



**WORLD AIRLINE  
HISTORICAL SOCIETY**

# *The Captain's Log*

**Winter 2001-2002**



*Photography by L. Franco—Aviation Photography of Miami Collection*

**Memorabilia From Latin American Airlines!**

***Plus All Of Our Regular Features & Columns***



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*Our Journey Through Latin America!*

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# WORLD AIRLINE HISTORICAL SOCIETY

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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.

## From The Flight Deck

### AIRLINERS INTERNATIONAL 2003.

This is the BIG question on everyone's mind! Please review the enclosed ballot for information on how you can cast your vote for either Columbus OH, Oakland CA or Chicago IL as the site of our 2003 show!

Your Board of Directors worked hard to ensure that we gave you as much information as possible for a city site selection that meets the needs of our organization and within our financial means.

We will present to the membership the rationale behind our site selections and the by-laws for Airliners International events at the WAHS annual meeting during the AI 2002 show in Houston. It takes at least 2 years of planning and a tremendous amount of volunteer time to put on an Airliner International event for everyone to enjoy.

Our goal is to ensure that we continue Paul Collins' legacy by sponsoring the Airliners International collectible event every year. We want Airliners International to continue being "The World's Premier Airline Collectible Event!".

The **SPRING 2002** issue of *The Log* will feature Commuter Airlines of the United States!

### AIRLINERS INTERNATIONAL 2002 Houston!

Please make plans to attend AI 2002 in Houston next June. Registration information is on the inside front cover. You won't be disappointed!

**RENEWAL NOTICES.** We hope that take the time to send in your renewal forms and dues for your WAHS membership and subscription to *The Log*. Regrettably we had to increase the membership rates slightly in order to compensate for the drastic postage rate hikes we've seen in the last year. WAHS memberships will expire with Issue 26-4 in June 2002. For our Canadian and overseas members, we elected to increase the memberships so we can send your copies of *The Log* via air mail. You will now receive your issues in a timely manner rather than waiting weeks for *The Log* to arrive via surface mail!

You can renew your membership dues using your VISA or Mastercard by going to our web site, [www.WAHSONline.com](http://www.WAHSONline.com), and clicking on the PayPal logo. Sorry, but we can't accept credit payments through the mail.

WAHS gratefully acknowledges the support of the Airliners International 2001 Miami Convention Committee for their generous donation from the proceeds of their show. This money will be used to help fund future AI events.

By the time you read this issue, WAHS should be incorporated as a non-profit organization within the State of Florida. We'll give you more information on what this means for our organization and the benefits that we expect to achieve from our non-profit status.

### Airlines of Latin America!

With this issue, we head down south to explore airline memorabilia from Latin America. This exciting region of the world has some of the world's oldest airlines. AVIANCA of Colombia traces its lineage back to the 1920s! Personally, we love traveling around Latin America which is easy to do from our headquarters in Miami. Of course, some people also think that Miami is part of Latin America!

If you would like to learn more about the airlines in this region, we suggested that you read R.E.G. Davies' masterpiece, *AIRLINES OF LATIN AMERICA SINCE 1919* (Smithsonian Institution Press, Washington, DC 1984). An updated version may have been published within the last couple of years.

Please feel free to send your comments and suggestions to us at WAHS headquarters. We hope to do more for you, our members, during 2002 and beyond to provide more value and benefits to your WAHS membership in addition to receiving copies of *The Log* on a quarterly basis. Let us know what you want to see happen with our organization!

From all the members of the Board of Directors and the Editorial Staff of *The Log*, our warmest wishes to all of you during this holiday season and for continued success and happiness during 2002.

Sincerely,

**Bill**

William M. Demarest  
President

**Phil**

Philip Glatt  
Vice President

Check Out Our Web Sites!  
[www.wahsonline.com](http://www.wahsonline.com) and  
[www.airlinersinternational.com](http://www.airlinersinternational.com)



# Playing Cards!

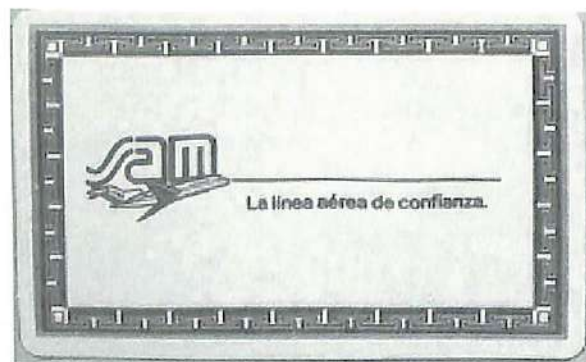
By Fred Chan

*topflite@olympus.net*

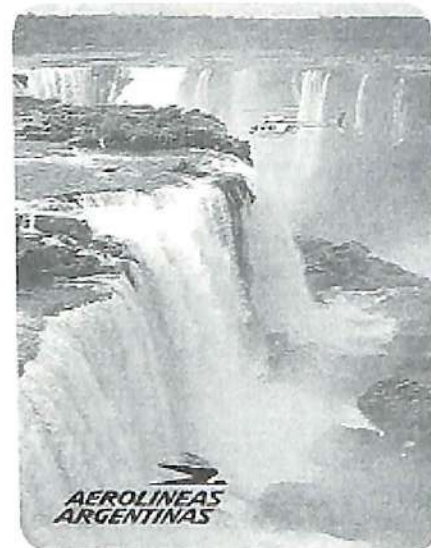
No one has an accurate count of the number of airlines that have operated from Latin American countries or, for that matter, from any other part of the world. To my knowledge, only nineteen airlines from that region have issued playing cards. Many different designs have been produced by the major carriers while the smaller ones have issued only one or two designs. Among the larger Latin American airlines, Aerolineas Argentinas has issued 13 designs, AeroPeru 7, Avianca 14, Ecuatoriana 6, Varig 22, and Viasa 10.

There are some picturesque and colorful designs although most have been of the plain institutional variety. Because of space limitations here, I have not attempted to show all of the known card designs but a representative from each of the nineteen airlines. Whenever possible, I have selected a card that is more interesting than other cards from the same carrier. Some of the designs shown here date back to the propeller era of aviation.

Generally, playing cards from Latin American airlines are difficult to obtain because the quantities of cards made are usually small. They are not often distributed for inflight entertainment except perhaps in first class but, more often, they are used for marketing purposes. Consequently, prices for these cards tend to be quite high as the only ways that collectors can get them are through friends with airline connections in Latin America and occasionally at airline shows and on eBay auctions. While most airlines in North America, Europe, and Asia respond to requests for cards by mail (even if they do not have any available), Latin American carriers seem to have a different sense of public relations. Letters are usually ignored and I have even received replies telling me not to bother them anymore!



Sociedad Aeronautica de Medellin



Aerolineas Argentinas



ACES



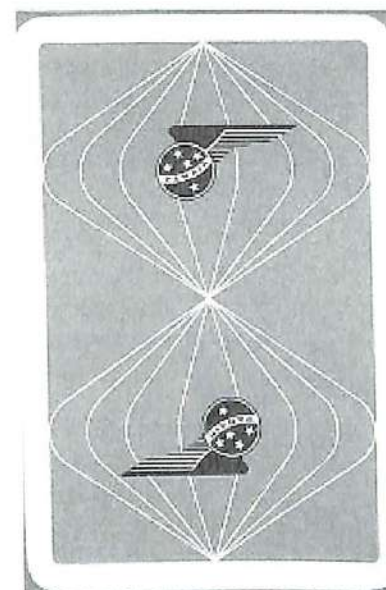
Aerolineas Peruanas



AeroPeru



TAME



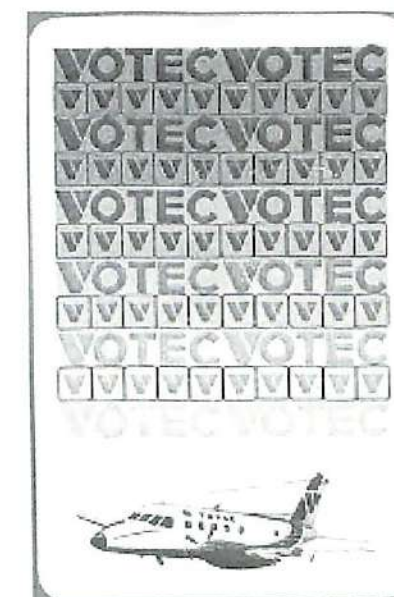
Panair do Brasil



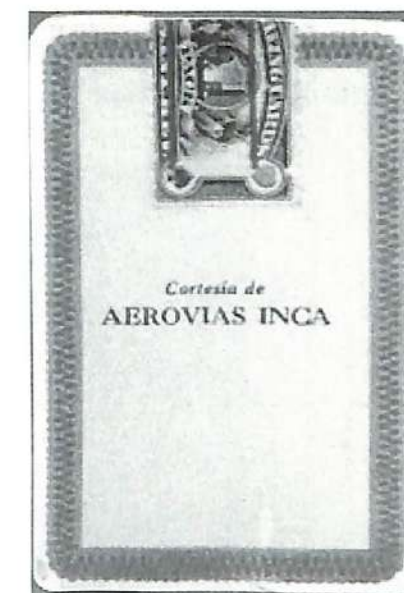
Aerovias Brazil



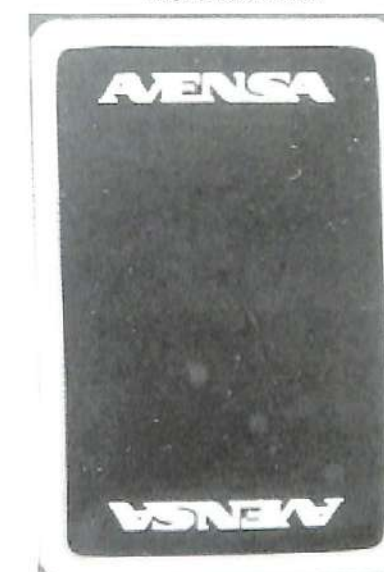
Austral Lineas Aereas



VOTEC



Aerovias Inca



Avensa



VARIG

*Continued On The Next Page*



**More Airline Plying Cards!**

Continued from Page



Avianca



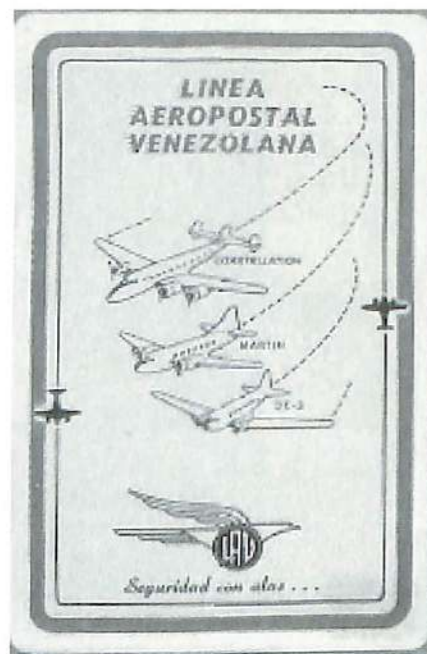
Ecuadoriana



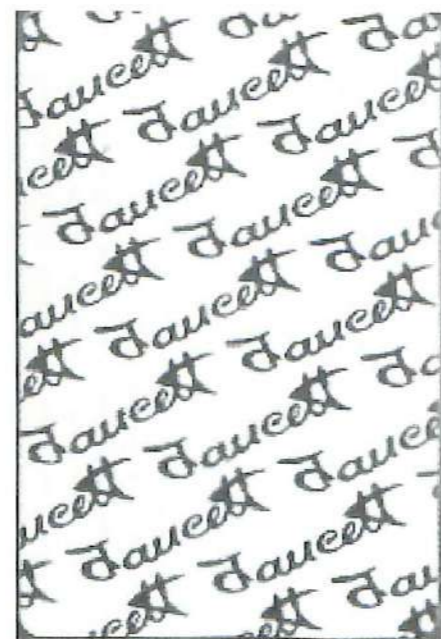
VIASA



VASP



Aeropostal Venezolana



Faucett

# Safety Cards On Board!

By Todd Helm  
helm@alvinskeys.com

Special thanks to Brian Barron

My specific Latin American focus on Mexico illustrates what a great opportunity there is for the collector on the Mexican Airlines.

