



WORLD AIRLINE HISTORICAL SOCIETY

The Captain's Log

Spring 2004 - Issue 28-4



TAI France DC-7C ~ Photograph From The Craig Morris Collection

Douglas DC-7 Aircraft

AIRLINERS INTERNATIONAL

2004

LAX





AMSA DC-7B

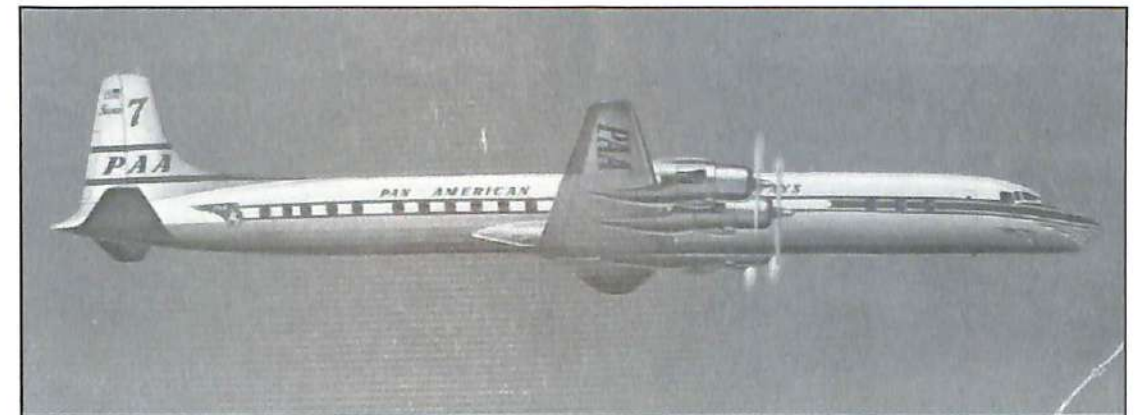
Aviation Photography of Miami Collection

Trans Air DC-7B



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Pan American DC-7C ~ Airline Issued Postcard

WORLD AIRLINE HISTORICAL SOCIETY, INC.

P.O. Box 660583

Miami Springs, FL 33266 USA

Http://www.WAHSONline.com

Information@WAHSONline.com

EDITOR: William M. Demarest

Fax: +1(786) 331-7024

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Captain's Log Editorial Team

Features	JOOP GERRITSMAN	P.O. Box 776, Welland, Ontario L3B 5R5, CANADA
Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Dining Service	RICHARD R. WALLIN	P.O. Box 1784, Springfield, IL 62705
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	IBC/BDA U S Customs Service, P.O. Box 310900, Jamaica, NY 11431
Jr. Wings	STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
Postage Stamps	JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It?	KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
Postcards	ALLAN VAN WICKLER	2200 Ridgeway Lane, Charlottesville, VA 22911
This'N'That	PETER W. BLACK	203 Reed Street, Cary, NC 27511
Stickers & Labels	DAVID A. ROWE	29 The Paddock, Hitchin, Herts. SG4 9EF ENGLAND
Aircraft Models	KEN MILLER	990 Springfield Drive, Campbell, CA 95008
Safety Cards	TODD HELM	2824 Cronin Drive, Springfield, IL 62707
Slides	EDDY GUAL	30 SW 30th Court, Miami, FL 33135

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From The Flight Deck

Take-Off Time!

My apologies for the delay in getting this issue out to all the members. A labor of love such as this magazine comes after the labors of earning a paycheck — and I've been quite busy lately!

Off we go.....

The Douglas DC-7

Our editors worked hard to come up with material on Douglas' last piston-powered airliner. We hope you enjoy the articles and photographs within this issue of *The Captain's Log*.

New Model Editor

We're pleased to welcome aboard Ken Miller as our new Model Editor. Ken prefers to build primarily 1/144th scale models and does it for fun. He has been actively in our hobby for over 10 years. Enjoy reading his article on the Revell Boeing 707 kit.

Advertising in the CAPTAIN'S LOG

Please contact WAHS Headquarters if you're interested in placing an advertisement in *The Captain's Log*. Our rates are extremely reasonable!

Correction!

From *The Captain's Log*, Issue 28-3, page 41. Eastern Air Lines never flew the Convair 340, only 440s.

The Captain's Log ~ Issue 29-1

Our next issue features the airlines of the Golden State of California in recognition of this year's Airliners International 2004 event in Los Angeles. Scheduled release date for Issue 29-1 is June 2004.

Photographs Needed

We're always in need of high quality photographs to publish in the LOG. We encourage all members to submit material - this is your journal! Please send a digital image of your photograph along with the photographer name for proper credit. We will also need permission from the photographer as well. For the next issue, we're seeking photographs and material from the airlines of California.

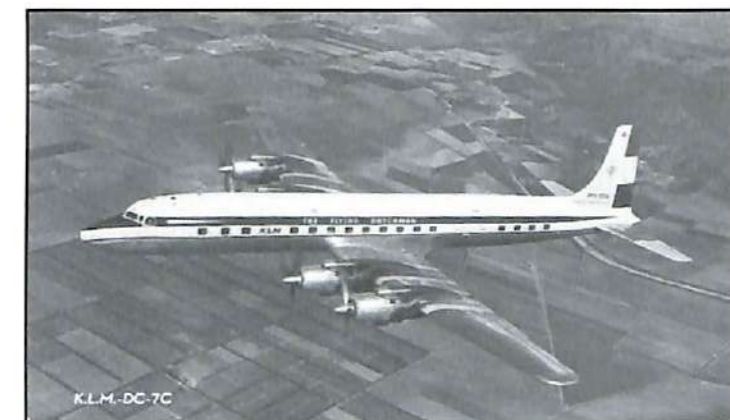
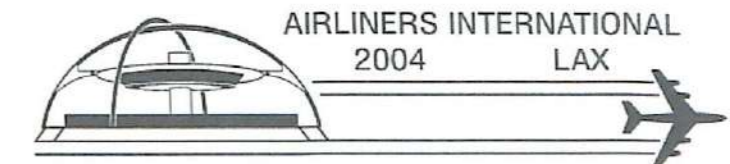
With best regards,

Bill Demarest

Renew Your Membership!

If the label on the outside envelope shows '28-4' by your name, your WAHS membership expires with this issue of *The Captain's Log*. Please renew your membership by sending your check or money order to WAHS headquarters as soon as possible.

We appreciate your continued support of *OUR* organization!



KLM Royal Dutch Airlines DC-7C ~ Schiphol Airport Postcard



Panair do Brasil DC-7C ~ Airline Issued Postcard

Letter From The Chief Pilot

Welcome Aboard!

I hope this issue finds all of you in good health and spirits. Your cockpit crew has been busy during the past couple of months, getting everyone up to speed on the society's issues and brainstorming to develop solutions.

As you can see from the enclosed ballot, we are continuing to implement the new three-year rotation of our officers and board members. Be sure to cast your vote. Election results will be announced at AI 2004.

Our first order of business has been to grow our membership by sending all former members a letter asking them to fly with us once again. We even gave them a \$5.00 discount as an incentive to re-join the WAHS. Hopefully, they will feel compelled to join us again. After all, that is "Job Number One" with this team. Before I forget, I want everyone to be aware that we do have a number of Lifetime Members who continue to send us membership dues. The Board and I are very appreciative of this support!

Our second order of business is making the business of running WAHS more efficient. We looked into a number of Banks, but ended up changing to U S Bank since they offered us the best incentive: a "FREE" checking account due to our non-profit status. Therefore, we closed our Florida bank account and opened an account with USBank in the hometown of our able Treasurer Mr. Jay Prall. This made Jay's job much easier since he is better able to take care of Society banking. We have also begun our review of every aspect of the Society's operation in order to identify better work flow processes, and identify areas where we can spend less, or spend the same amount and accomplish more. As we move forward and identify such items we will share the results with you. Let me know if you have any suggestions.

I have called a Board of Directors meeting in Dallas on April 2 that proved to be memorable. We will be established committees to look at LOG redesign, including the insertion of color, if feasible with our limited funds. We will also be redesigning the membership cards and will continue our quest of looking for ways to increase value for our members. Another issue on the agenda, if not the main issue, was the Society / Airliners International Convention relationship and how to improve it. The Board is also shopping for insurance, so if you

are an agent or know of someone who has worked with non-profit organizations, please have them contact me. A number of our members have asked for a new membership list booklet. Therefore, we will also look into the costs associated with producing one. If you have any other items you feel warrant a Board review, please send me an e-mail and I will either include it in the discussion as time allows for this meeting, or include it in the next one.

One other note of interest, our VP Mr. Craig Morris has been touring the West Coast promoting Airliners International 2004 at the Sheraton, LAX this coming July. He has been distributing WAHS membership brochures in his travels. When you see him, be sure to thank him. Efforts like these are what sustain us.

That does it for now. Next issue I will update you on our progress on many of the above topics. Until then, keep it straight and level, and "Talk-Up the World Airline Historical Society"the Society survival depends on it!

Sincerely,

Duane L. Young



Pan American DC-7C - Airline Issued Postcard

World Airline Historical Society, Inc. 2004 Board of Directors

Duane Young (President thru AI 2006)
P.O. Box 101
Covington, LA 70434
jetduane@peoplepc.com

Jay Prall (Secretary/Treasurer Thru AI 2004)
P.O. Box 1164
Clackamas, OR 97015
jayprall@cs.com

Don Levine (Thru AI 2004)
4215 Buchanan Street
Hollywood, FL 33021
planesandtrains@aol.com

Barrie James (Thru AI 2005)
"Oldsfield", 11 Great Owl End
Great Stuckey, Huntington
PE28 4AQ, ENGLAND
BarrieGJames@aol.com

David Keller (Thru AI 2006)
1965 Danelle Drive
Florissant, MO 63031
dkeller@airlinetimetables.com

Marshall Pumphrey (Thru AI 2006)
210 La Verne Avenue
Long Beach, 90803
mpumphr@aol.com

Craig Morris (Vice-President Thru AI 2005)
105 Silver Willow Court
Galt, CA 95632
cmorris@softcom.net

Jim Thompson (Thru AI 2005)
37 N. Everett Avenue
Columbus, OH 43213
jet1649@aol.com

Tom Livesey (Thru AI 2004)
489 Dogwood Ct
Saline, MI 48176
captmn@aol.com

Bill Gawchik (Thru AI 2006)
88 Clarendon Avenue
Yonkers, NY 10701
eurshow@yahoo.com

Bob Patton (Thru AI 2005)
2 Parkplace Court
Dothan, AL 36301
mrbob1925@aol.com



Sudflug (Germany) DC-7C
Airline Issued Postcard



California, Here We Come!

Airliners International 2004 at LAX

Pacific Southwest L-1011 ~ Airline Issued Postcard

Douglas DC-7: The Ultimate Propliner

By Joop Gerritsma

Few airline enthusiasts of this author's generation can ever forget the mighty roar of the four 3,400 hp Wright turbo-compound engines of the DC-7C as they exploded into life one by one, belching black smoke. It meant another flight was on the verge of departing for a distant, exotic continent.

It was called the Seven Seas, after its model number. But the name was also synonymous with its mission of intercontinental flight across the oceans of the world. KLM Royal Dutch Airlines had 15 and I remember them well from my frequent visits to Schiphol Airport at Amsterdam, 40 and more years ago. The airline gave them the names of seas around the world: Sea of Japan, Yellow Sea, Coral Sea, Caribbean Sea, Mediterranean, to name a few. Even its DC-7C flight simulator had name. It was the 'Dry Sea.'



Original PAA DC-7 proposal of 1944

THE FIRST 'DC-7'

But the DC-7 as we know it, was not the first with that model number. The original DC-7 was an airline version of the C-74 Globemaster I heavy strategic transport for the U.S. Army Air Force. Developed during World War II, it was larger than the B-29 bomber by about 25%. Its four 3,500 hp, 28-cylinder Pratt & Whitney R-4360 engines could haul a gross weight of 145,000 pounds into the air, including a payload of 55,000-pounds (25,000 kg). Remembering the passenger appeal of its large and luxurious pre-war Clipper flying boats, but also realizing that the days of the flying boat were over, Pan American in October 1944 placed an provisional order for 26. They would carry 108 daytime passengers or 76 in sleeping berths at night in "Clipper comfort". This was more than double the 52 daytime passengers of the DC-4E, which only five years earlier had been judged too big for the needs of the airlines.

However, with the war over, the military no longer needed such a huge aircraft and only the 14 under construction were completed, all for the USAF. Douglas instead developed the DC-6, DC-6A and DC-6B in response to steadily improved models of the competing Constellation. But the DC-6B was not a nonstop transcontinental aircraft (neither was the L-749A). To meet that demand, Lockheed developed the L-1049 Super Constellation. With four of the new Wright R-3350-19DA turbo compound engines of 3,250 hp it could make the trip nonstop, even east-west against the prevailing winds. TWA, already a big Constellation operator, and Eastern Air Lines ordered it, leaving DC-6B operators such as American Airlines and United Air Lines at a serious disadvantage. AA's C.R. Smith, supported by United's Pat Patterson, pushed Douglas for an aircraft that could match the range of the L-1049. But the DC-6B was selling well around the world and Donald Douglas was hesitant to commit himself, especially because the production of the new Wright engines suffered delays and the L-1049 was delivered with the regular 2,700 hp Wright Cyclone instead. This left the aircraft underpowered and short of the desired transcontinental range.



American Airlines was first with the DC-7

SMITH OFFERS \$40 MILLION FOR 25

Two things changed Douglas' mind. One was a \$40-million offer by American's Smith for 25 aircraft and the other was Lockheed's L-1049C with turbo compound engines and additional fuel for a true transcontinental range, for service entry with TWA in 1953.

To be called the DC-7, Douglas began the design in the spring of 1951 by giving the DC-6B a 40-inch (1.03m) fuselage stretch and the same Wright turbo-compound engines as proposed for the L-1049C. First flight was on May 18, 1953 and CAA certification followed on Nov. 12. American, having increased its order to 34, took delivery of its first on Oct. 10, 1953 and started nonstop New York - Los Angeles return service on Nov. 29.



United DC-7 Mainliner

Besides the fuselage stretch, the DC-7 differed little externally from the DC-6B. The only other main obvious difference was a four-blade propeller instead of a three-blade one. Internal changes included the use of stronger yet lighter titanium for some fuselage frames and other parts, and improved cabin sound insulation and better air conditioning. United Air Lines started DC-7 nonstop first-class 'Red Carpet' cabin service between New York and San Francisco on June 1, 1954. It had bought 10 and the first few did not have the two cabin windows forward of the engines because the space there was used for luggage. Later deliveries did have the windows as UAL also introduced the aircraft on coach-class services.



DC-7 in Delta C&S colors

National Airlines placed four DC-7s on its New York - Miami service on Dec. 15, 1953 in competition with Eastern's Super Constellations. Delta Air Lines followed on April 1, 1954 between Chicago and Miami with the first of 10. No foreign airlines bought the DC-7, but Delta operated the first international DC-7 service, on the San Juan - Caracas route, on April 1, 1955.



Pan American's DC-7B "Clipper Jupiter Rex"
Note the saddle tanks on the engine nacelles

LONGER RANGE FOR THE DC-7B

Next in the distinguished line of Douglas propliners was the DC-7B. This was an interim transatlantic aircraft developed for Pan American to meet the competition from the L-1049C of archrival TWA on the New York to Europe routes. Both aircraft were capable of non-stop west-east flight with the prevailing wind, but most of the time not east-west against the wind. The DC-7B's only advantage over the L-1049C was its higher speed. It was in fact the fastest of the Douglas propliners. Pan Am ordered seven.

Douglas reserved the type number DC-7A for a freighter version, similar to its DC-6A freighter, but it was never built. When United Air Lines converted six of its DC-7s to freighters in the late 1950s, it called them the DC-7A.

The DC-7B was externally identical to the DC-7, with one exception. To give the aircraft the extra range demanded by Pan American, it had longer engine nacelles housing saddle tanks on top of the rear part. They held an additional 968 US gallons (3.664 liters) of fuel. The aircraft also had an increased take off weight. However, of the 112 DC-7Bs ordered, only the seven for Pan American and the four for South African Airways were built with the saddle tanks and increased weight. Those ordered by domestic U.S. airlines had neither the saddle tanks, nor the increased weight.

