



**WORLD AIRLINE  
HISTORICAL SOCIETY**

# *The Captain's Log*

*Issue 27-1 Summer 2002*



*Canadian Pacific DC-8 "Empress of Lisbon" CF-CPM, May 1968 ~ Aviation Photography of Miami Collection*

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## From The Flight Deck

Greetings from Society headquarters in Miami!

### WAHS BY-LAWS

As promised, we've included a copy of the WAHS by-laws for your review. We will answer questions from the membership about the by-laws at our annual meeting in Houston. Once the membership has had the opportunity to review and comment on these by-laws, we will then file to incorporate WAHS as a 'not for profit organization' in the State of Florida. This is a historic step forward for our organization!

### WAHS ANNUAL MEETING

The annual business meeting of the World Airline Historical Society will take place on Friday, June 21, in Houston, TX at 8 am during the Airliners International show. The Board of Directors meeting will follow afterwards.

### TAKE-OFF....

This issue of *The Captain's Log* take us up to Canada for a review of this country's fascinating airline history and a brief glimpse of some of the memorabilia available to collectors. Joop Geritsma provides a wonderful summary on the history of airlines in Canada. All of our editors have pulled together to present memorabilia from Canadian carriers for you.

### OUR APOLOGIES!

Our apologies for the confusing information on the **AI 2002** show dates in this column in LOG 26-4. We're also striving to improve the quality of our photographs in this publication. Thanks for your patience!

### MEMBERSHIP RENEWAL!

If the label on your envelope shows "27-1", 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](http://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 European charter airlines.

### AIRLINERS INTERNATIONAL 2004

We will be presenting site nominations for the AI 2004 show at our annual business meeting in Houston on Friday, June 21. If you're interested in hosting a show under the auspices of the WAHS Board of Directors, please contact us ASAP for information on the AI by-laws and show requirements. We will include your presentation in the meeting agenda. It is extremely important that all members support the AI shows by attending and staying the host hotel.

### AI 2003—COLUMBUS, OHIO

We will present to you an overview of what you can expect at AI 2003 in Columbus at our annual meeting in Houston. You'll be surprised of the amount of aviation history that can be found in Ohio. Next year also marks the 100th anniversary of the Wright Brother's historic flight.

Additional information on the AI 2003 show will be sent to you with Issue 27-2 of *The Captain's Log* in September.

### 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!

### RECRUITING NEW MEMBERS

Please contact WAHS headquarters if you would like a supply of membership brochures to hand out at your local events.

With best regards,  
**Bill & Phil**





# Airlines In Canada – An Overview

By JOOP GERRITSMA

The first regular air services in Canada started May 23, 1924 when Laurentide Air Services began operating between Angliers, Lake Fortune and the goldfields at Rouyn in northwestern Quebec. From September 11, 1924, it also carried mail between Haileybury in Northern Ontario and Rouyn, a distance of less than 100 miles. Laurentide was a pulp and paper company that operated Curtiss HS2L flying boats, mainly on forestry patrols. On September 16, 1927 Canadian Airways operated the first of 10 experimental air mail services under government contract between Montreal and Rimouski along the St. Lawrence River in Quebec. The 330-mile service saved a day each way on mail to and from England. From December 25 of that year, the service was operated by Canadian Transcontinental Airways and it became permanent in April. This company also started services in the Atlantic provinces of Canada. By 1926 there were 29 airlines in Canada, most little more than bush operators serving remote areas. By far the biggest was Western Canada Airways, founded in Winnipeg, Manitoba, on December 10, 1926 by wealthy grain merchant James Richardson with a Fokker Universal. After an initial period of contract, unscheduled and semi-scheduled bush flying in northwestern Ontario and central Manitoba, WCA started weekly scheduled services between Winnipeg and Long Lake via Lac du Bonnet, all in Manitoba. WCA began daily airmail service across the Canadian Prairies from Winnipeg to Edmonton and Calgary on December 10, 1928, followed on January 26, 1929 by a service down the Mackenzie River from the railhead at Fort McMurray, Alberta (250 miles north of Edmonton) to Fort Simpson in the Northwest Territories. This service was extended to Aklavik on the Arctic Ocean on July 1. On March 3, 1930 WCA inau-



Photo 1: 1926: Western Canada Airways Fokker Universal

gured the 1,000-mile "Prairie Air Mail Service" from Winnipeg to Calgary and Edmonton, flown partly at night. However, on March 31, 1932, Prime Minister R. B. Bennett cancelled all air mail contracts for political reasons. But WCA continued to grow and in November 1930 it took over a number of small companies controlled by the Aviation Corporation of Canada. WCA then operated close to 90% of all commercial air services in Canada, operating in all nine provinces and Newfoundland & Labrador (which didn't join Canada until 1949) as well as in both territories. Its routes stretched from the Atlantic to the Pacific to the Arctic Ocean and the fleet numbered 60 aircraft. It carried more than 16,000 passengers and 2.5 million pounds of freight in 1933, more than any other airline in the British Empire, even surpassing Imperial Airways of Britain. In 1935 WCA adopted the name Canadian Airways and on October 1 of that year it became the first Canadian airline to operate an international mail service, between Vancouver and Seattle. Meanwhile, Canadian Colonial Airways, an American-owned airline, had opened an airmail route between Montreal and Albany, NY, on October 1, 1928 and the following year it established a Toronto-Buffalo, NY service with Sikorsky S-38 amphibians.

From 1939 to 1942, the mighty Canadian Pacific Railway, which had had a license to operate air service since 1919 but had never used it, bought about a dozen Canadian airlines, including Canadian Airways, and brought them together in the holding company United Air Services, headed by the legendary Grant McConachie who had founded Independent Airways at Edmonton in 1931, reorganized it as United Air Transport in 1933, took over Ginger Coote Airways in 1938 and changed the name from UAT to Yukon Southern Air Transport in 1939 before selling to the CPR. Following an extensive fleet reorganization from 120 aircraft of more than 50 types to 77 of 27 types, the airlines began operating as Canadian Pacific Airlines on July 1, 1942. The one substantial airline remaining outside, was Austin Airways of Toronto, with extensive bush flying operations in northern Ontario from 1934 on.

The Canadian government, wanting a truly national, transcontinental airline, invited Canadian Airways in 1937 to be part of the operation with three members on the board. Canadian National Railways, which was controlled by the government, would have three seats too and three were

to be appointed directly by the government. Canadian Airways found these terms unacceptable and declined. On April 6, 1937 Parliament passed a bill establishing Trans-Canada Air Lines with all stock invested in the CNR. TCA made a Vancouver-Seattle survey flight on July 7 and on September 1 inaugurated scheduled service with L-10 CF-AZY. The license for the service had been bought from CPA, together with its two L-10's.

Over the years, the aircraft operated by the motley collection of 1920s and 1930s airlines had evolved from World War One surplus Curtiss flying boats to single-engine Fokker Universal/Super Universal and various Waco, Bellanca & Fairchild types and some other U.S. aircraft and British deHavillands and several Noordduyn Norseman, the famous bush plane designed in Canada. Canadian Airways also operated eight all-metal Junkers W-33 and W-34, but the first truly modern airliners did not arrive in Canada until 1936-1938 when Beech 18s were delivered to Starratt Airways in Ontario (1) and Prairie Airways in Saskatchewan (2), and Lockheed L-10s to Canadian Airways (2) and the



Photo 2: 1937: Trans-Canada Airlines Lockheed L-10A Electra

new Trans-Canada Air Lines (3). They were followed by 16 Lockheed L-14 for TCA in 1938-1939. The L-14s allowed a rapid expansion of TCA's network, especially in Eastern Canada. A daily scheduled service between Montreal and Vancouver was inaugurated on April 1, 1939 and a twice-daily Toronto-New York service on May 10, 1941, increased to three times daily on June 16. In 1941-42, TCA took delivery of 12 Lockheed L-18 Lodestars. Domestic airline service slowed down considerably during World War Two. Canadian Pacific Railways, through its United Air Services subsidiary organized a trans-Atlantic ferry service for warplanes under contract with the British government and operated it until the Royal Air Force took it over on August 1, 1941. In July 1943 TCA started a regular Canadian government trans-Atlantic service to London for mail and priority passengers, with converted British Lancaster bombers.



Photo 3: 1943: Trans-Canada Air Lines AVRO Lancaster

Both TCA and CPA began rebuilding their domestic networks immediately after the war. But there was a difference. Government-supported TCA, based in Montreal, was given first claim on all international routes it wanted and it had a virtual monopoly on domestic routes in Central and Eastern Canada. CPA in Vancouver was largely confined to Western Canada on routes that were of no interest to TCA. In 1949 it pioneered service across the Pacific to Japan, China, Hong Kong and other Southeast Asian destinations and to Fiji and Australia, all via Hawaii, that had also been rejected by TCA. It supplied major military airlift to the U.S. Air Force and Army, carrying troops to Japan during the Korean War. Service to Amsterdam, Lisbon and Madrid, and to various Central and South American destinations began in the early 1950s. The fleet of DC-3s and DC-4s gave way to Convairs and DC-6Bs. CPA even ordered two deHavilland Comet jetliners in Britain for the Pacific service. Their range was not sufficient to fly from Vancouver to Honolulu and they would be based at Honolulu for the flight to Auckland and Sydney. The Vancouver-Honolulu sector would be flown with the DC-6B. The first Comet crashed at Karachi on its delivery flight and the second was cancelled. In June 1955 CPA became the second airline in the world, after SAS, to operate over the North pole with service to Amsterdam. TCA had rejected the route as being uneconomical, but CPA saw a big potential for connecting traffic at both ends. By 1957 the airline was flying to 12 foreign countries. Italy (Rome) was added in 1960, but its desire to become a truly transcontinental domestic air-line was frustrated by TCA at every turn and it was not until 1959 before CPA was granted one daily Vancouver-Montreal return flight via Winnipeg and Toronto, against three or four by TCA. However, CPA bested TCA by pitting the comfortable and 100 mph-faster Bristol Britannia propjet, the "Whispering Giant," against TCA's Viscounts and Super Constellations.

Continued On The Next Page

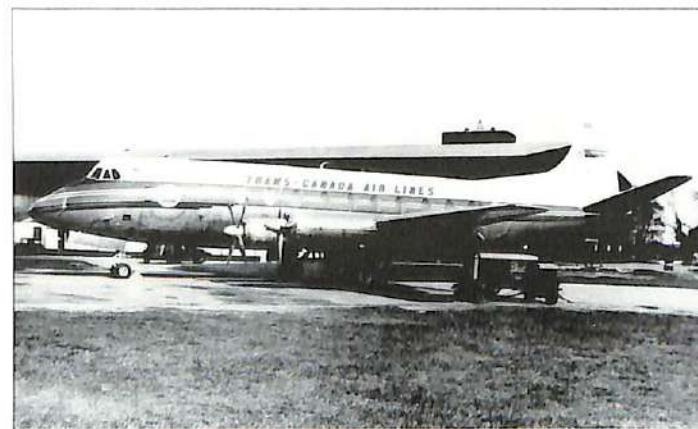




**Photo 4:** 1947: Trans-Canada Air Lines Canadair North Star

After WW2, TCA had acquired 31 DC-3s for short routes and 29 North Stars for trans-Atlantic and long-range services to the U.S. and was inaugurating services to dozens of domestic, U.S., Caribbean and European destinations at a dizzying pace. The North Star was a DC-4 with many DC-6 features, built by Canadair of Montreal. It had been forced upon the airline by the government, which wanted a Canadian air-plane industry established. It was a strong airplane, but extremely noisy in the cabin due to its military Rolls Royce Merlin engines. Only TCA, BOAC and the Royal Canadian Air Force bought it. TCA replaced it on its long-haul routes by Super Constellations from 1954 on.

In November 1952 TCA ordered 15 Vickers Viscount propjets for domestic and short haul U.S. services. They were the first propjets operating in North America and were an immediate success. With repeat orders the airline would eventually buy 51.



