



WORLD AIRLINE HISTORICAL SOCIETY

The Captain's Log Fall 2003



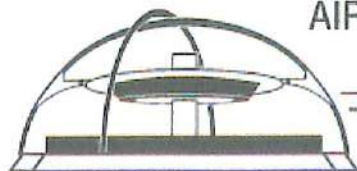
SAS DC8-62 SE-DBI ~ Joe Fernandez Collection

Adventures In Scandinavia!

AIRLINERS INTERNATIONAL

2004

LAX





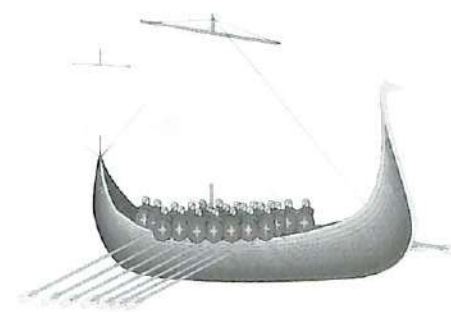
SAS Fokker F28 SE-DGC - Joe Fernandez Collection

Blue Scandinavia Boeing 757-200 - Joe Fernandez Collection



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Canada	\$30 Air Mail
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From The Flight Deck

Greetings from Society headquarters in Miami.

AIRLINERS INT'L. 2003 COLUMBUS

Please see our report on this year's event on the following pages. Approximately 1,000 people from 10 different countries, including Russia and Australia, attended AI 2003 in the Buck Eye State of Ohio. Mr., Edwin Colodny, retired CEO and Chairman of US Air, was our guest speaker. Many thanks to Jim "JET" Thompson and his team for hosting Airliners International in Columbus!

AIRLINERS INT'L. 2004 LOS ANGELES

Craig Morris and Marshall Pumphrey excited everyone with their enthusiasm and plans for next year's event in Los Angeles at the Sheraton Gateway Hotel. Details will be sent to everyone in future issues of the LOG. Full information can be found on their website, www.ai2004.com. The dates are July 8-10, 2004.

AIRLINERS INT'L. 2005 MILWAUKEE

Milwaukee was chosen as the site of the AI 2005 event at our annual business meeting in Columbus. The event chairman for Las Vegas withdrew their bid at the business meeting. Andrew and Stacey Stiffler will be chair-people of this event.

NOTES ON AI SHOWS

We received lots of comments concerning the selection of cities to host the AI shows. Cities like Chicago, Boston, Washington DC and Philadelphia would be ideal for the airline enthusiast, but extremely cost prohibitive for our group. The staff who put together the shows are all volunteers. As a hobby group, we need to keep our expenses low hence the reason we have not rented exhibition hall space and relied on hotel ballrooms. If you're interested in hosting a future AI show, please contact WAHS headquarters for additional information. The AI show is primary fundraising event for WAHS.

WAHS BOARD ELECTIONS

At our business meeting, I announced that I will not run for president of our society in the upcoming

elections. WAHS needs someone who can outreach to other organizations and work towards attracting new members; I'm not able to devote enough time and energy to fulfill this mission. However, with the Board's approval, I will continue to act as Editor of the LOG and perform the administrative functions of the society.

Inserted with this issue of *The Log* you will find your ballot for our officer and board member elections. Every active member of WAHS is entitled to submit their vote. Please carefully review the ballot material and return your ballot to WAHS headquarters by December 15, 2003. Every ballot is individually numbered; it's not necessary to sign your name.

MEMBERSHIP RENEWAL!

If the label on your envelope shows "28-2", then your WAHS membership expires with this issue. In order to maintain uninterrupted membership status, please renew your membership as soon as possible! You can pay your membership fees online at www.WAHSONline.com via PayPal.com with your VISA or Mastercard. All of us appreciate your continued support of OUR organization!

MODEL EDITOR NEEDED

If you possess a flair for building aircraft models, and a knack for writing, please contact the Editor as we're seeking a Model Editor to fill the void left by the retirement of Peter Reed.

CONTRAILS.....

We're sad to report the passing of WAHS member C. Leo Slater of Kentucky last February. Our condolences to his family.

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!

With best regards,

Bill Demarest



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

Photo Contest Results

Prints

First - Qantas 747 Reflection by Sam Chui

Second - American 757 Retro Colors by Greg Drawbaugh

Third - Northwest 747/757 by Jason Meyer

Slides

First - Miami Heat 727 at MSP by Michael Bolden

Second - Regional Jets by Wally Wilson

Third - Tower Air 747 In Storm by Wally Wilson

Sprit of Flight

KLM DC2 by Roger May

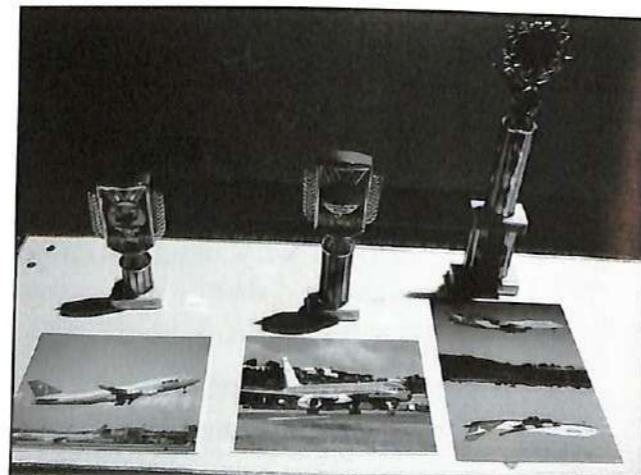
Congratulations!



2nd Place - Prints - Greg Drawbaugh



1st Place - Prints - Sam Chui



Print Trophies



3rd Place - Prints - Jason Meyer



2nd Place - Slides - Wally Wilson



1st place - Slides - Michael Bolden



3rd Place - Slides - Wally Wilson



Spirit of Flight - Roger May

AI 2003 Model Contest Results

Judges Best of Show and First Place Flights of Fancy

Santa Fe 7V7 Freighter
Jack Purcell, Dearborn MI

Most Popular and First Place Large Prop and Jet

Douglas DC3 PAA
Dana Kopher, Johnstown CO

Large Prop and Jet 1/99 scale and larger

First Place
Douglas DC3 PAA
Dana Kopher, Johnstown CO

Second Place
Piper Arrow
Randy Auble, Indianapolis IN

Third Place
Sabena S-55 Helicopter
Randy Auble, Indianapolis IN

Small Prop 1/100 scale and smaller

First Place
Allegheny F27
Thomas Lewis, Bradford PA

Second Place
Eastern L188 Electra
Dan Levy, Dayton KY

Third Place
CP Air DC3
Bill Abbott, Oakland CA

Medium Jet 1/126 to 1/149 scale

First Place
Simpson's 737
Thomas Lewis, Bradford PA

Second Place
Crossair McDonalds MD80
Asif Qureshi, Louisville KY

Third Place
American Convair 990A
Dan Levy, Dayton KY

Small Jet 1/150 and smaller scale

First Place
TWA DC9
Bob Campbell, Mountclair VA

Second Place
UPS MD11
Asif Qureshi, Louisville KY



1ST Place - Major Conversion

Third Place
PIA 747-300
Asif Qureshi, Louisville KY

Major Conversion
First Place
TWA L749 Connie from L1049
Dan Levy, Dayton KY

Vacuform and Scratchbuilt
First Place
Loganair BAe 146
Ken Miller, Campbell, CA

Diorama
First Place
Federal Express 737
Randy Auble, Indianapolis IN

Flights of Fancy
First Place
Santa Fe 7V7 Freighter
Jack Purcell, Dearborn MI

Second Place
Easten Airlines 757 in gray markings
Thomas Lewis, Bradford PA

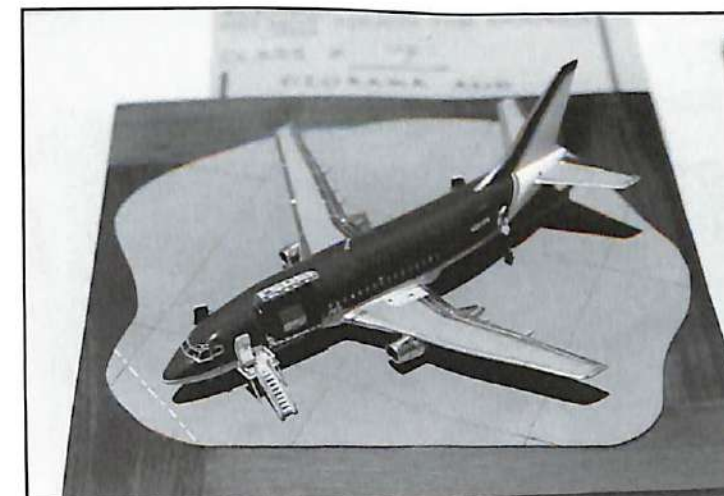
Third Place
Wunala Dreaming Airbus A380
Bob Campbell, Mountclair VA

AI 2003 Model Contest Results

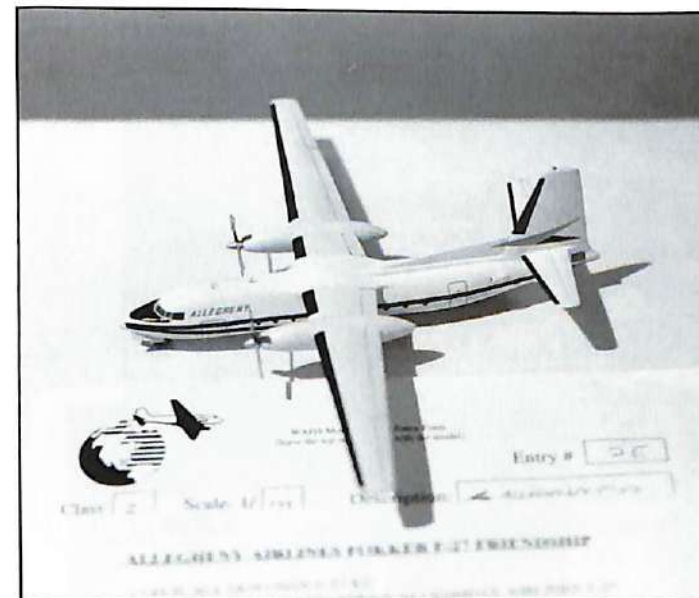
The 1st Place Winners!



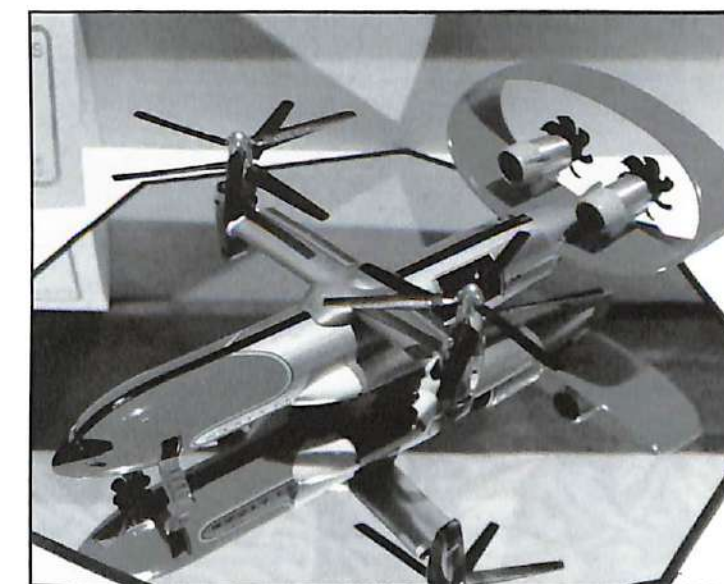
1st Place - Small Jet 1/150 And Smaller



1st Place - Diorama



1st Place - Small Prop



1st Place - Flights of Fancy



1st Place - Large Prop Jet
And
Most Popular Model

Airliners International 2003 Highlights!

Display Hall & Model Exhibit



Top ~ The Hyatt Hotel Below ~ Edwin Colodny



Top ~ Dangerous Photographers!

Right ~ Jim "JET" Thompson



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

Airliners International 2003 Trivia Quiz

- Which noted Airline Executive selected the site for Port Columbus Airport in 1928?
 A. Charles Lindbergh B. Eddie Rickenbacker C. C. R. Smith D. Jack Frye E. C.E. Wollman
- Name the 3rd major railroad to become part of the TAT Train-Plane operation in August 1929.
 A. Southern B. Norfolk and Western C. New York Central D. Union Pacific E. Reading
- Which recent airliner aircraft did our Guest Speaker have a major part in developing?
 A. A-319 B. Fokker F-100 C. Boeing 737-300 D. Douglas DC-9 E. CASA 212
- What aircraft mistakenly landed at OSU's Don Scott Field at Midnight on July 3rd 1967?
 A. Boeing 707-131 B. Sud Caravelle C. DC-8 D. 727-200 E. Convair 880
- What was the first airline to mistakenly land at Bolton Field?
 A. UPS B. Flying Tigers C. US Air D. World Airways E. Orion Air
- What noted airman saved Executive Jet Aviation from going out of business?
 A. Arthur Godfrey B. Gen. Lassiter C. Gen. Paul Tibbets D. Howard Hughes E. John Glenn
- What commercial airliner made its inaugural scheduled passenger flight from Port Columbus?
 A. Stinson "A" B. Boeing 247 C. Ford Tri-Motor D. DC-2 E. Curtiss Condor
- What airline flew an interchange operation through Port Columbus with TWA?
 A. United B. Eastern C. American D. Lake Central E. Delta
- Which airline operated scheduled passenger service out of Ohio State University Airport?
 A. Galaxy B. Tag C. Tyme D. Wright E. Ohio Air Transport
- Which airline will be the first to operate passenger service out of Rickenbacker Int'l Airport?
 A. Jet Blue B. Spirit C. Southeast Jet Blue D. Air Tran E. Sun World

Tie Breaker #1

How many days elapsed from the day the bond issue was passed to build Port Columbus until the 1st scheduled passenger flight operated out of the airport?

Tie Breaker #2

How many scheduled airline flights operated out of Port Columbus the day America West announced they were going to downsize their CMH hub?

The Winners!

1st Place—Becky Rousseau
2nd Place—Jim Rousseau
3rd Place—Sue Bergman
Zero Correct, But Best Effort—Jerry Romaniak
All three winners had 8 correct answers.

Test Your Knowledge - The Answers Can Be Found On Page 20

AIRLINES OF THE NORSEMEN

By JOOP GERRITSMA

Scandinavian Airlines System was formed in 1946 as the national airline of three of the five Scandinavian countries: Norway, Sweden and Denmark. But there is much more to the airline history in this part of the world than SAS - both before and after 1946

The first airlines in the three countries, and in Finland, were established in the early 1920s. They started domestic services and to nearby foreign destinations. Det Danske Luftfartsselskab (DDL) of Denmark started service from Copenhagen to Berlin via Malmo in Sweden and Warnemunde in Germany on Aug. 7, 1920 with a First World War FF-49 biplane and Hamburg service on alternating days Sept. 1 of the same year in pool with the Dutch airline KLM and DLR of Germany, using their aircraft.

