



WORLD AIRLINE
HISTORICAL SOCIETY

The Captain's Log

Issue 26-4 Spring 2002



Scene From San Juan - Photo by Allan Miller ~ Aviation Photography of Miami Collection

Focus On Commuter & Regional Airlines

AI 2003 Site Selection: Columbus, Ohio!



Line-up Photo By George W. Hamlin ~ Aviation Photography of Miami Collection
 Trans World Express Photo by Tom Kim ~ Phil Glatt Collection



Flight Manifest

From The Flight Deck	5
Playing Cards <i>Fred Chan</i>	6
TWA's Last Flight <i>Chris Slimmer</i>	9
Photography <i>Richard J. Fedorco</i>	11
Lockheed Constellation Book Review <i>Peter Reed</i>	12
Safety Cards On Board <i>Todd Helm</i>	14
Book Review <i>Joop Gerritsma</i>	16
Concorde Flies Again! <i>Henk Heiden</i>	17
Timetables <i>David Keller</i>	19
Airline Happy Hour <i>Al Tasca</i>	25
What Is It? <i>Ken Taylor</i>	26
Airline China <i>Richard W. Luckin</i>	29
Sticker Chatter <i>David A. Rowe</i>	35
Postcard Corner <i>Allan Van Wickler</i>	39
Wings! Badges! <i>Charles F. Dolan</i>	43
Jr. Wings <i>Stan Baumwald</i>	45
Aircraft Models <i>Peter Reed</i>	47
Flight Exchange	49
Upcoming Airline Collectible Shows	50

WORLD AIRLINE HISTORICAL SOCIETY

P.O. Box 660583
Miami Springs, FL 33266 USA

Http://www.WAHSONline.com
Information@WAHSONline.com

EDITORS: William M. Demarest & Philip Glatt
Fax: +1(786) 331-7024

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

Opinions expressed and claims made in signed articles and/or advertisements published in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG. The WAHS and/or the CAPTAIN'S LOG are not responsible for any claims (legal, monetary or otherwise) that may arise from statements made in signed articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and to notify the WAHS and/or CAPTAIN'S LOG of any errors.

© 2001. All contents of the CAPTAIN'S LOG is strictly copyrighted. © Copyright of all original material in the CAPTAIN'S LOG remains with the creator(s) and/or owner(s) of said material. Reproduction of said material in the CAPTAIN'S LOG is strictly for illustrative purposes and does not constitute endorsement by the CAPTAIN'S LOG and/or the WAHS of the product(s) mentioned.

Captain's Log Editorial Team

Timetables
Photos & Slides
Playing Cards
Dining Service
Cocktail Items
Wings
Jr. Wings
What Is It?
Postcards
Stickers & Labels
Aircraft Models
Safety Cards

DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
RICHARD J. FEDORCO II	4041 S. Flanders Way, Aurora, CO 80013
FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
RICHARD W. LUCKIN	621 Cascade Ct, Golden, CO 80403-1581
AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
CHARLES F. DOLAN	6397 Tamarack Circle, Sykesville, MD 21784
STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
ALLAN VAN WICKLER	2200 Ridgeway Lane, Charlottesville, VA 22911
DAVID A. ROWE	29 The Paddock, Hitchin, Herts. SG4 9EF ENGLAND
PETER REED	4900 First Ave South, Minneapolis, MN 55409
TODD HELM	2824 Cronin Drive, Springfield, IL 62707

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

From The Flight Deck

Greetings from Society headquarters in Miami!

We have lots of news to relay to you with this issue of The Captain's Log.

Your Board of Directors announce with regret the resignation of Jay Prall from his position as Secretary and Treasurer of WAHS. We greatly appreciated Jay's financial know-how and expertise over the last year. We're delighted to add, however, that Jay will continue to serve on the WAHS Board of Directors.

AIRLINERS INTERNATIONAL 2003

The final vote is in! The site for the AI 2003 show is **COLUMBUS, OHIO** as selected based on the majority of ballots returned to WAHS headquarters by the deadline of February 15. A total of 650 ballots were mailed out. Of the 175 ballots returned, the breakdown is: 53 for Chicago, 89 for Columbus, and 33 for Oakland. We also received one write-in ballot for Denver. This represents a 27% response rate from the membership. Your Board of Directors will make a presentation at the annual business meeting with more information on AI 2003!



AIRLINERS INTERNATIONAL 2002—Houston

Please plan to attend the Airliners International 2002 show in Houston, June 27-29. This year's show promises to be a 'high flying' event! Registration material is included with this issue of the LOG or go online at www.ai2002houston.com for more information.

Correction!

The postcard on Page 18 of our Winter 2001-2002 issue is actually a Martin 202 of Aeroposta. My apologies for the confusion! *Bill*

At the annual WAHS Business Meeting during the AI 2002 show, we will present to the membership the details of the Board's progress over the last year and our plans for the future. We will also present for your review our plans for the continued success of future Airliners International shows.

MEMBERSHIP RENEWAL!

If the label on your envelope shows "26-4", then your WAHS membership expires with this issue. In order to maintain uninterrupted membership status, please renew your membership as soon as possible! You can pay your membership fees online at www.wahsonline.com via PayPal.com with your VISA or Mastercard. All of us appreciate your continued support of OUR organization!

DOWN THE FLIGHT LINE....

The next issue of The Captain's Log will feature airline memorabilia from Canada. The history of the airline industry in Canada is just as colorful as the United States! Issue 27-1 will be mailed prior to the Airliners International 2002 show in Houston at the end of June.

SPECIAL THANKS TO.....

....all of our Life Members for their continued support of our activities and especially to those Life Members who contributed to our efforts by submitting their membership dues. Thank you!

WELCOME BACK, JOOP!

We're pleased to have our former editor Joop Gerritsma back with us as a contributing editor. Be sure to read Joop's book review in this issue.

INTERESTED IN ADVERTISING?

Please contact WAHS Headquarters if you're interested in placing an advertisement in The Captain's Log. Our rates are extremely reasonable!

With best regards,

Bill & Phil

Check Out Our Web Sites!
www.wahsonline.com and
www.airlinersinternational.com

Playing Cards!

By Fred Chan
topflite@olympus.net

Playing Cards from U. S. Commuter Airlines

Because of their usually short flight segments (and probably cramped seating), commuter airlines have not issued playing cards for inflight entertainment. A few carriers have issued cards for marketing purposes, however. I have seen cards from twelve commuter airlines but that does not mean that there are others not known to collectors. These cards have been issued in small quantities (compared to the larger carriers) and have not been widely distributed. Several of these are flight-seeing operators and the decks are sold as souvenirs. For these reasons, playing cards from commuter airlines are much more difficult to find and therefore command fairly high prices.

Commuter airlines do not issue multiple designs either, usually a single deck on a one time basis. Of the twelve commuters, only four have issued more than one design (Chesapeake & Potomac Airways, Kenmore Air, Mesaba Airlines, Thunderbird Airways, and Papillon Grand Canyon Helicopters), while some of the others have distributed different colors of the same design.

Shown below are representative designs from each commuter known to have issued cards over the years. Since these are the only designs known, one can understand why they are eagerly sought after by collectors.



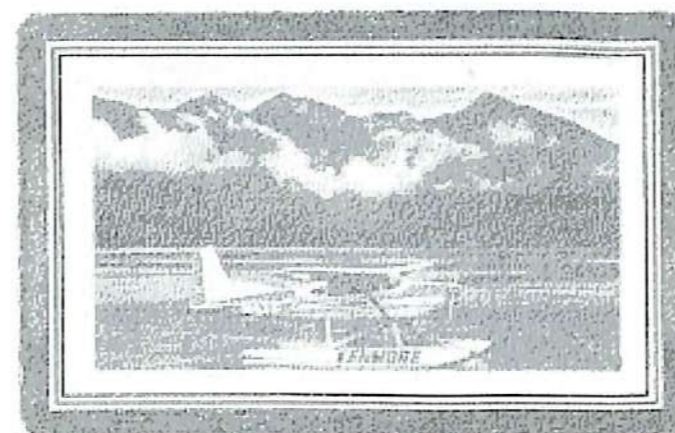
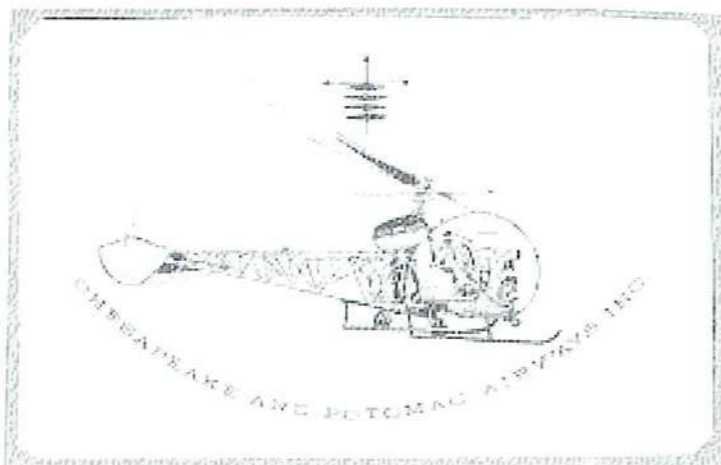
Sunbelt Airlines



Presidential Airways



Chesapeake and Potomac Airways



Kenmore Air



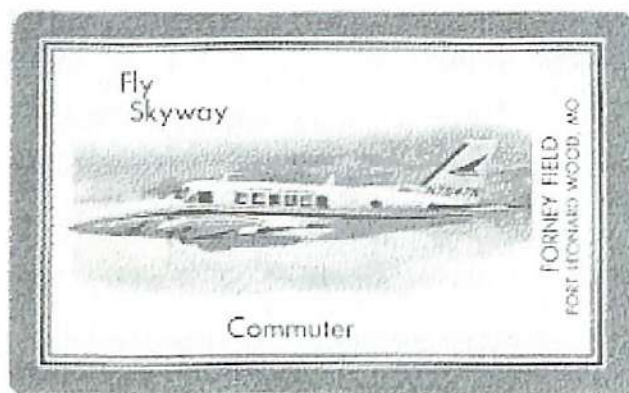
Thunderbird Airways



Mesaba Airlines



Continued On Next Page



Skyway Commuter



Mid-South Airlines



Princeton Airways



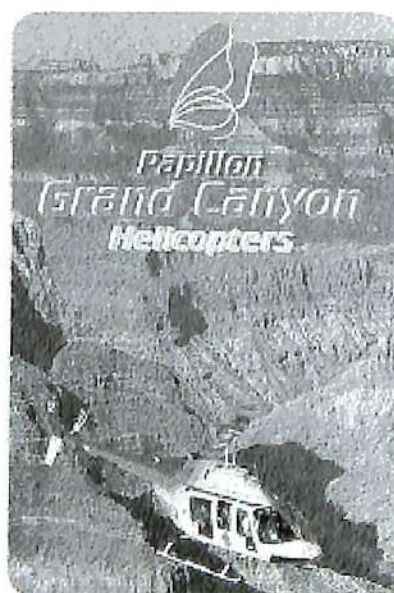
Wings West Airlines



Temasco Airlines



Grand Canyon Helicopters



TWA's Last Flight

By Chris Slimmer

Flight Details			
TW 220 Kansas City-St. Louis December 1, 2001			
Captain	William F. Compton, President TWA LLC		
First Officer	Robert Lundberg		
Cabin Crew	William Hoffman Sharon Scharr Mark Chambers David Carnaghi Alaine Jensen 124 pax		
N948TW	DC-9-83	Mfd. 3-23-87	
MCI	Gate 34	Sched. 1:40pm Out 1:39 Off 1:49	
STL	Gate C10	Sched. 2:45pm On 2:38 In 2:42	

On the night of Dec. 1 2001, after the last flight had arrived at all TWA airports, all signs were changed over to American Airlines and the Trans World Airlines name was permanently retired. With the exception of MCI (where AA moved in to the TWA gates), all former TWA flights departed the next day as AA flights, from AA ticket counters and gates. The final day of flight under the TWA name was celebrated by a special commemorative flight.

I had already planned to fly TWA on the last day, having booked a late flight from MCI to ORD on the Dec. 1 (to attend a postcard show, got to feed the addiction!). After my daily website checks Friday night, I learned of the special flight. A quickly answered call to TWA, and I was able to change my reservation from 4:30pm to the 1:40pm "Final Flight", no change in fare!

Departure of the flight was preceded by a short ceremony at gate 36, with speeches by Capt. Compton, AA VP Bob Baker, and others. In attendance were many current and retired TWAer's, and many Kansas City and St Louis news media. Three TWA / AA cakes were served, along with soda's. Flight passengers were invited to clear security and board around 1pm. Even with the huge amount of non-revs, boarding proceeded swiftly. The revenue passengers were in for a pleasant surprise, especially one woman in the row in front of

me. She was on her first (and last) TWA flight!

To make our flight even more memorable, TWA chose to fly this flight using the special employee purchased aircraft, "The Wings of Pride". As we turned into the MD83 at the end of the jet bridge, every passenger was handed two different final flight certificates, both personally signed by Capt. Compton, and a toy TWA 747. After an on time departure, the KCI fire crews graced us with a ceremonial water cannon salute. After take-off, the whole aircraft broke into applause!

The in-flight service was tremendous, considering the extremely short flight duration. Every passenger was given a special snack box to keep, including grapes, cheese and crackers, cookies, a wine split, and an etched TWA logo wine glass! Then the crew did a full drink service, with all drinks complimentary. This was a great accomplishment, with 6 TV cameramen in the aircraft aisle doing interviews almost until final approach to STL!