The first DC-7B first flew in October 1954, but was modified back to DC-7 standard before delivery as the 11th for Delta. The first "true" DC-7B made its maiden flight on April 21, 1955, was certificated on May 27 and went on the nonstop Pan American New York - London service on June 13. Other buyers of the DC-7B included Eastern Air Lines, a major Super Constellation operator, with 50, receiving the first one on June 2, 1955. The airline called them 'Golden Falcons.' American Airlines bought 24 and took delivery of its first one on March 23, 1956. Continental bought six, inaugurating its new nonstop service between Los Angeles and Chicago with them on April 28, 1957. Delta bought 10 and started DC-7B 'Royal Service' from Chicago and Detroit to Miami on Sept. 22, 1958. National Air Lines had four to supplement its DC-7s, the first one being delivered on Oct. 19, 1957. The first of six for Pan American Grace Airways (Panagra) was delivered on June 25, 1955 for its 'El Inter Americano' service from New York and Miami to South America from Aug. 1, 1955.



DC-7B of South African Airways over Johannesburg. It also has the engine saddle tanks

South African Airways was the only foreign airline to buy the DC-7B. It had four with the long range nacelle saddle tanks for its multi-stop "Springbok" service between Johannesburg and London where they replaced Constellations from April 21, 1956. On Dec. 4, 1956, SAA also inaugurated an express Johannesburg-London DC-7B service with only one stop, in Khartoum, Sudan, for fuel. The total journey time was 21 hrs 10 mins.

Two of the 112 DC-7B built, were lost on test flights before delivery. Continental's first was in a mid-air collision with a USAF F-89J jet fighter on January 31, 1957 over Sunland, California. Part of the DC-7B's left wing was sheared off and it crashed onto a junior high school playground, killing the four crew and three students. 15 others suffered serious injuries. The jet also crashed, killing its pilot, but the systems operator ejected safely from the back seat. An Eastern DC-7B crashed on March 10, 1958, also during a test flight and killing the crew of two. The aircraft were not replaced and so only 110 DC-7Bs were delivered. On June 30, 1956, a United DC-7 with 58 on board and a TWA Super Constellation with 70, collided over the Grand Canyon at Flight Level 200 (20,000 feet, 6,000 m) and all were killed. The collision resulted in a shake up of the U.S. air traffic control system after an investigation showed sector controllers knew the two aircraft were on a collision course, but failed to tell the crews. Both aircraft were outside controlled air space and the controllers claimed they did not have to tell them.

THE MIGHTY SEVEN SEAS

Lockheed's L-1049G of January 1955 had a greater range than the DC-7B and Douglas responded with the DC-7C. With the DC-7/7B fuselage already 15 ft (4.57 m) longer than that of the DC-4 on the same wing, Douglas added another 3

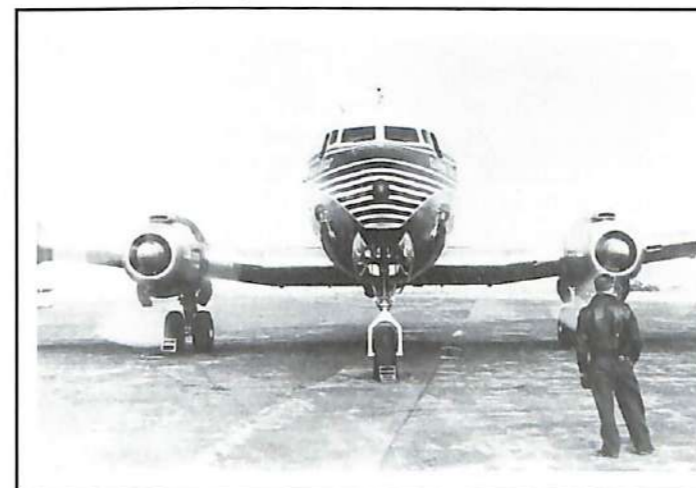


Continental's DC-7B without saddle tanks



Eastern operated 49 DC-7B "Golden Falcons"

ft 6 in (1.07m) but this time also added 10 feet (3.05m) to the wing span between the inboard engines. This insert carried extra fuel for true non-stop transatlantic range in both directions under all normal wind conditions. The extension moved the engines farther away from the fuselage, reducing cabin noise. The wing span, which had remained at 117ft 6in (35.81m) from the DC-4 right through to the DC-7B, went to 127ft 6in (38.86m). Beginning with the DC-4, the wing had a marked dihedral from the fuselage to the tips, but the insert for the DC-7C was horizontal and the dihedral started outside the insert. The vertical tail was made 39 in (1 m) taller.



PAA's "Clipper Bald Eagle" shows the wing inserts of the DC-7C

The DC-7C first flew on Dec. 20, 1955. Its range was nearly 400 miles (650 km) greater than that of the L-1049G and on July 14, 1954 Pan American ordered 13 DC-7C in full passenger configuration and 13 more as freighters. Its first DC-7C service to London was on June 1, 1956 and the airline inaugurated its new polar service with the DC-7C on Sept. 11, 1957. Braniff International bought seven on March 17, 1955 for its long-range "El Dorado" services. They entered service on Oct. 20. Northwest introduced the first of 14 on its Far East routes on April 8, 1957, replacing the L-1049G and DC-6B.

Several foreign airlines also bought the DC-7C, including several long-time Super Constellation operators. Lockheed responded with the elegant L-1649 Starliner, which had a range 540 miles (870 km) greater than that of the DC-7C, but only three airlines bought it and only 44 were built, against 121 DC-7C.

BOAC of Britain was experiencing delays in the delivery of the long-range propjet Britannia, and bought 10 DC-7C as an interim aircraft. They went on the London-New York 'Monarch' service on Jan.



The author's all-time favorite DC-7C shot: Braniff "El Dorado" DC-7C over the Midwest



Northwest DC-7Cs replaced the DC-6B and L-1049G Super Constellations

6, 1957, extended to San Francisco on March 10/11. KLM, a major intercontinental Super Constellation operator, bought 15 DC-7C rather than the L-1649. The first service was to on the Amsterdam - New York route on June 2, 1957. On May 22, 1957 KLM's PH-DSD "Black Sea" had flown non-stop from Los Angeles to Paris as part of its delivery flight. This was 30 years to the day after Charles Lindbergh's transatlantic flight. From New York the "Black Sea" followed the exact same course as Lindbergh had. The entire flight from L.A. to Paris took 21 hrs and 51 mins, whereas Lindbergh had needed 33 hours just for New York-Paris. Other foreign airlines that bought the DC-7C included SAS (14), Alitalia (6, after canceling 4 L-1649), Sabena (10), Japan Air Lines (4), Swissair (5), Mexicana (4), Panair do Brasil (6) and TAI of France (3). The final DC-7C built was delivered to Swissair on Nov. 4, 1958.



For transpacific service: JAL's DC-7C "City of San Francisco"



Lebanese Air Transport operated this ex-United DC-7



Sabena's 10 DC-7C flew to New York, the Congo and the Far East

PROJET POWER FOR THE DC-7C

As early as 1951 Douglas had studied propjet power for the USAF C-118 (DC-6B) and the U.S. Navy's R6D. But nothing came of it. Propjet plans for the DC-7C included the DC-7D with the Allison T56-D8 and the DC-7T with the Rolls Royce Tyne.

They would have had a longer fuselage by 40ft (12.19 m) and a greater wing span by 12ft 6in (3.80 m). But the jets were just around the corner and the plans died on the drawing board.

THE TURBO COMPOUND ENGINE

The principle behind the 18-cyl. turbo compound engine was sound and made sense. Unfortunately it was rather unreliable in operation. Three-engine arrivals, with one prop feathered, or missing, were not uncommon. In some cases the entire engine had broken off and fallen away in flight. On June 11, 1961 KLM's PH-DSN "North Sea" was returning from a charter to Hartford, CT with 73 passengers when Number One caught fire just before Prestwick, Scotland at 17,000 ft (5,200 m). Attempts to feather the prop failed and when the aircraft had descended to 6,000 ft (1,800 m) preparations were made to ditch in the Atlantic. Fortunately the prop did not break off but minutes before ditching the fire melted the four engine attachment points and it fell into the sea. Capt. Bill Bellink and his crew managed to nurse the aircraft shadowed by another aircraft, the stricken "North Sea" landed at Prestwick. It was repaired and in 1965 KLM sold her to Modern Air Transport.

The Wright turbo compound engine has three turbine wheels in the exhaust which are driven by the exhaust gases as they escape. Wright engineers had calculated that only about 25% of the energy produced by the burning of fuel in the R-3350 Cyclone was ultimately transformed into power. More than 40% escaped into the air. The energy created by the turbine wheels in the exhaust streams is transmitted to the propeller crank shaft via a drive shaft, gears and a fluid coupling. This produced as much as 550 extra horsepower without an increase in fuel consumption. These turbines ran at 13,000 to 16,000 rpm during the cruise, and 20,000 at takeoff, putting large forces on the gears, resulting in expensive maintenance and sometimes in in-flight failure. The time between overhaul (TBO) of the engines was only 800 hours when they first appeared in 1953.

FREIGHTERS, BOMBERS AND RACERS

After the introduction of the jets in 1959-60, the mainline role of the DC-7 ended quickly. Some airlines used them on high-density charter and tourist operations for a few more years and others had some converted to freighters. The turbo compound engine made them more difficult to sell on the second-hand market than the DC-6B, but eventually, most found buyers among charter and cargo airlines, travel clubs and other operators.

The freighter conversion included the installation of large cargo doors in the front and aft fuselage on port, installing a strong cabin floor with container attachment points, a freight handling system and in most cases covering all or most of the cabin windows. A typical conversion took three months.



KLM had four of its DC-7C converted to DC-7C(F) freighters by Lockheed Aircraft Services

The following freighter conversions are known:
 DC-7A - DC-7 conversion by Douglas for United;
 DC-7BF - DC-7B conversion by Douglas;
 DC-7CF - DC-7C conversion by Douglas;
 DC-7C(F) - DC-7C conversion not by Douglas;
 DC-7F - DC-7B conv. by Douglas for American.

The total known number of freighter conversions is 20 DC7/7B and 45 DC-7C. DC-7s converted by Douglas were also brought up to DC-7B standard, but without the saddle tanks.



Riddle/Airlift Int'l operated former Swissair DC-7C as a DC-7C(F) freighter

A small number of DC-7/DC-7B were converted to borate- and water bombers for fighting forest fires or to insect repellent sprayers, with a large external belly tank. In 1970 an ex-Zantop DC-7F (an ex-American Airlines DC-7B) finished sixth in a

1,000-mile closed-course pylon air race at Mojave, California in a field of mainly Second World war fighters. Flown by Clay Lacy and Allan Paulson it averaged 325 mph (523 km/h). The aircraft was entered again in the 1971 race, but this time the other pilots protested because of the wake turbulence created and it was withdrawn.



Swissair DC-7C

The DC-7 series has left the airways much faster than the popular DC-6B, mainly because of its troublesome engines, and fewer than half a dozen remain. Among these are two DC-7 and one DC-7B forest firefighters with Butler Aircraft of Redmond, OR. The company also has a non-flying DC-7 and a non-flying DC-7BF.



DC-7C of Scandinavian Airlines System (SAS)



PRESS RELEASE - A DREAM COME TRUE!



A little over three years ago I had embarked on a project to acquire and restore one of our **Eastern Air Lines Douglas DC-7B's**. At several points in time during this period we were close to the acquisition but something would happen and the deal would fall apart. Various people around the country kept saying that the aircraft would never fly again, and to forget the dream and get back to reality. Well this is one dream that is becoming reality.

William L. Hirsch Eastern Air Lines

Legendary Airliners LLC, a fully-integrated Flight Club based out of Miami and Fort Pierce, Florida, is proud to announce the acquisition of former Eastern Air Lines DC-7B, registration N836D, from 20th Century Travel Club in St. Paul, Minnesota. Initial plans are to begin necessary restoration and maintenance on the aircraft on or about June 1st of 2004 to prepare the aircraft for ferry to its maintenance and restoration facilities in Florida. Legendary Airliners expects to ferry the aircraft from its current location in St. Paul to St. Lucie International Airport in Ft. Pierce, Florida by the end of August 2004. A refueling stop will be scheduled in Atlanta as a tribute to Eastern Air Lines and all of their former employees. The plan is to restore the aircraft to its original 1958 condition with the Eastern Air Lines "Duck Hawk" paint scheme and Logo's. Legendary Airliners has been in touch with Eastern Air Lines and the Eastern Airlines Historical Foundation and will be in contact with the Eastern Airlines Retirees Association, Retired Eastern Pilots Association, The SilverFalcons, and the Silverliners, for possible help and participation with this project. The fully restored aircraft will be made available to Legendary Airliners Flight Club members and for air shows and air tours worldwide. The historical aviation significance of this project should not be underestimated.

This aircraft is the last Douglas DC-7B with the original passenger interior intact known in the world.

ABOUT LEGENDARY AIRLINERS LLC

Legendary Airliners founders, Carlos Gomez and Mark Wolff (son of Fredrick Wolff a machinist with PAA and Eastern Airlines and Zenaída Wolff (PAA Flight Attendant), have extensive experience in these type of restorations. Carlos Gomez currently operates two former restoration projects, Douglas DC-6 and DC-7B freighters under Florida Air Transport and has restored over eight DC-6's and DC-7's. Marc Wolff has also worked side by side with Carlos on some of these projects. Mr. Wolff and Mr. Gomez expect to make other acquisitions and restorations of some of the worlds most historic Airliners and enabling aviation enthusiasts internationally to enjoy them as attendees at air shows, and more intimately, as Legendary Airliners Flight Club members. The company offers a subscription to their quarterly website, Legendary Airliners Flight Club members on-line. For more information about the company and this project go to www.LegendaryAirliners.com. Or contact the following.

Legendary Airlines LLC

6113 NW 72nd Street
Miami, Florida 33166
Phone # (786) 337 - 7701 Fax # (786) 337 - 7702
Email: Office@Le2endarvAirliners.com

William L. Hirsch

Eastern Air Lines
1709 Sycamore Avenue
N. Merrick, New York 11566
Phone # (516) 223 - 3211
Email: EALB727@aol.com

Playing Cards

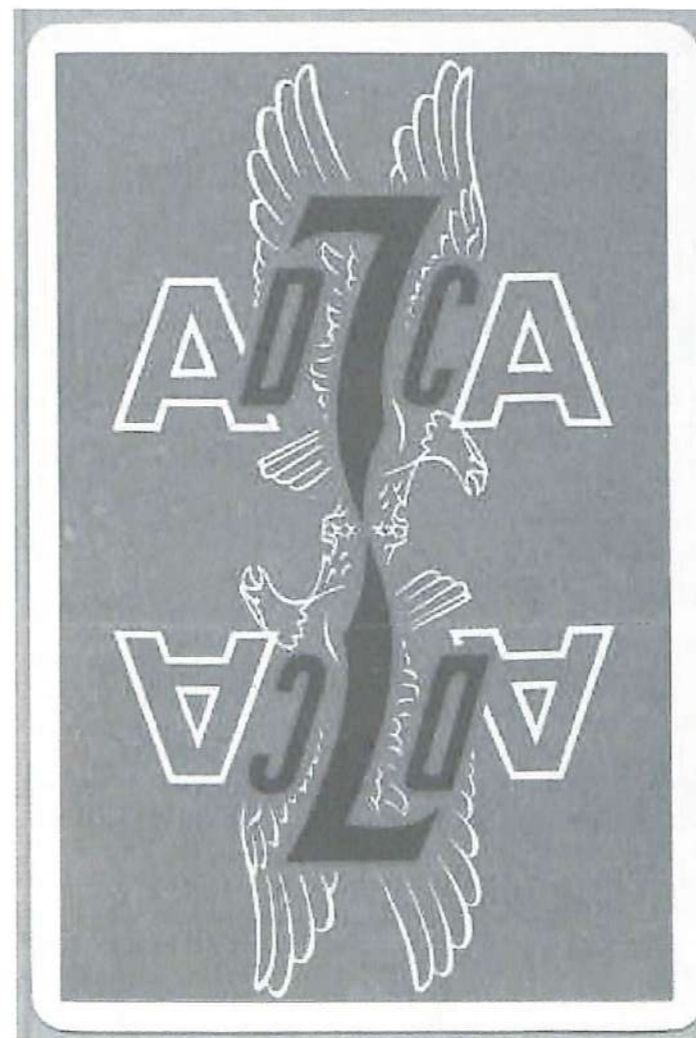
By Fred Chan

topflite@olympus.net

Playing Cards Featuring the DC-7

In staying within the guidelines of this issue's DC-7 theme, there is very little to comment in the area of playing cards. Of the approximately 3400 different cards known, there are only two that have any specific relation to the DC-7.

