



**WORLD AIRLINE
HISTORICAL SOCIETY**

The Captain's Log
Fall 2001



Photo By Alan Miller via Aviation Photography of Miami

USAirways Memorabilia!
Airliners International Report
Plus All Of Our Feature Columns!

WORLD AIRLINE HISTORICAL SOCIETY

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Publication Schedule:

The CAPTAIN'S LOG is published four times a year in March, June, September and December.

Membership Fees:

USA	\$25 (Permit Mail Only), \$35 First Class
Canada	\$30 Air Mail
Elsewhere	\$30 Surface, \$40 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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From The Flight Deck

Our New Secretary/Treasurer! The position of Society Secretary/Treasurer went unfilled upon the conclusion of the 2001 election process.

Jay E. Prall, a WAHS member since 1989, has been appointed Secretary-Treasurer of the Society. The decision was approved by the WAHS Board at its June 30th meeting in Miami. Jay joins President William M. Demarest and Phil Glatt, Vice President as part of the Society's new leadership team.

WAHS is in the midst of moving to a formal and legal organizational structure as a continuation of the work of Founder Paul Collins. Jay brings to this process more than 20 years of not-for-profit administrative and financial management. He also has extensive convention management experience, including his work on the two Airliners International conventions held in Seattle.

Jay's first interest in aviation came as a post card collector. As his own collection grew, he eventually "got it so bad," as he puts it, that he formed Plane Views Communications and began producing cards himself. Today Plane Views specializes in producing cards of regional airliners and boasts a majority of North America's regional carriers as customers. Jay also finds time to collect airline swizzle sticks and is a feature writer for *Airliners Magazine*.

"Working with my fellow officers and the WAHS Board, I have a number of priorities for our young organization," exclaims Jay. I would like to see us establish a budget for the LOG, create a stable source of funding for the Society itself, and continue to work on how the annual international convention dovetails with the Society."

Airliners International 2003. All members received a letter in August explaining our site selection process for AI 2003. Please review the attached site selection information carefully. Please return your ballot with your choice **by December 1, 2001** to WAHS headquarters. The winning city will be announced in the Winter 2001 issue of THE CAPTAIN'S LOG.

Airliners International 2002. We urge you to send in your registration forms for the AI 2002 show to be held in Houston, June 20-22. Please contact Duane Young, AI 2002, P.O. Box 101, Covington, LA 70434 or see www.ai2002houston.com for additional information. It is important that all

delegates stay at Sheraton Hotel in order to support the AI 2002 convention committee.

Membership Brochure. In order attract more members to WAHS, we developed an informational brochure on our society with membership rates and background on our organization. Please give the copy of the brochure found within the pages of this CAPTAIN'S LOG to a friend. Our goal is to have 1,000 members by the AI 2002 show! If you require additional brochures, please contact WAHS headquarters and we'll be happy to send them to you.

Advertising. We're actively seeking individuals or companies interested in promoting their goods and services within the pages of THE CAPTAIN'S LOG. Please contact Society headquarters for advertising rates and information.

Winter 2001 Issue. Our next issue should be in the mail by Christmas. We'll be heading down south to Latin America as THE CAPTAIN'S LOG will feature memorabilia on carriers from this exciting region of the world!

Renew Your Membership With VISA Or Mastercard! See our website www.wahsonline.com for information on renewing your membership with your credit card using PayPal.com.

With warmest regards,

Bill Demarest & Phil Glatt



CHALK's Mallard in front of downtown Miami
Official AI 2001 Miami Post Card produced by j.j. postcards
Photograph By Joe Fernandez

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

US Airways Playing Cards

By Fred Chan

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After it adopted its present name in 1997, US Airways has issued only one card design with its stylized flag logo (Card #1). This is probably due to the uncertainty associated with the proposed acquisition by United Airlines. Prior to this, a number of different card designs were issued when it was USAir as well as by the predecessor companies - Allegheny Airlines, Mohawk Airlines, Piedmont Aviation, and Pacific Southwest.

A relatively large number of cards were issued by USAir during the period when it was trying to project the image of a "big time" airline. All of these, however, were quite plain in appearance, showing only its name and logo (Cards #2 through #6). These decks are very common as many thousands of them were distributed. A collector can easily find them at a very low price.

Allegheny Airlines, the core around which USAir was built, had a very extensive route structure on the East Coast but since it had few long routes, it saw little need to distribute playing cards for passenger use. Only one deck is known to have been issued by Allegheny (Card #7) and it was probably used for marketing purposes and not for inflight entertainment. This is a very rare deck, difficult to find in good condition and quite highly priced.

Although only a small regional carrier, Mohawk Airlines issued two different deck designs to celebrate the introduction of two significant aircraft to its fleet - the F-27 and the BAC One Eleven (Cards #8 & #9). These decks are attractive and are also difficult to find. Mint decks of these cards command very high prices.

Like the Mohawk cards, the three decks known to have been distributed by Pacific Southwest (Cards #10, #11, & #12) are also very difficult to find and therefore highly priced. Card #12 was issued shortly before the PSA acquisition by USAir and surplus promotional supplies may have been intentionally destroyed, as is often the case. However, the reason why Cards #10 and #11 are so limited in availability is not known.

The other major acquisition made by USAir was Piedmont Aviation which had issued a large number of card designs (Cards #13 through #21), an unusual practice for a regional airline. Piedmont was always generous to passengers and collectors, and therefore most of its cards are readily available except for Card #20, which was probably issued in limited quantities to commemorate the introduction of the Boeing 737.



Card #1



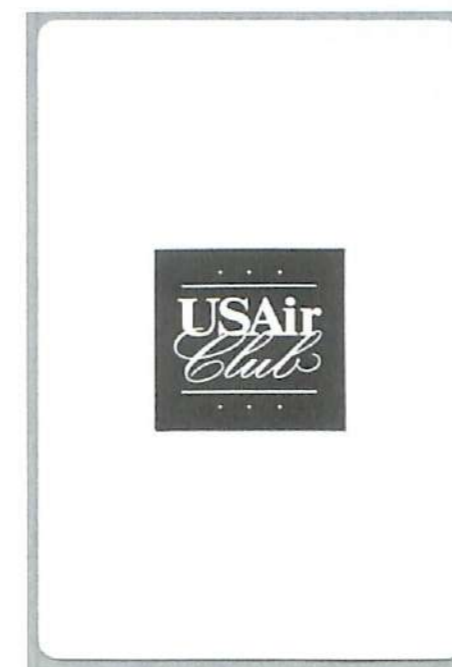
Card #2



Card #3



Card #4



Card #5



Card #6



Card #7



Card #8



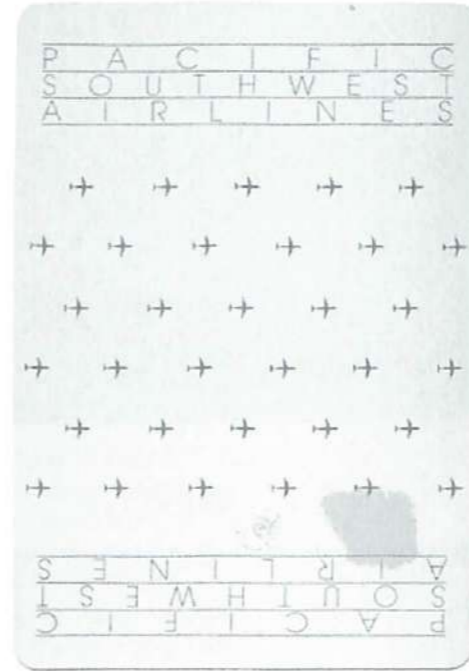
Card #9



Card #10



Card #11



Card #12



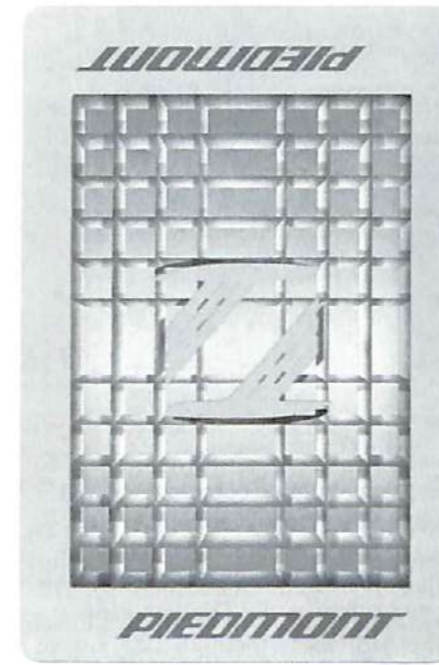
Card #13



Card #14



Card #15



Card #16



Card #17



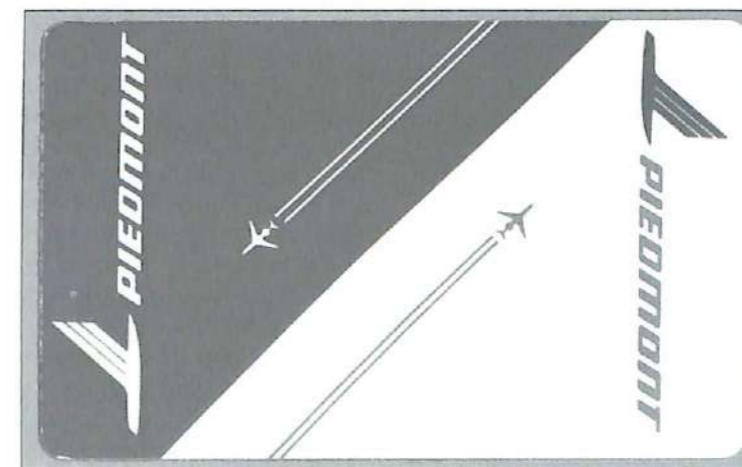
Card #18



Card #19



Card #20



Card #21

Safety Cards On Board!

By Todd Helm
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The safety card collector, or a collector of any type, has been made busy throughout the many changes of US Airways. As with any collection, you are never "settled" and the any aircraft changes and merges have kept the most casual collector on the lookout for safety card changes.

As you know U S Airways traces much of its past back to Allegheny Airlines. Allegheny operated an extensive fleet of propeller driven aircraft and as additional jet aircraft and extensive routing took place, the name Allegheny Airlines, Inc. became U S Air. The 727-100 illustrates our first example of the change. (A) This safety card, by Interaction Research is interesting as the 727-100 card has a picture of the 727-200. On becoming USAir the same card gives us an example of the revised name change scheme and the picture represents the 727-100. This 727-100 card, due to route growth, illustrates life vest/ rafts for extended over water flights.



Allegheny B727-100 FIG. A USAir B727-100

PSA introduced the BAe 146 within their West Coast operations. The aircraft were later phased out after the U S Air purchase and the "Smiliner" safety card became a U S Air card showing the red and silver livery. (B) PSA's card did not show the many new illustrated safety features that were not required when their card was produced in 1985 by their own company i.e. floor path lighting systems were immediately added on the new U S Air cards. U S Air cards continued to be produced by IRC and had aircraft pictures on the covers.



PSA Bae 146 FIG. B USAir Bae 146

The history of U S Airways would not be complete without the mentioning of Piedmont. Many people remember their "Pacemakers" - an unusual aircraft that allows us to see the change from the Piedmont style safety card to the new USAir Logo and company produced safety card. Through Piedmont's merger with Empire Airlines, as the F-28-1000's were joined with Empires F-28-4000's, these were either sold or leased out to other carriers and the F-100 has been the surviving Fokker aircraft. Piedmont also produced their own safety cards. This example is dated 1986 and was a standard format for their fleet. USAir went from an all red scheme to a new red, blue and silver and this new logo is shown on this card later to become the standard format still used. The logo was on a set of wings versus the Piedmont logo on the hat (C).



