



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Fall 2004 - Issue 29-3



*Boeing 727 Aircraft At New York's LaGuardia Airport
Photo via Aviation Photography of Miami Collection*

The Boeing 727 TriJet





Northeast Airlines 727-95 N1634 Shortly After Their Merger With Delta

Aviation Photography of Miami Collection

Frontier Horizon 727-23 N19555 October 1984



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VARIG Boeing 727-100 ~ Airline Issued Postcard

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From The Flight Deck

Welcome Aboard!

The Board is beginning the process to elect officers for the 2005 to 2008 term. The three-year rotation schedule will be continued with election of the Vice President and two Board members. Their term of service will begin during AI 2005 in Milwaukee, and conclude during AI 2008.

Have you considered being part of the new WAHS leadership team? If you would like to have your name on the ballot, we need to have your nomination by April 22. Please send either an e-mail to Jay Prall jayeprall@cs.com or Duane Young jetduane@bellsouth.net, or mail it to society headquarters. The ballot will be included in the spring 2005 issue of the Log, with the winners announced during AI 2005.

The Board has been developing several strategies to expand our membership. We have entered into joint marketing agreements with *Airliners* magazine here in the US, and with *Airliner World* magazine in the United Kingdom. You will see their advertising materials in the Log, and they will run ads for us prior to the 2005-2006 membership year (AI2005). This will be a marketing exchange and thus will be at no cost to the Society. In addition, our Board members have been actively promoting WAHS at the regional shows. We have many new members due to this concerted effort.

We now have a new Logo for WAHS. The overwhelming choice by members from the previous issue of the *Log*, is image "Number 6". We will begin to incorporate the image into all aspects of the Society operation. We have also chosen a company to produce our new membership cards and plan to start production after the first of the year.

The Chairman of AI 2005 says that they have already sold over 130 tables for next year's event in Milwaukee. Now is the time to begin making your plans to attend AI 2005.

Looking back during the past year, we have achieved several major accomplishments. The Society became insured for the first time in its history. We had a fantastic convention in the "City of Angels" with nearly 2,000 attendees. We have also been recently approved for a grant by the ExxonMobil Foundation. It has been an exciting year and much has been accomplished, but a lot of work remains to be completed. Your management team takes that responsibility very seriously and will strive to make 2005 another banner year.

Since it is the season to give thanks, I would like to give a special thanks to Mr. Bill Demarest for coming out of retirement and resuming the post of editor of *The Captain's Log*. His sacrifice made this issue possible, after our former editor resigned unexpectedly. Please take time to send Bill an e-mail and thank him personally at MrMiami@aol.com. Bill is having a rough time as the new United Airlines station manager in St. Maarten (SXM). What a tough job; sun, sand and airplanes!

I wish all of you the very best Holiday season ever, and hope you are able to spend it with those who are special to you. In the mean time, I ask all of you to continue to talk up the World Airline Historical Society, our future depends on all of our efforts.

Sincerely,



THE BOEING 727

THE TRIJET THAT ALMOST WASN'T

By Joop Gerritsma

Until it was surpassed by its stable mate, the 737, the Boeing 727 was the best-selling jetliner in the world. But almost forgotten is that had it not been for the perseverance of Jack Steiner, the project in all likelihood may have been killed and Boeing would never have built 1,832 copies of the world's most-successful trijet.

It was 1958 and Boeing was facing high production costs for the 707. The introduction into service of the initial Series 120 model was still several months away, but the company was already working on the intercontinental 707-320 and the medium-range 720, a scaled down 707. Both Braniff and Qantas were asking for major changes in their 707s to suit their particular needs. Some airlines wanted Rolls Royce engines on their 707s. All these required expensive changes in tooling and costs had risen far above the price set for the first production aircraft. It seemed hardly the time to take on a new billion-dollar project.

But Jack Steiner, an engineer in the 707 program who had been put in charge of a planning group for a short-range jet, believed it was only a matter of time before travelers would demand jet service on shorter routes too. Still, the outlook seemed bleak. American, Eastern, Braniff and other major carriers had chosen the propjet Electra to fill their short to medium route needs; Capital, Continental and Northeast had bought the British Viscount and in France the twinjet Caravelle had been flying since 1955. Douglas was working on a scaled down DC-8 for the short and medium range and deHavilland/Hawker Siddeley in Britain had plans for a trijet. Steiner felt if Boeing wanted to stay in the forefront of jetliner production, it had little choice but to go ahead with a short- to medium range jet. He gradually won over other company officials, including Boeing president Bill Allen.

Preliminary Studies



American Airlines 727-23 on take-off. Note the extended leading-edge slats on the wing. (American Airlines)

Boeing started preliminary studies for a short- to medium-range jetliner in early 1956, two years after the first flight of the Dash-80, predecessor of the 707. In all, 38 different proposals with two, three and four engines had already been studied

when Steiner became assistant chief of Preliminary Design at Boeing. A trijet had been rejected, and the focus was on a twinjet. It was essential that the new aircraft could operate from the shorter runways of many of the medium airports in the U.S. and around the world. Eastern Airlines demanded operations from the 4,980 foot runway

(1,518 m) at New York's La Guardia Airport and from Midway at Chicago with its slightly longer runway, but with obstructions. And Eastern wanted four engines for the over-water service to Puerto Rico. United Air Lines wanted four engines for high-altitude Denver (but on Feb. 25, 1960 it ordered 20 twinjet Caravelles for central and eastern routes). Continental also wanted four engines, American wanted only two, for economic reasons.

A further complication was a Civil Aviation Agency (CAA) regulation that an aircraft with four engines could descend to 100 ft (31 m) on landing in bad weather before having to go around if the runway was still not in sight, but twins had to initiate a go around at 300 ft (91 m). As a result, United often had to cancel its Convair 340 services while Capital Airlines continued operations to the same destinations with its Viscounts.

Boeing wanted 100 firm orders before launching the 727 and expected to sell 250, but in August

1960 the board gave the go ahead for a trijet 727 based on a commitment for 40 by Eastern and 20 plus 20 options by United. Both orders were not signed until Nov. 30, 1960.

The Trijet Compromise



United Airlines 727-22 at Toronto. (Joop Gerritsma)

The trijet configuration was the result of discussions with TWA and was accepted by Eastern, United and American as a viable compromise, especially after the CAA agreed to extend the four-engine bad weather landing regulation to three-engine aircraft. Grouping the engines close together in the tail also had the advantage that in an engine-out case there would be little, if any, asymmetric thrust. For financial reasons Boeing decided to build the first 727 on production tooling and to call it a development aircraft, rather than a prototype. It meant the design had to be right the first time, because making changes later would be extremely expensive.

The first aircraft was rolled out at the Renton plant on Nov. 27, 1962, less than two years after the go ahead decision. It carried the civil registration N7001U and was destined for United Air Lines. The line number was 1, but its manufac-



Worldwide 727-51C (ex-Northwest) operating for the U.S. Postal Service. (Joop Gerritsma)

turer's serial number of 18293 was the 41st issued. The first 40 numbers had been assigned to the Eastern order, but the first EAL 727 had line number 8. N7001U made its first flight on Feb. 9, 1963 with pilot Lew Wallick, co-pilot Dix Loesch and flight engineer M.K. Shulenberg. Boeing also built two non-flying airframes for structural and metal fatigue testing.

Lufthansa of Germany was the third airline and



Lufthansa 727-30C being loaded with pallets. (Lufthansa)

the first foreign one to buy the 727 with an order for 12, signed in March 1961. American Airlines, signed a letter of intent for 25 on May 16, 1961 and confirmed it on Aug. 10. TWA signed for 10 on May 9, 1962 after a cash crisis had forced it to cancel a September 1961 order for 25 Caravelles with an option for another 15. The 727 order was part of a financing package that also included a number of 707s. On the other side of the globe Trans Australian Airlines and Ansett Australia announced orders for two each on the roll-out day of Nov. 27, 1962. The contracts were signed on Feb. 8, 1963. Five days later All Nippon Airlines bought three and Japan Air Lines six. Production reached five per month by the end of that year and eight per month in 1964. At the end of 1964, Boeing had delivered 101 727s to 10 airlines. Pan American test-flew a 727 into Berlin's Tempelhof Airport with its obstructed approaches to the 5,266 foot (1,605 m) runway on Dec. 2, 1964 and on March 7, 1965 placed an order for eight for its internal German network to replace the DC-6B, and three more for its Caribbean services. Ten more were ordered later that year.

Into Service

Just under a year after the first flight of the 727, Eastern operated the first service on Feb. 1, 1964 when it replaced the Lockheed Electra on the Miami-Washington-Philadelphia route. United flew its first 727 service five days later, between San

Francisco and Denver and on April 16 Lufthansa introduced the 727 on the Hamburg - London - Dusseldorf route. TWA flew its first 727 service on June 1, 1964 between New York (JFK) and Indianapolis.

Basic seating in the 727 was 24 first class and 72 economy class, but 110 passengers could be carried in single-class. Japan Air Lines even operated with 129 seats on domestic routes.

To avoid the financial problems of the 707, Boeing decided to standardize the first 100 aircraft and



Military 727s are rare. This ex-Sabena 727-29C was with the Belgian Air Force. (Joop Gerritsma)

include only minor internal changes on the production line to meet customer demands. But after that different versions began to appear. The first was the 727C (Convertible) fitted with a 707-type 86in high by 134in wide (2.18 x 3.40 m) left forward cargo door and a strengthened cabin floor with a conveyor belt down its length to handle up to eight cargo pallets. Northwest Orient Airlines bought three on Nov. 30, 1964. They were equipped to carry four pallets and 52 passengers, or two pallets and 71 passengers, but they were not Quick Change (QC) aircraft and it took a few hours to reconfigure the cabin because the seats were mounted on the floor in pairs and had to be removed and installed that way. The hat racks in the cabin also had to be removed for cargo operations and this involved the disconnection of all passenger oxygen, electrical and fresh air services. The first Convertible was line number 244 and was delivered to Northwest on April 13, 1966. Orders by Lufthansa, United, Braniff, Pan American, Eastern and TWA followed. United alone bought 41 and Eastern 25. The 727Cs ordered by Alaska Airlines and Air Micronesia had a gravel deflection kit on the landing gear for rough-field operations. The 727QC was a true Quick Change aircraft and was virtually the same as the 727C, but the seats were mounted on 11 pallets and the hat racks could be folded up against the ceiling to provide

extra cabin height for loaded cargo pallets. Braniff was the first to operate the QC with a night time cargo service San Antonio - Austin - Dallas - Washington DC - Dallas - Denver - Dallas - San Antonio on Aug. 1, 1966. The aircraft flew passenger services by day and was converted back and forth each day at San Antonio. Airlift shared two of its QCs with National Airlines. National flew the aircraft in daytime passenger service between New York (JFK) and Miami and Airlift operated them at night for cargo work. One aircraft was converted back and forth at New York and the other at Miami every day. National used both full time on weekends. The year-long arrangement began on Nov 6, 1967. Boeing proposed the military 727M as an air force assault transport and navy Carrier On Deck (COD) delivery aircraft, but it failed to attract orders.

The 727-200

By the mid-1960s sales of the 727 started to slow



TAP Portugal 727-82 at Stockholm. (Tommy Lakmaker)

as the Douglas DC-9 and the British BAC One-eleven twinjets were taking orders at the lower end of its market. The One-eleven had even been bought by Braniff, Mohawk and American Airlines in the U.S. But an increase in air travel made the airlines look for larger aircraft for many short and medium length routes. In August 1965 Boeing announced the 727-200, with a fuselage stretch of 10 feet (3.1m) before and 10 feet after the wing. It could carry 126 passengers in mixed class and 170 in high density. The original 727 retroactively now became the 727-100. But the weight of the fuselage stretch came at the expense of fuel carried and the -200 had a shorter range than the -100. Northeast Airlines placed the first order, signing for six on Aug. 10, American Airlines added 22 on Sept. 27 and Air France became the first foreign airline with an order for four in June 1966. When the -200 first flew on July 27, 1967, 118 Series 100 had been bought by eight airlines and about 100 more were under construction or awaiting delivery. But the -200 quickly became the

more popular model and Boeing delivered the final -100, a corporate Series 1H2, msn 20533/869 on Nov. 3, 1971, to ITT. The final Series 100, a 727-17, msn 20513/861, had been delivered to CP Air of Canada on April 21.

The -200 goes into service

The -200 was certificated on Nov. 30, 1967 and National Airlines was the first to operate it, replacing the Electra between New York and Florida on Dec. 6. Northeast followed on Dec. 14 from New York to Miami and Fort Lauderdale, also replacing the Electra, Boston, Philadelphia, Montreal and Baltimore were soon added. Air France placed the -200 into service between Paris and London on April 23, 1968 after the Caravelle had become too small. In 1970 Air France 727s also started flying to Moscow.