American Airlines issued a double deck in 1953 with a DC-7 legend. The same design was used but one deck was in gold and the other in blue. Although these decks are now 50 years old, they are still easily obtainable, because fairly large numbers of them were produced when playing cards were readily given to passengers. A sealed deck can be purchased for \$20.



BOOK REVIEW

VICKERS VISCOUNT
AirlinerTech #11
By Robin MacRae Dunn



Soft cover, 8 1/2 x 11 inches, 104 pages on glossy stock, 24 color and 146 B&W photos, 40 construction drawings, three-views and cutaways. ISBN 1-58007-065-5, Specialty Press, 39966 Grand Avenue, NORTH BRANCH, MN 55056, USA. Price \$16.95 (U.S.) + \$4.95 s&h. Published in 2003. To order, visit www.specialtypress.com, call (800)895-4585 or by mail. In Europe distributed by Midland Publishing, 4 Watling Drive, Hinckley LE10 3EY, England.

The Vickers Viscount, the world's first propjet-powered airliner, heralded a new form of comfort when it carried the first-ever fare-paying passengers in 1950, the first to travel on a scheduled turbine-powered air service. The Viscount "inscribed turbine power into the world airline story," the author says. For the first time, smaller operators could afford to acquire and operate modern, versatile and pressurized equipment. The aircraft quickly found favor in Europe, Australia and India, but it was an order by Trans-Canada Air Lines that truly set the aircraft on the flight to success. TCA demanded a number of technical and equipment changes to make the type compliant with U.S. regulatory standards. As a result, Capital Airlines and Northeast Airlines also bought the type, followed by dozens of large and small airlines around the world.

The contents and layout of the book follow the tried and true AirlinerTech pattern of being heavy on technical details, but world-wide operational service is not forgotten. The narrative leads us from the inspiration behind the concept to the ultimate "stretched" V.840 Series, with several projects that were not proceeded with thrown in. Particularly handy are a complete list of Viscount variants, from the original V.453 concept to the ultimate V.877 project, and a list of "Significant Dates" in the aircraft's history. Also included is a two-page model kit guide.

This is not the first book about the Viscount, but in the eyes of this reviewer it certainly is the best. It belongs on the bookshelf of every airline enthusiast, be they historians, "techie", photo collectors or model builders.

Joop Gerritsma

Timetables

By David Keller

dkeller@airlinetimetables.com

On Time With The DC-7

The DC-7 line (culminating with the DC-7C "Seven Seas"), along with the Lockheed Super Constellation 1649 series, represented the pinnacle in the development of piston-engine transports. In the continuing race for more speed, the DC-7 employed turbo-compound engines, designed to squeeze as much power from the piston powerplants as possible. The ability to fly more passengers farther and faster instantly made the DC-7 the pride of any fleet it joined. However, the same attributes that made the DC-7 the king of the airways in the mid-50's, would make the type obsolete almost overnight just a few short years later.

American Airlines placed the DC-7 into service on November 26, 1953, thus being the first airline to operate nonstop coast-to coast service in both directions. (TWA made a pre-emptive move by starting an eastbound only nonstop service a few months earlier.) The November 1, 1953 American timetable announced the upcoming service between New York and Los Angeles, which was the airline equivalent of the completion of transcontinental railroad in the 1800's. (Ironically, the November 29, 1953 issue says nothing on the cover about the new service!)

Braniff dubbed their DC-7C's "El Dorados", initially using them on their longest domestic segments, which were from Texas to the East Coast. By late 1957, the El Dorados were being used to South America, where the additional speed would have even greater impact on reducing flight times.

In early- to mid-1950's, Continental Airlines was one of the smaller trunk carriers, operating a fleet of Convairs and DC-3's. In 1957, Continental took a huge step forward, with the award of the Chicago - Kansas City - Los Angeles route. Realizing that the existing fleet wouldn't be able to compete on such a route, Continental acquired a small fleet of DC-7B's to operate the service. The July 8, 1957 timetable shows 3 round trips being operated on the new route.

SYSTEM TIMETABLE AUGUST, 1954 EFFECTIVE AUG. 1, 1954



Now **DC-7s**
United's

serve
Washington, D.C.



2¼ hrs. to **CHICAGO NONSTOP**
Only 9 hrs. to **SAN FRANCISCO**

United Air Lines - August 1, 1954

The March 1955 Delta-C & S Air Lines timetable promotes the carrier's fleet of "Golden Crown" DC-7's. Like most DC-7 operators, Delta put in the aircraft into service on the longest routes in the system. However, they weren't averse to using them for short hauls as well, and this issue finds the type operating from Chicago to both Cincinnati and St. Louis, both of which are relatively short flights. (Those flights did continue on to Houston or Florida, which were among Delta's longer segments.)

FIRST NONSTOP SERVICE—COAST TO COAST

american airlines

THE NONSTOP Mercury



DC American's new DC-7 Flagship flies you cross-country in under 8 hours—three hours less than present flight times between New York and Los Angeles. This unmatched travel time is made possible by the 365 mph cruising speed of the fastest piston-powered transport in the world. With the new DC-7, American sets a new standard for service between Los Angeles and New York.

Add to the speed of the DC-7 Flagship, many new developments designed specifically for your comfort—special soundproofing, newly designed seats, and an air conditioning system that works on the ground as well as in the air. Make your reservations now on the finest, fastest Flagship ever, The Nonstop Mercury.



NEW YORK — LOS ANGELES UNDER 8 HOURS

THE NONSTOP MERCURY'S

FLIGHT #1		FLIGHT #2	
Lv NEW YORK	1:00pm EST	Lv LOS ANGELES	9:00am PST
Ar LOS ANGELES	5:55pm PST	Ar NEW YORK	7:15pm EST



American Airlines Timetable - November 29, 1953

Eastern Airlines created yet another moniker for the DC-7, as they named the type the "Golden Falcon". The July 22, 1955 Eastern timetable shows the initial service for the Golden Falcon, operating 2 daily round trips between New York and Miami, shaving 15 minutes off the flight time required for the Super C Constellations.

Another carrier introducing the DC-7 on the New York to Miami route was National Airlines. The December, 1953 timetable shows 2 daily round trips beginning on December 15th, with an additional trip added as of December 20th. In an obvious attempt to make the most of their competitive advantage, with the cover proclaims "National is Fastest!"

Northwest Orient Airlines realized the maximum benefit from the DC-7's capabilities, as the type was put into service on the Seattle to Tokyo run as shown in the September 2, 1958 timetable. In addition to increased speed, the longer range resulted in the elimination of the fuel stop in Anchorage, reducing travel time by over 4 hours on the westbound trip! Oddly, the eastbound flights still stopped in Anchorage.

Another US carrier to make use of the Seven in intercontinental service was Pan Am. The October 30, 1955 timetable finds Pan Am operating the type to Europe as well as to South American as part of a National - Pan Am - Panagra interchange service. (I'm not sure which airline actually supplied the aircraft for the service.)

United Airlines also operated a substantial fleet of DC-7's. The August 1, 1954 issue is a few months after the inauguration of DC-7 service, and finds the type in use on United's transcontinental runs, operating both nonstops and services passing through Chicago or Denver.

US airlines were certainly not the only operators of the DC-7, as a number of non-US lines found the

type idea for their fleets, particularly the DC-7C. Alitalia was one of these lines, and despite the fact that the cover of the November 1, 1959 timetable shows a DC-8 on the cover, jets had not yet been delivered to the carrier, and DC-7C's were operating the long hauls. Nonstops from New York to

either Milan or Rome were possible, but most flights stopped in London or Paris enroute.

KLM was another DC-7C user, and in the November 1, 1958 timetable, was operating the type to both North and South America, as well as to Tokyo via the Polar route. Montreal, New York and Houston were the North American stations enjoying Seven Seas service.

SAS pioneered the Polar route to the western US, and in the April 14, 1957 timetable is operating the DC-7C on Polar services to Los Angeles and Tokyo. The Tokyo services refueled in Anchorage, and the Los Angeles flight stopped at somewhere called Sondre Stromford, which I would have to guess is in Greenland.

European airlines were certainly not the only non-US carriers to fly the DC-7, as the JAL November 16, 1959 timetable will attest. JAL was operating DC-7C's on 7 of their 9 weekly flights. Although the schedule shows Seattle to Tokyo nonstop flights twice each week, the footnote mentions that fuel stops in Anchorage were sometime required.

When the DC-7 entered service in 1953, its fate was already sealed. The piston engine was being pushed to its limit and it was becoming increasingly apparent that turbine power was the future of air transportation. (With the airspeed of the DC-7 at over 350 miles per hour, the high propeller rpm's speeds meant that the tips of the props were approaching supersonic speeds. As the tips of the propeller blades close in on Mach 1, the resulting shock waves greatly decrease the efficiency of the airflow through the prop.)

SEPTEMBER, 1958
(EFF. Sept. 2, Thru Sept. 27)

NORTHWEST ORIENT AIRLINES

9 FLIGHTS DAILY MINNEAPOLIS-ST. PAUL-NEW YORK... Only Northwest offers non-stop service.

ONLY DAILY NON-STOP SEATTLE/TACOMA-NEW YORK... Choice of first class or economical coach on luxurious DC-7C's.

CHOICE OF 4 IMPERIAL SERVICES DAILY CHICAGO-SEATTLE/TACOMA... And 5 coach services daily.

5 FLIGHTS DAILY - WASHINGTON - MINNEAPOLIS-ST. PAUL... More service than any other airline.

3 DAILY NON-STOP MILWAUKEE - NEW YORK... Only Northwest offers non-stop service.

DAILY DC-7C FLIGHTS TO THE ORIENT... Choice of luxurious Imperial Service or thrifty Tourist.

LUXURY ROYAL ALOHA SERVICE TO HAWAII... Fastest from Seattle/Tacoma - Portland, with complimentary champagne - delicious hot meals - two abreast seating - now low 15-day excursion fares!

THE SYMBOL OF SUPERIOR SERVICE

Northwest Orient - September 2, 1958

On October 26, 1958 Pan Am inaugurated 707 jet service. The 707 would cut most long-haul flight times nearly in half, and it was obvious that, when given a choice, the traveling public would quickly abandon propeller-driven equipment in favor of the jets. True, the Comet and Viscount (among others) had preceded the 707 into service, but the Comet's well-documented structural shortcomings, and both types' lack of range did not present a serious threat to the Seven. But the introduction of the 707 meant that jet service was here to stay, as it, along with the DC-8 and others, quickly drove the DC-7's from the long hauls it was designed to serve, to the milk runs more suitable for Convairs and DC-3's. The technology which had put the DC-7 at the top of the class for long range services, suddenly became a liability as the type was moved to shorter and shorter stage lengths. As the airlines received additional turbine-powered types (both jets and turboprops), the piston-engined models were driven to the remotest corners of most airlines' route systems. The Seven's higher fuel usage and maintenance costs could no longer be offset by faster cruising speeds (which had little impact on short segments), resulting in it frequently being phased out well before DC-6's, DC-3's, Convairs and older Constellation models.

The October 25, 1964 American Airlines timetable shows the end of DC-7 passenger service with that carrier. The schedule shows a single round trip Chicago - Tulsa - Oklahoma City - Dallas - a far cry from the transcontinental runs of 11 years earlier! This service was discontinued after November 5th leaving only a few DC-7's flying for American as freighters. A large number of older DC-6's, which were better suited to the shorter routes where speed was less of a factor, continued in service.

DECEMBER, 1953

NATIONAL AIRLINES

★ *Airline of the Stars*

NEW YORK * FLORIDA * WASHINGTON
CUBA * NEW ORLEANS * TEXAS
CALIFORNIA * DETROIT

STARTING DECEMBER 15!
National is Fastest!

NEW DC-7 *Star* FLEET
3½ HOURS NON-STOP
Between New York and Miami

Make Winter Reservations
EARLY!

EFFECTIVE JULY 8, 1957

Continental Air Lines

NOW! MORE CLUB COACH SERVICE FOR **CHICAGO**
NOW 3 FLIGHTS DAILY TO DENVER AND LOS ANGELES
NEW SERVICE TO KANSAS CITY

NEW CLUB COACH SERVICE FOR **KANSAS CITY**
DC-7B TO CHICAGO, LOS ANGELES AND DENVER
ON EVERY FLIGHT

MORE CLUB COACH SERVICE FOR **DENVER**
NOW 3 FLIGHTS DAILY TO CHICAGO - LOS ANGELES
NEW SERVICE TO KANSAS CITY

MORE CLUB COACH SERVICE FOR **LOS ANGELES**
NOW 3 FLIGHTS DAILY TO DENVER AND CHICAGO... NEW SERVICE TO KANSAS CITY

For nearly a quarter-century, one of the leading scheduled airlines

Continental Air Lines - July 8, 1957

One of the last Braniff International timetables to show the DC-7 in operation, the April 24, 1966 issue, shows a single aircraft in South America operating 3 weekly round trips between Lima and La Paz. Domestic services were served by jets, Electras or Convairs.

The DC-7's service time with Continental was short. Joining the fleet in 1957, the Seven had disappeared from the timetable by September of 1962. Continental's DC-7 fleet contained only a handful of aircraft, making the type something of an oddity in a fleet of 707's, Viscounts, and DC-3's. In the September 25, 1960 timetable, DC-7's can be found operating on one of their original routings, Los Angeles to Denver, but also on such routings as Denver - Albuquerque - El Paso - San Antonio.

(Left) National Air Lines - December 1, 1953

Delta Air Lines was the last of the US trunk carriers to retire the DC-7 from passenger service. The final timetable to show the DC-7 in Delta operation was the December 14, 1967 issue. Given the fact that the type would be completely gone from the timetable by February of the following year, there are a surprising number of DC-7 services. One operated a Convair-like routing of Charleston - Columbia - Augusta - Atlanta, while others operated slightly longer segments such as Chicago to Cincinnati, or Atlanta to Memphis. DC-6's and Convairs would serve a while longer.

The DC-7 was gone from Eastern Airlines' fleet before the end of 1965. The September 8, 1965 timetable shows the "7B" (formerly known as the "Golden Falcon") in service on routings up and down the East Coast, such as Atlanta - Charlotte - Greensboro - Washington (National) - Philadelphia - Syracuse.

In the December 1, 1963 timetable for National Airlines, DC-7's can still be found on their original New York to Miami routing, but only as Night Coach services. Most were relegated to multi-stop routings like New York (Idlewild) - Philadelphia - Washington (National) - Jacksonville - Daytona Beach - Orlando - Tampa. National had a number of the newer Electras, and with additional jet deliveries, the Seven's service time with National came to an end.

Throughout much of the 50's Northwest was a carrier that liked to promote their aircraft on the cover of their timetables. The cover of the February 1, 1959 timetable shows no such promotion, as the Jet Age had begun, and Northwest's DC-7C's were no longer a competitive advantage. Near the end of DC-7 service with Northwest, as illustrated in the October 25, 1964 timetable, the type can still be found operating transcontinental services, albeit with 7 stops between Seattle and New York. This particular flight required 14 hours in the same type which had once cut the non-stop transcontinental flying time to 8 hours!

Pan Am bought into the concept of jets from the start, so propeller equipment such as DC-7's were quickly bounced off of the long hauls. By the December 1, 1963 timetable, only a few DC-7B services were being operated from Latin America to Miami and New York, and a "captive" DC-7C in the South Pacific was flying from Fiji to Auckland and Pago Pago.

In the early 60's United Airlines had a large propeller-driven fleet of Viscounts, DC-7's, DC-6's, and Convair 340's. As the growing jet fleet forced more of the prop equipment into the shorter route

segments, the DC-7 had to be the first to go, being least suited for such assignments. One of the last timetables to show the Seven in passenger service with United, the February 1, 1963 timetable shows the aircraft toiling on routings such as Seattle - Portland - Reno - Sacramento - Los Angeles.

Certainly the fate of the DC-7 was much the same with non-US carriers as it was with those in the US. By August 1, 1963, Alitalia's DC-7C's, which only a few years earlier were operating between Europe and North America, could still be found on the North Atlantic, although with pallets onboard rather than passengers. The remaining passenger services were a once-weekly service to Africa, and a small number of domestic flights within Italy.

