENSA - Aerovias Venezolanas, S.A., was founded in 1943 as a Pan American affiliate. Scheduled flights began in 1944 using Stinsons and Ford Tri-Motors on domestic routes in Venezuela. By 1948 the airline operated eleven DC-3's and two Lockheed twins. In 1953 Convair 340's joined the system. They were operated domestically, along with DC-4's. On January 1, 1956 international flights from Maiquetia to Maracaibo, Montego Bay, Kingston and Miami were inaugurated with the 340's. Additional international service was added in 1958 and that Summer AVENSA operated DC-6B's on the Miami - Montego Bay - Maracaibo - Caracas service; and between New Orleans - Maracaibo - Caracas. Similar services continued in 1959 (below left) but with nonstop Miami - Caracas flights added. In Summer 1961 (top right) domestic services were operated with DC-3's, Convairst and F-27's, and the international flights to Jamaica, Miami and New Orleans with DC-6B's.

VIASA - Venezolana Internacional de Aviacion S.A. was founded at the end of 1960 to operate the international services of both LAV and AVENSA. VIASA leased a KLM DC-8-53 in spring 1961 to inaugurate services April 6 that year, from Lima to Caracas, Curacao, Lisbon, Madrid, Paris, Amsterdam and London. Convair 880-22M jet service was inaugurated in August between Caracas and Idlewild. At this point AVENSA was still operating New Orleans and Miami flights with DC-6B's. VIASA took over the routes to New Orleans and Miami in December 1961 with Convair 880-22M service in both markets.

AVENSA

CLASS	FARE	FARE	FARE	FARE	FARE	FARE
1st	10.00	12.00	15.00	18.00	20.00	25.00
2nd	7.00	8.00	10.00	12.00	14.00	17.00
3rd	5.00	6.00	7.00	8.00	9.00	11.00

AVENSA

CLASS	FARE	FARE	FARE	FARE	FARE	FARE
1st	10.00	12.00	15.00	18.00	20.00	25.00
2nd	7.00	8.00	10.00	12.00	14.00	17.00
3rd	5.00	6.00	7.00	8.00	9.00	11.00

UNRESTRICTED FREE SALE ON AVENSA'S INTERNATIONAL SERVICES FOR ALL U.S. CARRIERS

AVENSA

UNICA CON JET EN RUTAS NACIONALES

MODERNA FLOTA
CONVAIR-580
DE AVENSA
CON LOS NUEVOS
MOTORES JET-PROP
AL SON DE 3 M

ITINERARIO "A" DE TEMPORADA
TIMETABLE "A" SEASON
EFFECTIVO 15 FEBRERO 1966
EFFECTIVE 15 FEBRUARY 1966

LA LINEA AEREA DEL PLAN FAMILIAR IDEAL
THE AIRLINE WITH THE IDEAL FAMILY PLAN

**THE
VENEZUELAN
AIRLINE**

SEPTEMBER - OCTOBER 1961

SCHEDULE
FARES - RATES

SAFETY
SPEED
COMFORT

LINEA AEROPOSTAL VENEZOLANA

LAV

THE VENEZUELAN AIRLINE

NEW Non-Stop SERVICE TO VENEZUELA

NEW DELTA 400-100 MARACAIBO
NEW DELTA 400-100 CARACAS

DAYLIGHT FLIGHTS

SAFETY
SPEED
COMFORT

**APSA
PERUVIAN
AIRLINES**

FLYING THE WORLD'S FASTEST JETS
NON-STOP TO SOUTH AMERICA

**APSA
AEROLINEAS PERUANAS**

ITINERARIOS
Efective Enero 1971
TIME TABLE
Efective January 1st, 1971

AeroPeru
The International Airline of Peru

System
Timetable

Faucett

PRIMERA LINEA AEREA NACIONAL
2o Semestre 1967

128 VUELOS
SEMANALES
A TODO
EL PAIS

ITINERARIOS

SERVING
PERU
FOR HALF A CENTURY

Faucett
PERUVIAN AIRLINES

QUALITY
FOR
50
YEARS

QUICK REFERENCE SCHEDULE
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With the formation of VIASA in 1960-61 the international routes of AVENSA were transferred to the new airline and AVENSA operated only domestically. By 1966 the airline operated within Venezuela using Convair 340's and 580's, DC-3's, C-46's and Caravelles. Linea Aeropostal Venezolana, S.A. - LAV was formed in 1935 and succeeded Aviacion Nacional Venezolana. In 1947 LAV inaugurated international flights to Havana and New York, using two L-049 "Constellations". In 1953 transatlantic service to Bermuda, Santa Maria, Lisbon, Madrid and Rome began. In 1956 Viscounts were operated on domestic routes and Super Constellations on international flights. New Orleans service with Super G Constellations began in summer 1958, but it was short-lived.

