



**WORLD AIRLINE
HISTORICAL SOCIETY**

The Captain's Log

Issue 27-3 Winter 2002



Re-

The Convair Twins!



AIRLINERS INTERNATIONAL 2003

COLUMBUS, OHIO

100th Anniversary of Powered Flight



Gray Line Air Convair 580, N32KA, taken at ATL 03/95
 Photo Credit: Norbert Raith, Atlanta, GA

AVENSA Convair 440
 Airline Issued Postcard From The Collection Of John Schmidt



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From The Flight Deck

Greetings from Society headquarters in Miami. This issue features the Convair twin engine aircraft and associated memorabilia. Our editors have worked hard for your reading enjoyment.

MEMBERSHIP RENEWAL!

If the label on your envelope shows "27-3", 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 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. Support AI 2003!

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 March 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 the 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 vote 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 African airlines.

MAILING OUT THE LOG

Several members have complained to us about the slow delivery of their LOGs. We've done a good job of printing the LOG on schedule. However, once we send out the bulk mail envelopes, we have no control over how long it takes the USPS to deliver your issue. If you want timely delivery, we suggest that you select the First Class mailing option for your membership. Also, please remember that WAHS is a labor of love and all volunteer effort. Personal and business commitments may delay our production schedule by a few days. Thanks in advance for your understanding.

BAD NEWS ~ GOOD NEWS

We're sorry to report that Richard Luckin has resigned as our China & Silerware Editor due to personal reasons. But, we're extremely fortunate to have long time WAHS member and avid china collector Dick Wallin step in as our new editor. Thanks, Rich, for the many years of hard work as our editor — and welcome aboard, Dick!

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!

WAHS, INC.?

We've reached our goal of becoming a not-for-profit organization incorporated in Florida. More exciting details in the next issue!

With best regards,

Bill & Phil





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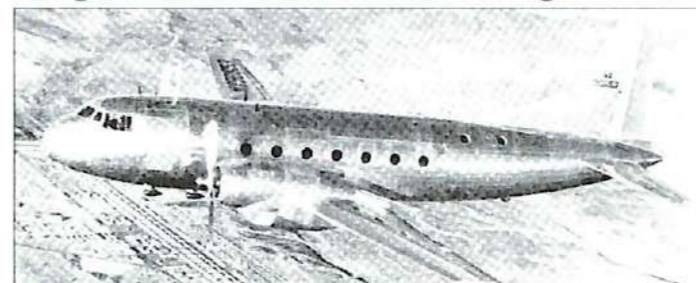
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The Twins from Convair

By Joop Gerritsma

The twin-engine Convairliners built by Consolidated-Vultee (Convair) in 1947 to 1957, can with some justification be called the original "DC-3 replacement," if there ever was such an aircraft. A total of 1,008 were built and in their CV-580 propjet reincarnation they continue in service today, more than 55 years after the first flight.

In 1945 Consolidated-Vultee began the design of a 30-passenger short-range airliner intended to replace the DC-3 in airline fleets around the world. Called the Model 110, it was an unpressurized, all-metal, low-wing aircraft with a nose wheel undercarriage and two 2100-hp, 18-cylinder Pratt & Whitney R-2800-SC14G Double Wasp radial piston engines. They were mounted in nacelles on top of the wing and drove four-blade, 12ft 2in Hamilton Standard propellers. A novel feature was an integral ventral stair in the rear fuselage.



The first "Convairliner:" the CV-110

Even before the 110, (NX90653), first flew on July 8, 1946 at San Diego, CA, it was already too small compared to the Martin 2-O-2 for 36 passengers, then under construction for Northeast Airlines. Convair then developed the Model 240 (2 engines, 40 passengers) to American Airlines specifications and the 110 was used for development flying for the 240 until scrapped in September 1947, half a year after the first flight of the CV-240 (N90849) on March 16, 1947. In that year Consolidated Vultee became unofficially known as Convair. The name became official in 1954 when the company became a division of General Dynamics Corporation.

The CV-240 had a pressurized fuselage and was also powered by the P&W R-2800, rated at 2,300hp for take-off. American Airlines placed an order for 100 (later reduced to 75, plus four used ones). The first service was on June 1, 1948. Pan American took 20 for its Caribbean and Central American network and KLM of the Netherlands



American Airlines' CV-240 "Housatonic"

bought 12 for European services. Others went to Western Airlines (10), Garuda Indonesian (8), Northeast Airlines (6), Sabena of Belgium (6) and CATC of China (6). Continental Airlines, Trans Australia Airlines and FAMA (a predecessor of Aerolineas Argentinas) bought five each, Swissair took four and Orient Airways (which became Pakistan International A.W.) three. Ethiopian Airlines took two and these were the first to have JATO bottles for short take-offs from the "hot and high" airports in Eastern Africa.

In January 1949 the 100th CV-240 (a KLM aircraft) was completed. But after 171 airliners and four for corporate use (including one for Howard Hughes)



KLM was an original buyer of the CV-340

(Continued on page 6)

(Continued from page 5)

the orders stopped because many airlines still found it more-economical to fly cheap surplus military Dakotas, even though they were smaller, more expensive to operate and had poorer performance. Including the prototype, 176 civil CV-240s were built and production was rescued only thanks to a USAF order for 390 C-131 transports and T-29 crew trainers (not covered in this article, even though many were picked up by small operators around the world after they were declared surplus by the military). Total production was therefore 566. But the aircraft needed major improvements if it was to remain in production. Again it was a Martin, this time the 4-O-4, that led Convair to this decision. The latter had just been ordered by Eastern Air Lines (60) and TWA (41).



Eastern's CV-440s supplemented its 4-O-4

The improvement, the CV-340, first flew on Oct. 5, 1951. Its fuselage was "stretched" to 79 ft 2 in with 16 in added before the wing and 36 in after, for an extra row of four seats. This required an extra (11th) cabin window on both sides. The more-powerful P&W R2800-CB16 Double Wasp of 2400 hp for take-off, or the 2500 hp CB17, and wing of 105 ft 4 in (13% larger), gave the CV-340 better performance at high-altitude airports, where the CV-240 was restricted in payload. The larger wing increased fuel capacity by 750 gallons.

United Air Lines was the lead buyer of the CV-340 with an order for 55. The first was delivered in March 1952 and the first service was flown on Nov. 16. Other early buyers included Delta (20), Braniff (20), Continental (7), Pan American (6), Hawaiian (5), KLM (14), National (8), Garuda (8), Aeronaves the Mexico (4) and AVENSA of Venezuela (7). Four bought by the new Deutsche Lufthansa in 1955 were its first equipment after the Allies had lifted the restrictions on domestic German airline operations. Convair sold 197 airline CV-340, 12 for corporate use and 102 to the USAF and U.S. Navy, a total of 311.

By the early 1950s, the revolutionary British Viscount propjet began attracting orders from around the world, even from North America. Trans-Canada Air Lines ordered 15 in 1952 and seven more in 1954, and Capital Airlines in the U.S. placed an order for 63 in 1954. These hit Convair hard. Both airlines had evaluated the CV-340, but had rejected it in favour of the Viscount with its greater passenger appeal and once more Convair had to come from behind to stay in the airliner business. The result was the CV-440 "Metropolitan." (The name was popular in Europe, but it never caught on in North America.) Standard seating was 44, but some SAS aircraft could carry 52 and had a 12th cabin window on each side forward of the wing.

The engine exhaust of the CV-240 and 340 had been modified from two tubular outlets to a single rectangular one on each engine, more sound insulation was added in the cabin walls, floating window panes were used for the first eight rows of seats and sound-damping tape was applied at places where the vibration was worse, all to improve passenger comfort. Many of these improvements were later also installed on 100 CV-340s and became thereby CV-440s. Most CV-440s were delivered with weather radar in the nose and this too was later installed on many CV-340s. A number of CV-240 were similarly modified for executive use and these unofficially became the CV-300.



Ex-Alitalia CV-340/440 with Jugoslovenske Aerotransport, one of the first airlines in then-communist Eastern Europe to operate modern Western aircraft.

The first two production CV-440s were for General Motors for corporate use, but on March 8, 1956 Continental became the first airline to put the new model into airline service. It operated three to supplement its seven CV-340. Eastern Air Lines ordered 20 in 1957 to supplement its fleet of 60 Martin 4-O-4s that had entered service in 1951-52 and which was no longer in production. Despite the improvements, Convair sold only 199 CV-440s, (Continued on page 7)

(Continued from page 6)

including 17 to several overseas military as transports.

Deliveries of the Viscount propjet began in 1952, followed by the Fokker and Fairchild F-27 in 1958. Between them they virtually took over the market for short- to medium range airliners around the world and Convair stopped CV-440 production in 1957 after it had taken two years to sell the final 20, built against anticipated orders that never materialized.

THE TURBOPROP CONVAIRS

But the Convairliner wasn't finished yet. In 1949 General Motors had bought the CV-240 prototype as a test bed for its 2,750eshp Allison 501A4 propjets that would evolve into the 501D and T-58 for the Lockheed L-188 Electra and C-130 Hercules. Making its first flight on Dec. 29, 1950, this "Allison Turbo-Liner" (N25401) was the first American propjet transport aircraft, but it was never intended for production. A USAF YC-131C was also converted with the 501A4. It was the British engine maker D. Napier & Son that proposed the first viable conversion of the Convairliner to propjet power. In 1955 it installed two 3,060eshp N.El.1 Elands in a CV-340. They were later replaced by N.El.6 Elands of 3,412 hp for takeoff and 2,835 hp in the cruise. The aircraft was called the CV-540 or "Eland Convair." PacAero Engineering of Santa Monica, CA was contracted to certify the type in the USA. A supplemental type certificate was issued on Aug. 22, 1958 and PacAero then converted a CV-440. REAL of Brazil ordered three Eland conversions in 1957 and said it would convert all its 14 CV-340/440, but the order was cancelled. The first aircraft was leased to Allegheny Airlines for evaluation under airline conditions and went into service on July 1, 1959 on the "Leilani" service to Atlantic City. Allegheny became thereby the first local service airline in the U. S. to operate a propjet. It bought the second aircraft and ordered five more from AiResearch Aviation which had taken over the Napier contract from PacAero.

Since there appeared to be a market for the CV-540, Convair transferred the tooling and three unsold CV-440s to Canadair in Montreal, Canada, which was also a subsidiary of General Dynamics. The three CV-440 were converted to CV-540 and two operated for a time with Quebecair until replaced by three F-27. Canadair intended to build the CV-540 as the CL-66A, but airline interest was low. Ten CL-66B were build for the Royal Canadian Air Force, called the CC-109 Cosmopoli-

tan. Caribair ordered three, but all work was halted when the Eland program was terminated in 1962 after Rolls Royce took over Napier. The eight RCAF CV 540 that remained were converted to CV-580. The existing 10 civil 340/440 all went back to piston engines.



Trans Texas Airways had 25 CV-600s.

ROLLS ROYCE POWER

In 1964 Convair proposed to convert the CV-240 to Rolls Royce Dart propjet power as the CV-600 and the 330/440 as the CV-640. The Dart 542-4 of 2,966 shp on takeoff and 2,559shp cruise power was selected. Central Airlines had its eight CV-240 converted to CV-600 and acquired another four later. The first one went into service on Nov. 30, 1965 on routes from Forth Worth, Texas. Trans Texas Airways did its own conversions of 27 aircraft, using kits supplied by Convair. In total 39 CV-240s were converted to CV-600.



Hawaiian had eight CV-640.

The CV-340/440 had a heavier airframe than the CV-240 and with the same Dart engines, the CV-640 therefore had a lower performance and only 27 were converted. Hawaiian ordered eight and (Continued on page 8)

placed them in service in Dec. 1965. CaribAir had seven of its nine CV-340 converted and these retained the JATO installation of the CV-340, used for takeoffs from the short airstrips on some of the islands. Aviolanda in the Netherlands converted two for Martin's Air Charter, one for SATA of Switzerland and four for Air Algerie. Scottish Aviation did two for Pacific Western Airlines (which bought two more later), of Vancouver, Canada in 1965-68. Zantop International Airlines was the largest CV-640 operator, with a fleet of 14 freighters, acquired second-hand, including five from Hawaiian.



