



WORLD AIRLINE HISTORICAL SOCIETY

The Captain's Log

Fall 2004 - Issue 29-2



*Middle East Airlines Convair 990 at Geneva 1972
Photo by N.Scherer via Aviation Photography of Miami Collection*

Airlines of the Middle East





Saudia 707 HZ-ACI in Geneva May 1983
Aviation Photography of Miami Collection

Iran Air Boeing 747SP - EP-IAD
Photograph by Jerry Elmas



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ALIA Royal Jordanian Caravelle - Palestinian Airlines Boeing 727-200
Airline Issued Postcards

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From The Flight Deck

Take-Off Time!

New Address For WAHS

Please note our new mailing address and fax machine number on the previous page. I recently relocated to outside the Orlando, Florida area - and brought WAHS with me.

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!

The Captain's Log ~ Issue 29-3

The next issue of *The Captain's Log* features the Boeing 727 aircraft. Issue 29-3 will be in your mailbox for some great pre-Christmas reading!

Reach Out To Fellow Airline Enthusiasts

If you know of anyone interested in airlines, and NOT a member of WAHS, we encourage you to sign them up as members. Please contact WAHS headquarters if you would like a supply of membership applications to hand out at your local airport.

Time To Retire

The time has come for me to retire as Editor of *The Captain's Log* with the publication of this issue. Changes in my job situation require me to be traveling for most of the week thus I can't devote the time required to produce this publication in a timely fashion. The Board has selected Michael Carter of Long Beach, California, as the new editor. Mike will be able to bring *The Captain's Log* ahead to the next plateau of WAHS' growth to improve the image and content of our publication. Please give Mike your full support! You can reach Mike via e-mail at Editor@WAHSONline.com.

With best regards,

William M. Demarest



From The Chief Pilot

Greetings,

I am still in an LA state of mind. What a great convention! I enjoyed seeing long-time friends and finding treasures to add to my collection. For everyone out there who worked at this year's convention, please accept one more heartfelt thanks from me, on behalf of all the members of the World Airline Historical Society. Thank you!

Results of our recent election process were announced at the AI 2004 Business Meeting. Jay E. Prall, secretary/treasurer, and Don Levine, board member, were re-elected. Joining the board is Bob Palermo. All will hold office through AI 2007. I would also like to thank retiring board member, Tom Livesey, for his work during the years when WAHS matured into a legal entity. Also, Washington, DC was selected as the site for Airliners International 2006, July 6-8, 2006, Sheraton Premier Hotel at Tyson's Corner, VA - our 30th anniversary!

Here is the status of a few items your Board of Directors is currently working on. The Board is committed to adding more color to each issue of the *Captain's Log*. Therefore, we have to watch our pennies more closely than ever, and make sure we have sufficient funds for the current year, before embarking on new costly projects. We have received examples and quotes for new membership cards. The Board is now evaluating the different types available, and the cost associated with the many choices. We have decided to postpone publishing a new membership roster until possibly next year. Both the new membership cards and roster may be delayed, due to the cost involved.

Once again, many unpaid volunteers have worked very hard to produce this quarter's *Log*. So sit back, relax, and enjoy the finest publication of its kind in the world. Also, try to attend one of the many "Regional Collectible Shows" going on around the country. It is the perfect opportunity to keep the convention spirit going, albeit on a smaller scale.

Diana L. Young

Proposed New WAHS Logo Designs

The Board has voted to update our logo and to give you, the members, final say in which one will be adopted by WAHS. We currently have a number of projects in progress in which we will be using the new logo. So we need your vote! Pick your favorite from the six below and then let our Board member Mr. Bob Palermo know your choice. The most popular logo will be adopted on November 1st.

Anna L. Young



#1



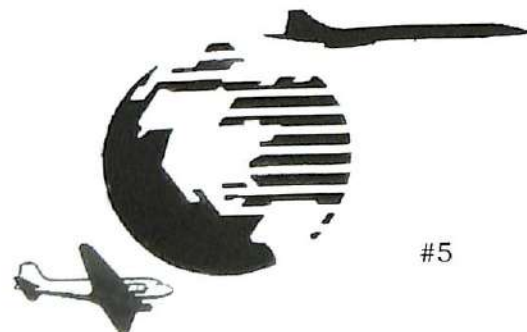
#2



#3



#4



#5



#6

Register Your Selection By November 1st!

Bob Palermo
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South Euclid, OH 44121

Or via email to rpalermo@msn.com or by calling Bob at (216) 382-3345

Airlines Of The Arab Middle East

by JOOP GERRITSMA

Despite the region's enormous oil wealth and the presence of substantial Muslim Arab populations all around the globe, most Arab airlines in the Middle East have relatively small fleets. A few, however, have grown to substantial, even world-girdling proportions. Saudi Arabian Airlines has more than 100 aircraft. Emirates even has on order no fewer than 45 of the proposed Airbus A380 for more than 500 passengers, with deliveries scheduled to start in 2007 and running to 2012.

When Editor Bill Demarest suggested we focus on "Arabian airlines" in this issue of the CAPTAIN'S LOG, it occurred to me that may have meant just the Arab countries in the Middle East. After all, the North-African countries of Egypt, Sudan, Libya, Tunisia, Algeria and Morocco all have predominantly Arab populations, but their airlines were discussed in the Spring 2003 issue. This leaves Lebanon, Syria, Jordan, Iraq, Kuwait, Saudi Arabia, Yemen, Bahrain, Oman and Qatar and the United Arab Emirates.

Israel is also in the Middle East, but is definitely not an Arab nation. Neither is the Muslim nation of Iran, since the majority of its population are Farsis (Persians), not Arabs. Turkey is also a Muslim nation, but the people are mostly Turks and the country is politically and economically much closer aligned with the West than with its Arab neighbors to the south.

After a pre-flight check with Bill, I decided to go with the countries named two paragraphs above. I hope you'll enjoy it and pick up some points that are new to you.

THE FIRST MAIL FLIGHTS

The British Royal Air Force began mail flights from Heliopolis, near Cairo to Baghdad with single-engine D.H.9 day bombers on June 23, 1921 in support of government officials and the military. A year later the D.H.9 were replaced by twin-engine Vickers Vimy bombers, then by the Vickers Vernon, an ungainly-looking, 60-70 mph bimotor biplane transport for two crew and four passengers. The 1,720-mile service took 24 hours, including an overnight stop. In his 1929 book "The Baghdad Air Mail" Wing Commander Roderic Hill wrote that minor accidents were frequent in the harsh and unforgiving environment, but minor repairs were often made on location by the crews and the passengers, without waiting for help to arrive.



Imperial Airways D.H.66 Hercules of the Baghdad - Basra service in 1926

The service was handed over to Imperial Airways near the end of 1926. It was extended to Basra (Iraq) and upgraded with D.H.66 Hercules trimotors, still biplanes, but carrying 12 and cruising at 95 mph. By 1929 the service was further extended to Kuwait, Bahrain and Sharjah as part of Imperial's service to Karachi and India.

Besides Imperial Airways of Britain, Air France and KLM of Holland also operated through the Middle East to link these countries with the colonies in Southeast Asia. Lignes d'Orient of France started regular Paris - Damascus (Syria) mail service in June 1929. Following a merger with Air Asie that year, the name Air Orient was adopted and the service was extended to Baghdad. On Jan. 17, 1931 Air Orient established a 10-day service to Saigon in French Indo China (Vietnam) via Beirut (Lebanon), Damascus, Baghdad and Basra. In 1933 Air Orient and three other airlines merged to become Air France.

KLM started a bi-weekly mail service from Amsterdam through Baghdad and Basra to the Dutch East Indies (Indonesia) on Sept. 12, 1929 with the trimotor Fokker F.VIIb. The frequency went to weekly on Sept. 29, 1931 with the larger F.XII and

passengers were now also carried. By the outbreak of World War II, DC-3s were operating three times a week in both directions.

Germany's Deutsche Lufthansa operated some survey and aircraft delivery flights to China through Baghdad and Basra in the mid- and late 1930s, but it never started scheduled services.

THE FIRST ARAB AIRLINE

Arabian Airways of Aden is the only known organized pre-World War II Arab airline in the Middle East. Services to Hadramauth (South Yemen) and Djibouti (Northeast Africa) started on Sept. 30, 1937 and to Mukalla (South Yemen) later that year. The war halted the operations.

Aden Airways was founded in 1949 by BOAC of Britain and started regional operations with DC-3s. After three ex-BOAC Argonauts were delivered in the 1950s, services were started into Europe and Africa. All were suspended in 1967.

There was no commercial air traffic in the Middle East during the war, but from 1945 to 1950, no fewer than 11 airlines were formed, of which three in the Lebanon alone.

LEBANON



Middle East Airlines postcard showing the carrier's first jetliners: the British D.H. Comet (top) and the French Caravelle at Beirut. (MEA)

Air Liban and Middle East Airlines both started services in 1945 with Junkers Ju 52/3m trimotors and deHavilland D.H.89 biplanes respectively. These were soon replaced by DC-3s and a few years later by larger aircraft, allowing the carriers to expand their services around the Middle East, to Europe, Africa and East Asia.

Middle East Airlines was introduced two Viscount propjets in 1955, Comets joined the fleet in 1960 and Caravelles in 1963/64.

Air Liban and MEA merged in 1965 under the MEA name.



MEA started Boeing 707 service in late 1968. OD-AFD is seen at Frankfurt, Germany. (Joop Gerritsma)



Expansion in the mid-1970 saw Middle East Airlines buy the Boeing 747. (Roberto Farina)

Lebanese International was founded in 1956 with two C-46 Commandos for charters, but the airline gradually moved into scheduled work. A leased B720 entered service in 1964 and in 1965 the airline bought the first of two CV-990s from American Airlines. Both Convairs and two of the airline's DC-7s were destroyed in an Israeli commando raid on Beirut airport on Dec. 28, 1968 and the following year MEA bought the now insolvent LIA. Today, MEA flies to 22 destinations in the Middle East, Europe and Africa with a fleet of B707s and Airbus models.



Lebanese International operated ex-American Airlines CV-990A to Paris, among other destinations. (Colin Adcock)



Cargo airline Trans Mediterranean was operating scheduled services with DC-6A and B. This one is at Amsterdam in 1965. (Joop Gerritsma)

Trans-Mediterranean Airways is a major cargo-only carrier founded in 1953 with three AVRO York freighters. They were replaced by DC-4s from 1959 on and the first DC-6A/B followed in 1963. Today TMA operates four cargo B707-320 on world-wide scheduled and charter services.

YEMEN

The roots of Yemenia, the major airline of this country on the Arabian Peninsula, go back to Brothers Air Services Co. which operated local and regional services with three DC-3 and a DC-6B on some of the Aden Airways routes (see above) from 1968 to 1971 in what was then South Yemen. BASCO was taken over by the government in 1971 and was incorporated into a new state airline, Al-yemda. This began operations the day following the closing down of BASCO. More services were added and B707s, 737s and DHC-7s joined the fleet in the early-1980s.

Meanwhile, Yemen Airways had been formed in 1963 in North Yemen with DC-3s and Ilyushin IL-14s. By 1988 it operated a B727, a B737 and two DHC-7.



Yemen Airways operated the Boeing 737 on domestic and Middle East services. (Boeing)

South Yemen (with Aden) and North Yemen united under the name Yemen in 1990. Yemenia and Yemen Airways merged as Yemenia and today this carrier flies to Arabian, European and East Asian destinations with a fleet of Boeing and Airbus models and two Lockheed Hercules.

JORDAN

Today's Royal Jordanian Airlines is the distant successor to Arab Airways of 1946 and Air Jordan of 1950. Arab Airways began flying with two British-made D.H.89 biplanes, but DC-3s were added in 1947 and services to Baghdad, Beirut and Cairo were inaugurated. The carrier was renamed Arab Airways (Jerusalem), Ltd. in 1953 when BOAC of Britain took a financial interest. Operations were suspended in 1958



Royal Jordanian was an operator of the Lockheed TriStar

Air Jordan started service with two six-seat Airspeed Consuls. DC-3s and C-46 Commandos were acquired in 1953 with support of Transocean Air Lines and services were added throughout the Middle East and Northeastern Africa. In 1958 the government merged Arab Airways and Air Jordan into Air Jordan Of The Holy Land, but operations ceased 1961.

In October 1962 a new carrier, Jordan Airways took over the routes and aircraft of Air Jordan Of The Holy Land, but it lasted only until September 1963. It was succeeded by Alia Royal Jordanian Airlines. This is likely the only airline in the world named after a real princess, Princess Alia, daughter of King Hussein. Services started on Dec. 15, 1963 with two DC-7 and two Handley Page Herald propjets. French Caravelles followed in 1964 and new services were added. The first of 11 Lockheed TriStars arrived in September 1981.

In 1986 the carrier changed its name to Royal Jordanian airlines and today it operates to about 50 regional and intercontinental points with 17 Airbus A310, A320 and A340.

SYRIA

Syrian Airways started DC-3 services to Arab capitals in 1947 with the assistance of Pan American. After a fatal crash with a DC-3 on Dec. 21, 1952 the government withdrew the carrier's operating license. The air force picked up the slack until a new Syrian Airways was founded in 1954, flying DC-3s and DC-4s. Following the political union of Syria and Egypt in 1958, Syrian AW became part of United Arab Airways, together with Misrair of Egypt. The political union was dissolved in 1961 and Syrian Airways re-emerged as Syrianair. Four Caravelles joined the fleet in 1965 and ranged as far as Paris and London. B727s and B747SPs were added in the late 1980s, as were Soviet Tupolev TU-134s and TU-154s.



The Boeing 747SP operated Syrianair's Far Eastern services

Today the fleet still includes nine Tupolevs, two 747SPs, six B727s and six Airbus A320s. They operate to 44 destinations in the Middle East, Europe and Africa. Ilyushin IL-76T heavy transports, small Yak 40 trijets and Antonov AN-26 twin propjets in Syrianair colors do not belong to the airline, but are with the Syrian air force which operates them in Syrianair colors, with Syrianair call signs and civil registrations.

SAUDI ARABIA

With a fleet of some 110 aircraft, Saudi Arabian Airlines is the giant among Arab airlines. But as with so many of today's carriers, its history goes back to a single DC-3. A DC-3 presented to King Abdulaziz by U.S. President Franklin D. Roosevelt in May 1945. After two more DC-3s were added Saudi Arabian started domestic services from the capital Riyadh in 1947. More DC-3s followed and the network was gradually expanded, including Cairo, Beirut and Damascus.



DC-3 mounted on a elaborate plinth in Riyadh as a symbol of Saudi Arabian's first aircraft

Five Bristol 170 Freighters were delivered from Britain in 1949 to expand the airline's cargo-carrying capability, but four Lockheed L-18 Lode-stars, bought in Britain in 1950, never went into operation with the airline.

DC-4s, CV-340s and DC-6As followed and in December 1961 Saudi Arabian took delivery of its first jetliner, a B720B. Four more followed and services were inaugurated to Geneva, Frankfurt and London. Three DC-9-15s went on main domestic services in early 1968 and the first of 16 B707-320 jets was delivered in January 1968.

