



# WORLD AIRLINE HISTORICAL SOCIETY

## *The Captain's Log* *Summer 2003*



*Air Tahiti Nui Airbus A340*  
*Photograph From The Aviation Photography of Miami Collection / Eddy Gual*

## ***South Pacific Adventure!***



AIRLINERS INTERNATIONAL 2003

COLUMBUS, OHIO

*100th Anniversary of Powered Flight*





*Bora Pacific Airlines EMB-112*

*Photographs From The Aviation Photography Of Miami Collection*

*Royal Tongan Airlines Boeing 737-200*



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*UTA French Airlines - Airline Issued Postcard From The WAHS Collection*



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## From The Flight Deck

Greetings from Society headquarters in Miami.

*News Flash!* WAHS is now incorporated in the State of Florida as a not-for-profit organization. Our society also received an IRS ruling granting us 501 c 3 status which enables our members and other concerns to donate items and funds to WAHS and receive a tax deduction.

### NEW LOOK FOR THE CAPTAIN'S LOG

We're trying an experiment with this issue of *The Captain's Log* in order to save money. As you can see, the format and layout remains the same, but the printing process and paper quality has been changed. Please advise us of your thoughts on the new layout.

### 2003 ANNUAL BUSINESS MEETING

The 2003 WAHS Annual Business Meeting will take place in Columbus, OH during the Airliners International event on Friday, July 10. All WAHS members in good standing are invited to attend. Please see the attached agenda.

Several openings exist on our Board of Directors. Please advise WAHS headquarters if you're interested in devoting the time and energy to be of service to the society.

Copies of the WAHS by-laws are available online at our web site or by sending \$3.00 to WAHS headquarters to cover postage and handling.

We will discuss the by-laws and seek nominations for Board and officer positions at the business meeting.

The by-laws and nominations will be presented to the membership via paper ballot with the next issue of *The Captain's Log* in September 2003. Simple majority of the ballots received back at WAHS headquarters will determine approval or not.

We need ALL MEMBERS to help attract and retain new members to the society. Membership flyers are available from WAHS headquarters for distribution as well as online at our web site. All of our activities require funding from our membership fees. WAHS can only grow with your help as we

seek to preserve the history of the airline industry through collecting airline memorabilia and hosting the Airliners International events.

Any suggestions on how we can better fulfill our mission and reach out to more airline enthusiasts from around the world will be greatly appreciated!

### MEMBERSHIP RENEWAL!

If the label on your envelope shows "28-1", then your WAHS membership expires with this issue. In order to maintain uninterrupted membership status, please renew your membership as soon as possible! You can pay your membership fees online at [www.WAHSONline.com](http://www.WAHSONline.com) via [PayPal.com](http://PayPal.com) with your VISA or Mastercard. All of us appreciate your continued support of OUR organization!

### NEW MODEL EDITOR

Peter Reed will be hanging up his paint brush and Exacto knife as our model editor. If you have any aircraft model building experience, and if you're a writer and photographer, please contact Peter or the Editor. We would like to thank Peter for his many years of hard work as our Model Editor!

### 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!

### THIS ISSUE OF THE CAPTAIN'S LOG

Now, fasten your seat belt, sit back and relax as we begin our 'South Pacific Adventure' by exploring the many fascinating airlines that call this region of the world their home!

With best regards,

Bill Demarest



AIRLINERS INTERNATIONAL 2003

COLUMBUS, OHIO

100th Anniversary of Powered Flight



# Airlines Of The South Pacific Since 1929

By JOOP GERRITSMA

In his 'History of the World's Airlines,' airline historian Ron Davies calls the Pacific Ocean "the last continent." He writes: "Until the 1950s the Pacific Ocean was significant to airlines only because its widely-scattered islands provided convenient stepping stones along the routes between continents. But as the tempo of air-mindedness quickened the islanders realized how easy it would be to join the isolated groups of islands by air."

## HAWAII

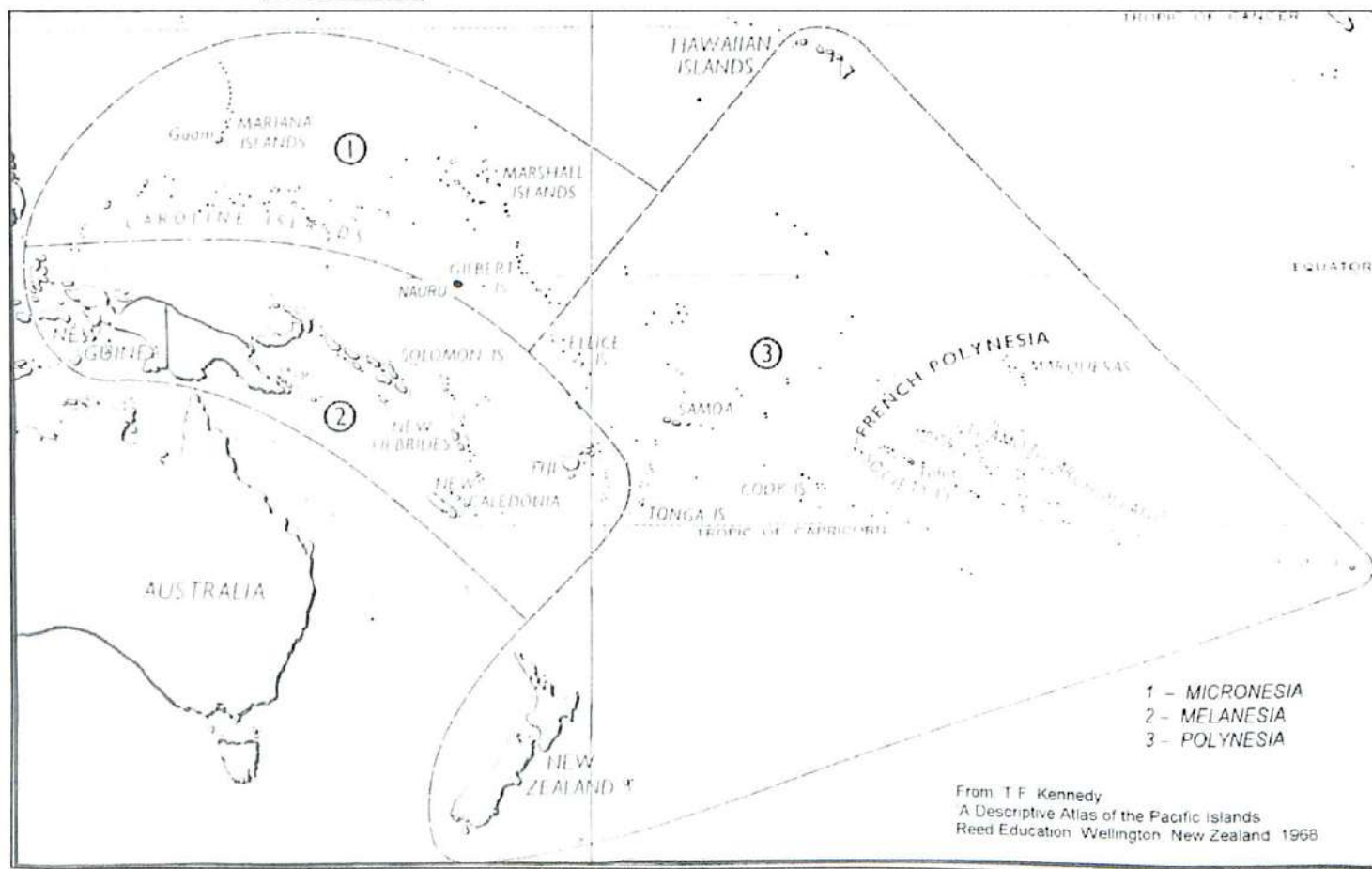
Before WW-2, only four territories in the Pacific developed regular airline service: Hawaii and New Zealand in 1929, Fiji and New Guinea in 1933. Pan American started cross-Pacific service for mail in 1935 and for passengers in 1936. That was it for Pacific air travel in the 1930s.

The South Pacific is made up of three geographical groups of islands, divided partly along ethnic lines based on where their early inhabitants came from: Polynesia, Melanesia and Micronesia. Each of these in turn consist of several sub-groups of islands.

Hawaii is at the northern-most point in roughly triangular Polynesia. On Jan. 30, 1929, Stanley C. Kennedy founded Inter-Island Airways. It started four weekly return services to Honolulu - Hilo via Molokai, Lanai and Maui on Nov. 11 and twice-weekly Honolulu - Kauai the next day, with two Sikorsky S-38 amphibians for eight passengers.

Hawaiian Airways, began operations at about the same time with one or two five-passenger Kreutzer Air Coach trimotor landplanes, not the larger Fokker F.10 as had been advertised. The company lasted less than a year.

## POLYNESIA



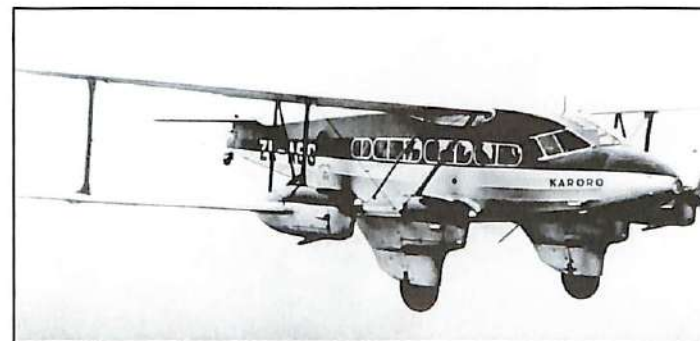
(Continued from page 4)



1929: Inter-Island Airways S-38

Inter-Island carried 10,367 passengers in 1930 plus 2,600 on sightseeing trips over Honolulu. The number dropped below 7,000 a year in 1932 and 1933, during the depth of the Depression. Mail contracts were awarded in 1934 and two more S-38 were added. Now there were daily services to all six main islands. In 1935-36 four Sikorsky S-43 amphibians were delivered. They were faster and carried 16 passengers, double that of the S-38.

During the late 1930s the U.S. military improved airports in the territory due to increasing incursions into the Pacific by Japan. This made operations by large landplanes possible and in August 1941 three DC-3 were delivered to Inter-Island. One crashed on a crew training flight, but the others went into service on Oct. 1. On that same day the airline changed its name to Hawaiian Airlines. Following the attack on Pearl Harbor on Dec. 7, 1941, all Hawaiian Airlines operations were placed under military supervision. With the DC-3 taking over passenger services, the three remaining S-43 (one had been sold) started a cargo service on March 20, 1942 to deliver fresh, perishable food throughout the islands.



1936: Union Airways (New Zealand) D.H. 86 Express

## NEW ZEALAND

As early as 1921, Canterbury Aviation operated passenger services from Christchurch with surplus WW-1 aircraft, but true scheduled airline service in this, the southern-most point of Polynesia,

began in 1929, when Air Travel (NZ) started daily Christchurch - Dunedin service along the east coast of the South Island, with a DH-50 for a pilot and four passengers. A few other small operators also started services in the next few years, all with small one- or two-engine aircraft for two to six passengers. One, Cook Strait Airways, connected Wellington on the North Island with Blenheim and Nelson on the South Island, across the often stormy Cook Strait. The first airline of any substance, Union Airways, inaugurated service from Palmerston North via Blenheim and Christchurch to Dunedin on Jan. 16, 1936 with four DH-86 biplanes for 10 passengers. They were replaced by three Lockheed L-10 Electras in 1937 on the daily Auckland - Wellington route. They were the first all-metal airliners in the country. By 1939 Union was the dominant domestic airline, operating seven routes. Air Travel (N.Z.) and Cook Strait were also still operating. In 1940 Tasman Empire Airways began connecting New Zealand and Australia across the Tasman Sea. The first flight was made on April 30 with a Short C-Class flying boat. During the war, TEAL provided the only passenger service of any kind between the two countries.

## MELANESIA

### FIJI

Fiji consists of two main islands and about 880 islets. On March 20, 1933, Fiji Airways began operating subsidized passenger and mail services on one weekly and two fortnightly routes from Suva with three small floatplanes. But operations ceased in February 1934.

### NEW GUINEA

On April 18, 1927, Guinea Gold started the first successful regular commercial air service in what was then the Australian territory of New Guinea, on the eastern half of the island. But this Lae - Wau service was not a public service since it only supplied the Bulolo gold fields in the interior near Wau. The airline was taken over by Guinea Airways in December. In 1933 the latter began regular, unsubsidized public services from Lae in the northeast to the capital Port Moresby in the southeast, to connect with ships to and from Australia. Two other small operators in the early 1930s, W.R. Carpenter & Co. and Pacific Aerial Transport, merged on Oct. 16, 1936 as Mandated Airlines. At the end of the decade, Guinea Airways was operating a fleet of German Junkers aircraft and a Ford Tri-motor, Mandated had several DeHavillands from Britain. Stephens Aviation and Holden's Air

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(Continued from page 5)

Transport flew charters from Wau to the gold fields. W.R. Carpenter came back onto the scene on May 30, 1938 with a weekly service from Sydney to Port Moresby and Rabaul on the island of New Britain, with three DH-86.

There was no commercial air transport on the western half of New Guinea, part of the Netherlands East Indies, but the Navy operated irregular services into the interior in the 1930s for government officials, scientists, missionaries and doctors. The start of the war prevented the NEI airline KNILM from its planned extension of its network into Dutch New Guinea in 1941-42.

### MICRONESIA

Most islands of Micronesia are sparsely populated coral reefs. Only Guam at the southern point of the Marianas group of islands received airline service when Pan American began using it as a refueling stop on its trans-Pacific service on Nov. 22, 1935 (see below).

### PAN AMERICAN AIRWAYS

On Nov. 22, 1935 Pan America's Martin 130 'China Clipper' inaugurated a regular weekly mail service from San Francisco to Manila via Honolulu, Midway, Wake and Guam. Cargo was carried from March 1936 and on Oct. 21, 1936, the 'Hawaiian Clipper' carried the first passengers on the service. A regular bi-weekly service from Honolulu to Auckland (New Zealand) via Kingman Reef began on Dec. 23. From July 12, 1940 the new Boeing 314 flying boat was placed on the route, operating via Canton Island and Noumea. The service ceased after the attack on Pearl Harbor,

### AFTER THE WAR

In 1945-46 major airlines on both sides of the Pacific quickly began services, either only to Hawaii or all the way across. But this history is not about them, it is about airlines of the Pacific and all through the 1950s and 1960s many new ones came onto the scene because the islanders realized how easy it would be to replace sea journeys of days, even weeks, with flights that took a few hours. Profiling all airlines that have operated in the Pacific, or still are, would require an entire issue of the CAPTAIN'S LOG. The author has counted about 85 since the end of the war. By far the most were (are) small outfits with a few single-engine light aircraft or small twins on local, taxi, sightseeing and similar services. Only the major airlines are profiled here

## POLYNESIA

### HAWAII



1966: Hawaiian Airlines YS-11A

Hawaiian Airlines got competition from Trans-Pacific Airlines, which started non-scheduled services on July 26, 1946 and scheduled services on June 6, 1949. From that moment on, both airlines went head to head, operating basically on many of the same routes. The only things for travelers to chose from were the level of service and the type of aircraft. Both started with the DC-3, but Hawaiian introduced Convair 340s in late 1952. TPA adopted the name Aloha Airlines on Feb. 11, 1959 and put the Fairchild F-27 propjet in service in June 1959 and Viscounts in 1963. Hawaiian then introduced the propjet CV-640 in 1964 and the Japanese YS-11 propjet in 1966. Short-range jets were next, with Hawaiian placing the DC-9 in service in March 1966 and Aloha following in June with the British BAC 1-11. A merger proposed in 1970, never happened.



1959: Aloha Airlines F-27

Today, both fly to the U.S. mainland, to Hawaiian points and to other islands in the Pacific. Hawaiian has 30 Boeing and McDonnell-Douglas types and Aloha operates a fleet of 25 Boeing 737. Mid-Pacific Airlines was a major YS-11 and F.28 intra-Hawaiian low-cost carrier, transforming itself into an all-freight airline toward the end of the decade.

(Continued on page 7)

(Continued from page 6)

### NEW ZEALAND

New Zealand National Airways Corp. (NAC) was founded on Dec. 7, 1945 by a act of government and took over the operations of Union Airways, Air Travel (NZ) and Cook Strait Airways. Domestic service started in January 1947. TEAL took delivery of four Sandringham flying boats, to be replaced by four Solents in 1949. NAC was designated to operate domestic services and TEAL international services to Australia and the Pacific. The equipment was slowly being upgraded, with NAC replacing its DC-3s with Vickers Viscounts and Fokker Friendships in the 1950s and TEAL switching from Solent flying boats to the DC-6 and later the L-188 Electra. On April 1, 1978, the two amalgamated under the name Air New Zealand. Today, ANZ operates a domestic and Southeast Asian network and to Tokyo, London and Los Angeles, with a fleet of the latest Boeing and Airbus models.



1973: Air New Zealand DC10-30

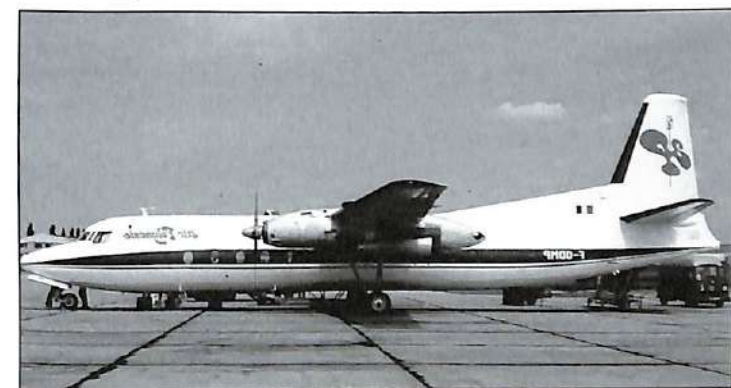
### FRENCH POLYNESIA



1958: RAI Short Sandringham

Regie Aerienn Interinsulaire (RAI) began services from Papeete, Tahiti, in the Society Islands in 1951 with a Catalina flying boat. More services were inaugurated after a second Catalina and a Grumman Mallard were added, and in 1958 the airline was taken over by the French airline TAI and was

renamed Reseau Aerien Interinsulaire. A Short Sandringham flying boat went on the Papeete-Bora Bora service that year. On Jan. 1, 1970 the airline adopted the name Air Polynesie. The fleet then included the Sandringham, a DC-4 and a Twin Otter. In 1972 to 1980, several Fokker F27 and Fairchild F-27 and FH-227 were acquired to upgrade services and open new ones. The name Air Tahiti was adopted in 1987. The current fleet of French ATR models and Faichild-Dornier DO-228s operates an extensive domestic schedule to the larger islands.