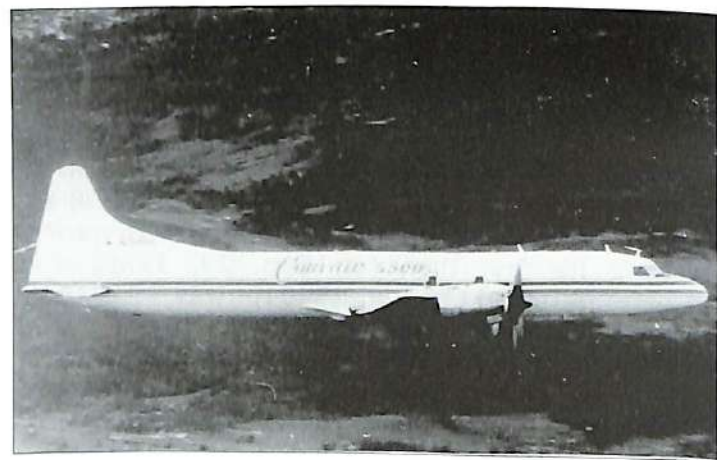
North Central was a major CV-580 operator.

THE CV-580

The CV-580 with two Allison 501-D13D of 3,750 eshp for take off and 3,420 eshp in cruise power is the most-successful propjet Convairliner. Based on the CV-340 and 440, 170 were converted. The first ones were two USAF YC-131C, first flown on June 29, 1954. The first civil conversion made its maiden flight on Jan. 19, 1960. General Motors was the first buyer, acquiring six over several years. Frontier Airlines was the first airline user. The first of 32 was delivered on May 1, 1964 and the first service was flown in June. It was Frontier that came up with the designation CV-580 for marketing purposes, but the Supplemental Type Certificate calls the aircraft the "Allison Prop-Jet 340/440." Allegheny (44) and North Central (35) were the largest operators, with many others going to smaller airlines. When the USAF sold its two YC-131Cs as surplus, they were given the unofficial designation CV-770 because they were not the same as the civil CV-580.

OTHER CONVERSIONS

In 1983 the "Super 580 Aircraft Company" announced the Super 580 with two 4,000 hp Allison 501-D22G propjets and the first one made its first flight on March 21, 1984. It is believed that one more CV-580 and one CV-440 were converted, but there is no recent news about them. The Super 580 ST with a fuselage stretch of 14 ft 3 in was another project by the same company. The first flight was to be in 1988 but nothing further is known.



Kelowna Flightcraft's "super stretch" 5800.

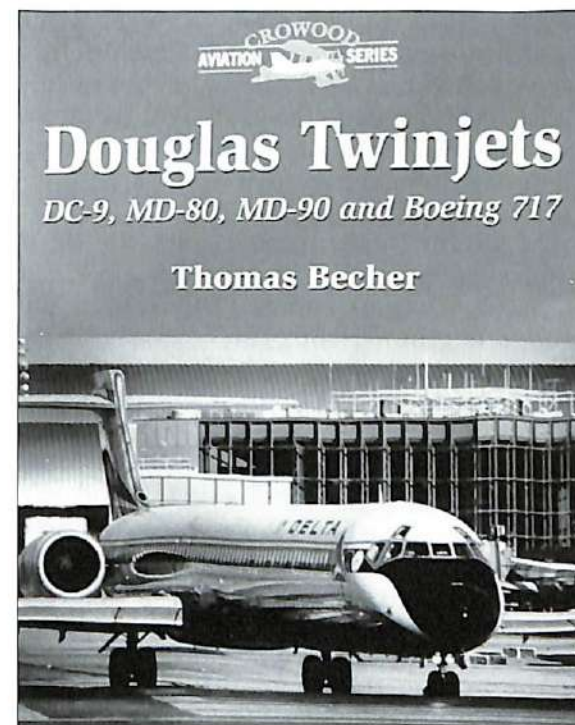
Finally, Kelowna Flightcraft of British Columbia, Canada, built a stretched version of the CV-580, called the 5800. Powered by the Allison 501-D22G derated to 4300hp, it can carry 72-78 passengers or seven cargo pallets. The first flight was on Feb. 11, 1992. A second aircraft was completed in June 1995, but no others are known.



Northeast Airlines CV-240
Airline Issued Postcard

Book Reviews

By Peter J. Reed



Douglas Twinjets: DC-9, MD-80, MD-90 & Boeing 717, by Thomas Becker (The Crowood Press, Marlborough, UK), 2002. 191pp., 17 color, numerous B&W illustrations.

This book undertakes the ambitious project of tracing the history of the DC-9 and its progeny in under 200 pages, and acquits itself well. It scants the enormous task of tracing the operations and service life of these ubiquitous airliners, focusing instead on the aircraft itself, its design, manufacture, and technical description.

The book begins with a brief history of Douglas and its commercial aircraft, from the DC-1 to the DC-8, all of which are illustrated. It then traces the design development of the DC-9, including early versions with 4 jets and with under-wing engine installation. Next the evolution of the definitive DC-9 is traced through the -10 to the -50, with much attention to the fuselage stretches and wing refinements. There are details of the cockpit layouts, cabin interiors, and equipment. Customer requirements influenced the evolution of the various sub-types, Eastern's giving rise to the -30, SAS's needs leading to the -20 and -40, and Swissair sponsoring the -50.

The MD-80/DC-9-80 series arises from the requirements of SAS and Swissair. Every dimension of the -80 is stretched-fuselage, stabilizer, fin, and wings-and its capacity doubled that of the original DC-9-10. The -81, -82, -83, and -88 differ in weights, engines, and cockpit equipment while retaining the same dimensions. The -87 has a shortened fuselage, close to that of the DC-9-50. All of these variants are discussed in turn.

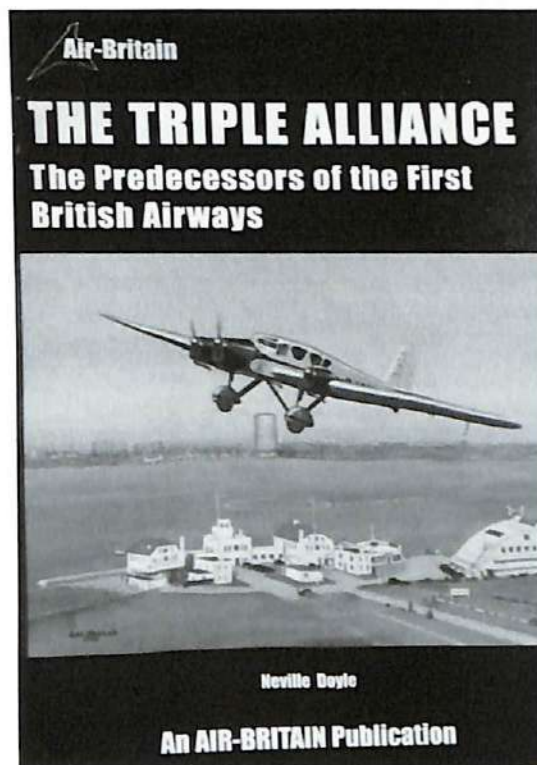
The MD-90 appellation was applied to a number of projects, including the still-born prop-fan experiments, before it finally emerged as a straight stretch of the MD-80 with the larger, fuel-efficient V-2500 engines. Curiously for a 2002 book, it talks about the MD-90-55 as if it actually came into existence. While the MD-80 outsold the original DC-9 series, the MD-90 production stopped at only 114, when Boeing ended it. The MD-90 section of the book is correspondingly brief. The current Boeing 717, nee MD-95, has lengthier coverage, which is quite up-to-date and well illustrated.

One section is devoted to the engines used, which are the JT8D for the DC-9s and the JT8D-200 series for the MD-80s. Surprisingly for a book of 2002 issue, there is little about the 217C and 219 of the JT8D that are used in many MD-82 and MD-83 aircraft. The discussion of the production line is detailed and informative, there is a section on the military versions of the DC-9, and the "Safety" chapter focuses on four important accidents. There are interesting "boxed" insets, like one on delivery routes used to overseas customers, another on TW A's last orders for MD-80s, and one on the initial American MD-80 leases that reinvigorated production of the type after a slow start.

The book is profusely illustrated, with black and white photos on virtually every page, and one section of 17 good color photographs. There are performance charts, interior layouts, and diagrams. Inevitably, a couple of photos are misidentified: for example, a Delta MD-90 is called an MD-88 (p. 149), and a NWA DC-9-50 is identified as a DC-9-30.

All in all, this is a remarkably complete book on one of the most important jet airliners. Other books to come will no doubt fill out more of the operational history of the type with the many airlines around the Globe with whom DC-9 derivatives will serve far into the future. For any fan of the "Diesel Nine" or "Mad Dog Eighty," the book is a must.

(Continued on page 10)



The Triple Alliance: The Predecessors of the First British Airways. Neville Doyle (Air Britain/The Cromwell Press, 2001). 127 pp., of color plates, 63 B & W photos.

This is the history of Hillmans Airways, Spartan Air Lines, and United Airways up to their amalgamation in 1935 to form Allied British Airway. "Allied" was soon dropped, and by 1940 British Airways in turn had been merged with Imperial Airways to form BOAC. (Much later, BOAC was merged with British European Airways to form the present British Airways, but that is beyond the scope of this book.)

The thirteen chapters go through the formation and operations of the three "predecessor" airlines in turn, and then of British Airways. The descriptions of personalities involved, schedules and routes flown, equipment used, and traffic levels achieved, are detailed and vivid. They are well illustrated with reproductions of timetables and advertisements, airport maps, photographs, and anecdotes. All of these companies struggled, flying mostly short-haul domestic services with pitifully small passenger loads and inadequate government mail subsidies.

Strongest of the three was Hillmans Airways, founded by bus operator E.H. "Ted" Hillman, a nonsense entrepreneur who regarded his pilots as

little more than aerial bus drivers. Like present day low cost carriers, Hillmans kept fares (and wages!) low, utilization high, and equipment simple. His London-Paris fares were a full 40% lower than those of the competing Imperial Airways, but he skipped the multi-course meals. When de Havilland charged Hillman for toilets in his new Dragon Rapides, he raged about having to pay "for a bleedin' shithouse!" Such frugality, however, helped make Hillmans the most financially successful of the three companies.

The chief aircraft types featured are the de Havilland biplanes, from the four-passenger Fox Moth to the DH 84 Dragon and DH 89 Dragon Rapide, to the four engine DH 86; the Spartan Cruiser, a three engine monoplane which actually looked more modern than the biplanes that succeeded it; and finally, with British Airways, the Lockheed 10 Electra and 14. What a departure those American all-metal twins with retractable gear and variable pitch propellers seem!

This book is rich in anecdote, such as the story of the two love-lorn young women who committed suicide by jumping out of a Dragon over the Channel, or the bullion that went through the plywood floor of one in turbulence. If anything, the amount of detail often detracts from the unfolding of the main narrative. We pause to learn where people went to school (old school tie being very important in the England of the '30s), or for digressions on airfields or the numerous other minor companies of the time.

Yet the amount of detail, the directly quoted conversations, the escapades, the reproduced timetables and adverts, the figures for fares and traffic, all enrich this history and imbue it with the kind of authority one expects of Air Britain. There are complete histories for each individual aircraft, and word and pictorial portraits of many of the key personnel. It is an extremely well-researched book, and presents an authoritative account of an important part of British airline history.



Playing Cards

By Fred Chan

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Playing Cards Featuring The Convair Twins

Since these Convair aircraft were used mostly by smaller airlines during an era when marketing programs were not being emphasized, there was not much likelihood that they would be featured in any airline's playing cards. Moreover, the segments flown by these smaller carriers were usually short, such that there was little need for inflight entertainment.

To my knowledge, there are only two cards that featured any of these Convair planes out of a total of about 3200 designs issued by the world's commercial airlines. One was produced by Continental Airlines (probably sometime in the 1950s) when it was a small airline and the other was from Trans Texas Airlines (probably sometime in the late 1960s).

The Continental card came as a double deck, one deck with a red border and the other with a blue border. The TTA Convair deck also came as a double deck but the second deck showed a picture of its DC-9 aircraft.

Both the Continental and TTA double decks are extremely rare and each can command prices above \$100.



Continental Airlines CV-240
Airline Issued Postcard



Trans-Texas CV240 Postcard
IWAP HC-280

Wings

By Charles F. Dolan

wingcobda@yahoo.com

Wings And Cap Badges Of Convair Twin Operators

Pan American World Airways and AVENSA



Pan American used 20 Convair 240s and 4 Convair 340s between 1948-1957 in South America and the West Indian islands. Some of these also operated under AVENSA.

PAA cap badge is gold metal with dark blue enamel. One screw post affixes it to the uniform hat. It is hallmarked 'LGB 1/10 10kGF'.

AVENSA cap badge is also gold color metal with dark blue enamel. A single screw post mounts this badge to the pilot's hat. The hallmark is similar, but reads '1/10 10k GF HJ'.

European Carriers

Lufthansa

After WWII, Lufthansa began operations again using Convair twins. Four (4) Convair 340s were used between 1954 - 1971 and seven (7) Convair 440s were in service between 1957 - 1968.