Det Norske Luftfahrts Rederi of Norway operated a few mail services between Bergen and Stavanger, a distance of just over 100 miles (160 km) along the North Sea coast in the south in 1920, but it folded at the end of the summer, taking with it plans to link Norway and Scotland.

In Finland, Aero started service on March 20, 1924 between Helsinki and the Estonian capital Tallinn across the Gulf of Finland with two Junkers-F 13 all-metal single-engine aircraft for two pilots and four passengers in an enclosed cockpit and cabin. Helsinki-Stockholm service across the Gulf of Bothnia began on June 2.

Aktiebolaget Aerotransport of Sweden (ABA) opened Stockholm - Helsinki service on June 2, 1924 also with a Junkers F.13, jointly with Aero. The aircraft operated on floats and wheels in the summer and skies in the winter.



Junkers F.13 SE-AAC of ABA, Sweden. Preserved at Stockholm.

Airline historian Ron Davies writes in his "A History of the World's Airlines" of 1964 "Nowhere in Europe at this time did the arrival of air travel result in a greater saving of time compared with other means of transport. Whether by sea - which was icebound in winter - or by road or rail around the northern end of the Baltic Sea (he means the Gulf of Bothnia, an arm of the Baltic Sea - JG), the journey from Helsingfors (Helsinki) was a long-drawn affair." On May 15, 1925 ABA started Malmo - Berlin and Malmo - Hamburg - Amsterdam service with four Junkers-G 23 trimotors (a forerunner of the better-known Ju 52/3m) for eight passengers. Seven Ju 52/3m followed in the early 1930s, and five DC-3s in 1937-39, mainly for the Amsterdam, Paris and London services where KLM was flying the DC-2 and DC-3. An all-metal, twin-engine Junkers-Ju 86 was bought in 1938 for the Berlin service. At the start of the war, ABA was serving several domestic points and operated to Denmark, Norway and Finland. The Amsterdam, London, Berlin and Cologne services were operated in pool with KLM and Luft Hansa. Moscow service was started in 1939 and operated until June 1941.



Farman F-3X Jabirou of DNL, Denmark

In 1925 DDL of Denmark replaced its FF-49 with four used Fokker F.III cabin aircraft for domestic and Scandinavian services. Four twin-engine, six-passenger Farman F-3X Jabirous (Storks) from France came in 1926 for the Copenhagen - Hamburg - Cologne line. In 1928/30 DDL renewed its fleet with four single-engine Fokker F.VIIa for domestic and Scandinavian routes. Services to Germany and Amsterdam were operated in pool with

Deutsche Luft Hansa and KLM, using their better aircraft, until 1933-35 when DDL bought its own trimotors: two Fokker F.XII and three Junkers-Ju 52/3m. Two ultra-modern, four-engine Focke Wulf Fw 200 Condors from Germany arrived in 1938 for the Berlin and Amsterdam - London service. When war broke out in 1940, DDL was flying to eight Scandinavian destinations and to Berlin, Hamburg, Amsterdam and London.



Junkers G 23W of Aero, Finland

Aero in Finland developed much slower. The F 13 remained its only type until 1926, when one G 24W trimotor on floats was added for the Stockholm service and to the Baltic states. By 1939 the airline had two JU 52/3m for those services, and two small British DH 86 Rapides for domestic services as far north as Kemi at the top of the Gulf of Bothnia. Two FW-200 Condors were on order for a service to New York, but the war prevented their delivery.

In April 1928 a new DNL (Det Norske Luftreiser) began Oslo - Copenhagen - Warnemunde service. Renamed Det Norske Luftfartsselskab in 1933, service along the Norwegian coast began in 1935. Copenhagen and Amsterdam services were flown in pool with DDL and KLM to the outbreak of the war. In 1933 DNL discussed with Charles Lindbergh plans for a joint trans-Atlantic service with Pan American. Nothing came of it, but in the spring of 1936 polar aviator Bert Balchen negotiated a deal. PAA would operate New York - Iceland and DNL Iceland-Norway. DNL bought a Sikorsky S-43 amphibian for the service, but two weeks before the start PAA suddenly cancelled the agreement. The S-43 then went on the 300-mile (480 km) Oslo-Stockholm overland route until sold to France less than a year later.

Wideroe's Flyveselskap began flying along Norway's south coast in 1934 until 1936. It relocated its operations to the north in 1939, flying from Trondheim to Tromso and Kirkness, with two Stinson SRs and two Wacos.



Sikorsky S-43 of DNL

Air service in Iceland started in the summer of 1937 when Flugfelag Akureyrar began coastal services with a Waco YKS floatplane. It ended when the Waco capsized and sank in the winter of 1939. The company was reorganized in 1943 as Flugfelag Islands for domestic services to isolated communities throughout the island with another Waco, D.H. Rapides, a Beech 18 and a Catalina. East coast residents could now make a business trip to Reyjavik on the west coast and back in two days, rather than a week, says Ron Davies.

The invasion of Norway and Denmark by the Nazis in April 1940 ended DNL and DDL services, but a small domestic network in Norway was operated during the war by German-controlled Forges Luftfartyre. In neutral Sweden ABA operated domestic services on a reduced scale during the war and continued its Moscow and Berlin services until June 1941. The daytime London service became a night service in 1943 for the rest of the war, after two DC-3s had been shot down.

With war with Russia looming, civil aviation in Finland came under military control on Oct. 25, 1939. Aero's Berlin service had already ceased and flights to Stockholm were flown mostly during the night. Russia invaded on Nov. 30. A peace treaty was signed on March 12, 1940 and Aero resumed Ju 52/3m service to Tallinn on April 2. In 1941 it acquired two former Czech DC-2s from Lufthansa. On June 25, 1941, Finland declared war on Russia with the support of Germany. For much of the war Aero flew for the German army in eastern Europe. A ceasefire was signed on Sept. 4, 1944 and on Dec. 31, Russia granted Aero permission to resume Stockholm service, and domestic services on July 23, 1945. DC-3s were acquired in 1946 and the airline began operating as Finnish Air Lines.

On May 8, 1945 Germany surrendered unconditionally in Europe and by the end of the year DDL, DNL and ABA had resumed domestic and European services, mainly with the DC-3. DNL also resumed service along Norway's Atlantic coast, as far north as Hammerfest high above the Arctic Circle, with several captured Luftwaffe Ju 52/3m floatplanes. They were replaced in 1947 by three British Short Sandringham flying boats. Service was suspended during the winter when ice in the coastal fjords and continuous night for several weeks made take offs and landings hazardous.

SILA (Svenks Interkontinental Lufttrafik A.B.) was formed in Sweden in 1943 to operate to New York after the war and a B-17 converted to carry 14 passengers, inaugurated the service on June 27, 1945. DNL acquired a DC-4 for its own New York service. None of the countries, however, had a population large enough to sustain their own trans-Atlantic services and on July 1946, tri-national SAS was born as their joint trans-Atlantic carrier. Finland was prohibited from joining under the terms of the peace treaty with Russia. SAS ownership was divided 3-2-2, with ABA/SILA owning the 3/7th share and the other two 2/7th each. The 3-2-2 formula has since governed every aspect of SAS operations - the work force, maintenance, even in which countries its aircraft are registered. DDL, DNL and ABA continued their own domestic and European services, but in 1949 these too came under the SAS umbrella and the trans-Atlantic agreement was soon amended to also include world-wide intercontinental services. The three airlines are still in existence as non-operating holding companies for SAS.

SAS flew its first New York service on Sept. 17, 1946, carrying 26 passengers in a DC-4 that still had Norwegian Airlines titles. In the years that followed, services were added to South America and Asia, the DC-4 gave way to the DC-6 (1948), DC-6B (1952) and DC-7C (1956). With the DC-6B SAS pioneered the polar route to Los Angeles on Nov. 15, 1954. For domestic services the airline bought the SAAB Scandia (1950) and the Convair CV-440 (1956) to replace its Dakotas. On April 26, 1959 SAS introduced the Sud Caravelle twinjet from France on its Copenhagen-Beirut service. DC-8 service to New York started 1960 and the DC-9 began replacing the Caravelle and the last Convairs in 1961.

Today, SAS is a member of the Star Alliance and operates to about 80 world-wide destinations. The fleet includes the latest Airbus and Boeing models. Since June 2001 it has been 50% privately owned, but the other 50% are still held 3-2-2 by



SAAB Scandia SE-BSK of SAS



SAS Douglas DC-6B, LN-LMO

DDL, DNL and ABA as non-operating holding companies.

Soon after the delivery of Convair 340s in the spring of 1953, Aero/Finnish Air Lines changed its operating name to Finnair and expanded across Europe. On Feb. 18, 1956 it became the first airline from a non-communist country to start service to Moscow. The first CV-440 arrived in Feb. 1957 and jet service with Caravelle twinjets began on April 1, 1960, from Helsinki to Copenhagen and Cologne-Frankfurt, and to Stockholm. Super Caravelles replaced the earlier models in 1964/65. Finnair started New York service on May 1, 1960 via Copenhagen and Amsterdam with four DC-8-62CF. From 1981 the DC-9 Srs.10 replaced the Convairs. Over the years it was followed by DC-9 Srs. 41 and 51 and MD-82s. The last two Caravelles were withdrawn in April 1983. Today Finnair is a member of the Oneworld alliance and flies with a fleet of more than 50 aircraft, including ATR-72, Airbus models, DC-9-51, MD-82 and -83, 757s and MD-11 to nine domestic and 58 world-wide points.

Flugfelag Islands (Icelandair) started international services to Scotland and Denmark in 1945, operated under contract by Scottish Aviation with the DC-3. In 1948 Flugfelag introduced its own DC-4 and by 1956 it was operating DC-4, DC-3, Catalina and Grumman Goose aircraft, the latter two types serving coastal communities. Viscount propjets replaced the DC-4s on the U.K. and Norway services in 1957 and the Fokker F.27 Friendship joined the fleet in 1965.



Sud Super Caravelle OH-LSD of Finnair
With 40th anniversary 1923-1973 titles.

Loftleidir/Icelandic Airlines, started domestic services in 1944. North American services began in 1947 and in 1953 it pioneered low-fare services from New York to Europe via Iceland with the DC-6B and later the Canadair CL-44 and DC-8. The



Flugfelag Island Fokker F27 TF-FIL

two airlines merged in 1973 under the name Flugleidir, operating as Icelandair and today the fleet includes 15 737 and 757 for international services. A subsidiary, Flugfelag Islands, flies domestic services with Twin Otters, Metros and Fokker F.50s.

Greenland is a self-governing territory of Denmark and Gronlandsfly (Greenlandair) was formed at the capital Nuuk in 1960 by SAS and other interests.

Service started on May 1, 1962 with a Catalina. Three DC-4 were acquired in 1963-64 and Sikorsky S-61N helicopters followed for service to remote locations without airstrips. Network expansion included service to the USAF base at Thule, to Ottawa and to Copenhagen via Iceland. A variety of helicopters and fixed-wing aircraft have since been operated, including two DC-6B in the 1970s. The airline was renamed Air Greenland in June 2002 and today operates six DHC Dash-7 and several small aircraft and helicopters on scheduled

and contract services. A 757 and an Airbus A330 fly to Iceland, Denmark and Ottawa.

Many other airlines have operated or are still operating in Scandinavia since the Second World War. This writer has counted more than 150. We touch briefly on only the major ones. By the late 1960s and early 1970s Wideroe's was



Greenlandair Sikorsky S-61N OY-HAE,
Still with U.S. test registration N10044.

operating a large fleet of DHC-6 Twin Otters on STOL services to more than 35 small coastal communities and islands along the Atlantic coast of Norway. Since then airports have been improved and the fleet now includes 30 Dash-8, operating to three dozen domestic destinations. SAS owns 96.4% of Wideroe's.



DHC Twin Otter LN-LMN of Wideroe, Norway

Founded in 1946, Braathens SAFE (South America and Far East Air Transport) began charters with DC-4s. In 1949 the airline began a scheduled service to Hong Kong and in 1950 a joint service with Loftleidir to New York. Five 17-passenger De Havilland Heron's started domestic services in



Fokker F27 of Braathens SAFE of Norway, LN-SUW

1952 but in 1954 the airline lost its Hong Kong authority to SAS. In 1958 Braathens became the second European airline (after Aer Lingus) to operate the Fokker F.27 Friendship propjet and in 1960 DC-6Bs joined the fleet for long-range charters. Rapid expansion in the 1960s and 1970s required more F.27s and Fokker F.28 twinjets and 737s were added. In 1966 charter subsidiary Busy Bee Air Service was formed. Braathens now operates 33 737-400, -500 and -700 to 14 scheduled domestic destinations and 15 in Western and Southern Europe. SAS took full control of the airline in 2001.

Linjeflyg started life in 1950 as Airtaco, flying

newspapers from Stockholm and other cities in the south of Sweden to isolated communities in the north with a Lockheed L-12. Passengers were carried on the flight back. It was reorganized as Linjeflyg in 1957 when ABA and SAS each took a 50% interest. Dakotas were introduced and the



Linjeflyg Fokker F28 SE-DGB

airline became a scheduled domestic airline. Convoirs replaced the Dakotas and in 1973 they were replaced by the Fokker F.28 twinjet. On Jan. 1, 1993 the airline was merged into SAS.

Malmo Aviation started in 1993, operating Fokker 50 twinpropjets, and five AVRO RJ-85 jets. Braathens of Norway assumed control in 1998. When SAS took over Braathens in Dec. 2001, Malmo was not included. Today, the independent carrier flies a domestic network based on Stockholm with nine BAe RJ-100 and two BAe-146.

In Denmark, Maersk Air began in 1969 as an executive charter operation for the O.P. Moller shipping company. In the early 1970s it started vacation flights to the Mediterranean with a fleet of Fokker F.27. Boeing 737s were added in 1976-79 and today Maersk flies scheduled and charter services with 20 737s. A U.K. arm with 10 Bombardier RJ jets operating scheduled services, is for sale.

Sterling Airways was founded in 1962 by a Danish church minister seeking low-fare vacation charters to the Mediterranean for his parishioners. Starting with a DC-6B, Caravelles were introduced in 1965 (numbering 29 by 1970), followed by the 727 in the mid-1970s and the 757 in 1991. Sterling went under in 1993 as a result of the world-wide recession.

Danish Air Transport flies scheduled services in Denmark and to Norway, and charters, with eight ATR-42/72 and two Beech 1900. Services are also operated for courier company DHL.



DC-6B of Kar Air, Finland, OH-KDB

Kar Air was a major cargo operator from 1957 to 1996 and was closely aligned with Finnair. In 1968 it converted a DC-6B into a swing-tail freighter. Scheduled domestic service were started in the late 1970s. The airline was merged into Finnair in Oct. 1996.

Some other well-known names from the Scandinavian past include charter carriers Fred Olsen Air Transport (C-46, DC-6B, Viscount) and Polaris Air Transport (DC-3, CV-240) in Norway; Transair (C-46, 727), Falcon Air (Viscount), Swedair (L-18) and Thor Air (C-46), all in Sweden and Falck Air (HS-748) in Denmark.



