



**WORLD AIRLINE  
HISTORICAL SOCIETY**

# *The Captain's Log*

*Issue 27-4 Spring 2003*



*South African Airways Boeing 727-44 ZS-SBF May 1969 In Johannesburg ~ Photo From The Joe Fernandez Collection*

***The Airlines Of Africa!***



**AIRLINERS INTERNATIONAL 2003**

**COLUMBUS, OHIO**

*100th Anniversary of Powered Flight*



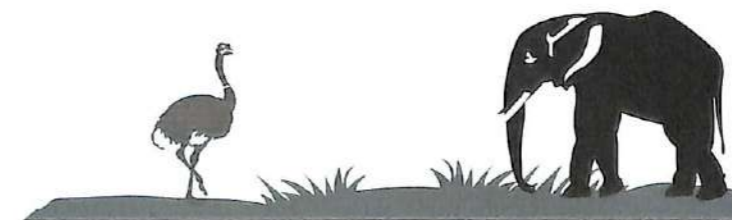
*Nigeria Airways Douglas DC10-30  
Airline Issued Postcard - WAHS Collection*



*Alliance Airlines Boeing 747SP - SPA Photography of London Collection*

## Flight Manifest

From The Flight Deck .....	3
Airlines of Africa <i>Joop Gerritsma</i> .....	4
Playing Cards <i>Fred Chan</i> .....	9
Final Flight Of ET-AAH .....	11
Safety Cards On Board <i>Todd Helm</i> .....	12
Book Review <i>Joop Gerritsma</i> .....	16
Timetables <i>David Keller</i> .....	14
Airline Happy Hour <i>Al Tasca</i> .....	19
What Is It? <i>Ken Taylor</i> .....	21
Airline China <i>Richard W.Luckin</i> .....	24
Postcard Corner <i>Allan Van Wickler</i> .....	27
Wings! Badges! <i>Charles F. Dolan</i> .....	33
Jr. Wings <i>Stan Baumwald</i> .....	37
Slide Photography <i>Eddy Gual &amp; Joe Fernandez</i> .....	38
Aircraft Models <i>Peter Reed</i> .....	41
Flight Exchange .....	43
Upcoming Airline Collectible Shows .....	44



# WORLD AIRLINE HISTORICAL SOCIETY, INC.

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

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

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

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## Captain's Log Editorial Team

Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Photos & Slides	RICHARD J. FEDORCO II	4041 S. Flanders Way, Aurora, CO 80013
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Dining Service	RICHARD R. WALLIN	P.O. Box 1784, Springfield, IL 62705
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	IBC/BDA U S Customs Service, P.O. Box 310900, Jamaica, NY 11431
Jr. Wings	STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
What Is It?	KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
Postcards	ALLAN VAN WICKLER	2200 Ridgeway Lane, Charlottesville, VA 22911
Stickers & Labels	DAVID A. ROWE	29 The Paddock, Hitchin, Herts. SG4 9EF ENGLAND
Aircraft Models	PETER REED	2950 Dean Parkway #1001, Minneapolis, MN 55416
Safety Cards	TODD HELM	2824 Cronin Drive, Springfield, IL 62707
Slides	EDDY GUAL	30 SW 30th Court, Miami, FL 33135

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## From The Flight Deck

Greetings from Society headquarters in Miami.

### WAHS, INC.

Our Society is now incorporated in the State of Florida as a not-for-profit organization. Additional information will be forthcoming at our annual business meeting in Columbus.

### THE AIRLINES OF AFRICA

Our editors have worked hard to come up with material for our focus on the airlines of Africa. We hope you enjoy reading our feature articles describing different types of memorabilia from these carriers with their rich and exciting histories!

### AIRLINERS INTERNATIONAL 2003

Don't forget to register for AI 2003 in Columbus! Time is running out to reserve your trade/display table at the Hyatt Regency Columbus Hotel. The dates are July 10-12. Join us for a tour of the Wright-Patterson Air Force Museum! See the enclosed registration material or our website ai2003.com for complete information! AI is our BIG ONE — *The World's Largest Airline Collectible Event!*

### THINKING AHEAD TO AI 2005!

We'll be going to Los Angeles for our 2004 show, but now is the time to submit your vote for the site of Airliners International 2005. Please carefully read the ballot enclosed with this copy of the LOG for complete information!

### MEMBERSHIP RENEWAL!

If the label on your envelope shows "27-4", then your WAHS membership expires with this issue. In order to maintain uninterrupted membership status, please renew your membership as soon as possible! You can pay your membership fees online at [www.wahsonline.com](http://www.wahsonline.com) via PayPal.com with your VISA or Mastercard. All of us appreciate your continued support of OUR organization!

### THE CAPTAIN'S LOG Issue 28-1

We'll be winging our way down to the South Pacific with the next issue of the LOG. "South Pacific Adventure" is the theme — and we will highlight airline memorabilia from carriers in Australia and New Zealand region!

With best regards,

*Bill & Phil*



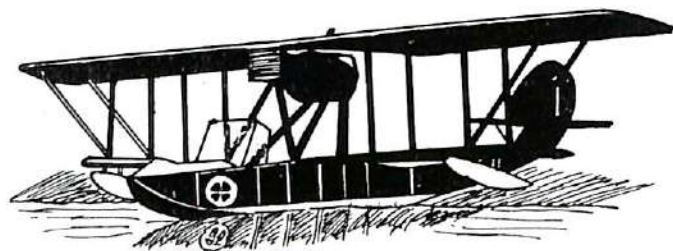
Super DC 8-F 63

# Airlines Of Africa, 1920 To Today

By JOOP GERRITSMAN

For centuries, the great rivers of Africa, the Nile, Congo, Niger and Zambezi, and their many tributaries, were the main routes along which people traveled for trade and commerce. It was a country where journeys of even modest distances through the dense tropical forests took weeks and sometimes even months.

In the north, the Sahara desert was traversed by camel caravans while people who lived along the Atlantic and Indian Ocean seaboard used shipping to move from one place to another. Only in South Africa did trains and roads link the major cities. But distances are great on this vast continent (more than three times the size of the USA) and air transport seemed the answer.



LARA: Levy Lepen (Air-Britain)

The first regular air service within Africa was started in the Belgian Congo (now the Congo Democratic Republic). On July 1, 1920 the Ligne Aérienne du Roi Albert (LARA) started flying between the capital of Leopoldville (Kinshasa) and N'Gombe, 350 miles (560 km) along the Congo River, with three-seat Levy Lepen flying boats. The company's name in English is King Albert Air Line, after the king of the colonial power, Belgium. Later that year the service was extended up the Congo to Lisala and Stanleyville (Kisangani), a total trip of 1,080 miles (1,735 km). The company had flown 95 passengers and 4,400 pounds (2,000 kg) of mail when it was disbanded on June 7, 1922.

## PROGRESS IS SLOW

The next air service wasn't started until three years later, in June 1925, when the Belgian airline SABENA picked up where LARA had left off and started flights connecting the port of Boma at the mouth of the Congo on the Atlantic coast, with Leopoldville, Stanleyville and on to Elizabethville (Lubumbashi), far in the southeast of the territory, thereby doubling the distance covered by LARA. Three single-engine DeHavilland D.H.50 landplanes with an enclosed cabin for three passengers

were used. The network was expanded considerably with the introduction of 10 large 12-passenger trimotor Handley Page W8f biplanes soon after. All but one went to the Congo by boat, but the one was flown from Brussels to Leopoldville in 75 hours 25 minutes flying time over 51 days, including an 18-day delay along the way to wait for a new propeller. It was the first time Belgium and the Congo had been linked through the air.

With three-engine safety, direct flights across the dense jungle between destinations became possible and it was no longer necessary to follow the rivers.



SABENA: Handley Page W8f

## SOUTH AFRICA FOLLOWS

Union Airways in South Africa was next. It was founded in August 1929 to pick up mail from the ocean liners arriving at Cape Town from England, and fly it to Johannesburg, Port Elizabeth, and Durban with five two-seat DeHavilland Gipsy Moth biplanes, thereby saving two or three days. They were soon augmented with four all-metal Junkers single-engine F 13 cabin airplanes for two crew and four passengers.

For most of the 1930s this was the way it remained, with considerable domestic activity only in the Congo and South Africa. SABENA over the

(Continued on page 5)

(Continued from page 4)



SAA: Junkers Ju 52/3m

years replaced the lumbering Handley Pages with modern Fokker F.VIIb and Junkers JU 52 trimotors and Union Airways was taken over by South African Airways on Feb. 1, 1934. SAA immediately started a fleet modernization program by buying 15 Junkers JU52/3m trimotors over the next four years, followed by 18 fast and modern JU86. But war had broken out before any of the 29 Lockheed L-18 Lodestars on order could be delivered to SAA and all went to the South African Air Force instead. The JU 86s also went to the air force and SAA maintained skeleton services with its JU 52/3M trimotors until August 1942.

## THE COLONIAL POWERS:

Many air services within Africa in the 1920s and 1930s were operated by the colonial powers only for fast mail links with their colonies.

**FRANCE:** The French were first when the Lignes Aériennes Latecoere started a mail service to Casablanca in (Spanish) Morocco in September 1919, adding Dakar in Senegal in 1925. The fleet included airplanes built by the airline's parent company, Ateliers Latecoere. Passengers were carried occasionally. Not until 1936 did Air France start a regular passenger service.

Aeromaritime was founded in 1935 to operate air services between the major cities in French West and Equatorial Africa. Starting by linking Cotonou in Dahomey (Benin) with Niamey in Niger, the network had by 1937 been extended south to Pointe Noire in French Equatorial Africa (the French Congo and now the Republic of Congo) with Sikorsky S-43 amphibians. Pointe Noire, on the South Atlantic coast, was the most southerly city in French Africa.

Air Afrique operated biweekly Paris - Mozambique via Stanleyville

**BRITAIN:** On Jan. 30, 1932 Imperial Airways started a mail-only service from London to Cape Town. It took 11 days in 33 stages and required six transfers along the way, including train trips between Paris and Brindisi (Italy) and between Alexandria and Cairo in Egypt. Passengers were carried from April 27, arriving at Cape Town on May 8. They spent two nights aboard the train between Paris and Brindisi. The total journey often took longer than 11 days because of the unreliability of the aircraft and engines, a situation that did not change until the lumbering four-engine biplane were replaced by modern Empire flying boats in 1937. In 1936 a weekly service was added across the full width of Africa from Lagos and Kano in Nigeria in West Africa to Khartoum, where passengers could connect with the north-south service, to reach London in 4 1/2 days.



IMPERIAL AIRWAYS: Shorts C-Class "Empire" Flying Boat

**BELGIUM, ITALY, PORTUGAL & SPAIN:** SABENA started a regular service from Brussels to Leopoldville on Feb. 23, 1935, through the French colonies, with Fokker F.7b trimotors, taking 5 1/2 days. A year later this was reduced to four days with the 20-passenger Savoia-Marchetti S.73 trimotor. The service operated biweekly with the Air Afrique service so there was a weekly link with Brussels via Paris.

Ala Littoria of Italy started services from Rome to Italy's northeast African colonies of Abyssinia (Ethiopia), Italian Somaliland (Somalia) and Eritrea in 1935 with the Savoia S.73 and with the 12-passenger trimotor Cant Z-506 floatplane.

Portugal and Spain were the only colonial powers in Africa that did not establish air links with their colonies. Portuguese Angola and Mozambique, both in the south of the continent, relied on the French and British north-south lines. Both colo-

(Continued on page 6)

(Continued from page 5)

nies did have their own airlines, though. In Angola the Aero Club started domestic mail flights in 1937 and in 1938 DTA was formed to link the capital of Luanda with Pointe Noire in French Congo with a weekly flight for onward travel to Lisbon on Air France or Aeromaritime, a six-day journey. In Mozambique DETA started a twice-weekly service to Johannesburg in South Africa in December 1937 with three JU 52/3m trimotors. Six twin-engine, six-seat DeHavillands flew on domestic services.

A Spanish service to the Canary Islands lasted only six months.

#### OTHER OPERATIONS

During the 1930s several small airlines were set up in most of the French and British colonies, to connect with the French or British north-south lines to and from Europe. But the Belgian Congo and South Africa were the only countries with a substantial domestic network and some foreign services.

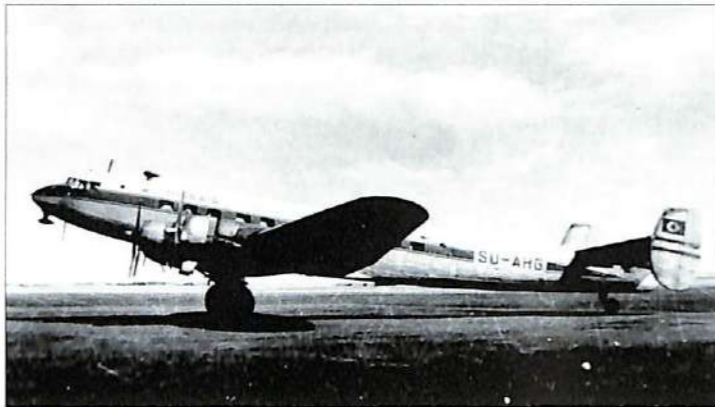
The Second World war brought most commercial air traffic on the continent to a halt. Large airlines such as BOAC (successor to Imperial Airways), South African and SABENA continued operating some services, but under military control. SABENA for instance, operated a cross-Africa service between Cairo and the west coast, as well as south to South Africa, with L-18 Lodestars. By war's end its network in Africa covered 20,000 miles (32,000 km). BOAC operated the "horseshoe route" from Durban in South Africa along much of the pre-war route to Cairo, then east to Baghdad and on to Australia through India and Malaya. A Pan American service across Africa from Dakar to Khartoum ferried aircraft and cargo for the war effort in the Middle East and North Africa. No commercial passengers were carried.

