



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Fall 2005 - Issue 30-2



Hughes Airwest F.27 N758L At San Francisco, September 1972. Photo Via Air72.Com Collection

Meet The Fokkers!

The 50th Anniversary Of Fokker's F.27 Friendship





XP Express Parcel Systems Fokker F27 Freighter PH-SFC, July 1987

Photographs via the Air72.Com Collection

AeroPeru Fokker F28-1000 OB-R-1020, February 1977



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Bahamasair Fairchild F227 (Built Under License From Fokker) ~ Airline Issued Postcard From The WAHS Collection

WORLD AIRLINE HISTORICAL SOCIETY, INC.

P.O. Box 489

Ocoee, FL 34761 USA

www.WAHSONline.com Email: Information@WAHSONline.com

Fax: +1(407) 522-9352

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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Captain's Log Editorial Team

Editor	WILLIAM M. DEMAREST	P.O. Box 489, Ocoee, FL 34761 USA
Features	JOOP GERRITSMAN	P.O. Box 776, Welland, Ontario L3B 5R5, CANADA
Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Dining Service	RICHARD R. WALLIN	P.O. Box 22, Rochester, IL 62563-0022
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	IBC/BDA U S Customs Service, P.O. Box 310900, Jamaica, NY 11431
Jr. Wings	STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
Postage Stamps	JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It?	KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
Postcards	ALLAN VAN WICKLER	2200 Ridgeway Lane, Charlottesville, VA 22911
Stickers & Labels	DAVID A. ROWE	29 The Paddock, Hitchin, Herts. SG4 9EF ENGLAND
Aircraft Models	KEN MILLER	990 Springfield Drive, Campbell, CA 95008
Slides	EDDY GUAL	30 SW 30th Court, Miami, FL 33135

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From The Flight Deck

Welcome to the Fall 2005 issue of *The Captain's Log* and its emphasis on the Fokker family of aircraft. I will never forget my 50th birthday present from my wife – a roundtrip joy ride on the F-70 from Phoenix to Des Moines just a few months before it was pulled from service.

There are some on our team who deserve recognition. First, a big "well done" and "thank you" to Andy Stiffler and his team for hosting Airliners International 2005 in Milwaukee. I have heard great reports about the convention even though I was stuck at home as I still await a kidney transplant. Second, you may not know that our LOG editor is on the road for a major US carrier every day of the week. That leaves the weekends to catch up on all the chores at home, worry about job security, and edit the LOG as his gift to the rest of us. Thanks, Bill!

As I write this editorial, narrow-body aircraft from the fleets of Alaska, United, ATA, America West, jet-Blue, US Airways, Southwest, Northwest, Continental, Delta, American, and some of the charter airlines are in the midst of transporting up to 25,000 refugees from the devastation of New Orleans to an uncertain future elsewhere in the country.

Who would ever have guessed that just days after our Milwaukee convention, the industry we love would literally be rocked by the disaster of Hurricane Katrina.

Louis Armstrong Airport (MSY) outside New Orleans, now a refugee and military stronghold, is also the home airport for our Society's president, Duane Young, a Delta employee. He and his wonderful wife, Teresa, fled the state before the storm and are now being sheltered by relatives. Fortunately their house is basically OK. No water got into the house. Some trees were down on the roof but did not puncture it.

There may be other Society members living along the Gulf Coast whose lives have been ripped apart by this national tragedy.

Which brings me to a final point. So often we think of the Society as a place to enrich our knowledge and expand our collections of memorabilia. But I would urge each of us to make it a place to expand our friendships to a higher level. Crisis will eventually come for all of us. Whether it is the loss of a job, dealing with the aftermath of a natural disaster, or waiting for a kidney, we all need each other for something of exceedingly greater importance than another time table, post card, or set of wings.

Airliners International 2006 will be held in Tysons Corner, Virginia, between July 6 – 8, 2006. Please see their website for additional information, www.ai2006.com.

Until the mailboxes fill, you may send words of encouragement to Duane and Teresa and notes of gratitude to Bill through the Society's web site, WAHSONline.com. We **are** family! Speaking of family, Let's Meet the Fokkers!

