



**WORLD AIRLINE
HISTORICAL SOCIETY**

The Captain's Log

Issue 27-2 Fall 2002



Air Spain Bristol Britannia EC-BFL ~ Aviation Photography of Miami Collection

Focus On European Charter Airlines!

***Airliners International 2004 Ballot Results
Update On The WAHS By-Laws
Plus Our Regular Features***



Air Spain (Spain) DC8-30

Photographs From The Collection Of Phil Glatt

Atlantis (Germany) DC8-63



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From The Flight Deck

Greetings from Society headquarters in Miami.

WELCOME TO ISSUE 27-2

This issue of The Captain's Log focuses on European Charter Airlines. This choice of topic presented a challenge to several of our editors, but, as always, they came through with material for you to review. Enjoy!

MEMBERSHIP RENEWAL!

If the label on your envelope shows "27-2", 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!

AI 2004 SITE SELECTION

Los Angeles was selected as the site of our Airliners International 2004 event. Of the 622 ballots mailed to eligible members, we received back 298 ballots or 48% return rate. Chicago—109, Denver—61, and Los Angeles lead the way with 128. The dates are July 8-10, 2004 at the Sheraton Gateway LAX Hotel.

AI 2003 COLUMBUS UPDATE

Next year's Airliners International 2003 event will take place in Columbus, Ohio at the Hyatt Regency Columbus Downtown Hotel. Registration information is included with this issue of the LOG. Be sure to mark July 10-12, 2003 on your calendars! During the same week, Dayton will be hosting a number of events celebrating 100 years of powered flight.

FUTURE AI EVENTS

In order to streamline the site selection process, the Board of Directors has implemented the following steps for selecting host cities for future Airliners International event two years in advance:

- 1) Any individuals or groups interested in hosting an AI event must send their proposal to WAHS headquarters by February 1st.
- 2) Information on the sites and ballots will be mailed to all members with the Spring issue of the LOG mailed in March.

3) Members can return their ballot via US Mail, fax or e-mail to WAHS headquarters OR hang onto their ballot and vote in person at the annual business meeting.

4) The final vote count will take place at the annual business meeting with the winner announced at the conclusion of the meeting.

It is the Board's intention to permit all members to have a say in the site selection process even if the member can't attend the annual meeting. Airliners International is for ALL members.

If you're interested in hosting an AI event, please contact WAHS headquarters for a copy of the AI guidelines and by-laws.

DOWN THE FLIGHT LINE....

The next issue of The Captain's Log will feature airline memorabilia from "The Convair Twins" — anything to do with the Convair 240 to 600 series aircraft.

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!

IN MEMORIAM

Founding WAHS member and Board of Director Howard Grant passed away on June 24, 2002. Howard was a good friend and a strong supporter of WAHS. We will miss him. Please look at the tribute to Howard elsewhere in this issue.

NEW COLUMN!

We're please to welcome Eddy Gual and Joe Fernandez onboard as the editors of our new slide column. Eddy and Joe are regular features around South Florida's airports. They will feature tips on how to take that perfect photo!

With best regards,
Bill & Phil



Airliners International 2002 Houston, Texas

The third week of June saw over 1,500 aviation enthusiasts attending the 26th Annual Airliners International in Houston, Texas. Hosted by Duane Young and Dick Wallin, it proved to be one of the most successful AI's in recent memory, despite the cloud that September 11 has put over all of us, and those of us in the aviation field in particular.

Registration started on Tuesday and proceeded smoothly, thanks for a large and well-trained convention staff. Each registrant received a large tote bag full of goodies, plus an official sticker and metal wings, each bearing the attractive red, white and blue AI2002 logo, based on the Texas State flag.

Special thanks go to Barbara Freeman for her many hours of work assembling and stuffing the tote bags!

Tours started on Wednesday and continued through Saturday. Although security resulting from the events of September 11 had threatened to cancel all of the aviation industry related tours, loosened restrictions at the last minute allowed us to participate in some very interesting outings. As they materialized, nearly every tour was sold out by the time each left, and participants came back well pleased with what they had done and seen.

The FAA En Route Air traffic Center was toured twice each day, each tour being about two hours, and thanks go to Jerry Strickland of the FAA Center for helping to make this possible. Also toured twice each day was Terminal A of the Houston Intercontinental Airport (IAH). Terminal A was the original IAH structure and still contains the security headquarters for the airport; its parking ramp is the tallest open structure at the airport and our people were allowed to photograph from its roof. Thanks to Dixie Lee Franklin and Gray James of the Houston Airport System for the many favors accorded AI2002, including the tours.

Some very special limited tours were also held; one for photographers at IAH who were taken into secure areas for photographs, and as a highlight, given a tour of an Airborne Express DC8 at the IAH cargo facility. There were also a few special tours to Continental's IAH maintenance facility. One group of 8 persons were the lucky recipients

of a drawing for a 737-800 simulator ride at Continental's Flight Training facility. Each got to "fly" for one hour, something not believed to have been done at any previous AI event



In addition to these nearby tours, AI also provided tours to Space Center Houston, NASA's publicity facility, and a tour of the City of Houston. On Friday night, a group went to a Houston Astros baseball game.

Meanwhile, the buying/selling/trading rooms were open in full force for 3 days, with 250 tables full of just about any airline item a person might desire.

Door prizes were awarded throughout the convention, the highlight of which was the free airline tickets, a grand total of 12, which has to be a convention record. Thanks to Continental, Southwest and AirTran for these donations.

The grand finale of the convention was the traditional banquet, and those who chose beef were rewarded with a nice big tasty Texas size steak. Keynote speaker was noted TWA pilot (retired) Robert Buck whose book "North Star Over My Shoulder" had just been published by Simon & Schuster. Buck regaled the crowd with stories of his TWA days, including encounters with Charles Lindbergh and Howard Hughes. Master of Ceremonies Jon Proctor kept the proceedings on schedule and at 10 PM, another successful AI was history.



Frenzied Trading In The Display Hall

IN MEMORY



HOWARD GRANT 1949-2002

Howard Grant, "Mr. Hughes Air West," passed away on Sunday, June 23, 2002, at the age of 53. A member for 26 years of the World Airline Historical Society, he had never missed an Airliners International show until June, 2002.

He was born on March 7, 1949, in New Jersey and graduated from Embry Riddle Aeronautical University in Daytona Beach, Florida. He went on to work for Hughes Air West and Trans International Airlines. At the time of his death, he worked as a travel agent for Am Brit in San Ramon, California. He was also a deputy reserve officer with the Contra Costa County Sheriff's Department.

Howard was the first person to represent a commercial airline at the first Airliners International show in Cincinnati, Ohio, in 1977. He shipped cartons of Hughes Air West materials which included advertising cubes, plastic models, and thousands of metal tab buttons.

A very personable fellow, Howard made many friends and looked forward each year to the annual AI show. Sometimes accompanied by his brothers, Ron and Gary, he loved eating at the local restaurants during the show. Accompanied by his friends, he would preside over a table filled with laughter and good conversation.

His love of travel took him to many domestic and foreign locations. On his last trip in March, he traveled to Rome, Malta, Tunis, and Bulgaria.

Howard entered the hospital in early April for an eye operation and suffered a series of setbacks resulting in a heart attack in June. Individuals may remember him by contributing to their local police benevolent society, the American Cancer Society, or the Leukemia and Lymphoma Society. He will be missed.

Paul and Pat Collins

Airliners International 2002 Trivia Contest

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- Which airline has operated all of the Douglas DC and MD series aircraft except for the DC1, MD-80, MD-87, MD-88 & MD-90?
 - KLM
 - American
 - Swissair
 - SAS
 - Sabena
- What happened on April 7th 1922 near Paris France?
 - 1st airline flight in Europe
 - 1st midair collision involving 2 airliners
 - 1st interline connection in Europe
 - 1st unscheduled airline landing
 - 1st runaway propeller incident
- At the peak of its service, how often did TAG Airlines flights operate between BKL & DET?
 - Every 45 minutes
 - Every 30 minutes
 - Every 15 minutes
 - Every Hour
 - Bi-hourly
- The Allegheny Airlines "Speedwedge" logo originated as what?
 - 2 spotlights
 - Boomerang
 - Delta wing
 - Airplane
 - Sail
- Trans Texas Airways was founded as what?
 - Air Commuting
 - Aviation Enterprises
 - Zimmerly
 - Monarch
 - Essair
- What was the 1st airline to operate the Convair 600?
 - Frontier
 - Trans Texas
 - Central
 - Golden Pacific Airlines
 - Thunderbird Airways
- Continental Airlines started out as what?
 - National Parks Airways
 - Varney Air Transport
 - Inland Air Lines
 - Southwest Division Of Varney Speed Lines
 - Wyoming Air Service
- What was the 1st airline to operate the DC-9-15F?
 - Air Florida
 - Texas International
 - Hughes Air West
 - Air Canada
 - Continental
- What was the third airline involved to form T&WA in 1930?
 - Pacific Air Transport
 - United Avigation
 - Colonial Airways
 - Pittsburgh Aviation Industries Corp.
 - Southern Air Transport
- Southwest Airlines was 1st incorporated in 1967 as what?

A. Texas Southwest B. Muse-Kellerher C. Air Southwest D. Southwest Love E. Texas Central

Tie Breakers

- What is the length of runway 4/22 at William P. Hobby Airport in Houston?
- What is the air mileage between Houston and Sydney Australia?

ANSWERS

- A** KLM was the only airline to operate the DC-5.
- B** 1st Midair Collision between 2 Airliners. A Grands Express Aeriens Farman F .60 Goliath Collided with a Daimler Hire DH.18 over Grandvilliers, France.
- C** Owner Ross Miller didn't want anyone to have to wait more than 15 mins for the next fit.
- A** Spotlights, designed by Company Historian & AI 87 INDY Speaker Capt. Frank Petee
- B** Aviation Enterprises
- C** Central Airlines beat out Trans Texas by a little over 2 months, putting theirs in operation at the end of 1965 & TT put theirs into operation on March 1 1966.
- D** SW Div. Of Varney Speed Lines
- E** Continental, wanted to operate them like the 727QC, passengers in the daytime & cargo at night, and ordered them that way from Douglas but never did this operation.
- D** Pittsburgh Aviation Industries Corp. They held the certificate to operate between CMH & NYC. This included the section over the Allegheny Mountains.
- C** Air Southwest. The name was changed before the first flight ever operated.

The Tie Breakers

- Runway 4/22 is 7,602 feet long.
- 2,887 miles.

WINNERS!

- 1st Place- Mike Adkins**
9 Correct Answers
- 2nd Place—Gordon Craig**
8 Correct Answers
- 3rd Place—Drew Coats**
6 Correct Answers

Congratulations!

Airliners International 2002 Photo Contest Winners!



Prints - 1st Place
Ian Abbott,
Santa Clara, California



Prints - 2nd Place
Bill Parker,
Tempe, Arizona



Prints - 3rd Place
Stephen Griffin,
Palos Verdes Estates, CA

European Charter Airlines A Photographic Tour

These photographs show aircraft of some of Europe's many post WW.II charter carriers. They are a random selection from the collection of Joop Gerritsma



Polaris Air Transport of Norway started operations in Nov. 1964 with two DC-3. CV-240s (LN-KAP shown) were acquired in 1966/67. The airline folded in the mid-1970s



Spantax was for many years Europe's best-known vacation airline. Founded by Rodolfo Bay in 1959 with a Beech 18, this CV-990-30A-4, EC-CN1 was flown from May 1975 to Sept. 83. All operations ceased on March 29, 1988.



Laker Airways was founded in 1966 by the legendary Freddie Laker for ad hoc and inclusive-tour charters. Early equipment included BAC One-elevens (G-AVZY shown). The airline ceased operation in Feb. 1982.



