



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Summer 2005 - Issue 30-1



Air Wisconsin BAC1-11 N105EX (Dave Campbell - Aviation Photography of Miami Collection)

Airliners International 2005 - Milwaukee



Celebrating 30 Years Of The Captain's Log



Northwest CV-580 N4822C (Michael T Jones - Aviation Photography of Miami Collection)

American Eagle Embraer 145 (Joe Fernandez - Aviation Photography of Miami)



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Northwest Boeing 707-320C at Milwaukee Postcard ~ WAHS Collection

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The mission of the World Airline Historical Society is to encourage and facilitate through private and public collections the preservation of memorabilia representing the world's commercial airlines. The Society also helps document the histories of aircraft, airports, and air carriers.

Membership in the Society includes a free subscription to *The Captain's Log* (the Society's educational journal published in July, October, January, and April), priority vendor table selection at the Society's annual Airliners International Collectibles Show and Convention, and other benefits as announced in *The Captain's Log*.

The World Airline Historical Society also endorses and supports a number of regional aviation-related collectibles shows held throughout the year.

The Membership year begins July 1. New members joining at other times during the year will pay a full year's membership, and will receive all copies of *The Captain's Log* from the previous July 1 through the following June 30th. Annual dues are based on your mailing preference for receiving your free subscription to *The Captain's Log*:

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Canada	\$30 Air Mail
International	\$30 Surface Mail; \$40 Air Mail

The World Airline Historical Society is incorporated in Florida, and has been declared a 501(c)(3) not-for-profit corporation.

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From The Flight Deck

Welcome Aboard,

By the time you get this issue, our summer extravaganza AI 2005 in Milwaukee should just be pulling up to the gate. I will have a full update on our convention in the next issue.

A review of our accomplishments seems to be in order. As most of you know, our logo was changed by popular vote of our membership. In an effort to increase our membership, we have made progress in expanding our exposure to aviation enthusiasts. We now have two marketing agreements with prominent aviation publications (at no cost to us), that gives us advertising space in their publications and vice-versa. Several board members have been attending regional shows and are manning membership tables, advertising WAHS, and offering memberships and information to those interested. This is happening on both sides of the Atlantic ocean. These individuals receive no compensation for doing this, and they are donating their time, energy, and in some cases, even their own money to improve the Society. We are actively working with two aviation museums with mutual goals including web links, joint marketing agreements, and selling copies of the Captain's Log in their gift shops. We will also be exploring the possibilities of swapping advertising space in each other's publications. We hope to add more museums in the future.

From the financial side of things, our financial statement from the 2004-2005 fiscal year will be available at the WAHS Business Meeting during AI 2005. Interim reports are always available and we welcome your inquiries. Just contact our treasurer, Jay E. Prall, or myself. Helping to improve our balance sheet, the Exxon Mobil Foundation has approved our application for another grant to be paid in the third quarter.

We are in a never ending quest to find ways to increase the value of membership. You now have a new membership card. We have secured agreements with most of the regional show promoters to give a \$1.00 discount off admission to the show, upon presentation of a valid WAHS membership card. We have also incorporated more color into *The Captain's Log* which adds to the interesting articles. I hope that you will each give Don Levine and Bill Demarest a special thanks for their efforts in publishing the *Log*. Without the hard work and sacrifice they make each quarter, the *Log* would not be the quality publication you have in your hand.

While the AI 2005 Milwaukee crew is about to open their doors, the convention team for AI 2006 in Washington, D.C. is hard at work planning the WAHS 30th Anniversary Celebration. They are teamed up with the Washington Airline Society. The WAS is going to be of immense help in advertising and making AI 2006 a huge success.

Looking to the future, we need all show promoters to begin thinking about AI 2007 and beyond. So far, no one has come forward with a proposal to host a convention after AI 2006 in Washington, D.C. Anyone who is an active member can make a proposal, and the WAHS Board has many experienced resources to help support an AI convention team.

If you're a safety card collector and wish to become an editor for *The Captain's Log*, please contact Bill Demarest at Editor@WAHSONline.com.

I wish everyone pleasant flights this summer, with minimal delays and strong tailwinds. As always, please continue to support, and tell your friends about the Society for our continued success.



GENERAL MITCHELL FIELD (MKE) Milwaukee's International Airport

By Joop Gerritsma
Captain's Log Feature Editor

Milwaukee's General Mitchell International Airport is served by 14 airlines and has 230 departures a day. Nonstop or direct service is provided to 90 cities. It is the largest airport in Wisconsin and proudly carries the name of a local aviation hero Brigadier-General William "Billy" Mitchell.



Built at Milwaukee - 1: the Lawson Air Line for 26 passengers

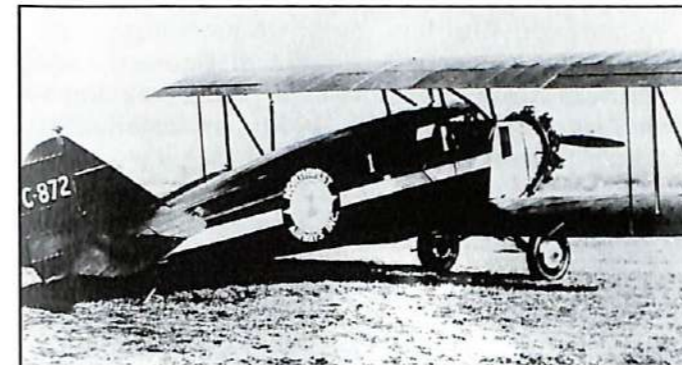
Milwaukee entered the air age on July 3, 1919, when it established Butler Airport, operated by the county. It was on the current site of James Currie Park and Golf Course in the northwest corner of the county. The airport was the birthplace of the Lawson Air Line, a 26-passenger, twin-engine, biplane designed and built by Alfred W. Lawson in 1918-19. On August 27, 1919 the Air Line flew from Butler Airport to Mitchell Field, a military airfield near Roosevelt Field on Long Island. It was the first cross-country flight in the U.S. by a multi-engine passenger aircraft with an enclosed cabin. From Mitchell Field the Air Line continued to Washington, D.C. where high-ranking government officials were given rides. Late in September it returned to Milwaukee . . . and disappeared from sight. The likely reason is that it was much too big for the air travel demands of the time. It would not be until the DC-3 of 1935 before such capacity

was needed. Still, when the Air Line returned, it had covered 2,500 miles. If it had been up to Lawson, he would have built an even bigger aircraft, a 12-engine biplane for 100 passengers. Drawings show passengers seating in railway-type cabins on two tiers in the fuselage. Three steps lead to the top tier, similar to a bunk bed setup. Besides the lack of passengers to fill this giant, engineering problems were too great for the time and the aircraft was never built.

Air mail service to Milwaukee was to start on June 7, 1926 on Contract Air Mail route No. 9 (CAM 9) between Minneapolis/St. Paul and Chicago via Milwaukee. But the first flight never reached the city. Fifteen minutes after taking off from the Twin Cities, pilot Elmer Lee Partridge crashed in a violent thunderstorm and was killed. Later flights were more successful, but after a sec-

ond crash in August, Charles "Pop" Dickinson, operator of the service, told the post office he would shut down his operation on October 1. The contract went to Northwest Airways, which began mail service that same day with leased Curtiss and Thomas Morse biplanes.

It soon became clear that Butler Field was too small for the air age, but it was hemmed in by a river to the east and a railroad line to the west and could not be expanded. So, on October 5, 1926, the Milwaukee County Board approved spending \$150,000 to purchase land owned by Thomas F. Hamilton who operated a propeller manufacturing business and a small airport in the southeastern part of the county. The Hirschbuehl Farmhouse on the property became the terminal of the new Hamilton Airport. It was opened just in time for the inauguration of Northwest passenger service from Minneapolis/St. Paul (the Twin Cities) to Chicago via La Crosse, Madison and Milwaukee on July 5, 1927. Stinson SB-1 Detroit biplanes with an enclosed cabin for three passengers were used. The fare was \$40 and 105 passengers were carried that year.



The first passenger airliner at Butler Field, Northwest's Stinson Detroit. (NW)

On August 20, 1927 the airport was visited by none other than Charles A. Lindbergh on his tour of the country following his solo trans-Atlantic flight to Paris the previous May.

Northwest inaugurated Milwaukee, Fond du Lac, Oshkosh, Appleton and Green Bay, service on September 15, 1928 and on September 21, 1929 newly-formed Kohler Aviation began twice-daily scheduled lakeshore passenger and express service between Oshkosh and Milwaukee with two Loening C-2 amphibians. In February 1934 the airline's air mail contracts were cancelled. Kohler could not survive without these contracts and in June it was sold to Pennsylvania Airlines. Later that month, Pennsylvania Airlines was awarded a Detroit - Milwaukee air mail contract and in December the airline introduced three former United

Boeing 247Ds on the route. The airline merged with Central Airlines of Philadelphia on November 1, 1936 under the name Pennsylvania-Central Airlines. It became Capital Airlines on April 21, 1948 and continued to serve Milwaukee, ultimately with Vickers Viscount propjets, until its merger with United Air Lines on June 1, 1961.



Pennsylvania Central operated the Boeing 247D into MKE.

Milwaukee also appears on the extensive air mail service map of the 1927 schedule of Texas Air Transport of Dallas, Texas, operating Pitcairn Mailwings. But this was no doubt only a connecting service since TAT is not known to have operated outside its home state. The November 1, 1929 schedule of Stout Air Lines shows service to Milwaukee with Ford Tri-Motors.

The National Air Tour

In 1926, 1928 and 1929 Milwaukee hosted the National Air Tour, later better known as the Ford Reliability Air Tour. Aircraft in the 1926 tour landed at Hamilton Field. The 1928 tour used Cudahy Airport (Cudahy is a village immediately east of MKE) and the 1929 tour stopped at the renamed Milwaukee County Airport.

As Northwest expanded its network westward, Milwaukee residents gained access by air to an ever increasing number of cities and towns via the Twin Cities. Northwest started service to Sioux City, Iowa and Omaha, Nebraska in 1930. Weekly service to Winnipeg, Manitoba, Canada via Fargo, Grand Forks and Pembina followed on February 1, 1931. At Pembina passengers transferred to a Canadian airline. (Northwest received through authority on Oct. 10, 1934.) Also in 1931 the airline inaugurated service from Milwaukee to Duluth with two Sikorsky S-38 amphibians. Duluth at that time did not have a land airfield, but it had an excellent harbor on Lake Superior.



Built at Milwaukee - 2: The Hamilton H-45 Metalplane of Northwest Airways. (NW)

Thomas Hamilton, did not retire after selling his airport to the county, but continued manufacturing his wooden propellers. In 1928 he took it one step further when he designed and built the H-45 Metalplane, a single-engine, high-wing cabin monoplane for eight passengers. Its construction was the same as that of the Ford Tri-Motors - an all-metal frame with a corrugated metal skin. Northwest Airways bought two in September 1928 for the Twin Cities - Chicago service. Seven improved H-47 models were added in 1929 and the August schedule of that year shows the Metalplane operating Chicago - Twin Cities via Milwaukee, Fords were operating Chicago - Twin Cities via Rochester and Stinson Detroiters served the Milwaukee - Green Bay operation. In 1931 the Metalplanes inaugurated the Omaha, Fargo and Winnipeg (Pembina) service. Service from the Twin Cities to Seattle, Washington started on December 3, 1933. Tacoma was added the next day. At first operated by Ford Tri-Motors, the ultra-modern Lockheed L-10 Electra began flying the route the following August. At this time, four Travelair 6000 and three wooden Lockheed Orions, both single-

engine aircraft for five or six passengers flew on the shorter services. They had replaced the Detroiters.

A reduction in government mail pay in 1931 forced the cancellation of service to Madison, Green Bay and Duluth from October 31. The Madison service would not be resumed until March 6, 1939.



The Lockheed Orion was nicknamed "The Wooden Bullet." (NW)

Following the air mail scandal of October 1933, Northwest Airways was re-incorporated as Northwest Airlines on April 16, 1934 and regained its mail services except Chicago - Fargo.

In September 1937 Northwest introduced the first of 12 Lockheed L-14 Zephyrs (Super Electras) to replace the L-10 Electras and remaining Fords on its main services, but they proved unpopular with the public and could not compete against the DC-3 of United Air Lines on the Chicago to Seattle service. Northwest also bought the DC-3 and also introduced stewardesses on the service.



The Lockheed L-14 "Zephyr" of Northwest could not compete with United's DC-3. (Lockheed)



Northwest Airways L-10 Electra at St. Paul. (NW)

In 1938 - 1940 a new two-level terminal, the Layton Avenue terminal, was built by the Works Progress Administration and in 1941 the name of the Milwaukee County Airport was changed to 'General Mitchell Field' after Milwaukee native Brig.-Gen. Billy Mitchell.