Jay

Jay E. Prall
Secretary/Treasurer



WAHS 2005 - 2006 Leadership Team

Officers

President

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

Vice-President

Craig Morris (Through AI 2008)
105 Silver Willow Court
Galt, CA 95632
cmorris@softcom.net

Secretary/Treasurer

Jay E. Prall (Through AI 2007)
P.O. Box 1164
Clackamas, OR 97015
jayeprall@cs.com

Board of Directors - Includes Officers

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

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

Don Levine (Through AI 2007)
4215 Buchanan Street
Hollywood, FL 33021
planesandtrains@aol.com

Bob Palermo (Through AI 2007)
1138 Hillrock Drive
Cleveland, OH 44121-3881
rpalermo@msn.com

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

Jim Thompson (Through AI 2008)
37 N. Everett Avenue
Columbus, OH 43213
jet1649@aol.com

Bob Turner (Through AI 2008)
81 Darlinton Road, Hartburn,
Stockton-On-Tees, TS18 5HA
ENGLAND
bob.turner@ntlworld.com

FAMOUS FOKKERS, FROM F27 to F70

By Joop Gerritsma

Captain's Log Feature Editor

Showing a big smile, Harry S. Truman stepped off the brand-new West Coast Airlines airliner that had taken him from Olympia, WA to Portland, OR. The former U.S. president had just become the first revenue passenger ever to fly on an American-built turbine-powered airliner.



Fokker F.27 of Dutch domestic airline NLM on takeoff

It was September 27, 1958 and Truman had flown on an F-27 built by Fairchild Engine and Airplane Corporation of Hagerstown, MD. The next day West Coast made history by becoming the first airline to place the F-27 in public scheduled revenue service. Flight 743, from Seattle to Olympia, Albany-Corvallis, Eugene, North Bend-Coos Bay, Roseburg, Medford, Portland and Klamath Falls departed at 7:45 a.m. The second flight left Seattle at 8 a.m. for Pasco-Kennewick-Richland, Walla Walla, Lewiston Clarkston, Twin Falls, Pocatello, Yakima, Boise and Idaho Falls. Half an hour later the third flight left Boise direct to Seattle. The destinations were typical for the many small places across the nation served by America's 13 local service airlines. They linked them with larger centers that were just too far or too inconvenient for a trip by car.

Less than a week later, on October 3, AVENSA of Venezuela began F-27 service from the capital Caracas along the Caribbean coast. Quebecair of Montreal, Canada, started F-27 service on October 27 and on November 14 Piedmont started flying the propjet on its network centered on Winston-Salem, NC.

Fairchild delivered 25 F-27 before the end of 1958, including three to Northern Consolidated Airlines in Alaska. Bonanza Airlines of Las Vegas, Pacific Airlines of San Francisco, Wien Alaska and Aloha Airlines and joined in 1959 and by the end of that year, Fairchild had delivered 68 F-27. Ozark Airlines began F-27 service on January 4, 1960.

DESIGNED AT AMSTERDAM

The F-27 was designed by Fokker at Amsterdam in the late 1940s and early 1950s as a "Dakota replacement," the Holy Grail for aircraft manufacturers in the U.S. and Europe in those years. The prototype of the F.27 "Friendship," (Fokker used a period, Fairchild a hyphen) flew first on November 24, 1955. It was powered by the revolutionary Rolls Royce Dart propjet, which was already flying in the Vickers Viscount of British European Airways and Air France, and which would soon begin flying with Capital Airlines in the U.S.

An early agreement between Fokker and Boeing called for Fokker to design and build the F.27 and for Boeing to supply technical and marketing advice. Boeing stopped work on its Models 417 and



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431. The agreement was cancelled by Boeing when it got busy with the B-52, KC-135 and the 707. Reports in the U.S. aviation press claimed Fokker had bought the design for the F.27 from Boeing, but both companies have always denied this.

After the agreement with Boeing was cancelled, Fairchild bought the license-production rights for the entire Western Hemisphere except Brazil (where Fokker had a factory). Production was slow in starting because the Fokker drawings had to be converted to U.S. weights and measurements from the European metric system. Fairchild also substituted U.S. equipment for much of the British equipment used by Fokker. A different production process resulted in a slightly thicker skin of the fuselage and wing. In the end, only the engines and the (British) undercarriage legs are interchangeable between the Fokkers and the Fairchilds. Pilots type-rated on one type could not fly the other without additional training. Airlines using both types, such as THY of Turkey and Korean Air Lines, required separate maintenance programs.