Invicta International Airlines of Britain flew Viscounts (G-AOCG shown) on passenger charters. Founded in 1970 to succeed Invicta Air Cargo, the airline merged with British Midland Airways on Jan. 13, 1969.

(Left) **Moorman Air** was a small Dutch air taxi and charter firm operating with two Dakotas from Amsterdam (PH-MAG shown), October 1968 to May 1973.

(Continued on page 9)

EUROPEAN CHARTER AIRLINES

(Continued from page 8)



Catair of France operated Caravelles (F-BSRD shown) and Super Constellations in the 1970s. Starting operations in May 1969, the company closed down about 10 years later.



Skyways Cargo Airlines of Britain did not last long (Jan. 1979 - June 1981), but in that time it operated two FH-227 (G-SKYA shown) on cargo services throughout Europe.



Continental Air Transport was a short-lived British charter airline, operating a C-54A (G-APID) from November 1957 to December 1960.



Air Fret operated cargo charters from Nimes, France with this Bristol 170 Freighter (F-BBGF). Passenger charters started in 1964 from Paris with a Super Constellation. Caravelles and 707s followed. The airline quietly shut down in the early 1980s.



Trans European Airways (TAE) of Belgium was formed in Dec. 1970 to fly passenger charter and inclusive-tour services with a 707. 737 and A300B1 (OO-TEF shown) were added later. Operations ceased in 1993.



Young Cargo of Belgium started operations with four ex-Royal Air Force Britannia 253s (OO-YCB

(Continued on page 10)

(Continued from page 9)

shown) in April 1975 to operate cargo charters under contract to other airlines. Eight had been bought, but four never went into service. Two Boeing 707-320 were leased in 1977, replacing two Britannias, but by 1980 the carrier had ceased operations.



Britannia Airways of Britain started life in 1962 as Euravia operating Constellations. Britannias were acquired in 1964 and the new name was adopted. Today, it has an all-757 and 767 fleet, flying charters from 16 UK airports to more than 100 places around the world.

Book Review

Joop Gerritsma

Robert F. Dorr, BOEING 747-400, Airliner Tech, Vol. 10, ISBN 1-58007-055-8; Specialty Press, North Branch, MN, USA. 104 pages on glossy paper stock 8 1/2 x 11 inches, soft cover, richly illustrated with 125 very clear B&W and 24 color photos plus many technical drawings and diagrams. Published in 2002. Price U.S. \$16.50 each. Call 1-800 895-4585 or 651-277-1400, or visit www.specialtypress.com to order. Shipping is \$4.95 extra. In Europe, contact Midland Publishing.

The Boeing 747-400 may look like its predecessor, the -300, but technically it is an entirely new aircraft, and Robert Dorr explains the differences in great detail, using many detail photographs and technical drawings to illustrate the point. Many of these photos were taken on the Everett production line especially for this book. He explains why Boeing developed the -400 and gives short profiles of the airlines that operate it and where. The civil and military variants are reviewed (did you know the -400 was first called the -300A?), as are proposals for stretched and longer-range versions (recently shelved by Boeing). Among the color and B&W photos are fine shots of some of the special liveries of JAL, Cathay Pacific, Qantas, Northwest and ANA. Most airliner fans now demand color photos in books, but the B&W reproductions are as clear as a bell a joy to study.

One appendix lists all -400s built and ordered as of the beginning of 2002. Given for each aircraft are its sub-type, line number and msn, plus the delivery date to and the name of the first owner, and its civil registration. The second appendix lists key dates in the development of the aircraft.

The author should have cut down on his long-winded description of what goes on before and during a long-haul flight in the -400, and it is annoying to read 'Dash Four Hundred' or 'Dash 400' over and over again. A simple '-400' or '747-400' would have sufficed. It would have been easier on the eyes. Explaining only once that a two-crew cockpit is standard on today's airliners and that many -400s are stored in the desert because the air travel slump after 9/11, would have been enough. And, Mr. Publisher, the book could have used some more care in putting it together. It appears Chapters 3 and 5 were switched, except for pages 95 and 96. They ended up at the end of the airlines chapter, instead of in the technical chapter, where they belong. Because of the switch, the Table of Contents is out of whack.

Still, "Boeing 747-400" provides many hours of reading pleasure. Many of the photos were taken by airline enthusiasts and have not been published before. Definitely recommended.

AIRLINER TECH
SERIES

JUMBO JET
BOEING 747-400
VOLUME 10

ROBERT F. DORR

- Improved 747 Models
- 747-400 Roster
- 747-400 Variants
- Advanced Engines
- Technical Description
- The World's Largest Airliner

Playing Cards

By Fred Chan

topflite@olympus.net

Playing Cards from European Charter Airlines

There is a long list of charter airlines in Europe. Many had been in operation for a relatively short time before being absorbed by a larger competitor or have simply ceased operations. Traditionally, many of these have issued playing cards for in-flight entertainment, probably because their passenger loads are almost exclusively on holiday.

In general, playing cards from the larger charters are fairly easy to obtain because they are given out (or sold) in large quantities. The larger airlines have also issued more than one design while the smaller ones usually have had only one. Therefore, cards from the smaller or short-lived charters and the older issues are often tough to come by and can command prices two or three times higher than the common decks.

Probably the best way to describe the cards from European charters is to show an example from each of these airlines with a brief indication as to its rarity.



Air Europe (available)



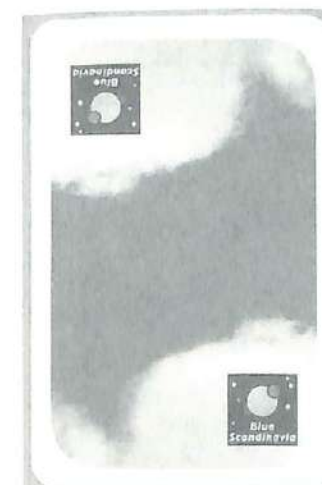
Air Europa (available)



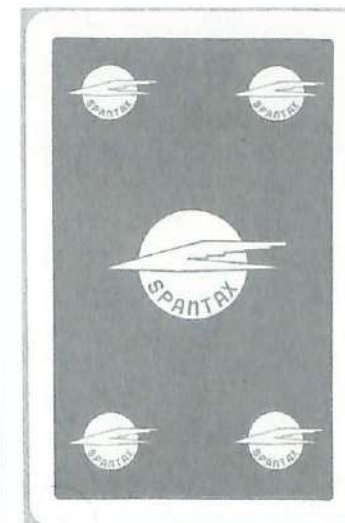
Air 2000 (available)



Airworld (available)



Blue Scandinavia (difficult)



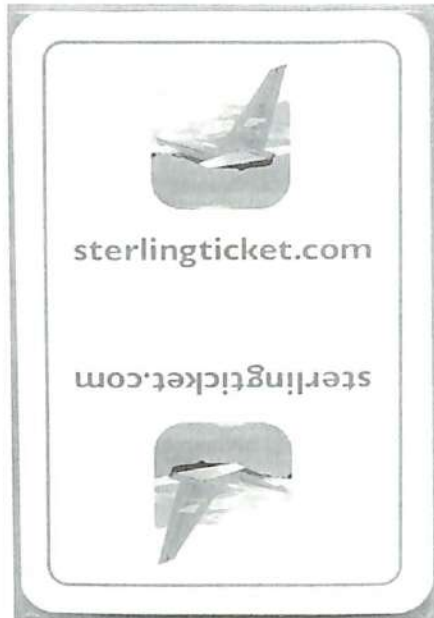
Spantax (rare)



Spanair (difficult)



Sterling Airways (difficult)



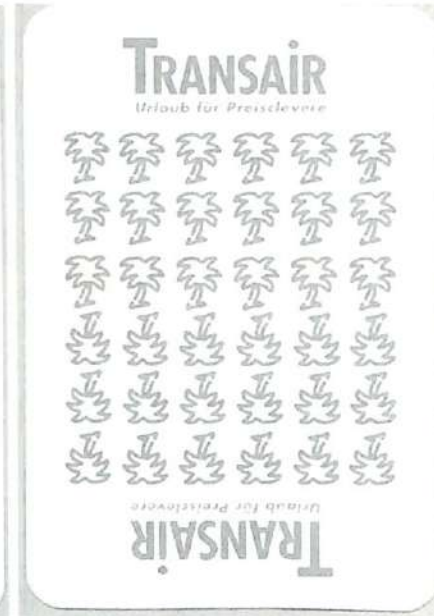
Sterling European (available)



TAE (rare)



LTU (available)



Transair (available)



Flying Colours (available)



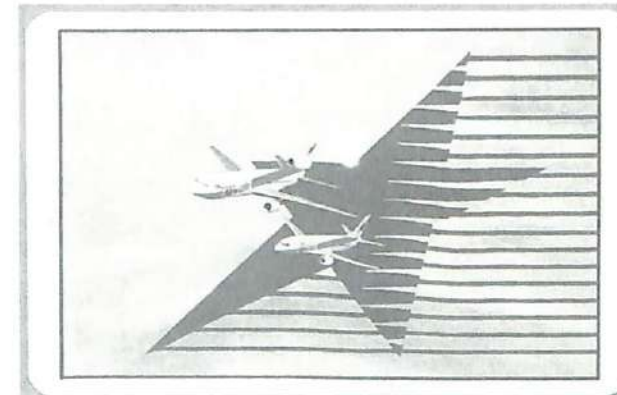
Great Britain Airways (difficult)



Leisure Air (available)



Peach Air (available)



Novair (UK) (difficult)



Novair (Sweden) (difficult)



Star Europe (rare)



Virgin Sun (rare)



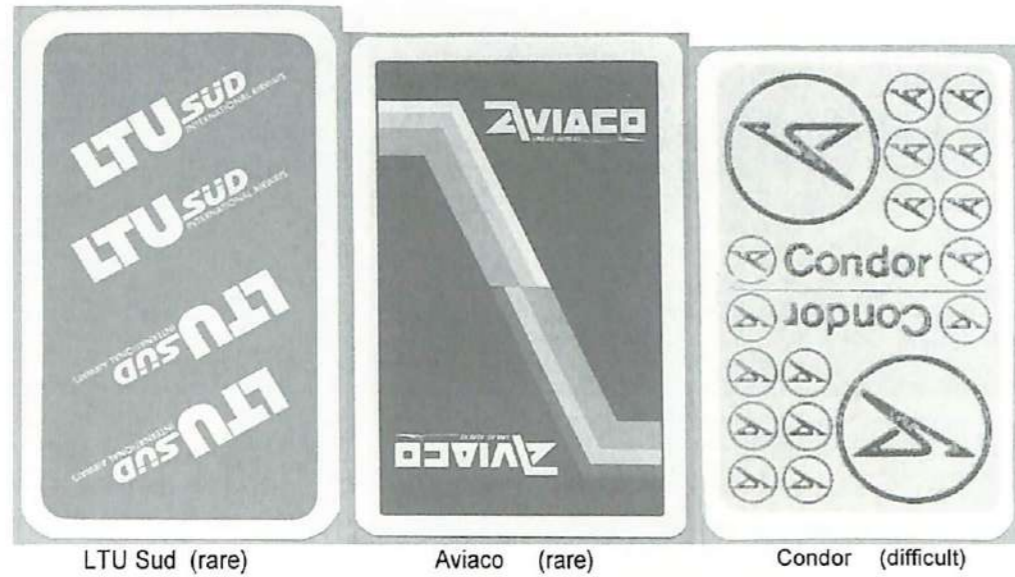
Transwede (difficult)



FTI Touristik (rare)