Piedmont F28-4000 FIG. C USAir F28-4000

A very profitable operation for US Airways and the former operators of Eastern and Trump on the Northeast shuttle is a legacy of various airline and aircraft. After the shuttle changed hands from Eastern to Trump, the Trump safety cards were initially Eastern photo demonstration cards with the Trump logo and minor changes airbrushed as to not reflect the previous Eastern operation. The cards were later changed to the folder style produced by SAFEAIR for the 727-100 and 200. Illustration (D) shows us a few things. First the new style Trump card and then the revised card and color scheme for the U S Air shuttle and then the same style of card for the now US Airways Shuttle and gone are the 727-100's in favor of the 727-200's. This card was used until the new A320's became shuttle equipment and the standard safety card format used by US Airways appeared on board.

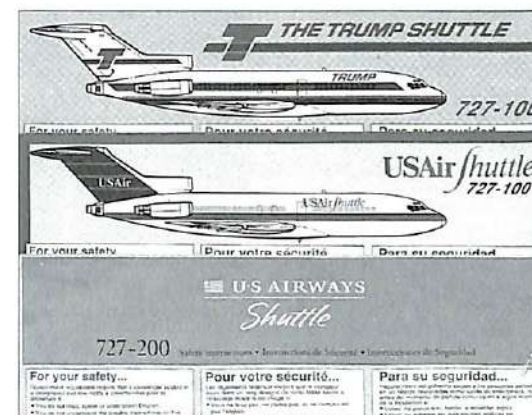


FIG. D Trump Shuttle / USAir Shuttle B727-100

As part of the fleet standardization/ modernization program, collectors of their safety cards, are going to find it easier to have the "entire fleet" of cards. US Airways has evolved into one of the largest Airbus operators. The safety cards have become standard, now with the new US Airways logo and providing information for Exit Row seating, electronic devices and floor path lighting systems. (E) This illustration gives us a great look at the new logo; card standardization and the Airbus fleet of A330 and A319's. You can see how US Airways has come a long way from the original aircraft and airline of Allegheny "Vistacruisers" showing passengers hanging from ropes from windows and holding the evacuation slides (F).

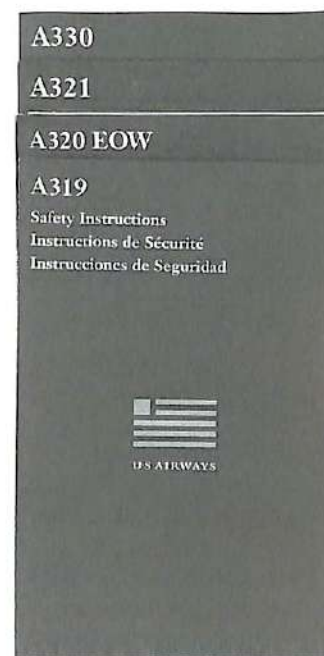


Fig. E USAirways Airbus fleet

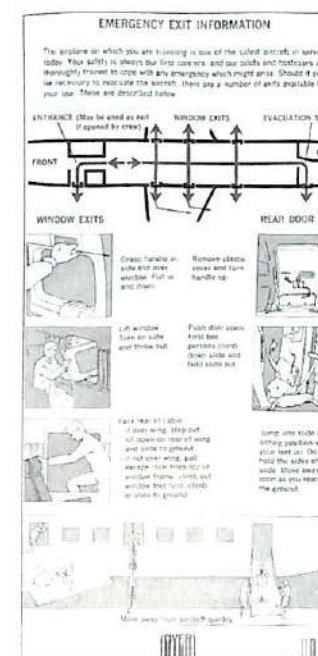


Fig. F Allegheny CV580

The history of US Airways is huge and to show all the previous airlines and aircraft safety cards would be a book by itself. If you have any suggestions for safety card articles, please let me know. You can write or e-mail me at

PSA Postcards

From The Collection Of Bill Demarest



PSA L-188 Electra Airline Issued Card Interior View



PSA Boeing 727-200 Airline Issue MS 34B-2/75



PSA L-1011 TriStar Airline Issued MS 34D-2/75



PSA MD 80 Airline Issue

Timetables!

By David Keller

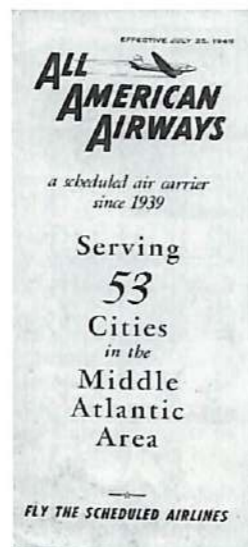
dkeller@airlinetimetables.com

The present day US Airways began life in the late 1930's as All American Aviation. Like most carriers that started in the 20's and 30's, All American initially was in business to carry the mail. They even went so far as to develop a system to drop off and pick up the mail at some stations without the benefit of a landing!

In 1949, the carrier began offering passenger service as All American Airways, headquartered in the Washington D.C. area, while the hub of operations was at Pittsburgh. All American was one of a number of "Local Service Carriers" - airlines dedicated to providing air service from smaller communities to larger cities, where connections could be made to the larger ("trunk") carriers. The first timetable illustrated is an early All American issue from July 25, 1949. Despite having less than 6 months of flying passengers under its belt, All American was serving some 36 stations with a sizeable fleet of DC-3's.

In 1953, the airline began what would become a series of name changes, by changing its name to Allegheny Airlines. In the mid 1950's Allegheny began acquiring larger aircraft, first Martin "Executives", then Convair 440's. By the late 1950's, Allegheny (like most of the other local service carriers), began looking at turboprop aircraft. In 1959-60, a small number of Convair 440's underwent a conversion by Napier-Eland, emerging with the new designation of Convair 540's. The timetable illustrated from December 1, 1959, promotes the new "jet-prop" service, as "A new concept in commuter travel". Unfortunately, the conversion was not well received, and by the summer of 1962, all of Allegheny's 540's were converted back to piston-powered Convair 440's. In 1965, Allegheny would again attempt to convert the 440's to turboprop power, this time as Convair 580's. Needless to say, this was a much more successful conversion, with Allegheny eventually operating in the neighborhood of 40 examples of the type. The 580's (referred to as "Vistacruisers" by Allegheny), were joined by Fairchild F27's (dubbed "Vistaliners").

In 1967, Allegheny, in partnership with Henson Aviation, began the Allegheny Commuter network. This allowed the smaller carrier's flights to be shown in the Allegheny timetable, as well as



being listed with the "AL" code in airline reservation systems. (A huge boost in stature for a lowly "Air taxi" operator!) Allegheny was certainly the great visionary in this area, and by the 1970's, around a dozen lines were participating in Allegheny Commuter services, operating from Allegheny stations to dozens of smaller cities. This was the forerunner of the present-day "Express" arrangements that nearly every carrier of any size has with smaller lines to provide feed to its hubs. (A major difference being that many of the larger carriers now own their "Express" partners, while the Allegheny Commuter carriers were not owned by Allegheny.)



In 1968, Allegheny expanded westward, with its acquisition of another local service carrier, Lake Central Airlines, gaining routes to Chicago, St. Louis, and Indianapolis. Lake Central had also started service in 1949, initially under the Turner Airlines banner. By the late 60's, Lake Central was operating French-built Nord 262's (which had replaced the remaining DC-3's) and Convair 580's, and also had Boeing 737's on order. (The US Airways web site indicates that Lake Central was pre-

paring to move into DC-9's, but everything else I have seen indicates that they had ordered 737's, which were subsequently cancelled.) The Convair 580's would join Allegheny's already sizeable fleet of the same type, and the Nord 262's would eventually find their way to Allegheny Commuter carriers. Some of the 262's were later converted to more powerful engines, being redesignated as Mohawk 298's. Illustrated are Lake Central's final timetable, dated April 28, 1968, and Allegheny's 7/1/68 timetable, which is the first to show the combined system.

1970 saw the introduction of 727-200 service on Allegheny's system, as a pair of aircraft had been ordered for the airline's high-density routes. These aircraft saw service primarily on the St. Louis - Pittsburgh - Philadelphia - Boston routing. It turned out that the 727's were a poor fit for Allegheny's system, and were acquired by Braniff in late 1971. In return, Allegheny received 8 BAC 1-11's from Braniff in 1971-2.



In 1972, Allegheny acquired another local service carrier, this time a relatively large operator by the name of Mohawk Airlines. This combination gained Allegheny many new routes in upstate New York and Northern New England. Mohawk had also started flying under a different name, Robinson Airlines, in 1945, changing to Mohawk in the early 50's. Mohawk had a fair-sized fleet of British-built BAC 1-11's and a number of Fairchild FH227's. (Incidentally, Mohawk became the first local service carrier to introduce pure jet service, when the 1-11's began operations in 1965.) The Fairchilds were quickly removed from service, but the 1-11's served on Allegheny's system for many years, with the previously-mentioned 8 aircraft being acquired from Braniff around the time of the merger. Mohawk's last timetable dated April 1, 1972 is shown (illustrating the various aircraft

flown by the carrier over the years), as is the Allegheny timetable from April 30, 1972, which brings back the "spreading our wings" theme, showing the combined system. This merger solidly positioned Allegheny as the largest of the remaining local service carriers, a ranking it would retain until deregulation, when the old carrier classifications began to lose their meaning.

In the summer of 1975, Allegheny introduced an attractive new paint scheme, consisting of 4 (later to be reduced to 3), shades of red that formed the cheat line and swept up the tail. The June 1, 1975 timetable provides a nice illustration of the new colors. (The gatefold opens up to display the entire DC-9.) Some of the first aircraft to wear the new colors were the DC-9-50's, which went into service later in the year. (As it turned out, the DC-9-50's were not particularly popular with Allegheny, and the entire fleet was sold off within 3 years.) The DC-9-30's and BAC 1-11's would gradually be repainted with the new scheme, but unfortunately, none of the Convair 580 fleet would.



1978 found Allegheny purchasing a fleet of 727-100's from United, and realizing the goal of becoming all-jet, with the retirement of the Convair 580's. Rapid expansion was taking place, spurred on by the passage of the Airline Deregulation Act in late 1978. Allegheny quickly expanded into Florida, Texas, and Arizona, coming to the conclusion that they had outgrown the regional implications of their name. The final timetable under the Allegheny name (illustrated), was issued on September 5, 1979, and promoted the name change to USAir on October 28 of that year. This changeover did not involve a new paint scheme, with only a change in titles and the addition of "USAir" in white on the red tail. The last modification to this scheme was in the early 80's, when the airline went with the bare metal fuselage rather than white.

Continued on Page 13

Continued On Page 14

Largely due to the aforementioned Airline Deregulation Act, the 80's were a decade of change, expansion, and consolidation. USAir added 727's and 737's to meet the need for aircraft to operate on its growing route system, which now stretched to the West Coast. Mindful of the consolidation taking place in the industry, USAir explored a number of acquisitions, largely as a quick way to expand well beyond its traditional North-eastern base.