Swift Aire of California was the first U.S. operator of the Fokker F.27

METAL-TO-METAL BONDING

The major new feature in the construction of the F.27 was the extensive use of metal-to-metal bonding instead of riveting. Almost the entire fuselage and large parts of the wings and tail planes are built that way. Only surfaces with double curvatures are riveted. The bonded construction is stronger and lighter than riveting and it makes it easier to seal the fuselage for pressurization. Fokker built a series of huge autoclaves to "bake" the bonded sections together. Fairchild invested \$25 million (in 1955 dollars) in a new production facility at Hagerstown containing five autoclaves. Some early buyers felt uncomfortable with the technique of bonding, but never in the past 50 years has an F.27 or F-27 come to grief as a result of failure of



All Nippon Airways Fokker F.27 at Tokyo

bonded connections. A West Coast Airlines F-27 on approach Calgary, Alberta, Canada in 1963 impacted the ground a mile short of the runway, but everyone on board walked away with no or only minor injuries. The wings of the aircraft broke off when it hit the ground but the fuselage remained intact as it slid along on the heavy keel running the length of the fuselage. Fairchild later used the accident to prove the structural strength of the F-27.

Despite the delay Fairchild delivered its first F-27 before Fokker could deliver its first. The first Fokker was delivered in November 1958 to Aer Lingus and entered service on December 15, 1958. Trans Australia Airlines and Braathen's SAFE of Norway followed in the spring on 1959.



Air West combined the Fokker F.27 fleets of its predecessors, Bonanza, Pacific, and West Coast

But after a successful start, Fairchild sales slumped. In 1958 only seven F-27s were sold and four in the first half of 1960, bringing the total to 81. In the spring of 1960 a four-day work week was implemented on the F-27 line and only 12 were sold that year. Five of these were "white tails" that had been in storage before going to THY of Turkey. Production was halted in August 1965.

Part of the reason only five U.S. local service carriers bought new F-27s was the withdrawal by the federal government of the Loan Guarantee Act. This act allowed the CAB to give airlines a guarantee of 90% toward the cost of new aircraft. Without this guarantee, cash-strapped carriers could not afford the F-27. Talks with Eastern Air Lines, Braniff Airways and TWA to replace their Convairs and Martins with F-27s did not result in orders.



First of three Fairchild F-27 of Quebecair of Canada

ENTER THE FH-227

In 1964 Fairchild took over the Hiller helicopter company and became the Fairchild-Hiller Corporation. In 1965 it introduced the FH-227, an F-27 stretched for 52 passengers to meet the increasing traffic demands. Sales started strong with 18 for Mohawk Airlines of Utica, NY in January. The first one entered service on July 1, 1966. Ozark Airlines of St. Louis, Missouri, ordered 21. This was the largest single order Fairchild ever received for any of the F-27/FH-227 series. Ozark inaugurated FH-227 service on December 19, 1966. The FH-227's future seemed assured when Northeast Airlines bought five and Piedmont Airlines 10. Fairchild increased production to five FH-227 per month in 1966. Twenty-six were delivered that



Ozark Airlines was an early user of the Fairchild F-27

year, but only five in 1967 because anticipated orders had not materialized. Nordair in Canada ordered one that year and Paraense of Brazil five. The final nine on the production line were finished against small orders, including one for the U.S. Energy and Development Agency and three for the Mexican government. Allegheny Airlines was interested in a stretched FH-227, but no order was placed. In 1967 Fairchild-Hiller proposed a jet version of the FH-227, the FH-327 with two AVCO Lycoming turboprops under the wing. But development costs were too high and the FH-327 remained a paper airplane.

Fairchild sold only 128 F-27s (including 48 corporate aircraft) and 78 FH-227s. The production line was permanently closed in December 1968. When these aircraft were replaced by their operators with small jets, they were eagerly picked up by a multitude of small airlines across the U.S. and abroad. Naming them would take up several pages.