#### REBUILDING AFTER THE WAR

Restoring civil air traffic after the war was a big task in a continent as vast as Africa that, except for some pockets in the extreme north and south, doesn't have many road and rail links. But this time it were not only the colonial powers that wanted to restore their air services to and within the continent. One by one the colonies became independent and more often than not one of their first priorities was to establish their own airline, a flag carrier, if only for reasons of prestige.

South African Airways, biggest of the indigenous pre-war airlines in Africa, resumed domestic services on Dec. 1, 1944 with six demobilized Lodestars. Eleven months later, on Nov. 10, 1945 a service to London was started via Nairobi in Kenya, with Avro Yorks. BOAC also resumed service to South Africa, via Kano and Brazzaville with Yorks, each flying thrice weekly on alternate days. In 1946 SAA DC-4s cut travel time from two days to 36 hours and from 1950 it took only 28 hours by SAA and BOAC Constellation. In 1952 BOAC introduced the Comet jetliner on its African service, but returned to piston power when the Comets were withdrawn. The four-propjet Britannia went in service in 1958.

Air France also renewed its services to Africa and a new airline, Union Aeromaritime de Transport (UAT), founded in 1945 started services to French Equatorial Africa. In 1953 it even introduced Comets. In 1960, Air Afrique, a joint venture between Air France, UAT and 11 newly independent former French colonies, started operate domestic services in the 11 countries, as well as regional services within Africa, and to France.



MISR AIR (Egypt Airlines): Sud Languedoc

In the French colonies, Air France, UAT, TAI and Aeromaritime started internal services. In the north, Air Algerie and Air Atlas operated in Algeria, and Royal Air Maroc and Tunis Air operated in their respective countries, while in Portuguese Africa in the south, DTA and DETA continued operations with Dakotas, Junkers trimotors and small aircraft.

Misrair (or Egypt Air), which had started domestic and Middle Eastern services in 1933, acquired a small fleet of Beech 18 twins in 1947 for domestic services, followed by eight twin-engine 28-passenger Vickers Vikings in 1948-49 for Middle Eastern routes. Five four-engine French Sud Est

(Continued on page 7)

(Continued from page 6)

Languedocs for 33 passengers joined in 1951. Services to Europe were started and the first of at least eight Dakotas arrived in 1957.



SWAZI AIR: Douglas DC-3

Many British colonies decided in 1946-47 to establish multi-national airlines to replace the small pre-war operators. Central African Airways flew Vickers Vikings and 10-passenger DeHavilland Doves in Northern and Southern Rhodesia and Nyassaland, and to South Africa. East African Airways started domestic services in Kenya, Uganda, Tanganyika and Zanzibar with a number of small D.H. 89 twin-engine biplanes for six to eight passengers, and West African Airways began operations in Nigeria, the Gold Coast (Ghana), Sierra Leone and Gambia with Dakotas. The three airlines fell apart, however, when the colonies gained independence and each started its own airline. Ghana Airways and Nigeria Airways emerged as the two biggest from the break up of West African

Airways in 1958. The collapse of East African Airways in 1977 resulted in the founding of Kenya Airways, Air Tanzania, and Uganda Airlines. Air Rhodesia (now named Air Zimbabwe), Air Malawi and Zambia Airways came out of the implosion of Central African Airways in 1967.

Air Afrique in former French Africa has also split up.

Other major scheduled airlines that have since then spread their wings in Africa include Ethiopian Airlines (founded in 1945), Sudan Airways (1946) and Libyan Arab Airways (1964).

The 1950s and 1960s saw enormous changes in the routes and fleets of all airlines across Africa. Viscounts and Friendships replaced the war-surplus DC-3s and DC-4s on domestic and regional services, Caravelles, DC-9s, 727s, 737s and Airbus models operated on the longer continental routes, while airlines that were closer to Europe, such as Tunis Air, Air Algerie and Royal Air Maroc also placed them on their European services. The 707 and DC-8 plus small numbers of the Comet and the VC 10 operated long-haul services to Europe, Asia and North America, followed in time by the 747 with some of the larger airlines. South African even bought the ultra-long range 747SP for its service to London because it was banned from flying over many African countries due to its "Apartheid" policies. A few airlines operated the Soviet Ilyushin IL-14 and IL-18.

(Continued on page 8)



AIR CONGO: Douglas DC-4

(Continued from page 7)

Today Africa, with its vast distances, is criss-crossed by a dense network of local, regional and international air services that are making travel as fast and convenient as anywhere in the world. The former colonies are now independent and many have changed their names, but their airlines still operate frequent services to their former colonial powers, as well as serving the rest of the world.



ROYAL AIR BURUNDI: Constellation



TUNIS AIR: Sud Caravelle



AIR RHODESIA: Vickers Viscount



SOMALI AIRLINES: Fokker F27



TAAG ANGOLA: Boeing 707



ETHIOPIAN: Boeing 720



EGYPTAIR: Ilyushin IL-18

# Playing Cards

By Fred Chan

topflite@olympus.net

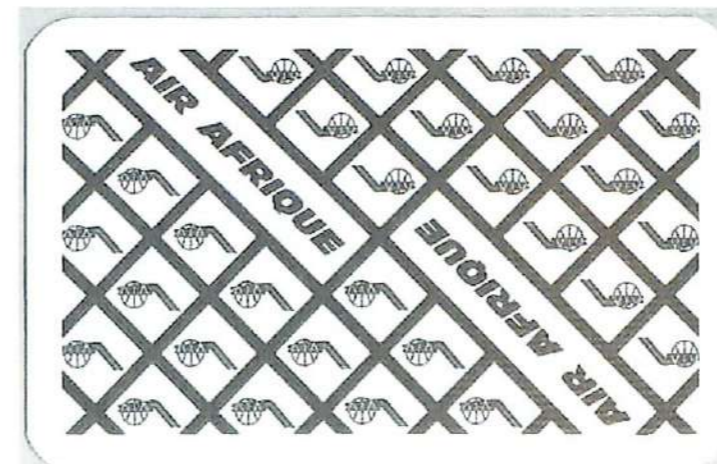
## Playing Cards from African Airlines

Almost every country in Africa has a national airline, albeit small in most cases which one suspects exist mainly for national pride rather than as a crucial part of the transportation system. There is really only one world-class carrier in Africa, South African Airways, and maybe to a lesser extent, Ethiopian Airlines. Perhaps not too strangely, playing cards from African airlines fall into two categories: (1) those that are difficult to obtain and (2) those that are impossible to obtain.

South African Airways has issued a fairly large number of different card designs over the years. Ethiopian Airlines has also issued several interesting designs including some high quality decks of 100% plastic. Representative examples from both carriers are illustrated. Cards are available inflight from these airlines and sometimes through long-established relations with public relations personnel.

Kenya Airways, Egyptair, Air Afrique, Air Zaire, and Air Algeria have also issued decks, some of which are also illustrated. More interesting are the rare examples distributed by the predecessors of some of these carriers. Only very few decks of East African Airways (now Kenya Airways) and Air Congo (Air Zaire) are known to exist in major collections and even singles of Misrair (Egyptair) and Air Mali (Air Afrique) are just as rare.

Below - Air Afrique



Just as difficult (or nearly impossible) to obtain are cards from the small carriers. Decks that are known to have been issued by these airlines are shown. Collectors have often wondered why these cards are so scarce. These airlines are small and may not have had many resources for passenger amenities or they may not have developed a sense for public relations. Whatever the reason, these decks exist only in major collections and command high prices when they do surface occasionally.



Above - Air Zimbabwe



Above - Air Mali Below - South African Airways





Air Congo



Air Zaire



Air Algérie



Left - Ethiopian Airlines



TAAG Angola Airlines



Ethiopian Airlines



East African Airways

## Final Flight For Ethiopian's Boeing 720B ET-AAH

Photographs By Eddy Gual 1987



Ethiopian Airlines Boeing 720-060B ET-AAH arrived in Miami in September 1987 prior to its final ferry flight to Marana, Arizona for scapping. This was one of three Boeing 720s sent to the scrap yard. It took a month to prepare the aircraft for its final flight. The aircraft was routed Dar-Es-Salaam to Dakar to Miami and finally Marana. The Captain (left) had flown the aircraft since its delivery to the airline. Viscount Air Services flew the aircraft on the final flight and was re-registered in Marana with a US registration.



# Safety Cards On Board

By Todd Helm  
thelm@alvinskeys.com

A new entrant into the African skies is AfricaOne. This example of their safety card is from their DC-10. This is a folder and there is not a date or form number referenced. This large folder has a blue border. Fig. A



Fig. A - Africa One DC10-30

Figure B is from Air Afrique DC.10. This is a plastic card, similar to UTA style and has a reference number of RK 3918/FR. Fig. C is also from Air Afrique, again similar to the UTA format and the reference on this A 300/B4 plastic card is RK 3980. As an interesting note, neither of these cards reflects floor path lighting.

Kenya Airways Fokker 50 ( Fig. D) is a paper card with plastic cover and reference or date is not shown. More information, by today's standards, was not illustrated on this older briefing card.

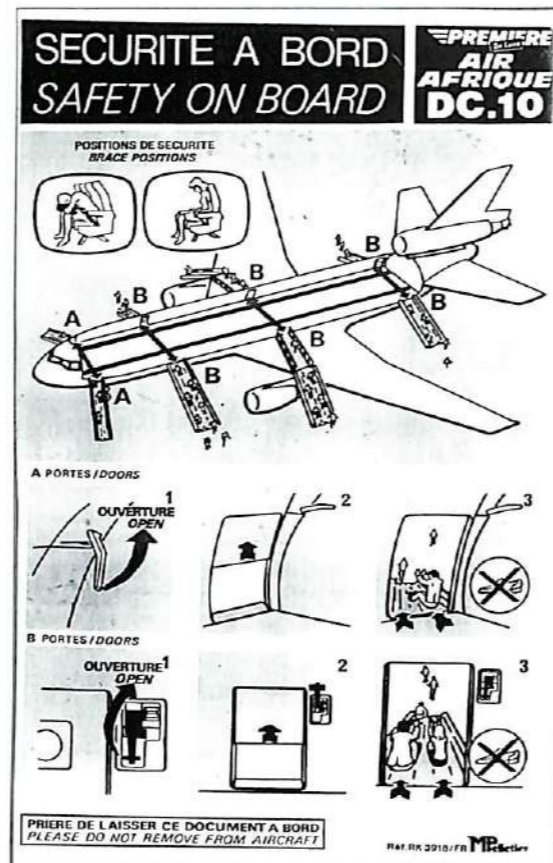


Fig. B - Air Afrique DC10-30

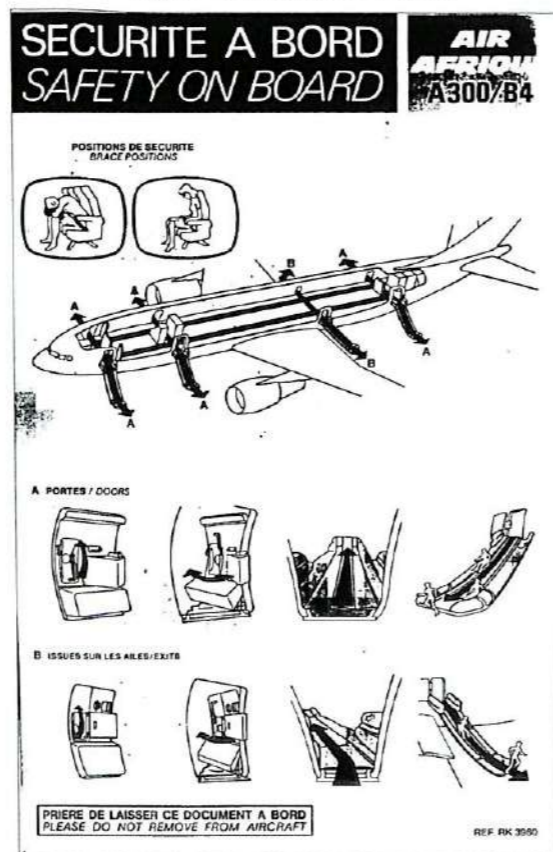


Fig. C - Air Afrique A300

(Continued from page 12)