Finally, in 1988, USAir absorbed Pacific Southwest Airlines (PSA), acquiring a fleet of MD-80's and BAe 146's in the process. (Unlike USAir, Lake Central, and Mohawk which began as local service carriers serving small markets, PSA started in 1949 as an intrastate carrier, offering low fares on high density routes in California.) Both PSA's final timetable dated February 17, 1988, and USAir's timetable promoting the merger (April 9, 1988), are illustrated. The final PSA timetable declared that their "smile was even wider" with the USAir acquisition, but that smile quickly faded as USAir's route system on the West Coast was cut back, quickly becoming a shadow of the former PSA operation. By the early 90's, the BAe 146's would be removed from service, and most (if not all) of the MD-80 fleet would find itself back East.



A more successful combination was achieved in 1989, when USAir merged Piedmont Airlines into its operations. Piedmont was another line that began as a local service carrier in the late 1940's. One of the smaller locals prior to Deregulation, Piedmont was probably the most successful of that group at taking advantage of the changes brought on by that legislation to expand its operations. By the late 1980's, Piedmont operated a large fleet of F28's, 737's, 727's, and 767's, with hubs in Charlotte, Baltimore and Dayton. The final Piedmont timetable from June 1, 1989 is illustrated, as is the USAir timetable dated 8/5/89,

which promoted both the merger and a new color scheme. While the Piedmont merger didn't do much to increase USAir's geographic coverage, it did strengthen their market position in the Eastern US, particularly in crucial markets like New York and Washington D.C..



The 90's would bring many more changes (and challenges) to USAir:

- Acquisition of the Trump Shuttle (appropriately renamed the USAir Shuttle)
- Name change from USAir to US Airways, accompanied by a new paint scheme.
- Creation of a low-fare division, Metrojet, to combat incursions into the Northeast by Southwest Airlines.
- Placement of an order for a large number of aircraft produced by Airbus Industrie, shunning Boeing's offerings in the process.
- On-again, off-again talk of being acquired by United Airlines, which would involve parts of US Airways being sold to other operators.

US Airways has a long, interesting history spanning more than 60 years. Happily, the final chapter of this history has not yet been written!

Airline Happy Hour!

By Al Tasca
altasca@cs.com

In keeping with the theme of this LOG, the following swizzle sticks will be covered: Allegheny, Mohawk, USAir, USAirways, Piedmont, and PSA. But first, two new sticks that I acquired at the Miami convention from Niek K. Verneulen aka "The Barf Bag Man". Both sticks are from Singapore Airlines. The first one is used in the business class service, known as "Raffles Class". Mr. Raffles was the developer of Singapore. The Raffles Hotel is named after him. The top of this all white 6 inch two-sided stick has the same identical raised logo on both sides. Just below the oval top on the thin flat shank is a small "R" in a circle, also on both sides. I don't know if this "R" is related to the one in the logo for it stands for "Raffles". The bottom of the stick is round with a dimple on both sides. The manufacturer is Spir-it. Fig. 2 shows another stick that Niek believes was used in Singapore's economy class. The stick is 5-1/4 inches long with a round shank and a ball bottom. The round top has two identical sides of what appears to be a raid "E" (for Economy class?) on both sides. The stick is all light brown and has no manufacturer's name visible.

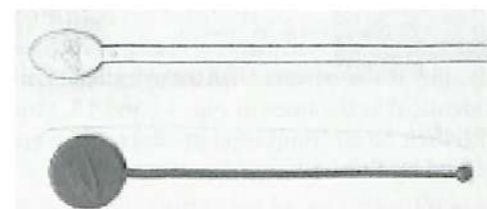


Fig. 1 & 2—Singapore Airlines

Now onto this issue's theme. In 1937, a company named All American Aviation was founded. It started air mail service in Pennsylvania and West Virginia in 1930. In 1949, the company changed their name to All American Airways and started scheduled passenger service with DC-3s. In 1953, another name change – this time to Allegheny Airlines. The airline continued to grow and, in July 1968, merged with Lake Central Airlines followed by another merger with Mohawk Airlines in 1972. On October 28, 1979, the company changed their name to USAir. The old Allegheny colors of red and maroon can be found on their older swizzle sticks. USAir also acquired Piedmont Airlines and PSA over the years and, more recently, changed their name to US Airways.

Fig. 3 shows the only Allegheny swizzle stick that I know of. This 4 1/2 inch long stick is all clear with a clear raised logo/name on one side of the top. The shank is round with a pointed end and doesn't have a manufacturer's name on it.



Fig. 3—Allegheny

Figs. 4 and 5 show the only Mohawk stick that I've seen. I do not have this stick in my collection so I have to rely on the information given to me along with a photocopy. The stick is 6-3/4 inches long, all white, and has two different sides. The name and writing are in red and the manufacturer is Spir-it.

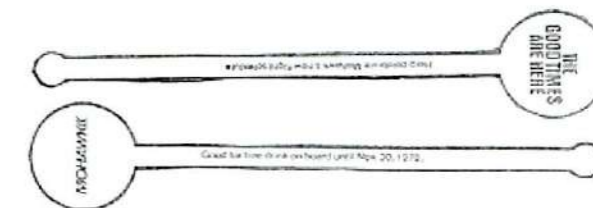


Fig. 4 & 5—Mohawk Airlines

Fig. 6 shows a one-sided Piedmont stick that I have three variations of in my collection. They are all 4-1/8 inches long with the double point end, raised writing, logo, and a thin raised edge around the top. The three colors that I have are very dark blue and two other shades of dark blue. Mi-ko manufactured these three sticks.



Fig. 6 Piedmont Airlines

Fig. 7 is a later one-sided Piedmont stick which is also 4-1/8 inches long with the double point end, raised writing and logo, and no ridge around the top. The stick is light blue in color with the name and logo in silver. This stick was also produced by Spir-it.



Fig. 7 Piedmont Airlines

Fig. 8 is probably the most common of the Piedmont sticks which was used until their merger with USAir. This 5-1/2 inch stick is all white with a blue raised logo and a raised name in red on one side. The only variation I have of this stick is the one with the letters that appear to be larger. Again, the stick is made by Spir-it.

Fig. 9. This is a variation of Fig. 8 but is only 5 inches long and with a double pointed end. This is another Spir-it stick.

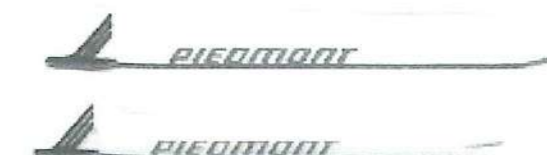


Fig. 8 Top

Fig. 9 Bottom

Fig. 10 is an early PSA swizzle stick. This flat 4-3/4 inch one sided stick has a raised name on the end. Manufactured by Royer; this stick is known to come in all orange and all dark gold.

Fig. 11. This stick is almost identical to Fig. 10 but the stick part is 4 inches long with the point making up the last 3/4 inches.

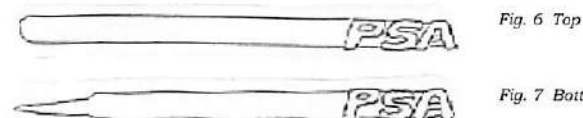


Fig. 12. This "Catch Us PSA" is also one sided with a raised name. The stick is 4-5/8 inches with no visible manufacturer's name. I have 5 color variations of this stick: 3 shades of red, white, and a slightly off-white.

Fig. 13. This 4-3/4 inch stick is similar to Fig. 12 but slightly thinner. It has a raised name on one end, but the shank has a raised edge almost equal to the height of the letters. I have one stick in the basic orange and a later one which is a darker orange. The manufacturer's name, Spir-it, is visible in the groove on the front side.

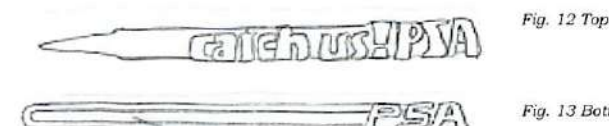


Fig. 14. The "happy aircraft" stick. This 5 inch stick is one sided with the thin shank attached to the back of the "happy aircraft" top. I have four different colors in this stick; only one being a minor variation. The colors are orange, a lighter orange, and a gold one. All of the sticks are manufactured by Spir-it with the outline of the top in black.



Fig. 15. This 5 inch paddle shaped USAir stick is one sided and all white with the name hot stamped in maroon. The manufacturer is Mi-Ko USA.

Fig. 16. This one sided USAir pick is 4 inches long and identical in color to Fig. 15. Also manufactured by Spir-it.



Fig. 17. This later one sided stick is 4-3/4 inches long. It is all white except for the raised name in dark gold. The front of the shank is hollowed out similar to the PSA sticks with "Spir-it" embossed in the same area.

Fig. 18. This stick is identical to Fig. 17 but the name is in a lighter gold color in smaller letters. "Spir-it" is also embossed in the grooved out area.



Fig. 19. This 5 inch flat stick is from the USAir Club. I was told that this stick was used in the airline's private membership airport lounges. This stick is all white with the hot stamped top in dark blue with white writing. Again, this stick was manufactured by Spir-it.

Fig. 20. This is another USAir Club stick. I do not have this stick in my collection so I must rely on a photocopy for information. The stick is also flat and one sided, 5-1/2 inches long. The 'US' is in orange and the 'Air' in black. The words 'The Club' are white with a black outline. This is another Spir-it stick.

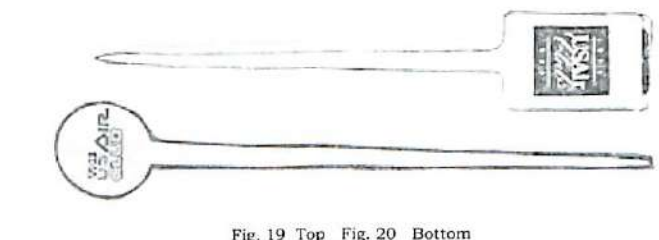


Fig. 21. Finally, this is the newest USAirways stick. This white stick is identical to the ones in Fig. 17 and 18, groove and all, but with their latest 'flag' logo in silver at the end. Also manufactured by Spir-it.



Please write or e-mail me with your latest finds!



Mohawk Convair Airline Issued Postcard (Top) Front View (Bottom) Section of Reverse Side From The Collection of Bill Demarest



MOHAWK Convair Cosmopolitan undergoes phase overhaul in permanent work deck which allows maintenance men to reach every area of plane, an exclusive feature of new \$3 million Headquarters Flight at Oneida County Airport, Utica, New York, which has two hangars each as large as a regulation size football field.

US AIRWAYS RETIRES THE MCDONNELL-DOUGLAS DC-9-31

By Jim "JET" Thompson

August 18, 2001 marked the end of an era of the McDonnell-Douglas DC-9-31 with US Airways and its predecessors, USAir, Allegheny and Pacific Southwest Airlines. When flight 433 landed in Pittsburgh that evening, it brought to a close over three decades of service by this dependable aircraft type.

The first DC-9, a model 14, was delivered to Allegheny Airlines on July 29, 1966, on lease from Bonanza Airlines, and went into service on September 1st on flight 800. That first route was from Pittsburgh-Philadelphia-Hartford-Providence-Washington D.C.-Philadelphia-Pittsburgh. That single aircraft, N6140A, operated two similar routed flights per day for the next 9 months. Sections of these 2 flights were over the Pittsburgh-Philadelphia shuttle route. This single aircraft gave the company a chance to learn about pure jet operation with a minimum of 1 aircraft.