In KLM's November 1, 1962 timetable, there is still a number of DC-7C passenger operations on the North Atlantic, supplementing the DC-8 schedules. But having been squeezed off many of the longer hauls, the 7C's were also operating services from Amsterdam to such European destinations as Frankfurt, Nice and Milan, routes better served by KLM's Viscount or Electra fleets.

Upon delivery of DC-8's to SAS, the carrier quickly put the jets on the Polar Routes and other long haul services, which had been the responsibility of the 7C's. By April 15, 1963, the 7C's were operating regional services within Scandinavia, keeping company with SAS's fleet of Convair 440's.

Similarly, JAL had replaced its DC-7C's on international services with the much faster DC-8's and Convair 880's. By August 1, 1962, JAL's DC-7C's operated a once-weekly cargo frequency across the Pacific, and passenger services from Tokyo to Osaka and Sapporo as part of the carrier's domestic fleet that also included DC-4's and -6's.

The DC-7 was surely a shooting star in history of air transportation, shining brightly as it burst onto the scene in the mid-1950's, only to fade away quickly only a few years later. I would guess that the average service time of a DC-7 with its original owner was probably in the neighborhood of 10 years, possibly less. A rather short stint for an aircraft that was technologically sound and popular with operators. (In fact, of the 13 airlines presented here, 10 ordered the DC-8, testimony to the fact the most airlines were pleased with the Seven.)

David Keller

EFFECTIVE NOVEMBER 1, 1953

AMERICAN AIRLINES

AMERICAN AIRLINES, Inc.
AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE

ANNOUNCING

THE NONSTOP
Mercury
FIRST NONSTOP SERVICE COAST TO COAST

LESS THAN 8 HOURS
NEW YORK
TO
LOS ANGELES
on AMERICAN'S new
DC
FLAGSHIP

AMERICA'S LEADING AIRLINE

American Air Lines - November 1, 1953

Effective October 27, 1957

BRANIFF

International
AIRWAYS

Largest - Quickest Airline Serving the Heart of Both Americas

Fly **ON-TIME**
ON BRANIFF

Braniff - October 27, 1957

What Is It?

By Ken Taylor

keebeetay@aol.com

There have been several very interesting letters and emails since the last issue of *The Captain's Log*.

From the Internet, a note from Scott Perrin with reference to wing IK-5 in the Fall 2003 issue. He writes, "IK-5 is probably a non-airline promotional gimmick. BLAUPUNKT, whose name is at the top of the wing, is a maker of stereo systems for automobiles and Velocity is the name of one of their product lines." Scott adds that he has seen a parade float to promote Velocity products. Where and how the wing is used is not known; it is not an airline item.



Scott also identified the "FS" wing along with postcard collector Leonardo Pinzauti. Leonardo wrote that when he turned to page 29 of the Summer 2003 issue of *The Captain's Log*, he was shocked to find a picture of the FS winglet which is a cap badge of the old Italian State Railway (FS - Ferrovie dello Stato).



In the same issue, and shown again here, is a picture of an unidentified wing with the letters "A B C" on a diagonal, upper left to lower right, on the spreadwing eagles breast. Recently, at a flea market, I found a belt buckle with the same "A B C" eagle and the inscription AMERICAN BOWLING CONGRESS. Again, not an airline item.



A lengthy letter from long time member Hector Cabezas of Frankfurt, Germany, with some items identified from back issues of the *Log*.

FTC - Federated Timber Company of South Africa. No date or place name was given.



BAILLO WORLD, also of South Africa. Again, no further information.



SOUTH AFRICA NATIONAL PARK SERVICE. No further information.



Several months ago we included a picture of a wing with a green circular center with two outstretched wings, the word LUBOA with two diagonal lines in the 2 to 8 o'clock position, and, below, the word ALLIED.



(Continued on page 24)

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

The DC-7 and its variants, DC-7B and DC-7C, flew for about 10 domestic carriers along with a dozen or so foreign operators. With a service period of the middle 1950s to the late 1960s, a bit of guesswork has to be performed in most cases to determine the dinnerware which might have been used on this aircraft.

However, a few exceptions exist, as American Airlines operated most of their DC-7s in what they called "Mercury Service"; an all first class configuration. Special glassware with the Mercury logo was used. Panagra also had special logo glassware for their "El Inter Americano" DC-7 flights. Eastern issued special "Golden Falcon" glasses, although they were promotional pieces rather than onboard items. Delta's DC-7 "Golden Crown" service featured nice linen napkins, giving not only the name of the service, but also the DC-7 designation! United's casseroles were marked on the bottom as DC-7 service, and also dated, both features a rarity on airline china.

Due to lack of information on foreign carriers, I've limited my illustrations to mostly domestic carriers with which I can identify DC-7 usage with some degree of certainty.

The DC-7 theme of this issue presented a bit of a challenge in that I not only had to identify who flew them, but also when, and they try to extrapolate what dinnerware was or may have been used on such craft. *Airliners Magazine* Editor Jon Proctor was of immense help, as was Duane Young, WAHS President. George Cearley's splendid series of paperback books on various carriers help fill in the gaps with their voluminous illustrations of aircraft and memorabilia.

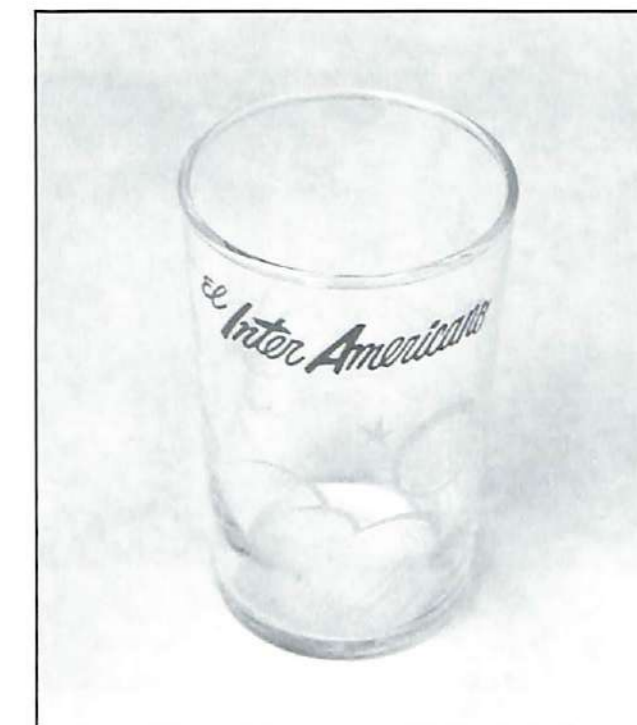
Now onto the dining service items!

American used this special glassware on their DC-7 Mercury First Class service. The markings are dark blue.

Panagra glass from their DC-7 El Inter Americano service. The marking is in red, and there are white shaded clouds on the lower part of the glass.



American Airlines



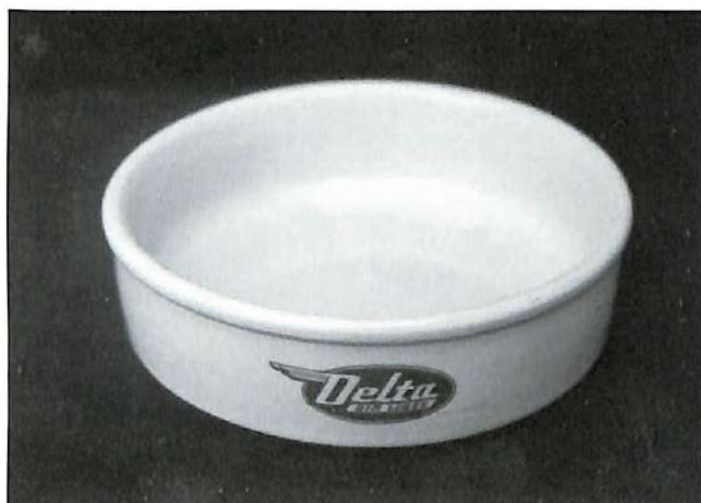
Panagra

Northwest had this heavyweight china, made by Mayer, in use in the late 1950s to late 1960s era, and likely used on the DC-7 craft. The markings are in dark brown and depict scenes from many of the locations to which NW flew.

A Delta "dog dish" with the "Flying D" logo in dark blue. The china is a tan color, IncaWare made by Shenango China, Co. It is date code the last half of 1950, but doubt in use for several years. Numerous examples abound of plastic ware with the "Flying D" logo on the bottom, but it is likely that this ceramic piece would have been used for the hot food entrees on the upscale "Golden Crown Service" flights.



Northwest

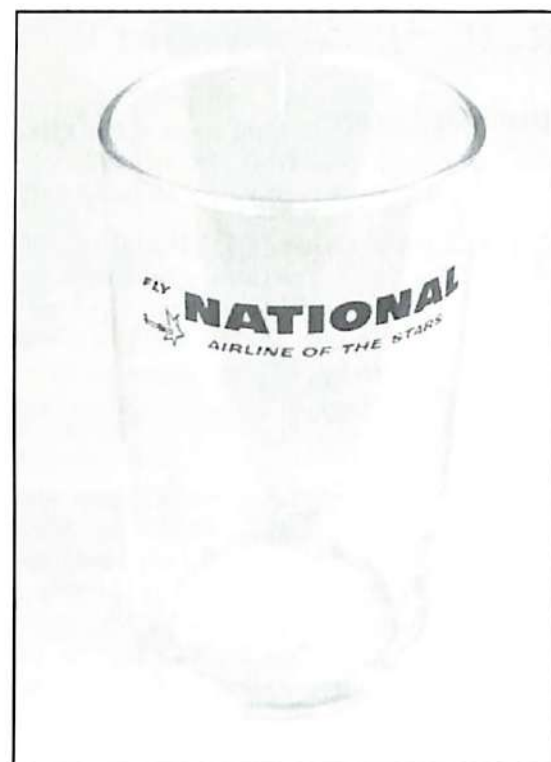


Delta Air Lines

A pair of United coffee sets dating to the early 1960s; on the left has markings in silver and has no manufacturer's name on the bottom. On the right is the elegant Debonair Silhouette China made by Syracuse with gold markings. (Below)



National's DC-7s bore the "Airline of the Stars" slogan as does this cocktail glass; the markings are in dark blue.



National Air Lines

A pair of Eastern "Golden Falcon" glasses with a slight variation in the markings between the two. The Falcon logo is in gold as is the thin line around the name. Lettering is in dark blue. The "Golden Falcon" name was used by Eastern first for the DC-7s and later for the Constellations and Electras.



Eastern Air Lines

These are some of the 20 or so different United glasses with the early 1960s shield logo which would have seen DC-7 service. Some have white markings; others are frosted.



United Air Lines

Panair do Brasil used fine china as exemplified by these two demitasse sets. The older set on the left is by Schmidt of Brazil and has gold markings. On the right the set has gray trim and is made by Rosenthal in Germany. The wing globe logo is a giveaway that Panair was at one time a Pan Am affiliate.



Panair do Brasil

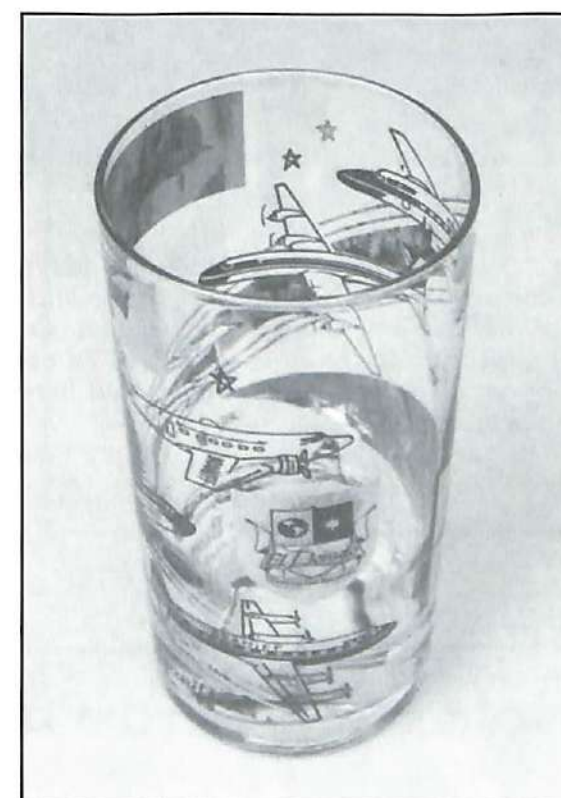
A hard blue plastic lid with the United shield logo keeps the food hot in this light blue casserole. Made by Hall China, it bears a very useful imprint: "UA DC7 9-58". Seldom do china markings give us this much information!

Braniff called their DC-7s the "El Dorado" and issued this fancy glass with the logo. The planes are depicted in a smorgasbord of gold and black.

This heavyweight Pan Am sauce boat is typical of china used in the late 1940s to mid-1950s era. The wing globe logo was in its final years. With the introduction of the jets, the "basketball" globe logo was introduced. The piece shown here was made by Walker China Co.



United Air Lines



Braniff-Above Pan Am-Below



Technically not a dining service item, this 8-inch square ceramic ashtray depicted Braniff's DC-7 El Dorado logo in red, blue and gold.



Braniff

Delta's "Golden Crown" DC-7 service advertised steaks cooked to order and flowers for the ladies as some of deluxe amenities. The "Golden Crown" symbol appeared on the tails of the DC-7s as well as the bright gold linen napkin illustrated here; the marking is in dark blue.



Delta Air Lines

Here's to fine dining on your next flight!

Dick Wallin



(Continued from page 20)

Hector has done considerable research on this wing having seen a similar wing in the Dick Koran Collection listed as Canadian. Most, if not all, of Hector's research points to Nigeria and Africa as the source of the wing, but Hector is still not satisfied. Do you have any ideas?

If you're not acquainted with him, Hector Cabezas is the curator of the Aviation Museum at Frankfurt Airport. Hector is also seeking information on the Martin 404 aircraft, in particular, Martin 404 N636X. He has followed N636X from manufacture and delivery to TWA on July 16, 1952, registered at N40429, named "Skyliner Peoria." The aircraft was sold to California Aeromotive Corp. in 1959 and then resold to E. F. McDonald Inc, James, McAlister, Montex Drilling Corp., Airworld Inc., Whitesell Construction Corp., Joe Simpkins Oil, Tiffany Industries, Phase II Inc., Sun Wind Inc., and Skylease Inc. of Wilmington, DE. Can anyone place at date on any of the ownership transfers? Do you have any further information on this aircraft? Please contact Hector Cabezas, Wendelsweg 6, D-60599 Frankfurt, Germany and the editor.

As a final word, please do not fold or bend the pictures that you send me!

Have a question? Have an answer! Write me!

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*Room Reservation must be made by
Tuesday September 17, 2004
with show rate

Sticker Chatter

By David A. Rowe

Here's another selection of labels from around the world for your viewing pleasure!

1. TWA provided this Child Care sticker in red and white colors. Henk Heiden.
2. WELCOME of Austria fly Do-328 aircraft as shown with this purple and yellow example with black, white and blue borders. The Flying Dutchman again!
3. CITY CONNECT of The Netherlands lasted just a few months. Red, white and blue aircraft with colored background. Henk yet again.
4. CANADIAN NORTH BIL in yellow and white on dark blue. Lovely! Ken Taylor.
5. CAPE AIR/NANTUCKET AIRLINES BIL, blue on white. Frank Lichtanski.
6. BRITANNIA SWEDEN is a subsidiary of Britannia Great Britain. Red, white and blue.
7. AMERICAN EAGLE in red and blue on a white background. Snazzy! Bill Demarest.
8. HORIZON CRJ 700 with black, white and brown colors. White words, blue background. Bill strikes again!
9. INDIAN AIRLINES Airbus in white and orange, grey background, silver words on dark blue.
10. ETHIOPIAN AIRLINES has constantly issued labels over the years. Multicolored from Dave Cherkis.
11. BANGKOK AIR flies Boeing 717s. This label from the recent World Travel Mart in London. Multicolor.
12. PGA PORTUGALIA issued in German for a change. Basically white and blue.
13. ALASKA AIRLINES - a pretty little sticker. Multicolored aircraft on white background with black words.
14. LOT Polish Airlines frequent flyer item. Yellow, blue and white on pink.
15. TAA of Australia is an oldie that just came to light. Black and white 727, white "Fly TAA" etc. Black bottom words. Orange background.
16. MORTON AIR SERVICES was taken over in 1968 by British United Airways. This gummed label just surfaced - lucky for me! Black on cream, gummed.
17. PAN AM destination labels - one of four recently bought for my collection. All multicolored with peel-off adhesive face, obviously for glass. Other labels show California, Miami, and Florida. Any idea if these labels are from the original Pan Am or the current version?