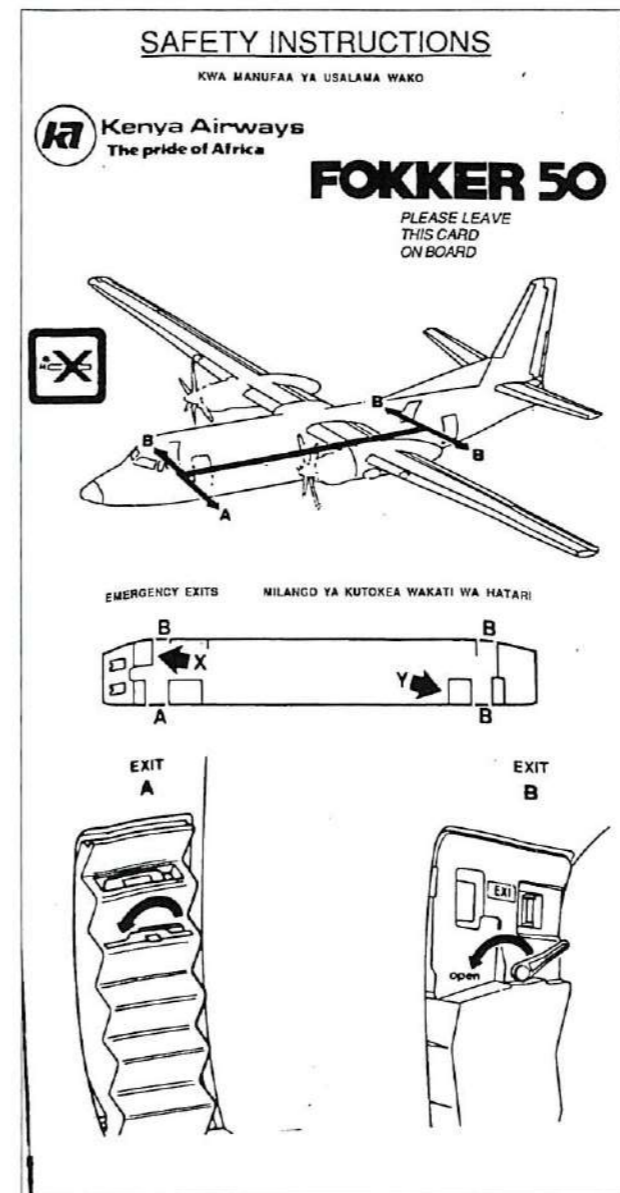


Fig. D - Kenya Airways Fokker 50

## A LOOK BACK IN HISTORY

This is a five panel fold out for Eastern Airlines for their 60 Passenger Constellation, Super Constellation and Super C Constellation. The card references their home office as New York City and a code of 44-PA-26. One card with the airlines fleet were later ruled out by the FAA as passenger confusion could play a role in the evacuation process. This example shows arrows for exits; however, information about the exits and operation are not given.

Until next time.....Safe Flying!



Fig. E - Eastern Air Lines Constellation



Trek Airways Boeing 707 Over Johannesburg Airline Issued Postcard -WAHS Collection



# Timetables

By David Keller

dkeller@airlinetimetables.com

## Airlines From Africa!

Some of most elusive airline timetables are those issued by African air carriers. While timetables issued by a number of those companies during the last 10 to 20 years appear to be readily available, older timetables (pre-1980) are generally more difficult to locate. 70's issues from a few African carriers, such as South African, Ethiopian and Egyptair are not too tough to come by, but most others are much fewer and farther between. Finding any African airline timetables earlier than the 70's is an infrequent occurrence at best! I suspect that this is the result of timetables being printed in small quantities (or not being printed at all), due to many of these carriers operating on shoestring budgets.

Additionally, one must bear in mind that many of these nations in Africa were colonized by various European nations, and were only granted their independence in the past 60 years or so. Prior to gaining independence, these countries' services were frequently operated by the national carrier of whichever European nation was in control of the area. (Sabena, for example, operated a large local African network into the 70's.) Most of the airlines in Africa didn't start service until after World War II, with many inaugurating service as late as the 60's. Therefore, in the 50's and 60's when many airlines in other parts of the world had 20 or 30 years under their belts, these carriers were still in their infancy.

Air Afrique was one of several multi-national carriers in Africa, beginning service in 1961. This airline served as the international flag carrier for a number of nations which in 2001 were Benin, Burkina Faso, Central African Republic, Chad, Congo Brazzaville, Ivory Coast, Mali, Mauritania, Niger, Senegal and Togo according to the JP Airline Fleets International for that year. The exact countries (and even the names of those countries), represented by Air Afrique varied over the years. The timetable illustrated from 1986 shows a portion of the carrier's attractive 2-tone green color scheme. Unfortunately, the airline fell victim to financial difficulties in 2002 and ceased operation.

**AIR AFRIQUE**  
HORAIRE / TIMETABLE N° 13

VALABLE DU 27 OCTOBRE 85 AU 27 MARS 86  
VALID FROM OCTOBER 85 TO MARCH 27th 86

Air Afrique

Another multi-national carrier in Africa was East African Airways, representing Kenya, Tanzania, and Uganda. This carrier operated a fairly extensive domestic network in the 3 nations, as covered in the illustrated domestic timetable dated 4/1/71. DC-9's, DC-3's, F27's and Twin Otters operated most of the flights within the 3-nation region. Most international services were operated with Super VC-10's and Comet 4's. The East African timetable from 11/1/70 shows the Super VC-10's in operation on a weekly service to New York via Zurich. This carrier was disbanded near the end of 1976, leaving each of the individual nations to establish its own airline.

Kenya Airways was born through the demise of East African Airways, taking to the air only months after the former carrier ceased operations. This timetable, dated 4/1/79, finds the airline operating a fleet of 707's, 720's and DC-9's. After just over 2 years of operation, Kenya Airways was operating a European network reminiscent of that previously flown by East African.

(Continued on page 15)

(Continued from page 14)

**EAST AFRICAN**  
International Airline of Africa  
**Timetable**  
Effective date: 1st November 1970  
Next Issue: 1st April 1971

TABLE No. 1  
**EAST AFRICA/SWITZERLAND/U.S.A.**

DAY	WEDNESDAY	THURSDAY
AIRCRAFT	COM	F27
SERVICE	EC EC EC EC	EC
FLIGHT No.	894 756 710 300	780
GMT CLASS	F.Y F.Y F.Y Y	F.Y
1 BLANTYRE	dep 1645	
2 LUSAKA	dep 1630	
3 DAR-ES-SALAAM	arr 1935	
3 HOMBASA	arr 2039	
3 NAIROBI	arr 2035	
3 ENTebbe	arr 2145	0100
1 ZURICH	arr 0300	0820
5 NEW YORK	arr 0920	1500

TABLE No. 2  
**U.S.A./SWITZERLAND/EAST AFRICA**

DAY	THURSDAY	SATURDAY
AIRCRAFT	F27	F27 COM
SERVICE	EC	EC EC EC
FLIGHT No.	781	301 735 757 895
GMT CLASS	F.Y	F.Y F.Y F.Y
5 NEW YORK	dep 1815	
1 ZURICH	arr 0820	
3 ENTebbe	arr 0920	
3 NAIROBI	arr 1820	
3 MOMBASA	arr 1915	
3 DAR-ES-SALAAM	arr 2015	0730 1500
3 LUSAKA	arr 2145	2145 2145
2 BLANTYRE	arr 2300	1110 1215
		1510

East African can jet you to Aden, Addis Ababa, Athens, Bangkok, Blantyre, Bombay, Bujumbura, Copenhagen, Dar es Salaam, Entebbe, Frankfurt, Hong Kong, Karachi, Kigali, Kinshasa, London, Lusaka, Mauritius, Mogadishu, Mombasa, Nairobi, New York, Paris, Rome.

**EAST AFRICAN**  
International Airline of Africa

East African Airways

**EAST AFRICAN**  
DOMESTIC  
TIMETABLE  
Services within Kenya, Tanzania and Uganda.  
1 April 1971 - 31 October 1971

East African Airways

**Kenya Airways**  
**TIME TABLE**  
Schedules Effective  
01 April 1979 to 31 Oct. 1979  
TIMES LOCAL

**EUROPEAN SERVICES—NORTHBOUND**

DAY	MONDAY	TUE	WED	THU	FRIDAY	SAT	SUNDAY
AIRCRAFT	707	707	707	707	707	707	707
SERVICE	EC	EC	EC	EC	EC	EC	EC
FLIGHT No.	114	112	111	110	109	108	107
GMT CLASS	F.Y	F.Y	F.Y	F.Y	F.Y	F.Y	F.Y
1 NAIROBI	dep 0840	0730	0620	0510	0400	0250	0140
2 HOMBASA	arr 0910	0800	0650	0540	0430	0320	0210
3 CAIRO	arr 1100	0950	0840	0730	0620	0510	0400
4 ATHENS	arr 1200	1050	0940	0830	0720	0610	0500
5 ROME	arr 1300	1150	1040	0930	0820	0710	0600
6 ZURICH	arr 1400	1250	1140	1030	0920	0810	0700
7 FRANKFURT	arr 1500	1350	1240	1130	1020	0910	0800
8 PARIS	arr 1600	1450	1340	1230	1120	1010	0900
9 COPENHAGEN	arr 1700	1550	1440	1330	1220	1110	1000
10 LONDON	arr 1800	1650	1540	1430	1320	1210	1100

**EUROPEAN SERVICES—SOUTHBOUND**

DAY	MONDAY	TUE	WED	THU	FRIDAY	SAT	SUNDAY
AIRCRAFT	707	707	707	707	707	707	707
SERVICE	EC	EC	EC	EC	EC	EC	EC
FLIGHT No.	114	112	111	110	109	108	107
GMT CLASS	F.Y	F.Y	F.Y	F.Y	F.Y	F.Y	F.Y
1 LONDON	dep 1900	1750	1640	1530	1420	1310	1200
2 COPENHAGEN	arr 2000	1850	1740	1630	1520	1410	1300
3 PARIS	arr 2100	1950	1840	1730	1620	1510	1400
4 FRANKFURT	arr 2200	2050	1940	1830	1720	1610	1500
5 ZURICH	arr 2300	2150	2040	1930	1820	1710	1600
6 ROME	arr 2400	2250	2140	2030	1920	1810	1700
7 ATHENS	arr 2500	2350	2240	2130	2020	1910	1800
8 CAIRO	arr 2600	2450	2340	2230	2120	2010	1900
9 NAIROBI	arr 2700	2550	2440	2330	2220	2110	2000
10 HOMBASA	arr 2800	2650	2540	2430	2320	2210	2100

Kenya Airways



(Continued on page 16)

(Continued from page 15)

3/77

**air malawi**  
time table

1 July to 22 October 1977

Subject to alteration without notice

Table 1

**Malawi to the United Kingdom and Europe**

Connections from

Destination	Flight No./Time of Departure	Day
LESABA	GM16 1100	MONDAY
BEIRA	GM17 1115	TUESDAY
MAURITIUS	GM18 1130	WEDNESDAY
JOHANNESBURG	GM19 1145	THURSDAY
LORENZO	GM20 1160	FRIDAY

Connections to

Destination	Flight No./Time of Arrival	Day
MANCHESTER	GM10 0800	MONDAY
EDINBURGH	GM11 0815	TUESDAY
GLASGOW	GM12 0830	WEDNESDAY
BRISTOL	GM13 0845	THURSDAY
AMSTERDAM	GM14 0900	FRIDAY
PARIS	GM15 0915	SATURDAY
FRANKFURT	GM16 0930	SUNDAY
COTTESFLORE	GM17 0945	MONDAY
NEW YORK	GM18 1000	TUESDAY
WASHINGTON	GM19 1015	WEDNESDAY
MONTREAL	GM20 1030	THURSDAY

Notes:

- Connections are made at Nairobi.
- Connections are made at Amsterdam.
- Connection is made at Lesaba.

(a) BR12, BR14, GM10, GM17 services operate to London/Gatwick Airport.  
(b) GM14, GM15, GM16, GM17, GM18, GM19, GM20 services operate to London Heathrow Airport.

✈ No local traffic may be carried Amsterdam/London on GM17 services.  
✈ No local traffic may be carried Nairobi/Amsterdam on GM17 services.  
✈ No local traffic may be carried Nairobi/London on GM17 services.

Transport from London/Gatwick Airport to London Heathrow Airport: Both Air Malawi (GM) and British European Airways (BEA) provide a chauffeur-driven car free of charge for passengers arriving at London/Gatwick Airport with a direct connection. For a timetable for which the onward flight leaves from London Heathrow Airport, requests for the facility should be made when making the booking and the Passenger Service Staff assisting the passenger at London/Gatwick airport should be advised that the facility is required.

Times at Amsterdam to reach the Paris airport after 25th September, 1977. Times at London to reach the Paris airport after 23rd October, 1977.

Air Malawi

VC-10's operated for a number of African airlines, as its clean wings and 4 engines were well suited to hot and high operations. Air Malawi was among those VC-10 operators, as illustrated on the cover of the carrier's timetable for 7/1/77. Air Malawi used what appeared to be a single example of the type to Europe, with some services operating by way of Nairobi. BAC 1-11's and HS748's were also operating for the carrier.

Air Madagascar was formed in the early 60's, and by 1971 was operating 707 services to Europe, and 737 services on regional routes within Africa. Domestic services were also being operated, but the equipment is not designated. Many African carriers issued bilingual timetables in English and the language of their former colonial rulers (particularly if the former colonial ruler was France), but this timetable is almost entirely done in French.