Douglas DC-9-33F of SAS, SE-DBN

Aircraft Stamps!

By Jim Edwards

Here's another interesting facet of our hobby brought to life by Jim Edwards - postage stamps featuring commercial aircraft. Enjoy! *Editor*



A Loftleider CL-44 is featured on this First Flight Cover from Reykjavik to New York on May 5, 1970.

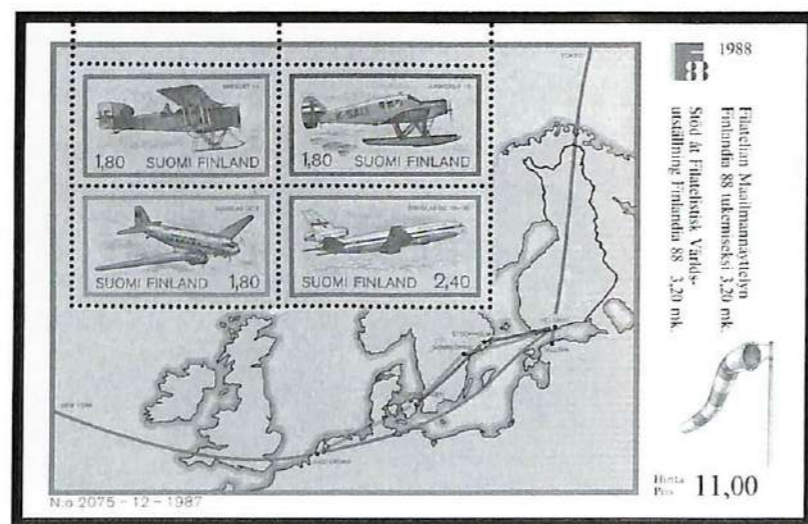
The Malagasy Republic issued a set of postal stamps featuring airlines from around the world in 1994. Pictured here is a SAS DC-10.



ABOVE. This First Day Cover from Iceland features the Boeing 727 and CL-44 and the 50th anniversary of Icelandic aviation.



ABOVE. Finland issued this series of stamps in 2003 to commemorate the 100th anniversary of flight and the 80th anniversary of Finnair.



RIGHT. This 1988 issue from Finland honors "Finlandia" and the 350th anniversary of the Finnish postal system.

Playing Cards

By Fred Chan

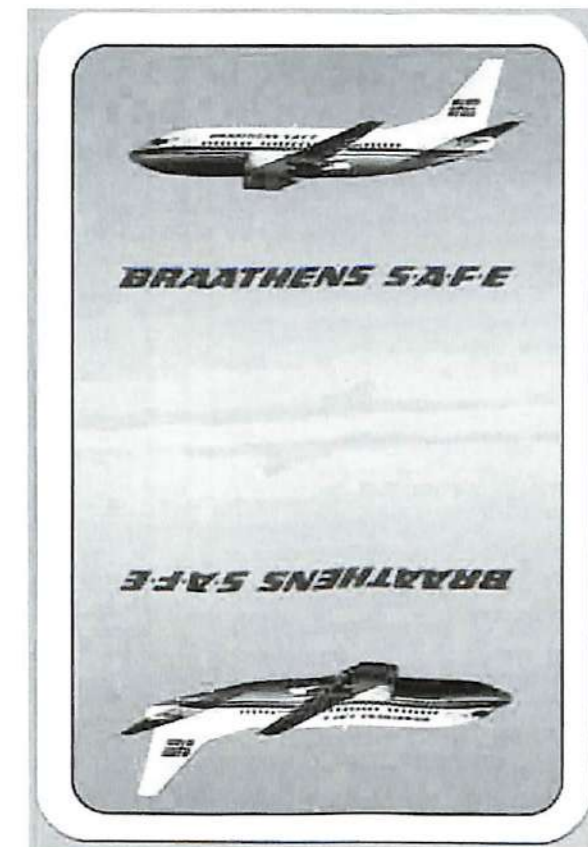
topflite@olympus.net

Playing Cards From The Airlines Of Scandinavia

There are really only two major long-haul carriers in Scandinavia - SAS and Icelandair - which connect the region to the rest of the world. There are also many smaller airlines in Scandinavia, mostly regional and charter carriers carrying passengers from the Northern cold to warm vacation spots.

Because of their long routes, both SAS and Icelandair have been quite generous in providing playing cards (and presumably other forms of inflight entertainment), although some of the early issues are now difficult to obtain. Playing cards from the small carriers, especially the vacation charters, are also fairly easily available, probably because they are part of a vacation package.

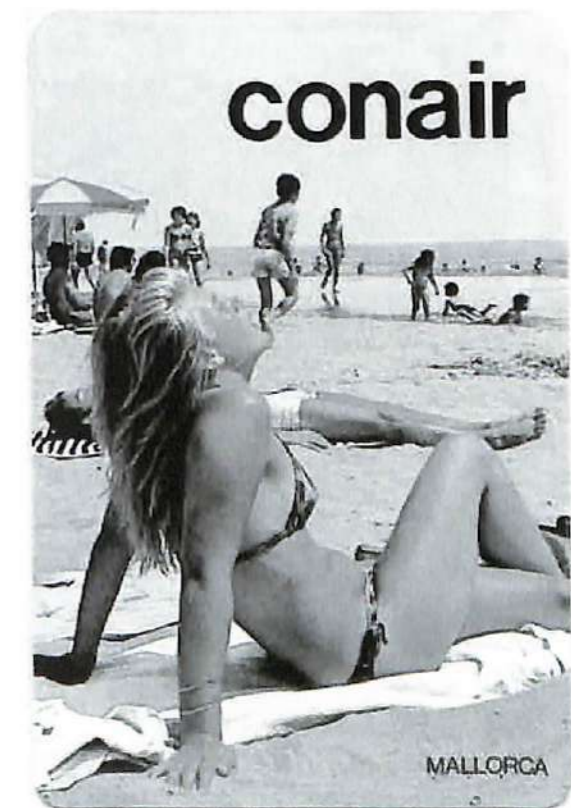
Card designs from Scandinavian airlines are generally quite plain, showing mainly the name, logo and occasionally an aircraft. One exception is an issue from Conair about 20 years ago (see picture) which garnered more attention. Examples from other Scandinavian airlines are shown. Some of the hard to find decks are the ones from Icebird Airlines (Iceland), Greenlandair, and Loftleidir Icelandic (predecessor of Icelandair).



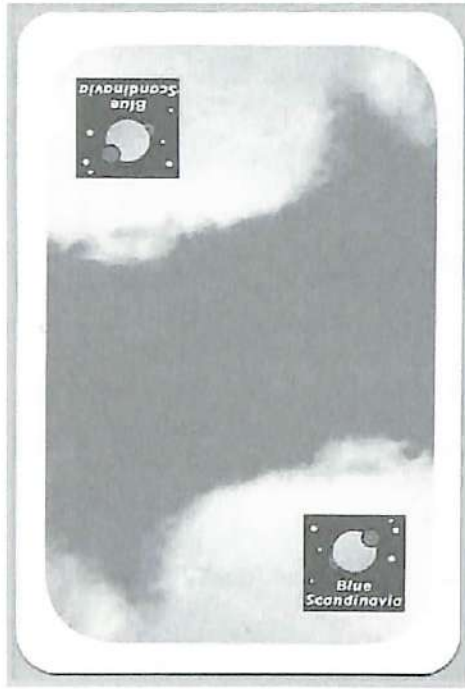
Braathens S.A.F.E.



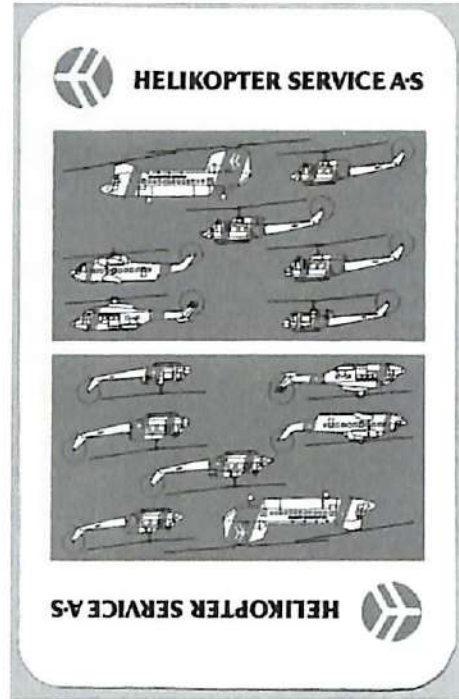
Greenlandair



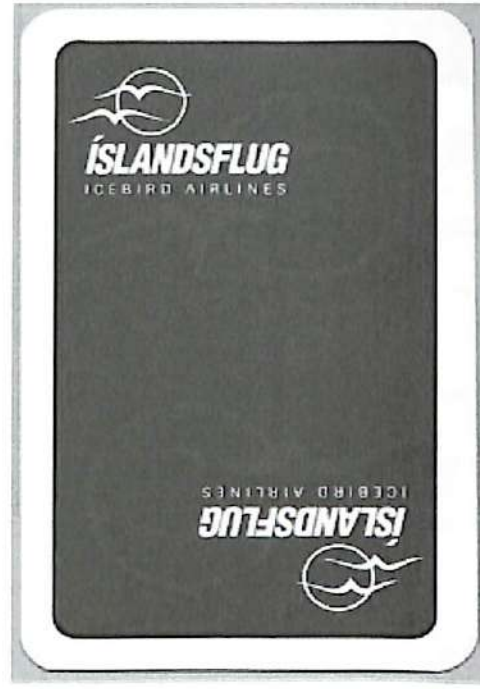
Conair



Blue Scandinavia



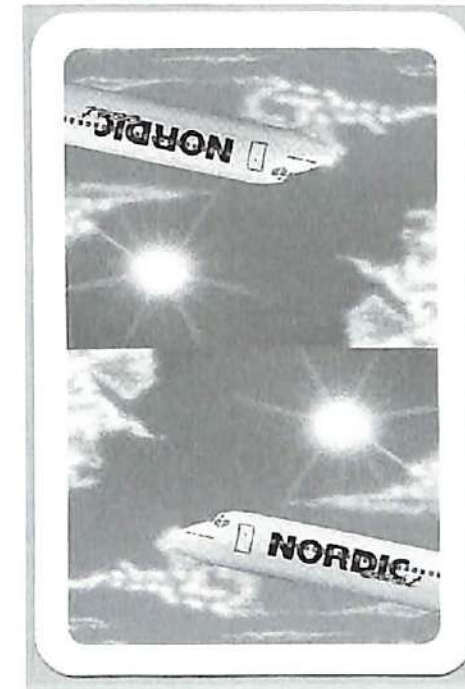
Helikopter Service A-S



Icebird Airlines



Icelandic / Loftleidir



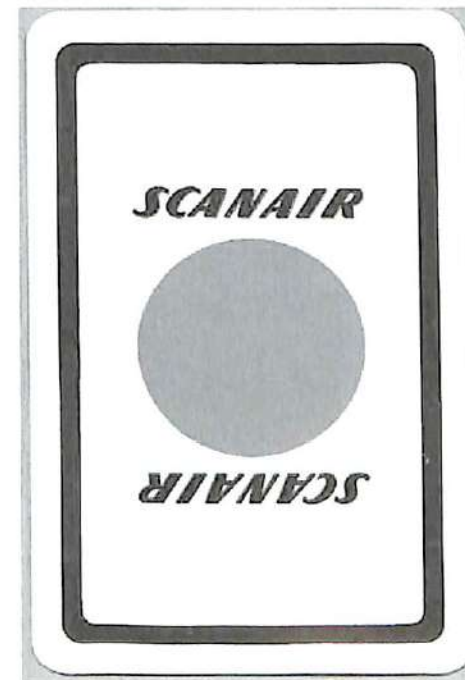
Nordic East



Premiair



Icelandair



Scanair



SAS Scandinavian



Linjeflyg



Novair



Sterling Airways



Sterling European



Sun-Air Scandinavia

Airliners International 2003 Trivia Quiz

Answers

- (1) A. Charles A. Lindbergh. Lindbergh was a Technical Adviser for TAT at the time.
- (2) B. Norfolk and Western railroad. They operated a route between Columbus and Norfolk.
- (3) C. Boeing 737-300. Mr. Colodny helped convince Boeing to continue construction of 737's and build the -300 model
- (4) A Boeing 707-131, piloted by a Capt. that was low on seniority & had never flown into CMH before.
- (5) B. Flying Tigers. It was enroute to their new hub at LCK but landed at 2I4 instead.
- (6) C. General Paul Tibbets. He late checked out Europe to study if their operation would work over there.
- (7) D. DC-2. Flying for TWA it flew to PIT and on to EWR.
- (8) E. Delta TWA operated the DTW-TOL-CMH-DAY-CVG portion & DL took over from there.
- (9) D. Wright Air Lines This was back in 1977 and lasted about 6 months or so.
- (10) C. Southeast Airlines. They just announced they will begin scheduled charters to Florida & Las Vegas.

Tie Breaker #1

243. Work began after the November 6th election and was ready for service on July 8th 1929 when the Pennsylvania Railroad's "Airway Limited" train pulled into the Port Columbus station.

Tie Breaker #2

188

ALASKA SLIDES WANTED!

Wanted original slides of Alaska Airlines aircraft 1970s or prior. Specially looking for Alaska Airlines Grumman Gooses from early 1970s. Please contact Joe Fernandez via e-mail at jferna10@bellsouth.net or 305-299-7520.

Timetables

By David Keller

dkeller@airlinetimetables.com

The nations in the region generally referred to collectively as "Scandinavia", are some of the northernmost countries on the globe. Air service in this region has been shaped by the relative isolation (geographically speaking) of the area, as well as the long, cold winters and rugged terrain that dominates this part of the world.

The first airline that comes to mind is the carrier that is named for the region (rather than any individual country) - Scandinavian Airlines System, or SAS for short. This airline is the oldest multi-national carrier in existence, having been formed just after World War II to act as the flag carrier for Sweden, Denmark and Norway. The carriers forming SAS were ABA (Sweden), DDL (Denmark), DNL (Norway) and SILA (Swedish Intercontinental Airlines), with the Swedish interests controlling 3/7 of the combined carrier, while the Danish and Norwegian interests control 2/7 each. (I believe that the aircraft are registered in the 3 countries in those same proportions, presumably to simplify a breakup of the carrier into 3 separate airlines, if necessary.) This division of interests in the merged carrier gave the Swedish concern a larger stake than the others, without giving them a controlling interest.

I have included scans of timetables from 2 of founding carriers (both from well before the creation of SAS). The A.B. Aerotransport (ABA) timetable from Summer, 1927 shows the carrier operating to several dozen cities across Northern Europe. Equipment is not specified, but the aircraft in the photo on the cover appears to be a Junkers of



ABA Sweden

some type. (German influence would have been an important factor during this period, and this timetable has some German intermixed with Swedish and English.) Also from the late 20's comes this Summer, 1928 timetable from the Danish carrier Det Danske Luftfartselskab (DDL).