DC-7 LABELS - "GOLDEN OLDIES"

Naturally, labels showing this issue's theme aircraft, the Douglas DC-7, are far and few between. Here are a few examples that I managed to track down from my collection.

18. UNITED AIR LINES in red, white, and blue.
19. DELTA AIR LINES - this is actually a baggage tag, but is probably the nicest I have. White words, green statue, red and yellow buildings, green background, and gold outer rim. Gorgeous!
20. AMERICAN AIRLINES Royal Coachman Service in red, white and dark blue.
21. AMERICAN AIRLINES again for their Mercury Coast-to-Coast service. Red, white and blue.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

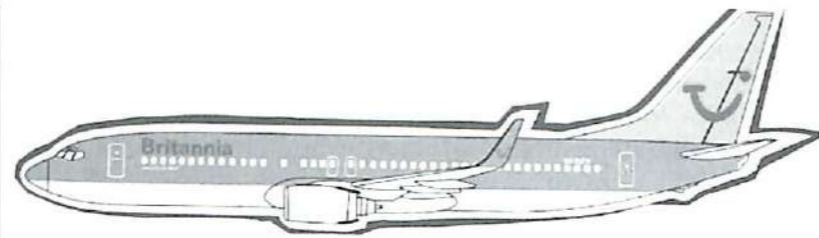


Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10



Fig. 11



Fig. 12



Fig. 13



Fig. 14



Fig. 15



Fig. 16



Fig. 17

"Golden Oldies" - The Douglas DC-7



Fig. 18



Fig. 19



Fig. 20 Top

Fig. 21 Bottom



Aviation Postage Stamps

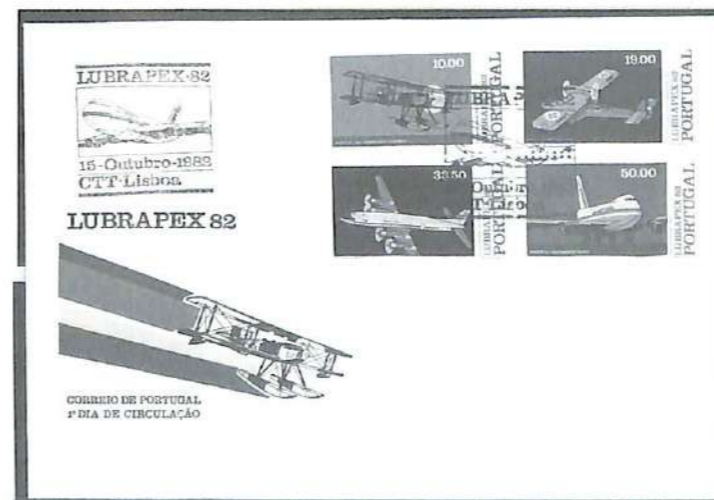
By Jim Edwards

Douglas' DC-7 aircraft is well represented on postage stamps from European and African countries. Here are some examples from my collection.



Issued for NORWEX '80, an international postal exhibition, this 1979 set from Norway includes the SAS DC-7 'Reidar Viking.' (Above)

Panair do Brasil / TAP DC-7 is featured on this stamp from Portugal in 1982 to honor LUBRAPEX '82. Set also includes a TAP B747 stamp. (Below)



This stamp from Denmark commemorates SAS' first polar flight with the DC-7C in 1957. Issued in 1981.



"Aviation In South Africa" was the theme for a set of 25 stamps issued in 1993 by South Africa. Includes this DC-7 and SAA B707. (Above)



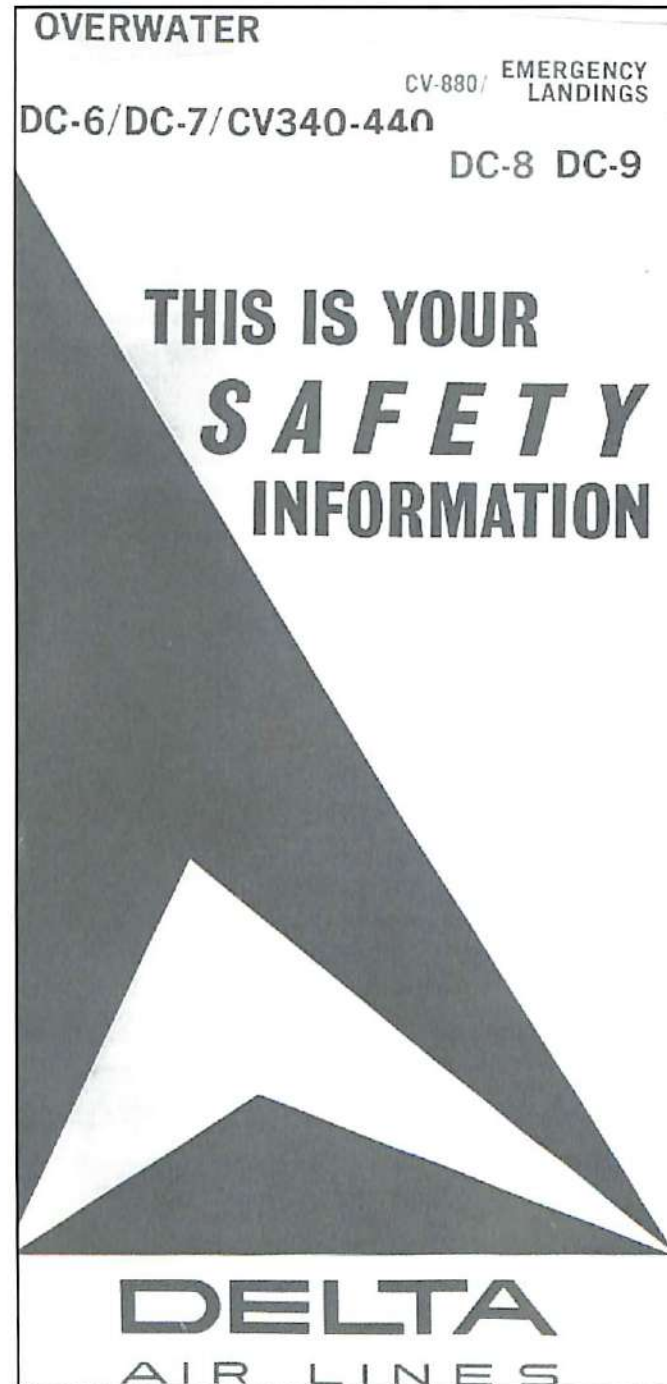
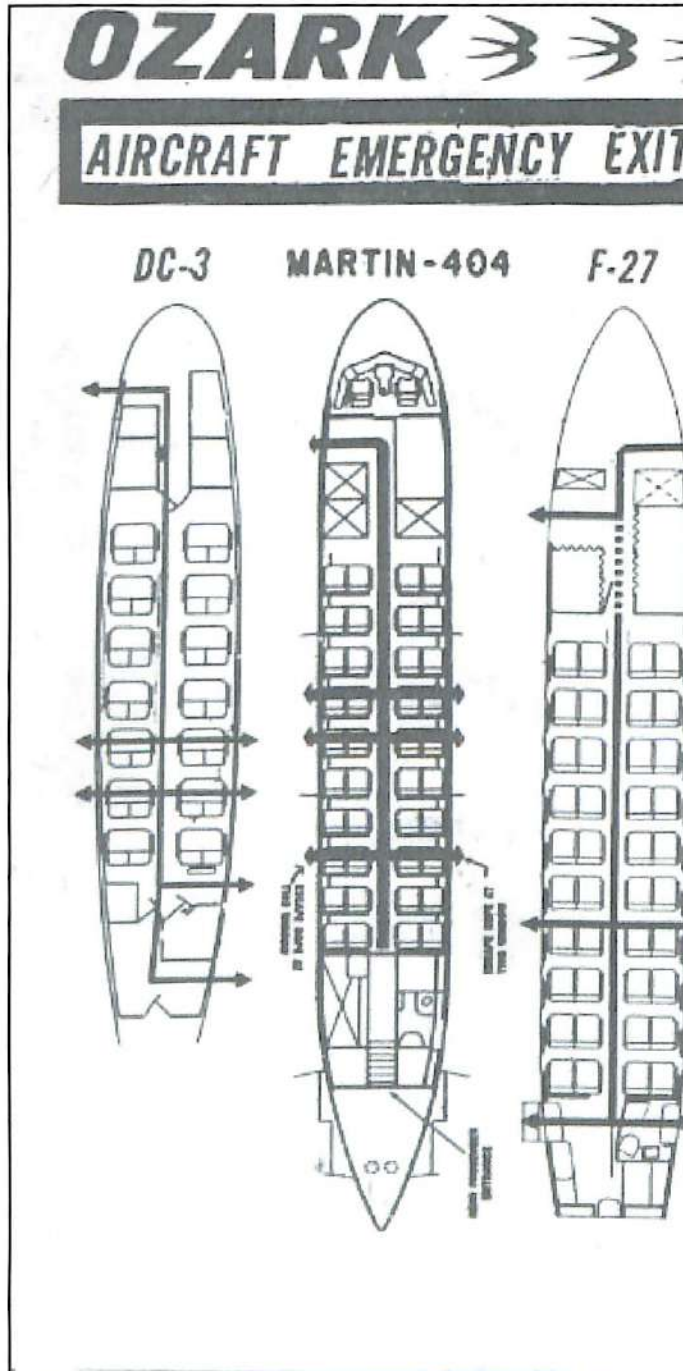
Larger example of the Panair DC-7 shown at left.

Safety Cards!

By Todd N. Helm

thelm@alvinskeys.com

The era of the DC-7 was also a time when the airlines used one safety card for various types of aircraft. Because of the risk of passenger confusion this is no longer a common practice.

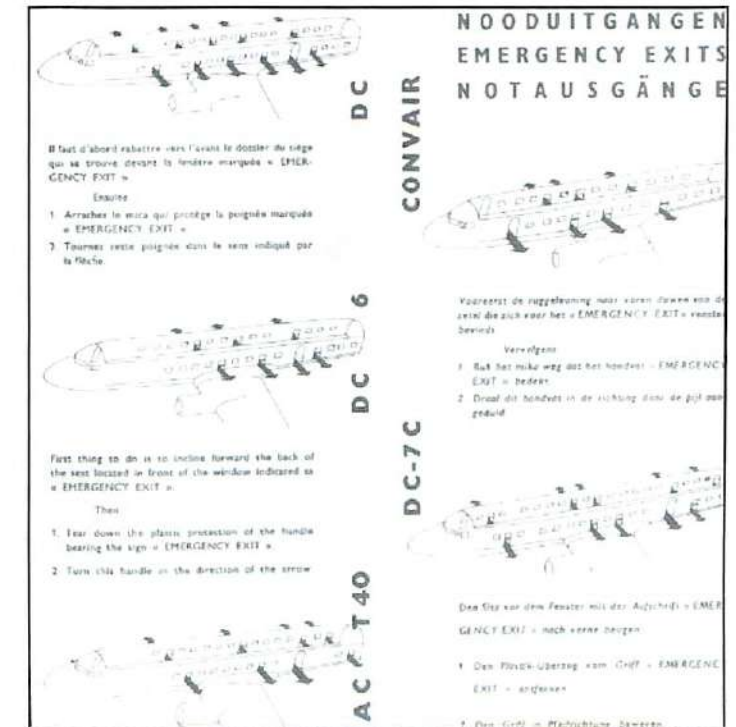
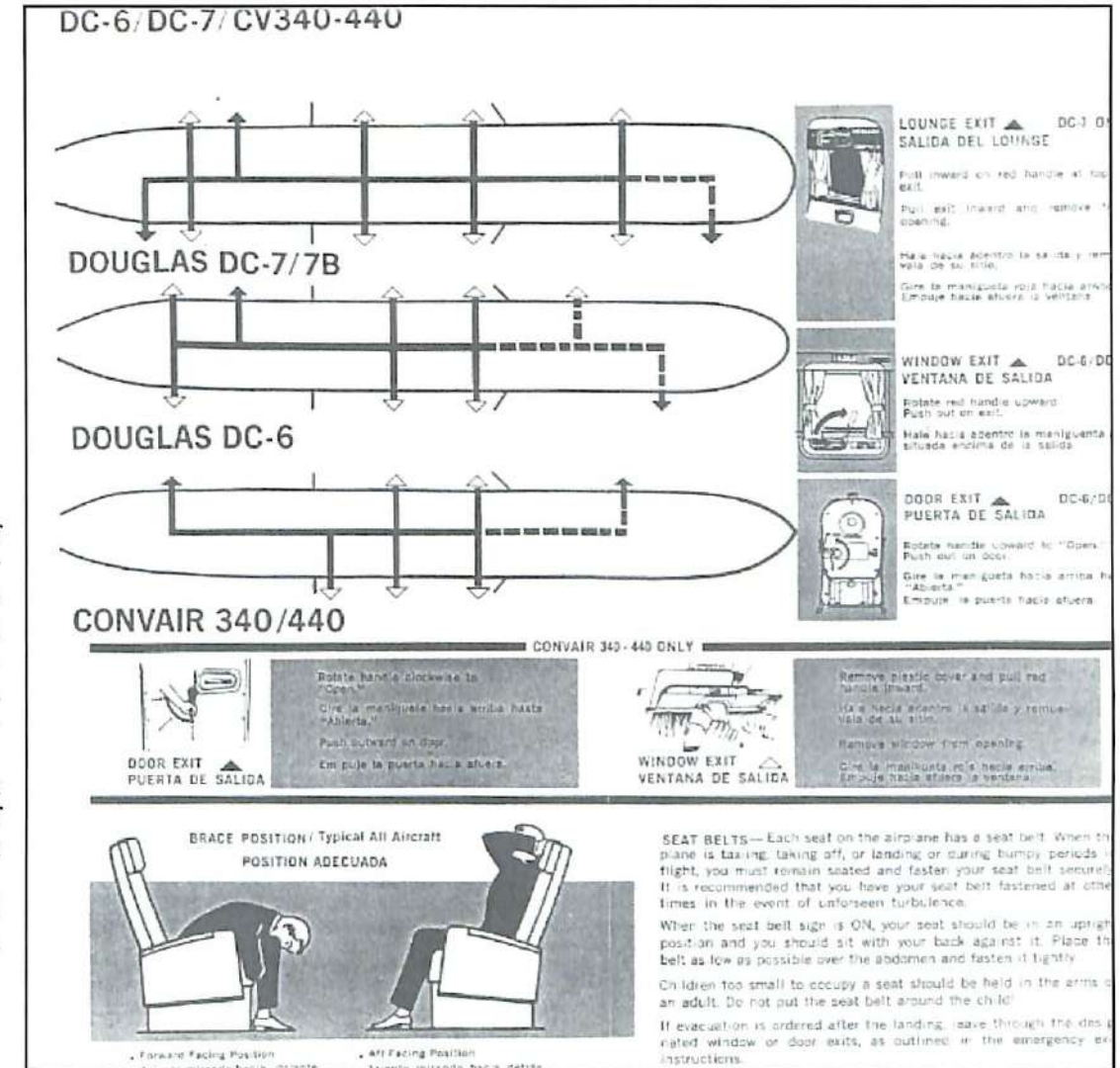


Our first example is a **Delta Air Lines** fold out pamphlet. Included is not just prop liners but the introduction of their jet fleet on the brochure. There is not a date shown on this; however, there is a form number of 0412-80184 and is printed in red, white and blue.

The era of multiple aircraft on one card and usage of the cards, besides safety information is found on this example from **Ozark Air Lines**. The card was used on board their DC-3, Martin-404 and F-27. The reverse side of the card was also a "Seat Occupied" card. The card is printed in Green and White and although there is not a date the form number is OP-65.