Peruvian International Airways (PIA) was founded in 1946, with international flights inaugurated in 1947, using DC-4's on a route from New York to Washington, Havana, Panama, Lima, Antofagasta and Santiago. The airline ceased operations in 1949. Aerolineas Peruanas (APSA) was founded in 1956. In 1957 service was inaugurated to Chile, Nicaragua and Honduras. In 1960 DC-6 service was introduced to Panama and Miami. Convair 990A pure-jet service was inaugurated at the end of 1963.

As of summer 1966, APSA was operating from Lima to Rio de Janeiro, Santiago, Buenos Aires, Guayaquil, Bogota, Panama, Miami, San Salvador, Mexico City and Los Angeles. In 1969 service to Madrid, Paris and London was added. Additional 990's and a DC-8 Series 50 joined the fleet. In 1971 APSA services were suspended. Aero Peru inaugurated flights in 1973. DC-8 international service began in 1974 to Buenos Aires, Santiago, Guayaquil and Miami. Flights to Sao Paulo, Rio de Janeiro, Mexico City and Los Angeles began in 1975 and authority to serve New York was awarded. L-1011's were introduced to New York in 1978, but the widebody service was short-lived. Faucett was founded in 1928 and operated domestic services in Peru. In 1967 the fleet included DC-3's, DC-4's and DC-6B's. Equipment in 1977 consisted of BAC-111's and 727's. By 1979 an international route was operated to Miami from Iquitos, using 727's.



Syndicato Condor, Ltda, began operations in 1927 between Rio de Janeiro and Porto Alegre. Soon a Condor-Lufthansa Brazilian-German transatlantic passenger/mail service was established, which would include the Graf Zeppelin. In 1941 the German influence was reduced and the airline became known as Servicio Aero Condor. Aerovias Brasil inaugurated flights in 1942 with Lockheed 14's from Rio de Janeiro to Miami via Belem, Port of Spain and Ciudad Trujillo (Santo Domingo). REAL was founded in 1945 with first flights between Rio de Janeiro and Sao Paulo in 1946. REAL and Aerovias Brasil merged in 1954. International destinations in 1956 included Miami, Caracas, Port of Spain, Montevideo, Buenos Aires and Asuncion. By year's end the Miami route was extended to Chicago, using DC-4's. In 1958 Super H Constellations were placed on international routes. In 1959 Chicago service ended and by year's end a new route to Bogota, Mexico City and Los Angeles was established. During 1960-61 a route from Los Angeles to Honolulu, Wake and Tokyo was inaugurated. REAL was acquired by VARIG in 1961 and with it REAL's order for Convair 990's.



Panair do Brasil, S.A. was founded in 1930 as a successor of NYRBA do Brasil, and was an affiliate of Pan American. First flights were made between Belem and Santos. In 1939 and 1940 Panair operated domestic routes and Pan American international services. By 1958, DC-7C's were flown on international routes to Dakar, Lisbon, Madrid, Rome, Paris, London, Frankfurt, Dusseldorf, Beirut and Istanbul. DC-8-33's were delivered to Panair in 1961. In 1965 the airline was merged into VARIG. S.A. Empresa de Viacao Aerea Rio Grandense - VARIG, was founded in 1927 with operations in the state of Rio Grande do Sul. In 1945 the airline served southern Brazil and Uruguay. In 1953 VARIG was awarded a route to New York with services beginning in 1955 with "Super G Constellations" from Buenos Aires to Montevideo, Porto Alegre, Rio de Janeiro, Belem, Ciudad Trujillo (Santo Domingo) and Idlewild.