At the time the Air Rhodesia 4/1/71 timetable was issued, Rhodesia was a nation very much like South Africa was until recently - a mostly black population under white minority rule. One of the carrier's Viscounts is in the background in the cover photo. (DC-3's were also in service at the time.) Due to the political situation, Air Rhodesia flew to only a few stations outside of Rhodesia and

South Africa. When the government was turned over to the black majority, the nation was renamed Zimbabwe, and the carrier became Air Zimbabwe accordingly.


Libyan Arab Airlines is the national flag carrier of Libya, and the timetable illustrated from 1983 is one of very few all-Arabic timetables I have ever seen. (Which may be because those who cannot read Arabic, like myself, tend not to pick them up and bring them to the US!) This timetable reads back to front in Western terms, and other than the fact that the airline was operating 707's and 727's, there is little I can discern from this item! (It does appear that there is a small section on the airline's history, as I see mention of 1969, which is when the carrier was founded.)

Another timetable from a North African airline, this issue from Royal Air Maroc is dated 5/15/67.

The carrier's primary European destination was France, and French is the predominant language in the timetable. Caravelles operated most of the European services, with Constellations and DC-3's in use regionally.

(Continued on page 17)

**AIR MADAGASCAR**



**HORAIRES**  
VALIDITE: 1 Nov 70 - 31 Mars 77

**AIR MADAGASCAR**

sur les ailes d' AIR MADAGASCAR

vers les îles de l'océan indien en BOEING 707

à travers les îles de l'océan indien en BOEING 737

Destination	Day	Time
REUNION	MONDAY	10:00
MAURICE	TUESDAY	10:00
DJIBOUTI	WEDNESDAY	10:00
COMORES	THURSDAY	10:00
NAIROBI	FRIDAY	10:00
DAKAR	SATURDAY	10:00
SALAM	SUNDAY	10:00
JOHANNESBURG	MONDAY	10:00
LORENZO	TUESDAY	10:00
MADAGASCAR	WEDNESDAY	10:00

LE JET MOYEN COURRIER LE PLUS MODERNE

REUNION MAURICE DJIBOUTI COMORES NAIROBI  
DAKAR SALAM JOHANNESBURG LORENZO-MARQUES MADAGASCAR

Air Madagascar

**AIR RHODESIA**

**TIMETABLE**  
Effective 1st April 1971



Air Rhodesia

Air Rhodesia

المهاجرة  
الخطوط العربية الليبية  
LIBYAN ARAB AIRLINES

جدول المواعيد الصيفي

لارناكا  
رحلتان في الأسبوع  
الخميس والأحد  
على طائرة ب 727

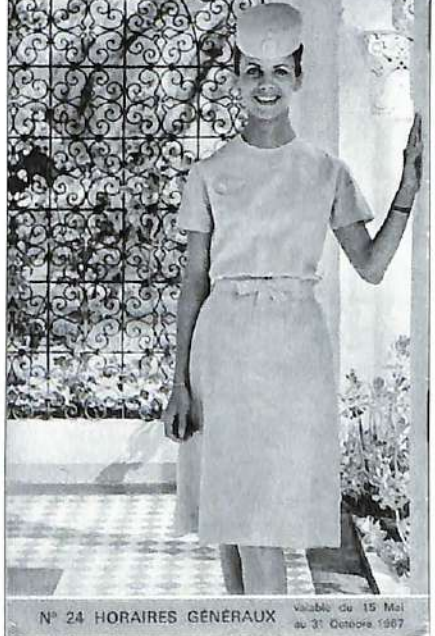
أمستردام  
رحلة في الأسبوع  
الثلاثاء  
على طائرة ب 727

الإصدار رقم 49  
اعتباراً من أول أبريل 1983 م  
الرحلات الدولية والداخلية

Libyan Arab Airlines

Libyan Arab Airlines

**royal air maroc**



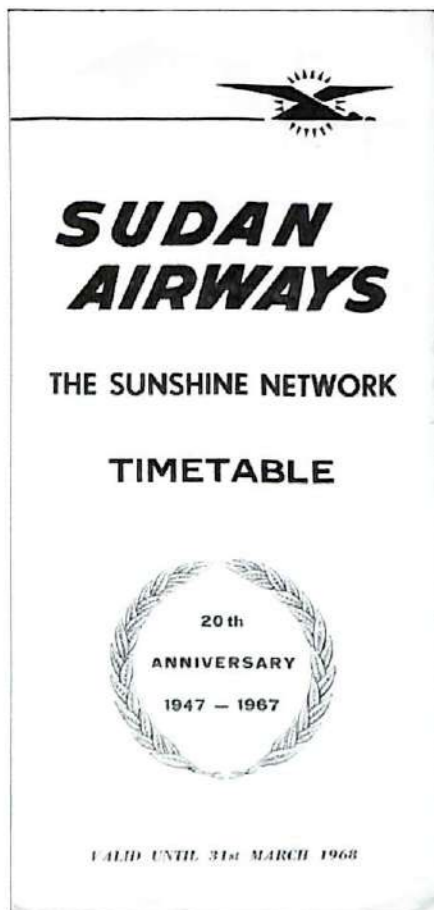
N° 24 HORAIRES GÉNÉRAUX Valable du 15 Mai au 31 Octobre 1967

Royal Air Maroc

Royal Air Maroc

(Continued from page 17)

This timetable for Sudan Airways from late 1967 / early 1968 finds that carrier operating a Comet on services to Europe and F27's on local services. As with the majority of African airlines, Sudan Airways was a post-World War II undertaking, having been formed in 1947. Today Sudan Airways operates a small fleet of jetliners from Boeing and Airbus, along with some propeller-driven types.



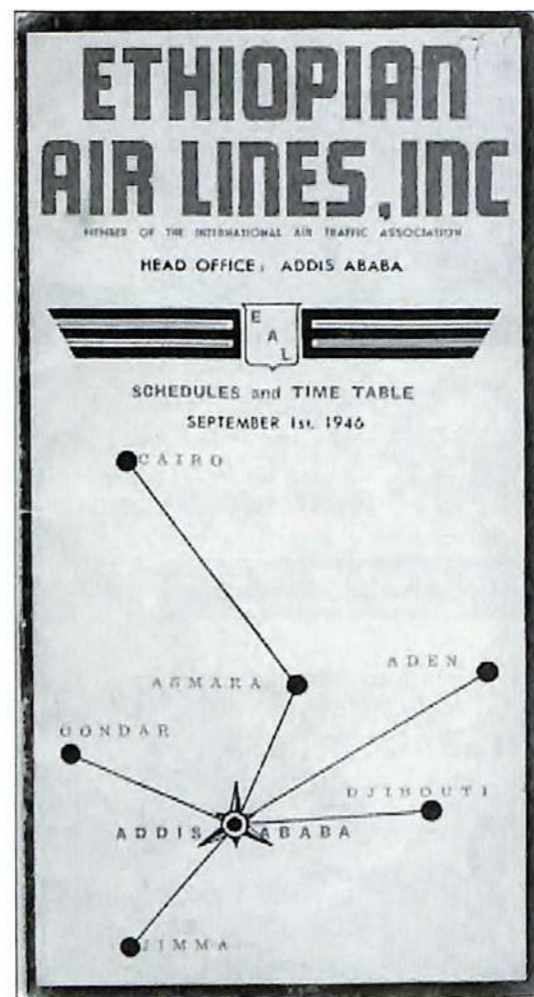
**SUDAN AIRWAYS**  
BLUE JET SERVICES

ROUTE	CLASS	FARE	CLASS	FARE
1 - Nairobi	dep	1315	arr	1400
2 - Addis Ababa	dep	1505	arr	1600
3 - Khartoum	dep	1845	arr	1900
4 - Addis Ababa	dep	2300	arr	2300

ROUTE	CLASS	FARE	CLASS	FARE
1 - Addis Ababa	dep	0735	arr	0800
2 - Khartoum	dep	0720	arr	0735
3 - Addis Ababa	dep	1420	arr	1435
4 - Khartoum	dep	1405	arr	1420
5 - Addis Ababa	dep	1950	arr	2005
6 - Khartoum	dep	1935	arr	1950
7 - Addis Ababa	dep	0700	arr	0700

older multi-national carriers, such as Central African Airways and West African Airways Corporation. Additionally, I will be posting color scans of these (and other) African timetables at [airlinetimetables.com/captainslog](http://airlinetimetables.com/captainslog).



Ethiopian Airlines

**INTERNATIONAL SERVICES**

ADDIS ABABA - ASMARA - CAIRO	NORTH BOUND	SOUTH BOUND
Monday & Friday	Monday & Friday	Monday & Friday

ADDIS ABABA - DJIBOUTI	Monday & Friday
Monday & Friday	Monday & Friday

ADDIS ABABA - DJIBOUTI - ADEN	Tuesday
Tuesday	Tuesday

**FOR YOUR INFORMATION**  
 When it is 12:00 GMT  
 it is 15:00 local time in Ethiopia  
 10:00 Ethiopian Dollars are equivalent to \$ 1  
 2:40 Ethiopian Dols are equivalent to \$ 1  
 0:75 Ethiopian cents are equivalent to 1 Rupee

Another airline formed shortly after the end of World War II was Ethiopian Air Lines. At the time this timetable was effective, September 1, 1946, the airline was less than a year old, having inaugurated service earlier that same year. As shown on the cover, the carrier was operating to a half-dozen destinations from Addis Ababa.

I have attempted to illustrate timetables from some of the smaller flag carriers in Africa, although that label could easily apply to nearly every airline on the continent! For those with internet access, I highly recommended the following sites for more images of African timetables: [www.airtimes.com](http://www.airtimes.com) and [www.timetableimages.com](http://www.timetableimages.com). You will find some earlier timetables from many of the carriers I have mentioned, as well as some from

## Airline Happy Hour

By Al Tasca  
[altasca@cs.com](mailto:altasca@cs.com)

The theme for this issue of the log is African Airlines. Unfortunately, I don't have too many sticks to show, but I will show the ones that I do have. I acquired the stick in Fig. 1 about 15 years ago at one of our national conventions. It is from Ethiopian Airlines and measures 9 3/8 " long from the tip of the front paw to the tip of the tail, and the length of the tip of the tail to the back of the rear foot measures 5 3/4". The widest part of the stick which is from the top of the lions head to the bottom of the left paw measures 2 3/4". The stick is all white with two identical raised sides, but the hot stamped dark red metallic writing is on one side only. The only other variation that I have of this stick is an identical one that has "FLY ETHIOPIAN - FAN JETS" on the same one side in the same hot stamped dark red metallic writing. Each stick has an identical matching pick in the same white color with the same hot stamped dark red metallic writing. The pick measures 33/4" long and is 1" high.

Fig. 2 Nigeria Airways. Established in 1958 to take over Nigerian operations of West African Airways Corporation (W AAC) Which itself began service in 1946. This 6" all white one sided stick has " a flat top with a round shank and a ball bottom. The name and logo are in dark green. There is no manufacturers name on it.

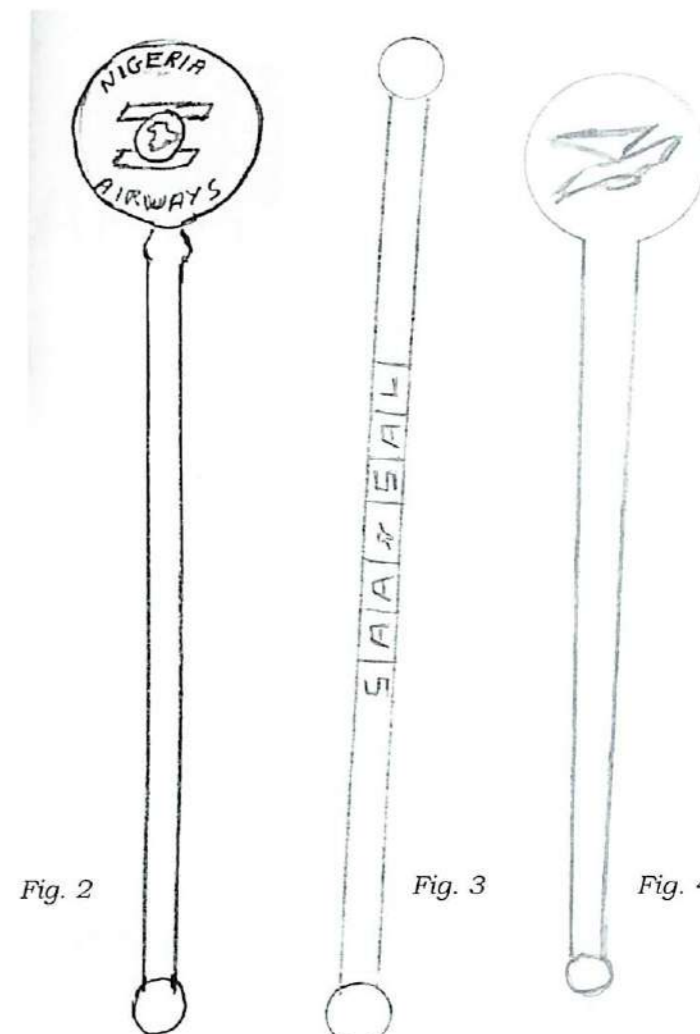


Fig. 2

Fig. 3

Fig. 4

Fig. 3 South African Airways. Formed as a division of South African Railway Administration in 1943 to succeed the faltering Union Airways which had been operating since 1929. In 1935 South West