As with all flights today, the cockpit door was un-opened during the whole flight, but Capt. Compton kept us well informed. Especially the announcement during final approach that the STL controllers had approved a FLY-BY prior to our landing!

Not only is it VERY RARE to even see a fly-by of a large commercial aircraft, it is even rarer to do a fly-by with a revenue flight! And I am onboard to see it first hand. The whole aircraft was focused out the windows as we went by, again applauding as the plane pulled up at the end of the runway. The Captain later told me that we flew across the runway at 120 feet high, 160knots (185mph). He also said that one other aircraft did call out to tell him that our landing gear was not deployed! Even with the fly-by, we pull up the gate early!

After landing, we again were given the water cannon salute, and as the plane pulled into the gate, over 100 TWA employees were on the ramp and airport roof to witness our arrival and take photos. All revenue passengers were asked to deplane first, as arrangements had been made to allow all employees and retirees to go down to the ramp for a photo session in front of the plane.

After going thru the TV camera gauntlet in the jetway, we exited to a gate house full of people, around 300 TWA employees and bystanders awaiting our arrival. Again we were also invited to partake in cake, sodas, and champagne! After the

Continued On Next Page

ramp photo op, the crew and other passengers came up to the gate for another set of speeches by Capt. Compton, Bob Baker and others. The crew also signed a set of TWA china, to be displayed at the AA museum at DFW.

It is very sad to see the wonderful 76 year history of TWA end. At least the powers that be at the end gave TWA a nice sendoff, something I will always remember.

Chris Slimmer
Box 414808
Kansas City MO 64141
cslimmer@earthlink.net

WELCOME ABOARD
FLIGHT
TWA 220
The Last Flight

CABIN CREW
William Hoffman
Sharon Scharr
Mark Chambers
David Carnaghi
Alaine Jensen

COCKPIT CREW
CAPTAIN
William F. Compton
FIRST OFFICER
Robert Lundberg

Welcome to Flight 220, the commemorative last flight of TWA. This historic flight marks over 76 years of dedicated service to the U.S.A. and the world. We hope you will enjoy traveling with us, just as millions of other passengers have over the course of our long and proud history. We thank you for your patronage and hope you will follow us to a new and exciting future as part of American Airlines.

A FLIGHT INTO HIS
TWA TWA
TWA DECEMBER 1, 2001
TRANSWORLD EXPRESS

Captain William F. Compton
President, TWA

Commemorative Last TWA Flight
Dec. 1, 2001

Piloted by Capt. Bill Compton

Bill Compton

TWA SYSTEMWIDE TIMETABLE
DECEMBER 30, 2000

Including Trans World Express Service and Trans World Connection Service

ON THE ROCKS

OR WITH SALT

HOW WOULD YOU LIKE YOUR TWA WINTER ESCAPE?

DESTINATIONS INCLUDE
Steamboat Springs, Salt Lake City, Denver, Colorado Springs and Albuquerque. Also Six Florida Destinations, Caribbean, Mexico and Hawaii.

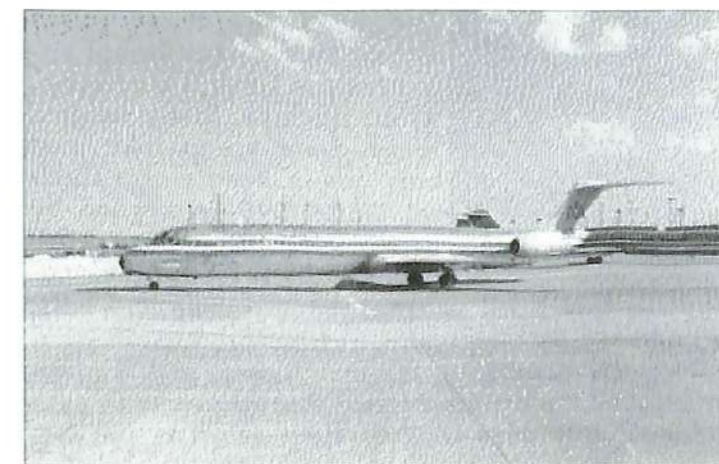
RESERVATIONS
Domestic 1.800.221.2000 - International 1.800.892.4141 - www.twa.com

TWA's Last Timetable
From the Collection of David Keller

Photography!

By Richard J. Fedorco

A few interesting shots for your review!
All photographs by J. Elmas.



Lockheed Constellation Book Review

By Peter Reed

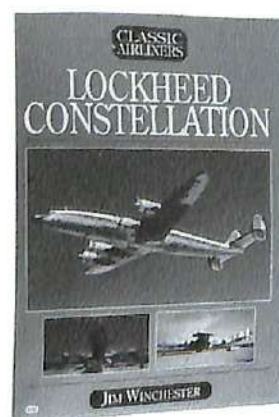
reedx001@tc.umn.edu



TWA
Airline Issued
Postcard

When as a boy I bicycled to Heathrow to spend the day with my binoculars and sandwiches noting the comings and goings, there was a persistent legend among my fellow spotters that the Constellation was a British design taken over by the Americans during the war. I see now that there is an advertisement for a print of the Connie that makes the same claim.

Well, whatever the resemblance in broad outline the Constellation may bear to the DH 91 Albatross, or projected Fairey FC-2 or Short S.32, a glance at the wing or tailfin profile of its progenitors like the L.14, Lodestar or P-38 should belie that myth. The equivalent American myth, which I heard Larry King reiterate on television recently, is that it was designed by Howard Hughes. The four books noted here recount the ancestry of the Constellation and its evolution via the L.44 Excaliber from the drawing board of "Kelly" Johnson and his Lockheed team.



Lockheed Constellation, by Jim Winchester (*Classic Airlines, MBI Publishing Company, 2001*). 128pp, 141 photographs, \$24.95.

The large 8 1/4 x 11 3/4 inches glossy page format enhances the good photographs, which include many seldom seen. Some are in color, and only one--a beauty of a Capital Model 049--is spoiled by being spread across two pages. Much of the information in this book is conveyed in tables and lists, which are excellent and include production lists, survivors, accidents, military losses, and a chronology of important dates. The narrative is condensed, but does include such gems as the fact

that Orville Wright took his last flight in a C-69 prototype April 26, 1944, and the claim that Lockheed found the curved fuselage gained 2-3 knots cruising speed over a parallel sided one. (I once encountered a BOAC man who claimed the fuselage generated 12% of the total lift.) There are minor errors. For example, the cockpit eyebrow windows did **not** disappear after the C-69 (some 749s still had them), and those Eastern Shuttle 1049s certainly seated more than 32. Such a compressed account has trouble covering the varied service life of the Constellation, and that chapter is rather fractured and sketchy. But there is much good information in this book, it covers the history from development to military versions and the 1649, and the selection and quality of the photographs are outstanding.

Lockheed Constellation and Super Constellation, by Scott E. Germain (*Airliner Tech Series, Specialty Press, 1998*). 100pp, 135 photographs plus charts and drawings.

Like the above, this is a "large, flat book," 8 1/2 x 11 inches, although apart from a four-page color insert it is non-gloss paper. The selection of photographs is good, especially of the earlier Model 049s, though they are predominantly ground shots. Some TWA posters are reproduced in black and white. The fine scale modeller could make good use of the many close-ups of components, interior and exterior, and the schematics of engine installations, landing gear, de-icing, etc. There are many manufacturers drawings and performance charts, so that the book lives up to its title's emphasis on "tech." The actual descriptive narrative is fairly short, especially where the military versions are concerned, and much of the story is carried in the captions. In following the development of successive models of Constellation, this book keeps an emphasis on the competition with Douglas, and the rival DC-6 and DC-7 versions that were contemporaries. The strength of this book is the close-up detail of so many of the Connie's workings, owing much to original Lockheed illustrations and data, sweetened by a number of unfamiliar photographs.



The Lockheed Constellation by Ken Wixey (*Tempus Publishing, 2001*). 160pp, 158 photographs plus drawings, \$24.99.

Less of a picture book approach than the previous two, this is 9 3/4 x 6 3/4 inches, paperback, on non-gloss paper. Its eleven chapters start with the formation of Lockheed, its early products like the Vega and Orion, its famous fast twins, and how it "bet the company" on the big British order for the military derivative of the L.14, the Hudson. Wixey then traces the evolution of the Constellation, Super Constellation and Starliner (and their respective military versions), their service lives and their demise in the age of jets.



This is a promising but uneven book. The earlier chapters provide much information on the design and development of the aircraft and its various components, with considerable detail.

The book is much less successful in the late chapters tracing the service history of the Constellation. Admittedly, this is a difficult task, as successive versions were being delivered over more than a decade, with used aircraft changing hands all the time. But the efforts to organize this material in Chapters 10, 11 and 12 breaks down, following neither geographical nor chronological ordering. Similarly, the photographs are frequently misplaced in relation to the text. Many of the photographs have been seen before, though their number is appreciated, and the TWA 749 on p. 36 has been electronically shortened to dumpling-like proportions.

The book also has annoying inaccuracies. A Pan Am 049 is mislabeled a 749A (a model Pan Am never operated), British South American Airways becomes British South African, sequences of ownership are sometimes wrong, as are fleet deliveries (Eastern never received twelve 049s, for instance). Even in the early chapters, where there is some interesting technical information, the numbers can be wrong, such as the maximum take-off weight of the 1049 and 1049C (p.57). Such errors leave the reader uncertain of trusting other figures.

Lockheed Constellation by Stewart Wilson (*Aviation Notebook Series, Notebook Publications Australia, 2001*). 63pp, 52 photographs plus drawings

This slim 9 3/4 x 7 inches book was apparently conceived to accompany the Historic Aircraft Restoration Society's restoration of Model 1049F/C-

121C VH-EAG. It is concise and organized. Many of the photographs are familiar, but they are well selected to illustrate the text they accompany. After tracing the origin and technical specifications of the earliest aircraft, the text follows the successive Constellations with clear and specific details of what changed with each model. A brilliant inclusion is an accurate (itself a rarity) side-view drawing of each model, labeling the changes from the previous model. Thus each short section gives an accurate technical description of the sub-versions (e.g. 649, 649A, 749, 749A), and a summary operational history of the basic models. Appendices summarize production by type and deliveries by original airline purchasers. An excellent addition is a two page spread of full color side-view drawings by Juanita Franzi of eight aircraft in their operational colors.

Other Constellation Books

The books listed above are just the most recent ones about the Constellation that I have encountered. This beautiful aircraft has so captured the imagination of successive generations of aviation enthusiasts that it has inspired many books. Among the very best is Peter J. Marson's Air Britain Publication, **The Lockheed Constellation Series** (1982). For technical data, or history of individual aircraft and operators, it is an indispensable reference. **The Lockheed Constellation** by M. J. Hardy (David Charles, 1973) gives a solid history in 128 pages. Curtis K. Stringfellow and Peter M. Bowers, **Lockheed Constellation** (Motorbooks International, 1992) is another large-format glossy book with fine b&w and color photos. It summarizes the technical history and wisely divides the operational history geographically, giving a good overview of the Connie's service. Steve Pace's book of the same title (Motorbooks International, 1998) is a beautifully illustrated companion piece on the military Constellations. And there are earlier books, like the Profiles of the Constellation and Super Constellation, and Terry Morgan's 1967 picture book.

No doubt there will be more. No one book can attempt to do it all. Technical aspects, airline history, operational characteristics, military service, restorations, can all command their own commentaries. We look forward to them.

Peter Reed

Safety Cards On Board!

By Todd Helm
thelm@alvinskeys.com

Keeping up with collecting safety cards is not an easy task especially when you take into account the commuter airlines all over the world. It seems that it has become a little easier with the code share and feeder services as aircraft have somewhat standardized. I have presented a few commuter cards from various parts of the world. The following cards are when the airlines were independent.

A. Aero Virgin Airlines, Corp. Douglas DC-3 was a card that the airline used on its service between the U S Virgin Islands and Puerto Rico. The smaller card is not dated and indicates the window exits by a red arrow and the door exit with a black arrow. You may hope the window exit is your best bet in evacuating as there is no operational information for the door of the aircraft. The reverse side of this card demonstrates the life vests.

B. Britt Airways was based in Terre Haute, Indiana and operated over fourteen FH-227/F-27 Turboprops. This example for the FH-227 card was blue drawings and an orange border and undated. The F-27 card was virtually the same except that the aircraft diagram did not show the seating arrangement. C. In October 1984 Britt began BAC 1-11 jet service throughout its Midwestern routes. This card was a folder with the familiar "Just In Case...", although there were no indications that this was produced by Interaction research Corp.

D. DLT German Commuter Airline operated the Hawker Siddeley 748 and the folder has a red cover and the illustration is familiar to what Lufthansa used for a number of years. This card did not have a date or reference number.

E. Many commuter airlines have operated the Shorts 360 and 330. This example was used on board Loganair of Scotland and the style was found aboard many airlines such as Mississippi Valley, Air Wisconsin, American Eagle to name a few. Loganair's card was unique in that life vests were illustrated. This card was Issue 3.

F. Rocky Mountain Airways, later to become a

Continental Express carrier, operated their Dash 7 throughout the Western region of the USA. The picture on the front made for a great collectors item and also when the picture was changed to the CO Express scheme. The card shows floor path lighting as well as seating configuration and the back "Operational Characteristics" of the aircraft.

G. Trans-Provincial Airlines, LTD., a commuter in Canada, illustrates the Emergency Locator Transmitter" on their G-121-A safety card. I am assuming that this operated in some of the Barren Northern Parts of Canada.

NOTE: I am looking for copies of the following safety cards I would like to use for an upcoming article in the LOG. If anyone could send me a copy or E Mail a scan I would be very appreciative. Trans International 727, World 707 and 727-100, Eastern 720, American and Continental 720 and Continental original DC-9-10, Eastern 727-200 if anyone knows if there were cards printed. Thanks for all your help and until next time.....safe flying.