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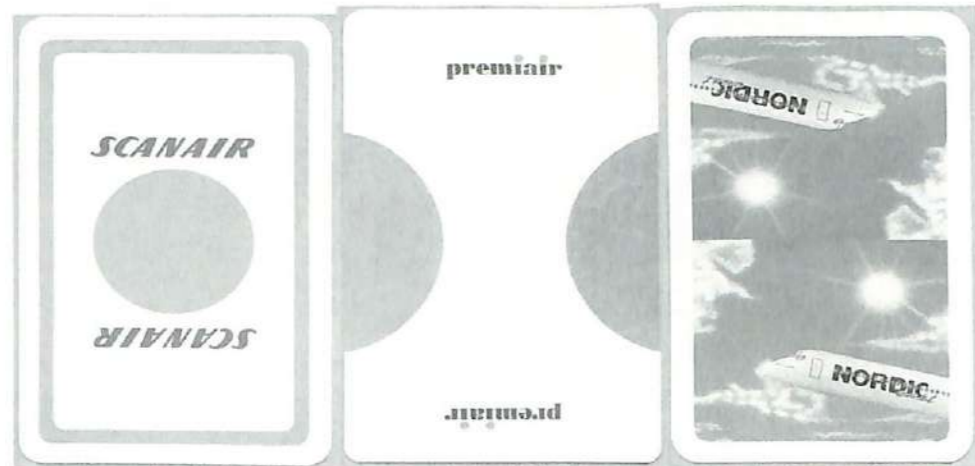
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LTU Sud (rare)

Aviaco (rare)

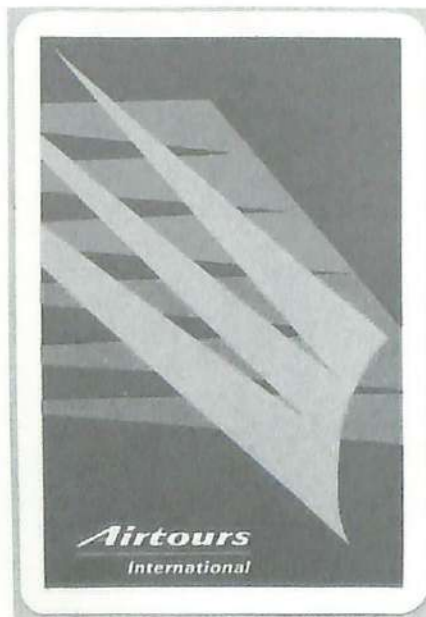
Condor (difficult)



Scanair (difficult)

Premiair (difficult)

Nordic East (difficult)



Airtours (available)



Chartair (rare)



Jet Air (difficult)

Safety Cards On Board

By Todd Helm

thelm@alvinskeys.com

Fig A In mid 1989 Airbus A300 B 4 was acquired by Britannia after the merger/acquisition of Orion Airways. Britannia finished out the contracts Orion had pending and then this aircraft went on to Iberia. The card is a large plastic card and is not dated.



Fig. A

Fig B This safety card from Monarch Airlines will look familiar to many as it is the format used on World Airways. Monarch leased this MD-11 from World and revised the cover for the Monarch lease period. The folder was produced from Aero Safety Graphics and is dated WOA Orig. 5/98.

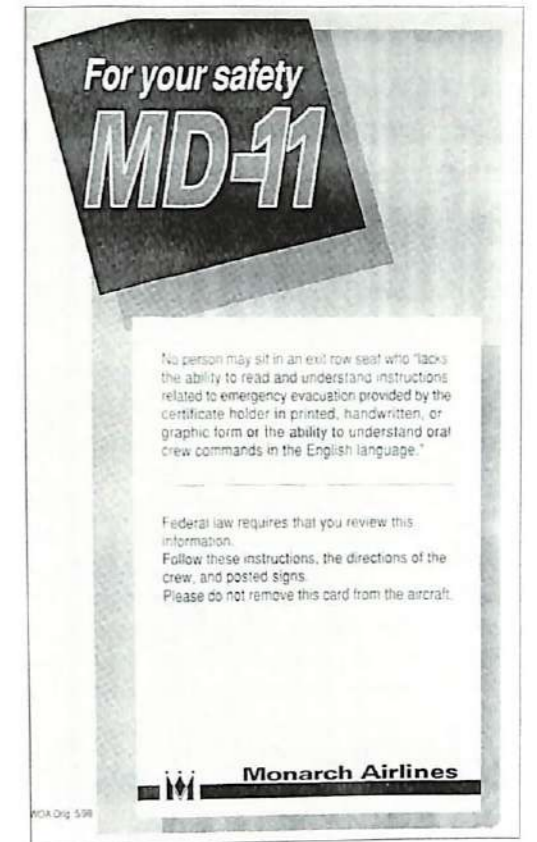


Fig. B

Fig C The Condor Super 70 card, actually a re-engined -63 series, is has a date/reference of CFG 073-84. This style was used on many of their aircraft types and is a paper folder showing raft stowage positions and life vest. Exit row lighting was not illustrated. The cover is an aqua blue.

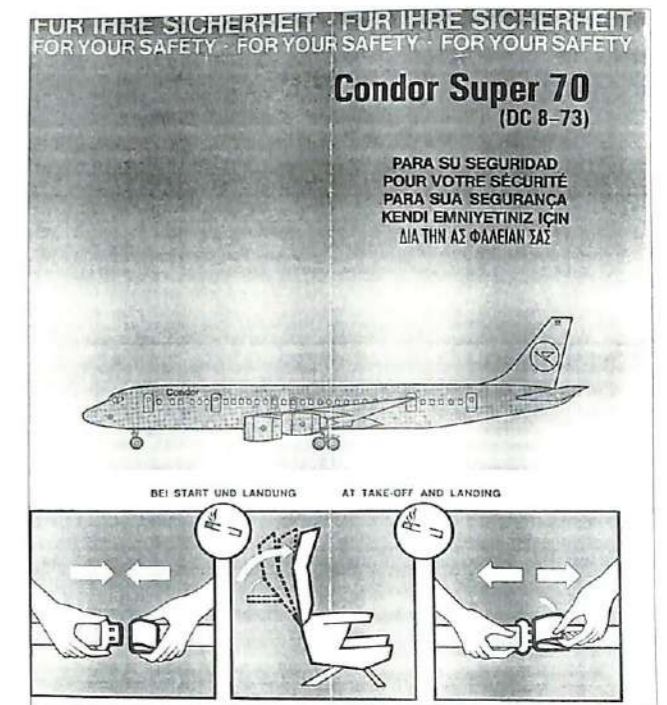


Fig. C

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A LOOK BACK IN SAFETY CARDS

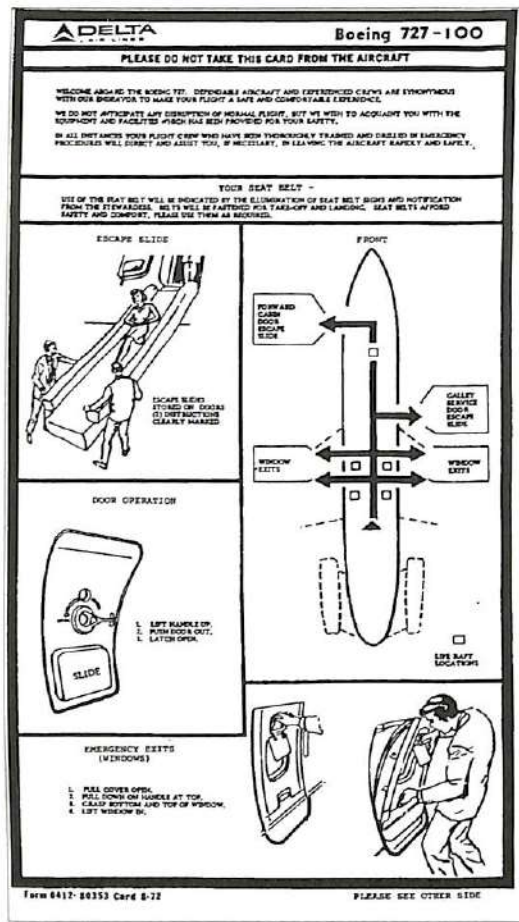


Fig. D

Fig D When Delta airlines acquired Northeast Airlines (known as the Northeast Yellowbirds), part of the aircraft acquired were the 727-100's. This black and white safety card is dated 8-72. The same format was used on the FH-227's Delta also acquired from Northeast.

Until next time.....Safe Flying!

TRIBUTE TO HOWARD

We, Don, Mollie, Dave, Fineke, Jay, Kathy, and brothers, Ron and Gary, will miss our social director, Howard, and all the fine restaurants that he chose over the past many years of conventions for our "Thursday night dine-outs." Good-bye old friend...you will be remembered.

Don and Mollie Gillmore

Book Review

Dr. Barrie G. James

The Aviation Legacy of Henry & Edsel Ford
by Timothy J. O'Callaghan

Proctor Publications, Ann Arbor. Autographed copies can be obtained from T&D Associates c/o Tim O'Callaghan, PO Box 512, Northville, MI 48167 for \$34.95 plus \$3.50 s & h (Michigan residents add \$2.10 tax) Credit cards orders through Proctor Publications 800-343-3043

Although WAHS members might be tempted to look on this as just another perspective on Ford's foray into air transportation and the ubiquitous Trimotor, this offers a much broader canvas of a forgotten part of the industrial history of an American giant. It is also about a leap of faith and great achievements marred by flawed judgments which have marked Ford history.

Ford made major contributions in the 1920s and early 1930s to air transportation, aircraft manufacture and airport development. Nevertheless, Ford was effectively out of the business by 1934. A poor decision in not modernizing the Model T lost Ford its leadership in the auto business to GM. Coupled with the depression and poor handling of key people Ford lost heart and no longer had the cash to fund its aircraft business. Ford was back in the business by 1942 with a vengeance. Ford showed just what assembly line production could achieve against 'custom' aircraft manufacturing - in 1944 building 650 B-24s a month against Consolidated's 'stretch' production estimate in 1942 of 350 a year. Again a flawed decision marred Ford's aviation progress.

In 1940 Ford refused to make the Rolls Royce Merlin under license as being obsolete. Packard had no qualms and the Merlin turned a lack-lustre Mustang into arguably the best fighter 'package' of World War 2 with over 15,000 built. While Fords' aviation legacy is still very much with us today - all manufacturers adopted and still use variations on Fords' pioneering assembly line techniques. Ford is no longer involved in the airframe business.

This is a good read, meticulously researched and a worthy of a place next to William Larkin's seminal work - The Ford Trimotor.

Book Review

Peter J. Reed



British Independent Airlines 1946-1976,
by A. C. Merton Jones (The Aviation Hobby Shop, 2000), 320pp.

Flying to the Sun: A Quarter Century of Britannia Airways, by Geoffrey Cuthbert (Hodder and Stoughton, 1987), 160pp.

Each of these books ends before covering most of the last two decades, but this does not make either less valuable as airline history. Each also focuses on the UK charter airline scene. It is worth remembering, however, that charter airlines have flourished in the UK more than any other country in Europe, and have set the pattern for those in other countries, making their history especially significant. Also, it is in the UK that the Inclusive Tour (IT), which is now the main business of the European charter airlines, had its origin.

Each of these books is 8 1/2 x 12 inches and hardcover.

British Independent Airlines 1946-1976 was originally published in 1975 as a four-volume paperback. This edition has been revised mainly in its illustrations. There are 192 color and 168 black and white photographs of the aircraft used by these airlines, with some license to include a few earlier types used by these companies' pre-war ancestors, and some of the later types (e.g. VC10, BAC 1-11) flown by their successors. The numerous new color photos make an excellent addition.