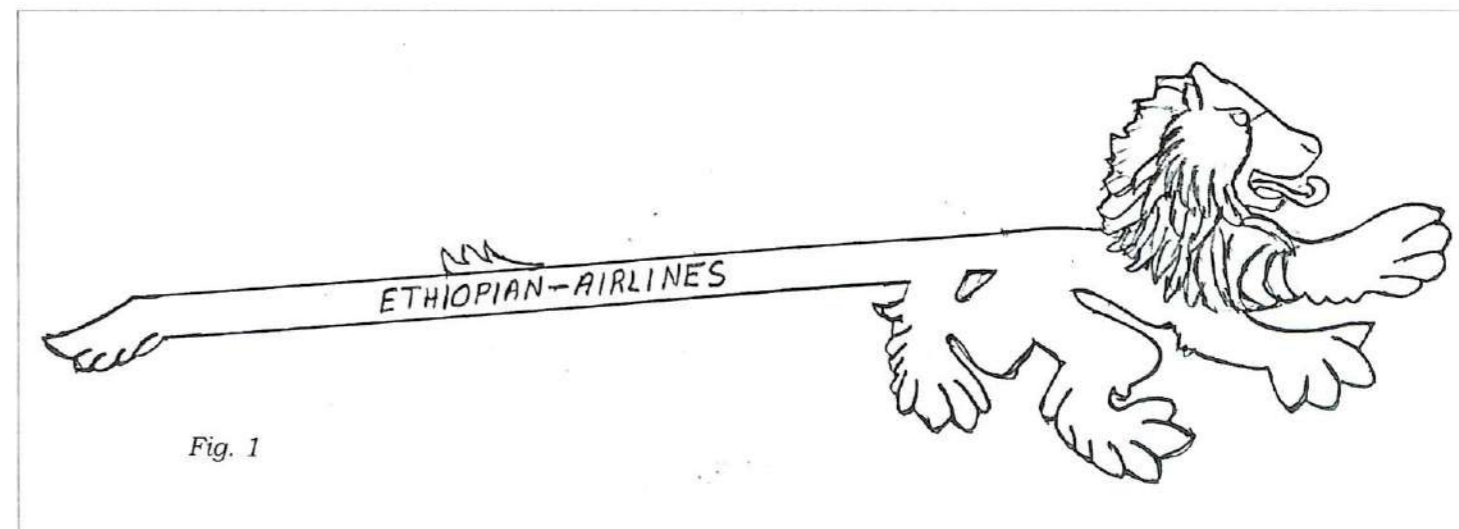


Fig. 1

(Continued on page 32)



# The ATLANTIC MODELS SHOP

A shop dedicated to aviation enthusiasts of all ages featuring Atlantic Models, Gemini Jets, posters, prints, hats, and other aviation collectibles.



Store Manager Pat Parnter. Formerly with Orange Blossom Hobbies Miami

The shop is located next to the Atlantic Models manufacturing facility. On the east side of the Palmetto between NW 58 St and NW 74 St Exits.

6801 NW 77th Ave, Suite 107  
Miami, FL 33166

Phone (305) 883-1545 Shop  
(305) 883-2012 Factory



Also visit us @ [www.atlantic-models.com](http://www.atlantic-models.com)

## What Is It?

By Ken Taylor

[keebeetay@aol.com](mailto:keebeetay@aol.com)

There have been several letters sent by post and electronic mail since the last issue. The senders are Igors Krivcovs of Riga, Latvia and Hector Cabezas of Frankfurt, Germany. And the local people are Ed Young, Stan Baumwald, Patty Van Keer Flanagan, Frank Waldorf, Charles Dolan, and Edwin Powers. It is your information that makes this activity of collecting more interesting!



AI 23. This is a pilot's jacket wing from Luxembourg. The airline is LUXAIR. For more information, see Charlie Dolan's "Wings And Things" in the last issue of *The Log*.



A nametag from the Customer Service Desk of Russian Air Lines, also known as Aeroflot, based at Sheremetyevo Airport in Moscow. First used in 1993.



Egretta Air Company, formerly Bemoair of Prague, Czech Republic. A customer service nametag. This tag was in use in 2001 when I added it to my collection.



In keeping with this issue's theme, this is a flight attendant wing from Cairo, Egypt-based Heliopolis Airlines. The airline started operations in 1996.



This colorful wing is from Flying Colours Airlines of Manchester, UK. Flying Colours had a name change and now known as JMC Airlines, part of the Thomas Cook worldwide travel company. "JMC" is from the name John Mason Cook. This wing's date of use is not available.



Air Atlantique is from Jersey, Channel Islands, in the UK. This charter airline started flying passengers and freight to Europe and northern Africa in 1969. Further on this wing, Ed Young writes AND sends pictures. Atlantic Air Transport / Air Atlantique of Coventry, England, a passenger transport group, wings, and information were contained in a letter from passenger manager Valerie Larner to Ed Young dated December 22, 1988. Now what? More ideas?



This wing with the hovering bird is from Brymon European Airways of Birmingham, UK. No dates of use were given.

*(Continued on page 22)*



Remember this? Legend Airlines, a DC-9 airline based in Dallas, ceased operations in 2001. Does anyone have a spare wing for this editor collector?



Now a short jaunt to the Philippines! Aboitiz Air is a freight airline in Manila, in operation in 1999. No further information available.



This is a wing from Air Ayala also of the Philippines with no date of operation or further information.



Tropical Air of the Philippines. Again, no information.

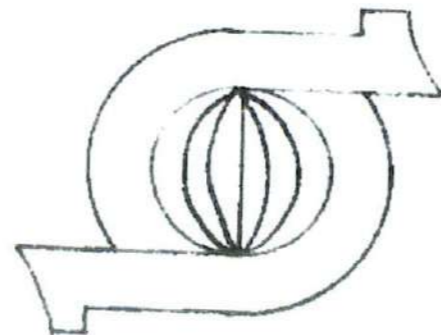


I have shown this wing picture a couple of time in this magazine with no response. Then, a reply from the St. Matthews School of Medicine on Grand Cayman Island. Mia Taylor writes that these are the Arms of Abu Dhabi. Royal flight wings, perhaps? Obviously not a commercial carrier.

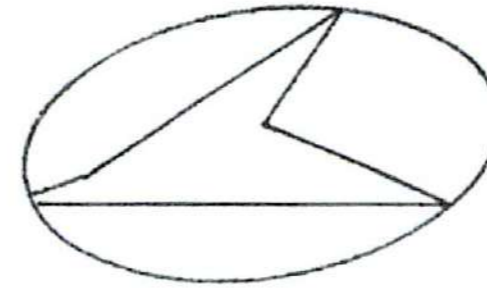
And, now, a few unidentified pieces. These wings are from Stan Baumwald, Ed Young, Igors Krivcovs, Hector Cabezas, Jaime Rojo, and a few wings from past issues that we're still seeking to identify.



Who is "F A R Airlines"? This logo is at the center of a UAL style wing badge.



UNIVERSAL AIRLINES on a US Navy observer style wing. Who? Where? When?



SKYLINE AVIATION on a UAL style wing. Any ideas?



This wing is of gold color metal featuring two animals at the top? Is it VARIG?



Who is "E A C"? Any ideas? This is a cloth, embroidered badge.



Who is "S"? A gold wire badge. Any ideas?



This is also a cloth, embroidered badge, but who is "DOSS"?



Next is a metal wing. Any replies on who "A H M" might be?



Who is "R A"? A gold color metal wing similar to American Airlines' type and logo from the 1940s.



Another gold color metal wing shows the African continent on a dark blue center. What are the letters? "F T C"?



The curly horned head of a deer on a dark green background is the logo on this gold metal wing. The usual questions.

Do you have a question? An answer? Send me a note!

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

# Airline China

By R. R. "Dick" Wallin

*rrwallin@aol.com*

Greetings, Fellow Aviation Enthusiasts! I am indeed humbled to have been asked to take over the Airline China Column from Dick Luckin. Dick is regarded as the most knowledgeable person there is on transportation china and we are very fortunate to have had the benefit of his expertise for the past 15 years. I feel like a pinch hitter following Babe Ruth, but I will do my best!

This column is for YOUR entertainment and benefit, and I welcome your comments and suggestions.

This issue we deal with Africa, a continent comprised of about 60 countries, approximately half of which have their own airlines. Although Africa evokes a somewhat primitive image, we find that nearly all of those airlines have china, with many attractive patterns included. Thus it was difficult to select the few that we have space for in this column.

My wife and I had the experience of flying on Kenya Airways about 5 years ago, First Class on a 737-500 from Mombassa to Nairobi, an one hour flight. A full meal was served on fine china. After showing the head flight attendant some photos of my china collection, he gave me Kenya Airways cup and saucer sets for both First and Business classes. Why he had the business class pieces, I don't know as this aircraft had only First and Economy sections.

Many of the African carriers have only a handful of planes and many do not fly outside the continent. Hence, the china is somewhat difficult to obtain. It is also noted that domestic African flights have the poorest safety record of any place in the world.

1. EgyptAir has had many china patterns over the years, two of which are shown here. The small cup and butter pat, decorated in gold, were made by Ridgeway, while the green trim cup & saucer came from Richard Ginori.

2. Zambia Airways had this attractive orange and green china produced by Wedgwood. It is no longer in business, replaced by AeroZambia.

3. Air Madagascar has this fancy green pattern, made in France by Bernard Limoges.



Fig. 1 EgyptAir

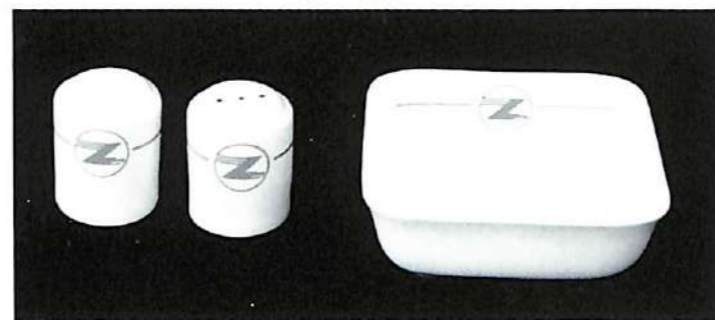


Fig. 2 Zambia Airways



Fig. 3 Air Madagascar

4. South African Airways blue diamond service once had this pattern with an orange springbok and a blue diamond. This china was made in South Africa by Huguenot.

5. Air Maritius shows their name and logo in blue on the dish and the logo in red on the salt & pepper. The tray came from Noritake, the s&p from Royal Doulton.

*(Continued on page 25)*

*(Continued from page 24)*



Fig. 4 South African Airways



Fig. 5 Air Mauritius



Fig. 6 Ethiopian Airlines

6. Ethiopian Airlines has had several attractive patterns. The maroon and gold set on the left is made by Patra, the business class cup in the foreground with yellow lettering by Royal Doulton and the cup at right by Noritake.

7. Air Gabon has a brightly colored bird as their logo on china made by Bernard Limoges in France.

8. Sudan Airways china shows their blue and yellow logo. The set on the left is made by Porlandi on the right by an Arabic company whose name I cannot decipher.

9. Morocco's airline, Royal Air Maroc, formerly used a red and gold pattern shown at right, made



Fig. 7 Air Gabon



Fig. 8 Sudan Airways



Fig. 9 Royal Air Maroc

by Rosenthal. At left is the current green design by La Rose Des Sabues (France?).

10. ADC Airlines (Aviation Development Company) is a small Nigerian carrier. Their logo is in red & blue on this nice Royal Doulton china.

11. Air Afrique, based in the Republic of Ivory Coast, has their gold logo on this ripple design butter pat made by Chatres s/Cher.

*(Continued on page 26)*



Fig. 10 ADC Airlines



Fig. 11 Air Afrique

12. Air Algerie, the carrier of Algeria, has their logo and stripe in gold, made by Tunise Porcelane in Tunisia.

13. Kenya Airways now uses this attractive multi-colored pattern, with their logo in red. Made by Selfmann Widen.

14. Nigeria Airways china features their flying elephant logo and other trim in green. Royal Doulton.



Fig. 12 Air Algerie



Fig. 13 Kenya Airways



Fig. 14 Nigeria Airways

## Postcard Corner!

By Allan Van Wickler

amvwdsvw@iqworks.net

In my Pan Am days, we had terms such as 'RTW' for 'Around The World' and 'RSA' for 'Around South America'. But we didn't have one for 'Around Africa.' I'm sure there wasn't much demand to fly 'RA' ('Round Africa) but that's what we'll call it for this article anyway.

Let's start in Morocco and head clock-wise by country, an imperfect science, but as close as I can make it. And in these politically correct days, I prefer not to outline some pretty wild stories I've heard, including up to this day, about some of these airlines I'll show and the countries they represent. Let alone some personal experiences which are best forgotten.