**Photo 5:** 1955: Trans-Canada Air Lines Vickers Viscount

A number of the many post-war startup airlines grew into one or other of the six former large regional airlines: Maritime Central Airways and

Eastern Provincial Airways in the Atlantic provinces, Quebecair in Quebec, Nordair in Quebec and Ontario, Transair in Manitoba and Pacific Western Airlines in British Columbia and Alberta. During the 1970s and 1980s they amalgamated one by one under the PWA banner, which became Canada's third-largest airline. In 1968 Canadian Pacific Air-lines renamed itself CP Air but during the decade that followed the carrier increasingly fell on hard financial times. In April 1987 it was taken over by PWA.

Both TCA and CPA bought the DC-8, (42 and 14 respectively) for their long-haul routes and the Boeing 727 for the medium routes (42 for TCA, 6 for CPA), but they differed on short-range jets: Air Canada (as TCA had been renamed on June 1, 1964) bought 63 DC-9s and CPA had 39 Boeing



**Photo 6:** 1961: Canadian Pacific Air Lines Douglas DC-8-43

737, most of which originated with the former regionals via PWA. Both bought the 747 (AC 11 and CPA 4) and 767 (28 plus two ex-PWA, and 11). Air Canada bought 18 new Lockheed L-1011 while CP Air had 7 new and 9 used DC-10s.

CP Air, however, continued to struggle because of the government's bias in favor of TCA/Air Canada. In an effort to spruce up its image, the combined PWA-CP Air changed its name to Canadian Airlines International ("Canadian" for short) on January 1, 1988, with a new livery. A few years ago it even introduced a colorful and eye-catching new livery again, with a blue-and-white stylized Canada goose on the tail and rear fuselage. But the financial bleeding continued and in January 2000 the airline was taken over by Air Canada, which today controls 80% of the domestic and virtually 100% of the country's international airline market.

Wardair, another major post-WW2 Canadian carrier, was founded by Max Ward in 1953. It was the country's largest passenger charter airline, with a

*Continued On The Next Page*



**Photo 7:** 1973: Wardair Boeing 747

fleet of Airbus 310, DC-10 and Boeing 747 and ambitions to expand to domestic scheduled services when Ward sold it to Pacific Western Airlines, on January 18, 1989.

On November 8, 2001 Canada 3000, then the dominant Canadian vacation charter airline, declared bankruptcy. Founded 1988 it had added scheduled domestic and international services in recent months. In 2001 it took over both Royal Airlines and CanJet Airlines and was in the process of integrating their operations with its own when it went under. The fleet at that time included 25 Boeing and Airbus aircraft.

Today, the largest private scheduled airlines in Canada are Westjet Airlines of Calgary and Skyservice Airlines of Montreal. Westjet operates two dozen 737s, with another 50 on order. Based on the successful Southwest formula, it serves 20 destinations across Canada and is expanding fast. Skyservice has a small fleet of Airbus models. In partnership with Conquest Vacations, the airline started operating 74 scheduled domestic charter flights a week to 10 destinations in March 2002, replacing about 90 per cent of the flying Canada 3000 did for Conquest. Air Transat is Canada's largest charter carrier. It has more than a dozen L-1011, that are being replaced with the Boeing 757 and the Airbus A330.

Last year Air Canada launched Tango, a low-fare subsidiary, with six Airbus A320 serving 12 major cities from coast to coast. This summer the airline has 290 departures per week and three (ex-CAI) 737s may be added to the fleet.

On March 27, Air Canada announced the merger of Air Canada Regional and Canadian Regional Airlines to form Air Canada Jazz. Air Canada Regional was the holding company for Air Ontario, Air Nova (in Eastern Canada) and Air BC, all operating under their own names.

Canadian Regional Airlines was inherited from Canadian. It goes back to 1993 with the merger of Time Air of Alberta and Ontario Express, both fully-owned by Canadian. The government ordered Air Canada to sell Canadian Regional to preserve competition in the regional markets, but no buyer was found. Jazz has about 120 aircraft, mainly Dash-8, Fokker F.28 and 100, and BAe 146 and flies to 80 destinations coast to coast and into the U.S., with 777 departures a day. Company officials have already indicated a restructuring is inevitable.

On April 21, Air Canada announced the foundation of Zip, its new low-fare carrier to be based in Western Canada. Zip will begin operations between Vancouver and Calgary this summer in direct competition with Westjet. The airline expects to branch out across Canada and into the U.S. over the next year. The fleet will include a number of Boeing 737s that Air Canada inherited from Canadian Airlines International. The addition of the Airbus A320 in the future is being considered.



**Photo 8:** 1974: Canadian (ex-CP AIR) DC-10-30



**Photo 9:** 1982: Air Canada Boeing 767-233

*Continued On The Next Page*





**Photo 10:** 1989: Air Ontario DHC Dash 8 (in current livery)



**Photo 13:** 1993: Canadian Regional Airlines Fokker F.28



**Photo 11:** 1991: Air Canada Boeing 747-433



**Photo 14:** 1996: Westjet Boeing 737



**Photo 12:** 1992: Canadian Airbus A320-211 (in the airline's final livery).



**Photo 15:** Pacific Western Boeing 737  
Photograph by Henry Tenby

All Photographs Are From The Author's Collection Unless Noted Otherwise.

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# Playing Cards!

By Fred Chan

topflite@olympus.net

## Playing Cards from Canada

Canada has had only two major trunk carriers – Trans Canada (now Air Canada) and Canadian Pacific Airlines (later CP Air, then Canadian Airlines before being merged into Air Canada). Because of this, there have been relatively few playing cards available from these Canadian airlines. During much of their history, both carriers have tended to use fairly plain card designs showing mainly their names and logos but the designs have become more colorful in recent years and hence more interesting. In total TCA and Air Canada have issued 19 different decks throughout their history.

Although not very attractive, some of the old Trans Canada cards are difficult to find and are highly priced when they do surface. Two such examples are shown – Card #1 was issued in 1939 and Card #2 in 1945. One of the more colorful recent designs from Air Canada is Card #3. Undoubtedly, the most interesting is a miniature deck which shows six different types of its aircraft on the backs of the same deck (Cards #4 through Card #9). Though attractive and sought after by airplane buffs, they might become somewhat of a challenge in a serious poker game.

Canadian Airlines and its predecessors have issued only six different decks. Two of these are shown as Card #10 and Card #11 (which commemorates the 1986 Expo in Montreal). A small carrier, Northwest Territorial Airways (later NWT Air) also has issued cards in limited quantities (Card #12 and Card #13) and they are very difficult to find. Only 50 decks of Card #13 were made, for example. Also difficult to obtain is the deck from a cargo airline (Card #14).

There has been a proliferation of charter carriers in Canada and most of them have issued playing cards, although not a large number of different designs. Several of these airlines are no longer in operation. The decks that have been issued by each of these airlines are shown in Card #15 through Card #24, although three of these airlines (Air Transat, Wardair, and Worldways Canada) have issued other designs as well, but they are not shown here. The decks from the charters are fairly easy to obtain, probably because of the large number of decks given to passengers on holiday.



Card #1



Card #2



Card #3

Continued On The Next Page





Card #4

Card #5

Card #6



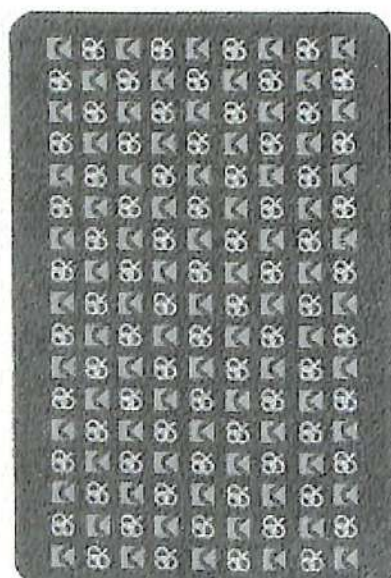
Card #7

Card #8

Card #9



Card #10



Card #11



Card #12



Card #13



Card #14



Card #15



Card #16



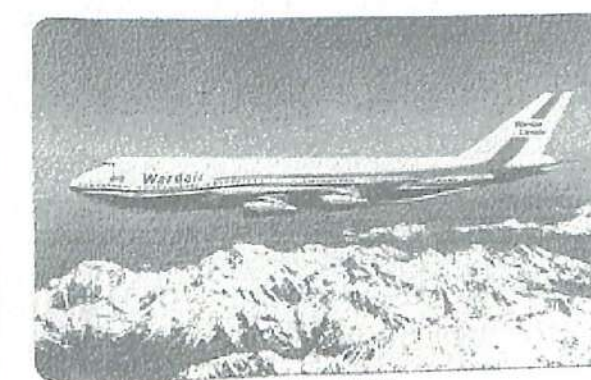
Card #17



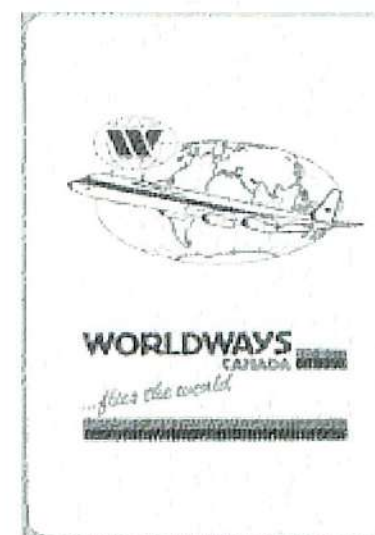
Card #18



Card #19



Card #20



Card #21



Card #22



## Playing Cards!

Continued From Page



Card #23



Card #24



GREYHOUND AIR (Canada) Boeing 727-200  
Airline Issued Postcard

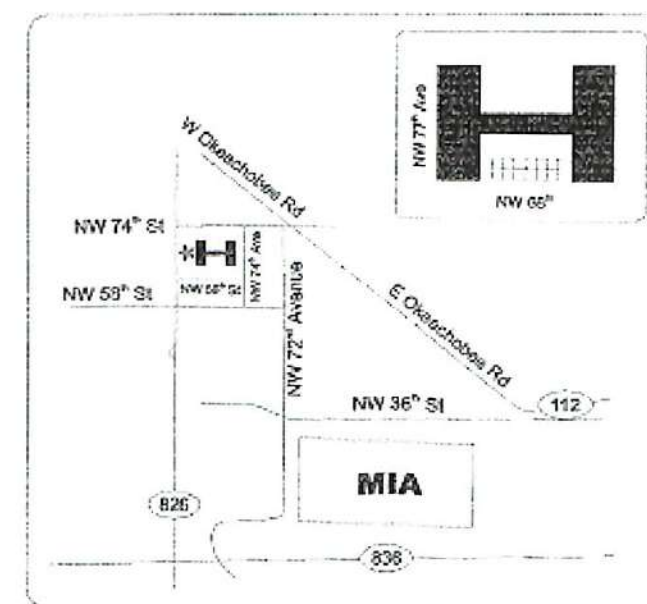
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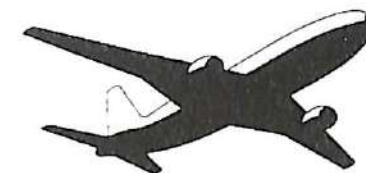
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# Photography!

By Richard J. Fedorco

Both Photographs By The Author



(Top) Trans-Canada Viscount  
(Bottom) CP Air Boeing 747



# Safety Cards On Board!

By Todd Helm  
thelm@alvinskeys.com



Fig. A

Fig. A: Quebecair operated several types of aircraft including, but not limited to, the F-27, 707 and BAC 1-11. This example of their cards is from the DC-8L. Showing a date of 1985 with a blue and white cover. The DC-8 L is for the series 60 stretched version of the aircraft. Because of many over water flights, extensive life raft and vest illustrations are demonstrated.

Fig. B: CP Air began wide body 747 operations in 1973. Headquarter in Vancouver; CPAir later became part of Canadian Airlines in the late 80's. This illustration shows the format used by CPAir on their 747 and a transitional style as they were integrated into Canadian for their 737. Canadian later went to a standard format of using Interaction Research Corporation style.