The introduction outlines the activities of these airlines as they struggled through the first decade after WW2. The Berlin Airlift and troop transport contracts gave some of them fleeting prosperity, but it was in the unpromising beginnings of the IT market that their future was to lie. In those days, with DC-3s and Vikings as the most frequently used equipment, a charter to the Spanish island of Majorca might take six hours, often with a refueling stop. A far cry from today's A320s and 757s.

The main body of the text consists of alphabetically arranged histories of the independent (that is, independent of the nationally owned carriers BOAC, BEA and BSAA) airlines. Each lists the company's base, its aircraft, founders and management, and summarizes its activities. In many instances there are accounts of specific operations or even individual flights. These accounts are often engaging, giving the flavor of the personalities involved and the struggles these companies endured. The vast majority of these firms disappear in short order, but the entrepreneurial spirit endures, and there are always newcomers. Accordingly, some entries consist of one paragraph, while others run to a dozen pages.

This book may have limited appeal to most American readers, but for those with an interest in the evolution of the European charter industry it is a great resource. For a Brit of my generation it is also a wonderful nostalgic trip, with its fondly remembered Rapides, Vikings, Yorks and Connies, and the evocative names of companies long gone. (The Aviation Hobby Shop, 4 Horton Parade, Horton Road, West Drayton, Middlesex UB7 8EA, UK.)

Flying to the Sun focuses on the largest and most successful of the European charter airlines, Britannia Airways. It traces the company's colorful history from its formation as Euravia through to the delivery of its first Boeing 767-200s. There are illustrations on virtually every page, mostly in color and including a great many of personnel as well as of aircraft and equipment. In fact, the book focuses a good deal on the personalities who have shaped the history of Britannia, which gives an excellent sense of the company as a human enterprise.

Euravia came into being when the rather roguish Ted Langton of Universal Sky Tours persuaded Jed Williams, who had airline experience with Aerolineas Argentinas and El Al, to manage a dependable airline for his tours. In 1962 Williams acquired three 049 Constellations for 30,000 pounds each from his old employer. Later that year he doubled the company's size by acquiring

(Continued on page 19)

Airline Happy Hour

By Al Tasca

altasca@acs.com

In keeping with this issue's theme, I will cover sticks from European charter carriers, the majority of them being from Britain. NOTE - Most of the information was obtained from Paul K. Martin's book "The Airline Handbook" from the years 1981 to 1985 and do not include any later or current information on these carriers, or whether they are still operating or not.

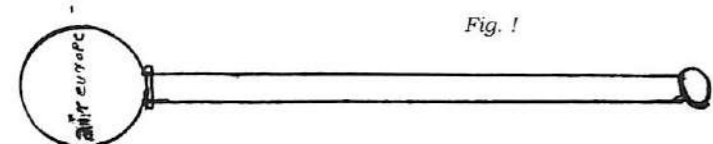


Fig. 1

Fig. 1 Britain, Originally called Inter European Airways, it became Air Europe in May of 1979. This 5 3/4" all white one sided stick has a flat top, a round shank and a ball bottom. At the top of the shank, just below the top it has a round raised crown. The hot stamped name is written in gold and there is no manufacturer's name on it.



Fig. 2

Fig. 2 This stick is almost identical to the one in Fig. 1, but has no raised crown at the top of the shank. It has the hot stamped name written in maroon and has four thin maroon lines under it. NOTE: The lines are drawn larger than actual size for clarity, but in actuality all four together only measure 1/16 of an inch wide. Again, no manufacturer.



Fig. 3

Fig. 3 Britain. Britannia Airways. As of my 1981 info, was one of the biggest charter companies in Europe with an all jet fleet. It was started in 1961 as Euravia, and was renamed Britannia Airways in 1964. This 5" flat, one-sided stick with a round dimpled bottom is also white. The logo at the top is blue-gray and the name on the shank is red both also hot stamped. The manufacturer on the shank of this one is Spir-it USA.

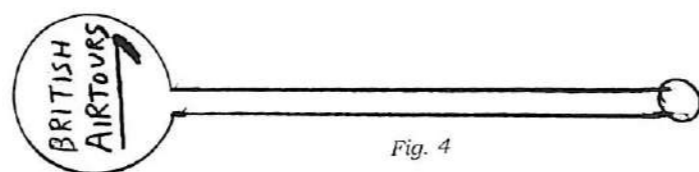


Fig. 4

Fig. 4 British Airtours. This subsidiary of British Airways operates international tourist flights, mostly in Europe. This 4 1/16" stick is also one sided, with a round shank and a ball bottom. It is all gray with the hot stamped name in blue and the line under it in red. The only manufacturer's name on the shank are the letters "W .K. T".

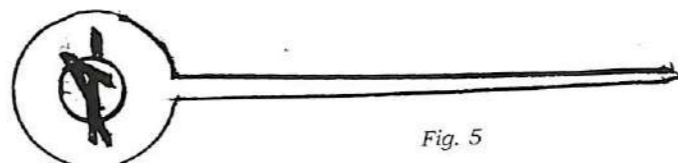


Fig. 5

Fig. 5 Was told that this stick is also British Airtours with a newer logo, although I can't actually confirm it. The top of this 4" pick is flat and one sided and it has a very thin shank which comes to a point. Probably used as an olive or cherry pick. The logo is very dark blue with green around the edges and the circle is a lighter blue, also with green around its edge. Again, no manufacturer.

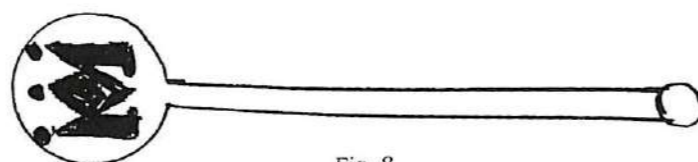


Fig. 6

Fig. 6 Monarch Airways Limited - Britain. Established in June of 1967 it started its first revenue flights on April 5th. of 1968. It operates mainly in Europe, the Mediterranean, North Africa and the Canary Islands and also undertakes worldwide aircraft leasing services. This 4 1/2" all black one-sided stick has a round shank and a ball bottom. The hot stamped logo at the top is in gold. On the shank are also the letters W .K. T.

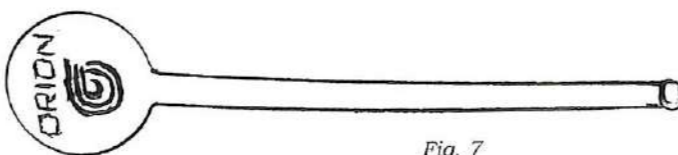


Fig. 7

Fig. 7 Orion Airways Limited. Also a British charter carrier owned by Horizon Travel that began flights on March 28th. of 1980. Primary operations

(Continued on page 19)

BOOK REVIEW

(Continued from page 17)

Skyways, which flew three convertible 749 Constellations and two Avro York freighters, the latter mainly used for engine ferry contracts to airlines like Pan American. Euravia then leased two former Trans European 049s, so that by the 1963 season it was flying eight 82 seat Constellations, making it already a large operator by the standards of that time.

By 1965, the name had been changed to Britannia Airways, coincident with its re-equipping with a fleet of 112 seat ex-BOAC Britannia 102s. The use of such large turboprops represented another major step forward, but by 1968 Britannia had introduced its first jets, two Boeing 737-204s. The story of Britannia's choice of the 737 over the BAC 1-11, despite vigorous efforts by the home industry, makes an extremely interesting episode in the book.

Equally fascinating is the account of Britannia's choice of the 767-200 over the 757-200 and the Airbus A310. Interestingly, it appears that British Airways tried to persuade Britannia to the superior economics of the 757. While Britannia concluded that the 767-200 offered lower seat-mile costs, one cannot help noting that subsequently the 757 has become the airline's main equipment while the 767-200 fleet is being reduced. Also noteworthy is that the Britannia employees, while delighted with their new 767s, found the seat pitch tight. Since then Britannia has increased their seating from 273 to 290!

In addition to the story of Britannia, this book contains some striking diagrams of the application of the pin-stripe color scheme to the 767, seating arrangements, a year-by-year chronology of fleet acquisitions and disposals, passenger statistics, etc., and specifications of the aircraft used.

Flying to the Sun provides an excellent inside view of an airline—its personalities, decision making, and coping with the impact of various political and economic circumstances. It shows how the vertical integration of airline, tour packager, and hotel accommodations became the vital ingredient in the growth of this company, and the model for the industry. This is a very readable and most informative book, and worth seeking out for anyone interested in charter airline history.

Since the publication of **Flying to the Sun**, Britannia's owner Thomson Travel has become part of the Preussag group, and the airline a member of the World of TUI, along with Britannia Airways AB of Sweden and Hapag-Lloyd of Germany. It now flies a Boeing fleet of 757s and 767-200/300s.

AIRLINE HAPPY HOUR

(Continued from page 18)

are also Europe, the Mediterranean Northern Africa and the Canary Islands with flights mainly to Spain, Greece and Italy. This 6" stick is flat with two identical sides and a ball bottom. The name and logo on both sides of the top are raised, as is the thin ridge around the top. The two sticks that I have are one in yellow and one in gold. Again, no manufacturer.

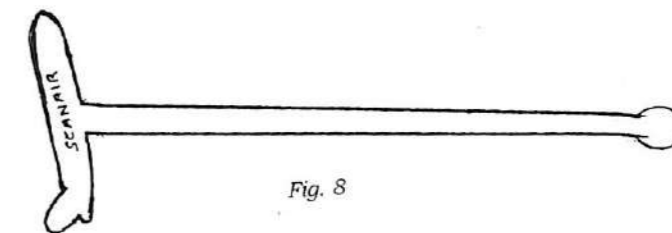


Fig. 8

Fig. 8 Scanair. Denmark - Norway - Sweden Charter Airline. Established in 1961, this tri-national Scandinavian Airline has ownership of the three parent companies of SAS which are ABA Swedish Airline 3/7%, DDL Danish Airline 2/7% and DNL Norwegian Airline 2/7%. This carrier operates group flights, primarily in Europe, Canary Islands, Africa, South Central Asia North and South America and the Caribbean. This 11/16" thick stick is 5" long and the aircraft shape top is 1 3/4" across. It is one sided and all white, including the small raised name on the shank. There is no manufacturer's name on it.

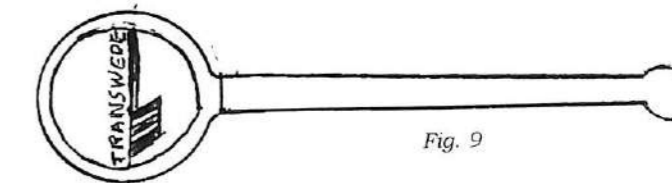


Fig. 9

Fig. 9 Transwede. This very dark translucent blue stick is 5" long and flat. It has a 1/16" raised ridge around the top with the name and logo also raised. The stick is one sided except for the raised ridge, which is on both sides but the name / logo can be seen in reverse from the other side. The only manufacturer's sign on it is a star over a 5 on one side on the shank just below the top.

Happy Collecting!



AIRLINERS
INTERNATIONAL
COLUMBUS, OHIO
2003

100th Anniversary of Powered Flight

Timetables

By David Keller

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This issue's article is actually an oxymoron - timetables for European **charter** carriers? Fortunately, a number of those carriers have also operated scheduled services, while still others have issued timetables for their "scheduled charters".

Europe has long been a fertile market for charter carriers, largely due to the simple fact of latitude. For those of us in North America, it's easy to forget just how far north Europe really is. For example, London is about as far north as Calgary, and Paris is at about the same latitude as International Falls, Minnesota. Even the southernmost areas in Europe, such as Gibraltar and Sicily are farther north than Nashville, Tennessee. This is not to insinuate that London or Paris have climates similar to Calgary or International Falls, but it does mean that in order to enjoy a sun-drenched vacation on a warm beach, inhabitants of these areas must generally travel well south. European charter carriers have become adept at catering to this market of sun-seekers, offering flights to resort destinations in the Mediterranean, the Canary Islands, Florida, and Caribbean. I will cover a variety of carriers, but they will be far from all-inclusive.