By 1970 sales of the 727 had fallen to only six per month and Boeing embarked on a modification program for the -200, including more-powerful engines to improve performance. Thus was born the "727 Advanced." The first 727s off the production line in 1963 were powered by the P&W JT8D-1 or -9 with a take-off power of 14,000 pounds (6,350 kg). The -200Adv. was given the 15,500 pound (7,030 kg) JT8D-15. With additional fuel, this model regained the loss of range suffered by the -200. Other major changes included more-powerful brakes and a stronger wing and center-section while the cabin was given a "wide-body" look. The "Advanced" was announced in December



TWA 727-231 taking off at LAX. (John Wegg)

1970 and All Nippon placed an order for three. Ansett and Trans Australian followed with four each. Tunis Air upgraded an existing -200 order to the "Advanced" model.

The first -200Adv., msn 20572/881, first flew on Feb. 29, 1972 and was delivered to All Nippon on June 30. The model was an instant success and 119 were sold in 1972. Boeing ended production of all other 727 models and in 1979/80 production reached a peak of 11.5 a month. But development did not come to a halt yet. In 1973 the Danish



Air Nauru (ex-Ansett) 727-77C. (Karl Kramer)

charter carrier Sterling Airways ordered three -2J4A models with the JT8D-17 of 16,000 pounds (7,257 kg) of thrust and capable of carrying 189 passengers over a distance of 2,889 miles (4,633 km). The wing and undercarriage had been strengthened further to allow a higher take-off weight of 208,000 pounds (94,350kg) which was later adopted for all "Advanced" models.

In October 1981 Boeing announced the 727-200F, a pure-freighter based on the -200Adv. It had a reinforced cabin floor, a cargo door in the left front and a roller system in the cabin. The cabin windows were deleted and the aircraft could carry 11 containers weighing a total of 60,000 pounds (27,215 kg). The engines were the JT8D-17A, Federal Express ordered 15, designated the 727-2S2F. They were the last 727s built and the production was closed down with the delivery of msn 22938, line number 1832, on Sept. 18, 1984. Boeing built a total of 408 Model 100 (including a company aircraft not delivered to a customer), 164 Model 100C/QC, 1,245 Model 200/200A and 15 Model 200F. It still studied a new model, the 727-300 with another 220 inch (5,59 m) fuselage stretch, a modified wing and undercarriage and powered by the JT8D-217, but it was not built.

New Engines for UPS 727 fleet

In 1969 United Parcel Services re-engined its entire fleet of 40 cargo 727-100 with the more-fuel efficient high-bypass Rolls Royce Tay engine of 15,100 pounds (6,850 kg) of thrust. The engines meet FAR Part 36 Stage 3 noise regulations and extend the life of the aircraft well into the present century. The work was carried out by Dee Howard of San Antonio, Texas and required a major redesign of the rear fuselage. The major external difference with the standard -100 is the raised air intake for the central engine. The side engines are canted slightly downward. The 727UDF was a single 727-100 used as a test bed for the General Electric Unducted Fan (UDF)

engine program and Valsan Partners of New York modified 22 Series 200 aircraft by replacing the two side JT8D-17 engines with the large-fan JT8D-217 with 20,000 pounds (9,072 kg) more power.

The Wing

Much of the credit for the success of the 727 must go to the wing. Of extremely strong construction, it was designed specifically for operations from short runways. The triple-slotted trailing edge flaps, in-board leading edge Krueger flaps and outboard leading edge retractable slats increase the total wing surface for an exceptional short-field take-off performance. In the landing, seven spoiler panels on each side can be raised to a near-vertical position to quickly kill off the speed once the aircraft is settled on the runway.

In the past decade, the role of the 727 as a



Delta Shuttle (ex-People Express) 727-227 at DCA. (Joop Gerritsma)

mainline aircraft has been taken over by newer types. In the U.S. American Airlines phased the last of its well over 200 727s out in 2002 and on Jan. 7, 2003 Northwest Airlines was the last major U.S. carrier to retire the 727 from passenger service when Flight 560 arrived at Minneapolis-St. Paul from Denver. At its peak, Northwest had 92. Many 727s have changed hands more than once during their lives while entire fleets have ended up in places like the Mojave Desert, where they were gradually scrapped for parts. Today FedEx is the last remaining U.S. airline with a large fleet. At the beginning of 2004 it had 123, all in cargo configuration. But only the 15 -200Fs were bought new as dedicated freighters. The others are former passenger -100 and -200 models.

Overseas too, major airlines also have long since retired the popular "three-holer" from passenger service, but world-wide many remain in service with small airlines. A number have been converted to corporate jets and earlier this year John Shearer, a former Eastern Air Lines 727 chief pilot, was proposing to use a -200 freighter on the U.S. air show circuit in both flying and static dis-

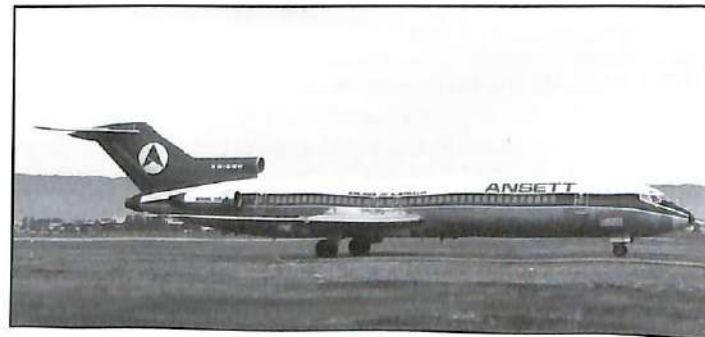
plays. It would make a 15-minute flying display including a high-angle climb-out, high-speed pass and steep descend for a short-field landing, all accompanied by pyrotechnics attached to the wings. Using reverse thrust on touch-down, Shearer would then back up the aircraft to centre stage. Once parked, it would be used as a business suite and gourmet galley with private dining. It remains to be seen if the plan comes to fruition.



Northwest Orient 727-251. (John Wegg)



727-264 of Mexicana at LAX. (Joop Gerritsma)



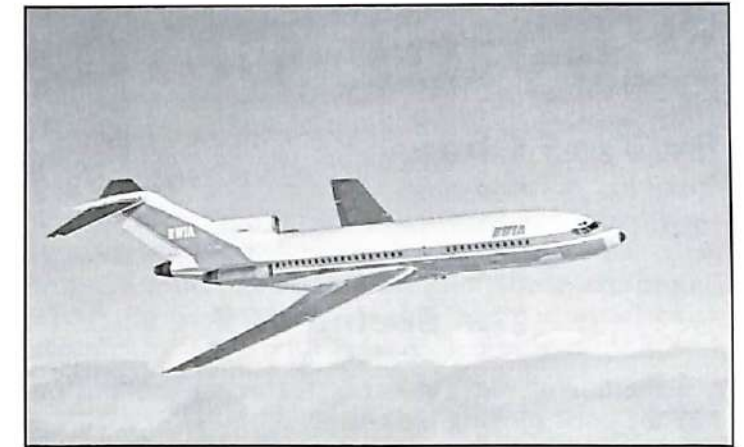
Ansett 727-277. (Peter Keating)



Kelowna Flightcraft/Purolator (ex-Northwest) 727-51C. (Joop Gerritsma)



Forbes Magazine 727-100 Company Issued Postcard



BWIA 727-100 - Airline Issued Postcard



Northeast Airlines 727-100 - Airline Issued Postcard



The sad end: These Pan Am and EAL 727s at Mojave. (Joop Gerritsma)

Playing Cards

By Fred Chan

topflite@olympus.net

The Boeing 727

A selection of playing cards featuring the Boeing 727 for your playing pleasure!



Alaska Airlines



Upper Left - Yemenia Airways



Left - Reeve Aleutian Airways



Cayman Airways



Iran Air



Kuwait Airways

(Continued on page 42)

Timetables

By David Keller

dkeller@airlinetimetables.com

On Time With The 727

The Boeing 727 made its first revenue flight with Eastern Airlines over 40 years ago, in late 1963. (For the record, the first service was an equipment substitution for another aircraft, and Eastern timetables do not show the type in service until early 1964.) The 727 was more versatile than earlier jet types, sporting a completely redesigned wing that was fitted with a complex system of flaps and spoilers allowing operations into airports which were not suitable for 707's and DC-8's. A stretch of the design in the late 1960's resulted in the -200 model, which was easily the most popular aircraft of its day. By the time the Airline Deregulation Act was passed in late 1978, the 727 was the dominant type at most major US airports, and lineups of 6 or more aircraft on the taxiway weren't uncommon.


Eastern's Whisperjet—
The new form of flight



Ever been aboard a plane like this?

The Whisperjet gets off the ground quicker, back on the ground softer, & quieter than any other kind of jet airliner.

We have quietly put thirteen of our new Whisperjets into service, serving twenty-five cities, including all three airports in the New York area. We have twenty-seven more Whisperjets on the way for you.



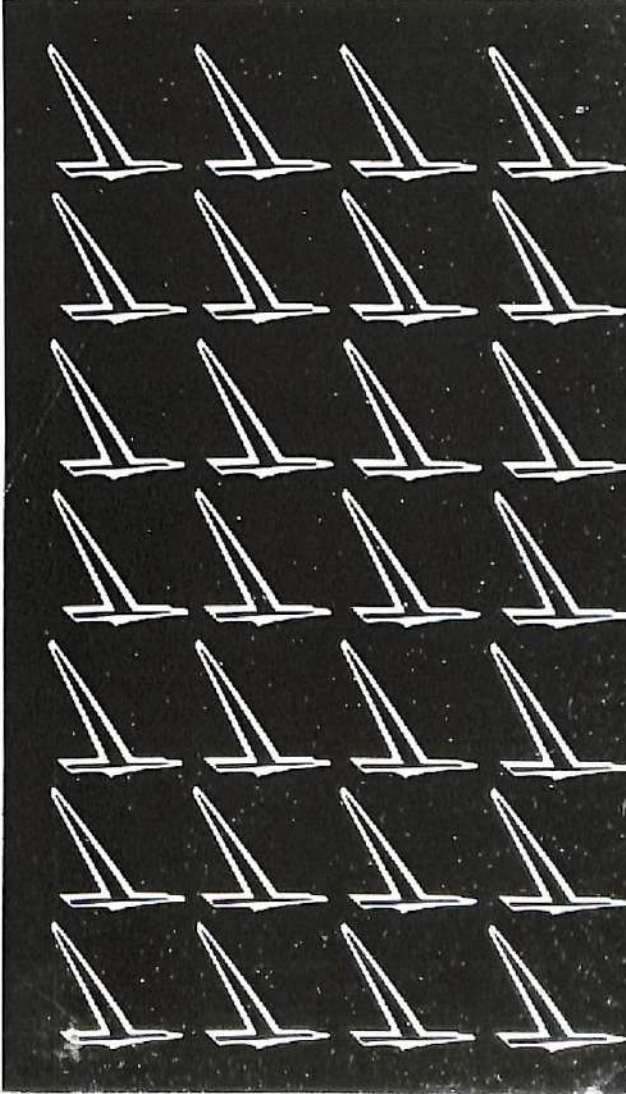
Eastern Air Lines Sept. 14, 1964

As mentioned, Eastern Airlines inaugurated 727 service. They coined the phrase "Whisperjet", since the 727 was "Quieter than any other kind of jet airliner". (Bear in mind that Eastern was operating a fleet of non-fan DC-8's and 720's, so the 727 would have certainly been quiet in comparison to those types!) As of the timetable dated September 14, 1964, Eastern had 13 727's in service, with 27 more on order. Most of those additional 27 would be delivered in the "hockey stick" color scheme, which would be unveiled only a month or so later.

EASTERN AIR LINES

COMPLETE QUICK REFERENCE
SYSTEM TIMETABLE

EFFECTIVE SEPTEMBER 14, 1964



The Northeast timetable dated 12/15/65 is what I believe to be the inaugural issue for the airline's 727 service. Northeast was on rather shaky financial ground, and their first 2 727's came on the second hand market from United. They joined an odd fleet mix of Convair 880's, DC-6B's and DC-3's. (Unfortunately, the Convairs and 727's are simply referred to as "Jets" in the timetable, without distinguishing between them.) Despite this rather tentative introduction of the 727, only a few years later, Northeast would be the first carrier to put the longer 727-200 into service.

Of all the US trunk carriers, Delta Air Lines was the one to resist the appeal of the 727 the longest. A long-time customer of Douglas Aircraft products, Delta built a fleet of DC-8's, DC-9's and Convair 880's throughout the 1960's. The first Boeings to enter Delta's fleet were 747's, introduced in late 1970. But not until Delta absorbed Northeast Airlines in the Summer of 1972, did a 727 appear in Delta colors. Apparently, the new trijet was a hit with Delta, as orders were eventually placed for over 100 additional 727-200's. In the timetable dated October 26, 1980, 727's were operating roughly 60% of all Delta flights.