And, let's not do a treatise on this spectacular continent with its spectacular beauty and spectacular agonies. Suffice it to say, the airliner has contributed mightily in whatever advances the continent's abundant peoples have shared.

All the cards I show from here on are company issued postcards, four color, 4" x 6" unless otherwise stated. Royal Air Maroc was born in 1957 at just about the same time as the Boeing 707. Here's their beautiful 707-320C. Paid a buck seventy-five in 1982; wonder what it's worth today?



Royal Air Maroc Boeing 707

Next up, a B&W of Air Algerie's Breguet Deux Ponts Provence, 3-1/2" x 5-1/2". Yes, Virginia, they actually flew.



Air Algerie Breguet 763

Traipsing east along the Mediterranean, here's a wonderful old B&W by CIM of Tunis Air's DC-3 at Aeroport de Marignane. A veritable period piece, n'est-ce que pas, monsieur?



Tunis Air DC-3

Ever see a prettier 727-200 than this next 3-1/2" x 5-1/2" issued by Libyan Arab Airlines? Cost me 50 cents in 1981.



Libyan Arab Airlines Boeing 727-200

(Continued from page 27)

I picked up this EgyptAir 767-300 whilst in Vienna a few years back. Sure haven't seen many of them here in the USA since. Thought I'd throw in this United Arab Airlines Comet 4C. The titles starting in 1933 were Misr Airlines to Misrair in 1949, to United Arab Airlines in the early 1960s and thence to Egypt Air in 1971.



Egyptair Boeing 767



United Arab Airlines Comet 4C

Let's continue the Comet 4C with this 3-1/2" x 5-1/2" entry of Sudan Airways. This could be an airport card, printed in England, PT9320.



Sudan Airways Comet 4C

In one of the great paint jobs of all time is this drawing of Ethiopian Airlines' DC-6B, a 3-1/2" x 5-1/2" treasure in anyone's collection. They don't make "airline men" like Hans Winter, ET's man in the USA for many, many years anymore. He (and Al de Jonge from his ad agency) were two of the best in the business and I enjoyed them thoroughly in my NYC days. I recall when the carrier opened up China to international commercial aviation. A major bit of progress at the time.



Ethiopian Airlines DC-6B

The back of this Somali Airlines Boeing 720B card is non-descript. I don't even know where the photo was taken, but there are indications at this writing that the airline is still in existence.



Somali Airlines Boeing 720B

Following this nice Kenya Airways B737-200 is an Air Malawi BAC1-11 card, 3-7/8" x 6-1/16". Cost me a buck in January 1981.

East African Airways, pictured here by their 3-1/2" x 5-1/2" DC9-30 5H-MOI card, collapsed in February 1977 after 31 years and was replaced by Air Tanzania later that year. Great paint job on their 737-200 5H-ATC in the 3-1/2" x 5-1/2" card shown. But I just had to show a Dar-es-Salaam, Tanganyika colored airport card #49 before the

(Continued from page 28)



Kenya Airways Boeing 737-200



Air Malawi BAC 1-11

Air Malawi BAC1-11

name change to Tanzania. Just look at that beautiful old BOAC North Star and the Venom fighters overhead. Picked this card up in the old warehouse district of downtown Minneapolis in August 1993.



East African Airways DC9-30



Air Tanzania Boeing 737-200



Dar-es-Salaam Airport Postcard

Let's get on down to Mozambique, perhaps by this B737-200 of DETA, before heading a bit to the southwest, again possibly by this gorgeous B707-320C of Zambia Airways (3-1/2" x 5-1/2").

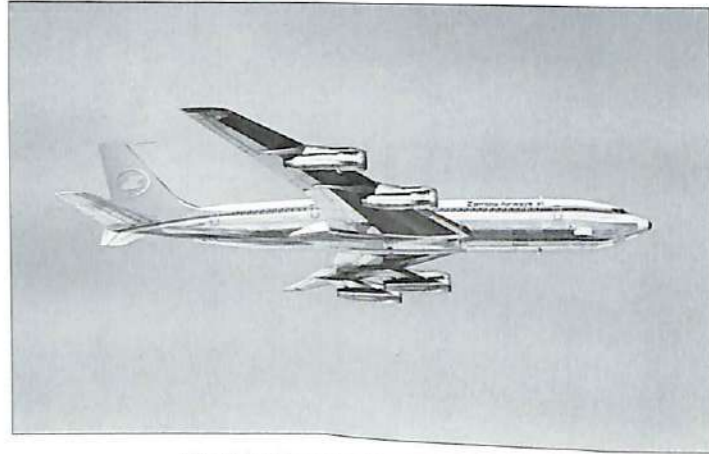


DETA Boeing 737-200

(Continued on page 30)



(Continued from page 29)



Zambia Airways Boeing 707-320C

Before Air Rhodesia, one had Central African Airways, born in 1946 and died in 1961. See the wonderful 3-1/2" x 5-1/2" of their Viscount VP-YNA published in all probability by Vickers for the carrier. Two of its sisters were shot down by SAMs, by the way, whilst carrying passengers.



A Vickers Viscount of Central African Airways.

Central African Airways Viscount

Another fine airline man, Renton S.C. Cowley, was Air Rhodesia's man in the USA headquartered on Fifth Avenue in New York. He was a good business friend and I lost touch with him about the time the Air Zimbabwe B707-320C card came out. The old Air Rhodesia colors were still being used at the time - give or take 1980 or so.

A great B&W Junkers 52 card, 3-1/2" x 5-1/2", follows for South African Airways, dating back to a Johannesburg Empire Exhibition in 1936.

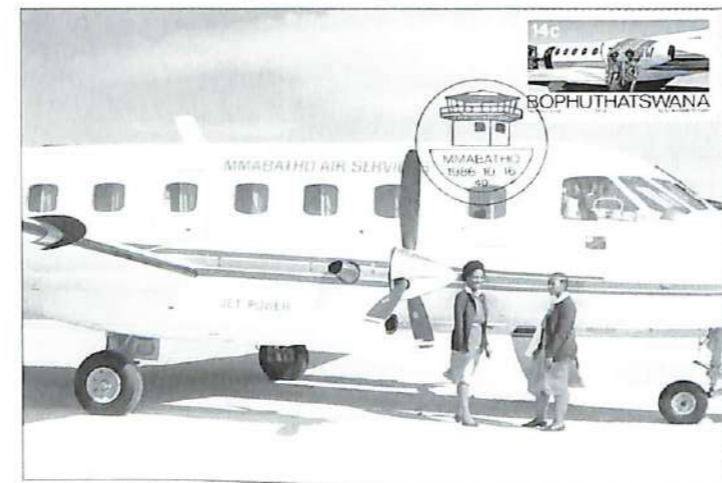
And so off we go in an Embraer Bandeirante shown so nicely in their Maxi-card here. Just a beautiful card followed by a striking photo of Air Namibia's B747SP. Well done, I say!



Air Zimbabwe Boeing 707-330B



South African Airways Junkers JU-52



Mmabatho Air Services Embraer Bandeirante

TAAG from Angola is next with a good shot of the effective scissor-lift utilized in their air cargo operation followed by a lovely left to right of Air Gabon's B747-200.

Well, let's go right to left this time with Cameroon Airlines' B747-200, a Combi, they say. Then to a

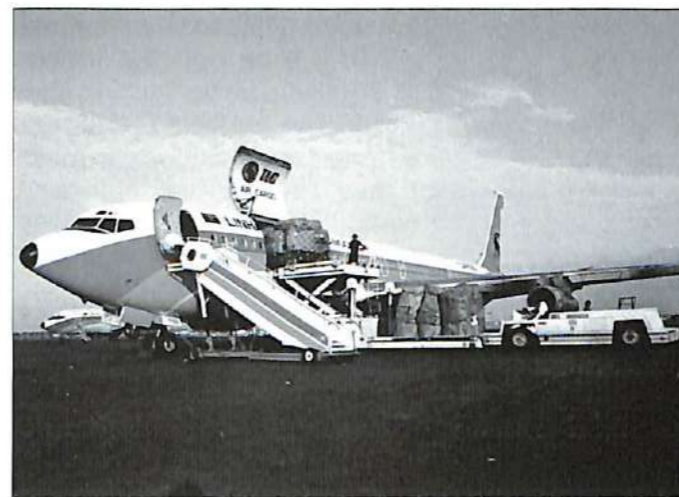
(Continued on page 31)

(Continued from page 30)



The Airline of the wide open spaces **Air Namibia**

Air Namibia Boeing 747SP



TAAG Angola Boeing 707-320C



Air Gabon Boeing 747-200

little change of pace, a good airport shot of Nigeria Airways' F-27 (5N-ABB) on arrival somewhere, probably in Nigeria.

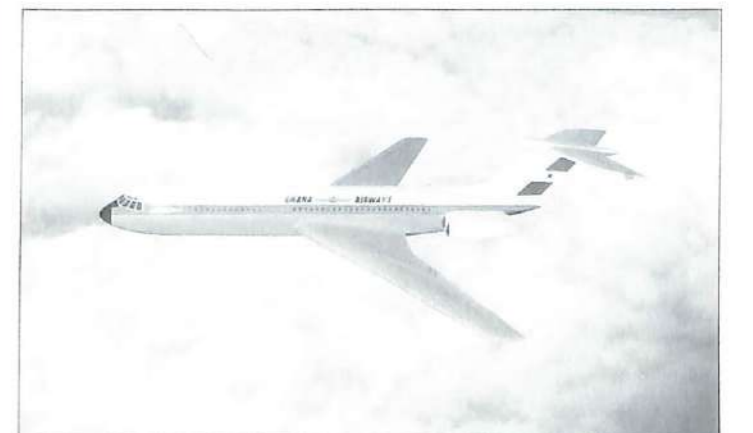


Cameroon Airlines Boeing 747-200 Combi



Nigeria Airways Fokker F-27

We're getting there, folks! Perhaps by this Ghana Airways Vickers VC-10 3-1/2" x 5-1/2" card. Am unable to tell if this is a model or a perfect photograph. The recently departed Air Afrique is next with a great old doctored photo/drawing of their DC8-63. All copy on the card's back. Headquartered in the Ivory Coast, I guess that explains why the body copy is in French. Right!



Ghana Airways VC-10

(Continued on page 32)

(Continued from page 31)



Air Afrique Douglas DC8-63

And last, but not least, a fine card manufactured in Italy of Linhas Aereas da Giune-Bissau's Hawker Siddley HS-748.



Linhas Aereas da Giune-Bissau HS-748

We'll plan to see you in three months to travel the South Pacific together.



Comair (South Africa) Boeing 737-200  
Airline Issued Postcard - WAHS Collection

## Airline Happy Hour

(Continued from page 19)

African Airways was acquired. This 6" long round clear stick looks like an old fashioned glass stick but it's plastic. The slightly raised SAA (logo) SAL is also clear making it very hard to see. Again, no manufacturer.

Fig. 4 This 4 3/4" South African Airways stick is flat with two identical sides and has a small baD end. The two colors that I have are orange and dark blue. Again, no manufacturer.

Fig. 5 This stick was sent to me by long time member and one time editor Joop Gerritsma. It is not an African stick but it does deserve mentioning. It is a Martinair stick that Joop picked up on his last trip to Holland. It is 5 3/4" long and flat with a small bubble end. It is all clear, including the logo which was made darker in the drawing for clarity. Around the logo going from top to bottom and left to right (not shown) is a round area in a very slightly grainy translucent clear, in which the clear logo sits in the center. Although the stick is one



sided the logo can be seen from the other side in reverse. No manufacturer on this one either.



Air Namibia Boeing 747-400 Combi  
Airline Issued Postcard - WAHS Collection

## Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Aside from some "minor" computer and/or internet glitches, this was a fun article to write because it was a trip down many memory lanes for me. One of the earliest paths came to mind as I checked the image of Nigeria Airways. My father had done some medical missionary work in the remote areas of Nigeria during the early 1980s. He would fly into Lagos or Port Harcourt on British Airways or Swissair and then travel by land to Urua Akpan in Cross River State. His descriptions of what passed for basic medicine in the "bush country" were amazing. At that time, I was assigned to Montreal's Dorval Airport and was able to watch as two of Quebecair's BAC 1-11 were prepared for delivery to Nigeria's OKADA AIR. I went to the hangar one day and walked through a/c serial number 123 as its transformation took place. The logo on the tail was the face of the local deity, OKADA. I wonder if the operators thought that this would intimidate potential revenue passengers from going to the competition. It must not have scared enough folks away, because OKADA AIR is no longer in operation. Many letters to that carrier went unanswered.

Another lane involved the time "Nigeria One" arrived at Baltimore-Washington International Airport with the president of the country aboard. Andrews Air Force Base, less than thirty miles away, was fogged in and the aircraft did not have enough linger time to wait until it burned off. So, BWI was the closest alternate and in they came. The State Department, Secret Service and FBI had a series of convoys up I-95 to meet the dignitaries. It must have been a long trip from Abuja on Boeing 727-2N6 Advanced, registration 5N-FGA (Federal Government of Nigeria). The aircraft was built in 1982 and delivered in July of that year with registration 5N-AGY.

