



**WORLD AIRLINE
HISTORICAL SOCIETY**

The Captain's Log

Summer 2001



Photo By Phil Glatt

This Issue -

- ⇒ **TWA—End Of An Era In Commercial Aviation**
- ⇒ **WAHS Elections & Membership Update**
- ⇒ **Postcards! Timetables! Wings! Labels! Models! Dinnerware!**

WORLD AIRLINE HISTORICAL SOCIETY

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Elsewhere	\$20 (Add \$12 for Air Mail)

All subscriptions will start and end with the same June issue. All persons joining WAHS will receive back copies of the LOG to make their membership current.

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WAHS Officers and Board of Directors

The results of our March 2001 WAHS Elections

President: William M. Demarest
Vice President: Philip Glatt
Secretary/Treasurer: Vacant

Editor—THE CAPTAIN'S LOG: Vacant

Board of Directors

Howard Grant, California
Barrie James, England
Don Levine, Florida
Tom Livesey, Michigan
Alan Merkle, Arizona
Jon Proctor, Idaho
Jim Thompson, Ohio
Duane Young, Louisiana

CONGRATULATIONS!

A total of 450 ballots were distributed to WAHS members of which 228 were returned for a 51% return rate. The results were overwhelmingly in favor of the nominees as presented to the members. The Board of Directors will assist the WAHS officers with assisting the society's operations and fulfilling our mission statement. The term of office is for 2 years for the board and officer positions.

Our Mission Statement!

The goal of the World Airline Historical Society is to promote the study of the world's airline industry through collecting memorabilia and encouraging interaction between airline enthusiasts around the world.

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From The Flight Deck

Observations by William M. Demarest

Welcome to the 'new' CAPTAIN'S LOG! With this issue, the World Airline Historical Society begins a new era of bringing airline enthusiasts together from all over the world. All of us share a common interest in collecting airline memorabilia and studying the airline industry. As we move forward, you should be advised of the following changes within our organization.

Paul Collins and Joop Gerritsma announced their retirement from the operational aspects of WAHS effective with Issue 25-4. Paul and Joop will continue to act as advisors and participant in society activities. We welcome their expertise!

We salute Paul Collins for his dedication to the World Airline Historical Society over the last 25 years. For the last 15 years, Joop Gerritsma put together the publication as editor. All of us owe these gentlemen a debt of gratitude and thanks for bringing 'airline nuts' together from all over the world.

When Paul announced his planned retirement, there was a general feeling among the members of 'what's going to happen now?' No one wanted to have WAHS cease after 25 years. Several of us in the Miami area came together and presented a proposal to Paul to set up and coordinate the WAHS operations and publication of the CAPTAIN'S LOG in order to ensure the continuation of the society. We're doing our best to carry on their legacy.

We welcome your comments and suggestions on how to make our organization grow!

The 'New Generation' CAPTAIN'S LOG

You can see that this issue of the LOG has a new look and feel to it. We're using desktop publishing in order to become more cost effective as well as enhancing the feel of the publication. We still plan to publish the CAPTAIN'S LOG as a quarterly publication with the emphasis on the collecting of airline memorabilia. The size of each issue will depend on the material submitted by the editors and our operating budget. The LOG isn't perfect; we're not professional magazine editors. The volunteer efforts by all of our editors adds to the uniqueness of our society!

We can not compete with other airline interest magazine with their glossy color photographs and full feature articles. Instead, the CAPTAIN'S LOG is our mechanism for promoting knowledge of the airline industry through airline memorabilia. We all have our interest niches – and we hope that this publication provides you with news and material on what has been produced over the years and broaden your swapping/buying/selling networks.

Airliners International

An offshoot of WAHS is the annual Airliners International convention – "The World's Premier Airline Collectible Event." WAHS will continue to be the principal promoter of this popular event. This year's show in Miami is our 25th anniversary. The 2002 show will take place in Houston, TX. See our web pages for additional information – www.wahsonline.com or www.airlinersinternational.com—on the regional shows around the world. The official web site for the 2002 show is www.ai2002Houston.com. The dates: June 19-23, 2002. Please contact Duane Young, AI 2002, P.O. Box 101, Covington, LA 70434. E-Mail: jetduane@peoplepc.com. The site of the AI 2003 will be voted upon at this year's show in Miami.

Membership Directory

For those members who paid for a membership directory, you will be receiving a copy of all current members as of Volume 26-1. Additional copies are available for \$10 each to help defray the cost of printing and postage.

Life Member Update

We're very grateful to those Life Members who continue to support WAHS. We will continue to honor Paul Collins' Life Member commitment as presented many years ago. However, please realize that we do have printing and postage expenses to cover with every issue of THE LOG. THANK YOU to those Life Members who sent in their renewal fees. We're seeking suggestions on how we can recognize this very special group of people who have helped ensure the success of our organization.

Please remember one thing—this is YOUR society! Please feel free to share your comments and suggestions with us.

Best wishes,

Bill Demarest & Phil Glatt

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TWA Retrospective

By Dan McIntyre

E-Mail: OLDTWA@aol.com

The Captains Log is featuring a tribute to TWA in this issue and the editor asked me to write about items from my collection that were related to TWA firsts. I have selected only a few; they are all personal favorites

On July 8th 1929, TAT began operating its 48-hour coast to coast service, in conjunction with Pennsylvania Railroad. This inaugural flight was preceded by more than a year of preparations. Activities included construction of passenger terminals, Hangars, and Radio stations. In addition, TAT had to organize and develop a weather reporting system across the entire route.

These first flights and train departures were accomplished amidst great fanfare; live radio broadcasts, band music and many guest speakers. The first westbound flight from Port Columbus, Ohio was Ford Tri-Motor no. NC-9648 named the "City of Columbus," flown by pilots Burford and Zimmerman. The Eastbound flight from Los Angeles, also a Ford aircraft, number NC-9646, was named the "City of Los Angeles." One of the pilots was the world renowned Charles Lindbergh. The other pilot was Eddie Bellande.



Passengers were given a folding souvenir route map, which included 30 small pictures of cities and scenes of interest along the way. The map indicated the course for both planes and trains, with in route elevation changes. The opposite side was designed as log for the passenger's comments. Each city was listed with a few blank lines for notes. This map was, in my opinion, the best ever produced by TWA. The example I have in my collection has the names E.L. Bellande, Lester Munger and mate A.L. Clancy written inside.

(The actual size of the Folded map is 4-1/8" x 7-7/8")

In addition to the route map, I have a desk penholder, it is made of silver and featuring the same route map. It is alleged that one was mailed to each of the passengers on the first flight. The one I have was returned to TAT "addressee unknown." The comptroller for TAT kept it on his desk for many years. In the 1950's he gave it to St. Louis TWA employee Robert Lorentz. Bob presented it to me when he retired in the late

1980's. TWA reproduced this item, in plastic and used it for a sales promotion.

Eleven years later, on JULY 8, 1940, the actual anniversary of the beginning of the rail service, TWA inaugurated its Boeing 307 service. The "Stratoliner" was the first commercial airliner with a pressurized cabin. This permitted flying over the weather without discomfort to the passengers. The 307 flew at altitudes up to 22,000 feet. The first scheduled flight was from New York to Burbank with stops at Chicago, Kansas City and Albuquerque. The first flight set a speed record of 14 hours 9 minutes. TWA purchased five of the Boeings and operated them for eighteen months. They were turned over to the military in 1942, for use as war transports.

TWA started the "Stratoliner Club", for those passengers who had flown "above the weather". Membership included a certificate, a membership wallet card and a silver Stratoliner coin. The certificate has a statement of fact about the actual flight. It is located in the lower left corner. The one I have on display reads "September 10, 1940, 15,000 feet of altitude." This is a frequent source of humorous comments from some of my younger visitors.

(actual size 11 3/4" x 8")



One of the greatest expansions of the TWA route system began on February 5th, 1946. That was when the constellation "Star of Paris" made the first schedule flight from New York City to France. It was the first scheduled land plane service between the two countries.

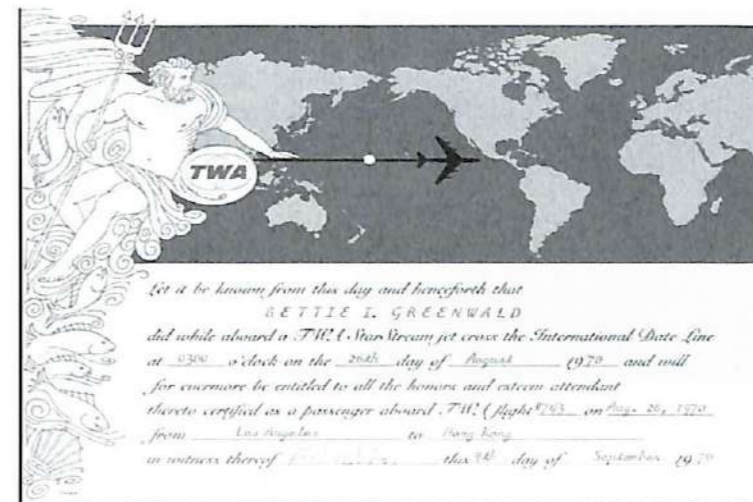
TWA issued "transatlantic crossing certificates." please note this is my personal terminology for the document, and these words do not appear on the certificate. They did feature a Lockheed Constellation aircraft, flying over Neptune Rex and two mermaids. This was the same type airplane used on the first flight. They were issued to each passenger, personalized with the date of the Atlantic crossing. This colorful form featured spots for "gold Connie stickers," issued for additional crossings. This document has a February 1954 form date. I do not know if there is an earlier version.

The certificate that I have on display is dated June 19th, 1954, Paris to Chicago. It was issued to a Claude E. Matthew's, and all ten spaces have the additional crossing stickers attached.



(Actual size 8-1/2" x 9-3/4")

TWA issued certificates for flights that crossed the International Date Line. They also featured a Neptune Rex -type figure with no mermaids, and a simple outline of a Boeing 707. This certificate does not have a TWA form date. Mine was issued to A Bettie I. Greenwald at 03:00 August 20th 1970, on flight 743 Los Angeles to Hong Kong, signed by the TWA president.

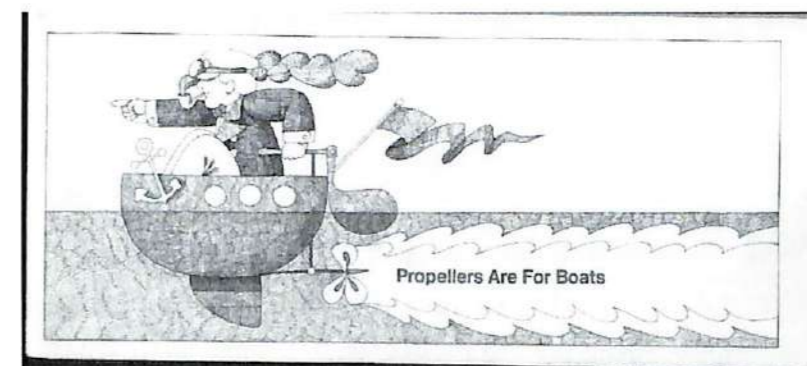


(Actual size 8" x 10")

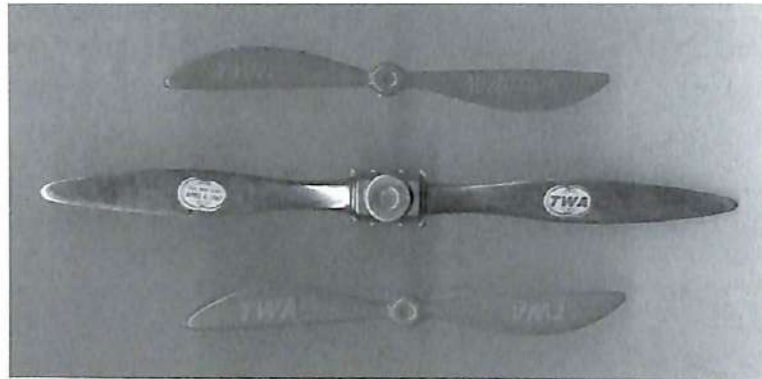
In October 1965, for the first time in history, a catholic pope visited North America. The Vatican chose TWA to participate in this mission. I on October 5, 1965, when the papal charter flight 6840 terminated in Rome, it marked the end of this historic mission and the beginning of a 30 plus year association with papal travel for TWA. Captain George Duvall was the command pilot for this first flight. Over the years, I have slowly acquired various items from this flight. A menu that listed all passengers and crew, a photo taken as the pope was meeting the crew and C. Tillinghast, TWA President. My favorite item is the medallion that his holiness gave to Captain Duvall when he visited the cockpit during the night. Many years later, Captain Duvall presented it to me when he visited my home.

The next event marked more of an ending than a first. On April 6th, 1967, TWA flight 249, operated with a Lockheed 749A constellation Terminated at St. Louis. This was the last scheduled propeller driven passenger flight operated by TWA. Flight 249 departed from New York's Kennedy airport, with schedule stops at Philadelphia, Pittsburgh, Columbus and Louisville. Tributes to the prop liner were made at each stop. This airplane spent the night at St. Louis and then ferried to Kansas City the next morning.

There are a few collectible items TWA provided this last piston flight. They include a red plastic propeller stir-rod. The original ones featured "TWA" on one blade and "1967" on the other. This was quickly changed to "TWA" on both sides; this version was used into the Icahn era. A small booklet, "Propellers are for boats," was placed on the meal trays on the last flight. In addition they were boarded briefly on other flights until the supply was depleted. The booklets had a separate letter, folded inside, from Senior Vice president and System General manager, Ray Dunn. Its content was about the passing of the prop aircraft and the fact that TWA became the first U.S. domestic airline to switch to all pure jet passenger service.



(Actual Size 9" X 4")



The last item and perhaps the most difficult to find, the silver propeller. TWA presented each passenger with a silver propeller. It had a small sticker with the date attached. One of the three hostesses working the flight gave me one of these souvenir propellers. Sadly I can't recall her name, but I am proud to display her wonderful gift.

(The silver propeller measures 9-1/4" long.)

The last item and perhaps the most difficult to find, the silver propeller. TWA presented each passenger with a silver propeller. It had a small sticker with the date attached. One of the three hostesses working the flight gave me one of these souvenir propellers. Sadly I can't recall her name, but I am proud to display her wonderful gift.

The silver propeller measures 9-1/4" long.