Fleet and network expansion continued with the arrival of 20 737-200s between 1972 and 1979. The airline choose the Lockheed TriStar as its first wide-body aircraft for hourly service on domestic trunk routes. Twelve 747s and 747SPs were

placed on the new transatlantic route to New York, Washington (D.C.) and Orlando. In 1960 the airline selected the operating name 'Saudair,' but this was dropped in 1965 and in 1970 the current title of 'Saudia' was adopted. It shows in English on the port side and in Arabic on the starboard side of the fuselage and is reversed on the vertical tail. Today's fleet includes a mix of Boeing and Airbus models, as well as four MD-11F freighters and 29 MD-90-30 twinjets on a network that reaches all continents.



Saudia was a major TriStar operator in the Middle East. Note the name in Arabic on the fuselage and in English on the tail. Seen at Stockholm. (Tommy Lakmaker)

Saudi Arabian also operates 14 air force Lockheed Hercules mobile hospitals. They carry the airline's colors and titles.

BAHRAIN

Scheduled air services by Gulf Aviation started on July 5, 1950 with four returns weekly to Doha in Qatar, one flight continuing to Sharjah in the Trucial States (now United Arab Emirates). The first flight was flown by a war-surplus AVRO Anson. A pre-WW II four-engine D.H.86 biplane began thrice-daily service to Dhahran (Saudi Arabia) three weeks later. Modern D.H. Doves and Herons were added in the 1950s and a DC-3 was chartered from Kuwait Airways in 1960.

By 1988 the airline was operating a B747, 11 TriStars and eight B737 throughout the Middle East and to East Africa and South Asia. It had been re-named Gulf Air in 1974 and is now shared by Bahrain, Qatar, Oman, Sharjah and the United Arab Emirates. With six B767 and 25 Airbus A320, A330 and A340 Gulf Air flies to some 30 destinations.

Another Bahrain carrier, part of the world-wide DHL network, operates two CV-580 and four Fairchild Metros on parcel services.



Gulf Air Fokker F27 operated on domestic services in the United Arab Emirates. (Peter Keating)

IRAQ

There is no commercial air transport in Iraq at this time, but the former Iraqi Airways was another of the early post-WW II airlines, having been founded in 1945 with a fleet of five D.H.89 Rapides. The first route operated was between Baghdad and Basra in January 1946. Service to Damascus was inaugurated the following month in pool with Middle East Airlines and using DC-3s.

During the next 15 years, the airline built a domestic, Middle East and European network, first with Vickers Vikings and Viscounts, the latter flying as far as London.

In 1961 the airline ordered three Hawker Siddeley Trident trijets from Britain and services were opened to North Africa.

In the 1970s the airline switched to Soviet AN-12 and AN-24 the twin-props for its domestic services. Caravelles were leased for the European services and two Boeing 737s arrived in 1975, followed by the first Boeing 747 the following year and an order was placed for five Airbus A310.



Iraqi Airways was a Boeing 737 operator before the 1990 Gulf War. (Rob Choufour)

Following Desert Storm in 1990 a United Nations resolution grounded the airline. In January 1992 the UN permits domestic Baghdad-Basra service to resume and in the years that followed, the network slowly grew back to its former status.

At the outbreak of the current Iraqi War in March 2003, the Iraqi was operating nine Boeing 727 on domestic services. Four 747 and two 747SP were stored.

KUWAIT

Kuwait National Airlines was formed by BOAC in 1954 and began Kuwait - Beirut service with DC-3s. The name became Kuwait Airways in 1956 when the government took over control and by 1959 the airline had an all-Viscount fleet of five. Services were inaugurated to Karachi and Bombay. Comet, HS 121 and BAC 1-11 jetliners were bought in the 1960s to allow for expansion. The first Boeing 707 entered service in late 1968. On Aug. 2, 1990 Kuwait was invaded by Iraq and 11 of its airliners were seized. What remained of the airline and its fleet was run from London, with Cairo as the operational hub.

Operation Desert Storm freed the country the following February and Kuwait Airways set about to acquire new aircraft and rebuilding its operations. Today the fleet includes 15 Airbus A300, A310, A320 and A340, two 747 Combis, a 747-400 Combi and two 777-200ER.



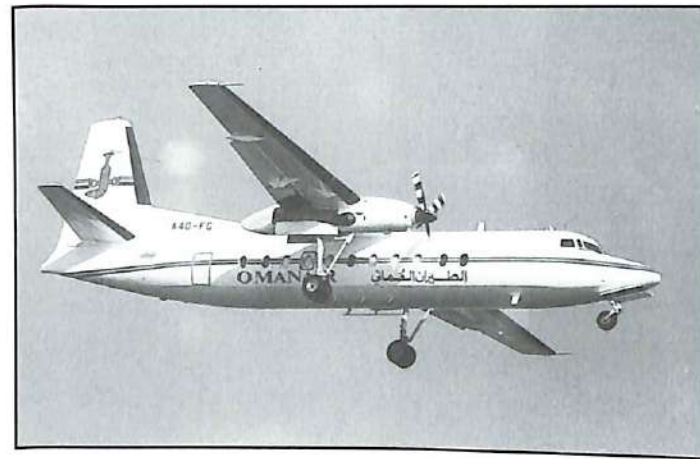
Kuwait Airways began rebuilding its fleet after the Gulf War with leased Airbus A300. (Airbus)

UNITED ARAB EMIRATES

Emirates Airlines is another Arab Middle East mega carriers. It was formed in 1985 by the government of Dubai in the UAE, after it had withdrawn from Gulf Air. (The UAE includes seven small emirates, with Dubai and Abu Dhabi being the major ones.) Operations started Oct. 25 with

an Airbus A300 and a 737 leased from Pakistan International Airlines. Supported by the immense wealth of the Emir of Dubai, more Airbus and Boeing aircraft were either leased or bought in the following years and today the airline operates nearly 60 Airbus A330 and A340, two Boeing 747-400F and 21 Boeing 777. On order at the start of this year were 26 Boeing 777-300, 26 A340 and an astounding 45 Airbus A380 super wide bodies, including two freighters. The network includes more than 70 destinations on all continents.

OMAN



Oman Air flew regional services with the Fokker F27. (Paul Nguyen on Avimage postcard)

Omani-owned air services began in May 1961 with the founding of Oman Aviation Services to take over the local light aircraft operations of Gulf Air. The initial fleet included Fokker F27s, Shorts Skyvans, B.N. Islanders and a King Air 100. A close cooperation was maintained with Gulf Air and two 737 were transferred from Gulf to Oman. The company adopted the name Oman Air in 1993 and two ex-Swissair Airbus A310 were leased as Middle East services were expanded. Today the fleet includes three 737-700, three 737-800 and four ATR-42.

Clarification to DC-7 history

Jon Proctor of *Airliners* magazine has drawn my attention to an omission in my DC-7 history in the Spring 2004 CAPTAIN'S LOG. I said the DC-6B and L-749A were not transcontinental aircraft. Jon points out that range was not the issue in transcon operations by these aircraft, but speed was. They could not make the westbound trip in the eight hours set as the maximum **scheduled** single on-duty period by Federal regulations and the ALPA contract. The aircraft stopped in Chicago, but only for a crew change. That line was in my draft story but in the rush to edit it and get it in the mail before deadline, it was deleted. My mistake! Sorry, and thank you, Jon, for noticing it - Joop

Playing Cards

By Fred Chan

topflite@olympus.net

Playing Cards from the Middle East

Playing cards from airlines in the Middle East reflect many circumstances concerning war and peace, religious beliefs, and a desire to provide customer service as world-class airlines. Back in the days when the Shah was in power in Iran and was trying to make Iran Air into a world class airline, the carrier emulated Western airlines in every aspect including playing cards. To my knowledge, four decks were issued (Card #1 is an example). When the ayatollahs took power, they adopted Muslim fundamentalist ideals which included the banning of "gambling" items such as playing cards. There have been no new Iran Air cards since the 1970s and the old decks can command very high prices.



Card #1

Iraqi Airways originally was a Western oriented airline until the embargo after the Gulf War clipped its wings and no cards have been issued since the original set of three decks. One deck is shown in Card #2. Some singles now exist but I am not aware of full decks in any collection.

Many decks were issued by Middle East Airlines before civil war engulfed the country but no new ones have been seen since the early 1970s although Lebanon has been relatively peaceful. Though usually plain in design, MEA decks are quite expensive when they surface occasionally. See example in Card #3. Decks from Syrian Air are also quite rare and only one design is known (Card #4).



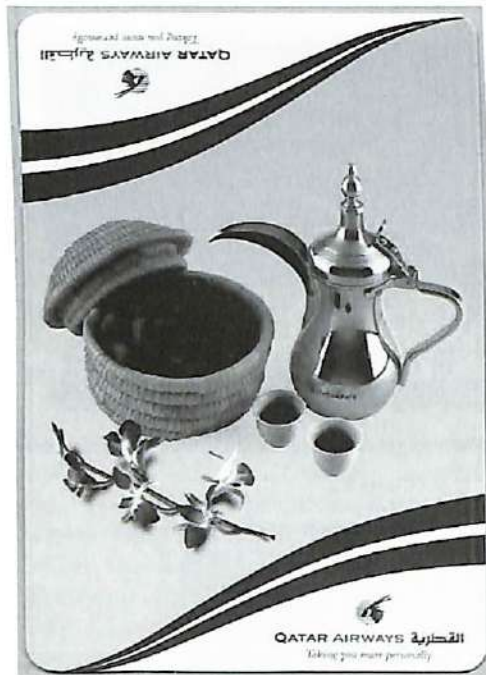
Card #2



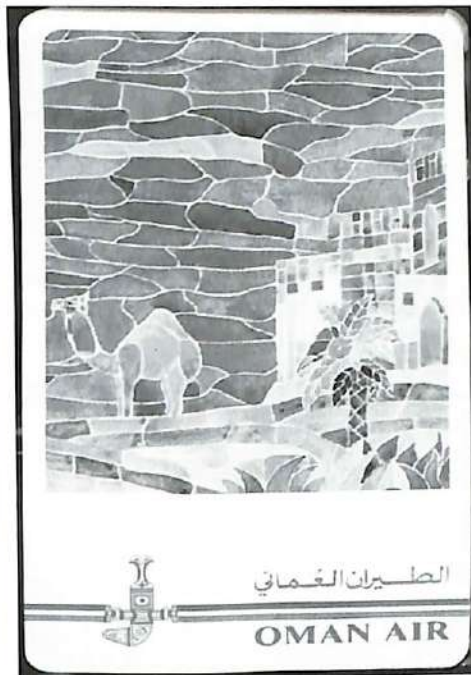
Card #3



Card #4



Card #5



Card #7



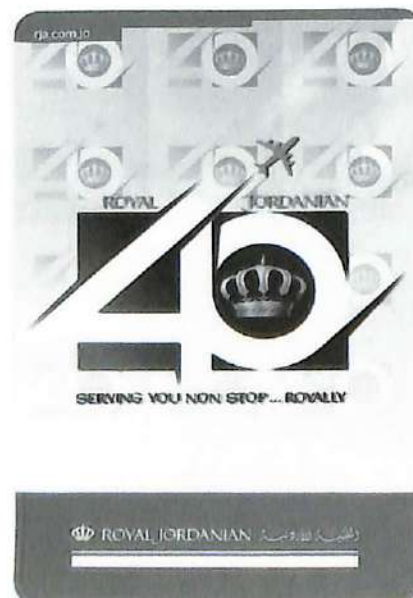
Card #8



Card #6



Card #9

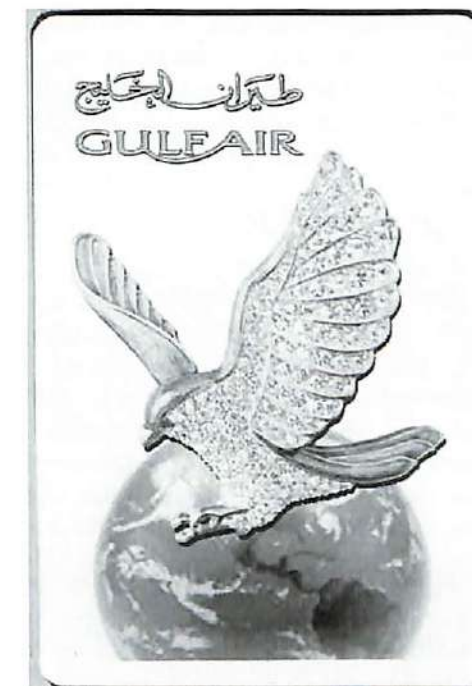


Left - Card #10

Right - Card #11



Card #12



Right - Card #13



Card #14



Right - Card #15

The airlines from the smaller countries have issued a number of decks, probably because they have been less burdened by the turmoil mentioned above. Cards #5, 6, 7, and 8 are examples from Qatar Airways, Yemenia, Oman Air, and Emirates. These are usually quite colorful and well designed and are made of 100% plastic stock.

The major carriers in the region - Royal Jordanian Airlines and its predecessor Alia, Kuwait Airways, Saudia, Gulf Air, and Egyptair - all have issued a large number of attractive and high-quality decks. Perhaps money is no object. An example from each of these is shown in Cards #9, 10, 11, 12, 13, and 14. These decks are moderately priced because most of these airlines have been quite generous in distributing their decks, so there is a relatively large number of them available. However, I ran into a somewhat unusual situation on a trip to Saudi Arabia. The customs inspector confiscated a Saudia deck from me because gambling was not permitted in the Kingdom.

The oldest airline in the area, Misrair, the predecessor of Egyptair, issued cards many years ago. These are very rare and only singles are known to exist today. An example of a Misrair card is shown in Card #15.

Timetables

By David Keller

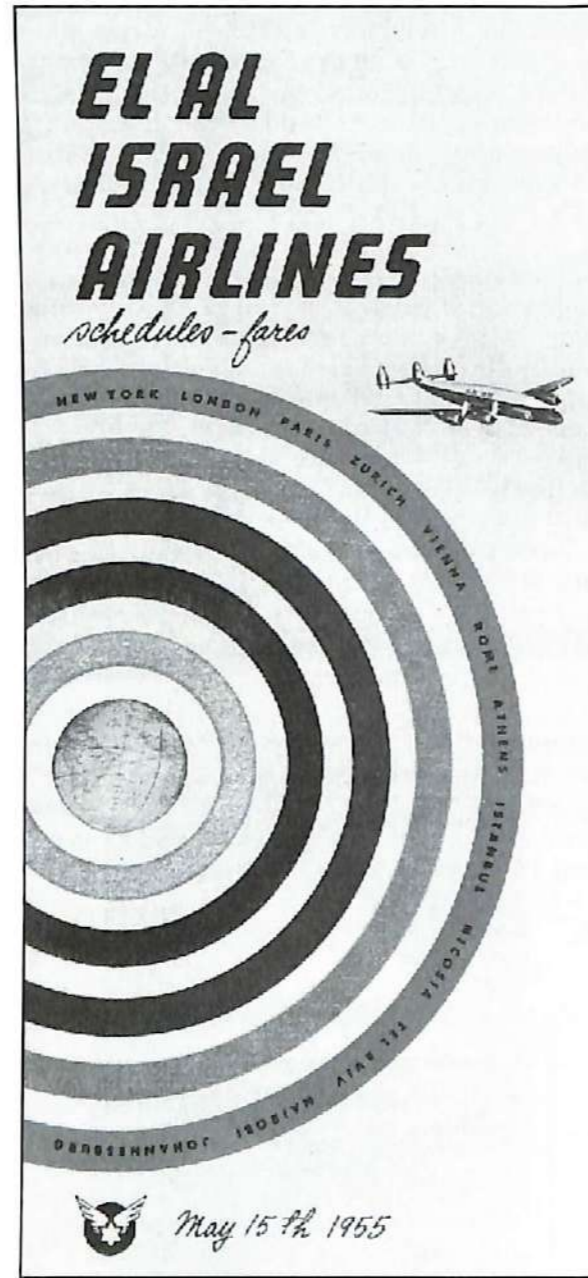
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On Time From The Middle East

Possibly the most challenging region in the world to run an airline, is the area known as the Middle East. On one hand, this region would seem to have the ideal climate for an airline, as it essentially lies at the intersection of Europe, Asia and Africa, contains the bulk of the world's petroleum reserves, and employs a large migrant workforce to support the oil industry. Unfortunately, the Middle East has long been subject to political instability, which frequently manifests itself in the form of terrorism. Despite the threat of violence and disruption, a number of carriers in this region have grown and prospered in the last few decades.