Fig. B-1 (Top) Fig. B-2 (Bottom)



Continued On The Next Page



Fig. C: Worldways Canada used the standard IRC format for their fleet of 727, DC-8, L-1011 and their ten exit 707's. Their wide body L-1011 fleet contained aircraft acquired from PSA. These aircraft were equipped with a lower deck lounge. Worldways L-1011-102 illustrates the evacuation process for the lower lounge area.



Fig. C-1

Fig. D: Although not dated, this Nordair 737-200 card, with an excellent photo of the aircraft on the cover, contains the format for a cargo/pax configuration. Based in Montreal, Nordair provided service to the Arctic and Northwest territories where much needed cargo and supplies were flown.



Fig. D

UNTIL NEXT TIME.....SAFE FLYING!

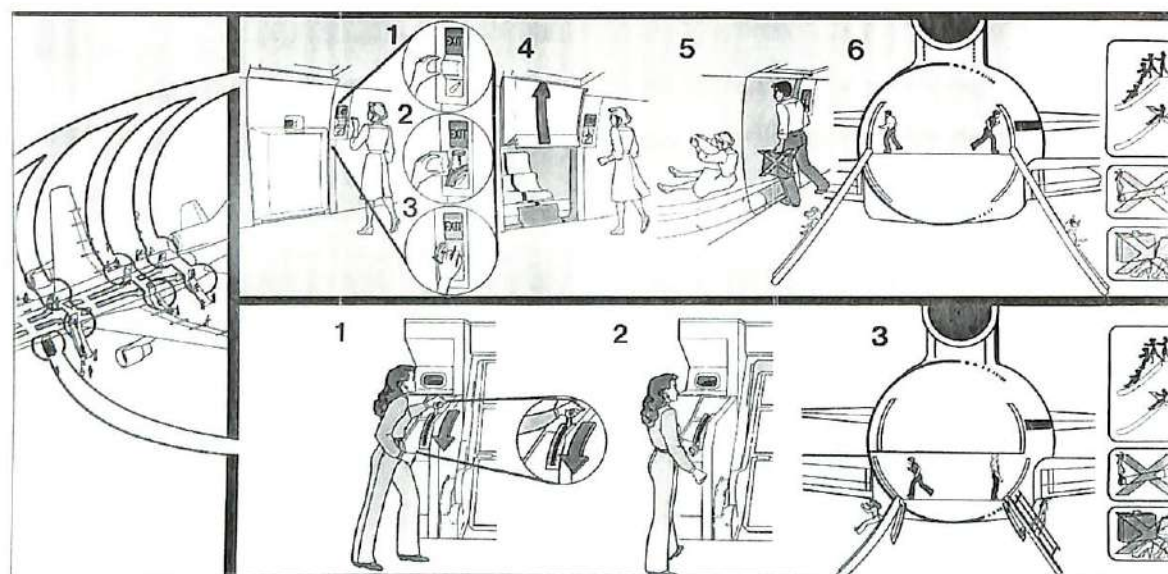


Fig. C-2

# Book Review

Joop Gerritsma

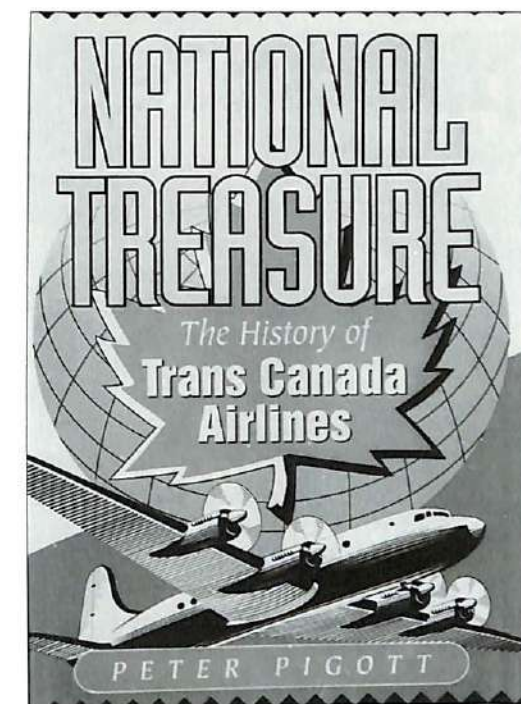
Peter Pigott, *NATIONAL TREASURE - The History of Trans Canada Airlines.*

Harbour Publishing, Madeira Park, B.C., Canada; ISBN 1-55017-268-9; 476 pages; 6 x 9 inches; hard cover; approx. 165 B&W photos printed among the text; published in 2001.

Peter Pigott is a well-established author of books on Canadian aviation subjects. In this one he presents a well-rounded history of Trans-Canada Air Lines, from its founding by an act of Parliament on April 6, 1937, to June 1, 1964, when it was renamed Air Canada. Much of the book deals with the government's airline policies and how they affected and shaped TCA, and with the people involved therein. "National Treasure" is an interesting read if you like this material.

The author uses the incorrect name Trans Canada Airlines (three words) throughout the book. The correct name is Trans-Canada Air Lines (with a hyphen and four words). Even a cursory look at any of the airplane photos in the book would have told him so.

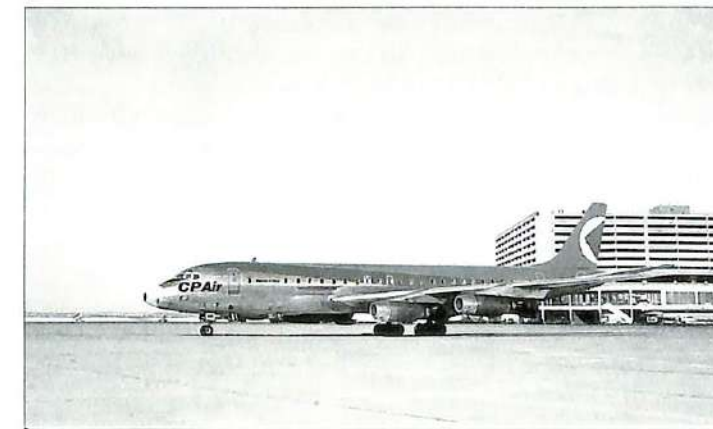
One of several irritating errors misidentifies a Lockheed L-14 Super Electra in a photo as an L-18 Lodestar (p.147). Pigott says the Netherlands East Indies branch of KLM bought 29 Lodestars. Not so. It was the NEI Army Air Corps. The position of the TCA logo on the L-14 is described incorrectly. (p.115).



Pigott relates one story that differs in a curious way from that in an earlier Air Canada history. In 1953, TCA bought three Bristol Freighters in England for domestic and New York cargo services. Pigott says Capt. George Lothian was circling Idlewild at New York in a Freighter when the tower asked him "What is it?" Lothian replied, "It's a Bristol Freighter." The tower then asked "Did you make it yourself?" However, Philip Smith says in his "It Seems Like Only Yesterday - Air Canada, the first 50 years" (1986) the exchange took place when Capt. Kent Davis was standing beside his Freighter at Idlewild. An American Airlines pilot asked him, "Did you fly that thing in here?" When Davis said he had, the response was, "Did you make it yourself?" Which version is true? Still, this is a book well worth buying. Joop Gerritsma



Pacific Western Boeing 707-351C  
Airline Issued Postcard



CP Air Douglas DC8-43  
Airline Issued Postcard



# Timetables!

By David Keller

dkeller@airlinetimetables.com

More so than any other country, the airline industry in Canada has often paralleled that in the US. Despite being on a smaller scale than that of the US airline industry, there are many similarities (as well as some differences), between the development of air carriers in the two countries.

Canada's equivalent of what were once called "trunk" carriers in the US, were Trans-Canada Airlines and Canadian Pacific Airlines. These lines operated the high-density domestic routes in Canada, as well as the bulk of the international services. A notable difference between those carriers and their US counterparts was in the ownership of the carriers. Canadian Pacific, which was privately owned, competed with TCA, the government owned carrier. Canadian Pacific often complained bitterly that the playing field was not level, and there is no doubt that TCA was allowed the lion's share of the market.

Canadian Pacific Airlines was started in the 40's, as a division of a company that was also involved in rail and sea transportation, Canadian Pacific. The March 1947 timetable is an early example for Canadian Pacific Airlines, and the airline was not yet operating any international services. Domestic routes were concentrated in Western Canada, which would be the case throughout the history of the carrier. The April 30, 1961 timetable illustrates the airline's DC-8 on the front cover. By this time, the airline was operating a far-flung international network to Europe, South America, Asia, and the South Pacific. In the '60's a new image was adopted, shortening "Canadian Pacific" to "CP", thus the airline became CP Air, the railroad became CP Rail, etc. The logo was used across all of CP's transportation divisions, although with different color combinations, if I recall correctly. The October 28, 1979 timetable shows off both the logo and color scheme quite nicely. By 1986, the airline had absorbed several smaller carriers, and changed its name to Canadian Pacific, as shown on the February 2, 1986 issue. The airline was purchased by Pacific Western Airlines shortly thereafter, who then merged the two carriers as Canadian International Airlines (just "Canadian" for short). The April 26, 1987 timetable is the inaugural for the newly combined carrier. Sadly, within the past few years, Canadian has run into severe financial problems, and has recently been absorbed by Air Canada.



Canadian Pacific  
March 1947



Canadian Pacific  
April 1961

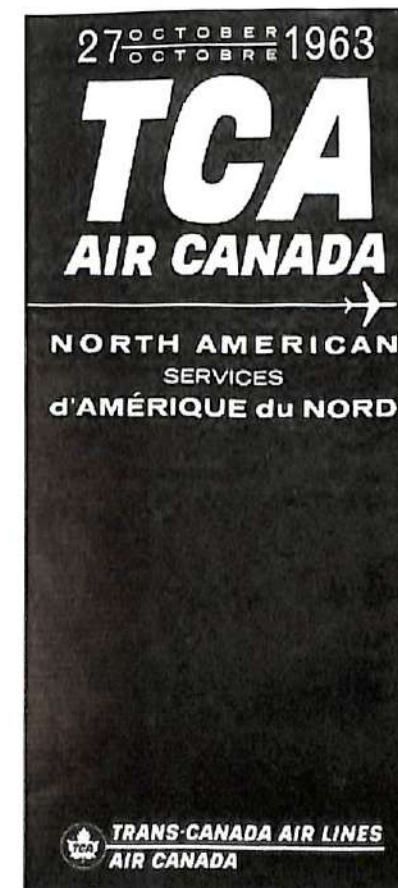


Canadian Pacific  
October 1979

Continued On The Next Page



Canadian Pacific  
February 1986



Trans-Canada  
October 1963



Canadian  
April 1987



Maritime Central Airways  
March 1946



Trans-Canada  
November 1942



Eastern Provincial Airways  
October 1967



Trans-Canada Airlines had its origins in the late 1930's. The November 1, 1942 issue finds the carrier operating a domestic route system that was concentrated in the Atlantic Provinces. (Like American carriers, some of TCA's equipment was being used in the War effort.) The second timetable illustration is of the October 27, 1963, which shows name transition being made from Trans-Canada Airlines to Air Canada. In addition to DC-8's being used international and on certain domestic routes, the carrier operated a sizable number of Vickers Viscounts and Vikings. Similar to the US, where mergers have meant that many airline histories now are part of the legacy of just a few remaining carriers, Air Canada's absorption of Canadian means that the bulk of Canada's air carriers have eventually ended up being part of just a single airline.

In years past, Canada possessed a number of airlines that were similar to the "Local Service" carriers in the US. By the 70's, these lines looked much like smaller versions of the local carriers, each flying some jets, as well as some turboprop equipment.

However, there were a number of differences between these lines and their counterparts in the US. First, during the 50's and 60's, these Canadian carriers operated several types that never found their way into the fleets of US locals, such as DC-4's and HP Heralds. Also, while the DC-9 was the choice of the majority of the US local service carriers, the 737 was the overwhelming favorite of the Canadian lines. This was largely due to the fact that Boeing had developed a "rough field kit" for the 737. This incorporated a gravel deflector for the nose gear, a compressed air system designed to deflect objects away from the engine intakes, and low pressure tires, all designed for operations from unpaved runways. And finally, since the charter business was big in Canada, all of these lines operated charter flights, and most of them utilized 4-engine jets (707's or DC-8's) to run summer charters to Europe and winter charters to warm destinations like Mexico, Florida, Hawaii, or the Caribbean.