One final certificate worth noting was issued for a "TWA Jet Flight." I have only seen two of them. Mine was issued to a Mr. Jack Greenwald; it is dated May 11th, 1959, for a jet flight from New York to Los Angeles. The other was offered for sale on e-Bay last year. TWA's first Jet flight was on March 20th, 1959. I assume that they were issued only briefly, at the start of jet operations.

(Actual size 11" x 8 1/2")

If any of the Log readers have more details about any of these items, I ask that they e-mail me.



TWA Playing Cards

By Fred Chan

E-Mail: topflite@olympus.net

There are slightly over 3000 different card designs known to have been issued by 447 airlines since the beginning of commercial aviation. TWA can claim to have the oldest airline playing cards in the U. S. with its 1929 Transcontinental Air Transport (later TWA) cards showing a Ford Tri-Motor parked in front of a passenger train. The caption on the card was "Coast to Coast by Plane and Train" (Card #1). Back then, flying at night was not considered safe for passengers.

TWA can also claim to be the airline that has issued the third largest number of designs. By my count, there are 79 different design and color variations issued over the years, surpassed only by China Airlines (with 122) and Delta Air Lines (97).

TWA has always featured its fleet aircraft very prominently on its cards, first with a picture of the Douglas DC-2 in 1935 (Card #2). These were followed by cards issued in the late 1930s which featured the Douglas DC-3 (Card #3) and the Boeing Stratoliner (Card #4). Every other type flown by TWA through the years has been represented on its cards at one time or other.

Over the years, TWA has issued several series of playing cards showing a number of different aircraft. The largest was a 16-deck series issued in the 1970s which showed all fifteen types of aircraft it has flown in its history. The Boeing 747 appeared on two different cards because the company was not happy with the initial design (Card #5) and issued a different card with the 747. The deck which was withdrawn now commands a price four or five times that of the other decks in the series because of its scarcity.

TWA has also issued cards advertising products or services from other industries such as liquor, hotels, and motion pictures. The most prominent of these is 15-deck series featuring movie posters from the 1980s. Some examples are shown in Cards #6, #7, and #8.

Also very common among TWA cards are those that show various versions of its logo as it evolved over the years. These changes can be seen in the card designs shown in Cards #9, #10, #11, #12, and #13.

There are two card designs of special significance. One is the card issued in 1996 to commemorate the 50th Anniversary of its TransAtlantic Service (Card #14) and the other is a design issued in 2000 (Card #15) which would be the last TWA issue since the acquisition by American Airlines is now completed.



Card #1



Card #4



Card #2



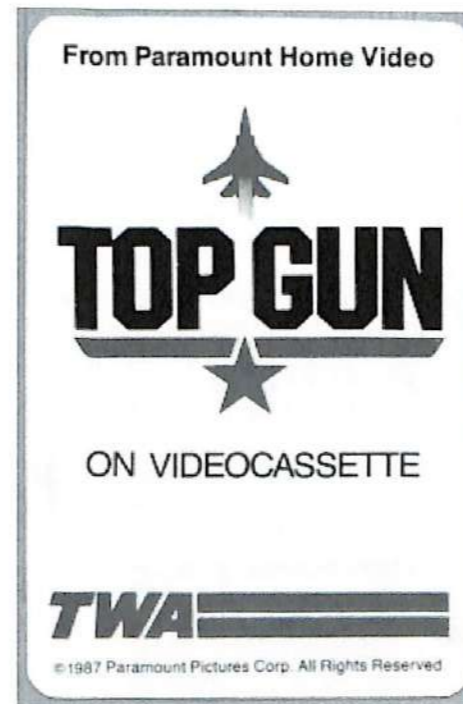
Card #3



Card #10



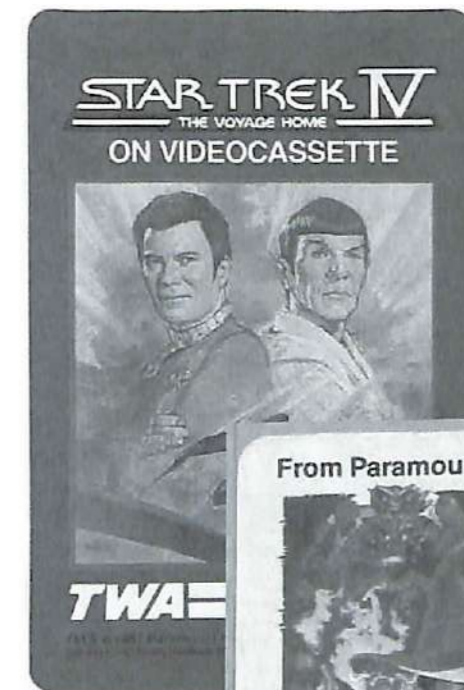
Card #9



Card #8



Card #5



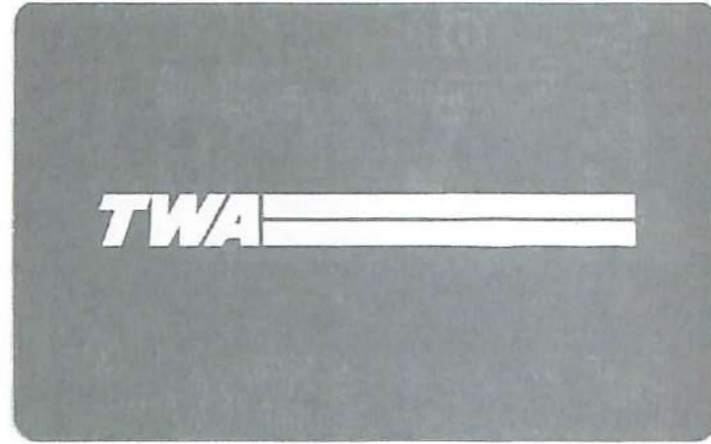
Card #6



Card #7



Card #11



Card #12

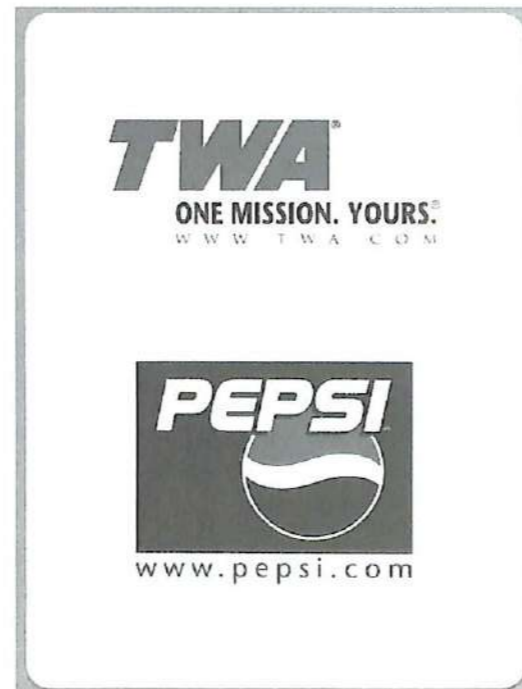


Card #13



Card #14

Card #15



There Goes Another One!

By Charles F. Dolan

E-mail: wingco@webtv.net

The song "High Hopes" had the line "Oops, There goes another rubber tree plant" speaking of the optimism of a tiny ant, trying to carry a heavy load. In the airline industry it seems that when the phrase "Oops, there goes another one" signals another carrier unable to carry a heavy load of debt. The latest carrier coming home "on its shield" is Trans World Airlines. Another long line of airborne history is coming to an end. I will particularly miss TWA because it is the only airline for which I have worked. It was only for two months, during the summer of 1965 (was it REALLY that long ago?? Thirty five years!!) at New York's Idlewild Airport. I was between my sophomore and junior year of college and wanted to make a bit more money to help pay for those flying lessons. Back in those days, you really needed connections to land a summer job with any airline. It was before the fuel crisis, deregulation and a myriad of other woes which were soon to attack the golden goose. The job was desirable, so calls were made, names were dropped and almost before I knew it I was at the TWA hangar at IDL filling out forms, getting a fast company physical and learning how to operate several pieces of ground equipment.

Back then aviation's nose had yet to have been bloodied by bombings, hijackings and terrorism. It wasn't possible at TWA's unique terminal, but over at the International Arrivals Building, you could stand on an open observation deck and watch international passengers walk to or from their airplanes. If both folks had good arms, a game of catch might even have been possible from the deck to the tarmac. There was little of the security umbrella needed today. It might have been due to the good pay and the resulting competition for the jobs, but as I recall, there was only one question on the employment form that smacked of security and it went something like "Have you ever been arrested?" I don't recall there having been a place to list any convictions. I gather that convicted folks didn't make it that far.

Physical security at IDL was geared to keeping people from wandering out onto the hardstand, where they could get hurt. There were no magnetometers, no x-ray machines for carry on bags and no keycards with PINs needed to pass through doors. A simple "employees only" sign on a door was sufficient. I remember walking into the building from the parking lot, entering to the left side of the main lobby and ducking into a 4' x 4' hole in the wall to enter the bag room. We worked there, they knew us and we were trusted. Those were the days.

I spent the summer learning about shift work, that thing called "seniority" ("You want WHAT day off?") and how an airline works from the ground up. I made it up as far as the baggage compartment of a Lockheed Constellation. Actually, that's not true, I was once allowed to work an early morning freighter that came from PHL every weekday. All the RSM (ramp service men) wanted that job because even though there was only a crew of three on board, catering always loaded one full meal container. Thus, after the crew left, half the RSMs would work, the other half would chow down and then places would be switched. I learned how to pack mail-bags tightly into the forward belly of the late night B-707 to LAX. I also learned how a summer evening thunderstorm can wreak havoc with everybody's plans.

On the plus side, I got to see some of the great airplanes from as close as possible. We had DC-9s, Boeing 707s, Lockheed Constellations and the Convair 880. I was having such a ball that I didn't complain when I was assigned to unload and then load the forward baggage compartment of a Constellation. The claustrophobic need not volunteer for that job. I'm glad that I was much slimmer in those days.

I did manage to ride in an airplane that had a connection to Trans World Airlines - once. It was about five years ago. I had a training session about some of our x-ray equipment that was to last four hours and was to be given at my old stomping ground, now called John F. Kennedy International Airport. The equipment was in place at the International Arrivals Building, another old stomping ground. Trans States Airlines, operating as a Trans World Express had non-stop flights which operated at just the right times for my need. The flight left the gate on time, the safety briefing was delivered and we were set to go. Just as we approached the runway, we were shunted aside due to "weather in New York". After we watched several flights pass us and headed skyward, the captain advised us that we would return to the gate. The storm in question was localized over the South Shore of Long Island, just where we were headed. Of course, we were "all in luck" because U S Airways had a flight to La Guardia Airport, which is located on the sunny North Shore of Long Island and that flight had many open seats. There was a movement, almost en masse, to the other side of the concourse and to the other side of the Island. I was the lone holdout. The airplane was going to JFKIA and so was I. I've driven from one side of the island to the other, I was standing pat to fly to the meeting. The crew reported that things were looking better in New York, but the aircraft had to be moved off the gate to make room for a TWA 727. No problem. About ten minutes later, they announced that JFK was open, but that we had to wait a half hour until the BAe 4101 Jetstream 41 could be brought back from the freight ramp, where it had been parked. I showed them my BWI Airport "anywhere - anytime" ID badge and said that as long as it was okay with the company, I'd ride out to the airplane with the crew and leave from there. No other passengers had shown up, so the First Officer and I rode the lavatory truck to the freight side and boarded. Engines were started and the taxi to take off began. The flight attendant stood, walked to the front of the cabin, took the microphone in her hand, looked me straight in the eyes and said "DITTO". And off we proceeded to New York.

The current insignia from Trans World Airlines come from my collection. Of the earlier issues I have only a Transcontinental and Western Airlines cap badge, which is not in mint condition. I am thankful to Derek Huhey and Clark Skillman for sharing images of wings in their collections to round out the TWA legacy. The Maddux Air Line wing from Clark's display is about as rare as a double yoked Dodo's egg and is a beautiful wing to see. The feathering is exquisite.

MADDUX AIR LINES (left). Gold metal, blue enamel letters. Two screw posts. *Credit: Skillman Collection.*



TRANSCONTINENTAL & WESTERN AIR (below). Late 1930s to late 1940s. Both cap badge and wings have two screw posts. *Credit: Hughey Collection.*



TRANS WORLD AIRLINES (above). *Credit: Skillman Collection*



TRANS WORLD AIRLINES (left). 1950s Captain's Wing and Flight Engineer wing (pin back). *Credit: Hughey Collection*

TRANS WORLD AIRLINES (below). Current wing of the Professional Flight Engineer. Gold color metal. "TWA" in red. Satin finish with wing and engines highly polished. Two screw posts. Hallmarked: Blackington 1/20 10K G.F. *Credit: Dolan Collection*



TRANS WORLD AIRLINES (below). Current First Officer. Also second officer (not professional flight engineer) wing. Gold color metal with "TWA" in red. Satin finish with high surfaces of land masses highly polished. Clutch back. Hallmarked: Blackington. 1/20 10K G.F. *Credit: Dolan Collection*



TRANS WORLD AIRLINES (below) Current Captain's wing. Gold color metal with "TWA" in red. Satin finish overall with polished continents, wreath, and star. Two screw posts. No hallmark. *Credit: Dolan Collection.*



TRANS WORLD AIRLINES (left). Current cap badge. Gold color metal. "TWA" in red. Satin finish on leaves and water area of the globe. Land masses and design highly polished. Single screw post at center. One positioning pit at the top. Hallmarked 1/20-10K on back in the area of North Africa.



The cap badge that I received from Capt. John Testrake in 1987 is hallmarked: V.H.B. 1/20 10k on leg of "W" next to "A".

Credit: Dolan Collection



TRANSCONTINENTAL & WESTERN AIR. (left)
This was produced for the 'Western Division' of
TWA. We also know that a similar badge exists that
comes from WESTERN AIR EXPRESS with only the
wording changed! *Credit: Hughey Collection.*

Can You Help Us?

Boeing 307 Stratoliner Safety Card. Through Dave Drimmer, owner of the Boeing 307 houseboat on display at AI 2001, we learn that the Flight Museum in Seattle, Washington is seeking a copy of an original Pan Am B307 safety card to use as part of their restoration work on a Boeing 307 in Seattle. If you have such a card, or know where we can locate one, please contact Dave Drimmer (954) 462-8676 or WAHS headquarters. Plane Boats, Inc., P.O. Box 7245, Ft. Lauderdale, FL 33338. www.Planeboats.com



**South Florida Airline Historical Association
Airline Collectible Show
Saturday, November 3, 2001
9:00 am—3:00 pm
Radisson Mart Plaza Hotel
Miami, Florida**

**SFAHA Salutes Paul & Pat Collins For Their 25 Years
Of Service To The World Airline Historical Society**

TWA Timetables!

