



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Spring 2005 - Issue 29-4



*Reeve Aleutian L-188 N9744C June 1997
Photo Bob Shane via Aviation Photography of Miami Collection*

The Airlines of Alaska

Our Flying Adventure In America's Northernmost State!





AAI Twin Otter N347MA (1979)
 Photo: Aviation Photography of Miami Collection
 Everts Air Fuel C-46 N1822M "Salmon Ella" July 1999
 Photo: Chuck Stewart via Aviation Photography of Miami



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ALASKA SERVICE
CLIPPER MENU

Seattle - Alaska

Luncheon

SALTED MIXED NUTS
 CRANBERRY SALAD BOWL
 FRIED CHICKEN, SOUTHERN
 MACEDOINE OF VEGETABLES
 LONG GRAIN RICE, ROYALE
 SPICED APRICOT
 CRESCENT ROLLS
 PINEAPPLE SUNDAE

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Pan American World Airways Menu Postcard - WAHS Collection

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From The Flight Deck

Welcome Aboard!

The Society's new fiscal year beginning July 1, 2005 is rapidly approaching. If you found a membership form included with this issue of the LOG, it is time to renew your membership for the 2005-2006 year. If you became a member of WAHS sometime during the fiscal year, you should have received all of the previous issues of Volume 29 that were published prior to your signing on. (If you have not received these back issues, please contact Society headquarters.) Everyone should have received their new membership cards by now.

The Society has entered into alliances with two museums. The 1940 Air Terminal Museum in Houston, Texas is located at Houston Hobby Airport. A number of Society members have been involved with the museum and have made valuable donations. A Regional Collectible show will be held at the museum in the spring of 2006, for the benefit of both the Society and the 1940 Air Terminal Museum. Check out the museum at www.1940AirTerminal.org. The Flight Path Museum is located at the Los Angeles International Airport. The largest display room has endless windows for viewing the action of Runway 25L. Put this museum on your list of things to do the next time you visit LAX. You won't regret it! Check out the Flight Path Museum at www.FlightPath.us.

In another effort to expand the exposure of the WAHS worldwide, *The Captain's Log* is now offered for sale in the Munich International Airport, thanks to the efforts of member Josef Schmidt. Our goal is to have the LOG offered for sale in airports worldwide. If you can help with this endeavor please let me know at jetduane@bellsouth.net.

Airliners International 2005 in Milwaukee is just around the corner. The largest airport in Wisconsin is served by 14 airlines with 230 daily departures to 90 cities non-stop. Milwaukee is the headquarters of Midwest Airlines which has nonstop service to 50 cities by itself. Northwest Airlines has recently made MKE a mini-hub with 36 daily departures to 16 destinations. Amtrak also serves MKE with its popular "Hiawatha Service" to and from Chicago, with 7 roundtrips per day. Convention management says the tables are nearly sold out, and the hotel is filling up fast.

Did you see the ballot enclosed with this issue of the LOG? This is your opportunity to select two Board Members and our Vice President. Please note on the ballot the convenient ways you can make your voice heard and note the ballot deadline.

The Board has confirmed Bob Turner's appointment to backfill Dr Barrie James' position as a European Board Member until that term expires during AI2005. Please welcome Bob when you see him. Bob has also been nominated for the same position in this year's election which will expire in 2008.

We're seeking an interested individual to act as our safety card editor for the Log. If you collect safety cards and have contacts with others who do, and are willing to contribute to the Society's publication, please contact Bill Demarest at Editor@WAHSONline.com.

Last, but not least, take a look at the WAHS website, www.WAHSONline.com. It has been updated and upgraded to better serve our members.

See you in Milwaukee!

Sincerely,



ALASKA, The State With A Special Challenge For Air Travel

By JOOP GERRITSMAN

There is no state in the Union where air transport has been and still is as important to daily life as Alaska. To begin with, its size of 586,400 square miles is one-fifth the size of the "lower 48." To this day only the southeastern one-fourth of the state and the southern panhandle have paved all-year roads. There are two massive mountain ranges. Rivers such as the Yukon and Kuskokwim and their tributaries, the thousands of lakes and the Bering Sea are frozen for up to eight months of the year. It is a state where the temperature can range from 90F on a summer afternoon in Fairbanks, to 60F below in the winter. Further north the extremes are even greater.



This obviously posed photograph with two Lockheed L-10 Electras of Pacific Alaska Airlines (a PAA subsidiary) shows the difference in "old" and "new" air travel in the territory in the 1930s. Note the 'baffle plates' on the engines. They prevent too much cold air from reaching them during the winter months.

Before the airplane, mail from Seattle to Nome took six weeks during the winter, but often ten or more. Between the last ship in October before the Bering Sea froze over, and the first ship the following June, the only access to Nome was by dog-sled traveling hundreds of miles. It comes therefore as no surprise that people in the territory (Alaska became the 49th state only in 1959) early on looked to the air for their travel needs.

Carl Ben Eielson was the first to try. On Feb. 21, 1924 he made eight mail flights between Fair-

banks and McGrath, 272 miles to the southwest, with a D.H.4. But after he had cracked up three times, the post office cancelled his contract.

However, it was Noel Wien who made the biggest contribution to early Alaskan aviation by linking the far-flung communities and settlements with Fairbanks and Anchorage on a charter basis. Born in Wisconsin in 1899 he grew up in Minnesota and arrived in Fairbanks early in June 1924. Hired by Jimmy Rodebaugh of Alaska Aerial Transport, Wien made the first flight between Anchorage and

Fairbanks on June 6, 1924 when he delivered Rodebaugh's Standard J.1. The 365-mile flight took 3 hrs 45 mins. In the years that followed, he made many flights to places that were otherwise inaccessible in any reasonable length of time. Early in 1925 Wien bought a Fokker F.III for Rodebaugh's new company, the Fairbanks Airplane Company. This 5-place cabin airliner was a tremendous step forward in passenger comfort over the open-cockpit Standards and Jennies. In 1927 Noel Wien and his brother Ralph, a mechanic, struck out on their own. They formed Wien Alaska Airways with a Stinson Detroiter. The first flight was from Fairbanks to Deering, 900 miles to the west on the Bering Sea, on Sept. 8, returning three days later. The Detroiter with its enclosed cockpit and cabin allowed Wien to become the first pilot in Alaska to fly throughout the entire winter. Things got even better when Wien bought a Hamilton Metalplane in Oct. 1928 and by 1929 he was flying regular roundtrips between Fairbanks and Nome. That year he moved his main base of operations to Fairbanks.

Juan Trippe Enters The Field

The air travel potential in the territory had not escaped the attention of one Juan T. Trippe of Pan American Airways, an operating subsidiary of the Aviation Company of America (AVCO). In 1929 he sent Carl Ben Eielson to Alaska as his agent to buy Wien Alaska Airways, Anchorage Air Transport and Rodebaugh-Bennett, amalgamating them into Alaskan Airways. On June 11, 1932 PAA and Trippe formed Pacific Alaska Airways and three months later it took over Alaskan Airways from AVCO. In April 1935 Pacific Alaska introduced the Lockheed L-10C on its Fairbanks - Juneau service. It was the first of the new generation of twin-engine all-metal airliners in Alaska. Until then aircraft in Alaska had all been single-engine, mostly fabric-covered types. The L-10C service was the first in Alaska for which exact departure and arrival times were published in a timetable. Pan American Airways started scheduled mail service from Seattle to Juneau via Ketchikan in June 1940 with Sikorsky S-42 flying boats. A DC-3 took over later in the year and in March Lockheed L-18 Lodestars were introduced on the twice-weekly Pacific Alaska service between Seattle and Fairbanks via Juneau and Whitehorse.

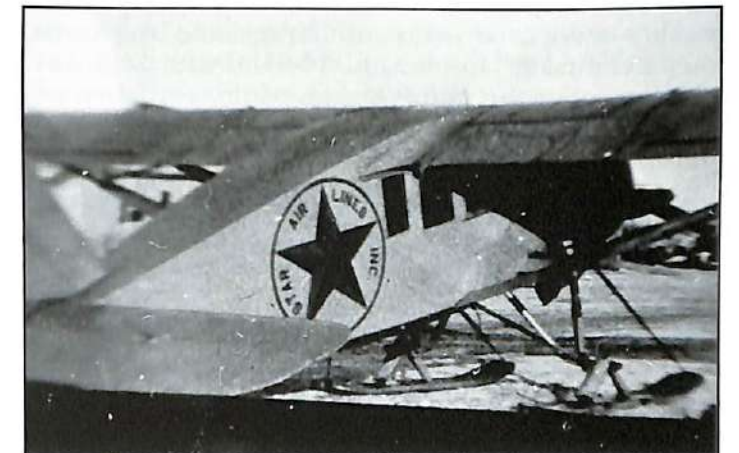
After his non-competition agreement with PAA expired in 1932, Wien started Wien Airways of Alaska at Fairbanks with a 6-place Bellanca Pace-maker. In Aug. 1935 he bought Northern Air Transport of Nome and that same month delivered the first photos and film of the crashed Lockheed Vega "Winnie Mae" and the recovery of the bodies of its pilots, Wiley Post and Will Rogers, from Fair-

banks to Seattle in record flying time of 16 hrs 25 minutes, flying overland via the Yukon Territory in Canada under the NAT name.

While in Seattle, Wien bought a Ford Tri-Motor for NAT for a scheduled Fairbanks - Seattle passenger service. On its arrival, the Ford was the largest aircraft ever to land at Fairbanks. NAT lasted only a few months before being reorganized as Wien Alaska Airways. That year the company had eight aircraft and four pilots, operating a dozen routes out of Fairbanks.

Other Airlines Join The Action

While Wien was busy flying all over the territory, other entrepreneurs got in on the action too. In the fall of 1931, Alaska fur buyer Linious McGee and pilot Harvey W. Barnhill bought a Stinson SM8A and formed McGee Airways at Anchorage. Pilots were paid commissions on the loads they carried, says Alaska Airlines historian Archie Satterfield, and they could easily make \$400 a month in a time when some Americans "on the outside" (the lower 48 states) did not make that in an entire year.



Commercial aviation in Alaska started as in so many other northern lands - with single-engine bush aircraft such as this Fairchild of Star Air Lines.

In the same year Steve Mills and Jack Waterworth started Northern Air Service, also at Anchorage. Their first aircraft crashed on delivery, but they reorganized under the name Star Air Service with a Fleet biplane trainer. By the fall of 1932 there were three airlines flying out of Anchorage, the third being Woodley Airways of Arthur Woodley with a Bellanca Junior and a Travelair. Anchorage was a town of 2,200 people and during the years of the Great Depression, 1929 - 1931, it became the jumping-off point for many people from the "lower 48" who came up north to try their luck at trapping, hunting and salmon fishing in the interior. Anchorage became the distribution centre

from where they were supplied with food and other necessities. The three airlines depended heavily on this charter business. But there were casualties. In 1935 McGee Star sold out to Star Air Services, giving the latter a fleet of 15 aircraft, including seven McGee Stinsons and several Bellancas.

Alaska Interior Airlines was formed in Jan. 1937 by two Star pilots who disagreed with that airline's decision to focus on scheduled services rather than charter flights. In that year, there were 40 air service companies in Alaska, operating 101 aircraft and employing 60 pilots. The aircraft-to-pilot ratio may be an indication of the maintenance needs of the aircraft in those days. There were more than 100 landing fields in the territory.

In 1942, the Civil Aeronautics Authority awarded Star Air Lines (the renamed Star Air Service) authority for scheduled services from Anchorage, Fairbanks and McGrath to destinations in the south and west. But after protests by Pan American and Northwest Airlines, Star was denied Anchorage - Seattle authority. The airline was reorganized as Alaska Star Airlines and took delivery of a Lockheed L-18 Lodestar in 1943 for the tri-weekly service between Anchorage and the territory's capital of Juneau. In 1944 Alaska Star Airlines adopted the name Alaska Airlines. It shed its pre-war fleet and by the end of 1945 had standardized on the DC-3.



Famed Alaska Coastal-Ellis Airlines operated several Grumman Goose amphibians. This one has been modified with propjet engines.

Down In The South

So far we have concentrated on the main land mass of Alaska, but some entrepreneurs elected to operate in milder climes.

In 1932 Nick Bez of Juneau bought the assets of bankrupt Alaska-Washington Airways of Seattle and started Alaska Southern Airways to support

the fish canning industry in the Alaska panhandle in the south. But after one of his two Lockheed Vegas crashed in 1934, Bez sold out to Pacific Alaska Airways.

Alaska Coastal Airways came into being at Juneau in May 1937 with two Vegas. It was the result of a merger between Alaska Air Transport of 1935 and Marine Airways of 1936. Bob Ellis, another famous name in Alaskan aviation circles, founded Ellis Air Lines in 1940 at Ketchikan.



Cordova Airlines was founded by "Mudhole" Smith in 1936, but was absorbed by Alaska Airlines in 1967. In 1952 the airline acquired two DC-3s.