1980: Air Polynesie FH-227B

On Nov. 1998 a new international carrier, Air Tahiti Nui, started operations to promote tourism to the islands. It flies to Los Angeles, Osaka, Tokyo and Auckland, with five Airbus A340 models, painted in a striking two-tone blue color scheme.

### COOK ISLANDS

Air Rarotonga was founded in 1977 and operates inter-island services in the Cook Islands with a SAAB 340A under an agreement with Air New Zealand. There is also a weekly flight to Niue.

### (WESTERN) SAMOA

Polynesian Airlines started charter services Apia-Pago Pago in August 1959. Today it serves Papeete, Pago Pago, Honolulu, Auckland and Sydney with two 737-800 on scheduled services, and links the two islands of Samoa with Twin Otters.

### MELANESIA

### FIJI

It took nearly eight years after the demise of Fiji Airways in 1934 for Fiji to see airline service again. In Oct. 1941 Pan American began using Suva on its Boeing 314 service between San Francisco and Auckland, New Zealand. On Sept. 1, 1951 a new Fiji Airways began domestic service from Suva to Lambassa with a DeHavilland DH-89 biplane for

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(Continued from page 7)



1954: Fiji Airways DHA-3 Drover

6-8 passengers. Three years later the airline bought two Drovers, a 6-8 passenger trimotor of Australian design. The domestic network expanded as more Drovers were added. In 1959-1960 international services were opened to Tonga and the Solomon Islands with a DH Heron. The name was changed to Air Pacific in 1971 and the international network grew as HS 748 propjets and BAC 1-11 pure jets were added. Today's fleet consists of Boeing 737, 747 and 767 models. Two A330 are on order. Services are to Honolulu, Los Angeles, several Australian cities, New Zealand, Japan and to other Pacific islands.

#### NEW GUINEA

Mandated Airlines resumed operations on the Australian eastern half of the island after the war with a fleet of U.S. and British war-surplus aircraft. A Sydney service was started in 1954. The airline was bought by Ansett of Australia in 1961 and began operating as Ansett Airlines of Papua New Guinea with Fokker F.27s. Trans Australian Airlines also operated extensive services to and within the territory, first with DC-3 and DC-4, but from the early 1960's also with the F.27. Both operations were turned over to Air Niugini, founded fol-



1976: Air Niugini B707-323C

lowing the territory's independence as Papua/New Guinea in 1975. Air Niugini started with DC-3s and F.27s acquired from Ansett and TAA, soon added Fokker F.28 jets and now has one 767 for international services to Australia, Japan, the Philippines and Singapore. Dash-8s and F.28s fly local and regional services.

Talair was Papua New Guinea's largest domestic airline in the late 1980s. Founded in 1975, it was serving 146 domestic destinations by 1980 with a fleet of more than 50 aircraft, ranging from small twins to four Dash-8. However, the worldwide recession in the late 1980s and the first Gulf War in 1990 caused traffic to drop sharply. It was losing \$1 million a month and operations ceased on June 30, 1993.

On the Dutch half of the island, KLM started services from Biak and Hollandia into the interior in 1951 with DC-3s. A new KLM subsidiary called Kroonduif, after a native bird, took over the services and fleet in 1954. Soon it acquired with DHC-2 Beavers, followed by Scottish Aviation Twin Pioneers. Routes and aircraft were transferred to Garuda when the Dutch turned the territory over to Indonesia on Dec. 31, 1963.

#### VANUATU

The New Hebrides became independent as Vanuatu in 1980 and the national carrier, New Hebrides Airways, adopted the name Air Vanuatu. It now operates one 737-300 to Australia, New Zealand, Fiji and Noumea.

#### MICRONESIA

##### GUAM

Micronesia was administered by Japan before WW-2 under a mandate of the old League of Nations. In 1945, the U.S. took over under a UN mandate and Transocean Airways began scheduled air services as Trust Territory Air Services on July 1, 1951 under contract to the U.S. Department of the Interior. Its four 10-passenger Catalina flying boats were based at Guam. When Transocean went bankrupt in 1960, Pan American put DC-4s and Grumman Albatross amphibians on the routes in what was then known as the Trust Territories. In 1968 Air Micronesia was formed by Continental Airlines, Aloha Airlines and the United Micronesia Development Association, and assumed the PAA services, using a Continental DC-6B and the PAA Albatross amphibians. From May 16, 1968 the DC-6B was replaced by a Continental Boeing 727-100, the first of several,

(Continued on page 9)

(Continued from page 8)

and the network stretched from Honolulu to Okinawa. In 1993 the name became Continental Micronesia and today, 10 Boeing 737-800 fly to Australia, Indonesia, Japan, Hong Kong Manila and 12 Pacific destinations

#### NAURU

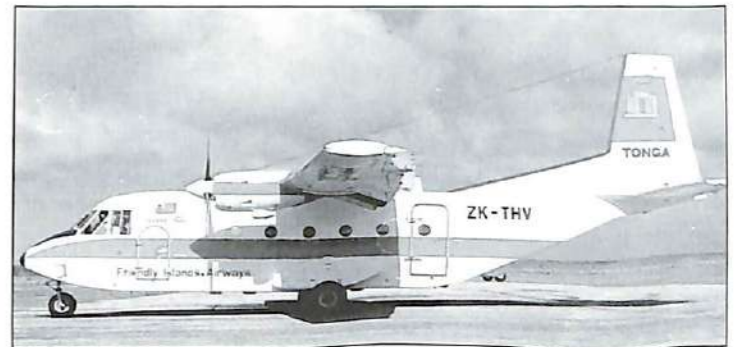


1975: Air Nauru B737-200

Following the island's independence in 1968, Air Nauru started operations on Feb. 14, 1970 with a 10-passenger Dassault Falcon business jet on a weekly service to Brisbane in Australia, via Honiara in the Solomon Islands and Noumea in New Caledonia. A Fokker F.28 replaced the Falcon two years later and second arrived in June 1974. Today Air Nauru operates with one 737-400 on routes to Australia, Fiji and Kiribati (the former Gilbert Islands).

#### NEW CALEDONIA

Air Caledonie started services on Dec. 2, 1983 and now flies to 10 destinations in Australia, New Zealand, Japan and the Pacific with two A330, one 737 and one Twin Otter.



1985: Friendly Islands Airways (Tonga) CASA 212-200

Our next adventure will take us to Scandinavia!

Drawing By D. C. Nicholas



1968: Papuan Airlines Shorts Skyvan



# Playing Cards

By Fred Chan

topflite@olympus.net

## Playing Cards From The South Pacific

Although this is an enormous area, there are relatively few airlines there because of the absence of much landmass (and people) in the region. There have been only three major carriers in the South Pacific – QANTAS, Air New Zealand, and Ansett. It is precisely because of the long segments flown by these airlines that they have developed many forms of passenger inflight entertainment including extensive and generous distribution of playing cards.

QANTAS has issued a large number of playing card designs since the early 1950s. Most of these are usually fairly standard, showing its name and logo in various ways. However, two very attractive decks were issued to commemorate its 75<sup>th</sup> Anniversary in 1995. As shown in the accompanying illustrations, one was an early flying boat and the other a Boeing 747 flying over Sydney.

Air New Zealand's cards have been more colorful, especially in recent years when they featured Disney cartoon characters. Even before a corporate relationship existed between ANZ and Ansett Australia Airlines, the latter itself had also issued a number of colorful card designs. During the brief period when these two airlines coordinated their activities, they used the same card designs but showed their own name and logo. Some of the more interesting cards issued by these two carriers are shown. A very rare card is one issued by Ansett's predecessor, Australian National Airways, which shows a DC-3 in flight.

There are smaller carriers operating in the South Pacific, notably Air Pacific and Air Niugini, which have issued a surprising number of different playing cards, especially for their size. Even small carriers such as Air Tungaru, Polynesian Airlines, Air Nauru, Air Micronesia, and Air Vanuatu have issued cards. The designs are also quite colorful as seen in the representative samples illustrated.

The newest airline in the region, Virgin Sun, has already issued two different card designs, the latest version using an image of its flying lady.

The cards from the South Pacific that have attracted the most attention from collectors are from Guinea Airways and Continental Airlines. The Guinea Airways card (see illustration) was issued in 1934 and showed freight being unloaded from its Junkers G31. The ox cart in the foreground against the Junkers in the back is an interesting contrast in transport technology seventy years ago when Guinea Airways was busy lifting freight to New Guinea's Bulolo Valley gold mine.



QANTAS



The Continental cards were used on its service to Guam and Saipan,



Air New Zealand



Ansett

probably in operations



Australian National Airways



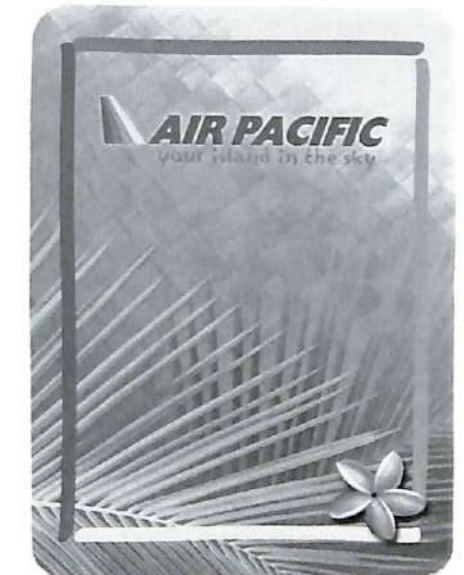
Air Vanuatu



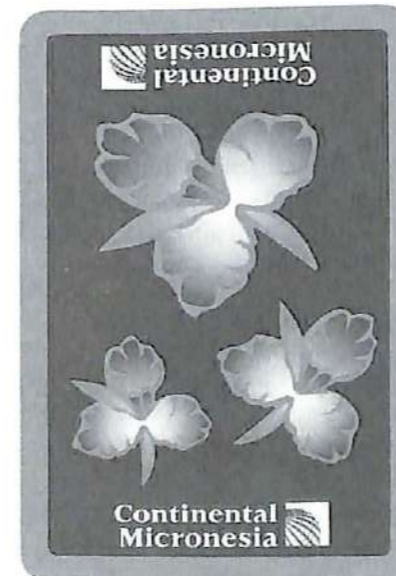
Ansett (Australia)



Air Niugini (Papua New Guinea)



Air Pacific (Fiji)



Continental Micronesia



Continental



Continental





Polynesian Airlines



Air Nauru



Air Tungaru



Virgin Blue (Australia)

## Book Review

By Dr. Barrie James

**Passenger Aircraft and their Interiors 1910-2006** By John Stroud, Scovall Publishing, ISBN 1 902236 03 3 2002

A new book by John Stroud is always well worth waiting for and Passenger Aircraft and their Interiors 1910-2006 is no exception.

While most enthusiasts focus on the exterior the real money of the airlines is made by filling up the interior.

This book breaks new ground focusing on a subject which has been virtually ignored by other airline historians. Meticulous research accompanied by a good selection of really sharp photographs brings to life the change in decor and style over the last 90 or so years.

This is a roller coaster ride: the pre First World War Delag Zeppellins were never equaled until LZ 129, 'The Hindenburg' of the late 1930's. In turn these have never been emulated in comfort and space since that time. Wicker seats were the rule in the early 1920's in the gaggle of converted bombers that formed the backbone of world air transport. These gave way to padded leather seating in the purpose built passenger airliners of the early 1930's. Long colonial routes to Africa, Asia and Latin America and transcontinental US routes brought sleeper seats and beds while high standard inflight catering where much of the food was cooked on board came into service as early as the 1920's with the Air Union L&O 21 'Flying Restaurant'.

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## Book Review

By Joop Gerritsma

**THE AIRLINE ENCYCLOPEDIA**

1909-2000 (In three volumes)

Myron J. Smith Jr.

Hard covers, 3330 pages, 8 1/2 x 11 in., ISBN 0-8108-3790-0, Price: \$695.00 (U.S.) plus \$17.50 p&h, Scarecrow Press, 4729 Boston Way, Lanham, MD 20706, USA. For mail orders: P.O. Box 191, Blue Ridge Summit, PA 17214-0191, Phone 1-800-462-6420, or Fax 1-800-338-4550.

This is by far the most-magnificent publication on airline history I have ever had the pleasure of seeing in the past 40 years. Its tightly-packed airline profiles present a wealth of detail about more than 6500 airlines from the start of commercial air transport, beginning with the German airship company DELAG of 1909 that carried some 34,000 passengers on regularly scheduled sight-seeing flights in 1910-14. Each profile has details about routes, types of aircraft and schedules, going back to the company's founding. Some are virtually books-within-a-book, such as Pan American in its various incarnations, plus Pan American-Grace: 52 pages, American 47, Eastern 19, TWA 34, Delta 33. But tiny Atlantic Central of Bangor, Maine, rates only five lines for its one-year of existence.

Airlines are listed in alphabetical order. Vol. 1: A&M Aviation to Cyprus Airways; Vol. 2: D&D Aviation to Pyramid Airlines; Vol. 3 Qantas to Zuliana de Aviacion.

The indices also show the great length the author has gone to. Just the Regional Index of Carriers, Africa/ Middle East, Asia/Pacific, Europe, Latin America and Canada/United States, totals 50 pages; the Name and Subject Index runs to 305 pages and includes 27 pages for crashes (mainly fatal) in chronological order and 27 for other incidents, e.g. bombings or bomb hoaxes, terrorist attacks, crime (including air rage), wars and others.

It is unrealistic to expect a work of this magnitude to be free of errors. They are relatively minor and are easy to spot. There are a few misspelled airline names and incorrect aircraft type identifications. I found a few cases where he says an airline started a new service with a type of aircraft bought for that service, while it had already been in the fleet for some time.

The back cover of all three volumes says, "This encyclopedia profiles all airlines, including charter



Myron J. Smith Jr.

passenger planes (sic), cargo airlines (major, commuter and taxi), as well as . . ." When such a statement appears for all to read before even opening any of the books, it had better be correct. Regrettably, it is not. Just by checking for the names of about a dozen small, lesser-known carriers from 1945-1955, I found four that are not included.

Each volume opens with 10 to 12 pages of very poorly reproduced b&w photographs of historic airliners.

Information gathering was completed in 2000, but there are two pages of Postscript bringing some details up to date to the end of 2001, including the 9/11 attacks on New York and Washington.

The 'Airline Encyclopedia' is worth its weight in gold to the serious researcher. I regret its price places it out of reach of the average enthusiast.

Myron Smith has been a professional librarian, professor in library science and a historian since 1966. He is a prolific author on many subjects of history, including 'Passenger Airliners of the United States,' which is now in its fourth edition, and covers all types from 1926 to 2000.

(Continued from page 12)

Three things stand out. Little is really new. TWA offered inflight movies in the Stratoliner in 1940. Comfort and space have suffered since the 1930's. No airline today can match the passenger service standards set by Imperial, Lufthansa and Pan Am.

What you see is not what you get. The idyllic 9 across seating in Swissair's new 747 and the lounge in Gulf Air's TriStar are sadly things of distant memory. There is little chance that the wide open spaces in the A380 mock-up will make it into service...today the bean counters and their idol 'Operating Economics' are certain to win out again.

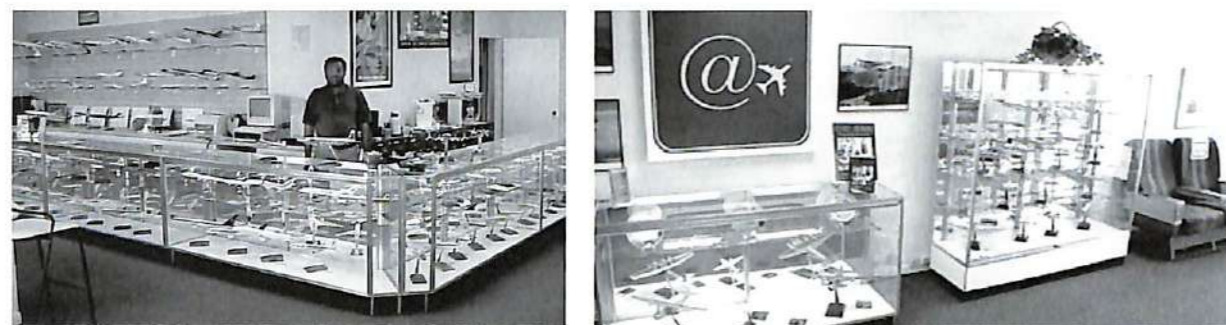
A good read well deserving of a place in any airline enthusiasts collection.





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Store Manager Pat Parnter. Formerly with Orange Blossom Hobbies Miami

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Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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# Timetables

By David Keller

dkeller@airlinetimetables.com

Airline service in the South Pacific is largely characterized by long, overwater flights and exotic tropical destinations. I will present a number of timetables for carriers based in this region, as well as a few from airlines from other parts of the world that have offered services to this warm and watery corner of the globe.