Billy Mitchell (1879-1936)

Mitchell enlisted in the Army at the outbreak of the Spanish-American War in 1898 and in 1912 was appointed to the General Staff, the youngest person at that time to hold such a position. As early as 1916, while the First World War was still raging in Europe, he recognized the increasing importance of aviation in war and he learned to fly at his own expense. He was promoted to the rank of major and was head of the army's aviation section until sent to Europe. After a promotion to colonel, Mitchell became Chief of Air Service of the First Army in Europe. It was after the war that the conflict with his superiors arose. His conviction that air power was superior to sea power led to the test-bombing of a captured German warship in July 1921. Mitchell proved his point when his bombers sank the ship. But he was not yet finished promoting air power and in September 1925 he charged the administration with neglecting the national defense. He claimed an attack on the United States in Hawaii by Japan was increasingly likely as the latter strove for greater influence in the Pacific. Mitchell was found guilty of insubordination in a court-martial and resigned from the service on February 1, 1926. He died in February 1936, never to see what took place in Hawaii in December 1941.



Wisconsin Central DC-3. (WCA)

Expansion in the 1950s

Shortly after the completion of the new terminal along Layton Avenue in the early 1950s, Mitchell Field experienced major growth in operations in

parallel with the growth of Northwest Airlines, which continued its expansion and was now also flying to New York, Alaska, China, Japan and the Philippines. Other airlines had also started to serve the city. 'Herman' the mallard landed at the airport for the first time in February 1948 with the arrival of the first Wisconsin Central Airlines flight from Clintonville to Chicago. The new local service carrier had been granted authority to 43 destinations, but started service to only 15 because of in-



North Central DC-3 in new colors. (NCA)

adequate airports at the other 28. The major destinations on this 15-city network were Chicago, Milwaukee, Madison, Green Bay, Minneapolis/St. Paul and Duluth. Operations began with three Lockheed L-10 Electras, growing to six. They were replaced by six DC-3s in 1950 and in 1951 service to 14 more destinations was inaugurated. WCA now operated in five states. It changed its name to North Central Airlines on December 16, 1952. Convair CV-340 "Northliners" were introduced in 1959. They were converted to propjet power as the CV-580 in the late 1960s. Travel growth meant larger aircraft such as the Stratocruiser, DC-6 and Convairs disembarked an ever increasing number of passengers and the Layton Avenue terminal became congested. A new \$3.2 million, two-level terminal facing Howell Avenue was opened on July 19, 1955. It offered 23 gates along its three concourses. The airport then included 1,530 acres of land. On December 15, 1955 Northwest entered into an interchange agreement with Eastern Air Line for a service from Chicago to Miami and three years later the airline was granted its own nonstop authority. Nonstops from Minneapolis/St. Paul and Milwaukee were added later. In the 1950s Northwest Airlines, adopted the operating name Northwest Orient Airlines to show it was no longer operating just in the U.S. Midwest. The name reverted back with the introduction of the present color scheme.



The DC-4 was Northwest's first transcontinental airliner. (NW)



DC-8s of Northwest also served MKE. (Douglas)

Milwaukee entered the jet age in July 1961 with the arrival of a Northwest Boeing 720 and MKE was included in the rapidly-expanding DC-8 network in the Fall of 1962 as a stop between New York (Idlewild) and the Twin Cities. North Central introduced DC-9 service in 1967.

Deregulation of the airline industry in the late 1970s prompted another terminal renovation and the addition of three gates, at a total cost of \$44 million. The airport was attracting more international services and the Milwaukee County Board of Supervisors renamed it the 'General Mitchell International Airport' on June 19, 1986. On December 14, 1990 a 16-gate addition to Concourse D was opened.

North Central, based at Minneapolis/St. Paul and Southern Airways of Atlanta merged on July 1, 1979 to form Republic Airlines. North Central had a strong network in the northern Midwest and Southern was strong in the south and east. The Twin Cities became the headquarters of the new airline. By June 1979 services had been added to Houston, Kansas City, Denver and Tucson. But by the mid-1980s Republic ran into financial prob-

lems and on July 31, 1986 it was taken over by Northwest Airlines in a \$884 million merger. Overnight Northwest became the fifth-largest airline in the country, serving 135 cities in 18 countries with a fleet that grew from 143 aircraft to 314. The number was reduced as overlapping serves were being consolidated.



North Central's CV-580s ranged as far as Atlanta. (John Parnell)



A tale of three tails: the merger of North Central (right) and Southern (centre) created Republic (left). (Dick Meyer)

Northwest is now the fourth-largest airline in the U.S. and operates to 42 international and 113 domestic destinations. Milwaukee residents can reach more than 500 cities in more than 100 countries on Northwest and its Alliance partners. The fleet includes more than 400 Airbus, Boeing and McDonnell Douglas jets from the A319 and A320 to the B747-400. About 90 Bombardier CRJ-100 regional jets fly in Northwest Airlink colors, as do 35 AVRO RJ85s. Mesaba Airlines operates more than 70 SAAB 340 in code sharing with Northwest. They serve 100 destinations in 26 states and Canada from major hubs at Detroit and the Twin Cities. Local services are provided by Air Wisconsin from its hub at Chicago with BAe 146 and Bombardier CRJ200 regional jets.



The name is new on this DC-9, but the colors are all North Central's. (Dick Meyer)

Midwest Airlines is the main airline based at MKE at this time. The carrier began life as the corporate aviation division of Kimberly Clark in 1969 under the name K-C Aviation. After the Deregulation Act of 1978, K-C Aviation bought a DC-9-14 and became a commercial air carrier. It was renamed Midwest Express in 1984 and on June 11 scheduled services were inaugurated from MKE to Boston, New York, Chicago and Dallas. Two Convair CV-580s were bought for an MKE - Chicago shuttle service, but this operation was halted in 1984 and the Convairs were sold.

By 1986 the carrier was flying five DC-9-14. In June, Midwest Express inaugurated nonstop roundtrip services from Milwaukee to Detroit, Philadelphia and Newark. In the summer of 1988 the fleet had grown to six DC-9-14, two -15 and three -32 as more services had been added and



Northwest Orient titles have now disappeared. Shown is B757-251. (John Wegg)

frequencies increased. Kimberly-Clark relinquished control through a public stock offering in 1995 and 1996. The name was changed to Midwest Airlines in January 2003. Today the fleet of 27 MD-81, 82, 83 and B717 operates to 50 destinations in the U.S. and Canada from hubs at Milwaukee, Kansas and Omaha.

A regional subsidiary, Midwest Connect, also operates from MKE. Its fleet includes 14 Beech 1900D and 10 Dornier 328JETs, all feeding Midwest Airlines. On order are 20 Embraer ERJ-140LR.

Also based at MKE is Air Cargo Carriers. Founded in 1986, the company operates scheduled and charter feeder cargo services for major express carriers in the U.S., Canada and the Caribbean. Its fleet includes 24 turboprop Shorts 330 freighters and one Dassault Falcon 20 jet.



'Short-body' DC-9-15, ex-Southern Airways. (Dick Meyer)

Flying Stamps

By Jim Edwards

MKE—Milwaukee

First Day of Issue Stamp honoring General "Billy" Mitchell issued on July 30, 1999.



Left - America West is now in the news. This Fokker 70 stamp was issued by the Republic of Palau in 2003 to commemorate 100 Years of Aviation.

Lower Left - Viet Nam issued this stamp of the Vietnam Airlines Boeing 767-300 in 2002.

Bottom - This Royal Swazi National Airways Fokker F28 stamp was issued by Swaziland in 1981.



Playing Cards

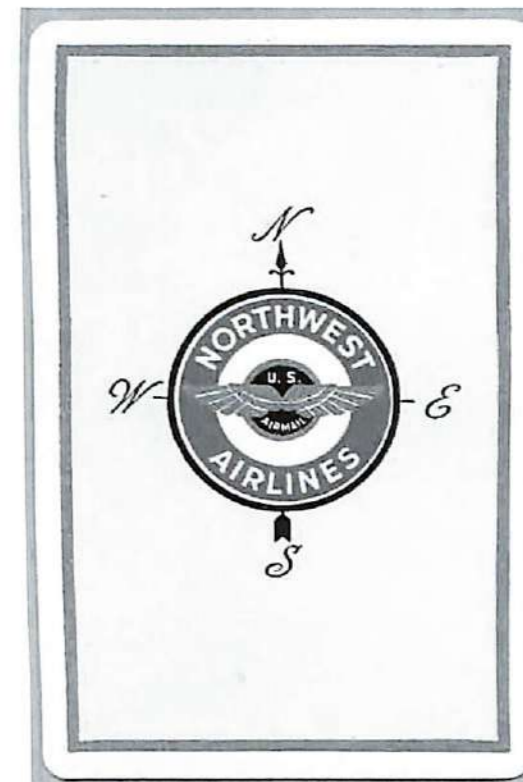
By Fred Chan

topflite@olympus.net

Playing Cards From Airlines Serving Milwaukee

As we meet at our annual get-together, this year in Milwaukee, no doubt many of us will be talking about the playing cards from carriers that have played a major role in the area.

One airline that has provided service to Milwaukee for a long time is, of course, Northwest Airlines which has issued cards as early as the 1930s when its decks featured the Lockheed Zephyr and these are quite rare (Card #1). Also difficult to find are the "compass" decks issued in the 1940s (Card #2). Of most interest to collectors are the NWA decks (Card #3) in which part of the name was misspelled as "AIRLIENS." These are very rare - only single cards are known to exist in a few collections, probably because Northwest had recalled the decks when the error was discovered. Except for decks featuring the Boeing Stratocruiser and the 747, most of NWA's cards over the past 70 years have been quite plain in design and very readily available.



Card #2

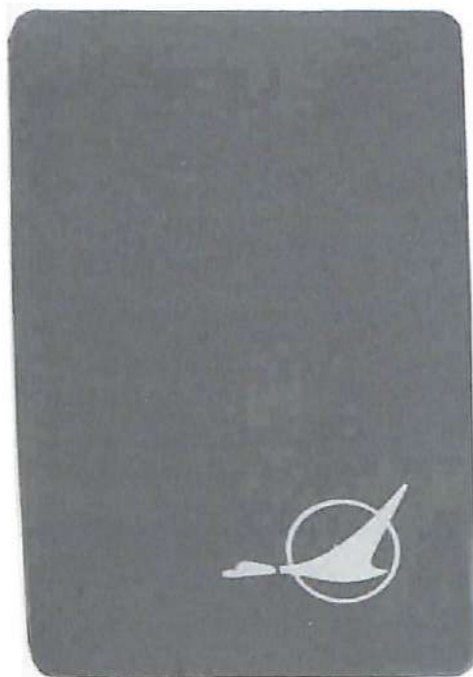
Card #3



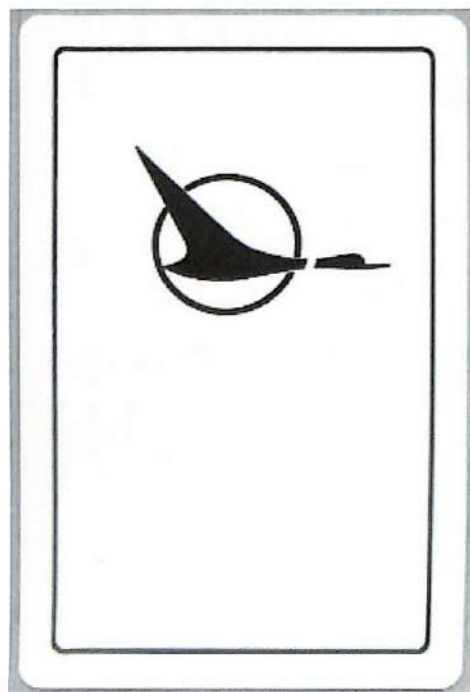
Card #1



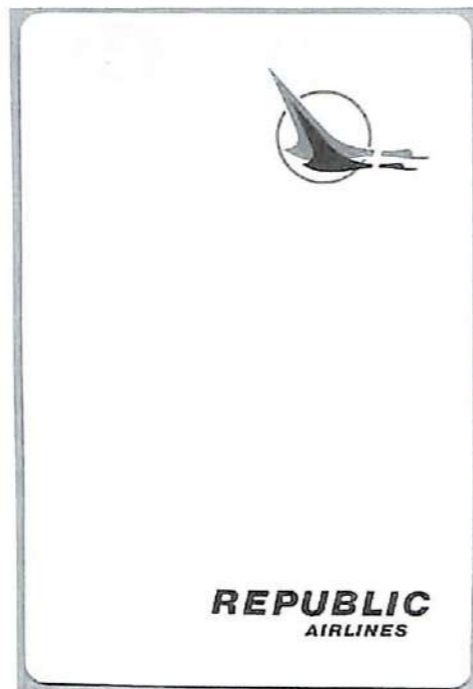
North Central and its successor, Republic Airlines, have also issued a number of different designs although they were relatively small carriers and have short flight segments. Most of these are readily available except for the North Central decks that show only its logo without its name (Cards #4 & #5). Also quite rare is a deck that was issued briefly after the merger that showed the old North Central logo and the Republic name (Card #6). Later Republic designs were usually quite plain (Card #7).