Operating from countries in the high latitudes made SAS a natural choice to be one of the early carriers to initiate flights over the polar regions, first to Los Angeles, then later to Tokyo (via Alaska). The April 14, 1957 timetable depicted was effective only a few months after the start of the service to Tokyo, using DC-7C aircraft. (This is a US edition of the SAS timetable, which is probably why the service didn't rate a mention on the cover.)



DDL Norway via Craig Morris

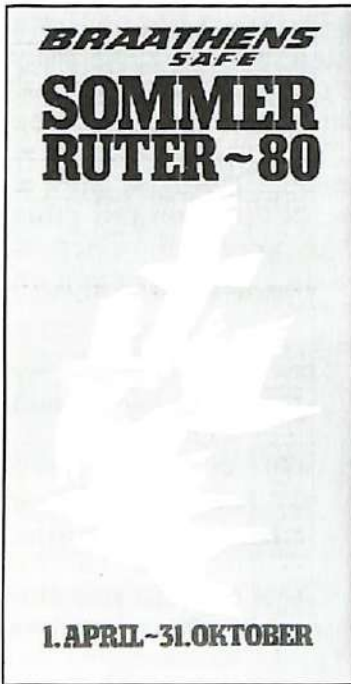
By the early 70's, SAS had built up a sizeable jet fleet, serving both a globe-spanning network encompassing 6 continents, as well as an extensive domestic route system in the member countries. This timetable from 1972 finds the carrier operating 747's, DC-8's, DC-9's and Caravelles. In fact, SAS operated 2 of the less popular DC-9 models, the DC-9-20, which matched the higher lift wing and more powerful engines of the DC-9-30 with the shorter fuselage of the DC-9-10. (SAS was the only customer for this aircraft, with an order for 10 examples.) And SAS was also one of the handful of customers to use the DC-9-40, which was an additional stretch of the DC-9-30. (Toa Domestic Airlines in Japan also ordered a quantity of these, and a number of them found work in later years on the second-hand market with Northwest and TWA.)

SAS' major Swedish domestic "partner" carrier was Linjeflyg, of which it was part owner. The SAS/LIN timetable depicted from June 1, 1963, shows the combined domestic operations of both SAS and Linjeflyg. In fact, the timetable doesn't

(Continued on page 22)

(Continued from page 21)

specify which flights were being operated by which carrier. (Nor does the timetable provide flight numbers for any of the services!)

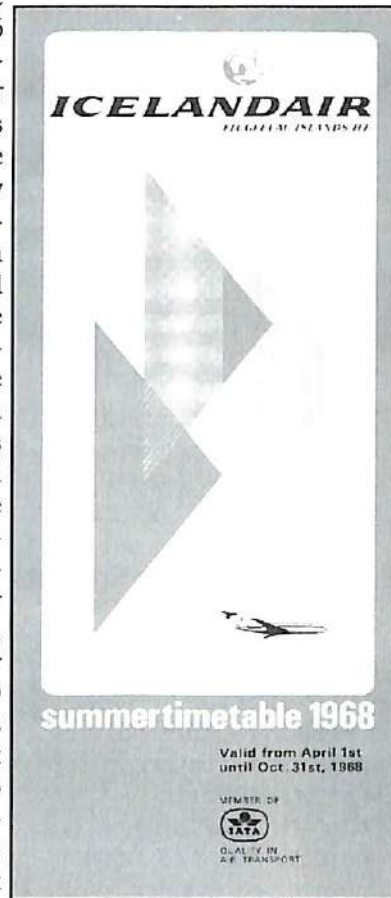


Braathens SAFE has long been the predominant domestic carrier in Norway. (In the late 40's, however, the carrier did open a route from Oslo to Hong Kong which was later tuned over to SAS.) This timetable from April 1, 1980, shows Braathens operating 737's and F28's. (Typically, it also shows SAS' domestic Norwegian operations.)

Cimber Air and Danair (not to be confused with Dan-Air of the United Kingdom), are 2 examples of Danish domestic carriers. Danair was partially owned by SAS, and often used aircraft from that carrier's fleet. (This made Danair one of the few lines to fly DC-9-20's.) Cimber Air had the distinction of bringing an even rarer type into its fleet, as a small number of VFW614's were in service during the late 1970's.

Finland is the Northernmost (and Easternmost) country in Scandinavia. Without the advantage of a multi-national collaborative effort, the nation's flag carrier, Finnair, possessed a much less extensive route network than that of its neighbors. The Finnair timetable from November 1, 1969, shows the airline serving less than 20 international destinations, mostly in Europe. The carrier's first service to North America had recently been added, using DC-8-62's from Helsinki to New York via Copenhagen and Amsterdam. (This was actually a combined freight/passenger service that offered only 64 seats.) Finnair preferred to present domestic flights in a "network" format, in which the flights are all represented by lines between the various stations, and the particulars (arrival and departure times, flight numbers, equipment, meal service) are all printed along those lines. (This format was used by Lufthansa during the 30's, if not earlier.)

Also considered part of Scandinavia is Iceland. The present day carrier Icelandair was created from 2 airlines, Icelandic Airlines - Loftleidir and Icelandair - Flugfelag Islands. Although Icelandic operated some domestic services early on, it dropped those routes to concentrate on an international route network. Being the only non-IATA member operating on the North Atlantic for many years, Icelandic was known to travelers as the least expensive way to fly to Europe. In exchange for the lowest fare to Europe, the passenger experienced longer times enroute, partially due to a stopover in Iceland, but also resulting from the fact that Icelandic did not switch to jets until the late 60's. The timetable from November 1, 1966 shows Icelandic operating 400mph Canadair CL-44's (promoted as "New" Rolls-Royce 400's) between New York, Iceland and Luxembourg, while even slower DC-6's operated from Iceland to the other European destinations. Another example of an unusual type in operation, Icelandic was one of a relatively small number of users of the CL-44. DC-8-63's eventually became Icelandic's choice for Trans-Atlantic service, as depicted on the cover of the November 1, 1970 timetable. (CL-44's were still in service at this point, operating to Europe and supplementing the daily DC-8 operation to New York on Monday and Thursday.)



Icelandair

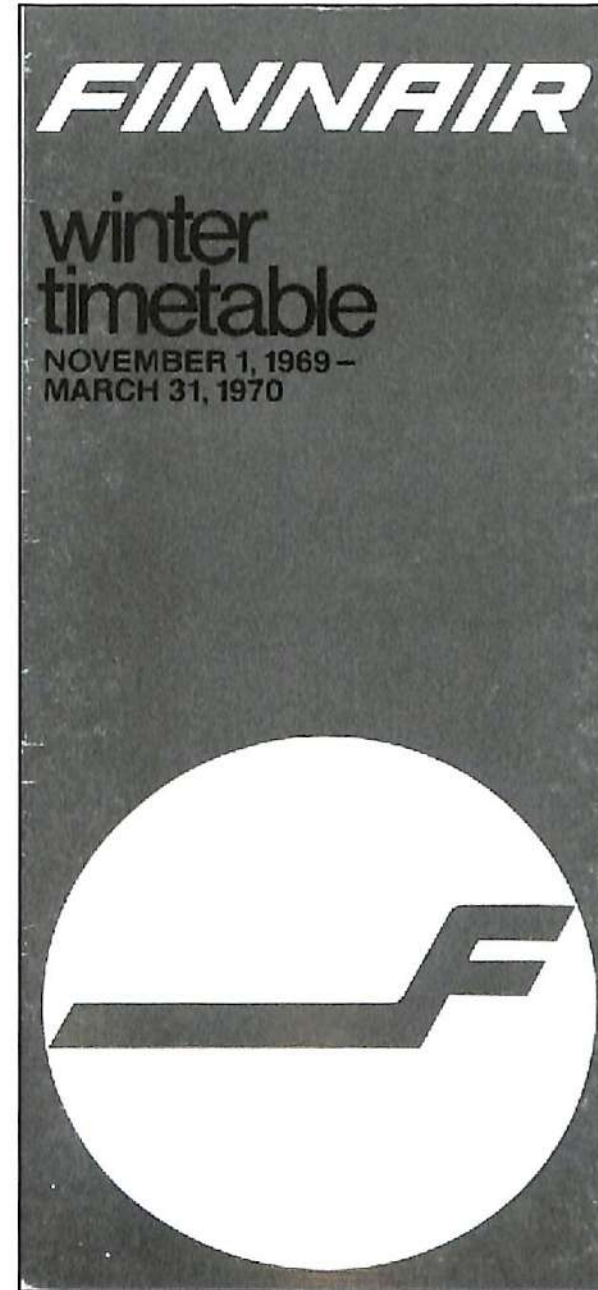
Icelandair - Flugfelag Islands became the primary domestic carrier for Iceland, and at the time of the April 1, 1968 timetable, was offering F27 service to small number of points, as well as the Faroe Islands. Boeing 727's operated from Iceland to several European gateways.

As in many countries, a number of new airlines began appearing over the last 25 years or so. Swedair and Transwede are presented as just a few examples of these carriers.

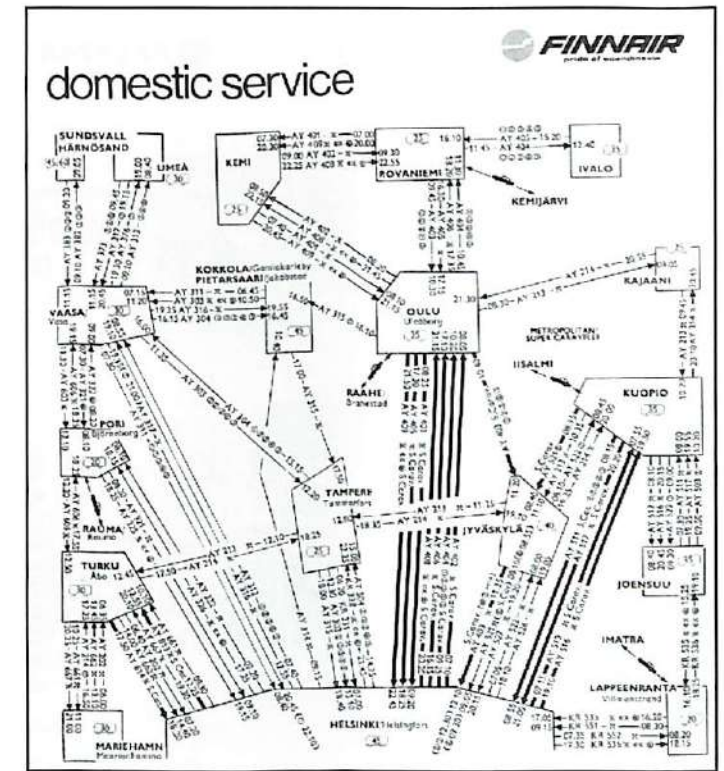
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(Continued from page 22)

The conditions in Scandinavia, while not generally favorable for a dominant global airline, have given rise to a number of airlines with more "personality" than many. Operating in a harsher climate than most other carriers and drawing from a smaller population base, these airlines have often been mavericks in their choice of equipment and pioneers in establishing new routes.



Finnair



Finnair Domestic Route Map



Swedair

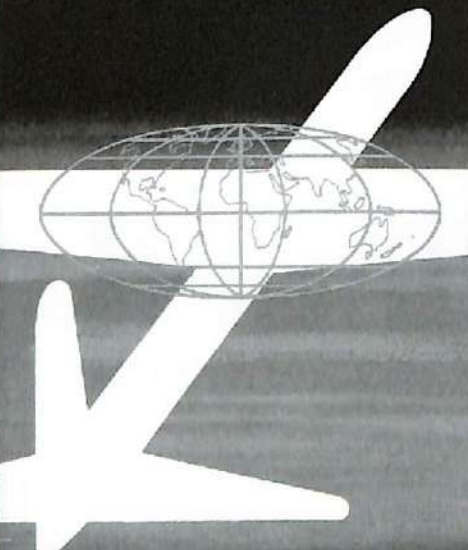
SAS Scandinavian Timetables

EFFECTIVE APRIL 14, 1972 TO OCTOBER 3, 1972

SAS

from NEW YORK • from LOS ANGELES
to ALL EUROPE

BRITAIN • SCANDINAVIA • NEAR EAST • ASIA • AFRICA • SOUTH AMERICA



SCANDINAVIAN AIRLINES SYSTEM

TABLE 4 SCANDINAVIA—TOKYO (Polar Route)

DAY →	TU	TU	SA	SA
CLASS →	Tourist	FIRST	Tourist	FIRST
FLIGHT NO. →	SK987	SK987	SK987	SK987
AIRCRAFT →	DC-7C	DC-7C	DC-7C	DC-7C
Read Down				
STOCKHOLM	7:45	7:45		
PARIS	↓	↓	6:10	6:10
COPENHAGEN	8:10	8:10	8:45	8:45
ANCHORAGE	10:10	10:10	10:10	10:10
TOKYO	1:40	1:40	1:40	1:40

INTERNATIONAL AL DATA LINE

① Gibraltar. ② Technical Landing Only.
* Stop/Dormition. † Log CPE-8TU operated until June 30.
X From CPE continue to RR 162 to Paris.

TABLE 4A TOKYO—SCANDINAVIA (Polar Route)

DAY →	TU	TU	FR	FR
CLASS →	FIRST	Tourist	FIRST	Tourist
FLIGHT NO. →	SK988	SK988	SK988	SK988
AIRCRAFT →	DC-7C	DC-7C	DC-7C	DC-7C
Read Down				
TOKYO	10:00	10:00	10:00	10:00
INTERNATIONAL AL DATA LINE				
ANCHORAGE	1:25	1:25	1:25	1:25
COPENHAGEN	8:45	8:45	8:45	8:45
PARIS	↓	↓	11:25	11:25
STOCKHOLM	10:10	10:10		

① Gibraltar. ② Technical Landing Only.
* Stop/Dormition. † Log CPE-8TU operated until June 30.
X From CPE continue to RR 162 to Paris.

NEW SAS POLAR SHORT CUT

Links

EUROPE and the ORIENT!



JAPAN ALASKA EUROPE

SAS Worldwide Timetable

APR 1 - OCT 31 1972



ICELANDIC AIRLINES LOFTLEIDIR

WINTER TIMETABLE



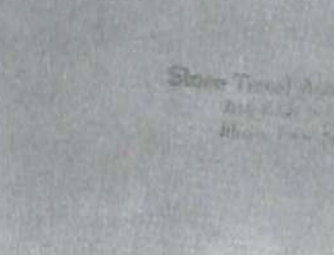
LOWEST AIR FARES TO EUROPE

DAILY DEPARTURES

EFFECTIVE NOVEMBER 1, 1966 — UNTIL APRIL 30, 1967

ICELANDIC AIRLINES LOFTLEIDIR

WINTER TIMETABLE



LOWEST AIR FARES TO EUROPE

U.S. EDITION
EFFECTIVE NOVEMBER 1, 1970 TO MARCH 31, 1971
WORLD WIDE GENERAL SALES AGENTS
FOR INTERNATIONAL AIR TRAVEL

1

Icelandic Timetables

WINTER SCHEDULE Effective November 1, 1970 to March 31, 1971

NEW YORK — ICELAND

FLIGHT NO.	LL-200 DC-8	LL-700 RR-400	LL-500 RR-400
NEW YORK, JFK Int'l	Daily 2130	Mon 2000	Mon Thu 2000
REYKJAVIK, Keflavik	X 0800	X 0830	X 0630

NEW YORK — ICELAND — LUXEMBOURG

FLIGHT NO.	LL-200 DC-8
NEW YORK, JFK Int'l	Daily 2130
REYKJAVIK, Keflavik	X 0800
LUXEMBOURG, Findel	X 0845
	☐ 1800

EXPLANATION OF SIGNS

DC-8 DOUGLAS DC-8 Fan Jet
RR-400 ROLLS ROYCE 400 Jet Prop
☐ Breakfast/Afternoon Coffee
X Lunch/Dinner
☐ Refreshment
*) No Traffic Rights

ALL TIMES STATED HEREIN ARE LOCAL TIMES.