Air Cortez Fairchild F-27F started life with Bonanza Airlines

FOKKER DOES BETTER

Fokker sales were slow in starting, with only 37 up to the end of 1958. But then the Dutch government ordered 12 military transport versions for the air force. This kept the Fokker production line going until new civil orders were received. In October 1959 Pakistan International Airlines bought three and New Zealand National Airways four. THY of Turkey ordered five in December. Still, it was a big disappointment that Dutch national airline KLM rejected the F.27. It ordered only a token two and they were leased out before delivery. They were later sold without ever having flown for the airline. In 1960 sales began to pick up and in 1962 Fokker contracted with Breguet in France to build fuselage sections to meet demand. Friendship number 107 was the first one.

In 1955 the financial break-even point for the F.27 Friendship was set at 135 aircraft. Optimists saw a world-wide market for 250. By the end of 1969 Fokker was building seven F.27 every two months. The 343rd Friendship was sold on March 18, 1970 and the company believed 500 sales would be possible. When the last aircraft was delivered on June 28, 1986, a total of 578 had been sold, including 17 of a military maritime patrol version.

New Fairchild's operated only in the Americas (with the exception of five in Turkey), but Fokkers operated on all continents. After Fairchild terminated the license agreement on September 12, 1973, Fokker still sold 27 new F.27 in the U.S. Swift Aire of San Luis Obispo, CA, was the first with three and the final U.S. order was for 12 by Air Wisconsin. "Air Wisc" took delivery of the final Fokker, a stretched Series 500, on June 28, 1986. It is ironic that both the first (Fairchild) and the final (Fokker) production aircraft went to a U.S. airline.



Air New England obtained their Fairchild Hiller FH-227 fleet from Northeast Airlines via Delta Air Lines

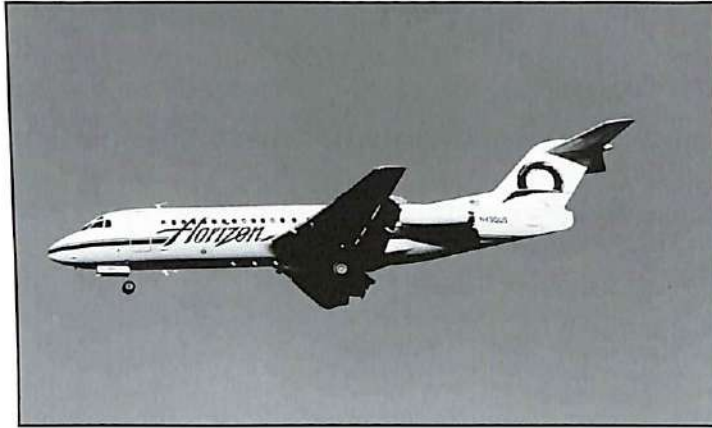
THE FOKKER 50

A redesigned and greatly modified Friendship, the Fokker 50, flew first on December 28, 1985. Fokker sold 215 of them, including four stretcheed F60s for the Dutch Air Force and five Enforcer military patrol aircraft. Only two F50s were ordered by a U.S. leasing firm called Corsair, but they were never delivered and went to Kenya Airways instead.

THE TWIN-JET F28 FELLOWSHIP

In November 1965 Fokker received an order for one F28 from LTU of Germany. The F28 was a twinjet for 65 passengers and first flew on May 9, 1967. It was named the "Fellowship."

After dropping the twin-jet FH-327, Fairchild-Hiller showed an interest in an "Americanized" 50-passenger version of the F28, the F-228. It would



Horizon Airlines operated three Fokker F.28 twin jets

use many of the F28 structural components, including a shorter fuselage, part of the wing and the F28 tail group. Fifty ship-sets of components were ordered from Fokker and 260 to 460 sales were predicted in the Western Hemisphere. In September 1967 West Coast Airlines ordered three F-228 with several options. Delivery was to start in May, 1970. But no other orders followed and the agreement with Fokker was cancelled. Components for five F-228 that had already arrived at Hagerstown were sent back and were used by Fokker in F28 production. Fairchild-Hiller ordered 10 F28 to compensate Fokker for lost revenue on F-228 sales. Two went to Transair in Canada and one to a corporate owner in the U.S. (This aircraft was bought by the singer Wayne Newton on November 2001, 32 years later. In March 2003 it was reregistered N500WN.) The other seven were stored in Holland after completion and were eventually bought back by Fokker and sold.