Fading from the skies, the DC-9 Series 10, can still be found operating for Aerocaribe (A) and Aero California (B) Aerocaribe's cards reflect the style similar to Mexicana Airlines. The card is plastic and the aircraft illustrated has a blue tail. This card is not dated nor shows the floor path lighting system. Aero California DC-9-10 again an undated plastic card as this is one of the originals. The safety cards for their DC-9's now are created by Safeair and contain the information for passengers seated in exit rows and floor lighting systems. The cards are the standard tri-fold style.

Also flying the DC-9-15 was AeroMexico. This style is a much older style and features a paper pamphlet, with the cover in orange, black and white. (C) This illustration shows the detailed look at the safety equipment location on the DC-9. This style was also used on other aircraft including their DC-8's.

Vacationing in Mexico may find you on an Allegro 727 charter. (D) This is a plastic card with illustrations on both sides. Up until about five years ago, Aero Cancun adorned the skies with MD-80 series and A310. This MD-80 example (E) does not have a date but the plastic folder cover is in green and black and shows the MD-80 rear service door on the opposite side of the aircraft.

Mexicana has remained very consistent with their style of cards. The current cards with a photo of the specific aircraft and green tail mirror Aero Mexico style. (F) The older 100 and 200 series of the 727 only had Mexicana titles on the back bottom. The 727 with a blue tail provides great airline identity and the newer 727 cards dated 4-00 has a picture of the aircraft type. This is also true on the 757, A320 and F-100.

The AeroMexico DC-10 (G) dated October 1986 has the logo in orange. The card has been revised with a blue logo as seen on this B767-300ER card (H)

Until next time.....Safe Flying!

Continued On Next Page

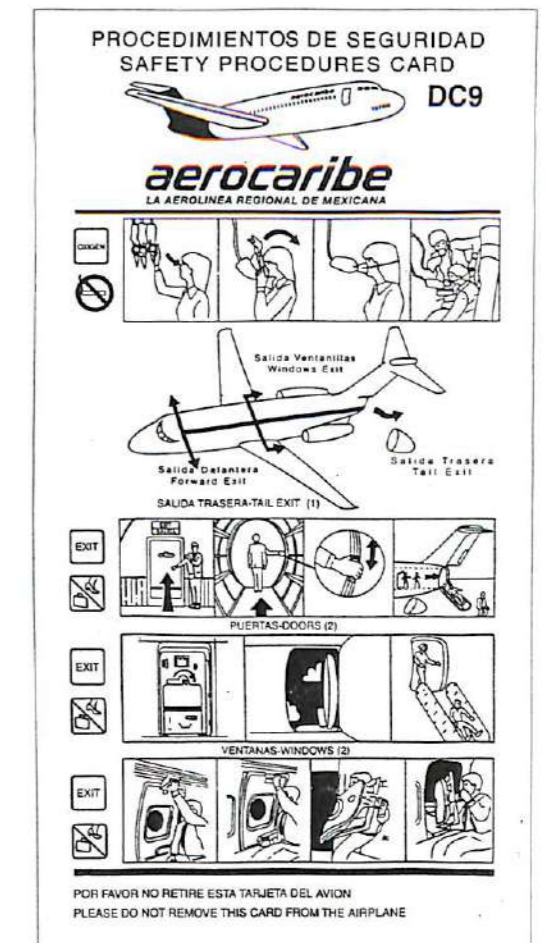


Fig. A

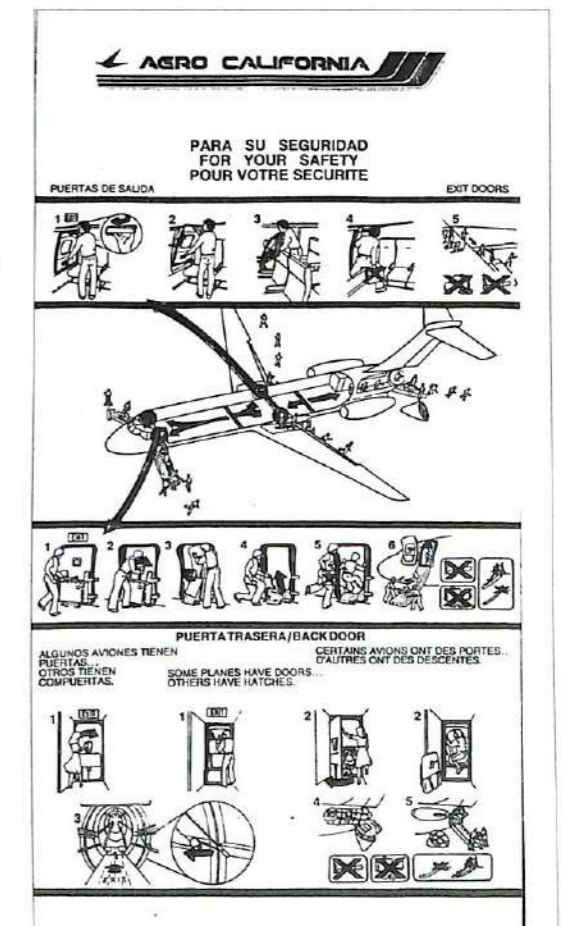


Fig. B



**DC 10**  
Instrucciones de seguridad  
Safety instructions

**aeroméxico**

Al despegue y aterrizaje  
At take-off and landing  
Au décollage et à l'atterrissage

Restricción  
No use eq  
On board  
Do not use  
Restrictions  
Ne utilisez p

Posiciones  
en caso de  
Safety posit  
in case of  
Positions  
en cas d

**B767-300 ER**  
Instrucciones de seguridad  
Safety instructions  
Consignes de sécurité  
Istruzioni di sicurezza  
Sicherheitsmassnahmen an bord

**aeromexico**

Obedezca los letreros NO FUMAR/ABROCHAR CINTURON cuando enciendan. Siga todas las instrucciones dadas por los tripulantes.  
FASTEN SEAT BELTS and NO SMOKING signs must be observed any time they are lit.  
Follow all instructions given by crew members.  
Obéissez les signaux qui vous indiquent pas fumer / attachez vos ceintures de sécurité quand ils allument. Suivez les indications données par l'équipage.  
Obbedire agli avvisi che indicano di non fumare/alacciare le cinture di sicurezza.  
Eeguire attentamente le istruzioni date der il personale di bordo.  
Beachten sie bitte die schilder nicht rauchen/bitte sicherheitsgurt festschnallen. Bitte beachten sie alle anweisungen des besatzung.

Al despegue y aterrizaje  
At takeoff and landing  
Au décollage et à l'atterrissage

Restricciones a bordo  
On board restrictions  
Restrictions a bord  
Restriczioni a bordo  
Einschränkungen an bord

Ne use aparatos electrónicos  
Do not use electronic appliances  
Ne pas utiliser d'appareils électroniques  
Vietato usare apparecchi elettronici  
Bitte schalten sie keine radio und fernsehräte ein

Posiciones de seguridad  
Safety positions  
Positions de sécurité  
Posizioni di sicurezza  
Sicherheitspositionen

Por favor  
Please leave  
Bitte

Fig. G & H Aeromexico

Fig. D Allegro

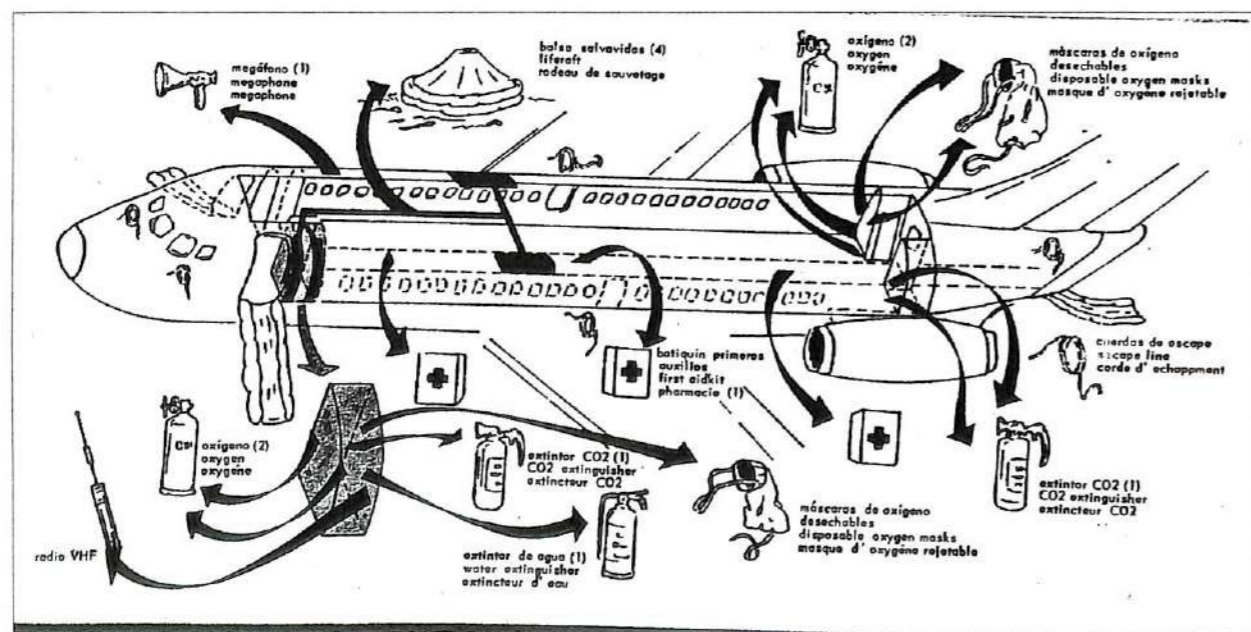
**Allegro B-727-200**  
Instructivo de Seguridad  
Safety Instruction

En caso de emergencia  
In case of emergency

**SALIDAS DE EMERGENCIA PARA SU SEGURIDAD  
EMERGENCY EXIT FOR YOUR SAFETY**

FAVOR DE DEJAR ESTA TARJETA PARA SEGURIDAD DE OTROS PASAJEROS  
FOR THE SAFETY OF OTHER PASSENGERS  
PLEASE DO NOT REMOVE THIS CARD FROM THE AIRPLANE

Fig. C Aeromexico



Continued On Page 30

# Timetables!

By David Keller  
dkeller@airlinetimetables.com

As this issue of *Captain's Log* is focused on Latin American carriers, I have selected some issues from the 60's and 70's that I find of particular interest.

**Aerocondor Airlines** was the number 2 Colombian international airline for a number of years. The timetable illustrated is from October 1, 1970, at which time the carrier operated a fleet of Electras on both domestic and international routes, including 4 weekly trips to Miami. This timetable also has an operating frequency I have never seen before - "flight operates every other day". Aerocondor would later operate jet equipment, including 707's and 720's (most of which, like the Electras, were ex-American Airlines aircraft), as well as a single Airbus A300.

**JET-PROP-ELECTRA**

DD - 191 TU - TH SA - SU	FLIGHT FREQUENCY	DD - 192 MO - WE FR - SA
0300	LV EST MIAMI EST AR	1630
0600 0700	AR LV BARRANQUILLA LV AR	1330 1245
0815 0845	AR LV BOGOTA LV AR	1130 1030
0915	AR MEDELLIN LV	1000

All Times Local

**JET-PROP-ELECTRA**

193	191	173	141	126	133	176	FLIGHT No.	174	130	125	172	144	123	132	194
Daily	Daily	Daily	Daily	Daily	Daily	Daily	FREQUENCY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
1630	1745	0630	0700	1300	1300	1200	LV SAN ANDRES AR	1200						1545	
1815		0550 0730				1245	AR BARRANQUILLA LV AR	1245				1550		1430	2015
		0510 0946		1445	1030		AR CARTAGERA LV AR					1230 1330			
		0930 0930				1630	AR MEDELLIN LV AR	1630	0950	0915		1210 1140			
		1800					AR PEREIRA LV AR					1110 1050			
		1740					AR CALI LV AR					1020		0740	
1930	0950	1030	1920	0835	1600		AR BOGOTA LV	0920	1150	1030	0845	0760			1900

\* Flight operates every other day (August even days; September odd days etc.)