Another relative latecomer to the fold of 727 operators was Western Airlines. Western operated a fairly large fleet of 720B's, and had chosen the 737 to replace Electras at smaller stations. But it wasn't until late 1969, that the 727 would enter Western's fleet, with the first 6 appearing in the Indian Head colors. (The "Flying W" colors were introduced in 1970.) In the March 1, 1970 timetable, equipment types are not provided in the main portion of the timetable. However, a separate section for Pacific Coast Services does show equipment types, including some of Western's 727 services. Western was also the only US trunk carrier not to operate the 727-100 series.

Pan Am's acquisition of 727's was a big step towards becoming an all-jet carrier. By April of 1966 most of Pan Am's remaining propeller operations were involved in the Internal German Services (IGS) from Berlin to West Germany. In this timetable, the 727's were quickly replacing the DC-6B's, which had flown those services for a number of years. Pan Am would acquire more 727's through its merger with National in 1979, and also purchased additional aircraft (including 2 examples ordered, but never operated, by Ozark Airlines.)

Northwest was a trunk that had chosen not to acquire twin-jets, such as 737's, DC-9's or BAC 1-11's, for its short haul services. The versatility of the 727 allowed it to fill that role, and Northwest

was quite content to operate the type on multi-stop "milk runs" across North Dakota and Montana. One of those flights in particular, flight 701, left Ft. Lauderdale at 8:00am, arriving in Seattle after over 14 1/2 hours and 9 enroute stops! The itinerary depicted is from the January 7, 1981 timetable.

Certainly no discussion of 727 service with the trunk carriers is complete without involving Braniff International. In the late-1960's, Braniff's fleet was a hodgepodge of BAC 1-11's, 707's, 720's, 727's, and DC-8's. In order to simplify the fleet, the decision was made that 727's could handle all of the carrier's services in the Continental US, while a small fleet of DC-8's and a single 747 could operate flights to South America and Hawaii. This would make Braniff the only trunk carrier to eschew the wide-bodied trijets (DC-10's and L1011's) in favor of narrowbodied equipment. In 1971, the airline consolidated its various pastel colors into 4 2-tone combinations and installed "widebody" interiors in the 727 fleet under the moniker "727 Braniff Place". Braniff's decision to stick with smaller, more flexible equipment would pay off during the Fuel Crisis of the mid-1970's.

Boeing also targeted the local service carriers, in the belief that the 727 would suit their needs as well. (Additionally, its own entry into the twin-jet market, the 737, was several years behind the DC-9 and BAC 1-11.) Most of the local carriers did sign up for the offerings from Douglas and BAC, but Boeing was able to entice several carriers to operate 727's until the 737 became available.

One such carrier was Piedmont, which began operating a few second-hand 727's in 1967. The timetable dated April 1, 1967, shows the inauguration of Piedmont's jet service, with a single 727 operating to 7 cities. A second 727 was added a month or so later, but tragically, one of these aircraft would be lost in July, the result of a mid-air collision. Piedmont would operate the sole remaining 727 until 737's joined the fleet in the Summer of 1968.

Another carrier to operate 727's while awaiting the arrival of 737's was Pacific Airlines. In the timetable dated November 9, 1966, Pacific was operating a pair of 727's between Los Angeles and the Bay Area. Pacific had 737's on order, but in 1968, the carrier acquired both West Coast Airlines and Bonanza Airlines, combining all three into a new concern named Air West. Since both West Coast and Bonanza had DC-9 fleets, the 737 order was cancelled. (Ironically, those aircraft would still make California their home, as they ended up with intra-state carrier Air California.)

NE
NORTHEAST
AIRLINES

Effective December 15, 1965

Routes of **NORTHEAST** AIRLINES

Delta Air Lines Oct. 26, 1980

NORTHEAST Expands its Jet Service to Florida with New Boeing 727's



Northeast's new 727's are ultra smooth, quiet Boeing fan jets that are rapidly becoming the favorite of experienced air travelers all over the world. They are the latest additions to Northeast's present fleet of Convair Super Jets.

Northeast Air Lines Dec. 15, 1965

EFFECTIVE OCTOBER 26, 1980 THRU DECEMBER 14, 1980

DELTA
AIR LINES

SYSTEM TIMETABLE

WESTERN AIRLINES INTERNATIONAL

HAWAII • ALASKA • CANADA • WESTERN USA • MEXICO

March 1 through April 25, 1970



Finest
Service
Ever
to
HAWAII



Western Airlines Mar. 1, 1970

FLIGHT NUMBER	725	721	630	719	10	750	608	6
CLASS OF SERVICE	F/Y	F/Y	Y	F/Y	F/Y	F/Y	F/Y	
EQUIPMENT	720	720-B	727	720	727	720-B	720-B	
DAYS OPERATED (Daily if Blank)			Ex. Sun. & Tue.					
Lv ACAPULCO (CST)	Lv							
Ar MEXICO CITY	Ar							
Lv MEXICO CITY (CST)	Lv							
Lv PHOENIX (MST)	Lv				8 30			
Ar SAN DIEGO (PST)	Ar				8 30			
Lv SAN DIEGO	Lv							
Ar LOS ANGELES	Ar							
Lv LOS ANGELES	Lv				8 30			
Ar SAN FRANCISCO	Ar				8 30			
Lv SAN FRANCISCO	Lv							
Ar OAKLAND	Ar							
Lv OAKLAND	Lv				8 30			
Ar PORTLAND	Ar							
Lv PORTLAND	Lv				10 05			
Ar SEATTLE	Ar				10 15			
Lv SEATTLE	Lv	8 15						
Ar VANCOUVER B.C.	Ar	8 15						
Lv KETCHIKAN I.	Lv				11 05			
Ar ANNETTE ISLAND	Ar				11 05			
Lv JUNEAU	Lv							
Ar ANCHORAGE (AST)	Ar	8 30			1 03			
Ar KODIAK (AST)	Ar							

SOUTH FROM ALASKA TO MEXICO

FLIGHT NUMBER	609	621	700	601	795	492	629	62
CLASS OF SERVICE	F/Y	F/Y	F/Y	F/Y	F/Y	Y	F/Y	Y
EQUIPMENT	720-B	720-B	727	720-B	720-B	727	720-B	727
DAYS OPERATED (Daily if Blank)						Ex. Su. & Tu.		
Lv KODIAK (AST)	Lv							
Ar ANCHORAGE (AST)	Ar							
Lv JUNEAU	Lv							
Ar KETCHIKAN I.	Ar							
Lv ANNETTE ISLAND	Lv							
Ar VANCOUVER B.C.	Ar							
Lv SEATTLE	Lv							
Ar PORTLAND	Ar							
Lv PORTLAND	Lv	8 30						
Ar OAKLAND	Ar	8 30						
Lv OAKLAND	Lv							
Ar SAN FRANCISCO	Ar							
Lv SAN FRANCISCO	Lv							
Ar LOS ANGELES	Ar	10 05						
Lv LOS ANGELES	Lv	10 40						
Ar SAN DIEGO	Ar	10 40						
Lv SAN DIEGO	Lv							
Ar PHOENIX (MST)	Ar	12 40						
Lv MEXICO CITY (CST)	Lv							
Ar MEXICO CITY (CST)	Ar							
Lv MEXICO CITY (CST)	Lv							
Ar ACAPULCO (CST)	Ar							

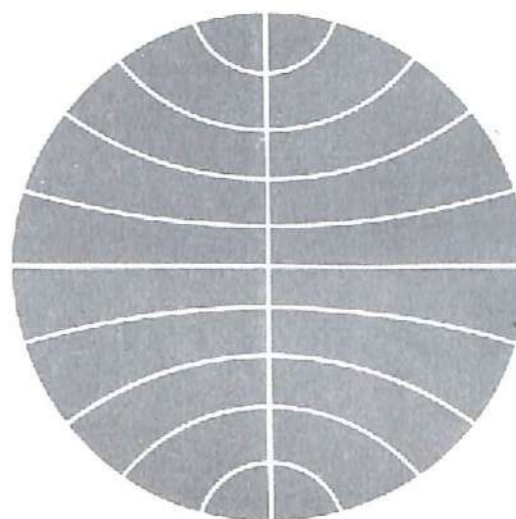
TABLE 8

CLASS	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
FLIGHT NO.	730	730	732	732	734	710	710	712	712	714	714	716	716	740	742	742	744	744	746	746	670	670	672	672	672	672	672	672	672	672	672	672	672	672	672	672	672
AIRCRAFT	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720	720
FREQUENCY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
NUREMBERG	Lv	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30
STUTTGART	Lv	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30
MUNICH	Lv	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30
COLOGNE	Lv	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30
BERLIN	Lv	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30	11 30

APRIL 1-23, 1966

PANAM

SYSTEM TIME TABLE



PAN AMERICAN AIRWAYS
WORLD'S MOST EXPERIENCED AIRLINE

Pan Am Apr. 1, 1966

BI

Braniff International
System Timetable
Spring/Summer 1972

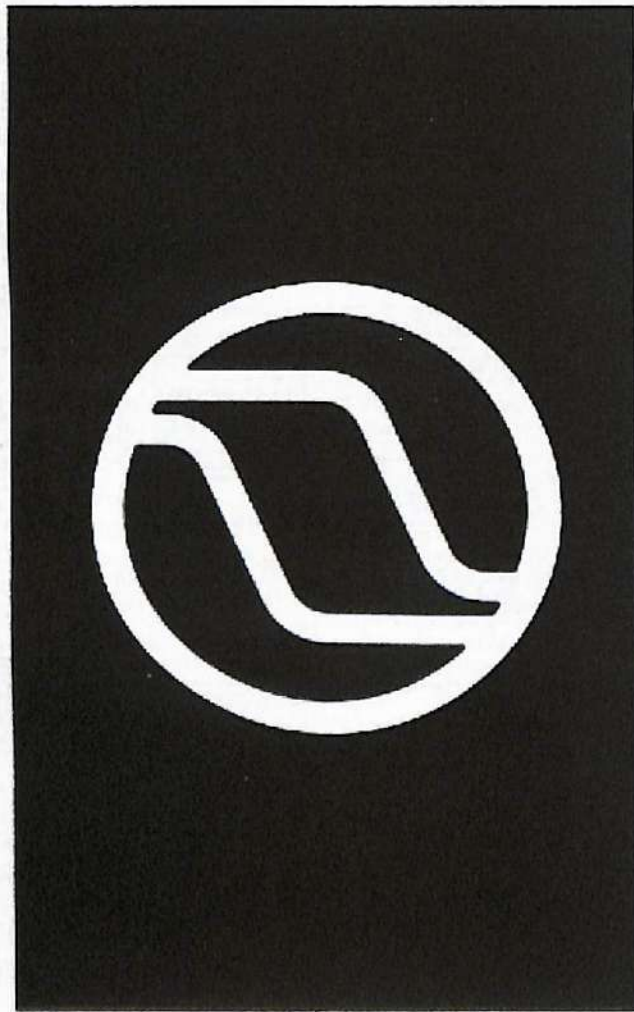
'727 Braniff Place'

the airline look
of the 70's

Braniff May 1, 1972

NORTHWEST ORIENT

System Timetable Effective January 7, 1981



701	727S	Ft. Lauderdale-Miami
		Miami-Chicago (ORD)
		Chicago (ORD)-Mpls./St. Paul
		Mpls./St. Paul-Fargo
		Fargo-Bismarck
		Bismarck-Billings
		Billings-Helena
		Helena-Missoula
		Missoula-Spokane
		Spokane-Seattle/Tacoma