Eastern Provincial operated in the Atlantic Provinces, and had acquired Maritime Central Airways (MCA), which served the same basic area, in 1964. The Maritime Central timetable illustrated is from March 1, 1946. The October 27, 1967 Eastern Provincial timetable shows happy, smiling people boarding one of the carrier's HP Heralds. The colorful April 25, 1971 timetable shows one the carrier's 737 in flight, as well as the uniforms worn by the flight attendants. (A small number of HS 748's were also in service.) The last Eastern Provincial

timetable shown is the April, 1983, which shows both the Eastern Provincial logo and the CP Air logo. Eastern Provincial would eventually be merged into the larger carrier.

True to its name, Nordair operated a system from Montreal (and later Toronto) that went north (nord) to the Arctic Circle and beyond. The April 9, 1959 timetable shows a DC-4, as that type (along with DC-3's) operated the airline's scheduled services. (A fair amount of this timetable is dedicated to charter information, as the carrier had a number of other types available for on-demand work.) The September 20, 1971 timetable illustrates the airline's rather plain "N" logo, while the April 27, 1986 issue has a photo of a 737 in the much-improved blue and yellow colors. In addition to the 737's, FH227's and Lockheed Electras were operated, the later type largely being used to operate DEW (Distant Early Warning) line contract services. Several DC-8's also saw service with the carrier, primarily for charter operations. Nordair would be absorbed into Canadian within about a year of the latter timetable.

Quebecair served numerous points in Quebec and surrounding provinces, utilizing a fleet that, at various times, included BAC 1-11's, 707's, 727's, 737's, DC-8's, Convair 580's, BAe 748's and F27's. The route map in the January 8, 1979 shows scheduled services, as well as charter destinations in both Europe and the Americas. The June 9, 1986 timetable depicts the carrier's new logo and titles. By the 1987, Quebecair was a subsidiary of Nordair, and (I believe) subsequently became a part of Canadian.

Transair operated from a Winnipeg base, utilizing 737's, F28's and YS-11's on the higher density routes, 707's for charters, and numerous smaller types in remote regions. The April 24, 1966 timetable shows services as far north as Churchill (equipment is not listed, but almost certainly prop types), while the October 26, 1975 timetable shows flights to destinations even further into the Arctic, such as Yellowknife and Resolute Bay. Transair was eventually acquired by Pacific Western, thus becoming a part of Canadian.

Pacific Western was the largest of the "second level" of Canadian airlines, and eventually became the carrier that attempted to mount a serious challenge to Air Canada. The October 25, 1970 timetable shows both a 737 in the early jets colors, as well as a mention of the recent acquisition of B.C. Air Lines. At this point, 737's, Convair 640's, DC-6B's, Nord 262's, Grumman Mallards and "Beechs" were in service on a route system con-

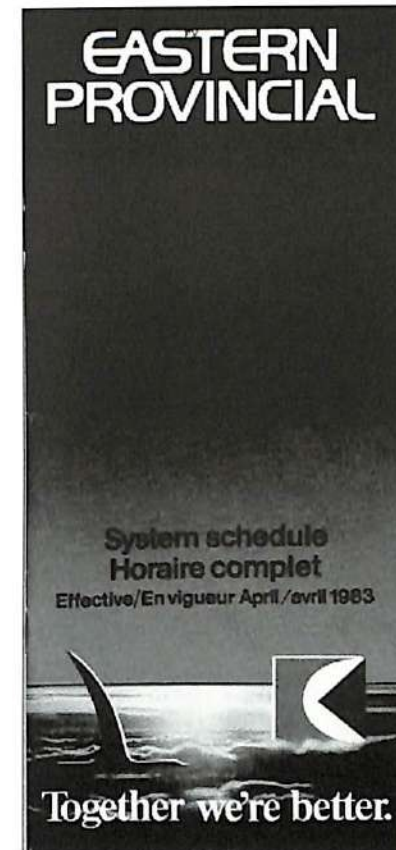
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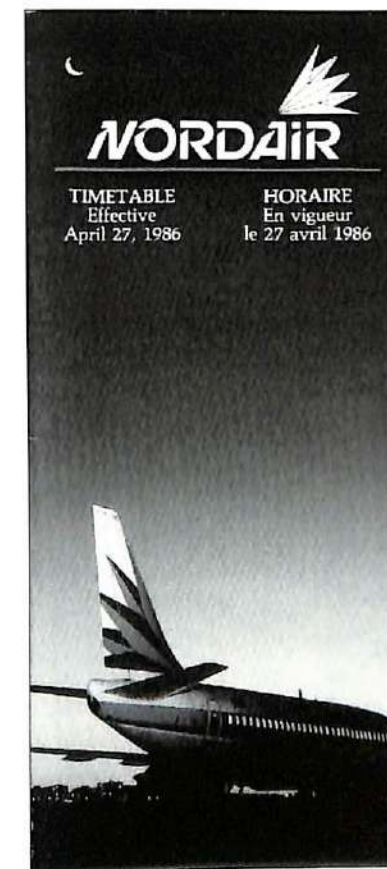
Eastern Provincial  
April 1971



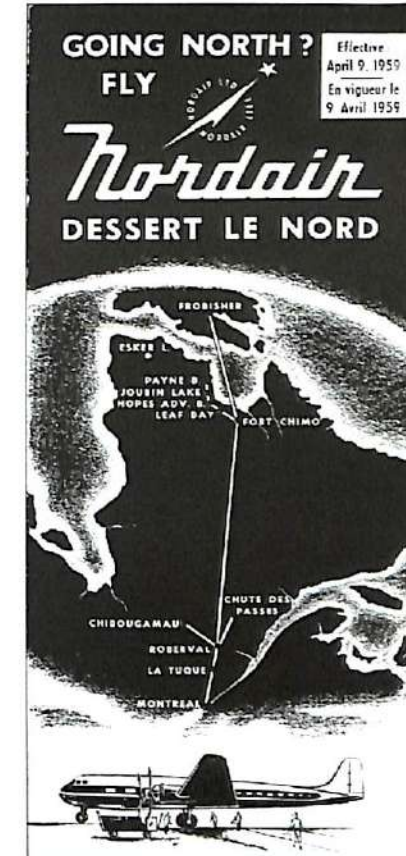
Nordair  
September 1971



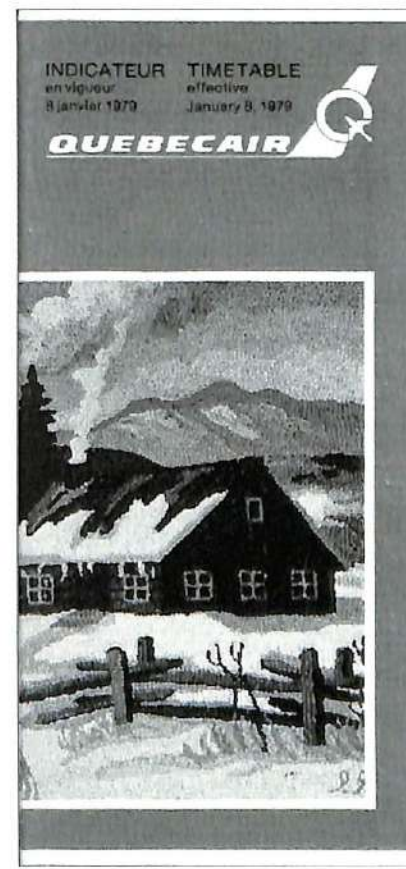
Eastern Provincial  
April 1983



Nordair  
April 1986



Nordair  
April 1959



Quebecair  
January 1979



**QUEBECAIR**  
INDICATEUR/TIMETABLE  
EN VIGUEUR LE 9 JUIN 1986  
EFFECTIVE JUNE 9<sup>th</sup> 1986

INCLUANT LES HORAIRES DE  
QUEBECAIR-INTER  
INCLUDING THE SCHEDULES OF  
QUEBECAIR-INTER

Quebecair  
June 1986

**TRANSAIR TIMETABLE**  
Effective April 24th, 1986

WINNIPEG • RED LAKE & THE PAS • LYNN LAKE & THOMPSON • CHURCHILL

FLY TO	FLY FROM	FLY TO	FLY FROM	FLY TO	FLY FROM
WINNIPEG	19:15	11:47	WINNIPEG	20:00	17:30
RED LAKE	20:30	19:30	RED LAKE	20:45	19:45
THE PAS	19:00	18:30	THE PAS	19:15	18:15
LYNN LAKE	18:00	17:30	LYNN LAKE	18:15	17:15
THOMPSON	17:00	16:30	THOMPSON	17:15	16:15
CHURCHILL	16:00	15:30	CHURCHILL	16:15	15:15

Daily except Wed & Sat. Daily except Wed & Sat.

WINNIPEG • SHERBROOK • YORKTON • REGINA • SASKATOON • PRINCE ALBERT

FLY TO	FLY FROM	FLY TO	FLY FROM	FLY TO	FLY FROM
WINNIPEG	08:15	17:45	WINNIPEG	18:15	21:30
SHERBROOK	09:00	18:30	SHERBROOK	19:00	22:15
YORKTON	09:45	19:15	YORKTON	19:45	23:00
REGINA	10:30	19:45	REGINA	20:30	23:45
SASKATOON	11:15	20:30	SASKATOON	21:15	24:30
PRINCE ALBERT	12:00	21:15	PRINCE ALBERT	22:00	25:15

ALL TIMES • LOCAL TIMES

**TransAir**  
The Airline in your Future

Winnipeg International Airport, Winnipeg 21, Man. Telephone 722-0279

TransAir  
April 1986

**transair**  
SYSTEM TIMETABLE

EFFECTIVE  
EFFECTIVE OCTOBER 26, 1975  
(except as noted)

Introducing New  
Off-Season Travel Bargains

**transair**  
FLY THE GOLDEN JETS

HEAD OFFICE:  
WINNIPEG INTERNATIONAL AIRPORT  
WINNIPEG, MAN., CANADA

EASTERN REGION OFFICES:  
44 KING ST. WEST, TORONTO 1, ONTARIO

Transair  
October 1975

**PACIFIC WESTERN AIRLINES**

This timetable includes service to points formerly served by B.C. Air Lines.

EFFECTIVE OCTOBER 25, 1970

Pacific Western  
October 1970

**Pacific Western**  
Timetable • Horaire  
EFFECTIVE  
JAN. 11, 1987

**Pacific Western SPIRIT**

Pacific Western  
January 1987

SECOND EDITION

**Holidays by Wardair**

**INTERNATIONAL SCHEDULE**

SUMMER SEASON  
PRE-BOOKING FLIGHTS • APRIL TO OCTOBER 1979  
FOR CANADIAN ORIGINATING PASSENGERS

Wardair  
April 1979

centrated in British Columbia and Alberta, while extending a far north as Resolute Bay. By the time of the January 11, 1987 issue, the carrier had added extensive services from Winnipeg (through the acquisition of Transair), service as far east as Toronto and Ottawa, and feeder agreements with Calm Air and Time Air. This was one of the last timetables for Pacific Western, as the carrier would acquire Canadian Pacific and rename the combined company "Canadian" later that same year.

And finally, a few other lines that I find of interest.

Wardair was a charter operator in Canada, and much like its counterparts in the US, such as World, Trans International (later named Trans-america), and Capitol International, Wardair began to move into the arena of scheduled operations in 1979, as shown by this April 1979 timetable. By the late 80's, Wardair had been acquired by PWA, and in early 1990, the carrier was merged into Canadian. A bit of trivia - ever wonder what became of the "original" N602BN (Braniff International's second 747, scheduled for 1971 delivery in an all-green color scheme)? After Braniff cancelled the order, the aircraft was built as a 747-1D1 and delivered to Wardair. (I do not believe it was ever painted for Braniff.)