Delta Air Lines —
Insert With Different
Aircraft Types (Right)

SABENA had a lot of information in their "safety booklet". The information ranged from Air-Auto Plan, the Lady SABENA Club and aircraft statistical information. Buried in this booklet was the diagrams of the various aircraft including the DC-7C. The brochure, printed in Belgium is dated 11-55. (Below)



This'N'That

By Peter W. Black

SAMOANCLIPPER@netscape.net

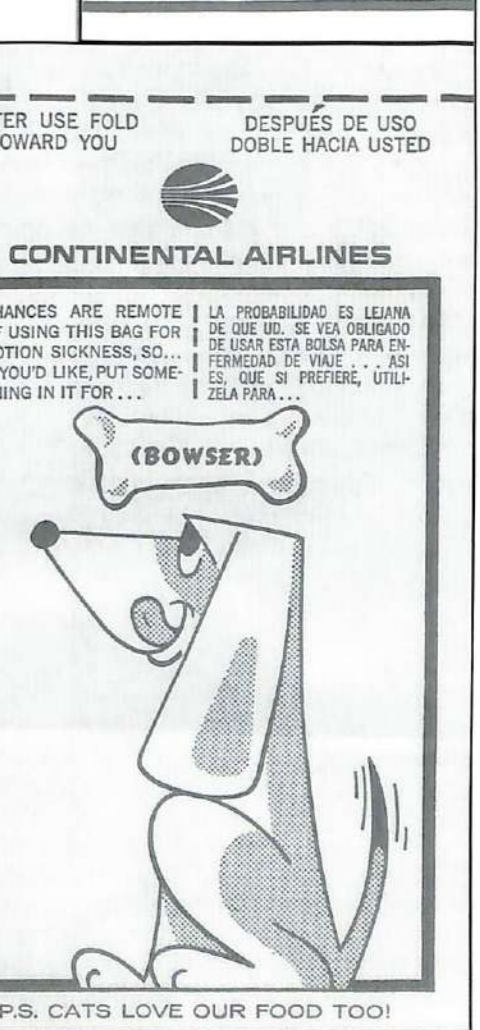
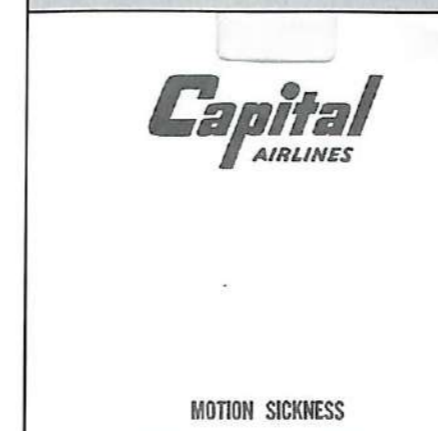
Nobody remembers when the first "motion sickness container" appeared on an airliner, but it was probably in the late 1920s. The earliest of these were rigid, cylindrical containers about 4 inches in diameter by about 7 inches high. They were usually plain white, but a few were decorated. They were waterproofed with a wax or varnish lining, and resembled an ice cream container of today, complete with a tight fitting lid. These were carried on metal holders, usually under seat cushions or attached to the cabin wall or in the overhead hat racks. Very few survive to this day. In fact I have never seen one in a private collection. These were usually referred to as "burp cups."

In the mid 1950s, the now familiar paper barf bag replaced the cups, and have changed little over the years. The early bags were somewhat larger than those of today, but most were plastic lined with wire "wing" closures on the top. Recently, plastic has started to replace paper in some parts of the world. Many North American airlines now use bags with no airline identification; some are just plain white. Delta and Continental are the only major U.S. carriers with identifiable bags! Fortunately for collectors, the majority of the world's airlines still have logos on their bags, and revise their bags from time to time.

The lack of early cups or bags probably stems from the fact that they were deemed not collectable, nobody would want them. Times change and today there is a small but growing group of collectors, mostly in Europe. (I have traded bags with a number of American and Canadian collectors, including one in Alaska.) Several collectors have elaborate web sites showing their collections, traders, etc. Visit www.bagophily.com and "www.vomitorium.freereserve.co.uk" to see 2 of the best sites.

There have been many jokes about "used bags" and while I have found a few used bags in seat pockets, all have contained the same thing: used chewing gum! A few bags from my collection are illustrated.

HAPPY COLLECTING!
Peter



Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net NEW EMAIL!!!

The Douglas DC-7 Postcard Parade

Donald Douglas probably had it right. He was hesitant to mate the Wright Turbo Compound R-3350 engines to his airframe. But to hear a late friend of mine here talk of his Dad, a very senior pilot/engineer by the name of M.G. Beard, he announced to his cohorts as Douglas was walking by their meeting room at the Douglas facility in Long Beach ... "well fellows, I guess it's time for us to go over and see Clarence Loughead and see what he has to offer!" (Editor's Note: Loughead founded Lockheed Aircraft.)

That did it. Douglas caved in, 338 DC-7's were built in all - and didn't last long. The Brits tried to make it with the long range Britannia turbo-prop (after the Comet 1 disasters) but the Pan Am Jet Clipper was truly just around the corner.

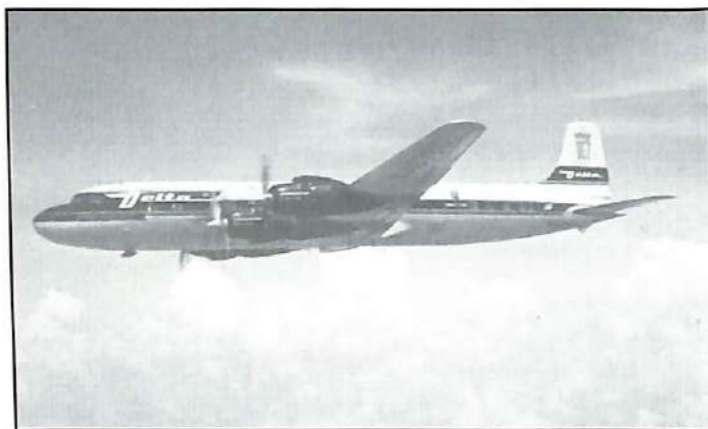
Pan Am's DC-7B came into play just as I joined the company in 1955. And I had an opportunity to take an EAL DC-7B flight IDL/IDL for airline employees. This was probably to instill confidence in selling the aircraft to the public as it was truly unnerving to see all the flames coming out of each engine exhaust.

The reason I start with probably THE most common airline post card around, the 3-1/2" x 5-1/2" four color drawing of Eastern's DC-7B over Miami Beach is that I picked it up on that flight, back in Summer 1955!

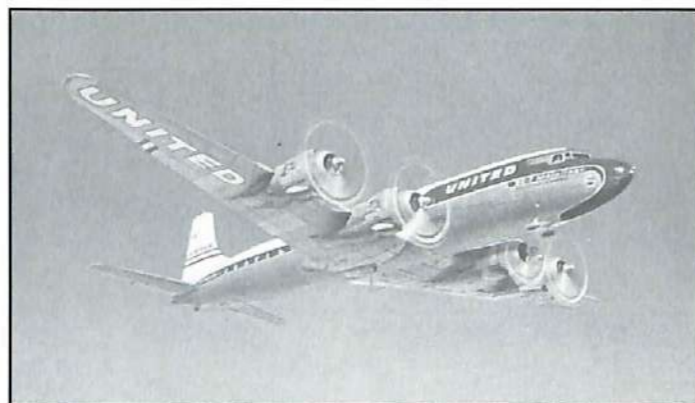


I've been privileged to fly on Delta's DC-7 from Indianapolis to Detroit Metropolitan. To see another

of theirs collapsed (main landing gear) on IND's main runway at the time was not thrilling. I was never impressed with how the carrier maintained the outward appearance of their airliners way back in the early 60's. This company card is numbered T-106-500M.



Had to fly IDL/SFO one night on a UAL "red eye" DC-7 for a Pan Am sales meeting in the late 50's. Boy, did I think I was a big shot. Small world story on that flight in that I ran into a UAL employee returning home after a New York party weekend whom I knew in the U.S. Army in Germany a few years before. Here's a wonderful company card, CA650, followed by the first of numerous LAX airport cards, P20379, a "Plastichrome" issued by Mitock & Sons. Truly a period piece.



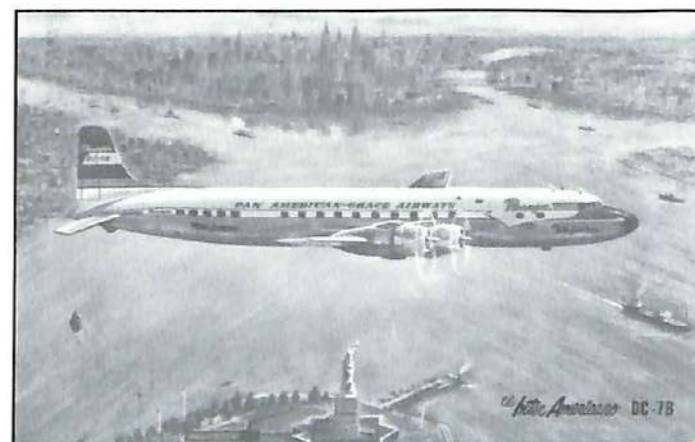
Following is an American DC-7 just about to start in a cloud of you know what at LAX (another Mitock "Plastichrome" P20376) followed by a further AAL DC-7 shot with passengers boarding at LAX, by H.S. Crocker "Mirro-Krome", LA-1095.



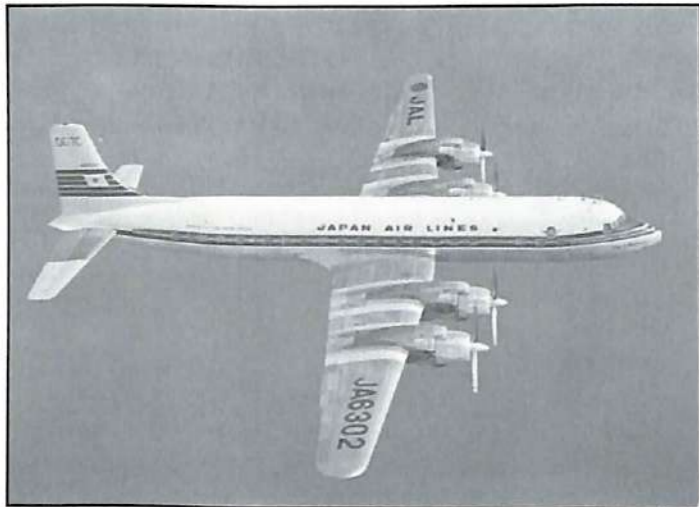
I flew on one of Northwest's DC-7C's Detroit/Idlewild on June 19, 1961. Here's a fine MSP card, manufactured by Dexter Press, published as E-15 by No. Minnesota Novelties 63228-B. I overpaid, I guess, when I bought the card from Fred Erdman in 1980 for 50 cents.



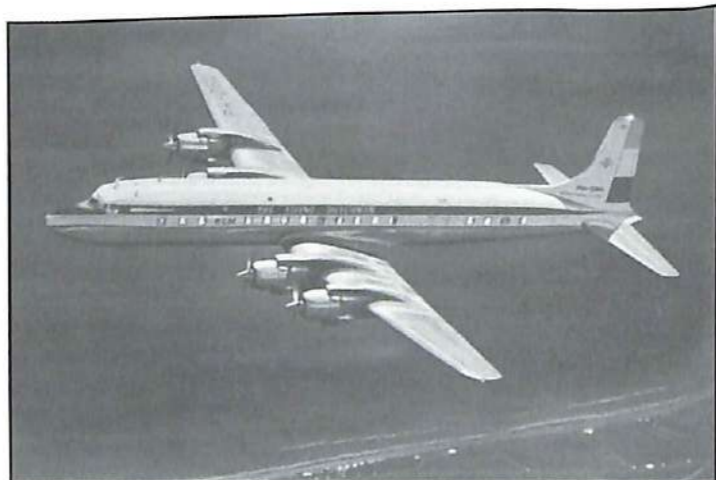
Next up are these 3-1/2 x 5" four color company cards. National's DC-7B (N62018), Braniff's DC-7C in its rakish red, white and blue drawing and Panagra's perfect *El Inter Americano* over the Statue of Liberty (drawing).



I flew a JAL DC-7C from Haneda to Osaka once but was so tired from the trans-pacific DC-8 flight that I don't remember a thing. Here's a magnificent 4" x 6" company card of their JA6302 aircraft.



Other DC-7C 4" x 6" cards to offer from around the world include the Alitalia drawing of I-DUVE, the black and white company card of the same aircraft, a great Zurich shot of Swissair's "Seven Seas", with another 7C of KLM's in the background, followed by Thijs Postma's wonderful artistry of KLM's PH-DSL published by our friend Dave J.G. Prins (Skyliner Graphics No. 8).

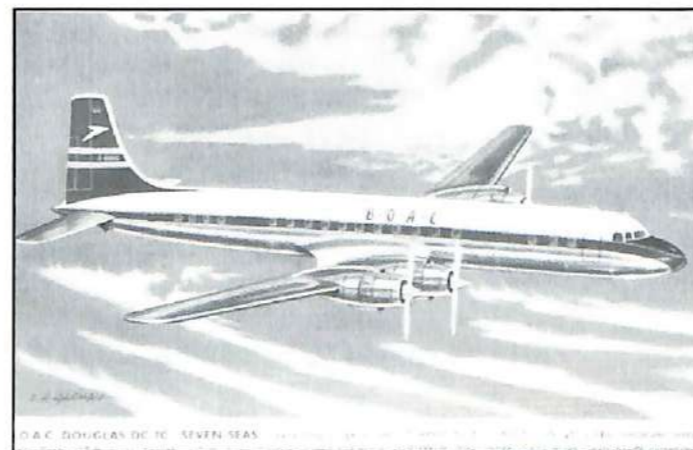


And now back to 3-1/2" x 5-1/2" DC-7C cards, here are three back and whites, a company card of KLM's (apparently), Nr. 875 published by KLM Aerocarto from Schiphol, a Bridgehouse (England) real photo of Sabena's OO-SFA (520592) and an Echte foto (#859) of the DC-7C in Douglas' original livery. I believe the original color was brown. Can anyone confirm that?



For four color work, let's add a Salmon Card, Nr. 5459, a drawing of BOAC's Speedbird, another Mirro-krome (LA-1097) from Los Angeles, this being SAS' DC-7C immediately prior to boarding probably for their trans-polar route, followed by Mexicana's DC-7C at LAX, with passengers disembarking (Plastichrome's P22745, again distributed by Mitock & Sons).

P22746 follows at LAX as we watch everyone disembarking from Continental's DC-7B N8212H. What a great series by Bill Eccles, presumably the photographer at LAX much like Enell in New York City. A final Continental company card bringing up their rear-end, i.e. the back of the aircraft wonderfully fitted out as the lounge. How wonderful it used to be; look at that comfort, *regardez la food*. And everyone all dressed up. Where did we fall off the boat, folks? Card #7C-K1398. A Curteichcolor air mail card.





And the first shall be the last, with Pan Am's DC-7B company card (Latin American Division M-253). This aircraft came out in the original livery and the global insignia livery has been brushed on good, old N776PA. And then, of course, the great "staged" N734PA of the carrier's DC-7C fleet as the happy carefree couple prepare to depart. This is actually a Plastichrome card, Nr. P22001. Hence, there's some question as to whether it was a company card or not. I rather doubt it.

I flew numerous times on Pan Am's DC-7 B/C fleet within Europe and the Middle East and probably transatlantic as well. The memorable one was aboard our DC-7CF freighter FRA/BRU/LON Heathrow. Maurice Fitzgibbon (Pan Am's Atlantic Division Cargo Sales Manager) and I actually wandered around the Brussels terminal building in the middle of the night but never cleared Customs. But Her Majesty's officials made sure we did so upon arrival in London even at that ungodly hour!



Hope I didn't keep you up too long!

Happy Collecting!

Van



U.S. Airline Industry Museum Foundation INC.



2 Parkplace Court
Dothan, AL 36301-2100

www.airlinemuseum.org
(under construction)

E-mail:
AirlinesMuseum@aol.com

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(334) 702-1010

Aircraft Modeling

By Ken Miller
ozmiller@sbcglobal.net

The Revell 707 Kit

By Ken Miller And Michael Bludworth



Revell's 707 kit has been around for ages and builds into a nice 707-120. Revell has released many variations on the kit, though often times Revell marketed the kit as a version other than the 707-120. Building the kit myself has been a great opportunity for me to learn the many variations of 707 types and to see how Revell has stretched reality with their kit.