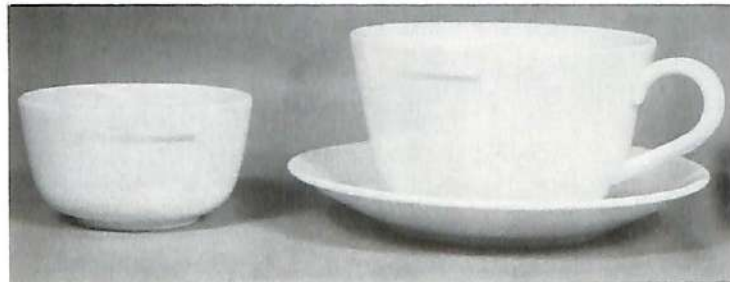
VARIG placed Caravelles on the New York route in 1959 and 707-441's in 1960. The airline acquired REAL in 1961 and Panair do Brasil in 1965. DC-10's joined the fleet in 1974. Aeroposta Argentina was founded in 1927 and in 1933 operated multi-stop service southward from Buenos Aires to Rio Gallegos and Rio Grande. Aerolineas Argentinas was founded in 1949 to operate routes of FAMA, ZONDA, ALFA and Aeroposta. DC-6 service to New York began in 1950. By 1955 the airline operated from Buenos Aires to Rio de Janeiro, Natal, Dakar, Lisbon, Madrid, Rome, Paris, Frankfurt, London and Amsterdam; and Buenos Aires to Rio de Janeiro, Belem, Trinidad, Havana and Idlewild, and also from Buenos Aires to Asuncion, Santiago and La Paz.



DeHavilland Comet IV's were introduced in Spring 1959 between Buenos Aires and Santiago, and from Buenos Aires to New York and to Europe. Caravelles joined the fleet in 1962; 707's in 1966 and 747's in 1977. Aerolineas Ini y Compania S.A. was founded in 1957. DC-4 flights to Miami began in 1960 over a route from Buenos Aires to Santiago, Antofagasta, Lima, Guayaquil and Panama. The DC-4's were replaced by DC-6's in Fall 1960. By 1963, Ini had ceased operations.

United introduces a new Business Class pattern

It is always nice to start the column with a *new* pattern. This time we show a Business Class pattern recently introduced by United Airlines (#1). The only decoration is a gray line that resembles a brush stroke. However, each piece is backstamped



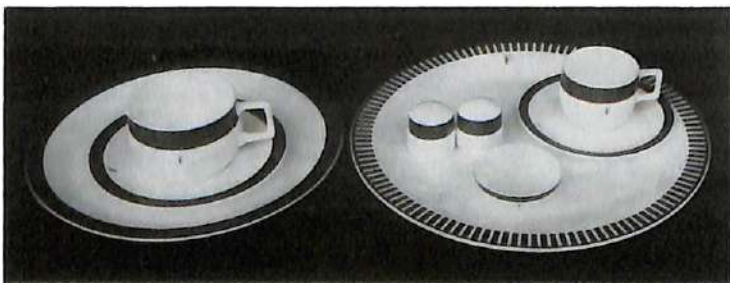
#1

with the airline's logo and name (#2). As shown, it is made by Noritake in Japan. Could someone at United perhaps share with me what the gray line on the china represents? Many thanks.



#2

The next 10 photos show pieces from the famous DICK WALLIN Collection. While most collectors would be pleased to acquire just one piece of a pattern for their collection, Dick goes for the *whole* place setting.



#3

#3 is used by Singapore Airlines for their first class service.

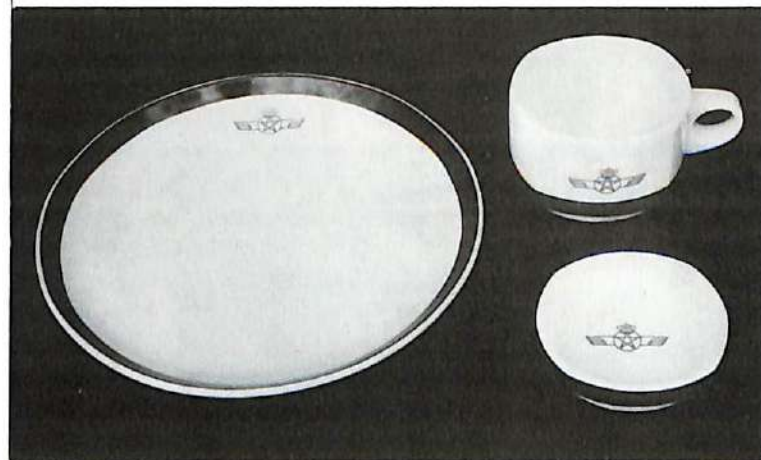
#4 is the Singapore Airlines pattern for Business Class. It was supplied by ABCO International.

#5 is made by Rosenthal of Germany for Royal Air Maroc's first class travellers. The colors are a red trim and gold airline logo.