Nowhere is the threat of terrorism more evident than at the Israeli national airline, El Al. The security checks at the carrier are legendary, and despite being the number one preferred target on many terrorists' lists, El Al has yet to have an aircraft hijacked. The timetable pictured is from a more relaxed era, the mid-50's. I doubt that security was as tight in those days, since the practice of hijacking airliners didn't come into vogue until the 1960's. This timetable finds El Al operating Constellations on a far-flung network of about a dozen cities stretching from New York to Johannesburg, with Curtis Commandos operating the short haul to Nicosia.

The airline that has probably been affected the most by the instability in the Middle East is ironically named for the region: Lebanon's flag carrier, Middle East Airways (often known simply as MEA). On several occasions the airline has suffered the destruction of its aircraft while sitting on the ground at Beirut Airport. (An attack by Israeli commandos in the late 1960's cost MEA about one-third of its fleet.) At times, internal political instability has required the airline to temporarily move its operations out of the country, and Paris has been used as MEA's base in such situations. Despite the circumstances, MEA continues to operate as the phoenix of the airline world, repeatedly rising from the ashes to fly again. MEA also holds the distinction (as far as I can determine) of using the same basic timetable cover design longer than any other carrier. The April 24, 1983 timetable cover shows the design that MEA used from at least the early 70's until the mid-90's when a new paint scheme was introduced.



EL AL ~ May 15, 1955

SUMMER SCHEDULE effective May 15, 1955

LT 100	LY 237	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455	LY 455
12:00	10:00	15:00	12:00	18:00	12:00	18:00	12:00	18:00	12:00	18:00	12:00	18:00	12:00	18:00	12:00	18:00	12:00	18:00	12:00	18:00
12:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30	14:30
18:00	14:00	23:57	18:00	23:57	18:00	23:57	18:00	23:57	18:00	23:57	18:00	23:57	18:00	23:57	18:00	23:57	18:00	23:57	18:00	23:57
18:55	23:55	05:00	18:55	05:00	18:55	05:00	18:55	05:00	18:55	05:00	18:55	05:00	18:55	05:00	18:55	05:00	18:55	05:00	18:55	05:00
19:00	21:30	09:30	19:00	09:30	19:00	09:30	19:00	09:30	19:00	09:30	19:00	09:30	19:00	09:30	19:00	09:30	19:00	09:30	19:00	09:30
19:00	19:00	04:05	19:00	04:05	19:00	04:05	19:00	04:05	19:00	04:05	19:00	04:05	19:00	04:05	19:00	04:05	19:00	04:05	19:00	04:05
19:15	19:25	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30
19:15	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30	19:15	09:30



Iraqi Airways ~ May 15, 1946



MEA ~ Summer 1983

BAGHDAD—BASRAH SERVICE

Twice Daily.

EASTBOUND

Baghdad West dep. 05-45 06-15

Margil (Basrah) arr. 08-00 08-30

WESTBOUND

Margil (Basrah) dep. 09-00 09-30

Baghdad West arr. 11-50 12-20

All times shown are local times.

The first Gulf War interrupted the operations of another carrier, namely Kuwait Airways. Following the liberation of Kuwait by Coalition forces, the airline resumed operations, and is presently enjoying a good measure of success. The timetable illustrated from November 1, 1973 shows the state of the carrier in a less volatile time. At this point, an all-707 fleet was operating from Kuwait to 2 dozen points.

One of the more successful airlines in the region has been Saudia, the flag carrier of Saudi Arabia. This carrier has experienced rapid growth in the past few decades, fueled partially by the relative political stability in Saudi Arabia (until recently), and the transport of foreign workers to and from their jobs in the petroleum industry. The Saudia timetable dated June 1, 1977, shows the carrier's services to Europe, utilizing a fleet of 747's, L1011's and 707's. The Air Freight business has been good to Saudia as well, with this timetable showing 707's and DC-8-63's serving the European market.



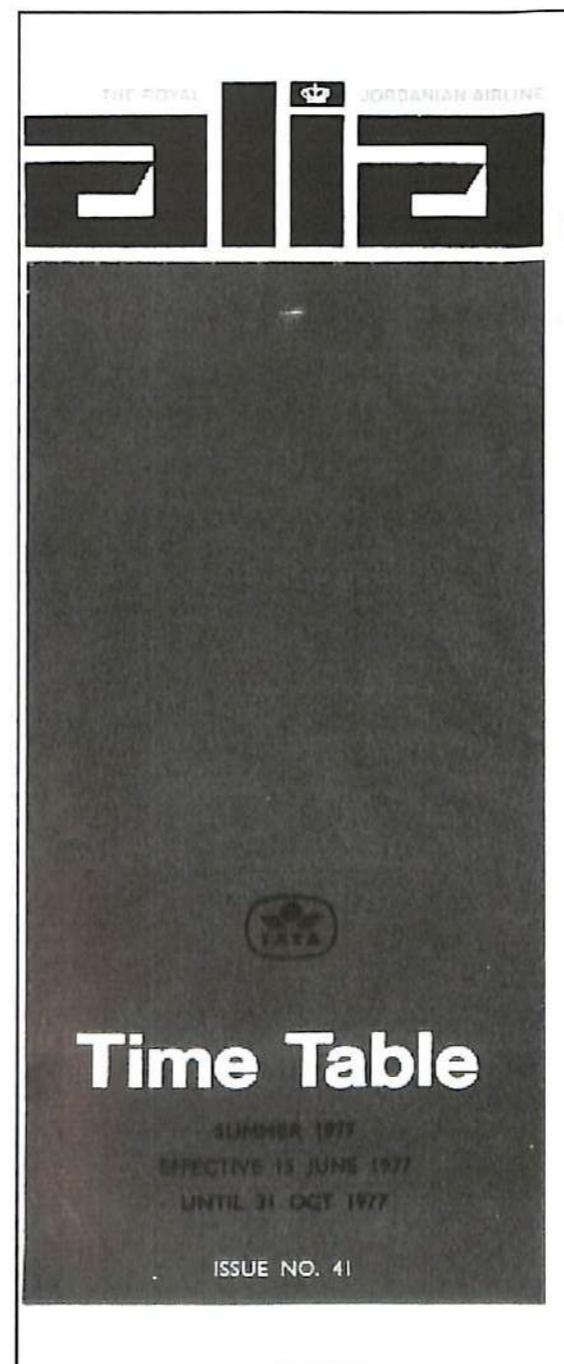
Kuwait Airways ~ November 1, 1973



Saudia | June 1, 1977

Another stable country in the Middle East has been Jordan. The national flag carrier of Jordan was known for many years as Alia, the Royal Jordanian Airline. This Alia timetable from June 15, 1977 shows 747's, 707's and 727's in service, as well as Caravelles operating between Amman and Damascus. (I believe that the Caravelles belonged to Syrian Arab Airlines, as Alia's Caravelles had been sold prior to this point.) In 1986, the airline would discard the Alia name, operating as Royal Jordanian Airlines.

Syria's flag carrier is Syrian Arab Airlines, now known simply as Syrianair. The illustrated timetable dated November 1, 1998, celebrates delivery of the airline's first A320 and the new paint scheme which I believe debuted with that aircraft. One of the airline's 747SP's is depicted in the background, wearing Syrianair's previous livery. Interestingly, the titles on the A320 say "Syrian" as opposed to "Syrianair", but the carrier refers to itself by the latter name.



ALIA - June 15, 1977



Syrianair ~ November 1, 1998

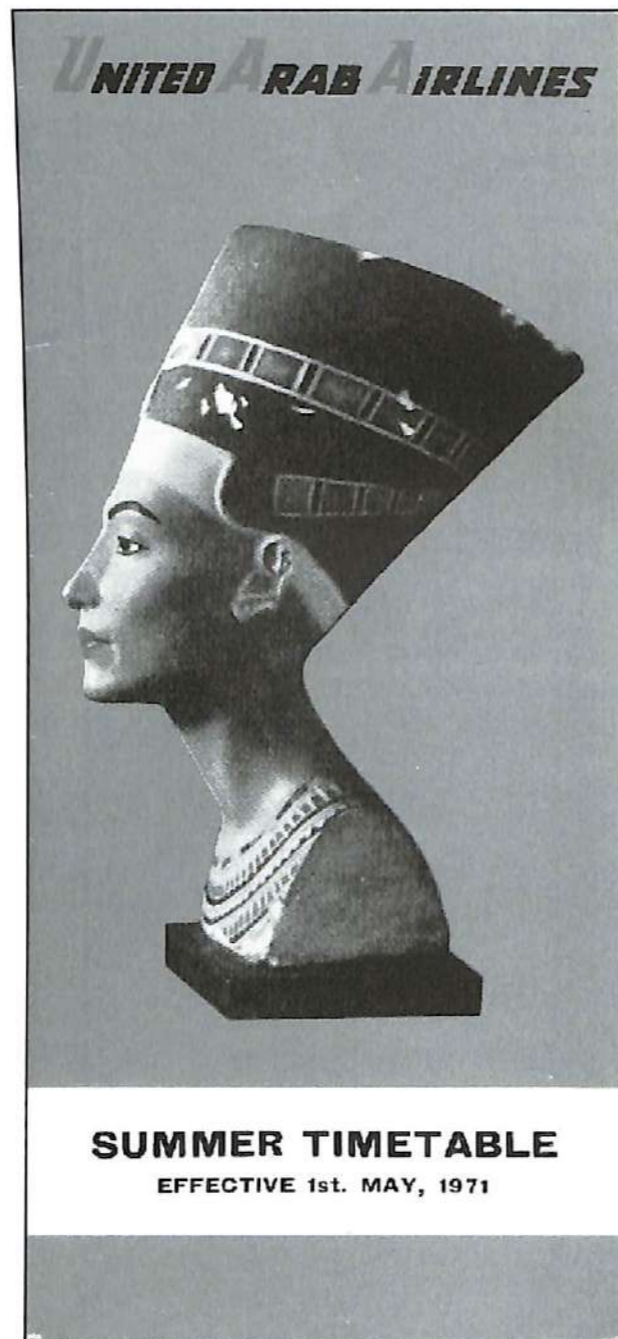
DAY	MON	MON	MON	MON	TUE	TUE	WED	WED	THUR	THUR	FRI	FRI	FRI	FRI	SAT	SAT	SAT	SAT	SUN	SUN
FLIGHT NUMBER	SV 172	076	770 724	774	172 110	772 720	172 110	770 710	074	176	172	076	176	770 718	172	076	776 720	770	172	076
AIRCRAFT SERVICE	L1011 FIY	B747 FIY	B707 FIY	B707 FIY	L1011 FIY	B707 FIY	L1011 FIY	B707 FIY	B747 FIY	L1011 FIY	L1011 FIY	B747 FIY	L1011 FIY	B707 FIY	L1011 FIY	B747 FIY	B707 FIY	B707 FIY	L1011 FIY	B747 FIY
LONDON	d 1105	1600			1105		1105		1055	2005	1105	1600	2005		1105	1600			1105	1600
PARIS	a		1045					1045						1045				1045		
GENEVA	e		1050											1050						
	c		1140											1140						
ROME	b			1700		1600					1420 1530						1600			
JEDDAH	e	1910			1910	2110	1910	1730		0410 FRI	2055		0410 SAT	1900	1910					1910
	d				2100	2315	2100	1900						2200						1910
RIYADH	a	0035 TUE	1935	2300	2220	0035 WED 0205	2220	2020	1930			0035 SAT		2320		0035 SUN	2200	1715		0035 MON
	d		2115			0205		2130									2225	1915		
DHAHRAN	a		2205			0255		2220									2055	2005		

Saudia ~ June 1, 1977

Unless printed solely for use in non-Arabic countries, the timetables of many Middle Eastern airlines often contain a mixture of English and Arabic. (For El Al, it would be English and Hebrew.) However, some carriers printed all-local language editions for use by their passengers, as illustrated by this Iran Air timetable, which is probably from the early 1970's. With the exception of the route map and ticket office listings, the entire timetable is in Arabic, making it one of a very few timetables I have seen where I cannot decipher the flight info!



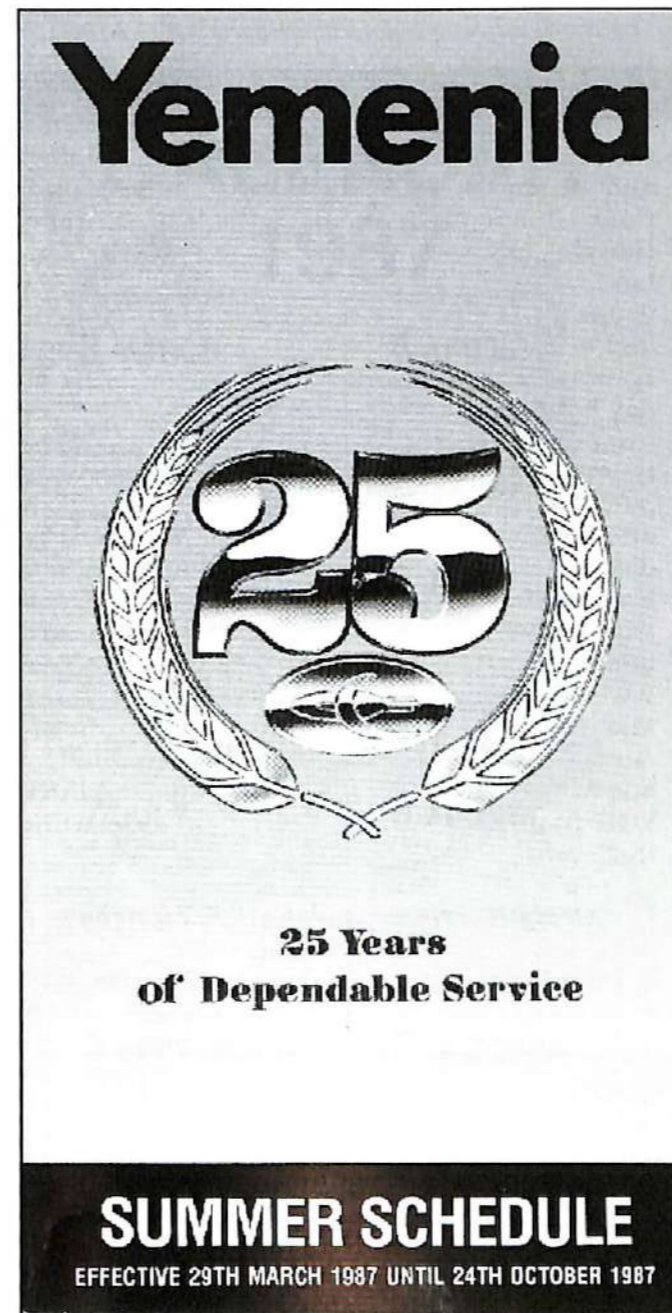
Iran Air



United Arab Airlines ~ May 1, 1971

The United Arab Airlines (UAA) timetable from May 1, 1971 finds a mix of Soviet and US equipment in service. 707's were operating the longer hauls, with IL-18's flying regional services, and AN-24's carrying the domestic loads. Previously, the airline had been known as Misrair, which is the source of the carrier's 2-letter code "MS". (UAA was also one of a small number of airlines to use two different codes, as the domestic services were flown under the code "MU".) The United Arab Airlines name came as a result of Egypt being known as the United Arab Republic beginning in 1958. In 1971, the country became the Arab Republic of Egypt, and I would suspect that the airline changed its name to Egyptair shortly thereafter.