**AEROLINEAS ARGENTINAS**

**JET TO SOUTH AMERICA**

**AERONAVES DE MEXICO**  
MEXICO'S NATIONAL AIRLINE  
THE NATION'S LARGEST... SERVING THE UNITED STATES, CANADA AND EUROPE WITH THE WORLD'S MOST MODERN JETS.  
INTERNATIONAL AND DOMESTIC TIME TABLE

SOAR SUPER DC-9 FANJET TO BAJA SUR... \$105.48 ROUND TRIP LOS ANGELES TO LA PAZ

DOMESTIC AND FOREIGN SERVICE EFFECTIVE NOVEMBER 1, 1967

In 1967, **Aeronaves de Mexico** (known as AeroMexico since changing its name in 1972), operated a substantial domestic network, and was the only Mexican carrier operating to Europe. All all-Douglas fleet was in use, from the prop-driven Threes and Sixes, to the pure-jet Eights and Nines.

**AeroPeru**  
The only way to and through Peru without changing airlines.  
AeroPeru now has daily flights. From Miami to Lima. And daily flights to 22 domestic destinations throughout Peru.

Domestic schedule...to Lima

FLIGHT	191	193	195	197	199	201	203	205	207	209	211	213	215	217	219	221	223	225	227	229	231	233	235	237	239	241	243	245	247	249	251	253	255	257	259	261	263	265	267	269	271	273	275	277	279	281	283	285	287	289	291	293	295	297	299	301	303	305	307	309	311	313	315	317	319	321	323	325	327	329	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	363	365	367	369	371	373	375	377	379	381	383	385	387	389	391	393	395	397	399	401	403	405	407	409	411	413	415	417	419	421	423	425	427	429	431	433	435	437	439	441	443	445	447	449	451	453	455	457	459	461	463	465	467	469	471	473	475	477	479	481	483	485	487	489	491	493	495	497	499	501	503	505	507	509	511	513	515	517	519	521	523	525	527	529	531	533	535	537	539	541	543	545	547	549	551	553	555	557	559	561	563	565	567	569	571	573	575	577	579	581	583	585	587	589	591	593	595	597	599	601	603	605	607	609	611	613	615	617	619	621	623	625	627	629	631	633	635	637	639	641	643	645	647	649	651	653	655	657	659	661	663	665	667	669	671	673	675	677	679	681	683	685	687	689	691	693	695	697	699	701	703	705	707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737	739	741	743	745	747	749	751	753	755	757	759	761	763	765	767	769	771	773	775	777	779	781	783	785	787	789	791	793	795	797	799	801	803	805	807	809	811	813	815	817	819	821	823	825	827	829	831	833	835	837	839	841	843	845	847	849	851	853	855	857	859	861	863	865	867	869	871	873	875	877	879	881	883	885	887	889	891	893	895	897	899	901	903	905	907	909	911	913	915	917	919	921	923	925	927	929	931	933	935	937	939	941	943	945	947	949	951	953	955	957	959	961	963	965	967	969	971	973	975	977	979	981	983	985	987	989	991	993	995	997	999
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Domestic schedule...from Lima

FLIGHT	191	193	195	197	199	201	203	205	207	209	211	213	215	217	219	221	223	225	227	229	231	233	235	237	239	241	243	245	247	249	251	253	255	257	259	261	263	265	267	269	271	273	275	277	279	281	283	285	287	289	291	293	295	297	299	301	303	305	307	309	311	313	315	317	319	321	323	325	327	329	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	363	365	367	369	371	373	375	377	379	381	383	385	387	389	391	393	395	397	399	401	403	405	407	409	411	413	415	417	419	421	423	425	427	429	431	433	435	437	439	441	443	445	447	449	451	453	455	457	459	461	463	465	467	469	471	473	475	477	479	481	483	485	487	489	491	493	495	497	499	501	503	505	507	509	511	513	515	517	519	521	523	525	527	529	531	533	535	537	539	541	543	545	547	549	551	553	555	557	559	561	563	565	567	569	571	573	575	577	579	581	583	585	587	589	591	593	595	597	599	601	603	605	607	609	611	613	615	617	619	621	623	625	627	629	631	633	635	637	639	641	643	645	647	649	651	653	655	657	659	661	663	665	667	669	671	673	675	677	679	681	683	685	687	689	691	693	695	697	699	701	703	705	707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737	739	741	743	745	747	749	751	753	755	757	759	761	763	765	767	769	771	773	775	777	779	781	783	785	787	789	791	793	795	797	799	801	803	805	807	809	811	813	815	817	819	821	823	825	827	829	831	833	835	837	839	841	843	845	847	849	851	853	855	857	859	861	863	865	867	869	871	873	875	877	879	881	883	885	887	889	891	893	895	897	899	901	903	905	907	909	911	913	915	917	919	921	923	925	927	929	931	933	935	937	939	941	943	945	947	949	951	953	955	957	959	961	963	965	967	969	971	973	975	977	979	981	983	985	987	989	991	993	995	997	999
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**AeroPeru** was once Peru's primary carrier. In October of 1975, when this particular timetable was issued, AeroPeru's attractively painted DC-8's served 8 international destinations from Lima, and a sizeable domestic network was served by 727's, F28's, and F27's. AeroPeru would later operate L1011's, including 2 that been specially built with a lower deck lounge for PSA, and had proved nearly impossible for Lockheed to get rid of.

During the late 70's, **Belize Airways** operated a colorful fleet of ex-United Boeing 720's on flights from Miami to Belize, San Pedro Sula, and San Salvador. For a rather low frequency operation (only about 8 round trips per week), they had a fleet that was more than adequate, and it was common to see 3 or 4 of them parked together on the ramp at Miami.

This **BWIA** (British West Indian Airways) timetable shows one of the carrier's new 727 "Sunjets" on the cover. These aircraft would be sold to Braniff in the early 70's as part of an exchange that brought all of the world's remaining 707-200 series aircraft (-227's to be exact) to BWIA. For the record, Braniff was the sole operator of the 707-200 series, having ordered 5, one of which crashed prior to delivery. One might suppose that when fuel prices skyrocketed in the mid 70's, the BWIA regretted its acquisition of those gas guzzlers!

**Guest Aerovias Mexico** was a long time operator of Mexico City to Miami flights and not much else. However, by 1960, the airline had opened a route to South America, and another to Europe (by way of Miami and Bermuda). In this timetable dated June 1 (no year is specified), the carrier shows Comet IV's operating the thrice weekly service to Europe. I am unable to find any evidence that Guest actually operated Comets, so I do not know if the service was actually flown.

(Editor's Note: *GUEST* flew the Comet in 1961.)

EFFECTIVE FROM DEC. 1, 1972 TO APRIL 29, 1973

Jet  
**LANICA**  
Style to Nicaragua  
El Salvador  
and México

MEXICANA  
MEXICANA  
MEXICANA  
MEXICANA  
MEXICANA  
MEXICANA  
MEXICANA  
MEXICANA  
MEXICANA  
MEXICANA

**AeroPeru**  
The International Airline of Peru

**System Timetable**

**APSA**  
AEROLINEAS PERUANAS

ITINERARIOS  
EFFECTIVE AUGUST 15, 1973

TIME TABLE  
EFFECTIVE AUGUST 15, 1973

ITINERAIRES  
EFFECTIVE AUGUST 15, 1973

HORARIOS  
EFFECTIVE AUGUST 15, 1973

**BWIA**  
THE FINANCIAL TIMES CAROLAN  
JAMAICA AIR SERVICE  
LEeward ISLANDS AIR TRANSPORT

**Timetable**

ANTIGUA  
JAMAICA  
BARBADOS  
TRINIDAD

AND ALL THE CARIBBEAN

**GUEST**

SYSTEM TIMETABLE

**GUEST AEROVIAS MEXICO**

**Jet MEXICO-MIAMI** 1st TO 22nd JUNE

100			101			
MON	WED	FRI	FIRST/TOURIST	MON	FRI	SUN
14:00	14:00	14:00	MEXICO	10:50	10:50	10:50
18:00	18:00	18:00	MIAMI	08:30	08:30	08:30

**DC-6 MEXICO-MIAMI** 1st TO 22nd JUNE

100				101				
TUE	THU	SAT	SUN	FIRST/TOURIST	MON	TUE	THU	SAT
9:00	9:00	9:00	9:00	MEXICO	21:10	21:10	21:10	21:10
14:50	14:50	14:50	14:50	MIAMI	17:00	17:00	17:00	17:00

**Jet MEXICO-MIAMI** FROM JUNE 23

100			101			
MON	WED	FRI	FIRST/TOURIST	MON	FRI	SUN
14:00	14:00	14:00	MEXICO	10:50	10:50	10:50
18:00	18:00	18:00	MIAMI	08:30	08:30	08:30

**DC-6 MEXICO-MIAMI** FROM JUNE 23

100				101								
MON	TUE	THU	FRI	SAT	SUN	FIRST/TOURIST	MON	TUE	THU	FRI	SAT	SUN
9:00	9:00	9:00	9:00	9:00	9:00	MEXICO	21:10	21:10	21:10	21:10	21:10	21:10
14:50	14:50	14:50	14:50	14:50	14:50	MIAMI	17:00	17:00	17:00	17:00	17:00	17:00

**Jet TO EUROPE** FROM JUNE 1st

JET COMET			JET COMET			
MON	WED	FRI	FIRST/ECONOMY	MON	FRI	SUN
14:00	14:00	14:00	MEXICO	10:50	10:50	10:50
18:00	18:00	18:00	MIAMI	08:30	08:30	08:30
19:00	19:00	19:00	MIAMI	07:30	07:30	07:30
22:35	22:35	22:35	BERMUDA	05:30	05:30	05:30
23:20	23:20	23:20	BERMUDA	04:45	04:45	04:45
07:30	07:30	07:30	SANTA MARIA	01:30	01:30	01:30
07:40	07:40	07:40	SANTA MARIA	00:45	00:45	00:45
11:50	11:50	11:50	LISBON	00:01	00:01	00:01
12:35	12:35	12:35	LISBON	23:15	23:15	23:15
13:35	13:35	13:35	MADRID	22:05	22:05	22:05
			MADRID	14:00	14:00	14:00
			PARIS	19:30	19:30	19:30

**APSA** (Aerolinas Peruanas) operated Convair 990's from Lima to numerous destinations in North and South America, and DC-8's to Europe. Five stops from Lima to London must have been quite a treat!

**Viasa** was the primary international carrier of Venezuela for many years. In this timetable from August 1, 1973, the carrier was operating 2 weekly 747 frequencies from Caracas to Europe. As the airline did not own any 747's, this was made possible (at least in part) by a lease agreement with KLM. Viasa and KLM cooperated closely over the years, and in this case, one of KLM's 747's (PH-BUG) was painted in full Viasa colors on one side.

In this **Lanica** timetable from late 1972, the carrier was operating Convair 880 services from Miami to Nicaragua, El Salvador and Mexico. A year or so earlier, the airline was operating a BAC 1-11, which is what the aircraft at the lower portion of the cover was drawn to represent. (Covers of earlier timetables show the same artwork at the bottom.) After the change to the Convair, someone decided to touch up the artwork, drawing 4 "engines" on the wings, and adding the dark palm trees in the background to hide the "T" tail of the 1-11.

Although by 1969 **Mexicana's** Comets were in their last months of service, this timetable shows a number of flights still being operated. 727's would force them into retirement the following year. One of Mexicana's Comets, after having been sold to a new concern, would end up stored at Chicago, O'Hare for a number of years.