After The War

The Second World War changed everything in Alaskan aviation. Fears of a Japanese invasion of the Aleutian Islands militarized all airline activities, with only the largest operators surviving on military contracts. But with the war over, civil activity immediately picked up again. Pan American Airways and Northwest Airlines quickly established services to the territory as part of their services to the Far East. A local Alaska carrier to benefit quickly, was Woodley Airways. The CAA awarded it scheduled Anchorage - Juneau authority via Cordova, for which the airline bought two Boeing 247-Ds in 1946. It adopted the name Pacific Northern Airlines on Aug. 1, 1947. Starting with DC-3s, PNA upgraded to DC-4s for the Seattle service and in January 1955 added three Constellations. In 1956 PNA became the first Alaskan airline to carry more than 100,000 passengers in one year and by mid 1957 the DC-4s were gone and the Connies operated three-times daily Seattle - Anchorage, including two nonstops (two flights only on Sundays). There also were five weekly Seattle - Portland flights. Boeing 720s replaced the Connies on the main routes beginning May 1, 1962. PNA was sold to Western Airlines in 1967.

Northern Consolidated Airlines was a new name on the scene. It started operations in 1945 in the southwest, acquired DC-3s in 1947 and bought three Fairchild F-27B Combiplane propjets in 1956. The airline was taken over by Wien Alaska Airlines in March 1968.



Northern Consolidated Airlines was the only airline in the world to buy the Fairchild F-27B combiplane. It had three.

Wien Alaska acquired two 247-D from the USAAF in 1943 but switched to DC-3s in 1945. The name Wien Air Alaska was adopted in 1966 and in 1968 the carrier merged with Northern Consolidated to form Wien Consolidated Airlines. The name was changed again in 1973 to become Air Alaska. But in the 1980s the company's traffic started dropping and several services were suspended. A reorganization failed and operations ceased on Nov. 28, 1984.



Wien Alaska Airlines flew Fairchild F-27 passenger services from 1959 until it merged with Wien Consolidated Airlines in 1968.

Alaska Airlines also began operations with DC-3s and DC-4s in 1945, followed by pressurized DC-6As for the Anchorage - Seattle service in 1958. In the same year the airline unsuccessfully applied



Air travel had advanced to the modern age in the 1950s, with this pressurized Alaska Airlines Convair 240 in the 1960s. It was formerly with Cordova Airlines

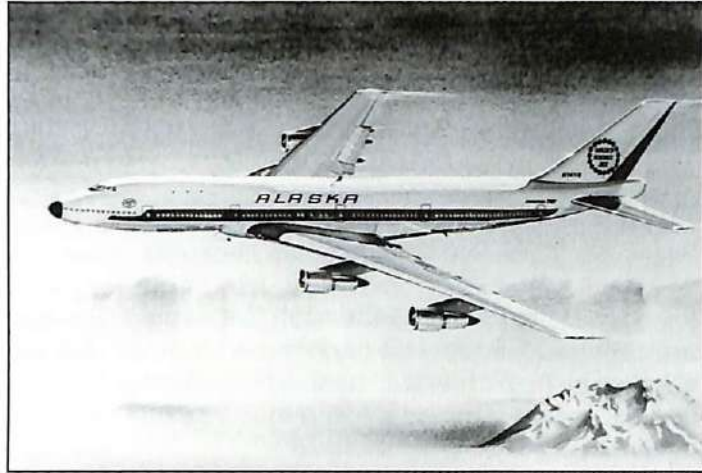
for a route to Irkutsk, Siberia. Not long after the introduction of the DC-6A Alaska Airlines began offering in-flight movies. In the mid-1960s the airline decorated its aircraft in Gay 90s style to celebrate Alaska's Centennial in 1967.

In 1960 the CAB awarded the remaining bush routes of Alaska Airlines to Wien Alaska and Northern Consolidated and it sold off its Twin Otters, Grumman Goose amphibian and Convair 240 used on these services. It retained its trunk routes serving Anchorage, Fairbanks, Nome, Kotzebue and Seattle. In 1962 the airline leased a Convair 880/22M from General Dynamics to better compete with the PNA 720s on the Fairbanks - Anchorage - Seattle service and it introduced the "Fly Alaska" livery. Spokesman Archie Satterfield once said that "we ran that airplane between Seattle and Alaska twice a day and everybody thought we had two of them because it just kept coming in and going out." The airline bought a giant billboard in Seattle, proclaiming it had "four jets daily to Alaska." The catch was that while it had only



It was 1966 and the town even brought out the band to welcome the first passenger jet into Sitka, this 727 of Alaska Airlines. (Spring photography)

one CV-880, the aircraft had four jet engines. The Convair went back to Convair in Oct. 1966 following delivery of the airline's first 727. With it, the "Fly Alaska" logo gave way to the "Golden Nugget" livery. The 727 was fitted with a special gravel kit on the landing gear to prevent damage from operations on dirt and gravel runways. The system was adopted by many airlines around the world for their 727s and 737s.



Alaska Airlines had hoped to get routes to Europe, but when the application was turned down in 1965, it cancelled an order for the Boeing 747.

An application to serve several European destinations was turned down in 1965 and the airline cancelled the Boeing 747 it had ordered for the service. In 1970 the airline began offering IT vacation services to the Soviet Union with the 727.

Alaska Airlines was the first commercial airline to operate the civil C-130 Hercules. One was leased in 1965 to support construction sites along the trans-Alaska pipeline and the drilling rigs on the North Slope. The airline would eventually operate seven different Hercules, (not all at the same time) on world-wide cargo work.



In the 1960s Alaska Airlines flew three Lockheed Hercules "Golden Nugget" freighters to move material in the interior and from the "lower 48."

Today, Alaska Airlines flies a fleet of more than 80 Boeing 737s, and 26 MD-83s all across Alaska and to the "lower 48" as far as New York, Miami, Reno, Los Angeles and even to Honolulu.

Down The Aleutian Islands

Bob Reeve shared with Noel Wien the distinction of being the greatest airline pioneer in Alaska. He arrived in the territory in 1933 and for the next 12 years offered irregular charter services out of Valdez under the name Reeve Airways. During the war he operated down the Aleutian island chain with a Fairchild 71 and a large Boeing 80 cabin biplane. Buying a DC-3 in 1946, Reeve began irregular service between Fairbanks and Seattle. After buying three more DC-3s, he received authority in 1947 for the 1,785-mile route from Anchorage to Attu, at the far end of the Aleutian chain of islands, stopping at various islands in-between and operating at Reeve Aleutian Airways. Two Sikorsky S-43 amphibians joined the fleet in 1948 to service coastal communities without an airport.



Alaska International Air was a heavy cargo airline operating six Hercules freighters in the 1970s. In early 1984, the carrier was renamed MarkAir.

DC-4s and Curtiss C-46 Commandos were added in the late 1950s, followed by DC-6s a few years later. In 1968 Reeve bought an L-188 Electra from Air New Zealand. Its first flying assignment was a government contract to fly nuclear test personnel to Amchitka Island. More Electras followed and services to Seattle and Tacoma were inaugurated after the Deregulation Act came into effect in 1978. In 1972 Reeve had bought its first new aircraft, two Japanese YS-11 twin-propjets. Two used examples arrived later in the decade. Several Alaskan and west coast "lower 48" destinations were added right up into the 1990s, but on Dec. 6, 2000 the airline declared Chapter 11 bankruptcy and all operations were halted on March 31 of the following year.

Among the many smaller other carriers that have operated in Alaska after the Second World War, a few deserve mention. Alaska Coastal-Ellis Air Lines started operations along the southern coast in 1962 with a large fleet of Grumman Goose amphibians. The airline was a combination of Bob Ellis's Ellis Air Lines of 1936 and Alaska Coastal Airlines. In 1968 the airline was taken over by Alaska Airlines and it ceased operation under its own name in 1973.



MarkAir was another operator within Alaska.. Two Dash-7s operated in the late 1980s.

Mark Air was a freight specialist that began operations in 1972 as Alaska International Air after oil had been discovered on the Alaska North Slope. It acquired five Lockheed L-100-30 Hercules freighters and in 1984 adopted the name MarkAir. Boeing 737s were added for passenger services while freight services were gradually wound down. But expansion to markets in California and other "lower 48" destinations were not successful and the airline ceased all operations in January 1995.

Countless small airlines have operated in Alaska since the end of the Second World War, simply too many to mention here. Most operated single-engine bush aircraft or small twins. Others had DC-3s, Convairs and even ex-U.S. Army DHC Caribous. But one was definitely different. Northern Air Cargo began service from Anchorage in 1956 as a non-scheduled cargo carrier with two DC-3s. Two more were added a few years later and DC-6A and -B models soon followed. But by 1978 the airline was also operating two Fairchild C-82 Packets, former USAF twin-engine, twin-tail cargo aircraft and two Douglas C-133 Cargomaster four-propjet freighters, the largest military transport in the world when it entered USAF service in 1957. They were certainly the most remarkable aircraft ever to serve with a commercial airline. NAC had two more stored at Mojave and one at Tucson. However, while still in USAF service the giant propjets suffered from fatigue cracks in the wings and they did not operate for long with NAC. Today the airline operates a dozen DC-6A/B and three Boeing 727 freighters on scheduled and irregular services in Alaska, to Canada and to the Pacific Northwest.

And that's a brief summary of the fascinating history of commercial aviation 'up north' in Alaska—the only place where dog sleds compete with modern airliners to move people and goods over difficult terrains.

Another famous name in Alaska air transport, Wien Air Alaska, flew 737s before it halted operations in 1984.



Playing Cards

By Fred Chan

topflite@olympus.net

Airlines of Alaska

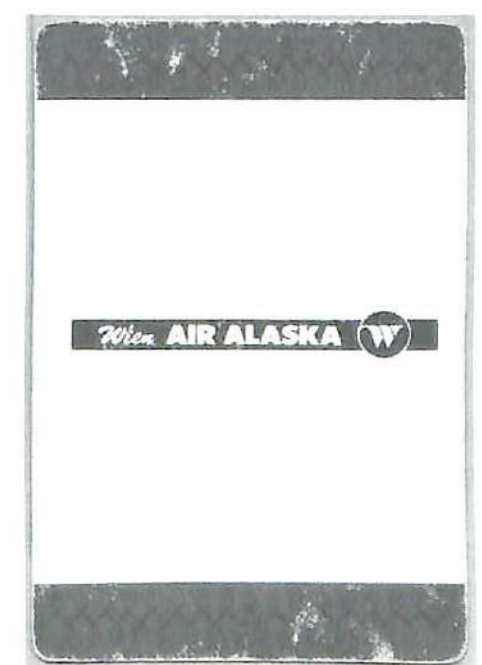
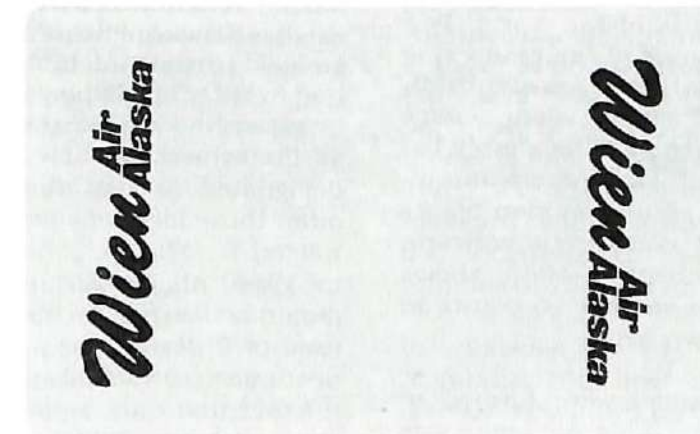
The most sought after deck from the airlines of Alaska is the first deck issued by Alaska Airlines in the early 1960s which showed its Golden Nugget Jet Service and the pride of its fleet, a lone Convair 880. This deck exists only in a couple of major collections and can easily fetch \$75 to \$100 when it does surface on eBay.

Alaska Airlines has subsequently issued several other designs, usually showing its logo or newer aircraft, and these are fairly easily available.

Another rare deck is the one issued by Temsco Airlines, a small operator in Ketchikan. Only one deck and some singles are known to exist.

Not as rare but quite difficult to obtain are the decks issued by Wien Air Alaska. All of the Wien decks are shown in the accompanying illustrations.

Two other airlines in Alaska have also issued cards - Reeve Aleutian and Era Aviation. Both airlines have been very generous in providing decks for collectors and so they are quite readily available. In fact, Reeve gave a deck of its 65th Anniversary issue to each of the approximately 2000 registrants for 1998 Airliners International Convention in Seattle.



Timetables

By David Keller

dkeller@airlinetimetables.com

Airlines of Alaska

Alaska boasts the largest land area of any state in the nation, one of the smallest populations, extreme weather conditions and some of the most challenging terrain on the face of the Earth. Largely due to these factors, air service in Alaska is a more integral part of the transportation system than in any other part of the US, and possibly anywhere else in the entire world. A number of small, but colorful airlines have called Alaska home over the years, providing essential service to residents and businesses in the 49th state.