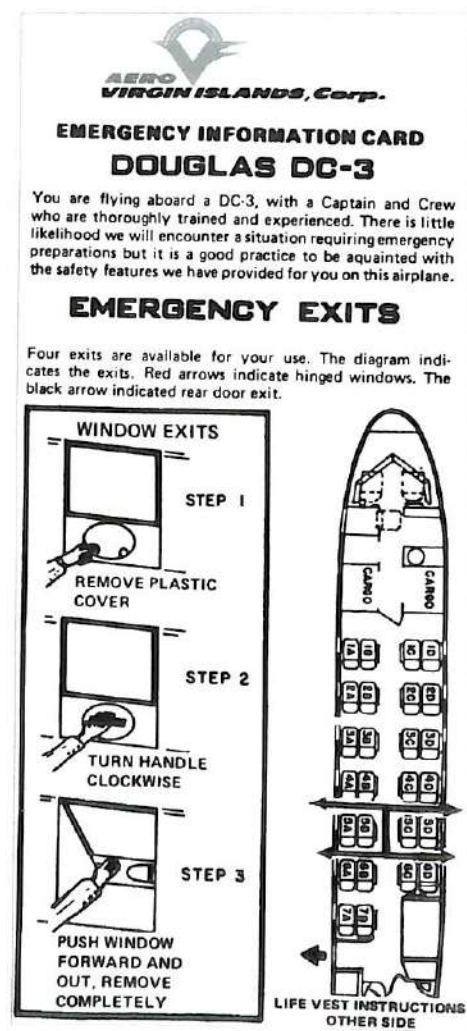


Fig. A

Continued On The Next Page



Just in case...

BAC 1-11
BRITT

PLEASE DO NOT REMOVE THIS CARD FROM AIRPLANE. IT IS REQUIRED AIRPLANE EQUIPMENT FOR YOUR SAFETY..... THANK YOU.

Fig. B

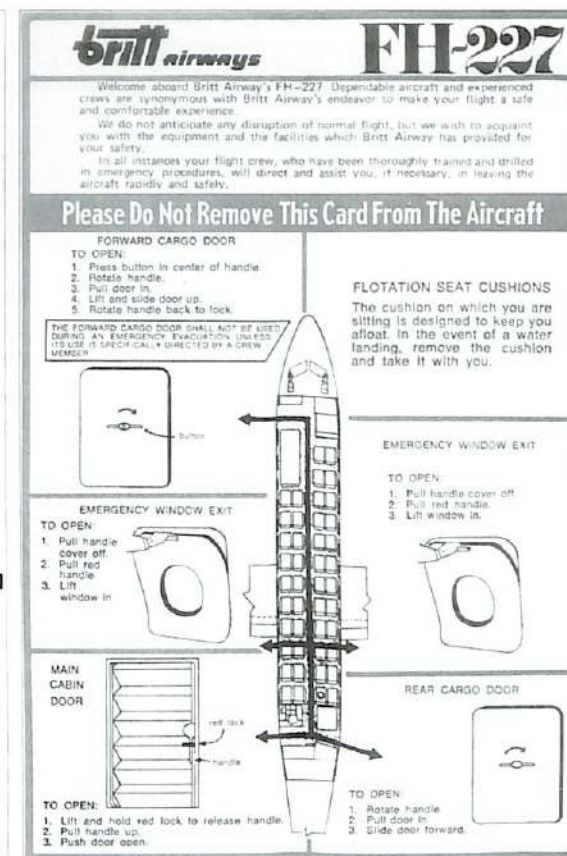


Fig. C

Fig. F

Fig. D ->

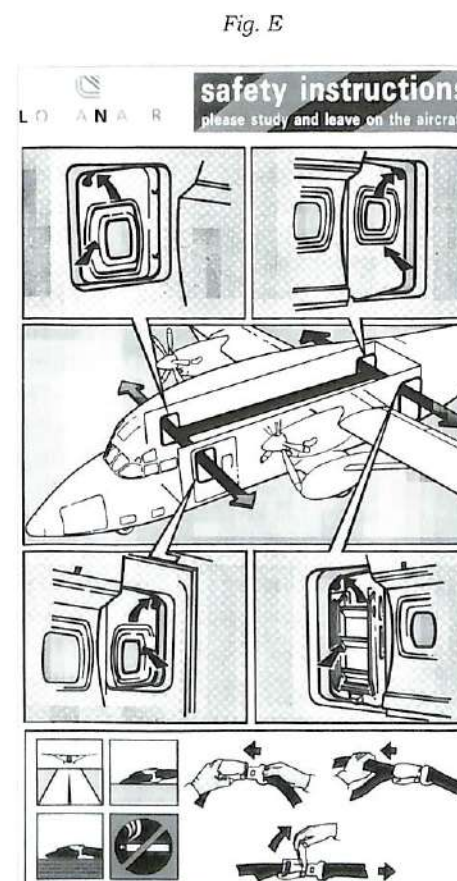


Fig. E



15

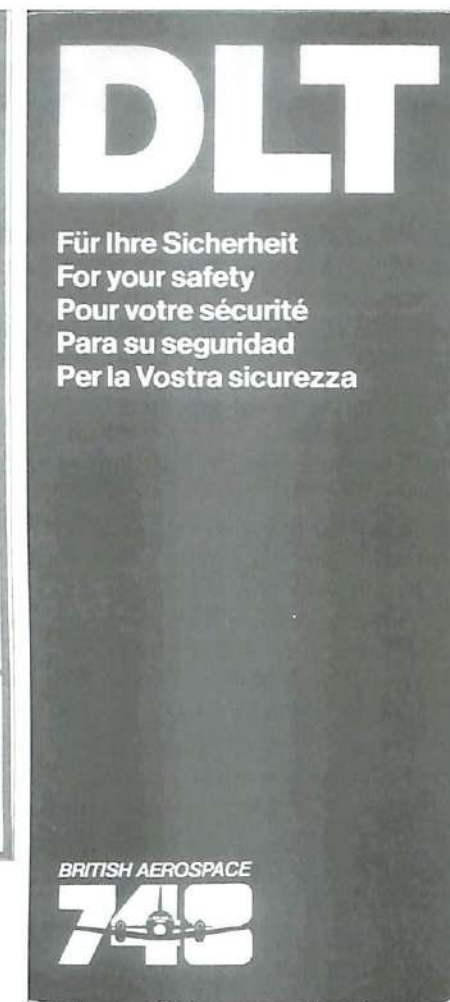


Fig. G

welcome aboard

TRANS-PROVINCIAL AIRLINES LTD

TRANS-PROVINCIAL AIRLINES WELCOMES YOU ABOARD. It is the sincere wish of the Captain and Crew that your flight be both pleasant and relaxed.

NO SMOKING AND FASTEN SEAT BELT SIGNS, when displayed, should be complied with. Seat backs must be in upright position during take-off & landing. Smoking is not permitted at any time when the aircraft is on the ground.

EMERGENCY EXITS are clearly marked and you are requested to become familiar with their locations.

AFTER LANDING you are requested to remain seated until the aircraft comes to a stop.

Emergency Locator Transmitter

ELT located on avionics rack forward of rear bulkhead.

ELT manually activated by setting the ON-OFF-ARM switch (on control head) to ON and/or setting the ELT remote switch (on instrument panel) to ON.

ELT activated automatically by an inertial switch when in the AUTO position.

Book Review

Joop Gerritsma

Kev Darling, DE HAVILLAND COMET,
Airliner Tech. Vol. 7, ISBN 1-58007-036-1

Jim Upton, LOCKHEED L-1011 TRISTAR,
Airliner Tech. Vol. 8, ISBN 1-58007-037-X

Nicholas A. Veronico, BOEING 377 STRATOCRUISER,
Airliner Tech. Vol. 9, ISBN 1-58007-047-7

Specialty Press, North Branch, MN, USA. 104 pages each on glossy paper stock 8-1/2 x 11 inches, soft cover, richly illustrated with B&W and color photos, technical drawings, and diagrams. Published in 2001. Price U.S. \$16.50 each.

These three new titles in the well-established Airliner Tech series follow the format of the first six. They are the first in the series to have been printed on glossy stock, which has immensely improved the appearance of the photos. All three titles deal extensively with the development, production and technical aspects of their respective aircraft, but the text is light on the operational side. But this is compensated for to a large degree by the photographs, which show the aircraft in the liveries of almost every operator that has used them.

The Comet has earned itself a place in airline history by being the first operational jetliner in the world (in 1952). The author tells how it originated with the wartime Brabazon Committee that was tasked with defining the types of aircraft British airlines would require after WW2. The mysterious Comet accidents in the first years of operations were found to have been the result of metal fatigue, a phenomenon that was little understood at the time. Once this was recognized, the Comet went on to a successful career. But the time it took to design the new Comet 4 and bring it to production allowed Boeing and Douglas to overtake it with their larger 707 and DC-8. (Joop Gerritsma)

The L-1011 TriStar was said to be more technically advanced than its contemporary and biggest competitor, the DC-10. The author tells us why. The L-1011 was originally designed for transcontinental services and Eastern Air Lines required it to be able to operate from La Guardia Airport. This influenced the dimensions and the ground handling of the aircraft, as it has to maneuver in the confined space between the piers at that airport.



When Lockheed launched the aircraft, it already had 144 orders: 50 for Eastern Air Lines, 44 for TWA, and 50 for Air Holdings of England for sales in Europe. However, most European airlines opted for the DC-10 and British Airways was the only major airline there to buy the L-1011. Other major operators of the new L-1011 were Delta Airlines, Air Canada, and All Nippon Airways. The different versions of the basic aircraft are described, including the L-1011-1, -100, -200, and -500 as well as the never built -300, -400 (twin engine), -600 and a four engine version. A small table showing the differences between them should have been included for easier reference. The author explains the reason behind the model designations 385-1 and -3 and he describes in detail the Robital Science and Flying Hospital L-1011s and the RAF cargo and aerial tanker conversions by Marshall Aerospace of Cambridge, England. (Joop Gerritsma)

To veteran air travelers the Stratocruiser was the most luxurious airliner in the world during the first 10 years following WW2. They especially loved the lower deck lounge and bar, and the sleeping berths in the upper deck cabin for night flying. These amenities reminded them of travel in large and comfortable flying boats of the nineteen thirties. The airlines, however, were not impressed with the economics of the Strat once it entered service, and with the propensity of its engines to shed props in flight, or even break off altogether (Pan Am's *Clipper Sovereign of the Skies!*). There are three-view drawings of the proposed Model 377-28-26 with six piston engines (for Pan Am) and the stretched Model 377-17-39 with four Allison XT40 propjets. The Guppy and Super Guppy conversions have a separate chapter and the author tells us why the conversions of the civil Strats into freighters and aerial tankers for the Israeli Air Force did not meet expectations. There are photos of 54 of the 56 Strats built, together with the individual histories of all 56. A production table lists the fleets of the five original operators: Pan Am (21), American Overseas (8, later to Pan Am), Northwest (10), BOAC (6), SAS (4, sold to BOAC before delivery) and United (7, of which 6 sold to BOAC). (Joop Gerritsma)

Concorde Flies Again!

By Henk Heiden

On Board Concorde Flight BA 001 from London to New York on 9th November 2001

London-Heathrow, 9th November 2001.

The Concorde check-in desk at Terminal 4 is busy again. British Airways (BA) is re-introducing her Concorde service to New York with the first flight for paying passengers. BA started the 'return to service' as they call it on 7th November, but that was 'only' for a full load of VIP's who did not have to pay a penny, franc, cent or euro.

As a freelance (aviation) writer I managed to sell my proposed personal story about this flight to a newspaper and aviation magazine, otherwise I wouldn't have been on board G-BOAE, flight BA 001. It was 15 years ago since I made my last flight with the supersonic bird. A BA hostess escorts me to the check-in desk at Heathrow. As I had flown in from The Netherlands, where I live, my luggage was already labelled through, which speeds up the check-in process to less than a minute.

I am told that the special Concorde lounge is now waiting for me. Inside this lounge, where you can eat a-la-carte, I am wondering how many Concordes are due to fly, because there are many more people about than 'The Lady of the Air' can accommodate. It turns out that the Concorde lounge is now also accessible to first class passengers. This is kind of a setback for me, because it makes my work more difficult. Yes, I have to work. Remember that I have to write an article about this flight, so I must speak to some fellow passengers in order to get some interesting quotes. But Concorde passengers, in general, like to be left alone. Most of them do not want to talk to a reporter who is going to ask them impertinent questions (as they probably see it) as to why they are paying such a high fare for saving some travel time.

And sky high the fares are. Depending on where you live, the normal fare from London to New York is about 8,365 euro from The Netherlands to about 6,600 pounds Sterling from Great Britain (about 9,200 US dollars). For this fare I can buy a new car in my country. Okay, that will be a small one, but brand new it can be. To get passengers back on the supersonic track, BA is luring them these days with fares that are about a third of the normal one. The mix of first class and Concorde passengers gives me no direct clue about who can be 'victims' for a short interview.

By trial and error I pick out a few candidates that luckily do not hesitate that much in talking to me. But, only on the condition not to mention their name. One businessman from Philadelphia says: 'It already is a cliché, but speed is the main reason for me to fly on Concorde. It leaves me time to work in my office and I will be back home in time for dinner. His employer ('no name please') apparently can easily afford Concorde tickets, as he has already flown more than a hundred times supersonically. Will the businessman fly on Concorde on his own expenses? 'No', he says smiling, 'too expensive'.