A few years earlier, "Bahrain One" made a scheduled arrival at BWI. The pace was much more sedate because the Secret Service, State Department, FBI and embassy staff were on the tarmac with lots of time to spare. Again, a Boeing 727 was the VIP aircraft, this one registered A9C-BA. The aircraft was a 727-2M7, advanced, RE (could that mean "re-engined"?), with winglets. The center engine was an original P&W JT8D-17R, but the outboard engines had been replaced by JT8D-217Cs. I had a chance to talk with the chief pilot of the Amiri flight, a British gentleman, and he assured me that even though I couldn't be invited aboard, all the bells and whistles were in place. He told me that the aircraft had originally been manufactured to fill an order for a U. S. carrier, but that line

ceased operations before Boeing finished the airplane and it went into storage in Arizona.

Qatar Airways brought back memories of a Boeing 747 which stopped at BWI Airport in the mid 1990s to take on fuel and drop off export papers before entering service in Doha. The aircraft had served All Nippon Airlines before being stored in Arizona for a short period of time. The managing director of the airline and his most experienced pilots were on board.

The only long term association I've had with an African carrier was that with Ghana Airways during the last two years I spent at BWI Airport. They began twice weekly service between Baltimore and Accra in July of 2000. The route was operated with McDonnell Douglas DC-10-30 aircraft 9G-ANA, 9G-ANB and 9G-ANC. The flights were sometimes delayed by hours or days due to

conflicts in Liberia or other countries on the west coast of Africa where they would refuel for the long over-water stretch to Baltimore. We would try to accommodate them, but there was no way we could predict how many staff to have on hand Sunday morning because the local station manager kept insisting that he had no way of determining arrival time or passenger load until the aircraft left Banjul, the Gambia at what was generally nine or ten in the evening Saturday (Baltimore time). Our relationship with Ghana Airways was not a comfortable one and perhaps as a result of

(Continued on page 34)



QATAR AIRWAYS QR / QTR Doha, QATAR

Highly polished silver finish (chrome?) With maroon enamel in flag and letters. This set of insignia is in storage back in the U.S. and I do not want to give erroneous information regarding method of mounting to cap or jacket or whether or not items are hall-marked.

(Continued from page 33)

that fact I have not been able to add their wings to my collection. I did manage to increase my display of AVENSA insignia while Ghana Airways was at BWI. Many of their crewmembers had flown for AVENSA, VIASA and JAT before those lines ceased DC-10 operations. Many of these pilots and flight engineers wound up flying into and out of Accra

As I left the Ghana Airways memory lane I thought of how unpredictable my hours had been at BWI. On a "good" day, I would know by two in the afternoon whether I would be home for dinner or remaining at the airport for overtime. On a "not - so - good day" the word might not have come until after four o'clock. That was the main reason Karen and I subscribed to cell phones. She never knew when or whether to start dinner and it was impossible to get through to the school switchboard to leave a message or ask to speak to her. I think that the average death row inmate has more access to a telephone than does a schoolteacher. We had to go cellular so that I could make a 45 second call to say "I'll be home" or "Don't wait up for me". In three years those were the only calls made. The move to Bermuda made those calls a thing of the past. I might have to get to work before sunrise a few days a week to get American Airlines flight 1443 off to New York, but the flights the U.S. depart by five minutes to five in the afternoon and the ride home along the North Road is only three miles.

I think I'll like it here.



ROYAL AIR MAROC AT / RAM Casablanca, Morocco

ROYAL AIR MAROC AT / RAM  
Casablanca, Morocco (Below Left)

I am not sure if the cap badge and wing shown are contemporaries. I have had the wing for fifteen years and only secured the cap badge within the last four years.

The cap badge is gold bullion thread on black material. It is not a substantially thick cloth compared to other sew-on designs.

The wing insignia, which is worn on the right side of the pilot's jacket, is a much more substantial design. The wing is held on the jacket by three clutchback pins. Wing is hallmarked .A.B. PARIS The star is enhanced by green enamel and the crown has red highlights. The metal is brass color and there is evidence that there might have been a thin gold wash or plating on the wing, but that has worn off.



AIR ZIMBABWE UM / AZW Harare, Zimbabwe

Cap badge is sew on type. Gold bullion thread on black material, center disc is red, black thread enhances detail of feathers of bird.

Wings are hallmarked "REUTELER SALISBURY". Both pilot and engineer wings are of gold color metal with a disc of red paint. Wings are secured to jacket by a split pin passing through two eyelets.

AFFRETAIR ZL / AFM Harare, Zimbabwe  
Pictured On The Next Page

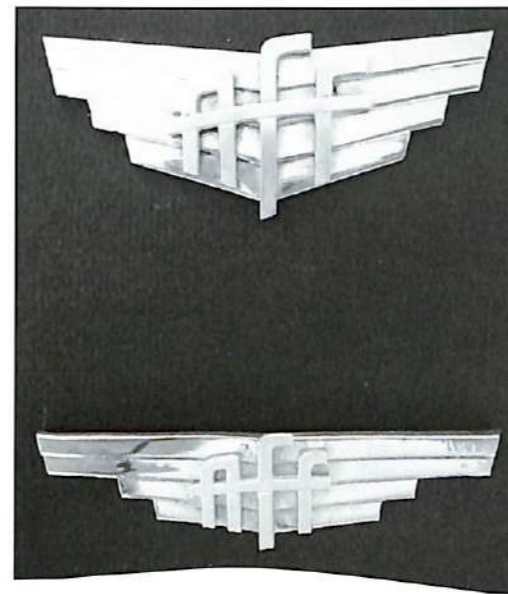
Operates cargo flights with DC-8 aircraft leased from DHL World-wide Express when needed.

Wing and cap badge are of polished silver metal with the "AFF" in a brushed metal. Wing is clutchback, cap badge has one screw post and a positioning pin. No hallmarks on either piece.

(Continued on page 35)

(Continued from page 34)

AFFRETAIR ZL / AFM Harare, Zimbabwe



NIGERIA AIRWAYS, Ltd. WT / NGA Ikeja, Nigeria

Both wing and cap badge are sew on types. Gold bullion thread on black material



SOUTH AFRICAN AIRWAYS SA / SAA  
Johannesburg, South Africa

Current insignia.

Cap badge sew on type with leaves of gold bullion thread and a metal center device of gold base color with red and black enamel completing the design. The center device is highly polished.

SOUTH AFRICAN AIRWAYS SA / SAA  
Johannesburg, South Africa

Wings are clutch back and hallmarked "CONNOISSEUR" above "CAPETOWN RSA" there is also a crown over the letter "c" below the "CAPETOWN RSA" line.

Both insignia are highly polished gold color metal with black and red enamel on both. The Flight Engineer wing has the letter "E" in a purple band at the top of the shield. This is in keeping with the tradition of current and former British Commonwealth countries paying tribute to the engineers who remained at their stations after the RMSS "Titanic" struck an iceberg and sank in the North Atlantic Ocean.



BAHRAIN AMIRI FLIGHT BAH  
Manama, Bahrain "Bahrain One" VIP flights

All insignia are sew on variety. Gold bullion thread on black, padded, material. Black thread enhances feathers of wings. Crest is silver bullion over maroon material with black and bold zig-zag line separating the colors. The dots at the base of the crown alternate red to green from the left.



BAHRAIN AMIRI FLIGHT BAH  
Manama, Bahrain "Bahrain One" VIP flights



GULF AIR GF / GFA  
Multi national airline of the States of Bahrain, Oman, Qatar and the United Arab Emirates. (P6060077)

Insignia are quite plain in design, unlike the livery of the Gulf Air fleet.



EMIRATES EK / UAE  
Dubai, United Arab Emirates (Upper Right)

All these insignia are of gold on grey and are sew on type. The pilot wing and cab badge are of a much lighter material and thinner thread than the heavy material and gold bullion thread of the flight engineer brevet.

EMIRATES EK / UAE Dubai, United Arab Emirates



AIR AFRIQUE RK / RKA  
Abidjan, Ivory Coast

Wing is sew on variety. Gold bullion thread on very dark green material. Black thread enhances detail of horns and facial features of animal's head. The lowest level of "horn" is formed of gold color sequins.



## Jr. Wings

By Stan Baumwald  
stanwing@bellsouth.net

Unfortunately, there is only one airline that I know of that put out junior pilot wings in all of Africa and that is South African Airways. Normally, for just one airline I would skip this issue as I really do not have much to contribute except for the fact that one of the wings of South Africa is a relatively new wing. First the older wing which I list as SAA-01. (1) This is a plastic wing in gold and brown tones. A pin back wing about 3" across.

The second wing (2) is one which I have had for just a few months now having been sent to me by one of my European traders. This will be named SAA-2 in my book. This wing is a pin back and much smaller in size being only a bit over 1 1/2" across. It has gold colored wings and the center is red, green and black. The most noticeable feature is that it has an epoxy finish which gives it quite a shine.



South African Airways Boeing 707  
Airline Issued Postcard

Perhaps she has kiddie wings in the flight bag?

That's it folks. Next issue when we cover the South Pacific we will go absolutely wild with all the different junior wings of Australia and New Zealand.



Fig. 1



Fig. 2

# Slide Photography

By Joe Fernandez & Eddy Gual

*iferna10@bellsouth.net*  
*eddygual@bellsouth.net*

Throughout our many years of aviation photography, enthusiasts have come to us to ask varying questions from what equipment is best suitable, to film, to copyright issues. The following are some samples. If you have an aviation photography inquiry not mentioned here, please feel free to contact us via e-mail, and we will be glad to answer you as best as we can.

**WHY IS MY PICTURE CROPPED OFF AND NOT PROPERLY FRAMED ON THE SLIDE? IT LOOKED FINE ON THE VIEWFINDER.**



*This slide was taken with a pro-level camera. Since it had a 100% viewfinder, the photographer was not careful and cropped out the tail.*

This is a common problem for those who use the "higher" end cameras. In other words, professional-level SLR's offer 100% viewfinder...what you see is what you get. If you were to view the aircraft completely from edge to edge, cropping will occur. When a slide is mounted, about 5% of the actual picture is not seen. What this means is that the opening of the slide area is smaller than the actual film. Please note that each camera is different. Take some sample slides at home to find the proper framing ratio of your particular camera.

**MY SLIDES ALL CAME BACK WITH DARK EDGES OR "TUNNEL EFFECT". WHAT CAUSES THIS AND HOW CAN I CORRECT IT?**

Tunnel effects occur when using higher speeds for slow film such as Kodachrome 64 or Fuji Velvia. There is a myth that one has to use these speeds to capture action shots when that is not the case. This does not allow proper exposure of the film, specially shooting at higher telephoto settings (over 200m). 1/500 speed may be the highest that can be used before this is noticed. It is very common in many models of zoom lenses.



*Here, the photographer used a high shutter speed to capture the moment. Little did he know that the edges would not expose properly.*

**HOW COME THAT WHEN I USE HIGHER FOCAL LENGTHS, MY PHOTO APPEARS ENTIRELY SOFT OR OUT OF FOCUS?**

This situation occurs with amateur-level telephoto zoom lenses. These lenses are usually very light in weight and it is easier for hand-held "shake" to affect the outcome. Professional level lenses, on the other hand, are constructed of steel, and are less likely to allow hand-held shake due to their heavy weight. Some are now offering these lenses with vibration-reduction features, but get ready to bring the checkbook as they are expensive. In any case, another good solution is to use a tripod or monopod if possible, to help you get better results regardless of the lens model.

**I AM BEING TOLD TO USE SLOW SPEED SLIDE FILM. I ALWAYS USE ISO 400 TO CAPTURE ACTION SHOTS. WHY ARE THEY SUGGESTING THIS TO ME?**

*(Continued on page 39)*

*(Continued from page 38)*



*This nice approach shot was taken at a shutter speed of 1/350 using Kodachrome 64 slide film.*

Slow speed film has always been a choice of professional photographers due to their great quality. We usually do not use film speeds in excess of 100 ISO. In the past, we have taken many great action shots using Kodachrome 64 and camera speeds of 1/250 to 1/500. Fast speed films have excessive grain and will not be good when creating enlargements.

**WHEN I USE AUTOFOCUS FOR ACTION PHOTOS, SOMETIMES IT DOES NOT WORK OR COOPERATE AND I MISS THE ENTIRE SHOT. HOW CAN I CORRECT THIS?**

We strongly believe that autofocus should not be used during action photography. Even though some of today's equipment is well advanced, it is still not perfected. Use the feature on a very limited basis. It is always a good idea to pre-focus manually on the precise area that the aircraft will pass by. By doing this, you will already be set and all you have to worry about is the proper framing. Also, older lenses get "confused" and will throw the focusing out of range, thus you will miss the opportunity. Use autofocus on the ramp shots instead...where you have plenty of time to get set up.

**I RECENTLY TOOK A PHOTO OF A PLANE IN A DARK RAMP. THE PHOTO CAME BACK UNDER-EXPOSED. MY SETTINGS WERE FINE. WHY DID THIS HAPPEN IN THE FIRST PLACE?**

Our common practice is to underexpose the slide film a stop to get proper results, but not always will we do that. Here is a little rule of thumb for different settings: (Dark plane, dark ramp), shoot even exposure. (Dark plane, bright ramp or bright

plane, bright ramp), underexpose it an f-stop. Here again, this all comes down to the equipment you may be using. They all vary to some degree. Practice photographing a parked car (safely) in different concrete surfaces and take a picture of each with notations. (making sure that sun angles are the same). This technique can be used for aviation photography as well.