Air Europe was an 80's startup that operated both charter and scheduled services from the UK with a colorfully painted fleet of 737's and 757's. The timetable illustrated is dated 10/23/88, and is the earliest I have seen for this carrier. There is now a Spanish carrier named "Air Europa", which has (or had at one time), the same paint scheme as Air Europe. I assume that to be an indication that the Spanish carrier had purchased the assets of Air Europe, or at least operated some of Air Europe's aircraft.

Dan-Air was another operator from the United Kingdom, although this carrier had its origins in the 50's. Dan-Air operated numerous types over its years of operations, including DC-3's, Airspeed Ambassadors (as pictured on the cover of the 4/1/67 timetable), Comet 4's, BAC 1-11's, 707's, 727's, 737's, and BAe 146's. I believe that Dan-Air was one of the last Comet operators, with some still operating into the early 80's.

Europe Aero Service was a French concern that evidently did very little scheduled flying, as I have seen only a few timetables for them. (Or,

perhaps they simply didn't publish timetables!) The timetable illustrated is from 1980, and shows Paris to Valence service with Caravelles. 737's would be operated by this carrier later on.

Martinair Holland (now known simply as Martinair) is a Dutch charter carrier founded in 1958. This timetable from 1991 shows the schedule of flights from Amsterdam to Miami and Tampa using 747's, 767's, and DC-10's. For other US destinations, departure dates are displayed, but no times are provided. This carrier is now a subsidiary of KLM. (Not pictured)

Transavia Airlines is another Dutch charter carrier that has become a subsidiary of KLM. This timetable from 1996 shows a 737 in the airline's bold green and blue colors. In addition to 737's, Transavia also operates 757's, and according to JP Airline Fleets operates scheduled services under the name "Basiq Air", although I have never seen a timetable with this name.

LTU is a German charter carrier founded in 1955. At the time of this timetable from the Summer of 1990, LTU was operating a fleet of L1011's, 767's, and 757's. Since that time, LTU has retired the Tristars, MD-11's have come and gone, and several Airbus types (330's, 320's, and 321's) have been added.

Another German carrier, Condor (the charter subsidiary of Lufthansa), also has its origins in 1955. One of the world's largest charter carriers, Condor has traditionally operated the same types as the parent company (particularly the Boeing 707/727/737/747 line), presumably for fleet commonality purposes. At present, however, Condor is operating a fleet of 767's and 757's (including the 757-300, for which they were the initial customer), neither of which operated by Lufthansa. This timetable from 1995 contains 170 pages of schedules to dozens of destinations, about 75% of which are in the Mediterranean, the Canary Islands, Florida, or the Caribbean.

Balair and CTA are a pair of Swiss charter carriers that were controlled by Swissair. The timetable pictured is from 1995, by which time Swissair had merged them into a single carrier, Balair/CTA. This is another timetable that shows departure dates on various service, but provides no information as to the actual departure and arrival times.

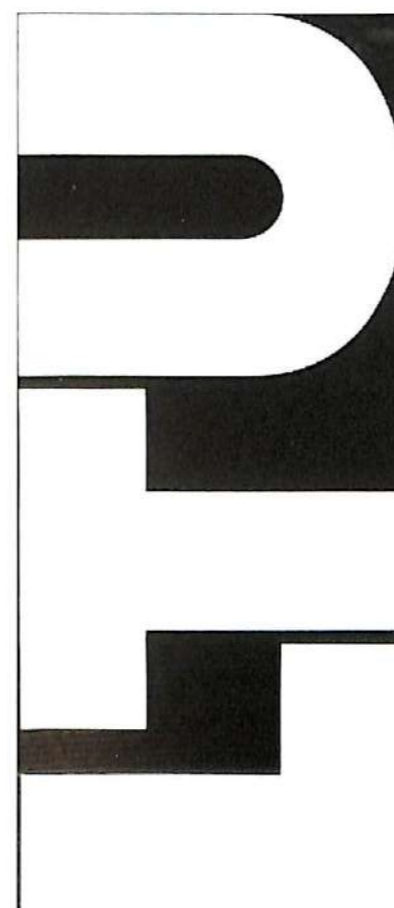
British Airways for many years operated a charter division known as British Airtours. Following the acquisition of British Caledonian in the late 80's, this division was renamed "Caledonian", and

(Continued on page 21)


(Continued from page 20)

retained the distinctive BCal logo. I have never seen a timetable for either British Airtours or Caledonian, but thought I would instead display both a BOAC and a BEA timetable from 1973, when the separate carriers were being merged to form British Airways. (Once the carriers were merged, British Airways still issued "Intercontinental" and "Europe and Mediterranean" issues, which were essentially the old BOAC and BEA routes. Finally, beginning in 1982, an all-inclusive system timetable was issued on a regular basis.)

As mentioned previously, these carriers certainly don't cover the many European charter carriers both past and present. I know that timetables exist for Britannia, Hapag-Lloyd, and Inex-Adria, but I do not currently have any at my disposal. I would have also liked to include Spantax, a Spanish airline that used a number of Convair 990's, and Court Line, which painted its small fleet of BAC 1-11's and L1011's in different shades (Braniff-style), but I have never seen timetables issued for these carriers.



air europe
 scheduled services flight
 and fare information
 23 October 88 - 25 March 89



London Gatwick to:
 Paris
 Brussels
 Munich
 Geneva
 Gibraltar
 Palma
 Arrecife

Manchester to:
 Gibraltar
 Arrecife
 Funchal

WORLDWIDE TECHNICAL SUPPORT SERVICES

TIMETABLE

Horaire Flug plan

May - October 95

balair + cta

EAS
EUROPE AERO SERVICE

AÉRODROME DE PERPIGNAN RIVESALTES
 HORAIRES VALABLES DU 8 AVRIL 1980 AU 31 OCTOBRE 1980

N° DE VOL		JOURS	N° DE VOL	
EY 601	EY 603	Q. SAUF SA. DI.	EY 604	EY 602
07 h 05	18 h 00	VALENCE	09 h 35	20 h 45
08 h 05	19 h 00	PARIS (Only-Ouest)	08 h 35	19 h 45
CVL	CVL		CVL	CVL

LES VOLS ~~RE~~ NE FONCTIONNENT PAS A 1 MOIS D'AOUT

TARIF ALLER SIMPLE 360 F

CARTE D'ABONNEMENT F.A.S. ROUPEL A. 109F VALENCE-PARIS-VALENCE

TARIF PAR CARTE: 3 mois 765 F - 6 mois 1307 F - 12 mois 2266 F
 Tarif compris: Tour RoupeL, Entrée par famille adhésive au
 restaurant plus de 2 repas dans le même mois. Barrière
 d'entrée de 10 à 4€ (à ajouter le nombre de repas)

RÉSERVATIONS

F.A.S. VALENCE TEL 41 40 83 AEROPORT DE CHABRAT TF 345518
 F.A.E. PARIS AERODROME DE MONTMARTRE TEL 43 43 20 20
 TEL 689 97 20 (après 18h) 587 91 41 et 587 12 34 Paris 4037

ET CHEZ VOTRE AGENT DE VOYAGES
 HORAIRES & TARIFS SUSCEPTIBLES DE MODIFICATIONS SANS PREAVIS

Transavia airlines



**Summer
Timetable**
 31st March -
 26th October 1996

What Is It?

By Ken Taylor

keebeetay@aol.com

Airliners International at Houston was a great success, a fine effort by the crew who staged it. My thanks to all who were involved. There were several visits, questions asked, who, where and etc. This column is the result. For this issue I will use the prefix AI.



Fig. AI 1

AI 1 Who is 'A M'? Base color is brass with a blue center disc and letters 'A M' on a red triangle. Where and when?



Fig. AI 2

AI 2 is a cap badge from Legend Airlines. Where is Legend from? When? And who has a spare set of wings?

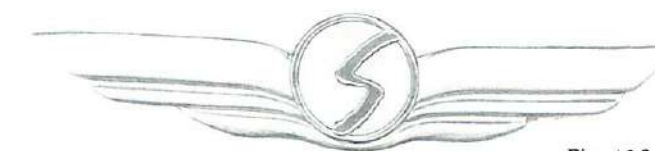


Fig. AI 3

AI 3 A gold color cap badge with a stylized letter 'S'. What airline is this badge from? Where, and again, when?



Fig. AI 4

AI 4 Who uses this gold wire wing? Where and when?



Fig. AI 5

AI 5 Is anyone up on Spanish aviation wings? I am informed that this wing is not a company insignia, but rather a Spanish Government issue, also, there has been a crown change on these wings. Any information on these questions?



Fig. AI 6

AI 6 When did Bar Harbor Airlines change from silver colored badges to gold color badges of the same pattern?



Fig. AI 7

AI 7 A cap badge. Who is 'A'? Where and when?



Fig. AI 8

AI 8 What airline uses this wing? Where and when?

(Continued on page 24)

WHAT IS IT?

(Continued from page 23)



Fig. AI 9

AI 9 This badge appears to feature the Scottish cross of St. Andrews. Again, we have to ask - Who? Where? and When?



Fig. AI 10

AI 10 Which Air Atlantique is this?



Fig. AI 11

AI 11 Who is 'TAL'?



Fig. AI 12

AI 12 This small wing of gold wire features a 'CA' on the center shield. Again, who? Where? And when?



Fig. AI 13

AI 13 This silver wire wing shows the letters 'RA'. Who is or was 'RA'?



Fig. AI 14

AI 14 A wing of silver wire on black cloth with blue, red and yellow squares on a blue center circle. Who? And the usual questions.



Fig. AI 15

AI 15 Silver wire wings on black cloth with a center circular disc of blue cloth showing a hovering Humming Bird in red. Again, who? Where? and etc.



Fig. AI 16

AI 16 Brass wings with white enamel center circle with a read letter 'D' intertwined with a stylized flying aircraft. Who?



Fig. AI 17

AI 17 This wing type badge is in white metal with a red enamel center disc with letters 'RET' on the disc. Four electrical arrows radiate outward and upward from the bottom of the disc. The rear of the badge has 2 screw posts and the words 'Made In England.'



Fig. 18

(Continued on page 30)

Airline China!

By Richard W. Luckin

I just returned from *Airliners International '02* in Houston and I must tip my hat to all those folks who planned and operated the convention. As an airline china collector, I've got to single out Dick Wallin for putting together a knock-out memorabilia show.

Because I haven't been to an AI convention in a couple of years, it was nice to attend this year's event and see many friends, make new ones and best of all, add some new china patterns to our collection.

Ever since 9/11 china collecting for me has been rather dry with NO new patterns being manufactured by most of the major china makers. So it was nice to be able to pack my bag at the show and return with maybe not any new patterns but certainly some ones new to me.

So . . . it's bragging time as I show you what we picked up at the convention. However, the real reason to show these pieces is to inform other collectors of airline china ware patterns they may have not seen before. So, here goes.