On June 3rd, 1967 the first of the larger model DC-9-31 was delivered from Long Beach, California to Pittsburgh. Aircraft N970VJ was flown by Capt. Harvey Thompson, director of flight, Capt. Willis Petrie, regional chief pilot at Pittsburgh and Bob Allison, Douglas Aircraft Company instructor pilot. Also on board was Capt. Frank Petee, manager of flight training for Allegheny. Six of these aircraft were delivered between June and December of that year and six more in 1968. Aircraft N6140A was returned to Bonanza Airlines on June 29th, 1967 when the lease expired. In so doing, Allegheny became the first airline to retire that model of the DC-9.

The DC-9-14 and later -31 brought Allegheny into the "Jet" age. These were the first pure jet aircraft to be operated by the airline. Allegheny became one of the early local service airlines to begin using pure jet aircraft. It followed after its ancestor the DC-3 in being dependable, efficient and could carry just about whatever you could load onto it. The aircraft was designed for the shorter route segments and to be able to operate from smaller airports with full capacity.

Allegheny called these new jet aircraft, Vista-jets, thus the reason for the "VJ" in the aircraft registration. The aircraft carried 100 passengers

in an all Coach configuration which was 25 more passengers than the -14 could carry. Allegheny referred to it as "Custom Class" and it included a lounge in the first two rows. This was later increased to 110 with USAir and then changed to 100 in a mixed class configuration with US Airways. Over the next 16 years the company continued to buy and lease a huge number of DC-9's. A total of 83 series -31 aircraft have been operated by US Airways, USAir and Allegheny Airlines. 6 more were operated by Pacific Southwest Airlines



Allegheny DC-9-31 at Indianapolis. Indy Images, Inc 15X-021311. From the Collection of Bill Demarest.

during two separate times in their history, 4 of these were merged into USAir in 1988. PSA placed their first DC-9-31 into service in April 1967 and operated 2 of them until January 1970. 4 additional DC-9-32's were placed into service in June 1983 and these were merged into USAir in 1988.

In October 1975 Allegheny Airlines became the first airline in the country to place the 1st of 8 larger model DC-9-51's into service. Passenger capacity

was 125 all coach, an increase of 25 seats over the -31 model. These 8 aircraft were operated until November 1978 when they were sold to Eastern Airlines in trade for 4 DC-9-31's and a specified amount of money.

During the 35 years of DC-9 service, a number of used aircraft were purchased from various carriers. As mentioned above 4 were from Eastern, 5 of them were ex-Northeast Airlines aircraft, purchased after Delta merged with that carrier and did not need the additional aircraft. 2 came from Air Jamaica and another single aircraft came from Delta. 6 aircraft had been on lease from other carriers, 2 from Hughes Air West, 2 from Hawaiian, 1 from Texas International and a single one from Ozark.

The DC-9-31 became the workhorse of the airline and was used all across the heart of the system, from Boston to Wichita to Houston to West Palm Beach. They were also used on numerous charters across the country and into the Caribbean. The -31 model was even used most recently on parts of the US Airways Shuttle operation. For a number of years the -31 and -51 were the largest aircraft in the Allegheny fleet. A unique fea-

Continued On Page 27

What Is It?

By Ken Taylor

keebeetay@aol.com

Unfortunately, I missed the Airliners International Miami show. I wanted to be there, but a kid in medical school and long expensive weekends are not compatible. Maybe next year!

Questions and Answers from past columns are few. I have included a selection of cap badges and wings from Canadian airlines now gone.

Fellow editor Charlie Dolan has identified KT6 as a wing from WACKENHUT Security Company.



KT6 Wackenhut Security

KT4 is a cap badge from QUEBECAIR of Montreal, Canada. A proposed aircraft color scheme change along with an uniform and insignia update prompted this cap badge design in 1984 or 1985. The changes were never made and the badges never used.



KT4 Quebecair

A letter from Michael Rairden referred to Igor Krivcov's HENLEY AIR WING. Michael writes, "I can say nothing about HENLEY AIR, #K2, Vol. 25-4 of THE LOG, but the symbol looks like the theater production poster from "Miss Saigon."



Who was INLAND AIR LINES? And, the usual questions: Where? When?



Now for some Canadian aviation badges that I wrote about earlier. This is the jacket wing of ROYAL AVIATION of Montreal. Royal started operations on April 29, 1992 with a fleet of 18 aircraft and has since merged with Canada 3000 in May 2001. Royal did not use a cap badge.



Wings and insignia from ALBERTA CITY LINK, Medicine Hat, Alberta. Started service in 1996. Air Canada Connector. Routes withdrawn and folded their wings on April 1, 2000.



ATLANTIC ISLAND AIRWAYS, Charlottetown, Prince Edward Island. Lasted for 5 months in 1993 and flew one F27.



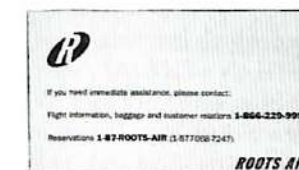
CANJET of Halifax, Nova Scotia, operated 737 service in eastern Canada from September 5, 2000 until they merged with Canada 3000 in May 2001.



CAPITAL CITY AIR of Edmonton, Alberta started up with 3 Jetstream aircraft on July 28, 2000 and ceased operations on January 26, 2001.




And, finally, ROOTS AIR of Mississauga, Ontario, opened a Trans Canada air service on March 26, 2001 with five daily flights. ROOTS AIR was owned by Sky Service of Montreal. Air Canada purchased and closed ROOTS AIR on May 4, 2001. Here we have a selection of tags and labels. Flight Attendant Heather gave me her jacket wing on the last flight from Calgary. ROOTS AIR — a well advertised and smartly operated airline, GONE!



Do you have a question? An answer? Send me a note.

Ken Taylor

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Airline China!

By Richard W. Luckin

There's nothing like a soothing hot cup of tea whether it's first thing in the morning at home or, if you're lucky, onboard a flight winging toward some exotic destination.

Enhancing their first class service US Airways recently added new chinaware which happens to include a teapot. Produced by ABCO INTERNATIONAL, the pattern (#1) features a simple cobalt blue with gold trim. While no logo adorns the china, each piece does have the airline's logo and name (#2) on the back. The numerical code below the airline name is an inventory number.

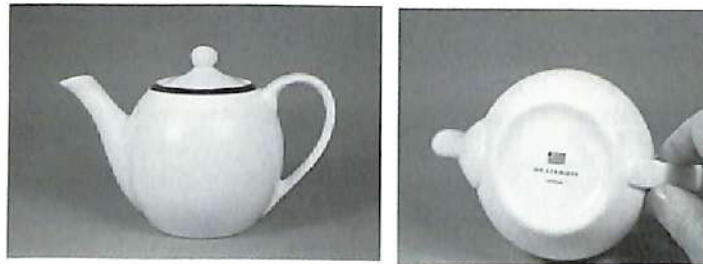


Fig. #1

Cathay Pacific Airways uses two teapots on their aircraft. The first one (#3) made by Noritake of Japan is reserved for first class while the second pattern (#4) is found in business class service. The business class pattern is pure white bone china with a gray speckled design.

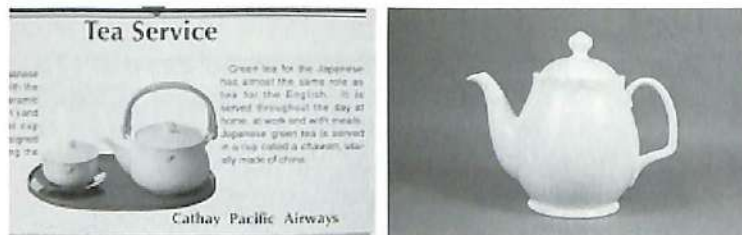


Fig. #3

The airline All Nippon features an attractive multi-colored teapot (#5) for their Oriental service. Again, Noritake is the supplier.



Fig. #5

A blue and white chinaware with the Air China logo (#6) provided service to passengers about 6 or 7 years ago. This is a large serving teapot for flight attendants to use within the cabin.

The traditional Chinese floral design adorns this large teapot (#7) from China Airlines. While the pot doesn't have a logo, the bottom of the piece does have the airline name on it.



Fig. #6

Fig. #7

Years ago Japan Air Lines used this large teapot (#8) with the Japanese crane design in cobalt blue. Like the China Airlines piece, there's no logo on the top but the initials JAL appear on the bottom.

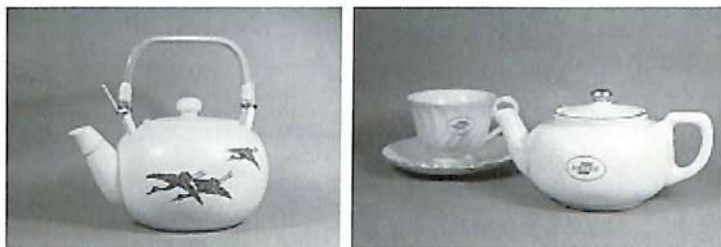


Fig. #8

Fig. #9

Back in the mid-1960s United Airlines used this teapot pattern with a gold decoration. The teapot shown here (#9) was made by the Syracuse China Company of Syracuse, NY.

The next decade brought a new and revised design (#10) from United which featured a bright silver decoration. None of the pieces I've seen in this pattern have a manufacturer's hallmark on the back. None are backstamped with the airline's name either.

Finally in the 1980s a third version (#11) was put into service but this time the airline's logo had been simplified. The decoration is bright silver. Wessco supplied the ware. All pieces are marked UAL on the back along with the inventory part number.

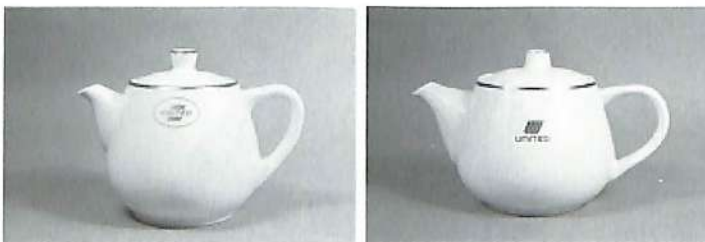


Fig. #10

Fig. #11

For a number of years American Airlines used this dark blue teapot (#12). The pot pictured was made by the Syracuse China Company. The backstamp shows the airline's name in black but it is very difficult to read.

Sticker Chatter!

By David A. Rowe

In keeping with the USAirways theme for this issue of the LOG, I am showing "Golden Oldies", the predecessors of this airline. My special thanks to Joop Gerritsma for providing this information to me.

Fig. 1. ALL AMERICAN AIRWAYS is black on yellow. Formed as All American Aviation in 1937 but no labels known for that carrier.

Fig. 2. ALLEGHENY AIRLINES is dark green on yellow. Adopted new name in 1953 from All American Airways.



Fig 1 All American Airways



Fig 2 Allegheny Airlines

Fig. 3. LAKE CENTRAL AIRLINES is red and white. Acquired by Allegheny in July 1968. Formed as Turner Airways in 1949, no labels known.

Fig. 4. ROBINSON AIRLINES is red on white. Formed on April 6, 1945 with a change of name to Mohawk Airlines on August 23, 1952.



Fig. 3 Lake Central



Fig. 4 Robinson Airlines

Fig. 5. MOHAWK AIRLINES is dark blue and red on white. Acquired by Allegheny in 1972.

Fig. 6. PACIFIC SOUTHWEST AIRLINES is orange and white. Acquired by USAir in 1987 with the merger completed in 1988.