Left - Northwest Orient Jan. 7, 1981

REPUBLIC schedule

april 1
thru april 26
1980



**nonstop
nonstop
nonstop**

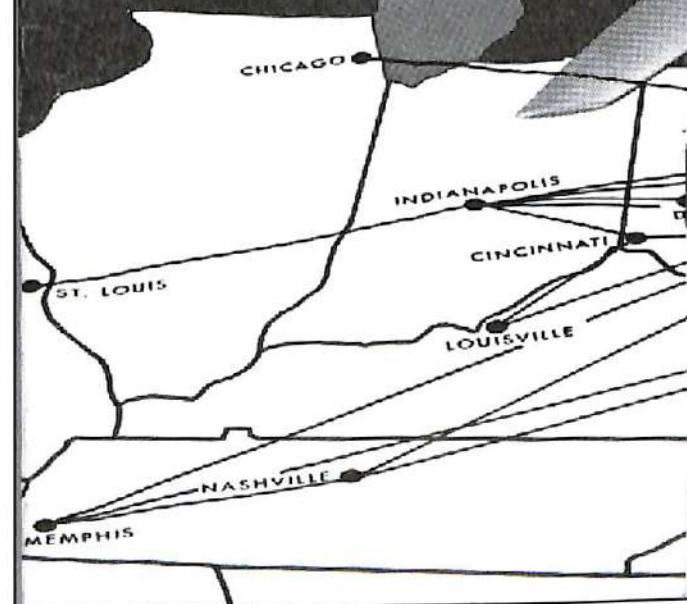
**MILWAUKEE
ST. LOUIS**

**convenient
departures**

Republic Apr. 1, 1980

ALLEGHENY

**NOW! OVER 30,000
JET CUSTOM CLASS SEATS
IN THE AIR EVERY DAY!**



Allegheny June 1, 1970

Alaska

ALASKA AIRLINES TIMETABLE

EFFECTIVE FEBRUARY 7, 1972



Alaska Air Lines February 7, 1972

FRONTIER AIRLINES

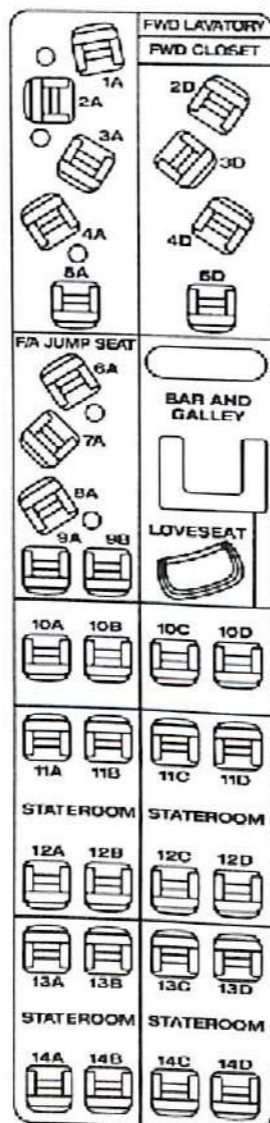
Effective December 5, 1966



NOW FLYING 727 ARROW-JETS

Frontier Air Lines Dec. 5, 1966

MGM Grand Air
BOEING 727-100
configured for 34 Grand Class passengers



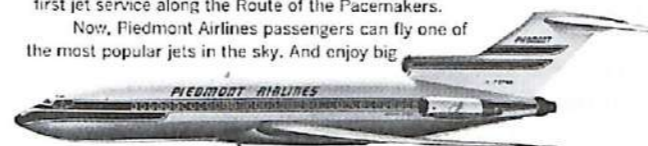
MGM GRAND AIR

CALL YOUR TRAVEL CONSULTANT OR
1-800-ASK-4-MGM (1-800-275-4646)

MGM Grand Air

Look what Piedmont's up to now.

Brand new Boeing 727 jet service. It's a fast new dimension in regional travel—the first jet service along the Route of the Pacemakers. Now, Piedmont Airlines passengers can fly one of the most popular jets in the sky. And enjoy big



speed, big comfort, big new convenience. Because Piedmont jets you there in style. Quickly—with three fan jet engines, you cruise smoothly at 600 m.p.h. Quietly—it's easy to talk, to read and rest. And luxuriously—there's spacious seating for 92 passengers to enjoy. On Piedmont. An airline you can look up to.

PACIFIC AIR LINES TIMETABLE

EFFECTIVE NOVEMBER 9, 1966



we fly to the nicest places

PIEDMONT AIRLINES

ROUTE OF THE PACEMAKERS

SCHEDULE EFFECTIVE APRIL 1, 1967

Announcing: Jet Service

Now in Asheville, Atlanta, Lynchburg, New York, Roanoke, Washington, Winston-Salem

ALSO, INTRODUCING PIEDMONT SERVICE TO GREENVILLE-SPARTANBURG, S. C.

PASSENGERS AIRMAIL AIR EXPRESS AIR FREIGHT

Above - Piedmont April 1, 1967

Left - Pacific Air Lines Nov. 9, 1966

Frontier Airlines operated a fleet of 727's although not for the purpose of "holding down the fort" until 737's became available. Frontier's aircraft were factory-fresh (rather than second hand), and the carrier ordered both the -100 and -200 models. In the end, Frontier apparently realized that the 737 was better suited to its needs than the larger type, so the 727's moved on to Braniff. (2 undelivered ships made their way to Northeast.) The timetable dated December 5, 1966 shows Frontier operating a single 727 to 4 destinations from Denver.

Allegheny Airlines was another local service carrier to give the 727 a try. Two -200 models saw service for less than 2 years on Allegheny's system. The type was introduced with the June 1, 1970 timetable, which finds the trijet being used between Pittsburgh, Philadelphia and Boston. (727 service was extended to St. Louis later.) With the Mohawk merger upcoming, Allegheny agreed to trade the 727's to Braniff (where else?) for a number of BAC 1-11's.

As the local service carriers grew in the mid- to late-70's (particularly following Deregulation), a number of them joined to the ranks of 727 operators, either by purchasing aircraft from Boeing, or acquiring them on the used market. Republic Airlines (which was created by the merger of North Central Airlines and Southern Airways), began 727-200 service with the April 1, 1980 timetable.

Alaska Airlines was a long-time 727 operator, and the timetable dated February 7, 1972, is the first to display the 4 colorful designs that replaced the "Golden Nugget Service" scheme. (The purple onion domes are depicted on the back cover.) As is the case with most paint schemes involving color and/or design variations, this one did not last long and was replaced with a standard "smiling Eskimo" scheme in the late 70's.

As previously mentioned, the 727 quickly became an unavoidable sight a major US airports by the 1970's. The most notable exception was Honolulu, which is far enough from the US Mainland to be beyond the operational range of the 727. Air Micronesia provided the only reprieve for the 727-starved airplane spotters in the 50th state, operating 727's on a multi-stop routing from Honolulu to Guam several times each week. The timetable dated April 27, 1969, finds 2 weekly 727 flights to Honolulu, while most of the airline's other flights were operated by DC-6B's.

Deregulation of the airline industry in 1978 opened the door for the creation of new carriers. The goal of each carrier (presumably) is to find a "niche" in the market, and several have attempted

to do this by offering upscale transcontinental service with the 727.


Regent Air offered nonstop service between Newark and Los Angeles, in 30-seat 727-100's at a fare of \$810 each way. The depicted timetable dated January 25, 1984 was included in a larger color folder showing the aircraft interiors and inflight service.

Ten years later, MGM Grand Air was offering a similar service between New York (JFK), Las Vegas and Los Angeles with 34 seats in a 727-100. The one way fare from New York to Los Angeles was \$1423 and included amenities such as Airphones and PC outlets.

Forty years after the introduction of the 727, the type has all but disappeared from most US airports. Fortunately, a number of small package forwarders operate large fleets of 727's, which should ensure that we see them in service for years to come.

CONTINENTAL AIR MICRONESIA

Timetable and Fare Information



Continental Air Micronesia April 27, 1969

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Inflight Dining On The 727

This issue's subject, the Boeing 727, holds a warm place in my heart as it was on a TWA 727 that I made my first commercial flight a little over 35 years ago. A born railroad enthusiast, this flight actually took me to a rail convention in Pittsburgh. Leaving STL at 12:05, TW 498 got me to PIT at 2:30PM and I was photographing some rare locomotives just an hour later. I admit I was hooked!

Anyway, the 727 was, until the advent of the 737's success, by far the most popular jetliner built. Just like the proverbial eccentric 2nd cousins, almost everyone had'em. Thus I've got a wide open field of airlines to choose from, and will try to include some here that would have been in 727 service over the years at some big and some tiny carriers. If I was to include photos of dinnerware of every 727-era carrier, it would take up the whole magazine. Pan Am even issued a 727 Inaugural Flight glass, but I cannot find the photo of it (arragh!).

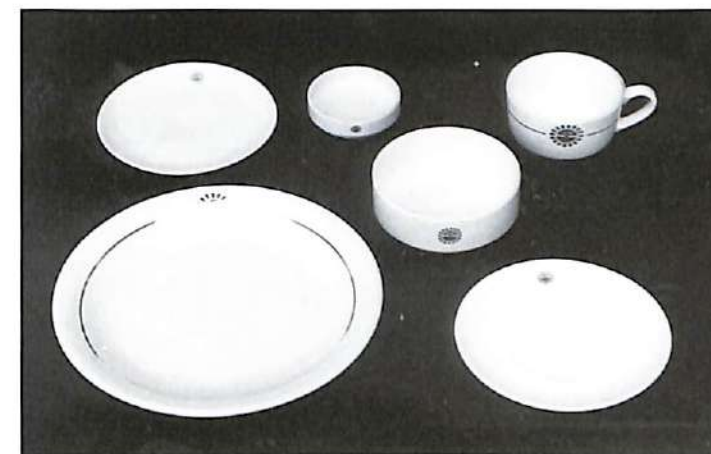
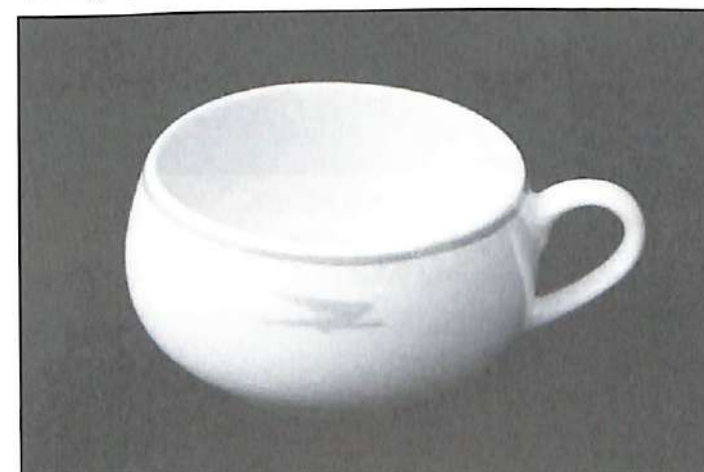


Fig. 2 AeroPeru



Fig. 3 Air Atlanta



1. Aerolineas Argentinas used this simple design on a rather squat cup; the logo and stripe are a light gray. Made by Verbano in Argentina.

2. AeroPeru for years featured a "smiley face" round logo in gold on their china. Made by Cloudland in Japan.

3. Air Atlanta, a minority-owned upscale operation, had a handful of 727s, but lasted only 3 years in the mid-1980's. Their china had a silver band; their name and logo were on the bottom. Made by Rego.

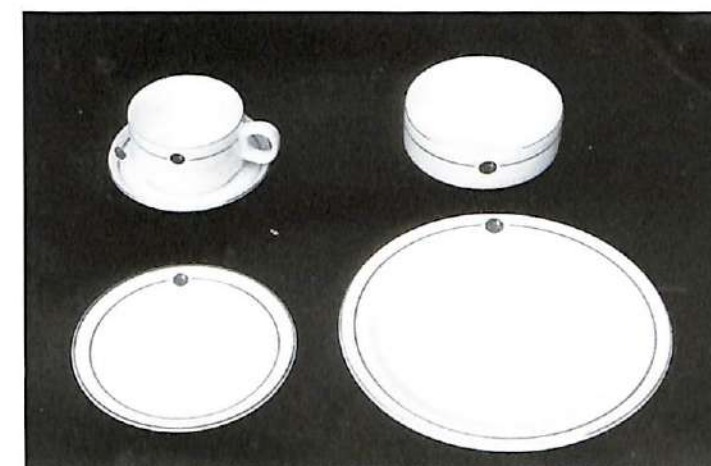


Fig. 4 Air Jamaica

4. Air Jamaica used this attractive pattern with an orange stripe and gold "doctor bird" logo. I know they were 727 service items as I was given these on a 727 flight in First Class between Miami and Montego Bay. Made by King Charles China.



Fig. 5 Alaska Airlines

5. Alaska Airlines served coffee in these fancy mugs, having their signature "Gold Coast Service" logo on both sides of the cup. Made by Chefsware.



Fig. 6 AVIANCA

6. This fancy AVIANCA porcelain ashtray featured their winged bird logo, with colors of yellow, blue & red. No manufacturer shown.

7. AVENSA used the dark blue name and double band logo for several years; the gold butter pat is of recent vintage. The cup, saucer and sauce dish are made by Inflight Top in Japan.

8. Ethiopian Airlines used this simple design with their name embedded in a gold stripe. Made by Rosenthal in Germany.

9. Iberia featured this pattern with their logo in red & gold and a gold stripe. Made by Santa Clara in Spain.



Fig. 7 AVENSA



Fig. 8 Ethiopian



Fig. 9 Iberia



Fig. 10 Iran Air

10. Iran Air's china features their "blue bird" logo in light blue. Made by Noritake.



Fig. 11 Kuwait Airways

11. Kuwait Airways had a fancy multicolor design on some of their china. Made by Bauscher Weiden in Germany.

12. LADECO of Chile used a dark blue logo on their china; some pieces also had their name spelled out. The logo is very similar to that used on today's Lexus autos. Made by Real in Brazil.

13. Northwest Orient issued these small teacups, which showed NW's "thunderbird" logo, and the Marie Brizard Tea Breeze name. It is a porcelain cup inserted into a copper holder. No manufacturer shown.