**VIASA**

ITINERARIOS  
TIMETABLE

VIASA  
VIASA  
VIASA  
VIASA  
VIASA  
VIASA  
VIASA  
VIASA  
VIASA  
VIASA

EFFECTIVO: AGOSTO 1, 1973 OCTUBRE 31, 1973  
EFFECTIVE: AUGUST 1, 1973 OCTOBER 31, 1973

**BELIZE AIRWAYS LIMITED**  
INTERNATIONAL SCHEDULE  
ITINERARIO INTERNACIONAL  
EFFECTIVE OCTOBER 29, 1978 • EFECTIVO OCTUBRE 29, 1978

**North Bound/Hacia el Norte**

SERVICE FROM SERVICIO DE	Flight Vuelo	MONDAY LUNES	TUESDAY MARTES	WEDNESDAY MIERCOLES	THURSDAY JUEVES	FRIDAY VIERNES	SATURDAY SABADO	SATURDAY SABADO	SUNDAY DOMINGO
San Salvador	LV SA		8:00 a.m.		8:00 a.m.			8:00 a.m.	8:00 a.m.
San Pedro Sula	LV SA	10:00 a.m.		10:00 a.m.		10:00 a.m.	11:35 a.m.		
Belize	AR LL	10:30 a.m.	8:50 a.m.	10:30 a.m.	8:50 a.m.	10:30 a.m.	12:05 p.m.	8:50 a.m.	8:50 a.m.
Belize	Flight Vuelo LV SA	ST 100	ST 100	ST 100	ST 100	ST 100	ST 200	ST 100	ST 100
Belize	LV SA	11:05 a.m.	9:25 a.m.	11:05 a.m.	9:25 a.m.	11:05 a.m.	12:40 p.m.	9:25 p.m.	9:25 a.m.
Miami	AR LL	2:05 p.m.	12:25 p.m.	2:05 p.m.	12:25 p.m.	2:05 p.m.	3:40 p.m.	12:25 p.m.	12:25 p.m.

All Times Local/Horas Locales

MIAMI: P.O. Box 603517 AMP, Miami, FL 33159 (305) 528-6226 or (800) 327-2564 Toll Free  
CHICAGO: 178 W. Adams St., Chicago, IL 60602-8726  
LA CEIBA: Lema Airlines General Sales Agents Apartado Postal No. 35 La Ceiba, Honduras, Tel. 211

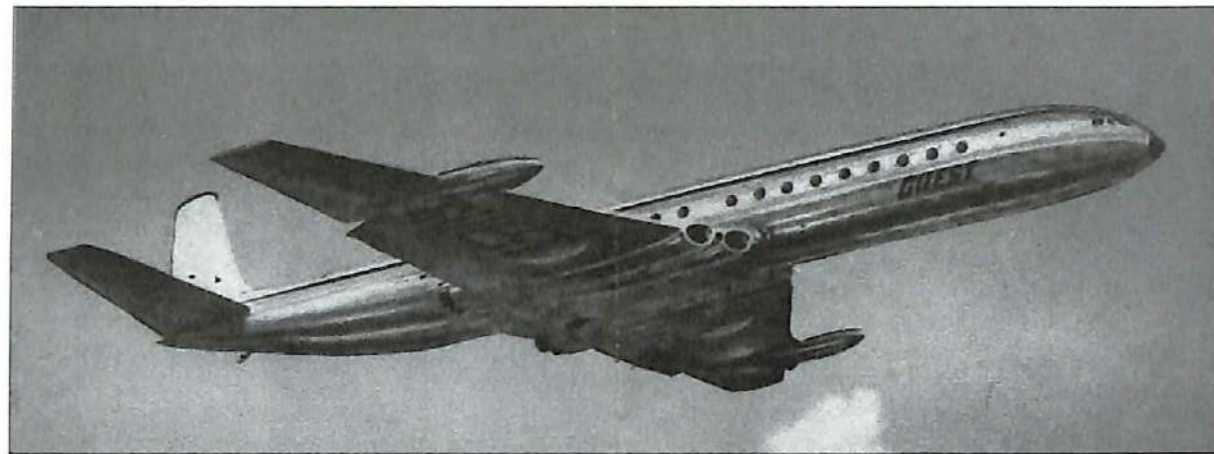
SAN PEDRO SULA: Mrs. Calle 2da Avenida Surmoro Numero 3A San Pedro Sula, Honduras Tel. 82-2663  
TEGUICIGALPA: Edificio Bancasoro Esq. Calle 7ma y 8va Aves Tegucigalpa, Honduras Tel. 22-7157

SAN SALVADOR: Centro Comercial Plaza Jardin No. 3544 San Salvador, El Salvador Tel. 34-1207/(34-4011) Tel. 27-6971/27-1230 (Airport)

Continued On The Next Page

Continued On The Next Page





Guest Airways Comet (Photo from timetable)

**PACIFIC ROUTES**

AR-361	AR-371	AR-361	AR-371	AR-361	AR-361	AR-371	COMET IV		AR-360	AR-370	AR-360	AR-370	AR-360	AR-360	AR-370
JET	JET	JET	JET	JET	JET	JET			JET	JET	JET	JET	JET	JET	JET
Tu	We	Th	Fr	Sa	Su	Mo			Mo	Tu	We	Th	Fr	Sa	Su
02:00	07:15	02:00	07:15	02:00	02:00	07:15	Lv	MIAMI	19:30		19:30	19:00	19:30	19:30	19:00
↓	12:35	↓	12:35	↓	↓	12:35	Lv	MEXICO	↑	19:00	↑	15:30	↑	↑	15:30
13:20	13:20	13:20	13:20	13:20	13:20	13:20	Lv	BOGOTA	↑	14:45	↑	14:45	↑	↑	14:45
07:50	16:20	07:50	16:20	07:50	07:50	16:20	Lv	LIMA	↑	13:45	↑	11:45	↑	↑	11:45
08:35	17:05	08:30	17:05	08:35	08:35	17:05	Lv	*SANTIAGO	↑	12:45	↑	10:45	↑	↑	10:45
14:35	23:05	14:35	23:05	14:35	14:35	23:05	Lv	BUENOS AIRES	↑	10:00	↑	08:00	↑	↑	08:00
Tu	We	Th	Fr	Sa	Su	Mo			Mo	Tu	We	Th	Fr	Sa	Su

\*Subject to Government Approval.  
Subject to Change without notice.

Aerolineas Argentinas November 1, 1961 Timetable



VIASA Boeing 747

# Airline Happy Hour!

By Al Tasca  
altasca@cs.com

In keeping with the theme of this issue, Latin American carriers, we will focus on swizzle sticks from carriers in Central America. I will cover South American and Mexican carriers in upcoming articles — there's too many to include this time around!

Fig. 1. **LACSA**, Lineas Aereas Costarricenses S.A. of Costa Rica. This one sided stick is 6-3/8" long. The nine colors that I have are dark brown, lighter brown, dark bronze, purple, light green, two shades of medium blue, yellow and white. The raised logo and writing on the ends of the sticks are gold. The manufacturer of these LACSA sticks is "Sunshine Plastics, Hialeah, FL". Note: The top of the white stick is about 1/8" diameter smaller than the other eight sticks.



Fig. 1

Fig. 2. This 4-7/8" stick is also one sided with the logo, writing, and aircraft raised very slightly. The colors that I have are orange, dark blue, yellow and red. The lettering, logo, and aircraft are white. The backstamp indicates "Made in Costa Rica."



Fig. 2

Fig. 3. This **LACSA** stick is 6-3/4" from its two-highest points and is also one sided. The raised letter says "Lineas Aerea de Costa Rica". The logo on the top of the stick is black—this is the only color that I know of. No manufacturer's name is evident on the stick.

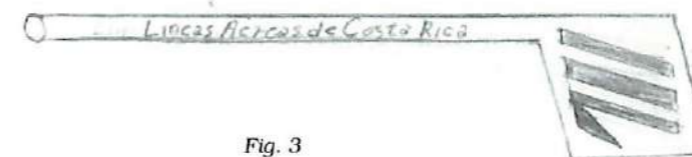


Fig. 3

Fig. 4. Another **LACSA** stick. This stick is flat and two sided. The reverse side show "William Grants Finest Scotch Whisky." The stick is 6-3/4" long and red. The writing, happy aircraft, and advertising on the reverse side are hot stamped gold. The manufacturer on one side says "Made In Costa Rica" and the other side says "Star C.R."

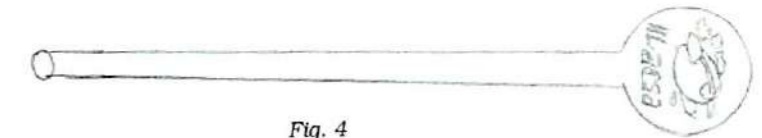


Fig. 4

Fig. 5. This square "rod" type **LACSA** stick is 6" long and dark blue. It says "Lineas Aereas Costarricenses, S.A." in block white hot stamped capital letters on one side. The manufacturer is "Spir-It USA."



Fig. 5

Fig. 6. **TAN** (Transportes Aereos Nacionales) S.A. Honduras International Airline. This "rod" type stick is 5-1/2" long, slightly shorter than the one in Fig. 5 and slightly thinner. It is also dark blue with hot stamped white writing on one side but the dark blue is a slightly different shade. The manufacturer is also Spir-It USA.



Fig. 6

Fig. 7. This 5-1/2" rod is the same color as the stick in Fig. 5 and also has white hot stamped lettering. **TAN** and **SAHSA** (Servicio Aereo Honduras, S.A.) joined forces in 1970.

Fig. 7



Fig. 8. This **LANICA** (Lineas Aereas de Nicaragua, S.A.) stick is the same size and colors as the TAN Airlines stick in Fig. 6. The manufacturer once again is Spir-It.



Fig. 8

Fig. 9. This very nice one sided 6-1/4" **LANICA** stick has a raised block name that is slightly higher above and below the shank. The "JET BAC1-11" is raised. The aircraft on the top is contoured and detailed even down to the windows and engine! The only color that I have is an all medium blue. The manufacturer is Sunshine Plastics, Hialeah, FL.

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# What Is It?

By Ken Taylor  
*keebeetay@aol.com*

A letter from David Rowe of the UK with a couple of answers. With reference to Inland Air Lines, Inland was founded in 1930 as Wyoming Air Service with a CAM-13 route between Denver and Billings. Inland sold the Denver-Pueblo section to Continental in 1937 and the Cheyenne-Denver route in the same year. The name was changed to Inland Air Lines in 1938 with a route from Cheyenne to Great Falls and Huron. The route was not successful. Western Air Lines acquired a majority interest in Inland in 1943 and totally merged with the carrier in 1952.



David makes reference to RT 52 in the previous issue of *The Log* as being a wing from Aero Turas. The proper name is Aero Turas Teoranta, a current Irish cargo operator since 1962, but they were never known as 'ATI'.

A letter from Igors Krivcovs with a picture of this U. S. Air Force style wing with a Pan Am emblem in the center. Is this a real PAA wing? If so, where and when was this wing used?



The remainder of this column will be taken up with a group of wings from Ansett Airlines of Australia.

R. M. Ansett founded Ansett Airlines with one single engine Fokker aircraft with their first flight on February 17, 1936. Ansett then purchased three Lockheed Electra (twin engine), uniformed the crew, and produced this jacket wing in 1937.



Ansett helped evacuate Darwin in the Northern Territory of Australia after the 1942 bombing by the Japanese. By 1946, Ansett had expanded his routes to many parts of Australia. By the mid-1950s, the airline was flying a DC-6 and holiday hotels and resorts added to the airline's holdings.

This jacket wing was produced in 1957 when Ansett purchased the largest airline in the country, Australian National Airways. The company was then known as 'Ansett-A.N.A.'.



By 1979, control of the company was passed to the News Corporation of Australia and TNT Limited. With the new ownership came new colors, logo, management team, and a new wing!



Ansett has seen many changes over the years with new aircraft and routes added to the system. Sir Reginald Ansett died at age 72 in 1981. I obtained this jacket wing from our pilot while visiting Perth, Australia in 1986.



*Continued On The Next Page*

Ansett changed their name again in 1990 to Ansett Australia. This jacket wing was obtained at the Olympic Games in Sydney in 2000. I'm not sure if this is a complete set of Ansett wings. Perhaps one of our members can tell me?



Several issues ago in *The Log*, I included a selection of jacket wings and cap badges from Russia. Since that time, I have added about 50 more badges and wings. Here are more examples from my collection of wings and badges from Russia and the countries from the former Soviet Union. I am not sure where some of these airlines are located or their size. Some of these carriers are still in operation; others disappeared after a few flights.



*Kaz Air West from the independent state of Kazakhstan*



*RusAir, a division of Clintondale Aviation 1999*



*Aeroshelf, A Russian charter company 1997*



*Atyrau Airways of Kazakhstan 2000*



*Avia 400 Charter*



*AVL—Arkangelsk Airlines, Arkangelsk, Russia 2001*



*Sukhoi Aircraft Factory and Cargo Charter 2000*



*Center Avia of Bykovo, Russia 1999*



*V L T Helicopter Service of Russia 2000*



*Sayany Airlines, a division of Baikal AirLines, Baikal, Russia 1997*



*Continental Airlines of Russia, 2001*

*Continued On The Next Page*





Air Pass Airlines of Russia 2000



Mimi Air Enterprise of the Diamond Sakha Line  
Republic of Sakha Yakutia of Eastern Russia



Tyumen Avia Trans from the Tyumen region of Northern Russia



Dalavia Far Eastern Airlines



This is a very large badge cap from an Aeroflot crew ordered to fly the President of Burkina Faso in Central Africa to Moscow and back in 1999.