NorOntair was one of Canada's equivalent of a "commuter" carrier in the US, although a major difference with this carrier, was that it was owned by the Province of Ontario. (Operation of the aircraft was contracted out to several companies.) This April 30, 1978 timetable finds the carrier serving over a dozen point with a small Twin Otter fleet.

Time Air is another example of a Canadian "third level" operator, with flights between the larger cities in the Province of Alberta (as advertised on the cover of the April 29, 1973 timetable). This carrier enjoyed substantial growth until becoming a partner with Pacific Western and later Canadian.

Great Lakes Airlines (later renamed Air Ontario), was a long-time Convair 580 operator. One of the notable features of Great Lakes Airlines, was that whenever they purchased several aircraft from the same seller, they tended to adopt the selling airline's paint scheme as their own (presumably to save money). For example, after acquiring a small fleet of Convair 580's from Allegheny, Great Lakes adopted a logo very similar to the Allegheny "Speed Wedge", as illustrated on the front of the April 29, 1979 timetable. They also retained the basic striping that Allegheny had used, changing the colors to their own brown and orange.

**norOntair**  
Ontario Northland

Effective  
En Vigueur 30 APRIL 1978

Hon. William G. Davis, Premier  
Hon. Leo Bernier, Minister of Northern Affairs  
Roy K. McChesney, Chairman, Ontario  
Northland Transportation Commission

NorOntair  
April 1978

SCHEDULE  
EFFECTIVE APRIL 29th, 1973

fly on  
**TIME**

between  
Calgary  
Red Deer  
Edmonton  
Lethbridge  
Medicine Hat

Frequent Daily Scheduled  
Flights Between the 5  
Major Alberta Cities

**TIME AIR**

Continued On The Next Page



# Barf Bag Obsession!

## Niek Vermeulen

Lynternet@hotmail.com

Editor's Note: Yes, we realize that the quality of these photographs are not up to our standards. We apologize!

In the early days of air travel motion sickness was excessively prevalent. Transcontinental Air Transport (TAT) in 1929, estimated that one out of two passengers got airsick. As a courtesy to the passengers, and to the attendants, TAT first employed a round oiled cardboard box and a towel; shortly thereafter they changed to individual wax-lined receptacles dubbed "burp bags," by attendants, which could be thrown out of the plane's open window.

Around 1930, on Western Air Express's Fokker F-32, airsickness was so common that the airplanes had to be hosed out after landing. Western too, supplied "burp" containers at each seat, but they were too small. Since Western encouraged its passengers to "open or shut the windows at pleasure," many simply leaned out and did their thing.

Legend has it that early on, American Airlines purchased several hundred thousand ice cream containers for passengers feeling queasy; on the bottom of each container was printed, "THANK YOU - COME AGAIN."

Until the introduction of pressurized cabins in 1940, planes were unable to fly above the storms that were one of the major causes of airsickness. Even well into the 1950s, airsickness ranked first on the passengers' misery list. In 1938, Dramamine, a new drug developed to combat pregnant women's morning sickness, found a ready market in airsick prone airline passengers, and in 1944, Mother Sills Airsickness Fills arrived to quell queasy stomachs. But in spite of many technological breakthroughs in aviation and the advent of modern medications to alleviate airsickness, airlines found no real effective alternatives to the "burp bag" introduced in the 1920s.

Innovations in motion discomfort bag design have changed but little over the years. The cup design gave a way to today's more familiar bag which is manufactured in two basic types: the box or flat bottom bag, and the gusset wedge bag. Less common are the flat or envelope bag and the pleated bottom version. After use, the bag is usually secured with a tab wire, an adhesive closer or otherwise closed at the top, then handed to the attendant for disposal. Bags vary in quality; the best ones are sturdy and made from polyethylene or

other plastics, while less efficient bags appear to be made from non-waterproofed blotting paper or re-cycled (lunch) bags.

Some enterprising airlines discovered other uses for the bag. Gin rummy score sheets are printed on some, others may be used to mail exposed films for processing, and even others are printed with large letters to read, "SEAT OCCUPIED." Most airlines are content to decorate the bags with their logo, while a few others print artistic scenes, or advertise motion sickness medicines.

Stashed away in pockets, hidden from view, frequently used as scratch paper, the humble "barf" bag is nonetheless ".....a friend indeed," and not likely to disappear from the inflight inventory, unless collectors with a barf bag obsession are in the area.

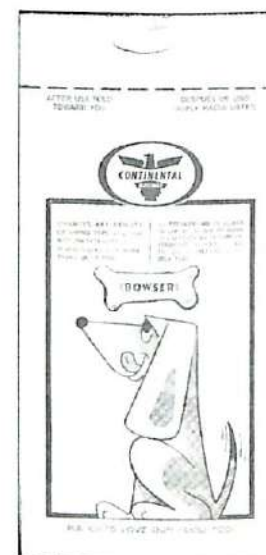
About fifteen years ago were less the 10 serious collectors counted. Since the huge world wide publicity around this special hobby are there nowadays over 200, not all real serious collectors, but many of them have a bag fun.

Thanks to Dr. Frank A. Norick



Early American Airlines Container (Left)

## Funny Advertisements On A Barf Bag



Continental Airlines (Right)  
"Cats Love Our Food Too!"



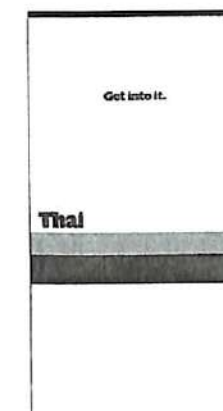
Air Botswana (Left)  
"Going Your Way"

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## Barf Bag Obsession!

Continued From Previous Page

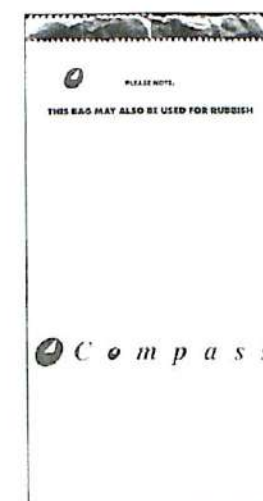
## Funny Advertisements On A Barf Bag



Thai Airways (Left) ~ "Get Into It."

Kenya Airways (Right) ~ "For A Clean Feeling"

## Double Functions



Compass Airlines (Left) ~ "This Bag Can Be Used For Rubbish"

Northeast Airlines (Right) ~ Gin Rummy Score Pad



Continental Airlines (Above) ~ Seat Occupied Card

## Special Instructions



Flying Colors (Left) - "This Bag May Contain Bio Hazardous Waste"



Hang Kong Vietnam (Left) - "Use For Vomiting Only"

## Timetables! Continued From Page 23

## GREAT LAKES AIRLINES

Summer timetable effective April 29, 1979

Check the great rates on Great Lakes

Great Lakes  
April 1979

There were undoubtedly a number of other airlines that could have been included here, as Canada has a rich history of airline service. It is unfortunate that recent events have essentially left a single survivor in the Canadian airline industry.





**TRANS-CANADA  
AIR LINES**



**AIR CANADA**

*From Montreal to Quebec  
and return!*

## The Good Old Days!

Trans-Canada Air Lines  
Memorabilia From 1956

WAHS Permanent Collection



THE "PICTURE" WINDOWS OF TCA'S VISCOUNTS ★ HUBLOTS PANORAMIQUES DU VISCOUNT TCA

## Jr. Wings! By Stan Baumwald stanwing@bellsouth.net

The junior wings of Canada comprise of seven different airlines. First and the one with the most issues is Air Canada. There are nine different issues of this airline and from the first until 1990; the design was all the same. The major difference between them was whether the wing was plastic or puffed vinyl. Number 1 is plastic and the different varieties are comprised of coloring and hallmarks. Number 2 is the same as number 1, but in gold instead of red highlights. Number 3 is puffed vinyl and here the differences are the size of the letter and the hallmarks. Then in 1996, Air Canada issued a puffed vinyl junior wing (3) that had a different design and in 2001, added a third change to their stable of junior wings (4).



Fig. #1



Fig. #2



Fig. #3



Fig. #4

Air Club International (5) was a charter operator and they issued a puffed vinyl junior wing in 1995. This wing was colored white, blue and green. Alas, they are no longer with us.



Fig. #5

Another issue of the junior wings of the airlines of Canada would be Canadian Regional Airlines (6). This is a Stoffel wing made of plastic and a pin back.



Fig. #6

Canadian Pacific Airlines (7) issued only one issue and to the best of my memory, it was in 1994. This was a foil issue and a stick back. The picture will probably come out too dark as it is two tone gold color and gold (and silver) are very hard to scan.



Fig. #7

Canadian Pacific Airlines (8) did not issue this next junior wing but I include in my junior wing book because it is part of the series of series issued by Kellogg's Sugar Smacks cereal give away.

Continued On The Next Page



For those who have never seen the promotional on this, I am including a scan to give you an idea of what to keep your eyes open for (9).



Fig. #8



Fig. #9

Another regional airline of Canada is Time Air (10). I don't keep up with all of the airlines of the world but I believe that this airline is now a commuter and the name has changed. In any case, this junior wing is another Stoffel design and the colors are silver, blue and white. There were two issues from this airline. One is pictured here and the other is the same shape as the Canadian Regional Junior Pilot wing but with different wording.



Fig. #10

The granddaddy of the Canadian airlines is Trans Canada Airlines (11). To my knowledge, they only put out one junior wing which was a hard paper wing with a pin back. There was a gift shop item for a Jr. Flight Captain (12) that was also issued but not by the airline.



Fig. #11



Fig. #12

Then we have Wardair who put out two different junior wings during their time in the airline business. One is a plastic blue oval (13). One time when I was in Canada, I went to their office and was able to pick this up. Asking for junior wings, they gave me this pin and said that this is what they give away to children on the airplane. Probably because of the pin back, they switched to a puffed vinyl (14) in 1986.



Fig. #13



Fig. #14

## What Is It?

By Ken Taylor

keebeetay@aol.com

We have only one question this time. This wing comes from Igors Krivcovs of Riga, Latvia. Can anyone identify it?



IK-6

In keeping with the theme of this issue, I have a selection of pilot's jacket wings and cap badges from airlines of Canada that now exist in our memory. Remember, this is only a partial list. To start, back in time to 1927-28, we have a jacket wing from Interprovincial Airways of Canada.



IAC routes were Hamilton-Toronto-Montreal. The airline became the Aviation Corporation of Canada in 1929.



Patricia Airways and Exploration flew the Red Lake District of Northern Ontario in 1926/27.



Prairie Airways Ltd. Of Regina, Saskatchewan used this wing starting in 1936 until they were taken over by Canadian Pacific Airlines in early 1942.



Maritime Central Airlines of Charlottetown, Prince Edward Island, was formed in 1941.



This (I think) rather crude, pewter colored wing is from Saskatchewan Government Airways, formed in 1947, to provide transport beyond the railhead.



Central Northern Airways of Churchill, Manitoba, was formed in April 1947 and changed their name to Trans Air in July 1947.



Eastern Provincial Airways of Gander, Newfoundland, was formed in 1949 and provided air service from St. Johns, Newfoundland to Wabush, Labrador.

Continued On Page 30

Continued On The Next Page





B C A is the former British Columbia Airlines of Vancouver, British Columbia. This wing was in use when I obtained it in 1967. B C A became part of Pacific Western Airlines in 1970.



Great Lakes Paper Company of Sarnia, Ontario, operated one Convair 580 business aircraft between 1970 and 1973.



Airwest of Vancouver became part of Air BC in mid 1979, with the formal merger on Dec. 1, 1980.



Norcanair (North Canada Air) of Prince Albert, Saskatchewan, became part of Time Air, Lethbridge, Alberta, in January 1988.



Time Air of Lethbridge, Alberta. This wing was in use between 1984 and 1991 when the name changed to Canadian Regional.



Inter Canadian was part of Canadian Regional, 1993-2000.



Ontario Express, a Canadian Airlines International Feeder from 1993 to 2000.



K A T, Kier Air Transport of Edmonton, Alberta, folded their wings in October 1969.



Air Toronto of Toronto, Ontario, was an Air Canada Connector. The airline became part of Ontario Express, 1980.