Some big variations between the different 707 versions are fuselage length, turbojet or fan engines, tail height, and ventral fins. There are many more variations, but I mention these because Revell has offered their kit with different engines, short or tall tails, and with or without the ventral fin. The fuselage length has stayed the same in all kit releases. No matter what version you get of the Revell 707 you get the plastic to make a 707-120.

Michael Bludworth has organized all of the different releases to make some sense out of them.

1. 707-120 1958

In this issue (the original), we have the windows partially recessed down the line, and there were a couple of spotting errors in them, particularly in the addition of three "lounge" windows after the aft doors. These windows never appeared on production aircraft. The cockpit windscreen was lacking, but the frames were molded in. It also came with the early short fin, a molded in VHF fin antenna,

and water burning P&W JT-3C turbojets. Remember these details, please.



2. 707-120B 1961

This issue came with the new P&W JT-3D turbofan engines, a tall tail with the VHG antenna and a small ventral fin. Decals were updated to reflect "Astrojet" status. No change to the windscreen or the cabin windows. This version was released in many guises over the next 4 decades. My release actually has the registration for an American 720B so the fuselage could be shorter.



3. KC-135 1958, 1982

This was the first major remake of the molds for this kit, and we first have to remember that this is a 707, NOT a KC-135, so all important dimensions are off, except for the wings and engines. What's important here is that the windows is gone, but the windscreen is still framed. JT-3C engines, then later, JT-3D. Again, later, a tall tail and always, ventral refueling gear (which is a little large). But is not, I repeat, not, a KC-135! Never was -never will be! Revell did create a different fuselage mold for their KC-135 issue. You can see that fact on the inside of the port fuselage half, where the statement "passenger 707" or "KC-135 tanker" is present. This little wording is still present on the last KC-135 issue, and on the present "720" reissue.



4. E-3 USAF 1982, et al

The real E-3 is based on the larger 707-300 airframe, so, once again, this is way off the mark in a lot of ways. The Rotodome is very nice, and if you put it on one of the new Minicraft 707 kits you'll have a nice E-3. Ditto for the decal sheet - this is a conversion really worth the time, if you are so disposed. The cockpit windscreen is now a clear piece that you insert (which is good). The tall tail is molded in as part of the fin, and JT-3Ds (the military called them TF-33) engines are provided.



5. 707-320B Lufthansa 1982, et al

This is a Revell/Germany issue, and once again, since this is not a -300 kit, it's wrong in all dimensions, since the basic passenger mold is untouched. Still no windows though, and the windscreen is still the clear piece. JT-3Ds; tall tail molded in.

5B. 707-320B Varig

I also have a Revell of Brazil release that came with Varig markings. A little research found that Varig never operated the -120 version of the 707 so the kit wouldn't be accurate. A check of the Hannants website found a Brazil 707-320 decal for Varig and a purchase of a Minicraft 707-320B kit with its longer fuselage will fit the bill for a more accurate model. The artwork on the Varig decals that came with my Revell kit is horrible anyway.

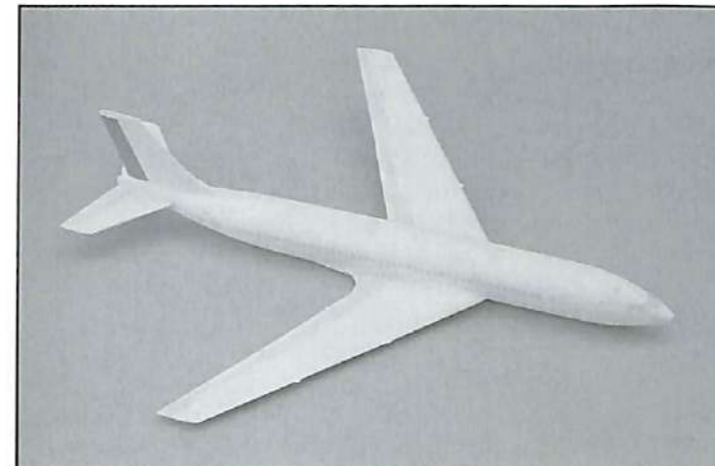


6. 720 United 2002

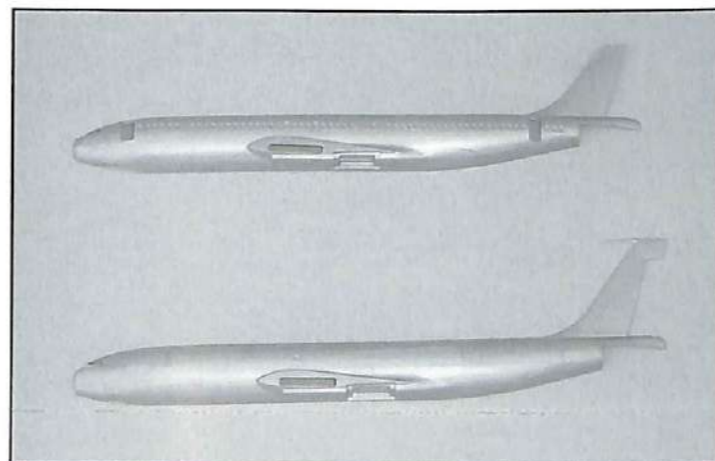
The latest release of the kit in 2002 is a United 720. You get the turbojet engines once again. The unchanged kit fuselage is the length of the 707-120 and could be cut down to that of a 720. No mention of the 720 wing glove either. A modeler can choose to either add or ignore the glove. The Boeing 720 was a derivative of the 707, with few departures from the stock bird. Firstly, the fuselage was shortened by 40" aft of the wing and 60" ahead, which is noticeable, and the general airframe was lightened (which is not noticeable). Because of the lighter weight, the undercarriage was downsized, and there's a note. All the wheels in this kit are too big for any 707, and hence way too big for a 720, so you might want to replace them as a matter of course. On the other hand, the only tires that can readily be seen on this model are the nose gear set, so working on them alone will produce a better appearance. Note, however, that on the real thing, the nose gear tires did NOT change size; just the mains. Boeing also changed the inboard wing chord sections, which is noticeable, but I'm not going to that right now, since this kit isn't a 720 anyway. If you want to pretend this IS a 720, and scale it out, it turns up at about 1/133, which is way on the large size, so, unless you and the razor saw are in a good mood today, you're really going to build up an early 707-120.

The current Revell "720" kit seems like just another desire by Revell to capitalize on their existing molds, which it is. Trying to market it as a 720 is interesting, since it's unnecessary considering it's a pretty good 707 kit. Most interesting is that Revell DID go back and include the early JT-3C engines AND the short tail in the 720 release. This would be the first re-release of the these pieces in a kit since the original issues. There are nice parts to have, and they alone are worth the cost of the kit, since they could also go on the Minicraft 707 for more variant choices.

But Revell also appeared to have a desire to RE-release their *original* issue, but since they had modified the mold into the E-3, they felt they had to go back and RE-SCRIBE recessed windows into



the mold. And you know what? They didn't do a good job at it. The windows are much too rectangular and too close together. To top it off, the windows are ON the decal sheet too, so they are redundant. Ditto for the cockpit windscreen - it has returned as molded in framing with NO clear part! When they added the framing back, they also boogered the outline of the cockpit area. It doesn't look quite Boeing anymore, if you know what I mean! They should have left well enough alone and given us the E-3 mold with appropriate decals and details. Sadly, the decal windows are also angular rectangles, but it's hard to see. There are aftermarket decals just for windows, of course. I'm pretty sure no one but an airliner dork like myself would notice this defect.



It seems that Revell was intent on re-releasing a "historical" kit, but given the recent licensing trend of a certain DFW based airline, was unable to secure the use of their colors, like in the original issue, so.....we get a nice reissue of plastic from Revell, with some nice detail pieces, and a really nice set of United Air Lines decals. And even that is a story!

The decals are lovely, and once again, may be worth the price of the kit just for them! They do accurately depict the SECOND Boeing 720 delivered to UAL, N7202. The irony here, and like I said before proves that the people at Revell don't insist on kit accuracy, is that the added details are wrong for this bird! I suppose, after they failed to get the unmentionable DFW airline's permission to use their decals, they turned to UAL. But, alas, UAL never flew the 707-120 series, having started with the 720. Hence, the UAL 720 issue - "at least it's close" - I can hear the Revell national sales manager now!!

As a matter of detail, the first 720, N7201, was the ONLY 720 to NOT have a tall fin! All that followed did. N7201, after doing certification and demonstrator work, did enter service with UAL AND got a tall tail. UAL did not have fin antennas on their 720 fleet. So, look closely at your details before building another kit with those decals. The box art shows the tall fin and antenna, but the kit only includes the short fin AND the fin antenna, which should not be used. If modelers consult their references, they can mix and match the kits to find the parts they need.

Actual construction of the kit is pretty straight forward. The kit shows its age with lots of big rivets to be sanded. Some pretty good sinkholes to be filled as well but there is nothing impossible to deal with. The wings are a bit of a challenge with poor fit between the tops and bottoms. Both top and bottom halves do not extend the full length front to rear so there are some pretty big gaps to fill both on the bottom leading edge and top trailing edge. My solution with this particular build is to use lots of putty and superglue to fill the gaps. I haven't primed the wings yet so I won't know the final results yet. A disadvantage of the fit problem is that I've had to sand off all the detail from the top of the wing. Re-scribing it will be time consuming though not impossible. So far I'd rate the kit as pretty difficult but easier than a vacuform. It certainly is not one that can be finished by "shaking the box".

My motivation to build the kit was the American Airlines Lightning Bolt markings in my 1964 release. Unfortunately the kit decals have "browned" and are currently hanging a baggie taped to my window. Time will tell if they will bleach clear or not. I have my doubts. I also have a beautiful Liveries Unlimited set of Lightning Bolt markings with the later circle in the tail that I plan to use. I've located a set of the original Lightning Bolt markings as well in case the original ones are unusable.

Continued on page 44!

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

The DC-7 represented the end of one mode of flight and heralded the beginnings of the next age of passenger planes, the prop-jets. It was the last of the piston powered, straight wing Douglas built airliners. Lockheed was still producing the Constellation series with the Super G and Jetstream variations going to TWA and Eastern airlines as well as other international carriers. The Boeing Stratocruisers were being operated by United, B O A C, Northwest and Pan American, but they had not been produced in great numbers.

Douglas had produced two widely used four engine transports for the military and civilian fleets. Both the DC-4 and DC-6 had been successful. The company wanted to stretch this line just a bit more before the Lockheed Electra, Vickers Viscount and Bristol Britannia came on the scene to usher in the pure jet era. The DC-7 had more range and speed than the DC-6 and was picked up by many airlines to operate luxury services.

I remember that American Airlines began their Mercury Service which operated coast to coast and featured those wide, comfortable seats that are so rare these days. United Air Lines had a baggage label which advertised "Coast to coast in under 8 hours". As the last model of the DC-7, the DC-7C was placed in service, several airlines began referring to it as the "Seven Seas" model because it was such a globe spanning machine. SWISSAIR had that title painted on the vertical stabilizer, just below the red field with white cross.

I hope someone who lived in the New York City area in the late 1950s to early 1960s can tell me whether I'm accurate or off my nut with the following "memory". Back in those days it was a normal outing to go to Idlewild Airport to watch the planes come and go. LaGuardia Airport was much older and developed at that time, IDL was an adventure. It was still composed mostly of Quonset hut type buildings, with the walkways to the gates open to the weather in many places. It did, however, have the trans-Atlantic carriers with the largest aircraft and exotic destinations.

On one of these trips, I remember seeing a system which seemed to be a prototype of the modern jetway. Do I remember what actually existed or is this a figment of my imagination? American Air-

lines had a Mercury Service DC-7 with the engines running (I have a photo of this) and as I recall, the aircraft was moved sideways, to the right, away from a covered walkway which kept the passengers from the elements. The system, if it existed, had to have been unwieldy and quite expensive to shift the weight of the aircraft from right to left. I only saw that happen one time, so perhaps the system was scrapped as not worth the cost or aggravation. If anyone else remembers this system, please let me know.

With the advent of the prop-jet and pure jet aircraft, the major carriers competed to be first with the new equipment. The time worn DC-4s and DC-6s went first and were soon followed by the relatively low-time DC-7s. These planes found homes with the second level carriers and many charter companies. I have tried to include some of these airlines as well as some of the better known air carriers.

Happy Collecting!

Charlie



Japan Air Lines (JA/JAL)

This cap badge was used in the DC-7 era. The bullion thread is sewn on a dark blue backing, which is attached to a black band that went around the headband of the cap. The leaves are of gold bullion thread and the doves are in silver thread. The device in the upper center of the badge is in silver metal. It looks like a wing design. The chrysanthemum design at the bottom of the badge is composed of gold color sequins.



Trans Meridian London

A British freight charter operator formed in 1962. Both wing and cap badge are the sew on type and neither has a tag to identify the maker. Both are of gold bullion thread on black material. The center oval is medium blue with light blue latitude and longitude lines. "TRANSMERIDIAN" is spelled out in black thread on the white band. There are red thread highlights in the eagle's beak and talons. Could that have been a warning to potential competitors?

South African Airways (SA/SAA)
(Left)

I think that these insignia were in use during the DC-7 era. The wing is clutchback and of polished gold color finish. There is no hallmark. The cap badge is sewn to the uniform hat and is of gold bullion thread on black material. The central coat of arms on both pieces have the same design. The upper left show a woman holding an anchor on a background of red. The leaping animals in upper right are black in a gold field. The lower left is a green tree on a gold background and the lower right shows a gold covered wagon on a green background. The cap badge has a standing oryx on one side of the shield and a springbok on the other. A leaping winged springbok in polished silver is over the coat of arms. The scroll below the coat of arms is white enamel and proclaims "EX UNITATE VIRES" - "Unity is Strength" in gold letters.



BOAC British Overseas Airways Corporation

The pilot wing and cap device are of the sew-on type with gold and silver bullion thread on black material. The upper part of the wing design of the pilot wing has flat gold tape for the first inch from the center shield. The center of the shield is of blue material. The lion in the center of the cap device is in silver bullion thread. The lions in both insignia are showing red tongues.

The flight engineer ("E") and navigator ("N") brevets are of gold color metal. The center discs are blue enamel. Neither has a hallmark. They were mounted to the tunic by means of a split pin which passed through two lugs.



Shannon Air - Ireland

Flight attendant cap badge - Pilot Wing

A short lived (May 20, 1964 - March 31, 1966) passenger and cargo airline which operated DC-4 and DC-7 aircraft. Brass color metal with white and light green enamel. The white side is the globe and the green side represents King John's castle. The door to the castle is open and that went along with Shannon Air's radio call-sign "Gateway". No hallmarks on badge. Two clutchback pins used for application to uniform.



TASSA - Trabajeros Aereos del Sahara SA

A Spanish charter airline which operated into the mid-1960s. Wing is silver with blue enamel in the center triangle. It is pin back and hallmarked. The hallmark is not a strong strike and some letters are indistinct. What can be made out is "KISK" on one side and "MADRID" on the other.



Caledonian Airways

Founded in 1961, the company became British Caledonian when it absorbed British United Airways. It was itself absorbed by British Airways in 1988.

All insignia are of the sew-on variety without any indication of the manufacturer. All are of bold bullion thread on black material with a medium blue fabric in the center shield. The flight engineer brevet has a polished gold color metal "E" in the center. **More Wings On Page 47!**

(Continued from page 41)

Overall the Revell 707 kit is a good kit. It represents either a 707-120 or 707-120B. Revell has gotten many miles out of its mold and has released the kit as a 707-120, 120B, KC 135, E3 AWACS, and 720. If a modeler learns about the various 707 versions they can mix and match parts as well as chop the fuselage of the Revell kit to make a more accurate model.

References:

- 1) Revell's Boeing 720 Kit, IPMS Houston, Michael Bludworth 2000
- 2) Boeing 707 & AWACS Detail and Scale, Lloyd 1987
- 3) Legends of the Air #6 Boeing 707, Douglas DC8, and Vickers VC10, Wilson

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

For a collector of Junior Wings to write an article on the wings that were issued during the DC-7 era is very difficult as back when this airplane was in its hey day, records were not kept very well. About the only thing I can do is try to figure out which wings were issued during the 1950-1960 time frame as that is when this airplane was flying with a great many of the airlines.