By David Keller

E-mail: dkeller@airlinetimetables.com

My name is David Keller, and I have assumed the duties of Timetable Editor for the Captain's Log. A little background for those of you who don't know me: My timetable collecting began in 1973 with a call to Allegheny Airlines that resulted in a timetable being mailed to me. I poured over that timetable for hours, very quickly deciding that I needed timetables for all of the other airlines serving my hometown of St. Louis. Over 28 years and 55,000 timetables later, I am still fascinated by timetables - each representing a snapshot of an airline's place in the history of commercial aviation. My greatest personal interest is in the jet era, and I have an extensive collection of timetables from US carriers from 1967 to the present.

My first column unfortunately deals with the loss of yet another great name in airline history - Trans World Airlines. Despite being given little chance of survival for the past decade or so, TWA endured, although becoming a smaller and smaller player in the US airline industry. The buyout by American is good news for both TWA's employees and for passengers. (Nearly all employees will still have jobs, and no passengers will be stuck with worthless tickets.) But, like Eastern and Pan American before, the TWA name will soon be absent from the skies.

TWA (and its predecessors) were responsible for a number of innovations in the airline industry, some of which I have listed here.

- First all-air transcontinental passenger service, October 25, 1930.
- First to offer DC-2 service, 1934. (TWA was instrumental in the design of the DC-1, which led directly to the development of the DC-2 and ultimately, the DC-3.)
- First US airline to offer service in a pressurized aircraft, the Boeing Stratoliner, 1940.
- First to offer nonstop transcontinental service (eastbound only), October 19, 1953.
- First to offer in-flight movies, 1961.
- First to order the US supersonic transport, 1963.
- First US airline to offer all-jet service on the North Atlantic, 1961.
- First domestic US airline to offer all pure-jet service, 1967.
- First to operate domestic services with the 747, 1970.

I have included images of some timetables with historical significance during the last 50 years or so. The first item is TWA's system timetable dated November 1, 1953. This timetable trumpets TWA accomplishment of providing the first regularly scheduled transcontinental service in the US. This service, which was inaugurated on October 19, 1953, was operated eastbound only, leaving Los Angeles at 7:00 pm, arriving in New York at 6:00 am the following morning. The prevailing winds prevented westbound operations without a fuel stop. This service introduction was largely a pre-emptive move by TWA. American Airlines was preparing to inaugurate transcontinental service in both directions on November 1, 1953 with the new DC-7. Even though TWA couldn't compete on an even keel with American by offering non-stop service in both directions, it could (and did) snatch an aviation first from American.

The Constellation photo on this timetable leads to an additional item of interest about TWA - in that the airline did not follow the mainstream in its equipment decisions. For example, of the trunks still in existence in early 1960, TWA was the only one not to have operated either the DC-6 or DC-7, choosing instead to rely on the development of the Lockheed Constellation. (Howard Hughes was in control of TWA throughout the 40's and 50's, and paid a major role in the development of the Constellation, which explains TWA's unwavering loyalty to the type.) Certainly a number of other US trunk carriers operated Constellations, but all found a role suitable for one of the Douglas types at some point.

In another equipment decision that ran contrary to the trends of the industry, TWA chose the Martin 404 as its DC-3 replacement. In the meantime, most of the trunk carriers found the Convair 240/340/440 series more to their liking. (Needless to say, the Convair offerings outsold those from Martin by a good margin.)

The next timetable illustrated, March 1, 1961, is shortly after the introduction of TWA's Convair 880 service in January of 1961. By mid-March, TWA had at least 7 aircraft in service to New York, Chicago, Dayton, Kansas City, Phoenix, Las Vegas, Los Angeles, and San Francisco. The Convair 880 was designed to be faster than the Boeing 707 and Douglas DC-8, hence the "World's Fastest Jet" billing. However, the faster speeds made the Convair less efficient, and since the gain in flying time was rather small (about 10 minutes between Chicago and the East Coast, about 20 minutes between Chicago and the West Coast), TWA would later operate the Convairs at speeds more closely resembling those of the Boeing jets.

The March 1, 1967 timetable shows the final phase out of the Constellations, and TWA's transformation into an all pure jet carrier. This had been made possible by deliveries of the Douglas DC-9 (the first DC series aircraft operated by TWA since the DC-4), as well as by the transfer of some smaller stations to local service carriers. The final Constellation flights are shown to operate on April 6, 1967. TWA was thus the first domestic US carrier to phase out propeller driven equipment, although the timetables did not start promoting TWA as an "All-jet airline" until early in 1968.

One of TWA's desires for many years was to offer flights around the world. Finally, on August 1, 1969, that became a reality. TWA inaugurated service from Los Angeles to Honolulu, Guam, Taipei or Okinawa (depending on the day of the week), and on to Hong Kong, which completed their 'round the world service. At Hong Kong passengers could continue westward on TWA's existing system through the Middle East and Europe to New York. The October 26, 1969 issue pictured here illustrates one of those new tropical Pacific destinations.

On February 25, 1970, TWA began 747 service between Los Angeles and New York, making it the first carrier to offer 747 service within the US. Flight 100 departed Los Angeles at 8:45 am, arriving in New York at 4:25 pm. The return flight departed JFK at 6:30 pm, arriving in Los Angeles at 9:15 pm. TWA would operate some of their original 1970-vintage 747's well into the 90's, accumulating over 100,000 hours on several aircraft.

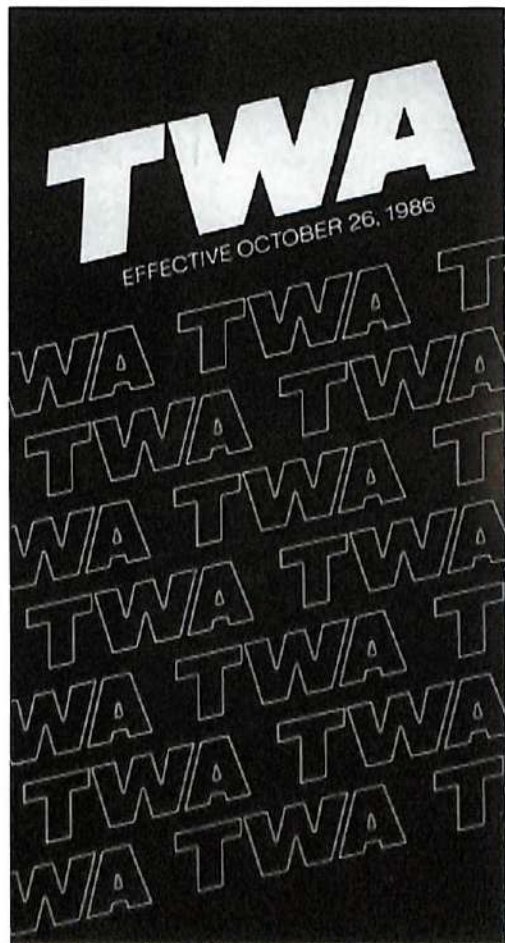
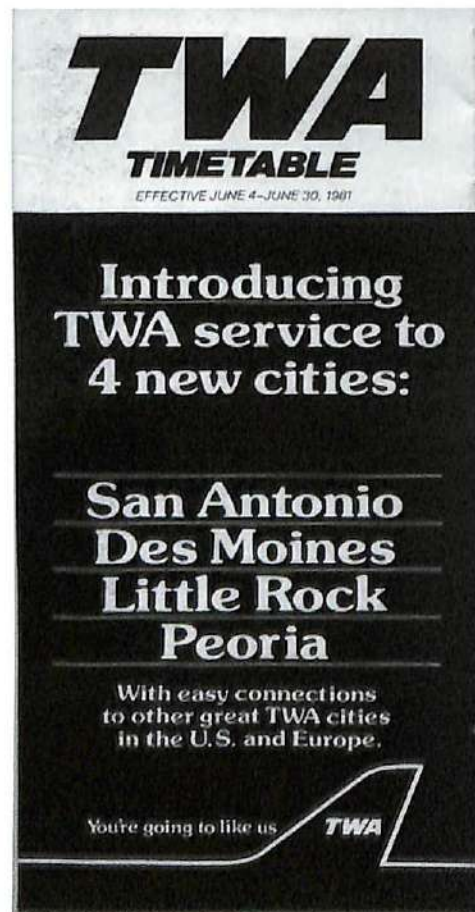
The June 1, 1972 timetable shows the introduction of the Lockheed L-1011, which went into service on June 10 operating from Los Angeles to St. Louis and Chicago. TWA would eventually operate some 35 Tristars, some of which were converted to long range standards for use on the North Atlantic. After over 25 years of service, the type was retired on September 3, 1997.

Late 1973 featured the Arab oil embargo, which meant that the Arab oil-producing nations refused to sell oil to the US in retaliation for supporting Israel. The ensuing fuel crisis resulted in each airline being given an allocation of fuel. This allocation was a slight reduction (about 5%) from each airline's prior usage. Many airlines retired older, less efficient types from service in order to get the most out of their allocations. Additionally, with traffic declining in the face of recession, several carriers removed some or all of their 747's from service. TWA did both, retiring the inefficient Convair 880's by mid-1974, and grounding a number of a number of 747's which were sold to the Iranian Air Force.

The familiar double globe logo was replaced in early 1975, as illustrated on the February 23, 1975 timetable. This was something of a low budget color scheme, consisting only of red on white. The outlined "Trans World" block titles were difficult to read from a distance, which should have been apparent from the start, since the titles on the 747 (pictured on the cover) have obviously been enhanced for readability. (Several years later, when TWA was transporting the Pope around the US, someone at in the PR department evidently realized that if the titles were solid red, they would be much easier to read. A good idea, given the fact that coverage of Papal visits nearly always starts by showing the Pope leaving the aircraft.) This was also the final timetable to feature TWA's 'round the world service, as all routes east of Tel Aviv and west of Los Angeles were eliminated by May 1, along with service to Frankfurt. This was part of a route swap with Pan Am, which resulted in Pan Am reducing (or eliminating) service in some European markets.

Continued on Page 24





Safety Cards!

By Todd N. Helm

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With Special Thanks To Brian Barron

TWA introduced many new aircraft to the flying public as well as many opportunities to the Safety Card collector.

A. TWA introduced the new " Super Boeing 747 " in February 1970. The creation of the new yellow plastic folder type card was dated January 1970 and was printed in Italy. This card P/N 4933 came from ship N53116. It is interesting to note the floor plan of the upper deck lounge the upper deck exit shown but not illustrated. This was very common on many 747-safety cards.

B. The 747 SP shows the traditional two-sided plastic safety card that became a mainstay for many years. Because TWA originally ordered the additional capacity upper deck seating arrangement, a second emergency exit door on the upper level. The slides were used as rafts and later you would see the same for the 747-131's. The TWA 747 SP card is dated 2-80 P/N 3948.

The format of TWA's safety cards changed in 1991 as illustrated by the L-1011 International folder (C). The folders were light blue with a color picture of the aircraft on the cover as well as color photos of the safety procedures. The L10 Int'l card was dated 5-91, PN 4937 and included over water evacuation.

The 767 card dated 6/98 PN 4951 shows us the last format of TWA safety cards featuring a seatbelt on a blue background (D). The new format did not clarify which model of aircraft for the 767's and DC-9's. There were 767-200, 300 (with two exit configurations) and DC-9's with two or four over wing exits. The card was for a 767-300 with plug type exits aft of the wing. This is the type of aircraft that transported Pope John Paul II back to Rome.

Prior to the "seat belt cover" The interim safety cards were the six-panel format with pictures; however, the logo was changed to reflect TWA's new corporate identity. 767-300 has the new aircraft identity and the cover was gray (E). The same picture was used for the 767-200 as well. PN 4952 dated 3-97 contained water evacuation procedures.

Replacing the Connie brought TWA another type of aircraft, the Convair 880 (F). The aircraft were introduced in 1961. The white safety card for the beginning of the 880 era was dated 3-60.

A revision to the card dated 4-64 was a yellow card that provided a more detailed operation of the exits and procedures (G). The Convair 880-safety card was also created using the basic format of colored borders and shadowed fuselage.

The 707 was a trademark in overseas travel. TWA first safety cards for the 707 were a basic white card (H). The safety card also evolved to the basic two-sided plastic as shown 707 P/N 4936 dated 10-72. This still had the globe format but later was revised to the red stripe format.

A common format for TWA was a white card with a colored top and bottom. Boeing 727 100 series is a perfect example (I). This card is dated 1-69 P/N 4929. The 727-31 were part of the TWA fleet for many years and the after evolving through many formats the final for the 727-31 fleet was the new folder/photo format as shown by PN 4929 dated 5-91.

TWA introduced the new Boeing 717. The safety card was introduced in the latest format dated 1-00 PN 4962. TWA's 757's were introduced with the six panel gray folder and revised scheme. Soon after the aircraft were resupplied with the " seat belt " format.

The TWA DC-9's were joining the fleet beginning in 1965-66. Card P/N 4930 dated 10-65 began the era of DC-9s (J). Although the series 10 were phased out they rejoined the fleet via the Ozark Airlines merger. TWA operated the DC-9-10's up to a few years ago; I was fortunate to be able to walk through a TWA DC-9-10 after it was taken out of service. The final safety card format was the " seat belt cover "; however, these aircraft did not appear in the new corporate logo, and as I previously mentioned that a model was not shown on the cover, there were a few series 30's on board.

"How to Ditch Without a Hitch" takes us way back in history to the Lockheed Constellation and Douglas Sky-master (K). The pamphlet also illustrated the Constellation in first class and tourist class configurations (L). The Intercontinental sleeper seats format and the Intercontinental for the Super G's were also included in the pamphlet (M). This pamphlet was dated 50M-11-49

As TWA takes its place in the history books of aviation, this look at their various safety cards just touches on the vast amount of types of aircraft that flew the proud red colors.