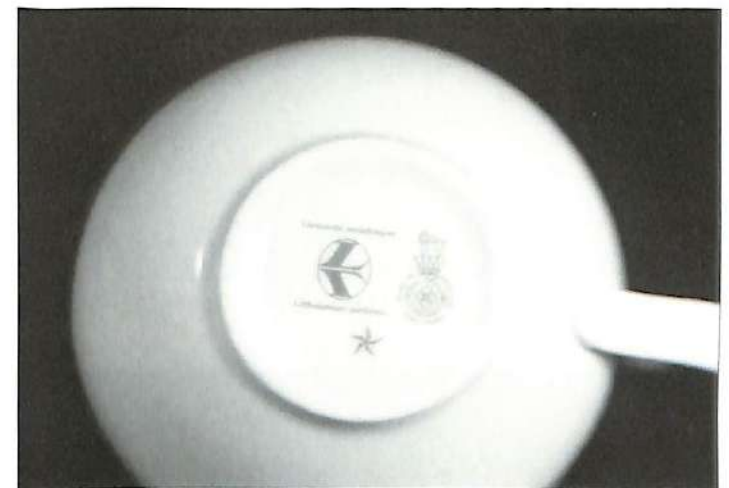
#1 - National Airlines

First, the find of the show (at least for me). Thanks to Dick, I acquired this RARE National Airlines 6 inch plate (#1) made by Royal Copenhagen of Denmark. Dick tells me this pattern was used in service between Miami and London. The decoration has a red and blue logo with a single gold pinstripe.

Panair do Brasil is another pattern on the rather rare side. This one (#2) was made by Rosenthal, a fine German china maker. The logo is gray; the pinstripes are gray and gold.



#2 - Panair do Brasil



#3 - Lithuanian Airlines

Here's a pattern I've known about but have never been able to obtain. This Lithuanian Airlines cup (#3) is not decorated, but it does have the airline's name on the bottom. Royal Doulton of England made this china for Lithuanian Airlines which was established and independently operated since September 20th, 1991. The airline currently flies scheduled service on international routes.



#4 - Cyprus Airways

(Continued on page 26)

Another Royal Doulton piece is this Cyprus Airways 3-1/2" x 3-1/2" dish (#4). While the piece is plain white, it's made of bone china and is marked with the airline name on the bottom of the china.



#5 - Spanair

This particular china pattern (#5) has only a two-tone blue logo but is backstamped with the airline's name, Spanair. The airline operates out of Spain.



#6 - Qatar Airways

Another logo-only china (#6) is manufactured by Bauscher of Germany. This gray Springbuck design is for Qatar Airways. I don't know if the pattern is used in business or first class service. Perhaps one of our readers can tell us what service this china is used in.



#7 - MEA Middle East Airlines

Middle East Airlines currently uses this blue and gold decorated china (#7) for their premium service. Each piece is marked MEA on the back of the china.



#8 - Lufthansa

Lufthansa has purchased from German manufacturer Schoenwald this small cup and saucer set (#8) marked "Connoisseurs On Board." The lettering is gray with a yellow dot over the "i."



#9 - JAL Japan Air Lines

And last, Japan Airlines has a multi-colored geometric design chinaware (#9) for use inflight. Each piece is marked JAL on the back and made by Narumi of Japan.

Well, that's it for now. If any of you have a china pattern I've not shown in this column, please send me a photo and I'll be glad to share it with other readers.

Meanwhile mark your calendar for July 10-12 of next year and plan to add to your collection at *Airliners International '03* in Columbus, Ohio.

Sticker Chatter

By David A. Rowe

Here we go with more new labels and BILs from around the world!

FIG.1 SWISS Swiss Air Lines used to be Swissair - white on red.

FIG.2 MYANMAR is the national airline of the old Burma. Blue and yellow on white. Credit Bill Demarest.

FIG.3 MIDWEST cutout issue in red, blue, gray on white. Bill again!

FIG.4 CANADIAN NORTH BIL in white on blue basically. Ken Taylor credit.

FIG.5 VOLGA-DNEPR OF Russia flies Il.76s and An.124s. Blue, white, green - one of FIVE new stickers from the airline via Henk Heiden.

FIG.6 CONTINENTAL is in brown and green on white - Henk strikes again.

FIG.7 ALBANIAN AIRLINES is a new airline and country for me so this was especially welcome from Peter Rentsch in Hamburg. Blue, silver, red, yellow, and white.

FIG.8 ORIENTAL AIR BRIDGE of Japan has this Dash 8 sticker in blue, green, purple and white.

FIG.9 AIR PARAGUAY is not a frequent visitor to my page. Blue, white, and red.

FIG.10 We don't often get new DC-8 stickers nowadays so FIVE from Stuart Murray were really something. EMERY WORLDWIDE in green, red, blue and white.

FIG.11 Another from EMERY via Stuart - this time red, green, blue, white, black.

FIG.12 ANTONOV AIRLINES of Ukraine 'funny-face' An.124 carrying the Eiffel Tower for some reason. Blue, white, black, yellow, and red.

FIG.13 ALITALIA multi colored balloon on white via Hector Cabezas, Frankfurt.

FIG.14 PASSAREDO of Brazil fly Brasilias from Sao Paulo. Green, yellow, blue, black, and white. David Bradford of Richmond, England credit.

FIG.15 AMERICA WEST bag tag for UMs is very colorful in green, orange, black and yellow via Frank Lichtanski.

FIG.16 SHUTTLE AMERICA was a new airline for me. BIL in black and white from my buddy, Dave Cherkis.

FIG.17 AERO-LLOYD now flies A320s but this is a nice MD-83, multicolored. They operate from Frankfurt, Munich and Dusseldorf.

FIG.18 PEGASUS AIRLINES is a Turkish charter airline with 737s out of Istanbul. Red and yellow on white.

FIG.19 GREENAIR also flies from Istanbul with TU-134s and 154s. White on green.

FIG.20 SUNWAYS flies 757s from Stockholm. Red, blue, and black on white.

Happy LABEL Collecting!

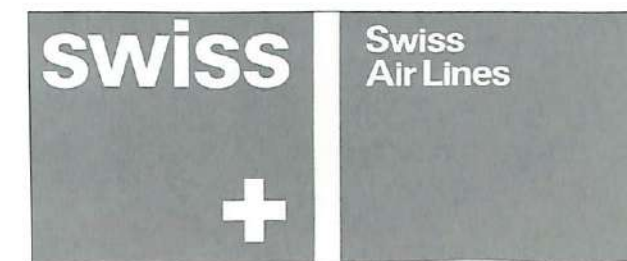


Fig. 1



Fig. 2



Fig. 3

Continued On The Next Page

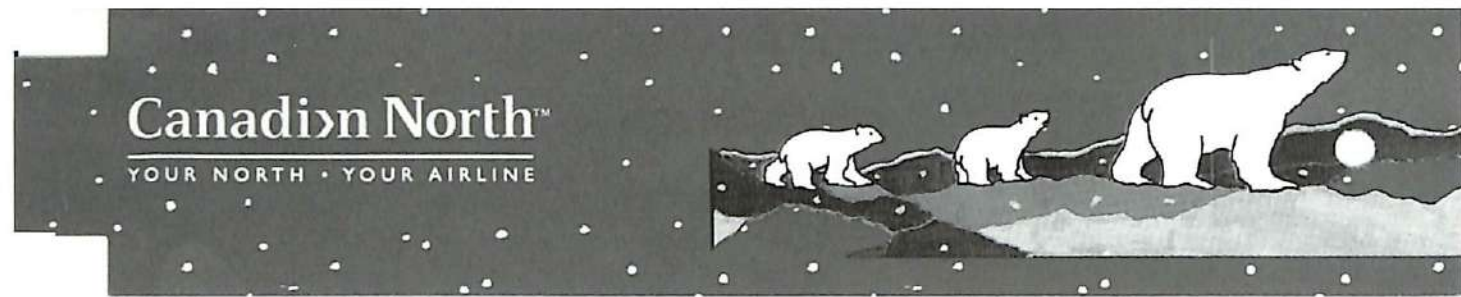


Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 9



Fig. 8

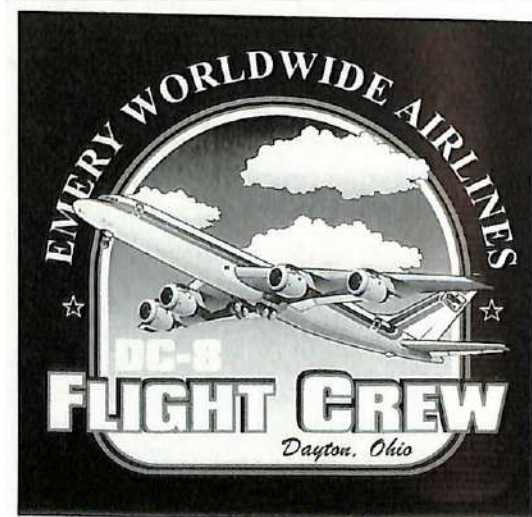


Fig. 10



Fig. 11



Fig. 14



Fig. 12



Fig. 15



Fig. 16



Fig. 13



Fig. 17



Fig. 18



Fig. 19

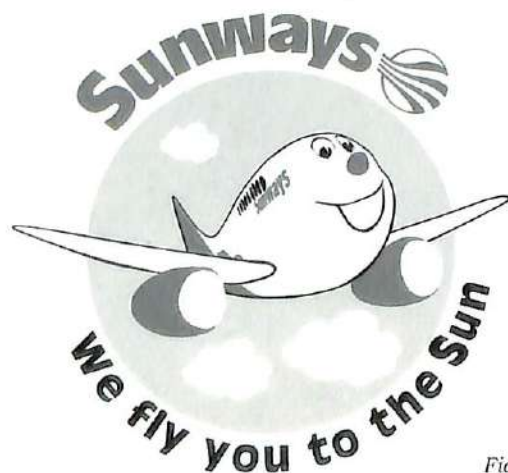


Fig. 20

WHAT IS IT?

(Continued from page 23)

AI 18 This polished chrome wing features the numeral 2 at its center. Appears to be jeweler made. Found in Honolulu. Any comments?



Fig. AI 19

AI 19 A letter from Hector Cabezas of Frankfurt contained pictures of 3 wings. The wings show a green center disc and the words 'LUBOA' and on a second line 'ALLIED'. Again, I ask 'Who?'.



Fig. AI 20

AI 20 Where is this gold color wing from?



Fig. AI 21

AI 21 This wing was found in India. Any ideas? When you send pictures, please do not fold them. See center fold mark above.



Fig. AI 22

AI 22 Any ideas about this one?

Do you have an answer? Do you have a question? Let me know!

Ken Taylor
RR 7 Calgary
Alberta T2P 2G7
CANADA

Postcard Corner!

By Allan Van Wickler

amvwdsvw@earthlink.net

Guest Editor Doug Bastin of Chester, UK. Editor of the Aviation Postcard Club International Newsletter and Website (www.aviapc.com). E-mail: BASTINDW@aol.com

I guess trying to compress "European Charter Airlines" into a few pages of cards is in the same league as attempting the same for "U.S. Scheduled carriers". Maybe the best way is to pick a few representative, but also rare and interesting cards, and hang the story around them. All the cards shown are airline-issue and in color unless stated otherwise.