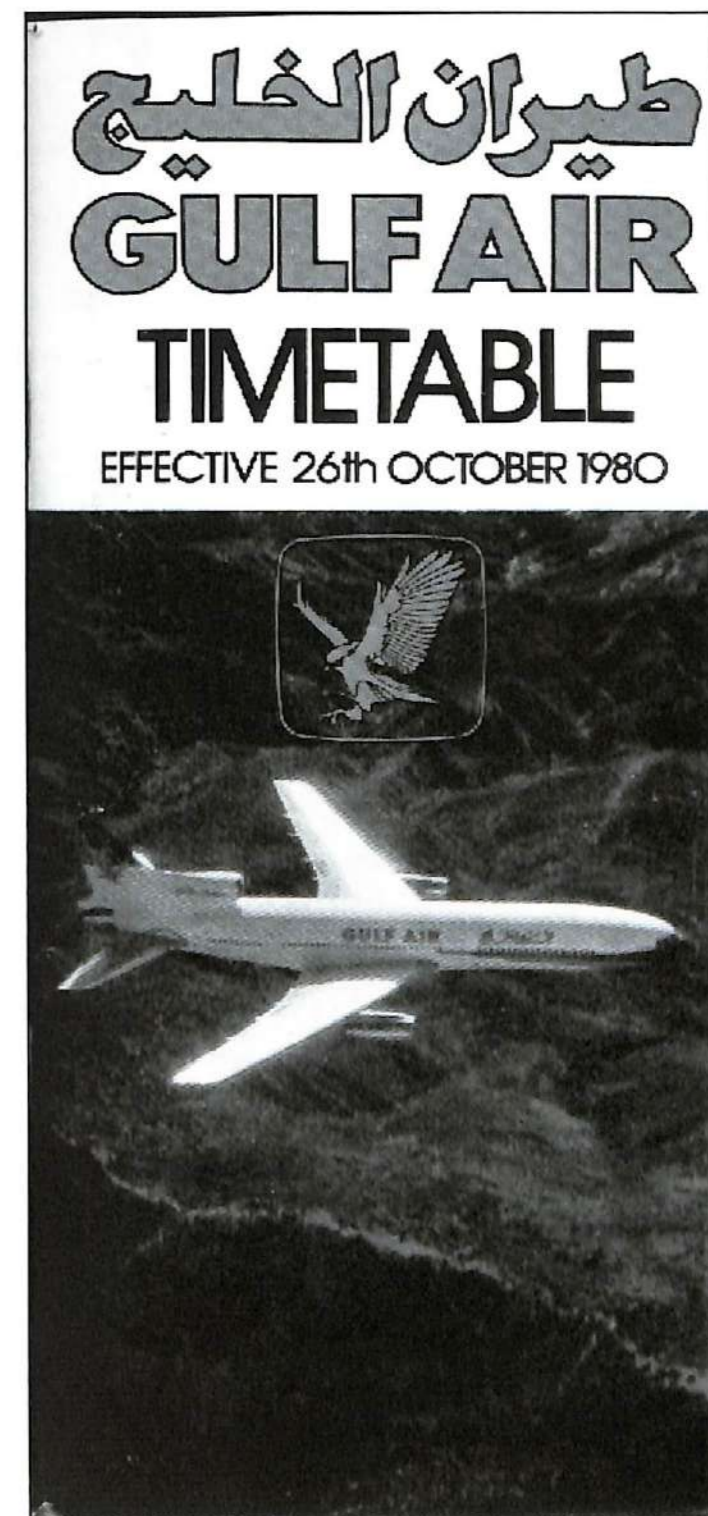
One of the smaller flag carriers in the Middle East is Yemenia, which operates for the nation of Yemen. In the Yemenia timetable dated March 29, 1987, the airline's small fleet of 727's, 737's and DHC-7's was operating about 50 weekly flights from Sana'a, the capital of Yemen, to 7 domestic points and about 2 dozen international destinations.



Yemenia ~ March 29, 1987

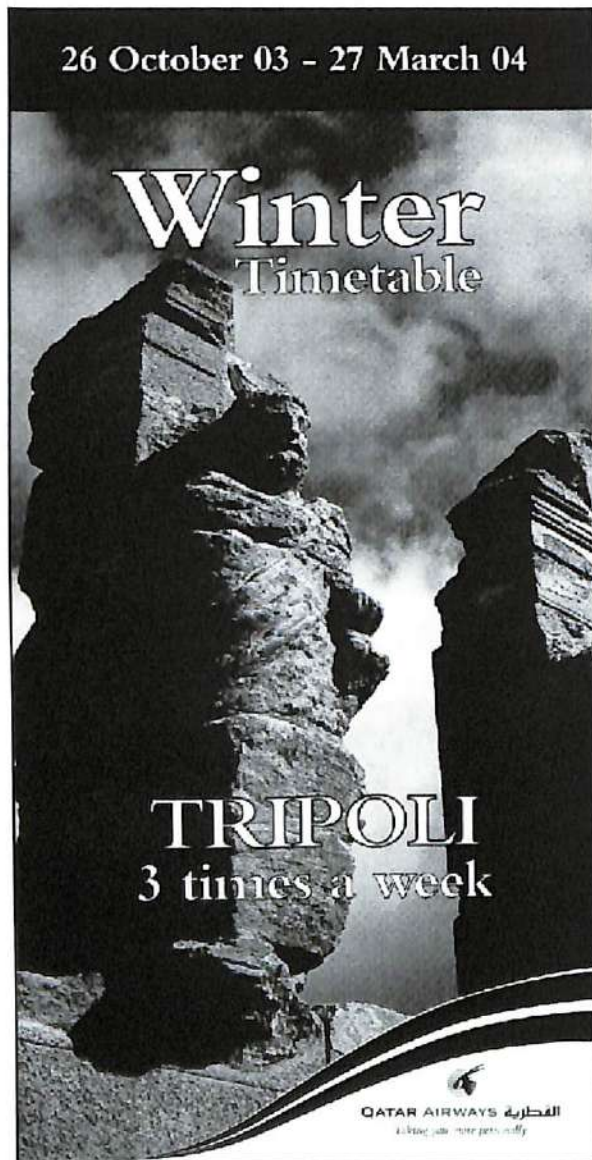
Gulf Air is a multi-national carrier operating in the Middle East. Originally created to be the flag carrier for Bahrain, United Arab Emirates, Qatar and Oman, the airline had the unenviable task of providing service from the capitals of those 4 nations

to destinations in Europe and Asia. In the October 26, 1980 timetable, the longer hauls were operated by L1011's, while the regional services were handled by 737's. The carrier had previously operated F27's, and though an ad inside the timetable promotes the fact that F27's were available for contract work, I find no scheduled services using the type.



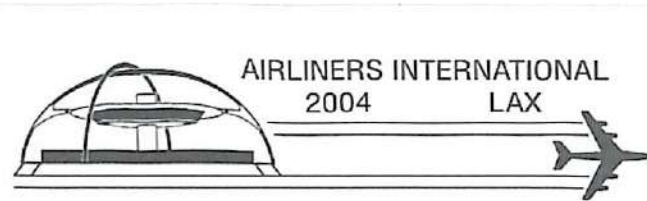
Gulf Air ~ October 26, 1980

In the 1990's, Qatar withdrew from the nations cooperating to operate Gulf Air, and set up its own flag carrier, Qatar Airways. In the October 26, 2003 timetable, the airline was operating an all-Airbus fleet of 5 A330's, 9 A300's, 12 A320's and a single A319. The timetable includes photographs of an A300 in all-cargo configuration, which I assume was not included in the prior counts (as they were for seating configurations.)



Qatar Airways ~ October 26, 1980

Despite the challenges facing the airlines that call the Middle East home, a number of them have managed to prosper by taking advantage of the region's potential. Thirty years ago, the passengers carried by those carriers were a miniscule percentage of the worldwide total, but that has grown considerably with the recent success of many of these companies.



To our fellow airline collectors -- Airliners International 2004 LAX wants to thank all 138 vendors, and 1,968 registered attendees \walk-ins for attending our event at the Sheraton Gateway Hotel-LAX this past July. Collectors and vendors came from all over the world: Canada, Mexico, Costa Rica, Brazil, Europe, Hawaii, Korea, Japan, Hong Kong, New Zealand, Australia, and Singapore, to name a few countries. Almost all of our AI tours were full and we had to add a second half day Mojave boneyard tour on Friday as our Wednesday all day tour had been sold out for months. The three DC-3 Rose flights departed from the Hawthorne Airport Museum, and were enjoyed by all. The Long Beach Airport/Boeing tour attendees were surprised by being allowed to disembark at one of the Boeing hangars for a first-hand look at a new B-717, and all participants were given a choice of any Boeing aircraft poster free along with a bag of goodies. We also thank our AI 2004 Director of Tours Michael Carter for his unrelenting work in securing access for non-U.S. citizens on all of our AI 2004 LAX tours. So, once again THANK YOU from AI 2004 and WAHS for supporting this event.

Craig Morris & Marshall Pumphrey
Co-Chairmen



Lebanese International Boeing 707
Airline Issued Postcard

What Is It?

By Ken Taylor

keebeetay@aol.com

The theme of this issue is "Airlines of the Middle East." I don't have many questions but here goes. We have several unidentified wings and cap badges from this unsettled part of the world.



Fig. 1

Who is MEA? (I suspect Middle East Airlines)
When?



Fig. 2

A flight attendant badge. From where, when, and who?



Fig. 3

Syrian Air...When?



Fig. 4

Which Airline? Who? When?



Fig. 5

Is this badge from an airline? Again, Who? Where? When?



Fig. 6

Two wings from Arabia. Who could supply a date of use?



Fig. 7

ABU DHABI AVIATION...Who are they and when?



Fig. 8

ALYEMDA...Again...When?

Now to Germany with pictures of identified wings, thanks to Reinhard Richter.



Fig. 9

An F/A breast badge of Lufthansa in the mid-1960's



Fig. 10

DLH Lufthansa, a pilot's wing of mid-1980's



Fig. 11

DLH Lufthansa, pilot's wing 2003 issue



Fig. 12

Wing of LUFTHANSA CARGO, prior to 2003



Fig. 13

LUFTHANSA CITY LINE, pilot's wing first Logo of 1992



Fig. 14

LUFTHANSA CITY LINE
Regional flights with small aircraft. Badge design from the mid-1990's



Fig. 15

LUFTHANSA CITY LINE, pilot's wing, 2003 issue



Fig. 16

CONDOR FLUGDIENST "CONDOR", Pilot's wing of mid-1990's



Fig. 17

CONDOR BERLIN, Design prior to 1993



Fig. 18

SUDFLUG..part of CONDOR, Design 1990's



Fig. 19

L T U Luft Transport Union, German Charter Group...1960's



Fig. 20

LTU SUD of Dusseldorf, Badge design of 1996

Do you have a question? An answer? Or a correction? Please write me!

Ken

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Airlines of the Middle East

This issue we look at the carriers from countries whose names we see in the news daily; Jordan, Iraq, Syria, Lebanon, Kuwait, Qatar, Bahrain, United Arab Emirates and, last but certainly not least, Saudi Arabia.

Although the fleet sizes are generally moderate, all of the carriers are known for their impeccable service. Most have 3 classes of service in the majority of their craft. And in those cases, different china patterns are often used in First and Business classes.

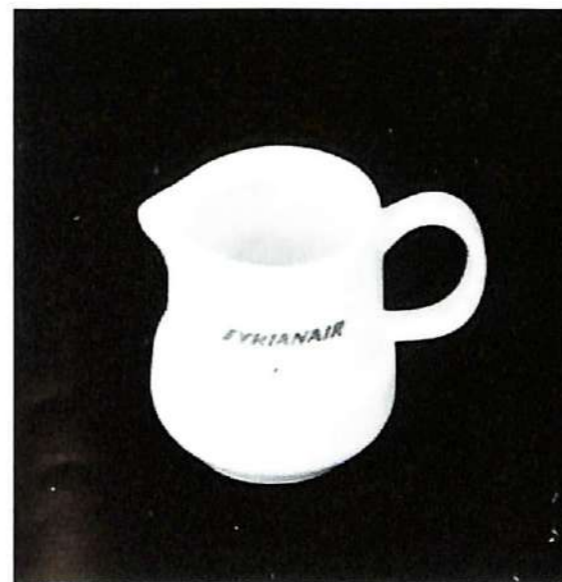
Elegant china from the world's top manufacturers are found in these carriers settings. Moreover, they are proud of their name and logo, placing it prominently on the front of their pieces, making them especially attractive.



Iraqi Airways



Qatar Airways



Syrianair

Syrianair, the common acronym for Syrian Arab Airlines, has this small individual creamer. No manufacturer shown. Their fleet is quite diverse, featuring not only Boeing and Airbus, but also Antonov, Ilyushin, Tupolev and Yakolev.

Iraqi Airways used this attractive two-tone green design with their name and logo at the top. Made by Schonwald in Germany. The airline has been essentially grounded since the Gulf War.

Qatar Airways Business Class china features a gray antelope or gazelle design. It is made by Bauscher in Germany. Qatar's First Class china has a thin maroon stripe with silver edges.



Kuwait Airways

Kuwait Airways formerly used this attractive two-tone blue design with their name and logo at the top. It was made by Hutschenreuther in Germany. Many of their aircraft were destroyed by the Iraqi invasion which led to the Gulf War. In gratitude for America's liberation of their country, the airline re-equipped its fleet with Airbus equipment!



Kuwait Airways

Believed to be the current Kuwait Airways china, this is an abstract green and brown design. Made by Bernard Limoges in France.