More than likely, the best-known carrier based in the South Pacific is Qantas. "Qantas" is actually an acronym for "Queensland and Northern Territory Aerial Services", which was the original name for the airline. (That is why there is no "U" after the "Q" in "Qantas".) As Australia's primary international carrier, Qantas has traditionally operated some very long seg-

ments, including Sydney to London, which at over 10,000 miles, is one of the heaviest traveled routes of that distance. The Qantas timetable from May 1, 1953, shows Qantas's Constellations requiring over 76 hours for that journey, with 7 stops en-route! (That's a long time in an airplane, folks!) On regional services, Qantas was operating Shorts Sandringhams, DC-4's and DC-3's. (The DC-4's would hang around for services to Norfolk Island until the 70's.)

By 1966, the Sydney to London trip was down to 6 stops and just over 30 hours in a 707. The 707's operated by Qantas at this point were designated 707-138B's, and were a shortened version of the standard 707-120 series aircraft (which was operated in large numbers by American and TWA). The shorter fuselage resulted in reduced weight, allowing the aircraft greater range, which was worth the tradeoff in the form of lost seating capacity.

Qantas named many of its routes. For example, the route from Australia to the United Kingdom via Asia was known as the "Kangaroo Route," while the "Southern Cross Route" went to the United Kingdom by way of North America. My personal favorite was the "Fiesta Route" - Sydney to London with stops in Nadi (Fiji), Papeete (Tahiti), Acapulco,

**QANTAS**  
**TIME TABLE**  
FARES AND CARGO RATES

EFFECTIVE FROM  
1st MAY, 1953, to  
30th JUNE, 1953

IN ASSOCIATION WITH BOAC, BEA AND TWA

**AUSTRALIA - EUROPE KANGAROO ROUTE SERVICES**  
(BA Services operated in association with QANTAS by B.O.A.C.)

READ DOWN      READ UP

CONSTELLATION				CONSTELLATION			
BA705	EM513	EM505	EM501	EM502	EM508	EM514	BA701
Mo., We., Fr.	Tu., Th., Sa.	Tu., Th., Sa.	Th., Sa., Su.	(All times local)			
21.30	21.30	21.30	21.30	07.00	07.00	07.00	07.00
05.00	05.00	05.00	05.00	22.45	22.45	22.45	22.45
07.15	07.15	07.15	07.15	20.30	20.30	20.30	20.30
12.00	12.00	12.00	12.00	11.30	11.30	11.30	11.30
13.00	13.00	13.00	13.00	10.30	10.30	10.30	10.30
15.30	15.30	15.30	15.30	08.00	08.00	08.00	08.00
09.30	07.30	07.30	07.30	17.50	18.25	17.00	15.25
14.50	19.55	12.55	12.55	08.30	A	07.45	06.05
15.50	13.55	13.55	13.55	07.30	A	08.45	08.08
		12.45			09.40		
		13.45			08.40		
		18.00			04.35		
		19.00			03.35		
20.20	18.40	20.35	18.10	00.45	23.59	23.59	22.30
21.35	19.55	21.50	19.55	22.45	22.00	22.00	20.30
	03.25	05.20			10.15	10.15	
	04.25	06.20			22.00	22.00	
Th., Sa., Su.			Su.				
03.25			02.40	12.00			09.45
			03.40	23.35			TU., Th., Su.
	00.55	11.20	05.40	17.15	15.30	15.30	20.55
	11.25	13.20	10.40	18.15	13.30	13.30	
04.28							
				12.35			
11.30				11.35			
12.30				09.30	09.30	09.30	
14.35	15.40	17.35	16.45	Tu. only	Sa. only	Th. only	Mo., We., Su.

QANTAS—May 1, 1953

(Continued on page 18)

EFFECTIVE DATE, 1st MARCH : 1966  
Next issue, 1st April : 1966

# QANTAS

timetable

schedules and fares

AUSTRALIA'S ROUND-THE-WORLD AIRLINE

ABOVE - QANTAS,  
March 1, 1966

RIGHT - QANTAS,  
"Fiesta Route",  
March 1, 1966

## Worldwide Timetable

EFFECTIVE 31 OCTOBER 1999

Qantas returns to New York

ABOVE - QANTAS,  
October 31, 1999.

**FIESTA ROUTE**  
AUSTRALIA AND NEW ZEALAND TO UNITED KINGDOM  
VIA TAHITI, MEXICO, NASSAU AND BERMUDA

BOOKING 707 V-JET ..... V-JET  
DOUGLAS DC8 ..... DC8  
FIRST AND ECONOMY CLASS ..... F.Y

G.M.T.	NORTHBOUND	A		B		C		D	
		WED. TE	THU. OF	WED. OF	THU. OF	SAT. OF	SAT. OF	MON. TE	MON. TE
	Read down, all times local	EST	EST	EST	EST	EST	EST	EST	EST
+12	SYDNEY	0800	1030	1030	1030	1715	1345		
+12	AUCKLAND	2130	05	05	05	1545	1605		
		0000	1625	1615	1700	1630	1650		
-12	NADI	0200	0200	0200	0200	05	05		
		0200	1625	1615	1700	1630	1650		
-10	PAPEETE	0200	0200	0200	0200	05	05		
		0200	1625	1615	1700	1630	1650		
-6	ACAPULCO	0200	0200	0200	0200	05	05		
		0200	1625	1615	1700	1630	1650		
-6	MEXICO CITY	0200	0200	0200	0200	05	05		
		0200	1625	1615	1700	1630	1650		
-5	NASSAU	0200	0200	0200	0200	05	05		
		0200	1625	1615	1700	1630	1650		
-4	BERMUDA	0200	0200	0200	0200	05	05		
		0200	1625	1615	1700	1630	1650		
G.M.T.	LONDON	0200	0200	0200	0200	05	05		



(Continued from page 16)

Mexico City, Nassau, and Bermuda. Besides the 707's, Qantas operated a few flights with Electras, and DC-4's flew the Norfolk Island service.

In a recent Qantas timetable from 1999, the Sydney to London operation required only a single stop in Bangkok, and just over 23 hours in a 747-400. The service to Norfolk Island was being operated with 737's flown by Norfolk Jet Express (no more DC-4's).

Another long-distance Australian carrier, British Commonwealth Pacific Airlines (BCPA) is represented by this undated timetable. BCPA operated services from Sydney and Auckland to San Francisco and Vancouver (with several intermediate stops). Qantas absorbed BCPA in late 1953, acquiring its first Trans-Pacific route in the process.

The final Australian carrier I'll mention is Ansett, as this carrier ceased operations within the past year or so. Ansett was one of the 2 Australian domestic carriers (the other being Trans-Australian Airlines) which were essentially allowed a 50/50 split of the domestic travel market. This timetable from October 1, 1962 was printed for the UK market, and is a condensed edition showing primary services in Australia and Papua-New Guinea utilizing Electras, Viscounts, F-27's and DC-6's.

Fast-forwarding some 30 years, the Ansett timetable from March 7, 1993 illustrates the carriers early 90's color scheme. By this point, the Australian airline industry had been deregulated, and Ansett's primary competitor, Trans-Australia Airlines, had been renamed Australian Airlines. Australian Airlines would eventually merge with Qantas, giving Qantas both domestic and international services. Ansett attempted to counter Qantas by extending its reach internationally, operating 747-400's and joining the Star Alliance. Unfortunately, the events of 2001 brought the airline into bankruptcy, and I believe the timetable dated March 25, 2001, was the final issue for the carrier.

Air New Zealand was founded as Tasman Empire Airways Limited (TEAL), which is the reason for the airline's code of "TE". This timetable from 1973 shows the carrier's attractive colors gracing the tail of a DC-10. At this point Air New Zealand only operated an international network, using those DC-10's, DC-8's, and DC-4's (to Norfolk Island).

The primary domestic airline in New Zealand was National Airways Corporation (NAC). This schedule from February 1, 1971, is one of the more unique timetables I have ever seen! It is an "Itinerary Planning Timetable", and represents all

of the flights in graph form. The instructions inform the reader that this timetable is based on those used by the NAC staff, and that it is much less complicated than it looks! This timetable allows the reader to follow each 737, Viscount and F27 through its entire daily schedule, which would be of great interest to the enthusiast, but of limited value to a traveling passenger, I'm afraid! NAC would disappear in the late 70's when it was merged into Air New Zealand.

Mount Cook Airlines was the second largest domestic carrier in New Zealand for many years. In this timetable from April 1, 1970, Mount Cook was operating a fleet of HS748's, DC-3's and Twin Otters, along with some smaller aircraft. This airline focused quite a bit of attention on the tourism market, with flights to a number of out-of-the-way locations (including landings on snow-covered glaciers), and their sightseeing flights and aircraft available for charter always received mention in the timetables. Mount Cook Airlines is now wholly owned by Air New Zealand.

This Air Niugini timetable dated April 4, 1982 finds the carrier operating a small fleet of 707's and F28's on a rather far-flung international network that included Honolulu, Hong Kong, and Sydney. In all, a total of 9 international points were being served.

Many of the other airlines in the South Pacific are flag carriers for small island nations, and operate rather limited route networks. Air Pacific is one such carrier. In this timetable dated July 6, 1971, a small fleet of HS748's, DC-3's and Herons are operating to 5 domestic points, and about a dozen other destinations in the region. Since that time, Air Pacific has acquired a few wide bodied aircraft for long-distance services.

A more recent timetable, this one from October 27, 1997 for Solomon Airlines, shows the carrier operating a 737, an F28, 2 Twin Otters, and 3 Islanders. (The jets appear to be wet-leases from an Australian airline.) While only 5 international destinations were being served, the domestic services were an island-hopping adventure, serving points with names such as Ballalae, Suavanao and Mbanakiral

Many areas of the South Pacific were previously French possessions, and both the timetables from Air Polynesie (dated April 1, 1985) and Air Tahiti (dated November 1, 1991) belie the heritage of their nations, as they are in both French and English. These timetables show these airlines to be regional operations, as Air Polynesie flew F27's and Twin Otters, while ATR42's and Dornier 228's

(Continued on page 19)



(Continued from page 18)

served with the Tahitian carrier.

As mentioned, there was a strong French influence in much of the South Pacific. This made those destinations a strong attraction for French tourists, and UTA was the airline that flew those tourists from France their vacations in tropical paradise. While UTA promoted themselves as "long-distance specialists", they had a small operational "hub" at Noumea that included a Caravelle dedicated to their local Pacific services serving Wallis

**SCHEDULE—SOUTHBOUND**  
(SUBJECT TO CHANGE WITHOUT NOTICE)

	Airport	Local Standard Time	Australian Service		N.Z. Serv.
			Every Sun.	Alternate Thurs.	Alternate Fri.
VANCOUVER	Vancouver	Lv. 12.30 p.m.	Every Sun.	Alternate Thurs.	Alternate Fri.
SAN FRANCISCO	Oakland	Ar. 4.30 p.m.	"	"	"
"	"	Lv. 8.00 p.m.	"	"	"
HONOLULU	John Rodgers	Ar. 6.00 a.m.	Mon.	Fri.	Sat.
"	"	Lv. 9.00 p.m.	"	"	"
CANTON IS.	Topham	Ar. 5.30 a.m.	Tues.	Sat.	Sun.
"	"	Lv. 6.30 a.m.	"	"	"
INTERNATIONAL DATE LINE					
FIJI	Nandi*	Ar. 12.00 noon	Wed.	Sun.	Mon.
"	"	Lv. 12.00 m'dn.	"	"	"
AUCKLAND, N.Z.	Whenuapai	Ar. 6.30 a.m.	—	—	Tues.
SYDNEY, Australia	Mascot	Ar. 8.30 a.m.	Thurs.	Mon.	—

\*Nandi Airport is 17 miles from Lautoka and 130 miles from Suva (the capital of Fiji).

One day is lost crossing the International Date Line Southbound.

**SCHEDULE—NORTHBOUND**  
(SUBJECT TO CHANGE WITHOUT NOTICE)

	Airport	Local Standard Time	Australian Service		N.Z. Serv.
			Every Sun.	Alternate Wed.	Alternate Wed.
SYDNEY, Australia	Mascot	Lv. 8.00 p.m.	Every Sun.	Alternate Wed.	—
AUCKLAND, N.Z.	Whenuapai	Lv. 11.45 p.m.	—	—	Alternate Wed.
FIJI	Nandi*	Ar. 8.00 a.m.*	Mon.	Thurs.	Thurs.
"	"	Lv. 9.00 p.m.	"	"	"
INTERNATIONAL DATE LINE					
CANTON IS.	Topham	Ar. 4.30 a.m.	Mon.	Thurs.	Thurs.
"	"	Lv. 5.30 a.m.	"	"	"
HONOLULU	John Rodgers	Ar. 4.30 p.m.	"	"	"
"	"	Lv. 7.30 p.m.	Tues.	Fri.	Fri.
SAN FRANCISCO	Oakland	Ar. 9.30 a.m.	Wed.	Sat.	Sat.
"	"	Lv. 11.00 a.m.	"	"	"
VANCOUVER	Vancouver	Ar. 3.00 p.m.	"	"	"

\*N.Z. flights arrive Fiji, 6.15 a.m.

One day is gained crossing the International Date Line

British Commonwealth Pacific Airlines

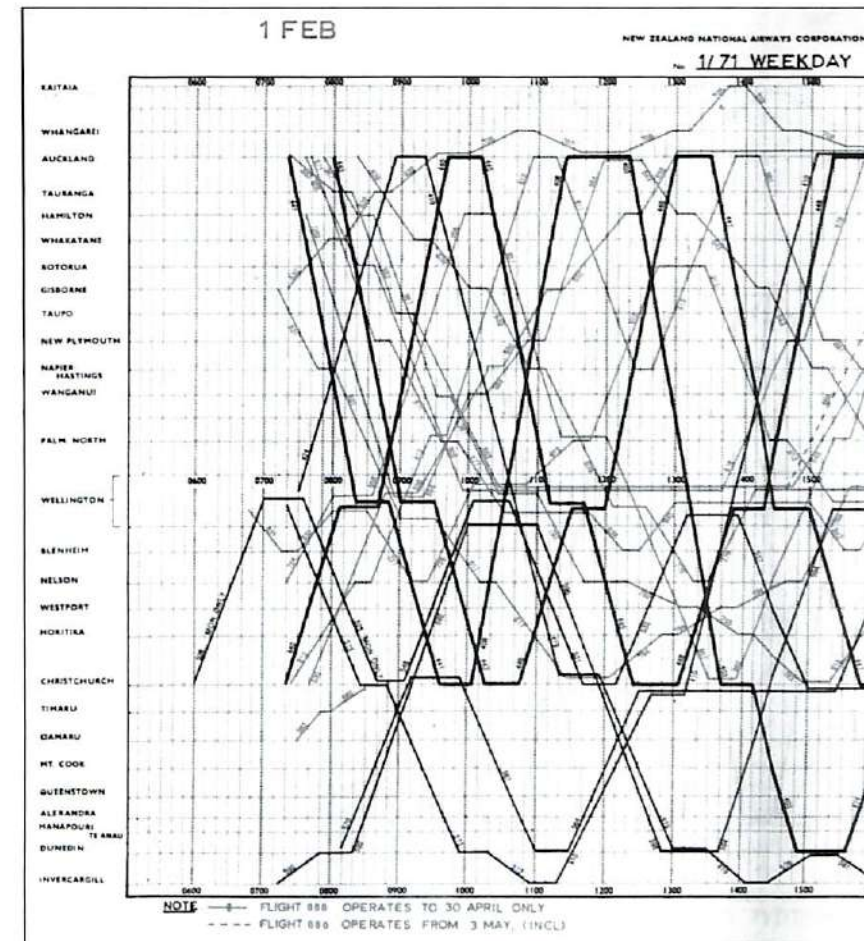
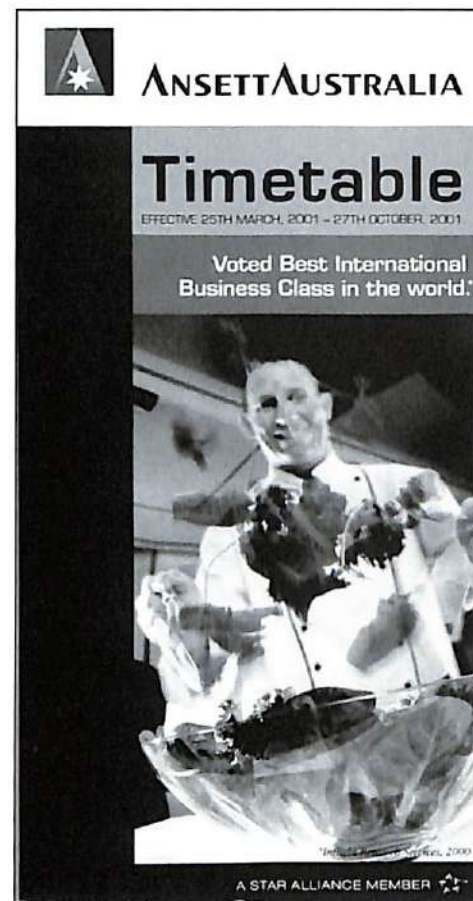
Undated Timetable

and Port Vila. DC-10's and DC-8's served on the longer routes, which included 4 weekly trips to Los Angeles from Papeete.