As was the case in many parts of the world, Pan American World Airways was one of the pioneering carriers in the state of Alaska. Pan Am's subsidiary, Pacific Alaska Airways, began Alaska service in the early 1930's. In 1941 the airline simply became the Alaska division of Pan American, although the carrier's routes had no common points with the rest of the parent company's network. The timetable from September 1, 1945 shows flights in the Alaska division serving 16 points in the US and Canada (not shown here).

A number of airline companies were formed in Alaska during the 1930's, and Ellis Air Lines was one of those carriers. The airline was founded in 1936, and was merged with Alaska Coastal Airlines in 1962. The timetable dated June 1, 1955 illustrates one of the airline's seaplanes on the cover. About 18 communities were being served, many on a daily basis.

Due to the fact that a good percentage of Alaska's population resides in coastal areas, as well as to a shortage of land suitable to build an airport in many of those areas, seaplanes found work with a number of the state's airlines. Alaska Coastal Airlines was one such carrier, and in the illustrated timetable dated March 1, 1953, operated a varied fleet of seaplanes that included Republic Seabees, Aeroncas, Lockheed Vegas, Bellanca Pacemakers as well as Widgeons and Geese from Grumman. As previously mentioned, Alaska Coastal merged Ellis Air Lines in 1962, operating as Alaska Coastal Ellis Airlines for a short period, before returning to its original name. Despite the fact that the Alaska Coastal name survived the merger, it

appears that the logo and artwork depicted on the timetable dated January 1, 1967 were both holdovers from Ellis! This airline was acquired by Alaska Airlines in 1968.

Another Alaskan airline to make use of seaplanes was Cordova Airlines. The illustrated timetable dated October 15, 1964 finds Grumman "Super Widgeon" seaplanes in service. A quick glance at the route map on the front cover makes it apparent that land types were also part of the Cordova Airlines fleet, and indeed DC-3's and C-46's were in use. This carrier was also acquired by Alaska Airlines in 1968.

Alaska Airlines has its earliest roots in the formation of McGee Airways in 1932. McGee Airways was merged into Star Air Service in 1934, with the company later becoming known as Star Air Lines, and still later as Alaska Star Airlines. In 1944 the present name of Alaska Airlines was adopted. In the 1940's, the carrier actively sought a route from Alaska to the lower 48 (Seattle in particular), but this was awarded to Pan Am's Alaska division instead. In the timetable dated February 1, 1947, the route map displays something over 50 points being served within the state of Alaska, although as the schedules show, many of those points were designated as flag stops, and one wonders how often those locations actually saw service.

In 1966, Alaska Airlines was far from being the dominant carrier in the state of Alaska, serving a total of 7 destinations, 6 in Alaska. The airline's headquarters had been moved to Seattle, despite the fact that only 1 daily flight operated from that city. Convair 880's, Constellations and Convair 240's operated in the carrier's attractive "Golden Nugget" colors, which would give way to the 4 colorful designs that were introduced in the early 1970's.

A series of events taking place from the late 1960's through the 1970's allowed Alaska Airlines to put itself in the position to survive the tumultuous decades of the 80's and 90's, flying into the 21st century without having been acquired or liquidated. Among these events were the acquisition of Pacific Northern Airlines (Alaska's principal competitor) by Western Airlines in 1967, Alaska's aforementioned acquisition of several smaller operations, and most importantly, the passage of the Airline Deregulation Act in 1978. The deregulation of the airlines allowed Alaska to expand into the Lower 48, affording the opportunity to grow and enjoy both economies of scale and access to many times more potential passengers than would be possible offering only service to and from Alaska. The airline also acquired Jet America and Horizon

Air (which continues to operate as a separate airline). At present, a large percentage of passengers traveling on Alaska Airlines never set foot in the carrier's namesake state.

Like Alaska Airlines, Pacific Northern Airlines' roots can be found in 1932 with the formation of Woodley Airways. PNA was operating to a number of the more populous communities in Alaska, particularly in the Southeast portion of the state. The timetable dated April 1, 1966 finds the carrier operating a fleet of Boeing 720's, Constellations, and DC-3's. PNA was operating 24 weekly flights into Seattle (the location of the airline's general offices), 20 of which were 720's. PNA was acquired by Western Airlines later in 1966, and was fully integrated into the larger carrier by the Summer of 1967.

Northern Consolidated Airlines was formed in the mid-1940's as a result of the merger of a number of smaller lines. Considered a "feeder" carrier, Northern Consolidated served numerous small communities, often picking up services that were dropped by Alaska or Pacific Northern. In the timetable dated June-July, 1955, DC-3's and Cessna T-50's operated to dozens of points, largely in Alaska's interior regions. The airline would be acquired by Wien Air Alaska in 1968.

Another of the Alaskan "feeder" carriers, Wien Air Alaska began operations in 1927 as Northern Air Transport. Over the years, the airline went through several name changes, first to Wien Airways of Alaska, then simply, Wien Air Alaska. After the previously mentioned acquisition of Northern Consolidated Airlines, Wien operated as Wien Consolidated for several years before reverting to Wien Air Alaska. The illustrated timetable dated November 17, 1975 finds Wien operating "Jets" (737's) and F27's (inherited from Northern Consolidated) to numerous Alaskan cities from Anchorage and Fairbanks. Following deregulation, Wien attempted to follow Alaska's lead, expanding into the Lower 48 states. Unfortunately, Wien did not enjoy Alaska's success, and found itself in bankruptcy. The illustrated timetable dated October 1, 1985 is near the bitter end for the airline, with service offered to only 3 destinations.

As its name indicates, Reeve Aleutian Airways offered service from Anchorage to various communities in the Aleutian Islands. 1932 was apparently a good time to start airlines in Alaska, and Reeve was another carrier to start operations in that year. In the illustrated timetable dated May 4, 1975, Reeve was operating a fleet of Electras, YS-11's, DC-6's, and Grumman G-21's to over a dozen points in the island chain. In recent years, mili-

tary bases on the islands have been closed, and times became tough for the company. Finally, the company succumbed to financial difficulties and ceased operations in December of 2000.

Moving cargo by air is every bit as important to the Alaskan economy as moving people. Interior Airways was formed as a freight carrier in 1947, changing its name to Alaska International Air in 1972. After the passage of the Airline Deregulation Act, the company developed an interest in passenger service and by 1984 was offering passenger flights within the state of Alaska as Markair. In the timetable dated July 1, 1984, both passenger and cargo flights are shown, although the cargo flights outnumber the passenger services. (And all passenger flights utilized 737 combi aircraft, which also carried cargo.) Markair quickly began offering passenger flights to the Lower 48, and after about a decade of desperately seeking profitable routes, the carrier ceased operations in 1995.

Another carrier to operate cargo flights within the state of Alaska is Northern Air Cargo. This company was formed in 1956, and unlike Markair, has been content to carry freight and resist any temptation to offer passenger service. The timetable dated May 15, 1994 shows scheduled service to 19 Alaskan communities, utilizing a fleet of 14 DC-6's. Northern Air Cargo has since added a small number of 727's to its fleet.

In Alaska, as in the rest of the country, "commuter" airlines have picked up service to smaller communities that have been abandoned by the larger carriers. Alaska Aeronautical Industries (AAI) was one such operation, and in the early 1980's was the largest commuter airline in the state. In the timetable dated May 1, 1979, the airline was operating a fleet of Twin Otters to 7 destinations from Anchorage.

Another commuter carrier to operate in Alaska is Era Aviation. Largely a helicopter operator, Era Aviation has assembled a fleet of fixed wing aircraft to operate scheduled passenger services. The September 4, 1990 timetable depicts the aircraft utilized by the carrier on routes from Anchorage to 5 destinations. All services were operated as Alaska Airlines commuter service, with the exception of flights to Kodiak.

Alaska has enjoyed a rich tradition of commercial aviation spanning more than 75 years. Air service has been, and will continue to be, a vital segment of Alaska's transportation network.

Ellis Air Lines

June 1, 1955

ELLIS AIR LINES
TARIFFS
SCHEDULES

GOING YOUR WAY
IN SCENIC
SOUTHEASTERN
ALASKA



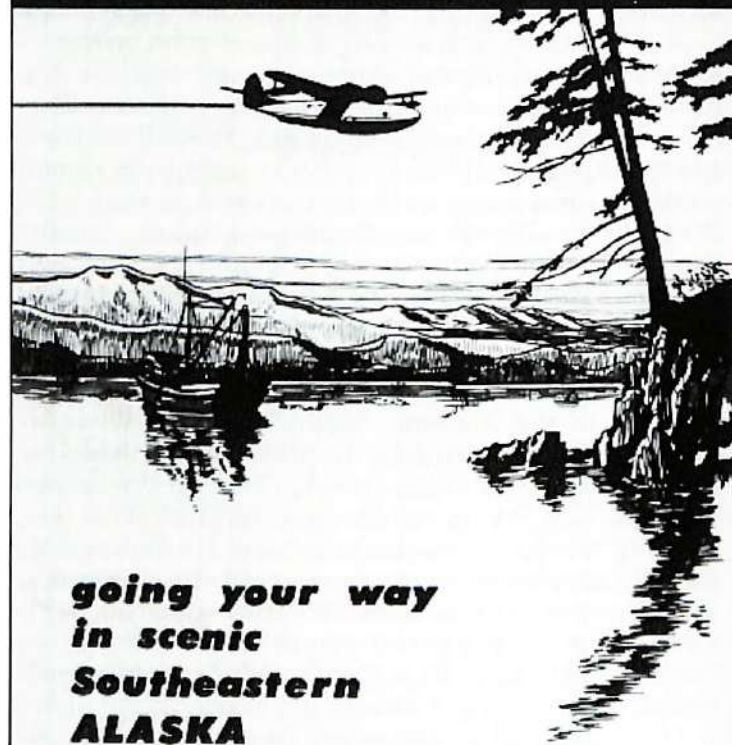
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P. O. BOX 1059 • KETCHIKAN, ALASKA


Alaska Coastal Airlines

March 1, 1953


SCHEDULES



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in scenic
Southeastern
ALASKA

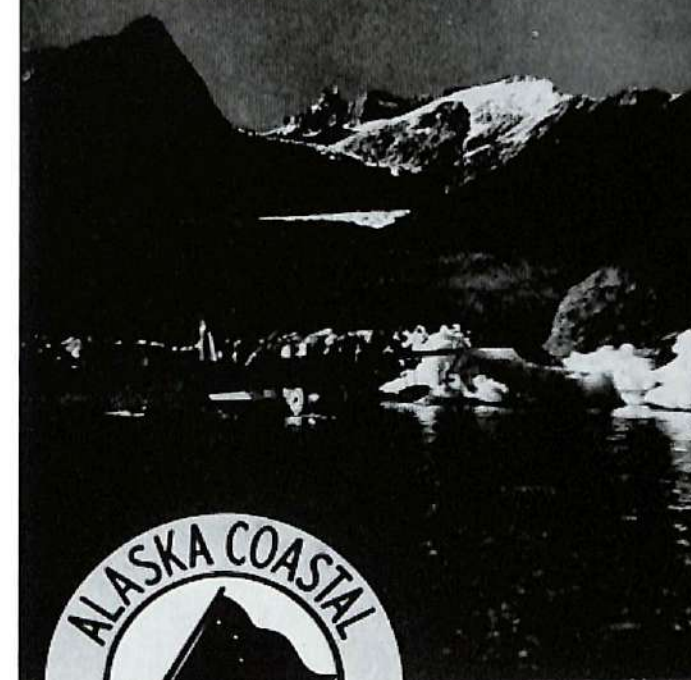
fly with 
 2 Marine Way Juneau, Alaska

Alaska Coastal Airlines

January 1, 1967

Really see
ALASKA

by ALASKA COASTAL AIRLINES



TWIN GLACIER LAKE

Serving
Southeastern
Alaska

DAILY SCHEDULED
 SERVICE OVER
 ALASKA'S SCENIC
 SKYLANES

By ALASKA COASTAL AIRLINES

MAIN OFFICE: BOX 2808, JUNEAU, ALASKA

EFFECTIVE DATES INSIDE

JUNEAU - KETCHIKAN

26 Tues.	28 Daily	Read Down	Read Up	29 Daily	27 Tues.
AM	AM			PM	PM
	10:30	Lv JUNEAU (PST)	Ar	4:10	
9:00		Lv SITKA	Ar		3:00
F	11:30	Lv PETERSBURG	Lv	3:20	F
	12:00	Lv WRANGELL	Lv	2:50	F
12:30	12:40	Ar KETCHIKAN	Lv	2:00	1:30

F—Flag Stop. Stop-over privileges on this route.

JUNEAU - SKAGWAY

35 Daily Ex. Sun.	30 Daily	Read Down	Read Up	31 Daily	37 Daily Ex. Sun.
PM	AM			AM	PM
1:15	9:15	Lv JUNEAU (PST)	Ar	11:10	3:10
2:00	10:00	Lv HAINES	Lv	F	F
2:15	10:15	Ar SKAGWAY	Lv	10:20	2:20

F—Flag Stop. Stop-over privileges on this route.