Air Atlantic. C P A was a 20% share holder. The airline started in Feb. 1986 and taken over by Canadian Airlines in Dec. 1986.



The new Air Atlantic pilot jacket wing of Dec. 1986. Air Atlantic was the eastern wing of Canadian Regional Airlines.

Continued On The Next Page



Nationair, a charter airline out of Montreal, Quebec, started operations in 1985 and folded their wings in April 1993.



Quebecair. This badge doubles as a cap badge and as a jacket wing. The airline was a Montreal based scheduled and charter operator that flew between 1953 and 1987, when it changes its operating name to Inter Canadian.



Air Club of Montreal. Started in 1994 with 2 Airbus A310 aircraft and ceased operations in December 1997.



Capital City Air of Edmonton, Alberta. The airline flew between Edmonton and Calgary. Started in July 2000 and ceased operations in January 2001.



Royal Airlines started out as a charter operator out of Montreal in 1992 and became part of Canada 3000 in May 2001.



CanJet of Halifax, Nova Scotia, started operations in 2000 and joined with Canada 3000 on May 10, 2001.



Flight Programmer pin from Canadian Airlines International, 1988.

Do you have a question or answer? Please write to me!

Ken Taylor

#### Jr. Wings! Continued From Page 27

And last but not least, we have WestJet. This western part of Canada airline also put out two different junior wings. One is a plastic with gold and blue coloring (15) and the other is a paper stick on with a happy face (16).



Fig. #15



Fig. #16

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



# Airline China!

By Richard W. Luckin

In keeping with this issue's theme, I'll show china-ware used on several Canadian airlines. While some patterns have been previously published, I thought a review would be in order.



Fig. #1

The first pattern (#1) is currently being used by Air Canada. Made by Royal Doulton of England and called **Executive Gold**, it features a simple satin gold line. While there is no airline logo on top of the china, this pattern is back stamped "Air Canada."



Fig. #2

Used in the 1960s, this china pattern (#2) is called **Gold Scallops**. Royal Stafford, supplied this china to Air Canada.

CP Air used two versions of their **Multi-Mark** pattern (#3). The first one had real gold for the decoration. With the advent of microwave ovens on planes around 1970, this metallic decoration gave way to the mustard colored design that was not affected by microwaves.



Fig. #3  
Dick Wallin Collection



Fig. #4

Canada 3000 Airlines Limited used a pattern (#4) similar to Air Canada's current pattern. I do not know who manufactured this china.

Until Canadian Airlines International became part of Air Canada, the airline used a pattern called **Gray Arrow** (#5). Made by Noritake of Japan, the five lines used for the design represented the five continents served by the airline.

Canadian Airlines International also used this salt and pepper set (#6). The glass shakers sit in a plastic holder. For their Oriental service, Canadian Airlines provided a colorful tea set (#7), made by Noritake.

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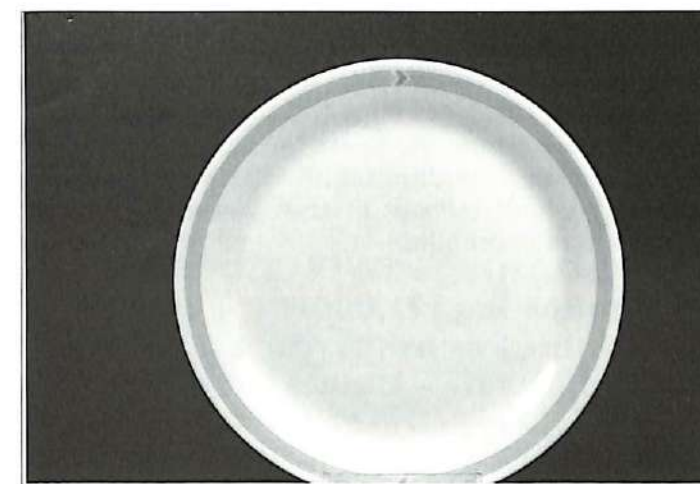


Fig. #5

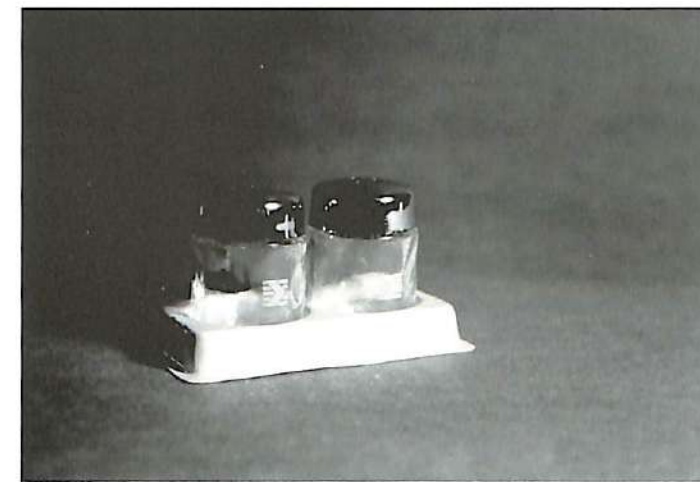


Fig. #6



Fig. #7

Intair (formerly Inter-Canada/Quebecair) used this pattern (#8) in 1992. Pfaltzgraff of Pennsylvania produced the ware. The decoration is black and the bottom of this piece is backstamped with the airline's name.

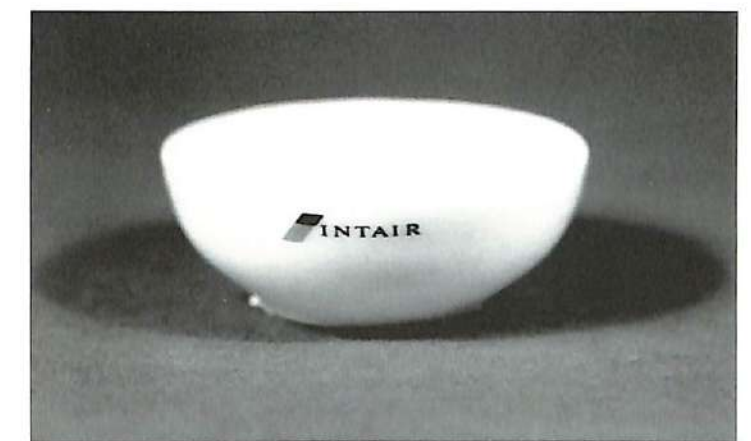


Fig. #8



Fig. #9



Fig. #10

A number of years ago, Odyssey International provided meal service with chinaware on their 757 service. The pattern (#9 and #10) used red and blue for the decoration.



Fig. #11  
Dick Wallin Collection

Continued On The Next Page





Fig. #12

Trans-Canada Airlines featured delicate china (#11 and #12) made by Royal Stafford of England. The airline was set up by the Canadian government in 1937 and was administered by Canadian National Railways. In 1964, the airline's name was changed to Air Canada.



Fig. #13



Fig. #14

Wardair of Canada used a stock Royal Doulton pattern (#13) called **Repton**. The only clue that this is airline china is the marking "WD" on the back. An earlier pattern is Fig. 14 made in Japan.

Well, that's it for now. See you at AI 2002 in Houston!

## 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 18.

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](mailto:lynternet@hotmail.com)**  
**fax: +32 14 43 55 64**

## Sticker Chatter!

By David A. Rowe

### Labels From Canada



Fig. A



Fig. D



Fig. G (Left)

Fig. H (Right)

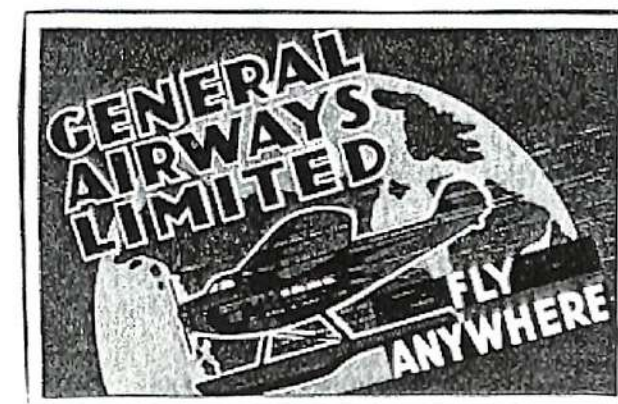


Fig. B  
(Above)



Fig. C  
(Right)



Fig. E



Fig. F



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Fig. I



Fig. J

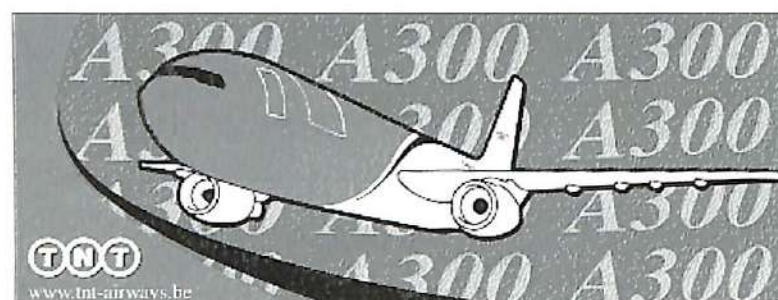


Fig. K



Fig. L



Fig. M



Fig. N



Fig. O



Fig. P

## Sticker Chatter!

Continued From Page



Fig. Q  
(Top)

Fig. R  
(Middle)

Fig. S  
(Bottom)



## "Golden Oldies"

In keeping with the Canadian airlines theme, I thought I would show some of the carriers that eventually became Canadian in 1987.

Fig. A. PRAIRIE AIRWAYS (1937-1942) Red, white, blue. Electra.

Fig. B. GENERAL AIRWAYS (1928-1939) Black, red, white. Fokker Universal.

Fig. C. COMMERCIAL AIRWAYS (1929-1931) Black on white. Bellanca Pacemaker.

Fig. D. STARRATT AIRWAYS (1936-1942) Orange, blue, black. Lockheed 10.

Fig. E. CANADIAN AIRWAYS (1928-1934) Black, orange, white. The famous 'Flying Goose'!

Fig. F. CANADIAN PACIFIC (1942-1968) Red, white, blue. Electra.

Fig. G. YUKON SOUTHERN AIR TRANSPORT. (1939-1942) White, red, yellow, multicolored scenes. A very early name and address label! Lockheed 10.

Fig. H. C P AIR (1969-1987) Multi-colored. DC-10.

And now for a few recent issues!

Fig. I. AERO CONTINENTE of Peru has this very colorful tag in white and yellow on red and blue. Phil Pratt of Rednal, England supplied this one.

Fig. J. UKRAINE INTERNATIONAL 737-300 in yellow, blue, white. Supplied by Ian Campbell.

Fig. K. TNT. Orange, blue, black, white. Also similar label for the Bac-146. From Bill Demarest.

Fig. L. CCM AIRLINES. Based in Corsica flying ATR-42s and Fokker 100s. Black, blue, on white.

Fig. M. KLM issued this label 8 years ago, but it only just reached me via Hector Cabezas.

Fig. N. LUFTAHNSA. Issued for their 75th anniversary. Jerry Elmas of Texas spotted this one.

Fig. O. MALEV. Red, green, blue, white. Henk Heiden found this label.

Fig. P. USA 3000. Red, white, blue. Airbus label from Peter Rentzsch in Germany.

Fig. Q. AIR NEW ZEALAND in pink, green-blue, and white reminds us of the good old days when flying boats were the "in" thing.

Fig. R. VINAIR of Portugal flies a single Falcon 900 from Cascais. Silver, blue, white. Supplied by Hector Cabezas.

Fig. S. NORWEGIAN AIR SHUTTLE fly Fokker 50s from Oslo. Red, white, blue and black. Also from Hector.

Until the next issue of the LOG, Happy Collecting!