Lastly, this Lan-Chile timetable dated April 26, 1970 shows a once-weekly 707 frequency from Santiago to Tahiti with a stop at Easter Island. This was apparently the first regularly scheduled flight from South America to the South Pacific, as the promo on the back of the timetable mentions

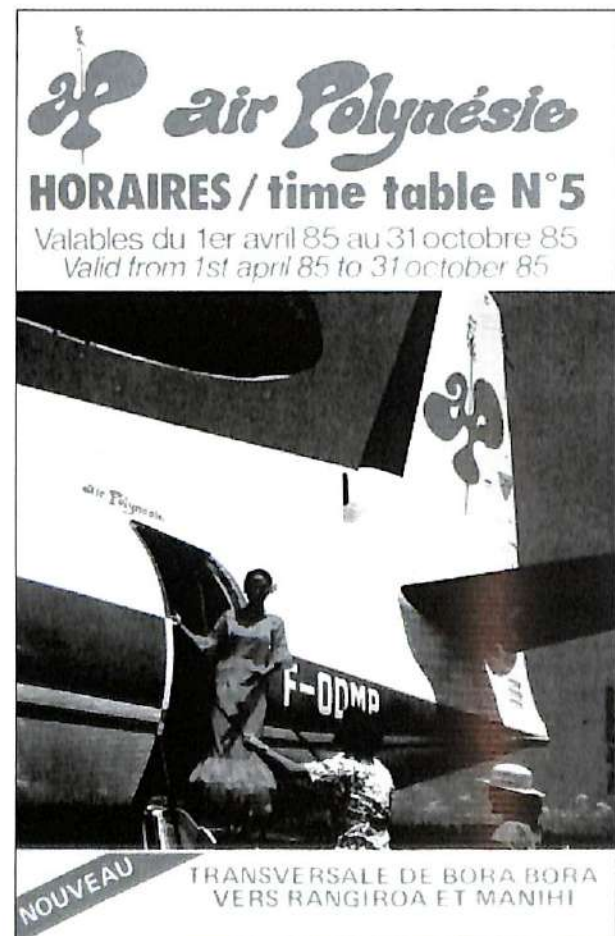
(Continued on page 20)





(Continued from page 19)  
 that "for the first time, you can now fly around the world in the southern hemisphere".

As always, I have attempted to present a variety of timetables for the airlines of this region, although there were certainly other carriers that have played a big part in the South Pacific. (Pan Am immediately comes to mind, as they operated to a number of South Pacific destinations over the years, even losing a few aircraft in the area.) I will again be posting color scans of these (and other) South Pacific timetables at [airlinetimetables.com/captainslog](http://airlinetimetables.com/captainslog).



Upper Left - Ansett, October 1962  
 Middle Top - Ansett, March 1993  
 Upper Right - Ansett, March 2001  
 Right - Air Polynésie, April 1985

Top - Air New Zealand, April 1973  
 Upper Right - NAC, February 1971  
 Right - Air Tahiti, November 1991



**NAC**

**ITINERARY PLANNING TIMETABLE**

**1**  
Effective date: February 1st to June 8th, 1971

NEW ZEALAND NATIONAL AIRWAYS CORPORATION

NAC, February 1971

**MOUNT COOK AIRLINES** NEW ZEALAND

**TIMETABLE**  
EFFECTIVE DATES  
1ST APRIL - 30TH SEPT 1970

**MID-YEAR 1970**

Scheduled Air Services Between  
CHRISTCHURCH—MOUNT COOK—  
QUEENSTOWN—MILFORD—  
TE ANAU—MANAPOURI—ALEXANDRA—  
DUNEDIN  
by HS748, DC3 and DHC Twin Otter aircraft

Featuring

- Daily to MOUNT COOK and QUEENSTOWN
- Daily to TE ANAU/MANAPOURI/MILFORD
- QUEENSTOWN/ALEXANDRA/DUNEDIN
- MILFORD—DUNEDIN SERVICE
- WEST COAST GLACIER SERVICE
- NORTH and SOUTH NAC CONNECTIONS at CHRISTCHURCH and DUNEDIN
- INTERNATIONAL CONNECTIONS at CHRISTCHURCH
- Fares in N.Z. Currency
- AUCKLAND—HAURAKI GULF SERVICES

AUCKLAND—WAITANGI—  
KAWAU—PAKATOA—WAIHEKE—  
GT. BARRIER ISLAND—  
INVERCARGILL—STEWART ISLAND

Mount Cook Airlines, April 1970

**AIR PACIFIC**

**TIMETABLE**

EFFECTIVE DATE — JULY 6, 1971

GENERAL SALES AGENT FOR  
AIR NEW ZEALAND  
BOAC, QANTAS &  
TRANS - AUSTRALIA AIRLINES.

**AIR PACIFIC**  
Formerly known as Fiji Airways

HEAD OFFICE: C.M.L. BUILDING, VICTORIA PARADE,  
SUVA, FIJI ISLANDS. PHONE 25661.  
RESERVATIONS: PHONE 24811

Air Pacific, July 1971

**LAN-CHILE**

**South America Flight Schedule**

EFFECTIVE APRIL 26, 1970

LAN-Chile, April 1970

**UTA**

*le spécialiste longues distances*

**GENERAL TIMETABLE**

Effective Dates: 01 APRIL 1974  
until 31 OCTOBER 1974

Top & Below - UTA French Airlines April 1974

**SOUTH PACIFIC SERVICE**

B-707 130 Y THU	AIRCRAFT FLIGHT CLASS FREQUENCY	B-707 131 Y SAT
07:30 ↓	Lv SANTIAGO (PUDAHUEL) Ar	21:30 ↑
09:30 14:30	Ar RAPA-NUI (MATAVERI) Lv	14:00 07:30
17:00	Ar TAHITI (PAPEETE FAA) Lv	23:30
THU		FRI

WESTBOUND: EVERY THURSDAY  
EASTBOUND: EVERY FRIDAY

LEFT -  
LAN-Chile  
April 1970

**Local Pacific Services**

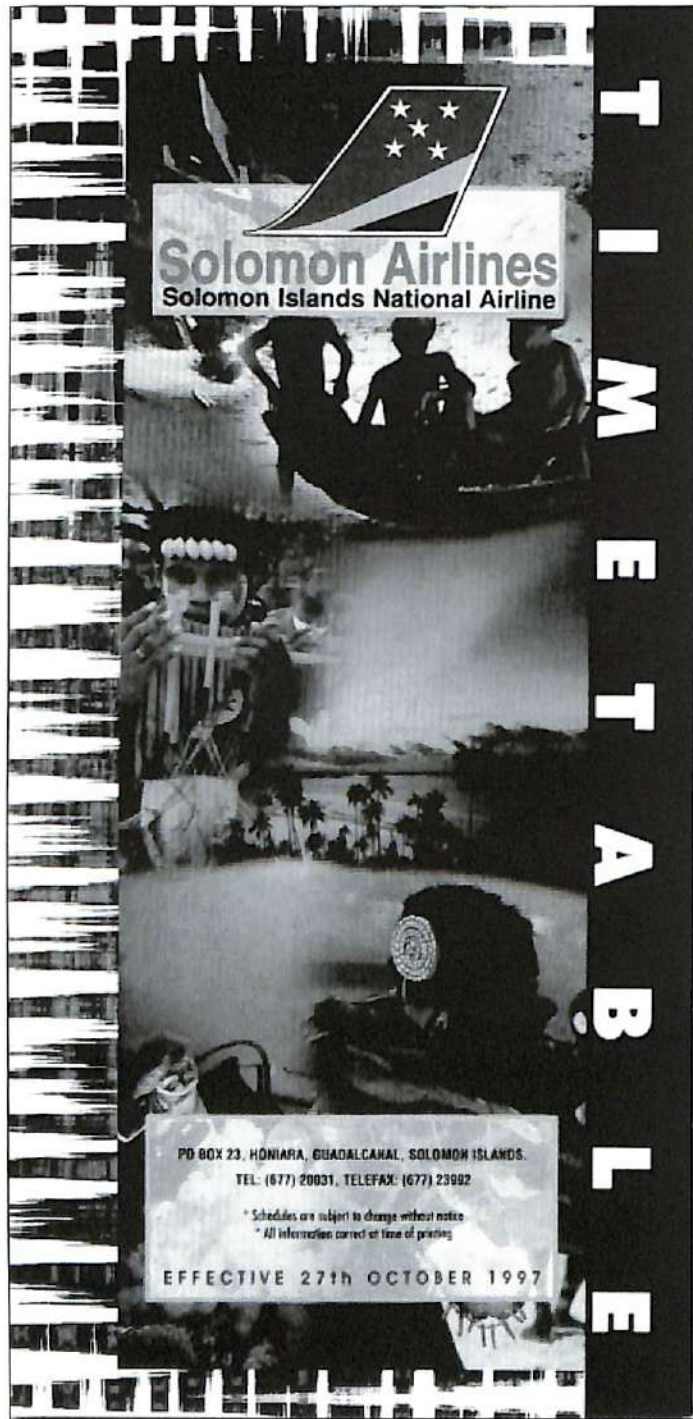
Flight No.	UT600	UT602	UT604	UT606	UT608	UT610	UT620*
Equipment	CVL	CVL	CVL	CVL	CVL	CVL	CVL
Class	Y	Y	Y	Y	Y	Y	Y
Frequency	①	①	③	④	⑤	⑥	⑥
NOUMEA	Lv 0845	1330	1505	1505	0915	1615	1030
PORT VILA	Ar 0945	1430	1605	1605	1015	1715	
WALLIS	Ar						1430

\*OPERATES ONLY FIRST/SECOND/FOURTH SATURDAY FOR 620/621 EACH MONTH

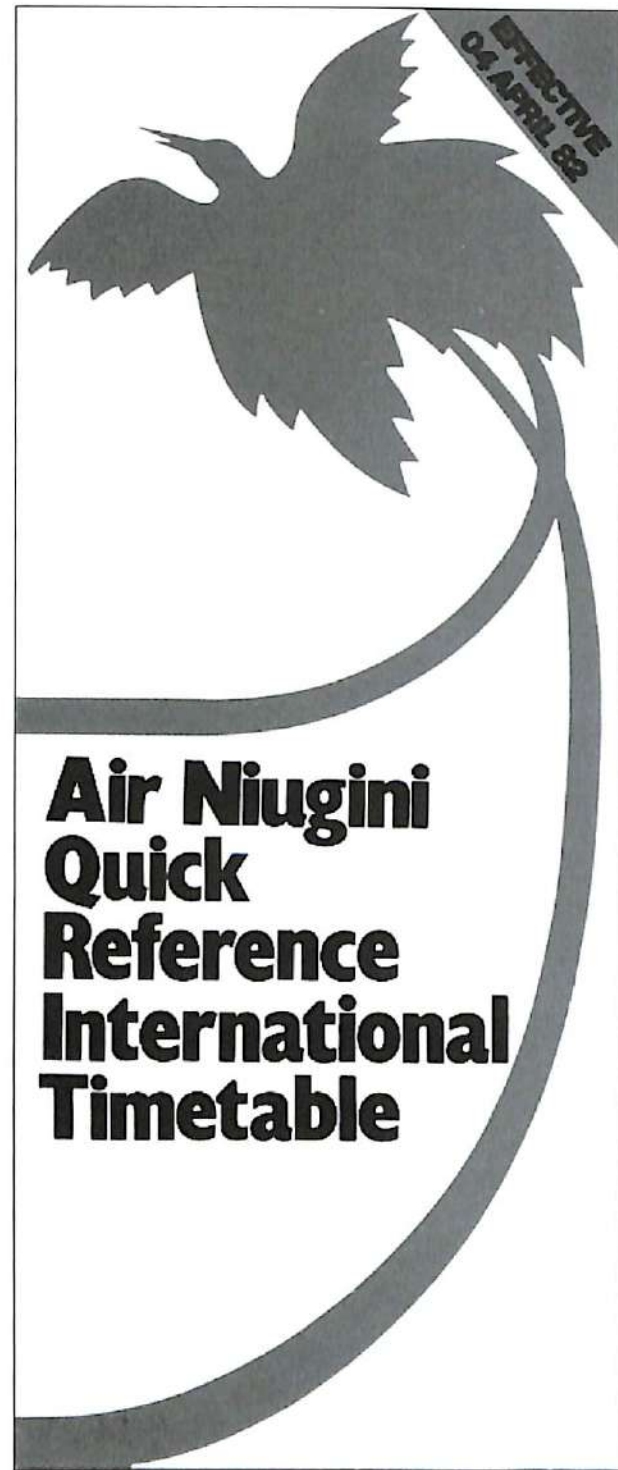
Flight No.	UT601	UT603	UT605	UT607	UT609	UT611	UT621*
Equipment	CVL	CVL	CVL	CVL	CVL	CVL	CVL
Class	Y	Y	Y	Y	Y	Y	Y
Frequency	①	①	③	④	⑤	⑥	⑥
WALLIS	Lv						1020
PORT VILA	Lv 1045	1505	1650	1650	1415	0815	
NOUMEA	Ar 1145	1550	1750	1750	1515	0915	1945

EFFECTIVE: 01 APR 74 till 31 OCT 74.





Solomon Airlines, April 1997



Air Niugini, April 1982



AIRLINERS INTERNATIONAL 2003

COLUMBUS, OHIO

100th Anniversary of Powered Flight

## Airline Happy Hour

By Al Tasca

altasca@cs.com

In keeping with the "South Pacific Adventure" I will show sticks from five Australian and one New Zealand airlines.

Qantas: Established on November 16th, 1920 by two young Australian aviators as Queensland and Northern Territory Aerial Services began regular service in November 1922. It operated as Qantas Empire Airways from 1934 to 1967. In late 1953 it absorbed British Commonwealth Pacific Airlines and began service to Honolulu and San Francisco.

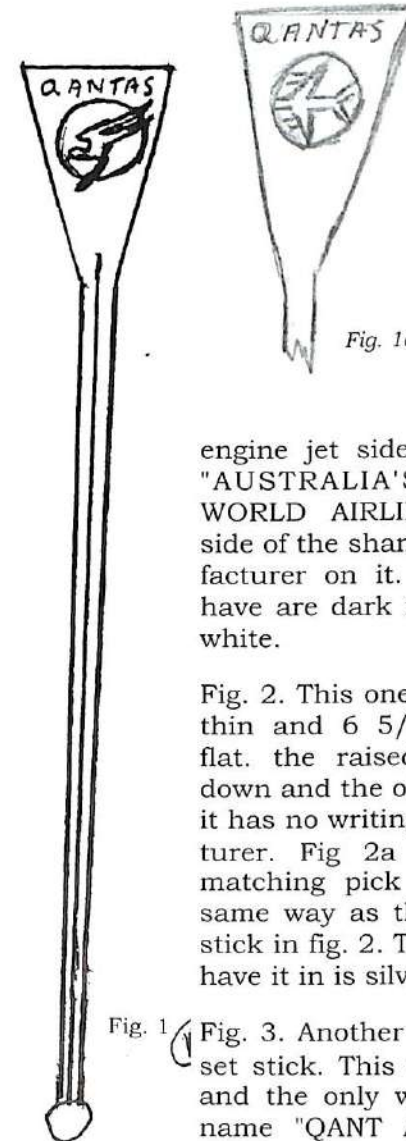


Fig. 1. This two sided 6 1/2" stick has a thin flat top and a ball bottom. It has two different raised sides as shown in fig. 1 a. The shank is diamond shaped and when facing the four engine jet side the raised words "AUSTRALIA'S ROUND-THE-WORLD AIRLINE" on the right side of the shank. It has no manufacturer on it. The colors that I have are dark red, dark blue and white.

Fig. 2. This one sided stick is very thin and 6 5/8" long. When laid flat, the raised logo end points down and the other end points up. It has no writing on it or manufacturer. Fig 2a shows a 3 1/2" matching pick which points the same way as the logo side of the stick in fig. 2. The only color that I have it in is silver-gray.

Fig. 3. Another thin one sided off-set stick. This one is 6 1/4" long and the only writing on it is the name "QANTAS" over the logo which is engraved into the disc

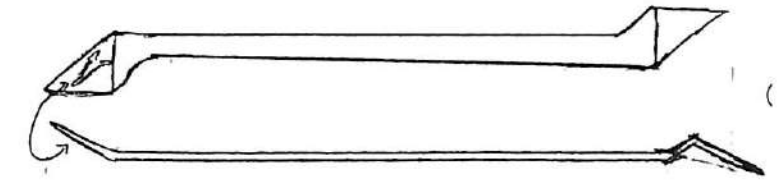


Fig. 2



Fig. 2a

rather than being raised as the disc is. Again, no manufacturer. The colors that I have are red, dark blue and yellow.

Fig. 4. The top of this one sided 3 1/4" pick is raised higher than the shank but the edge of the oval and the name inside it is raised also but not quite as high. Again, no manufacturer. The only color that I have is all white.

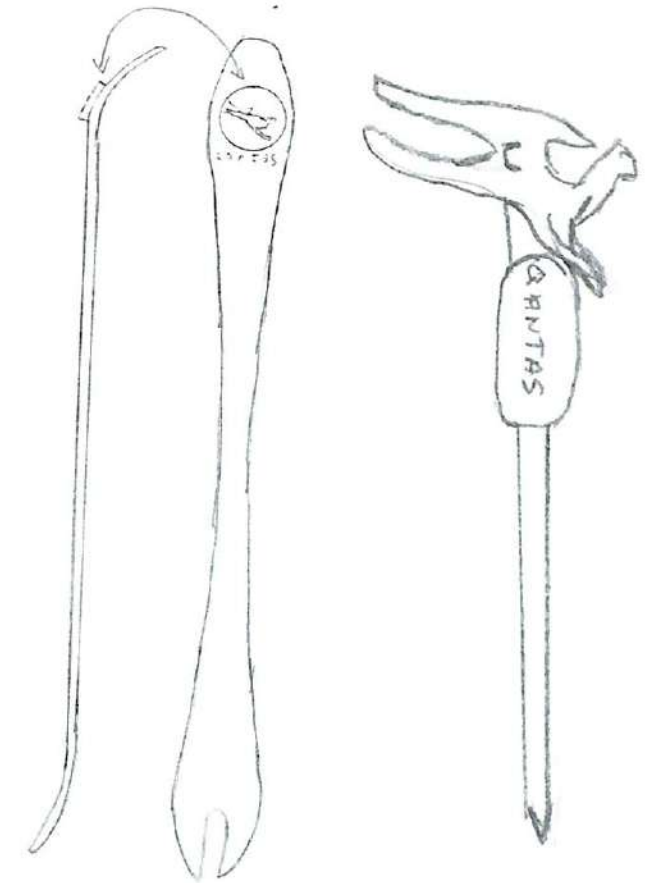


Fig. 3

Fig. 4

(Continued on page 26)



Trans Australian Airlines (T AA) Formed by the Australian National Airlines Act of 1945 made its first flight between Melbourne and Sydney in 1946 using DC-3 aircraft. In 1949 the domestic routes of QANTAS Airlines were acquired resulting in substantial expansion.