**JUNEAU - ICY STRAITS
POINTS**

40 Mon. Wed., Fri.	Read Down
AM	
10:45	Lv JUNEAU (PST)
1:00	Lv HAWK INLET
1:10	Lv ANGOON
1:20	Lv HOOD BAY
1:30	Lv BARANOF
1:40	Lv TODD
1:50	Lv CHATHAM
2:00	Lv HOONAH
2:10	Ar JUNEAU

†—Sequence of Stops Variable.
 *—Arrival Time Variable.
 ①—Mondays Only.
 ②—Wednesdays Only.
 ③—Fridays Only.

**JUNEAU - CHATHAM STRAITS
POINTS**

50 Tues. Thur., Sat.	Read Down
AM	
10:45	Lv JUNEAU (PST)
1:00	Lv FUNTER
1:10	Lv EXCURSION INLET
1:20	Lv GUSTAVUS
1:30	Lv ELFIN COVE
1:40	Lv PORT ALTHORP
1:50	Lv PELICAN
2:00	Lv CHICHAGOF
2:10	Lv COBOL
2:20	Lv TENAKEE
2:30	Ar JUNEAU

†—Sequence of Stops Variable.
 *—Arrival Time Variable.
 ①—Tuesdays Only.
 ②—Thursdays Only.
 ③—Saturdays Only.

DOUGLAS SCHEDULES

SEATTLE—ANCHORAGE—NOME

5 MoWe Fr Sa		Daily		Daily		6 MoWe Fr Sa	
AM	PW	3 45	Lv	SEATTLE (N)	(PST) Ar	AM	PW
9 00	9 15	Lv	ANCHORAGE (N)	(AST) Ar	11 45	6 50	
10 35		Lv	ANCHORAGE			5 15	
11 05		Lv	McGRATH			4 45	
		Lv	McGRATH	(AST) Ar		F	
		Lv	UNALAKLEET	(BST) Lv		1 15	
		Lv	NOME	(BST) Lv			

SEATTLE—ANCHORAGE—FAIRBANKS

3		Daily		2	
PW	3 45	Lv	SEATTLE (N)	(PST) Ar	AM
9 15		Lv	ANCHORAGE (N)	(AST) Ar	11 45
12 00		Lv	ANCHORAGE		12 00
F		Lv	NENANA		F
3 45		Lv	FAIRBANKS	(AST) Ar	10 15

SEATTLE—HOMER—NAKNEK—BETHEL

7		Daily		Daily		8	
AM	PW	3 45	Lv	SEATTLE (N)	(PST) Ar	AM	PW
9 00	9 15	Lv	ANCHORAGE (N)	(AST) Ar	11 45	7 40	
F		Lv	ANCHORAGE			F	
10 15		Lv	KENAI			8 25	
10 30		Lv	HOMER			8 10	
F		Lv	HOMER			F	
11 55		Lv	ILLIAMNA			4 35	
12 25		Lv	NAKNEK AIRBASE			4 05	
2 00		Lv	NAKNEK AIRBASE			2 30	
		Lv	BETHEL	(AST) Ar			

ANCHORAGE—FAIRBANKS

3		Daily		2		4	
PW	AM	Lv	ANCHORAGE	(AST) Ar	AM	PW	
12 00	12 00	Lv	NENANA		F	F	
F	3 45	Lv	FAIRBANKS	(AST) Ar	10 15	4 15	

FEEDER SCHEDULES

ANCHORAGE—KENAI PENINSULA

131		Mo Tu		132		Mo Tu	
AM	10 00	Lv	ANCHORAGE	(AST) Ar	PW	2 30	
F		Lv	KENAI		F		
F		Lv	KASLOFF		F		
F		Lv	NINILCHIK		F		
12 00		Lv	HOMER	(AST) Ar	12 30		

BETHEL—UNALAKLEET

127		Th		128		Fr	
AM	10 00	Lv	BETHEL	(AST) Ar	PW	4 00	
F		Lv	FORTUNA LEDGE		F		
F		Lv	PITKA'S POINT		F		
F		Lv	MOUNTAIN VILLAGE		F		
F		Lv	AKULURAK		F		
F		Lv	ALAKANUK		F		
F		Lv	KWIGUK		F		
F		Lv	HAMILTON		F		
3 00		Lv	ST. MICHAEL	(AST) Ar	F		

ANCHORAGE—SEWARD

129		Daily		130		Daily	
AM	9 00	Lv	ANCHORAGE	(AST) Ar	AM	12 00	
10 00		Lv	SEWARD	(AST) Ar	11 00		

FAIRBANKS—CIRCLE CITY

113		Mo		114		Mo	
AM	10 00	Lv	FAIRBANKS	(AST) Ar	PW	1 30	
F		Lv	CHENA HOT SPRINGS		F		
F		Lv	CENTRAL		F		
F		Lv	CIRCLE HOT SPRINGS		F		
F		Lv	WOODCHOPPER		F		
F		Lv	FORT YUKON		F		
11 30		Lv	CIRCLE CITY	(AST) Ar	12 00		

BETHEL—ANIAK

125		Mo Fr		126		Mo Fr	
AM	11 00	Lv	BETHEL	(AST) Ar	PW	2 30	
F		Lv	AKACHAGAMUT		F		
F		Lv	AKIAK		F		
F		Lv	TULUKSAG		F		
F		Lv	KALSKAG		F		
12 30		Lv	ANIAK	(AST) Ar	1 00		

FAIRBANKS—EAGLE

121		Fr		122		Fr	
AM	10 00	Lv	FAIRBANKS	(AST) Ar	PW	4 30	
F		Lv	CHICKEN		F		
F		Lv	ELDEN FIELD		F		
F		Lv	JACK WADE		F		
F		Lv	WALKER'S FORK		F		
1 00		Lv	EAGLE	(AST) Ar	1 30		

BETHEL—PLATINUM

123		Mo		124		Mo	
AM	10 00	Lv	BETHEL	(AST) Ar	PW	2 00	
F		Lv	QUINHAGAK		F		
F		Lv	GOODNEWS BAY		F		
11 45		Lv	PLATINUM	(AST) Ar	12 15		

NOTE: All schedules subject to change without notice.
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 * Complimentary lunch served aloft.
 † Snack service. F - Flag Stop.
 AST - Alaska Time
 BST - Bering Time.
 PST - Pacific Time.
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* Operates second Saturday of each month.

ALASKA AIRLINES

Schedules and Information



EFFECTIVE
FEBRUARY 1, 1947

ALASKA AIRLINES


SYSTEM SCHEDULE

EFFECTIVE JUNE 1, 1966

GOLDEN NUGGET JETS

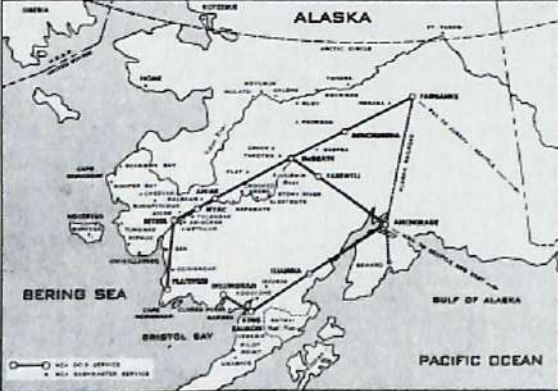


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AND SURROUNDING AREA

System Rates and Schedule

Effective: May 15, 1994

AAI

System Flight Schedule

Effective May 1, 1979
*Fares Effective May 31, 1979

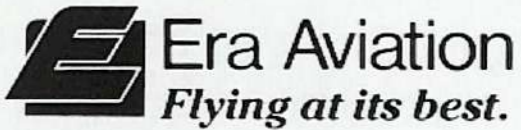
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ANCHORAGE FREIGHT	243-4333
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HOMER	235-8250/17
KENAI RESV.	283-7104
KENAI FREIGHT	283-7107
SEWARD	224-3037
SOLDOTNA	262-5875
VALDEZ	835-4894

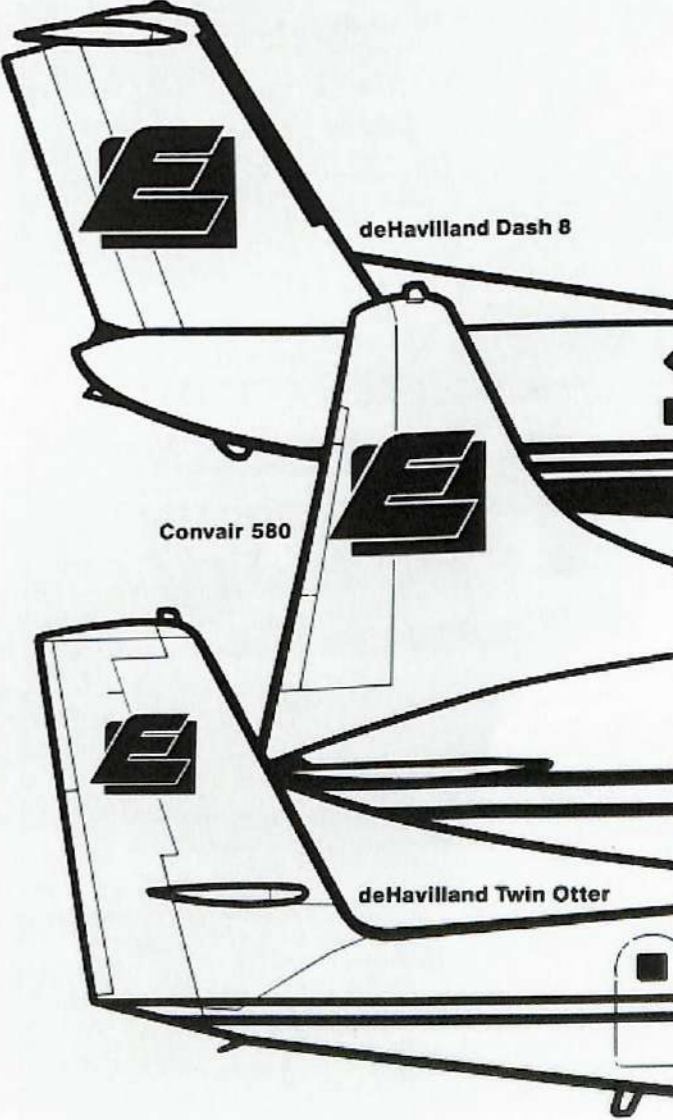
General Offices:

Alaska
Aeronautical Industries, Inc.
Box 6067, Anchorage, Alaska 99502
Phone 243-1583

Fall/Winter Timetable

Effective September 4, 1990



deHavilland Dash 8
Convair 580
deHavilland Twin Otter

Anchorage Homer Iliamna
Kenai Kodiak Valdez
Alaska Airlines Commuter Service

Reeve Aleutian Airways

May 4, 1975

**REEVE ALEUTIAN
AIRWAYS, INC.**

ANCHORAGE, ALASKA

SPRING SCHEDULE
EFFECTIVE MAY 4

Thru
MAY 31, 1975



Serving the Alaska Peninsula and the
Aleutian, Shumagin, and Pribilof Islands.

FLIGHT ROUTINGS

May 4 thru May 31, 1975

Flt. No.	Equipment	Routing
Flt. 1	L188	Anchorage-Cold Bay-Adak
Flt. 2	L188	Adak-Anchorage
Flt. 3	L188	Anchorage-Adak-Shemya
Flt. 4	L188	Shemya-Anchorage
Flt. 10	G21	Cold Bay-King Cove-Cold Bay
Flt. 15	YS11	Anchorage-Cold Bay-Dutch Harbor-Nikolski
Flt. 16	YS11	Nikolski- #Umnak*-Dutch Harbor-Anchorage
Flt. 17	YS11	Anchorage-King Salmon-Sand Point-Cold Bay-Dutch Harbor
Flt. 18	YS11	Dutch Harbor-Cold Bay-Sand Point-Anchorage
Flt. 19	YS11	Anchorage-King Salmon-Cold Bay-Dutch Harbor
Flt. 20	YS11	Dutch Harbor-Cape Sarichef-Cold Bay-Anchorage
Flt. 30	G21	Cold Bay-King Cove-False Pass-Cold Bay
Flt. 33	YS11	Anchorage-King Salmon-Port Heiden-Port Moller-Sand Point-Cold Bay
Flt. 34	YS11	Cold Bay- #Port Heiden- #King Salmon-Anchorage
Flt. 35	YS11	Anchorage-King Salmon-Port Heiden-Sand Point-Cold Bay
Flt. 36	YS11	Cold Bay- #Port Heiden- #King Salmon-Anchorage
Flt. 40	G21	Cold Bay-Akutan-Dutch Harbor-Driftwood Bay-Chernofski-False Pass-Cold Bay
Flt. 55	DC6	Anchorage-Cold Bay-St. Paul
Flt. 56	DC6	St. Paul-Anchorage
Flt. 60	PA32	Port Heiden- #Chignik- #Chignik Lagoon- #Perryville- #Ivanof Bay-Port Heiden

- As traffic demands

* - Will operate every other week

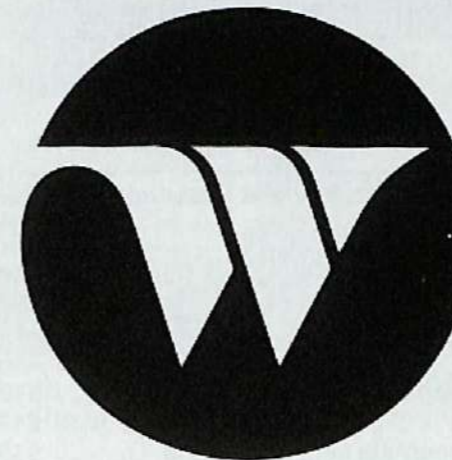
Wien Air Alaska

November 17, 1975

Wien

ALASKA-YUKON

Quick Reference Schedule



Alaska's First Airline

Wien AIR ALASKA

EFFECTIVE NOVEMBER 17, 1975

LITHO U.S.A.