**I WANT TO LEARN TO "PAN" MY ACTION SHOTS TO SHOW SPEED EFFECT. HOW IS THIS ACCOMPLISHED?**



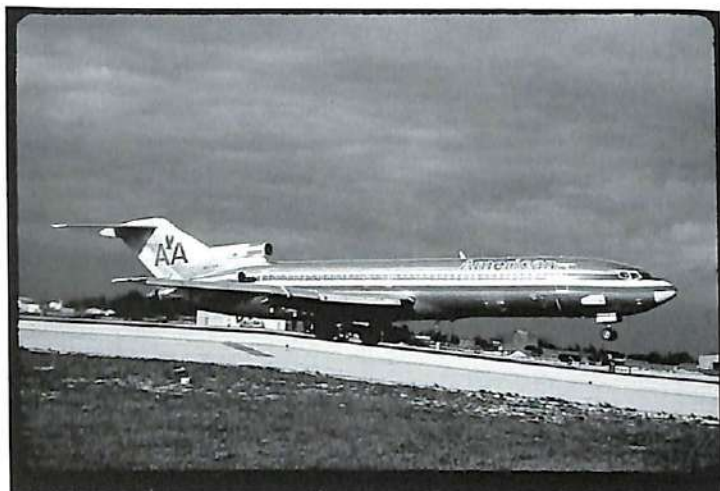
*Taken with great concentration and lower shutter speed (1/125). Panning gave this shot a sense of speed.*

"Panning" or blurring the background, takes lots of concentration. This is good practice for the advanced photographer. If you have lots of photographic knowledge and are comfortable, you can do this. Panning is the art of using a slow camera speed (like 1/125) to distort the background and keep the aircraft in focus. This gives a 3-dimensional or speed effect. Please note that panning also works better with normal to wider angle lenses where camera "shake" is at less risk. Put all this to use and you can have a great shot! Steady hands and attention to the subject are a must!

**MY SLIDES CAME BACK THE OTHER DAY YET I NOTICED THE PICTURE WAS NOT LEVEL (CROOKED HORIZON). WHAT STEPS CAN I TAKE TO CORRECT THIS?**

Some photographers put strong emphasis on the aircraft yet do not pay attention to the horizon, thus producing a photo of a plane that looks like it is taking a dive on a runway. This is very common on photos of aircraft that are 3/4 front and coming closer to you as they are moving. Miami International Airport's popular runway 12 photo area is a perfect place to correct this situation. Continued

*(Continued on page 40)*



Oops...the photographer got excited about this 727 and lost track of the horizon....we're glad that there are programs out there to correct this!

practice is the best thing in overcoming this problem. Some higher end cameras also offer interchangeable viewfinder screens with different grids for guidance.

**WHY DID MY SLIDES COME BACK WITH IDENTICAL HORIZONTAL SCRATCHES? IS IT THE COMPANY THAT DEVELOPS MY FILM OR MY EQUIPMENT? WHO DO I BLAME?**

Sometimes, the company who processes the film, may be to blame, but in most cases, it is the photographer who creates this. Here are a couple of tips to avoid this from your end.

- 1) Always clean the back of your camera from dust particles. As the film advances, the dust can drag and can scratch it. (follow the proper ways of cleaning the inside of your equipment as this area is very delicate. For further questions, refer to your camera manual).
- 2) When the film is removed from the camera, store it back into the plastic container which it came in. This will avoid dust settling in the padded area of the film canister opening which can cause scratches upon its removal at the lab. This has happened once to one of our fellow Miami area photographers, Bob Durey, who I thank for this tip that we can all use. Much appreciated, Bob!

**I LIKE TO USE WIDER ANGLES (I.E. 35MM OR LESS). I THINK THE SHOTS ARE PERFECT BUT NO ONE WILL TAKE THEM AND SEEM NOT INTERESTED IN THEM. WHAT'S THE PROBLEM?**

Wide angle shots can be very artistic, but they have a tendency to dramatically distort the proportions of an airplane. Many in the hobby prefer not to collect these types of shots, but they are widely accepted in publications.

**I RECENTLY SENT A SCAN OF MY SLIDE TO A WEBSITE BUT NOW, THE IMAGE IS BEING USED ILLEGALLY ON OTHER SITES. WHAT DO I DO?**

When you send something thru the web, it becomes available to anyone around the world. Unfortunately, while most uses are in good faith, there will always be those who will pray on the shot for other purposes than that of which is intended. You have to contact the web site(s) if found and ask for removal. If they do not comply, report the site immediately to your internet service provider.

**AN AIRLINE RECENTLY TOLD ME THAT I CANNOT CONTINUE TO PUBLISH MY PHOTO OF THEIR AIRCRAFT ON ANY WEBSITE WITHOUT THEIR PERMISSION. I THEN TOOK THEM OFF. WHAT HAPPENS HERE?**

Even though a photographer owns the copyright of the slide, any logo is a company trademark. This is a rare problem because most airlines/companies welcome our photos. They rather use freelance photographers than to spend large amounts of money for an advertising agency. If they ask you to remove the photo, please do so without hesitation and take note of it for future instances.

**AIRLINERS INTERNATIONAL 2003**  
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- **Tour The Wright-Patterson Air Force Base Museum With The Presidential DC-4, Constellation, And Boeing 707 Aircraft**
- **Visit Port Columbus Airport - The Site Of The Transcontinental Western Air Connection Between Plane And Railroad**

[Http://www.ai2003.com](http://www.ai2003.com)

# Aircraft Models

By Peter Reed

[reedx001@tc.umn.edu](mailto:reedx001@tc.umn.edu)

## African Airlines



Fig. 1

The Ethiopian Airlines Boeing 767-200 (Fig. 1) is from the Hasegawa 1/200 scale kit, with ATP decals.



Fig. 2

The 720B from the same airline (Fig. 2) is from a re-worked Airfix 707 kit, with vacuform fan-jet engines. Ethiopian has been one of the strongest and most enduring airlines on the African continent, despite the successive crises the nation itself has passed through.

The attractive Air Tanzania color scheme makes the Boeing 737-200 look elegant (Fig. 3). This is from the Airfix 1/144 scale kit. The decals appear not to be available anymore. The subject of the model, 737 -2R8C Advanced, 5H-A TC, joined Air Tanzania in 1978, and is current.



Fig. 3



Fig. 4

The other 737-200 model (Fig. 4) is of SU-AYG, a 737-266 Advanced now replaced by 737-566s in EgyptAir's fleet. This color scheme has now been replaced, too, though a version of the tail logo continues. This is also the old 1/144 Airfix kit.



Fig. 5

South African Airways (Fig. 5) bought the last four true civil DC-4 Skymasters (as opposed to civilianized C-54s) from Douglas for their "Springbok" ser-

(Continued on page 42)

(Continued from page 41)

vice to London. They replaced Avro Yorks, and were in turn replaced by Lockheed 749A Constellations. The Long Prosper 1/125 scale "snap together" model depicts the DC-4 later in its career, with white top and modified radar nose. Cloud Master makes decals of the same vintage color scheme for the 1/72 Constellation and DC-3.

Belonging to an earlier stage in the history of African airlines, the De Havilland DH 90 Dragonfly (Fig. 6 and 7) as illustrated served with Rhodesia and Nyasaland Airways in the later 1930s. They also flew with Wilson Airways in Kenya. The Dragonfly was a five seater, so an economical aircraft to serve out-stations where loads were light but communication vital. De Havilland achieved high performance out of its biplanes by using much thinner wings than were seen on contemporary monoplanes. Unfortunately, in the case of the Dragonfly, this resulted in a fairly high wing loading and unpleasant stall characteristics that were accentuated by the heat and altitude of the African airfields it served.

This model is from the Rug Rat Resin kit, in 1/72 scale. The kit has decals for three versions; this one, the civil G-AEDT, and Swedish Air Force. The interior can be furnished, and the cabin transparency is a large one-piece molding. The upper wing is mounted on this. There are decals for the cabin window frames, edged with the surrounding color. You should be able to paint close to the windows and have the decal margins blend in, which is a nice idea. The only trouble is that in the case of this version, which has a silver upper fuselage, the decal is so thin that light shines through the window frames. After I had photographed the model I repainted the whole fuselage blue, and used the blue frame decals from the G-AEDT version, and the model looks much better, if less authentic.

Aircraft in Miniature, which makes Rag Rat, also makes Transport Wings kits, which include the Dragonfly's big brother the DH 86. The only African operator I know of was Misr Airwork of Egypt, but Imperial Airways used the DH 86 to open the Khartoum to Lagos trans-African route. The Transport Wings kit comes with Imperial Airways decals, as well as Qantas and Jersey Airways.



Fig. 6



Fig. 7



South African Airways DC-7B - Airline Issued Postcard



Air Rhodesia Boeing 720 - Airline Issued Postcard

CONTENT  
DELETED DUE  
TO PRIVACY  
CONCERNS

## UPCOMING AIRLINE COLLECTIBLE SHOWS!!

### DALLAS AIRLINE SHOW

**Saturday, April 12, 2003.** Dallas, TX. Marriott South DFW Airport. Contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: (941) 352-0216. E-Mail: [Navagator@gulfaccess.net](mailto:Navagator@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](mailto:s.mazanek@attbi.com).

### 2003 AVIMAGE PARIS CONVENTION

**Saturday, May 24, 2003.** Paris, France. 9.30am - 6.00pm. Holiday Inn Roissy-CDG Airport. Contact: Michel Patry, Avimage, 3 rue Jules Verne, 92800 Puteaux, France. Phone: 33-0-1-49-00-17-76 or Fax: 33-0-1-47-71-74-50.

### LAX AIRLINER EXPO

**Saturday, June 21, 2003.** Los Angeles, CA. Hacienda Hotel, LAX Airport. 9am - 3pm. Contact: Dave Cherkis, 1825 Warrenville Drive, Las Vegas, NV 89117. Phone: 702-360-3615 or Chris Laborde (619) 997-0666. E-Mail: [Info@LAXAirlinerExpo.com](mailto:Info@LAXAirlinerExpo.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](mailto:Information@AI2003.Com).

### NEWARK AIRLINE SHOW

**Saturday, September 6, 2003.** Sheraton Newark Airport Hotel, Newark, NJ. Contact: Bill Gawchik, 88 Clarendon, Yonkers, NY 10701. Phone: (914) 965-3010. E-Mail: [PanAm314@aol.com](mailto:PanAm314@aol.com)

### ST. LOUIS AIRLINE SHOW

**Saturday, September 27, 2003.** Ramada Inn - St. Louis Airport, St. Louis, MO. Contact: David Keller, 1965 Danelle Drive, Florissant, MO 63031-4311. Phone: (314) 837-5773. E-Mail: [dkeller@airlinetimetables.com](mailto:dkeller@airlinetimetables.com)

### SEATTLE AIRLINE SHOW

**Saturday, October 11, 2003.** Museum of Flight, Boeing Field, Seattle, WA. Contact: Greg Mattocks, P.O. Box 1455, Bothell, WA 98041. Phone: (425) 485-8780. E-Mail: [mattocks@verizon.net](mailto:mattocks@verizon.net)

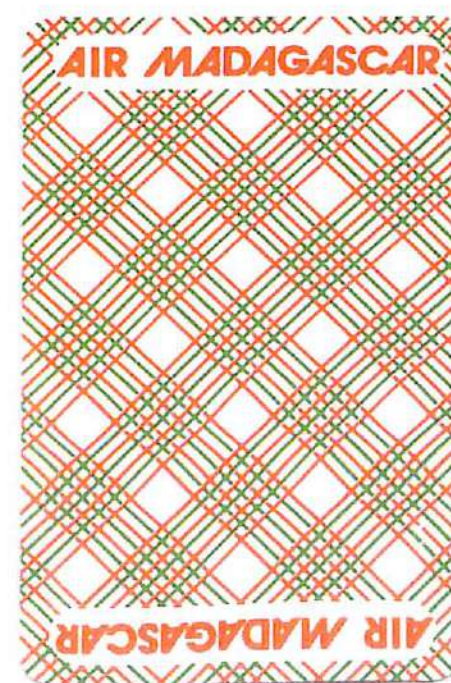
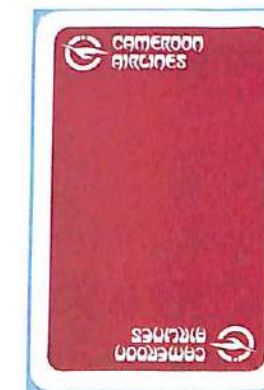


# AIRLINERS INTERNATIONAL 2003

## COLUMBUS, OHIO

*100th Anniversary of Powered Flight*

## More Airline Playing Cards!







*Air Zimbabwe Boeing 707-330B Z-WKV - Slide By Alan Miller*



*Ethiopian Airlines Douglas DC-3 - Aviation Photography of Miami Collection*