Gulf Air

Gulf Air uses this blue, brown and pink design on their Business Class china. Made by Noritake in Japan.



Gulf Air

This Gulf Air pattern features their eagle logo in gold. Made by Wedgwood in England.



Royal Jordanian

Royal Jordanian features a stripe, with the name of the airline and its crown logo, all in gold. Made by Cloudland in Japan.



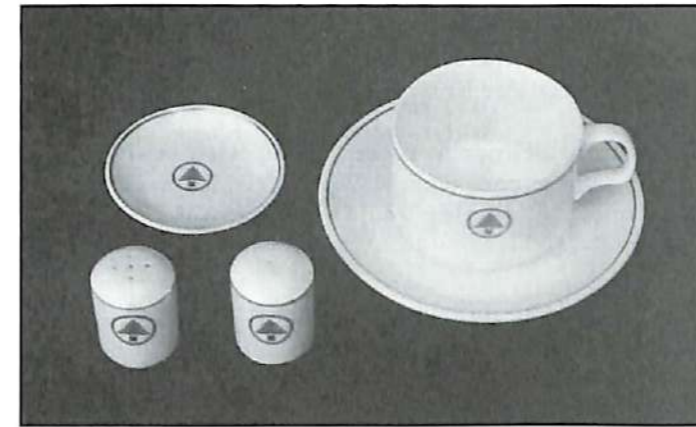
Emirates

Emirates has their Arabic name on most of their pieces in gold, but casserole shown also has the name in English. Made by Royal Doulton in England. Emirates is a well respected moderate size carrier, but gave notice of becoming a major player when it ordered 22 of the Airbus A-380 super jumbos.

Emirates has this attractive salt & pepper and sauce cup on a ceramic holder. The logos are gold and the design is in light blue and yellow. Made by Royal Doulton in England.

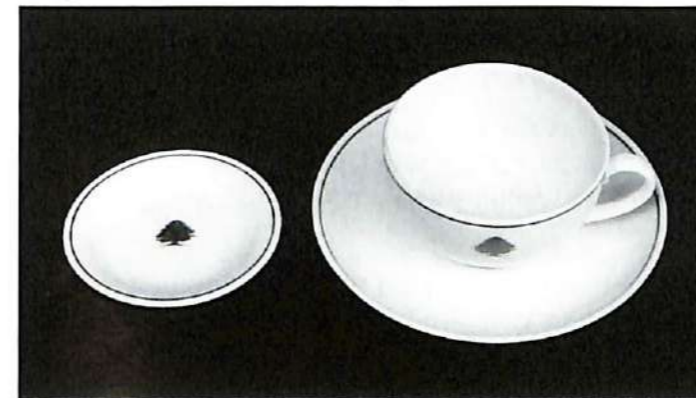


Emirates



Middle East Airlines

Middle East Airlines features their cedar tree logo in a circle, all in gold on this Royal Doulton china, made in England. Indeed, MEA's call sign is "Cedar Jet".



Middle East Airlines

A later version of the MEA gold cedar tree logo is shown in gold on this china made by Leftmann Weiden in Bavaria, Germany.

Fig. 13. A early MEA china pattern has the cedar tree and MEA initials in a gray color. Made by Ridgway in England.

Saudi Arabian Airlines, formerly known as Saudia, is by far the largest of the airlines in the Middle East. Here we seen an older pattern with a lime green stripe with gold accents and a gold logo. This pitcher and creamer were made by Rosenthal in Germany.



Middle East Airlines (Fig. 13)



Saudi Arabian Airlines



Saudi Arabian Airlines

This Saudi Arabian set has dark green stripes and gold double logos on the saucer. Made by Royal Doulton in England.

Fig.16. This Saudia Arabian pattern features a wide dark green stripe and a gold logo. Made by Inflight Top/Noritake.

Fig. 17. Believed to be the current Saudi Arabian First Class china is this dark blue design with a gold logo. Made by Inflight Top/Noritake in Japan.



Saudi Arabian Airlines (Fig. 16)



Saudi Arabian Airlines (Fig. 17)



Saudi Arabian Airlines

Saudia issued this plate in 1985 to celebrate their 40th anniversary, showing a DC-3 and a B-747. Markings are in medium green, with a gold rim. Made by Bing & Grundahl in Denmark.

Airliners International 2004 Trivia Quiz

1. What was the first name of the airport now known as LAX? A. Mines Field B. Grand Central Air Terminal C. Union Airport D. Western Field E. Burbank
 2. What was the first airline to land at what is now Los Angeles International Airport? A. Pacific Air Transport B. TAT C. Western Air Express D. Mad-dux E. Varney
 3. The Tae Guk is the emblem of which of these Airlines? A. China Eastern B. China Southern C. Korean Air D. Air Kenya E. Japan Air Lines
 4. The first airliner to be equipped with seatbelts for the passengers was: A. Ford Tri-Motor B. Curtiss Condor C. Boeing 247 D. Junkers F.13 E. Fokker F-10
 5. Which of the following airlines uses the 2 -letter designator "BR" formerly used by British Caledonian? A. Eva Air B. Britannia Airways C. Air China D. Buffalo Airways E. Mavial
 6. American Airlines current "Scissors Eagle" scheme was introduced in which year? A. 1967 B. 1968 C. 1969 D. 1970 E. 1971
 7. Which of the following airlines today uses the "OZ" 2-letter code? A. Orenburg Airlines B. Singapore C. Condor D. Qantas E. Asiana
 8. What was the first airline to operate scheduled passenger jet service into Ontario Airport? A. West Coast B. Air California C. Western D. Bonanza E. PSA
 9. Which airline operated the 1st scheduled passenger jet service into LAX? A. Pacific B. American C. TWA D. United E. Pan Am
 10. What airline operated the 1st scheduled Boeing 747 passenger service out of LAX? A. TWA B. Pan Am C. American D. Continental E. Delta
- Tie Breaker #1.
As of 2003, how many domestic U.S. cities had non-stop service from LAX?
- Tie Breaker #2.
As of 2003, how many International cities had non-stop service from LAX?

Compiled by: Jim "JET" Thompson
Sponsored by:

**Mainliner Worldwide Aviation Books
and Models**

Sticker Chatter

By David A. Rowe

Labels From The Middle East

Now we'll take a look at recent labels and BILs from around the world and portray a selection of labels from the *Golden Age* of air travel in the Middle East. Hop aboard!

Fig. 1 THOMAS COOK of GB provided this one in German; blue, black, yellow, white.

Fig. 2 AIR FRANCE celebrate the Montgolfiers who started ballooning in France during the 1800s. Red, white, blue.

Fig. 3 MALEV CRJ 200 in green, red, blue, white, bottom panel is brown or green.

Fig. 4 CIRRUS AIRLINES, part of Team Lufthansa, fly ERJ-145s from Saabrucken. Red, blue, white, black, flesh colors.

Fig. 5 EMIRATES have issued 4 different Sky Cargo stickers; gold, red, white, black.

Fig. 6 NEOS is a new carrier owned by Britannia, now Thompson, same tail logo. Dark blue, black, white and red.

Fig. 7 HELLAS JET, new Greek carrier, the label says it all: Blue, black, white from DAVID BRADFORD.

Fig. 8 SRIWIJAYA AIR, yet another new Indonesian airline flying 737s. Red, dark blue, gold, white, DB strikes again.

Fig. 9 JET AIRWAYS new item in blue, yellow, white for ATR 72-500. DAVE CHERKIS.

Fig. 10 PHILIPPINE AIRLINES multicolored holiday advertisement. DAVE again.

Fig. 11 AIR CHARTER AUSTRALIA fly Cessna 402s and 441s from Adelaide. Purple, yellow, and white.

Fig. 12 LUFTHANSA issued this for 40 years of service to Lombardy in Italy. Blue, silver.

Fig. 13 BRITISH AIRWAYS kids' issue; red, white, blue, and black.

Fig. 14 MIDWEST AIRLINES award issue in blue, gray, white from Ed Freuden of Milwaukee.

Fig. 15 ALL NIPPON AIRWAYS 3-in-1 issue for their Flying Whales paint scheme. Multi colored.

Fig. 16 AMX AMAKUSA AIRLINES of Japan in light and dark blue, black, white. Dash-8 shown.

Fig. 17 GREAT LAKES AIRLINES BIL in red, white, and dark blue. FRANK LICHTANSKI.

Fig. 18 SLOVAK AIRLINES flies 737s from Bratislava. Red, white, and blue.

Fig. 19 AIR MADRID. New Spanish carrier flying A330s. Red logo & www site info. Blue title on white, black A330-200, silver border. PETER RENTZSCH, the Airbus KING.

Fig. 20 JETSTAR is another new carrier, details not known. Silver fuselage and tail with orange star, logo and & under fuselage, black "Jet" and A320, silver border. Peter again.



Fig. 1

Fig. 2



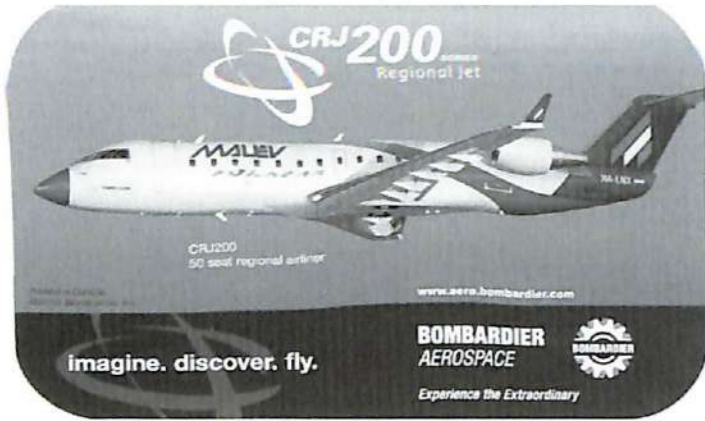


Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8

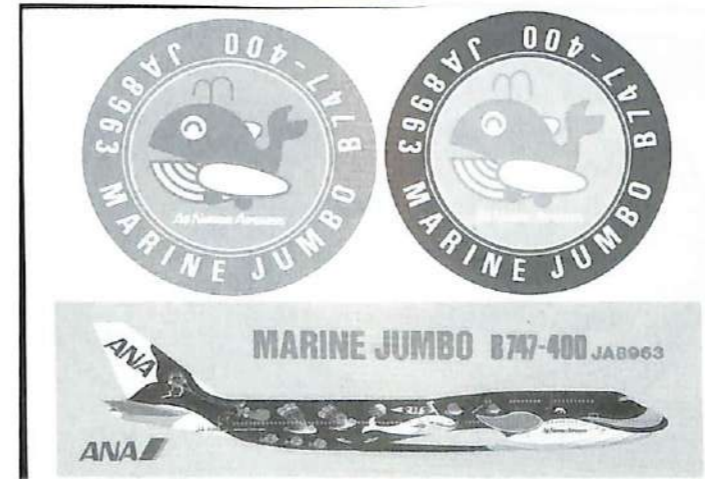


Fig. 9



Left - Fig. 12

Right - Fig. 13



Left - Fig. 15

Right - Fig. 14



Above - Fig. 10

Left - Fig. 11





Fig. 16



Fig. 18



Fig. 17



Top - Fig. 19



Bottom - Fig. 20

GOLDEN OLDIES

Fig. 21 JUNKERS LUFTVERKEHR PERSIEN flew from Teheran in 1925 using the Ju.F.13 as shown. Green aircraft, red script on cream, undoubtedly the earliest Middle East label.

Fig. 22 IRAQI AIRWAYS began flights in 1945 with Dragon Rapides. Green logo, black script, white map, yellow background.

Fig. 23 AIR JORDAN began in 1950 with Airspeed Consuls. Red logo and inner words, black outer words, yellow background.

Fig. 24 AIR LIBAN was originally C.G.T. with name changed in 1951. Aircraft shown is a Languedoc used on longer services. Red, white, and blue.

Fig. 25 SYRIAN AIRWAYS commenced service with DC-3s in 1946 from Damascus, ceased operations in 1948 and re-started in 1951. Black silhouette against yellow, red sky and words, DC-3 brown.



Fig. 21



Fig. 22

Right - Fig. 25



Right - Fig. 23

Left - Fig. 24



Aviation Postage Stamps

By Jim Edwards



MIDDLE EAST AIRLINES

Issued by Qatar in 1970 to commemorate Qatar's admission to the Universal Postal Union.



SYRIAN ARAB AIRLINES

Issued by Syria in February 1977 to honor 'Civil Aviation Day.'



KUWAIT AIRWAYS

Issued by Kuwait in 1969 to celebrate the introduction of the Boeing 707.



MIDDLE EAST AIRLINES

Issued by Republic of Palau in 2003 to celebrate 100 years of aviation.



PALESTINIAN AIRLINES

Issued by the Govt. of Palestine in 1999 to celebrate the opening of the new International Airport.



SAUDI ARABIAN AIRLINES

Issued by Saudi Arabia in 1975 to celebrate the 30th anniversary of the airline.

ALYEMDA

Issued by the Yemen Democratic Republic in 1981 to honor their national airline.

Airline Happy Hour

By Al S. Tasca

altasca@bellsouth.net

Stirred, Not Shaken!

In keeping up with this issues theme, the following sticks are from various areas of the Middle East.

Fig. 1. Shows two 6 1/8" flat sticks from Air India. Both are flat and one sided with a dimpled, flat bottom and both are all white with red writing and logo. The manufacturer is Spir-it USA.

Fig. 2. This 6 5/8" off white stick is shaped like an actual musical instrument with the hole under the strings sunken and the back curved. The back says Air-India shav. Anyone knowing what kind of instrument this is can e-mail me so I can include it in a future article. There is no manufacturer on it.

Fig. 3. This flat top 6" one sided stick with a round shank and a bubble bottom is from Middle East Airlines (MEA) Which is a Lebanon National Airline. It is all yellow with a gold Christmas tree like logo. Again, no manufacturer.