Fig. 5

Fig. 5. This flat two sided stick is 5 1/2" long and has a ball bottom. The stick is dark blue with the kangaroo old logo in hot stamped white. Again, no manufacturer.

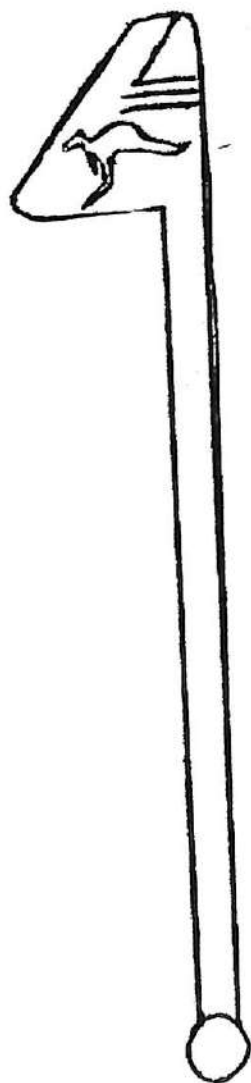


Fig. 6

Fig. 6. This thick stick with a raised logo on both sides is 6 1/4" long and has a ball end. Although the logos on both sides are the same, the kangaroo on the other side faces in the opposite direction. Known colors are dark blue, a very dark blue and white. Still no manufacturer.

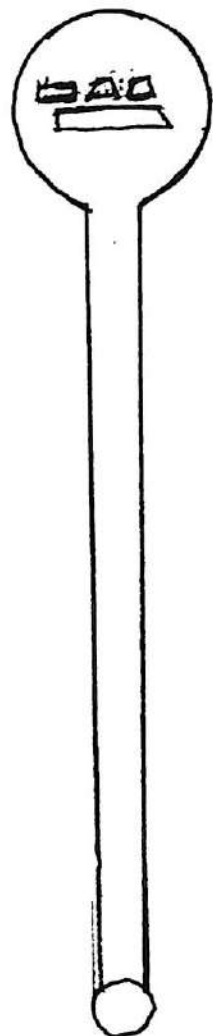


Fig. 7

Fig. 7. This flat stick is 5 1/2" long and also has a ball bottom. The later "T AA" logo that appears at the top is raised on both sides, but unlike the stick in fig. 6 it reads the same way on both sides. Still no manufacturer. Colors that I have are dark blue and yellow.

Ansett. Formed by the late Sir Reginald Ansett of Ansett Airways which began service on February 17th. 1936. In 1957 Ansett purchased Australian National Airways to form Ansett-ANA. The title remained until 1969.

Fig. 8. This one sided stick is flat with a ball bottom and the name hot stamped on the top. The stick that I have is all white with the name in dark blue. This one does have a manufacturer which is "Welmaid SYDNEY". The one variation that I have of this stick (not shown) is one with the name written thicker although this was probably caused when it was hot stamped.

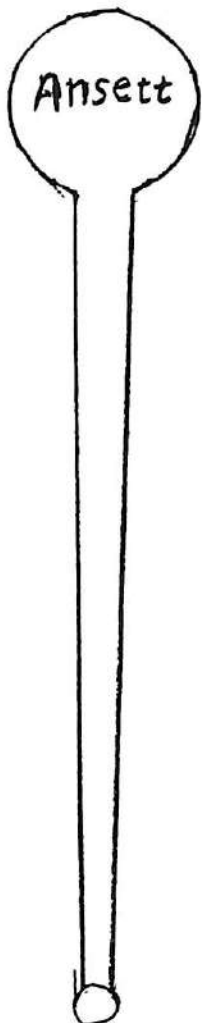


Fig. 8

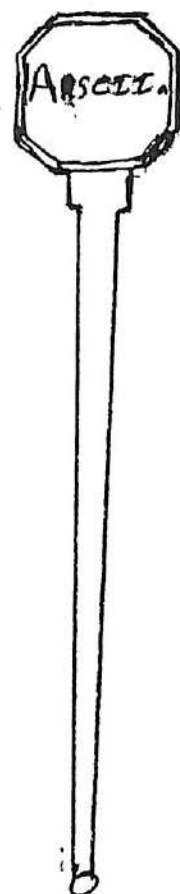


Fig. 9

Fig. 9. This 5 3/4" flat stick also has a ball bottom. It has two identical sides which have a raised name and edge around the top. It has no manufacturer. The only color that I have is dark blue.

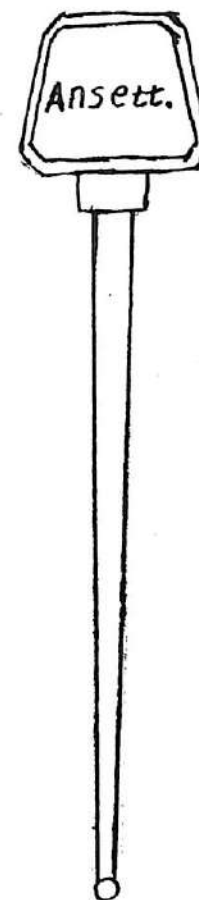


Fig. 10

Fig. 10. This stick is almost identical to the one in fig. 9 but it has a different shaped top which also has a raised name and edge and a smaller ball bottom. Again, no manufacturer. Colors that I have are dark blue, a very dark blue and bronze. one variation of this stick (not shown) is an identical stick, but instead of just the name, it says "Ansett Australia in two lines on both sides. Colors that I have in these are light blue and dark blue.



Fig. 11

Fig. 11. This 5 1/4" stick is fairly thick and is shaped like a two pointed spoon, even with the shank (handle) curving down. The raised logo and writing are on one side only and it has no manufacturer. The color that I have is orange.

East - West Airlines which is an Australian domestic airline has been operating since June 23rd. 1947 when an Avro Anson airplane began flights over a Tamworth - Sydney line. In 1983 it was acquired by Skywest Airlines which was a regional carrier based in Western Australia. Both airlines retained their individual identities.

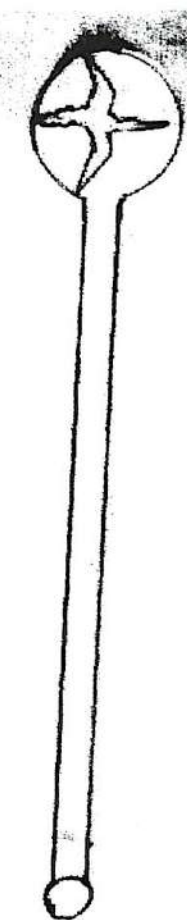


Fig. 12

Fig. 12. This is a flat, one sided 4 1/8" stick with a flat disc bottom. The manufacturer is "REKO SYDNEY". Known colors are dark green, a slightly lighter green and a medium blue.

National Airways Corp.

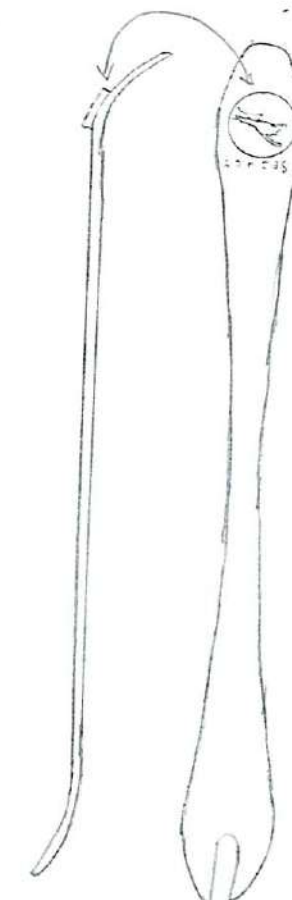


Fig. 13

Fig. 13. This 4 1/4" one sided stick is flat with a small ball bottom. The logo at the top is engraved. It has no manufacturer. The colors that I have are white and off white.

Air New Zealand is the formation of Tasman Empire Airways Limited (TEAL) in 1930 and National Airways Corporation in 1945. In 1965 TEAL changed its name to Air New Zealand and started DC-8 jet flights.



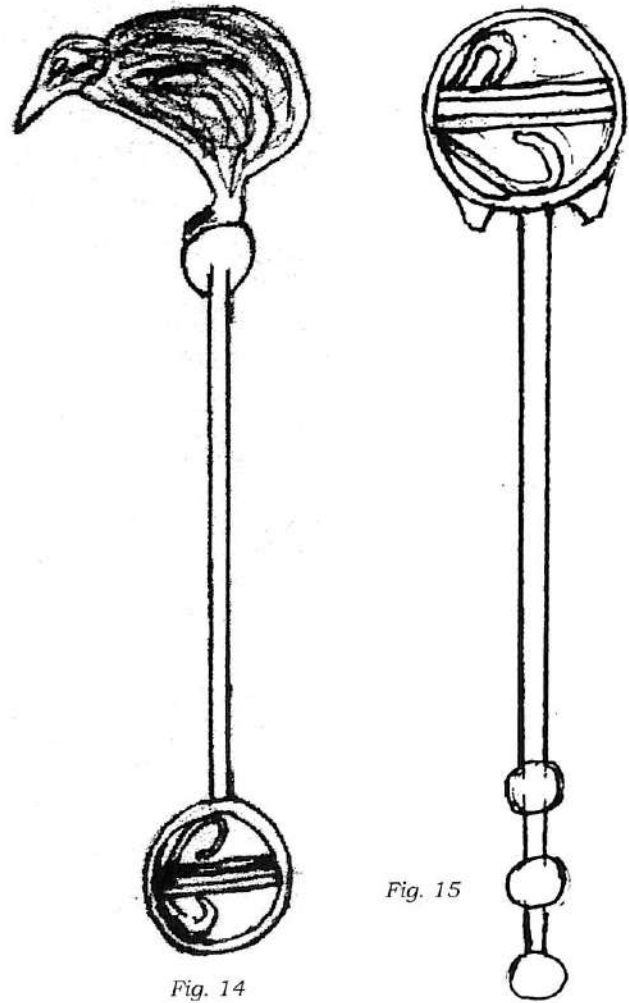


Fig. 15

Fig. 14

Fig. 14. This 5 1/4" stick has a contoured two sided Kiwi Bird top and a round shank. The round bottom has a raised ridge with the logo within it cut out. It has no writing on it or manufacturer. The color that I have is light red.

Fig. 15 This stick is 6" long and has a flat top. The shank is round, and has a ball bottom as well as two balls above it. It has no writing or manufacturer on it. I find that this stick is unusual because the logo at the top, which is also cut out within the circle is upside down. Unless this is the bottom of the stick and the ball end is the top. In that case, then it would be right.

Fig. 16. This 5 1/2" stick has two identical contoured sides and a flat shank. The bottom is also flat with the logo cut out within the circle. Used to know what the name of the symbol on the top was, but I can't remember now. If anybody out there knows, feel free to e-mail me and let me know. Colors that I have are: solid colors - dark green, light blue, two shades of yellow, white and chocolate. Translucent colors - dark red, orange, two

shades of light green and yellow. I also have five matching 3 1/2" picks (not shown). They are all solid colors and are green, light green, orange, yellow and white. Although they are all the same size, one variation is that the first three colors listed have a very tiny ball end while the other two have a pointed end. None of these sticks or picks have any writing or manufacturer.

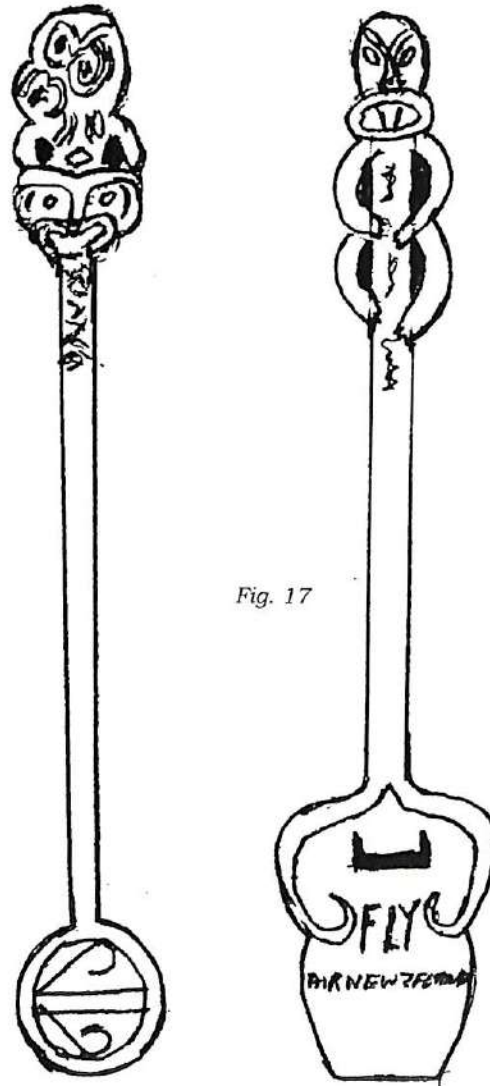


Fig. 17

Fig. 16

Fig. 17. This 6 1/4" stick is thick and contoured on both sides although the top has a front and a back. The shank is round and the part over the flat spade shaped bottom is raised on both sides. The other side of the bottom (not shown) says "NEW ZEALAND'S international airline" in four lines in raised writing. There is also a slot above the word "FLY", sort of the kind that would hold a small card or something. It has no manufacturer on it. The color that I have is light green.

# What Is It?

By Ken Taylor

keebeetay@aol.com

Letters this time from Niek Vermeulen of the Netherlands with Xeroxed pictures and a note of my spelling mistake of his name, Sorry about that Niek, better this time.

Leonard Wallace of Ontario Canada wrote a lengthy letter to explain the history of Great Lakes Airlines. My thanks Len.

I do have one identified item, and that is a pilot's wing from Air Macau.



Dates of use are unavailable. This wing was collected from Niek last summer in Houston.

And now, some wings that require identification.



Who is "F S"? Where? When?

An email from Stan Baumwald asked information on this wing:



Again, Who, what, where and when?



Who are Standard Airlines? Where are they from?

Who is ABC? Wing was collected about five years ago from a mail-order auction.



Any ideas? Is it an aviation wing? How about some comments.

Several months ago, I received a letter from Igers Krivcovs of Latvia with this picture of an Air Canada wing with winglets. I have asked many Air Canada pilots who fly through YYC (Calgary) and none had seen it before.



Is someone out there able to I.D. it for us?



This strange-looking badge is red on gold wire on a black background. A suggestion has been made, Mexico?



I (editor) suggest Italy?

How about this one? IAI.. any ideas?



I realize that this is a medical evacuation wing; it has been rather unclear so I have enhanced it with my pen.



Do any readers have any ideas where this might be from?

I have shown this cap badge a couple of times in the past.



Any ideas?

Also, I have shown Peerless in the past. This wing badge was obtained about a half dozen years ago from Jim Burton of Southern California.



Who is Peerless? Has it anything to do with aviation?

This crest of Aero Spacelines was obtained about 40 years ago. When and where?? What were their activities?



I have run a picture of this badge a couple of times as well.



Any ideas? It is all brass with a mounting bolt and an aligning pin on the rear. Appears to be a dart over water.

This Trans Caribbean Airways badge has been in my possession for forty years. I am told it's a cap badge, then a jacket wing.



Polished brass, one bolt on rear, a very attractive badge. Any comments?

In keeping with the theme. South Pacific Adventure...Great! I can show some of my Hawaiian wings, Hawaiian? South Pacific? A look at my map tells me that Hawaii is in the North Pacific. Strange... When I arrive in Honolulu from my iceberg here in the Great White North, I was sure Hawaii was further south.

I'm proud of this MPA wing from Mid Pacific Air and I obtained it in Honolulu.



I am prouder still of this 'Pacific Wings' jacket wing, a gift from Captain Kevin Phelps, of Kahului.



It's rather unclear but the wording in the middle is "Pacific Wings"

So...FURTHER SOUTH.

IPEC Aviation is the Interstate Parcel-Express Company of Melbourne.



Formed in 1976, suspended operation in April 1993.

This wing arrived from a collector in Moscow, Russia.



A pilot's jacket wing from Mount Cook Airlines of New Zealand.

This Flight Attendant's wing from MacRobertson Miller Aviation of Australia is very attractive.





(Continued from page 31)

It is about 35-40 years old.

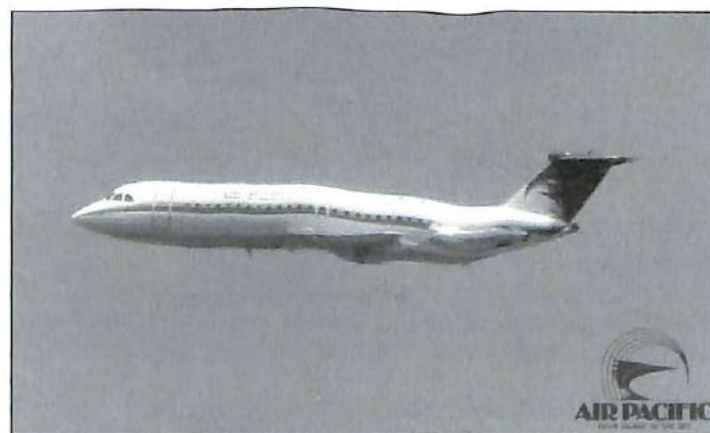
Off to Tasmania,



Tasmania Air used this wing, when I collected it in 1992.

Do you have an answer? A question? Send a note.