Do you have a question? An answer? Please write me! Ken W. Taylor, R R 7, Calgary, Alberta T2P 2G7 CANADA

## Airline Happy Hour! Continued From Page 15

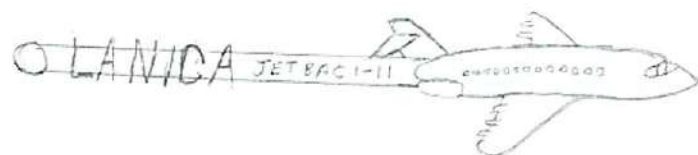


Fig. 9

Fig. 10. **TACA** (Transportes Aereos Centro Americanos) of El Salvador. This 6-5/8" flat, two identical sided stick is milk white with the circle, logo, name and writing ("International Airlines") on the top in black on both sides. No manufacturer is indicated on the stick.



Fig. 10

Fig. 11. This "pick" style stick is only 4" long and one sided. The stick is clear with raised logo and the name and writing ("International Airlines" in dark blue. Spit-It is again the manufacturer.



Fig. 12

That's it for this issue of the LOG!

*Editor's Note: In our Fall 2001 issue, the PSA sticks shown on Page 16 should have been labeled Fig. 10 and Fig. 12. Our apologies for the confusion!*



HOLIDAY GREETINGS 1947! From Argentina's Aeroposta Airlines. Airline issued postcard of the Viking aircraft from the Collection of Bill Demarest.

# Airline China!

By Richard W. Luckin

Recently I've added to our collection a new pattern (#1) produced for Omni Air International. Founded in 1983, this carrier offers charter flights to various destinations in the United States, Mexico, the Caribbean and Central America.



Fig. 1

What's unusual about this pattern is its weight. Not the usual light-weight ware provided to most airlines, this service is a heavy-weight restaurant china supplied by Delco which is now part of the Oneida group. The decoration features a maroon band with silver trim. The logo is also maroon but the stylized plane and flight path design is gray. Neither piece in the photo is back stamped with the airline's name.



Fig. 2

Here's another new pattern (#2) recently supplied to TinAirlines. The decoration colors are blue and black with a bright gold trim. China Concepts of Golden, CO supplied this pattern to Aircraft Equipment Corporation who in turn sold it to the airline.

Continental Airlines now stocks a new mug (#3) in their President's Clubs. I'm not sure if it is used in flight service. Each mug has the airline's name (#4) on the bottom. Mug was supplied by Rego and imported from the Orient.

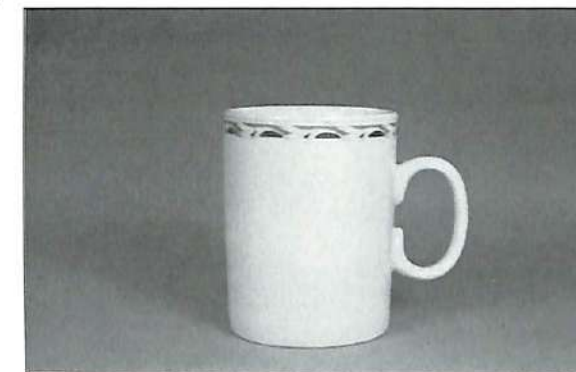


Fig. 3 Top Fig. 4



Guyana Airlines recently introduced this updated version (#5) of their older pattern. The logo is green and yellow, while the pinstripe around the edge is green. All the pieces are back stamped with both the manufacturer's and the airline's name (#6).

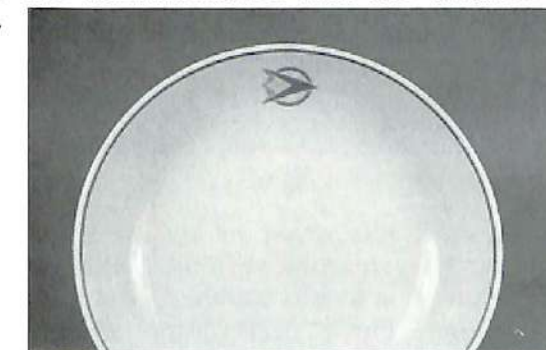
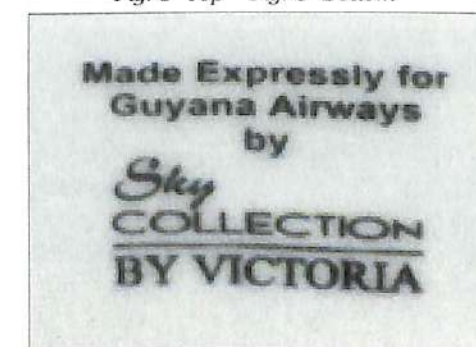


Fig. 5 Top Fig. 6 Bottom





Talk about bright colors! These various cup and saucer sets (#7, #8, #9) used by Cathay Pacific are decorated in bright green, yellow, red, blue and black. The designs are certainly a departure from the usual conservative decoration found on most airline china. Refreshing, isn't it?



Fig. 7



Fig. 8



Fig. 9

British Airways has a set of six oversized cups (#10, #11). They feature various London scenes and each piece is back stamped (#12) with the airline's name. Pieces were supplied by Royal Doulton China which is located in Stoke-on-Trent, England.

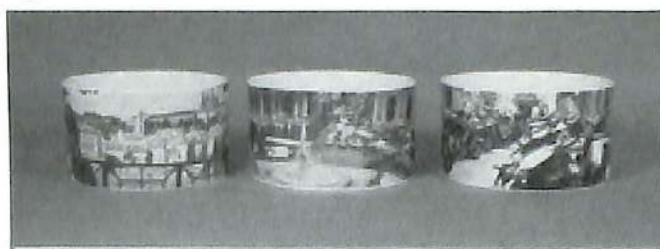


Fig. 10



Fig. 11

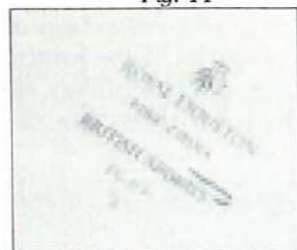


Fig. 12

Before British Airways halted Concorde flights, they offered this deluxe gift (#13) made by Wedgwood. This multi-colored small plate certainly provided a quality gift for their first class passengers.



Fig. 13

Traveling back into the past is this China Clipper four section plate (#14). The decoration is red. The back stamp (#15) leaves no doubt who made the china or who it was made for. This is a heavy-weight ware which may have been used in certain hotels that were operated on various Pacific Islands by Pan American.



Fig. 14

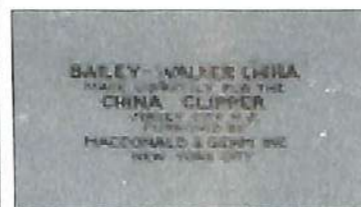


Fig. 15

Continued On Next Page

Closing out the column are three U.S. Air Force pieces from the past: pattern made for the Tactical Air Command (#16), scalloped edge plate (#17) made for the Officer's Club at MacDill Air Force Base in Florida, and a sugar bowl (#18) made for the 475th Air Base Wing in Japan.



Fig. 16



Fig. 17

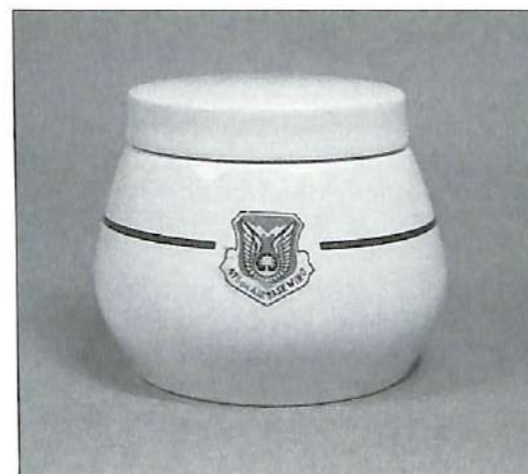


Fig. 18

Well, that's it for now. I hope you enjoyed the variety of china patterns shown this time. If anyone has a pattern they would like to share with readers, please send me a photograph. I'll be glad to include it in an upcoming column.



PANAGRA Route Map Dated 1961  
From The Collection Of Bill Demarest

Airlines International  
Houston, TX  
Jun 19-23, 2002

Reference #: M3X9LL  
Z-Code: ZJGJ

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**Continental Airlines MeetingWorks**



# Sticker Chatter!

By David A. Rowe

Fig. 1. We start with a very colorful offering from GRUPO TACA used for children. Multicolored on white. Credit Tapio Tekkela.

Fig 2. A nice BIL from AEROMAR AIRLINES of the Dominican Republic, white on blue from Dave Cherkis.

Fig. 3. A new airline for my collection was ACES of Colombia. Orange, blue, and black on a white BIL from Dave Cherkis.

Fig. 4. Again, a new airline for me. ATHABASKA AIRWAYS of Canada. A nice BIL in blue and black on gray. Glenn Etchells of Canada, thanks!

Fig. 5. The third "I Crossed The Equator With Garuda" sticker I have acquired – all superb multicolored examples.

Fig. 6. WELCOME AIR of Austria is a new carrier flying Dornier 228s. This sticker is part of a set sold at Rotterdam Airport and 'rescued' by my Dutch friend, Henk Heiden. Aircraft is yellow and purple.

Fig. 7. Black, blue on white with this nice offering from CAPE AIR who fly Cessna 402Cs from their bases in Hyannis and Key West. Henk Heiden again.

Fig. 8. Nice older issue from BRITISH AIRWAYS in Finland. Red, black, and silver on white. Tapio Tekkela again.

Fig. 9. AIR ATLANTA provided this one in red and blue on white via Bill Demarest.

Fig. 10. Another from Bill is this blue and white offering from HAMBURG INTERNATIONAL in Germany.

Fig. 11. ALKAN AIR flies King Airs and Navajos from Whitehorse, Yukon Territories and this is basically red, blue and white with multicolored flags which I assume represent the various provinces of Canada. Dave Cherkis.

Fig. 12. YETI AIRWAYS of Nepal is another first for me, thanks to Hector Cabezas in Frankfurt. Green and gold on white. The airline flies Twin Otters.

Fig. 13. SWISSWINGS is the new name for Air Engadina of Switzerland. Very smart in red, black and grey on white.

Fig. 14. I make no excuses for including this baggage tag for SABENA as it is so nice! Two tone blue DC-6, red destination, white 'Brussels', all on light blue with Sabena titles in black. It cost me \$5 but is well worth it!

Fig. 15. INDIAN AIRLINES supplied this cut-out A320 at the recent World Travel Market in London. Black and orange on white.

Fig. 16. Another sticker from the WTM is this BANGKOK AIRWAYS Boeing 717 in yellow and white on blue.

Fig. 17. The last sticker from WTM is this one for PRECISIONAIR of Tanzania who have had new stickers for the past 3 years and put to shame the major airlines who produce nothing! Green, yellow, black and white.

Fig. 18. CITY BIRD of Belgium (now defunct) is shown on this new sticker from Airbus. Very striking with white titles, orange 'Cargo', and 'YS' on black. Usual white background and silver outer edge.

Fig. 19. Another striking Airbus issue is for MNG AIRLINES CARGO of Turkey. Aircraft is yellow with blue titles, black fuselage, and tail in blue with yellow logo and words. 'DANZAS' is a Swiss freight carrier. Usual white background and silver outer edge.

## GOLDEN OLDIES SECTION

Fig. 20. AEROPOSTA ARGENTINA label in black, blue, gray and orange featuring the JU.52 of which the airline operated three in 1937.

Fig. 21. AVIANCA label in red, yellow, black and blue showing a DC-4.

Fig. 22. LAN-CHILE label in red, white and blue with a Lockheed 10 Electra being attacked by a local resident!

Fig. 23. AEROVIAS ECUATORIANAS (AREA) operated Boeing 307s in the early 1950s to Miami. Red, white and blue.