ALL SCHEDULES SUBJECT TO CHANGE WITHOUT NOTICE

Continued On Page 48

Historic Ford Airport Reopens For Ford Motor Company Centennial

by Tim O'Callaghan

June 9, 2003 – Three 1920s and 1930s vintage tri-motor airplanes along with two vintage single-engine airplanes flew into Ford Airport today landing at 10:28 am to commence Ford Motor Company's Centennial celebration. Leading the vanguard were two Ford Tri-Motors – the Experimental Airplane Association's (EAA) Ford (4AT-69) and Grand Canyon Airline's Ford (5AT-74). These were the first landings of a Ford Tri-Motor airplane at Ford Airport (now known as the Dearborn Proving Grounds), Dearborn, Michigan since 1955. Following close behind the two Ford planes were a Stinson 6000-B Tri-Motor and a Travel Air A-6000-A both owned by Greg Herrick, founder of the Aviation Foundation of America which is sponsoring the National Air Tour this September (see www.NationalAirTour.org) and the Yankee Air Force's V-77 Stinson Gull Wing



Ford Tri-Motor 4AT-69
Experimental Aviation Association
Oshkosh, WI

Order of take off was EAA's Ford, Grand Canyon Airline's Ford, the Stinson Tri-Motor, the Travel Air and the Stinson Gull Wing. Cody revved up the engines of the EAA Ford and at 9:50 am released the brakes - 12 seconds later we were airborne. Flying at 95 mph at 1200 feet a direct flight path was selected for the 22 mile trip to Ford

Airport in Dearborn. Arriving in Dearborn, Ford Airport was circled and then Ford World Headquarters, just a mile to the northeast, was circled. Returning to Ford Airport, a low level pass (seemed to be 15 feet off the ground) was made so all pilots could familiarize themselves with the intended runway as none had ever landed there before. The long straight-a-way of

the test track on the northern edge of the field was chosen as the safest place to land in lieu of the old 1928 concrete runways which are still in existence. Touch down was at 10:28 am and, once on the ground, the planes taxied onto the old runway. The aerial armada was welcomed by a host of cameramen, news people and Edsel B. Ford II who gave a short talk on Ford's aviation heritage. The five planes then became part of a static display as transportation to and from Ford World Headquarters was provided during the Centennial celebrations.

The landing ceremonies of the Ford Tri-Motor planes arriving at Ford Airport after 48 years, originally scheduled for Thursday June 12th, was moved forward to Monday June 9th when Ford's Public Relations people realized they might (probably would) detract from the opening of the Centennial celebration at Ford's World Headquarters later in the week..

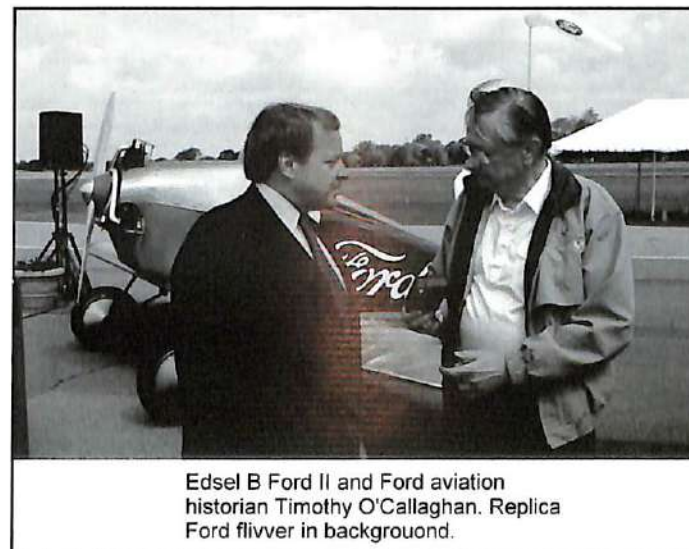
(Continued from page 26)

Ford's Centennial celebration at World Headquarters included EAA's COUNTDOWN TO KITTY HAWK pavilion which features a replica of the Wright brother's first airplane. As the centennial of flight coincides with Ford's centennial, Ford became the major sponsor of the Kitty Hawk pro-



Edsel B Ford II making Ford aviation history presentation. EAA Tri-Motor in background with replica Flivver to Edsel Ford's right

gram which is being promoted with a series of shows around the country ending in December 2003. The final show will be held at Kitty Hawk, NC with the replica airplane being flown 100 years to the hour that the original Wright plane was flown. Following these December ceremonies, the plane will be donated to the Henry Ford Museum ending a quest started by Henry Ford when he tried to purchase the Wright's first airplane at the time he purchased their home and store in 1936. This replica is said to be more accurate than the original plane hanging in the National Air and Space Museum in Washington DC. This is due to the original plane having been damaged and repaired by contemporary means many times be-



Edsel B Ford II and Ford aviation historian Timothy O'Callaghan. Replica Ford flivver in background.

tween the first flight in 1903 and the transfer of the plane to Smithsonian Institute in 1948. The replica plane and three flight simulators for the Wright Flyer was on display during Ford's Centennial celebrations along with a series of guests speakers each day - Steve Wright and Amada Wright-Lane, grand nephew and grand niece of the Wright brothers, Charles Taylor II, great grandson of the Wright brothers' mechanic and others with the writer making daily presentation on Ford aviation history.

Ford Airport was opened January 1925, to service the Stout Metal Airplane Company that had recently occupied a new Ford financed factory for building the first commercial all-metal airplane in the United States. The airport was considered the finest in the United States at the time and some



Ford Tri-Motor 5AT-74
Grand Canyon Airlines
Grand Canyon, AZ

even said the equal to any in the world. Stout's plane was a 6 passenger monoplane powered by a World War I 400 hp Liberty engine. Ford purchased the Stout Company in August 1925, made a few more of the single engine planes and then converted to building only a multi-engine airplane. By June 1926 the first of the famous Ford Tri-Motor airplanes rolled off an assembly line powered by three of the new 200 hp Wright engines. In 1928 Ford paved his runways in concrete, the first concrete runways in the world and developed a radio beacon to assist flying in inclement weather. By 1932 the depression had set in, few airplanes were being sold and Ford's car sales were off 75%, all causing Ford to close his Airplane Division. Ford had built 198 of the Tri-Motor planes plus 6 of the single engine planes purchased from Stout and several experimental and small one-of-a-kind Flivvers aircraft. In 1938 Ford Airport was turned

(Continued on page 36)

(Continued on page 27)

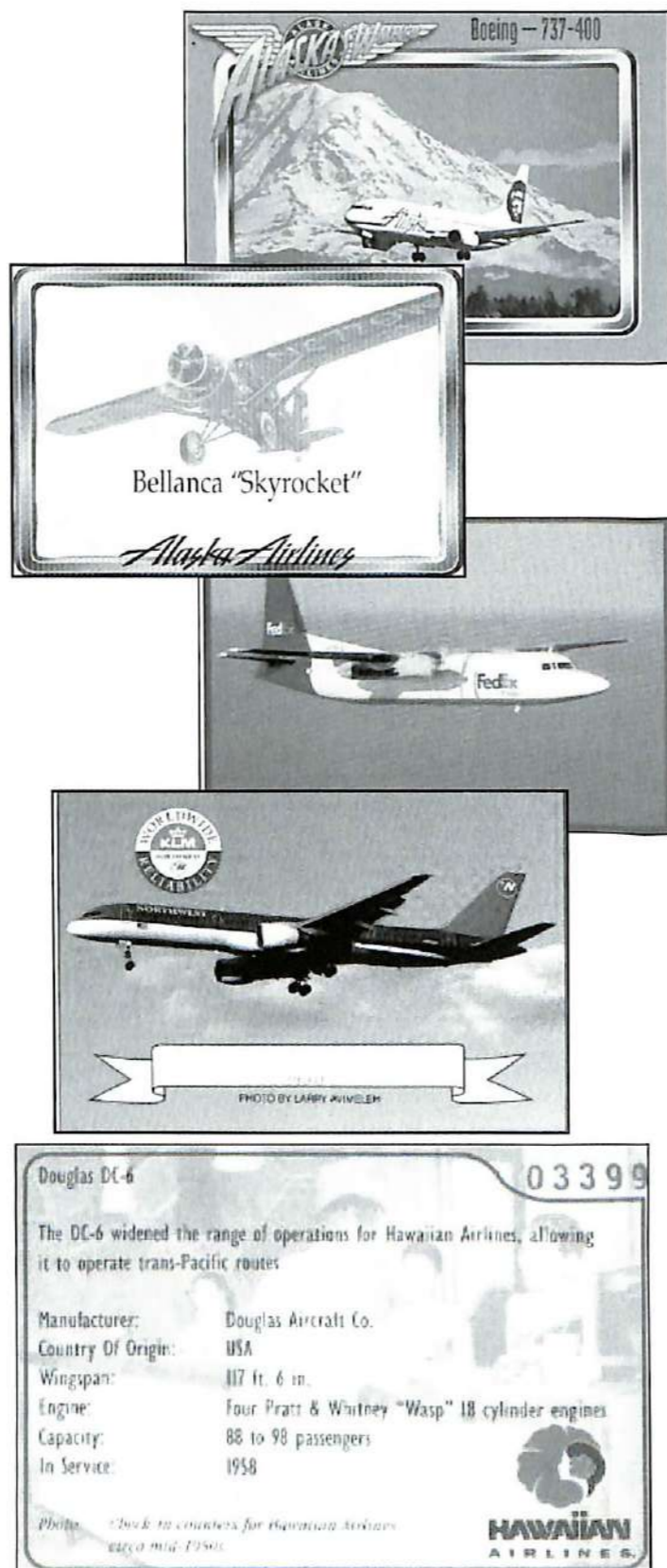
This, That, and Other Things A New Collectible: Trading Cards

By Peter W. Black

A few years ago I went to an airshow at the Raleigh-Durham International Airport in North Carolina. Several airlines had tables set up in a tent with various promotional literature. Northwest also had kiddie wings and two small cards with a full color picture of an airplane and a blank space for the pilot to sign on one side of the card, and specifications of the aircraft on the reverse. One was a DC-9, the other card showed a 757.

At Airliners International '98 in Seattle, my goodie bag contained two cards from Alaska Airlines: a card of a 737-400 and a historical type card of a Bellanca Skyrocket. The 737 card has a line on the back for the pilots signature, so it is probably intended as an onboard handout like the Northwest cards. The Bellanca card is slightly larger than the 737-400 and indicated on its back that it is one of a series of 25 available for sale. It was also identified as a "trading card."

This year at AI 2003, the goodie bag contained 3 historical type cards from Hawaiian Air and 7 from FedEx. These are the same size as the Northwest cards - 2-1/2 x 3-1/2 inches (64mm x 89mm.) The Alaska Airlines are a bit larger. There are at least 10 cards in the FedEx series. The Hawaiian Air cards appear to have a 5 digit serial number on each card. Several of these cards are illustrated. With airline cutbacks and consolidations, our precious collectables have been vanishing at an alarming rate. With at least 4 airlines having issued these cards, we can only hope that more will follow. (Editors Note: UPS has also issued a series of aircraft trading cards for collectors.)



What Is It?

By Ken Taylor

keebeetay@aol.com

The mail received since the last issue of *The Captain's Log*, both by regular post and e-mail, is quite informative. But, as usual, we have more questions than answers.



John Corpening writes that this Universal Airlines wing was from Universal Consolidated Industries of Ypsilanti, Michigan, 1966-1972. This logo is on a US Navy observer style wing and is the second issue.

Standard Airways (not Airlines, as I had written) of San Diego, California and Seattle, Washington. This airline operated low fare, infrequent service between California and Hawaii from 1953 to 1959.



International Airlines, Inc. operated cargo and passenger service between Burbank, California and Berlin, 1961-1966.



Trans Caribbean Airways of New York, NY (1945-1971). This is a cap badge. John writes that the wing was an entirely different design.



Lawrence J. Bolanowski writes that he was a pilot for Peerless Airlines in the late 1970s. Based at the Bridgeport and New Haven, Connecticut airports, the small airline flew to Boston's Logan Airport.



The next wing comes from Pelita Air Services of Indonesia per Frank Woldorf.



Aero Spacelines operated a fleet of 4 (maybe more) Boeing 377 Super Guppys to fly Saturn Rocket sections from the manufacturer to Cape Kennedy in the 1970s.



(Continued from page 29)

Patty Flanagan asks about a current United Airlines flight attendant wing with a diamond on the left and a ruby on the right. Both stones are in the lower center part of the wing below the United logo. What is it? Is it genuine? Where and when was it used?



Igors Krivcovs of Riga, Latvia enclosed pictures of several wings for identification. This USAF style wing with a dark color center, PAN AM in the center. Again, who, what, where and when?



The following wings are thought to be from Africa. Perhaps you can help identify them?



IK-1—Gold color metal. Any ideas?



IK-2—Also gold color metal.



IK-3—Who is "RA"?



IK-4—The logo looks like a pine tree.



IK-5—Who is "Velocity"?



IK-6—Who is "King Air Charter"?



And from Roy Thompson, who and where is "A"?



Can anyone identify "B.S.A.L."?



Where is "C A F" from?



This logo appears to be a "V" or "U". Anyone?

Thanks to Jim "JET" Thompson for his notes on Standard Airlines and Aero Spacelines. Do you have a question? An answer? Please write!

Ken Taylor

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Not until I started this issue's column did I realize that according to the dictionary, only 5 countries comprise what is known as Scandinavia: Denmark, Sweden, Norway, Iceland, and Finland. And very few sizable airlines are headquartered in those countries.

SAS, of course, is the largest of the bunch, and as we might expect, has the largest variety of china patterns, but all of them have interesting and colorful markings.

If any of you presently fly or have flown on airlines covered in this or my past (and future) columns, I'd be interested in having updates on the china patterns used on your flights. Photos are welcome and can be used for updates and/or corrections of past columns.



Fig. 1 Braathens S.A.F.E.

Fig. 1. This coffee cup from Braathens S.A.F.E. was made by Royal Doulton and is marked in gray. The airline was founded in 1946 by Ludvig Braathens and initially flew to South America and the Far East, hence the last part of its name. This cup is believed to be a business class item, although a recent listing indicates a 737 fleet with all coach setup. The airline is now known simply as 'Braathens' and is owned by SAS.