Card #4



Card #5



Card #6



Card #7

Two airlines based in Wisconsin are Air Wisconsin and Midwest Express which have also issued cards. AWI had an attractively packaged double deck featuring its de Havilland DH.104 Dove and BAe-146 aircraft when it celebrated its 20th anniversary in 1985 (Cards #8 & #9). These are now difficult to obtain but certainly not as rare as the deck issued about 20 years earlier (Card #10) which showed a de Havilland DHC-6 Twin Otter. This deck is very rare and only singles exist in some collections.



Card #8



Card #9

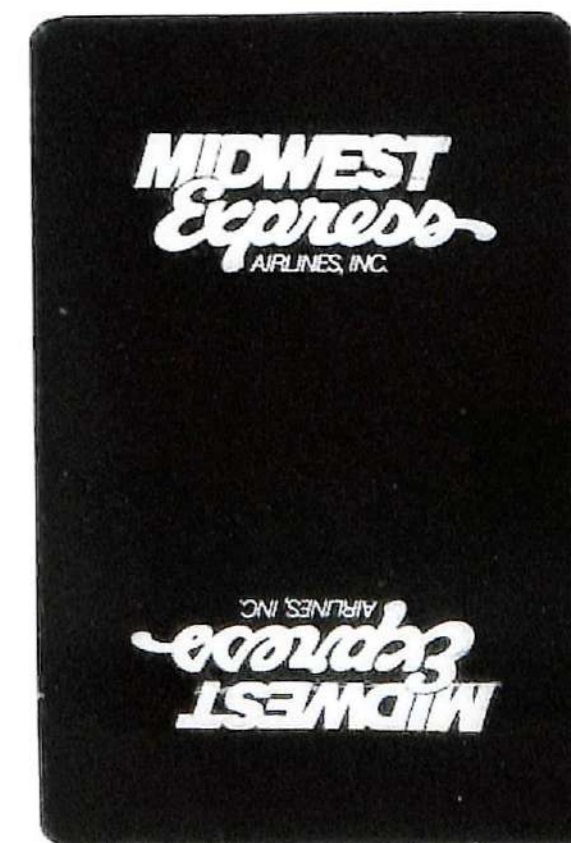


Card #10

Midwest Express has issued two decks. Card #11 is an attractive design and is fairly readily available. Although quite plain, an earlier issue (Card #12) is much more difficult to come by.



Card #11



Card #12

Timetables

By David Keller

dkeller@airlinetimetables.com

Northwest & Milwaukee

Like many of the carriers to spring up in the 1920's, Northwest Airlines got its start carrying mail for the United States Postal Service. Service was inaugurated on October 1, 1926, serving the Minneapolis to Chicago route, which had originally been awarded to Dickenson Airlines earlier that same year. (Northwest began their passenger service in 1927.) From these meager beginnings, Northwest has defied the odds, and, almost 80 years later, is one of the largest airline companies in the world.

The timetable dated September 1, 1930, shows the carrier still in its infancy, with a route system bounded by Chicago, Omaha, and Winnipeg. The carrier referred to its aircraft with nicknames; the 14 passenger Ford Trimotor was dubbed the "Grey Eagle", the 6 passenger Hamilton monoplane was promoted as the "Silver Streak", and the 3 passenger Stinson-Detroiter operated as the "Blackbird". Probably necessitated by the airline's limited route network, Northwest was associated with a number of railroads, promoting it as the "First Coordinated Air-Rail service in the United States".

By the late 1930's, Northwest's reach had extended to the West Coast, with "Sky Zephyrs" serving both Seattle and Portland. Northwest favored the smaller but faster Lockheed types over the popular DC-3. The carrier would start DC-3 service the following year, becoming one of the last trunk lines to do so.

Many US Airlines operated contract services for the military during World War II, and were duly rewarded with new route authority following the cessation of hostilities. Northwest was no exception, and as a result of contract services operated to Alaska, was awarded new routes in 1946 to Anchorage and on to the Far East. The timetable dated November 1, 1946 is the first to promote the new services, with the airline calling itself "Northwest Orient Airlines". This was the only timetable to use "Oriental" in the airline name, as it became "Northwest Orient Airlines" thereafter.

**MILWAUKEE
DETROIT
AIRLINE...**

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MILWAUKEE-MUSKEGON-GRAND RAPIDS-LANSING-DETROIT

MICHIGAN

**WEST TO ST. PAUL AND MINNEAPOLIS
EAST TO NEW YORK AND BOSTON**

Kohler Aviation 9/25/1932

Service to the Orient was inaugurated on July 15, 1947. The timetable dated July 3, 1947 shows this service, operating 3 times each week from Minneapolis to Tokyo, Shanghai and Manila, via Anchorage.

SCHEDULES EFFECTIVE SEPT. 25, 1932

Table 3
MILWAUKEE-DETROIT ROUTE

EASTBOUND	No. 2 The Detroiter	No. 6 The New Yorker	
		Daily PM	* 1 00 PM
Lv Milwaukee	(C. T.)	7 35	1 00
Lv Muskegon	(E. T.)	9 25	2 50
Lv Grand Rapids		10 00	3 25
Lv Lansing		10 35	4 00
Ar Detroit	(E. T.)	11 30	* 4 55

See Note at bottom of back cover for change of Air Terminal after Nov. 27th.

Table 4
MILWAUKEE-DETROIT ROUTE

WESTBOUND	No. 1 The Milwaukeean Lv. Sun and Holidays AM	No. 5 The Northwester	
		Daily PM	* 2 00 PM
Lv Detroit	(E. T.)	8 45	2 00
Lv Lansing		9 45	3 00
Lv Grand Rapids		10 30	3 45
Lv Muskegon	(E. T.)	10 55	4 10
Ar Milwaukee	(C. T.)	11 55	* 4 10

Table 5
Via Chicago and North Western Railway
Between Chicago and Suburbs
and Michigan Points

No. 401 AM	No. 117 AM	Via U. & N. W. Ry.				No. 402 PM
* 10.00	* 1.30	Lv Chicago	Ar			7.45
10.10		Lv Wilson Ave.	Ar			6.50
10.14		Lv Evanston (Overpass)	Ar			6.40
10.14		Lv Highland Park	Ar			
10.14		Lv Lake Forest	Ar			
10.22	* 2.30	Lv Waukegan	Ar			6.09
11.11	3.00	Lv Kenosha	Ar			5.48
11.25	3.21	Lv Racine	Ar			5.32
12.01	* 3.50	Ar Milwaukee	Lv			* 5.00

LOCAL ONE WAY AND ROUND TRIP FARES							
Detroit		Lansing		Grand Rapids		Muskegon	
O.W.	R.T.	O.W.	R.T.	O.W.	R.T.	O.W.	R.T.
Milwaukee	\$19.85	\$27.21	\$16.95	\$22.29	\$11.75	\$25.02	\$18.90
Muskegon	14.15	20.88	8.50	16.15	5.00	9.50	15.00
Grand Rapids	10.65	20.25	5.00	9.50			
Lansing	6.50	12.95					

Round-Trip Fare - Return limit of 30 days allowed. Return coupon will not be valid until return reservation has been made.

THROUGH AIR-RAIL FARES
Milwaukee and New York, via Detroit, including lower berth \$50.00
New York to Milwaukee, via Grand Rapids, including lower berth \$27.71
Milwaukee and Detroit, via Michigan Central R. R., between Grand Rapids Airport and Detroit \$18.00
Chicago or suburban stations and Grand Rapids \$17.00
Chicago or suburban stations and Muskegon \$16.00
Chicago or suburban stations and Lansing, Michigan \$17.71
Consult agents for other through fares.
Stop-over of 30 days will be allowed at any one point en route between Milwaukee and Detroit in either direction upon payment of \$1.00 at time ticket is purchased.

EXPLANATION OF NOTES - ALL TABLES
C. T. - Central Standard Time. E. T. - Eastern Standard Time.
Dark line type indicates P.M. Light line type indicates A.M.
* - Daily. † - Daily except Sunday and holidays.
L - Local sleeper may be equipped at Milwaukee and Lansing.
L - Stop at Muskegon to discharge passengers from the East and to pick up passengers if reservation is made one hour in advance.
L - Stop at Muskegon to discharge passengers from Milwaukee and to pick up passengers if reservation is made two hours in advance.

AND EXPRESS

Kohler Aviation 9/25/1932 Inside Page (Above)

Northwest Airlines 9/1/1930 (Right)

**"FIRST CO-ORDINATED
AIR-RAIL SERVICE
IN THE UNITED STATES"**

**NORTHWEST
AIRWAYS INC.**

**Associated with
NORTHWEST AIRWAYS INC.**

**GREAT LAKES
CHICAGO - ST. PAUL
PENNSYLVANIA
BALTIMORE
NEW YORK**

CORRECTED

NORTHWEST AIRWAYS, Inc.
CHICAGO - ROCHESTER - TWIN CITIES

Air Mail Passenger Express	Miles	DAILY SERVICE Central Standard Time		Air Mail Passenger Express
Grey Eagle	0	Lv Chicago	Ar	12:25 p.m.
1:00 p.m.	81	Lv Rochester	Lv	9:40 a.m.
6:00 p.m.	285	Lv Minneapolis	Lv	8:55 a.m.
6:40 p.m.	353	Ar St. Paul	Ar	8:45 a.m.

* Stop-over to pick up passengers for Rochester and Twin Cities.
"GREY EAGLE" EQUIPMENT: Ford all-metal, tri-motored cabin monoplane. Heated. Capacity, 14 passengers, pilot and co-pilot. Smoking compartment, baggage and toilet facilities. Powered with three 410 H. P. "Wasp" motors. Flares and landing lights. Refreshments served en route. Steward service. Weather bureau reports.

Passenger Fares Between	Chicago	Rochester	Minneapolis	St. Paul
Chicago	\$28.00	\$30.00	\$30.00	\$30.00
Rochester	\$28.00	\$28.00	\$28.00	\$28.00
Minneapolis	\$28.00	\$28.00	\$28.00	\$28.00
St. Paul	\$28.00	\$28.00	\$28.00	\$28.00

NOTE: Round Trip fare between Chicago or Rochester and St. Paul or Minneapolis is \$50.00. Stop-over privilege, 60 days.

CHICAGO - MILWAUKEE - TWIN CITIES

Air Mail Passenger Express	Miles	DAILY SERVICE Central Standard Time		Air Mail Passenger Express
Black Bird	0	Lv Chicago	Ar	7:15 p.m.
6:10 a.m.	11:20 p.m.	Lv Milwaukee	Lv	6:25 p.m.
6:58 a.m.	12:20 a.m.	Lv Milwaukee	Ar	6:06 p.m.
7:10 a.m.	12:20 a.m.	Lv La Crosse	Lv	4:20 p.m.
9:20 a.m.	1:30 a.m.	Lv Minneapolis	Lv	4:00 p.m.
10:40 a.m.	3:45 a.m.	Ar St. Paul	Ar	4:00 p.m.

* "SILVER STREAK" EQUIPMENT: Hamilton super-powered, all metal cabin monoplane. Heated. Capacity, 6 passengers and pilot. Baggage and toilet facilities. Powered with 550 H. P. "Horse" motor. Flares and landing lights. Weather bureau reports en route.

Passenger Fares Between	Chicago	Milwaukee	La Crosse	Minneapolis	St. Paul
Chicago	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Milwaukee	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
La Crosse	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Minneapolis	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
St. Paul	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00

NOTE: Round trip fare between Chicago or Milwaukee and St. Paul or Minneapolis, \$20.00. Stop-over privilege, 60 days.


CHICAGO - MILWAUKEE - GREEN BAY

Air Mail Passenger Express	Miles	DAILY SERVICE Central Standard Time		Air Mail Passenger Express
Black Bird	0	Lv Chicago	Ar	7:15 p.m.
6:10 a.m.	85	Lv Milwaukee	Lv	6:25 p.m.
7:30 a.m.	83	Lv Milwaukee	Ar	6:08 p.m.
8:10 a.m.	150	Lv Fond du Lac	Lv	5:30 p.m.
8:25 a.m.	185	Lv Oshkosh	Lv	5:05 p.m.
8:40 a.m.	185	Lv Appleton/Neenah/Menasha	Lv	4:50 p.m.
9:00 a.m.	210	Ar Green Bay	Ar	4:30 p.m.