Todd N. Helm

TIMETABLES! *Continued from Page 20*

In late 1978, the Airline Deregulation Act was passed, making it much easier for carriers to acquire new routes. TWA added a number of routes over the next few years consisting of routes to Florida (which seemed to on every airline's wish list in those days), as well as routes to hubs at Chicago, St. Louis, Pittsburgh, and JFK in New York. The June 4, 1981 timetable shows the addition of 4 cities to the system. TWA would abandon the hub at Pittsburgh in the face of overwhelming competition from USAir. Similarly, after attempting to slug it out with both United and American at Chicago O'Hare, TWA would decide to move their primary hub of domestic operations to St. Louis, where they had been the dominant carrier for many years.

The final timetable illustrated is from October 26, 1986. This was the date of the merger of Ozark Airlines into TWA, although the timetable makes no mention of that fact whatsoever. Ozark began service in September of 1950, and had been the number 2 carrier out of St. Louis for much of that time. The merger was supposed to work as a "competition eliminator" in St. Louis for TWA, much the same as Northwest's purchase of Republic eliminated their chief competitor in both Detroit and Minneapolis. Unfortunately for TWA, Southwest Airlines was building a sizeable presence in St. Louis and would be a thorn in TWA's side until the end. TWA had the misfortune of being one of only 2 carriers to face Southwest as their major competitor at their primary hub (the other being America West).

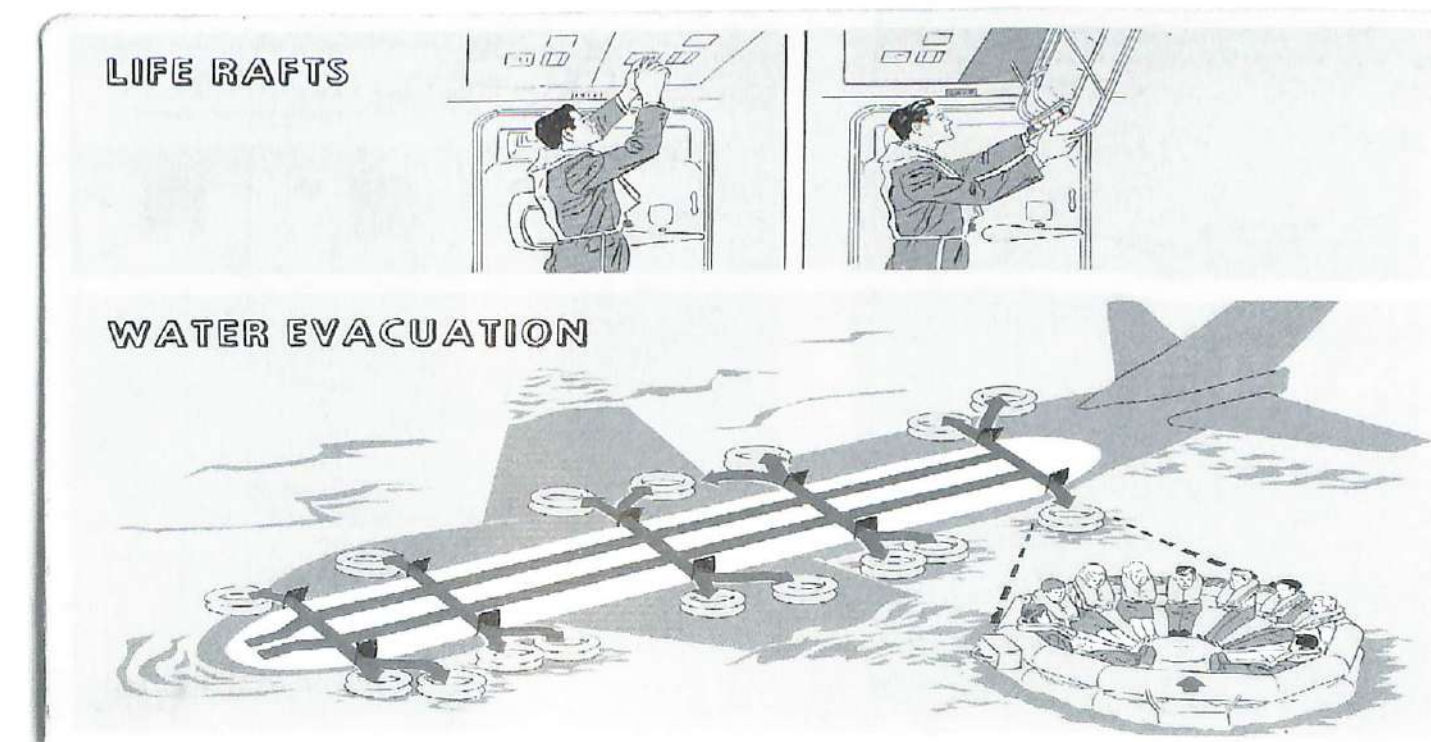
As TWA passes into history, we can look back at the glory days of this once-great airline, celebrating its history and reliving our own fond memories.

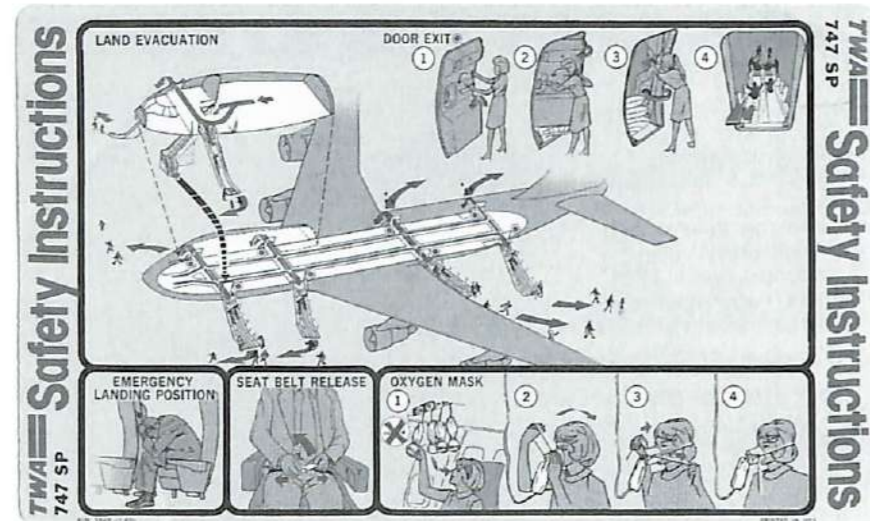
References:

Cearley, George W., Jr. *Fly the Finest... Fly TWA.* 1991

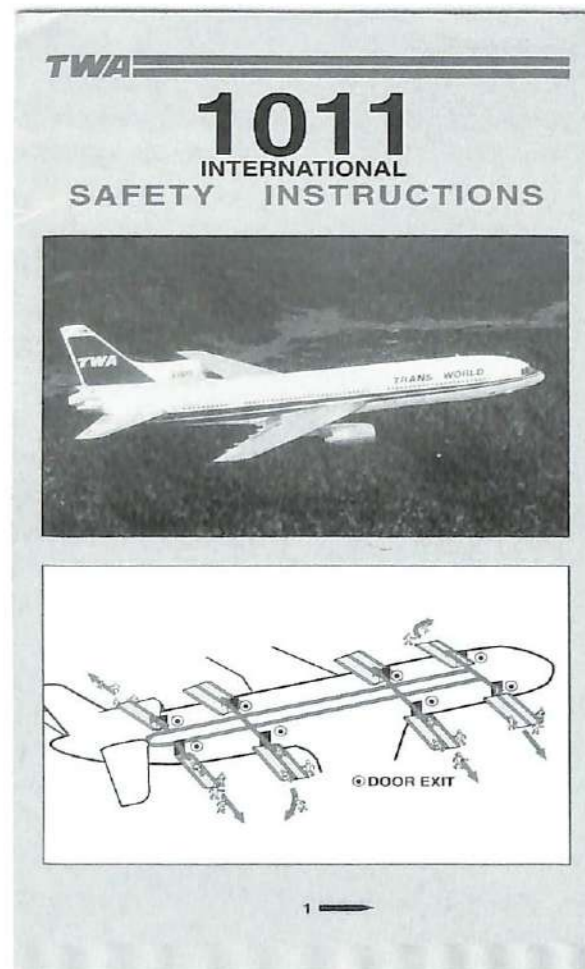


(A) - Boeing 747

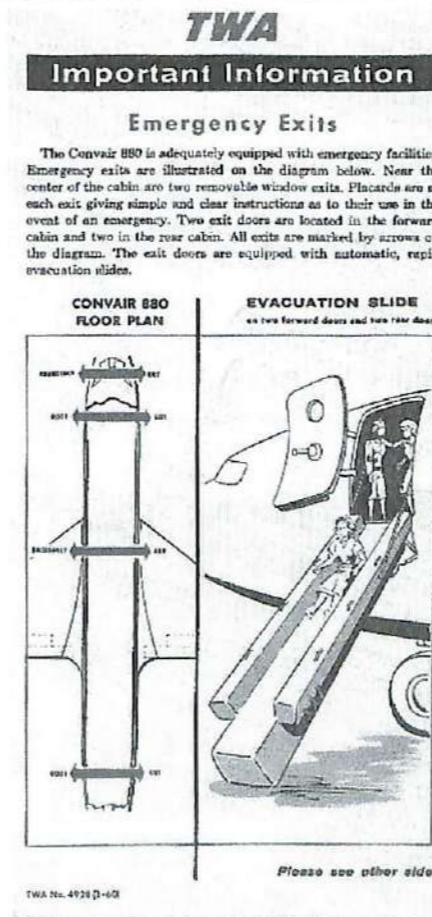
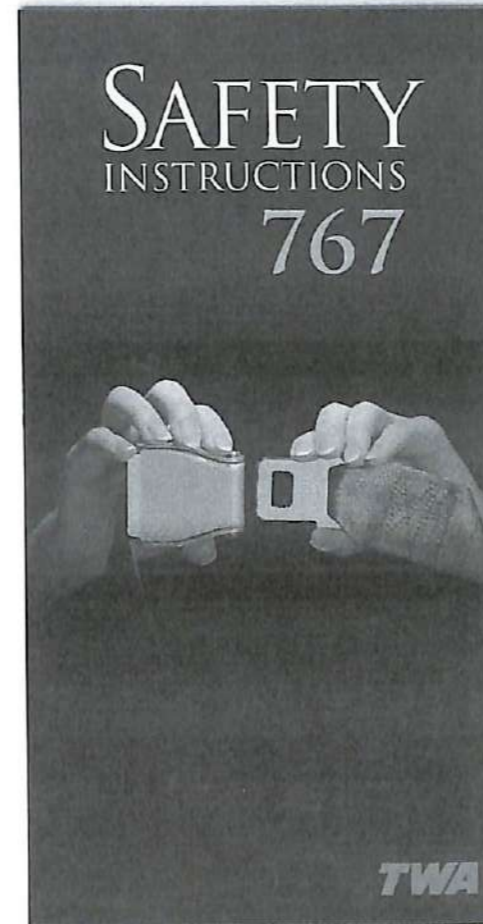
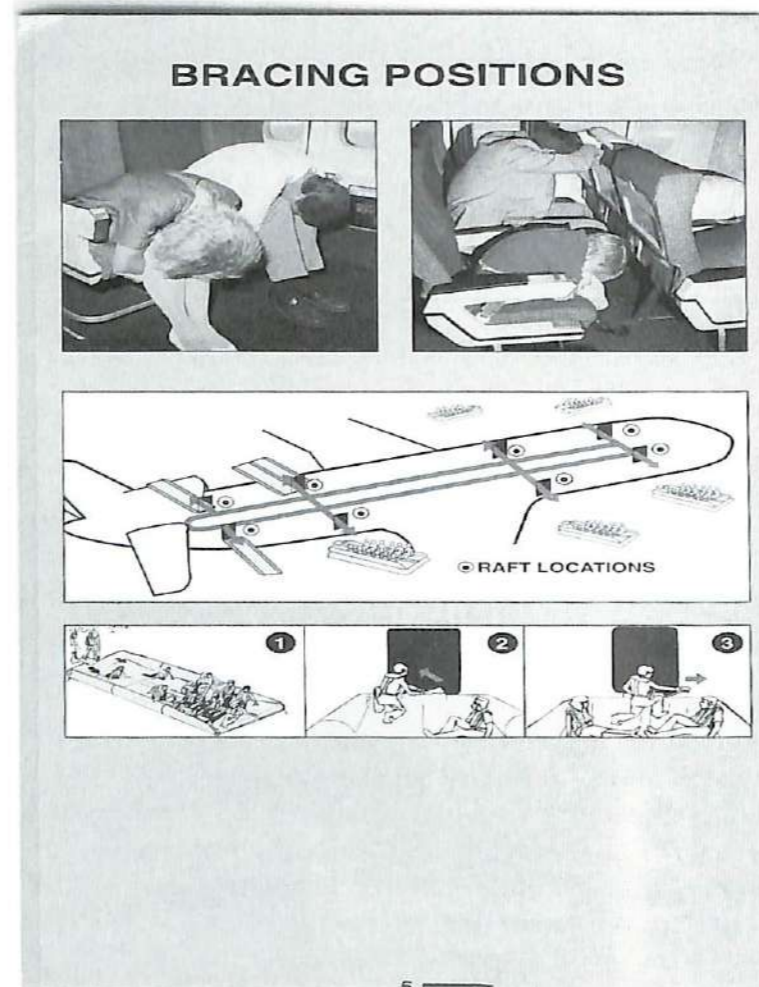