The importance of this fight is confirmed by the fact that there are five experienced pilots and engineers in the cockpit, instead of the normal three. BA apparently does not want to take any changes. The crew comprised Derek Woodley (captain), Andy Baillie (captain), Jonathan Napier (senior first officer), Trevor Norcott (senior engineering officer) and Alan Walker (senior engineering officer).



Preparation of the Concorde at London-Heathrow
(Photo: Henk Heiden)

We leave Heathrow 28 minutes late at 10.58 hours. Full afterburners take us into the air in 38 seconds. Captain Derek Woodley says that the computer gives a flight time of 3 hours 26 minutes. During take-off the noise inside is not as loud as I had anticipated. The noise inside is far different from standing under Concorde's flight path during take-off, when you need to wear ear protectors. I know that from experience (of not wearing them at that spot). Flight attendant Sabine has a message. 'Ladies and gentleman. The smoke detectors in the toilets are very sensitive, even a strong perfume can trigger the alarm. If that happens, don't worry. We will than take care of it'.



British Airways has spent millions of pounds refitting the interiors, but the seats on Concorde are still of relatively small width.

(Photo: Henk Heiden)

Earlier, Sabine told the passengers that 'the crew is as excited for this flight as you are'. Well, to be honest, she is not speaking for a matter-of-fact Dutchman. Looking forward to the flight? Yes. But excited? After 17 minutes G-BOAE reaches Mach 1. Another 17 minutes bring us to Mach 2 and it turns out that the aircraft stays at that speed of 1350 miles per hour for 2 hours and 15 minutes. Mike Street, director passenger services of BA comes down the aisle, greeting each passenger in-

dividually and thanking him/her for being on board today. Time for brunch. 'Champagne with it sir?' Although I am not that fond of champagne, as it makes me dizzy, I take half a glass. This 'return to service', as the inscription on the silver sterling ball pen says, which all passengers get, is enough reason to say to Concorde: "here's to you!"

The food on Concorde is haute cuisine, as the saying goes from the past. Well, I do not agree. And that's of course very personal. I would say it's all right, but no more than that. I select the pan-fried sea bass, with caviar sauce for the entrée. Leaving, among others, a late British breakfast of scrambled egg, back bacon, pork and leek sausage, tomato and mushrooms. I skip the cheese selection, although they are mouth watering. Most of the cheeses on the tray give a person a bad breath and I do not want to offend my fellow passengers. According to BA's Mike Street, seating on board Concorde is now limited to 93 passengers when flying to the west. On eastbound flights the maximum number is 97 due to favourable jet streams. These lower numbers than the 100 as allowed in the past, are caused by the extra weight of the safety measures.

There are 78 passengers on the westbound leg today and I have the luck of having no neighbour next to me. BA has spend tens of millions of pounds refitting the interiors, but the seat is still of relatively small width, compared to seats in business classes. There's not much to tell about the flight itself. As in the past, the aircraft flies smoothly and rather uneventfully at a height of up to 58,500 feet. At touchdown in New York, the on-board computer prediction proves to be wrong. The flight lasted 3 hours and 23 minutes, 3 minutes better than the predicted flight time.



British Airways Concorde.

Company Issued Postcard From The Collection Of Bill Demarest.

Timetables!

By David Keller

dkeller@airlinetimetables.com

The theme for this issue of *Captain's Log*, commuter airlines, is of particular interest to me as a timetable collector. Although this segment of the airline industry has its origins in the late 40's, it wasn't until the late 60's that these "Air Taxi" carriers (as they were then known) began to proliferate, becoming a significant part of the US airline scene. In the 70's and early 80's, there were literally hundreds of commuter carriers in operation at any given time. A scant 20 years later, the number of individual commuter carriers had dropped drastically, as most "commuter" services were being operated by the "Express" partners of the major airlines. Those "Express" carriers were largely former independent operators that had surrendered their individual identities in support of these business alliances. (Ironically, this concept of forming a partnership between major airlines and commuter carriers was initiated by Allegheny Airlines in the late 60's. Despite the success of the program, it wasn't until the mid 80's that other major airlines began to follow their lead.)

Commuter airline timetables offer a little of everything. There are the carriers that were the pioneers of this branch of commercial aviation (some of which were in business for decades), the lines that came on the scene and experienced rapid expansion over only a few years (usually ending in bankruptcy), and the "one-hit wonders" that were done almost as soon as they started. From a business standpoint, these concerns ran the gambit from being owned by established corporations all the way to mom-and-pop, one-plane, one-route, operations. (Certainly some of the smaller operations never issued a public timetable, and in the early days, most of these companies were not included in the OAG.) I have included a number of timetables from my collection that will hopefully be of interest.

Air New England 11/16/70. This was the initial timetable for Air New England, which grew into one of the largest commuter carriers in the nation, and in 1975 was granted local airline status (the first airline to be so certified since Ozark Airlines, 25 years earlier). Sporting one of the more colorful paint schemes in the commuter industry, Air New England struggled to find its place in a deregulated environment, and closed down in late 1981.

AIR NEW ENGLAND

We hop to it.

Waterville
Augusta
Portland
Boston
Hyannis
Nantucket
Martha's Vineyard
New Bedford
New York City
LaGuardia



Air New England

Air Wisconsin

air wisconsin

Schedule effective Aug. 1, 1967



**MORE SEATS
MORE SERVICE**

AIR WISCONSIN'S NEW ROUND TRIP EXCURSION FARE OF ONLY \$24.70 PLUS 5% FEDERAL TAX. SAVING YOU 70% ON THE RETURN PORTION OF YOUR ROUND TRIP FARE.

Continued On The Next Page

Air Wisconsin 8/1/67. This is an early timetable for Air Wisconsin, which began operations in 1965 and is still in existence today, as a United Express carrier. At this point (1967) the airline had not yet expanded beyond its original Chicago to Appleton route, which was being flown with Twin Otters.

Altair 2/2/69. This is the earliest timetable I have for Altair, which started service in 1966. After deregulation, Altair attempted to abandon the commuter airline concept and evolve into an all-jet carrier operating F-28's and DC-9's up and down the East Coast from a Philadelphia hub. The carrier ceased operations in 1982.

Apache Airlines 10/25/59. One of the earlier commuter carriers, Tucson-based Apache began flying in 1957. The aircraft pictured on the cover is a Beech Bonanza, although I do not know if that is actually what they were operating at the time. Apache went under in 1971, following a fatal accident.

Aviation Service Incorporated 3/1/69. This airline, which began in 1967, would become much better known after changing its name to Air Midwest later in 1969. Numerous "Express" partnerships were entered into following deregulation and 1985, Air Midwest had large operations supporting Eastern (Kansas City), Ozark (St. Louis), and American (Nashville). Also in that year, Scheduled Skyways was acquired with the understanding that they would be providing feeder services for Republic in Memphis. Unfortunately, Republic decided to award the Express arrangement to another concern (sparking several lawsuits between the parties). That event seemed to be the beginning of a downward spiral that saw Air Midwest sell their Nashville operation to American, and their St. Louis operation to Trans States. Air Midwest still exists today, although as a subsidiary of Mesa.

Empire Airlines 12/1/76. This timetable shows the extent of Empire's service after just over one year of operation. Empire would become one of the first commuter carriers to obtain jets after deregulation (F-28's), although unlike Altair, they did not abandon the markets that had made them a success, choosing instead to expand service from their upstate New York base. In 1986, Empire was acquired by Piedmont (which was in turn acquired by USAir in 1989.)

Executive Airlines 6/19/70. Executive began operations in 1960, and by 1969 had become the largest commuter carrier in the US. (This particular timetable contains 24 pages.) Like a number of carriers operating in the Northeast, Executive also

had a Florida division, which enabled it to transfer aircraft between the divisions on a seasonal basis to compensate for lighter demand in the Northeast during the winter months. Operating in what was probably the most competitive area of the country for commuter service, Executive fell on hard times and ceased operations in 1973.

Horizon Air 11/1/81. One of the relatively few commuter airlines still in existence, this timetable was issued only 2 months after the start of Horizon's operations on 9/1/81. The airline was in direct competition with Cascade Airways right from the start, a battle which forced Cascade out of business in 1985. Horizon was subsequently purchased by Alaska Airlines, although it continues to operate as a separate entity.

Hub Airlines 7/1/70. Hub began operations in 1966, ceasing operations in 1973. Along the way the carrier was involved with numerous other commuter carriers, such as Commuter Airlines of Chicago, Great Lakes Commuter, and Skystream. Hub seemed to be a "poster boy" for commuter airlines, as many publications I have seen from the late 60's or early 70's, show a Hub aircraft as an example of a commuter airliner.

Northern Airlines 1981. This timetable is an example of one of those "one hit wonders". Northern Airlines started service in late 1981, filing for bankruptcy following an accident in early 1982 that severely damaged their Nord 262.

Prinair 11/28/66. Prinair (short for Puerto Rico International Airlines, Inc.) began operations in 1964, and is one of a relatively small number of commuter carriers to operate 4-engine aircraft (in this case, the DeHavilland Heron). Eventually dozens of Herons were being operated, and Prinair was considered the largest commuter airline in the US for most of the 1970's. As the airline grew, the airline looked for replacements for the aging Heron fleet, acquiring Casa 212's and Convair 580's. A number of factors combined to reverse the airline's fortunes, and the doors were closed in 1985.

Provincetown-Boston Airline 5/15/70. Certainly one of the granddaddies of them all, PBA start serving the Boston - Provincetown route in 1949. This timetable shows that route, as well as a seasonal route from Boston to Chatham. The airline also started a division in Florida, Naples Airlines, enabling seasonal equipment transfers to avoid slow traffic seasons. After about 30 years of serving a very few select routes, PBA began rapid expansion both in the Northeast and in Florida, which eventually resulted in bankruptcy and takeovers. The carrier ceased to exist in 1988.

TIMETABLE EFFECTIVE FEBRUARY 2, 1969

ALTAIR

FLY THE ALTAIR EARLY BIRDS TO

ALBANY
ALLENTOWN
BETHLEHEM
CAMDEN
EASTON
HARRISBURG
PHILADELPHIA
ROCKFORD
SARATOGA SPRINGS
SCHENECTADY
SCRANTON
TROY
WASHINGTON
WHITE PLAINS
WILKES-BARRE
WILLIAMSPORT
WORMLEIGH

ALTAIR AIRLINES

"On Time - All The Time"

Apache Airlines

TUCSON PHOENIX
NOGALES
FORT HUACHUCA

FAST
PASSENGER & FREIGHT SERVICE

COMMUTER AIRLINE
SERVING
CENTRAL U.S.
CITIES

AVIATION SERVICE INC.
TERMINAL BLDG., MUNICIPAL AIRPORT
WICHITA, KANSAS 67209
316-942-3311

EMPIRE AIRLINES

UTICA-ROME
BOSTON
NEWARK

TWO NON-STOP
FLIGHTS DAILY
BETWEEN EACH CITY

effective December 1, 1976

EXECUTIVE AIRLINES
We're easy to take.
system timetable
SCHEDULE EFFECTIVE JUNE 19, 1970

FARES SHOWN INCLUDE U. S. TAX

HORIZON AIR

It is our privilege to serve you

SCHEDULE
November 1 - November 30, 1981

FOR RESERVATIONS CALL:
SEATTLE 762-3646
WA. STATE 1-800-552-8850

SEATTLE to YAKIMA

Leave	Arrive	Flt #	Freq.	Stops
7:30a	8:15a	106	12345	Non-Stop
9:40a	9:55a	106	6	Non-Stop
1:15p	1:30p	106	12345	Non-Stop
1:50p	2:05p	106	6	Non-Stop
4:30p	4:45p	106	12345	Non-Stop
5:00p	5:15p	106	6	Non-Stop

SEATTLE to PASCO

Leave	Arrive	Flt #	Freq.	Stops
7:30a	7:55a	106	12345	Non-Stop
9:40a	10:05a	106	6	Non-Stop
1:15p	1:40p	106	12345	Non-Stop
1:50p	2:15p	106	6	Non-Stop
4:30p	4:55p	106	12345	Non-Stop
5:00p	5:25p	106	6	Non-Stop

YAKIMA to SEATTLE

Leave	Arrive	Flt #	Freq.	Stops
7:45a	8:20a	101	6	Non-Stop
9:00a	9:15a	101	12345	Non-Stop
10:00a	10:15a	101	6	Non-Stop
11:00a	11:15a	101	12345	Non-Stop
11:30a	11:45a	101	6	Non-Stop
1:30p	1:45p	101	12345	Non-Stop

PASCO to SEATTLE

Leave	Arrive	Flt #	Freq.	Stops
6:00a	7:00a	101	12345	Non-Stop
7:00a	8:25a	101	6	Non-Stop
8:00a	9:15a	101	12345	Non-Stop
9:00a	10:50a	101	6	Non-Stop
11:00a	1:10p	101	12345	Non-Stop
11:30a	1:40p	101	6	Non-Stop
3:30p	5:25p	101	12345	Non-Stop
5:00p	5:25p	101	6	Non-Stop

FARES SHOWN INCLUDE U. S. TAX



CHICAGO - CINCINNATI - DAYTON
DETROIT - FORT WAYNE - INDIANAPOLIS
SOUTH BEND - SPRINGFIELD

TIMETABLE EFFECTIVE JULY 1, 1970



NEW AIR SERVICE!