* "BLACK BIRD" EQUIPMENT: Stinson-Detroiter cabin plane. Heated. Capacity, 3 passengers and pilot. Wright Whittcomb 200 H. P. motor. The engine made famous by the Lindbergh trans-Atlantic flight. Flares and landing lights. Weather bureau reports en route. Neenah-Menasha served from Appleton Airport.

Passenger Fares Between	Chicago	Milwaukee	Fond du Lac	Oshkosh	Appleton/Neenah/Menasha	Green Bay
Chicago	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Milwaukee	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Fond du Lac	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Oshkosh	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Appleton/Neenah/Menasha	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
Green Bay	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00

NORTHWEST AIRLINES



SKY ZEPHYRS

WORLD'S FASTEST TRANSPORTS

Only Direct Route

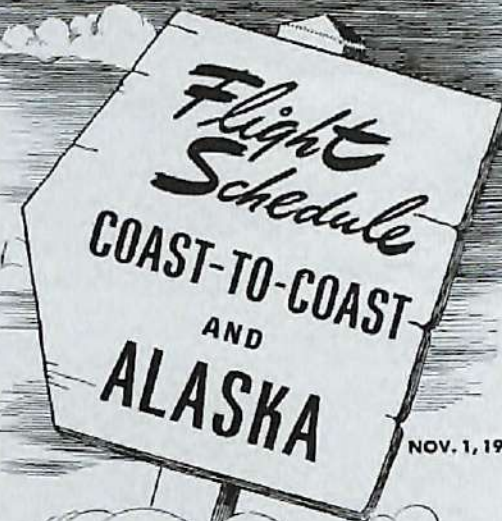
CHICAGO
TWIN CITIES
WINNIPEG
BILLINGS
SPOKANE
PORTLAND
SEATTLE

EDUCATIONAL FARES
LOWEST IN HISTORY
EFFECTIVE OCTOBER 1, 1938

Northwest 10/1/1938 (Above and Below)

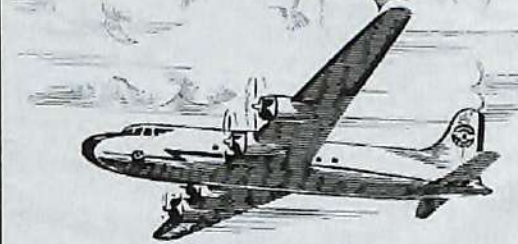
NORTHWEST AIRLINES

Oriental



Flight Schedule
COAST-TO-COAST
 AND
ALASKA

NOV. 1, 1946



Air Mail Now 5c an Ounce

Northwest 11/1/1946 (Above)

Northwest was a regular Douglas customer over the years, and when the manufacturers trotted out their jet offerings, Northwest opted for the DC-8. Sticking with the nomenclature from the DC-6 and DC-7 series aircraft, the carrier promoted the -30 series models as DC-8C's. The timetable dated July 1, 1960 indicates that the type was to start service that month, but the book *Airlines of the United States Since 1914* claims that Northwest did not start jet service until September. The December 1, 1960 timetable (not depicted) has a notation that at the issue date, the DC-8 flights were not operating as scheduled. The DC-8's did not prove popular with Northwest, and they were sold as soon as they could be replaced by 707-320B's.

The April 1, 1969 timetable was the first to show off the carrier's redesigned logo and new red, white, and dark blue colors. (The airline was now simply known as "Northwest Orient", as "Airlines" had been dropped previously.) No mention is made of the new image in the schedule, but the back cover does promote the fact that all of the 720B's in the fleet had been converted to a 5 abreast seating layout. The aircraft were dubbed "720B Specials".

The June 1, 1970 timetable saw Northwest's introduction of the Boeing 747. Service was inaugurated on June 8th, between Minneapolis/St. Paul and New York, with service to Tokyo starting in July.

Northwest's journey has had its share of "bumps" along the way, frequently as a result of a tough line the carrier took with its labor unions. Those unions struck Northwest on a frequent basis, and Northwest always made a point of maintaining some level of service, rather than allow the airline to be completely grounded by the work stoppage. 3 of the carrier's strike timetables are illustrated; October 25, 1970, June 1, 1978, and May 22, 1982. Additionally, the 1970 strike timetable shows the final Electra service with Northwest, as it would be retired by the time the next timetable was issued in November.

The economies of Pacific Rim nations were expanding rapidly during the 1970's and 1980's, and Northwest was the beneficiary of having routes into those countries. The 747's served the Pacific routes, and DC-10's were acquired for domestic service. Interestingly, the carriers DC-10's, which had Pratt and Whitney engines rather than General Electric powerplants, were originally designated DC-10-20's by McDonnell Douglas. Apparently, Northwest wanted to infer that this aircraft was more advanced than the long-range DC-10-30, so the designation was changed to DC-10-40.

(There are photos of McDonnell Douglas flight test aircraft in manufacturer colors that say "DC-10-20".)

Deregulation brought new opportunities for Northwest, and the carrier added new routes to bolster its hubs at Minneapolis/St. Paul and Detroit. Meanwhile, North Central Airlines, another Minneapolis-based airline, had acquired Southern Airways and Hughes Airwest to form Republic Airlines. Republic competed with Northwest at both Minneapolis and Detroit, and maintained another major hub in Memphis. Rather than continuing to compete with Republic at its main hubs, Northwest simply purchased the smaller carrier and eliminated the competition. The timetable dated October 1, 1986 was issued to show the combined schedule resulting from the merger. This was also the final "traditional" system timetable issue by Northwest, as they would switch to the much-thinner direct flight timetable. (There were some "International" issues printed in the late 80's, which do show connections, but not all of the direct flights between non-hubs.) The direct flight timetables were phased out several years ago in favor of the ever-popular "non-existent" version. As a final note, this was also the first timetable to drop "Orient" from the airline's name.

Northwest Airlines has enjoyed a long and colorful history. Despite an inauspicious start, troubles with labor, and the expectation that it could not survive in a deregulated environment, Northwest carries on, long after names such as Eastern, Pan Am and TWA have passed into history.

Northwest was one of the earliest carriers to serve Milwaukee, Wisconsin, the site of this year's Airlines International Show. I am presenting timetables from a few other carriers that have played a part in Milwaukee's aviation history.

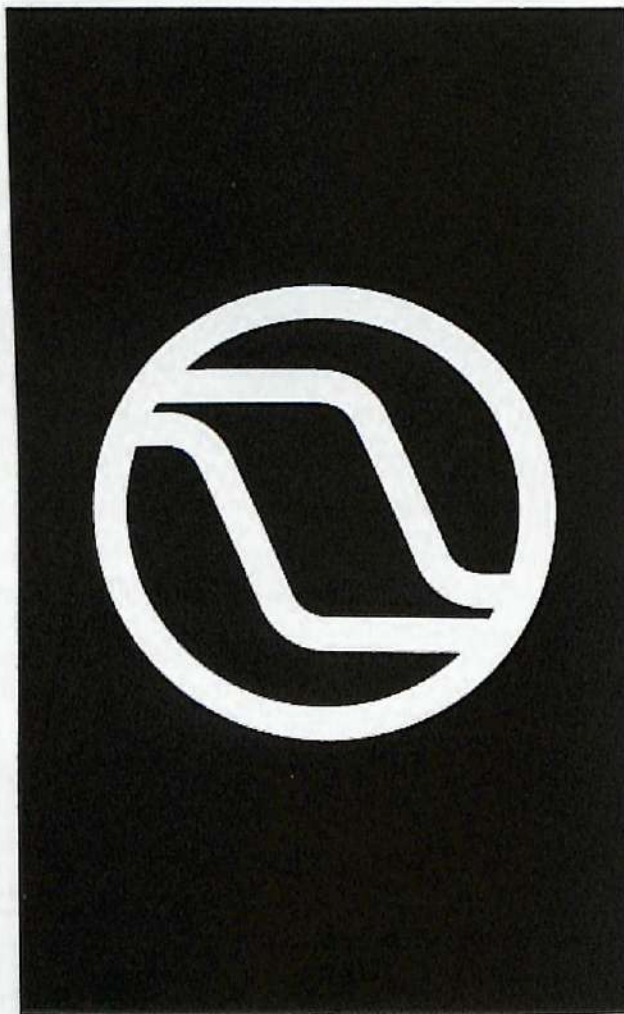
Kohler Aviation operated amphibious aircraft between Detroit and Milwaukee. This timetable dated September 25, 1932 shows the airline's route network consisting of 5 cities, as well as the indication of rail connections on both ends. Kohler would be acquired by Pennsylvania Airlines in 1934, and by way of a merger with Central Airlines and a name change, Milwaukee would find itself on the Capital Airlines route network.

Milwaukee was an important station for North Central Airlines, and that didn't change after the merger with Southern Airways to create Republic Airlines. The timetable dated April 1, 1980, shows one of the first routes added as the new carrier began the job of tying the systems together. At this point, Republic had approximately 70 daily departures from Milwaukee.

CHICAGO - TWIN CITIES - SPOKANE - PORTLAND - SEATTLE							CHICAGO - PORTLAND - SEATTLE							SEATTLE - PORTLAND - CHICAGO										
Effective October 1, 1938							Effective Oct. 1, 1938							Effective Oct. 1, 1938										
	Trip 5 Daily	Trip 7 Daily	Trip 1 Daily	Trip 9 Daily	Trip 11 Daily	Trip 3 Daily	Trip 2 Daily	Trip 6 Daily	Trip 36 Daily	Trip 4 Daily	Trip 10 Daily	Trip 8 Daily	Trip 14 Daily											
Lv CHICAGO (CT)	7 30	6 00	1 30	5 50	5 30	10 00	11 00	11 30		12 50	1 00	1 30	1 55	Lv SEATTLE (PT)	8 30	1 00								
Lv MILWAUKEE	9 30	6 55	Non-Stop	Non-Stop	6 15	Non-Stop	11 00	11 30		12 50	1 00	1 30	1 55	Lv PORTLAND	8 30	1 00								
Lv ROCHESTER										12 50	1 00	1 30	1 55	Lv YAKIMA	8 30	1 00								
Lv SAINT PAUL										12 50	1 00	1 30	1 55	Lv WENATCHEE	8 30	1 00								
Lv MINNEAPOLIS	10 00	9 00	3 45	8 15	8 25	12 15				12 50	1 00	1 30	1 55	Lv SPOKANE (PT)	10 00	3 10								
Lv MINNEAPOLIS	10 15	9 10	4 00			12 30				12 50	1 00	1 30	1 55	Lv MISSOULA (MT)	10 15	3 30								
Lv FARGO	11 45	10 45	5 30			2 00				12 50	1 00	1 30	1 55	Lv BUTTE	12 25	6 15								
Lv FARGO	11 55		5 40			2 10				12 50	1 00	1 30	1 55	Lv HELENA	12 25	6 15								
Lv BISMARCK (CT)	1 20		7 40							12 50	1 00	1 30	1 55	Lv BILLINGS	2 25	7 20								
Lv MILES CITY (MT)			7 40							12 50	1 00	1 30	1 55	Lv BILLINGS	2 40	7 35								
Lv BILLINGS	2 40		8 30			4 30				12 50	1 00	1 30	1 55	Lv MILES C'Y (MT)	2 40	7 35								
Lv BILLINGS	2 55		8 45			4 45				12 50	1 00	1 30	1 55	Lv BISMARCK (CT)	6 40	10 45								
Lv HELENA						4 30				12 50	1 00	1 30	1 55	Lv FARGO	6 50	11 50								
Lv BUTTE	4 20		10 10			4 45				12 50	1 00	1 30	1 55	Lv MINNEAPOLIS	8 10	1 20								
Lv MISSOULA (MT)	5 10					4 45				12 50	1 00	1 30	1 55	Lv MINNEAPOLIS	8 25	1 35								
Lv SPOKANE (PT)	5 15		11 00			4 55				12 50	1 00	1 30	1 55	Lv SAINT PAUL	8 40	1 45								
Lv SPOKANE (PT)	5 30		11 15			5 10				12 50	1 00	1 30	1 55	Lv SAINT PAUL	8 40	1 45								
Lv WENATCHEE						5 10				12 50	1 00	1 30	1 55	Lv ROCHESTER										
Lv YAKIMA						5 10				12 50	1 00	1 30	1 55	Lv MILWAUKEE	10 15	3 30								
Lv PORTLAND	9 55		9 45			5 10				12 50	1 00	1 30	1 55	Lv CHICAGO (CT)	10 50	3 30								
Lv SEATTLE	7 10		12 55			5 10				12 50	1 00	1 30	1 55											
Lv VANCOUVER (PT)	8 00		10 45			5 10				12 50	1 00	1 30	1 55											

NORTHWEST ORIENT

System Timetable Effective April 1, 1969



Northwest 4/1/1969

EFFECTIVE
JULY 1, 1960
EXCEPT AS NOTED

NORTHWEST AIRLINES




FLY NORTHWEST DC-8C JETS

FROM
**NEW YORK, SEATTLE
OR CHICAGO***

DIRECT TO THE ORIENT

Convenient connections from all major cities

Luxury **IMPERIAL SERVICE**
or thrifty **CORONATION COACH**

*EFFECTIVE IN AUGUST

Shortest, fastest route to the Orient

Northwest 7/1/1960

FLY NORTHWEST ORIENT AIRLINES DC-8C JETS TO THE ORIENT

Flying Time (in hours) between Orient and U. S. Cities

From	Hang Kong	Manila	Tokyo	Anchorage	Seattle	Chicago	Washington	Miami	New York
New York	17	16 1/2	13	6 1/2	—	—	—	—	—
Miami	20 1/4	19 1/2	16 1/4	9 3/4	—	—	—	—	—
Washington	21 1/4	20 1/2	17 1/4	10 3/4	—	—	—	—	—
Chicago	15 3/4	15 1/4	11 3/4	5 1/4	—	—	—	—	—
Seattle	13 1/2	12 3/4	9 1/2	3	—	—	—	—	—
Anchorage	10 1/2	9 3/4	6 1/2	—	3	4 1/4	11	10 1/2	7
Tokyo	4	3 1/4	—	7 1/4	10 1/4	15 1/2	18 1/4	17 3/4	14 1/4
Manila	—	—	—	3 1/4	11	14	17 1/2	21	21 1/2
Hang Kong*	—	—	—	4 1/2	11 3/4	14 3/4	18	21 3/4	18 3/4

*Via connecting airline.