Fig. 5 Mohawk Airlines



Fig. 6 Pacific Southwest

Fig. 7. PIEDMONT AIRLINES is red and blue on silver. Acquired by USAir in 1987 with the merger completed on August 5, 1989. Originally formed as Piedmont Aviation in 1940, but no labels known.

Fig. 8. USAIR is red and brown on linen. Adopted the new name from Allegheny on October 30, 1979.



Fig. 7 Piedmont



Fig. 8 USAir



Fig. 9. USAIRWAYS A319 in the house colors of black, white, red and silver with a white background and top title. 'A319' at bottom in black.



Fig. 10. TWA

Fig. 10. TWA 75th Anniversary sticker omitted from the previous issue of the LOG. (Editor: My apologies!) Thanks to Henk Heiden who supplied the sticker.



Fig. 11. CSA CZECH AIRLINES

Fig. 11. CSA CZECH AIRLINES reminding us of the on-line booking services available via the internet. Credit Dave Cherkis.



Fig. 12. LUFTHANSA

Fig. 12. LUFTHANSA CARGO in white, yellow and blue advertising their new service from Phoenix to Frankfurt. Credit Henk Heiden.

Fig. 13. OMAN AIR in red, green, blue, and white from Tapio Tekkala of Finland.



Fig. 13. Oman Air

Fig. 14. ALL NIPPON AIRWAYS multicolored issue for their website. Tapio Tekkala strikes again!



Fig. 14. All Nippon Airways

Fig. 15. AEGAN AIRLINES flies RJ100s from Athens. Dark blue, white, black and red. Credit Barrie James via Fred Hems.



Fig. 16 Aegean Airlines



Fig. 16. TAP



Fig. 17. AWAir



Fig. 18. AWAir

Fig. 16. TAP AIR PORTUGAL in red, black and grey. Why 66 years celebrated? Is this an early photo of the Editor who supplied it to me?

Fig. 17 & 18. AWAIR is a new Indonesian operator of A310s. Both stickers from David Bradford of

Richmond, Yorkshire, a world authority on sick & barf bags, but never forgets me when the airlines send him stickers!



Fig. 19. Sun Country Airlines

Fig. 19. SUN COUNTRY's new color scheme of yellow, blue and white makes this a superb sticker of the new Boeing 737-800. Credit Bill Demarest.



Fig. 20. AEROVIAS DAP



Fig. 21. Southern Winds

Fig. 20. AEROVIAS DAP is a Chilean operator of Twin Otters from Puntas Arenas. Blue, yellow, on white from my good mate, Roger May, who didn't forget me when he toured South America!

Fig. 21. SOUTHERN WINDS flies CRJ 100s from Cordoba in Argentina. Yellow, blue, and white. Roger strikes again!



Fig. 22. Southern Winds

Fig. 22. SOUTHERN WINDS again. Multicolored. Roger's hat trick—roll on your next trip, Rog. How about Mongolia and China?



Fig. 23 Tunisair

Fig. 23. TUNISAIR in red, white, blue and flesh. Credit Dave Cherkis.

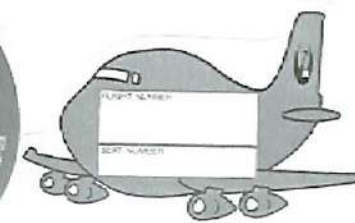


Fig. 21 Japan Air Lines

Fig. 24. JAPAN AIR LINES issue in this snazzy one in pink, black and white. Might be for unaccompanied children. Credit Frank Lichtanski.



Fig. 25. Lufthansa



Fig. 26. Condor

Fig. 25. LUFTHANSA never seems to stop producing stickers! Red, white, blue and silver from Michael Thurow of Berlin.

Fig. 26. CONDOR. A Lufthansa subsidiary is another good source of stickers. White, grey and yellow on dark blue. Michael Thurow again.



Fig. 27 Garuda



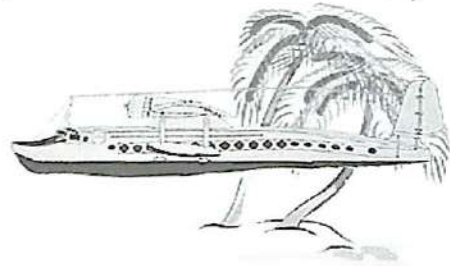
Fig. 28. Golden Air

Fig. 27. GARUDA INDONESIA issued this gem 10 years ago although it only just arrived from Lubos Sevcik. Multicolored.

Fig. 28. GOLDEN AIR of Sweden flies Saab 340s hence this nice cut-out in red and white supplied by John Smith of Birmingham, England.

Airliners International

25th Anniversary



June 27-30, 2001
Miami, Florida

Trivia Contest

Sponsored by Mainliner Worldwide
Aviation Books and Models

- Besides UPS, what is the only other U.S. airline to still operate the 727-100 in passenger service?
A. Planet B. Sunworld C. FedEx D. Airborne Express E. Kitty Hawk
- Which airline had an aircraft crash on the day they made the final payment for it?
A. Jetstream Int'l B. Air Illinois C. Braniff D. Comair E. Alaska
- United recently started JFK-HKG service and Continental started EWR-HKG, these are the 2 longest non-stop routes in the world. What is the nautical mileage difference between them?
A. 10 B. 3 C. 2 D. 5 E. 1
- How many U.S. airlines currently operate charter flights between Miami and Havana?
A. 5 B. 2 C. 3 D. 4 E. 6
- How many airlines operated the Boeing 747 with all 3 engine types, (P & W, GE, RR)?
A. 2 B. 5 C. 3 D. 4 E. 6
- What was the first U.S. airline to operate the Airbus A-330-300?
A. United B. America West C. US Air-

CONTEST RESULTS! WINNING ENTRIES! SHOW PHOTOGRAPHS!

- What was the first U.S. airline to operate the Airbus A-330-300?
A. United B. America West C. US Airways D. Northwest E. TWA
- What was the 1st U.S. Local Service Airline to operate a pressurized airliner?
A. Mohawk B. Allegheny C. Pioneer D. Central E. Pacific
- What was the 1st U.S. airline to operate a *no reservations* system and sell tickets on the plane?
A. Robinson Airlines B. Southwest Airways C. Allegheny D. E. W. Wiggins E. Eastern
- What was the airline "Run by Flyers"?
A. California Central B. National C. Transcontinental & Western Air D. Standard E. ONA
- Which airline has the largest 747 fleet?
A. British Airways B. Singapore Airlines C. United D. Northwest E. Japan Airlines

Tie Breakers:

- What is the nautical air mileage on the JFK-HKG route?
- How many people were killed in the 1977 Pan Am & KLM 747 collision at Tenerife?

ANSWERS

- A. Planet Airways with their 727-23, N1910.
- B. Air Illinois with their HS-748 on 10-11-83 near Carbondale, IL
- C. 2 miles, JFK-HKG is 2 miles farther
- A. 5 - United, American, Continental, Gulfstream Int'l, and Falcon
- B. 5 - Virgin Atlantic, Pakistan, Air Atlanta, South African and Malaysia

- C. US Airways May 4th 2000
- A. Mohawk with the Convair 240 July 1, 1955
- B. Southwest Airways 1946 & 1947
- C. TWA
- E. Japan Airlines with 91 according to the JP Fleets 2000/2001 edition.

Tie Breaker #1

7012 nautical miles, EWR-HKG = 7010 nautical miles

Tie Breaker #2

583, Pan Am 335 and KLM 248



Everything imaginable was seen at AI 2001!

Postcard Contest Winner!

Marvin Goldman of New York, NY won for his display of postcards showing the history of Miami International Airport.

Photo Contest Winners!



Slide (Action) - "DC4 Fly By" - Roger May of Surrey, England

Slide (Artistic) - "Sunset 727" - Walter Wilson, Alexandria VA



Slide Contest Winners!

Photo (Action) - Atlas 747-400 by Stephen Griffin, Los Angeles, CA.

Photo (Artistic) - Sun Country 737-800 in their new colors by Michael Bolden of Minneapolis, MN.



Model Contest Winners!

Large Prop and Jet 1/99 Scale And Larger:

1st Place: American DC-3 by Tom Kalina, Racine, WI
 2nd Place: Pan Am 727-200 by Bill Parker, Tempe, AZ
 3rd Place: Airwest DC-9 by Ken Miller, Campbell, CA

Small Prop (Piston & Turbine) 1/100 Scale And Smaller:

1st Place: American DC6 by Tom Kalina, Racine, WI
 2nd Place: Aero Pacifico C-97 by Ken Miller, Campbell, CA
 3rd Place: CAT DC-6 by Rick Guilbalut, Detroit, MI

Medium Jet 1/126 to 1/149 Scale:

1st Place: Air Jamaica A310 by David Kesslet, Hollister, CA
 2nd Place: City Bird 737-400 by Andrew Forster, Mississauga, Ontario, Canada

Small Jet 1/150 Scale Or Smaller:

1st Place: Delta L-1011 by Darren Jones, Sunrise, FL
 2nd Place: American 777 by Darren Jones, Sunrise, FL
 3rd Place: Finnair DC-10 by Tom Kalina, Racine, WI

Major Conversions—Any Scale:

1st Place: Southern DC-9 by Ken Bright, Houston, TX

Vacuform Or Scratch-Built, Any Scale:

1st Place: Ecuatoriana Boeing 720 by Mario Vuksanovic, Miami, FL

Diorama Or Collection, Any Scale:

1st Place: Air Force One VC-25A by Bill Parker, Tempe, AZ

Flights Of Fancy, Any Scale:

1st Place: Pan Am L-188 Electra by Jack Purcell, Dearborn, MI
 2nd Place: TransGlobal Boeing 707 by Tim Harrison, Toronto, Ontario, Canada.
 3rd Place: Singapore Airlines Boeing 737-900 by Rick Guilbault, Detroit, MI

People's Choice Award:

1/72 scale Pan Am Boeing 727-200 runway diorama by Bill Parker, Tempe, AZ

Judge's Best In Show:

Information not available—our apologies!

The model contest awards were sponsored by Atlantic Models, Miami Springs, FL. **Thank you!**

Judges: Allen Evans, John Barlow, and Mario Vuksanovic.

VENDOR DISPLAY CONTEST WINNER

Sponsored by World Airline Historical Society

Team Convair 880

Lost Birds Aviation Historical Society
 Las Vegas, NV

For their display of Convair 880 memorabilia and their attempts to preserve one of the few remaining examples of this aircraft type.

US AIRWAYS RETIRES THE DC-9-31!

Continued From Page 16

ture of the early model -31's and all of the -51's were the self contained forward and rear airstairs. The rear airstairs was quite handy at airports without Jet Bridges on flights that were operating late. You could open both doors and deplane the passengers through both exits very quickly and thus reboard the outbound flight much faster and help get the flight back on schedule.

This will not be the total end of DC-9 service with US Airways as they continue to operate a fleet of larger and improved DC-9-81 and -82 aircraft. The first of these was delivered to PSA on November 17th 1980 as aircraft N924PS "Smile of Burbank". That aircraft, the first of 31 to be delivered, was placed into service on December 17th, the 77th anniversary of the Wright Brothers first flight. All of these aircraft were merged into USAir on April 9, 1988 and continue to fly today with US Airways, however earlier that day the first aircraft from that fleet was retired and it appears the rest of the fleet will be retired in the not too distant future. Alas they will not be around as long as their earlier ancestor was.