Fig. 24. CAUSA of Uruguay flew JU.52s with floats on services between Montevideo and Buenos Aires from 1938. Black, blue, orange and white.

Fig. 25. LAV – LINEA AEROPOSTAL VENEZOLANA provided this beautiful Connie label in black and brown on buff yellow.

That's all for this time around!  
Continued On Page 23



Fig. 1.



Fig. 2.

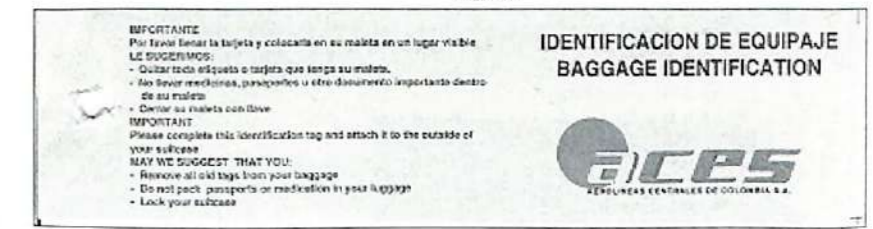


Fig. 3.



Fig. 4.



Fig. 6.



Fig. 5.



Fig. 7.



Fig. 8.

Continued On The Next Page



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Fig. 8.

**Yeti Airlines**  
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Fig. 12.

**HAMBURG international**

Fig. 10.

**Alkan Air**  
 Whitehorse, Yukon

Fig. 11.

**swisswings**  
 airlines

your personal airline

Fig. 13.

BOEING 717 - 200  
**BANGKOK AIRWAYS**  
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Fig. 16.



Fig. 15.

SABENA BELGIAN AIR LINES

**ELISABETHVILLE**  
 via **BRUSSELS**  
 SABENA BELGIAN AIR LINES

Fig. 14.  
 Continued On The Next Page

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Fig. 17.

**'Golden Oldie'  
 Sticker Selection  
 From Latin American  
 Carriers!**

**CityBird**

**A300-600R**

Fig. 18

**MNG AIRLINES CARGO**

**A300 C4**

Fig. 19.

**AEROPOSTA ARGENTINA**

Fig. 20.

**SEGURIDAD y PAZ**

**CAUSA**

Fig. 24.

**AEROVIAS ECUATORIANAS C.A.**

**Area**

SEGURIDAD CON 4 MOTORES

Fig. 23.

**AEROVIAS NACIONALES DE COLOMBIA**

**AVIANCA**

LA EMPRESA DE AVIACION MAS ANTIGUA DE AMERICA

Fig. 21.

**LINEA AEREA NACIONAL CHILE**

Fig. 22.

**Linea Aeropostal Venezolana**

Fig. 25.



# Postcard Corner!

By Allan Van Wickler

[amwdsvw@earthlink.net](mailto:amwdsvw@earthlink.net)

As a sales management trainee for Pan Am in 1958, I recall giving a dowager the wrong information on the telephone sales line. I quoted the "book fare tourist class" for a RSA when she was responding to a NY Sunday Times ad offering a significant reduction.

A real learning experience. I was so young. I probably hardly ever heard of South America or the Sunday Times or advertising per se, let alone a marketing ploy such as "Round South America" fare. But, that's why you train. I was eventually able to accommodate her and she was very nice about it.

Now here we are with an issue on a continent where "nothing really ever happens." Same old deforestation, torture, inflation, favellas, Simon Bolivar, while everyone dances the Samba.

But "Flying Down To Rio" is part of our past culture and not including American carriers of the past such as PAA, Braniff, and Panagra, and Panama, I still have almost 300 South America cards. What you'll see, I haven't shown before and they're almost all company cards except for the first two commencing with an AVIANCA Super Constellation at Rhein-Main, a wonderful B&W period piece. They're also all 3-1/2" x 5-1/2" unless otherwise noted.



A fine drawing of AVIANCA's B720-B indicating their "Ruana Roja" service, ie red cloak worn by the stewardesses. It was an effective marketing tool in its time.



Let's go next door to Venezuela with the lovely LAV early Connie linen card, E-9778, published for their New York office by Andres Co. Five hours to Havana and another five to Maiquetia Airport on the South American coast. Hmmm.



The card was mailed, the stamp was steamed off, the date is hidden, but it is a wonderful mid-fifties photo when FRA was just a tad smaller. An Echt Foto Nr. 3/55 airport card.

Let's stay with AVIANCA with a Dexter Press "airport card" chrome, #48235, with its message en espanol. A magnificent DC-4 at rest with a C-46 in the background. It went for two bucks in 1984.



I flew to CCS/MIQ from JFK on one of VIASA's "Stretch-8s" for a meeting in 1973. Enjoyable. This card, 85.564, was published for the carrier by Bandrich in Miami.

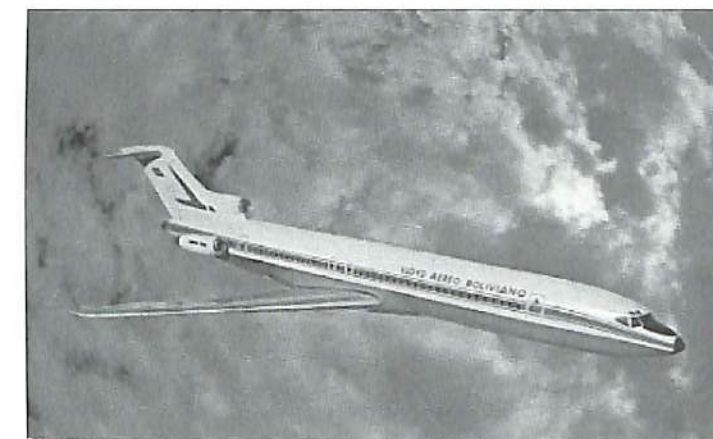


Heading to the southwest, a wonderful B727-200 of TAME, the Ecuadorian carrier, for which I traded with Bill Demarest in February of 1985!



An excellent drawing of APSA - Aerolineas Peruanas' CV-990, #85916, published by Hannau-Robinson in Miami Beach.

Heading further on down the west coast, perhaps this aircraft, a B727-200 drawing or enhanced photograph of LAB's, #P2843 manufactured for the carrier by Dynacolor Graphics of Miami. "Lloyd Aero Boliviano; Serving South America Since 1925."



A now to that slender slip of land on the West Coast called Chile with four great cards, commencing with LAN-Chile's DC-6B (CC-CLDE) published by Plastichrome P30977. Outstanding card. Next comes a B707 of LAN-Chile, not a particularly well done drawing, but still effective, also coming out of Miami by Summerland Photo Service.

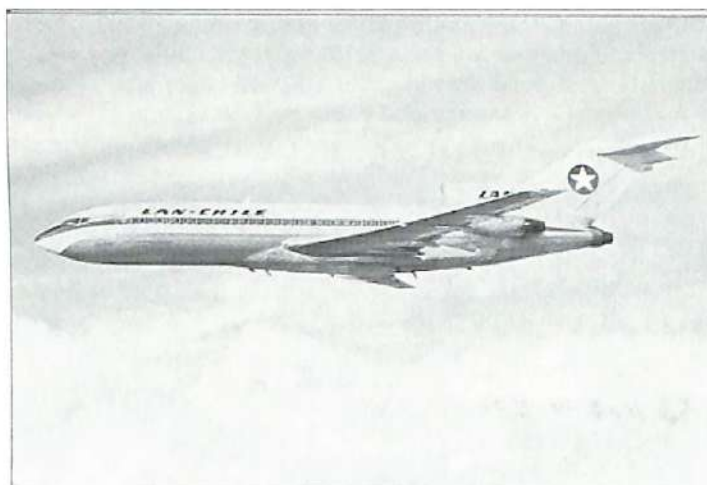


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Let's also show two 4" x 6" company cards; one of their B707 and the other, a B727-100; both in flight, right to left. They were published in France. The B707 card has "...the first to link Australia and South America via the South Pole"



as its tag line. Heading over the Andes and into Argentina, our sole **Aerolineas Argentinas** entry in this 25 card potpourri is their wonderful Comet IV company card that I purchased for \$1.75



Continued On The Next Page

in 1982. Coming up a bit, a quick stop in Uruguay to view this good looking B727-100 company card of **PLUNA**, the national



carrier. And, finally, to Brazil/Brasil. And to offer a few new cards, which is not usual for this article. Let's start by celebrating the emergence of Brazil's Embraer, the manufacturer, as one of the largest commercial aircraft purveyors in the world. Here is a great in flight show of **Rio-Sul's** ERJ-145, a perfect



4" x 6" contemporary chrome. Let's stay with 4" x 6" chromes with this superb **VARIG**

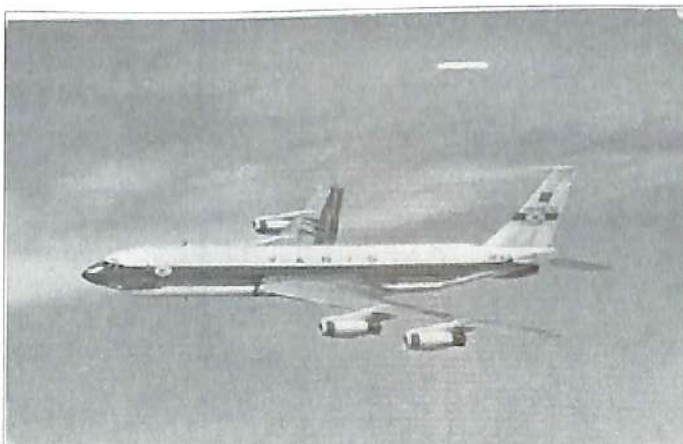


B737-300 in their striking new livery. A card for the ages. And then, to go back a bit, **VARIG's** company card of PP-VDP, an example of their MD-11. When we were all doing a ramp tour together at LAX a while back, I remember that air-



craft especially on take-off. Truly a beautiful sight and sound.

And, to round out our selection of that fine carrier are these company cards published in Brazil, their Super Constellation and their Rolls-Royce powered B707., and three Caravelles flying in formation (drawing).



I had to include at least one card in **REAL's** spectacular (and dated) livery of green and white of PP-YSA, their L-1049H Super Constellation. Card is numbered 105-3-58.



Hope you enjoy our two **VASP** entries, the modern MD-11 card shown and the 4-5/16" x 6-1/8" Boeing 727-200.

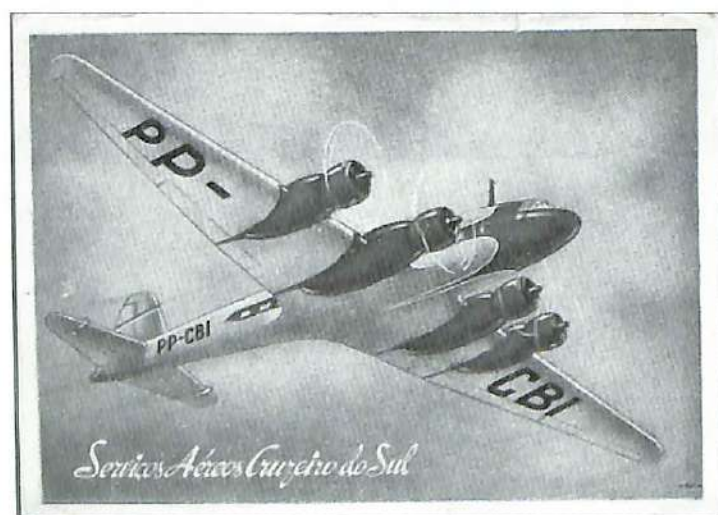


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We'll close up shop for this quarter with two more Brazilian company cards. The beautiful B727-100 series example of CRUZEIRO and the *crème de la crème*, PP-CBI, the pre-WWII Focke-Wolfe Condor, 5-5/6" x 4-1/4".



*Hasta luego, Amigos!* Hope you've enjoyed your very own 'Round South America air voyage being conveyed by airline postcard.