American Airline was one for sure. Their first issue of a junior wing is one that showed the AA logo with the words Junior Pilot in a bar below. It is a metal wing and quite attractive.



Braniff Airways was another and they put out a junior that was a Stoffel wing but there were two varieties of this and the one that had the bright finish in the center was the first of their wings.



Continental Airlines put out one of the most attractive wings and this had their famous Thunderbird logo. A wing that was made of brass and actually had a decal center. Also very hard to find in good condition.



The Flying D junior wing of Delta Airlines was probably issued back during the DC-7 days. Very similar to other junior wings from Delta except that the letter "D" in Delta had an extension to the left of the letter, ergo, it is called the "Flying D".



A junior test pilot wing issued by Eastern Airlines would also qualify in this category. This is a very attractive wing of which this airline is the only one that ever used this design. In fact, they liked it so much; they made a Junior Pilot and a Junior Stewardess wing of the same design.



And certainly I am going to include Northwest Airlines in this article. They put out three junior wings that had the word Orient as part of their theme. The Orient was never actually part of the official name of the airline. Just used to as an advertising scheme to promote their flying to Asia. When they started into Europe, they just dropped this part of the name. Of the three wings, one was made in Hong Kong, one in Taiwan and the most common was as Stoffel wing.



And of course one of the all time favorite wings of this era was the Pan American junior that had Junior Clipper Captain as part of their design.

Very attractive and as usual, there was a matching Junior Stewardess to make this a pair.

There were many other airlines that flew the DC-7 that were not included here especially the non-U.S. airlines such as BOAC, KLM, Air France, etc. We can't cover them all. That's it and happy collecting! **Stan**

WINGS! BADGES!



SWISSAIR SR/SWR

SWISSAIR was the first European operator of the DC-7C.

The cap badge is a stamping in thin, gold color metal. There is no hallmark. The badge was attached to the fabric of the cap by means of thin metal tabs which were pushed through the cloth and then bent to hold the badge to the material. There are five tab locations on this badge. The two at the top of the upper leaves have only one tab. The other locations have two tabs.

The pilot wing is cast metal, in gold color, and much thicker than the metal of the cap badge. This is mounted on a dark blue cloth backing, which was sewn to the uniform. There are three two-prong metal tabs which hold the wing to the backing.

The flight engineer wing has not been mounted to a fabric backing. It has two metal mounting tabs as described earlier. This wing has been hallmarked "HUGUENIN LOCLE".

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Renew Your Membership!

If the label on the outside envelope shows '28-4' by your name, your WAHS membership expires with this issue of *The Captain's Log*. Please renew your membership by sending your check or money order to WAHS headquarters as soon as possible.

We appreciate your continued support of OUR organization!



American Airlines DC-7
Buffalo, NY- Postcard #30876

Slide Photography

By Joe Fernandez & Eddy Gual

jferna10@bellsouth.net
eddygual@bellsouth.net

SLIDE SHOWS ARE COMING TO TOWN!

Every year, in a number of countries, slide shows and conventions are organized. Whether it is in an international airliners collectibles show, or in someone's house, there is always a place where one can locally sell, trade, or just view wonderful slides.

For the serious slide collector, there are yearly official slide conventions, where the world's top photographers and collectors gather to trade and sell their work. In other words, a gigantic marketplace of slides. Many cities, such as Frankfurt, Munich, Paris, London, and Miami, hold these popular conventions every year.

Our 2004 Aviation Photography of Miami Slide Fest attracted over 100 different people from a dozen countries. The show began on a Tuesday and ran until Sunday. Miami is a very popular spot, not only for tourist attractions, but the local airports as well, which provide many points of interest for the photographer and spotter. The past show, with the help of our friends at Atlantic Models, was a very successful event. Everyone had a great week of trading and selling and a fantastic time at the slide show and auction.

For example, we opened the auction with a one hour slide show, which included eye-catching historical slides from Art Brett and Steve Pinnow's collection. We also had an action slide contest with winners Dave Campbell, Jeff DeVore, and Jay Selman, and several raffles for those in attendance, which included 2 full models from Atlantic Models, sets of slides from Joe Pries (www.auctiontransportation.com), and several framed prints, courtesy of Aviation Photography of Miami. Our first Person of the Year award was presented to Mr. Jon Proctor, editor of *Airliners Magazine*, for his years of service and help to the airline photo community. After the ceremonies were complete, the auction began with over 200 great slides shown, many of them being sold.



Action slide - First Place - Dave Campbell



Action slide - 2nd Place - Jeff DeVore



Action slide - Third Place - Jay Selman

Not only are the conventions and private gatherings great places to acquire wonderful original slides, it is also a time to meet up with good friends and give us the opportunity to travel as well.



Sometimes, before a local get together, we may visit places to do some slide shooting. Here (l-r), Eddy Gual and Dave Campbell, enjoy an afternoon of photography at the 2003 Stuart Air Show



Slide gatherings bring out well know persons in the airline industry. Here (l-r) Jay Selman poses with the Honorable Judge A Jay Cristol, our AI2001 Guest Speaker and good friend of our photography and collectibles group.



So, bored after shooting slides for the day?? Well, throw a little local slide show. Here is a gathering of Miami area slide enthusiasts when special guest Mr. Robert Samweber (near door) who gave us a unique slide show.



Even digital photographers like to get into the slide action. Here, Miami area locals (l-r) Graham Hitchen and Fabrice Nelson, enjoy the slide show.

BOOK REVIEW

Mark Nicholls, *BOEING 737 (The Airliner World Book of the)*, Publ. by Key Books, Stamford, Lincs., England. ISBN 0-946219-68-0, soft cover, 10 in. x 14 in., 96 pages, 270 photos.

This is a detailed presentation in a popular way, of the history of the world's most popular jetliner. Starting with the 1964 concept behind it, the author takes us up to the latest model, the NG 900 series. For each variant there is a table with the names of airlines that are operating the aircraft, or have operated it in the past. Unfortunately, they give only the names, not the total in each fleet. Separate chapters discuss the engines, the construction, the BBJ (Boeing Business Jet) en 737s in military service. There also is a table for hull losses. The 270 gorgeous, large photos are all in color, save for a handful of older shots, and take up most of the space in this book. Definitely recommended for all Boeing and airliner fans. Model builders will find many exotic color schemes that don't come in the box.

Joop Gerritsma



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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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. E-mail: Navagator@gulfaccess.net.

TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW

Saturday, April 3, 2004. Toronto, Ontario, Canada. Holiday Inn East, 600 Dixon Road, Etobicoke, Ont. Special room rate of \$99 CA. Times: 10:00am - 3:00pm. Admission: \$5 CA. Contact: aitor@sympatico.ca

LGW2004 AIRCRAFT ENTHUSIASTS FAIR

Sunday, April 25, 2004. Gatwick Airport - Crawley Leisure Centre (Free shuttle bus from Gatwick South Terminal). 10am to 5pm. Admission 2 UKL. Contact: Tom Singfield, 25 Chennells Way, Horsham, West Sussex RH12 5TW, UK. E-Mail: tom@singfield.freereserve.co.uk.

PARIS 2004 AVIMAGE AIRLINE MEMORABILIA CONVENTION

Saturday, June 21, 2004. Paris, France. Holiday Inn Roissy-CDG Airport. Time: 9:30am - 6:00pm. Admission: 4 Euros. Contact: AVIAMGE, 3 rue Jules Verne, 92800 Puteaux, France. Phone: +33 1 49 00 1776, Fax: +33 1 47 71 7450, Email: avim.mp@wanadoo.fr or see www.avimage.org

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)

NEWARK AIRLINES SHOW

September 18, 2004. Newark, NJ. Holiday Inn - Newark Airport, 160 Frontage Road. Time: 9:00am - 3:00pm. Admission: \$5. Tables available for \$70 each, 3 or more tables are \$65 each if ordered before May 15. For information, contact: EWRairlineshow@aol.com **NEW SHOW PROMOTERS!**

ST. LOUIS AIRLINER EXPO

Saturday, September 25, 2004. St. Louis, MO. Holiday Inn St. Louis Airport North. Contact: David Keller, 1965 Danelle Drive, Florissant, MO 63031-4311. E-mail: dkeller@airlinetimetables.com. Phone: (314) 837-5773.

HOUSTON AIRLINER EXPO

Saturday, October 2, 2004. 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.

TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW

Saturday, October 2, 2004. Toronto, Ontario, Canada. Holiday Inn East, 600 Dixon Road, Etobicoke, Ont. Special room rate of \$99 CA. Times: 10:00am - 3:00pm. Admission: \$5 CA. Contact: aitor@sympatico.ca

SEATTLE AIRLINER SHOW

Saturday, October 9, 2004. 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.

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

BRUSSELS AIRLINER CONVENTION 2004

Saturday, October 16, 2004. Brussels, Belgium. Atheneum Zaventem-Kortenbergh located in the Spoorwegstraat, Zaventem - close to the train station and airport. 10am - 5pm. Admission: 2.50 EU. Contact: Olivier Lamoral, Stationsstraat 36, B-1850 Grimbergen, Belgium. E-mail: bruconvention@hotmail.com.

BOSTON AIRLINE SHOW & SALE

Saturday, October 30, 2004. Boston, MA. Embassy Suites Hotel Logan Airport. 207 Porter Street, Boston, MA 02128. Time: 9:00am - 4:00 pm. FREE ADMISSION. Special hotel rate of \$99 per suite. For information, visit www.justplanes.com.

MIAMI AIRLINE COLLECTIBLE SHOW

Saturday, October 30, 2004. Miami, FL. Wyndham Miami Airport Hotel, 2100 NW 25th Street. Time: 9:00am—3:00pm. Admission: \$5. Parking: \$2. For information, contact: Linda Levine, +1 954-929-2922. E-mail: planesandtrains@aol.com.

Airliners International 2004 Update

Good day to my fellow WAHS members. As of Feb. 25 we are happy to announce AI 2004 has sold 248 tables out of 302 available for our event.

AI has secured the Pacific Air Lines M-404 for our Flight Tour on July 7 & 8th. This tour will be every hour on the hour starting at 9 am to 8 pm with 10 passengers per flight. Our flight tour will be leaving from the Hawthorne Airport (6 miles from Sheraton). This tour will include Free Admission to the Hawthorne Aviation Museum and transportation. Our Bone Yard tour and Airport Tours of Long Beach airport/Boeing Facility along with LAX are rapidly filling up. AI 2004 LAX has included for Your ALL DAY Bone Yard tour, Breakfast up to \$8.00 per person, and Dinner up to \$15.00 for a Low price of \$50.00.

AI 2004 LAX Raffle Prizes NOW Include: Tickets for 2 on Alaska Airlines System wide which includes MEX-ICO, Tickets on Southwest Airlines for TWO System Wide, Tickets on jetBlue System Wide for TWO, Four to a Maximum of Eight Simulator rides(w/ instructor) on B-717 and Possibly B-757/767 simulators. Also included for Raffle prizes are Models, Framed 11x14" Photographs of Air California 737's (in Original Black Masks) at Orange County and more to come. "ALL" proceeds for AI 2004 LAX Raffles will be donated to WAHS.

We wish to thank EACH WAHS member for their support of our annual Airliners International event.

Craig Morris & Marshall Pumphrey



Message from Bill Gawchik about the EWR Show

Dear Collectors and Aviation Enthusiasts:

Because of the cost, poor response and overall lack of interest I had to cancel the Sept 11th 2004 Newark Airline Collectibles show and Sale. On the date of cancellation (December 3rd) only 35 of 120 tables had been sold. To the 20 dealers who supported the show I thank you.

As collectors you have a choice. You can choose to support your local show and help keep it and the hobby alive. Or you can choose to ignore the shows and spend all your time on e-bay or other auction sites. If you choose not to support the shows you lose a source of knowledge, you lose the fun of bargaining for that special (once in a lifetime) item, you lose the ability to touch or examining an item and most of all you lose the ability to interacting with your crazy airline friends.

This year we have lost the EWR and SFO show. My concerns are mirrored by other promoters as well

Is the Newark Airline Collectibles show and Sale gone for good? No, currently I am reorganizing and looking into other options for 2005. Stay tuned for further info.

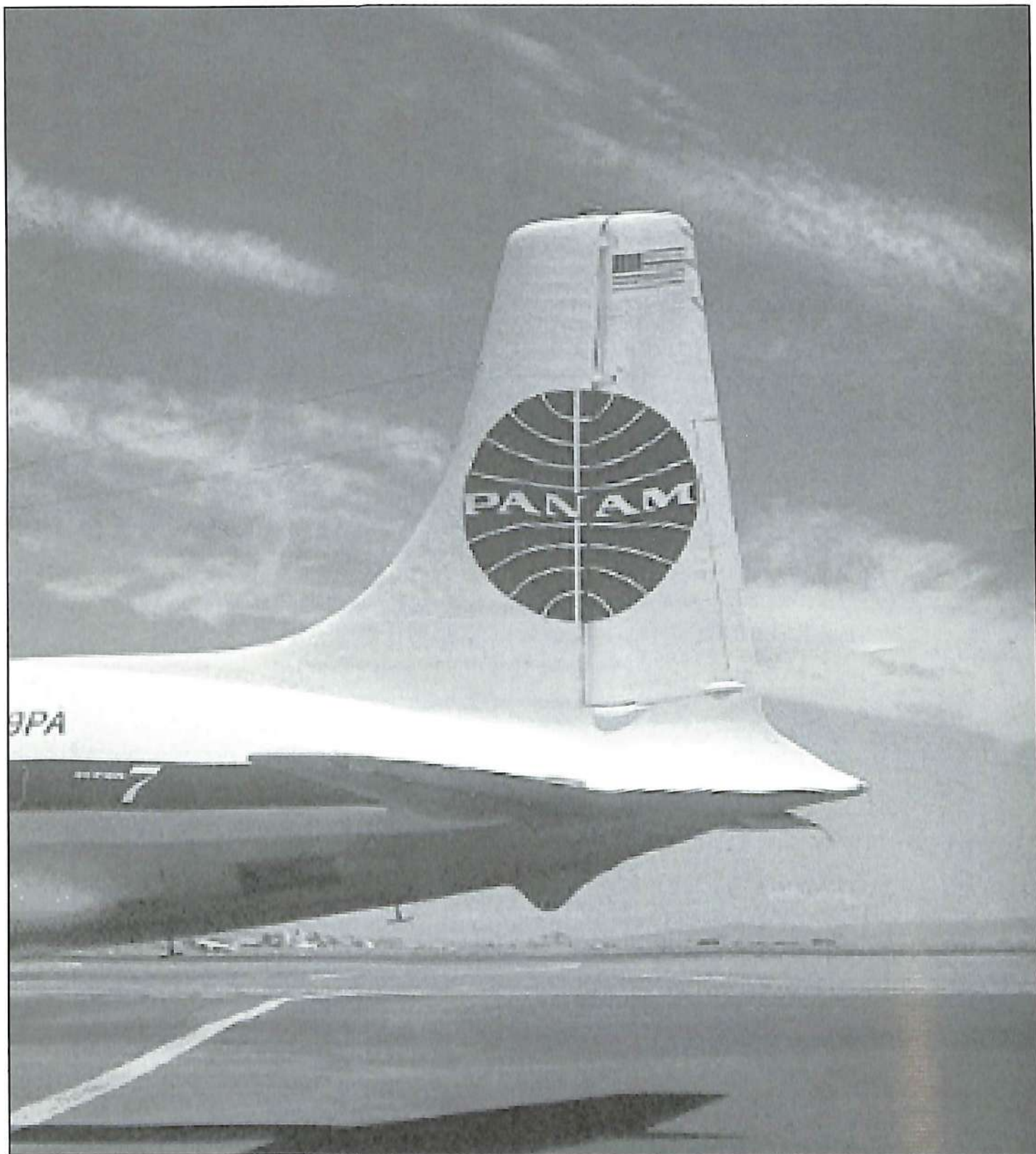
Bill Gawchik



*Ex-Northwest Orient DC-7C Being Converted To A Freighter In Chandler, AZ.
Photograph By Bob Shane, 1990, Aviation Photography of Miami Collection*

*Ex-Delta, Ex-Skylarks DC-7B Used As A Restaurant In Macon, GA In The 1980s.
Aviation Photography of Miami Collection*





*Pan American DC-7C at San Francisco, May 1958
Aviation Photography of Miami Collection*