**Ken Taylor**  
RR#7 Calgary  
Alberta, Canada  
T2P 2G7  
Keebeetay@aol.com



*Air Pacific BAC1-11 Aircraft*

*Airline Issued Postcards From The WAHS Collection*

(Continued from page 28)

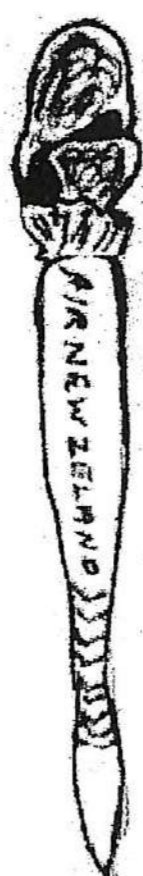


Fig. 18



Fig. 19



Fig. 20

Fig. 18. This 3 1/2" pick is also contoured on both sides. It shows a Kiwi Bird standing on a stump leaning over to eat the grass under the stump. The raised writing is on both sides also. The colors that I have are white and translucent dark red. Again no manufacturer,

Fig. 19 This pick is only 23/4" and is contoured on both sides. It seems to be some sort flower, although my drawing of it is very inaccurate. The color that I have is a very light translucent green. It has no writing on it and still no manufacturer.

Fig. 20. This white flat stick is 4 1/4" long and has a small ball end. It is one sided with the logo engraved at the top.

*Happy Drinking!*

*Al*

# Airline China

By R. R. "Dick" Wallin

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Thanks for the kind words from many of you who took the time to write in response to my initial column in the last *Captain's Log*.

This issue we will target the airlines of the South Pacific area. One immediately think of QANTAS and Air New Zealand, but other smaller carriers in the area also have some nice china pieces.

QANTAS is probably bigger than all the others combined, but has apparently stuck to a basic china design for many years.

In early 2001, I flew a QANTAS 767-238 which was set up for two class service. The china in the Business Class had the gold stripe, but not the kangaroo logo. I presume that the Kangaroo design lives on those craft with a First Class Cabin.

But Air New Zealand seems to have changed patterns every time a dinnerware salesman knocked on the door. It is hard to tell the order in which these patterns were used, but the green 'Maori' pattern was probably the first as it bears the old TEAL bird logo on the bottom. TEAL being the old name of Air New Zealand.

On a related subject...those who occasionally have a few minutes at your computer, you might enjoy pulling up [www.airlinemeals.net](http://www.airlinemeals.net). This site has photographs of actual airline meals as taken by passengers showing the full tray setting with china, glassware, silverware and food. Each photo is identified by airline, date, class of service, origin and destination, and sometimes type of aircraft. Last but not least, the meal is rated on a scale of 1 to 10. As of May 5<sup>th</sup>, there were 2,713 photos taken on 232 different carriers. Some going back to the 1970s.

1) QANTAS Empire, the name used by QANTAS from 1934 to 1967, used this attractive pattern made by Royal Grafton in England. It is light yellow with a dark brown logo.



Fig. 1 QANTAS Empire



Fig. 2 Ansett



Fig. 3 Trans-Australia Airlines

2) Ansett used this white ripple pattern of Rosenthal China in the final years of operation before they shut down in 2002.

3) Trans-Australia Airlines used Wedgwood China, which had a gold rim and logo, called the Hobart Pattern. TAA changed their name to Australian Airlines in 1986.

(Continued on page 34)





Fig. 4 Australian Airlines



Fig. 5 Australian National Airlines



Fig. 6 Air Niugini

Australian Airlines featured a winged kangaroo as their logo in gold on this Wedgwood set. QANTAS took over Australian in 1992.

5) Australian National Airlines had a colorful logo with a blue globe and red wings on their initials.

4)

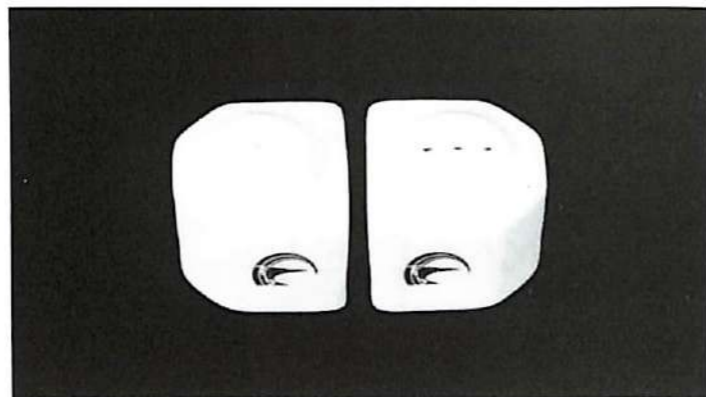


Fig. 7 Air Pacific

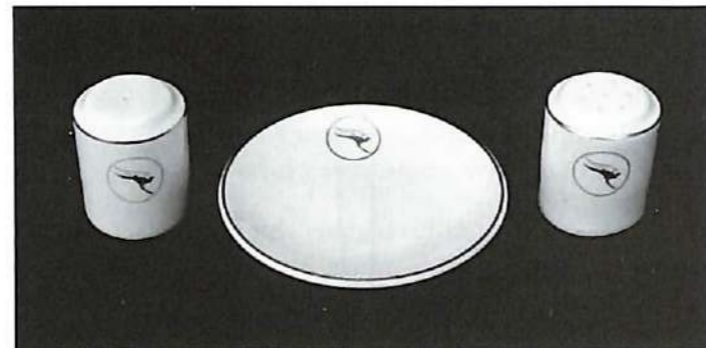


Fig. 8 QANTAS

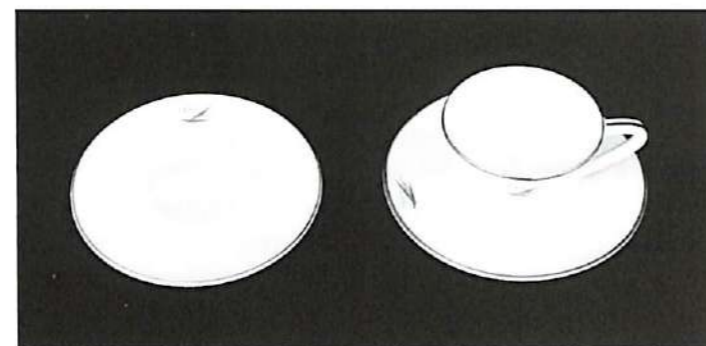


Fig. 9 TEAL

This is a heavy weight china made by Globe Pottery in England. ANA became part of Ansett in 1957.

6) Air Niugini's logo is the Bird of Paradise, shown here in gold on this set made by Inflight Top (Noritake). The airline is headquartered in Papua New Guinea.

7) Air Pacific from Fiji used Noritake China, shown here with their old logo.

8) QANTAS' china is readily identified by the flying Kangaroo, shown here on a butter pat and salt & pepper shaker made by Wedgwood.

9) TEAL (Tasman Empire Airways Limited) was

(Continued on page 35)

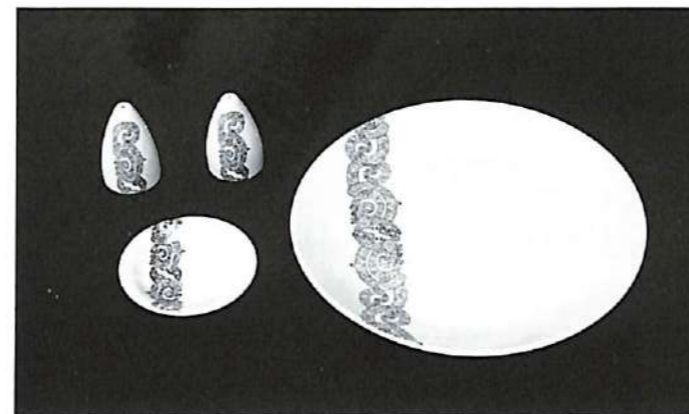


Fig. 10 Air New Zealand



Fig. 11 Air New Zealand

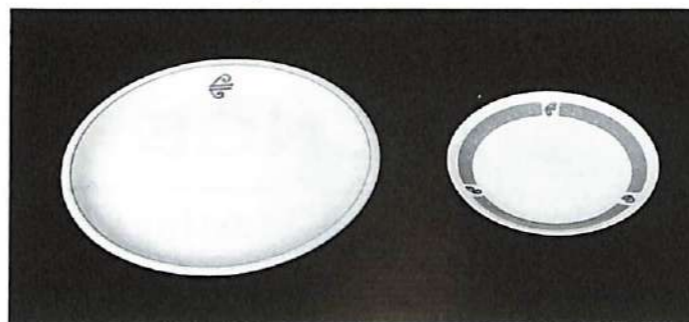


Fig. 12 Air New Zealand

formed in 1938 and changed their name to Air New Zealand in 1965. Their name, logo, and stripe are in gold on this set by Noritake.

10) Believed to be the design first used after the name change to Air New Zealand, a base color of light green was accented in brown with the indigenous Maori design. Made by Crown Lynn Potteries in New Zealand. (Note that this pattern is identified as 'Mari' in two different books, an apparent misspelling of the Maori name.)

11) This brown china was used in Business Class



Fig. 13 Air New Zealand



Fig. 14 Air New Zealand

by Air New Zealand in the 1980s. The logo is black, except in light brown on the deep oval casserole. No manufacturer is shown - only "Made In New Zealand" on the bottom.

12) Two Air New Zealand patterns. On the left is a heavy weight dinner plate made by Crown Lynn Potteries in New Zealand. Vintage unknown. At right is the Tasman Empire pattern, made by Noritake in the 1980s.

13) This classic Air New Zealand cup and saucer set features the logo and stripe in gold. Made by Royal Doulton.

14) Believed to be the current Air New Zealand pattern with four pieces of First Class featuring a medium blue stripe with gold edges. At lower left is a Business Class butter pat with a dark green stripe. All of these pieces are made by Royal Doulton.



# Sticker Chatter

By David A. Rowe

## Golden Oldies!

With this issue of the LOG, we feature a selection of "Golden Oldies" from the South Pacific!

QANTAS provided this early label which dates from 1932 and is red and blue on white. The aircraft depicted is a DH-4.

NEW ENGLAND AIRWAYS was one of the pioneers in 1931 flying Avro 10s as shown here. Blue, orange, black and white with 1931 routes shown.

AUSTRALIAN NATIONAL AIRWAYS was formed in 1931 by the legendary Charles Kingsford Smith. The airline flew Avro 10s. The label is blue, yellow, white and black.

ANSETT AIRLINES of Papua New Guinea was an offshoot of the main airline in Australia. Red/orange, black and white.

DOMINION AIRWAYS was the earliest New Zealand airline with their first flight in 1930 with a single Desoutter (which crashed soon thereafter). Black on buff.

On the following page:

BANGKOK AIRWAYS B717 and Mekong scene. Both labels are extremely colorful. From World Trade Mart and Hector Cabezas.

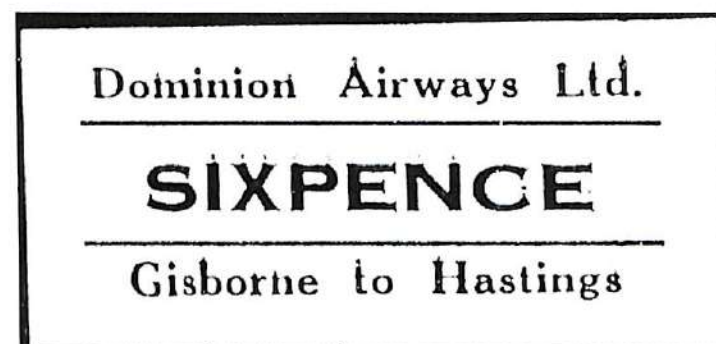
SUNSHINE EXPRESS of Australia. Light/dark blue and yellow on white. Flies Bandeirantes and Shortes 360s. Label from Dave Cherkis.



Australian National Airways (Australia)



Ansett (Papua New Guinea)



Top - Dominion Airways (New Zealand)



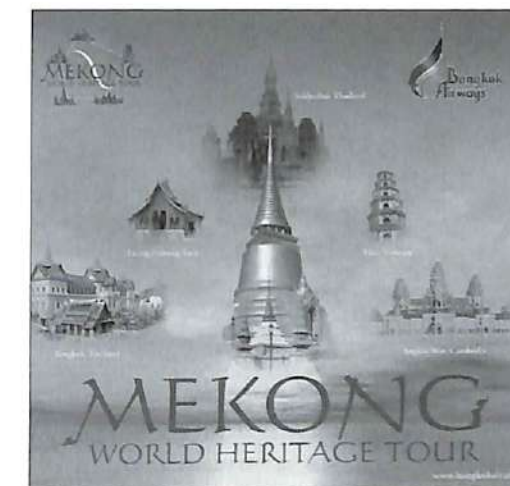
QANTAS (Australia)



Sunshine Express (Australia)



Bangkok Airways (Thailand)



Bangkok Airways (Thailand)



## New Label Issues!

AIR BALTIC has issued at least 4 different stickers featuring birds. Two stickers are shown here. Extremely colorful. From Michael Thorow of Germany.

SN BRUSSELS AIRLINES traces its routes back to the defunct Sabena Airlines. White/orange/blue. From Graham Alliance.

BMI BABY. This small sticker is from the author's collection. Red and blue on white.



# Postcard Corner!

By Allan Van Wickler

amvwdsvw@iqworks.net

I have slightly over 300 cards to choose from for this project, not including southern Asia. And, I've never been to the South Pacific. The distances between places "down there" remain mind-boggling to the uninitiated and so, in the words of our leader, we shouldn't underestimate the valuable contribution of commercial aviation "down under" in the development of the area.

And they have had relative peace for many decades now. As I read on the back of some of the cards (Tarawa, Solomon Islands, New Guinea), we all have paid dearly for that peace. May it last for centuries more.



Fiji Airways HS-748

Fiji Airways was refounded in 1951 and eventually became known as Air Pacific in 1972. Here's an HS-748 of theirs eagerly anticipating its passen-



Air Polynesie DHC-6 Twin Otter

gers, a 3-1/2" x 5-1/2" company card in four-color, Curteicholor 8DK-932, distributed by Stinson's Ltd. In Suva.

Air Polynesie's DHC-6 at Maupiti, one of their destinations probably from Papeete. Apparently a company card, number 253, distributed by Terii Photo in Papeete, 4" x 6" four-color chrome.



Air Nauru Boeing 737-200

Air Nauru represents the richest country in the world with a GNP of \$7,270 per person. It is still in operation but with only one B737-400 in a new livery. This postcard of their B737-200, at least 13 years old, 4" x 6" company card, four-color, is an absolute classic to my way of thinking. C2-RN3 registration.



Air Niugini Fokker F-27

Air Niugini, Papua New Guinea, formed in 1973, is represented within its first 10 years of existence by this Fokker F-27 company card, 4" x 6". Cost me 35 cents in 1982!

(Continued on page 39)

(Continued from page 38)



Air Tungaru Boeing 727-100

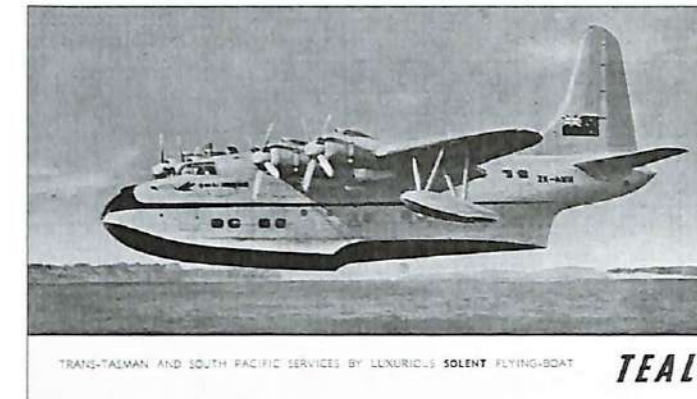
Air Tungaru, the Airline of the Republic of Kiribati. Company card, 4" x 6", photo by Whincup. Just the name 'Tarawa' conjures up one of the most awful battles of WWII, which commenced on my 10<sup>th</sup> birthday. In three days, over 3,400 U.S. Marines were killed, wounded or missing in action! Seaborne airline service in New Zealand com-



TEAL Shorts S30

menced in 1937, with both Imperial Airways and Pan Am involved. In 1949, Tasman Empire Airways Limited was formed and I have five marvelous cards to show, starting with their Short S30 "Aotearoa" flying boat, a 3-1/2" x 5-1/2" black & white card, W.A. 329, ZK-AMA (TEAL was renamed Air New Zealand in 1965). This aircraft operated 1940-1947.

Next on is the post-war Short Sunderland IV, updated and renamed MKIII Solent, a hand colored company card, 3-1/2" x 5-1/2". The Solent accommodated 45 passengers at 225 mph, it says here. I would have LOVED to fly in a flying boat. Never have. TEAL finished up this service in 1960. (Go to [www.kiwiaviationimages.com/aviation.html](http://www.kiwiaviationimages.com/aviation.html))



TEAL Solent MKIII



TEAL Menu

Chilled Fruit Juice  
Dilled Filled Steak  
French Fries Potatoes  
Green Beans  
Preserved Fruit  
Coffee Tea

The TEAL DC-6 menu

TEAL DC-6

card shown is a classic shot over their Southern Alps. A 3-1/2" x 5-1/2" four color company card, stamped in Sydney in March of 1959. Following right on is a L-188 Electra card.



TEAL L-188 Electra

(Continued on page 40)



(Continued from page 39)



Air New Zealand DC8-52

We end up our New Zealand sojourn with the rare Air New Zealand DC8-52 card with the TEAL identification on the tail. Make sure yours is not just the airbrushed one! Again, a company card, 3-1/2" x 5-1/2", four color chrome.

So we depart beautiful New Zealand and head west to Australia to "tie me kangaroo down, Jack." Australian National Airways actually began through mergers in the 1930s. Right after WWII, ANA started to operate DC-4s which bore the name of an Australian town or Aboriginal name. The first card shown is a 3-1/2" x 5-1/2" black & white real photo of VH-ANE "Arkana."



Australian National Airways Douglas DC-4

The second is a company card, 3-1/2" x 5-1/2", two color (red) of VH-ANA, DWP-50M-12/46. A guy by the name of Stan Baumwald, a NWA 747 captain, had the gall to charge 8 bucks for this card in mint condition in 1983!