The DLH cap badge is made up of gold bullion thread on black material. The cap badge is sewn onto the uniform cap.

Lufthansa wings are made in a sturdy combination of brass and enamel. The only thing that seems out of proportion is the very small diameter of the screw posts for the wings. I have had several of these break off the wing while in transit through the mails.



The pilot wing is the largest and has a wreath design around the lower portion of the disc. The enamel is dark blue.

Wings of flight engineers have the gear design in the center part of the disc.

The wing of flight engineers (hopefully not needed on the Convair Metropolitan) have the compass and meridian lines in the center disc.

All of the DLH wings have the gold color crane attached as an added piece.

Swissair

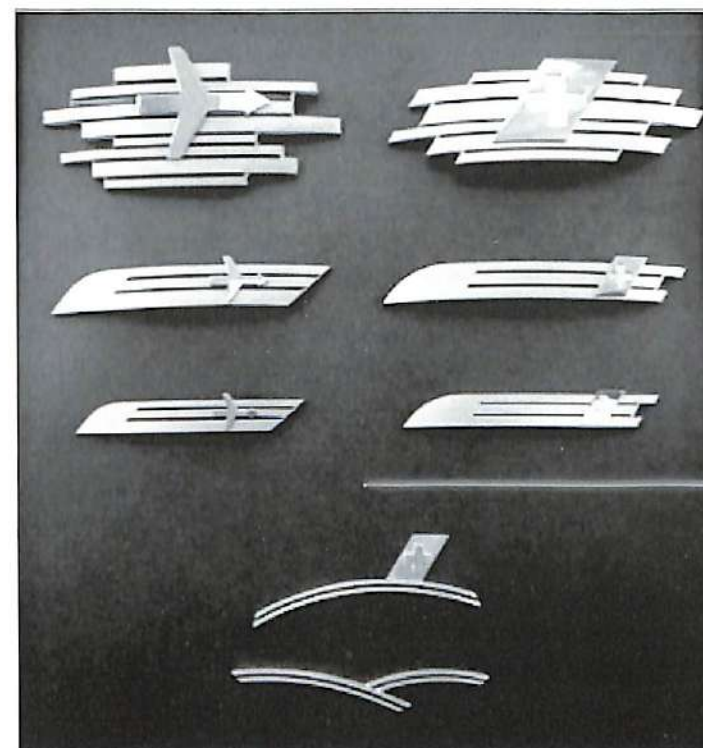
The late, great carrier from Switzerland used about twenty (20) Convair twins of various models between 1949 and the mid to late 1960s.

The wings and cap badges of the carrier were modernistic in design, with the last issue perhaps too modernistic. The latest design, which is now used by SWISS is almost too small to be easily detected on the uniform.

All three styles of insignia are of a satin finish gold color metal. The dark lines within the wings and cap badges have a matte finish black or very dark gray paint.

(Continued on page 13)

(Continued from page 12)



The high surfaces of the winged arrow and parallelogram enclosing the cross are highly polished.

The larger insignia are attached to the uniform cap and jacket by split pins, which are bent back to hold the metal to the fabric. These are subject to metal fatigue and break off often.

The small, latest issue have two clutchback pins on the wing insignia and three clutchback pins for the cap badge. The cap badge is hallmarked 'CH-8902 URDORF HIUS'.

Meanwhile, back in the USA...

National Airlines

National obtained four of Pan American's CV 340s in 1954. Years later, Pan American obtained all of National Airlines.

The "flagpole" insignia of National Airlines feature a white pennant with the initials "NAL" in a blue circle. There is a blue "shadow" pennant behind and to the left of the white pennant. The pennants are on a field of red surrounded by a white circle. The circle has the name "National Airlines" and two stars. The "NAL" on the wing pennant is brass color and on the cap badge it is in white. The "National Airlines" and stars are in blue on the cap badge and in brass color on the wing.



The insignia are attached to the uniform cap and jacket by screw posts, one for the cap badge and two for the wing. Neither item is hallmarked.

Ozark Airlines

Ozark Airlines operated seven (7) CV 240s between 1962 and 1965 to join it Martin 404s as replacements to the DC-3.



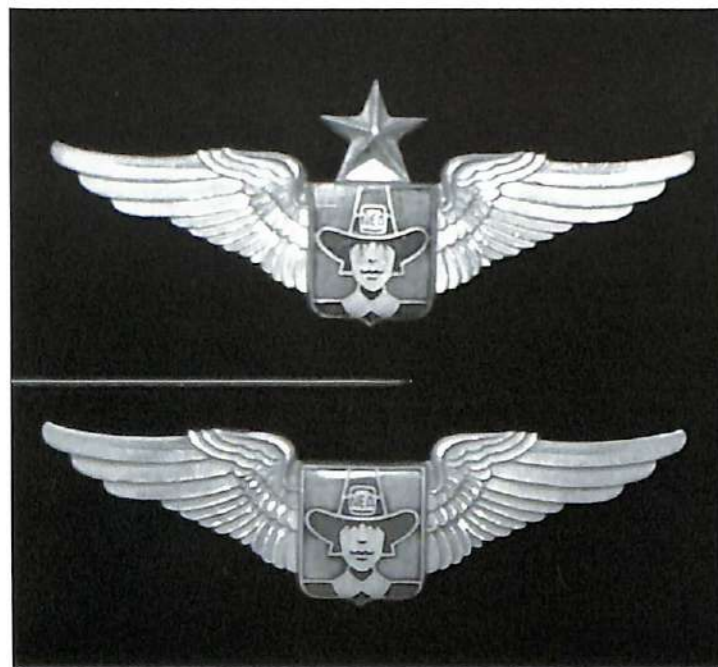
(Continued on page 14)

(Continued from page 13)

The Ozark wing is pin back and gold in color. The detailing on the feathers of the wing is beautiful. The cap badge is also finely detailed with a very high design. It is held on the cap by a single screw post. Both items are hallmarked "1/20 10kGF LGB" The center of the wing and cap badge is an "O" over an "A" with the silhouette of an aircraft in the "O". The aircraft represented might be the Cessna T-50 Bobcat which was used for a short period in 1945.

Northeast Airlines

Northeast operated ten (10) CV 240s between 1949 and 1959. Four of those aircraft were involved in crashes between 1949 and 1958.



I have two items from the early Northeast years in my collection. One is a captain's wing the other a first officer's wing. Both are pin back and lack hallmarks. The wings are of gold color metal with a red shield and a pilgrim in blue enamel. The letters "N E A" appear in the front of the pilgrim's hat.

Frontier Airlines

Frontier obtained CV 340s from United Airlines and KLM. They also obtained nine (9) CV440s from SABENA in 1967-68. All were converted to 580s between 1964-68. At the peak of operation, Frontier had 32 Convair twins in its fleet.

The early Frontier cap badge has seen many years and the plating is wearing away. It is of gold color base metal with light green enamel on the left half and a winged arrow in dark red enamel pointing to the right.

The later style cap badge and wings are also of gold color metal, but the enamel has been replaced by turquoise color paint. The cap badge has two clutch back pins at the top of each wing to affix it to the hat. The wings are also clutchback. The top wing has three green stones in the center of stars and the words "Frontier Airlines" at the top and "20 Years" below the center oval. The upper wing is hallmarked "JOSTENS".



Where's Charlie?

For an update on Charlie's whereabouts, see page 26!

Safety Cards On Board

By Todd Helm
thelm@alvinskeys.com

Special thanks to Brian Barron

The "Convair Twins" provide us with a unique opportunity to look back at some of the older safety cards from former airlines that played such an important role in the aviation arena.

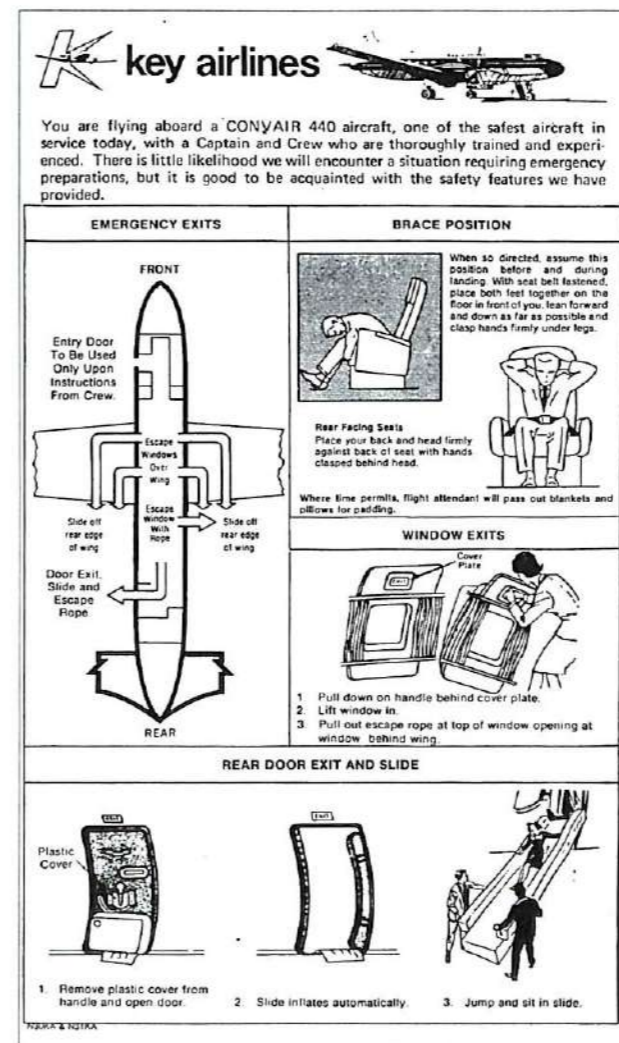


Fig. A Key Airlines was founded in 1972 and was based at Salt Lake City, Utah. This safety card illustrated was from their Convair 440 and is on a green card. The card has reference to aircraft N30KA and N31KA. The reverse side illustrates the Life Preservers.

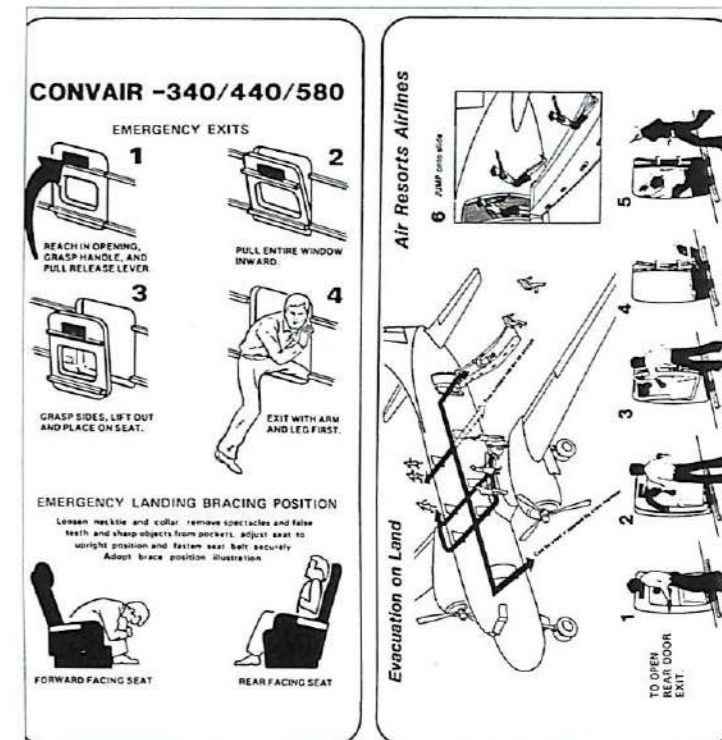


Fig. B Air Resorts Airlines, founded in 1975, was based at Carlsbad, California. This black, white and red card, provided instructions for their Convair 340/440 and 580. the card does not have a date or reference number. Note the rear window exit is not on all aircraft. This was very typical in this era that various aircraft models were on one card.

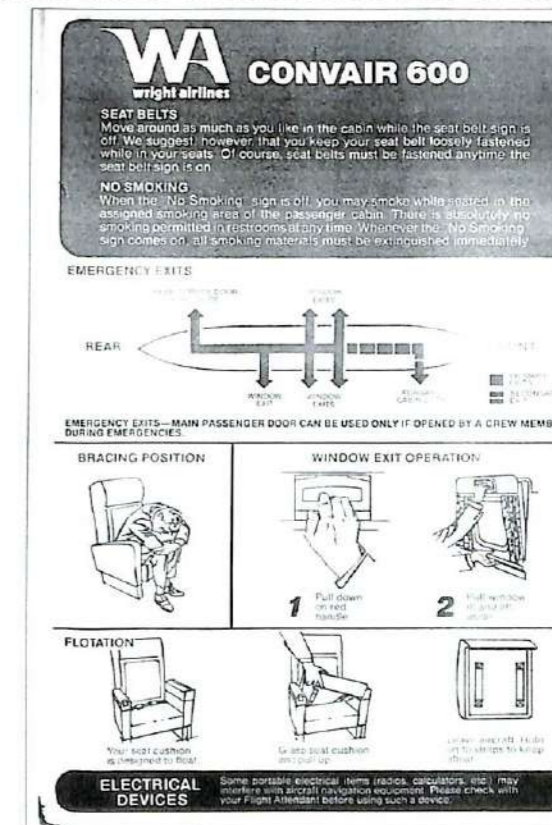


Fig. C—Wright CV-600

(Continued on page 36)



POA Convair 240



Convair 240
Serial # 147

The POA Convair 240 is the last flying American Airlines Convair 240 Flagship in the world.