(B) Boeing 747SP

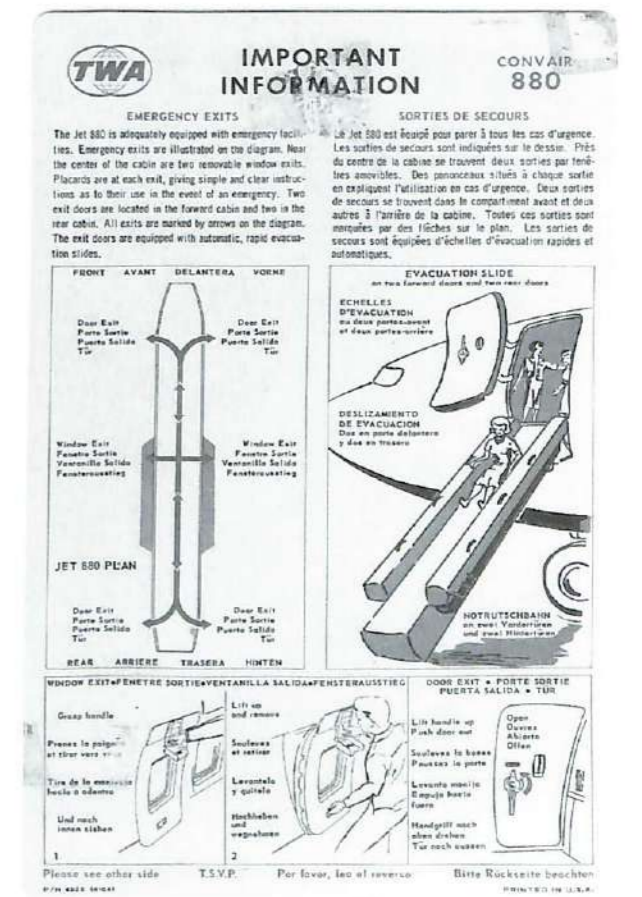
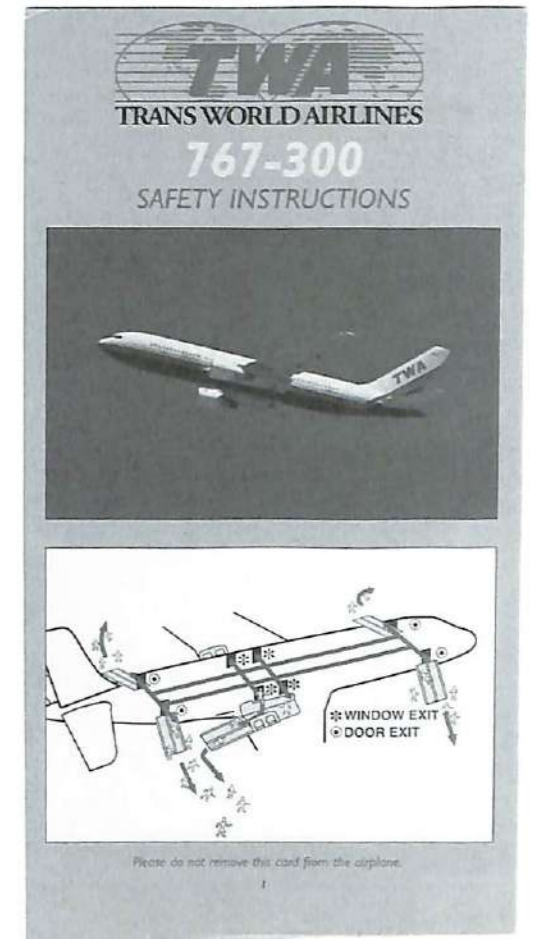


(C) Lockheed L-1011



Left (F) Convair 880

Right (G) Convair 880



Sticker Chatter

By David A. Rowe

With this issue of the LOG, we're focusing on a sampling of the TWA labels issued through the issue as well as a sampling of new issues from around the world.

ITEM 1—The earliest TWA label shows the Ford Trimotor and dates from the early 1930s. Black and white on orange. This label also comes in yellow and also with "The Shortest Route Coast To Coast."

ITEM 2—Another label from the 1930s featuring the DC-3 in black, white, and yellow on orange.

ITEM 3—This is in red, white and blue showing the Boeing 307 Stratocruiser and is advertising the TWA service from New York to Los Angeles which began in 1940 but ceased in 1942 when the US Army ATC took possession of the aircraft.



ITEM 4—Ties in neatly with Item 3 as it is a wartime label with the Boeing 307 in the background.. Basically, the label is red, white and blue with a very snazzy hostess!

ITEM 5—features my favorite aircraft—the Constellation. This one is a bit different as it is in red, black and white on green.

ITEM 6—I am indulging myself with a second Connie advertising the Polar Route Jetstream service which began in October 1957 from Los Angeles to London when the longest non-stop scheduled airliner flight was made in 23 hours and 19 minutes! Red, white, blue and black.



ITEM 7—This really beautiful item arrived from HENK HEIDEN in Holland and is for TWA's 75th anniversary. Gold wings, dates and center, dark blue background inside the shield.

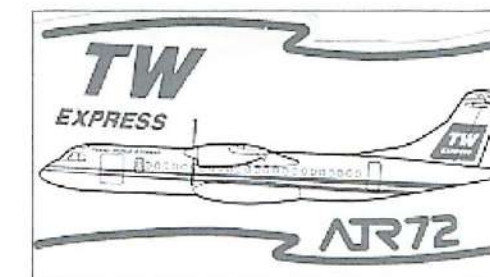
ITEM 8—This label is a British Aerospace issue showing the Airbus A330. Red and white with an orange world and green seas—different to say the least!

ITEM 9—shows the Boeing 757 and is probably a Boeing issue. Red, white and black aircraft, blue 'Boeing 757' and red 'TWA', all on white.



ITEM 10—is of the ATR-42 for Trans World Express. Silver words on red with red, white, silver and black aircraft.

ITEM 11—is also for Trans World Express. This time it is the ATR-72 with red titles on white with red and white aircraft outlined in black.



ITEM 12—This label is the final one in our TWA theme display. Trans World Express Jetstream Super 31 with white titles on red with red and white aircraft.



ITEM 13—is from JOHN SMITH, a new contributor from Birmingham, and shows the RJ 85 operated by AZZURRAIR on behalf of ALITALIA. Alitalia tail colors on white aircraft with AVRO border in black, RJ in red.

ITEM 14—is also from John and is a rare bird on stickers—the CASA 212 Aviocar of MED AVIA of Malta. Green and red circles and titles, black and white CASA with the blue tail all on white.



ITEM 15—is from the new boss! A cut-out Boeing 727 of DHL in house colors of red, gray and white—thanks to BILL DEMAREST!



ITEM 16—is from BARRIE JAMES via FRED HEMS. This label is for a new Japanese airline AMAKUSA which flies a single Dash-8. Resplendent in blue, black, red and pink.

ITEM 17—This is another label from BARRIE JAMES for AMAKUSA. The Dash-8 label is in red, white, blue and black.



ITEM 18—is yet another new Japanese one for FAIR LINK who have two CRJ 100s operating from Sendai. White titles on red tail, white and black body with blue background. This label was sent in by DAVID BRADFORD of Richmond, England who also sent in Item 20.

ITEM 19—AIR PLUS ARGENTINA which is linked to Air Plus Spain. Blue, gold, and red on white.



ITEM 21—arrived from TAPIO TEKKALA of Finland. This SUNWORLD INTERNATIONAL label is in green, blue, and orange on white.

ITEM 22—comes from GLENN ETCHELLS in Canada and is for HAWKAIR AVIATION. This must be the only airline in the world to operate a Bristol 170 and an ATL Carvair! Black on yellow cardboard BIL.

ITEM 23—is from another newcomer to me, DICK ARTER of Canada, who sent in loads of Canadian items he obtained before the Air Canada take-over. This is for TIME AIR, a Canadian partner, and is blue on white with a red and gray logo. Thanks, Dick!

ITEM 20—is from NEVILLE RITCHIE in New Zealand and is for VIRGIN BLUE who fly 737s from Brisbane. A nice BIL in blue and white on red.



ITEM 21—comes from GRAHAM ALLIANCE and is for ALASKA AIRLINES in black on yellow for Phoenix. Is this part of a set as I also have one for Alaska in green and black?

ITEM 22—for AZORES EXPRESS is, I think from DAVE CHERKIS. If not, it will make up for not crediting him with a couple of items in the last issue! Red and green on white.



ITEM 23—is a new Airbus issue for EDELWEISS of Switzerland and shows the Airbus A330-200 in house colors with a red nose and tail, yellow and white logos, and blue titles on the aircraft. At the top, black 'A330-200', silver on the bottom, and main background in white.

ITEM 24—GLENN ETCHELLS in Canada sent along this one from HAWKAIR AVIATION who must be the only airline operating a Bristol 170 and a Carvair. Black on yellow cardboard BIL.



ITEM 25—Yet another newcomer is DICK ARTER of Canada who sent me a mass of Canadian material after Air Canada took over the airline. This is from TIME AIR, a Canadian partner, and is blue on white with red and gray logo.

ITEM 26—SUNWORLD INTERNATIONAL in green, blue, orange, on white was supplied by TAPIO TEKKALA of Finland. Many thanks, Tapio!



Airline Chinaware

By Richard W. Luckin

One is saddened upon hearing the news of the demise of another American airline. Particularly if that airline has operated for a long period of time. Trans World Airlines has now gone of the way of the original Braniff, Eastern, Ozark, Pan Am, and Western Air Lines, to name a few.

Perhaps meal service on TWA of recent times doesn't measure up to years past. However, this column will focus on just that – years past when TWA was proud of their world-wide service.

We will start with a pair of salt & pepper shakers from the Richard Wallin Collection (1). They are made of plastic and date back to the 1940s and 1950s.

While of more recent vintage, this glass salt and pepper shaker set (2) with plastic chrome-plated caps nestles neatly on a silver-plated tray. The tray is backstamped 'TWA'.



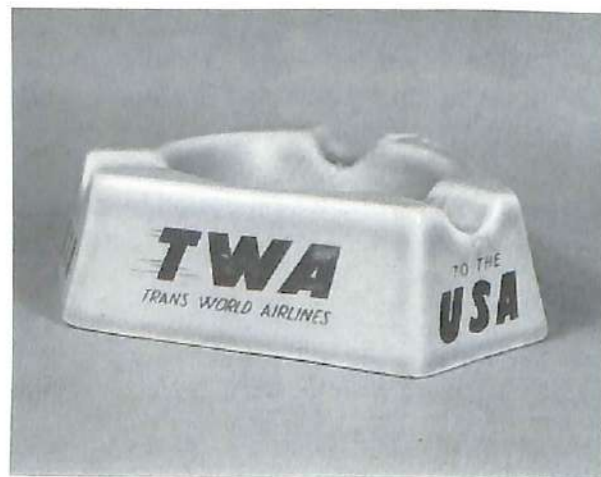
(1)



(2)

While not as old as the salt & pepper sets, this gray ashtray (3) has seen a great deal of use. The lettering is orange-red. Manufactured by Richard Ginori of Italy, this piece was used in the 1950s.

An all-black ashtray (4) comes from the 1960s. The TWA logo is red and gold while the plane (either a 707 or DC-8) is bright gold.



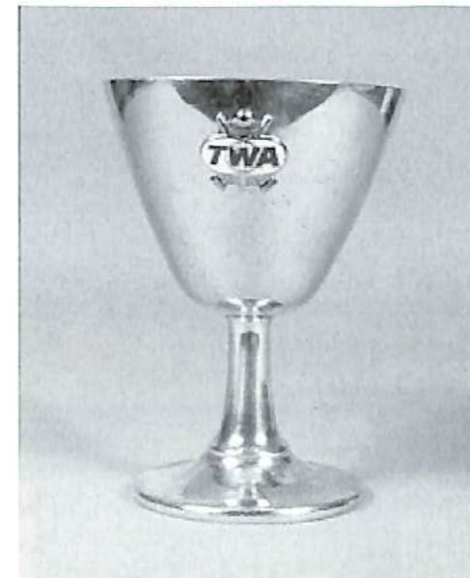
(3)



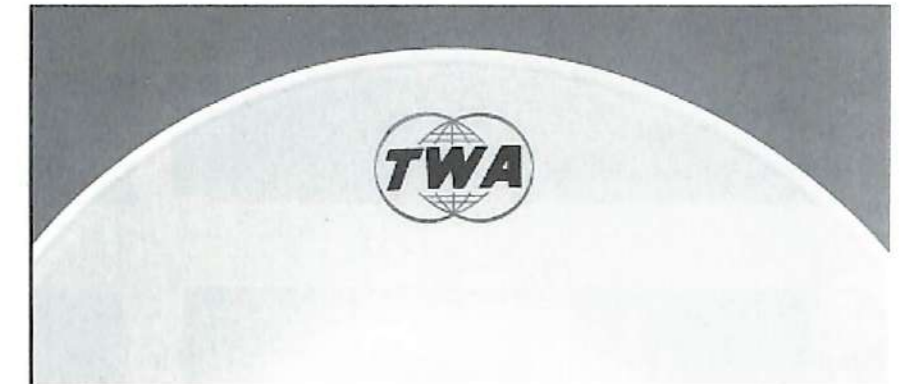
(4)

An unusual piece would be this metal silver colored cup (5). It measures 3-1/2" high, and has 'TWA' enameled red and white logo soldered on the side. Does anyone know the usage of this piece?

Dick Wallin shares another piece from his collection. Produced by Rosenthal of Germany, this pure white china has only a red and gold logo. The creamer (6) has the same decoration as the other Rosenthal pieces.



(5)

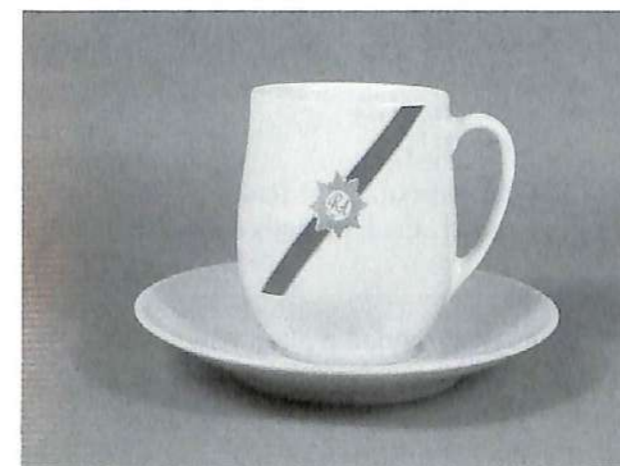


(6)

The RA stands for 'Royal Ambassador' on the demi cups (7) which were supplied by at least four manufacturers. The original china came from Rosenthal of Germany but in later years, ABCO International, Rego, and Michaud sold the pattern as well.

These last three manufacturers were located in Japan. The Japanese companies produced china (8) with 'TWA' in the center of the sunburst rather than the RA lettering. Chinaware from Japan was less expensive than the German ware.

If memory serves me right, passengers could purchase the demi set for \$1.95 each from TWA's Flight Shop in 1967.



(7)



(8)

An interesting version of the Royal Ambassador pattern appears in these two plates (9) (10) which picture Currier & Ives prints. The question is – ‘Were these supplied to the airline or were the scenes applied to air-line china at a later date?’