Effective July 31, 1960

FLIGHT NUMBER	75	207	85	107	1	1	985	1	1	99	1	987	1	983	99	1	98-	CODE
EQUIPMENT	Daily	Daily	Daily	Daily	Daily	Daily	DC-8C	Su	Tu	Mo	Tu	We	Th	Fr	Sa	Fr	Sa	Daily Ex. Mo Th
NEW YORK	Li	Li	Li	Li	Li	Li	DC-8C											IDL
BOSTON	Li	Li	Li	Li	Li	Li	DC-8C											BOS
MIAMI	Li	Li	Li	Li	Li	Li	DC-8C											MIA
PHILADELPHIA	Li	Li	Li	Li	Li	Li	DC-8C											PHL
WASHINGTON	Li	Li	Li	Li	Li	Li	DC-8C											DCA
DETROIT	Li	Li	Li	Li	Li	Li	DC-8C											DTW
MILWAUKEE	Li	Li	Li	Li	Li	Li	DC-8C											MKE
ATLANTA	Li	Li	Li	Li	Li	Li	DC-8C											ATL
DALLAS	Li	Li	Li	Li	Li	Li	DC-8C											DAL
CHICAGO (MD'Hard)	Li	Li	Li	Li	Li	Li	DC-8C											ORD
CHICAGO (Midway)	Li	Li	Li	Li	Li	Li	DC-8C											MDW
MINNEAPOLIS-ST. PAUL	Li	Li	Li	Li	Li	Li	DC-8C											MSP
LOS ANGELES	Li	Li	Li	Li	Li	Li	DC-8C											LAX
SAN FRANCISCO	Li	Li	Li	Li	Li	Li	DC-8C											SFO
PORTLAND	Li	Li	Li	Li	Li	Li	DC-8C											PDX
SPOKANE	Li	Li	Li	Li	Li	Li	DC-8C											GEG
SEATTLE-TACOMA	Li	Li	Li	Li	Li	Li	DC-8C											SEA
ANCHORAGE, Alaska	Ar	Ar	Ar	Ar	Ar	Ar	DC-8C											ANC
TOKYO, Japan	Ar	Ar	Ar	Ar	Ar	Ar	DC-8C											TYO
SEOUL, Korea	Ar	Ar	Ar	Ar	Ar	Ar	DC-8C											SEL
OKINAWA, Ryukyus	Ar	Ar	Ar	Ar	Ar	Ar	DC-8C											OKA
TAIPEI, Taiwan	Ar	Ar	Ar	Ar	Ar	Ar	DC-8C											TPE
MANILA, Philippines	Ar	Ar	Ar	Ar	Ar	Ar	DC-8C											MNL
HONG KONG, Br. Cr. Col.*	Ar	Ar	Ar	Ar	Ar	Ar	DC-8C											HKG

Effective July 31, 1960

FLIGHT NUMBER	10	980	10	982	100	582	10	984	100	10	986	10	580	10	98-	10	74	9-700	80	CODE
EQUIPMENT	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C	DC-8C
HONG KONG, Br. Cr. Col.*	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	HKG
MANILA, Philippines	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	MNL
TAIPEI, Taiwan	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	TPE
OKINAWA, Ryukyus	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	OKA
SEOUL, Korea	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	SEL
TOKYO, Japan	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	Li	TYO
ANCHORAGE, Alaska	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	ANC
SEATTLE-TACOMA	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	SEA
PORTLAND	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	PDX
SPOKANE	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	GEG
SAN FRANCISCO	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	SFO
LOS ANGELES	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	LAX
MINNEAPOLIS-ST. PAUL	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	MSP
CHICAGO (MD'Hard)	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	ORD
CHICAGO (Midway)	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	MDW
DALLAS	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	DAL
ATLANTA	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	ATL
MILWAUKEE	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	MKE
DETROIT	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	DTW
WASHINGTON	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	DCA
PHILADELPHIA	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	PHL
MIAMI	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	MIA
BOSTON	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	BOS
NEW YORK	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	IDL

Connecting Service: A—American Airlines, B—Branch Airlines, C—Capital Airlines, E—Eastern Airlines, N—National Airlines, U—United Airlines, W—Western Airlines. (*) Via connection with another airline at Tokyo.

FOR EXPLANATION OF REFERENCE MARKS SEE PAGE 14

Northwest 7/1/1960



NORTHWEST ORIENT

SYSTEM TIMETABLE

EFFECTIVE MAY 22, 1982



For the duration of the strike by the International Association of Machinists, these flights will be operated on a regular basis.



NORTHWEST ORIENT TIMETABLE

Schedule effective June 1 thru June 7, 1978

For the duration of the strike by the Northwest pilots' union these flights will be operated on a regular basis

All flights on 747 aircraft



FL 415 EX BU	FL 125 DAILY	FL 707 EX SA	FL 445 EX SA
8:00am D 9:04am	12:30pm S 1:34pm 2:30pm EX WK	4:00pm 5:06pm	6:00pm S 7:07pm
Lv Chicago (O'Hare) Ar Minneapolis/St. Paul Lv Minneapolis/St. Paul	Ar Billings, Montana Lv Billings, Montana Ar Seattle/Tacoma		
FL 750 EX BU	FL 428 EX SA	FL 444 EX SA	FL 458 EX TU
8:00am B 9:06am	12:05pm S 1:07pm	4:00pm 5:06pm	11:00am* L 1:32pm* 2:15pm* 4:57pm* 5:59pm S DAILY 6:59pm
Lv Seattle/Tacoma Ar Billings, Montana Lv Billings, Montana Ar Minneapolis/St. Paul Lv Minneapolis/St. Paul Ar Chicago (O'Hare)			

LEGEND: B Breakfast S Snack L Lunch D Dinner
 *On June 2, 1978
 Call Northwest Airlines for information about bus service between Rochester, Minnesota and the Minneapolis/St. Paul International Airport.

FOR RESERVATIONS:

IN CHICAGO: 346-4900
 IN MINNEAPOLIS/ST. PAUL: 726-1234
 IN BILLINGS, MONTANA: 248-7301
 IN SEATTLE/TACOMA: 433-3500

Northwest 10/25/1970 (Top) 6/1/1978 (Middle) 5/22/1982 (Bottom)

NORTHWEST ORIENT

SPECIAL SCHEDULE

EFFECTIVE OCTOBER 25, 1970

Featuring Daily 747 Service!

New York • Chicago • Seattle • Tokyo
 New York • Minneapolis/St. Paul
 New York • Chicago • Honolulu
 (on weekends)

NORTHWEST ORIENT



REPUBLIC schedule

april 1 thru april 26 1980



nonstop nonstop nonstop

MILWAUKEE ST. LOUIS

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Northwest 10/1/1986

The final timetable is the inaugural schedule for Midwest Express, dated June 11, 1984. Despite the fact that the carrier was based in Appleton, Wisconsin, the airline's "hub" was in Milwaukee and has remained so ever since. The initial service was from Milwaukee to Appleton, Boston and Dallas/Ft. Worth. As the established airlines pulled service out of Milwaukee to concentrate on their hubs, Midwest Express continued to add nonstop service in many of those abandoned markets. One of the few remaining "New Entrants" from the 1980's, Midwest Express (now renamed Midwest Airlines) provides a valuable service for a city that could easily have been overlooked in the shadow of Chicago/O'Hare. (This timetable is actually a promotional mailer that has the inaugural schedules inside. There was also a 2-sided card printed for this date, which I believe is what would have been handed out at ticket counters.)



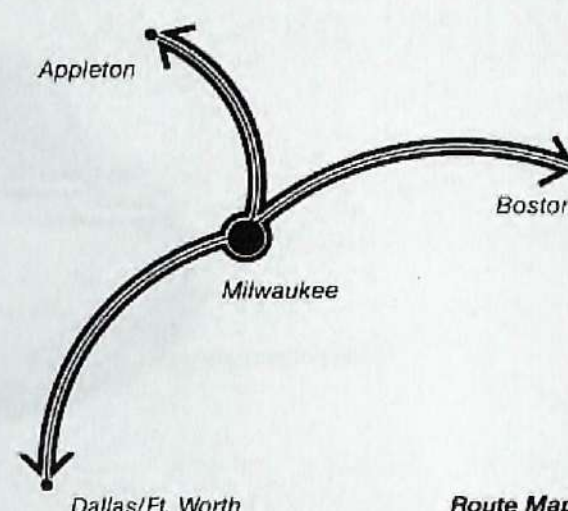
**Introducing
MIDWEST Express**

Schedule

Effective 6/11/84

<p>Appleton to Milwaukee 7:00a-7:30a Nonstop X67 12:30p-1:00p Nonstop 7 3:00p-3:30p Nonstop X6</p> <p>Dallas/Ft. Worth to Milwaukee 10:40a-12:40p Nonstop X67 6:40p-8:40p Nonstop X6</p> <p>Boston to Milwaukee 7:00a-8:10a Nonstop X7 12:10p-1:20p Nonstop X7 4:50p-6:00p Nonstop X6</p>	<p>Milwaukee to Appleton 1:40p-2:10p Nonstop X7 9:00p-9:30p Nonstop X6</p> <p>Milwaukee to Dallas/Ft. Worth 8:00a-10:10a Nonstop X67 4:00p-6:10p Nonstop X6</p> <p>Milwaukee to Boston 8:40a-11:40a Nonstop X7 1:20p-4:20p Nonstop X6 6:30p-9:30p Nonstop X6</p>
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X6=except Sat., X7=except Sun., X67=except Sat. & Sun.



Route Map

Midwest Express 6/11/1984

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

AIRLINES OF MILWAUKEE

Milwaukee, to be the scene of this year's Airliners International, is perhaps more famous for its breweries than for its place in the aviation world. Although separated from Chicago by less than 100 miles, surprisingly, Milwaukee is today served by over a dozen different carriers; some are regional partners of the biggies. It has successfully marketed itself to Chicago passengers as a way to avoid the hassle and delays of O'Hare.



Recent Air Canada demitasse set with red logo and name, silver rim on cup on saucer. Maker name appears to be Wazkoe Porzellan Bayreuth (Germany?).



America West's first china pattern carried the same colors its aircraft at the time; the desert cactus logo in maroon and gold, with blue pinstripes. Made by Rego in Japan.



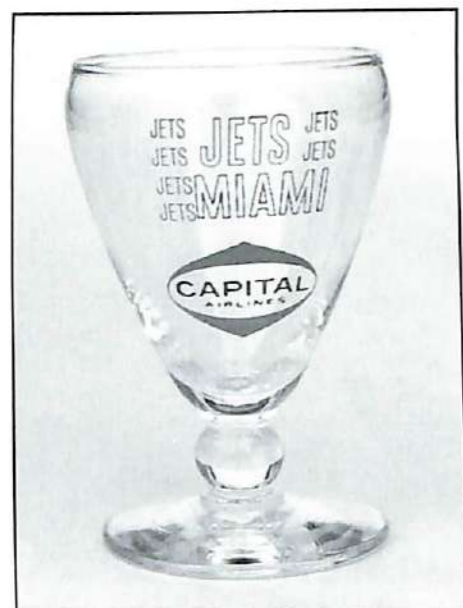
American used a paper-thin china called "Airlite", manufactured by Syracuse China Co. First ordered in the late 1930's, it was used for about 10 years. There were only 3 pieces in the set, coupe' plate, cup and vegetable bowl. The bowl does not have the eagle & stars, but has the AA name on the bottom. The markings are in light blue.