The Convair 240 was the first twin engine pressurized airliner in passenger service. It was the equivalent of to days commuter and graced the skies in the post-World War II era when commercial aviation came into its own, that Golden Age of Aviation. Only 566 Convair 240's were built between 1948 and 1955. They were used extensively by both the military and civilian airlines. The airlines used the Convair 240 until the early 1970's. American, Western, Pan Am, Continental, Northeast, KLM, Swissair, Trans-Australian, Sabena and many other airlines flew the Convair 240. The military ordered 390 Convair 240's under five different designations.

The POA Convair 240 was manufactured on 15 Feb 49 and was delivered to American Airlines on 27 Feb 49. In 1959 it was then sold to Mohawk Airlines where it stayed in service until late 1966. The Convair then changed owners many times before it entered service with Costa Rican Airlines. In late 1981 TF A, Trans-Florida Airlines, purchased the Convair and used it extensively for airline service in the southeastern United States and the Caribbean. This Convair has always carried passengers never being converted to freight status, accumulating more than 43,380 hours of flying time during its flying career. In 1996 the Convair was due for an engine overhaul, while awaiting the engine change vandals boarded her and proceeded to vandalize the interior and setting the aft lavatory on fire. Damage sustained was smoke, seat cushions, and the complete destruction of the aft lavatory and the rear baggage compartment. In 1998 the Convair was getting close to the chopping block when discovered by POA. An inspection was completed and the Convairs damage was found to be repairable.

Restoration work began in April of 1998 and the POA Convair is scheduled to return to the sky in 2003 on the 100th anniversary year of aviation.

Convair 240 Specifications Dimensions

Fuselage Length 74' 8" Wing Span 91' 9"

Tail Height 26" II"

Capacities

Fuel Total 1000 gals. Oil Total 50 gals.

Performance

Range 1200 miles Fuel Consumption

Take-Off 300 gals/hr. Cruise 150 gals/hr.

Cruise Speed 240 mph Take-Off Distance 3000 feet Landing Distance 2500 feet

Engines

Type Pratt & Whitney Model R-2800 CB3 Displacement 2803 cu. Inches Horsepower 2100 BHP

Fuel Type 100 LL octane

Your support keeps the Convair flying! All proceeds go towards operating and maintaining this magnificent aircraft.

In consumable items the Convair uses: 150 gallons of fuel/hour @ \$2.75/gallon, 5 gallons of oil/hour @ \$5.00/gallon, 72 spark plugs annually @ \$18.00/plug 6 tires annually @ \$250/tire.

Parts are no longer manufactured for the Convair. We buy and warehouse parts as we locate them. Most parts must be overhauled before installation and many others must be fabricated from scratch.

Prop-Liners of America is a non-profit 501 c 3 organization dedicated to the restoration and exhibition of propeller driven airliners at air shows, tours and open houses keeping the memory of the Convair alive.

Prop-Liners of America, Inc.

58 Lindbergh Drive ~ Brainard Airport ~ Hartford, CT 06114 ~ (860) 684-4988

www.prop-liner.com

Timetables

By David Keller

dkeller@airlinetimetables.com

The subject of this issue is the Convair twins. Arguably the most successful "DC-3 replacement", over 500 Convairs were produced for the airlines, and a similar number of aircraft were built for the military. These aircraft saw service in many countries around the world, although for this article, I will focus on service with US carriers.

Prior to the Convair, virtually all new aircraft types introduced by the airlines were bigger, better, and faster than anything previously in the fleet, and were promoted as such in the carriers' timetables. However, the Convair wasn't designed to be the top of the line equipment, it was intended to "bring up the rear" by replacing the oldest equipment in many carriers' fleets, the DC-3. Many of the larger trunk carriers already had DC-6's or Constellations in service, so those types received the heaviest promotion, and the Convairs were often introduced with relatively little fanfare in the timetables.

For some of the smaller trunk carriers, the Convairs were indeed the biggest and fastest aircraft in the fleet. Mid-Continent Airlines operated a fleet of DC-3's and Convairs, which meant that the Convair received the spotlight, as on the cover of this issue from April 29, 1951. Another 1951 timetable, this time from Western Airlines for the month of December, depicts a Christmas scene of a Convair flying low over a snow-covered landscape, with what is presumably the Star of Bethlehem above. (Western did have DC-4's, which were bigger and faster than Convairs, but they were also unpressurized, which meant that the Convair probably got the nod as being the "better" aircraft from a public relations point of view.)

The publicity that the Convairs didn't receive while serving with the trunk carriers was finally realized when a number of those aircraft were sold to local service carriers, where they were enthusiastically received and promoted. The North Central Airlines timetable for April 1, 1959, proudly boasts of upcoming Convair 340 service. Both the Central Airlines timetable for August 1, 1962, and Frontier Airlines July 1, 1959 issue promote service with "Radar Convairs". Frontier maintained the "Radar Convair" theme on their timetable covers throughout the early 60's.

During the late 50's and early 60's, most of the local service carriers began looking at turbine power. The available options were basically limited to purchasing new F27's or re-engining the Convairs. The first attempt to upgrade the Convairs to turbine power was a Napier-Eland conversion, which would transform a piston-powered 340 or 440 into a propjet aircraft designated Convair 540. The Allegheny Airlines timetable for January 1, 1960 illustrates the aircraft, and notes that it would be expanded to more routes during the year. (In this particular timetable, the 540 was only used between Pittsburgh and Philadelphia, shaving 19 minutes off the time required by a Martin on that segment.)

Unfortunately (for Napier-Eland, at least), the 540 conversion was flawed, and the aircraft were converted back to piston power by the Summer of 1962. Several more successful conversions were offered to the airlines in the early to mid 1960's. Rolls-Royce engines could be installed, converting a Convair 240 to a Convair 600, or a Convair 340/440 to a 640. Alternatively, Allison engines (similar to those used on the Lockheed Electra) could be used to convert a Convair 340/440 to a 580. Most of the carriers that converted Convairs to turbine power promoted them heavily, so these now 15-year old aircraft were in the spotlight once again.

Nearly all of the Convair 600 conversions were operated by either Central Airlines or Trans-Texas Airways. Despite the fact that Central Airlines had DC-9's on order, it is the Convair that is displayed prominently on the cover of the February 1, 1967 timetable. Frontier acquired Central later that same year, and quickly disposed of the Convair 600's.

The other Rolls-Royce powered Convair, the 640, was operated primarily by Caribair and Hawaiian. (Interestingly, both carriers operated island-hopping route systems with very short segments, which was perhaps more suited to the Rolls-Royce engines.) The Hawaiian timetable for September 4, 1962 illustrates the Convair, although this was prior to the turboprop conversion. Caribair was probably the only airline to operate an all-Convair 640 fleet, which is the case in the February 1, 1967 timetable. No passenger carrier operated more than a half-dozen or so of this type, although the freight-hauler Zantop International did put together a fleet of about 14 aircraft.

By far the most successful of all the turboprop conversions was the Convair 580, as Allegheny,

(Continued on page 18)

(Continued from page 17)

Frontier, and North Central all operated large fleets. It is my personal favorite as well – if there was ever a propeller engine that meant serious business, it has to be the Allison on the 580. Monstrous engines turned huge 13 ½ foot props with squared-off blades, as nicely depicted on the cover of Frontier's August 1, 1964 timetable.

As the local service carriers disposed of the Convairs, some found homes with smaller carriers. A long-time operator of piston-powered Convairs, Aspen Airways acquired some ex-Frontier aircraft in the mid 70's. An attractive new paint scheme was introduced in the early 80's, and despite being over 25 years old, the aircraft pictured on the carrier's April 13, 1981 timetable looks factory fresh!

A bit of an oddity, Freedom Airlines was a deregulation startup carrier that chose to operate a Convair 580 fleet, rather than jet equipment. This carrier's mission was to provide service between smaller Michigan cities to Cleveland and Chicago. The Convair 580 on the cover of the April 1, 1982 timetable wears a paint scheme similar to that of Commuter Airlines, as these carriers had common ownership.

The Convair line successfully filled numerous roles in the US air transportation system, from mainline to milk run, and from passenger to freight. A common sight at airports for 4 decades, the Convair has achieved its place in airline history based on longevity and versatility.



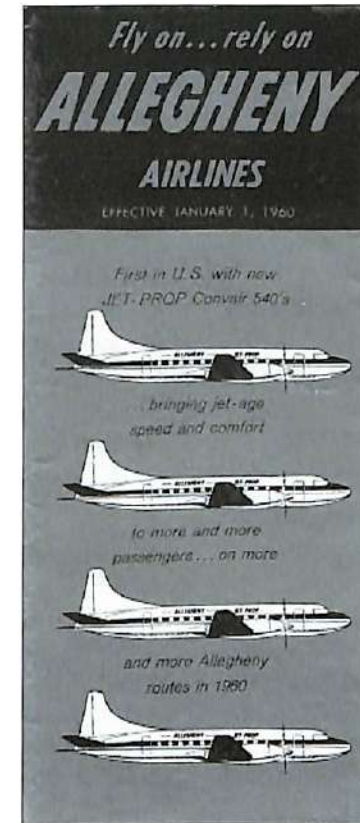
Mid-Continent Airlines
April 29, 1951



Western Air Lines
December 1, 1951

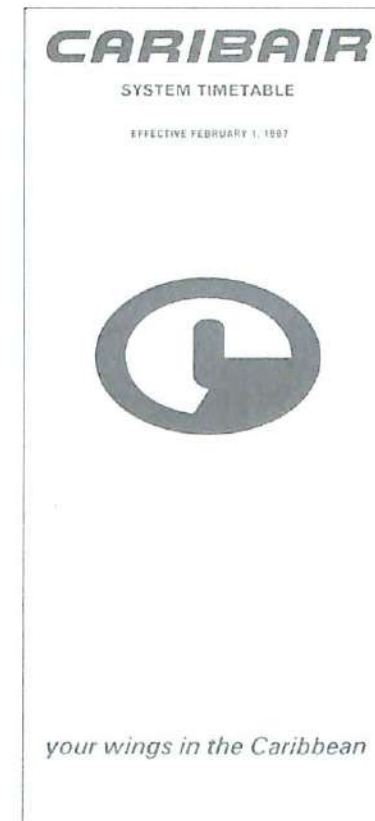


North Central Airlines
April 1, 1959



Allegheny Airlines
January 1, 1960

Caribair
February 2, 1967



Central Airlines
August 1, 1962

Frontier Airlines
July 1, 1959



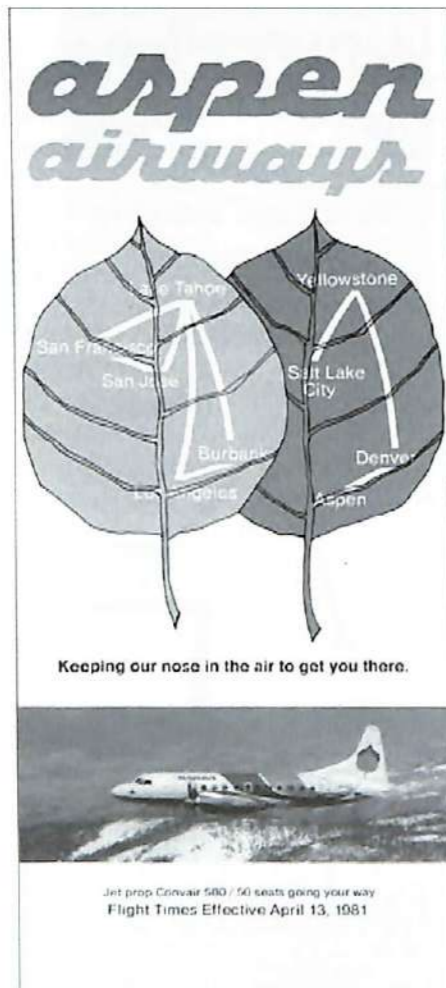
Central Airlines
February 1, 1967

Frontier Airlines
August 1, 1964





Hawaiian Airlines
April 9, 1962



Aspen Airways
April 13, 1981



Freedom Airlines
April 4, 1981



Mid-Continent Convair 340 - Airline Issued Postcard



Cruzeiro Convair 440 - Airline Issued Postcard

More Timetable Information Available Online!