Fig. 2. Loftleidir was the trans-Atlantic arm of what became Icelandair in 1979. Here we see the Loftleidir logo featured in blue on a dinner plate and coffee cup made by Bauscher of Germany.

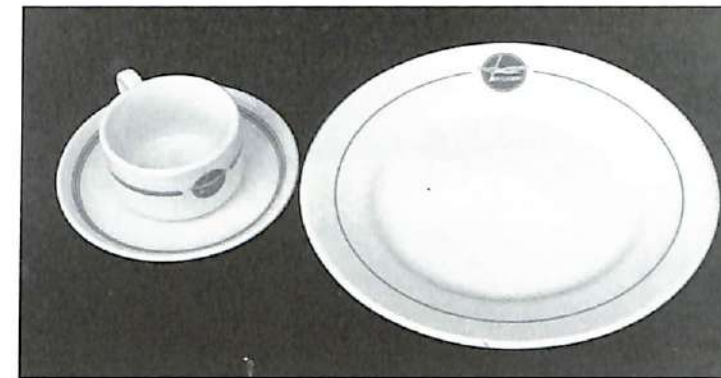


Fig. 2 Loftleidir



Fig. 3 Loftleidir

Fig. 3. These two Loftleidir pieces are marked in dark brown and are manufactured by Rosenthal of Germany.



Fig. 4 Icelandair

Fig. 4. This small individual creamer bears the Icelandair logo in dark brown and was also made by Rosenthal of Germany.

Fig. 5. Finnair's "F" logo is shown in alternating shades of dark and light blue around the rim of this dinner plate. Made by Rosenthal of Germany.

Fig. 6. This coffee cup has Finnair's distinctive logo in light and dark blue arranged in random order around the sides. Made by Thomas.

(Continued on page 32)



Fig. 5 Finnair



Fig. 6 Finnair

Fig. 7. Believed to be an older pattern, this SAS dinner plate shows the logo of red, yellow and blue color bars to the left of the blue SAS initials. The manufacturer is shown as Rofrand Diamant.

Fig. 8. Unknown vintage SAS dinner plate with a blue and red swirl marking. Manufactured by "Figgio 95."

Fig. 9. This small vase bears a greeting of some sort in addition to the SAS initials. All in blue. It's not known is this vase was used onboard or as a passenger gift. No maker shown.

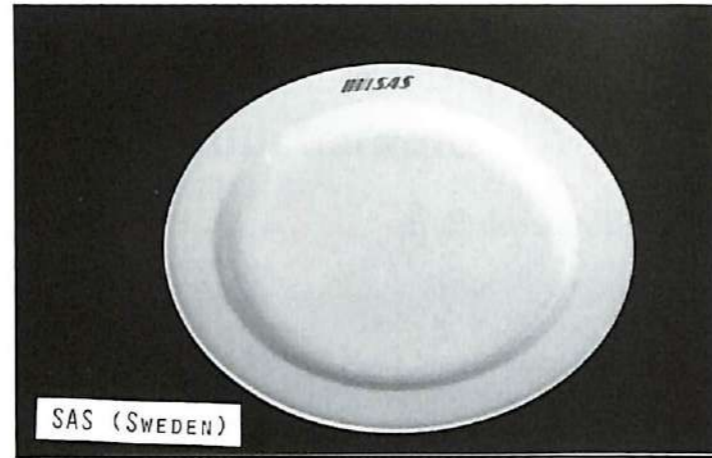


Fig. 7 SAS



Fig. 8 SAS



Fig. 9 SAS

(Continued on page 33)



Fig. 10 SAS

Fig. 10. This little butter pat was a nice souvenir given in honor of the first SAS DC-10 flight. All markings are in blue. Made by Gustavsberg.

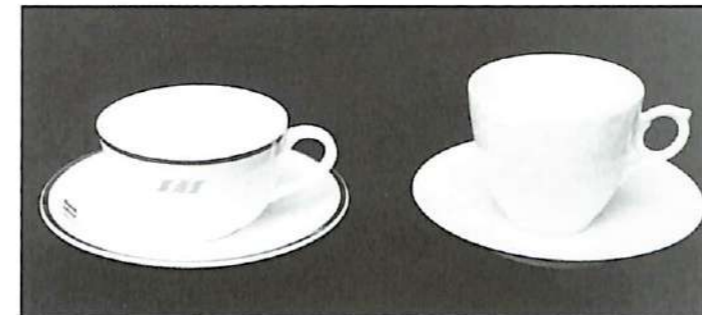


Fig. 11 SAS

Fig. 11. Two SAS demitasse sets. The one on the left is marked in gold and is made by Gustavsberg. On the right is a very ornately sculptured cup made by Royal Copenhagen.



Fig. 12 SAS

Fig. 12. Believed to be of recent vintage, this Scandinavian cup and saucer was made by Royal Copenhagen. A trend in recent years among several European airlines has been to use the elongated saucer to provide room for snacks along with the coffee cups.

Fig. 13.

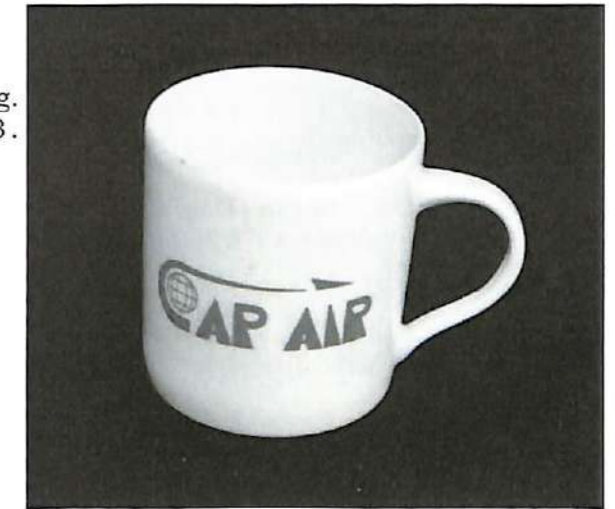


Fig. 13 WHAT IS IT?

WHAT IS IT? We have a column by this name, but I'd like to sneak in a piece of china under this category in my column. It is a small demitasse cup marked in blue. There is no manufacturer shown to give any clue. Anyone know who, what, where and when?

Happy Collecting!
Dick Wallin

SAS Boeing 747-200B



Airline Issued Postcard
Editor's Collection

Sticker Chatter

By David A. Rowe

SCANDINAVIAN 'GOLDEN OLDIES'

AERO O/Y began services in 1924 from Helsinki with a Junkers F-13 floatplane with the 3-engined G-24 following in 1925 as depicted on this label.

Multi-colored D.D.L. began Danish services in 1920 but this label shows a FW200A Condor delivered in 1938/

Red, white and blue A.B.A. of Sweden began services in 1924 and flew Junkers F-13s as shown here.

D.N.L. of Norway began services as DNL in 1929 with JU-52 floatplanes as shown on this light/dark blue and white label.



ABA
Sweden

CURRENT LABEL ISSUES

Fig. 1 ANK AIR NIPPON operates DHC-8 Q300s as well as other types within Japan. Yellow, blue, orange, black and white. Several other color variations exist. Graham Alliance.

Fig. 2 LUFTHANSA 30th Anniversary label celebrating service to Moscow. Blue on yellow. Hector Cabezas.

Fig. 3 HAPAG LLOYD EXPRESS has five different stickers on one page. Black, yellow and gray on white. Michael Thorow.

Fig. 4 FEDEX A300/A310 sticker in orange, mauve, white on black. Michael Thorow again.

Fig. 5 NIAGARA HELICOPTERS flies Bell 407s over Niagara Falls. Multicolored on silver. Graham again.

Fig. 6 IBERIA has always issued different series of kiddie stickers. This is a multicolored on white dinosaur. Graham.

Fig. 7 IBERIA again with a dog. Also from Graham alliance.

Fig. 8 EURALAIR INTERNATIONAL flies B737s from Paris le Bourget. Black, red, blue on white.

Fig. 9 BLACKCOMB HELICOPTERS flies from Whistler, British Columbia. Black, white, silver and red. Graham once more!

Fig. 10 NORTHWEST HELICOPTERS is self-descriptive. Graham strikes one more time.



AERO O/Y



DDL Denmark



D.N.L. Norway

(Continued from page 34)

Fig. 11 AIR EUROPA of Spain has a large fleet of Boeing aircraft based in Majorca. Red, blue, back on white. Obtained at the World Travel Mart in London.

Fig. 12 KUWAIT AIRWAYS has often publicized new routes with stickers. This is a multi-colored one from Copenhagen. Hector Cabezas.

Fig. 13 CIRRUS AIRLINES is a Lufthansa subsidiary flying EMB-145s from Saarbrucken. White and yellow on dark blue. Ken Taylor.



Fig. 1



Fig. 8



Fig. 2



Fig. 9



Fig. 3



Fig. 4



Fig. 6



Fig. 7



Fig. 10



(Continued on page 36)

(Continued on page 35)

(Continued from page 35)

Fig. 11

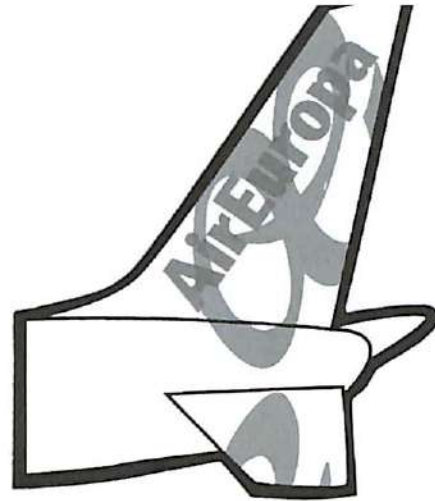


Fig. 12



Fig. 13



PAA Boeing 307 "Newly Re-Restored" June 14, 2003

Museum of Flight - Photo By Peter Reed

(Continued from page 27)



Stinson 6000-B Tri-Motor
Greg Herrick
Aviation Foundation of American
New Brighton, MN

into a Test Track and, with the exception of World War II and a short period thereafter, was closed to air traffic. It was reopened in 1955 for a Tri-Motor Homecoming Celebration that included two Ford Tri-Motors (NC7584 - 4AT-38 & NC7684 - 4AT-42) and a TWA Martin 404. In 1975 the airport was again opened for the arrival of a North Central Airlines DC-3 that was donated to the Henry Ford Museum & Greenfield Village. The DC-3 has been restored and will be one of the focal points of the new Heroes of Aviation display at the museum that will open this September. (For complete information on Ford aviation history see www.hfha.org/fordtrimotor.htm)

Mey-Air (Norway) Boeing 737-2H5



Airline Issued Postcard - Editor's Collection

Does anyone have information on this airline?

Postcard Corner!

By Allan Van Wickler

amvwdsvw@iqworks.net

Hot Aircraft! Cold Climate!

The Wings Club in New York City used to be magical when it was at the Biltmore Hotel. One of the great rooms was a tribute to Bernt Balchen. It was fun to lunch there and to see all the trivia attributed to him hanging on the walls.

Balchen was a hard-bitten arctic aviation pioneer who never made it beyond O-6 (Colonel) in the USAF as he made too many enemies. He also made SAS, or had a heavy hand in its immediate post-WWII development.

There was no way Norway alone or Sweden, let alone Denmark, could mount a competitive profitable international airline, but perhaps together they might make a dent. Some dent, it turned out.

When it was only a matter of time before the Allies would be victorious in WWII, a nightly air service was born between Sweden and the U.K. using deHavilland Mosquitoes which pretty much could outrun Nazi fighters; downed airmen, other VIPs, ball bearings, etc. were transported back and forth.



SAS Three Kings Postcard

And so, from these desperately difficult beginnings, the countries eventually united after much wrangling and brought forth the whole, which was worth much more than the sum of all its parts.

Let's start with a unique company post card in two-color showing stamps of the three kings of the countries involved. This is a first day of issue card, stamped November 20, 1953. My 20th birthday! Only 50 years ago. So now you know.

All cards listed will be 3-1/2" x 5-1/2" company issued, four color, postcards unless otherwise noted.

Next up is a great linen of almost the same time-frame showing their new DC-6 above the three flags, followed by a 4" x 6" Convairliner at Bromma (Stockholm) (Grako 138/2 airport card).



SAS Douglas DC-6



SAS Convair 440

Even earlier are two black & whites, one of the Stratocruiser of which four were to be placed in service and never were, and a gorgeous non-airbrushed DC-4 over the George Washington Bridge (NYC), No. 19 of the famed Enell series.

(Continued on page 38)

(Continued from page 37)



SAS Boeing 377 Stratocruiser



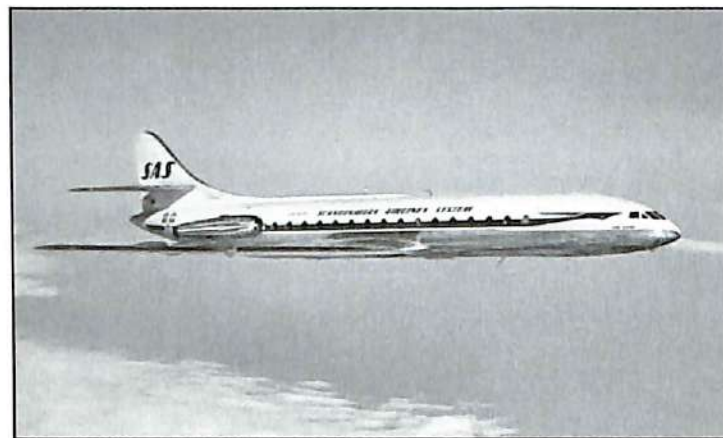
SAS Douglas DC-4

SAS is credited with creating the trans-polar flights to and from the West Coast of the USA. Here's their DC-7C at Anchorage in an airport card by Mike Roberts, C7767, published by C. P. Johnson Co.



SAS Douglas DC-7C at Anchorage

Following a fine Caravelle inflight (Nr. 976025) are two excellent DC-8 cards. The ground shot airport card is a Colorpicture Plastichrome P34556 that I bought from a fellow named Jon Proctor in 1982. You don't see smiles like that today! And I had to include this large size (8-3/8" x 4") in flight, right to left, Mexichrome by Grafisk Konst, Nr. 5012, as it is supreme.



SAS Caravelle



SAS Douglas DC-8



SAS Douglas DC-8

(Continued on page 39)

(Continued from page 38)

Rarely do I show a "publisher" card but the 4" x 6" of their 767-300 put out by Air Pictorials in Tacoma (API 073) was worthy of inclusion. Right on?



SAS Boeing 767-300

Let's go country by country for a bit of nostalgia commencing with a Danish Air Lines (DDL) DC-3, OY-DDA, followed by a Conair 4" x 6" Boeing 720.