- * Pierre
- * Mitchell
- * Sioux Falls
- * Brookings
- * Huron
- * Minneapolis
- * Sioux City
- * Lincoln

THE REGIONAL AIRLINE
THAT MAKES SENSE



ROCKY MOUNTAIN AIRWAYS

FLIGHT SCHEDULE
AUGUST, 1969

Complete Schedule
1970 SEASON

**PROVINCETOWN-BOSTON
AIRLINE**
The Route of the Pilgrims




Gate 22, Logan Airport, East Boston (617) 567-6090
Provincetown Airport (617) 487-0240

AND AGAIN THIS YEAR:
Chatham Municipal Airport (617) 945-1770



Provincetown-Boston Airline, Inc.
PROVINCETOWN MUNICIPAL AIRPORT
PROVINCETOWN, MASSACHUSETTS 02657

PUERTO RICO INTERNATIONAL AIRLINES, INC.
ST. THOMAS, VIRGIN ISLANDS
PONCE, PUERTO RICO



Telephone Reservations open:

San Juan, P.R. 751-2505 6:30AM 8:00 PM
St. Thomas, V.I. 774-2636 8:00AM 7:30 PM
Ponce, P.R. 842-0201 7:00AM 5:00 PM

SUN AIRLINES
THE 33 MINUTE AIRLINE



FLIGHT SCHEDULE

**10/0
FALL SCHEDULE
1/00**

Rocky Mountain Airways 8/69. This carrier was founded in 1966, and primarily operated flights from Denver to Aspen, Vail, and other winter vacation destinations in competition with Aspen Airways. Rocky Mountain Airways eventually became a Continental Express carrier, and I believe it ceased to exist after Continental pulled nearly all services out of Denver to concentrate on hubs in Houston and Newark.

Sun Airlines Fall, 1968. Sun Airlines holds the distinction of being the first commuter carrier to utilize pure-jet equipment, as Lear Jets went into service in late 1967. This timetable in 1968 shows what is probably the most extensive route system for any independent commuter airline (i.e., not affiliated with a larger carrier). Sun's routes stretched from Milwaukee to Tulsa to the Bahamas, with secondary route systems proposed around Cincinnati and New York City. Not surprisingly, the carrier was out of business by the second half of 1969.

Sunair 1/15/81. Perhaps the ultimate "one hit wonder", this timetable shows service to 15 Florida cities covering the entire state. Yet this carrier reportedly ceased operations after operating only a single revenue flight!

TAG Airlines 10/27/58. Another of the pioneers of the commuter airline industry, TAG began operations in 1957, specializing in service to "downtown" airports in Chicago (Meigs), Detroit (City), and Cleveland (Lakefront). TAG's final year of operation was 1970.

Wiggins Airways 1/1/53. This early commuter carrier operated "Twin Cessnas" on a route network where all flights originated and terminated in either Boston or Albany, with over a dozen stations served in between.

Wild Goose Airlines 1/20/64. Certainly one of the more interesting names for a commuter airline, Wild Goose operated from 1964 until 1967. Based on that start date, and the fact that the logo is obviously hand-drawn, this was probably their first timetable. This is also the answer to the oft-asked trivia question, "Name an airline that served Uvalde, Texas".

Wings Airlines 5/17/76. This is the inaugural timetable for Wings Airlines, and the entire piece was done by hand, on both sides. Quite an inauspicious beginning for a carrier that has by now grown larger than any other former commuter carrier in history, operating over 100 jet aircraft. This airline is now known as Comair.

Hopefully, the items here will be unique and informative to many of our readers. For those who do find the commuter airline industry of interest, I highly recommend the book Commuter Airlines of the United States by R.E.G. Davies and I.E. Quastler. I refer to this book often (as I did when writing this article).

Schedule Effective
October 27, 1958

**fly
FASTEST**

to **DOWNTOWN**

**DETROIT - CLEVELAND
CHICAGO**



Airlines

Luxurious 200 - M.P.H.
Multi-Engine Executive Airliners

Continued On The Next Page

Continued On The Next Page



NEW ENGLAND'S COMMUNITY AIRLINE

WILD GOOSE AIRLINES



INTERNATIONAL AIRPORT
San Antonio 16, Texas

SCHEDULED AIR SERVICE TO SOUTHWEST TEXAS

- San Antonio
- Uvalde
- Brackettville
- Del Rio
- Eagle Pass

Telephone
TA 4-6523
SAN ANTONIO

Del Rio 775 3811 775 5565	Brackettville JO 3 2312
Eagle Pass PR 3 3805	Uvalde BR 8 3423

Special Sale To Collectors!

After More Than 25 Years of Intensive And Happy Collecting, the time has arrived for me to reduce and sell out a large quantity of my aviation memorabilia.

- Airline Bags (1,000+)**
- Airline Playing Cards (1,500+)**
- China Ware - Dinner Trays**
- Crew Wings - Pins & Badges**
- Carry-On Bags - Plastic Bags**
- Coffee Mugs - Silverware**
- Inflight Magazines**
- Ticket Jackets - Boarding Passes**
- Timetables**
- Safety Cards**
- Plane Models (3 feet)**

And much more!

I am also trying to find successors for my Airline Playing Card Collection - one of the Top Ten Collections in the world!

And in particular also for several Airsickness Bag Collections which since 1986 has been included in the 'Guinness Book of World Records' and continues to grow today!

During my (sometimes!) annual trips worldwide I collected a lot of special airline souvenirs for which I'm now looking for new owners.

See me at the Airliners International 2002 show in Houston at Table 82! We'll be arriving in Houston on Tuesday, June 25.

I ask you FELLOW COLLECTORS to contact me by e-mail or fax what you're looking for and give me your mailing address and fax number.

Niek K. Vermeulen
C/o Riouwstr 55
Wormerveer 1521 SC
The Netherlands

e-mail: lynternet@hotmail.com
fax: +32 14 43 55 64

Airline Happy Hour!

By Al Tasca
altasca@cs.com

In this issue, I will continue with Latin American carriers and show sticks from Mexican carriers.

Fig. 1. This early stick from CMA (Compania Mexicana de Aviacion) is 6-1/8" long from its two highest points, has a round shank, and a ball end. The top of the stick has raised detail and is the same on both sides. The stick comes in one solid color and the only two colors that I have are light blue and light green. A variation of this stick (not shown) is identical but has a pointed end and is 5-5/8" from its two highest points. I only have this one in light blue. A third variation of this stick (Fig. 1A) is also light blue in color, about 1/8" shorter with a slightly larger top. The top of this stick also has two sides, but there is no "CMA". However, when you hold the stick with the top facing left, you can see a raised "CMA" (Fig. 1B) in a hollowed out area of the shank's one side. Basically, this stick seems to be more cheaply made than the others.



Fig. 1 Mexicana



Fig. 1A



Fig. 1B

Fig. 2. This 5-1/2" Mexicana stick is one sided with a flat shank and a hollowed out bottom on both sides. The two sticks that I have are all white and both have a logo hot stamped on them. One is a violet color and the other is silver. Although the two sticks are identical, only the silver logo stick has the manufacturer, "Spir-it usa", on the shank just over the end. Another similar stick that I have (not shown) is the same in all respects but all white in color and with a raised logo. No manufacturer stamp is shown on this stick.



Fig. 2

Fig. 3. This spoon style stick is 5" long and has an actual spoon end. The only identification is the logo shaped top. The only color that I have is a dark translucent blue with no manufacturer stamp. One variation that I have on this stick (not shown) is a clear one with the same size and spoon shaped end. However, on this one, the logo on the top is facing the other direction and on the shank, looking from the spoon end, is "Mexicana" in raised writing. Once again, no manufacturer.



Fig. 3

Fig. 4. This AeroMexico 6-1/8" stick is two sided with a hollowed out bottom on both sides and has the same raised logo on both sides facing right. The aircraft, however, has two different sides, a top and a bottom, and includes a raised tail. I wish I had more information on this stick because the aircraft looks like a Concorde - the same as the stick TWA came out with when they contemplated ordering the Concorde. Any info on this stick will be appreciated! The stick's color is orange with no manufacturer stamp.

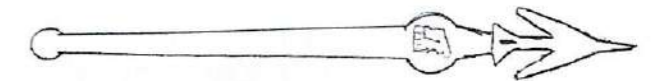


Fig. 4

Fig. 5. This stick (only the logo is shown and drawn larger than actual size) is identical in every respect to the stick in Fig. 4. However, only the aircraft side of the bottom is hollowed out and the stick is about 1/4" shorter. The color is also orange, but darker. The raised logo on both sides is different from the logo style in Fig. 4. Also, when viewed from the sides, this logo always faces left. Also unusual is the way that "AeroMexico" over the logo is written. The words seem to be backwards. Again, no manufacturer.



Fig. 5

Fig. 6. This AeroMexico stick is 5-1/2" long, one sided, and has a round shank. There is no name on the stick. The only identification comes from the raised logo on the top. The two colors that I have are both translucent orange, one bright, one dull. The logo on both sticks is gold. No manufacturer named.



Happy Collecting!

Fig. 6

What Is It?

By Ken Taylor

keebeetay@aol.com



AIR ONTARIO DHC-8 at Toronto Island Airport. Postcard by Royal Specialty Sales 2TOR 170

There have been three replies for this issue, one from Tony Trapp, Tony wrote about KT6 which is a large wing type badge with a letter W in the center, being a cap badge from Wackenhut Security Corp.

Also, letters from Michael Adkins and Tom Meredith referring to Inland Air Lines. Tom writes about equipment which was mostly Boeing 147 aircraft.

NC 13307 c/n 1688 7/38 7/42
 13310 1691 7/38 6/42
 13326 1707

(This aircraft was listed but probably not used.)

13344 1726 used a short time.
 13360 1951 7/38 unknown, gone by 6/42.

DC 3 NC 15569 c/n 4887 obtained 1944 in Inland paint, later in Western colors. Lockheed probably an Electra L 10 no information. Stinson SM7B only used Rapid City Spearfish (not for passengers).

A letter from Igors Krivcovs of Riga Latvia asking for some identification of several wings. I will refer to these as IK-1 to IK-5.



IK-1

IK-1 How about some information on MILLON AIR?



IK-2

IK-2 Who or what is SW? This badge was manufactured by The Fox Company of Cincinnati Ohio. Is of a gold tone color.



IK-3

IK-3 Who is CCAS? Chrome plated.



Continued On The Next Page



IK-4

IK-4 Is Civil Aviation Department Nigeria? Who What and When?



IK-5

IK-5 This large P S A badge numbered 63 creates a number of questions for me, for example, what era was this badge in use? what base was it used? what was the number of officers and etcetera?

And now a selection of wings from airline badge design, now gone!



Central Airlines merged to Frontier Airlines October 1 1967.



Henson Airlines begins service as an Allegheny Commuter, 15 November 1967.



Pacific Air Lines



Bonanza Air Lines



West Coast Airlines



Pacific, Bonanza and West coast Airlines formed Air West by merger, April 18 1968.



Trans Texas Airlines was renamed Texas International, April 1 1969.

Continued On The Next Page



Texas International



Piedmont Airlines, absorbed by U S Air August 5 1989 .



Mohawk Airlines absorbed by Allegheny Airlines 12 April 1972.



Jetstream International, U S Air Express 1988



Allegheny Airlines, renamed U S Air 28 October 1979.



Big Sky Airlines of Billings Montana, formed September 15 1978, connector for Northwest Airlines



U S Air



Britt Airlines, Continental Express, 1991



Hughes Air West, acquired by Republic Airlines 1 October 1980.



Air New England ceased operations October 31, 1981

Ken Taylor
R R 7 Calgary
Alberta, Canada T2P 2G7
keebeetay@aol.com

Don't Miss Out On The Next Issue Of
The Captain's Log!
Renew Your Membership Now!

Airline China!

By Richard W. Luckin

Collecting Airline Mugs

How many mugs do you have in your kitchen cabinet at home? A half dozen or more? Now, the important question, how many of them are airline mugs?

For years many airlines throughout the world have issued ceramic or plastic mugs to promote their freight or passenger service. In a few instances mugs have been used as commemorative items to announce new service or to be given away on an inaugural flight.

All of these mugs fall into the category of advertising specialty, i.e. any product that carries the advertiser's name. Most mugs are not made by regular china companies but rather by firms that deal specifically in ad specialty items.

The first one (#1) is a multi-colored mug produced for **Alaska Airlines**. The next two are **American Airlines** mugs (#2 and #3), just a few of the many they have put out over the years. Mug #4 was made for **Asiana**. **Bemidji Airlines** selected a black mug (#5) which contrasts with their white lettering.



#2 American Airlines



#3 American Airlines



#1 Alaska Airlines



#4 Asiana Airlines #5 Bemidji Airlines



Don't Forget To Renew Your WAHS Membership!

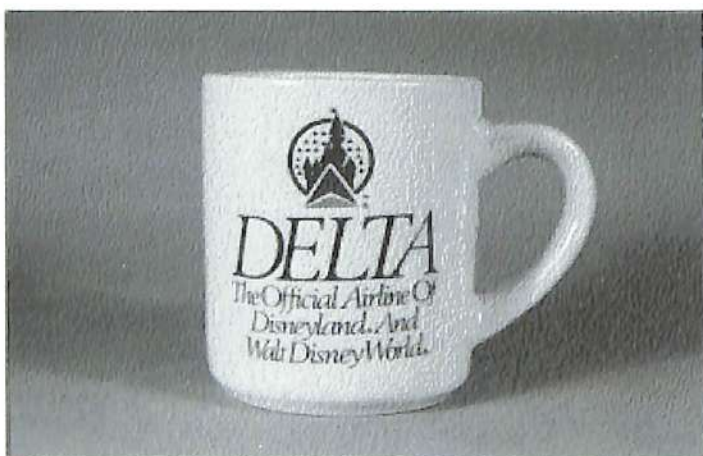
Continental Airlines also had a black and white mug (#6 and #7) with text on both sides. Delta, on the other hand, selected a white mug (#8) to announce their status of "The Official Airline Of Disneyland And Walt Disney World."