14. Pan Am had these attractive ashtrays, made by Noritake, which featured their name, logo and slogan "World's Most Experienced Airline".

Right - - Fig. 14 Pan Am

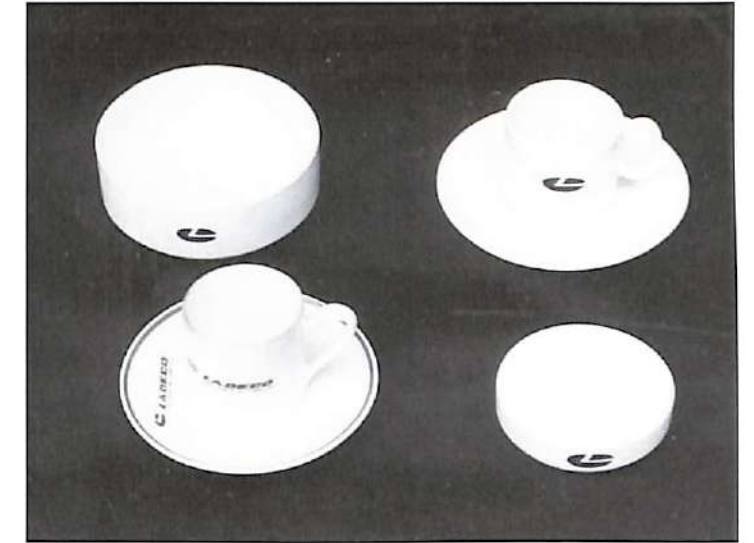


Fig. 12 LADECO



Fig. 13 Northwest Orient





Fig. 15 Piedmont

15. A couple of years before US Air took over, Piedmont began a First Class service on their flights, with a nice variety of glassware and china. Unfortunately, the cute little glass vase does not have their logo.

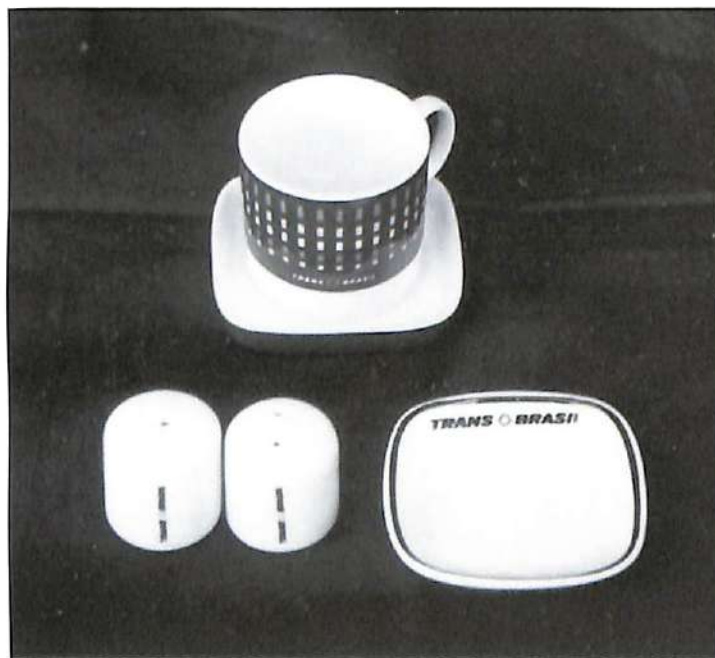


Fig. 16 TransBrasil

16. TransBrasil had some attractive china; the cup and small square saucer are green & yellow, while the butter pat and salt & peppers are marked in black; the latter pieces being made by Germer Porcelain Co.

17. TWA used these attractive ashtrays with the double globe logo in both directions. Made by Rosenthal.

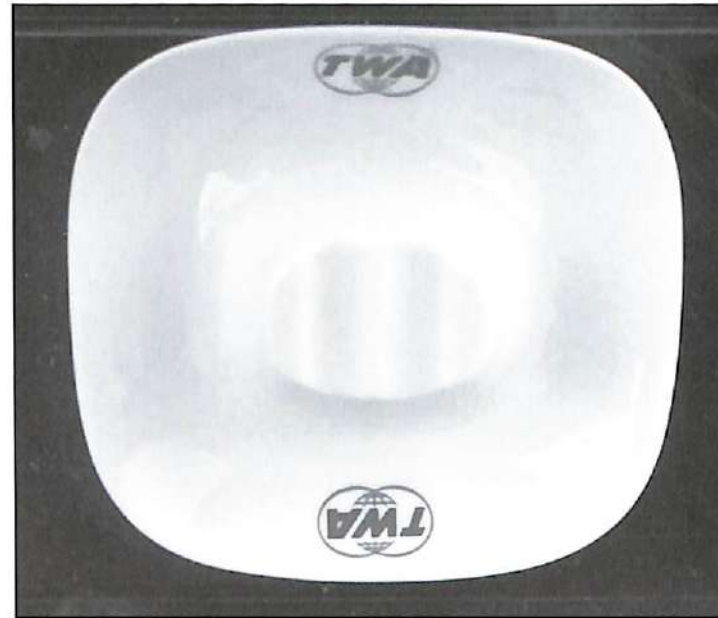


Fig. 17 TWA



Fig. 18 Western Airlines

18. Western Airlines used this china for many years, with a shield logo featuring its "Wally Bird". The shield shows the bird on the tail; below him are a champagne glass and a trumpet. These were manufactured by Mayer china Co in the 1960s and not to be confused with the 60th Anniversary china issued in 1986; it also had a shield, but no Wally Bird.



Sticker Chatter

By David A. Rowe

727s On Labels & Stickers

I thought I would take up the challenge of finding enough Boeing 727 stickers for the whole article - after perusing most of my 150 albums I wish I hadn't! Here's just a sampling of the many 727 stickers and labels that have been produced over the years.

- 1 DAN-AIR was a large GB carrier in the 70s & 80s. Red, white, blue, and black.
- 2 IBERIA of Spain. Orange, red, black, white.
- 3 CONDOR of Germany. Yellow, black, and blue.
- 4 TAP AIR PORTUGAL, the flag carrier. Red, white, green, and black.
- 5 STERLING of Denmark was a major charter carrier. Multicolored.
- 6 JAT YUGOSLAV AIRLINES, the national airline. Red, white, and blue.
- 7 LACSA, the Costa Rica airline. Red, white, and blue.
- 8 TRANSBRASIL from Brazil. Multicolored.
- 9 TAME of Ecuador; the country's domestic carrier. Blue, white, yellow, and black.
- 10 PAN AM German issue with white words on blue, white and blue 727.
- 11 BRANIFF INTERNATIONAL advertising issue - black/white words on orange/red.
- 12 DELTA multicolored advertising freebie flights, maybe. Multicolored.
- 13 REEVE ALEUTIAN cut-out in red, white, and blue.
- 14 FRONTIER AIRLINES airmail label in red, white, and blue.
- 15 ALASKA AIRLINES adhesive patch with the famous Eskimo logo. Blue, green, and white.
- 16 This AMERICAN sticker is part of a series for their fleet at the time. Red, blue, white, black, and silver.
- 17 FEDERAL EXPRESS from London, one also exists for Brussels. Black, orange, white, and mauve.
- 18 TAA - TRANS AUSTRALIAN AIRLINES. holiday advertising sticker. Multicolored.
- 19 YEMENIA is a cut-out with red cheat line & front of tail, blue lower cheat line & back of tail, blue titles with blue/red logo, all on white.

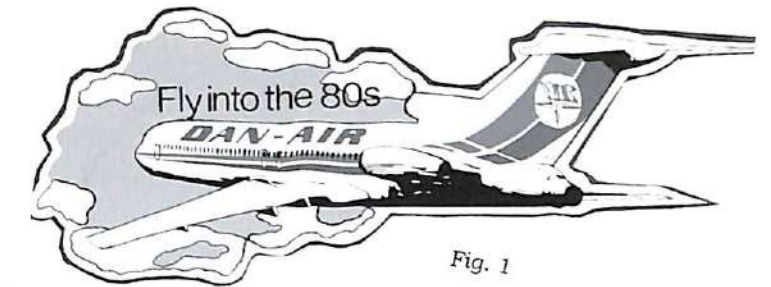


Fig. 1

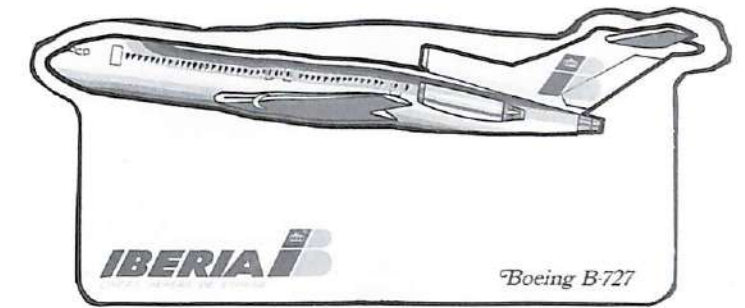


Fig. 2



Fig. 3



Fig. 4

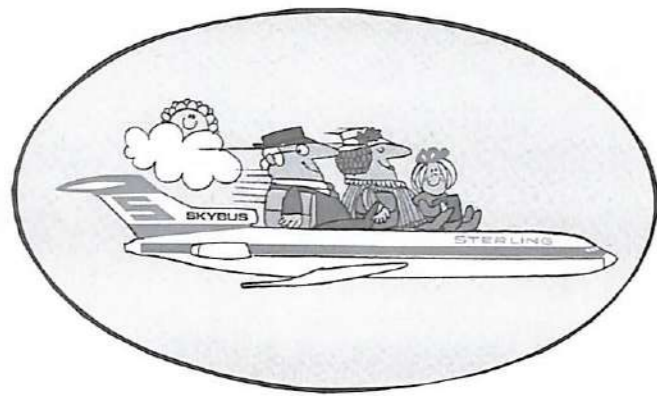


Fig. 5



Fig. 6



Left - Fig. 7

Right - Fig. 8



Fig. 10



Fig. 9



Fig. 10

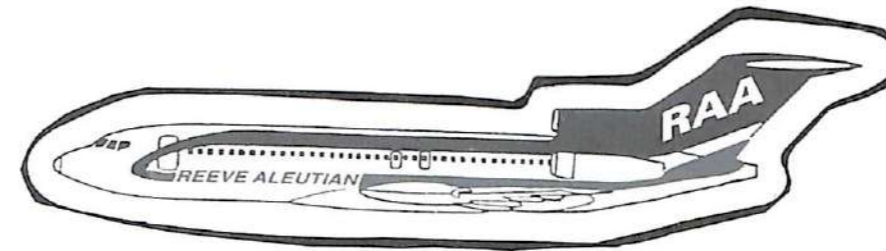


Fig. 13



Fig. 15

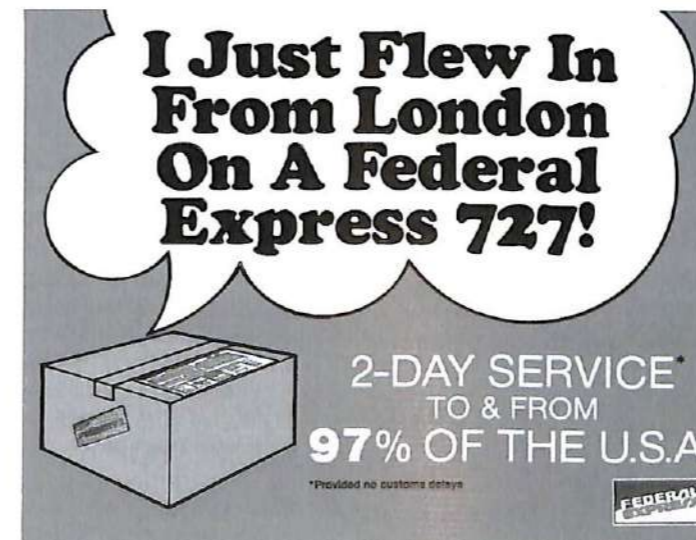


Fig. 17

Fig. 11



Fig. 14



Fig. 16

Fig. 18

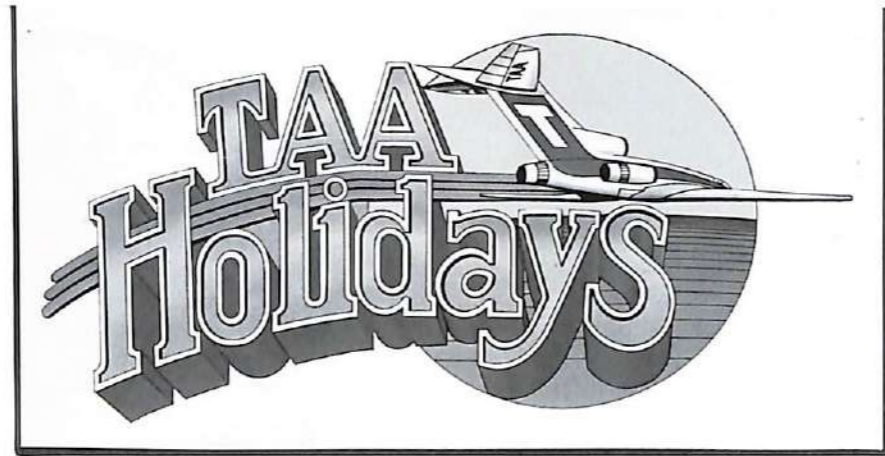
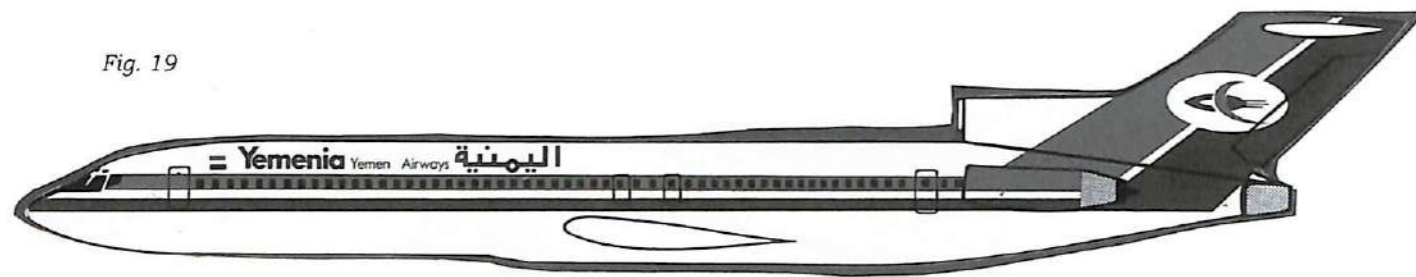