Braathens' SAFE of Norway operated the first commercial F28 service on March 28, 1969. By May 31, 1969, sales totaled 25 to airlines in Europe, Australia and Argentina. Two years later 43 had been sold. Despite Fairchild-Hiller's failure to sell the F-228 and F28, Fokker sold many F28s in the



US Air was a large operator of the F.28 Series 1000 and Series 4000

U.S. Altair Airlines of Philadelphia ordered three in August 1979, at a total cost of \$33 million and \$70 million for an option on six more. On the same day Empire Airlines of Utica-Rome, NY bought two. By this time, 27 airlines around the world were operating the F28 and 152 had been delivered or were on order. Empire would eventually buy 12. Both started F28 operations in mid-1980. In the Summer of 1983 Piedmont Airlines bought 12 F28 Series 1000 for its expanding Florida network. They were previously operated by Garuda of Indonesia and were modernized by Fokker before delivery to Piedmont. In 1986 Piedmont also took delivery of eight new, larger F28 Series 4000 for up to 85 passengers (65 in the Series 1000). Altair went bankrupt in November 1982 and its six F28 were taken over by Empire. In 1986 Piedmont took over Empire. They were inherited by US Air when it merged with Piedmont in August 1989.

Horizon Air of Seattle, WA, started F28 operations in December 1984 with a weekday Seattle-Boise return service. The leased aircraft was later bought and two more used F28s were acquired later. Used F28s also operated with Mid Pacific Air of Hawaii (two), Pilgrim Airlines of New London, CT (one) and Air 21 of Fresno, CA (two).

F28 production ended in June 1987 after 241 sales to 57 customers in 37 countries. Garuda of Indonesia alone bought 59, the largest number of new F28s sold to one single carrier. (The two prototypes were not sold.) Another large operator was the domestic airline Linjeflyg of Sweden.



American Airlines bought 75 Fokker 100, but has since disposed of the fleet

THE FOKKER 100

On Nov. 11, 1983 Fokker said it would build a successor to the F28, the Fokker 100 for up to 107 passengers. The fuselage of the F28 Series 4000 was stretched by 18 ft 10 in to 115 ft 10 in and

the wings were redesigned. Swissair became the launch customer with an order for eight and six options in July 1984. First delivery was to be in April 1987. In July 1985 the order book stood at 38, including 20 for US Air (plus 20 options later taken up) and 10 for KLM with five options. By September 1986 firm orders for 45 were in hand, but the date of first delivery had slipped to the Fall of 1987. This was due to extra technical demands by Swissair and KLM. In fact, the first F100 would not be delivered (to Swissair) until February 29, 1988. It entered service on April 3.

The F100 complied with the latest American anti-noise requirements of FAR Pt. 36. FAA certification was granted May 30, 1989. The total of 189 firm orders at that time included 75 for American Airlines (plus 75 options). Braniff took out options on 18 and Pan American on 23, but these were not taken up. US Air took delivery of its first F100 on July 1, 1981 and American Airlines on July 11, 1991. Both carriers have disposed of their F100s by now and many were sold to start-up airlines around the world. Fokker built 286 F100s and sold 284 (two prototypes were never sold). Another carrier, Midway Airlines, had 12 F100.



Royal Brunei in Southeast Asia operated two Fokker 100

THE FOKKER 70, THE FINAL ACT

Fokker also built and sold 47 F70s. This is a shortened version of the F100 and seats 70. The first one was a 48-seat corporate shuttle for the Ford Motor Company in October 1994. Desert Sun Airlines, part of the Mesa Airlines Group, introduced the first of two F70s on the America West Express code-sharing service from Des Moines, IA, on June 15, 1995. They were returned to Fokker in July 1997. No other F70s operated in the U.S. Most went to airlines in Europe and Asia.