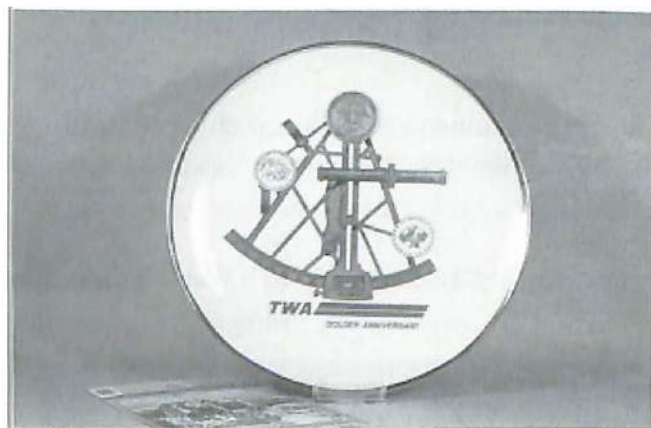
(9)



(10)

Another special plate (11) was issued in 1976. A card included with the plate states, “Here is your memento for 1976 – a fine china plate, worthy of addition to any collection. It is a limited, numbered edition, and nobody other than *Navigation Club* members will ever have a copy of this distinctive piece of craftsmanship.”

A few years ago a member of the TWA Ambassador Club would have had coffee or tea from this cup (12). Made by Rego, the design is decorated with a burnished gold and this cup is backstamped ‘TWA’.



(11)



(12)

A rather plain china (13) from the Sterling China Company of East Liverpool, Ohio features a single bright silver line on the rim of the cup and one line along the edge of the saucer. Each piece is rubber stamped on the back with the TWA logo. The stamp is underglaze.

Another East Liverpool, Ohio manufacturer, the Hall China Company, provided a plain white ware (14) which was most likely designated for coach class. A brown edged china was also used by TWA. This is not pictured.

The most recent TWA china was provided by ABCO International. Within this group, the most unique piece is the ramekin (15) (16) because just the lettering ‘TWA’ is decorated on the piece rather than the decoration with the red sash and sunburst logo like picture (8).



(13)



(14)



(15)



(16)

Well, that’s it for now. There much more in TWA collectibles and our other columnists will cover those items. For now, it’s so long TWA – we’ll miss you!

Postcard Corner

By Allan Van Wickler

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I can't remember how often I thought TWA was a goner since 1955 but it sure hurts to know that it has finally occurred. We used to love to "beat 'em up" when I was at Pan Am and I'll never forget the futility of the man who interviewed me at 380 Madison Avenue in NYC when I proposed to do for 'Tweeny Weeny' what I did for Pan Am. Suffice it to say that I exited gracefully and quickly and he went on to run Amtrak (!). Honest to God!

I was surprised to determine that I flew as a passenger on 73 TWA flight segments from Lockheed 049/749 Connies to the Jetstream 41. I have great memories of a Boeing 707 "almost down into" the Grand Canyon for a view on the way to Las Vegas and perfectly awful remembrances of a 747-100/200 Rome-Kennedy flight years back, months before the explosion off Long Island.

It was 1955 when I climbed the aerostand at Idlewild on my lunch hour and sat in the left seat of a TWA L-1049. Thought I'd died and gone to heaven! It was in the '80's in NYC when I heard Carl Icahn walking around TWA's headquarters asking a person "...what do you do?" and then firing him/her on the spot. Was he ever proud! The plus perfect Heinrich Himmler. Made me want to puke.

A grand name. A grand airline. A grand tradition. May my warm feelings for the carrier never abate!

I have 163 TWA postcards. Of my ten wonderful DC-2s, I want to show this sepia, non-postcard backed example as it also shows a 1934 Ford in the foreground. What better way to show how advanced the Douglas aircraft symmetry was in its day. Of my 24 DC-3s, what more stunning example than this American Color-type four-color company card, 3-1/2" x 5-1/2", poised to depart for the west from LGA. The luxury Skysleeper offered by the Lindbergh Line.

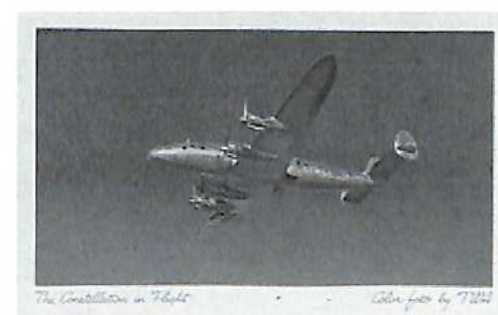


And then, of course, the Boeing Model 307 for which I have eleven examples. Derived from the XB-15, the aircraft did stentorian service during WWII. I decided to use this four color 3-1/2" x 5-1/2" linen company issued card of the Stratoliner, apparently issued in September 1945. I bought it for a buck 20 years ago!

For the Martin 202/404, a classic airport card, four color chrome, 3-1/3" x 5-1/2", Dexter Press 83207, showing the grandeur of the aircraft and of Wichita Municipal Airport. Mailed from ICT in 1959. Bought it also for a buck.



Yes, TWA did operate a fleet of DC-4s in the post war years. I remember a derelict DC-4 at IDL that they used mostly for hauling aircraft engines around the route system, I was told at the time. Cairo was one overseas destination served by DC-4s and so pictured is a company issued card, 4" x 6" in four color over Cairo. Printed in Italy for the carrier by Umberto Borai Editor of Rome.



Now, what do I show of the 43 Lockheed Constellation cards presently in my collection? Lets' start with an L-049 company card, four color, linen, 3-1/2" x 5-1/2", actually published in November 1943. As I'm sure you know, TWA's Connies served with distinction in WWII.

By the 1950s, the L-1049 Constellation had evolved as shown in the Enell B&W airport card (5B), 3-1/2" x 5-1/2" mailed from St Louis in December 1953. Following, of course, was the L-1049G model as indicated in the company card, four color, chrome, 3-1/2" x 5-1/2" in the mid-fifties known as the Super G Constellation. Breathtaking beautiful airframe!



And, finally, the L-1649 JetStream as depicted on this Plastichrome 3-1/2" x 5-1/2" airport card, Number 22353.

We do need to put attention to the jet age, naturally. It's difficult to come up with one of each of TWA's more modern aircraft that will keep you from nodding off. But, let's start with a Kansas City (MKC) card, with one of TWA's Boeing 707s, Dexter Press, four color chrome, 3-1/2" x 5-1/2", number 57843-B.



We'll follow with a fine CV-880 card published for the Oklahoma City airport concessionaire by H.S. Crocker in the early 1960s. SCC-107, four color, chrome, 3-1/2" x 5-1/2". The TWA 880 fleet soldiered on until as late as 1974.



Now we're off to Cleveland to show off an excellent Boeing 727 card. A 3-1/2" x 5-1/2" Curteichcolor chrome, 5DK-1973, evocative of an era – certainly of one in which I did most of my business flying!

TWA started in on their DC-9 fleet in 1966 and the modern types fly in plethora to this day. Again at CLE, and again by Curteichcolor, here is 9DK-1138, four color chrome, 3-1/2" x 5-1/2", showing an early DC9-14 along with an American BAC1-11 and Boeing 727.



About the only Boeing 747 postcard that I want to show is this London Heathrow airport card by Colour-master, PT9936, 4" x 6" chrome, issued probably in the late 1970s, picturing two TWA aircraft and with an Air Canada example in the background.

About the only Boeing 747 postcard that I want to show is this London Heathrow airport card by Colour-master, PT9936, 4" x 6" chrome, issued probably in the late 1970s, picturing two TWA aircraft and with an Air Canada example in the background.

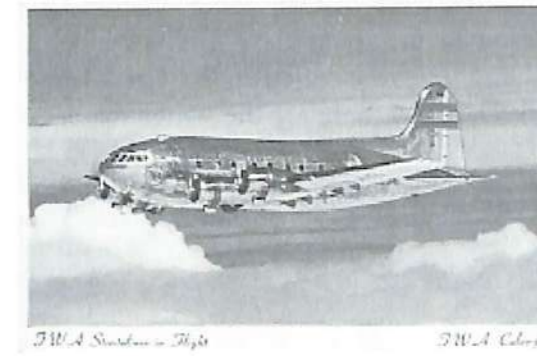
I do not have non-publisher postcard of their Lockheed L-1011, but TWA had a lot of them for many years and they performed well. And we will cap it off with a company issued card in their new livery, a 4" x 6" four color, published in 1996 of the Boeing 767. Card # PAS-964 (64-5887).

And that's the story. We come and we go, but TWA's passing is certainly painful.

Editor's Favorite TWA Postcards!
From The Collection Of Bill Demarest



Ford 5AT



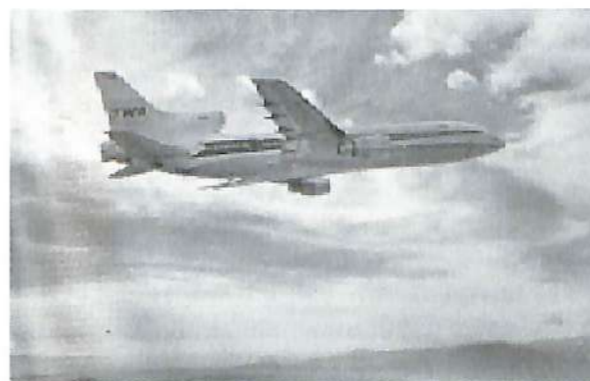
Boeing 307 Stratoliner



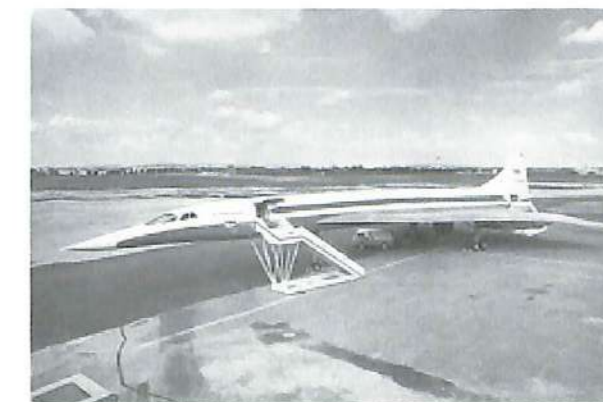
Douglas DC2



Boeing 707



Lockheed L-1011 TriStar



Boeing SST Mockup

Jr. Wings!

By Stan Baumwald
E-Mail: stanwing@bellsouth.net

It is very hard to date the first junior wings of TWA but my best guess is around the late 1940's to the early 1950's. In those days, all of the juniors were made of metal. The earliest known wing that I am aware of is a half wing that is a junior hostess. (#1). Note that an easy way of telling this apart from #3 is that the tail of the aircraft is missing in #1. Most likely, there was a junior pilot with this series but none have shown up as yet. In fact, this first wing just surfaced sometime in the year 2000. I say that there is probably a junior pilot wing of this issue as just about all of TWA's wings come in a set of junior pilot and junior hostess until the late 1970's when they were called Junior Crew Member and the current wings have no gender mentioned. That being the overview, here are the wings that are currently known.



TWA-01



TWA-02



TWA-03

After #1, there is a junior pilot and junior hostess set that are a replica of the wings worn by the pilots and hostess's in the 1950's. (#2 & #3). The pilot wing is the old Indian head logo and the stewardess wing has a Constellation shown. There are many variations of TWA wings and this set is made of different metals and different coloring. Most are gold colored but there is a known silver issue of the hostess.



TWA-04



TWA-05

The next issue has the center logo's replaced with the words "TWA" for both the pilot and hostess (#4 & #5). Here again, the variations are that the center is made of metal in some cases and in others, there is a decal for the center. Then the wings change again and this probably occurred when the design of the real wings changed. Instead of the Indian head and Connie, we now have the globe design which is the wing still worn by the pilots of TWA today with the exception that the word "Junior Captain or Junior Hostess" are added (#6, #7 & #8).



TWA-06



TWA-07

Again, a multitude of varieties exist. In this set, there is large lettering, small lettering, no hallmarks, hallmarked, large pins, small pins and the biggest thing to notice is size and material as some are made of metal and others of plastic. A good many of these variations are caused by the airline shifting manufacturers. Some wings are made in this country, some in Korea and others in China. All of this preceding covers about 32 of the TWA issues if you count all the varieties.



TWA-08



TWA-09

In 1979, the airline went to the Junior Crew Member concept as adopted by many of the airlines of that time (#9). In 1985, this wing was changed again to the wing currently in use by the airline and even here we have two varieties, one with a pin and one velcor stick on to prevent accidents or law suits.



TWA-10

In addition to these company issued wings, there are several that were produced by other than the airline. One was a plastic wing that was given out as a premium in a cereal box (#10). This type of wing was part of a set of other wings that were given away and here we find NWA, EAL, COA and several others. Then a person could go to a gift shop at an airport and buy junior pilot and junior hostess hats and similar kits that were for children (#11 & #12).



TWA-11



TWA-12



TWA-13

Now TWA has been bought by American Airlines. We cannot look forward to any more new issues but there certainly are others out there that we have not found so if you can add anything to our hobby, please contact me. As an example, we are still looking for the first issue pilot and dates of when the particular junior wings were issued or changed would be most helpful.

Happy Collecting!

Additional TWA Stickers!

From The Collection Of Paul Collins



Aircraft Models

By Peter Reed

Farewell to TWA

Trans World Airlines has always been a favorite subject for airliner modeling. There are the crass market considerations, of course; TWA was a large, highly visible airline, with a huge pool of travelers and employees, suggesting many customers for models. But more than that, there was the esthetic appeal of its various colors schemes down through the decades, and its association with some of the most glamorous airliners ever built. TWA's role as sponsor of the DC-2, the Stratoliner, the Constellation and Starliner, the Convair 880 and the TriStar is a familiar story. Think of "the glory days" of the airlines, of times when airliners came from multiple manufacturers and had different looks, and one thinks of TWA. Small wonder models in the red twin stripes abound.

Snap or Press-Together

These days there are probably more collectors who buy their models than who build them from kits. For such collectors, the easiest and least expensive source is the variety of snap together models from manufacturers like PPC and Long Prosper. These tend to focus on airlines and aircraft currently operating, so there are more jets than props. PPC offers a 1/125 TWA Super G Constellation, and Nostalair a much more detailed and accurate smaller model in 1/200. PPC also offers the 767-300, 757, MD-80 and 727 in TWA new colors, and the MD-80 in the reversed colors of the "Wings of Pride" leased by employees. Long Prosper offers the same jets, plus the 747 and L-1011 each in two schemes. They also have a 1/130 scale TWA DC-3.