Danish Air Lines DC-3 / Conair Boeing 720



Jumping over to Norway, here's a Short Sandringham LN-IAU, black & white of Norwegian Air Lines (DNL), an Echte foto card Nr. 19, followed by their DC-3 LN-IAN photographed over Oslo in black & white. A further card, 4" x 6", black & white, is offered of a Braathens S.A.F.E. DC-4, LN-HAT, published by "Norsk Acheide."



Norwegian Air Lines Shorts Sandringham



Norwegian Air Lines DC-3 / Braathens SAFE DC-4



(Continued on page 40)

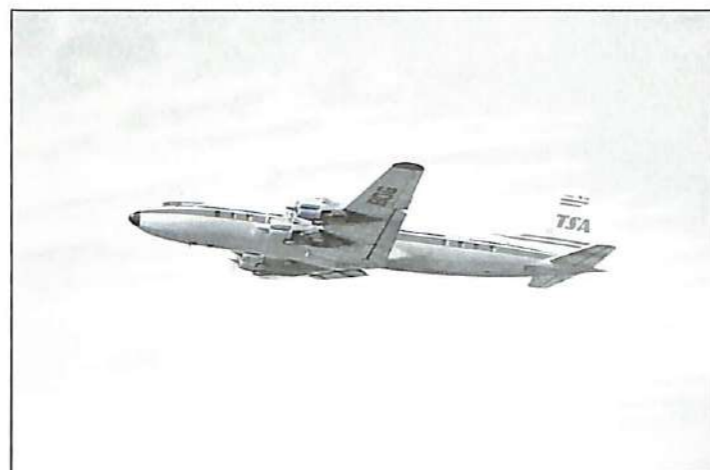
(Continued from page 39)

Now in Sweden, enjoy two black & white real photos of the Swedish Air Lines (ABA) JU-52, an exterior followed by an interior pose. Imagine the noise! Then onto two excellent drawings of their DC-3 and DC-4 (SE-BBG) apparently issued through Flygcity in Stockholm.



Swedish Air Lines DC-4

Next to a couple of charter carriers including TSA's DC-6B (SE-BDG) in 4" x 6" followed by Transair Sweden's B727-100 "Sunjet", SE-DDA.



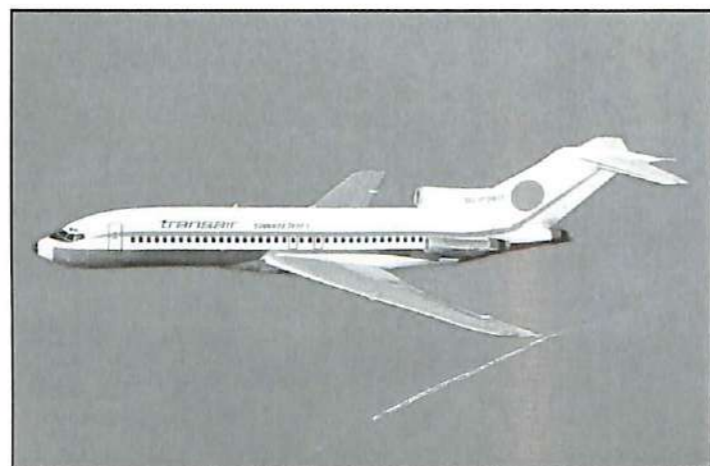
TSA DC-6B



Swedish Air Lines JU-52

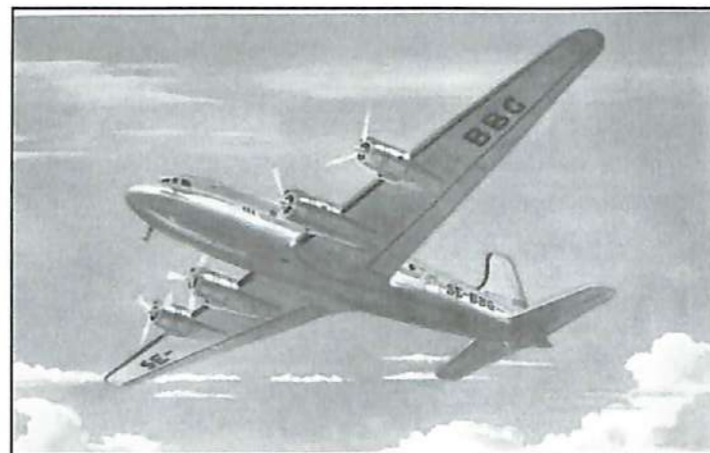


Swedish Air Lines DC-3



Transair Sweden Boeing 727-100

(Continued on page 41)



(Continued from page 40)

A couple of Finnish carriers now as we regard Spearair's DC8-32 4" x 6" drawing followed by Karair's DC8-51 at Helsinki (4 " x 6"), number E47006, printed by Varisuomi.



Spearair DC-8 / Kar-Air DC-8



Icelandair Boeing 727-200

And last, but not certainly least, one of the great Iceland airline names, Icelandair, in a 4" x 6" rendering of their Boeing 727-200, TF-FLI, Clean and neat as a whistle, just like the carrier.

I really should mention in passing that there was tremendous competition amongst the trans-Atlantic carriers when I worked for PAA. We finally succeeded in pushing through the Economy-class fare to further develop the market, against the recalcitrance of the European carriers.

Part of the agreement was a severe limitation on victualling. We did the normal American thing of two pieces of non-crust bread with a slice of cheese in-between. SAS, of course, came out with a smorrebord and we screamed mightily. The newspapers dubbed it "the Battle of the Sandwich" and we at Pan Am were thoroughly drubbed by the press. I guess you can say that we won the war but we sure as hell lost that PR battle.

The Captain's Log

A limited number of back issues of *The Captain's Log* are available for purchase from WAHS headquarters. Please specify the issue and number of copies needed.

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Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

It seems hard to believe, but a year has passed since I set foot on the tarmac at Kindley Field, Bermuda to begin my new assignment. It has been an interesting twelve months and I have been able to add several wings and cap badges to my collection, primarily through on-line auctions.

The list of Scandinavian carriers is shorter than those of other areas or even single countries due to the fact that SAS has such a large route structure throughout Sweden, Denmark and Norway. I will include an image of my SAS frame, which has two wing insignia and three cap badges of varying size. The cap badges were obtained during the course of the twenty one years I have been collecting insignia, but I did not record the dates of acquisition. That was an error. I now try to date each item as it arrives.

One of the most interesting sets of insignia is that of BRAATHENS S.A.F.E. (Braathens South-American & Far East Airtransport A/S). I have four distinct issues and the unending mystery is how the same insignia can be used for both the cap badge and jacket wing insignia. The first Braathens wing in my collection came in a swap with Dick Koran many years ago. He had upgraded one which had been in his display and remembered that I had been trying to get one of those wings for a long time. A bit of the blue enamel had chipped away, but it was still a distinctive wing. It just had this strange curve to it. I could understand that this piece would fit nicely on a uniform cap, but on a jacket — NO WAY. The center of the wing is curved almost one half inch from the tips of the wing. A second set of wings I received were clutch back, but again had this extreme curvature. Perhaps all their flight crew had physiques resembling that of a candidate for Governor of the State of California. The third Braathens wing I received was made of a silver color base metal and was absolutely flat - no curve whatsoever. I posed the question of whether there were flat wings for jacket use and curved wings for the cap. A uniform supervisor at Braathens told me that all the insignia were curved and he thought the crew members would curve or flatten the wings themselves to adjust the fit. This activity would ruin the enamel, so that theory can not fly.

The last Braathens issue wing has dropped the "S A F E" and is of a more modern design.

My first column as an editor mentioned my encounter with a centerfold. The aircraft was an Antonov 124-100, registration RA82045, which had made a landing at BWI Airport. A few months ago I ran across another centerfold, Boeing 707, N707JT. This aircraft is owned by John Travolta and is being operated with the assistance of QANTAS, a former operator of the large Boeing. Mr. Travolta, his family, guests and the QANTAS crew had stopped in Bermuda for a few days R and R. The V-Jet was identified easily from across the causeway at Blue Hole Park.

I managed to have my photo taken in front of the aircraft while I held open the AIRLINERS centerfold. I asked one of the crew members to bring the issue on board and ask the crew to autograph their photos and send it back to me. I'm still hopeful that the magazine will return to me in Bermuda.



I was informed of the impending departure of N707JT and monitored my aviation band radio to find out when the 707 was ready to roll. The winds would place it on a flight path which was right near my house and I wanted to catch the take-off on video tape. I heard the taxi clearance, take-off clearance and then the instructions to contact New York Center. As the aircraft came into view, I heard the pilot contacting New York Center and it was the voice of Mr. Travolta himself. The thing which impressed me about his voice, beside the clarity, was that there was a touch of something which has been missing in air travel for awhile - enthusiasm. You could tell that he was enjoying what he was doing. Perhaps it was the years of voice coaching or months in front of the cameras, knowing that a muffled word would result in a re-take, but the read back of the trans-Atlantic clearance was crisp, clear and full of what could be interpreted as the joy of flying. I hope everyone else enjoyed the flight as much as he did.

(Continued on page 43)

(Continued from page 42)



**Maersk Air, A/S (Denmark)
DM / DAN**

The wing is almost 3 1/2 inches wide and made of a base metal with gold color. The wing has 9 horizontal lines and angled score marks across the high surfaces. The letters "M" and "A" are to the sides of the lower points of the Maersk seven pointed star. The wing has no hallmarks and is secured to the jacket by the use of two eyelets and two silver spring pins through the eyelets.

The cap badge is 5 1/8 inches wide and is of a gold color metal. It also has the horizontal and angled scoring on the surface. The shield in the center is light blue with the Maersk seven pointed star in white enamel outlined in gold. The badge is mounted to the cap by two screw posts. There is no hallmark. The badge is worn close to the sweatband of the cap and is bent slightly to conform to the shape of the cap. The badge in the image has been flattened to mount in the frame.



**Air Atlanta Iceland (Iceland)
CC / ABD**

A wing of gold color metal with brush finish on the feathers of the wing and polished high surfaces. The center design looks like a Viking helmet. The wing has no hallmark and has two clutch back pins to secure it to the uniform.



Flugfelag Islands (Iceland)



**Icelandair (Iceland)
FI / ICE**

This is the second to latest issue. The items are both of two piece construction. The center discs of both wing and cap badge are mounted to the base insignia by folded metal tabs covered by epoxy-like material. The larger cap badge had a satin finish overall and is secured to the hat by two eyelets which pass through the material and are secured by a spring pin through each eyelet.

The wing insignia has two screw posts and has a satin or brushed finish except for the top part of the wing which is highly polished. Neither item is hallmarked.

There is another set of Icelandair insignia in current use. The cap badge and wing insignia are of the same size and the blue of the center disc is a lighter shade. The wing of the current issue is larger than the previous issue.

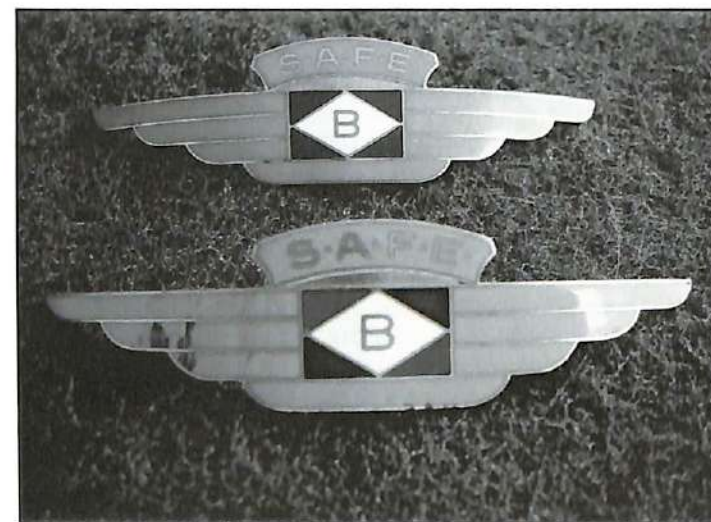
(Continued on page 44)



**Groenlandsfly, A/S (Denmark)
Greenlandair, Inc.**

GL / GRL

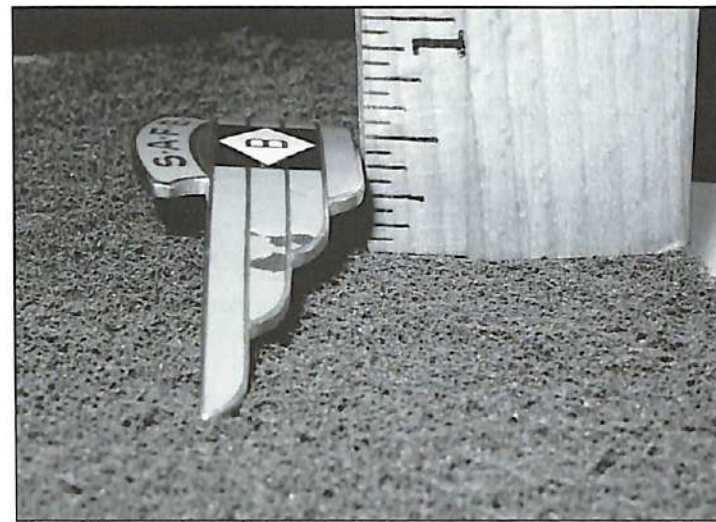
Both the cap badge and wing are of the sew on variety. Gold wings on dark blue material. A red center disk has rings of silver bullion, blue thread and gold bullion thread with a stylized flying bird of silver bullion thread in the center. The cap badge is the larger insignia.



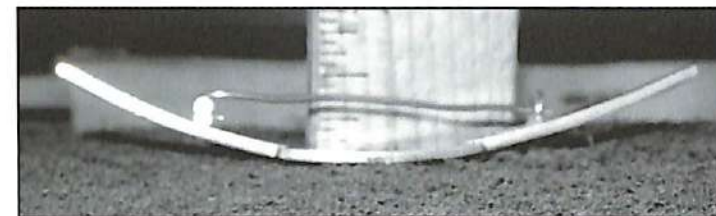
**Braathens S.A.F.E. (Norway)
BU / BRA**

Pin back issue. Both wing and cap badge have a pronounced curve to the metal. This might make it easy to mount the insignia to the cap, but the way it was mounted to the jacket is hard to imagine. These insignia are hallmarked "SPORRONG" and are of gold color metal with light blue enamel over most of wing. The center "house flag" has a white diamond with a brass or gold "B" in the center. The

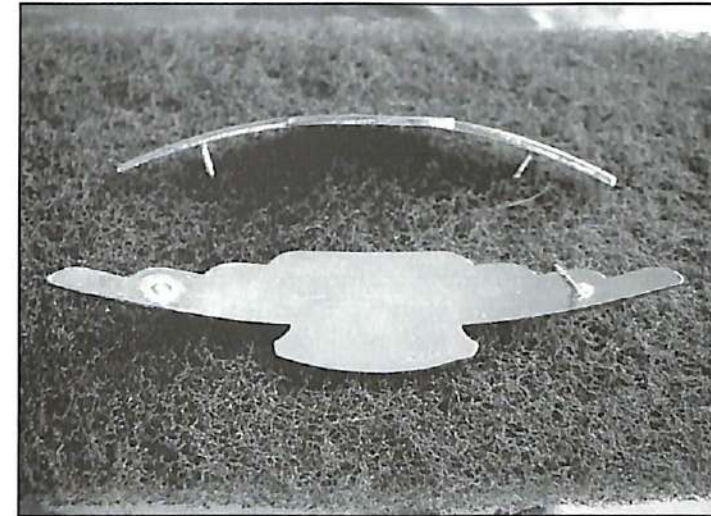
upper left and lower right corners have dark blue enamel. The lower left and upper right corners are red enamel. The lines in the wings and the letters "S.A.F.E." (South America, Far East) are brass color.