Top - Fig. 1 ~ Bottom - Fig. 2

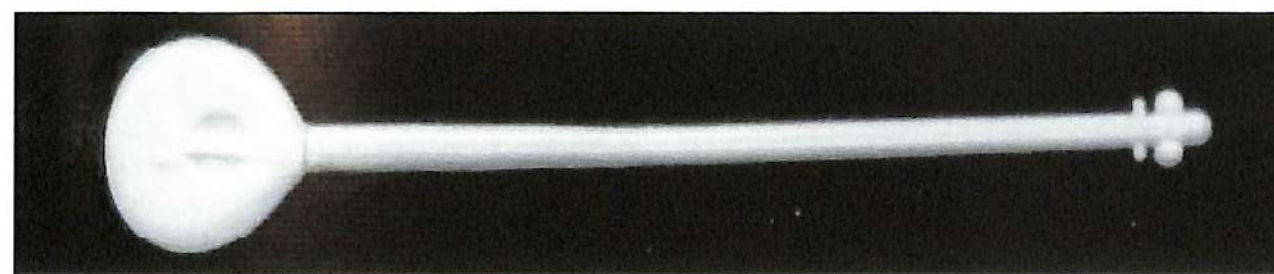
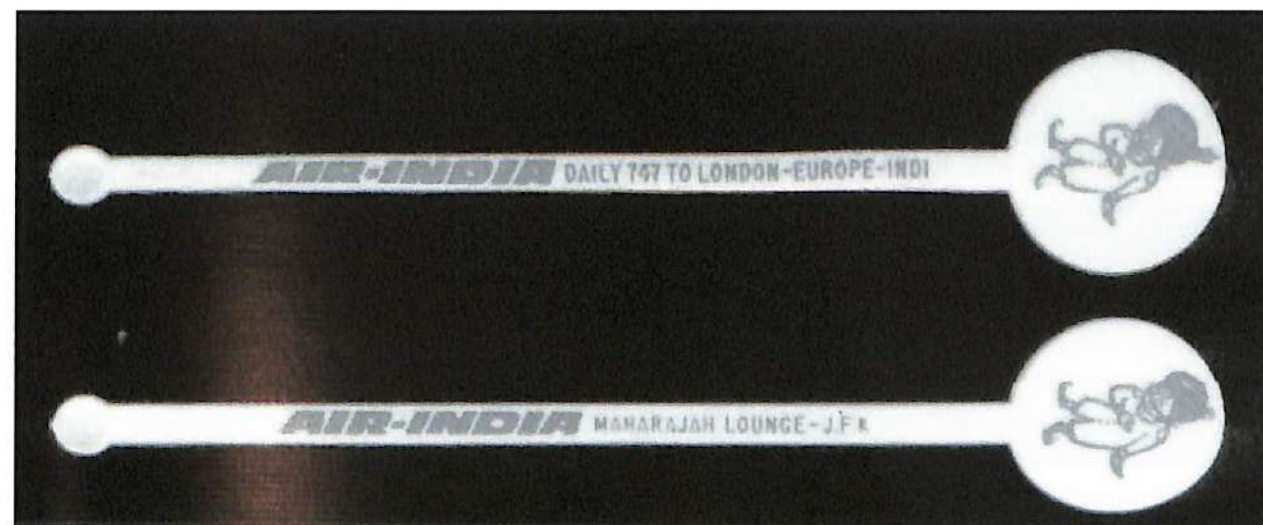


Fig. 4. This 6 1/4" stick from MEA is shaped like an actual oar on both sides. It is all off white but the hot stamped MEA in gold is only on one side.

Fig. 5. Gulf Air is a multi-national airline and a flag carrier for the Arabian Gulf States of Bahrain, Oman, Qatar and the United Arab Emirates. This one sided Gulf Air stick is 6" long with a flat top, round shank and bubble bottom. It is all white with the logo in gold and the writing in maroon, both hot stamped. Still no manufacturer.

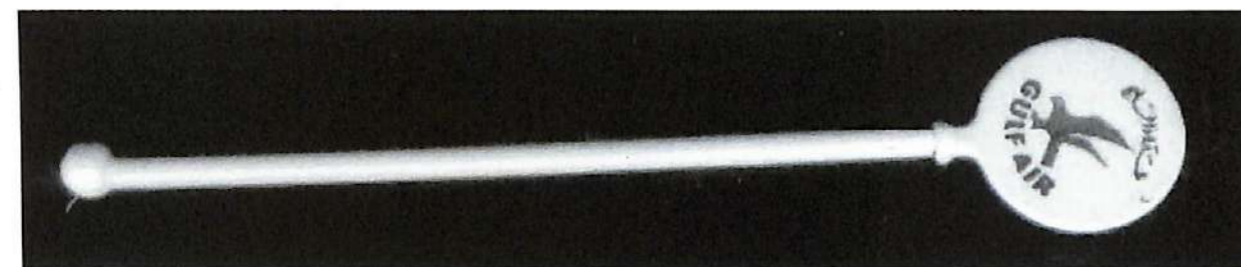
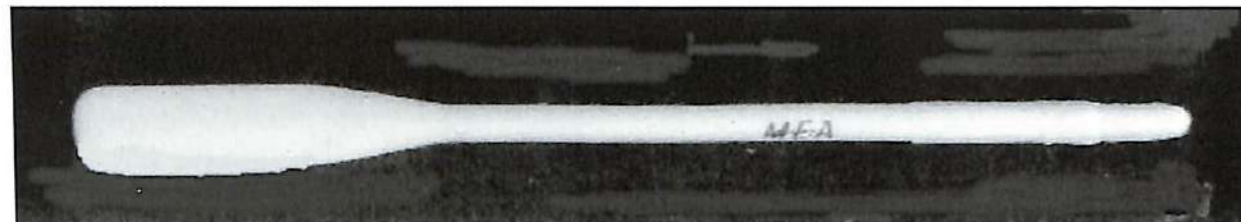
Fig. 6. This Gulf Air stick is 5 7/8" long with a contoured top, convex shank on both sides and a bubble bottom. The three colors that I have are all clear, all orange and all bronze. No manufacturer.

Fig. 7. This next stick which is hard to see in the scan is from Iran Air. It is 6 5/8" long, all white and has a bubble bottom. One side has the logo with Iran Air written in English and the other side has the same but the name is written in Arabic. When it is flipped over, though, the logo and name face the opposite way. Again, no manufacturer.

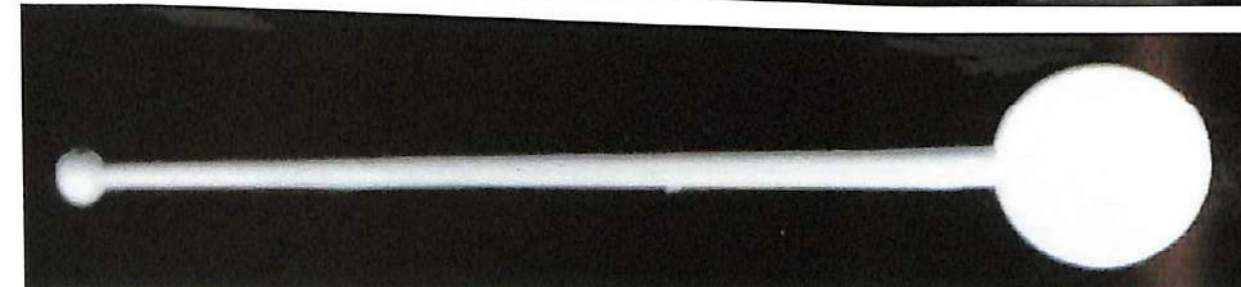
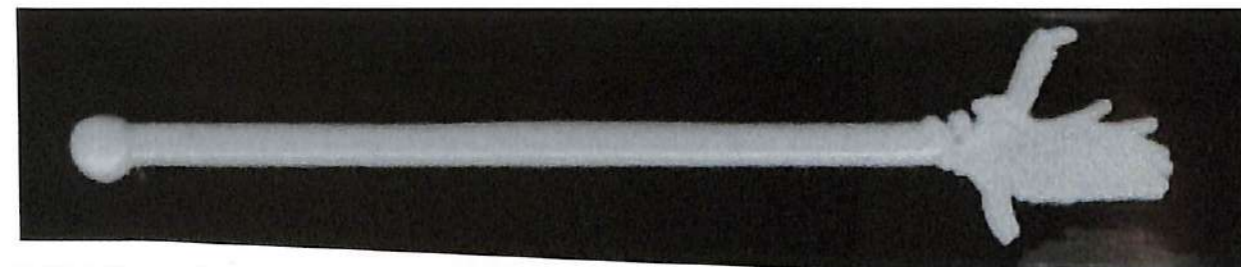
Fig. 8. This two sided stick is from Kuwait Airways. It is 6" long with a flat top, round shank and a bubble bottom. Both of the sticks that I have are all white with the logo in white but the surrounding the logo is light blue on one and dark blue on the other. Different from the stick in Fig. 7, when this one is flipped over, the logo still faces to the left.



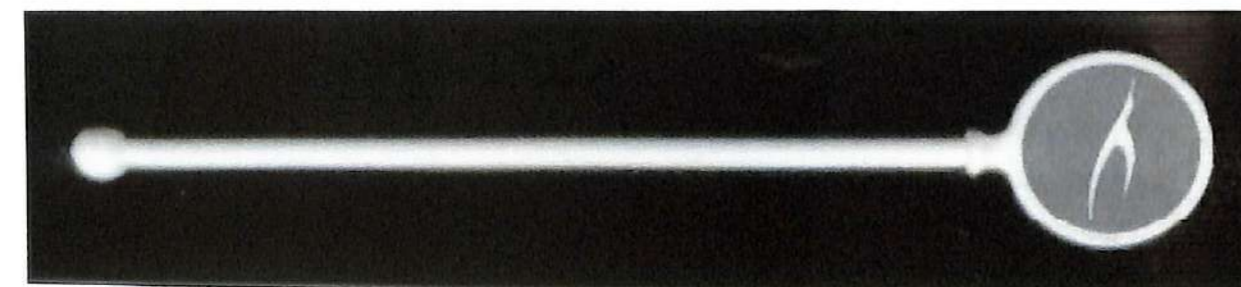
Top - Fig. 3 ~ Bottom - Fig. 4



Top - Fig. 5 ~ Bottom - Fig. 6



Top - Fig. 7 ~ Bottom - Fig. 8



Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net

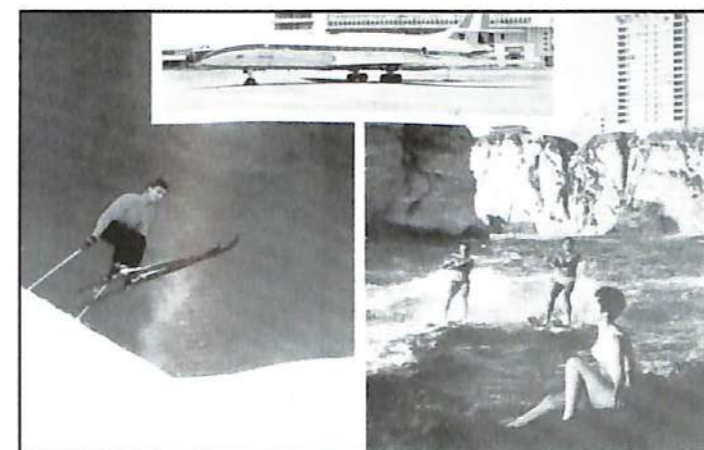
Postcard Exploration Of The Middle East

In the spring of 1958, I was on my "fam trip" which finished up my six months of training prior to joining the New York District Sales Office for Pan Am. In a month or so, I flew IDL/LON/BRU/FRA/IST/BEY/IST/ANK/THR\ANK/IST/ROM/NCE/BCN/LIS/IDL on Pan Am's B-377, DC-6B, and DC-7C equipment. Many stories to tell; however, this is a family oriented publication.

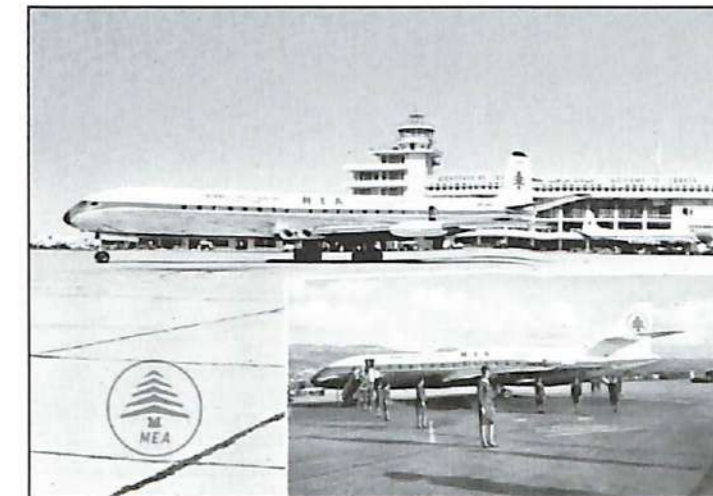
But, seriously, folks, traveling in the Middle East was a memorable experience even for one who had lived in Europe for going on two years. This proved to be my only travel in that region, and I certainly don't plan to go back any time soon.



Beirut, Lebanon



Air Liban Caravelle



Middle East Airlines Comet IV and Caravelle

Beirut was the "Paris of the East" at the time and Al Lewis, Pan Am's Station Manager, shepherded me around even including Baalbeck. The first card that I picked up at the time is of the airport with a MEA Languedoc and DC-3 in the foreground. I went through the Air Liban kitchen in the hangar in the background as well (Editions Gultraco, Beyrouth, Number 14). Air Liban acquired Caravelle's later on and here is a fine company issued card, perhaps the same aircraft shown in the Middle East Airlines livery, as well as their Comet IV, in a company card printed some time after 1963 when Air Liban was merged into MEA. And a Viscount drawing follows, published by Catholic Press in Beirut.



Middle East Airlines Viscount

Two Syrianair (Syrian Arab Airlines) company 4" x 6" cards follow, a TU-154M and a B747SP.

A 3-1/2" x 5-1/2" company card of Qatar Airways follows, on of their Airbus A300-600Rs, I believe. Yes, world, they have two A380s on order! Another 3-1/2" x 5-1/2" company card is the DC9-10 of Saudi Arabian Airlines, which would be 1967 or later.



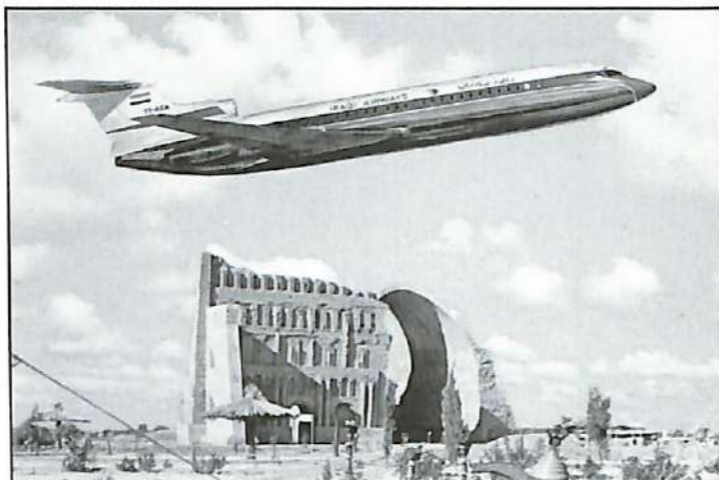
Syrianair TU-154M



Saudi Arabian DC9-10



Syrianair Boeing 747SP

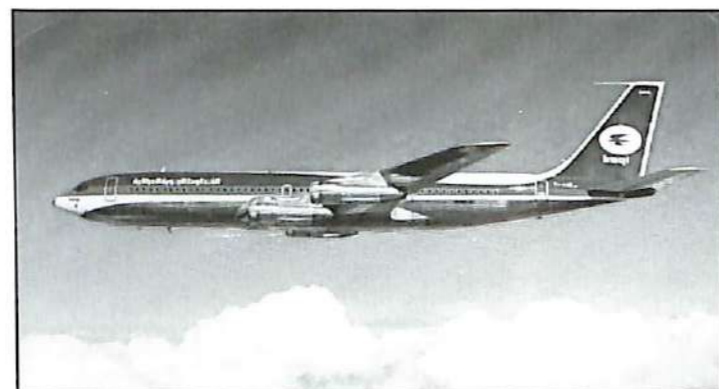


Iraqi Airways Trident



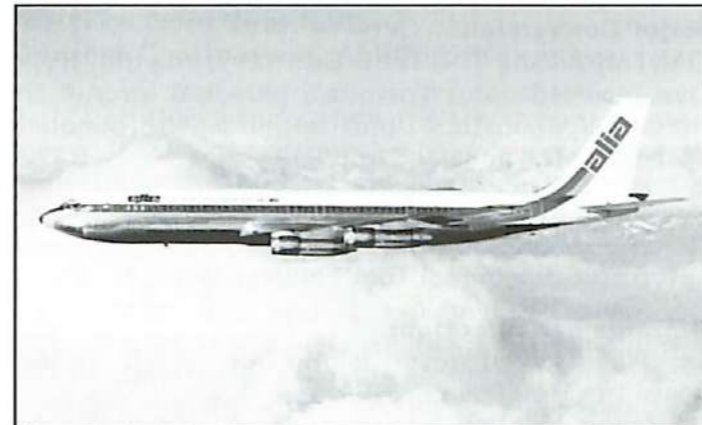
Qatar Airways Airbus A300-600R

And now to Iraq to find a Trident company card, 4" x 6", over ruins, but we know they're not of recent vintage, correct? A Photo Vicky Baghdad card, which we follow with a B707 (YI-AGE) in all its true beauty, 3-1/2" x 5-1/2", that I bought for 50 cents in 1981.