#6 Continental Airlines



#7 Continental Airlines

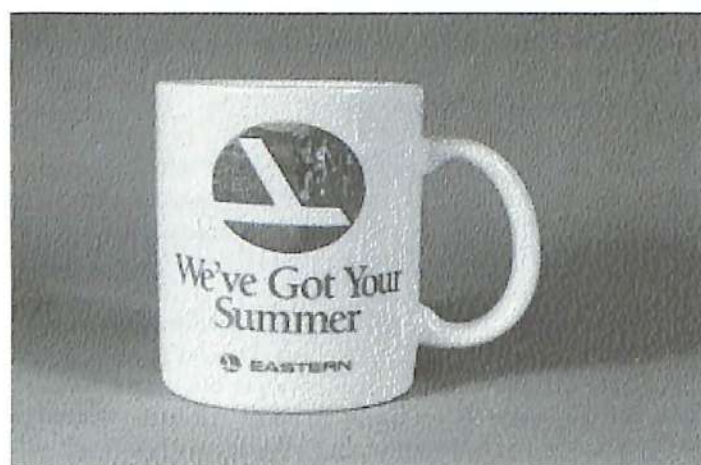


#8 Delta Air Lines

This unique handled mug (#9) was used by Eastern Airlines to mark the inauguration of service from Denver to Atlanta in 1979. In the 1980s "We've Got Your Summer" was the slogan for Eastern (#10). The one plastic mug (#11) to be shown in this column was supplied to Eastern.



#9 Eastern Air Lines



#10 Eastern Air Lines



#11 Eastern Air Lines

EL AL chose their colors to decorate this mug (#12). First Air used this "C" handled mug (#13) as an advertising item to promote their upscale service. The original Frontier Airlines issued a number of mugs during their many years in business. This one (#14) features the last modernized logo they used before going out of business in 1986. However, there is a NEW Frontier which began operation a little over seven years ago.



#12 EL AL



#13 First Air (Canada)



#14 Frontier Airlines

Iberia's red and yellow logo stands out against the black body of this mug (#15). Carrying the state colors of Texas, Lone Star Airlines imprinted their mugs (#16) with blue and red against a white background.



#15 Iberia Airlines of Spain



#16 Lone Star Airlines

Lufthansa, the German carrier, has issued a series of mugs during the last 20 years. The first one (#17) marks a food service convention in 1983. The next two are beer steins. One (#18) just has the name and logo of the airline while the other (#19) incorporates German shields into its design. A mug made of milk glass (#20) features a Junkers F 13 to highlight Lufthansa's long history.

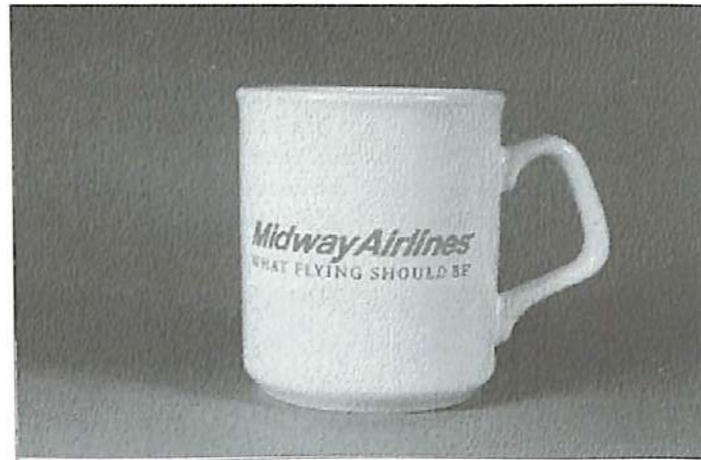


#17 Lufthansa

Continued On The Next Page



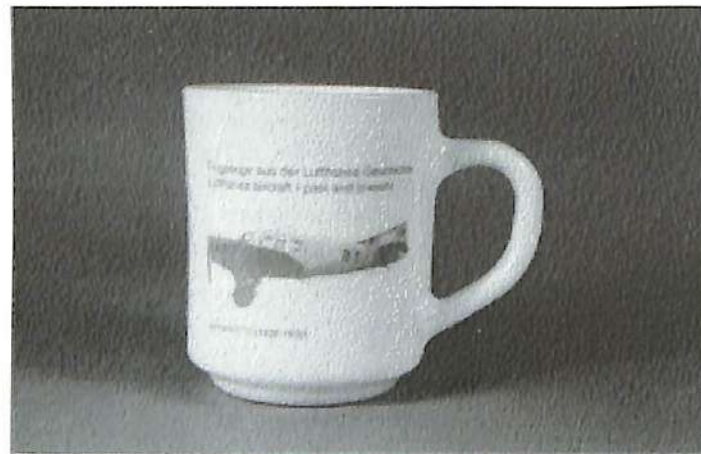
#18 Lufthansa



#21 Midway Airlines



#19 Lufthansa



#20 Lufthansa

The original **Midway Airlines**, which is flying again on a limited basis, gave away these pure white mugs (#21) a couple of years ago. The lettering is red.

In 1982 **Ozark** bragged about their "Coast To Coast" service by utilizing this mug (#22). The original **Pan Am** displayed their famous "World" logo for this "C" handled mug (#23).



#22 Ozark Air Lines



#23 Pan Am

A commuter airline, **Skywest**, issued this multi-colored mug (#24) several years ago before regional jets entered service.



#24 Skywest Airlines

The now-gone **TWA** issued several mugs. The first one here (#25) features their international service while the TWA Cargo mug (#26) lists all their stations.



#25 Trans World Airlines



#26 Trans World Airlines

US Air used a "C" handled mug (#27) with red and blue for the lettering.



#27 US Air

United Airlines has had countless mugs over the years. The first one (#28) shows a striking use of black, gold and white. The shape of the next one (#29) is a pedestal style milk glass.



#28 United Air Lines



#29 United Air Lines

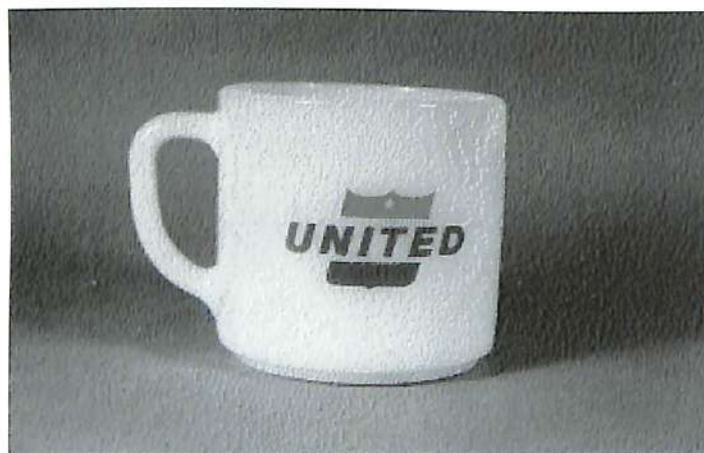


#30 United Air Lines

The shorter pedestal style mug is all black with gold lettering (#30). Freight service is again advertised in this red, white and blue mug (#31). Last of all is a simple milk glass mug (#32) with a '60s logo.



#31 United Air Lines



#32 United Air Lines

Remember my first question, how many mugs do you have? Hopefully you've got some with airline logos on them. They're useful, colorful, and best yet, collectible.

CORRECTION TO THE LAST COLUMN IN THE WINTER 2001-2002 ISSUE: The china mentioned in Fig. 14 was used for the China Clipper Restaurant & Night Club in Jersey City, N.J.

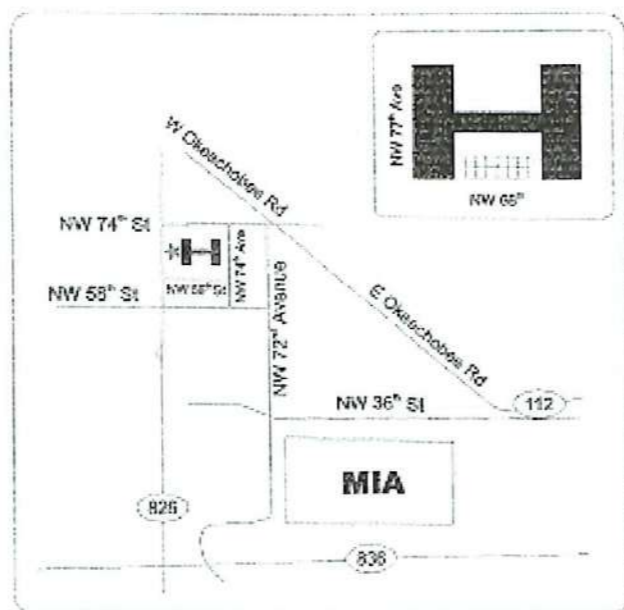
The ATLANTIC Models SHOP



A shop dedicated to discriminating aviation enthusiasts of all ages.

Featuring Atlantic Models, Gemini Jets and other aviation collectibles.

The Shop is located adjacent to the Atlantic Models manufacturing facility, stop by and tour the factory and see how airplane models are made!



6801 NW 77 Ave., Suite 107 - Miami, FL 33166
Tel 305-883-1545

In the Wesley Center facing west
to the 826 (Palmetto Expressway),
between the NW 58 Street and NW 74 Street exits.

Hours of operation:
Monday - Saturday 10AM - 6PM



British Airways
Jetstream 41
Postcard

Airline Issued.

Editor's
Collection

Sticker Chatter!

By David A. Rowe

Here's another selection of labels from carriers around the world!

Fig. 1. LUTHANSA issue in blue, white and yellow promoting their "Cockpit Careers". Ian Campbell of Slough in England supplied this copy and Fig. 4.

Fig. 2. LUFTHANSA again, basically the same colors, another WWW promoter.

Fig. 3. This is a very nice item from BRITISH CALEDONIAN AIRWAYS in blue, dark yellow, and black on white. Can anyone supply a date? Again, from Knut Wegers.

Fig. 4. An ungummed paper label for DEUTSCHE LUFTHANSA in blue, gold, red and grey from Knut Wegers of Germany. Possibly a beer label?

Fig. 5. AIR TRAN was an early user of the Boeing 717 and this one is for the first anniversary of the type. Sorry, no colors available, as Graham Alliance of Los Angeles only had a photocopy to send.

Fig. 6. You don't often see a Safety Card which is a sticker, but Dave Cherkis found this one for HELI AIR MONACO! Black on day-glo red.

Fig. 7. A PLUNA/VARIG sticker promoting their joint operations. White, gold, and yellow on dark blue from Vicente Palazzo of Argentina.

Fig. 8. Only my second sticker for MANDALA AIRLINES of Indonesia was a very welcome sight from Bill Demarest. Purple and gold on yellow.

Fig. 9. Better late than never! This BALKAN BULGARIAN AIRLINES is from the 1994 World Cup in which their team played. Green, red, black on white. Supplied by Eddie Van Haute of Belgium.

Fig. 10. Bill will probably look aghast at the size of this sticker from AIR AFRIQUE, but it really is something! (Editor's Note: I did and I recovered.) Black and green words at the bottom, white words on the right, multicolored map, etc. I only have a color copy, worse luck. Supplied by Henri Marchal, again from Belgium.

Fig. 11. GHANA AIRWAYS issued a lot of stickers for the size of the airline - yellow, green, red, black, white and blue. Henri Marchal again.

Fig. 12. AIR EUROPA of Spain in red, blue, and black on white from Dave Cherkis.

Fig. 13. Again, AIR EUROPA. Same colors. Very nice BIL from Frank Lichtanski.

Fig. 14. LAT CHARTER AIRLINES fly TU-154s from Riga, Latvia as shown on this one in house colors of dark blue, green and white. Black words on white.

Fig. 15. TUNISAIR are still producing good stickers for me. Red, white on blue. This one came from Michael Thurow in Germany along with the one in Fig. 16.

Fig. 16. CATHAY PACIFIC, German issue, in white, grey, and red on dark green.

Fig. 17. CITY BIRD of Belgium issued this great one featuring the MD-11 in dark green and yellow with white titles. Yellow background and white words. The airline also issued 737-400, A300-600, and 767-300 stickers. Hector Cabezas of Germany.

Fig. 18. Lovely DC-4 in the original SOUTH AFRICAN AIRWAYS colors. Dark blue and silver words, all on white. The aircraft toured Europe in 2000.

The following five stickers are keeping with the Commuter Airline theme of this issue.

Fig. 19. AIR CORTEZ flew Beech 18s in 1977 to points in Mexico. White, red and black.

Fig. 20. CHAUTAUQUA AIRLINES is a large feeder for TW and US Express. Used ATR-42s when an Allegheny Commuter. Black, gold, red and white.

Fig. 21. PBA-PROVINCETOWN-BOSTON AIRLINE began flying in 1949 and operated many great aircraft including Lockheed 10s, DC-3s, and Martin 4-0-4s. This shows the Banderante aircraft used from 1981. Blue on white.

Fig. 22. SOUTHERN JERSEY AIRWAYS flew Twin Otters and Dash-7s for Continental Express/Eastern Express, based at Atlantic City. Blue, black, grey and white.

Fig. 23. PRECISION AIRLINES flew Do-228s linking New York and Boston with numerous small towns. Mauve, gold, black and white aircraft, blue background, black words.