Wien Airlines

October 1, 1985

New Wien Airlines

FLIGHT SCHEDULE
Effective October 1, 1985

Seattle-Tacoma Int'l. to Anchorage Int'l.

FLT.	LV	ARRIVE	FREQ.	MEAL
702	7:30 a.m.	9:45 a.m.	X6	Break
712	9:00 p.m.	11:15 p.m.	X6	Snack

Seattle-Tacoma Int'l. to Reno

FLT.	LV	ARRIVE	FREQ.	MEAL
711	4:10 p.m.	5:40 p.m.	X6	Snack

Anchorage Int'l. to Seattle-Tacoma Int'l.

FLT.	LV	ARRIVE	FREQ.	MEAL
701	12:45 a.m.	5:00 a.m.	X7	Snack
711	11:00 a.m.	3:15 p.m.	X6	Lunch

Anchorage Int'l. to Reno

FLT.	LV	ARRIVE	FREQ.	MEAL
711	11:00 a.m.	5:40 p.m.	X6	Lunch

Reno to Seattle-Tacoma Int'l.

FLT.	LV	ARRIVE	FREQ.	MEAL
712	6:35 p.m.	8:05 p.m.	X6	Snack

Reno to Anchorage Int'l.

FLT.	LV	ARRIVE	FREQ.	MEAL
712	6:35 p.m.	11:15 p.m.	X6	Snack

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Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

AIRLINES OF ALASKA - DINING WARE

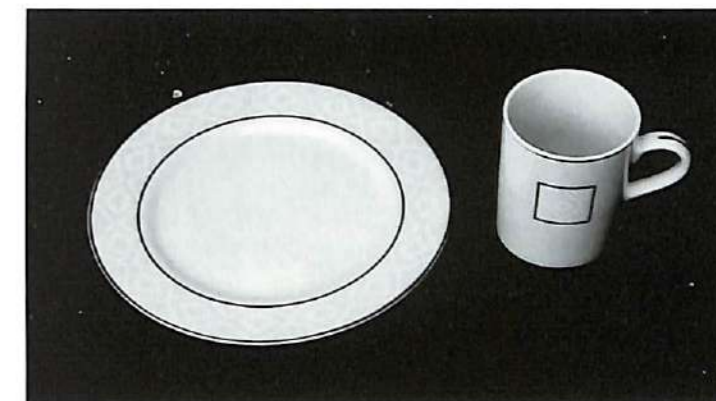
When I first heard the subject for this issue, I was panicked as I tended to think that the "hometown" carrier, Alaska Airlines had the place sewed up and that only a handful, at best of others had service there. But I was amazed to find that American, Delta, United, Northwest, US Airways, America West and Continental all currently serve our northernmost state, along with a few smaller operations. In the past, I also found that most of the now-gone majors served, such as Western TWA and the original Braniff. Eastern was about the only one of the big lines that never arrived here.



Alaska Airlines Gold Coast Service mug and dinner plate. The mug, made by Chefsware, was used on board.



Full setting of the attractive Alaska Gold Coast dinner service, used in the 1980's. It was marked in gold and maroon colors. No manufacturer was shown on the reverse; only the country of origin - Japan.



Alaska Airlines' current china, featuring triangular designs in a pale pink color. Like the Gold Coast service, it is backmarked only with the airline name and Japan.



Gold Coast service glassware, wine, rocks and champagne. In the 1980's, the on-board service of Alaska Airlines was consistently rated at the top of all domestic carriers.



Alaska Airlines

(Previous Page) Alaska special 1989 Happy Holidays wine glass; not many airlines would go to the expense and trouble of something like this!

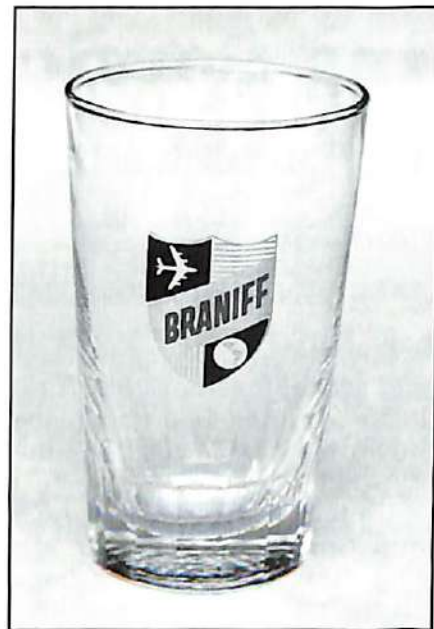


Alaska: "Forget Me Not" glass teacup, probably a subtle reminder to the customer to not forget the service they experienced on Alaska Airlines?



Alaska Airlines stainless coffee pot, with the Gold Coast Service slogan on one side and the airline name on the other.

Although the original Braniff is most commonly associated with the southwestern part of the country, as well as South America, they did serve Alaska. This glass is decorated in blue and gold, and includes a 707 as part of the shield design.



Braniff International



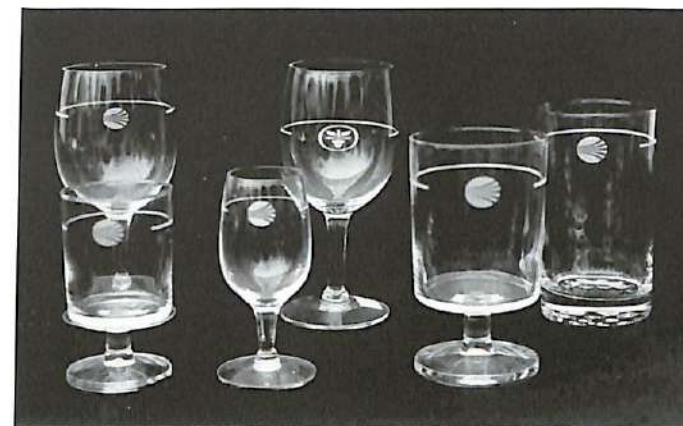
America West pewter salt & pepper shakers, age unknown. (Below) American Airlines silver creamer, made by Legion Utensils Company.



American Air Lines



A champagne glass issued by Delta at the time of their 1988 merger with Western Airlines.



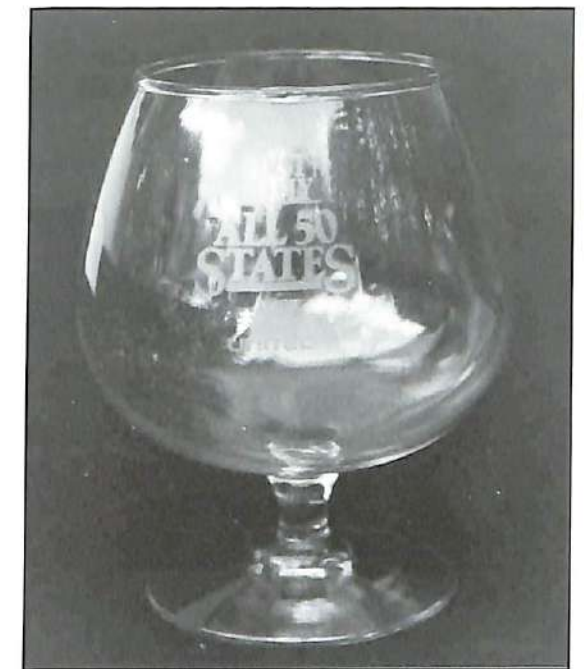
A variety of Continental glassware, most with the meatball logo, but a wine glass with the older "thunderbird" logo.



US Air glassware showing the company's original stylized logo.



A large Northwest Airlines dinner plate, with designs in a medium brown, each depicting a location served by the airline. Just to the left of the compass point logo is a totem pole, with a kayak and bear, these items probably relate to their Alaska service. This pattern is seldom seen, and was made by Mayer China Co in the 1950's.



A large brandy snifter, issued by United in celebration of their announcement that the airline then served all 50 states, in the late 1980's. Apparently the only airline ever serving every state, it did not last long, and money-losing routes were soon dropped, leaving a few states without United flights.

Sticker Chatter

By David A. Rowe

Alaskan Adventure Via Labels

Off we go to the wild north! Here's a list of new labels as well as examples from Alaska.



HELVETIC is a new Swiss airline flying Fokker 100s. Pink and white.



This EAST AFRICAN AIRWAYS gummed label just come to light, 27 years after the airline ceased flying. Red on yellow.



PACIFIC BLUE is the new subsidiary of Virgin Blue - 1 737-800 in use from Christchurch to Brisbane. Red, white, and blue.



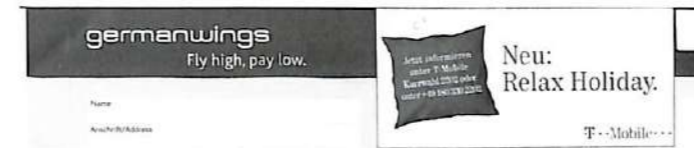
PAN AM German issue in blue & white. John Schofield contributed this example.



CONTINENTAL AIRLINES - nice bright sticker in blue, gold and white.



(Previous Page) AMERICAN FALCON is presumably a new South American carrier but no information available as of yet. Red, white, blue, and black.



GERMAN WINGS is a fairly new carrier flying A.319s from Koln and offering very cheap fares. Purple, yellow and black white BIL.



AIR COMET PLUS is a Spanish charter airline flying A.310s & a 747. Red, blue, black, white, and silver.



AIR DECCAN is a new Indian carrier but no details yet. Yellow on blue logo, blue titles and cheatline on white. Silver & black as usual for the rest.



MK AIRLINES is a British freight airline from Gatwick. Very snazzy color scheme - logo is red/blue on silver tail, same design on fuselage, rest is white. Aircraft are registered in Nigeria(5N) and Ghana(9G).



JET AIRWAYS of India love advertising their new aircraft. Yellow, blue, and white.



MIDWEST EXPRESS - an unusual sticker in red, blue and white. Can't remember another like it so well done. Ed Freuden contributed.



ALASKA INTERNATIONAL AIR flew Hercules from Fairbanks. Dark blue on yellow.



NORTHERN AIR CARGO flew from Anchorage with DC-6s. Red, black on white.



HAROLD'S AIR flew DC3 Turbo Expresses from many remote parts of Alaska on scheduled passenger services. Red, dark blue on white.

GOLDEN OLDIES



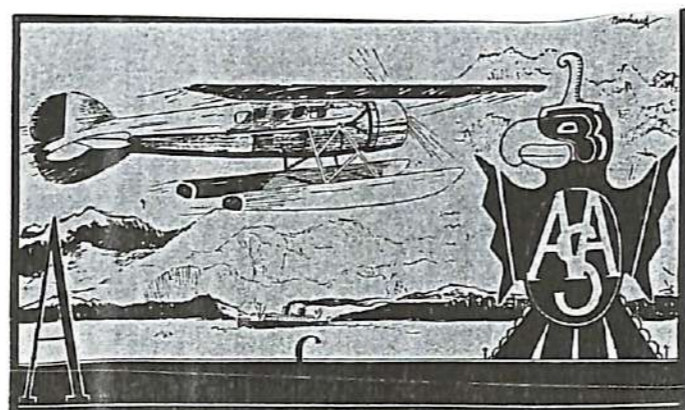
NORTHERN AIR TRANSPORT was formed in 1929 by the Wien brothers flying Fokker Universals from Fairbanks & Nome. Very pretty label - orange, black, and silver.



CORDOVA AIRLINES flew Bellanca Pacemakers from Cordova in the mid 1930s. Merged into Alaska Airlines about 1968. Multicolored.



ALASKA STAR AIRLINES was originally Star Air Service, name changed in 1940. Flew Lockheed Lodestars from Anchorage and Fairbanks. Red, white, and blue.



ALASKA SOUTHERN AIRWAYS flew local services from 1933 to 1934 when absorbed by PACIFIC ALASKA. Based at Juneau. Operated Vegas. Red, blue, and black on yellow.



REEVE ALEUTIAN started operations in 1932 and this beautiful label shows the vast network flown. Red, white, green, and blue.