David Rowe



# Postcard Corner!

By Allan Van Wickler

amvwdsvw@earthlink.net

Our special guest editor for this issue is **BRUCE CHARKOW** aka Mr Trans-Canada Air Lines!  
E-mail: [aircardz@aol.com](mailto:aircardz@aol.com)

## CANADIAN PACIFIC AIRLINES / CP AIR

Canadian Pacific Airlines was formed on May 16, 1942 by the merger of western-Canada based Canadian Airways, which was owned by Canadian Pacific Railway (CPR), and nine other small carriers, also owned by CPR, that were spread across the country. (Although initially invited in 1939 by the Canadian government to be partner in Trans-Canada Air Lines (TCA), the CPR declined and decided on its own airline.)

Canadian Pacific really began to take shape just after the war with the acquisition of a number of aircraft which included 17 DC-3's which served the airline until 1959. Eleven Lockheed Lodestars were acquired in 1948 and oddly enough were operated in the USAF camouflage color scheme with Canadian Pacific titles until they were sold in 1950.

As the airline grew, a number of aircraft types were added over the years which included the Northstar (really a DC-4), DC-6B, Britannia, varieties of the DC-8 under both Canadian Pacific and CP AIR colors, and varieties of the DC-10, B-727, B-737, and B-747. (CPA became the second airline in the world after BOAC to order the Comet but the first one crashed en route to being delivered and so the orders were cancelled.)

When TCA declined the Pacific Ocean routes (a BIG mistake which would haunt them years later), CPA jumped at the opportunity and flew to the orient and Australia, with many stops along the way. Over the years, the government (probably at the "request" of TCA/AC) kept the share of CPA's transcontinental flights at around 25% and this did not grow significantly until 1979. Politics played a major role in the "growth" of CPA within Canada while they flourished on Asian and European routes.

CPA dropped its Canadian Goose logo in late 1968 and adopted a more modern, simpler name, CP AIR. The new color scheme went on the first delivered DC-8 in 1968.

Over the years, CP AIR acquired a number of smaller regional airlines which included Eastern Provincial Airways but then in late 1986, Pacific Western Airlines purchased CP AIR and renamed the airline Canadian Airlines International. The new airline flourished for a few years - but then you know the rest of the story!!!



CARD # 1: An airline-issue Lockheed Lodestar which has a "tear-off" with a Flight Log and Flight Facts



CARD # 2: An airline-issue DC-3 loading passengers at Montreal



CARD # 3: An airline-issued DC-3 with the Private Postcard and "Beaver" logo on the back. An extremely rare card!

Continued On The Next Page



CARD # 4: a real photo DC-6B published by Gowen Sutton. Card has a green "tint" to it.



CARD # 5: airline-issued DC-8 black & white card.



CARD # 6: airline-issued Bristol Britannia black & white card



CARD # 7: a real photo Convair published by Gowen Sutton. Card has a green "tint" to it.



CARD # 8: a B-747 to show the last color scheme. Card published by Traveltime.

## TRANS-CANADA AIR LINES / AIR CANADA

Trans-Canada Air Lines (TCA) was established by the Canadian government on April 10, 1937 as a national airline with the first passenger service starting on September 1, 1937 with a flight from Vancouver to Seattle.

The year 1938 was a training year for TCA in preparation for transcontinental service which began on April 1, 1939 when 2 Lockheed 10A aircraft took off from Vancouver and Montreal respectively.

A number of Lockheed aircraft types were added to the fleet which included the 10A, 12A, 14H, and 18 and service started to cities throughout Canada. In all, the airline had about 30 of these aircraft.

Transatlantic service began in July 1943 using 8 modified Lancaster bombers, called Lancastrians. They carried 10 passengers, but not in much comfort!

As the war ended, the Lockheed's and Lancastrians were phased out as the DC-3 and later the Northstar came into service which was followed in the 1950's by the Constellation, of which TCA had a few varieties. This plane was mainly used on flights to Europe whereas the Northstar and DC-3 were used on domestic and Caribbean routes.

In the mid-1950's, TCA became the first North American airline to add turboprop equipment when it started taking delivery of the Viscount and in 1960 TCA took delivery of its first DC-8. The Vanguard followed shortly thereafter.

In 1964, TCA became Air Canada. The name change was felt necessary as the airline had many more world-wide routes that included Europe, the

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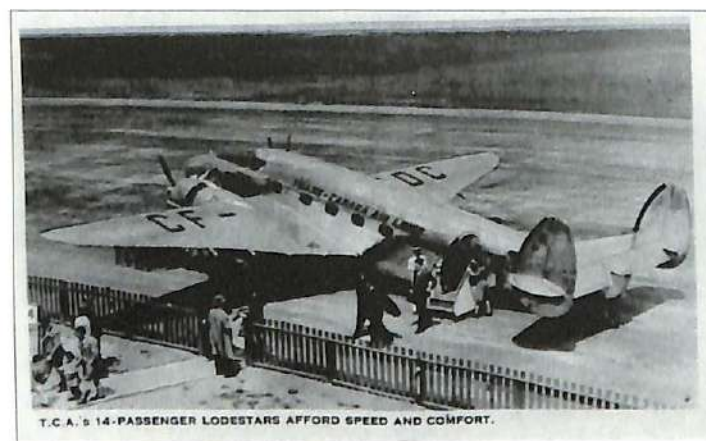
Caribbean, and the United States. It was no longer just a "trans Canada" airline!

In 1966, the DC-9 entered service as did the stretch version of the DC-8. In 1974, the B-727 entered service mainly on the Toronto-Montreal route.

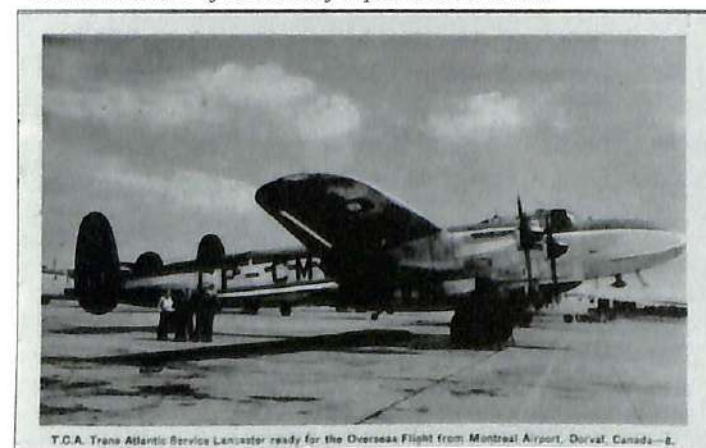
The jumbo-jet era started for Air Canada in 1971 with the order of 3 B-747s and this was followed in 1973 with the arrival of the Lockheed L-1011 Tristar. Over the years, Air Canada changed from their Boeing roots to Airbus and today they fly the A-319, A-320, A-330, and A-340 as well as B-747s and B-767s.

Air Canada has had its acquisitions as well. In 1969 it purchased 27% in Air Jamaica (which it sold later) and in 1977 purchased Nordair, but its largest "purchase" was to come some 5 years ago when Canadian Airlines International finally had to accept its fate and become part of Air Canada.

Today, Air Canada is one of the major airlines in the world and a founding member of The Star Alliance.



CARD # 1: An airline-issued Lockheed Lodestar loading at Montreal. This is one of a series of sepia-colored cards.



CARD # 2: A TCA Lancastrian loading at Dorval Airport, Montreal. Published by PECO



CARD # 3: A chrome of a TCA DC-3 at Cleveland



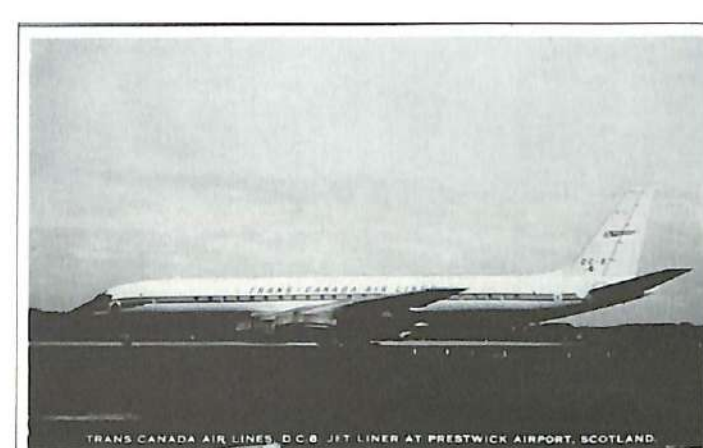
CARD # 4: A TCA Northstar nearing Vancouver. Card published by Gowen Sutton and has a green tint to it.



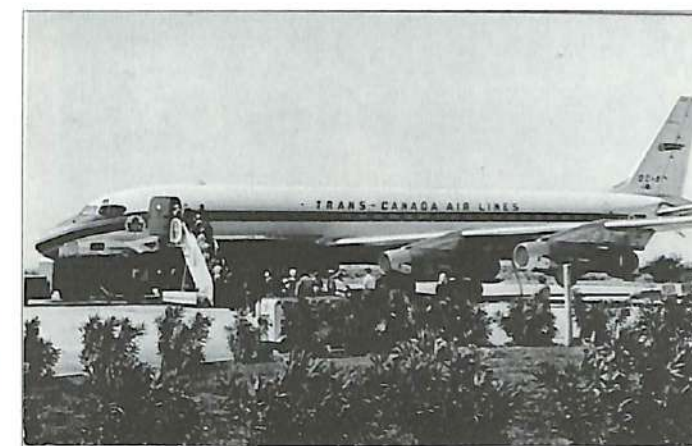
CARD # 5: A TCA Constellation. Card published by M and L in Great Britain



CARD # 6: A chrome of a TCA Viscount at Calgary



CARD # 7: Real photo of TCA DC-8 at Prestwick



CARD # 8: A chrome of a TCA DC-8 at Barbados



CARD # 10: A real photo postcard of a TCA Constellation at Düsseldorf



CARD # 9: An airline-issued card of an A-319 in original TCA colors to commemorate the 60th anniversary in 1997.



# Wings! Badges!

By Charles F. Dolan

wingco@webtv.net

## Canadian Carriers

Some interesting developments in the last month. I have just been notified that I have been selected to spend the next several years in Bermuda!

Actually, I have been bugging management for the last four years for this transfer. I was planning to retire in January 2003 had this not come to pass, but now my options are open. I am mandated to spend at least a year at Kindley Field or I must repay all the moving expenses. If I like the area I can extend for another two year tour. I plan to enjoy this assignment; I cashed in ALL my chips to get it!

There is a lot of paperwork to be filled out and shuffled, but if things progress quickly I should be in Hamilton by late June or July. I am hoping to be able to obtain images of all my wings and cap badges on discs and/or media cards so I can continue with this column. Time will tell.

The timing of this article is good because I began my collecting while assigned to Montreal's Dorval Airport in 1982. That was during my first foreign assignment which ran from 1978 to 1986. Dorval was a collector's prime hunting ground because many international carriers would send representatives to ICAO in Montreal. I made several great contacts with chief pilots who would be heading from there to New York or Chicago to catch flights home.

Those years were also good because there was a plethora of Canadian carriers in the days before mega-mergers. Many of those carriers are represented here.

So, good readers, wish us bon-voyage as we embark on our island adventure. If you happen to visit Bermuda and see two folks running amok in a Mazda Miata or VW Cabriolet, it just might be Karen and me enjoying our second childhood!

Now—onto the Wings!

## Air Ontario



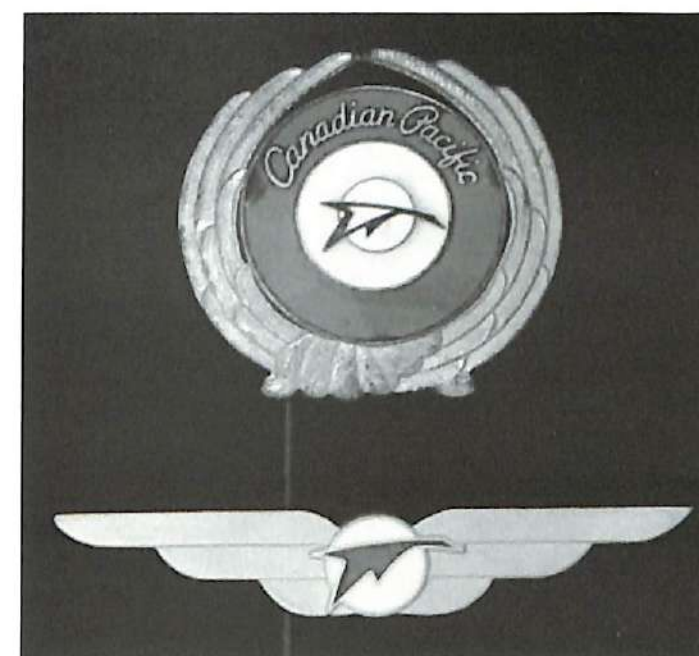
Both items are of gold color metal. Cap badge has two screw posts. Wing is clutch back. No hallmark on either item.