Fig. 1

Continued On The Next Page



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6

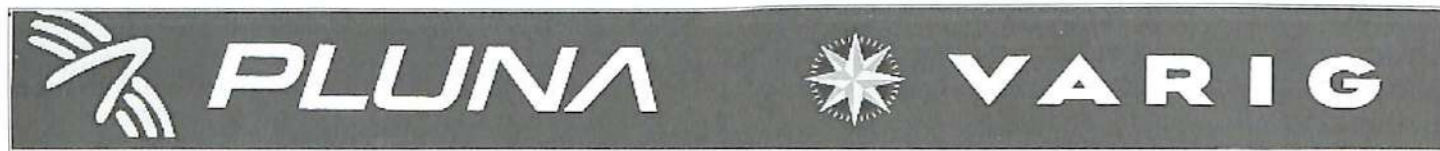


Fig. 7

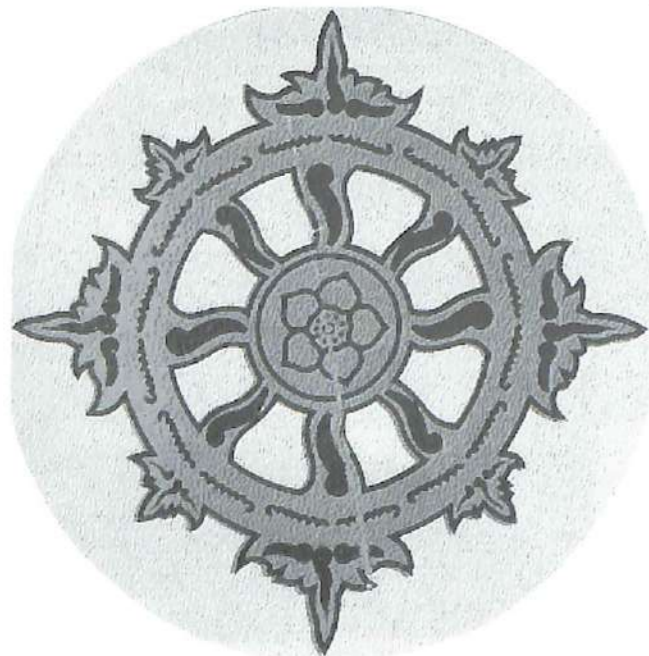


Fig. 8



Fig. 9



Fig. 10



Fig. 12



Fig. 14



Fig. 11



Fig. 13



Fig. 15



Fig. 16



Fig. 18



Fig. 17



Fig. 21 Top



Fig. 19



Fig. 22 Left

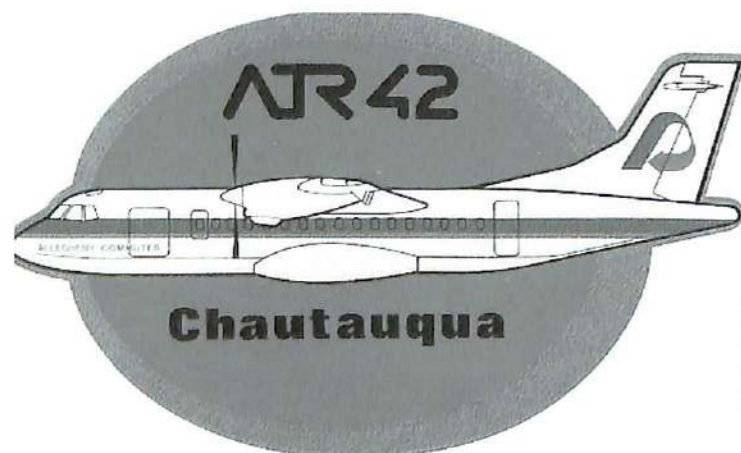


Fig. 20



Fig. 23

Postcard Corner!

By Allan Van Wickler

amvwdsvw@earthlink.net

What goes around comes around. I took over this column seven years ago and what was the subject matter? You got it! Commuter airlines. In the knowledge that you memorized the 17 cards that were shown, I've taken great pains to ensure that the 20 cards this time are different ones.

In late 1981, I flew to MSY to attend the Commuter Airlines Association of America (CAAA) Convention. Thought I wasn't going to know a soul among the few thousand attendees. Turned out, I knew at least 50 people. I had a ball and got things going for a section in TRAVEL WEEKLY each month entitled 'Selling Regional Commuter Airlines.'

Travel agents didn't know nuttin' about the feeder airlines and the reverse was also true so it was quite creative and a battle. Fun. But, we got it done and everyone benefited.

I traipsed around the good ol' USA in a Piper Navajo, a Bandeirante, all manner of Metroliners, the 'Flying Porta-Potty' otherwise known as the SD-330, the SD-360, the DHC-6 and 7, the Bae-146, the Beech 99, etc. etc. And I lived!

When the big guys realized the error of their ways, they gobbled up the little ones, were their normal imperious selves, and I cancelled the section. It was enjoyable while it lasted and an immense challenge, I must say.

As you can imagine, I met numerous very interesting characters along the way, many who were truly business builders and I wish I could tell you stories about each of them as I am reminded when I look at the cards.

One marvelous older fellow was Dick Henson, former Martin test pilot, and creator of Henson Airlines. Here the man had done everything one can do upstairs as a pilot, yet, in his late seventies, sat next to me at the National Air & Space Museum IMAX presentation 'To Fly' and exulted gleefully as the rest of us, as Paul Mantz rung us all out. (As any of you know who saw the flick.) Dick couldn't have been nicer or more genuine. And I recall Bill and Marilyn Britt of Britt Airlines (Indiana) right behind us having fun as well. Talk about building an airline from scratch. And there were another 751 people just like those above in the audience that day.

Let's take off with this magnificent 8-3/4" x 4-3/4" chrome of the ill-fated HS 748 of Air Illinois, a card done for the carrier by the manufacturer. Flown at the time by 60 operators in 40 countries.

All the postcards shown are in four colors, 3-1/2" x 5-1/2" and company issued unless otherwise indicated.



Air Illinois HS-748

Flew this aircraft down to ORD from Appleton after having attended the EAA Air Show. Great show, great airplane. The Bae 146-200 information card was supplied by BAE and 3' x 6'. I truly respected Air Wisconsin and its management team.



Air Wisconsin BAE-146

Similarly with Paul Quackenbush and Fritz Hager of upstate New York Empire Airlines. They were as good as this Oneida County Airport shot of their spanking new F-28 (Historicolor 164801). As fresh as a newly picked upstate apple, which they distributed onboard.



Empire Airlines F-28

Continued On The Next Page

And Dawson Ransome at **Ransome Airlines**. What a gentleman, with no one to leave the airline to. Wanted to show this Aviation World card (Z-009, 80501-D) as it is one of Jay Selman's best air-to-air shots, don't you agree? Yes, it is Ransome's DHC-7 N176RA over midtown NYC.



Ransome Airlines DHC-7

Staying in the East for now, here are 3 PBA aircraft, starting with their old livery DC-3 (Mike Roberts SC13263), their M-404 (MR SC18125), and one I flew in, the Bandeirante 'Bandit', N90PB (MR18126), the latter two in their last paint job.



PBA DC-3

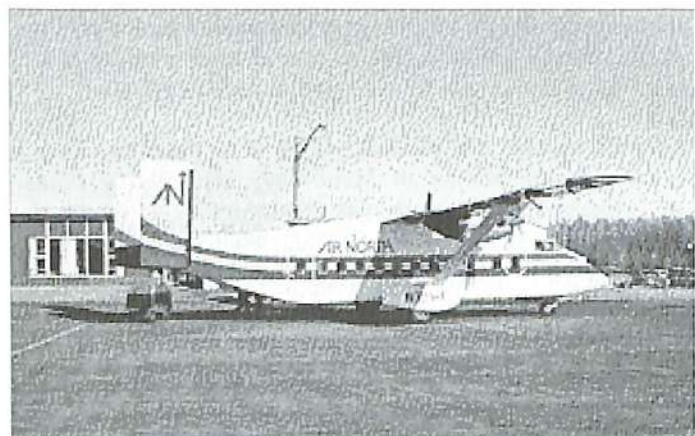


PBA M-404



PBA Embraer Bandeirante

I had the pleasure of meeting Andy Deeds of **Air North** just one time. Air North was a Vermont carrier; here's their SD3-30 (N371MA), parked at Burlington.



Air North SD3-30

A nice treasure to own is this Beech 18 of **Pocono Airlines**. A Dexter Press card (7967-C) published out of Mt. Pocono, PA. Would you believe that the Beech 18 was the first airplane I ever flew in? Would you believe that was in 1947?



Pocono Airlines Beech 18

Continued On The Next Page

Back to the Mid East for a moment as I wanted to show this fine **Wright Airlines** Beech 99 that I flew once between Cleveland's Burke Lakefront and Detroit City Airport one frigid, snowy-wet winter night. It didn't help that we couldn't turn over the props until an APU as located! (J.C. Unitas Post Cards #R10867).



Wright Airlines Beech 99

Let's head down to **Scheduled Skyways** headquarters in Fayetteville, Arkansas for this beautiful Metro II, otherwise known as the 'executive mailing tube.' A 4"x 6" card of N505SS.



Scheduled Skyways Metro III

Before heading west, let's get on down further to **Royal Airlines** from New Orleans. I believe. Isn't that a *bee-yoo-tee-full* Beech 99 shot? (Card #250257)



Royal Airlines Beech 99

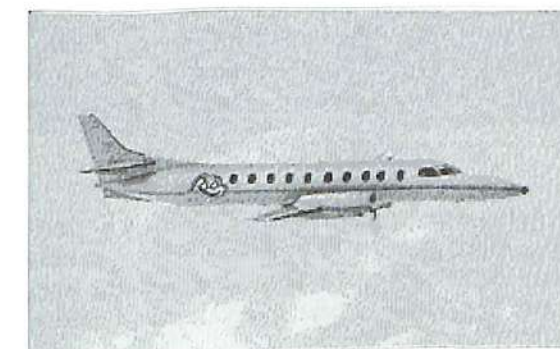
And now three company cards from them there Texans that operated **Rio Airways** successfully for years. First, their Beech 99 (Texas Specialty 126.931), their DHC-6 N27RA (TS 143.095), and their Metro II N45RA (TS 160.251).



Rio Airways Beech 99



Rio Airways DHC-6



Rio Airways Metro III

North to Montana for **Big Sky's** Metroliner II N177BS, a 4" x 6" card.



Big Sky Metro II

Continued On The Next Page

Now back on Southwest to pick up **Grand Airways** Metro-liner N267IV flying out of Las Vegas over the Grand Canyon. Another 4" x 6" card.



Grand Airways Metroliner

And finally to the West Coast, to view **Golden West's** DHC-6 Twin Otter taxiing on out (Multiple Photos 11526).



Golden West DHC-6

We conclude in the Pacific Northwest with a 4" x 6" non-company card (Impact WF001) of **Horizon Air's** Fokker F27 over the Space Needle, N272PH. And, thence, the thoroughly modern Dornier 328 in a later livery, artist's conception. A lovely 4" x 6" entry.



Horizon Air F-27



Horizon Air DO-228

Well, most of these guys are out of business now, and whether any of them were in fact profitable is pure conjecture. And, where the category fits in the years to come, *qui sait?* But, they sure performed a needed service nationwide when I was trying to serve them in the 80s!

**Additional Postcards
From The Collection Of Bill Demarest**



Collector's Fact Card From Horizon Air



Iowa Airways Bandeirante
Airline Issued Postcard

Wings! Badges!

By Charles F. Dolan

wingco@webtv.net

Aspen Airways



TOP: Early type, possibly the first one. Silver with green and black enamel. Pinback. No Hallmark.

BOTTOM: Final style. Silver pewter with bright silver aspen leaf in center. Clutchback marked '1/20 sf' (silver filled).



Pilot Cap Badge—bright silvertone



TOP: Pilot Wing Type I. Bullion black cloth with gold and red.

BOTTOM: Pilot Wing Type II. Silver (chrome like). No manufacturer mark. Clutch back.



Commuter Air

TOP: Pilot hat badge.
BOTTOM: Pilot wing.

Both are gold with light blue, dark blue and red enamel in center logo. Metal in center is silver. Manufacturer is Balfour. Clutchback wing.

Continued On The Next Page

Command Airways



Same wing used by the pilots and flight attendants. Screwback. Sterling with red and blue enamel.

Pilgrim Airlines



Wing used by both the pilots and flight attendants. Clutchback. No hallmark.

Executive Airlines



TOP: Pilot hat badge.
BOTTOM: Pilot wing.

Both are gold with dark blue enamel, clutchback.

SPECIAL THANKS!

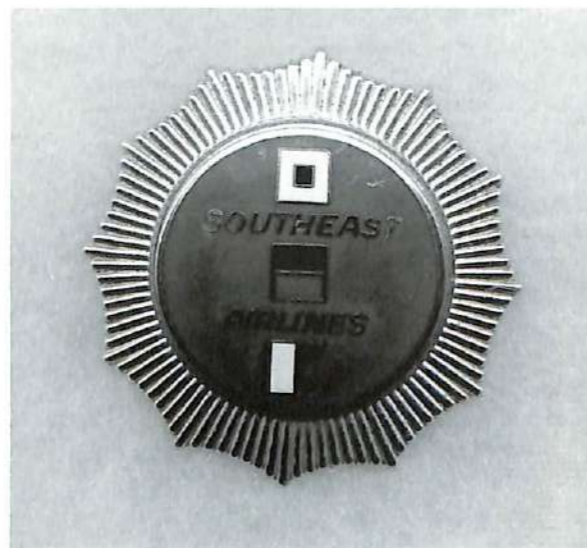
We would like to extend a special 'thank you' to Dr. Charles Quarles for providing the photographs of these wings and badges from his collection.

Air Illinois



TOP: Pilot hat badge, Type I. Silver (chrome like) with blue and green enamel.
MIDDLE: Pilot hat badge, Type II. Silver (chrome like) with red and yellow enamel
BOTTOM: Pilot wing, Same type used with both badges shown above. Silver (chrome like) clutchback.