If you go back to 1919, apart from Government carriers, Europe had only charter airlines but most moved on to attempt scheduled service. An exception, which can lay claim to be the world's first large scale dedicated charter carrier was a French outfit called Compagnie Aerienne Francaise (CAF). Card # 1 issued by them shows a Farman Goliath, plus its pilot at their base at Paris-Le Bourget. Another card from this company lists them as being founded in 1919 and having a fleet of 100 by 1930. They operated throughout France and Colonies and one strategy was to station 2-3 seat flying boats at English Channel ports to offer a service to anyone literally "missing the boat"

Charter lines in the 30's usually traded as "air taxis". One such UK company, Olley Air Services, was founded by Gordon Olley, previously a senior captain with Imperial Airways. Their most notorious flight, in a deHavilland Rapide like the one shown in Card #2, was to collect a passenger for Spain from the Canary Islands in 1936. Had landing cards been required, the purpose of visit would have been "to overthrow the government" as this was General Francisco Franco on his way to start the Spanish Civil War. The Olley Rapide in Card #2 is again at Paris Le Bourget airport, soon after World War 2 as the Rapide still carries RAF-style identification stripes. This card is by R Gallois, mailed from Le Bourget 12 June 1948. The other Rapide behind is from another UK operator, Portsmouth Aviation

Apart from the revival of the air taxi companies, many ex-RAF crews set up small airlines with war surplus C-47s. Few lasted long but many obtained work freighting and on the fringes of conflicts and refugee movements in the Middle East and the Indian sub-continent and also on the Berlin Airlift. Few issued cards, but the UK's Blue Line Airways who lasted from 1946/9, did one of their only DC-3. (Card #3)

But a few lasted longer. Air Charter Ltd was the freight charter arm of Freddie Laker's RAF-surplus and aircraft spares business. One of his early successes was to buy the complete fleet of Avro Tudors, a failed airliner notable for losses over the South Atlantic, and get them certified as freighters to use on government, long haul contracts. This card (#4) shows one with another piece of military surplus freight handling equipment.

If Laker went on to fame and fortune, his contemporary Marian Kozubski, late of the Free Polish Air Force, achieved some infamy from

running a series of operators in constant battles with the air transport regulators. One of his companies, Falcon Airways, bought L.049 Constellations from Capital Airlines that had already passed through American Overseas, Pan Am and BOAC. Card #5 is probably an edited Capital shot, but Falcon retained the Capital red scheme, but in black. The authorities closed down Falcon in 1962. Like many of his nature, Kozubski later migrated to the Nigeria/Biafra conflict, engaged in either munitions or relief supply flights or both depending on which account you read.

So far it's mostly been about the British airlines, largely because the rest of Europe was either still in post-war recovery efforts or charter operations were undertaken by the national carrier. In Belgium, SABENA acquired Sobelair for this purpose in 1949 and it survives today, having outlived its parent. Card #6 is one of their DC-4s. By the later 1950's there was the first stirring of a boom in inclusive tour air travel from the whole of Northern Europe to Mediterranean sun and sea resorts. As soon as German civil aviation was permitted in

(Continued on page 32)



#1 French Compagnie Aerienne Francaise Farman Goliath at Paris Le Bourget, early 1920s Sepia real photo.

1955, Germans joined in and Lufttransport Union - which now operates A.330s and MD-11s as LTU, was founded to serve this market initially using ex British European Vickers Vikings as depicted on Card #7.

European charter carriers took over types displaced by the flag carriers, initially the 4 engine Douglas series, (Card #8 SAM of Italy) then turbo-props (Card #9 Condor-Flugdienst of Germany, Viscount) and finally jets with the Caravelle being popular in France, and beyond. (Card #10 SAT Germany). UK and German operators also became new operators of the BAC-111 (Card #11 Bavaria Fluggesellschaft). Spantax of Spain was the last European operator of the Convair 990 with the last one retiring in 1983. They produced 4 cards of it and this is probably the least common (Card #12). The 707/720B found favour with many UK operators but fewer elsewhere. Aeropa (Card #13) was doubly unusual in being an independent Italian operator and using the 707. The DC-8 was more popular and longer-lived. This -63 was with German carrier Atlantis (Card #14)

North European carriers have remained dominant with major carriers such as the UK's Airtours, Britannia (now in the same group as German Hapag-Lloyd), and Air 2000 operating brand new equipment from Boeing (Card #15 Sterling of Denmark 757) and Airbus (Card#16 Premiair A330) worldwide. Others have taken up wide-bodies displaced from the scheduled carriers, like Novair Sweden's Tristar (Card #17) and the UK JMC's DC-10 (Card #18).

For many years, airlines from the destination countries have tried to break into this market with varying degrees of success. Today these airlines also lease current-generation equipment from the big leasing companies (Card #19 Spanair), but Aeroflot's investment in Turkish carrier Greenair resulted in the unusual sight of the Tupolev Tu-154 carrying western European holiday makers to a destination outside the old Soviet bloc (Card #20) although Tu-134's of the old Yugoslavian operator Aviogenex (Card #21) were familiar at Western airports in the 70's.

In a short survey like this not only will many airlines be omitted but also whole countries. So, to end with, a brief mention of just a few card-issuing airlines from countries otherwise absent. From Austria: Lauda Air and Montana. From Finland: Kar-Air and Spearair. From Greece: Apollo and Cronus. From Iceland: Air Atlanta. From Ireland: Transaer. From the Netherlands: Martinair, Transavia and Schreiner. From Norway: Braathens and Fred Olsen. From Portugal: Air Columbus and

Air Atlantis. And from Switzerland: Balair, Globeair and SATA.

And in recent years the new airlines of the East having been offering charter service throughout Europe, Bulgarian Charter, the Czech Fischer and Travel Service and Polish White Eagle, to name a few.

And now for the rest of the postcards!



#2 de Havilland Rapides of UK Air Taxi carriers Olley Air Services and Portsmouth Aviation at Paris le Bourget, probably 1946. Black & White real photo.



DOUGLAS D.C.3
A luxurious twenty-two seater long distance Air-Liner, having a range of 1,200 miles, cruising at 160 m.p.h. Fitted with every up to date radio and navigational aid, giving both the Executive and general traveller, by refreshments, buffet and stewardess, every convenience, which is made available to the passengers at a cost, when the Aircraft is operating fully loaded, as low as 3d. per mile. This type of Aircraft is also available as a freighter.

#3 Blue Line Airways of Nottingham, England operated a single DC-3 in 1949. Black and white real photo.



#4 Air Charter renamed the Avro Tudor the "Super Trader" and operated them 1954/9. Black and White real photo card.

Continued On The Next Page



#5 Falcon Airways L.049 Constellation from 1961 in its Ex-Capital colours. Black & White card.



#6 Sobelair of Belgium, DC-4. This one was ex KLM and operated 1954-60.



#7 LTU of Germany was originally part UK owned and used ex-British European Vickers Vikings from 1955. Black and white real photo.



#8 Societa Aerea Mediterranea was the charter subsidiary of Alitalia, from where it inherited DC-6Bs in 1961 and later DC-7Cs



#9 Condor-Flugdienst, formed by the merger of two German carriers, obtained ex-Lufthansa Viscounts after its take over by them in 1961. Black and white.



#10 SAT of Stuttgart Germany commenced Caravelle operations in 1979 with ex LTU, Mk 10s. They still trade as Germania, now with 737s.

Continued On The Next Page



#11 Bavaria Fluggesellschaft of Munich, Germany bought new BAC-111s in 1967 and retained them until merged into Germanair in 1977 and some survived to the next merger into Hapag Lloyd in 1979. Black and white card.



#14 German carrier Atlantis started 1968 with a DC-7C and used DC-8s from then until closure in 1972. This -63 entered service new in 1970.



#12 Spantax of Spain introduced ex American CV-990s in 1967 and kept them and others from Swissair until 1983. They had a total of 14.



#15 Sterling of Denmark has operated DC-6Bs, Caravelles, 727s and now 757s. The original of this card measures 8inch x 11inch (A4 size)



#13 Aeropa of Italy lasted less than 12 months in 1974/5. Two 707s were leased, a -139 and a -321 both ex Pan Am.



#16 Premiair of Denmark was formed 1993 by the merger of Danish Conair with Swedish Scanair. Now purchased by UK Airtours, the new outfit is trading as My Travel, with a fleet of Airbus A.320,321 and 330, as here.

Continued On The Next Page



#17 Novair of Sweden was launched in 1997 with a Tristar and an A.320.



#20 Greenair of Turkey had a 49% Aeroflot holding, hence the Tu-154s. The collapse of the USSR folded Greenair in 1991.



#18 UK carrier JMC was formed in 1999 by the merger of Flying Colours and Caledonian Airlines (Renamed after the British Airways takeover of British Caledonian and founded as British Airtours. No connection with Airtours). Confused? To add to it JMC is now being renamed Thomas Cook!



#21 And the collapse of Yugoslavia folded Aviogenex in 1991, after operating Tu-134s from 1968 and later 727s and 737s.



#19 Spanair is now challenging Iberia on scheduled services from Spain with Airbus A.319, 320, 321 as here supplementing MD-80s.



CALAIR Boeing 720-025
From The Collection Of Bill Demarest
This German airline operated two ex-Eastern Air Lines B720-025 aircraft during 1970 to 1971.

Jr. Wings

By Stan Baumwald
stanwing@bellsouth.net

There are very few European charters that have put out junior wings. Because of that, I am going to have to stretch it just a bit as there are three companies that I can think of that did charter work in the beginning and then, two if not all three have gone into charters and scheduled service. The first that I would list would be Fischer Air (Fig. 1). This airline operates Boeing 737s out of the Czech Republic.



Fig. 1

Then in Germany is Condor Airlines. This airline is an affiliate of Lufthansa and originally started out in cargo and charters. Since then, I am sure, they now have scheduled service as well as the cargo and charter business. They put out two different wings. One in English (Fig. 2) and the other in German (Fig. 3). The one in English is a stick back and the German language wing is a pin back.



Top ~ Fig. 2



Bottom ~ Fig. 3

And the last airline I can think of was Scanair of Sweden. Similar to Condor in the respect that it is an off shoot of SAS and originally did their charter work to the Mediterranean. They put out four different junior wings. The first set was one for a Junior Pilot (Fig. 4) and one for a Junior Hostess (Fig. 5). Then they went unisex and put out one for all junior travelers (Fig. 6). Their last issue was a Stoffel wing which has the center as a bright yellow (Fig. 7). This is also their color scheme on the aircraft and I would think it represents the sun in the Mediterranean which was their primary destination. All of the wings are pin backs and they were all made in Scandinavia except for the last issue which is a Stoffel wing.



Fig. 4



Fig. 5



Fig. 6



Fig. 7

As this is a short article, I thought I would throw in a couple of new wings that I picked up at one of the shows. FedEx came out with a new wing similar in style to their previous issues but the wording is changed to read "International & Freight Sales" (Fig. 8). A pin back in a Stoffel style S-6.

(Continued on page 42)

Slide Photography

By Joe Fernandez & Eddy Gual
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eddygual@bellsouth.net

Photography has been around for several hundred years, but it wasn't until 1839, when Sir John Herschel (1792-1871), a devoted artist, draftsman, and scientist, developed the first photographic process using sensitized paper, thus the term negative, positive, and photography was born. Suprisingly, his father, Sir William Herschel, an astronomer, was the discoverer of the planet Uranus. Several years later, Carl Zeiss, known for producing great lenses, opened the first optical factory. From then, many have continued to put tremendous skill in the improvement of the science of photography, which has been a part of our lives for quite some time.

In 1935, Kodak introduced the first of a series of Kodachrome films, which was later to become the film of choice for many professionals. The film was originally used in 16mm film production, and one year later, it was developed in the 35mm format, with an ISO (film speed) rating of 10. Incidentally, a great photographic magazine was introduced at the same time. It was Life Magazine.

It wasn't until the late 1950s, that it was to be used by a small number of aviation photographers. After many years of research and numerous improvements, Kodak introduced the Kodachrome II slide film in 1961. The new product, with an ISO rating of 25, and much sharper grain, set the standard for the great slide films of today. Back then, though, it was still very difficult to photograph the "perfect airliner shot". In the 1960s, most lenses in the market, had fixed focal lengths and 35mm cameras, were very slow compared to today's equipment. Even "skilled" photographers, capturing aircraft in motion, experienced problems with "soft" spots in their slides (portions out of focus). The fixed focal lenses did not allow the proper framing of most aircraft due to their variations in sizes. This is why there were not many good airliner slides during that period, thus it made a top slide, very valuable. Imagine today, getting a Mexicana Comet or Eastern DC-7 slide in perfect condition from back then?