American Trans Air, now known simply as ATA, used this beautiful china on its around the world charter flights. Made by Noritake's InFlight Top division, the pieces have a dark blue border with a ribbed gold edge, except for the oval casserole, which does not have the gold edge.

Capital Airlines, long ago absorbed by United, did not use china, but did issue this fancy glass advertising its jet service to Miami. Lettering is medium blue. (Next Page)

Continental showed its "thunderbird" logo in gold and black on this china pattern from the 1960's. Made by Noritake. (Next Page)



Capital Airlines



A Delta "dog dish" from the 1950's, with their "Flying D" logo in blue. Made to be stacked in an insulated canister with pre-heated food, these heavy dishes were made by the Inca Ware division of Shenango China Co. Bowl color is light tan..



Continental Air Lines



Delta has not used marked glassware for many years, but here are some examples from days past.



Midwest Express (now known as Midwest Airlines) first used this simple design with a gray border, and their name repeated in a small script inside the border. In the late 1980's, their inflight manager

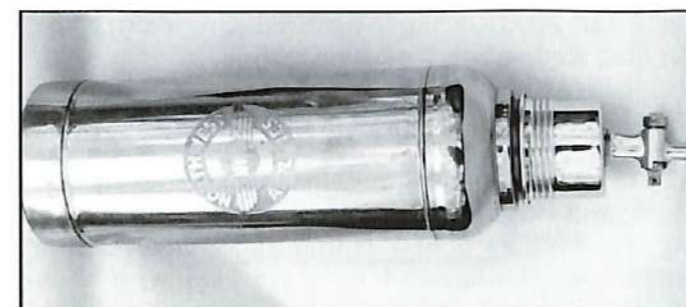


Tiny cardboard Continental salt and peppers showing another variation of the thunderbird logo. The salt shaker has a red background; the pepper is blue. Logos are red/white/blue.

met with a rep from the china distributor and asked to have a slogan put on the next order of coffee cups. He had a marking pen and wrote "Good Morning" on a cup to show what he wanted. It happened to be a blue pen, and when the new cups showed up, the slogan was also in blue!



A couple of early Midwest Express wine glasses with different logo variations.



An old Northwest beverage dispenser from DC3 service, with their "Winged NWA" logo etched on front. Made by Stanley Thermos Co., dated January 1947.



Three Northwest glasses with the "meatball" logo, from the days when the airline was billing itself as Northwest Orient, although the actual corporate name remained just plain Northwest.



Republic was a short-lived amalgam of small carriers, and was soon swallowed up into Northwest. I believe they had a First Class cabin, but had no chinaware, however they did use some marked glasses, as shown here. "Herman" the flying goose was a throwback to one of their predecessors, North Central, and was used for a short time as Republic's logo.



United used this pattern with their name and double-U logo in silver for a period of about 10 years from the mid-1980s to the mid-1990s. Most pieces were made by Wessco, but also some by Rego.



US Air's first china pattern featured their original logo, essentially their name in script. Made by Mayer China of Beaver Falls, PA. It is said that they did not want to offer a First Class service (Allegheny had none for many years), but were embarrassed into it, since they were taking over Piedmont, which DID have First Class accommodations.

Happy Collecting!

WAHS In Munich

Thanks to the efforts of fellow member Josef Schmitt, WAHS has had a visible presence at the German Aviation Museum in Munich and the Plastic Modeling Club Erding Show. We need the support of ALL members around the world to spread the word about our organization. If you can help, please contact the society president.



Sticker Chatter

By David A. Rowe

A good mixed bag of stickers from most of the Continents with a very strong contribution from my valued friend, Henk Heiden, who still finds time for me despite writing his fabulous Concorde book. I would love to include more from other members so keep your eyes peeled for me.

Fig. 1 FLY AIR of Turkey operates 737s from Istanbul. Multicolored. Henk Heiden, the Flying Dutchman, strikes again!

Fig. 2 INDEPENDENCE AIR was formerly Atlantic Coast Airlines and flies Airbus 319s. Blue, green, silver, black, and white.

Fig. 3 KLM now flies A330s as seen here. Blue, white, black, and silver.

Fig. 4 SPANAIR have always been great for stickers. Orange, blue, and white.

Fig. 5 FREEDOM AIR of New Zealand flies 737s and A320s. Multicolored.

Fig. 6 DBA is the new name for Deutsche BA. Black, green, and white.

Fig. 7 EUjet is a new British operator flying Fokker 100s from Manston in Kent. White on blue.

Fig. 8 AIR FRANCE issue for Ums (Unaccompanied Minors). Red, white, and blue. Henk Heiden again.

Fig. 9 BRAATHENS of Norway issue in Spanish (I think). Red, white, and blue featuring the 737. H.H. yet again!

Fig. 10 MALAYSIA hand baggage sticker in red, white, and two tone blue. H.H.

Fig. 11 WIZZ is a new Hungarian budget airline flying from Budapest. I have traveled with them twice to Warsaw and Budapest, very nice airline! Purple, mauve, black, pink and white but it looks great!

Fig. 11A ESTONIAN AIR special baby issue in light and dark blue, orange, and white. Again from my travels to Riga, the Estonian capital.

Fig. 12 AIR SENEGAL is now part of the R.A.M. Group. Red, green, black and white.

Fig. 13 TRAVEL SERVICE AIRLINES is a low cost carrier flying 737s from their base at Prague, Czech Republic, where I obtained this sticker last year. Red and blue on white.

Fig. 14 AIR ADRIATIC is a small Croatian airline. Red and blue on white.

Fig. 15 AIR FINLAND operate a single 757 on charters. Blue, yellow and white.

Fig. 16 FED EX have always done well for collectors. Purple, yellow, and black

Fig. 17 CAPE AIR flies Cessna 402s from Hyannis. Gold and black on white.

Fig. 18 SONG is Delta's low cost airline with 757s. Green and black on white.



Fig.1



Fig.4



Fig.6



Fig.8



Fig.2

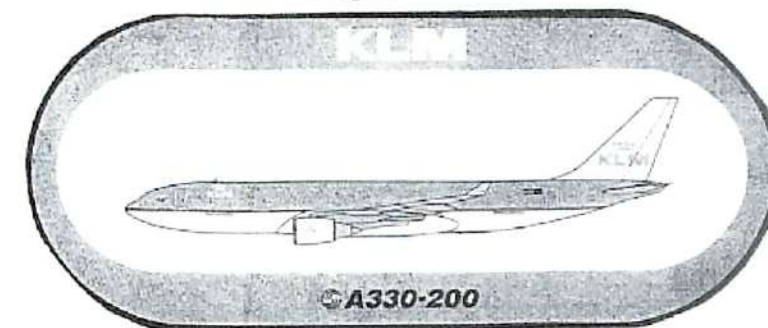


Fig.3

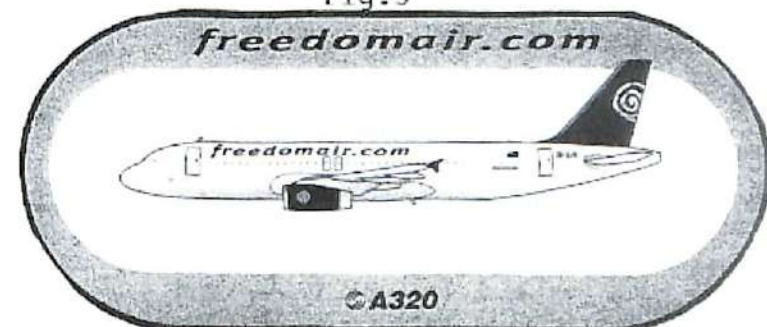


Fig.5

Fly from Kent with EUjet.com

Fig.7



Fig.9



Fig.10



Fig.11



Fig.11A



Fig.12



Fig.13



Fig.14

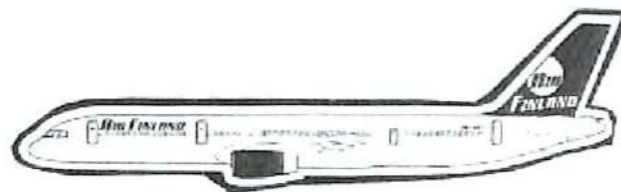


Fig.15



Fig.16



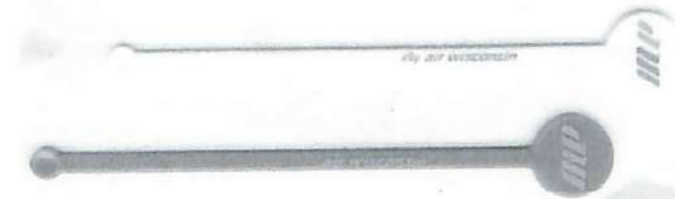
Fig.18

Airline Happy Hour

By Al S. Tasca

alstasca@bellsouth.net

In this article I will cover sticks from airlines that service the MKE - Milwaukee area. With some of the airlines that I will show, I can't be 100% that they ever served this area, but they're close enough.



These are two identical one sided sticks from Air Wisconsin. They are both flat and 5 1/2" long and have a dimple end on both sides. The white stick (Top) with the red and green logo and green writing says "Fly Air Wisconsin" while the dark green one with the orange logo and writing (Bottom) just says "Air Wisconsin". Both are made by Spir-it usa.



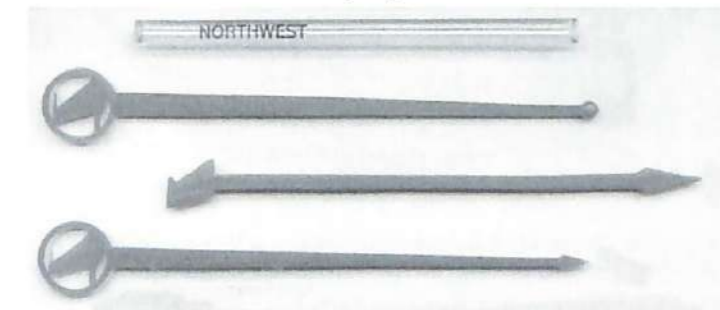
This one says "Fly Air Illinois" and shows another flat, one sided stick which is 6" long and also has a dimpled bottom on both sides. The only color that I've ever seen this stick is in yellow with the writing in maroon and a maroon circle around the yellow aircraft shape at the top. The manufacturer is also Spir-it usa.



The next sticks are sticks from Chicago Air. The large stick (Top), which is 5 1/2" long, is flat and one sided with a dimpled end on both sides while the smaller one (Bottom) which is 5" long and thinner, is also one sided and with a dimpled end on both sides. This one has the name and the half circles at the top raised. Both sticks are white with the name and logo in dark blue. Once again, Spir-it usa.



This group is from Midwest Express. The one with the shield shaped head (Top) is 5" and flat and one sided. The color is dark blue with the logo in gold. The one with the fancy cut out top is 5 1/2" long and also one sided (Middle). Around the top and bottom of the gold oval top, in very small dark blue writing, it says "THE BEST CARE IN THE AIR". The round top, flat one sided stick (Bottom) that also has a dimpled end on both sides is slightly lighter blue and the logo at the top is in white. All three sticks are made by Spir-it usa.



The last group is from Northwest Orient Airlines. The first one (Bottom) is 6" long, two sided and has a spear end. The top is cut out with the fuselage of the aircraft being thicker than the tail. The raised writing on one side says "NORTHWEST ORIENT" while the other side says "THE FAN-JET AIRLINE". The last one (Near Top) is also 6" long and almost identical in the cut out top. The top of this one however, sits just forward of the top of the shank. This stick is also only one sided with one side saying "NORTHWEST" in large letters and "ORIENT" over "AIRLINES" in very tiny letters in front of it. This stick also has a small bubble bottom. Both of these sticks are Spir-it usa.

I don't know much about this 5" stick with the missing tail antenna (Near Bottom). I just came across it and decided that it might be an original and not a doctored up one. The manufacturer, once again is Spir-it.

Last of all is this later issue (Top) 4 3/4" triangular shaped stick in clear with "Northwest" hot stamped in gold on one of its facets.

That's it for now boys and girls. See you all in MKE in July.

What is It?

By Ken Taylor

keebeetay@aol.com

It seems that email is more popular than the regular type that we have known for so long, faster and less costly. But, I have trouble with pictures. I suppose that I should take some proper lessons on how to operate this beast; however, not today.

A note from Clark Skillman asking for information on this gold wire wing with the letters 'F B A' on red background, all on black.