Iraqi Airways Boeing 707

Let's trek over the sands to Jordan to show a similar B707 of ALIA, the Royal Jordanian Airline, also a 3-1/2" x 5-1/2" chrome company card beauty. And thence to Kuwait, pre-1991, with two great 4" x 6" company cards of their B727-200 and B747-200. Four of the former were ordered in the early 80's and the latter in 1978. Fifteen aircraft were destroyed in the Iraqi invasion and the carrier now boasts an all Airbus fleet except for two B777s.



ALIA Royal Jordanian Boeing 707



Emirates Airlines ~ Dubai Airport



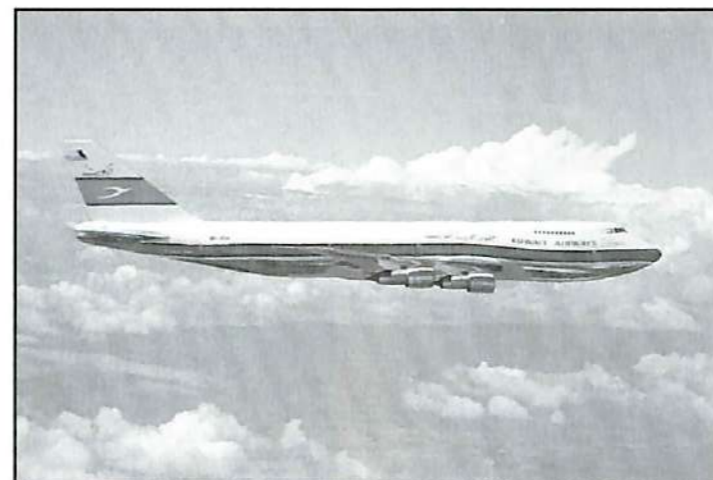
Kuwait Airways Boeing 727-200



A310

Vereinigte Arabische Emirate

Emirates Airbus A310



Kuwait Airways Boeing 747-200

Founded in 1985, Emirates Airlines has grown swiftly from its base in Dubai (see the excellent 3-1/2" x 5-1/2" chrome card of the airport) to serving over 70 destinations around the world, adding the USA just this year. And, for our final card for this edition, hope you enjoy the 4" x 6" of two of their Airbus A310s published by the manufacturer as number 061.

The next time we do this area of the world we'll plan to include Iran Air, the various Turkish entries, EL AL/Arkia, Cyprus, and perhaps Yemenia Airways and Oman Air. We shall see.

I don't really wish to editorialize much concerning the recent well-run LAX Airliners International get-together. I very much enjoyed the banter with all the others of our ilk but I see no new faces, no new enthusiastic collectors, and very little, if any, young talent. And after looking at the prices being charged for postcards, especially out of Europe, we're reduced basically to doing a bit of trading with each other as we all have the same exact thousands of duplicate cards. Now don't we?

Hope you enjoyed your travels with us!

van

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

AI 2004 -- THE MODEL CONTEST

by Rick Neyland ~ Photos By Tony Campbell

The Sheraton Gateway Hotel, at the foot of the main onramp into LAX, was the site of AI 2004 along with the convention's traditional model and photo contests. Both contests were held together in the Santa Catalina Room -- a conference room two floors above the main display halls.

Fourteen modelers including myself had entered a grand total of 62 models, and all eight of the different categories were covered. The winning models and their respective builders were as follows:

Large Prop and Jet:

1st place - Hemet Valley Air Service C-119 Ken Miller, Campbell, CA
2nd place - Lufthansa A320 Bill Parker, Tempe, AZ
3rd place - Boeing 367-80 Bill Parker, Tempe, AZ (the Dash 80 is a reminder that July was the 50th Anniversary of this aircraft, which launched the Boeing Company, and America, into the commercial jet age)

Small Prop:

1st place - Eastern Air Lines DC-3 Rick Guilbault, Canton, MI
2nd place - American Airlines DC-3 Rick Guilbault, Canton, MI
3rd place - Eastern L-1049C Super Constellation Dan Levy, Dayton, KY

Medium Jet:

1st place - South African A/W Boeing 737-800W Tim Bradley, Fife, WA
2nd place - Continental MD-83 (gold/orange/red c/s) Dave Kessler, Hollister, CA
3rd place - Scandinavian DC-9-21(2nd c/s) Erik Geicke, Asker, Norway (Erik also entered 2 equally nice Braathens B-737-400's in 2 different liveries). All models were in 1/144th scale.

Small Jet: (1/200 scale)

1st place - Alaska A/L Boeing 727-200 Tim Bradley, Fife, WA
2nd place - Republic A/L B-727-200 (delivery colors) Ken Bright, Los Angeles, CA
3rd place - Australian Airlines Boeing 767-300ER Tim Bradley, Fife,

Major Conversion:

QANTAS Boeing 707-138B Dan Levy, Dayton, KY
Dan modeled John Travolta's personal aircraft in the anticipation that John would be the banquet speaker at the show.

Vacuform and Scratch Built:

America West A320 at Phoenix (scratch built apron and concourse) Tom Flynn, Las Vegas, NV

Diorama or Collection:

1st Place - Vancouver Island Air Beech 18 on floats Tim Bradley, Fife, WA
Honorable Mention - Jaime Diaz, Ft. Myers Beach, FL

Flights of Fancy:

1st place - Spruce Goose Super Duper Scooper Ken Miller, Campbell, CA
2nd place - A380 Airbus (not yet a reality!) Bill Parker, Tempe, AZ
3rd place - Continental A/L B-737-800(60's Golden Jet markings) Rick Guilbault, Canton, MI

The Best of Show (Judge's Choice) Award

went to Tim Bradley for his VIA Beech 18 on floats. This exceptional model also won as the most popular model of the show, claiming one quarter of the 24 votes cast. Jaime Diaz of Ft Myers Beach, FL, received Honorable Mention for his diorama of an Eastern Boeing 727-100, in the "hockey stick" scheme, being serviced while passengers were boarding. Jaime had fashioned the baggage carts for his scene by using the tail stands that were provided in the old Revell 707 kits. He also had entered a very nice Braniff Boeing 720 in the airline's periwinkle blue pastel color. With the number of dioramas that seem to be getting popular with modelers, I think that perhaps this category should be extended for 2nd and 3rd place winners.

A surprise visitor to the model contest was Clint Groves, founder and president of ATP, Inc., a model kit supply and decal maker. Clint was noticeably absent from the airline hobby convention scene for many years, so it was great to see him again after such a long time.

As coordinator of the contest, my chief handicap was not having a PA available to make announcements. The 2-story escalator climb (one of which didn't work) was a hassle, but the smaller crowd coming into the contest room did mitigate "accidents" from happening. I would like to thank Ken Miller for footing the paperwork and the 3 judges, Greg Drawbaugh, Ahmed Orguwall, and Tony Chong for their judging expertise. Along with the guys from Airline Modelling Digest, I made several new friendships. We all look forward to AI 2005 in Milwaukee -- The Greatest Airline Memorabilia Show on Earth!

Message from Tom Kalina, Contest Chairperson, AI 2005, Milwaukee

Although next year's convention is several months away, I wish to encourage modelers to come to Milwaukee in 2005. I am planning to put on a great contest with some special awards and some modeling seminars. A contest handbook has already been posted on our web site at www.ai2005.com and it explains the rules and gives the competition categories. The handbook will be updated as changes occur, so please check it often. For those who do not have electronic access, you can get a copy of the handbook by sending me a large SASE with your address. I also welcome any comments that you may have.

My goal as the Contest Chairperson is simple: large participation, good judging, nice rewards and most importantly, fun for all! So get busy building now and I hope to see you in Milwaukee... "The Good Land"

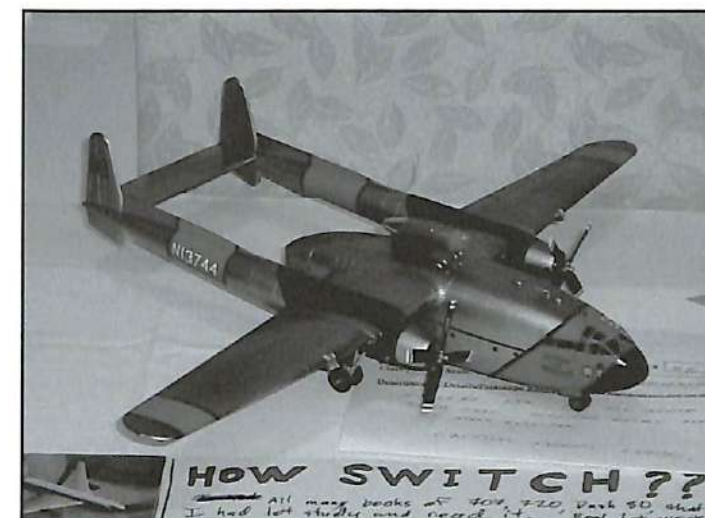
Tom Kalina
118 N. Vincennes Circle
Racine, WI 53402

Vacuform and Scratch Built:



1st Place

Large Prop and Jet:



1st Place



2nd Place



3rd Place

Diorama or Collection



1st Place



Honorable Mention

Fantasy of Flight



1st Place



2nd Place

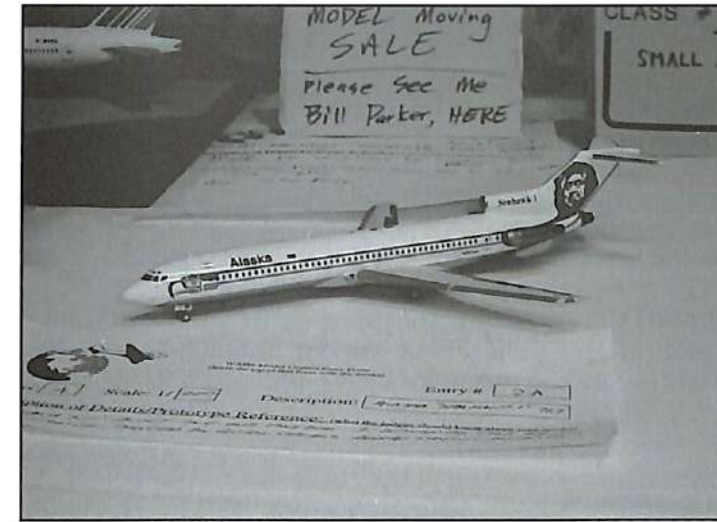


MAJOR CONVERSION - 1st Place



3rd Place

Small Jet



1st place



2nd Place

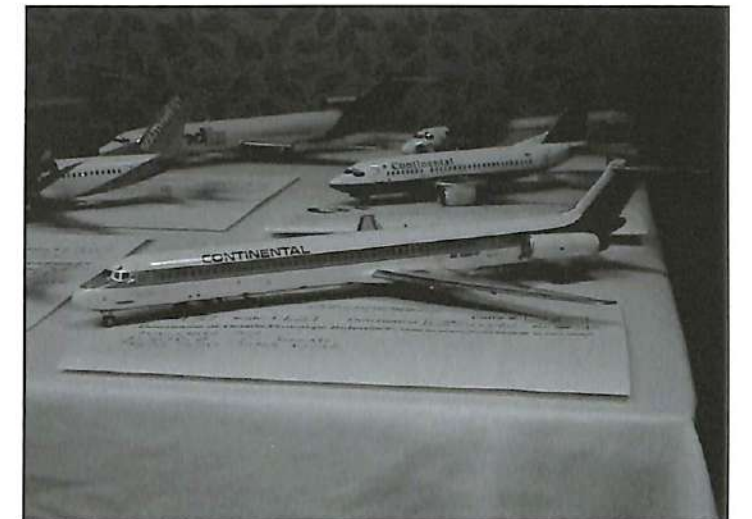


3rd Place

Medium Jet



1st Place



2nd Place



3rd Place

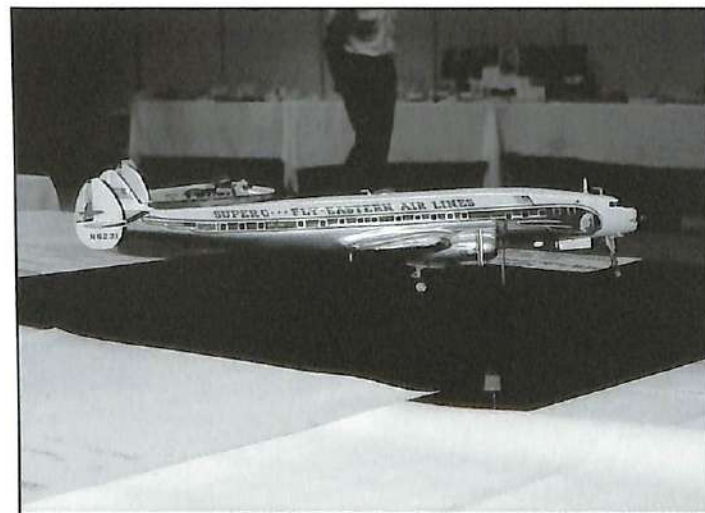
Small Prop



1st Place



2nd Place



3rd Place

The Rest of the California Airline Story

By Tim O'Callaghan

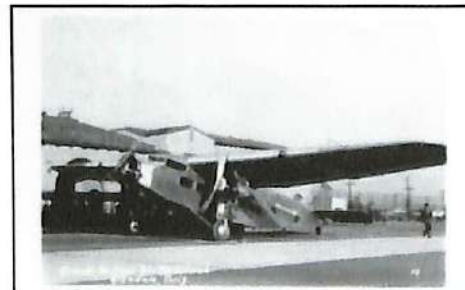
timothy5@comcast.net

(Editor's Note: WAHS member and noted Ford Tri-Motor Historian Tim O'Callaghan contributed this article with additional information on the airlines of California from our previous issue.)

One of the major airline players in California was Maddux Air Lines which started passenger service in July 1927 between Los Angeles and San Diego.