Desk-Top Models

Among the fully assembled, desktop type models in resin or wood the offerings are generous, price being the main barrier to self-indulgence. Makers like the reliable Atlantic Models, Supermodels and others offer a wide choice, mostly in 1/100 scale, and including both historic props and current jets. These are the glossy solid models mounted on stands such as one sees in profusion at conventions. There are also desktop models hand crafted in mahogany, mostly in 1/100 and 1/200 scale. With all of these the finish is appealing and they make attractive decorations. I have seen some wooden Super Connies that have made me cringe, they are so inaccurate, so the buyer needs to be selective. Detail and "realism" are sometimes lacking-these are models, as distinct from precise miniatures that model builders often try to achieve. But they are far less fragile than plastic kit models, they have a professional look, and they grace a desk handsomely. Even the more esoteric types like the Stratoliner are available in TWA colors.

I have included photos of two models by Bob Dros of Bel-Air Models in Amsterdam. He specializes in between-wars types, especially Fokkers. His are museum-quality models in a solid clear material in 1/72 scale. The F-10 was a development of the famous Fokker VII 3b, built in the USA, and used by Western Air Express, which became part of Transcontinental and Western Air. The Fokker 32 was a four-engine wooden giant, the largest airliner in America when it was introduced in 1930.

Die-Cast Metal

With the growing interest in die-cast metal models, more and more TWA types are available in this medium. Western Models in its beautifully detailed 1/200 series offers the DC-3, Constellation 749a and 1049G, the 1649A "Jetstream" Starliner, and the 727-200 in TWA colors. Dragon Wings, at 1/400 scale, of-



fers TWA models of the 747-100, 707, and L-1011. As I noted in an earlier column, the classic Aerominis have returned, with 707, 727 and DC-9. I don't know if any of these are yet in TWA colors. Herpa uses the smaller 1/500 scale for its 747-100, 757, 767-300, and MD-80 (including "Wings of Pride"). Corgi Classics are larger, at 1/144, but less subtle models. They have a somewhat dubious TWA 749 (the Pan Am version is better) and a new TWA 707. Their DC-3 is not yet in TWA colors. Schabak makes a huge range in the tiny 1/600 scale, including a Super G, but at this scale the wheels seem huge and the decals are sometimes misplaced.

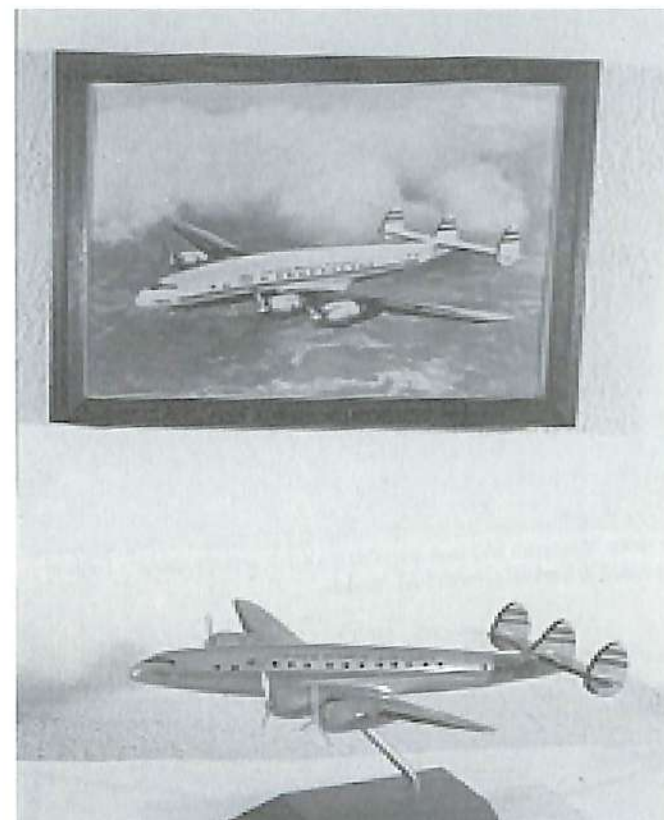
Antiques and Collectibles

There are other kinds of TWA models to be found. Flea-market hounds will run across tinplate toys of Quasi-DC-3s and Maybe-Constellations with TWA markings, and I have a Tootsie Toy TWA DC-2. I also have a couple of plastic Constellations, about an inch and a half in span, that must have originated as a TWA promotion. At an airliners convention I bought one for \$8 before I found another stand selling them for \$3!

Kits and Decals

Here one enters the world of almost infinite possibility! There are kits available of all the jet types TWA has used, and of the DC-2, 3 and 4, the 749, 1049 and 1649. It may not be possible to complete a collection in one scale, however, and some of these kits are vacuformed and demand a higher level of skill than most injection-molded kits. The Martin 404 and the Stratoliner were once available in 1/144 scale vacuform, but have passed away. There is a Russian 1/72 scale Stratoliner, but it isn't recommended. Minicraft offers the DC-3, L-1049G, 757, 707-300 and MD-80 in 1/144 scale. The MD-80, Super G and 707-300 come in TWA decals, and decals can be found for the other types. Hasegawa has 1/200 scale kits for the MD-80, L-1011, 747-100, and 767-300, and Liveries Unlimited has TWA decals for all of these. Transport Wings, of Aircraft in Miniature in the UK, has 1/72 vacuform kits of the 727-200, 747-100, 767-200, DC-9-30, and MD-80, which should afford scope for some creative, large-scale modeling. I don't know about the availability of TWA decals for these, but some juggling should be possible. The Constellation understandably has remained one of the most popular modeling subjects. With the L-749 and L-1049 series the choices are rather limited at present. Heller has a 1/72 scale model, though it has limitation. It is inaccurate around the nose, the windows are too large, and it tends to come out with too little dihedral. There was also a Heller Super Connie at 1/72, and a 1/126 scale model by Monogram.

TWA will always have a special place in my affections. The flight that brought me to America was on a TWA Super G. Years later TWA treated me well on a transatlantic roundtrip. And the incomparable Constellation, TWA's offspring, remains something for which we must all be grateful. Models help us keep the memories alive.



Model 749 Constellation. Desk-top type model by Atlantic from Chiefain Models, in 1/144 scale.



This 1/144 1049A Super Connie, in front of contemporary TWA ad, is a desk-top model from the old Air-Jet company of Miami.



C-54A Skymaster (1/144 scale conversion) NC45041 "Taj Mahal," which flew TWA's first international service.

TWA Model Photos!



Plaque-mounted 1/144 models of DC-3, Stratoliner and Martin 404, with decoupage photos.



Fokker F-10 of Western Air Express, progenitor of TWA. 1/72 scale model by Bob Dros of Bel-Air Models, Amsterdam. These museum-quality models are in solid plexiglass, with see-through windows.



Ford Tri-Motor, Monogram 1/72 scale kit. This is a 4-AT; actually, the only Fords to appear in these TWA markings were 5-AT models.



MD-82 in 1/200 scale, from the Hasegawa kit, using Liveries Unlimited decals.



MD-82 from the new Minicraft 1/144 scale kit, with decals by Scalemaster.



1/144 snap-together Super G Constellation by PPC.



DC-3 from the 1/144 scale Minicraft kit, using ATP Martin 404 decals.



1/72 scale Boeing 307 Stratoliner from a vacuform kit.



Model 749A Constellation from the 1/72 Heller kit—which requires some mods!



This 1/126 scale Super G is from the old Monogram kit. The 1/144 Minicraft kit was illustrated in an earlier issue.



Western Models 1/400 scale die-cast metal models: 749A, 3049G, 1649A, and DC-3.



For antique buffs! Tootsie Toy TWA DC-2 from the 1930's

What Is It?

By Ken Taylor

To the new leadership of the World Airline Historical Society, congratulations and the very best of Good Luck.

A letter from Charlie Dolan explains that R T 42



is GULF AIR TRANSPORT of New Iberia Louisiana. A charter company that did sports team work in the early 1980s. G. A. T. operated 5 C V 580 aircraft. Name was changed to TRANS OCEAN AIRLINES. thanks Charlie

Stan Baumwald writes with reference to R T 43



R T 43 AERO SERVICES BARBADOS about 1978 vintage.

R T 44 is



R T 44 NIPPON CARGO AIRLINES.

R T 52



R T 52 is or was AERO TURUS an Irish cargo operator.

R T 56



R T 56 is a Philippine commuter airline from the 1980s but couldnt find a name, any help anyone?

Thanks Stan



KT 1

What is the era of this cap badge of
TRANSCONTINENTAL & WESTERN
AIR



KT 3

what group uses this wing ?



KT 5

Who uses this wing?
colors , WHITE bird BLUE wings



KT 2

Who is R A ?



KT 4

what group uses this cap style badge?
colors from the top are RED BLUE RED
on a white circle



KT 6

this large winged badge is silvertone with BLUE enamel
" W " and map of the United States also BLUE enamel
WHO - WHEN - WHERE ?

A letter from ED YOUNG a long time collector from California asks for information on THE NATIONAL AVIATION EMERGENCY CORPS. Who were they ? Where were they from ? and , When ?

sounds to me like a military organization, possibly 1916 or 1917, kt.

Now, a couple of T W A items. First is a coin purse I purchased at Airliners International St. Louis.



Next is a lapel pin and membership card from a T W A flight over the equator , mid 1960s

Do you have a question ? or an answer ? Please write .

Ken W. Taylor
R. R. 7 Calgary
Alberta Canada
T2P 2G7

Email: clchtay@aol.com

*and Membership Card
that you are now among
that select group of travelers
who have flown over
the equator in a
TWA StarStream Jet.*



Swizzle Sticks!

By Al Tasca

E-Mail: altasca@cs.com

In keeping with the TWA theme, this article will contain pictures and information from my past articles on TWA sticks. Unfortunately, I don't know of any new sticks from this airline.

Fig. 1. is the most common of the TWA swizzle sticks. This 6" one sided all red stick, which is shaped like a prop is flat on the back and contoured on the front. The 'TWA' is raised on both sides of the prop. The only variation of this stick (Fig. 1a) was the 50th Anniversary stick which has 1926/1976 only on one side of the which replaced the 'TWA.' The manufacturer of both sticks is Spir-It USA. Note: All the variations have the same red 'TWA' and writing around the top on both sides.

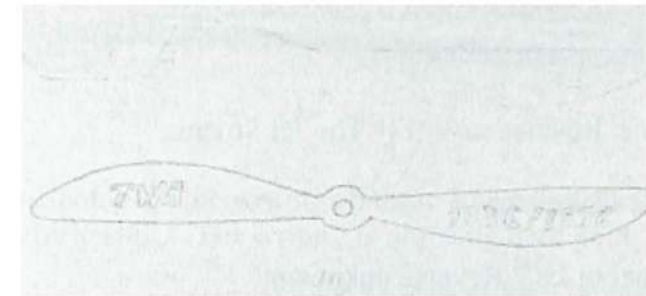


Fig. 2 shows the 'Connie' stick. This thick 2 sides 6-1/2" stick with a bubble end is white with raised red writing on the top and raised red name on the shank. The top of this stick is cut out with just the shape of the Connie in the center. Both sides of this stick are identical except for the Connie which has a top and a bottom, the top showing the three vertical stabilizers and the bottom showing the bottoms of the four engines. Both the top and bottom of the wings have a small raised 'TWA' in white just past the engines.

Fig.3 is the blank on the front side with the "One Airline To California" in hot stamped dark gold writing on the reverse side. Two variations of this stick that I have in my collection, and not shown here, are one with 'McAllister Hotel' and the other with 'The Columbus' stamped on the front side. Both of these variations have "One Airline To California" on the reverse side.

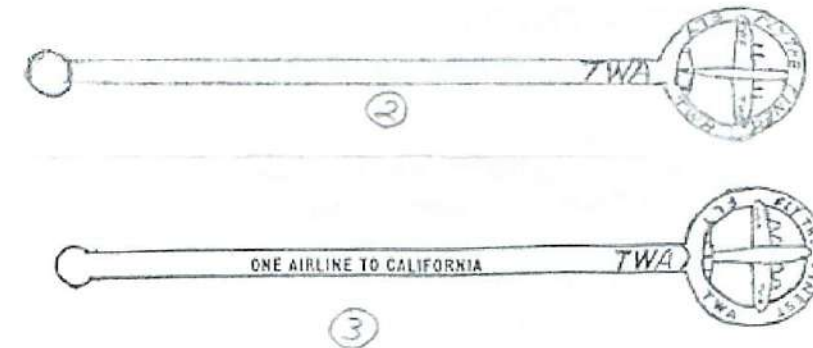


Fig. 4 has the writing on the front hot stamped dark gold and a blank reverse. One variation that I'm aware of has 'La Roe' on the reverse in the same color.

I only have photographs of the next four sticks so I don't know which side the writing is on or if anything is written on the reverse. The writing on these sticks is probably also hot stamped in gold.

Fig. 5. George Bar – Louis. Reverse unknown.

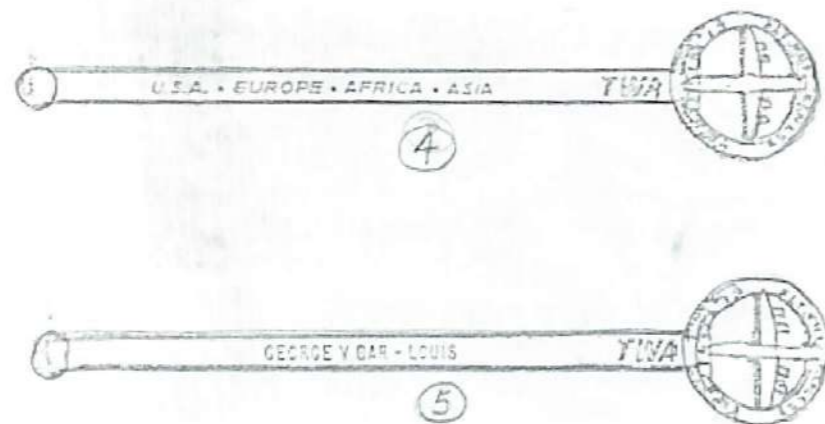


Fig. 6. Hotel George V – Maurice. Reverse says 'Fly The Jet Stream.'

Fig. 7. TWA – Dhahran. Reverse Unknown.

Fig. 8. "Fly The Finest TWA Boeing Jet." Reverse unknown.