The practice of getting the "perfect" shot, was not emphasized until the mid to late 1960s, when a serious group of photographers, set the "standard

of the hobby". Today, hobbyists base their skill on this, which calls for sunny, full frame, centered, and well focused shots. Some, though, still use traditional print film, which gives instant satisfaction due to faster processing, but prints, for the most part, never increase in value, compared to slides.

With the availability of higher speed cameras, more varieties in film, and great new zoom lenses, the hobby of aviation slide photography took great popularity in the late 1970s, mostly in France and Switzerland. Many spotters, which are those who enjoy writing down registration numbers as a hobby, began to purchase photo equipment, and joined the increasing number of airline photographers. Presently, Germany has the highest concentration of photographers but you can find enthusiasts in just about every corner of the globe.

Today, this hobby is very popular. One can meet and acquire new friends around the world. It is a hobby that everyone involved, can make his/her own creation, and unlike stamps, can sell and share their work with others. It also gives many, the opportunity to travel and explore other parts of our planet. There are now numerous conventions dedicated to slide trading and selling. With today's widespread use of the internet, images can instantly be shared with everyone in just seconds. Airline photographers, also provide an added measure of security at airports, as they have reported and documented incidents to authorities that otherwise, would have been unnoticed by officials. Most of all, these are people who really enjoy the wonderful world of aviation.



LTU MD-11
 Credit: Eddy Gual / Aviation Photography of Miami

More Photographs On The Next Page!



*Futura 737-400 EC-FYG
Credit: Jay Selman / Avion Foto*

*Air Berlin 737-800 with winglets D-ABAX
Credit: Bob Durey / Aviation Photography of Miami*



*Airtours A330 Landing At SFB G-MDBD
Credit: Joe Fernandez / Aviation Photography of Miami*

*Martinair MD-11 PH-MCR
Credit: Phil Glatt / Aviation Photography of Miami*





Transavia Boeing 757-200 at Corfu
Credit: Joe Pries / WWW.JOEPRIES.COM

European BAC1-11-500
Credit: Dave Campbell



Aircraft Models!

By Peter Reed

reedx001@tc.umn.edu

This month I have been moving, an exercise I advise anyone to avoid at all costs. Kits and models are boxed and stored, some probably never to be found again! I hate to tell you how many once treasured models I had built ended up in the trash owing to the restrictions of moving from house to condo. The new home offers the compensation of a superb view of aircraft using MSP, without the noise we endured in the house. Airliners seem to float across my windows, like fish in a tank. Marvellous!

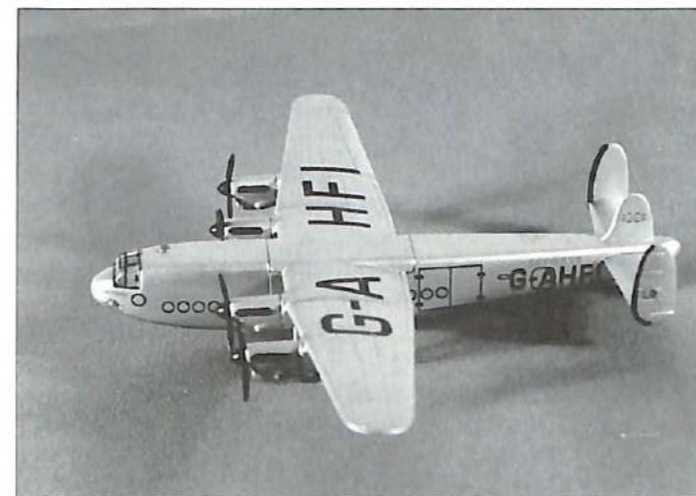


Fig. 1

My limited model selection shows some of the history of the European charter airlines post-WWII. The Avro York (Fig 1) is a Corgi Classic 1/144 representation of G-AHFI used by Skyways of London. In the 1940s and 50s, Skyways was one of the largest British charter companies. Its Yorks flew contract services to the Gulf for Anglo-Iranian Oil, and later undertook many trooping contracts for the Ministry of Defense. Yorks were widely used by the British charter companies, acquired as they were released by BOAC and the RAF. In charter service they typically carried 45-55 pax.

The British Eagle Bristol Britannia 308 G-ANCF (Fig. 2) is a Western Models die-cast 1/200 scale, one of their best models. This Britannia flew with Eagle from 1964 to 1968, then with Monarch, IAS Cargo, African Cargo and Invicta, having been converted to a 308F freighter in July 1964. Britan-

nias had a major role in the development of the IT (Inclusive Tour) package vacation industry, now the main business of the European charter airlines. In IT service they typically seated 124-139 passengers.

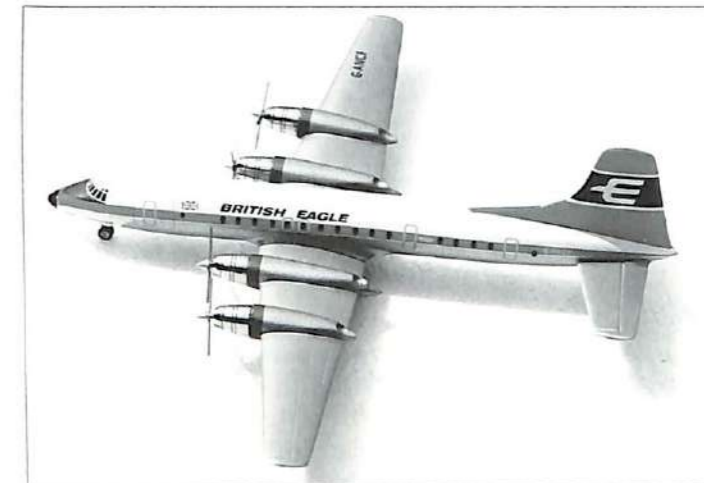


Fig. 2

In my RAF days we referred to Dan-Air as "Dan Dare" after the comic strip special agent. In those days they were daring, undertaking military charters with a couple of aged Yorks. Later they became one of the biggest IT operators, as well as having an extensive network of scheduled services. Dan-Air came to use more Comets than any other operator. The model is a 1/144 scale die-cast metal Corgi Classic, depicting G-APDB (Fig 3). This was a Mark 4 that served BOAC then Malaysian, passing to Dan-Air in 1970. Dan-Air's Mk 4s seated 109, the longer 4B and 4C models seating 119, and were used extensively on ITs.



Fig. 3

(Continued on page 42)

(Continued from page 41)



Fig. 4

CityBird was a Belgian independent airline that flew IT charters and some contract scheduled services for Sabena. Unfortunately Sabena's woes helped bring about the demise of CityBird, too, when cancellation of contract services idled two of its three MD-11s. The model (Fig 4) is the 1/200 Hasegawa kit, using Skyline Decals. It depicts 00-CTB "Albatros," operated from December 1996 to 2001 in a 36C 335Y layout.



Fig. 5

Finally, I have enclosed a photograph of a Capital Constellation (Fig 5) built from the old Hawk 1/144 kit by WAHS member Jack Roderick of Batavia, Illinois. In its way, this model fits the European charter airline theme, because several ex-Capital Connies ended up with British charter carrier Falcon Airways, and flew in their old colors. Jack hand painted this model, although ATP made Capital decals for this kit when it was reissued by Kader and ATP/Airliners America.

JR. WINGS

(Continued from page 36)



Fig. 8

Then Scenic Airlines produced this wing (Fig. 9) but it probably is not going to show up too well as the colors are dark. The wording on the rim around the center says "Grand Canyon Air Tours Since 1967". A Stoffel pin back wing in their S-4 style.



Fig. 9

That's it for this issue. Happy collecting,

Stan



Dan-Air London Boeing 707 At Hong Kong

Postcard From The Collection Of Bill Demarest

Flight Exchange

Our Member Forum For Buying, Selling And Swapping Airline Memorabilia

THE AVIATION LEGACY OF HENRY & EDESEL FORD. New book detailing the Ford impact on commercial aviation at the beginning of passenger transportation. Covers the Ford Tri-Motor as well Ford's first single engine transport, small personal Flivver and the tailless bat wing experimental plane. Plus more. \$38.45 postpaid for autographed copy. Tim O'Callaghan, P.O. Box 512, Northville, MI 48167 USA

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[Http://www.WAHSONline.com](http://www.WAHSONline.com)

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Please contact: Marshall Woodall, P.O.Box 7910, Santa Cruz, CA 95061

WANTED: CORPORATE PILOT WINGS especially Coca-Cola, ARCO and Wriggley's. American Airlines pilot uniform with hat and insignia, circa 1950s (double breasted with gold stripes, feather gold wings). Contact: Tom Kalina, 118 N. Vincennes Circle, Racine, WI 53402. Phone: (262) 260-3522. E-mail: tjkalina@scj.com

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

WANTED: PENS, CHINA, & PLAYING CARDS! Please contact: Paulo Jose Patricio de Matos, Estrada Das Laranjeiras, 200-3 DT, 1600-139 Lisbon, PORTUGAL.

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(Continued from page 41)



Fig. 4

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(Continued from page 36)



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Fig. 9

That's it for this issue. Happy collecting,

Stan



Dan-Air London Boeing 707 At Hong Kong

Postcard From The Collection Of Bill Demarest

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

AIRLINE COLLECTIBLES SHOW

Saturday, October 12, 2002. Seattle, WA. Museum of Flight, Boeing Field, 9404 E. Marginal Way S. 9:00 am—3:00 pm. \$4 Admission. Contact: Greg Mattocks, P.O. Box 1455, Bothell, WA 98041. E-Mail: mattocks@verizon.net

MIAMI AIRLINE COLLECTIBLE SHOW

Saturday, October 26, 2002. Miami, FL. Wyndam Airport Hotel. 9.00 am—3:00 pm. Contact: Linda Levine, 2210 Hayes St, Hollywood, FL 33020 or phone (954) 929-2922.

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, November 2, 2002. Houston, TX. 9:00 am— 3:00 pm. Holiday Inn Intercontinental Airport, 15222 JFK Blvd. For information, call (985) 892-3297 or e-mail jetduane@peoplepc.com

LOS ANGELES AIRLINE EXPO

Saturday, February 1, 2003. Los Angeles, CA. 9:00am—3:00pm. Hacienda Hotel. Contact: Airline Expo / Phil Martin, PO Box 91051, Long Beach, CA 90809. (562) 434-6701. Dave Cherkis, (702) 360-3615. wingman@earthlink.net

AIRLINERS INTERNATIONAL 2003

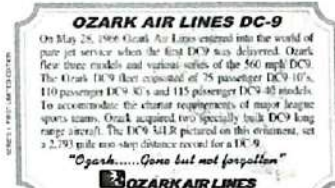
Thursday—Saturday, July 10-12, 2003. Columbus, Ohio. Hyatt Regency Downtown At The Convention Center. Contact: AI 2003, P.O. Box 660583, Miami Springs, FL 33266 USA. Web Site: [Http://www.ai2003.com](http://www.ai2003.com). E-Mail: Information@AI2003.com.



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Flight Attendant Uniform Buttons



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Cost of items \$ _____ + \$ _____ shipping & handling = \$ _____

Make check payable to the "Ozark Silver Swallows" - All items shipped via U.S. Mail

Send to OZARK SILVER SWALLOWS, 2244 KEHRS RIDGE DRIVE, CLARKSON VALLEY, MO 63005-6525



Leisure Boeing 767-300
Credit: Eddy Gual / Aviation Photography of Miami

Calair (Germany) Boeing 720
Credit: Phil Glatt Collection