On board flight 433 that night were several special passengers including retired USAir Manager Bill Spellman. Mr. Spellman was on board the delivery flight of this aircraft, N925VJ, back on December 22nd, 1981. He was picked up in Kansas City during a refueling stop from Long Beach to Pittsburgh. Tonight he is on board its final revenue flight with the company. Also on board was retired V.P. of Flying for USAir, Capt. Bill Leefe who was in command of the delivery flight of N925VJ. The senior non-revenue passenger on board was retired V.P. of Ground Services with USAir, Mr. Ray Garcia. Mr. Garcia's history with the company dates back to 1943 when he was hired as a Flight Mechanic for All American Aviation. Joining them were a number of other company employee's, airline historians and enthusiasts including Phil Brooks, Joe Crawford, Elliot "The Airplane Nut" Greenman, Ron Peel, Bob Shane and myself.

Aircraft 925 retires from the company with 47,937 hours and 51,456 cycles. Earlier in the week, that aircraft was not slated to fly the final revenue flight, its sister ship, N926VJ was. After a conversation between Mr. Spellman and US Airways System Control Manager Pete Schultz, Pete swapped aircraft with N925VJ so that Mr. Spellman and his aircraft would be on the final flight.

A final note of interest as we retire the last DC-9-31 from the US Airways fleet. The original DC-9-14, N6140A delivered to Allegheny in 1966 is still in operation today flying daily service with its pre-

Continued on Page 36

Scenes From AI 2001 And Our Banquet Dinner In Miami

Saturday, June 29, 2001

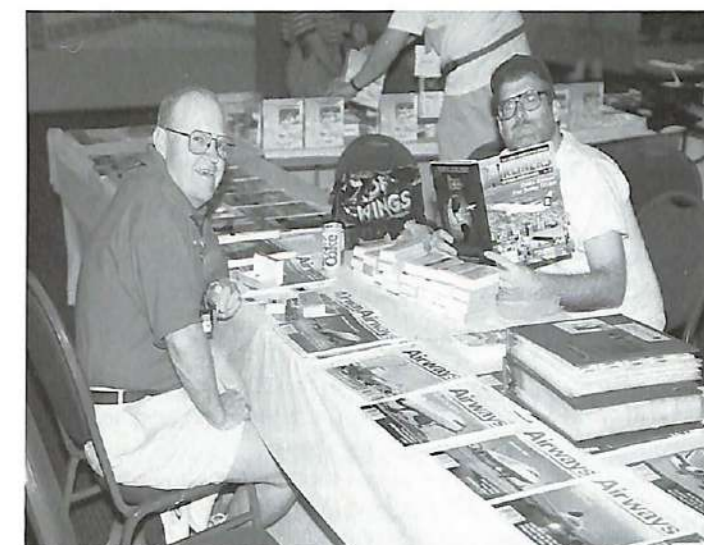
Photographs by Joe Fernandez



Phil Glatt presenting guest speaker Judge A. Jay Cristol with a Pacific Air Lines Martin 404 model.



Paul Collins receiving a model of a F-4 Phantom in appreciation for his 25 years of service to WAHS from Bill Demarest (L) and Don Levine (R).



Jon Proctor and Bill Hough taking a break at Bill's table.



Phil Glatt (L) and Bill Demarest (R) presenting Joop Gerritsma with a KLM Constellation model in appreciation for 15 years of service as the Editor of the CAPTAIN'S LOG.



Part of the frenzy on the trade show floor!

Postcard Corner!

By Allan Van Wickler

amvwdsvw@earthlink.net

How wonderful to have the room to move around and be comfortable, both as a dealer and as a collector, at the Miami WAHS Convention last June. The best ever in that regard. And it was great to see so many old friends; I just wish that even more would participate, not only from the USA but from Europe as well.

I enjoyed meeting Jon Krupnick finally. He had the best piece of memorabilia there, the frayed American flag flown by PAA on Wake Island in the Pacific when the Japanese attacked on the morning of Monday, December 8, 1941. He was offering it for \$1,500.

Allegheny, Piedmont, Robinson, Mohawk, PSA, Lake Central, Empire et al. became USAir in October 1979. Talk about a checkered career. I should have bought their stock when it lay at about 5 bucks a share. I hope I would have sold it at about 80 as it actually reached into that neighborhood before dropping back down to reality.

And, at this midsummer time frame, the future of US Airways is at risk ... high costs, inefficient route system, questionable management decisions, inability perhaps to shed its 'local' image, loved only by its corporate mother, not allowed to merge by those who don't understand or know any better (read: politicians.)

And, I'll try my best to show you some decent postcards not shown before. Not easy in that we've covered Mohawk, Enell, and various aircraft types such as the DC-3 and the Convairsters in past articles.

I don't believe that these Mohawk DC-3 cards have been shown although there are similar ones. Oneida County in upstate New York with two chromes, one 64261 by Dexter Press and the second P16147 done by Plastichrome. Both 3-1/2" x 5-1/2" chrome cards. Cost me \$1.25 total twenty years ago, about 10 years after Mohawk merged into Allegheny.

A third Mohawk card is their building built at Oneida County Airport. I flew up on an Empire F-28 and met Fritz Hager, a WAHS member, who befriended and introduced me around when Empire was a vibrant, viable carrier. I was hawking a regional/commuter airlines section in TRAVEL WEEKLY in the early 80s and Fritz and Paul Quackenbush were major supporters. But, I never could get the 8 Allegheny Commuter carriers to develop a cohesive campaign which would really have been the cat's meow. And, I struck out at USAir because they really didn't know what I was talking about, let alone

have any marketing monies to speak of in the first place. Some things never change. Anyway, the card number is 88677 published by Margo Studio in Rome, NY. Again, 3-1/2" x 5-1/2" chrome.

Let's get on over to Lake Central Airlines which Allegheny took over in 1968; we find their N21712 parked at Columbus, OH with a Piedmont DC-3 in the foreground. A 3-1/2" x 5-1/2" Plastichrome P27925 in four color chrome. And another DC-3 of theirs at Grand Rapids, MI printed in four color by Plastichrome, number SCK 2152.

I have four different Lake Central DC-3 black & white company cards as well as the four color one, all right to left. All N18667. I won't show any as the four color has been previously shown in the column. Same story with the four black & white CV-340 company cards and the four color CV-580 card (right to left). All 3-1/2" x 5-1/2", by the way.

Here's a fine Allegheny DC-3 four color chrome that might possibly be a company card, Kodachrome PE-51 not previously shown, followed by their Martin 202/404 company card (drawing), also Kodachrome PE-51 (?) with L.B. Prince as the lithographer.

We really must consider some Allegheny Commuter cards and I'll start with a GSC Co. card (Fischer Brothers) Beech 18 that was operating in Ohio in 1968, followed by a Ransome Airlines Nord 262, published by Plastichrome for the carrier as A97281. (I have 2 other great Allegheny Commuter Nord 262 cards as well.)

Then onto a couple of Fischer Brothers De Havilland Herons in a card published by Dexter Press (Photorama) numbered 27185-D, followed by a DHC-6 company card over Atlantic City, NJ and operated by Southern Jersey Airways (one of the three Dash 6 cards published for the carrier in my collection.) All the cards above are 3-1/2" x 5-1/2", four color chrome.

Albany, NY was a busy place in the late 70's, I guess, with a lovely Allegheny DC-9 revving up and two BAC1-11's in the background. Card is Joe Connors number 146534 followed by a DC-9 VistaJet company card, both also 3-1/2" x 5-1/2" four color chromes.

One more Allegheny card to view this time in the transition period into USAir. Both company cards, the Allegheny B-727 precedes the USAir B-727. Again, standard size four color chromes.

Also I wanted to show a USAir B737-400 company card in a 3-1/2" x 5-1/2" four color chrome.

And just to show that there are contemporary US Airways postcards, I've completed this journey with three 4" x 6" chrome company cards of their B-757 and A319 resplendent in their newest color scheme as well as their MetroJet B-737-200 still competing with Southwest. All three cards manufactured for the carrier by Purple Mountain Greeting Cards, Aurora, CO.

Living here in Charlottesville in central Virginia, USAirways Express is our primary air carrier. Our last four leg to Phoenix was perfect in every respect, yet I get first person reports of mediocre product trans-Atlantic for example. In generating speakers for our local, very successful aviation luncheon club, I have never yet found one representative in over five years to speak for the company. Go figure!



Lake Central DC3 Grand Rapids, MI GR-11



Allegheny Airlines DC3 Airline Issue PE-51



Allegheny Airlines Martin 202/404 Airline Issue



GCS Air Service Beech 18 Airline Issue Timetable On Reverse



Ransome Airlines Nord 262 Airline Issue A97281



Mohawk DC3 Oneida County Airport 64261



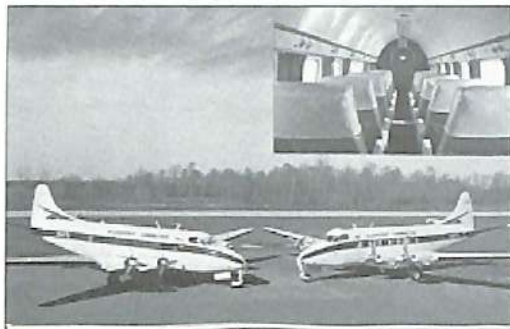
Mohawk DC3 Oneida County Airport P16147



Mohawk Airlines Offices—Oneida County Airport 88677



Lake Central DC3 Columbus, OH P27925



Fischer Brothers Herons Airline Issue 27185-D



Southern Jersey Airways DHC-6 Twin Otter Airline Issue



Allegheeny DC9 / BAC1-11 Albany, NY 146534



Allegheeny Airlines DC9-10 Airline Issue



Allegheeny Airlines Boeing 727-100 Airline Issue



USAir Boeing 727-200 Airline Issue



USAir Boeing 737-400 Airline Issue 39871-E



USAirways Boeing 757 Airline Issue/Purple Mtn PMG6-P701



USAirways Airbus A319 Airline Issue/Purple Mtn PMG6-P701



MetroJet Boeing 737-200 PMGC P702

Jr. Wings!

By Stan Baumwald
stanwing@bellsouth.net

Prior to USAir coming into being, there are a few junior items that should be mentioned. The first airline on this family tree (with respect to junior wings) is Lake Central Airlines (1). Here is a gift shop item of a Jr. Flight Captain. Then in 1968, the airline was merged into Allegheny Airlines. Allegheny has two items of note that I know of. The first is a gift shop item for their Future Flight Captain (2) and then they put out a junior wing (3) which led to the first junior wing of USAir. Only difference is the name change.



Fig. 1. AKE Central Airlines



Fig. 2. Allegheny Airlines



Fig. 3. Allegheny Airlines

With respect to USAir, there are there are six different junior wings that I am aware of and the first one is plastic wing that is a pin back. Just like the previous Allegheny but with the name changed to USAir (4).



Fig. 4. USAir



Fig. 5. USAir

Then the airline switched to a puffed vinyl for awhile and here we have three varieties. The first (5) is similar to the plastic wing and the lettering on the bottom bar is in red. Then they changed this slightly to where the bottom bar is red and light blue. Of this two color issue, we have two varieties (6); one says TAIWAN stamped once on the reverse and the other says MADE IN TAIWAN stamped many times on the reverse. I did not include a picture of the second variety as it is the same obverse. Only the reverse is different. In order of issuance we have another issue (7) that, to the best of my knowledge was not given away on the airplane but was sold in the company store. And then we come to the final issue which came out with the name change to US Airways (8).! This is a stick back wing in conformity to the fear of using pins on the reverse. Aside from US Airways, we did have some other issues that are either new or have been brought to my attention since the last article.