This article and color images of the displayed timetables are available at <http://airlinetimetables.com/captainslog>

Airline Happy Hour

By Al Tasca

altasca@cs.com

This article is a reprint of the column that appeared in LOG 13-3 in September 1983 featuring swizzle sticks from Delta, Northeast and Western Air Lines - All Convair operators!

Many compliments on Joop's 'Take-Off Talk' in the LOG, 13/1 on airline mergers. In this issue I show some sticks from one of the more recent ones, the Delta-Western merger. Also included are some Northeast Airlines sticks. NE was acquired by Delta in August 1972. So, without further ado...

Fig. 1 shows the most common of the Western Airlines sticks, usually found in transparent red or blue. Very few people ever realized that these sticks also came in transparent orange, green, smoked, clear and that they have either a pointed or flat end. As for variations, the red one and the blue one not only came in different shades, but the pointed red one comes three different ways. It can either be plain or with a rectangular 1/2" (1.25 cm) bubble on the front, one inch (2.5 cm) from the end of the shank. The third variation is with the name 'Spir-it USA' in the same area where the bubble would be. This stick measures 5" (12.7 cm) long, with the square-end version about 1/4" (0.6 cm) longer.

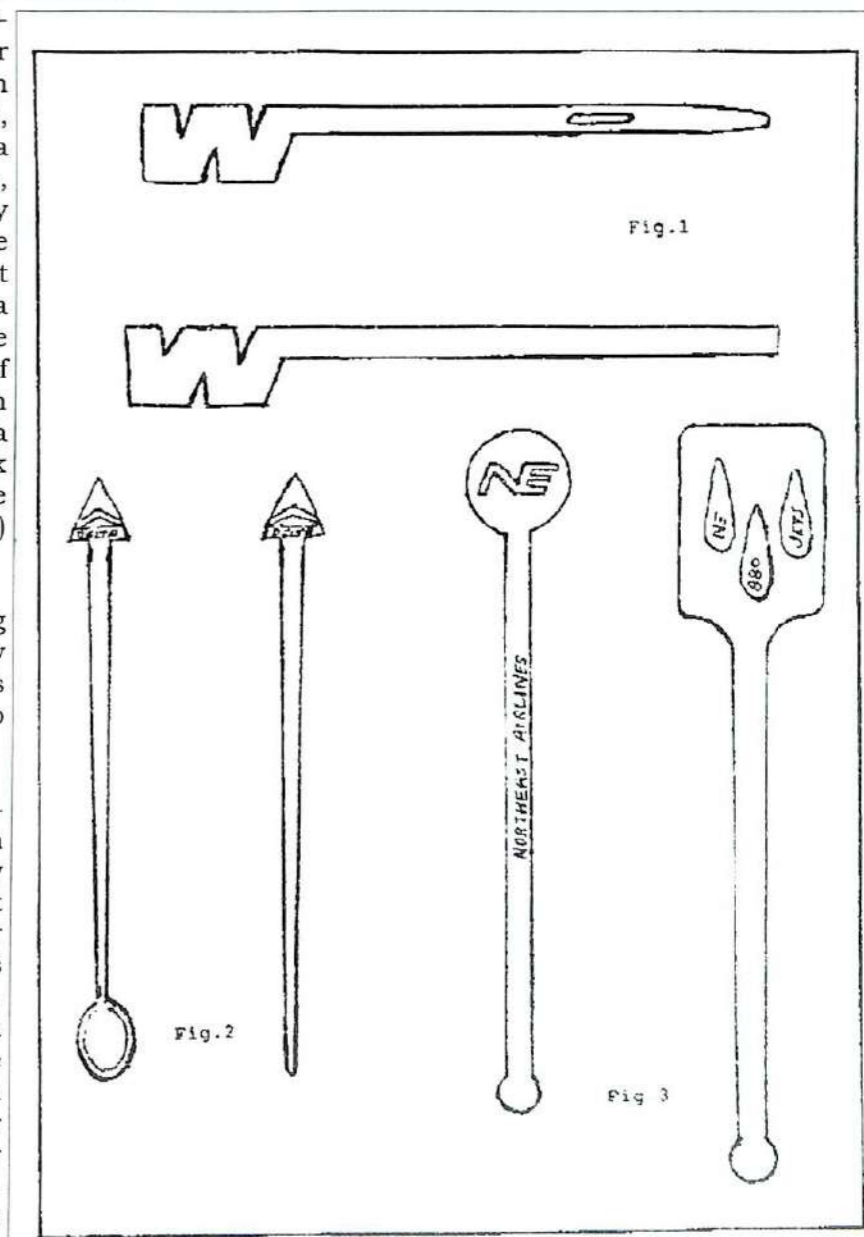
A fellow collector told me an interesting story about this stick. He said Midway Airlines were using these same sticks but were turning them upside down so that the "W" would become an "M".

Fig. 2 shows similar 5" (12.7 cm) one-sided stick from Delta Air Lines (which acquired Western last year). The only difference between these sticks is that the one ends in a point and the other in a spoon. The spoon version comes with a hollowed out end and a flat end. All three sticks were all white with raised name and logo and contain the manufacturer's name 'Spir-it USA' on the reverse side just above the spoon or point. Check the pointed one carefully to make sure it is not one with a broken off spoon. The way to tell is that

the pointed stick is as long as the ones with the spoon ends.

Fig. 3 shows two one-sided sticks from Northeast Airlines (which was also acquired by Delta in August 1972). The one with the rectangular end announces the airline's Convair 880 jet service. The round-topped stick is 5 1/2" (14 cm) long and is white with gold writing and logo. The stick with the rectangular end measures 6 1/4" (16 cm) and is also white with gold writing. It has gold teardrops on the top with white writing "NE 880 JETS" within the drops. The manufacturer's name 'Spir-it USA' appears on the front side just above the round end.

Incidentally, while the 880 stick has just a flat round end, the (small) round end on the other one is slightly concave on both sides.



What Is It?

By Ken Taylor

keebeetay@aol.com

We have lots of answers from our previous questions after the Airliners International 2002 show in Houston. The experts supplying the answers include Roy Thompson, Neik Vermuellen, Stan Baumwald, Phil Martin, Dan Porch, Patti Ryan, and Barbara Freeman. It was fun meeting you again, thanks y'all!



MILLON AIR was owned by Juan B. Millon and began operations out of Miami International Airport in 1975. The fleet consisted of 5 Boeing 707 and 1 DC-10 freighter aircraft with service to South America. The airline went out of business in 1998 due in part to the poor health of Mr. Millon.



'R A' is Rousseau Aviation of Paris-Orly Airport, France. The airline is now part of TAT Transport Aerien Transregional of France. This wing is from the 1970s era.



Dominicana of the Dominican Republic, circa 1965.



'C A' is from Channel Airways, a UK airline in the 1960s.



This colorful wing is from Asiana in Seoul, South-Korea, in the late 1990s.



The elongated letter 'S' on this cap badge is from the airline SKYWAYS of Sweden. This badge is currently being used today.



As far as I am aware, this is the only airline from this series of badges that has operated a Convair aircraft. GREAT LAKES AIRLINES of Sarna, Ontario, a subsidiary of the Great Lakes Paper Company, used only one aircraft, a Convair 580, from 1960 to 1963.

Now on with this issue's questions!



AI 23. Where is this rampant lion from? When?

(Continued on page 23)

(Continued from page 22)



AI 24. Where is this wing from? The style is of US influence with a blue eagle type of bird as a center logo. Any ideas?



AI 25. This wing also appears to be of US style. The word in the center is 'ABOITIZ'. Who, where and when?



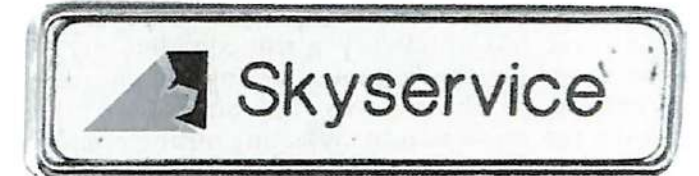
AI 26. This is thought to be a flight attendant wing. Any ideas?



AI 27. This wing also appears to be US in origin. Who?

With the questions and answers now finished, I sometimes question myself, "Why do I do this?" "This" being the great effort I exert to collect flight crew wings and badges from the world's airlines. "It's a hobby", I'm told. A hobby? I think it's more like a sickness. I read about the start-up of a new airline from some remote spot of the world and I try to find a way to obtain a copy of their flight crew badge. Why do I do this? Fellow collector and friend from Indiana, Bernard Frye, gave me a very

simple answer. "Because you enjoy it!", he said. So now I will share with you a new seldom collected airline item, customer service name tags. To this wing collector, this is not a collectible item. But, take a look anyway. They are attractive. Name tags, anyone?



SKYSERVICE (Canada)



AIR CANADA (Canada)



PACIFIC WESTERN (Canada)



AIR CANADA (Canada)



DELTA (U.S.)



PAN AM (U.S.—Guam)

(Continued on page 34)

Airline China

By Richard W. Luckin
rluckin@mindspring.com

This issue of Captain's Log will complete my 15th year of writing the column. I've enjoyed sharing information all these years. I've often been asked, what's the attraction to collecting airline china?

When attending airline shows, I realize that airline china is not on the top of the heap as far as airline collectibles go. Wings, postcards and models certainly have a wider following but I guess that's what attracted me to china in the first place!

Collecting airline china will gain in popularity in future years especially when you factor in the reality that fewer airlines offer first class service these days. Truth is, ever since 9/11, airlines have cut back on food service and thus less china is needed.

In talking with one airline china manufacturer, when I asked him, how's business? he stated "the china and flatware business has gone south." So, far fewer new china patterns have appeared during the last year.

Having said all that, the patterns that have attracted me the most during the last 15 years have usually been floral patterns. Many of these patterns reflect the culture of the nation that the airline served. This is especially true of the Asian carriers.



Fig. 1

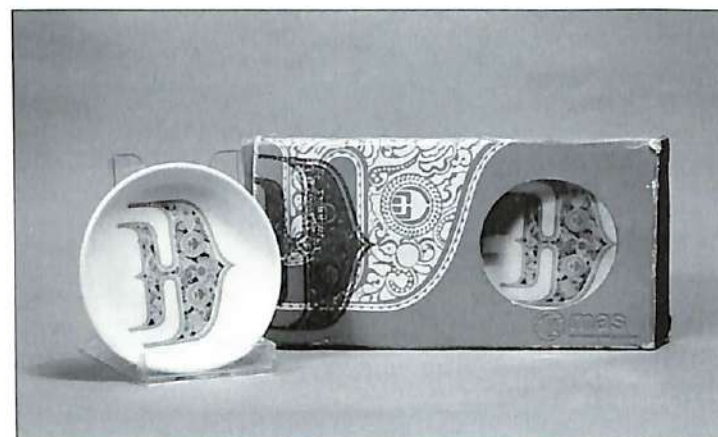


Fig. 2

My all time favorite is Malaysian Airlines *Hibiscus* (# 1) pattern made by Noritake China Company of Japan. Another favorite from Malaysian Airlines used another favorite is "Golden Club" (#2) and features a "kite" design. This bone china was also produced by Noritake.



Fig. 3



Fig. 4

(Continued on page 25)

(Continued from page 24)



Fig. 5

Another Asian carrier, All Nippon, uses this multi-colored floral pattern (#3) for their food service. China Airlines (Taiwan) uses an attractive blue floral pattern, *Dynasty* (#4) for their first class service. Another favorite is this delicate china ware from Air Lingus. *Tara Brooch* (#5) is really a STOCK pattern adapted by the airline and pieces are always stamped on the back with the airline's name.



Fig. 6

Special commemorative plates have also been of interest to me. In 1996 Japan Airlines commissioned Wedgwood of England to produce this distinctive anniversary plate (#6 & #7).