## Safety Cards On Board!

Continued From Page 10

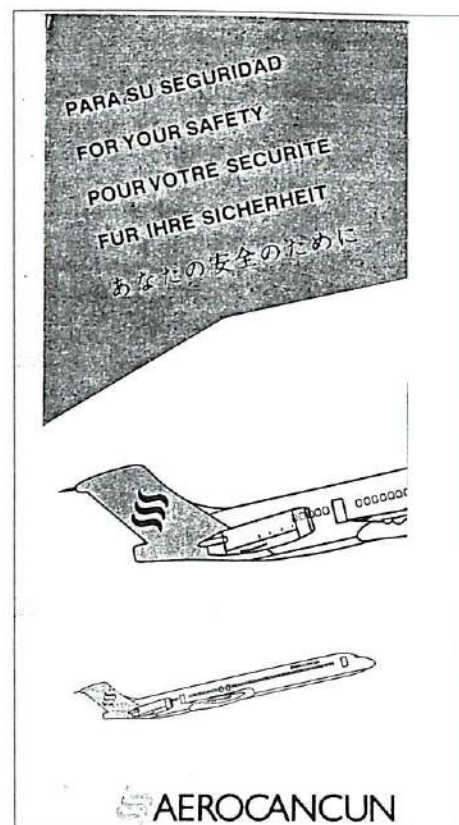


Fig. E AeroCancun

Fig. F Mexicana



# Civil Aviation Memorabilia Of The Ford Motor Company

By Tim O'Callaghan

[timothy@ameritech.net](mailto:timothy@ameritech.net)

Ford Motor Company civil aviation collectibles are available, but most are scarce with many following into the rare category. The items accompanying this article include both types and tell a story of Ford's civil aviation activities through their postcards, badges and pins.

Henry Ford started the Ford Air Transport Service (with the unfortunate acronym of FATS) in April 1925 with the single engine Stout Air Transport (#1) - the first successful all-metal plane in the United States. His stated intention was to demonstrate the safety, reliability, and economic feasibility of commercial aviation. The first flight on April 13, 1925 was between Ford's new airport in Dearborn, Michigan and the Air Mail field in the Chicago suburb of Maywood, Illinois. Later service would be extended to Cleveland, Ohio and Buffalo, New York. This was not a passenger service, as only company freight and mail was to be carried but it was a first airline to fly on a predictable schedule. In August 1925, Henry Ford purchased the Stout Metal Airplane Company and these single engine planes, now built by Ford, were used in passenger service by Stout Air Services and Florida Airways in 1925 and 1926.

Once Ford had purchased the Stout company, work began on a three-motor version and by 1926 the Ford Tri-Motor, as we know it today, entered service (#2). This plane would prove to be the back-bone of the infant commercial aviation industry and was called by the Smithsonian "a rugged dependable transport airplane which won a permanent place in aviation history." Although only 198 of these planes were built between 1925 and 1932, they were used by all of today's major airlines or their predecessors and over 100 airlines around the world. Illustration #3 shows the badge worn by Ford pilots, and all other employees of Ford's Airplane Division, from 1925 to 1932 and is one of the rarest collectibles. Illustrations #4 and #5 show lapel pins of unknown origin with the latter one probably dating from the late 1930s or 1940s.

Due to economic conditions caused by the Great Depression, The Ford Airplane Division, which included the Ford Air Transport Service, was closed in 1932 with only a few mechanics retained at Ford Airport to provide warranty service on Ford planes. In early 1941, with the approach of World War II, the Airport was reopened and flight service was reestablished and renamed Ford Air Transportation Office (FATO) to provide pilots for Ford's new B-24 bomber plant at Willow Run, Michigan. Among the first Ford pilots hired was Charles Lindbergh. At this time all war production plants required photographic identification badges and these early Ford pilots wore a stainless steel photo identification badge similar to that shown in Illustration # 6A.

Following the end of the war, Ford continued their Air Transportation Office operation and the ADM badge (#6) was used by pilots and all other air-service employees. In 1947, plastic identification cards were substituted for badges for pilots and other salaried personnel, while hourly personnel would continue to use badges until 1966. In 1947, Ford Airport in Dearborn was closed and aviation operations were transferred to what is now Detroit Metropolitan Airport.

Pilots, at this time, wore conservative business suits with no badges or anything else that would identify them as Ford pilots. By the late 1960s, small silver (pilots) and gold (crew) lapel pins (#7) were distributed. With the purchase of a Boeing 727 passenger jet in 1972 for international service, air crew uniforms were introduced with gold wings for Ford pilot's chest (#8) and an insignia for their hat (#11). New wings for pilots (#9) and flight attendants (#10) were introduced in 1988.

In 1992, Ford celebrated the 50<sup>th</sup> anniversary of the Ford Air Transportation Office with a dinner for employees and retirees and a display of airplanes and Ford memorabilia in their hangar at Detroit Metropolitan Airport. The label pin (#12) was presented to all attendees.

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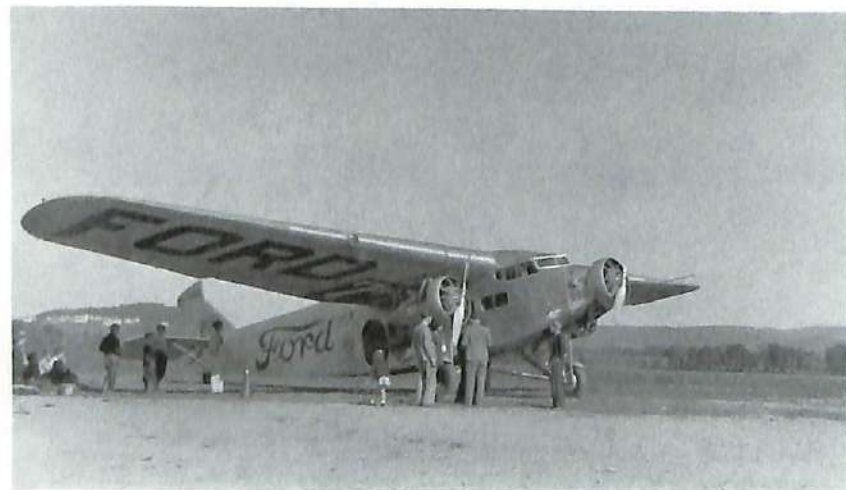


From the acquisition of the first Grumman Goose airplane in 1941 to the present day, Ford's air service has operated about 40 aircraft of 17 different types with one of the best safety records in private commercial aviation. They currently operate 5 Gulfstream G5s and 2 Fokker 70s.

Author Timothy O'Callaghan has published two books pertaining to the Ford Motor Company's involvement in civil aviation. **Henry Ford's Airport** (1995) and **The Aviation Legacy of Henry & Edsel Ford** (2001). Autographed copies of **Legacy** can be obtained from T & D Associates, c/o Tim O'Callaghan, P.O. Box 512, Northville, MI 48167 for \$34.95 plus \$3.50 S & H (MI residents please add \$2.10 tax.) Credit card orders are handled through



# 1 - Stout Air Transport in Ford Air Transportation Service.



# 2 - Ford Tri-Motor in Ford Air Transportation Service.

Continued On The Next Page

**Ford Aviation Memorabilia**  
Continued from Page XXX



#3



#4



#5



#6A



#6



#7



#8



#9



#10



#11



#12



# Jr. Wings!

By Stan Baumwald  
stanwing@bellsouth.net

There are many airlines in Latin America that have issued Junior Wings. In fact, going through my Junior Crew Member book, I find a total of 23 different airlines and even though some have issued only one wing, others have issued five or so. That being the case, I could not cover all of the airlines so I will just pick out a few of what I think are the more interesting junior wings. So let's start the trip from Mexico round trip to Mexico.

**Aero México** (#1) has produced two different wings that are really interesting in that they are made of rubber. These are the only junior wings made of that product and they are really the same except that one of them leaves out the name of the airline and the other includes it.



Fig. 1

**Air Bahia** (#2) is a colorful wing and it is made of a puffed vinyl, a stick on and multi-colored.



Fig. 2

Another neat and different wing is **Air Panama Airlines** (APA) (#3). This is a small junior wing made of metal and a pin back.

Fig. 3



**Avianca** (#4) has a different style wing which is a pin back and colored in gold, red and white.



Fig. 4

And **Aeropostal** (#5) once put out a paper junior wing and it is gold foil with black and blue printing. The words "Aeropostal Tripulante Juvenil" appear on it.



Fig. 5

**VASP** of Brazil put out a total of four different junior wings but the most interesting are the first two issued. One has a star in the center (#6) and I would classify this as a Junior Pilot and the other has a quill in the center and this would have to be a Junior Purser (#7) as a quill is the insignia for a Purser.



Fig. 6



Fig. 7

Continued On The Next Page

**Lloyd Aereo Boliviano** (LAB) (#8) put out only one junior wing but certainly a different junior wing. Large is size as are their pilot wings; this is a blue and gold pin back.



Fig. 8

On our way back north, we will check out Peru. Most people know about the Aero Peru junior wing but how many have the **Faucett** (#9) junior wing? Not many, I bet, as I have never seen this at auction and only know of one person who has it in their collection. This is surprising as it is a Stoffel wing and generally these are fairly common but then again, look at the Texas International junior wing.



Fig. 9

**Mexicana Airlines** has about 7 wings that I know of and I would guess that there are more varieties than this. Basically, there are two different designs of the early issues and these say either "Piloto Jet Infantil" or "Sobrecargo Jet Infantil". "Sobrecargo" means stewardess. The stewardess wing is a half wing and the pilot wing is a full wing just as they are on the airline. I have shown here a junior pilot wing in a flat finish (#10). This was also produced in a high gloss finish as were the stewardess wings. And there is a gold finished one for the stewardess. Actually, years ago I visited the factory in Mexico City where these wings are made and it is a mom and pop operation. The lettering on the wings is fairly uneven and perhaps this is why. It was truly a back yard production.



Fig. 10

Well, we started with Mexico, went south and then returned to Mexico. A nice round trip!

Happy Collecting,  
Stan

## Web Sites For The Airline Enthusiast!

**Postcards:** <http://www.aircardz.com>  
[postcardpost.com](http://www.postcardpost.com)  
[geocities.com/CapeCanaveral/Launchpad/4741/](http://www.geocities.com/CapeCanaveral/Launchpad/4741/)  
[williamdemarest.com](http://www.williamdemarest.com)  
[members.fortunecity.com/gerbich/newcards/](http://members.fortunecity.com/gerbich/newcards/)  
[newcards.htm](http://www.newcards.htm)  
[airpostcards.narod.ru/](http://airpostcards.narod.ru/)  
[geocities.com/robinzammit](http://www.geocities.com/robinzammit)  
[www2.ocn.ne.jp/~saab2000/](http://www2.ocn.ne.jp/~saab2000/)  
[postcards.lamparter.org](http://www.postcards.lamparter.org)  
[thepostcard.com/craig](http://www.thepostcard.com/craig)  
[plaza.ch/stones](http://www.plaza.ch/stones)

**Timetables:**  
[AirlineCollectibles.com](http://www.AirlineCollectibles.com)  
[Airtimes.com](http://www.Airtimes.com)  
[Timetableimages.com](http://www.Timetableimages.com)

**General:**  
[Justplanes.com](http://www.Justplanes.com)  
[Airdiaster.com](http://www.Airdiaster.com)  
[Airlinersonline.com](http://www.Airlinersonline.com)  
[Airplaneshop.com](http://www.Airplaneshop.com)  
[Geminijets.com](http://www.Geminijets.com)  
[Aero-designs.com](http://www.Aero-designs.com)  
[AviationWorld.net](http://www.AviationWorld.net)  
[AirlineMuseum.org](http://www.AirlineMuseum.org)  
[Airodyssey.net](http://www.Airodyssey.net)  
[Airlinebiz.com](http://www.Airlinebiz.com)  
[Landings.com](http://www.Landings.com)  
[Justplanes.com](http://www.Justplanes.com)  
[CRSmithMuseum.org](http://www.CRSmithMuseum.org)



# Wings! Badges!

By Charles F. Dolan

## Latin American Carriers

When I first got this assignment, I leapt to a wrong conclusion and began scouring my boxes and boards, searching for Central American airline insignia. Finding few, I asked Dr. Charles Quarles to come to my assistance. He did in two significant ways. He reminded me that Latin America is defined not so much by geography as by language, thus ranging from Mexico to Tierra del Fuego where Spanish (and some Portuguese) are the languages of the people. He also forwarded scans of some of the wings in his extensive collection. His items are given credit in the identifications. I returned to my collection and came up with carriers which fit the bill and some of them are included as well.