Australian National Airways Douglas DC-4

Ansett Airways came out with a series of cards before WWII, I believe. I've only been able to pick up four of them. I have shown their #2 depicting their "booking staff" hard at work.



Ansett Airways Booking Staff

Ansett bought out ANA in 1957 becoming Ansett-ANA. I've elected to show their red, white and blue colorful L-188 Electra information card (3-1/4" x 5-1/2") and their B727-100 is part of a Brisbane airport card, four color, 4" x 6", published by Englander & Co. in Melbourne, manufactured in West Germany by Kruger, 794/19.



Ansett Lockheed L-188 Electra

(Continued on page 41)

(Continued from page 40)



Ansett Boeing 727-100 at Brisbane

going up against Australian National Airways. An example of their fleet then is shown here in a 3-1/2" x 5-1/2", four color, company card of a DC-3. TAA went up through B727s and DC-9s until being renamed Australian in 1986.

British Commonwealth Pacific Airlines didn't last very long, but managed to print a few 3-1/2" x 5-



Trans-Australia Douglas DC-3

1/2" company cards in four color worthy of note. Here's their DC-6 next to the tri-motored Fokker made famous by flying the Pacific between Australia and the USA for the very first time in 1928.

Airlines of Western Australia, formerly MMA-MacRobertson-Miller Aviation, had seven F-28s in a superb red, green and white livery as shown on this 4" x 6" company card of their VH-FKG.

A wonderful four color information card follows concerning the four types of aircraft in the fleet of Airlines of NSW, probably prior to 1960. I hope all their stews were as beautiful as the one shown. She'd be 67 or so now and probably still a knock-out!

Not much information abounds regarding Connair



British Commonwealth Pacific Airlines Douglas DC-6



Airlines of Western Australia Fokker F-28



Airlines of N.S.W. Information Card

or East-West Airlines Ltd. And the two fine representative cards. But they did have a joint representative in New York City in 1980 and that's how I picked up the cards. The East-West F-27 Mk. 500 was published by Fokker-VFW and the Ayers Rock card of the DeHavilland Heron is numbered W216M, produced by Murray Views.

(Continued on page 42)



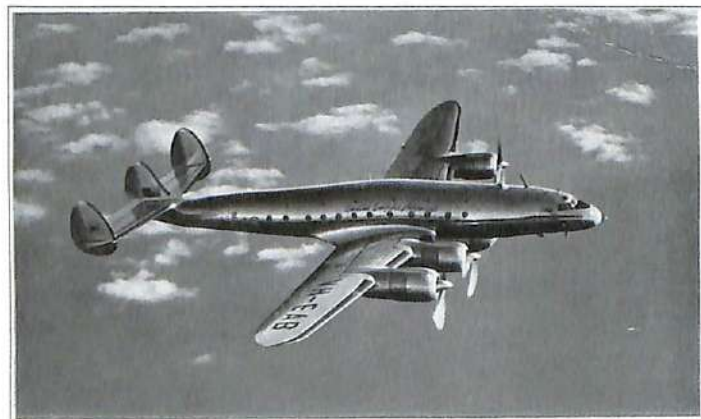


Connair DeHavilland Heron

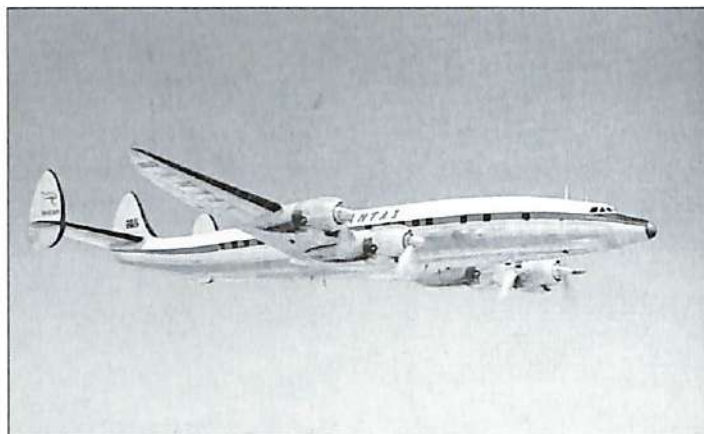


East-West Airlines Fokker F-27

QANTAS Empire Airways. Certainly one of THE great names in airline history. Perhaps it was VH-EAB, the L-049, shown in this company card, 3-1/2" x 5-1/2", that originated the Sydney-London Kangaroo Service in 1947. (Because it bounded from operational stop to operational stop, perhaps?)

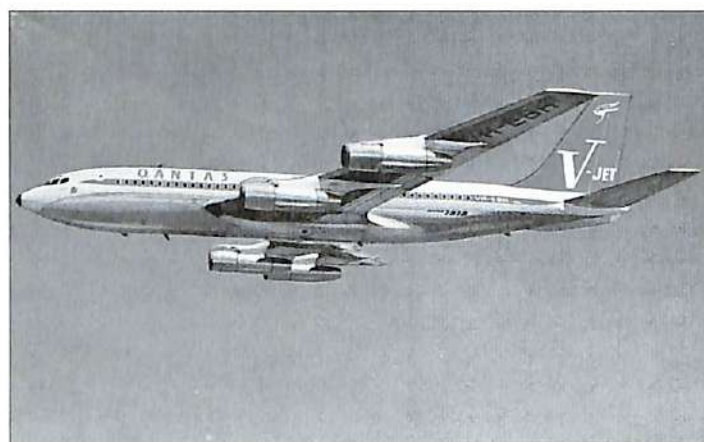


QANTAS Lockheed Constellation L-049



QANTAS Lockheed Constellation L-1049G

Anyway, a great card as is their L-1049G Connie, shown again in a 3-1/2" x 5-1/2" four color card mailed from Honolulu in 1959.



QANTAS Boeing 707-138B

And to conclude, imagine the impact of the 707-100 which began service for the carrier in the same year. The V-Jet shown was a -100 series with the new turbo fan engines with the livery begun in 1961. 3-1/2" x 5-1/2", four color, company card of VH-EBH.

This is the first time I've made extensive use of the internet in order to research the carriers and aircraft. It is an imperfect science still, but the amount of information available is breathtaking, to say the least. So, g'day, matey, see you again soon!

*Van*

## Wings! Badges!

By Charles F. Dolan

*wingcobda@yahoo.com*

One of the "minuses" of an overseas assignment is that you "can't take it with you". In this case "it" refers to much of my reference material. I have wings and cap badges in several boxes which were shipped to Bermuda, but much of the literature and/or magazines with articles relating to these insignia were sent to storage or are being held in my son's attic in Maryland. I therefore have to give descriptions of these wings and cap badges with limited background on when these carriers operated and what types of equipment they used.

I have not had the opportunity to visit New Zealand or Australia, but my son and daughter-in-law did make that trip and I hope that I will be able to follow their lead in the near future. According to their descriptions, it is a wonderful part of the world. The caveat given is that if you decide to make the trip, it is best to plan to stay there for a few weeks and see all there is to see before coming back to the Western Hemisphere. Air travel is wonderful, but spending sixteen hours in one aircraft can become a bit tedious.

The number of airlines operating in New Zealand and Australia has ebbed and flowed over the years just as in the United States. New carriers have risen up to butt heads with the majors only to find that the majors have more in reserve than thought and can beat the upstarts into submission by beating the low fares on the major routes.

An article in AIRWAYS magazine documented the rise and fall of Compass Airlines of Australia. About five years ago I received a metal wing of Compass Airlines from an Air Jamaica captain who had flown for that carrier when it began service. I couldn't help but think of Ernest Gann, the writer, who surrendered an enviable seniority number with American Airlines to join his mentor of years past, Capt. Sloninger (seniority number 2) to become one of the first pilots for Matson Airlines, the aerial spin off of the Matson shipping company. The competition from Pan American World Airways proved too much for the new company and it soon folded its wings.

As this article is being written, American Airlines is facing the threat of bankruptcy. The "leadership" of that carrier asked for and got concessions from the employees by citing dire financial problems. At the same time, they were creat-

ing generous compensation packages for themselves. They seem to have sprung from the same source as Frank Lorenzo and Steve Wolf. They have the "gold mining" philosophy of management .... They take the gold and give their workers the shaft.

Many years ago, a captain with U S Airways summed up the problem quite succinctly. He wondered why the airlines were competing to sell seats for less than it cost to operate them. Was it a contest to see who could be out of business first? Low fares are great for the bargain hunter, but if the airline goes belly up, what's the advantage? The carriers which are left will have stayed viable by using sound business practices and when they become the "only game in town". They would be foolish not to raise ticket prices.

Time alone will tell how this situation will resolve itself. Perhaps the public has killed the golden goose. I can remember when there was a "no-show" charge. Today it is a common practice for folks to double and triple book, making empty seats inevitable. The carrier must over sell each flight, and then give incentives when all bookings show up. How much does it cost a carrier to provide cardboard boxes for luggage? Isn't the idea of luggage to keep your goods secure and protected from the elements and from being soiled while in transit? I've seen suitcases which have material that looks better than fabric on living room furniture. The owner does not want this to get soiled, so he/she demands a case for his/her case. Isn't this a case of overprotection? I have even heard of cases in which passengers are given accommodation when their flights are canceled due to weather. Weather cannot be controlled by the carrier, why therefore should they compensate a delayed passenger?

Perhaps we have become spoiled by an efficient system and allowed our expectations to become too high. Even the best airman and aircraft cannot pass through a severe weather front. But, if we can't get there on time - "Someone must pay". Perhaps in the long run we will all pay.

We shall see.

In the meantime, enjoy the wings and badges of the South Pacific.

*Charlie Dolan*





**TEAL Tasman Empire Air Line (now Air New Zealand)**

Silver metal with dark color "antiqing" in low areas. Dark blue and white enamel in center disc. There are gold colored "feathers" and silver "leaves" under the main insignia. No hallmark on this insignia which is mounted on a dark blue backing which is held to the cap by a split pin which passes through two eyelets.



**Air New Zealand (older issue)**

Cap Badge

Gold bullion thread on black felt material. Silver thread "N Z" above teal color shield. The Southern Cross within the shield is formed of silver bullion thread and red thread. Cap badge is sewn on to hat.

Wing

Colors and materials are similar to cap badge. It is also a sew on insignia.



**Air New Zealand (Current)**

Wing

Gold colored metal with logo in center of teal colored disc. Wing has two screw posts to attach to uniform jacket. There is no hallmark.

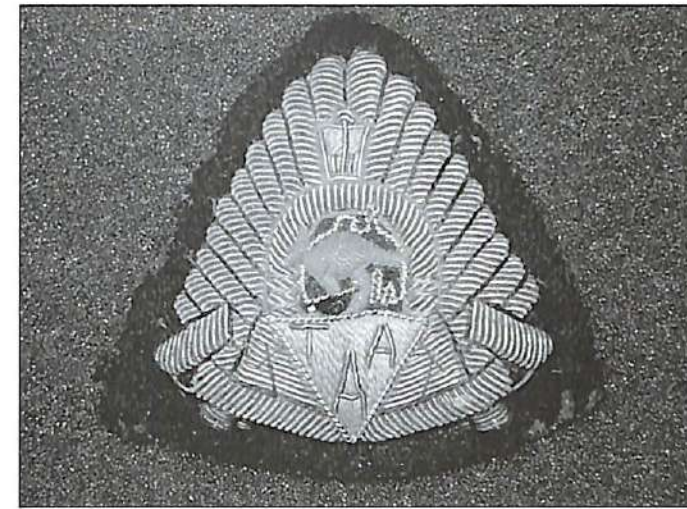
Cap Badge

Sew on variety. ANZ logo in teal color center disc. This disc is mounted to cap badge by single screw post. The disc is surrounded by gold bullion thread wreath and silver bullion thread wings. There is no hallmark.



**NAC (National Airline Corporation) - New Zealand**

Gold color metal with red enamel in shield. Wing has two eyelets which were used to attach wing to uniform by means of a long split pin. Wing is hallmarked "MAYER & KEAN LTD WELLINGTON N.Z." The cap badge is of the same design, but there is no hallmark. The mounting pins have been removed, but I suspect that this insignia also used the two eyelet and split pin method to attach the cap badge to the hat.



**Trans-Australia Airlines**

This is an early cap badge. I have the contemporary wing, but it is in storage in my son's attic in Silver Spring, Maryland.

This badge is of the sew on variety and has seen many years of use. There is a great deal of tarnish on the gold bullion thread. The badge is quite substantial in its construction. The kangaroo is in red thread and the "TAA" in gold bullion thread is on a triangle of blue material.

The cap is sewn on to the uniform hat.

**East-West Airlines (Australia) —>**

Cap Badge

Sew on variety. Gold bullion thread with green felt material as background of the crown and center disc. The headband of the crown is silver bullion thread. The "jewels" in headband of crown are of green, blue, red, blue and green thread. There are two flashes of red thread at the top of the crown.

Cloth Wing

Sew on variety. Colors are the same as the cap badge. The words "EAST-WEST" are below the disc in black thread.

Metal Wing

Gold color metal with a green disc in center, the "arrows" are gold in color. The crown has green color background and red accents. It is mounted to the uniform jacket with a split pin passing through two eyelets. It is hallmarked "Skygear Int Sydney"



**Mount Cook Airlines**

Founded 1921 - Christchurch, New Zealand

Gold color thread and gold metal "flower" disc mounted on a black felt backing. The insignia is sewn on to the uniform jacket.



LEFT

**Air Niugini DHC-7 'Dash-7'**

Airline Issued Postcard From The WAHS Collection





Compass Airlines (Australia)

Cap Badge

Sew on variety. Gold bullion leaves, kangaroos and star on black felt material. Red cloth in center of shield, silver bullion thread for crosses in shield and "wings". Center oval in grey material with gold "wedge" or "pointer". Green, orange and light blue thread form the "branches" at the top of the badge near the kangaroos.

Cloth Wing

The wing is of gold bullion thread on black felt material with a grey material oval at center. "Pointer" is in gold bullion thread. Black thread accentuates "feathers" in wing.

Metal Wing

The wing is made of gold color metal with a grey oval center and gold "pointer". The hardware which attached it to the uniform has been removed, but it was either "hook and eye" or screw post method. Hallmarked "Skygear Int Sydney".



Air New Zealand Link—Mount Cook Airlines SF340

Airline Issued Postcard - WAHS Collection



Ansett Flying Boat Service 1952-1959

Wing

Silver metal with blue color behind anchor and line in shield and red behind "A.F.B.S" in scroll above shield. No hallmark on wings. Mountings have been removed, but what is left indicate that a pin back was utilized.

Cap Badges

"A A" cap badge is of the sew on variety. It is made of gold bullion thread on dark blue material. There is red material in the shape of Australia behind an anchor of gold metal. "AFBS" cap badge - sew on variety.

Gold bullion thread on black material. Lower "feathers" and line around letters in silver bullion thread. Crown is in gold bullion thread with silver bullion thread accents. There is what once was red material in center of crown and red, green, blue, green and red thread "jewels" at base of crown.



## Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

The South Pacific has a bonanza in junior wings. It is going to be impossible to show all of the known junior wings so I am just going to take a sampling of two or three from each airline that I consider the most interesting. To get a full run down of all of the airlines and the wings, I would have to reference you to my book, "Junior Crew Member Wings".

As an aside, two companies make most of the wings of Australia and New Zealand. One is Stokes in Melbourne and W. Bishop in Brisbane.

To start with, I have twelve different issues that are from Air New Zealand. The first wing that I will show is certainly different in shape. An elongated wing that is made of metal and colored light blue and has an epoxy finish. There are two versions of this wing and the other is a lighter color of blue and does not have the epoxy finish. This I call ANZ-01.



ANZ-1 Air New Zealand

Next is a diamond shape junior wing and this again has an epoxy finish and also has a companion wing that does not have the epoxy finish. This is ANZ-03. And for my last sample of Air New Zealand, I am going to show ANZ-10, which is a more typical Stoffel style wing, and has the logo of the airline displayed.



ANZ-3 Air New Zealand



FLJ-1 Air Pacific

Ansett Airlines has also been a large producer of junior wings. I am going to show a wing that I call ANS-04 simply because it shows up well in the scan. The first five issues are all of the same shape physically. ANS-01 is a wing that I have only a very old black and white photocopy of and it says Junior Flyer and there are seven stars above that but I do not have this in my collection so can't say more than that. Then the next issue is a simple gold junior wing for the boys and silver for the girls. And next is the issue I am showing which is gold and orange for the boys and silver and orange for the girls.



ANS-4 Ansett

Ansett also put out another junior that I like just a few years ago and this is so different, it deserves showing. A fairly large plastic wing and a pin back.



ANS-7 Ansett

Next in line is a wing that I believe is from an airline called Australia Airlines and it has Kanga Crew on the front piece. An epoxy finished wing and a pin back.

(Continued on page 48)





AUA-1 Australian Airlines

In the South Pacific we also have the national carrier of Indonesia, Garuda Airlines. Four different issues here and I am going to show GIA-01 which is a plastic wings with a pin back. It was issued in a small throw away plastic bag. There is a companion to this issue that is the same as shown except that it shows a flight attendant wing i.e. a half wing.



GIA-1 Garuda Indonesia

The last issue from Garuda is known as GIA-4. Very similar to GIA-3 but different. This is a plastic wing and a pin back.



GIA-4 Garuda Indonesia

The Philippines is our next stop in the South Pacific. The only airline I know of that has put out junior wings is Philippine Airlines and they are fairly old. There have not been any in the last 20 years that I know of. Those that they did put out are truly very attractive. PAL1 is a Junior Captain wing in silver and white with a pin back. There is a Junior Flight Attendant wing also and it is about the same except that there is only one star on top and it is smaller. The second issue that PAL put out changed the shape of the wing to an almost rectangular style. This Junior Flight Captain wing is gold and blue. The Junior Flight Attendant wing is the same size but this is silver in color.