Fig. 19



Update From The Jump Seat

Our President, Duane Young, had lots of news concerning WAHS to share with you in the *From The Flight Deck* that the Editor's comments have been delegated to the jump seat.

This issue of *The Captain's Log* features the versatile Boeing 727—the aircraft known around the world. The Editors have brought together information and memorabilia for your reading pleasure on Boeing's second most popular aircraft (after the 737).

As you read in Issue 29-2, I did resign as Editor of this journal due to my frequent business travels. The process of putting together each issue is very time consuming; I didn't want WAHS to depend on my work schedule. However, the Board was not able to line up another editor in time to put together Issue 29-3. Hence, the delay in getting this issue out to you.

The next issue of our journal is appropriate for the winter season - we'll trek on north up to Alaska to look at the airlines that call this part of the world 'home' or have had significant presence in our 50th state. (I'm thankful that I won't have to do onsite research in Alaska for this issue during the winter. Cold weather doesn't agree with me!)



Label From The Collection Of David A. Rowe

We hope you enjoy reading this issue of our journal. Any feedback, suggestions, and material submissions are always welcome.

Best regards,

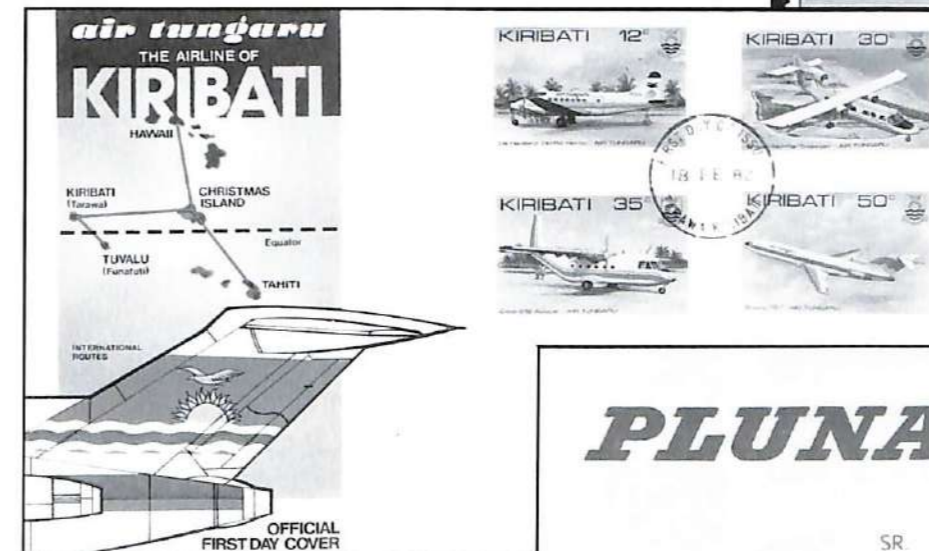
William M. Demarest

Aviation Postage Stamps

By Jim Edwards



The Government of Jamaica issued this stamp to celebrate the 25th anniversary of Air Jamaica in 1994.



These stamps featuring Air Tungaru's Boeing 727, DH Heron, BN Trilander and Casa 212 were issued by the Republic of Kiribati on February 18, 1982.

The cover features the tail of Air Tungaru's 727 and the airline's route map.



This stamp from the Cayman Islands was issued in 1988 as part of a set honoring the Summer Olympics in Seoul.



Iceland issued this Icelandair 727 stamp in 1969 to celebrate 50 years of aviation in Iceland.



Uruguay issued this commemorative stamp on November 27, 1978 to celebrate the inaugural flight of PLUNA's new Boeing 727. This flight cover was carried onboard the first flight.

Postcard Corner!

By Allan Van Wickler

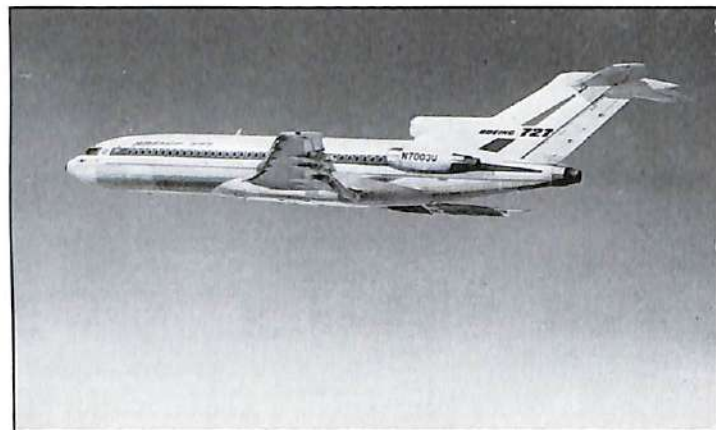
amvwdsvw@adelphia.net

Exploring The World Of The 727

The 'onliest' time the B-727 wasn't beautiful was when you were under it on the ground watching the aircraft take-off. Anyone attending a NY Mets baseball game at home at Shea Stadium or watching tennis at the US Open in Flushing Meadows, Queens, can attest to that.

I must say I flew on countless legs on the type from 1964 (UAL ORD/OMA) to 1995 (TWA SAT/STL). On fifteen different carriers!

The aircraft got me where I wanted to go, time after time. I am indeed grateful and deeply appreciative.



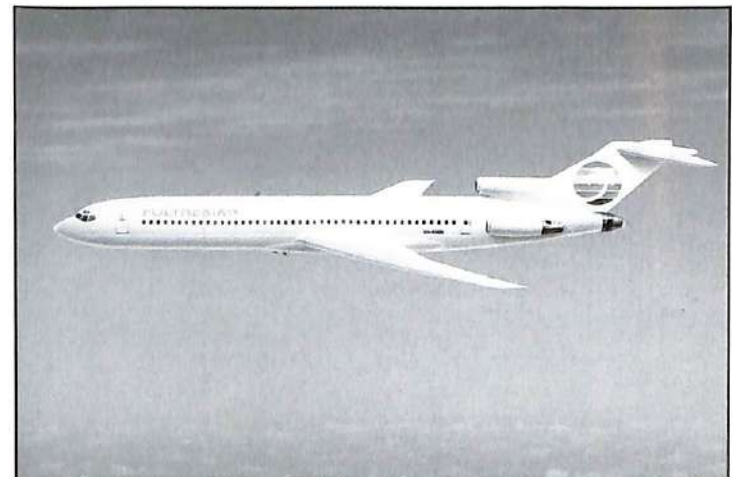
The first card in Boeing/UAL livery, N7003U, was fourth off the line, never flew for UAL, but rather for ANA, Iran Air, and then met its demise over North Carolina whilst in the employ of Piedmont as the 'Manhattan Pacemaker', N68650. A memorial has just this year been emplaced in Henderson, NC, honoring the 79 persons onboard that fateful day of July 19, 1967. The 3-1/2" x 5-1/2" four color chrome was a Boeing Airplane Division card. Thanks to Jon Proctor and Phil Brooks for the information.

Thought it might be nice to include two other 4" x 6" cards in Boeing's unique coloration, an Italian card (AER 22) of the Dash 100 and a Kruger (West Germany) of the Dash 200.



We'll never know how many carriers literally flew/fly the "72", but God loved them. That's why he made so many of them. A truly universal airplane, serving virtually the entire world. Why not visit a few of the "less common" areas and show a few cards from there?

Let's start out in the southern Pacific with Polyneesian's touched-up 727-200, right to left, followed by Air Tungaru's (Republic of Kiribati) 100 model, photo by Whincup. Then off to Australia for Ansett's drawing of their VH-RME (3-1/4" x 5-1/2"), Trans Australia's 100 VH-TJA in original livery (also 3-1/4" x 5-1/2"), and their 727-276 model,



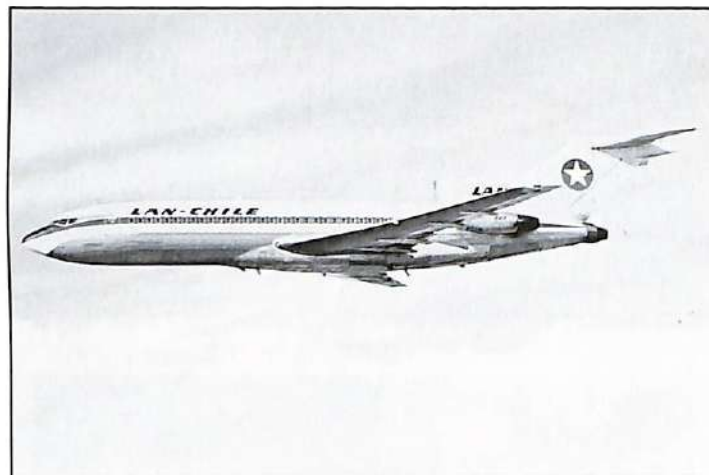
4" x 6", left to right, number 3198983. Gorgeous!

Up north, here's a fine 100 model of Japan Air Lines' (JA8307), deckled-edge, measuring just a bit over 3-1/2" x 5-1/2". Following is another company card of All Nippon's B727-100 (JA8301), flying right to left, and a relatively new card, the MIAT B727-200 from Mongolia, photo by Baska. Now to South America with a fine La Paz Airport,



ボ-イング 727-100 昭和39年5月25日、我国では初めて国内線用の純ジェット機として東京-札幌線に就航。昭和49年5月9日引退。





4" x 6" card. Of a LAB 727 parked alongside an Eastern B727, nr. 1217. On to LAN-Chile's B727-100 company card, printed in France by Editions Jean de Cassagnac. And then Ecuador's TAME, 3-1/2" x 5-1/2" company card, of their Dash 200, Avianca's original livery, 3-1/2" x 5-1/2", published by Balzac Industrias Graphics (HK 7274). And to update that carrier, note Avianca's take-off from Medellin in a lovely 4" x 6", nr. 216T2690.

Before a bevy of Brazilian carriers, a quick look see to PLUNA's B727-100, 3-1/2" x 5-1/2", flying right to left. Let's begin with a single fold of TransBrasil's B727, celebrating their 25th year and issued in 1980. Next along is VARIG on the ground at Iguacu, a 4" x 6" chrome by Parana-cart, nr. 127, plus a VASP B727-200 inflight, a tad in size over 4" x 6" (PP-VSP).

And the last of the litter for purposes of this article is a couple of Cruzeiro's, a great Dash 100, 3-1/2" x 5-1/2" in original livery (PP-CJE), and a 4" x 6" up close in an updated paint job of the exact same aircraft.

And so we say "Hasta la Vista" and "Tierra la Puerta" to one and all, ending up with "Tierra del Fuego!"



Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

727 Model Kits

The Boeing 727 was Boeing's second jetliner type that the company developed. Boeing manufactured 1832 model 727's between 1963 and 1984. For many years the 727 was the most successful jetliner produced. The aircraft was designed to operate short to medium length trip legs from airports with runways too short for larger four engine jets. Interesting features of the 727 included swept wings with many high-lift features, self contained airstairs, as well as being the first airliner to have an auxiliary power unit.