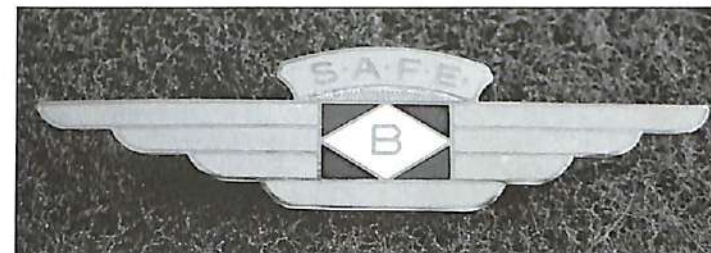
Demonstrating degree of curve to Braathens wing and cap badge.



Current Braathens wing. A modern design, which seems to have been made of pressed steel. The metal is not too thin and has some substance to it. Missing is "S.A.F.E." The background color in the square is dark blue, as are the letters in "Braathens". The line under Braathens is in red.



A clutch back version of the brass metal Braathens S.A.F.E. wing.



This Braathens wing has a base metal of silver color and is flat. Is this the flight attendant wing?



**Scandinavian (Denmark, Norway, Sweden)
Scandinavian Airlines System**

SK / SAS

This frame shows two wings and three cap badges. The wings are of different sizes and may be for the jacket and the shirt. If the smaller wing is for the shirt, it might be uncomfortable due to the method of attachment. Wings are of gold color metal and look like stampings rather than castings. Neither has a hallmark. The wings have a single screw post with a thin metal plate to act as a backing.

The center cap badge is the oldest of the three and the heaviest and widest. It also has been stamped. The item is of two piece construction in gold color metal. The center disc, with the shields of Denmark (upper left) in red and white enamel, Norway (upper right) in red, white and blue enamel and Sweden (lower center) in light blue and yellow enamel is mounted to the base by means of a screw post. The cap badge is secured to the hat by two screw posts.

The upper left cap badge is stamped and has the same colors but the center disk is mounted to the base plate by the use of two flat tabs that are folded over. This badge mounts on the hat by using two eyelet and two spring pins.

The upper left cap badge is the smallest of the three and is made of the thinnest metal. It also mounts to the cap by means of pins and eyelets. The center disc is now glued to the base although the two holes for the formerly used tabs are still in the base of the badge.

Happy Collecting!

Charlie

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

There are a great many junior wings from the Scandinavian countries and I think we will try to do this alphabetically and because of the large number, only show the highlights.

First off will be Blue Scandinavia that issued this junior wing (Fig. 1). This airline and Malmo Air issued the same type of wing where a person's name could be written on the bar below. I don't know if either of these two airlines are in existence any longer but I believe they were both Sweden based.



Fig. 1

Right after that is Braathens S.A.F.E. This long time airline produced a metal wing, as it's first issue and then went to plastic and buttons. Here are three examples of their efforts (Fig. 2, 3, 4). Braathens is based in Oslo, Norway.



Fig. 2



Fig. 3



Fig. 4

Finnair, based in Helsinki, Finland has been very active in junior wings putting out a total of no less than 18 juniors. Their very first was a plastic rectangular wing (Fig. 5). In 1990, they put out a sheet of junior wings with eight different designs on the same sheet and all advertising their Finnair Junior Club. Unfortunately, this measures 6½" X 10½" and is too large to reproduce here. Naturally, it is in the Junior Flight Crew Wing book which I produce as well as are all of the other wings mentioned here. The most common junior wing is a typical plastic wing that you would expect to see (Fig. 6) but Finnair has also put out cloth, metal and paper junior wings of which I will show only one type (Fig. #7).



Fig. 5



Fig. 6



Fig. 7

Iceland is not left out and they have used primarily United States design. Their first issue is an old time probably put out in the 1960's (Fig. 8) and then they went to a Stoffel style wing that has many varieties such as Junior Captain, Junior Pilot, and Junior Stewardess in English and in the Iceland language (Fig. 9). Icelandic language belongs to the large Nordic/Germanic language group. Aside from the different flight crew positions, there are different junior wings from Icelandair, Loftleidir and Flugleidir. Their last issue that I am aware of is a paper issue similar to Finnair Fig. 7.



Fig. 8

(Continued from page 46)



Fig. 9

Next airline that we will write about is Linjeflyg Airlines based in Stockholm, Sweden. Their first issue was plastic (Figs. 10, 11) and then they switched to paper junior wings. All of their wings are produced in Sweden.



Fig. 10



Fig. 11

Also in Sweden is Scanair, which started out as a charter operator for SAS, and here we will show the first and last issue of the airline. The first had two varieties. One for Junior Pilot and the other for Junior Stewardess (Figs. 12, 13). Their most common issue is a Stoffel style wing with a center being bright orange. I believe this represents the sun as they fly many of their charters to the Mediterranean.



Fig. 12



Fig. 13

Then there is the oldest of all the airlines in Scandinavia that put out junior wings. That of course is SAS. The first wing they put out was a plastic wing that was quite unusual in junior wing circles, as I have never seen another style like this by any other airline. (Fig. 14). Then they went to a plastic wing (Fig. 15) for the Junior Pilot and this has a counterpart for the Junior Stewardess. As an aside, Junior Wing collectors will notice that the junior wings of Thai Airways are almost identical to the SAS wings. This is also true for the real flight crew wings. This is because SAS started Thai Airways. But back to junior wings, I will only show two more juniors (Fig. 16) and (Fig. 17) as these are pretty typical of the wings they produced. All in all, I count 15 different junior wings from SAS.



Fig. 14



Fig. 15



Fig. 16



Fig. 17

And the last airline to be represented in this article will be Transwede Airlines. They only have two different juniors that I know of one of which is similar in style to the Blue Air junior and the other is a button shown here (Fig. 18).

(Continued on page 48)

(Continued on page 47)

(Continued from page 47)



Fig. 18

Then I want to sneak in one more thing on junior wings. Over the years, I have been receiving questions about some gift shop items that are junior wings but not issued by an airline. One of them I am going to show here as it has junior stewardess on it (Fig. 19). As you can see, it was probably sold in a gift shop and has the wing that is always confusing. It was never issued by an airline.



Fig. 19

Happy Collecting!
Stan Baumwald

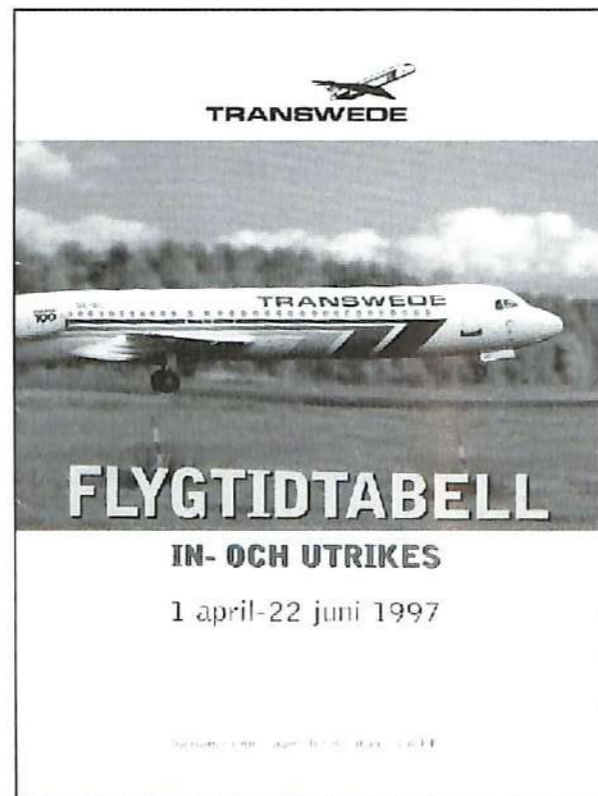
More Timetables From Scandinavia!

Continued From Page 25



Cimber Air (Above)

Transwede (Below)



Slide Photography

By Joe Fernandez & Eddy Gual

jferna10@bellsouth.net
eddygual@bellsouth.net

"Where Can I Start?"

So, you just bought a camera, some slide film, and you're ready to take on the world of aviation photography. Now, you ask yourself "Where can I start"? Well, what better place than an air show or museum.

Most aviation enthusiasts have visited these at one time or another. Air shows are common in many countries. There are also established museums open to visitors of all ages. One can relax, eat good food, and learn, all at the same time. Both air shows and museums, offer a great variety of aircraft on static display and you have all the necessary time to set up your practice shots.

We visit and photograph a number of these events throughout the year, and in the following, we provide several shots taken by us and what we looked for in each photo. We hope this can be useful to new photographers who want to improve their skills.

This first photo shows this great Douglas C-54, or better known as the DC-4. This particular one was taken in Stuart, Florida during the November 2001 show. It has a historical significance as it was one of the aircraft involved in the Berlin Airlift.



As we entered the show area, the eye catcher was the C-54. We noticed that the morning sunlight, was illuminating the plane on the right side and

proceeded to set up a shot. We shot this photo slightly 3/4 front because it is generally the rule for propeller aircraft. After backing up a little, to a 50mm position, and waiting until the area was clear of people, the shot was taken.



In the first photo, you notice that the titles were slightly hidden behind the engine cowling. Since this is such a historical C-54, we decided to do a close-up from the front, as seen in this second photo. More details of the title, flags, and lightning bolt paint scheme, are shown, while not cropping most of the C-54 out. Also, since this is a 4 propeller plane, both of the right props were included in the shot. A slightly wider lens setting of about 40mm, and slow shutter speed of 1/125 (hand held) was used. The slower shutter speed and smaller aperture (like f11 or f13.5), insures better focus throughout the area of the photo (depth of field).

Tamiami-Kendall Airport in Miami (TMB), has fly-ins of many historical aircraft from time to time. One morning, this B-17 was the surprise visitor. Throughout the year, small shows are held here, allowing us to take slides of these great warbirds.



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After taking photos of the B-17 on display, and in similar fashion to the C-54 mentioned above, we set ourselves up next to the runway to catch an action shot of the plane. Once focused on the runway area in front of us, we were ready to take the shot as the B-17 went by. A 250mm zoom setting and slightly higher shutter speed of 1/250, was used for this slide. This plane is similar in size of a smaller airliner and this runway action photography is very common among the majority of airline spotters and photographers. It is good to practice these short-telephoto action shots at air shows because they are similar shots that are available from the spotter sections at many commercial and international airports.

One of our stops while traveling in Georgia, is the Warner-Robins Museum, one of the largest in the country. The museum has dozens of planes, both large and small on display. This Lockheed C-130 was in a great, clean position for a nice photo. Lockheed has similar versions of the "Hercules" for commercial use, most commonly referred to as the L-100.



Once again, since we had plenty of time, we studied the different photo positions available with this C-130, and determined that a 50mm, 3/4 front shot was the best at the time. Speed was set at 1/125 to get full focus on both sides.

All the techniques that are developed here from air show and museum photography, can be applied to airline photography. We realize that some of these aircraft shown are military planes, but the principals remain the same. Since it is quite easy to shoot at these places, it is the best place to practice.

We hope you visit many aviation events and put these tips into good use. You don't need too much skill, specially with today's technological cameras. All you need time and patience.



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Our Mission:

Prop-Liners of America, Inc. is a volunteer 501 (c) 3 non-profit organization dedicated to and Specializing in the Restoration, Preservation, Exhibition and Flying Display of Propeller Driven Airliners at Air Shows throughout the continental United States.

At the time we found **Convair 240** serial #147 it had been in storage for two years without engines or props. It was vandalized in 1996, the damage sustained was due to smoke, heat and fire. The extent of the damage included the aft lavatory, lower rear cargo compartment, some seat cushions, head liner, carpeting and extensive smoke damage.

Currently we have replaced both engines and the starboard side #2 prop. The port side #1 prop assembly is currently ready for replacement. The lower aft cargo compartment on the starboard side has been cleaned, inspected, zinc cromated and a new cargo liner has been installed. The aft lavatory has been stripped of all panels, inspected, zinc cromated and is ready for the installation of new paneling and interior fixtures. All other smoke & fire damaged areas have been completely cleaned and inspected. We have finished with the corrosion control and replacing of rivets and panels on the wings. The wing spar was found to be in excellent condition.

The remainder of the restoration will be as follows. The exterior will be completely stripped down to the aluminum finish and painted in the American Airlines orange lightning bolt and trade dress of 1949 as delivered. American Airlines has granted Prop-Liners of America a license to operate their trade dress, name and logo on our Convair 240.

The interior of the Convair will be as follows, new dark blue carpeting, the head liner will be replaced, aft lavatory will be completely rebuilt, forward galley moved aft to original area, damaged seat cushions replaced as necessary, dark blue seat coverings to match that of the 1949 American Airlines interior, crew seats need recovering, and reconditioning of avionics and cockpit area.

Upon completion, the **Convair 240** will be rededicated the **Flagship Scranton** as it was originally delivered to **American Airlines** on **27 Feb 49**. The original tail number will also be retained as delivered, **N94270**.

This **Convair 240** is the **last** remaining American Airlines Convair Flagship in the world and will be the **only** flying Convair 240 in passenger configuration, all other Convair 240's still flying are hauling freight. The total number of Convair 240's flying in the world today is just **25**.

CONTENT
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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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 18, 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.

LOS ANGELES AIRLINER EXPO

Saturday, January 24, 2004. Los Angeles, CA. Hacienda Hotel—LAX. Contact: David Cherkis, 1825 Warrenton St., Las Vegas, NV 89117. Phone: (770) 360-3615 or Chris Laborde. Phone: (619) 997-0666. E-Mail: Info@LAXAirlinerExpo.com.

DALLAS/FT WORTH AIRLINER SHOW

Saturday, April 3, 2004. Dallas, TX. Marriott South-DFW Airport. Contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: (239) 352-0216. Navagator@gulfaccess.net.

AIRLINERS INTERNATIONAL 2004—LOS ANGELES, CA

Thursday, July 8 - Saturday, July 10, 2004. Sheraton Gateway LAX Hotel. Contact: AI 2004, 5318 E. 2nd Street, #331, Long Beach, CA 90803. Website: [Http://www.ai2004.com](http://www.ai2004.com)



Scanair DC10-10 SE-DHS Miami 03/91 - Photo By Bob Durey

Icelandair DC-8-73 N917R ~ Joe Fernandez Collection





Finnair Cargo DC-9 OH-LYH (John Wegg Photo - Joe Fernandez Collection)

Finnair Convair 440 OH-LRG (Jay Selman Photo - Joe Fernandez Collection)