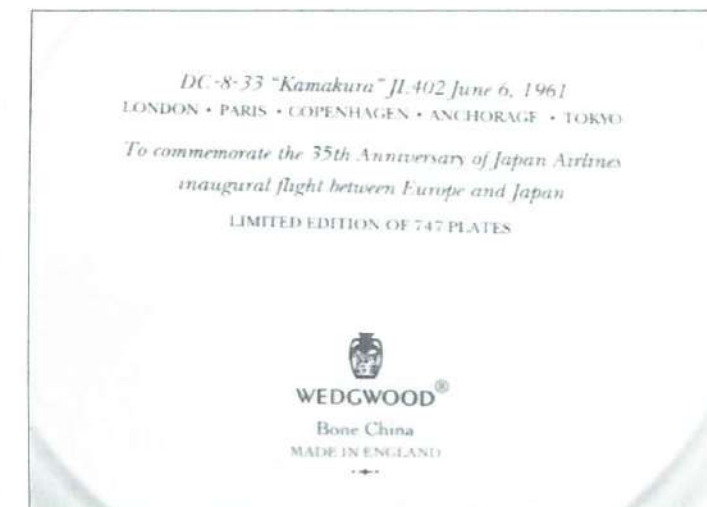


Fig. 7



Fig. 8



Fig. 9

(Continued on page 26)

(Continued from page 25)

Another example comes from the British Royal Air Force. Their *Diamond Jubilee* plate (#8 & #9) was produced in 1977.

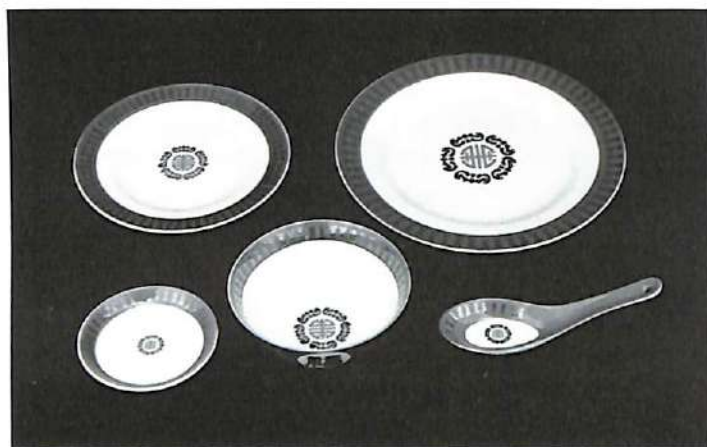


Fig. 10

The last two photos are furnished by Dick Wallin. The first (#10) is Continental's *Golden Dragon Service*. While another off-the-shelf pattern, Continental first used this colorful china in 1978. Most pieces have the "Contrails" logo on the back of each piece to prove airline usage.



Fig. 11

And last, this delicate Trans-Canada pattern (# 11) features a blue maple leaf logo with gold trim. There's a reason why I have shown Dick Wallin's china last in my column. Dick (a good friend) will take over my column with the next *Captain's Log*. I can't think of a more knowledgeable person to do this. Please support him.

Because most of my airline collection was sold recently, it made sense to have Dick take over this spot in *Captain's Log*. He will be able to provide more up-to-date information than I will be able to do.

Thanks for your support over the last 15 years; it's been a good ride.

Thank you for 15 years of dedication to *The Captain's Log*—We appreciate your efforts! The Editors

Flight Exchange

More Items Listed On The Last Page!

STUFF FOR SALE. Hi Everyone. Sorry I missed the ad in the last issue. I still have lots of different wings (real and junior), playing cards, postcards, safety cards, timetables, ticket jackets, dinnerware, etc. If you're interested in any of the stuff, please contact me. Dave Cherkis, 1825 Warrenville Street, Las Vegas, NV 89117. Tel: (702) 360-3615, Fax: (702) 360-3612. E-Mail: deceeflyer@webtv.net

On The Rocks

Our Wings & Badge Editor **CHARLIE DOLAN** has returned! As he writes,

"In case anybody was looking for my column in the last issue or for me at the convention, neither occurred. We were right in the middle of getting out of town. In fact, we are out of the country for the next three to five years. If you look at the listing of editors, you can find my new address, a post box in Jamaica, NY used by a courier service. For some reason, mail addressed to Bermuda takes a tad longer than necessary to be delivered.

After four years of trying, I managed to get the transfer of a lifetime and Karen and I are now residing near the North Shore of Bermuda. For the first time in thirty-four years, Karen knows that I'll be home for dinner every night and even knows what time I will be home.

The subject at hand for this issue, Convair twins, is quite appealing to me because my first flight was in an American Airlines Convair on November 9, 1954 between New York's LaGuardia Airport and Washington-National Airport."

Sticker Chatter

By David A. Rowe

Let's begin with a selection of new label issues from around the world!

FIG.1 JAPAN AIR SYSTEM (JAS) flies 777s from Tokyo as well as many other types. Lovely beg tag in rainbow house colors. FRANK LICHTANSKI.

FIG.2 JAPAN TRANSOCEAN AIR (JTA) in black, red, gray, white. TAPIO TEKKALA.

FIG.3 NATIONAL PARKS AIRWAYS dates back to the 1930s but this is a modern, peel label sticker in red, black, grey & white. A number of different ones have surfaced. Any idea where they come from? HECTOR CABEZAS.

FIG.4 AIR LUXOR sounds Egyptian but is a Portuguese charter operator with Airbus, Tristars & biz jets from Lisbon. Gold, dark blue on white with silver & black surround & words. PETER RENTZCH,

FIG.5 STAR AIR is a new Indonesian operator. Green, pink, white. DAVID BRADFORD.

FIG.6 KLM bag tag from the distant past in red, brown on buff. NEVILLE RITCHIE.

FIG.7 DHL operate in Europe as European Air Transport flying 727s & 757s from Brussels. House colors of red, silver on white. GRAHAM ALLIANCE.

FIG.8 AIR TEJAS fly a single DC3 from Denton, Texas. Black/white. GRAHAM again.

FIG.9 AERO LLOYD fly charters from Frankfurt with MD-83s, A.320 & 321s. This Decal is multicolored from MICHAEL THUROW.

FIG.10 YES Linhas Aereas Charter flies a Tristar and an Airbus 320 from Lisbon. Red, green, black on white. BILL DEMAREST.

FIG.11 FREE BIRD is yet another new Turkish charter with MD-83s. Red, white, blue on yellow. MICHAEL THUROW.

FIG.12 AA/TWA combined sticker in red, white, dark blue. DAVE CHERKIS.

FIG.13 MY TRAVEL is the new operating name for Airtours. Orange, blue, white house colors. White surrounded by a silver border. Black A320. PETER RENTZCH.

FIG.14 THOMAS COOK, the travel agent owners of JMC now use the name on the fleet. White on yellow & blue.

(Continued on page 29)

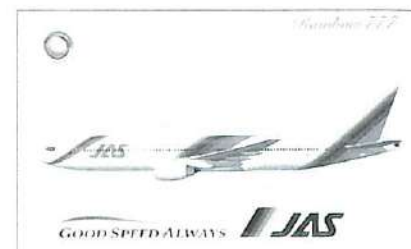


Fig. 1



Left Fig. 2

Below. Fig. 3



Below. Fig. 4



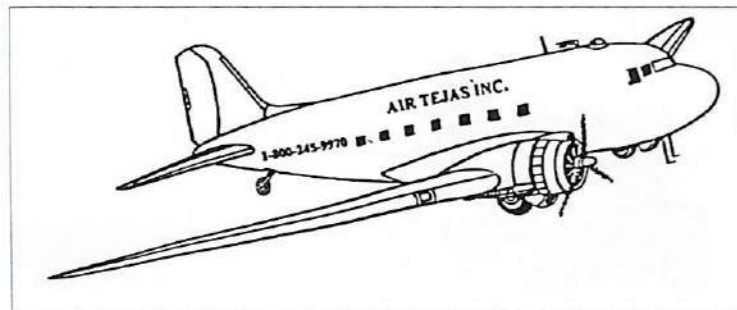
Below. Fig. 5



Left. Fig. 6



Fig. 7



Above. Fig. 8 Right. Fig. 9 Below. Fig. 10



Fig. 11



Fig. 12



Below. Fig. 13 Above. Fig. 14



(Continued from page 27)

GOLDEN OLDIES
The Convair Twins

FIG.15 JAT of Yugoslavia provided this Convair, basically in blue and white.

FIG.16 KAR AIR was a Finnish charter line from the 1950s through to the 1990s and operated a single Metropolitan. Red and white tail, black, gray 'Kar Air'.

FIG.17 MOHAWK'S Metropolitan sticker is probably the most common but one of the best. Black & white aircraft, gold triangle, white/black words, SUPER.

FIG.18 NOR-FLY was a charter operator with 4 440s in the 1970s. Blue, black, white.

FIG.19 IBERIA issued a 60th anniversary set of all (except the Connie) their aircraft flown and this 440 is in house colors on white with black titles.

FIG.20 NORSK Metropolitan KLUBB says it all: Red, black, blue on white.



Fig. 17



Fig. 18



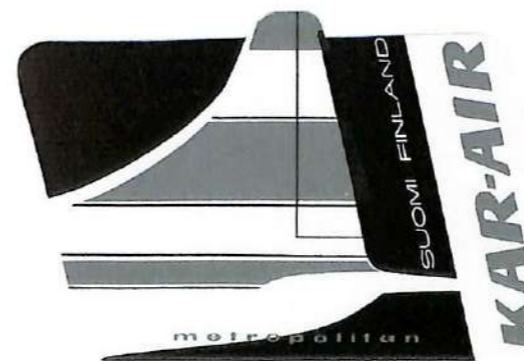
Fig. 15



Convair-440 Metropolitan



Above. Fig. 19



Above. Fig. 16 Right. Fig. 20



Postcard Corner!

By Allan Van Wickler

amvwdsvw@earthlink.net

World War II had officially ended; our world was totally exhausted and licking its wounds. Yet it was known in the commercial aviation industry that new airframe/engine combos were going to have to happen, i.e. technological improvements over the glut of aircraft such as the C-47/DC-3 that were in abundance, to "grow the business." Also, of course, the manufacturers had to stay alive now that the "peace" was at hand.

Thus was born the Consolidated Vultee Model 240 that flew commercially for the first time on June 1, 1948. The Convair 340, a bit larger, came out in 1951 and the Convair 440 Metropolitan first flew on October 5, 1955. Eventually 176 CV-240's, 212 CV-340's, and 153 CV-440's served in the world's aviation fleets. (Another 164 in total were built for the USAF, etc.)

With an aesthetic, purposeful appearance, Convair certainly got the job done. And, kept soldiering on with many turbo-prop conversions, the Convair CV-540, 580, 600, 640 and 5800. Scores still operate to this day.

I've previously written that I flew on them a lot for over 30 years, through 42 different airports, on 11 different airlines. Noisy? Yes. Symmetrical? You damn well betcha.

I've decided on a mix of cards, none of them has been previously shown in past articles that I truly hope you'll enjoy. All of the cards shown are 3-1/2" x 5-1/2" and in full color unless otherwise noted.



Continental CV-340, airline issue

Let's start in the continental United States with Continental. Makes sense, I suppose. A grand Albuquerque shot of N90854 at rest with a TWA Connie in the background. A Petley card, #33683. Evokes my remembrance of a truly great era, the aircraft and especially the pueblo-style terminal. Oh, well... Next up(stairs), a wonderful linen Curteich card, quite possibly airline issued, #9B-H1754 of N90844 in original livery.

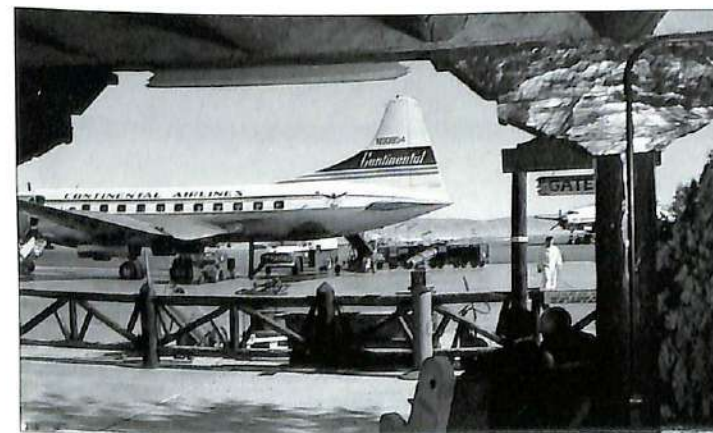


United Air Lines CV-340 at SLC



Frontier CV-340 at JAC

(Continued on page 31)



Continental CV-340 at ABQ

(Continued from page 30)

Staying "out west," here's a wonderful chrome of Salt Lake City with one of United Air Lines' CV-340's, #7C-K3023. Note the old "milk truck" design of the support vehicles. And, not to be outdone for surrounding mountain scenery, one of Frontier's Convairs at Jackson Hole, WY, taking on some cowboy passengers. An Ad Industries chrome, #13035.