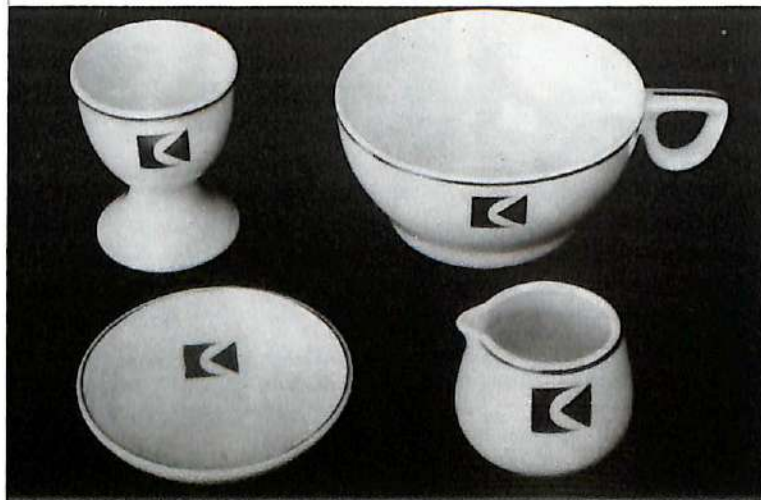
#6. CP Air of Canada used this "Multi Mark" logo between 1968 and 1988. Their china was decorated with the Multi-Mark logo in either a mustard yellow or in gold. The gold version was made by Noritake in Japan. Gold-decorated china would have been used



#4



#5



#6

before microwave ovens were commonplace. (The Multi Mark was introduced by the airline in late 1968. It was replaced by the Motion Mark - arrow point - on 12 JAN 86 - JG)



#7

#7. On 19 JUN 95 ABCO presented Carnival Airlines with samples of this design. The only decoration on the china is the blue and red logo. The airline no longer flies under the Carnival name.



#8

#8. One of the more-delicate and elegant patterns ever made for inflight use was developed for Trans-Canada Air Lines. These pieces were manufactured by Royal Stafford Bone China of England. Trans-Canada was formed in 1937 and was operated by the Canadian National Railway. The airline adopted the name Air Canada in 1964.

#9. More-modern in design is this American Airlines cup, red and blue decoration.



#9

#10. Also from the Wallin collection is this Air Malawi set. The decoration is in red. Nice going, Dick.



#10

#11. Dick also found this top-marked piece of Transaero china. The airline is headquartered in Moscow, Russia.



#11

#12. For you salt and pepper shaker collectors, here is a Tunis Air set, decorated with a blue design. It is the last of Dick's collection in this issue.



#12

#13. Now on to a large serving teapot used by Japan Airlines. This piece was used several years ago and carries the lettering JAL on the bottom of the pot.



#13

Next time I'll be showing some British Air "Oriental Service" chinaware. In the meantime, drop me a line. In case you don't want to address an envelope, you can e-mail me at: www.rluckin@topener.net

Until the next time, cheers!

Sticks from Southwest, Cathay Pacific and Delta

This article shows four new sticks that I acquired over the past couple of months. Two are from Southwest, one from Delta and one from Cathay Pacific. The Southwest sticks were sent to me by DICK WORTERS of Seattle, Washington, but I am not sure of who sent me the other two, because I misplaced my notes. I hope the contributor(s) of these sticks will drop me a line to make themselves known so I can give credit where credit is due. Or contact me by e-mail at altasca@cs.com

The sticks are:

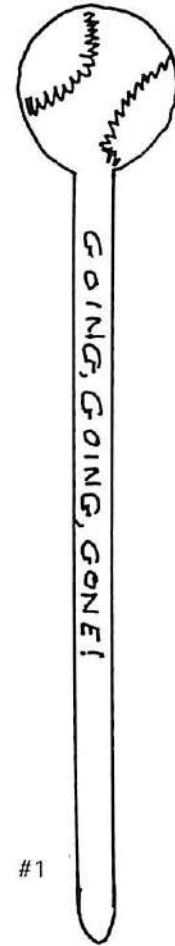
#1. This Southwest stick measures 4³/₄ inches (12 cm) long. It is flat and one-sided with raised metallic red writing and baseball stitching. There is no manufacturer's name on it, but the center of the reverse says "please recycle".

#2. Also from Southwest, this stick too is 4³/₄ inches (12 cm) long, but it has raised writing in white. The banner and baseball stitching are also in white. Again, there is no manufacturer's name shown, but also says "please recycle" on the reverse. For some reason the back of the top is hollowed out.