(Continued on page 32)

Airline Happy Hour

By Al S. Tasca

alstasca@bellsouth.net

In this article I will show some sticks from two of Alaska's air carriers. Alaska Airlines and Wien Air Alaska. Alaska Airlines can be traced to 1932 when McGee Airways began Anchorage - Bristol Bay Service with a three seat Stinson airplane. McGee was later merged into Star Airways, which eventually became Alaska Star Airlines. In 1944, Alaska Airlines was established. In 1968 the airline absorbed two regional Alaskan carriers, Cordova Airlines and Alaska Coastal Airlines.

Wien Air Alaska was established as Wien Consolidated Airlines thru a 1968 merger of Wien Alaska Airlines and North Consolidated Airlines. In 1973 Wien Air Alaska became the new company name. Wien Air Alaska then changed its name to Wien Airlines. This was done to de-emphasize its Alaskan Activities when it sold most of its Alaskan facilities to rival Markair and began cutting back on Alaskan routes and focusing more on developing routes in the lower 48 states.



Fig. 1

Fig.1 Shows a 6" flat one sided white stick with hot stamped gold writing that says "Alaska Airlines Gold Coast Service" at the top. The manufacturer, which is just above the 2 dimple sided end is Spirit USA.



Fig. 2

Fig. 2. Shows a Same identical flat white stick with hot stamped gold writing, but this one only says "'Gold Coast Service". This stick however is two sided with the other side saying "Alaska Airlines". See Fig. 2A. The manufacturer is also Spirit USA.



Fig. 2A



Fig. 3



Fig. 3A

Fig. 3. This flat 5-1/2" pointed one sided stick is the same white with hot stamped gold writing as the sticks in Fig. 1 and 2, but this one says "Gold Coast" on the top and "Alaska Airlines" on the shank. The only variation that I have of this stick is the one shown in Fig. 3A which, although identical to the one in Fig. 3, has the name written facing in the opposite direction. The manufacturer on both of these sticks is Spirit USA.



Fig. 4

Fig. 4. Shows a white, one sided stick that is identical in shape and size as the ones in Fig. 3. And 3A. This one however has Alaska Fest written on the top and Alaska Airlines written on the shank, both in hot stamped burgundy. This stick also comes in a two sided version with a matching 4 1/8" two sided pick. See Fig. 4A. The two sided version seems to be more of an off white color than the pure white of the one sided version. The manufacturer on all of them is also Spirit USA.



Fig. 4A



Fig. 5

Fig. 5. This very dark blue 6" stick is one sided and has the name written in raised writing at the top. The manufacturer, Spir it USA also is just above the 2 dimple sided bottom.



Fig. 6

Fig. 6. Shows a matching 4-1/2 matching pick. The manufacturer is also Spir it USA.



Fig. 7

Fig. 7. Is just a plain 5" stick in the exact same dark blue color, but with no identifying name or slogans. I was told the Alaska Airlines also used this long picks later on. Probably as a cost saving measure. It does not have a manufacturers name on it.



Fig. 8

Fig. 8. Shows the only stick that I have from Wien Air Alaska. This dark blue stick is flat, one sided and 5" long with the name, "Wien Air Alaska" written on the shank and the circle around the dark blue "W" at the top being hot stamped gold. Again the manufacturer is Spir it USA.

Cordially - Al

NOTE - Technical information in this article was acquired from Paul K. Martins "The Airline Handbook" 1985.

Continued From Page 31

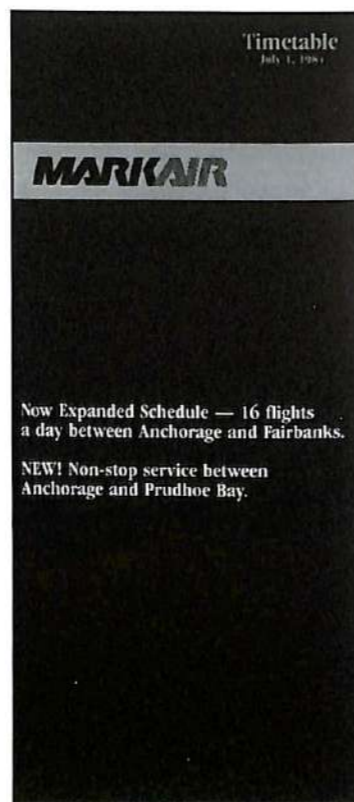


ALASKA AIRLINES goes back as far as Star mentioned above. This label has the lot - totem pole, tourists, mountains, trees, lakes and a DC6 (I think). Multicolored.

Continued From Page 24

Mark Air

July 1, 1984



What is It?

By Ken Taylor

keebeetay@aol.com

Because of my ultra poor scans, I missed the last issue. So, time to try again. For those of you looking for answers, this time it should work.

A letter from Stan Baumwald contained several pictures of unidentified wings. Are you able to help?

Let's call these the SB series.



SB#1—Executive Airlines. The question is "Where? When?"



SB#2—AeroTaxi. What country? When? Still in operation?



SB#3—Who is "R"?



SB#4—Where is this wing from?



SB#5—Who is "WM" or is it "WAA"?



SB#6—Who is "WA" or is it "AW"?



SB#7—Who produced this 2-star wing? When?



SB#8—Any ideas on this one? And the usual questions.



SB#9 - Who? Where? When?



SB#10 - Who is AIR BOURGAGNE? From where?

When? The next question is from Igors Krivcovs of Riga, Latvia. Who? Where? When?



I have to give a great big "thank you" to Reinhard Richter of Germany for the identification of the following caps and badges. Information, aint it great?



DELTA AIR TRANSPORT. Badge design of the 1960s? Became DEUTSCHE BA in May 1992.



HAPAG-LLOYD of Hannover, 1970s badge design.



HAPAG-LLOYD badge design from 2003.



GERMANIA of Cologne. 1986 start-up.



GERMAN WINGS of Munich. Started up in 1986, ceased operations in 1990.



AUGSBURG AIRWAYS. Lufthansa regional carrier. Started operations in 1996.



CONTACT AIR. Lufthansa regional carrier.



EUROWINGS. Lufthansa regional carrier. Started operations in 1993.



NFD NURNBERGER FLUGDIENST, now Lufthansa CityLine.



HAMBURG AIRLINES. No dates available.



ATLANTIS AIRLINES of Germany, 1968-1972.



DLT DEUTSCHE LUFTVERKEHRSGESELLSCHAFT-MbH. German commuter airline from Frankfurt. Started operations in 1974.



DLT. Type 2. Now part of Lufthansa CityLine.



INTERFLUG of East Germany. No dates available.



AIR SUL of Portugal



TRANSAMAZONICA of Colombia.



VIARCO of Colombia. No dates given.



NORVING of Norway. No dates given.



AIR COLOMBIA. No dates given.



TRANSPORTE AERO CESAR of Colombia.



MIDDLE EAST AIRLINES Cap Badge.



ROYAL JORDANIAN pilot wing, 1990s.



AIR RHODESIA Cap Badge. 1960s? Now Air Zimbabwe.



YEMEN AIRLINES ALYMEDA. Cap badge made in Cairo, Egypt.

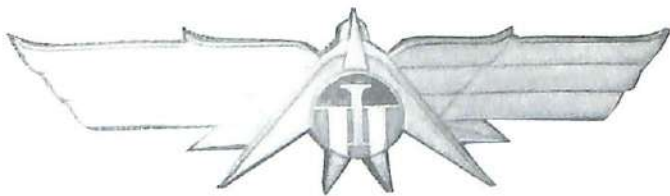


YEMEN AIRLINES ALYMEDA Stewardess cap badge from the 1960s - 1970s. Not a breast badge.



My thanks to David Rowe for the information on Abu Dhabi Aviation, formed in 1975.

Now onto Charlie Dolan's column. The PAS wing is Petroleum Air Service of Egypt. For information, see the book *Airline Tail Colors* by B.I. Hengi.



An email from Lothar Grim for Hector Cabezas asking "Where is this wing from and when?" He does have some ideas, but nothing firm. Can you help?

The wings and insignia of Russian airlines are a rare find and very difficult to identify. All the aviation companies in Russia were born after the breakup of the USSR in the early 1990s. My thanks to Sergy Talantov for giving a name to these Russian wings. Sergey is an insignia collector from Moscow and has contacts in all areas of the country.



SIBIR AIRLINES. Novosibirsk, Eastern Russia.



RUSLINE of Moscow.



VOLARE AIRLINES of the Ukraine.



VOLGA DNEPR AVIA, no location given.



TAJIKISTAN AIRWAYS, Republic of Tajikistan.



ATLANT SOYUZ AVIA of Moscow.



YAKUTAVIA of Sakha Yakutia, Eastern Russia.



AZALAVIA. Baku, Republic of Azerbaijan.



YAKUTIA AIRLINES. Sakha Yakutia, Eastern Russia.



TUVA AVIA of Russia. No location given.



AVIAENERGO of Moscow.



KYRGYZSTAN AIRLINES. Bishkek, Republic of Kyrgyzstan.

Do you have an answer? A question?

Ken Taylor
R.R. 7
Calgary, Alberta T2P 2G7
CANADA
Phone Canada (403) 936-5454



(Continued from page 27)

TWA coffee pot and serving tray, featuring TWA's famous double globe logo. These were made in the 1970's by International Silver Co.

That's it for this time!

Dick

Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net

Up North To Alaska

Alaska. Scene of impossibly difficult battles in WWII. Attu comes to mind as does Kiska. The Aleutians.

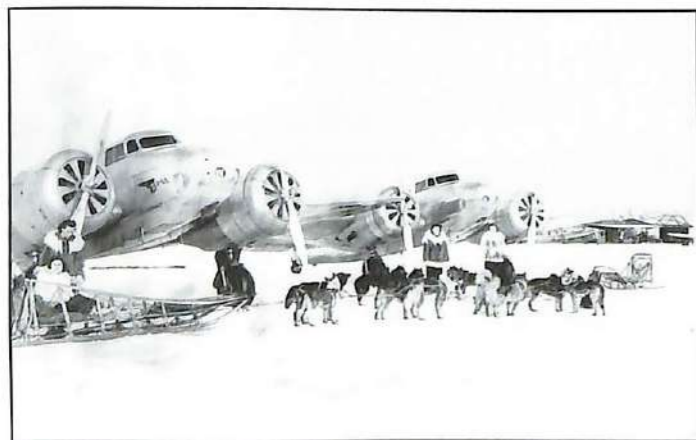
The 1964 earthquake comes to the fore, as does the fact that surely every third person in the western world has cruised to Alaska by now. (Not I.)

Anchorage is of extreme importance in today's airline world, gateway to the east and west. Cargo trans-shipment as well as passenger.

Face it, the airplane has fit an important niche way up there - the virtual highway intrastate.

The air carriers' names have come and gone over the decades and there'll be sufficient writings on that elsewhere in this issue so let's just concentrate on the 19 postcards I've cobbled together.

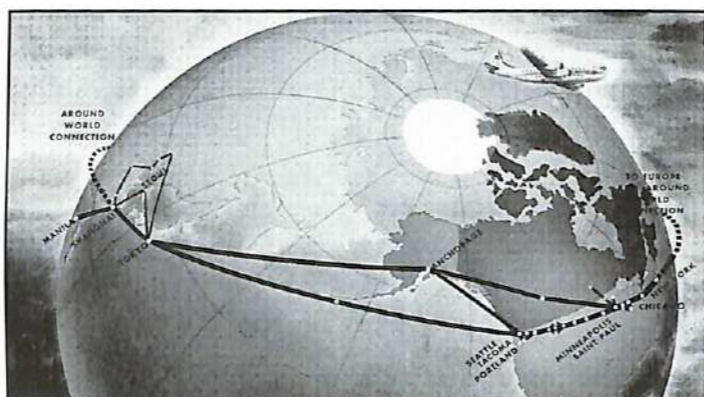
It's probably apocryphal that Pan Am captain's commenced procedures with the command "Mush!" but one doesn't really know for sure when he looks at the real photo card of a couple of their 1930's vintage Lockheed 10's parked behind the traditional dog sled team. Five gals along with the sleds and dogs. Perhaps stewardii on their day off?



And, just a while later, a Pan Am DC-3 trundles along over Juneau in the late 40's. A Mike Roberts card published by C. P. Johnston, SC 35, a 3-1/2" x 5-1/2" Kodachrome.



Northwest's unique transpacific advantage is shown in this four color company card showing their more direct Far Eastern/USA routes. A 3-1/2" x 5-1/2" card, PF.16-H. True vintage.

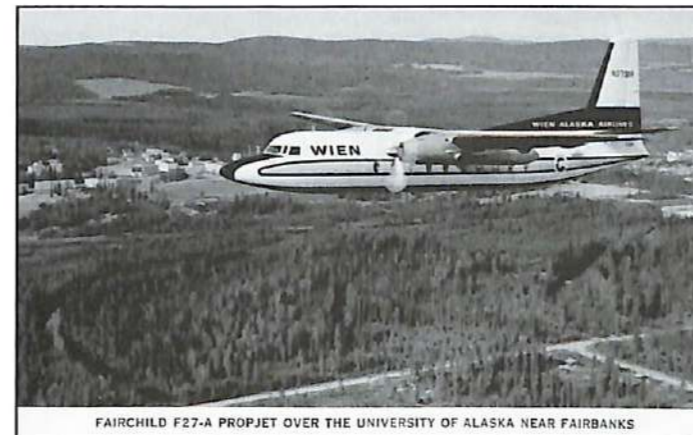


Northwest Orient Airlines Coast to Coast... Alaska... the Orient

Next up is a fine Anchorage photo of a Northern Consolidated Airlines F-27, again a 3-1/2" x 5-1/2" four color chrome, S-31462, published by Ward Wells in Anchorage.