Fig. 6a. USAir



Fig. 6b. USAir



Fig. 7. USAir



Fig. 8. USAirways

Air Canada (9) has come out with a new puffy vinyl wings that is similar in shape to their last issue but only a different styling change. My thanks to Jeff Wagner for informing me of this and my friend, John Collentine, for sending me this new issue. Jeff Wagner also brought to my attention two new finds for him. One was a British Caledonia Airways junior jet club pin but I cannot seem to find the picture of this and the other is a new Continental Airlines junior wing. Hopefully, both will be pictured in a future issue of the LOG.

Continued On Page 33

Wings! Badges!

By Charles F. Dolan

"Badges? Badges? We don't need no stinking.... But, wait a second, folks might need to know for whom we work. Perhaps we should have badges."

Here we are at the end of the Summer, wondering where the time has gone. I spent an enjoyable four days at the Miami convention, touching base with old and new friends, making at least one unexpected trade (which netted me a long sought after PAA cap badge) and finally getting my "feet wet" on a flight that began and ended with wheels up on water. Aside from a recent trip to Ocean City, MD and Elizabeth City, NC, the time was spent close to home. Karen was in graduate school at Loyola College getting her certification as a reading specialist and I was spending extra hours at the airport earning extra dollars to support house and hobby.

I know that this issue of the CAPTAIN'S LOG is dedicated to US Airways and its predecessors, but I featured most of those wings and cap badges from my collection in Issue 25-1, the issue devoted to regional carriers. I have acquired one Mohawk Airlines wing and a Mohawk Airlines captain's hat since that issue, so they are included with this article.

Just to change the pace a tad, I am going to concentrate on some "things" which have their way into my collection. An antique dealer that has been keeping an eye out for aviation related articles to pass my way. About three years ago he found several early Civil Aeronautics Administration badges which I could not resist buying. I have not had the right opportunity to research the history of each badge, but they lead one to conjure up interesting theories.



The largest, and I think the oldest, is the U.S.C.A.A. Airways Guard badge, number 63. The badge is three inches across at the wing tips and two and seven eighths inches from top to bottom. Its finish

is pewter color with the letters and numbers painted black. There is a pin back from top to bottom and no hallmark can be detected.



I can imagine the man who had been issued this badge wearing riding breeches and a campaign hat in the summer with a plaid great coat, lined corduroy pants and heavy boots in the winter. He probably drive a Ford Model T, Ford Model A or a Chevrolet 490 along rutted roads between the beacons that marked the Air Mail routes, checking for signs of vandalism or damage to the structures.



The other badges appear to be of a later vintage, perhaps the late 1940s to late 1950s. All are in brass/gold color with a brushed satin finish. All are pin back and only one, the Airport Inspector, has a hallmark "R.G.". The Airport Inspector badge has the number 3 stamped into the center of the back. It measures 1-1/2 inch by 1-5/8 inch. With the number of airports under some type of expansion and construction at this time, I think that an Airport Inspector in 2001 would be very much overworked.

The Inspector badge has the same dimensions, 1-1/2 inch by 1-5/8 inch and is die stamped 374 at the center of the back. This badge has a distinct curve to it and is twice as thick as the Airport In-

spector badge. The center seal of the CAA is raised from the surface of the badge.

The Air Safety Board Investigator badge is 1-3/8 inches by 1-3/8 inches and has the number 27 die stamped in the center of the back. I suspect that these officials did the work of today's NTSB "Go Teams".

If anyone has any background information on these badges, or those who wore them, please contact me. I will pass on the information in a subsequent issue.



The Mohawk Airlines pilot wing is of silver bullion thread on black fabric. There is no evidence of the manufacturer. As in the case with many of the Mohawk Airlines wing variants, it is difficult to make out the face and headdress unless you know what you're looking for. I think the wings were produced in limited quantities by local uniform suppliers.



The Mohawk Airlines captain's hat was the last issue before the line was absorbed by Allegheny. It is of gray cloth, with silver bullion thread on black fabric. For a smaller carrier, Mohawk really adorned the visor. My brother, a former Air Force navigator, remarked that they had enough "farts and darts" to put a smile on General Curtis LeMay's face. The cap also bears the U.S. Air Force seal on the chin strap buttons.

Until the next issue—Happy Collecting!

Jr. Wings!

Continued from Page 31

. Then at the International show in Miami, I picked up two different WinAir junior wings. This airline was a short lived airline out west. I have pictured both of them here but, because my scanner does not do too well with gold and blue, I have tried to fix it up a bit. The first issue is WIN-01 (10) and this is a gold wing with blue lettering. The design is a WF with wings on it on the top and the words "WinAir, Inc. "; below that. WIN-02 (11) is the same style and color but the wording is different. Here the words "WINAIR"; with their wings extending from the top of the letters and below that the word "AIRLINE";. Both wings are pin backs.

World Airways has issued a new junior wing (12). Very similar in design to their previous issue except that the world as shown in the center of the design is elongated. The previous issues are round globes. This wing is a stick back.

And I ran into another Spirit Airlines (13) via the trade route. This is similar to their first issue only they have added a tab on the bottom which says "SPIRIT AIRLINES Catch The Spirit".

At the Atlanta show, I was able to pick up a few more junior wings. One, which was expected, is the new Delta Airlines junior wing (14). What with their change over in paint schemes and the make up of the new wings (they eliminated the white color) we were expecting this new wing. A Stoffel wing but a new design for them. A bit more flatter than previous molds. They have stayed with the pin back design. Then Jet Blue (15), the New York based airlines came out with a junior wing and we welcome them to our community of juniors. This is silver and blue, Stoffel style S-5 and a stick on type.

Legend Airlines (16), the defunct Texas based upscale airline which recently went under, came out with a junior just before they declared bankruptcy.

On another note, recently we had the chance to fly on KLM from Shanghai to Amsterdam and were fortunately to be in business class. Naturally, I asked for junior wings and was informed that KLM no longer gives out junior wings and has not done so for a couple of years now. So unless there is a change of heart in management, we will not going to be able to add to this part of the collection any longer, at least not from KLM.

Respectfully submitted,
Stan

Remaining Wings Pictures On Page 38!

Photography!

By Richard Fedorco

rfkahuna@cs.com

This issue we'll start by revisiting some old friends just to say "good-bye". I've included a set of United DC-10's, photographed at the opening of Denver International Airport in February 1995. United stopped flying the "10" finally a few months ago. Also included are L-1011's from Delta and long time Lockheed customer TWA. Both stopped flying the model within the past year and as you know, TWA itself will be closing up shop in the coming months. With Hawaiian and ATA no longer flying the type, no scheduled airline currently flies them in the US.



The rest of the set is shots of USAir and its predecessors. Of interest is the Piedmont DC-3 photo I shot while attending a family day at EWR some years ago. The building in the background is of the old North Terminal, now leveled to make way for runway expansion. The Fokker is a pick-up from Empire Airlines, based in upstate New York after Empire was bought out by Piedmont. The other big time acquisition by USAir was that of San Diego based PSA in the late eighties, with a hybrid MD-80 pictured from R. Bell.

As this goes to print the UA-USAir merger appears dead and with that the announcement of a basic restructuring of USAirways to help its financial position. While I am an employee of United, I'd like to wish all of the employees of USAirways the best of luck. I do have a soft spot for them as I started working for the airlines with USAir in EWR in November of 1985. I look back at that time fondly and hope things will turn out all right for all of them. Best wishes till next issue.



Photo By R. Bell



More Photos On Page 37!

Aircraft Models!

By Peter Reed

reedx001@tc.umn.edu

Earliest of the models in the colors of airlines in the US Airways family tree is the Douglas DC-3 of Piedmont (Fig.1). This is the 1/144 scale kit by Minicraft, with the Flying Colors decal. I like the Minicraft kit, and the DC-3 makes a neat little model in this scale. My one objection would be that the scribing of detail, such as the lines showing joints in the fuselage skinning, is too heavy and deep. Compared with the heavy rivet heads seen on some of the earlier DC-3 kits, however, this is a small price to pay. The kit comes with a transparency for the cockpit windows, while there is no cut out or transparency for the passenger windows. These are scribed, and one could cut them out. The kit decal, the Flying Colors and the Piedmont decal, come with decals for the cockpit windows. It is easiest to use them. Flying Colors does a good job, including having several separate pieces to help cope with the compound curves of the nose. I found I still needed some touching up with paint of the nose cone. But this decal is finely drawn and well detailed.

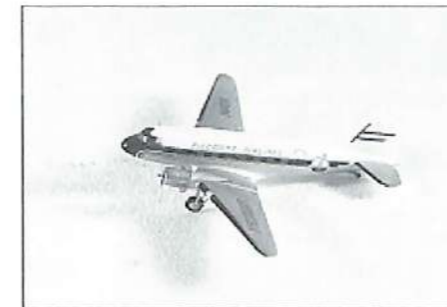


Fig. 1 1/144 DC-3 from Minicraft kit. Piedmont Airlines decals by Flying Colors.

The Mohawk BAC One-Eleven 204 (Fig.2) in the delivery color scheme of black and gold makes an attractive model. Airfix supplied kits with this color scheme when they first came out, and those are collectors' items now. Now the black and gold scheme is available in a beautiful decal by Liveries Unlimited. The re-issued Airfix 1/144 scale kit itself takes a little work, since it depicts the prototype. This had a much blunter nose cone than the aircraft that went into service, and completely different wing fences. So it is necessary to add putty to the nose and sand to shape, and remove the wing fences and replace them with new ones cut from plastic card. The "Buckskin" or tan Mohawk One-Eleven (Fig.3), again using the Airfix kit, illustrates a later color scheme. No doubt it makes the One-Eleven look a little less tubby, but is less striking than the black-and-gold scheme that stands out sharply on a small model.



Fig. 2 Airfix 1/144 BAC 1-11 kit in Mohawk decals by Liveries Unlimited

Fig. 3 Mohawk BAC1-11 in the later 'buckskin' color scheme



Mohawk merged with Allegheny Airlines on April 12, 1972, meaning another repainting for the One-Elevens. Allegheny initially flew these One-Elevens, and eleven others acquired from Braniff, with a blue cheat line, red lettering, and a blue and red dart ahead of the airline name and on the tail (Fig.4). Later it changed to the other scheme illustrated, with the cheat line running below the windows and on up the fin and rudder, in three shades of red (Fig.5).



Fig. 4 BAC1-11 now in Allegheny colors.

Fig. 5 BAC1-11 in the final Allegheny color scheme with white crown.



The later Allegheny scheme was continued when, in October 1979, the airline changed its name to US Air. At this time a number of the One-Eleven's exchanged their white topped fuselage paint for polished bare metal. The USAir One-Eleven illustrated is another from Airfix with ATP decals (Fig.6).



Fig. 6 After the name change to USAir, some BAC1-11s appeared with polished metal fuselages. Again, Airfix 1/144 model with ATP decals.

I've borrowed from the ship modellers, who often mount a half hull on a wall plaque, and mounted a half fuselage with foreshortened wings and tail of a USAir DC-9-30 (Fig.7). This uses the Airfix 1/144 kit, together with the ATP decals.