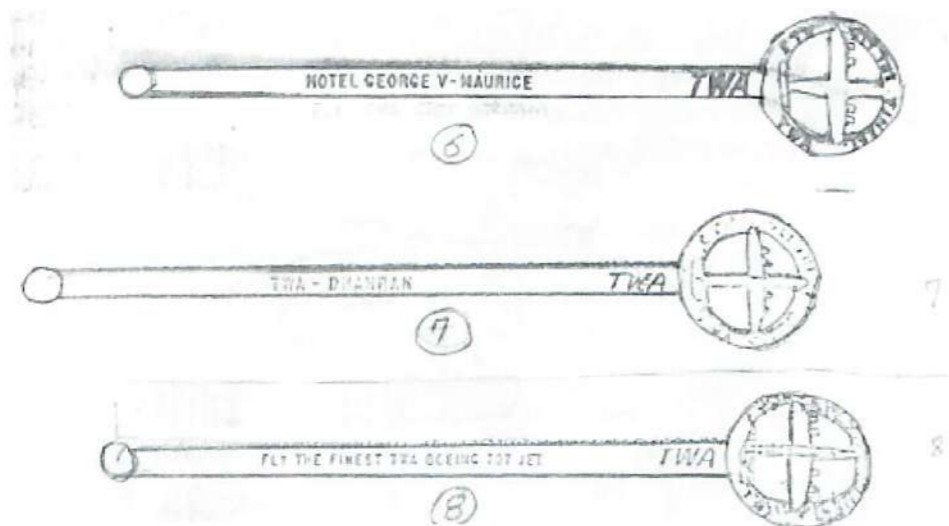


Fig. 9. Also made by Spir-it USA, this swizzle stick shows the basic Boeing 707 top stick. This flat 6" stick with a disc end has two identical sides, both with the 'TWA' in raised red letters. The area between the jet stream behind the wings are cut out as is the area behind the tail. Not shown are four other versions of this basic stick that I have in my collection. One with the 'TWA' on both sides in the same white as the stick instead of red, one with the 'TWA' on one side in red and the other side in white, and one with just a red 'TWA' on one side. The fourth one is a beige stick with the red 'TWA' on both sides. Note: On the first two sticks, the red/white 'TWA' and the all white 'TWA' sticks, a bubble was added to one side of the disc bottom. I was told that this was done to make them easier to pick up.

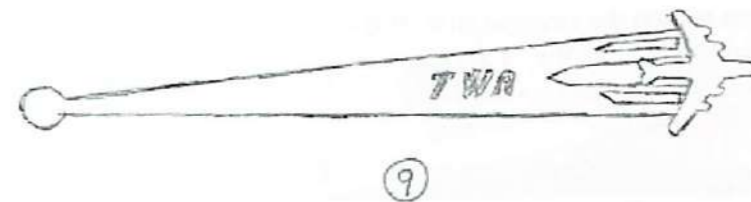


Fig. 10. This stick, which shows the wrapper that it came in, has the writing and 'TWA' in red on one side and just the red 'TWA' on the other side. There is no bubble on the disc end.



Fig. 11 & 12. I don't know the colors of the writing on these sticks or if there is a bubble or not as I only have photocopies of these swizzle sticks. The writing is probably dark gold, though.

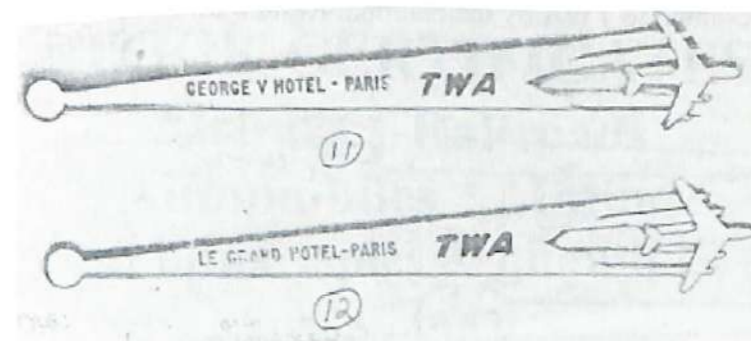


Fig. 13. I can't tell you if this is the front or the back, or if there is a bubble or not, but the side shown has dark gold writing and a red 'TWA.'

Fig. 14. The reverse side shown here has 'Fly North Central and TWA' with the 'TWA' in white while the other side is in red and blank. The writing is dark gold and has the bubble end on the reverse side.

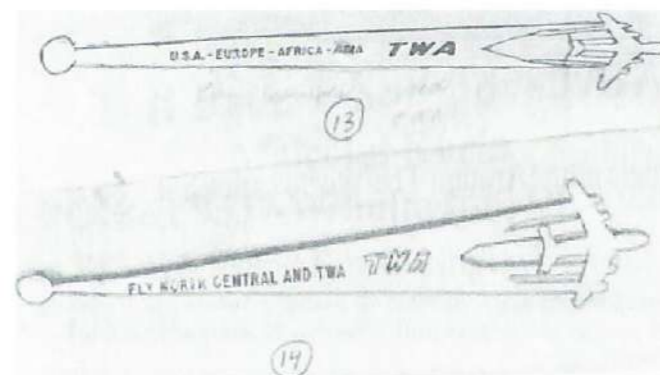


Fig. 15. On this stick, which is also the reverse side, the inscription reads "Most Jets In St Louis" and has the 'TWA' in white. The other side has the 'TWA' in red and says "Fly TWA Jets". The writing is also dark gold and has the bubble end on the reverse side.

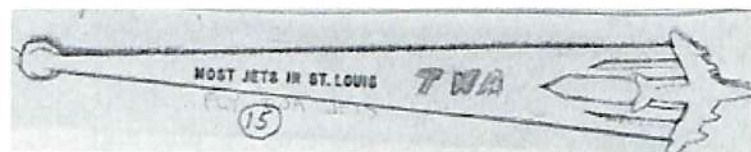
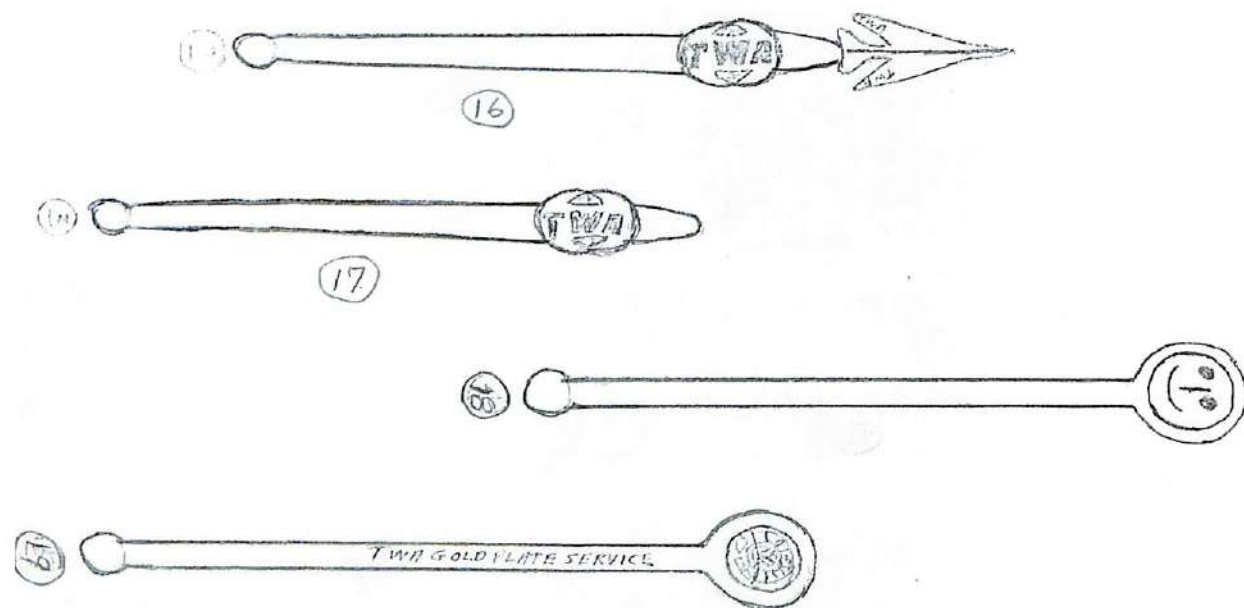


Fig. 16. This 6" two sided stick, circa early 1970s, was pit out when TWA also considering purchasing the SST, which, of course, they never did. The stick is two sided with the raised TWA logo in red on both sides. The SST top has a top and a bottom to it and the round end is dimpled on both sides. Three other variations I have of this stick are identical but in beige, solid red, and solid tan. The manufacturer of all four sticks is Spir-it USA.

Fig. 17. This stick is identical to the one in Fig. 16 sans the SST. I was told that this was the next stick that they used when they decided against getting the SST. Actually, they probably just omitted the SST from the mold – same manufacturer.

Fig. 18. This flat one sided round dimpled bottom 5-1/2" stick with the "Happy Face" was used in TWA's "I'm happy when you're happy" campaign in 1969. The set comes in four colors – red, blue, olive and tan – and all have the 'Happy Face' in black. The manufacturer is Spir-it USA.

Fig. 19. This one sided stick is the exact shape and size as the one in Fig. 18 and by the same manufacturer. It is red in color with gold hot stamped writing and design on it. I was told that this stick was issued to honor an award that was presented to TWA by the National Restaurant Association.



In my next article, I will cover their nine 'Around The World' stick set.

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Flight Exchange

This is our member's forum for member's inquiries. Please send all submissions to WAHS headquarters.

Commercial Aviation in the 1930s/1940s. Jim Donlin (jpdolin@home.com) seeks information on airports and navigation aids pertaining to commercial aviation in the 1930s and 1940s. Do any web sites or books exist with this information?

Classic Airliners Calenders 2000 + 2001: I am looking for copies of these Air Transport World calenders. If you have them for sale, please advise. I am also looking for the Frog SAS DC-7C kit and the BOAC 707 kit in the old colors (kit #0-4170-0). It shows the title 'BOAC' above the cheat line and the aircraft is shown over the airfield taking-off. Please contact Armen C. Avakian, 4560 Pinehollow Court Apt 170, Indianapolis, IN 46254.

Decals! Wanted—Gate 66 sheet of decals for the American Airlines, ATP American Airlines 1/144th Stratocruiser and DC-6B. Models: Revell of Germany Lufthansa 1/72nd DC-3. Only the cowlings from a DML 1/72nd Neptune. Photographs: Excellent quality B&W 8" x 10" prints or original negatives of Chicago Midway Airport (MDW) from 1929 to 1945. Need aerial views, hangar, terminal, aircraft and people scenes. Please contact: Tom Kalina, 118 N. Vincennes Circle, Racine, WI 53402. E-Mail: tjkalina@scj.com

Ford Tri-Motor Material: Tim O'Callaghan, P.O. Box 512, Northville, MI 48167 (timothyo@ameritech.net) wants any 1920s-1930s or WWII aviation material relating to the Ford Motor Company including airline timetables featuring the Ford Tri-Motor airplane.

Upcoming Regional Shows

Please contact the show organizer to ensure that you have the most current information. Information on all shows should be sent to WAHS headquarters to be included in THE LOG.

JULY 28, 2001 (Saturday) LOS ANGELES, CA. So Cal Airline and Aviation Expo. Hacienda Hotel (525 N. Sepulveda Blvd, El Segundo, CA 90245). 9 am to 3 pm. For additional information, please contact Phil Martin 562-434-6701, M-F, 9 am-5 pm, or Dave Cherkis, 702-360-3615, M-F, 9am-3pm (Pacific time).

SEPT. 8, 2001 (Saturday) NEWARK, NJ. Tri-State Airline Historical Society Show. Sheraton Newark Airport. Contact Bill Gawchick (914-965-3010) or Bill Hough (212-689-3936). E-Mail: Panam314@aol.com.

SEPT. 29, 2001 (Saturday) ST LOUIS, MO. Holiday Inn Airport North-STL Airport. Contact David Keller (314-837-5773). E-Mail: dkeller@airlinetimetables.com.

OCT. 6, 2001 (Saturday) TORONTO, ONTARIO. Airport Holiday Inn East, Toronto Airport. Contact: Steve Emmins, 7218 Dishley Court, Mississauga, ON, Canada L5N 7X3. (905-565-9948) E-Mail: aitor@interlog.com.

OCT. 13, 2001 (Saturday) SEATTLE, WA. Museum of Flight, Boeing Field Airlines Collectible Show. Contact Greg Mattocks, P.O. Box 1445, Bothell, WA 98041. E-Mail: mattocks@gte.net.

Oct. 20, 2001 (Saturday) HOUSTON, TX. Sheraton North Houston Hotel (Intercontinental Airport). 9:00 am to 4:00 pm. Show information: 281-482-8756). Dealer Information: 504-892-3297. General Admission is \$4.00. Children under 12—free. E-Mail: jetduane@peoplepc.com.

NEWARK AIRPORT AIRLINE COLLECTIBLES SHOW & SALE



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9:00 A.M. TO 4:00 P.M.

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Friday Night Slide Auction by Eddy Gual

AT THE SHERATON NEWARK AIRPORT
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BOOK EARLY for special room rates (973) 690 5500

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FOR MORE INFORMATION:

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Fax: (914) 966 1055

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<http://mrpanam.freeyellow.com/ewr.html>

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SO CAL AIRLINE & AVIATION EXPO

AT LOS ANGELES AIRPORT (LAX)

Website: <http://www.home.earthlink.net/~wingman/philexpo.html>

SATURDAY, JULY 28, 2001 - 9 AM to 3 PM

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

- Wings
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- Playing Cards
- Posters
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- China / Silverware
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Dave Cherkis, 702-360-3615, M-F, 9AM-3PM (Pacific Time)

TO BE HELD AT THE: HACIENDA HOTEL

**525 N. SEPULVEDA BLVD, EL SEGUNDO, CA 90245 • FOR ROOM RESERVATIONS CALL (800) 421-5900
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FOR TABLE RESERVATIONS, Fill in the information requested below and
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BEACH CITIES ENTERPRISES, P.O. Box 91051, Long Beach, CA 90809-1051

PLEASE PRINT CLEARLY OR TYPE

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

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

NAME _____ COMPANY _____

ADDRESS _____ CITY _____

STATE _____ ZIP + 4 _____ PHONE # _____

CALIF. RESALE # _____ PREVIOUSLY ON FILE OCCASIONAL SALES DECLARATION

ITEMS TRADING / SELLING _____

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

SIGNATURE _____ DATE _____

NO TABLE REFUNDS WITHIN 30 DAYS OF EXPO