Two Wien Alaska/Air Alaska 3-1/2" x 5-1/2" cards follow. Both are company cards, four color chromes. The first being their F-27 close by Fairbanks (WAA-3) and the second, their Boeing 737-200 (WCA-6).



FAIRCHILD F27-A PROJET OVER THE UNIVERSITY OF ALASKA NEAR FAIRBANKS



Let's weigh in with Pacific Northern Airlines with two of their pre-jet 1950's era aircraft. Both are 3-1/2" x 5-1/2" four color company cards. Their L-749 Constellation (drawing), number P16646, followed by their DC-4 chrome chugging along, right to left, number 495.

At least PNA standardized their color scheme when they introduced the Boeing 720 aircraft in 1962. Let's start with an artist's conception, P42365, followed by a lovely chrome, left to right, P49807. Both are 3-1/2" by 5-1/2" company cards. And a final PNA B720 on the ground at Juneau, a Curteichcolor standard-size card, number 5DK-1639. PNA was merged into Western Air Lines in 1967.



And now let's go to one of the long term survivors, starting with an Alaska Airlines DC-3 on the ground at Anchorage. An airport 3-1/2" x 5-1/2" chrome card, mailed in 1955. Card #1624. The next, card A102, shows an Alaskan DC-3 in the vicinity of Mt. McKinley, a 3-1/2" x 5-1/2" Kodachrome, originally shot for Douglas Aircraft Company. Entitled "Wings Over The North."



Moving on a little later, two wonderful 3-1/2" x 5-1/2" company cards of their perfectly ticky-tacky mid-1950's DC-6 aircraft interiors. Favorite cards of mine, numbered 36636 and 36637.



A great 4" x 6" Seattle-Tacoma airport card of Alaska's Convair CV880 comes up next, distributed as 52985-B by Dexter Press, followed by two Boeing 727 cards, a 3-1/2" x 5-1/2" Golden Nugget company card of N79725 in four color, a later paint job in an airport card, 4" x 6", C-SE-18BB, showing an incoming aircraft at Sitka (Dexter Press 6199-D), and, finally, their B727-200 in all its' 1980's beauty, left to right, in a wonderful 3-1/2" x 5-1/2" four color company card.



Continued on Page 51

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

The Alaska Airlines Lockheed L-100 Hercules

Alaska Airlines development and use of the Lockheed L-100 was certainly a unique project in the history of airline operations. Lockheed developed the C-130 Hercules in response to a USAF GOR (General Operational Requirement) issued on February 2, 1951. Five months later Lockheed was awarded the contract to develop two YC-130 aircraft. The Lockheed design had many radical features for the time. The C-130 was the first American airplane to have turboprop powerplants. It had an unusual airframe design in that the fuselage was not cylindrical and the cargo floor was only 45 inches above ground. The tandem main landing gear with large low pressure tires enabled the plane to land, taxi, and take off from unprepared airstrips. A large empennage provided room to load and unload cargo from the rear ramp and also provided good control response on low speed approaches. The aircraft's nose was extremely blunt to give the crew excellent visibility. The C-130 aircraft ended up being a great success in military use.

The plane's success led Lockheed to consider having it certified for civil operation. In 1963 the company certified the aircraft as the L-100. In April, 1964 the airplane made its first flight and by February of the following year it had been certified by the FAA. Both Alaska Airlines and Delta were interested in operating the L-100 commercially. Delta was unwilling to take the risks at the time but eventually became the second airline customer for the L-100. Hard negotiations behind closed doors led to a deal between Lockheed and Alaska Airlines.

In April of 1965 Lockheed Georgia provided their commercial L-100 Hercules demonstrator and crew to Alaska Airlines on a 30 day lease. The lease was a success and Alaska went on to operate many L-100 aircraft. Alaska pioneered many firsts using the L-100. Alaska was the first commercial operator of the L-100. Alaska Airlines received its first of three L-100 aircraft from Lockheed in March of 1966. This was aircraft N9263R, the next later in 1966 was N9267R and the third in April 1967 was N9227R. These three aircraft delivered by Lockheed were in the Alaska Airlines Golden Nugget freighter scheme. N9227R was named "City of Juneau", N9263R was named "City of Fairbanks" and it seems likely that N9267R was named "City of Anchorage". L-100 N9267R was lost in a ground accident in Macuma, Ecuador in



Photo Via Alaska Airlines

of 1967. The plane landed at Macuma Airfield, but the wheels sank almost 50cm into the soft ground. Timber was placed under the wheels as a ramp. Engine power was used in an attempt to move the aircraft. Unfortunately the no. 1 prop struck the ground and disintegrated. Debris struck the no. 2 engine that started a fire and destroyed the aircraft. Luckily no one was killed.

Alaska Airlines also operated the following L-100 aircraft, N920NA, N7999S and N9248R. These aircraft were in a basic white top and gray/silver bottom paint layout with company name in block letters forward of the wing. Per references Alaska operated at least one other L-100 but I'm unable to provide its registration number.

Around 1966 Alaska Airlines began support of the future Trans-Alaska Pipeline project. Alaska began by airlifting a complete drilling operation plus all the support equipment to a then-secret oil exploration site on the North Slope. At this site Atlantic Richfield Corporation (ARCO) announced the historic discovery of a large petroleum reserve that has had a major impact on the Alaskan econ-

omy. Alaska Airlines was the first commercial operator to have the FAA agree to certify a Herc landing on a frozen lake. Alaska Airlines established the first portable control tower at the Prudhoe Bay airport landing strip in support of the 24-hour oil industry charter flight schedules. Due to Alaska's success on the North Slope, oil companies contracted with the airline to fly drilling rigs and pipeline equipment into the jungles of South America in 1970. One of the photographs provided to me by Alaska Airlines shows the Herc on the flightline in South Vietnam.



Photos Via Alaska Airlines

Enough of the 1/1 aircraft talk and onto model talk. As I've stated in earlier articles 1/144 scale is generally my scale of choice. Revell produced their Hercules model quite a while back. I've heard it was originally released as an A model with 3 bladed-props as well as including a tug. I've seen it released as the "Herky Bird" in Vietnam camouflage, a gray color Blue Angels support aircraft, and most recently in US Coast Guard markings. Welsh models makes a vacuform Hercules as an RAF weather reconnaissance plane and Minicraft has announced future plans for a Hercules.

I've always been a Hercules fan and thought building a civil one would be a great idea. I originally planned one in Delta markings (now placed on the back burner). I saw the beautiful Alaska Airlines Golden Nugget scheme decal designed by Tim Bradley and knew I had to build one. They are printed by Greg Drawbaugh of Drawdecal. I've used Drawdecals once before and was very pleased with the results. They are an ALPS type decal printed on a solid carrier film and are a little more fragile than standard silk screen decals.



Photo Via Alaska Airlines

The Alaska Hercules is my third build of the kit. For this build I chose to build the rear cargo hatches closed instead of the stock where they look OK open but leave large gaps when closed. I backed up the stock doors with strip styrene and filled the gaps with putty. The gaps were pretty large and I ended up having to re-putty some of them after masking tape pulled it off. In hindsight making new doors probably would have been a better idea. The wing dihedral is a minor item needing attention as the fuselage sides need some slight sanding to keep the wings level. The stock kit does have inaccurate engine nacelles and propellers. The stock ones don't look that bad but for this build I tried out a set of Aeroclub replacement props and nacelle fronts and tops. Adding the nacelle fronts and tops was a little more difficult than I expected but with a couple of rounds of sanding and putty they ended up looking very nice. The props are a big improvement over the kit ones. The only visual difference between the military Hercules and civilian L-100 is that the L-100 does not have the four lower windows per side below the main windscreen. For my model I puttied and sanded those windows over. Assembly was pretty straightforward with the exception of the earlier mentioned rear cargo doors, engines, and windows. Painting ended up being interesting to say

the least. I primed the entire model in flat white which was good for puttying and filling but ended up causing me trouble with the bare metal sections.

The Drawdecal painting instructions are a little simple so I found a good photo on Airliners.net to help out. About 1/2 way through my build Drawdecal did add a nice slide to their website that was helpful. A few questions to Tim Bradley led to some E-mail exchanges with James Doman who flew the Hercules for Alaska Airlines. James also helped me with my painting questions. After painting the entire model in flat white I masked off the wing center section as well as a walkway that went down the top of the fuselage from just behind the cockpit to the start of the vertical stabilizer. I painted the wing center section and walkway Camouflage Gray which is a pretty close match to Boeing 707 Gray which was my guess for the gray area. I masked off the gray sections and the soon to be painted bare-metal areas. I spray painted Testors Classic White for the white portions. Also in hindsight I shouldn't have primed the bare-metal areas. To remedy this I applied many coats

of Future over the flat white to get a smooth undersurface for the bare-metal. Quiet a few sanding passes with 1500 grit and polishing cloths got things prepped for the bare-metal. I'd planned on using SNJ bare-metal finish which is my old standby. SNJ is getting a little hard to find as most people seem to have switched to Alclad II metal finish. I used an old bottle of SNJ that hadn't been opened that I thought would work out well. On opening the bottle I noted that some of the pigment looked gummy but I thought a good mixing would make things OK. After a couple of passes I realized that the gummy pigment was still an issue. More passes with polishing cloths prepped things for my plan B. Testors Metallizer is my second stand-by. I sprayed two coats of Metallizer over the SNJ and things promptly bubbled and cracked in some spots. I should have waited longer for the SNJ to cure. I waited another day for things to cure and added a Future barrier coat to prep things for the final Metallizer application. Decalling went pretty well. A long time ago I had a bad experience with Microset decal setting solution turning some gold striping green on a United decal. I didn't want to risk



turning the gold in these Alaska decals green so I did not use setting solution. Even with my fiasco with the bare-metal painting I'm very happy with how the model turned out. The Alaska Airlines Hercules certainly has its place in the history of aviation in Alaska as well as worldwide aviation.

I want to thank Greg Drawbaugh at www.Drawdecal.com for printing a decal that probably otherwise wouldn't be available, Tim Bradley for doing the decal artwork and answering questions, James Doman for answering questions, and Ron Suttell of Alaska Airlines for providing photos and information for the model and article.



Lockheed Hercules - Alaska Airlines Model by Ken Miller



Airline Issued Postcard - WAHS Collection

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Alaska Carriers

Once again I have relied on Stan Baumwald for the lion's share of the images presented. I have several insignia from carriers which called Alaska home, but not the ones as colorful as those included in this issue. I have tried to go back over past Logs to see which insignia have been featured in the past, hoping not to duplicate too many of them.

I have been to Alaska once. Right after the Airliners International Seattle convention in June 1998, Karen and I boarded an Alaska Airlines flight from Seattle to Fairbanks. The flight provided an idea of what was in store for us on the land - sea package tour we were about to begin. As we flew north, we could see both tidewater and alpine glaciers. One type, the tidewater, ended at a body of water and produced icebergs as portions of the front of the glacier "calved" or broke off and began to float in the water. The other type, the Alpine glacier does not reach water. It's face ends on land, and produces streams and rivers as it melts. These wonders of nature and the sheer size of the State make travel by air a necessity rather than a luxury. Juneau, the State capital, can only be reached by air or water. There are no roads into the city.

During summer, the Sun remains high in the sky and it is fully light until past midnight. Flowers and vegetables thrive during those months. Of course, winter nights are equally long and quite bleak. Our stay in Fairbanks included several tours by road and water and wherever we went, the presence of aircraft was obvious. From the Piper Super Cub with extra wide tires to the Boeing 737s with gravel deflectors on the nose wheels, the sizes and types of aircraft were amazing. The float plane was a constant sight and Alaska must have the largest concentration of DeHavilland Beavers and Otters in the world. Helicopters were used at all the stops our ship made to carry tourists on sightseeing trips or visits to the surface of glaciers. Large prop-liners extended their service lives delivering cargo to all points of the state. In several ports, the PACIFIC PRINCESS shared the water surface with a Grumman Goose or Widgeon.

During our short stay, we saw temperature changes from a high of 85 degrees at Fairbanks to a low of about 55 degrees at the face of a glacier.

We also saw our share of precipitation and low ceilings. It is quite obvious that aviators plying Alaska skies have to be the most versatile and perhaps daring. It is not an arena for the timid or neophyte.

So without much ado, we will present images of the insignia worn by those who practice their art in the skies over our forty-ninth State.