There is no shortage of injection molded model kits of the 727. I found an almost great website of the 727 at The Boeing 727 Resource Center. Unfortunately the text is in Portuguese and the Altavista Babelfish translator didn't seem to help me much. Give <http://727.assintel.com.br/kit/kit1.htm> a try. Regardless of the language translation difficulties the webmaster has done a fine job listing the many 727 kits available.

There are two manufacturers of 1/72 scale kits. Aircraft in Miniature makes a vacuform kit that I've seen built up into a nice model. The Aircraft in Miniature kit comes in Braniff markings. Originally it was a -100 but the current Aircraft in Miniature site lists a -200. A few years back KMC released an injection molded -200 version in American markings. A high point of the kit was that it included lots of resin detail parts. Unfortunately the resin wasn't done well and the kit suffers from some shape issues. I've also seen this kit built up and it looked impressive. Unfortunately the 727 kit marked the beginning and end for KMC models.



Aurora Kit

Aurora made a 727 model in the ever popular 1/96 scale. It was released in Eastern, United, TWA, and CP Air markings. Monogram re-released the kit in later United markings. The kit is typical Aurora without much detail but the general shape is OK.



In 1/100 scale is a Doyusha, Nitto, and Entex release. I can't pass mentioning the United black, red, and orange stripe decals that come with the Entex release. Veb/Plasticard also did a 1/100 scale kit.



Heller Kit

If you build in the other popular 1/125 scale Heller has made a 727 kit. Originally released in Air France markings and re-released in Alaska markings. Actually 1/125 scale doesn't have to be a bad choice as Heller has released quite a few jetliners in that scale. The Hawk/Glencoe Convair 880 and Hawk Convair C131 are also in 1/126 scale.



Airfix Kit

1/144 scale is my scale of choice and there are three basic manufacturers to choose from. Both Airfix and Revell released 727-100 kits. The Airfix may be a little better as the Revell kit has many large molded on rivets. I've built three of the Rev-

ell kits and just left the rivets on. Airfix changed their mold from a -100 kit to a -200 and didn't do a great job of it. The nose shape isn't quite on, the wing fences are on the rear of the wings, and the transition between the #2 intake and vertical stabilizer needs putty and sanding work. Minicraft released a long awaited 727-200 kit last year. Markings are early United. The kit has been given mixed reviews. The Minicraft kit has shape issues as well as the Airfix. Some modelers prefer the Minicraft over the Airfix and some still prefer Airfix. Time will tell.

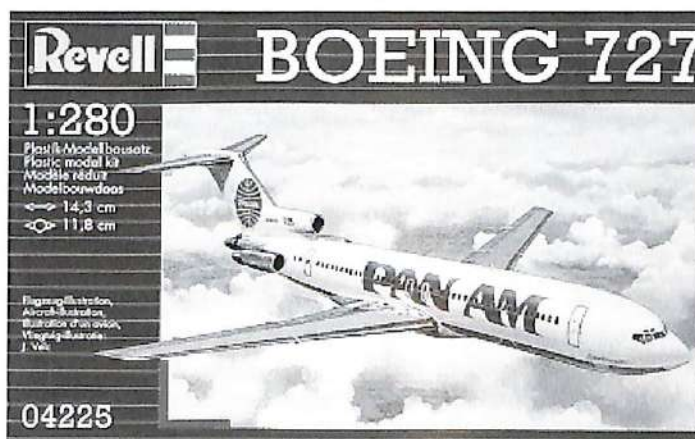


Airfix Kit



Hasegawa Kits

Hasegawa has released the 727 in 1/200 scale. There have been many releases and many after market decals produced. The kit gets good reviews as well.



Revell Kit

Bringing up the rear Matchbox released a 1/280th scale 727 in American and Iberia colors. Revell also re-released the kit in Pan Am colors.



Matchbox Kit



Airfix Kit

There are many choices and scales for building a 727 model kit. In it's prime the 727 was the most popular airliner produced. Being noisy, needing three crew, and having three engines led to many airlines retiring their 727 fleets in recent years. At least there are still many model opportunities available.



Hasegawa Kit

Please send me a note if you have any questions.

Ken Miller

All photographs courtesy of the 727 Resource Center.

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

The Many Wings Of The 727

The 1960s brought air travel to the people. It wasn't a communist propaganda effort, it was capitalism at its best. With the development of the jet engine for civilian use, aircraft could be built which would carry large numbers of passengers greater distances and at greater speeds. The power of the jet engine made it easier to take off from shorter runways and better handling characteristics made it safer to land at smaller airports. Later on, noise abatement procedures might cancel those benefits, but the JET-AGE had arrived.

When one thought of Boeing airliners in the 1940s and 1950s, the word "substantial" came to mind. The model 307 and 377 airliners were huge for the days in which they were manufactured and they looked massive. You just knew that it took a lot of power to move that machine through the air.

The Boeing 727 was the first of a new breed. It looked different from the image most people had of an air transport aircraft. The "T" tail looked like something which belonged on a fighter. The engines were mounted WAY in back and there was a huge air intake at the base of that interesting tail assembly. There were under wing fueling points and "airstairs" at the front and back of the aircraft to speed ground handling times. These features made the 727 staggeringly popular. Over one thousand five hundred of these aircraft were produced.

Most of the U.S. major carriers purchased and operated the Boeing 727 and the flag carriers of other countries followed suit. The new tri-motor saw service from northern skies of Alaska and Iceland, through the tropics and the equator and down to the tips of South America and Africa. It was the right aircraft at the right moment.

In 1966 the Boeing Commercial Aircraft Company put out an advertising campaign celebrating fifty years of Boeing 1916-1966. The copy read "LOOK UP to the airlines whose pilots wear these emblems. They're the 55 airlines that fly Boeing jets." That print ad was the seed that grew into my collection of wings and cap badges. It was a slowly germinating seed because I did not begin the collection until 1982. A pity, because I missed the opportunity to try to add several interesting items to my display. Ah, the clarity of 20/20 hindsight.

Time, the development of newer technology and the desire to cut operating costs have reduced the number of operational 727s. Some operators such as Federal Express and UPS have invested in two crew member, "glass" cockpits to extend the operational life of this great aircraft. One 727, which is still pressing on, brings my letter and magazine mail to me from a Jamaica based courier service. C-FACX is operated by All Canada Express and flies into Bermuda five days a week from Newark, New Jersey. It arrives mid-morning and departs at about 7:30 in the evening to take letter mail to the States. We live about three miles from Kindley Field and because the noise of take-off carries to the house, we can always tell when "the check is in the mail".



American Airlines (AA) (AAL) 1960-present.

Management team wings. If you see these, you have joined the check ride from Hades.

Check airman, star with wreath, clutch back, hallmarked "B" "SF".

Check flight engineer. Probably retired, as all aircraft used by AA are two person cockpits. If the career flight engineer wing was known as the "chicken on the stovepipe" this manager's wing must have been called the "rooster on the rocket".

Wing is screw post and hallmarked "SF".

For me, no article about the Boeing 727 can do without mention of my good friend, Dick Koran. I first heard of him when I was working at Montreal's Dorval Airport (YUL). I had just started collecting airline insignia and as I asked crews about the history of their wings and cap badges and to whom I might write to request some insignia, his name would pop up often. Within months we had met and the friendship which spanned many years began. Dick would bid for overnight trips to Montreal and later to Baltimore, MD (BWI) so that we could exchange "brass" and lies. He is missed by many. He was one of the senior 727 captains based at Chicago when he retired. He and Diane had plans for a wonderful retirement, but sadly, his life was cut short by the early onset of Alzheimer's disease.



Northwest Airlines (NW) (NWA) current

Cap badge is a gold color disc with gold wings and lettering. The enamel is blue at center, white and then red at the outside. There is a curve to the disc with the high point at the center and bending back at the left and right. The badge mounts to the cap with a screw post and has two positioning pins.

Another friend who died much before his time is Tom Malloy. I'm not sure if he spent much time flying the Boeing 727. He was a 747 pilot and

spent much of his time in the orient. He also flew the C-141 Starlifter for the U.S. Air Force. Tom and I met mostly by mail and exchanged letters and wings for several years. I tried to find military wings for him and he sought Asian air carrier wings for me. In all his letters, he bragged about his children and how Donna counted him "safe on base" if he made it home from a trip before midnight on a holiday or birthday. He is also a friend gone to soon.



MEXICANA (MX) Second issue.

The first issue looked very much like the cap badge of Pan American World Airways, which had been instrumental in the formation of CMA.

The wing insignia was less similar, but very distinctive. The wing and cap badge are of silver metal with a brushed or satin finish. The "M" and eagle's head are in black enamel. The cap badge has two (very long) screw posts, one above the other and has two silver nuts to hold the badge to the cap. No Hallmark.



MEXICANA (MX) Third issue.

The wing is clutch back without any hallmark.

Both insignia are of gold color metal with high parts polished and recessed metal in a brushed or satin finish. As in the earlier version, the "M" and eagle head are of black enamel. The cap badge has two long screw posts one above the other and lacks a hallmark. The wing is clutch back without a hallmark.



National Airlines (NA) First issue.

This is the "flag pole" insignia. The cap badge and wing are of gold color metal with red, white and blue enamel.

The cap badge has a single screw post and two small positioning pins at the base of the post. I have not disassembled this badge, but it seems to be of two piece construction. The center disc with the enamel is attached to the larger base disc.

The wing has very fine detailing to the feathers. There is a small chip in the white enamel on one side of the center disc. Two small screw posts and thumbnuts mount the wing to the uniform jacket. No hallmark.

National Airlines (NA) Second issue

The "barber pole" issue. Both cap badge and wing are of highly polished gold color metal. Red and blue enamel make up the "N" and blue enamel letters spell "NATIONAL AIRLINES"

The cap badge is again of two piece construction and is mounted to the hat by a screw post and held in place with two small tabs near the post.

There is no hallmark. The wing is clutchback without any hallmark.



National Airlines (NA) Second issue



National Airlines (NA) Third (final) issue

The Sun King issue. All three insignia are in brushed or satin finish gold color metal. The "face" side of the Sun is highly polished.

The cap badge has a "B" in a box design and "1/20 10K" as a hallmark. A screw post mounts the badge to the cap and a single pin prevents the badge from rotating on the cap.

The plain (second officer?) wing has the same hallmark and is also a screwpost mounting. The captain's wing is also screwpost, but is hallmarked "Balfour".



Northeast Airlines (NE) Last issue

This compass rose issue was used during the days of the Northeast Yellowbirds.

The cap badge is of highly polished gold color metal with a red enamel star in the north east quadrant of the compass rose and red enamel letters "NE" at the bottom. The leaves around the cap badge are of a satin or brushed finish except for the center leaf in each group, which is highly polished. The insignia is the screw post variety and a single pin positions the badge on the cap. There is no hallmark.

The wings are of two piece construction, with a backing / positioning plate and three screw posts to attach the wing to the jacket. The captain's "NE" has the star and wreath with a star over the "NE" for the first officer. I do not have one, but assume the second officer had only the "NE".

No hallmarks on these insignia.



Delta Air Lines (DL) (DAL) Fourth issue.

The "Blue Ball" issue following the "Red Ball" Delta C&S issue.

The wings are pin back without hallmarks. The gold color metal is a brushed or satin finish. The center disc is highly polished blue enamel with "DELTA" in polished gold letters. This wing is of two piece construction, the blue center disc has two pins which are pressed into the base of the wing. I have the captain and first officer wings. I am still looking for a second officer wing.

The cap badge is also of two piece construction. The base is gold color metal with a satin or brushed finish. The triangle is of dark blue enamel with "AIR LINES" in polished gold. The "Delta" script is of silver and is pressed onto the gold color base with three pins. The badge is mounted to the cap by three screw posts, one large in the center and two thin screw posts at the ends of the top leaves.

**Delta Air Lines (DL) (DAL) Fifth issue
The red white and blue delta.**

These wings and cap badge were the first major addition to my collection in 1982. Thanks to Captain Dick Lamb of Boston, who picked up a full set of "brass" at the company store and let me buy them at cost.



Delta Air Lines (DL) (DAL) Fifth issue
The red white and blue delta.

The style is quite similar to the previous issue, gold base material, satin finish with polished gold high points. No hallmarks on any pieces. The cap badge has block letter "DELTA" in gold under the tricolor triangle. The cap badge is of the screw post variety with two positioning pins at the tips of the top leaves.

The wings are clutch back with long pins. These wings must have gone on the uniform jacket.

Delta Air Lines (DL) (DAL) Sixth (latest) issue.

The "frowning" Delta. The cap badge has the same basic design as the two previous issues, satin finish on large leaves. The cap badge is screw post with two clutch back positioning pins. The word "DELTA" is missing for the new insignia and the white chevron has been replaced by a gold color arch, which has been likened to a frown.

The wings are clutch back without hallmarks. The center triangle of red, gold and blue is highly polished but seems to have a plastic rather than enamel finish.