Southeast Airlines



Pilot hat badge. Gold with dark red, white and blue enamel. Not marked, but most likely Balfour. Clutchback. Flags are nautical flags for 'S', 'E' and 'A'.

Continued On Page 46

Jr. Wings!

By Stan Baumwald

stanwing@bellsouth.net

This article is about the junior wings of Commuter Airlines. The problem is how to define commuter airlines. Some airlines that were originally **Feeder Airlines** were definitely commuters but they grew into major carriers after deregulation. And many airlines started out as small operators and grew into carriers that served half the United States. To help, I went to the book **Commuter Airlines of the United States** by Davies and Quastler. Without getting too complicated, I figured that if it were listed in this book, then at least this would qualify if to be in this article.

The first one I could identify with was **Air Bahia** (1). I had always thought this was a foreign airline but this airline which started service in Aug. 1979 and went out of business in Dec. 1980, flew from San Diego to Los Angeles, El Centro and points in Baja California. Their wing is made of puffed vinyl and is very colorful.



Fig. 1

Then came **Air Florida** (2). This airline which started service in Florida eventually expanded all the way up the east coast. Their wing is made of plastic and is colored silver green and blue.



Fig. 2

Air Midwest (3) started service in 1965 with a single engine Cessna 206 from Wichita to Salina, Kansas. Their junior wing is a Stoffel wing colored gold and red.



Fig. 3

Big Sky Airlines (4) started service in 1978 and at one time was an affiliate of Frontier Airlines and also Northwest Airlines. Their date of last service was July 1990. I believe they are still in business. The wing is another Stoffel wing, plastic and silver and blue in color.



Fig. 4

Comair Airlines (5), though it was founded as recently as April, 1977, has grown into a major commuter and flew under its corporate name until as recently as 2000. It was a major commuter for Delta Airlines and now the name is gone and Delta Express has taken over. At one time, it was the 13th largest airline in the United States. Their junior wing is plastic and colored red and gold.



Fig. 5

I have always like **Dolphin Airlines** (6). They operated out of Tampa starting service in Dec. 1981 and going under in Jan. 1984. They flew Bandeirante aircraft and when they went belly up, most of the aircraft and crews went to PBA's southern operation out of Naples, Florida. Their junior wing was different. Made of metal almost like a tin substance and similar is size to the old Capital Airlines.

Continued On The Next Page



Fig. 6



Fig. 7

Hensen Airlines (7) started service in 1964 as the Hagerstown Commuter and in 1967 became the Allegheny Commuter, the prototype of the now familiar commuter-trunk partnership. They transferred to association with Piedmont in 1983 and adopted the Henson name. In 1988, they became part of the USAir group. Their junior wing is gold with red and blue color.



Fig. 8

Probably one of the rarest of junior commuter wings is **Texas International** (8). This airline started off as Trans-Texas and renamed itself to TIA in 1970 and opened a through service from Houston to Los Angeles via Albuquerque and at that time it was theoretically possible to cross the nation by using a combination of only two local service airlines. The junior wing is gray, red and blue with a Texas flag in the center. There are really many more junior wings that could be included here but just as interesting is the amount of commuter airlines that did not produce junior wings. A real shame as we collectors never seem to get enough.

That's it for this issue. Happy Collecting! Stan

Wings! Badges!

Continued From Page 41

Mid-State Airlines



Color Variations:

Type I—silver with dark blue enamel

Type II—gold with orange enamel

Type II—gold with red enamel.

TOP: Pilot hat badge

BOTTOM: Pilot wing, clutchback with no hallmark.

Mid-State Airlines was later known as Midstate Airlines.

TAG (Taxi Air Group) Airlines



TOP: Pilot hat badge.

BOTTOM: Pilot wing. Gold (marked 1/10 10K gold) but no manufacturer. Dark & light blue enamel.

Aircraft Models!

By Peter Reed

reedx001@tc.umn.edu

The New Commuters: Regional Jets

The first two models illustrated are snap-together, or "push together," as they are sometimes called. This type of model has become very popular. I think they originated as give-away or duty free on airlines, particularly the European Inclusive Tour charter airlines. People like them because they come pre-finished in a small number of readily assembled parts. Another attraction is the huge variety of airline color schemes available. They are reasonably priced, and for people who don't have the time, skill, or patience to build models from kits, they are a good source of display models. The quality of accuracy, detail and finish has been improving all the time.

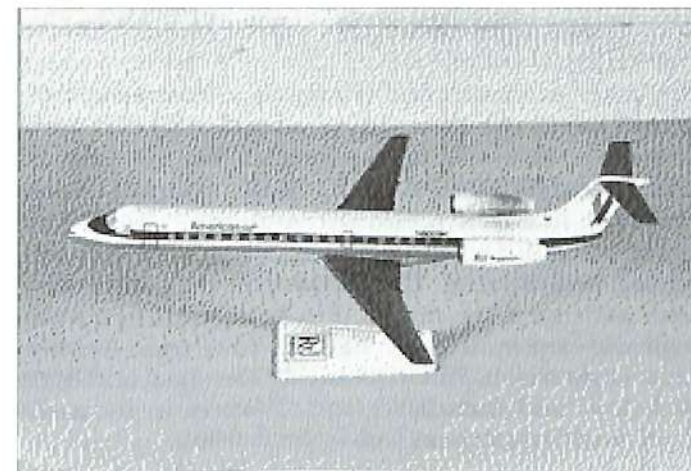


Fig. 1

The **Embraer ERJ-145** (Fig.1) in American Eagle colors is a 1/100 scale from Flight Miniatures. In that scale it is 11 inches long. Colors are well applied, and the parts fit well. The wings and stabilizer, as on most such models, are cast in gray with raised lines demarking the ailerons, flaps, etc. The one feature I don't much like is that the cockpit and passenger windows are silver, which gives a distinctly "model" look. Presumably this was done because a more realistic black or dark gray would not have stood out from the dark blue cheat line.

The **Canadair CRJ-200** (Fig.2) in Northwest Airlink colors is also 1/100 scale, and is made by Mini Wings. Here the windows are black, though the silver outline around the cockpit windows

seems wider than scale. Again, this is a nice looking model, although I found the wings and tail surfaces thicker and the fit less tight than on the Flight Miniatures model.



Fig. 2

My third photo is of a **Dornier 328** and a **DHC Dash Eight** (Fig.3) in the colors of Alaska Airlines subsidiary Horizon. Dean Slaybaugh built these models from the line of Sasquatch models he developed, which are now handled by CBS Models of Deport, Texas.

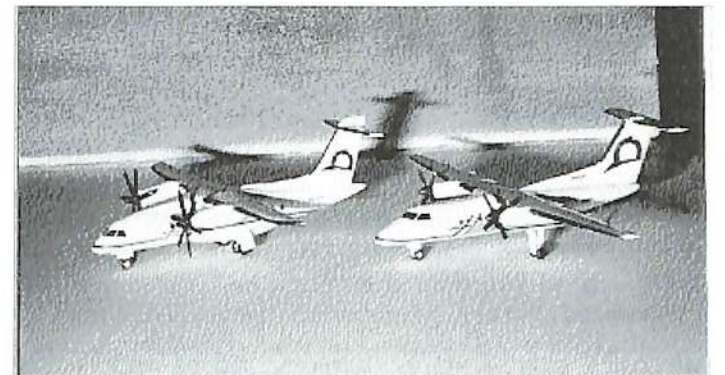


Fig. 3

The **Shorts 360 "Shoebbox"** (Fig.4) in Mississippi Valley Airlines colors is one I built, also from a Sasquatch resin kit. Fig. 4Below



Continued On The Next Page

The Pioneer Commuter

If you had to name THE pioneer aircraft of United States feeder or commuter airline service it would be the **Beechcraft 18**. The Twin Beech, seating 6-8 passengers, equipped numerous small carriers in the decades following WW2. The 1/72 scale Beech C-18S (Fig.5) is from the Pioneer 2 kit for the military C-45. This is a nice kit, with simple assembly, tight fitting parts and reasonable scribing. The nose profile does not have quite the blunt, pugnacious look of the actual aircraft, but it makes a reasonable facsimile. I used adhesive backed aluminum foil from Bare Metal Foil Co to cover mine, and it is still "generic," since I have not yet found the appropriate decals.



Fig. 5

The **Parker Pen Company Beech D-18S** (Fig. 6) is a solid wooden model of NC5151 used by the pen company to promote the "Flighter" version of its celebrated Parker 51 fountain pen. This model, which spans 18 inches, is from Provisor Promotions, and looks glorious in its silver, gold, and black colors. For me it combines two loves--aircraft, and vintage fountain pens.



Fig. 6

Farewells

Finally, two models that have nothing to do with commuters. They are to bid farewell to two airlines that have joined the ranks of the fallen. Swissair, a company of peerless tradition, is illustrated by the new **Airbus A340-600** (Fig.7). It is a die cast metal model in 1/400 scale from Dragon Wings.



Fig. 7

The other carrier is one that was a near neighbor to me here in the Twin Cities, namely Sun Country Airlines. This company, formed by 13 laid-off Braniff employees, flew IT and charter, then turned to low cost scheduled services. 9/11 was the last straw for Sun Country, just as it was receiving new **Boeing 737-800s** in a delightful new color scheme. The model (Fig.8) is another 1/400 scale die cast metal offering, this time from Gemini Jets. It is small, but it is nicely detailed and well scaled. I had friends at Sun Country in its early days, and I wish them well.

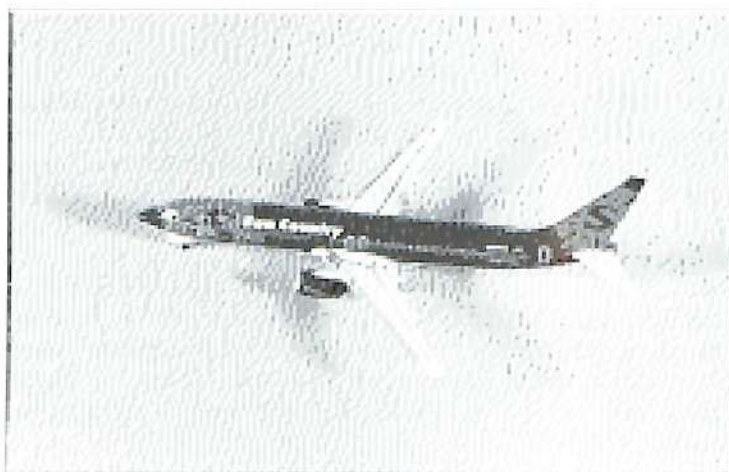


Fig. 8

Until next time! Happy Modeling!

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

BAY AREA HISTORICAL SOCIETY SHOW & SALE

Saturday, April 13, 2002. San Francisco, CA. Grosvenor Airport Inn—SFO. Contact: Tom & Sue Dragges (650) 574-8111. E-Mail: baahs@mindspring.com

AIRLINE COLLECTIBLE SHOW

Saturday, April 20, 2002. Dallas, TX. Marriott South/DFW Airport. Contact: Tony Trapp (941) 352-0216 E-Mail: navigator@gulfaccess.net

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. For display hall information, rrwallin@aol.com

ZURICH SUMMER CONVENTION

Saturday, June 29, 2002. Zurich, Switzerland. Restorama Fracht at Zurich-Kloten Airport. Fax: 011 41 1 822 10 83. Web site: www.aviationtrade.com

SO CAL AIRLINE & AVIATION EXPO

Saturday, July 20, 2002. Los Angeles, CA. Hacienda Hotel adjacent to LAX. For information, contact Phil Martin (562) 434-6701 or Dave Cherkis (702) 360-3615. E-Mail: wingman@earthlink.net

TRI-STATE AVIATION EXPO

Friday, August 16 & Saturday, August 17, 2002. Teterboro Airport, Teterboro, NJ. Sponsored by the Aviation Hall of Fame Museum of NJ. IPMS New Jersey Chapter will be holding a model contest. Vendor tables available. For more information, contact TSAE Marketing Director Shea Oakley at info@airplaneshop.com or call (201) 288-6344.

AIRLINE COLLECTIBLES SHOW

Saturday, August 17, 2002. Atlanta, GA. Atlanta International Convention Center—Adjacent to ATL. Contact: Tony Trapp (941) 352-0216 or John Joiner (770) 502-9565.

TRI-STATE AIRLINE HISTORICAL SOCIETY SHOW

Saturday, September 7, 2002. Newark, NJ. Sheraton Newark Airport Hotel. Contact: Bill Gawchik (914) 965-3010 or Bill Hough (212) 689-3936. E-Mail: panam314@aol.com

BAY AREA HISTORICAL SOCIETY SHOW & SALE

Saturday, October 5, 2002. San Francisco, CA. Grosvenor Airport Inn—SFO. Contact: Tom & Sue Dragges Phone: (650) 574-8111. E-Mail: baahs@mindspring.com

AIRLINE COLLECTIBLES SHOW

Saturday, October 12, 2002. Seattle, WA. Museum of Flight, Boeing Field. Contact: Greg Mattocks, P.O. Box 1455, Bothell, WA 98041. E-Mail: mattocks@gte.net



*Concorde G-BOAE During Take-Off At London-Heathrow on 9 November 2001.
Photo: Brian Service*

*The Speed, Height And Temperature At Their Maximum/Minium During Flight.
BA 001 on 9 November 2001. Mach 2.00 corresponds Here To 1,350 MPH or 2,172 KM/HR.
Photo: Henk Heiden*





Apache Airlines Photo By Dean Slaybaugh ~ Phil Glatt Collection

Catalina Airlines Photo By Dean Slaybaugh ~ Phil Glatt Collection