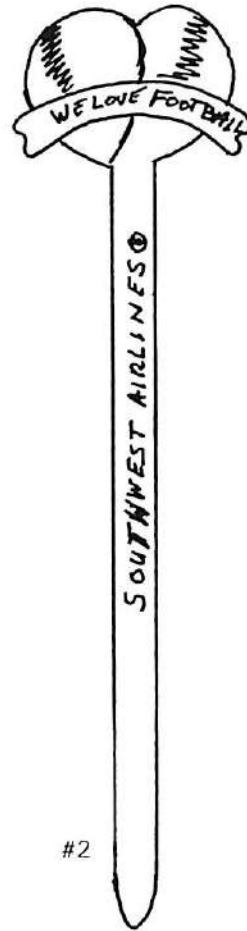
#3. This Cathay Pacific stick is 6 inches (15.25 cm) long and has a round shank and bubble end. The heart is convex, making it slightly thicker than the stick. The airline name is in small, clear, raised writing just below the heart. Once again, no manufacturer's name.

#4. This white pick is the latest from Delta Airlines and is just as plain as all their other sticks. It is 5 inches (12.7 cm) long and has a plain flat shank, but the top is two-sided with the logo and name raised in white.

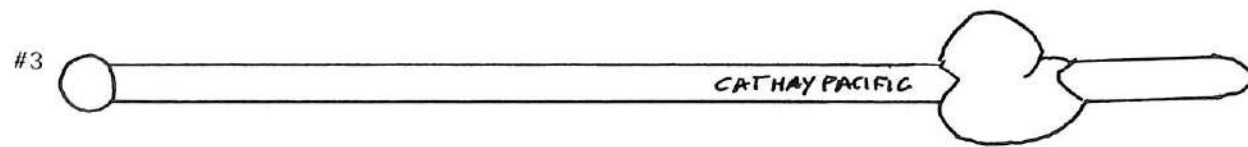
As always, I hope anyone who has obtained a new swizzle stick or knows of a new one they have heard about, will let me know, with as many details as possible, either by sending me a drawing or the actual stick. I will then include it in a future article. And I will make sure I keep track of who sends me what. In the meantime, happy collecting and see you in Miami in June.



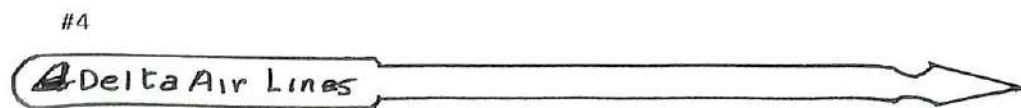
#1



#2



#3



#4

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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.

MAY 6, 2001 BALTIMORE Baltimore Transportation Memorabilia Show & Sale 4-H Building, Maryland State Fairgrounds, Timonium, MD Contact TRANSP0 2001, P.O. Box 10372, Alexandria, VA 22306 or Jim Hutzler/Ira Reed, Phone/FAX (703-768-2990)

JUNE 28-July 1, 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.

July 28, 2001 LOS ANGELES So. CAL Airline & Aviation Expo Los Angeles (LAX) Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245 Contact Phil Martin (562-434-6701) M-F 9 AM-5 PM or Dave Cherkis (702-360-3615) M-F 9 AM-3 PM, Pacific Time

Sept. 8, 2001 NEWARK Sheraton Newark Airport Tri-State Airline Historical Society Show Contact Bill Gawchick (914-965-3010) or Bill Hough (212-689-3936) E-Mail (panam314@aol.com)

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October 13, 2001 SEATTLE Museum of Flight, Boeing Field Airlines Collectibles Show Contact Greg Mattocks, P.O. Box 1455, Bothell, WA 98041 E-Mail (mattocks@gte.net)

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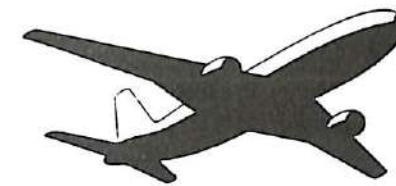
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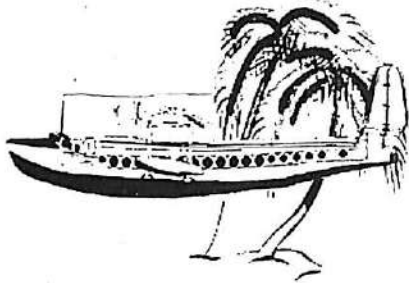
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