Delta Air Lines (DL) (DAL) Fifth issue
The red white and blue delta.



Continental Air Lines (CO) (COA)
1940-1957 issue.

Cap badge is a large looking gold disc with a blue, white and red enamel bird design extending beyond the edges of the disc. The total wingspan is 2 1/2 inches. The words "CONTINENTAL AIR LINES" are in gold letters. The badge has two screw posts to mount to the cap. There is no hallmark.

The wing is gold bullion thread on dark blue material. Black thread provides detail to the wings. The center oval is in gold, red and blue. Wing is clutchback and there are no hallmarks.



Continental Air Lines (CO) (COA)
1957-1967 issue.

Wing and cap badge of gold bullion thread on black material. Cap badge has screw post with two clutch back positioning pins.

The wing is clutch back and the center oval has a silver center with gold bird and letters and gold rim of oval. The wing has a paper tag on the back reading "GEMSCO" in a wreath.

Continental Air Lines (CO) (COA)
1967-1996 issue

Cap badge of gold color metal with grey-black paint detail. Badge mounts to cap with a screw post and has one positioning pin. No hallmark.

Two style wings, one of gold bullion thread with a center disc of gold metal and grey-black paint, the other of metal with grey-black paint detailing. Wings are clutch back with no hallmarks.

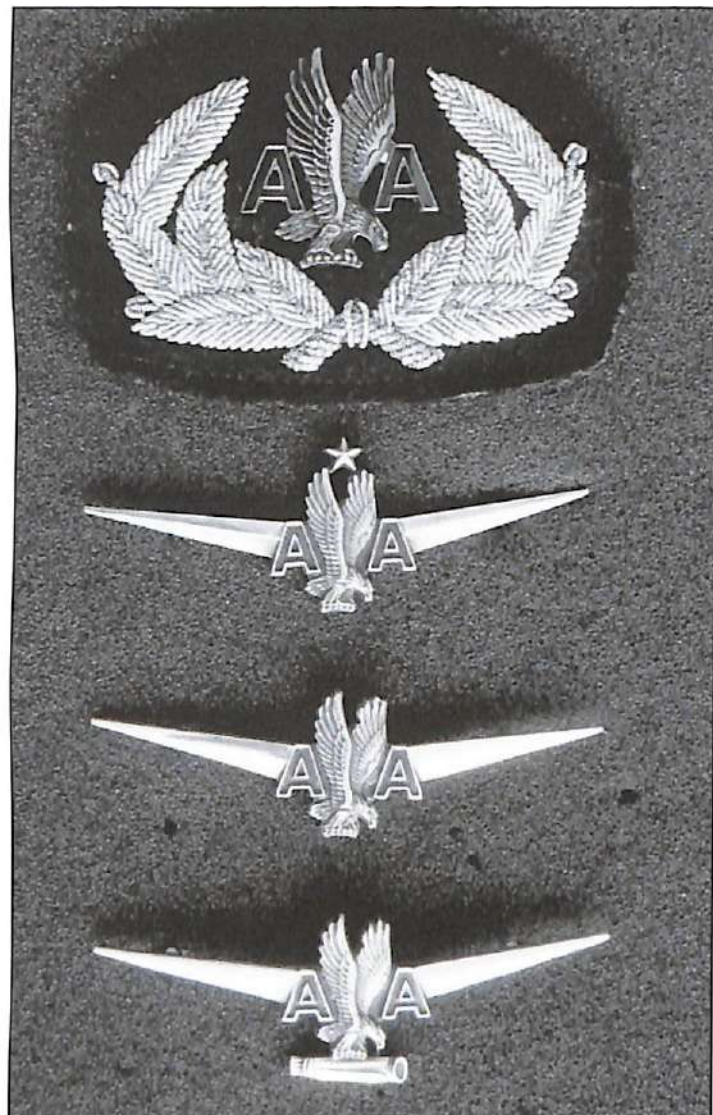


Continental Air Lines (CO) (COA) 1967-1996
Continental Air Lines (CO) (COA) 1996-present.



Both pieces are of highly polished gold color metal with a satin or brushed finish in the square area behind the globe.

The wing is clutch back. The cap badge has a screw post with one positioning pin. No hallmarks.



American Airlines (AA) (AAL) 1960-present.

Cap badge is in two pieces. The silver bullion wreath is on black material with a black leatherette backing. The eagle and "A A" are hallmarked "B" "ster" and have a screw post with a positioning pin which pass through the bullion wreath to secure the insignia to the hat.

The wings are polished silver metal with fine detailing on the eagles. All are screw post.

The captain wing is hallmarked "LGB" "STER"

The first officer wing is hallmarked "B" "SF".

The flight engineer wing is hallmarked "B" "SF".

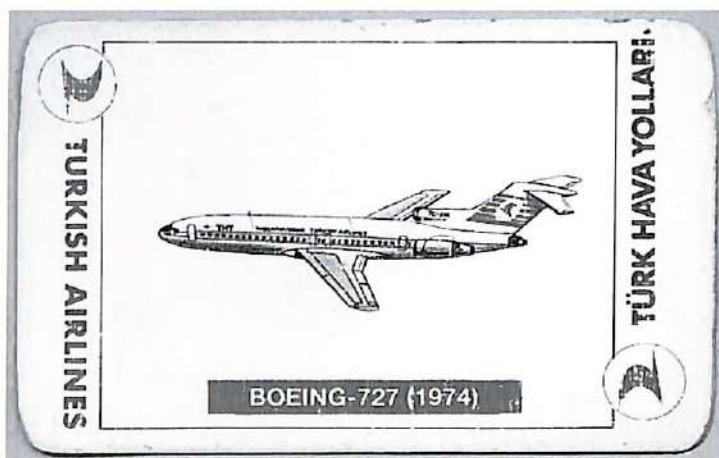
Happy Collecting!

Continued From Page 10

727 Playing Cards



Sterling Airways



THY Turkish Airlines



TWA Trans World Airlines

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

New Issues From All Over

There is not much that a editor about junior crew wings can do with a title of Boeing 727 to inspire a article because junior crew wings are not issued that are devoted to an airplane unlike postcards and playing cards, etc. However, this might be a good time for me to just ad lib and talk about some new finds in the junior crew wing area.

Recently, I purchased an item on EBay that was for junior crew rings (1). It was a very interesting purchase and the break down is that there were two from Pan Am, one a Junior Pilot and the other a Junior Stewardess, two from Tran World Airlines in the same format, two from KLM plus an extra junior stewardess and one Junior Stewardess from American Airlines. A total of eight rings and only the KLM stewardess was a duplicate. These are made of plastic and are silver coated. This information comes from my wife who used to be a plastic broker. What is more interesting is that they were made in Hong Kong and were to sell for 1¢ each. There was an attachment to the card that says "Airline Rings 250 per bank w/display. List price \$9.00 per M, Bulletin Price \$6.78 M." Can you imagine buying one thousand of these for \$9.00?

Then at the Atlanta show, a fellow collector of airline memorabilia, Sally by name, showed me a Junior Stewardess wing from Air Panama Airlines (2). I have in my collection the pilot wing from this airline and now the junior stewardess wing shows up. Sally said that her father got this for her back around 1954 when he was a traveling man and he always brought back something and we are thankful to both of them for helping us expand our knowledge about junior wings.

It is just amazing to me how EBay has helped out all of the collectors of airline memorabilia. Things show up there that are coming out of the woodwork. One such item is a new junior wing from Independence Air (3). Going on the internet, I find out that this is the old Atlantic Coastal Airlines from Dulles that has reinvented itself and is trying to emulate Jet Blue and Air Tran, etc. The wing is silver in color, a stick back and is 2 1/4" X 1/4" in dimension.

Happy Collecting!

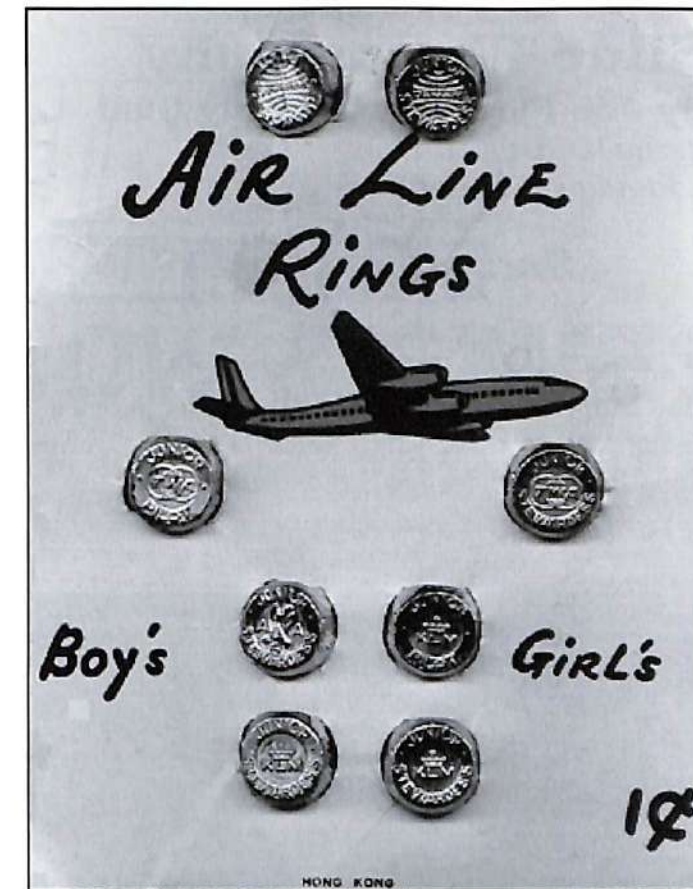


Fig. 1



Fig. 2



Fig. 3

Slide Photography

By Joe Fernandez & Eddy Gual

jferna10@bellsouth.net
eddygual@bellsouth.net

Snapping The 727

The Boeing 727 is my favorite aircraft of all time. There's just something about the famous t-tail that captures my imagination—and fills my viewfinder all the time. Enjoy some of these favorite shots from my files. *Joe Fernandez*

All Photographs Are From The Aviation Photography Collection of Miami Unless Otherwise Noted.



ACES 727-100 HK-2541 NOV 1989



Transair Sweden 727-100 SE-DDC May 1977
Photo By M. Kovel



Alaska Airlines 727-22 In United Color Scheme
N7027U July 1980



Pan Am 727-200

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Saturday, January 22, 2005. Los Angeles, CA. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Time: 9am to 3pm. Entrance Fee: \$5. For information, contact Dave Cherkis 702-360-3615 (9am-5pm Pacific Time) or Chris Laborde 619-997-0666 (9am-5pm Pacific Time). [Http://www.LAXairlinerexpo.com](http://www.LAXairlinerexpo.com). Special hotel rates available by calling the hotel at 1-800-421-5900 and mention the LAX Airline Memorabilia Show.

2nd EUROAIRPORT AVIATION COLLECTORS SHOW

Saturday, February 19, 2005. EuroAirport. Basel-Mulhouse-Freiburg North Terminal (French Side). Postcards, slides, pictures, books, magazines, and other great airline memorabilia. Time: 9.30am to 6pm. Entrance Fee: 3 Euros. Free for kids under 16. For information, contact: Convention 2005, PV2W, EuroAirport B.P. 120, F-68304 Saint Louis Cedex, France. Email: pvandewalle@euroairport.com

VANCOUVER AVIATION COLLECTIBLES SHOW

Saturday, February 19, 2005. Vancouver, BC Canada. Vancouver Conference Airport Resort, 10251 St. Edwards Drive, Richmond, BC. Time: 9.30am to 3.00pm. Admission: \$5. For more information, see <http://www.yvraviationshow.com>,

SAN FRANCISCO AIRLINE HOBBY SHOW

Saturday, March 12, 2005. Best Western Grosvenor Airport Inn, San Francisco Airport. For more information, contact: Mike Chew, P.O. Box 25494, San Mateo, CA 94402-9998. Phone: (650) 281-4486. Email: SFOAirlineShow@juno.com.

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 9, 2005. Dallas, TX. Hyatt Regency DFW Hotel, DFW Airport. For more information, contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: (239) 352-0216. Email: Navigator@gulfaccess.net.

LGW 2005 - GATWICK INT'L AIRCRAFT ENTHUSIASTS FAIR

Sunday, April 17, 2005. Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex, UK. 10.00am - 5.00pm. Admission: 3 UKL. For information, contact: Tom Singfield, 25 Chennells, Ways, Horsham, West Sussex RH12 5TW, UK. Email: LGW2005@gatwickaviationsociety.org.uk. Phone: +44 01403 252628.

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)



Air Panama 727-100 HP-661, May 1982

Aviation Photography of Miami Collection

VARIG 727-100 PP-VLQ, February 1979





TWA Trans World Airlines 727-31 N831TW June 1972

Aviation Photography of Miami Collection

United Air Lines 727-22 N7411U August 1978