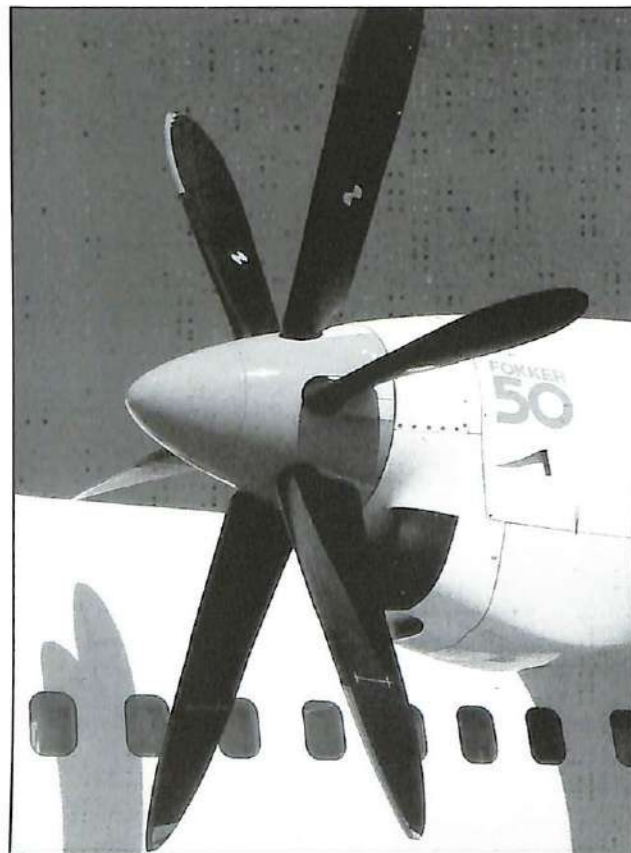


Desert Sun Airlines operated two Fokker 70 under the America West Express banner

Fokker went bankrupt in 1996, battered by heavy losses at the hands of more-efficient and lower-priced competitors such as Embraer, Bombardier and ATR. But Fokker aircraft will continue to fly the airways for many more years. Only not in America. Pity!

MEA CULPA

Peter Reed pointed out my mistake in the Alaska story on p.5 of the Spring 2005 issue. The Star Air Lines aircraft in the photo is a Bellanca, not a Fairchild. Thanks, Peter.



DLT German Fokker 50 - Postcard From WAHS Collection

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- 27-4 Airlines of Africa
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- Issue 30-3 ~ Airlines of Hawaii
- Issue 30-4 ~ "Capital Experience"
- Issue 31-1 ~ British Airways
- Issue 30-2 ~ Airlines of Japan

Flying Stamps

By Jim Edwards

Celebrating 50 Years

Fokker F-27



Air Tanzania - Tanzania, Issued 1978



Icelandair - Iceland, Issued 1978



Condor - Germany, Issued 1980



DETA - Mozambique, Issued 1981



This stamp was issued on December 12, 1979 in honor of aircraft serving French Polynesia..

The aircraft is a Air Polynesia Fokker F27.



The Netherland Antilles issued this set of stamps on December 3, 1968. The flag carrier is ALM. Along with the F27, we also see the DC-9.

Playing Cards

By Fred Chan

topflite@olympus.net

Cards Featuring Fokker Aircraft

Of the approximately 3600 playing card designs issued by airlines, only two decks have featured Fokker aircraft. Mohawk Airlines came out with two color variations of the same design in 1969 showing its Vista prop Jet (Fokker F-27). Being a small airline with short flight segments, these decks were probably used more for marketing purposes than for inflight entertainment. More recently, Sweden's Linjeflyg issued a deck showing the Fokker F-28.



The Mohawk decks had been very difficult to obtain for many years but with the advent of eBay auctions (see discussion below), many decks are now readily available, normally for about \$15-20 each. The Linjeflyg deck is quite common, at \$10 to \$15 each.

eBay Auctions

As indicated above, eBay auctions have had a significant impact on the availability of airline playing cards that were previously difficult to find. Many have come from long forgotten boxes in the attic or from an obscure desk drawer.