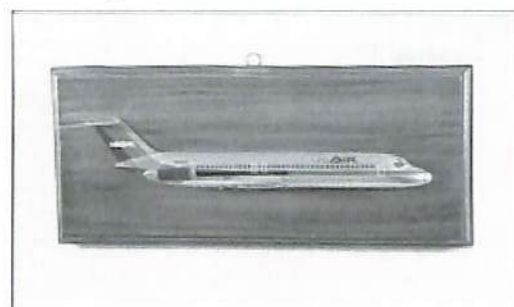


Fig. 7 USAir DC9-30 mounted as a wall plaque, Airfix 1/144 kit with ATP decals

The other US Air DC-9-30 model illustrates the final US Air color scheme, with a red cheat line edged with blue, and a blue fin and rudder with pinstripes (Fig.8). This was usually on bare, polished metal. For "artistic effect" I sprayed the fuselage chrome, which sets off the bright Flight Designs decals dramatically.



Fig. 8 DC9-30 in final USAir colors with red cheatline, blue fin, bare polished metal skin. Airfix 1/144 kit, decals by Flight Designs.

The next step in the airline's history, to US Airways, I have illustrated with two die-cast metal models. These are both 1/400, a scale that is becoming increasingly popular with collectors, and may be emerging as the standard scale. Models in this scale are now available from Gemini Jets, Dragon Wings, Jet-X, Aeroclassics, and Herpa Wings. Most fall in a price range of roughly \$14 to \$28, depending mainly on size, though limited editions from Aeroclassics and Jet-X can be more expensive.

The US Airways Boeing 757-200 illustrated is from Gemini Jets (Fig.9) and the Airbus A330-300(X) is by Dragon Wings (Fig.10). The dark slate upper fuselage color makes it hard to see windows and other details in photos of these models, but such detailing is very good for such a small scale. To my eye, these two manufacturers are about equal in quality. A main difference is that on the Gemini Jets the wings and wheels are metal, which some people prefer, whereas on the Dragon Wings they are plastic.



Fig. 9 Boeing 757-200 in US Airways colors, 1/1400 scale die-cast metal by Gemini Jets.

Fig. 10 Airbus A330-300(X) US Airways, 1/400 scale, die cast, by Dragon Wings



This was intended to make it easier for Dragon Wings to have thinner surfaces and fine detailing, but the difference is barely noticeable, if here. The Dragon Wings models come with landing gear that must be pushed into recesses. Sometimes the fit is tight, and I know some people (ahem!) have trouble managing this without breaking off a

wheel. There are also plugs that can be used instead to represent the aircraft in flight with gear up, and a stand. The Gemini Jets come with a stronger fixed metal gear but no stand. In both cases, though, the gear is close to scale, and a far cry from the outsize wheels often seen on some of the smaller scales. Which maker you choose probably depends most on which airline or type you want. There is plenty of overlap, but Dragon Wings has a lot of Airbuses while Gemini is all American at the moment. The two illustrated are the only two US Airways die casts I've found, apart from a larger 1/250 scale A330-300 by Schabak, which I have not actually seen.

US AIRWAYS RETIRES THE DC-9-31!

Continued From Page 26

sent operator Northwest Airlines as N948L. The DC-9-31 is the last aircraft type in the fleet to date back to Allegheny Airlines.

Jim "JET" Thompson
Airline Historian & active US Airways agent.

Contributing to this article were Ivan Koch (ret. USAir), Elliot "The Airplane Nut" Greenman, Capt. Harvey Thompson (ret. USAir), Bill Spellman (ret. USAir) and Capt. Bill Leefe (ret. USAir).

Airline China!

Continued From Page 20



Fig. #12

To close out this column are three pieces in one photo (#13). The teapot on the left was used by Aeroflot, the Russian airline. The colors are bright gold and dark blue. The one in the center was used by CP Air. It features the Mult-Mark logo in mustard yellow which was used by the airline between 1968 and 1988. The pot on the right comes from KLM, the Dutch airline.

Photography!

Continued from Page 35



Fig. #13

Well, that's it for now. Next time some VERY BRIGHTLY colored airline china and perhaps some new patterns. Happy Collecting!

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Sticker Chatter!

Continued From Page 23



Fig. 29. Air Transat

Fig. 29. AIR TRANSAT's A330 in house colors of light/dark blue and white on another cut-out — again from John!



Fig. 30. RICH INTERNATIONAL's DC8-62 highlights this bumper sticker in blue and white, John's hat trick also!

Jr. Wings!

Continued From Page 33



Fig. 9. Air Canada



Fig. 10. Winair



Fig. 11. Winair



Fig. 12. World Airways



Fig. 13. Spirit Airlines



Fig. 14. Delta Air Lines



Fig. 15. jetBlue



Fig. 16. Legend Airlines

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

Saturday - September 22, 2001 - CHICAGO

Holiday Inn, 1000 Busse Rd - Rt 83 - Elk Grove Village, IL 60007. \$3 Admission. Show hours: 9am - 3pm. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631 Phone: (773) 775-5623. E-Mail: grayland@ameritech.net

Saturday - September 29, 2001 - ST LOUIS

Holiday Inn Airport North-STL, 4545 North Lindberg Blvd. Hotel phone: (314) 731-2100. General Admission: \$4.00. Airline/Airport Employees: \$3.00 Show Hours: 9:00am - 3:00 pm. Contact: David Keller (314-837-5773) dkeller@airlinetimetables.com for more information.

Saturday - October 6, 2001 - TORONTO - Airliners and Aviation Collectible Show

Airport Holiday Inn - East, 600 Dixon Road, Etobicoke, Ontario. Show Hours: 10:00am - 3:00 pm. AI Member \$3.00, General Admission \$4.00. For information, contact aitor@interlog.com

Saturday - October 6, 2001 - COLOGNE, GERMANY - Aviation Friends Cologne/Bonn

Burgerhaus Troisdorf-Spich, Waldstrasse 35, 53842 Troisdorf. General Admission: 4 DMK. For information, contact Bernahrd Jensch, Auf dem Stallberg 64, 51145 Koln Tel (02203) 28361. E-Mail: nc-jenschbe@netcologne.de. Http://www.cgn-convention.com

Saturday - October 13, 2001 - SEATTLE

Museum of Flight, 9404 E. Marginal Way South, Seattle, WA. Boeing Field Airlines Collectible Show. Contact: Greg Mattocks, P.O. Box 1455, Bothell, WA 98041 or mattocks@gte.net for more information.

Saturday - October 20, 2001 - HOUSTON

Sheraton North Houston Intercontinental Airport. Hours: 9:00am - 4:00 pm. General Admission: \$4.00. Children under 12 free. Show information: 281-482-8756. Contact Duane or Teresa Young for dealer information 504-894-3297 or jetduane@peoplepc.com for more information.

Saturday/Sunday - November 3/4, 2001 - FRANKFURT

Astron Hotel - Frankfurt Airport. Show hours both days: 10:00am - 6:00 pm. Free admission. For additional information, contact frankfurt2001@photopart.com or http://www.aviation-slides.de SLIDES ONLY!!

Saturday - November 24, 2001 - ZURICH

Restorama Fracht at Zurich-Kloten Airport (in the FIG building close to the cargo area). Show Hours: 8:00 am - 6:00 pm. General Admission: CHF 5. For information, e-mail AT@aviationtrade.com or http://www.aviationtrade.com

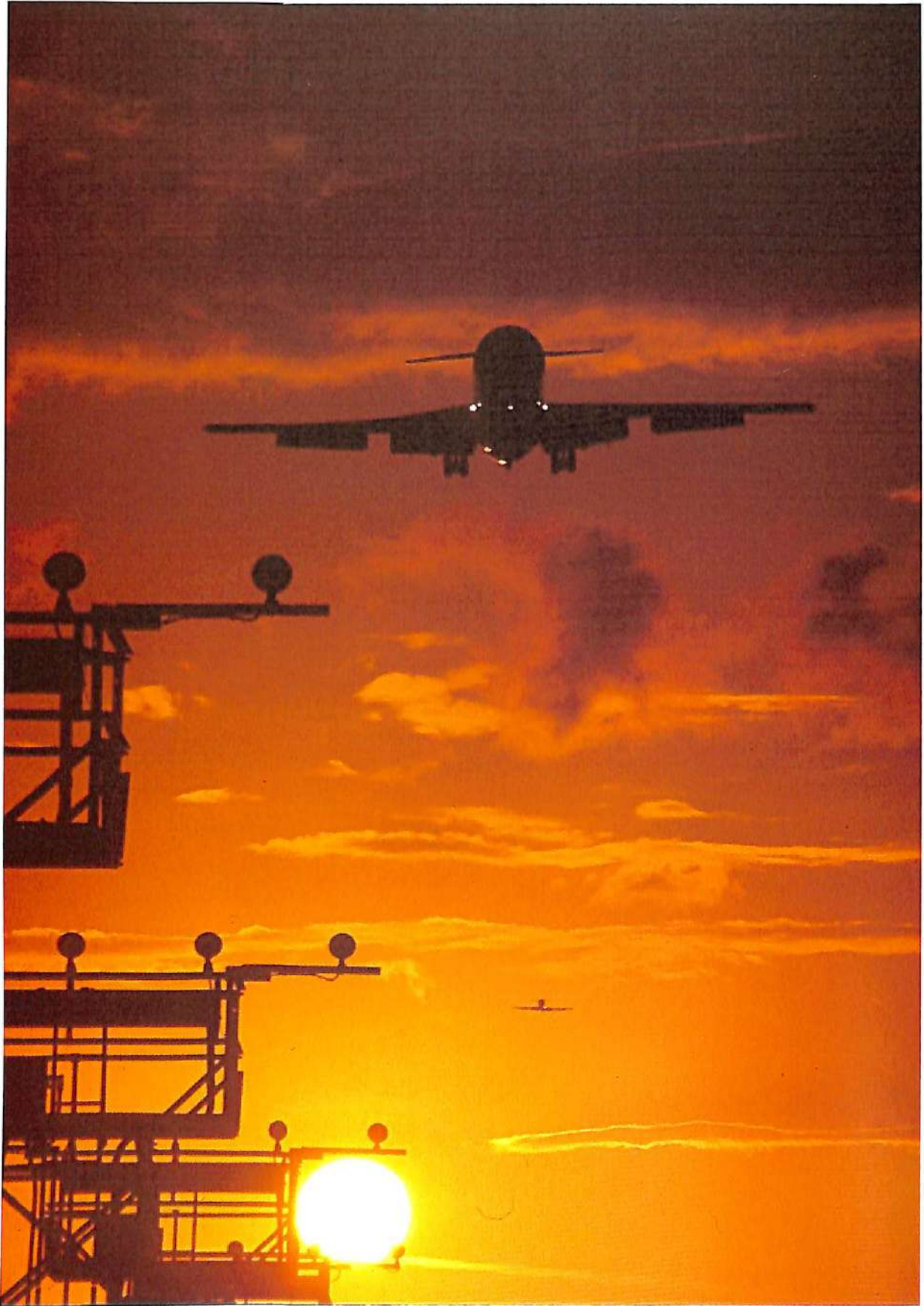
AIRLINERS INTERNATIONAL 2002 - HOUSTON

June 20-22, 2002. Sheraton North Houston at Intercontinental Airport. See http://www.ai2002houston.com for additional information. Airliners International 2002, P.O. Box 101, Covington, LA 70434 USA. For registration information, Registration@ai2002houston.com. For display hall information, rrwallin@aol.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



Airliners International 2001— First Prize Slide Entry - Walter Wilson, Alexandria VA