This 'A' over the letter 'W' metal wing. Where is it from and when? I should point out that the size of the badges shown here have been reduced.



A couple of scans from Roy Thompson, also reduced in size. Who is 'BBB'?



Who is 'TC'?



Any ideas on this wing? It appears to be of French influence.



'A M I' is next. Who, when and where?



An old Eastern Air Lines wing style with the letter 'B'. Again, who and when?



Droopy wings of silver metal with the letter 'L' on a circular center with a long mounting pin on the rear. Who?

real, who?



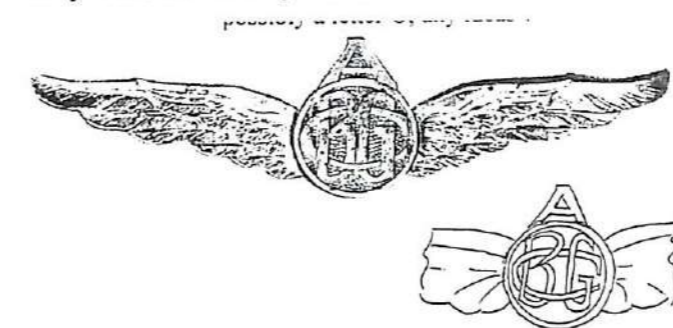
Gold wire wings on black with the letters 'AFT' on red, all topped with a 5-pointed star. Who?



Who is 'S T A'? Is the lion a possible clue?



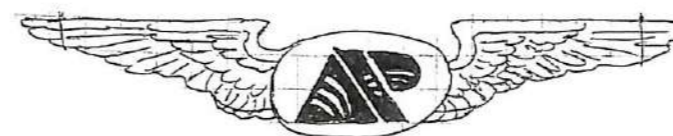
A brass wing with the letters 'A B G C' and possibly a letter 'O'. Any ideas?



Next is a wing with the name 'KOHLER'. Who, when and where?



Who is 'AP'?



The next wing appears to represent a pine tree. If you are able to name any of the wings shown above, collector Sergey Talantov of Moscow, Russia will thank you.



A leaf wreath surrounding the letter 'J' on a shield, all in gold wire on black. Is it an airline? Who?



I have to show this wing from Jetsgo, a very popular low fare Montreal based airline that ceased operations on March 10, 2005 at 12.01am.



A rather old wing with the letters 'E I A' over 'C'. Who, where and when?



Have you ever seen this wing? 'A B C' or is it 'B A C'?



I hope to see y'all in Milwaukee!

Best regards,

Ken

Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net

Airborne In Wisconsin

I've flown into and/or out of numerous Wisconsin commercial airports (Billy Mitchell, Eau Claire, Appleton, Wisconsin Central, La Crosse) as a road warrior (business flyer) but I put my foot down one pouring rain day in the 80's after having flown down to MKE from Wisconsin Central in a Midstate Metroliner II. I managed to ease out and then crawl on board a Bandeirante headed for Manitowoc, onto Oconomowoc and then north to the Upper Peninsula of Michigan. There was not one inch of space; a full load of guys as tall as me, resigned to their fate, whip-lashed by wind and heavy rains, sitting in silence. No way, baby. Got off, made a few telephone calls, flew back to LGA and taxied to my office in NYC. Only time I ever did that. Simply too claustrophobic.

I do have fonder memories in Wisconsin such as meeting with Tim Hoekesma, President of Midwest Express, owned by Kimberly-Clark Corporation, before they ever operated their first airline flight (cleanest hangar floor I ever saw!). Also, the VP-Marketing for Midstate Airlines, Bill Krueger, with their unbelievably beautiful headquarters in the middle of nowhere (Stevens Point) because of the infusion of gobs of cash from their insurance company owner. And, of course, the gracious folks at Air Wisconsin in Appleton.

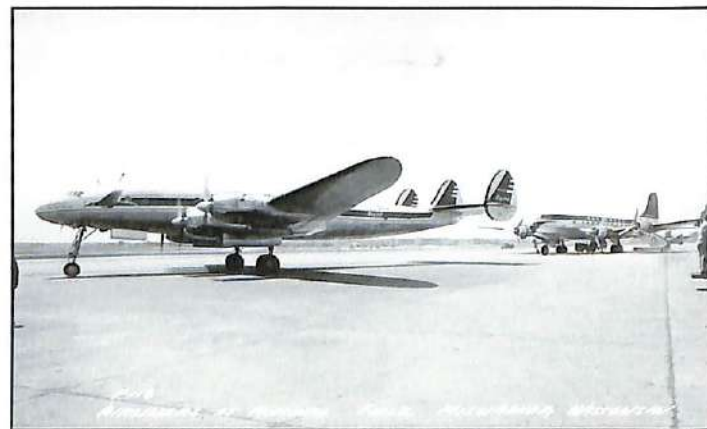
Dealing with some of the people at NWA and Republic in MSP was not always as pleasant but I do have fond memories of the guys at North Central. The original crew at Sun Country consisted of ex-Braniff pilots and I will say that they managed to stay alive for a few years.

We are limited in space in *The Captain's Log*, as you know, so I thought I'd be a touch creative and show cards only from Wisconsin with almost all being the carriers we were to highlight for this issue.

There never was a carrier named God's Country Airlines but, for sure, it would have emanated from the Upper Midwest to this day. I deeply love that area and its people.

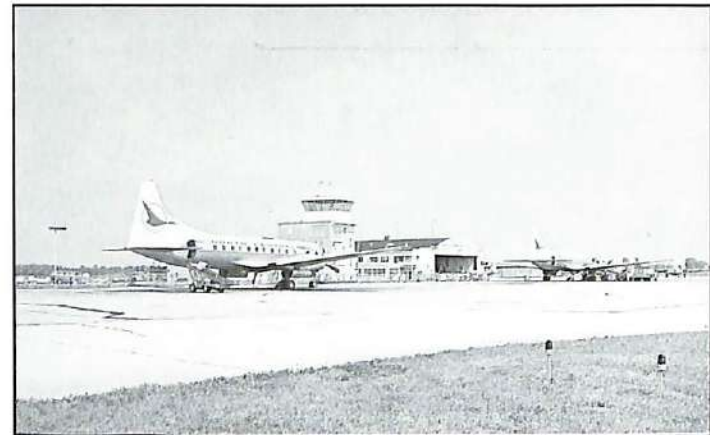
All the cards to be shown are 3-1/2" x 5-1/2", four-color chrome except for the first six that are black & white real photographs of MKE - Milwau-

kee. The photographer (L.L. Cook Co.?) was an artist, for sure, right after World War II. These cards are a feast and, yes, there are other cards in the set(s). Here's 144-B, L-1263 with the NWA DC-4, and the Capital DC-3, F-116 a bit later on with the Capital early Connie and the NWA DC-4 in its lovely new livery, F-112 not only with the Capital DC-4, but also the Wisconsin Central (later to become North Central) DC-3 in the background, the Pennsylvania Central DC-3 (F-78) (later to become Capital) and similarly with L-302 of a PCA DC-4. Now, are they fun or what?



I remember the MKE terminal so well from my years on the road and here are two perfect kitsch interior shots that I just had to show. Chris Slimmer, eat your heart out. Numbers 87838 and 13 years later, U9994.

Now onto the chromes with Northwest's Stratocruiser N74602 and Electra N125US on the ground at General Mitchell Field. Issued as 21389 in 1956 and 38797-b in 1960 by L.L. Cook Co. respectively. Cook followed up some years later with these two NWA Boeing 720B arrival at MKE cards numbered 90698 and 12384-C. Last but not least at General Mitchell is this gorgeous North Central CV-340, issued in 1960 by Cook at 38799-8.



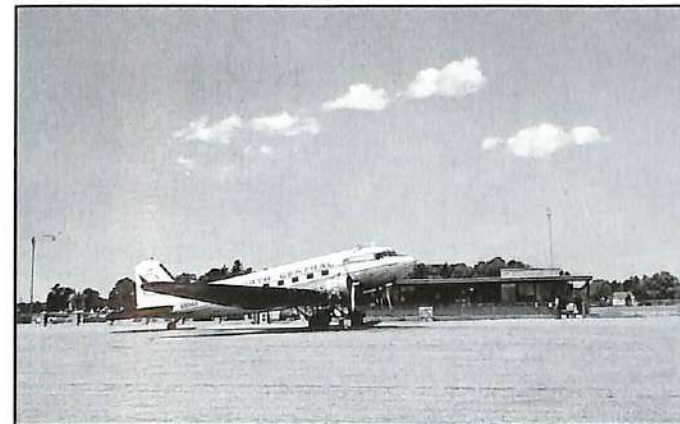
Now let's go on upstate to Green Bay's Austin Straubel Field with NCA piston Convairs once again, N90854 (Cook, 1961, 51557), Hank Lefebvre Photos (55106) and Wyman Postcard's S47411. Hank Lefebvre also photographed the North Central DC9-30 later on publishing the card as 31122-C.

Off to Madison's Truax Field for this great NWA DC-6 period piece published by Fagan as S-34098. North Central CV-340 N9067R follows at Oshkosh, published once again by L.L. Cook as 71631 in 1964.



Next up is a North Central DC-3, N18549, parked at Stevens Point, published by Cook in 1964 as Nr. 71634 followed by a Republic DC-9 years later at Central Wisconsin Airport. Skypix in Marshfield, WI published this card under number P19027 in the 80's.

And last but not least a company card of Air Wisconsin's BAE-146 over dairy/farmland. Flew on this baby down to Chicago after a wonderful Friday afternoon at the EAA Air Show in Oshkosh one year not long ago. What a treat.



And so, in the words of Turner Classic Movie's travelogues, we depart this wonderful dairy land, where all the secretaries used to answer the phone in that classic twang "...Barb speaking....". I do miss the region and will enjoy returning with Sue in July 2005.

Van



Midwest Express DC9 at Milwaukee Airline Issued Postcard - WAHS Collection

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

The Aurora Hughes Airwest DC9

Deciding on a topic for each *Captain's Log* can be a challenge for me. This go around initially I couldn't think of any model related item I have related to Northwest Airlines, Midwest Express Airlines, or to Milwaukee, Wisconsin. After some thought I realized that the Aurora Hughes Airwest DC9 would fit into this theme. After doing some research I discovered that my original plan was in error but there still was a definite connection between this model and the theme of the *Log*.



The Aurora DC9 kit is a "shortie" DC9-14 and is in 1/72 scale. The kit markings are for ship N9102. N9102 was delivered to West Coast Airlines in 1966 as part of a three aircraft order. The planes were registered N9101, N9102, and N9103. Unfortunately N9101 was lost just a few weeks later in a controlled flight into terrain crash. Another DC9-14 replaced N9101 and was registered N9104. West Coast Airlines, along with Bonanza, and Pacific Airlines merged to form Air West in 1968. In

1970 Howard Hughes became involved in a take-over battle and the company changed its name to Hughes Airwest. A new modern "Sundance" corporate image was formed and the "Flying Banana" had been born.

Hughes Airwest became part of Republic Airlines in 1980. Republic merged into Northwest Airlines in 1986. I was sure that I'd found my connection to Northwest Airlines that I needed for the *Log*. I figured that N9102 had stayed with the Republic and had eventually joined Northwest's huge fleet of DC9's. Checking production lists as well as registration and photo databases I found out that I was wrong.

For whatever reason N9102, N9103, and N9104 were sold to Texas International Air between 1974 and 1975. Unfortunately N9104 was lost in 1976 during an aborted takeoff and N9103 was lost in 1980 after running off a runway during a storm. N9102 soldiered on joining Continental's fleet in 1982 after Texas International Air merged into Continental. It then flew for Sunworld till being purchased by Midwest Express in 1988. In 1989 it was leased and operated by Great American Airways for 5 months. Midwest Express re-registered it as N80ME and operated it until January 2003. The plane was reportedly scrapped/parted out at Milwaukee in 2003. I know that all of this information reads like a soap opera but it does tell quite an interesting story. So...there really is a connection between Aurora's Hughes Airwest DC9 model and the 2005 Airliners International Show in Milwaukee this year.

As I mentioned at the beginning the Aurora DC9 kit is a "short" DC9-14. Aurora was sold to Monogram models in 1978 so Aurora models can be and are considered collectors items. Aurora's 727, 737, 747, and DC10 models left a bit to be desired. The DC9 turned out to be a very nice kit and looks good even nowadays. The kit was first issued in 1965 in TWA markings. Then came Eastern, and finally Air Canada. The box art stayed the same, only the markings on the plane were changed. The Hughes Airwest version was released in 1974. For the TWA, Eastern, and Air Canada versions the fuselage originally had window holes. In the Hughes Airwest version the windows are filled in. The model also had new boxart. The decals include silver windows to represent the reflective silver covering the original Hughes Airwest aircraft had. The kit was offered until 1978 when Aurora was sold to Monogram. Strangely enough Monogram re-released Aurora's so-so 737 and 727 kits but the nicest of the lot, the DC9 has never been re-released. The boxart for the Hughes Airwest release is pretty stunning as well.