Braniff and American Convairs at OKC



American CV-240 at Meacham Field

Love this Oklahoma City chrome of competing Braniff and American entries, facing off. A Baxtone chrome, #42820. And a Ft. Worth, TX Meacham Field shot follows of American's Flagship Lynchburg, all set for enplaning or deplaning. Take your pick! A Dextone chrome, #K-188-D-11, 46326.

Staying with American, here's a left-to-right in-flight shot of their Flagship New York (NX 94201). Must have been an original 1949 photo with that NX number, but this is a Willow Run (Ypsilanti, MI) Plastichrome card, #D22 (PI233), mailed in May, 1953. I used YIP a lot in the early 60's and even lunched with Lamar Muse there when he was president of Universal Airlines; a grand guy.



American Airlines CV-240, airline issue



American CV-240 at LGA

Anyway, onto a rather common company card posed for Ivan Dimitri, AAL's renowned photographer. You can tell that it's a long time ago as the people are well dressed. And happy! They're not snarling because of the lack of service. Imagine that. Chrome card, #T-151E. Flagship Boston, by the way, taken at LGA. The reason that I show it is I took a very similar shot of Sue departing LGA for Lynchburg with our new first born son to show him off to his grandparents, shortly after our return from Germany in late 1957.



Delta CV-340 at Asheville, NC

(Continued on page 32)

(Continued from page 31)



Delta and Ozark Convairs at Springfield, MO

Next, a fine Asheville, NC card with Delta's N4816C at rest. A Color King chrome, #52353. And another head-to-head card at Springfield, MO with Delta and Ozark eyeing each other suspiciously. Plastichrome P64027.



Central Airlines, airline issued



North Central Convair 340 at Oshkosh, WI

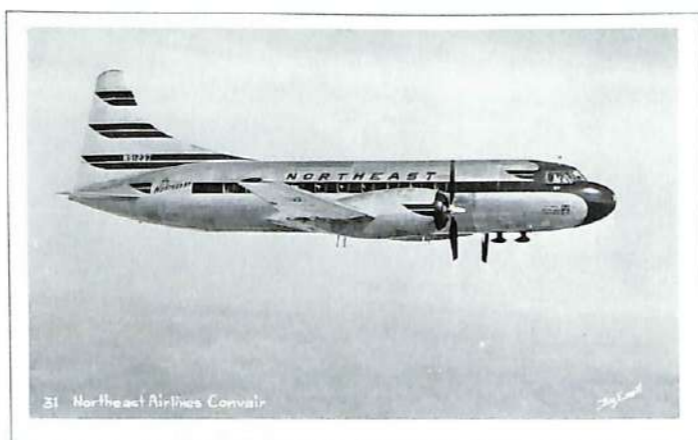
Bouncing around a bit, here's a Central chrome company card, #44, 691F followed by North Central's N9067R prior to passenger boarding at Oshkosh, WI. Published by L. L. Cook, #498X (7163).



National Airlines CV-340 at Orlando



Eastern Air Lines CV-440 at IND



Northeast Airlines CV-240, postcard by Enell

Thence to the old Orlando for a fine National chrome. Plastichrome, #P19655. I hear tell Orlando's municipal airport has expanded since then!! And not to be outdone, an Eastern Convair 440 (one of their 26) at Weir Cook Airport (IND), a linen card by Curt Teich, #7C-H58. To complete the domestic U.S. portion of this article, the great Northeast CV-240 (N91237), black & white, published by Enell as #31.

(Continued on page 33)

(Continued from page 32)



Hawaiian Air Lines CV-340, airline issue

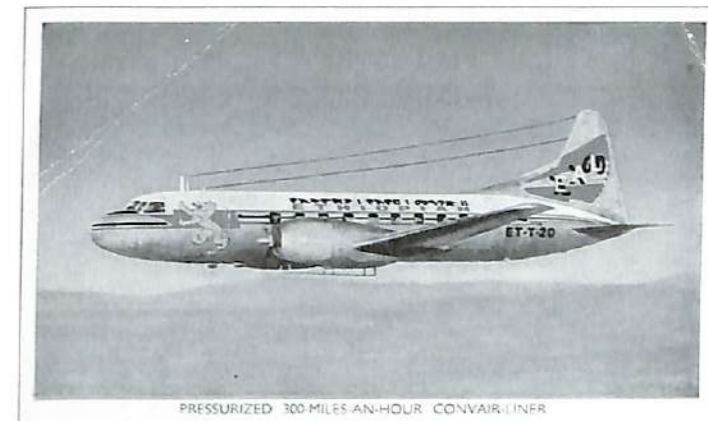


Pacific Western CV-640 at Vancouver



Canadian Pacific CV-240, airline issue

And, now, a potpourri starting with a Hawaiian Air Lines CV-440, a Mike Roberts card, #C6554A, mailed in September 1963. A relatively undeveloped Maui coastline underneath. Interesting understatement, perhaps? Two Canadian cards follow starting with a Pacific Western CV-640 at Vancouver. Prismflex chrome, #10405R. (The Rolls Royce Dart conversion.) And, this great company card, left to right, black & white, shot of Canadian Pacific's CV-240, CF-CPD.



Ethiopian Air Lines CV-340, airline issue



FAMA (Argentina) CV-240

A quick round-the-world. Ethiopian's very colorful company chrome printed in Nairobi, followed by a FAMA (Argentina) CV-240 card, black & white, LV-ADF, one of the Dutch series by DeMunck and we'll cap off with three 4" x 6" European cards.



SABENA CV-440, airline issue

First is Sabena's four color company card of their CV-440, a true beauty with a perfect paint job to my way of thinking.

(Continued on page 34)



LOT Poland CV-240, airline issue



JAT Yugoslav at Dubrovnik

And then, LOT's CV-240, four color, from that excellent series of theirs, stating that the aircraft were used between 1957-1965. Finally, a JAT Convair taxis along at Dubrovnik, an Ozeha four color card, #3276. With two Marshall Tito stamps, it looks like a relatively peaceful time in Yugoslavia.

Face it, the Convairliner in its many manifestations was a very important regional aircraft for a considerable period of time. It's been most enjoyable to research (and re-experience) this productive vehicle once again for y'all....

Van



CYPRUS AIRWAYS (Cyprus)



CSA (Czech Republic)



SLOVAKIA (Slovakia)



Unknown Airline—Russia

Do you have a question? An answer? Do you have an extra wing or cap badge or a trade proposal? Write me a note!

Ken Taylor
R.R. 7
Calgary, Alberta T2P 2G7
CANADA

Jr. Wings

By Stan Baumwald
stanwing@bellsouth.net

Convairs, Convairs, Who flew the Convairs and put out junior wings. For help in this subject, I had to go to a postcard collector and that was our own Bill Demarest. Being a wing man, I concentrate on other things in the field and am not technically minded but now that I know some of the airlines, I will try to present the earliest junior wings in my collection of those airlines that flew this neat two engine airplane.



Fig. 1

First we shall start with an airline dear to my heart, North Central Airlines (1). I pick this one because I had interview for a job with them once and got turned down. A short time later, I was hired by Northwest and now we are one. This is a Jr. Captain wing; however, I do not own this wing. I have the Jr. Stewardess wing and I computer enhanced the image to show what the wing should look like. Only difference between the two would be the lettering on the bottom. The wing is metal and coloring is red, white and blue and the famous Herman the Goose is center stage.



Fig. 2

Another airline of the Northwest family is Hughes Air West (2). Here we have a junior wing made of plastic. I list two issues of this wing but maybe there is only one. The reason I say this is because we are talking about a color variety. The basic wing is a Stoffel wing with gold as the center theme. The name HUGHES AIRWEST comes in two colors. One is blue and the other is purple. But the color difference is fairly obvious and lots of people out there collect varieties so I list it this way.



Fig. 3

An early Continental Airlines junior is this beautiful wing (3). An all brass color on the wing and a center decal of the Thunderbird logo.



Fig. 4

Alaska Airlines had as their first wing a design that I particularly like (4). It is a metal wing but with a flourishing wing. Here again, we have a junior stewardess but there should be a junior pilot wing. It would be hard to believe that they are all destroyed.



Fig. 5

And then there is Northeast Airlines which produced a very unusual airplane style junior wing (5). This was presented on a card and given the juniors on board the aircraft. There are a couple varieties of this mainly dealing with the size of the pin on the reverse.



Fig. 6

(Continued on page 36)

(Continued from page 35)

For a different style of junior wing, we go to Western Airlines (6). This company put out a laminated junior wing which is quite attractive and certainly unusual. This style wing was also used by a few other airlines such as Hawaiian Airlines.



Fig. 7

Not wanting to leave out the carriers outside the U.S., we will bring in Sabena Airlines (7). This airline has produced quite a few junior wings but the earliest one I have is circa. 1990. A puffed vinyl junior wing using their "Captain Blue Sky" theme.

That's it for this issue. Happy collecting,

Stan



Mohawk Airlines Convair 240 - Airline Issued Postcard

(Continued from page 15)

Fig. C This Convair 600 safety card is from Cleveland, Ohio based Wright airlines. This example is red and white. No date is referenced. Wright also operated other models of the popular Convair aircraft.

A LOOK BACK



Air Illinois was based at Carbondale, Illinois and was formed in 1970. The BAC 1-11 entered service with Air Illinois in July 1982. The card is black, white and red. There were two BAC 1-11's in the fleet when the airline ceased operations on April 17, 1984.

Until next issue.....safe flying!



United Air Lines Convair 340 - Airline Issued Postcard

Members In The News!



Former WAHS staff artist Tom Kalina was recently honored with the acceptance of his work for the American Society of Aviation Artists International Exhibition. This year's juried show hangs at the Mighty 8th Air Force Museum near Savannah, Georgia. The Exhibit is open to the public through February 1, 2003.

Tom's work, titled "South American Glory", was awarded 1st place in Commercial Aviation and represents part of a 42-piece exhibition, chosen from over 180 submissions worldwide. Mr. Kalina was one of thirty-five artists whose work was selected for the show. As part of the tribute, this painting will be published in Aviation Week & Space Technology's special Photo & Art issue, dated December 23/30, 2002.

The American Society of Aviation Artists (ASAA) was formed in 1986 to bring together, in one professional body, artists who are acknowledged leaders in the field for the purpose of recognizing and promoting interest in aviation art as a fine art form. Artist members are selected by a group of their peers on the basis of their demonstrated abilities and experience. The Society currently numbers about 150 artist members representing all corners of the United States. Foreign affiliates are also accepted with members hailing from Canada, England, Argentina, Australia, Brazil, Bulgaria, Philippines, South Africa, Spain and Switzerland. Founding members include Keith Ferris, the late Jo Kotula, Bob McCall, the late R.G. Smith and the late Ren Wicks, all internationally recognized for their expertise as aviation and aerospace artists. Tom Kalina has been a member of the ASAA since 1999. The Society holds annual forums that cover a variety of interesting subjects and valuable information for artists, collectors and enthusiasts alike. Next year's forum is tentatively slated for the Smithsonian Institution National Air & Space Museum in Washington, D.C., in late June.

For more information about the artist, the ASAA or this year's exhibit, please visit their website at www.asaa-avart.org.

CONGATULATIONS, Tom, on your accomplishments! The WAHS Board of Directors

Slide Photography

By Joe Fernandez & Eddy Gual

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eddygual@bellsouth.net

Quick tips for slide handling and maintenance.

Slide collecting is a great hobby and passion for many aviation enthusiasts, yet, after visiting many airline conventions, we see that storage, mailing, and maintenance, is still a problem for many. The following are a few simple tips for better and efficient handling.

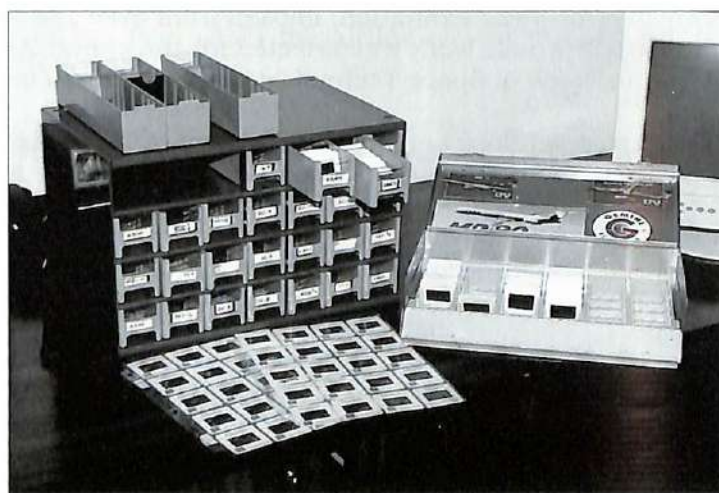
1. Cleaning The basic tools are simple and cheap: a hand-held air blower and clean cotton cloth. Slides will always collect some dust as film attracts static electricity. This can be eliminated with the blower. **DO NOT USE COMPRESSED AIR BLOWERS (CANS).....**they are too strong and if turned at an angle, will deliver the frozen gas on the slide. We also don't recommend the use of brushes as the stroke can drag material causing the slide to be scratched. Once dust is eliminated, use the cloth to gently wipe away any fingerprints or remaining marks.