First, a little bit of history to put things in perspective. In the 1970s and 1980s, cards were traded, sold or bought through the mail. When the airline collectibles shows were in full swing in the 1990s, many of us were thrilled that we could meet other collectors and to see so many decks available for sale. Card collectors started bidding on eBay auctions in the late 1990s and, like what Alan Greenspan said of the stock market at that time, there was also much irrational exuberance in the auction bids. Some card sellers, obviously un-knowledgeable of airlines or cards, gave new meaning to terms like "unique, old, rare, and vintage."

As more decks surface on eBay, irrational exuberance has given way to some degree of calm and caution, so much so that prices of decks previously considered as rare are now much lower in price. Some examples:

Although some collectors had singles of the **Guinea Airways** cards, no decks were known to exist in any collection until the first set was auctioned at over \$400. Later, a second set went for \$250 and then a third set for \$70.



(Continued on page 20)

Timetables

By David Keller

dkeller@airlinetimetables.com

Fokkers Around The World

Designing and producing commercial aircraft requires an organization to have access to a large pool of resources in terms of technology, finances and manpower. Generally speaking (and excluding the former Soviet Union), there have been 2 or 3 major manufacturers dominating the market during any given period in the last 50 years. (I.e., Douglas and Lockheed in the 50's, Boeing and Douglas in the 60's, Boeing, Lockheed and McDonnell Douglas in the 70's, Airbus and Boeing today, etc.) A number of "second-tier" manufacturers have joined the game at various times, but most eventually either leave the commercial airline business to pursue other opportunities, or form relationships with other manufacturers to pool resources and share risk. The Dutch aircraft manufacturer Fokker, with its roots back in the early days of flying (1919), managed to stay in the business for roughly 40 years, on the strength and versatility of 2 basic designs, the F27 "Friendship" and the F28 "Fellowship".

The F27 was designed in the 1950's, one of many so-called "DC-3 replacements". By the time the F27 went into service in the late 50's, most of the larger airlines had large fleets of propeller aircraft, and were looking forward to the arrival of jets. (In the United States, Fokker had licensed Fairchild Aircraft to produce its own version of the F27, which would be a big seller with the local service carriers.) This left Fokker to pursue the smaller carriers, which often operated only a handful of a given type rather than dozens. The aircraft maker did find customers all over the world, and F27's proved their worth in a wide variety of operating conditions.

One region which heartily embraced the F27 was Australia. Both of Australia's major domestic carriers, Ansett and Trans-Australia Airlines, operated the type. I have included a scan for Trans-Australia (February 15, 1961) which finds the Friendships operating with Electras, Viscounts and DC-6's. (No coincidence that both airlines had similar fleets, as the government mandated that the domestic market should be split 50/50 between the two.) The subsidiary carriers of Ansett also employed the F27, as was the case in the Ansett N.S.W. timetable dated 8/12/79.



F27's also found work with numerous Asian airlines. Malaysian Airline System (MAS) utilized the Friendship on its extensive domestic network, with many of those aircraft having entered service with Malaysia Singapore Airlines, before it split into MAS and Singapore Airlines. Incidentally, I'm told that the illustrated timetable, dated April 1, 1987, is the final timetable for MAS, as the carrier changed its name to Malaysia Airlines prior to the next timetable.

More F27 orders came in from African carriers. In the East African Airways timetable dated November 1, 1972, F27's were used domestically in Kenya and Tanzania, as well as on a few international services. With the demise of East African several years later, these aircraft would be transferred to either Air Tanzania or Kenya Airways.

NLM CityHopper
Friendly and on time.

**dienstregeling
timetable**

zomer / summer 1977

GEDIGD / VALID: JUN 13 - SEPTEMBER 24, 1977
3^o UITGAVE / 3rd ISSUE

EFFECTIVE APRIL 1, 1968 - OCTOBER 31, 1968

IBERIA
AIR LINES OF SPAIN

summer timetable
first edition

the new gateways to europe
lisbon - madrid - barcelona

LUXAIR

1^{re} édition

Horaire	Flugplan	Timetable
Du 1 ^{er} Avril 1971	Ab 1. April 1971	From April 1, 1971

HORAIRES ET TARIFS
valables du 1^{er} Novembre 1970 au 31 Mars 1971

AIR INTER
LIGNES AERIENNES INTERIEURES

HIVER 1970
PRINTEMPS 1971

Les horaires et tarifs ci-inclus
peuvent être modifiés sans préavis.