The kit went together quite well. I used Testors Model Master Blue Angels Yellow paint for the yellow. I custom mixed steel and gray to paint the coroguard wing panels. For some easy added detail I used squares of black decal trim film to represent the cockpit eyebrow windows and also made some antennas with sheet styrene.

Overall the Aurora Hughes Airwest DC9 is a great kit. The prototype aircraft had a very long and illustrious career and the model builds into a very good representation of the real plane.



Airline Issued Postcard - WAHS Collection



Hughes Airwest DC-9 Model By Ken Miller

Aurora Hughes Airwest DC-9 Model Box



Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Many Faces of Milwaukee

I have to admit that I have not spent any time in, nor passed through Milwaukee. It's no reflection on the city, just that the opportunity to do so never presented itself.

It does seem that like a certain professional baseball teams as well as airlines associated with that city have gone through many changes. First there was the Boston Braves. They became the Milwaukee Braves and now call Atlanta home. The airlines serving Milwaukee have had many names and colors over the last sixty or so years.

Northwest Airlines had been formed as Northwest Airways in 1934 and for a long period was called Northwest Orient Airlines. Over the years the company acquired some of the aircraft, some of the routes, some of the employees and some of the debts of other carriers. They absorbed Republic Airlines, which had been formed by the merger of Southern Airways and North Central Airlines in 1980. North Central Airlines had started life as Wisconsin Central Airlines in 1947.

Capital Airlines, which was absorbed by United Air Lines in 1961, commenced operations as Pennsylvania Central Airlines in 1936. They changed the name to Capital Airlines in 1948.

It would be an interesting project to track which aircraft of the current fleets started with which carriers. I wonder what property tags are on the components in the avionics bays of some of the Northwest fleet. I suspect they would form a litany of carriers with folded wings.

Enjoy looking as some of the colorful insignia of these carriers.

Charlie

THANKS to Phil Brooks of Indianapolis for correcting an assumption I made while jumping to a conclusion. I thought that when the major package express companies converted their Boeing 727s to glass cockpits they threw out the plumbers with the bath water. Not so, I learn. The UPS and FedEx fleets of 727s have that extra set of eyes, ears and hands up front. Thanks for the information, Phil!



**Pennsylvania Central Airlines 1936-1948
Renamed Capital Airlines in 1948**

First style wing and cap badge.

Wing is of brass color metal with very detailed feathers and horizontal lines within keystone. PCA is within red enamel. Wing is pin back with no hallmark. It measures 3 1/2 inches wide. Outer ring is blue enamel.

Cap badge is also of brass color metal. It has fine detailing in the feathers of the wings. Red and blue enamel are in the keystone and circle around the keystone is blue enamel with brass color letters. There is no hallmark. Two screw posts hold the badge to the cap. The cap badge is 3 1/4 inches wide.



**Capital Airlines 1948-1961
Merged into United Airlines 1961**

First style wing and cap badge

Both wing and cap badge are of brass color metal.

The center disk of each has a textured surface with polished

letters, stars and bird figure.

The cap badge has a satin finish to the wings and is held to the cap with two screw posts. There is no hallmark. The cap badge is 3 1/2 inches wide.

The wing has a satin finish on the higher surfaces and closely spaced diagonal lines in the recessed layer. The wing is secured to the jacket with two screw posts. No hallmark. Wing is 2 7/8 inches wide

The captain's wing has a star and wreath above the center



disc.

Northwest Airlines 1934 - Present

Early cap badge

Brass color metal with dark blue paint in center behind letters "NWA". Fine detailing on feathers of wings. This badge is almost 3 1/2 inches wide. Badge mounts to cap by means of a single screwpost and two pins at the ends of the wings keep it positioned. The badge also curves to mold to the shape of the



cap. The badge is hallmarked "JOSTEN DURA"
NWA (NW) present cap badge

Four piece construction shown in detail.

The largest piece is the disc made of polished gold color metal with red, white and blue enamel. It has a curve to hold it to the shape of the cap. The polished wing device has the screw post

at the center and two positioning pins at the ends of the wings. The post and pins pass through the center disc and a small, thin nut with two positioning tabs holds the wing device to the large disc. A brass thumb nut holds this assembly to the cap.

I have two of these cap badges at the present time. One has no hallmark, the other is hallmarked "LEAVENS ATTLEBORO"



Northwest Airlines Pilot Wing

The word "AIR" is on top of the latitude line. Earlier U S AIR MAIL wings had the latitude line passing through the word "AIR". My US AIR MAIL wing is in storage so I cannot describe how it is secured to the uniform.



Northwest Airlines Flight Engineer Wing

This wing was seen on ebay several months ago and has also been shown in the LOG by Dick Koran. It is of brass color metal with a blue enamel circle around the center disc. Again, I do not know how it was attached to the uniform. The design of the wing does not match the U S AIR MAIL wing nor the navigator wing shown next.



Northwest Airlines Navigator Wing

This wing is of brass or gold color metal and is of a style unlike the pilot or flight engineer wing. It was seen on ebay twice and advertised as having been used by Northwest Airlines. This could be a generic navigator's wing of the period showing only the globe, sextant and compass. Once again, I must confess ignorance as to how the wing attaches to the uniform.



Northwest Airlines Flight Attendant Wing

This insignia combines the NWA cap badge and wing style. The detailing of the wing is very fine. The insignia has a highly polished disc and gold wing and a satin finished large wing. The disc has a blue center and white and red circles extending outward. The small wing is pressed onto the disc with a center pin

There is a pin back to mount to the uniform. There is no hallmark.



**Wisconsin Central Airlines 1948 - 1952
Renamed North Central Airlines in 1952**

Cap badge is silver metal with a satin finish. There is red paint behind the "WIS" and light blue paint in the circle behind "WISCONSIN CENTRAL AIRLINES". The badge mounts to the cap with a single screw post. There is a curve to the badge to conform to the shape of the cap. The badge is hallmarked "GREEN DUCK CO. CHICAGO"



**North Central Airlines (NC) 1952 - 1980
Merged into Republic Airlines in 1980**

First cap badge

Silver color metal with very fine detailing to the feathers. Dark blue and white enamel center disc. Red enamel "Herman" duck with silver stripe on neck. This badge has a single screw post and two positioning pins. There is no hallmark. This particular badge has been thrown into many hat racks or shelves and has many chips in the red and white enamel.



North Central Airlines (NC) 1952 - 1980

Last cap badge

Silver color metal with a satin finish. Dark blue letters "NORTH CENTRAL AIRLINES". The center device is highly polished and has a turquoise "Herman" and circle. The badge uses a single screw post to mount to the hat. There is no hallmark.



Air Wisconsin 1965 - present

Now operates as an United Express carrier

The wing is highly polished silver metal with a textured finish inside the center shield. The stylized "a" is in orange enamel and the "w" is in light green enamel. The wing has two clutchback pins to hold it to the uniform.

There are no hallmarks.

Happy Wing Hunting!



Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Wings From Milwaukee

Finding airlines that have had a major presence in Milwaukee is not too difficult a task. In fact, Northwest Airlines has been serving this city since June 7, 1926 when its predecessor, Charles Dickenson, first flew from Minneapolis-St. Paul to Chicago with stops at Milwaukee and LaCrosse, Wisconsin. This short lived operation of only a few months was taken over by Northwest Airways which started its service on October 1, 1927. Northwest Airways survives as Northwest Airlines and has the unique distinction of a continuous record of service as a single company, without having participated in any completed merger or acquisition.

So let us start with good old NWA. Their first junior wing was made of metal (1) and was for the Junior Captain. There is a companion piece for the Jr. Stewardess. Then there is another Junior Stewardess wing (2). Perhaps the most difficult juniors to find from NWA are the paper issue of the Junior Pilot and Stewardess. This issue was attached to an in flight souvenir folder about 1963 and was a tear off for the kids. Because it is paper, not many survived (3).



Fig. 1



Fig. 2



Fig. 3

Next we go to the more recent plastic issues and the first one of these was made in Hong Kong (4). This came in a small package that said "Compliments of the Captain". The next issue was based upon the same design was made in Taiwan. The big difference between these two is that the bottom bar is 24mm wide.



Fig. 4

Stoffel Seals made the next two for NWA. One said Northwest Orient on the bottom and then the company dropped the trade name and went to Northwest. In both of these, the bar at the bottom is 33mm wide. Actually, many people believe that Northwest Orient Airlines was the proper name but in fact, it was always Northwest Airlines. The



Fig. 5

Orient portion was just advertising its major destination. About 1989, NWA put out two pot metal wings when the airline turned Milwaukee into a major hub at that time (5). There was a big ceremony and two different wings were given away. The only difference was the size and they came in a paper box. One of these was 2" across and the

other was 2 3/4" across. This was a special one time issue. About that same time the company changed its wings again to a plain gold style (6) and had



Fig. 6

two varieties of this, one pin back and the other a stick on. That was the last is the NWA junior wings as there have not been any made since then as far as I know, they don't give them away any longer. There were at least four non airline issues that are either gift shop or cereal premium.

Another airline that had a major presence in MKE was Republic Airlines which started as Wisconsin Central Airlines and then name changed to North Central Airlines when they moved their headquarters from Madison, WI to Minneapolis, MN. The



Fig. 7



Fig. 8



Fig. 9

first issue of NCA was a really nice metal wing for the Jr. Pilot and Jr. Stewardess given away on a card (7). Then they changed to their second style which was also metal (8) and finally to a plastic wing that came in silver and gold (9).

North Central and Southern merged in 1979 to form Republic Airlines and shortly thereafter, Hughes joined Republic. This combined airline put out three different junior wings. The only dif-

ference between the first two is the finish in that one has the center with a high gloss finish and the other has a flat finish (10). And their last issue before the merger with Northwest Airlines was almost exactly like the flight attendant wing actually in use at that time (11).



Fig. 11

And we cannot forget the only airline that is home based in Milwaukee and that is Midwest Express. The airline started in 1948 as a subsidiary of K-C Aviation which was a subsidiary of Kimberly-Clark Corporation. It grew from a corporate air shuttle to an airline which began service in 1984. Their junior wing is a plastic wing as shown (12).



Fig. 12

I invite every body to check out my web site. This is a showing of my real wing collection and hopefully, by the time you get this, the junior wings will also be listed and shown. The address is: www.stanwing.com

Happy Collecting,

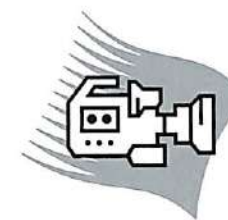
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Slide Photography

By Joe Fernandez & Eddy Gual

jferna10@bellsouth.net

Skyway (Midwest Express Connection) DO-328 Jet
(Tom Kim - Aviation Photography of Miami Collection)



Aerial View of MKE ~ Photo via General Mitchell International Airport

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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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

ATLANTA AIRLINE COLLECTIBLE SHOW

Saturday, September 17, 2005. Atlanta, GA. Embassy Suites Hotel—Atlanta Airport, 4700 Southport Road, College Park, GA. Special room rate of \$79/night. Contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: (239) 352-0216. Email: navigator@gulfaccess.net

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

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

Continued

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

BAVARIAN MODEL EXHIBITION

Saturday & Sunday, November 12 & 13, 2005. Munich, Germany. The Plastic Modeling Club of Erding celebrates their 30th anniversary. Information: http://www.bayerische-modellbautage.de/html/home_engl.html or contact Josef Schmitt at schmitt.josef.MUC@t-online.de

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: Basilio Pipinos at apipinos@aol.com or call (718) 884-1531. Special room rates available.

CHICAGO AIRLINE COLLECTIBLE SHOW

Saturday, November 19, 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

IN MEMORIAM

The Society reports with regret the passing of **Sterling Weaver**, 69, of Austin, TX on March 12, 2005. Weaver was an avid collector known by many, often seen at the Texas regional shows where he sought AA and PAA memorabilia. He was a licensed pilot, holding Commercial, Instrument, Instructor, Multi-engine, Seaplane and Glider ratings. His easy smile and friendly demeanor will be missed by his many friends. *Dick Wallin*

Northwest Martin 2-0-2 Airline Issued Postcards ~ WAHS Collection



North Central DC9-30 (Hanspeter Abt - Aviation Photography of Miami Collection)

Lake Central CV-440 N73151 (Aviation Photography of Miami Collection)





Republic CV-580 N4811C (Aviation Photography of Miami Collection)

United Express BAe 146 (Air Wisconsin) N606AW (Aviation Photography of Miami Collection)