Reportedly, Bill Mayo, head of Ford's Airplane Division and chief airplane salesman asked Jack Maddux, a major Lincoln Dealer in Los Angeles, California to buy some Ford Tri-Motors and start an airline in California. Maddux is reported to have replied "I will, if you can fly one out here over the Rocky Mountains." In July 1927 Mayo delivered the first Ford Tri-Motor to California and Maddux, true to his word, started Maddux Air Lines and ended up buying 16 Ford planes at about \$50,000 each, about \$8,000,000 in today's dollars. The first service began in July was between Los Angeles and San Diego for \$15 one way \$27.50 round trip. Round trip flights were quickly extended to San Francisco in April and Phoenix, AZ, into Mexico and many other shorter trips within California in succeeding months. In 1929 Maddux carried over 40,000 passengers before being purchased by TAT. According to R E G Davis in his *Airlines of the United States Since 1914*, Maddux's entrance into the market rudely shattered the dominance of Western Air Express. It's interesting to note that the expansion and growth of Western Air Express was subsidized by the Guggenheim Fund, while Maddux Air Lines was privately funded by Jack Maddux.

When TAT started service (New York to Los Angeles) in July 1929 they connected with Maddux for those passengers who wanted to fly on to San Francisco. From July to November 1929, when TAT bought Maddux out, both companies carried the TAT/Maddux logo on their planes and literature.



Postcard With A Ford aircraft at Glendale, CA Air Terminal with TAT and Maddux Titles

Wings! Badges!

By Charles F. Dolan

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SHIFTING SANDS Airlines of the Middle East

One of the longest running "hot spots" of the world is that area known as the Middle East. Heralded as the cradle of civilization, this area has seen some of the most uncivilized behavior of mankind. If you delve into the history books, you can see that almost from the point that records started to be kept, the land has been in turmoil. Like the shifting sands of the desert, borders and rulers kept changing. In one of the opening scenes of "Patton", George C. Scott portrays the general as he looks out over the desert and recites a litany of great battles which had taken place before World War Two. Today, after two "Wars to end all wars" the Middle East is still in turmoil.

For a long period the colonial powers of Europe had influence over the land and the people. During this time, air transport was initiated and carried out by the colonial "powers". Imperial Airways, Air France, SABENA and K L M were some of the major providers of air transport. As the countries of the Middle East became independent, one of the first orders of business was to "fly the flag" by establishing a national air carrier. In some cases, these new carriers were operated by foreigners, some from the former colonial power. In many cases the crews came from the ranks of those who had served in the air forces of the United States and Canada during the war. Contracts were signed with long established airlines such as TWA and Pan American to provide training and technical support to the new airlines being formed in the area.

Always a prize in the tug of war between "super powers" the countries of the Middle East were courted by the East and the West to ally with one side or the other. Evidence of which side had made the more successful pitch included the type of aircraft flown by the country's flag carrier. Boeing, Douglas, Lockheed, Convair and De Havilland indicated leaning toward the West. Tupolov, Antonov and Ilyushin indicated leaning toward the East. The breakup of the Soviet Union brought this tug of war to an end, but the Middle East remains a battleground.

Conflicts persist between and within countries in this region. The reasons for the unrest can be based on political, ethnic or religious grounds. No matter the reason, the local populations are always the losers. A perfect example of this reality is Beirut, Lebanon which had been as much a holiday destination as the French Riviera. This beautiful city was torn apart by battles which raged across the Green Line. The flag carrier, Middle East Airlines, would not allow any of its aircraft to remain on the ground in Beirut overnight. When, or if, this area will ever regain its reputation as a vacation spot remains to be seen.

The situation today in the Middle East is more unsettled than ever. Will Iraq be able to establish a stable governing body after years of dictatorship and months of occupation and resistance fighting? Will the "no-fly" zones be discontinued? Will the aircraft of each country be allowed to fly over the territories of all the surrounding countries? How long will passengers have to get to the airports hours ahead of flight time to be processed before being allowed to board a flight. One can only hope that a resolution to these problems will be found. History, however, does not lead to an optimistic outlook.

Here are some insignia of airlines which are operating or have operated in the Middle East.



SAUDIA 1980s era

Brass color wing and cap badge. Center disc is of green enamel with palm and swords in base color. Wing is clutch back. Cap badge has one screw post and a single pin to hold badge in position on cap. Neither wing nor cap badge bear hallmarks. The captain's wing is finely detailed with open spaces between the star and wreath.



SAUDIA late 1980s -early 1990s era

The wings remain the same, but the cap badge has increased in size and has a stylized bird soaring up from Saudi Arabia. The badge is in polished gold color metal. The disc at the top of the badge is in green enamel with the palm and swords design as seen in the wing insignia. This design was also painted on the tails of SAUDIA aircraft.

The light spot at the 1 o'clock position of the disc is a flaw in the piece I have in my collection.

Shifting Sands

Wings Over Arabia

Bahrain Amiri Flight

"Bahrain One"

(Photo To The Right)

These insignia are of the sew on variety. Backing is black fabric with gold bullion thread. The central coat of arms is silver bullion over maroon cloth with gold bullion and black thread in a zig-zag line. The crown over the crest is in gold bullion thread with red and green thread dots representing jewels across the lower part of the crown.

No indication of the manufacturer.



SAUDIA current insignia

This design was adopted in the 1990s. The center disc of the wing and at the top of the cap badge have the new style SAUDIA logo in gold on a dark blue field. The disc is covered by a clear plastic finish. The wreath and star of the captain's wing are embossed on a solid piece of metal. No hallmarks are seen on these items. Again, wing is clutch back and cap badge has a screw-post with a single positioning pin.



Emirates Airlines

Gold thread on gray fabric. Insignia are of the sew on variety. The bottom flight engineer wing has a much heavier bullion thread than the cap badge and pilot wing.



LAT Lebanon Air Transport

Wing is of gold bullion thread on black backing and is of the sew on variety. The central design is of a cedar tree in brown and green thread on a field of light blue fabric.



Kuwait Airways

Wing and cap badge are of gold bullion thread on dark blue material. The center shield is black over vertical stripes of red, white and green.

Trans Mediterranean Airlines

This cap badge is a sew on type of gray fabric and gold bullion thread. The inside of the triangle is yellow fabric with the letters "TMA" in green thread outlined by silver bullion thread. The "bird" under the letters is black thread outlined in silver bullion thread.

No indication of manufacturer.



YEMENIA

Both cap badge and wing are of gold color metal. The center ovals of both are white enamel with the figure above "Yemenia" in blue and red enamel. The lettering is in gold color metal.

The banners on each side of the eagle are red, white and black (from the outside inward) with a single green star in the white band. The shield on the eagle is outlined in light blue enamel.

The wing is pin back and the cap badge has a split pin which passes through two eyelets to mount on the hat.

The wing has a hallmark in Arabic letters.

Oman Aviation (Photo To The Right)

Two more sew on insignia. The backing for both wing and cap badge are of a bright medium blue fabric. The wing, wreath and crossed saber designs are of gold bullion thread. The center disc is red fabric and the "OA" is of green thread. The cap badge has "OMAN AVIATION" in blue thread on a white disc with Arabic lettering reflecting that name on the upper half of the disc.

Iraqi Airways

Wing one - Top Photo

A sew on variety, Black fabric backing with gold bullion thread wings. The center oval is of green thread with a brass "bird" affixed by two metal fold back tabs. The field under the disc is red, white and black with three green stars in the white band.

Wing 2 - Bottom Photo

A pin back wing in gold color metal. The center oval is green with a brass "bird". The oval surrounding this is red with "IRAQI AIRWAYS" in gold color letters. The upper field is red, white and black with three green stars in the white band. The lower field is in green with gold color arabic lettering.

There are no hallmarks.



UNKNOWN P "A" S ?

This might be a wing used by an oil or petroleum company or a service supporting that industry.

The wing is in gold color metal with black enamel letters and oil rig. There is a hallmark which I cannot make out and the word CAIRO on the back of the wing. Any identification will be appreciated.



Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Junior Wings From Airlines Of The Middle East

The Middle East is truly a small geographic area and there are only three countries there that I can find that have put out any junior wings at all. These are: Emirates, Israel and Saudi Arabia.

So let us start with Emirates. They put out a junior wing that is really quite attractive (1). It is an epoxy finish and colored in red and gold and is a pin back.

Israel put out the most junior wings and I will show three different ones. The first is a metal wing in a gold color (2). The second is a plastic wing that is in the colors of the airline, namely blue and gray (3). This wing is noticeable by the name of the airline in the center. The others are as shown in (4) which deletes the center positioning of the name. This particular one has several variations such as a flat finish vs. a high gloss finish, pin back vs. stick back, thin lettering vs. thick lettering. All told, there are six total wings that El Al has put out.

And the last is Saudi Arabia (5). The only thing I have ever seen on this airline is a button which says: Junior Flight Crew Member and will assume that this was airline issued.

Happy Collecting!

Stan



#2 - EL AL



#3 - EL AL



#4 - EL AL



#5 - Saudia



#1 - Emirates

Slide Photography

By Joe Fernandez & Eddy Gual

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eddygual@bellsouth.net

We're exhausted from our recent cross-country adventure and the AI 2004 LAX show. Enjoy these photos from our files instead! All photographs from the Aviation Photography of Miami Collection.



Saudia Cargo DC-8 N865F



Air Memphis 707 SU-AVZ new quiet nacelles on engines June 2002



Gulf Air A340 A4-OLH July 2003 new colors



MEA 707 OD-AGN Aug 1986

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Our Member Forum For Buying, Selling And Swapping Airline Memorabilia

WANTED: FLORIDA EXPRESS AIRLINES MATERIAL. Specifically timetables and annual reports. Will pay a reasonable price for the items. Contact: Walter Carl Case, 5037 Gardens Drive, Orlando, FL 32812-8783. Telephone: (407) 282-5114. E-Mail: waterccase@earthlink.net

THE HISTORY OF CONCORDE. The actual title is: De geschiedenis van de Concorde. This new book is written in Dutch, with half a page in English. The latter being written by former British Airways captain Dave Leney. This captain was the first, to experience loss of the Concorde rudder in full flight. Although the text is in Dutch, this book can be of great interest to Concorde lovers all over the world as a kind of collectors item. The book has 176 pages and 243 illustrations and covers all aspects of Concorde's rich history from 1962 to 2003. For more information on how to obtain a copy, write to the author: Henk Heiden at email: sb122953@wolmail.nl

WANTED: UNUSED KIT DECALS. Airfix 727 Pan Am, Minicraft DC-6B Pan Am, 707 Pan Am, 707 Northwest, 737-300 American, 727-200 United. Escape walkways not essential, but I need all airline color scheme elements and titles. Contact: Bob Friskney, 5851 Asher Ave., Inver Grove Hts., MN 55077. Phone: (651) 451-1105



Libyan Arab Airlines Caravelle
Airline Issued Postcard

Airliners International 2004 Trivia Quiz Answers Continued From Page XX

1. A) Mines Field
 2. D) Maddux Airlines. September 22, 1927 from San Diego with Col. Charles Lindbergh in command and Jack Maddux aboard among the passengers.
 3. C) Korean Air
 4. D) Junkers F. 13
 5. A) Eva Air
 6. B) 1968
 7. E) Asiana
 8. E) PSA with a Boeing 737-200 in 1968
 9. B) American with a Boeing 707-123 from New York Idlewild, January 25, 1959.
 10. A) TWA Flight #100 on February 25, 1970 to New York-JFK.
- Tie Breaker #1 - 71
Tie Breaker #2 - 42

Congratulations to our winners!

1st Place - Dwight Skeats with 9 correct answers.
2nd Place - Peter Black with 7 correct answers.
3rd Place - John Adkins with 7 correct answers.
Booby Prize for 0 correct answers - Dave Haas.

Special Thanks To Mainliner Worldwide Aviation Books and Models For Supplying The Awards.



EL AL Israel Constellation
Photo via Craig Morris Collection

Next Issue - The Boeing 727!

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

NEWARK AIRLINES SHOW

Saturday, 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: ait@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.

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.

NEW YORK INT'L. AIRLINE SHOW AND SALE

Saturday, November 13, 2004. Marriott Courtyard LaGuardia, 90-10 Grand Central Parkway, East Elmhurst, NY 11369 (Opposite LaGuardia Airport). Models, Postcards, slides, photos, time tables, in-flight items, books, DVDs, and much more! Tables \$50/each. Admission \$4 per person, children under 10 free. For more information, contact Basilios Pipinos (718) 884-0778.

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

CHICAGOLAND AIRLINE COLLECTIBLES FALL SHOW

Saturday, November 20, 2004. Elk Grove Village, IL. Holiday Inn, 1000 Busse Rd. Time: 9 am - 3 pm. Admission \$4.00. Free airport shuttle. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60-631, Phone: (773) 775-5623. www.graylandstation.com.

2005 MIAMI AIRLINE COLLECTIBLES AND SLIDE FEST

Wednesday, January 12 - Saturday, January 15, 2005. Miami, FL. Slide shows throughout the week. One day Airline Collectible Convention at the Miami Springs Country Club, 9:00am - 4:00pm. Admission \$5.00. Vendor tables available. [Http://www.MiamiAirlineCollectibles.Org](http://www.MiamiAirlineCollectibles.Org). E-mail: jfer-na10@bellsouth.net. Mail: Eddy Gual, P.O. Box 667703, Miami, FL 33166.

AIRLINERS INTERNATIONAL 2005

Thursday, July 21-Saturday, July 23, 2005. Milwaukee, WI. Four Points Sheraton Hotel, Milwaukee Airport. Contact: AI 2005, P.O. Box 371371, Milwaukee, WI 53237. [Http://www.ai2005.com](http://www.ai2005.com)



Former WAHS staff artist Tom Kalina was recently honored with the acceptance of his work for the American Society of Aviation Artists International Exhibition celebrating 100 years of powered flight.

Tom's work, titled "Prince of The Privileged Realm", was awarded 1st place in Commercial Aviation. As part of the tribute, this painting will be published in Aviation Week & Space Technology's special Photo & Art issue, December, 2004.

The American Society of Aviation Artists (ASAA) was formed in 1986 to bring together, in one professional body, artists who are acknowledged leaders in the field for the purpose of recognizing and promoting interest in aviation art as a fine art form. Artist members are selected by a group of their peers on the basis of their demonstrated abilities and experience. The Society currently numbers about 150 artist members. Founding members include Keith Ferris, the late Jo Kotula, Bob McCall, the late R.G. Smith and the late Ren Wicks, all internationally recognized for their expertise as aviation and aerospace artists. Tom Kalina has been a member of the ASAA since 1999. The Society holds annual forums that cover a variety of interesting subjects and valuable information for artists, collectors and enthusiasts alike.

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



*ALIA Royal Jordanian L-1011-500 JY-AGB at Amman 1984
Aviation Photography of Miami Collection*

*ALIA Royal Falcons Islander JY-DCA
Photo By Phil Glatt ~ Aviation Photography of Miami Collection*





*Syrianair TU-154M YK-AIA 1996
Aviation Photography of Miami Collection*

*Yemen Airways 737-200 4W-ABZ July 1977
Aviation Photography of Miami Collection*