2. Handling Never touch the surface of the film with the fingers. Skin will always produce some form of oil/perspiration, which will stick easily. Fingerprints can lead to permanent marks and damage the slide. Always handle the slide from the edges. When remounting, be careful not to bend or cut the film. Use the clean cotton cloth to position the slide. We recommend Pakon plastic mounts as they are thin, easy for scanners, and very popular among collectors.

3. Storage We suggest the following methods:

Logan Metallic Slide Containers. These can be purchased at any major photographic supply store. They come in single/double deck sizes and can store as many as 1500 slides. They are very convenient for use in slide conventions and home storage. The boxes are also very easy to transport.

Steel Storage Cabinets. The cabinets are great for storing slide collections. We use the Grainger model 1W920, which holds 28 trays. These units are primarily used for tool accessory storage, but we have adopted them very well in our hobby. You can sort slides by model, airline, registration, and it is very easy to organize when adding slides to the group. For more information on this item, please visit www.grainger.com.



Sample Storage Devices For Slides

Plastic slide pages – letter size. These pages, which hold 20 slides each, are good in being able to quickly see the picture, but must use extreme caution when handling. We recommend using them for collection and long-term storage purposes only. Dust can get into the individual pockets and can scratch the slide if not used properly. Do not use old plastic pages, or those containing PVCs, as the plastic sticks to film surface and damages it. Important note: Keep fingers out of the plastic pockets. Fingers can bring humidity which will trap in the pocket creating mold and fungus.

We also recommend using silicon gel bags (same ones found with camera kits) and placing them anywhere slides are found. These help reduce the buildup of humidity, specially for those who live in tropical areas. For maximum protection, storage should be in a low-humidity, cool air-conditioned room and away from direct light.

4. Mailing When mailing multiple slides, a well protected envelope, or "bubble mailer" is ideal. For single slides, use a size 10 envelope (4 1/8" x 9 1/2"). Clean and place the slide in a small currency envelope or small sealed plastic bag and then wrap it with at least two sheets of letter size paper. On the size 10 envelope, insert the slide on the opposite corner of the stamp area. Sometimes, stamping machines may apply strong pressure on the stamp side.

By following these simple steps, which aid in the long term maintenance and treatment of slides, one will be able to share the images with many generations to come.



North Central Convair 580s at Chicago-O'Hare - Photo: Bob Durey

Alaska Airlines Convair 240 Unique Colors! - Photo: Joe Fernandez Collection





Gem States Airlines Convair 580 at Modesto - Photo: Bob Durey

Lake Central Airlines Convair 580 - Airline Issued Postcard



Aircraft Models

By Peter Reed
reedx001@tc.umn.edu

Convair Twins

I have two strong memories of the Convair 240. One is of their first arrival with Swissair at Heathrow, when they demonstrated an extraordinarily steep "Alpine take-off" that so scared the bejaysus out of passengers that more sedate departures were imposed. The other is of a rumor that a John F. Kennedy campaign appearance had been called off because his Convair, the "Caroline," could not get into Moscow-Pullman Airport. When Kennedy later came, the "Caroline" (which I was invited to board) used about a third of the runway before whipping up into the old "homesick angel" type climb.

I know of two kits of Convairliners. One is the 1/144 vacuform Convair 340/440 from Welsh Models. The other is a 1/120 injection molded kit of the C-131 originally marketed by Hawk and currently reissued by Testors. The C-131 was the equivalent of the CV 240. There are also various desktop-type finished models available, and decals to finish the Testors kit in American, Trans Texas, Central, and Mohawk colors.



Fig. 1

The illustrated models are all from the Hawk and Testors kit. Figure 1 shows the Testors model CV 240 "naked," in bare metallic silver finish. The American Airlines model (Fig. 2) is also from the Testors kit. Figure 3 is from the old Hawk kit, using ATP Braniff International colors. This model was built by WHS member Jack Roderick, of Batavia, Illinois.



Fig. 2



Fig. 3

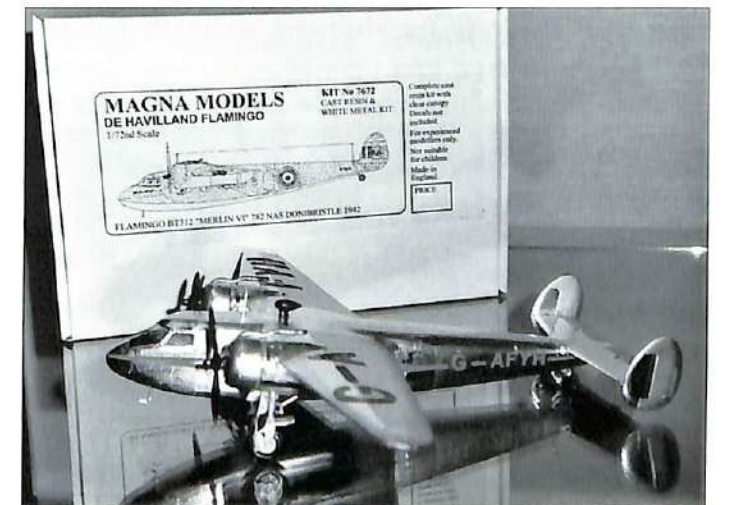


Fig. 4

De Havilland Flamingo. Designed to fill essentially the same short/medium haul inter-city role as the Convair, but in an earlier era, the DH-95

(Continued on page 42)

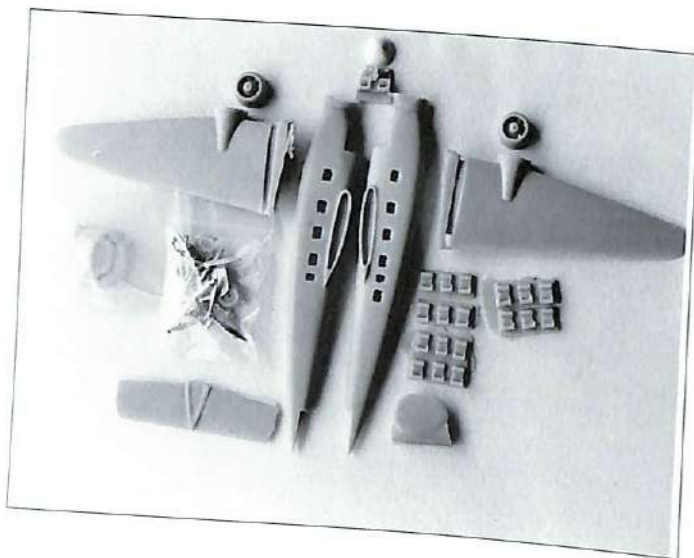


Fig. 5

The Magna Model is in resin, with white metal parts. It comes with seats, and I labored for some time fitting a full interior to mine. It was time wasted, because in the completed model, nothing of the interior, except the cockpit, is visible. I used self-adhesive foil for the metal parts; the wings from the spar back, the elevators and the rudders, were fabric covered in the original and I sprayed them silver. I used the color scheme of British Air Transport, which flew the only Flamingo to see service after the war.



Fig. 7

A340-600. (Fig 7), for the jet set, is the new Dragon Wings 1/400 die-cast metal model of the Virgin Atlantic Airbus A340-600. It comes with detachable gear and a stand.

Pan American Clippers



Fig. 8

Jon E. Krupnick, author of *Pan Am's Pacific Pioneers—The Rest of the Story*, sends me this photo (Fig. 8) of an aluminum model of the Boeing 314. He acquired it as a kit from a man who worked for Pan Am in the 1940's. It was assembled by Steve Boza. It has a span of 11-1/8 inches and is 8-1/4 inches long. Jon wonders if anyone else has dis-

(Continued on page 43)

CONTENT DELETED DUE TO PRIVACY CONCERNS

Flamingo (Fig. 4, 5, 6) is a resin kit from Magna Models, 1/72 scale. Intended for European routes, the ten that went into service with BOAC spent—and often ended—their lives plying from Cairo to points East and South. It was De Havilland's first venture into all-metal construction. As a high wing 15-22 seater, the Flamingo was in roughly the same size and performance class as the contemporary Douglas DC-5. In fact, Rene Francillon in *McDonnell Douglas Aircraft Since 1920* reports that British Airways did a comparative analysis of the two types on the London-Berlin route, and decided to order the DC-5. WW2 intervened, however, and the Flamingo was used instead, ironically with the very registrations originally allotted to the DC-5s.



Fig. 6

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

SO CAL AIRLINE & AVIATION EXPO

Saturday, February 1, 2003. Los Angeles, CA. 9am - 3pm. Hacienda Hotel at LAX. Contact: Dave Cherkis (702) 360-3615 or Chris Laborde (619) 997-0666. Or visit our website at <http://www.laxairlinerexpo.com/>. E-mail: info@LAXairlinerexpo.com

SAN FRANCISCO BAY AREA

Saturday, March 29, 2003. San Francisco, CA. Grosvenor Airport Inn, SFO Airport. Contact: Sue or Tom Dragges, 526 Ventura, San Mateo, CA 94403 or call (650) 574-8111. E-mail: baahs@mindspring.com

DALLAS

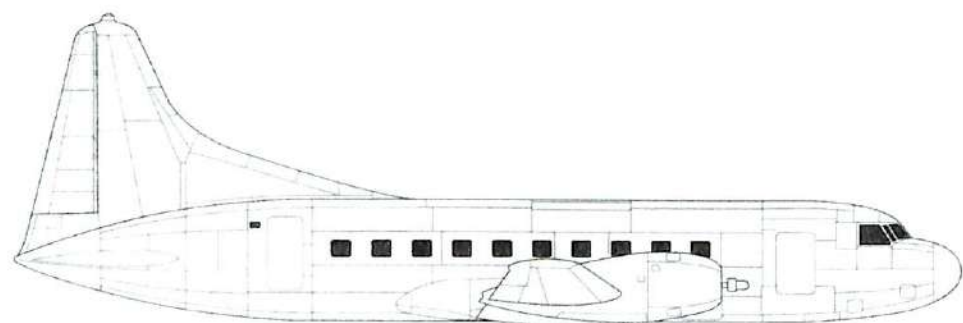
Saturday, April 12, 2003. Dallas, TX. Marriott South-DFW Airport. Contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119 or call (941) 352-0216. E-mail: navigator@gulfaccess.net

CHICAGOLAND AIRLINE COLLECTIBLES SHOW

Saturday, May 3, 2003. Elk Grove Village, IL. 9am—3pm. 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. E-mail: s.mazanek@attbi.com.

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.



AIRLINERS INTERNATIONAL 2003
COLUMBUS, OHIO
100th Anniversary of Powered Flight

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The MOHAWK

Conair

240

As MOHAWK proudly presents its fleet of CONVAIR 240's, a new era arrives in airline history. For MOHAWK is flying post-war equipment with pressurized cabins on local service routes so you can fly at higher, smoother altitudes . . . with "sea level" comfort . . . and faster with two powerful Pratt & Whitney 2400 horsepower engines (the plane can fly or climb with one alone)! And there'll be more seats available on favorite flights.

Because YOU demanded them . . . MOHAWK CONVAIRS are HERE!

- **EASY ON THE EARS**
 CONVAIR pressurized cabins are completely sealed units that maintain normal "sea level" pressure on flights as high as 8500 feet!
- **VIEW**
 Big view windows allow you to see more of the landscape below as you soar to your destination, add excitement to your trip!
- **LUGGAGE**
 To speed baggage delivery at terminals, you can leave your small luggage on a specially designed rack at your fingertips as you board the plane.
- **"AIR BRAKES"**
 Like the big Constellations and Douglas DC-7 planes, CONVAIRS have reversible pitch propellers for fast braking action on landings — an important safety factor. You'll hear them as they bring you to a quick, easy halt!
- **COMFORTABLE**
 The large CONVAIR cabin permits two broad seats on either side of the wide aisle. Foam rubber cushions, individual arm rests, reclining backs, and plenty of leg room, mean maximum comfort.

FLY MOHAWK • The Route of the Air Chiefs • FLY MOHAWK

LACSA Conair 340
 Airline Issued Postcard From The Collection of John Schmidt





Mackey International Airlines Convair 440, N441JM landing at MIA on 02/77
Photo Credit: Eddy Gual / Aviation Photography of Miami

U.S. Air Force C-131 H at Stuart, Florida, 11/2001
Photo Credit: Joe Fernandez, Aviation Photography of Miami