There is an interesting angle to the acquisition of my VIASA and AVENSA wings. Most of my VIASA wings as well as the RANSA wing came from a senior captain, who was a simulator instructor for the company, whom I met while I was assigned to Montreal's Dorval Airport. VIASA had purchased a DC-10 simulator from CAE, but had not started construction on a building to house it. So, they had the unit assembled at the CAE facility and brought the crews north to do the training. I had the opportunity to speak with this captain many times and the big prize was the RANSA wing. At this time, my collection is missing the two-star wing of the third issue and the two-star wing of the second issue. If one exists, I need the one-star wing of the first issue. I have a wing with no star and wings with two and three stars. Any leads to the acquisition of these early VIASA wings would be greatly appreciated.

In July of 2000, Ghana Airways began service between Accra and Baltimore with a stop in Monrovia, Liberia or Banjul, The Gambia depending on fuel burn and political situations.. I missed the first trip because I was on leave, but I was on hand for the second arrival. The General Declaration presented for the flight held a surprise. The captain was one Jesus Perez, late of VIASA, and several other members of the crew were definitely not Ghana nationals. Most of the pilots and engineers hail from Venezuela and the former Yugoslavia. When carriers AVENSA, JUGOSLOVENSKI AERO TRANSPORT and VIASA ceased operations, the experienced DC-10 crews hunted for berths where they could be found. At the time, Ghana

Airways was operating that type aircraft and needed crews with lots of over - water experience.

I have obtained several items of JAT, AVENSA and VIASA insignia over the last year, but despite numerous requests to three Chief Pilots, I have not added the wings (either cloth or metal) nor the cap badge (cloth) of Ghana Airways to my display. I shall keep pestering the Accra crews for these items. They may be hard to secure evidenced by the fact that the crews from JAT, AVENSA and VIASA are wearing their former airline wings while working for Ghana Airways.

The terrorist attacks of September 11, 2001 have changed the world and the United States of America profoundly. We can only hope and pray that as we press on with our lives there will be steady hands at the controls and that the drastic measures which have been taken in the immediate aftermath will be carefully evaluated and modified, if necessary. Some of the measures were obviously necessary. Others, however, can be termed overreaction and should probably be discontinued or modified to fit in with reality. Time will tell.

Even our society has been effected, the "wings and things" branch in particular. Recently eBay placed airline crew insignia on the "forbidden list". I have seen items described as "obsolete" or "from a defunct airline" being offered for bid. Perhaps this limitation will be re-evaluated and we can return to more normal activities.

A fellow inspector, recently retired, often spoke of a Chinese curse - "May you live in interesting times.". Our "interesting times" may have just begun.



RANSA Venezuela Pilot Wing

### NEXT PAGE:

Fig. 1 Caribbean Air Cargo

Fig. 2 Avianca, Avensa, Panagra

Fig. 3 Avianca

Fig. 4 VIASA

From The Charles F. Dolan Collection

Continued On The Next Page



Top Fig. 1 Bottom Fig. 2



Top Fig. 4

Bottom - Fig. 5



Continued On The Next Page





AEROLINEAS ARGENTINAS Argentina F/A Wing



AEROPOSTAL Venezuela Pilot Wing



AESA El Salvador Pilot Wing



APSA Peru Stewardess Wing

All wings on this page are from the Collection of Dr. Charles Quarles.



APSA Peru Flight Attendant Wing



AUSTRAL Argentina Flight Attendant Wing



AVIANCA Colombia Hat Badge



AVIANCA Colombia Pilot Wing

# Aircraft Models!

By Peter Reed

reedx001@tc.umn.edu

## Panagra Ford Trimotor

My one item on the Latin American theme is a model Ford 5-AT Trimotor against a stormy sky such as the real thing probably never saw! It is a 1/72 scale Airfix model using the Microscale decals for Pan American Grace Airways Ford NC8416 which was one of three delivered to the airline in 1929. The model is finished in the usual dull aluminum finish, but carries light blue strips on the outer wings and the tail plane, and "U.S. Mail" lettering under the port wing.



Ford 5-AT NC4816 in Panagra colors (Microscale decal)

## Armstrong Whitworth A.W. 15 "Atalanta"

The other two models illustrated were built by Bob Dros of Bel-Air Models in Amsterdam. These 1/72 scale models are built out of solid Perspex, which, in contrast to other solid materials, permits transparent fenestration. Bob's models are built for museums and collectors. While expensive, these models testify that "a thing of beauty is a joy forever."

The Atalanta model was built to an Imperial Airways specification for a fast airliner to operate out of hot and high airfields along the Empire routes. It marked a departure from the British predilection for biplanes, having a fairly streamlined fuselage, a cantilever wing, and an unique almost-retracted landing gear. Most of the undercarriage legs and suspension was actually *inside* the fuselage so that the wheels were close to the fuselage sides. The prototype had streamlined spats over the



Bob Dros 1/72 scale AW 15 "Atalanta"

wheels, but these were impractical for the rough Colonial airfields and were replaced by a small mudguard when in service.

The Atalanta was quite a large aircraft—90 foot wing span, 71 feet 6 inches in length—but the power of the four 340 hp Double Mongoose engines was not much more than one of the later DC-3s R-1830s. It was of steel construction, with plywood covering the front two-thirds of the fuselage and wings, and fabric over the rest. The aircraft carried only 9 passengers, spaced for comfort in tropical climates; its most important payload being mail.

Eight A.W. 15s were built and entered service in 1932. They were broken into service on European services, but, by 1933, they got down to the job they were built for by flying from Nairobi to Cape Town to Karachi to Singapore—tough stages with decidedly hot and high airfields. Two aircraft flew under the title of Imperial's affiliate, Indian Trans-Continental Airways. They toiled on with unspectacular reliability until 1941 when 5 aircraft were pressed into service with the Indian Air Force. Their service included maritime patrol with extra windows cut in the fuselage. They continued this role until 1944.

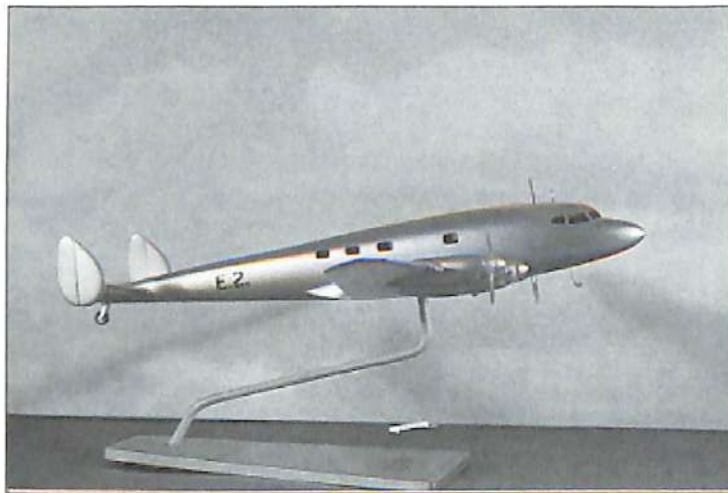
My model illustrates G-ABPI, the first aircraft flown. It was originally the fleet leader "Atalanta", but after it crash landed on a test flight, that name was passed onto G-ABTI and G-BPI was re-named "Arethusa."

## De Havilland D.H. 91 Albatross

Bob Dros has built the DH 91 in two forms: the passenger airliner, a twenty-two seater of which Imperial Airways used five, and the transatlantic

Continued On The Next Page





Bob Dros 1/72 scale Albatross Mailplane

mail plane, of which two were built. My model is of the latter. It has fewer passenger windows than the airliner, but an extra curved rear cockpit window. (The nose alone is actually quite reminiscent of the much later DH 121 Trident.) My model has the prototype registration E-2. This aircraft went on to become G-AEVV, "Faraday."

The Albatross had the same all-wood construction as was later used in the legendary Mosquito. The fuselage was a monocoque shell made of a ply-balsa-ply sandwich. This light construction, coupled with its superb aerodynamics, gave the Albatross fine performance on the low power of four 525 hp Gypsy Twelves.

The two mail planes saw little civil use, going to 271 Squadron of the RAF in September 1940. They were used for a shuttle service from the UK to Reykjavik, Iceland where they both had crashed by 1942.



Atalanta and Albatross in front of watercolor Croydon terminal



(Top) Panair do Brasil timetable from October 1963. Issued by the airline's Frankfurt, Germany office.

(Bottom) REAL CV340 Postcard

From The Collection of Bill Demarest



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**WANTED TO BUY: OAG—OFFICIAL AIRLINE GUIDES.** North America Edition for Fall 1969 and Summer 1972. Please contact: John Millington, 12 Alpine Court, Wilkes-Barre, PA 18702. E-Mail: johnm747@aol.com



**MISC. STUFF AVAILABLE!** OK, Guays and Gals. I haven't heard from too many people recently. Still STOCKING up on stuff...wings (both real and junior), playing cards, safety cards, dinnerware, etc. If you're interested in ANY of the stuff, please contact me (BEFORE it goes up on eBay and you wind up paying a premium price!). Contact: Dave Cherkis, 1825 Warrenville ST, Las Vegas, NV 89117. Phone: (702) 360-3615. E-Mail: deeceeflyer@webtv.net

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**AVIATION VIDEOS and AIRPORT FLIGHT GUIDES.**

Bob Krajewsky, 6766 Watercraft Drive, Huntsville, OH 43324 (937-843-5274) has for sale aviation videos and airport flight guides. For free price lists, call anytime or write. He is also trying to locate copies of OAGs dating from the 1960s and 1970s.



## In Memoriam

WAHS sadly reports the passing of the following members during the past year. Our condolences and prayers go out to their families.

**George Gayuski  
Don Joyce**



## UPCOMING AIRLINE COLLECTIBLE SHOWS!!

### SO CAL AIRLINES & AVIATION EXPO—Los Angeles

**Saturday, January 19, 2002.** 9am-3pm. Hacienda Hotel (525 N. Sepulveda Blvd, El Segundo, CA 90245). For room reservations, call 1-800-421-5900 and ask for Airline Expo Rate. Admission \$5. Discount for airline and aircraft employees with current ID badge. Free shuttle service to/from LAX. For additional information, contact Phil Martin (562) 434-6701, M-F, 9am-5pm or Dave Cherkis, (702) 360-3615, M-F, 9am-3pm Pacific Time.

#### KEITH MANNING UK SHOWS

**Saturday, February 3, 2002.** South London. Dulwich College, South Circular Road, London SE25 (near West Dulwich Rail Station). Hours: 10:30—16:00. Contact Keith Manning: keithmanning01@genie.co.uk

#### KEITH MANNING UK SHOWS

**Saturday, March 2, 2002.** Luton—Vauxhall Recreation Club, Gipsy Lane, Luton, Bedfordshire (1 mile from London Luton Airport, opposite Luton Parkway Rail Station). Hours: 11:00 to 16:00. Contact Keith Manning: keithmanning01@genie.co.uk

### CHICAGOLAND AIRLINE COLLECTIBLE SHOW—Chicago

**Saturday, March 23, 2002.** 9am-3pm. Holiday Inn Elk Grove Village, 1000 Busse Rd (Route 83), El Grove Village, IL. Phone: (847) 437-6010. Free airport shuttle to/from ORD. Ask for special airline show room rate. For more information, send a self-addressed stamped envelope to: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631 or call (312) 775-5623.

#### KEITH MANNING UK SHOWS

**Saturday, May 11, 2002.** Heathrow—Feltham Community College, Browells Lane, Feltham, Middlesex (Approx. 2 miles from LHR). Hours: 11:00—16:00. Contact Keith Manning: keithmanning01@genie.co.uk

### 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](mailto:Registration@ai2002houston.com). For display hall information, [rrwallin@aol.com](mailto:rrwallin@aol.com).

#### KEITH MANNING UK SHOWS

**Saturday, October 5, 2002.** Luton—Vauxhall Recreation Club, Gipsy Lane, Luton, Bedfordshire (1 mile from London Luton Airport, opposite Luton Parkway Rail Station). Hours: 11:00 to 16:00. Contact Keith Manning: keithmanning01@genie.co.uk



AUSTRAL AIRLINES of Argentina  
BAC1-500 at Bariloche. Airport Post-  
card From The Editor's Collection.



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