Alaska Coastal Ellis Airlines 1st Issue



Both wing and cap badge are of the sew on variety. Both are primarily silver bullion thread on black fabric. The center disc is of red material with two birds in flight made of black thread. White thread makes the eyes of the birds. There is no evidence of the maker. (Baumwald Collection)

Ellis Air Lines 2nd Issue

The "Alaska" designation has been omitted. As with the previous issue, both are sew on types with silver bullion thread on black material. The central disc is now orange and the birds are in blue thread. The birds' eyes are white thread. (Baumwald Collection)



ERA Classic Airlines



Both wing and cap badge are of silver metal with a gray oval in the center. "ERA" is in blue on a white background. The "wings" on each side of the "ERA" are in red and dark blue. The cap badge is mounted to the cap by means of a screw post and it has two clutch back positioning pins.

The wing is clutch back. Both are hallmarked CWS 1993 with the 1-800 phone number for California Wing Specialties.

Northern Consolidated Airlines, Inc. Alaska



The wing is made of gold color metal with blue enamel in the center. The wing has a brushed finish and the lettering is highly polished. The wing is clutch back and there is no hallmark.

Cordova Airlines



Both the cap badge and wing are of silver metal with a red center shield (Baumwald Collection)

Mark Air



Pilot wing 1st issue is of silver metal with red/maroon lettering. It appears to have a brushed finish.

(Next Page) The cap badge is of the same material and has the same colors. This style gave way to the cap badge which resembled a whale's tail. (Baumwald Collection)



Mark Air



2nd issue wing and cap badge These items are also of silver with red/maroon lettering, but are highly polished. The cap badge now has the whale tail look.

Pacific Northern Airlines

1st issue cap badge is of silver metal with a red enamel center disc. The Alaska flag is in blue enamel. (Baumwald Collection)

2nd issue pilot wing is of silver metal with the red disc and blue Alaska flag. This wing was used by a twenty year employee. (Baumwald Collection)



Reeve Aleutian Airlines 1st Issue



Both wing and cab badge are the sew on variety with gold bullion thread on black material. The center device of the wing shows the Aleutian chain of islands on a light blue background.

The cap badge has the letters "RAA" in red, blue, red thread. (Baumwald Collection)



Both wing and cap badge are of silver base metal with a dark, brushed finish. The center device has a dark blue "R" and red "AA" with two red stripes. The wing is clutch back and the cap badge is screwpost with two clutchback positioning pins. Neither piece is hallmarked.

Trans Alaskan



Gold bullion thread on black material. Sew on variety. "TRANS ALASKAN" in silver bullion thread. The center disk is light blue thread with a white mountain and star. (Baumwald Collection)



1st issue wing is in the USAF style and of silver. The center disk shows a DC-3 flying in a north west direction over the outline of Alaska. The words "WIEN ALASKA" are in yellow enamel and "AIRLINES" is in black enamel.

2nd issue wing is of silver metal with a blue center design containing the letter "W". (Baumwald Collection)



1st issue cap badge is of silver metal with the same center design and colors as the wing. The badge has a single screw post and does not have a hallmark.

Happy Travels!

Charlie

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Alaska is the theme and Alaska it shall be. However, as an ad lib, I used to fly to Anchorage quite a bit and truly enjoyed it. The weather is a lot warmer than when I lived in Minnesota and that is thanks to the Pacific or Japanese current. The only thing that is really weird and takes getting used to is the long days in the summer and short days during the winter. Image trying to go to sleep at 9:00 PM and you have to pull the curtains closed to keep the sunlight out.

Alphabetically, we will start with Alaska Airlines. There are 8 different types of junior wings from Alaska. The oldest is a metal wing in a style used by several companies back in the 1950's (1). Then the airline went to plastic. There were five of these produced using the same round center wing style produced by Stoffel (2). The differences between these five are color and backing. The last of this issue was that the name was in script rather than print. Then they also produced two other similar juniors one of which was a puffed vinyl and the other was paper (3).



Fig. 1



Fig. 2



Fig. 3

The next junior wing is from Denali Air which does charter work and mostly sightseeing trips around Mt. McKinley (4).



Fig. 4

There is an outfit called ERA Aviation which also does work in Alaska (5). They are a multi talented operation which deals mostly in charters and helicopter flights. There is also a division in Los Angeles.



Fig. 5

One of the pioneer airlines which put out a junior wing is Pacific Northern Airlines (6) which merged with Western and then they went with Delta. Their junior was a metal wing with a fold down tab.



Fig. 6

And last but not least is Reeve Aleutian Airways. Reeve put out a total of six different wings. All in plastic and in three series. All are Stoffel designs that are familiar to junior wing collectors. The first

shown (7) has a CABIN PILOT bar added on the bottom for the second in this series. The same is true of the second series (8). In the third series, the only changes between these two are that the colors are reversed (9).



Fig. 7



Fig. 8



Fig. 9

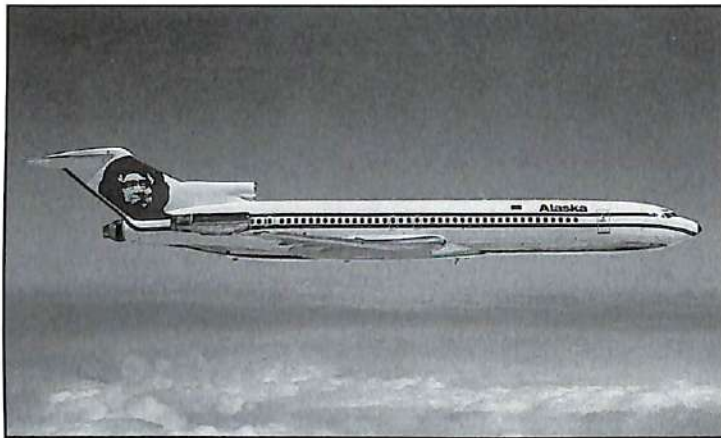
The sad thing about all these carriers is that only Alaska Airlines remains. But that can be said of much of our airline history.

Happy Collecting!

Stan



Continued from Page 41



One more, Alaska's latest aircraft and livery in a 4" x 6" company card of their B737-700. Gorgeous photography.



So, that ends our historic sojourn to the north, and, in the words of that famous Inuit poet, "...see ya later, alligator." Or was it "...mushi, mushi!?" Whatever.

Happy Collecting!
Van

Slide Photography

By Joe Fernandez & Eddy Gual

jferna10@bellsouth.net
eddygual@bellsouth.net

Now you can see the faces behind the photos! Here are scenes from our SlideFest held in Miami this past January.



Mark Abbott, Andy Martin, Mike Primamore, and Mike Carter doing some shooting at MIA (sorry for the weather) Photo by Ben Wang



Our slide trading festivities!



Eddy Gual, Tim Williams, Bob Shane, Carol Jarman, Paul Minert, A J Smith, and Paul Hooper at one of the Atlantic Model Shop tours.



Mike Primamore, Anne Brett, Art Brett, Andy Martin, and Matthew Smith during the MIA ramp tour. (photo by Ben Wang)



Bruce Drum hard at work trading slides



Carol Jarman during a tour of Atlantic Models, showing l-r A J Smith, Paul Minert, and Bob Shane.



Our slide friends from Minnesota. l-r, Jan Petzold, Jason Meyer, and Michael Bolden

Scenes from Alaska!



Michael Bolden, Manfred Turek, Jason Meyer, Mark Bess, Greg Drawbaugh, and Eddy Gual at dinner!



Alaska Airlines DHC-6 Twin Otter N100AS
Photo by Bruce Drum—Aviation Photography of Miami Collection.



More slide trading. Here our friends from Japan, Makoto Kuniie and Takashi Koguma, enjoy the slides.



Alaska Airlines Grumman Goose G-21A N2751A (Feb 1972) The only aircraft painted in these colors.

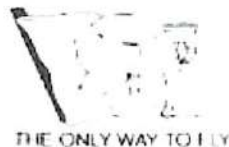
Photo from the Aviation Photography of Miami Collection

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CONCERNS



LOS ANGELES - LAX

Airline Memorabilia Show & Sale



<http://www.LAXairlinerexpo.com>

Saturday, June 11, 2005 - 9am to 3pm

TRADING / BUYING / SELLING OF AIRLINE AND AVIATION MEMORABILIA & COLLECTIBLES

- | | | | |
|-----------------|-------------|----------------------|-------------------|
| ✦ Wings | ✦ Postcards | ✦ Posters | ✦ Advertisements |
| ✦ Models | ✦ Uniforms | ✦ Jr. Wings | ✦ Photos / Slides |
| ✦ Playing Cards | ✦ Books | ✦ China / Silverware | ✦ Aviation Art |

For additional information:

Dave Cherkis, 702-360-3615: 9am-5pm (Pacific Time)
Chris Laborde, 619-997-0666: 9am-5pm (Pacific Time)

HACIENDA HOTEL

525 N. Sepulveda Blvd, El Segundo, CA 90245
For room reservations call: (800) 421-5900 and mention the
LAX AIRLINE MEMORABILIA SHOW for a special \$69 single & \$75 double rate
Shuttle to and from LAX provided by the hotel

GENERAL ADMISSION \$5.00

For vendor table reservations, please make checks / money orders payable to:

David Cherkis Photography, 1825 Warrenville Street, Las Vegas, NV 89117

Display tables (72"x 30"): **\$53 each or \$58 each for wall space**

Includes vendor + 1 additional adult admission.

Number of display tables requested: _____ x \$ _____ = \$ _____

Name: _____

Company: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

Items Trading / Selling: _____

By my signature hereon, I, and all associated with me, agree to a release of liability and to hold harmless the Promoters, David Cherkis Photography, and the Hacienda Hotel for any loss of any kind based upon my participation at the above event.

Signature: _____ Date: _____

NO TABLE REFUNDS WITHIN 45 DAYS OF SHOW

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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: Navagator@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.

CHICAGO AIRLINE COLLECTIBLE SHOW

Saturday, May 14, 2005. Elk Grove Village, IL. Holiday Inn. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631. Phone: (773) 775-5623. s.mazanek@comcast.net

PARIS 2005 AVIMAGE AIRLINE MEMORABILIA CONVENTION

Saturday, June 4, 2005. Roissy-CDG Airport Holiday Inn, Paris, France. 9.30am until 6.00pm. Admission: 5 Euros. Display table: 22 Euros. Contact: Avimage, 3 rue Jules Verne, 92800 Puteaux, France. Telephone: +33 1 49 00 17 76. Fax: +33 1 47 71 74 50. Email: avim.mp@wanadoo.fr <http://www.avimage.org>.

LOS ANGELES-LAX AIRLINE MEMORABILIA SHOW & SALE

Saturday, June 11, 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.

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)

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, August 20, 2005. Grosvenor Airport Inn, SFO Airport. Contact: Mike Chew, P.O. Box 25494, San Mateo, CA 94402-9998. Phone: (650) 281-4486. SFOAirlineshow@juno.com

NEWARK AIRLINE COLLECTIBLE SHOW

Saturday, August 10, 2005. Newark, NJ. Sheraton Newark Airport Hotel. Contact: William Gawchik, 88 Clarendon Avenue, Yonkers, NY 10701. Phone: (914) 965-3010. ewrshow@yahoo.com

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, October 1, 2005. Houston, TX. Clarion Hotel-Intercontinental Airport. Contact: Duane Young, P.O. Box 101, Covington, LA 70434. Phone: (985) 892-3297. jetduane@bellsouth.net

SEATTLE AIRLINE COLLECTIBLE SHOW

Saturday, October 8, 2005. Seattle, WA. Museum of Flight-Boeing Field. Contact: Greg Mattocks, P.O. Box 1455, Bothell, WA 98041. Phone: (425) 485-8780. mattocks@verizon.net www.seattleairlineshow.com

MIAMI AIRLINE COLLECTIBLE SHOW

Saturday, October 29, 2005. Miami, FL. Wyndham Miami Airport Hotel. Contact: Linda Levine, 2210 Hayes St, Hollywood, FL 33020. Phone: (305) 935-2922. Fax: (954) 929-3736. Robertstraffic@aol.com

BOSTON AIRLINE COLLECTIBLE SHOW

Saturday, October 29, 2005. Boston, MA. Embassy Suites Hotel-Logan Airport. Contact: Michel Moskal, Just Planes, P.O. Box 285214, Boston, MA 02228. Phone: (617) 539-3226. Info@justplanes.com

NEW YORK INTERNATIONAL AIRLINE SHOW AND SALE

Saturday, November 12, 2005. New York, NY. Courtyard by Marriott Hotel - LaGuardia Airport, 90-10 Grand Central Parkway, Elmhurst, Queens. 9 am until 4.30 pm. Admission is \$4 per person. Under age 10 free. Table spaces are \$50 each. Contact: Basilios Pipinos at apipinos@aol.com or call (718) 884-1531. Special room rates available.



*Markair L-100 N108AK June 1984
Photo: Aviation Photography of Miami Collection*

*Wings of Alaska Airlines Cessna Caravan N331AK [02/01]
Photo: Aviation Photography of Miami Collection*



Pan Am 707 and PNA 720 at Juneau, Alaska - Mike Roberts Postcard C15172 - WAHS Collection



ERA CV-580 N568JA June 1998
Photo: Aviation Photography of Miami Collection
Air Cargo Express C-46 N54514
Photo: Aviation Photography of Miami Collection