## Canadian Pacific Airlines

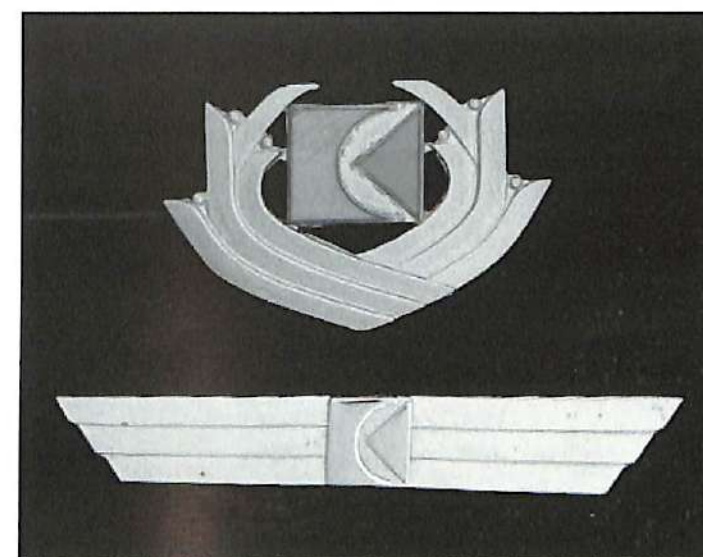


Base metal is brass/gold color. Cap badge has two screw posts to mount onto hat. Shield is in red and dark blue enamel. A separate silver Lockheed 10 is mounted onto the badge with a single screw post. Cap badge is hallmarked "Scully Ltd. Of Montreal."

## Canadian Pacific Airlines



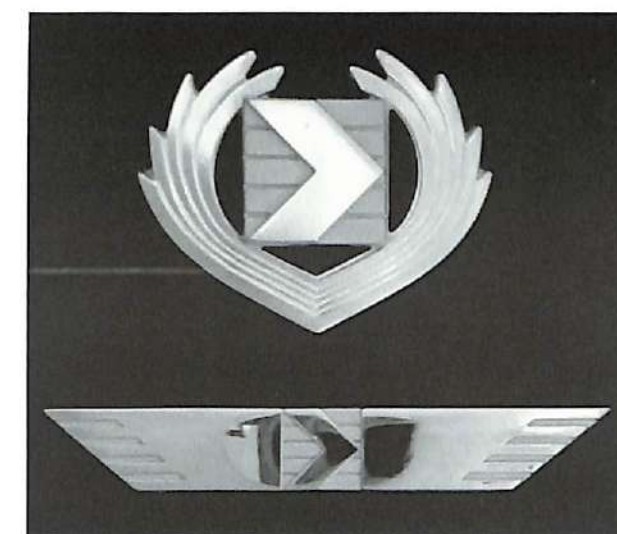
Base metal is brass. Cap badge has two screw posts for mounting onto hat. Center disc is dark blue with white enamel. A second disc with the stylized goose is mounted to the main badge with a third, much smaller screw post. The wing is clutch back. Base metal is brass. The disc is white enamel with a dark blue "goose." No hallmarks.



The cap badge has two screw posts. Orange "box" with red "triangle." The wing has two screw posts. No hallmarks on either piece.

The following CP Air pieces are gold color metal, two screw posts on each item, and no hallmarks.

Continued On The Next Page



## City Express



Both wing and cap badge are polished gold metal color. Blue and white enamel. Wing has three clutch back posts. Cap badge has two screw posts. No hallmarks.



Same design and construction as the first set, but yellow was added to the cap badge wings and orange to the wings. No hallmarks.

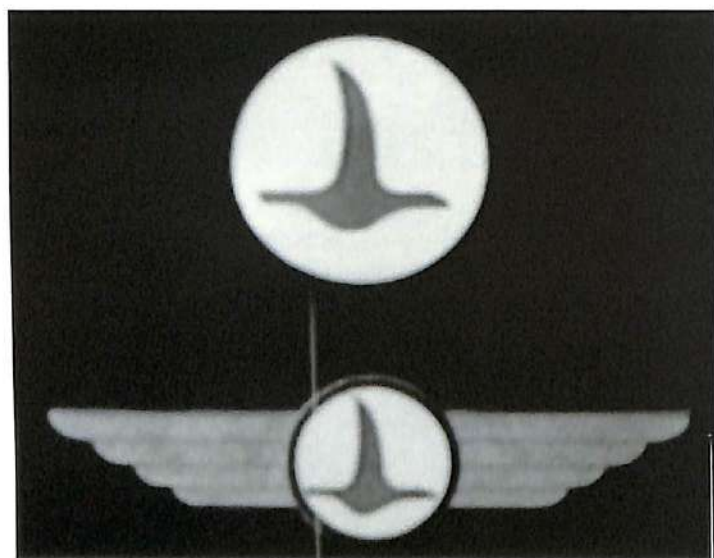
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## Eastern Provincial Airways



Base metal of this cap badge seems to be primarily copper which shows signs of having been silver plated. Largest part of the shield is white enamel with red enamel in the land mass shapes. Letters "E P A" in black. The center of the wing above the shield is red with a gold caribou head in the center. Two screw posts mount this badge to the hat.



The cap badge has a single screw post and one positioning pin. White disk with red bird. Silver color outline the bird and disc. The wing is silver metal with a white enamel disc surrounded by a black wing and a red bird in the center. Two screw posts. Hallmark "STOKES."

## Maritime Central Airways



Cap badge: Two screw posts hallmarked "Scully Ltd. Of Montreal". Gold color metal, dark blue enamel behind the "M C A". Silver DC-3 applied to the base metal. Wing: Two screw posts. Dark blue enamel behind the "M C A". This wing may not be contemporary of the cap badge because it is hallmarked "BIRKS."

## NorOntair



Cap badge is orange satin finish fabric with gold bullion thread stitched onto the hat. The wing is of dark brass color metal with white enamel for the eyes, neck and wings of the goose. No hallmarks. Two screw posts for mounting.

Continued On Page 45

# Aircraft Models!

By Peter Reed

reedx001@tc.umn.edu

## Canadian Pacific Britannia



Fig. #1

The model in Figure 1 is a diecast metal model made by Dinky Toys in the 1950s. British Dinky toys were the most nearly accurate diecast models in the pre-WW2 period. Postwar, they put a number of their pre-war types back into production, usually with changed names, and added a few new types. Some were military, like the Gloster Meteor, but there were also nice looking Vickers Viking and Avro York models, and a Dinky Supertoys larger scale model of the Short Shetland, a flying boat that never got beyond two prototypes. Later the Viscount, Britannia and Comet 1 were added.

There were also French Dinkies, before and after the war, which included such juicy types as the Cuzinet 70 "Arc en Ciel," Bloch 220, and Super Constellation. But the French models were never as accurate as those made in England.

As their name shows, Dinkies **were** made as toys, but they have become collector's items and can command quite high prices, especially for mint, in-box pre-war types. You'll find books about them in antique shops.

Canadian Pacific took delivery of six Britannia 314s and two of the slightly heavier and more powerful 324. The Dinky is of the first Britannia delivered to CPA, c/n 13393, CF-CZA. It arrived on April 9, 1958, and flew with CPA until 1965. Later it served with British United, Transglobe and African Safari Airways. It set a record for the 5100 st.mi. trip between Vancouver and London of 13 hours 57 minutes, an average of 366mph.

## Skyservice A330-322



Fig. #2

Skyservice's A330-322 C-FBUS was, as its inscription boldly declares, "The First A330 in North America." The model (Fig. 2) is by Dragon Wings in 1/400 scale, with diecast metal fuselage and plastic flying surfaces, all nicely detailed. C-FBUS has the Pratt & Whitney PW4168 engines, and a C32 Y331 interior for use on charter services.

## Canada 3000 A330-202



Fig. #3

Canada 3000 leased four A330s from ILFC as 340 seaters for use on charters to Europe in summer and sun resorts in the winter. The company originated as a off-shoot of the British charter company Air 2000, but Canadian law prohibited majority ownership by another country. Like some other successful charter companies, Canada 3000 came to grief trying to convert itself into a low-cost scheduled airline.

The model (Fig. 3) is again from Dragon Wings, 1/400 scale. A nice feature of these models, besides their overall dimensional accuracy and the quality of the finish, is that the landing gear is unobtrusively near-scale.

Continued On The Next Page



# Swissair DC-8-62



Fig. #4

The photograph of the Swissair DC-8-62 (Fig. 4) was sent to me by WAHS member Joe Weber, of Trabuco Canyon, CA. It is 1/50 scale, making it about three feet long, and was built by Belpast-Milano of Italy. When in the 1970s Joe worked in marketing and sales for Swissair, this model logged many miles in Joe's car trunk traveling to trade shows and conventions. It now flies proudly in Joe's garage. The Continental signs in the background commemorate Joe's 15 years with that airline back in the days when Bob Six was its dynamic leader. Thanks, Joe.

**Wings! Badges! Continued From Page 43**

## Pacific Western Airlines



Cap badge: Two screw posts. Brass/gold color metal. White disc with red "Whale's tail". No hallmark. Wing: Polished gold color metal with red and white paint. Screw post mounted.

## Regionair



This airline was affiliated with Quebecair. The wing is brass color base metal with a textured pattern on the base level and a polished raised center bar on each wing. The design in the center disc is in black enamel. Two screw posts for mounting. No hallmark. The cap badge for this airline was the same design with a curve to the wings to wrap along the headband of the cap.

## Air Canada / Air Jamaica



As Air Jamaica was "getting off the ground", the airline used aircraft leased or purchased from Air Canada (DC-8 and Boeing 727). Air Canada crews trained the Jamaicans. I obtained a set of wings which combined the Air Canada maple leaf with the Air Jamaica style of bullion wings. All of the wings are attached to the jacket with screw posts.

CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS



## UPCOMING AIRLINE COLLECTIBLE SHOWS!!

### AVIMAGE 2002 PARIS AIRLINERS COLLECTORS CONVENTION

**Saturday, June 1, 2002.** Roissy-CDG Airport Holiday Inn. 9.30 am—6.00 pm. Free entrance. Tables Euro 20 each. Dinner and slide show Euro 23. Free hotel shuttle. For information, contact: AVIMAGE, 3 rue Jules Verne, 92800 Puteaux, France. Fax: +33.1 47 71 74 50 or call +33 1. 49 00 17 76. Special Avimage hotel rates available. E-mail: [ampatry@wanadoo.fr](mailto:ampatry@wanadoo.fr)

### AIRLINERS INTERNATIONAL 2002 - HOUSTON

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

### 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](http://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](mailto: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](mailto: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](mailto:panam314@aol.com)

### CHICAGOLAND AIRLINE COLLECTIBLES

**Saturday, September 14, 2002.** 9 am—3 pm. Holiday Inn Elk Grove Village, 1000 Busse Rd (Rt 83), Elk Grove Village. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631 or call 773-775-5623.

### 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](mailto: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](mailto:mattocks@gte.net)



*NWT Air Hercules L-100-30 C-GHPW MAR 02/94*

*Photographs By Henry Tenby / AirlineHobby.Com  
First Air HS-748 C-GDUN AIR-TO-AIR AUG 29/92*







*Buffalo Airways Canso AIR-TO-AIR C-FOFI AUG 11/96  
Photographs By Henry Tenby / AirlineHobby.Com  
Air Canada DC-8-63 PAX C-FTIN YVR SEP 11/82*