PAL-1 Philippine Air Lines



PAL-3 Philippine Air Lines

One of my favorite wings of all time is Tasman Empire Airways. This is the airline that flew the big Sunderland boats and I was fortunately to visit their museum when I was on vacation in New Zealand. This wing is TEAL and it is a metal wing and the only one that I know of that this airline produced.



TEA-1 TEAL

That now brings of to the end of our journey and we get to the airline that has produced more junior wings that I care to catalogue. A total of 18 wings and there probably are some more out there. I will start this section with TAA 3. This is a most attractive metal enamel wing that is also made in a half wing for the junior flight attendant.



TAA-3 Trans-Australia

(Continued on page 53)

## Slide Photography

By Joe Fernandez & Eddy Gual

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eddygual@bellsouth.net

### "A LITTLE MORE EFFORT CAN GO A LONG WAY"

As we all know, for the past several years, airport security has been very strict, especially around the perimeters and fences. How does that affect the photographer? Well, the fact is that many of the locations, once used by enthusiasts, are now permanently off limits. On occasion, we have been getting a number of e-mails, from those who would like to visit, but who do not have updated information on available spotter locations. Many have declined trips simply because they now fear the authorities. Ah, but wait, there is still some hope!

For a little help in finding a good spot, we consulted our good friend and photographer, Mr. Bob Durey of Miami Springs, Florida, who has managed to photograph many of his sought after subjects, year in and year out! Even with tight restrictions in place, Bob's research and determination, has not stopped him from getting what he wanted. We met with Bob on how he has accomplished so much in such difficult times, and he has provided us the following tips as a guideline to good photography from the outside at any airport. Of course, please use proper judgment and adhere to the laws of the airports and their surroundings.



PHOTO A. Sun Country 737-800 PH-HZV in Transavia Colors, landing on runway 27R at MIA. Photo: Bob Durey

**Learn as much as you can about the airport you will visit.** One of the first things to do, is to study the traffic patterns of the airfield. Once you establish this, then determine the locations that will give you the best sun angles for your shots. For example, Miami International Airport, has generally east-west runways. During the summer months, you may be able to get some aircraft in the mornings and afternoons, aircraft that face north or south, usually parked or taxiing to the runway. Winter months are the opposite as the sun is at a lower angle and your opportunities increase. One method to quickly familiarize yourself with an airport, is to contact a photographer in a dedicated airline photography website, as many are willing to assist in providing you the best locations. Some actually work inside airports or work for the airline industry. **PHOTO A**, which is a Sun Country 737-800 in Transavia colors, was actually taken at a bus stop on the east end of MIA, near runway 27R. Bob tracked the flight path of the aircraft, which came from Minneapolis, Minnesota with the help of an e-mail from a friend. Knowing that domestic traffic lands on that runway during west operations, he set himself at that bus stop and got the photo. It is unusual to send this flight via runway 30, as that will displace it much farther and delay it a bit. The odds were at his favor...a smart decision. The bus stop, or any location near there, is in a public street and is an excellent setting for winter month west operation photography. (Of course, you will always encounter some passer-bys, curious of your activity there). Don't be discouraged if something is scheduled but it does not arrive on time. Have patience and it will work out for you.

**Do not rely on normal schedules (printed or electronic).** Use them as a guide only. Keep an eye on the airport's arrivals and departures and take notes, maybe for several days, to set up averages and frequencies ....for example: write down the time you see the aircraft, the runways used for specific airlines, rotation points of certain aircraft, and so forth, in order to maximize your chance for the photo you want. Some airlines have preferred runways. During MIA's east operations, most of the Central and South American traffic, prefer to use runway 12, yet the European heavies like 9L or 9R.

**Sometimes, expect the unexpected.** Some airlines will lease aircraft from other carriers, thus airports can acquire airlines that do not usually serve that city. Aeromar Airlines, for one, has used

(Continued on page 50)



(Continued from page 49)



Photo B: Icelandair 757-200 TF-FIW departing on runway 12 at MIA. Photo: Bob Durey

a variety of leased aircraft in Miami. These included a 767-300 from Southern Winds of Argentina and a 757-200 from Icelandair. **PHOTO B**, which was taken at the MIA runway 12 photo area, shows the Icelandair 757 taking off. Bob studied the airplane's pattern for several days and from average, determined that the runway 12 spot was the best to capture the moment. As a result, he got the shot. The plane had a short-term lease.

**Keep in mind not to break any law.** This can spoil it for everyone, however, be creative. By knowing what you want to shoot, when you want to shoot it, and using proper timing, you can arrive quickly at a planned location, take the picture, and leave, before it becomes a problem. Remember, unless you are in a dedicated spotting area, people that stand in open areas or by fences for a long time, attract negative attention, and the authorities are running scared of this type of issue. The only weapon they have is that they will move you in the name of security.



Photo C: Arrow Air DC-8 N802BN Fine Air c/s, landing on runway 9R at MIA. Photo: Bob Durey

Bob has provided us with a couple other photos which were photographed from public streets near Miami International. **PHOTO C**, An Arrow Air DC-8 with hybrid Fine Air colors and **PHOTO D**, an Emirates Cargo 747-400, were taken from a street near the west end of runway 9R. **PHOTO E**, an Avianca 767-200 in the new Summa Alliance color scheme, was taken from a street on the east end of MIA by the car rental agencies.



Photo D: Surprise!! Emirates 747-400F N408MC departing on Runway 9R at MIA. Photo: Bob Durey



Photo E: Avianca (Summa Alliance) 767-200 N421AV approaching runway 27R at MIA. Photo: Bob Durey

Again, we stress that safety and compliance with laws are to be adhered while engaging in your photographic adventures. If you are ever told to move, do so without hesitation. If you have further doubts, then consult the airport's administration or police department for additional details and guidance. Most will comply. Bob Durey, is an experienced photographer and is always aware of what he can and cannot do. If you put in a little more effort, no matter what airport you visit, these guidelines will always help!

# Aircraft Models

By Peter Reed

## Here Be Dragons!

In last issue I illustrated the Rug Rat Resins model of the de Havilland DH90 Dragonfly. Aircraft in Miniature have produced kits and decals for other members of the Dragon family of biplane airliners: the DH84 Dragon, the DH86 Express, and the DH89 Dragon Rapide.

Of these, the DH86 is perhaps the most eye-catching, since four-engined biplane airliners are something of a rarity—and almost exclusively British. The Australian Government commissioned the DH86 in 1933 for QANTAS' Singapore-Brisbane segment of the England-Australia route. It is worth noting that this wood and fabric, fixed-gear biplane is the contemporary of the all-metal, retractable-gear Douglas DC-2. Their capacity was about the same (10-17 pax), but the DC-2 offered longer range and a good 45 mph superior cruising speed. Nevertheless, the DH86 served long and economically for many years, often in arduous conditions.



Fig. 1

The DH86 was first built for a single pilot, with a greenhouse nose reminiscent of the DH84 (Fig.1). Qantas wanted two pilots, so a new, rather elegant nose was designed (Fig.2). The DH86 suffered several early accidents, mostly traced to the tail surfaces. These were modified in the revised DH86A, which also had different cockpit glazing with a



Fig. 2



Fig. 3

Photographs from "British Civil Aircraft Since 1919, Vol. 2" By A. J. Jackson, Putnam: London 1973

new, stepped windshield (Fig.3). The subsequent DH86B also had the new windshield (again, Fig.3), and also a larger stabilizer with an auxiliary fin on each end, giving a "triple tail."

Transport Wings' basic kit is for the two pilot DH86. It comes with decals for Jersey Airways, Imperial Airways, and QANTAS. They now also offer a conversion kit for the single pilot DH86, and for the DH86B. The latter does not include the revised, more stepped cockpit, but does provide for the new tail. These come with Railway Air Services decals. The fuselage is vacuform, the rest injection molded. The decals are nicely done but

(Continued on page 52)



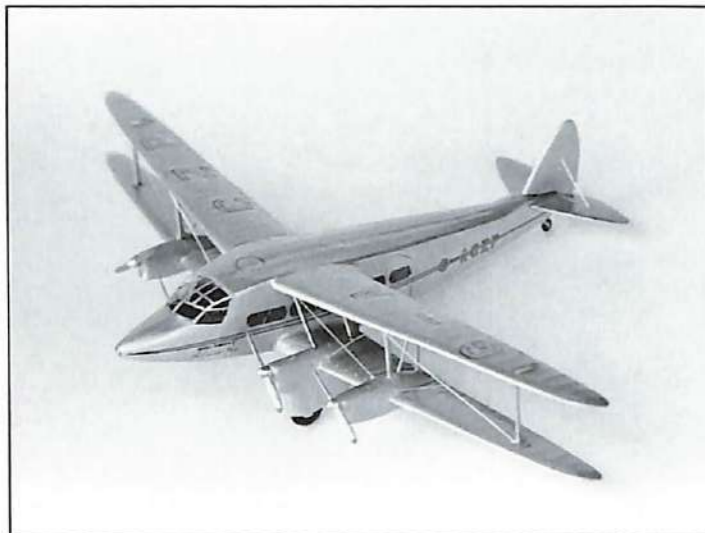


Fig. 4

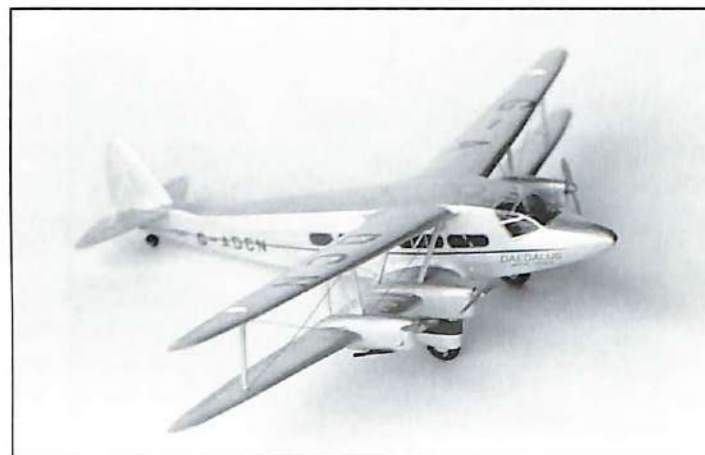


Fig. 5



Fig. 6

very fragile. I think some decals for the cockpit frames are too heavy for accuracy, but those for the passenger windows are excellent. I have so far completed Jersey Airways (Fig.4) and Imperial Airways (fig.5) versions. These biplanes, with their struts and wires, are not easy models, but the results are gratifying, and it wonderful to have such relatively esoteric types available.

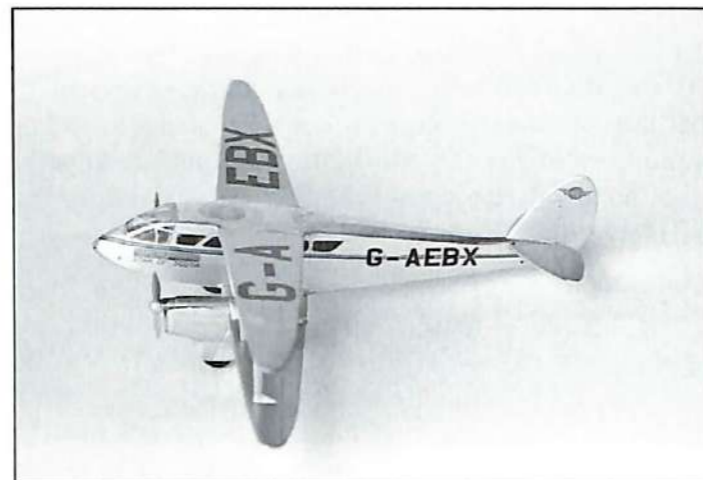


Fig. 7

The DH89 Dragon Rapide was a higher-powered



Fig. 8

derivative of the successful DH 84 Dragon, with new, tapered wings. Smaller than the DH86, the Rapide typically seated 6 to 9 passengers. While the Aircraft in Miniature kits are 1/72, the Dragon Rapide in Fig.6 is 1/48 scale. This is from the Aeroclub kit from England, and is a vacuform. The decals provided are for G-AGUF of Island Air Services. IAS flew joy rides from Heathrow (LHR) back when it was "London Airport," and I enjoyed

(Continued on page 53)

my first flight in sister aircraft G-AIYP in 1950, with Monique Agazzarian at the controls.

The Rapide in Fig.7 is 1/72 scale. The kit is by Tasman Models of New Zealand, and is called an Upgrade, being based on the Heller kit. And very nice it is. The decals, depicting a Railway Air Services machine, are by Aircraft in Miniature. For comparison, Fig.8 shows the old 1/72 Frog model in KLM colors. Decals are from Cloudmaster sheet 72/8, which provides for the KLM Rapide and Constellation 749.

### An Appeal

I offered to take on editing the Models column rather than see it die. I would be delighted to have someone else take it over. Every annual meeting demonstrates that there are far more accomplished modelers and collectors than me in the WAHS. I have tried to make the column varied, including everything from die-cast to push-together to kits, and from vintage to current jets, but a newcomer could give the column whatever emphasis he or she chose. Volunteers?

*Peter Reed*



TAA-?? Trans-Australia



TAA-17 Trans-Australia

There are wings like this that were made that are exactly the same but not enameled. Then we have a smaller wing in a plain gold finish that comes not only in the junior flight attendant variety (half wing) but also with different sized lettering.

We could go on and show all of them but I will finish off with one wing made by Stoffel. This is a plastic wing with a stylized TAA in the logo. They also have these produced in the same style except that the center logo is a kangaroo.

That's it for now. *Happy Collecting!*

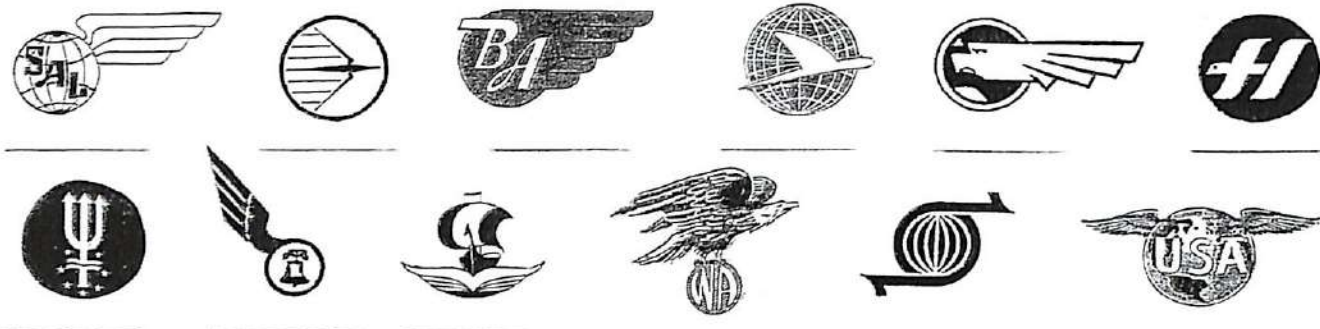
*Stan*



Ansett Australia Airbus A320 - Airline Issued Postcard From The WAHS Collection



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## UPCOMING AIRLINE COLLECTIBLE SHOWS!!

### LOS ANGELES AIRLINE EXPO

**Saturday, June 21, 2003.** Los Angeles, CA. Hacienda Hotel, 525 N. Sepulveda Blvd, El Segundo, CA 90245. Hours: 9 am—3 pm. Contact: Dave Cherkis, 1825 Warrenville Street, Las Vegas, NV 89117. Phone: (702) 360-3615 or Chris Laborde (619) 997-0666 (Both between 9 am and 5 pm Pacific time.). E-Mail: 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. E-Mail: Information@AI2003.Com.

### NEWARK AIRLINE COLLECTIBLE SHOW

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

### CHICAGOLAND AIRLINE COLLECTIBLES FALL SHOW

**Saturday, September 13, 2003.** Chicago-Elk Grove Village, IL. Holiday Inn, 1300 Busse Rd. 9am - 3pm. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631. Phone: 773-775-5623. E-mail: s.mazanek@attbi.com. Special hotel rates for attendees. Admission: \$4.

### ATLANTA AIRLINER EXPO

**Saturday, September 20, 2003.** Atlanta, Georgia. NEW Georgia International Convention Center 2000, Convention Center Concourse, College Park, GA. Contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: (239) 352-0216. E-Mail: navigator@gulfaccess.net.

### ST LOUIS AIRLINE COLLECTIBLE SHOW

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

### HOUSTON AIRLINE COLLECTIBLE SHOW

**Saturday, October 4, 2003.** Houston, TX. Clarion Hotel—Intercontinental Airport. Contact: Duane Young, P.O. Box 101, Covington, LA 70434. Phone: (985) 892-3297. E-Mail: jetduane@peoplepc.com.

### SEATTLE AIRLINE COLLECTIBLE SHOW

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

### SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

**Saturday, October 25, 2003.** San Francisco, CA. Best Western Grosvenor Airport Inn, SFO. Contact: Sue or Tom Draggas, 526 Ventura, San Mateo, CA 94403. Phone: (650) 574-8111. E-Mail: SFBaahs@yahoo.com.

### MIAMI AIRLINE COLLECTIBLE SHOW

**Saturday, October 25, 2003.** Miami, FL. Wyndham Miami Airport Hotel. Contact: Linda Levine, 2210 Hayes Street, Hollywood, FL 33020. Phone: (305) 935-2922. E-Mail: PlanesAndTrains@aol.com.

**AIRLINERS INTERNATIONAL 2004—LOS ANGELES, CA—July 8-10, 2004**



*Sunflower Airlines DHC-6 Twin Otter*



*Air Nauru Boeing 737-200*



*Air Pacific ATR-42*

*Photographs From The Aviation Photography Of Miami Collection*





*Palau International Traders DC8-50F*

*Photographs From The Aviation Photography Of Miami Collection*

*Air Marshall Islands DC8-62*