**BRAATHENS
SAFE**

VINTER

RUTER 77-78

1. november - 31. mars

AeroPeru was one of many South American airlines to utilize F27's. AeroPeru's December 1, 1974 timetable finds the F27 at work on the carrier's domestic network, along with 727's and F28's.

Being a European product, it would reasonably be expected that a number of F27's would be operating close to home. Those operating for NLM CityHopper (a subsidiary of KLM Royal Dutch Airlines) were the closest of all, and the June 13, 1977 timetable shows service to 11 cities in the Netherlands and nearby countries.

Another European operator was Luxair, the flag-carrier of Luxembourg. The timetable dated April 1, 1971, illustrates both types operated by the airline, F27's and Caravelles.

The French domestic airline Air Inter would also use F27's to supplement its Caravelle services. The November 1, 1970 timetable states that the airline was flying 12 Caravelles, 14 Viscounts, 10 F27's and 4 Nord 262's.

A major flag-carrier which did find use for the F27 was Iberia Air Lines of Spain. The April 1, 1968 timetable shows that the Friendship was used both on flights within Spain, as well as on services to the Canary Islands and West Africa.

The F27's younger brother, the F28 "Fellowship", was designed in the 1960's. When the aircraft was ready to enter service in 1969, it was entering a crowded marketplace, as the 737, DC-9 and BAC 1-11 offered similar capacity and each had already been in service for several years. Being a smaller aircraft than its competitors, Fokker was able to promote the F28 as having lower operating costs, which was appealing to smaller carriers wanting to offer jet service on lightly traveled routes.

The first carrier to put the F28 into revenue service was Norway's Braathens SAFE. The timetable dated November 1, 1977 shows the F28 being used to supplement the airline's larger 737's to 13 Norwegian cities.

Australia was once again fertile ground for Fokker, as a number of F28's went into service with Australian carriers. The Ansett W.A. (Western Australia) timetable dated 10/27/85, shows the tail of an F28 on its cover, as the aircraft was in use from the carrier's base in Perth. The East-West timetable dated September 1, 1985 finds the F28 operating alongside F27's.

Garuda Indonesian Airways found the F28 well-suited for its far-reaching domestic system, and

operated over 30 of the aircraft. The illustrated timetable was in effect until October 31, 1977, and as it is the carrier's International Edition, shows only selected domestic routes. The F28 is in evidence on a number of those routes, as well as international services to Malaysia and Singapore.

Once again, NLM CityHopper was partial to the home team, as F28's found work in the Netherlands. The timetable dated March 30, 1986 shows all NLM flights operated by F27's or F28's.

While Fokker's designs had an immediate impact on the American aviation scene (in the form of the Fairchild versions of the F27), aircraft manufactured by the Dutch company were not finding work with US carriers. However, much as it changed many aspects of the commercial aviation landscape in the US, the Airline Deregulation Act of 1978 created new opportunities for Fokker.


One of the first US airlines to order a new Fokker-built F27 was Mississippi Valley Airlines. Deregulation made it easier for the commuter carriers to gain approval for the operation of larger aircraft, and MVA took advantage of this, placing F27's into service from Chicago to Moline and Cedar Rapids, as advertised in the timetable dated January 4, 1981. (Note that this timetable was initially misprinted with the effective date of January 4, 1980.)

Another commuter carrier to place the F27 into service was Horizon Air. The timetable dated October 28, 1984 illustrates an F27 flying in the vicinity of Mount Rainier. At this point Horizon was operating the F27's in a fleet that also contained DC-9's and Metro III's.

Other commuter carriers chose to go with pure-jets rather than turboprops, and Fokker found opportunities there as well. Altair was one of the nation's larger commuter airlines in the late 1970's. By 1980, it had also decided to operate F28's, in an effort to transform itself from a commuter operator into an all-jet carrier operating up and down the East Coast. The timetable dated October 15, 1980 is one of the first after the introduction of jet service. Unfortunately, Altair would be bankrupt only a few years later.


Another commuter airline, Empire Airlines in up-state New York, chose the F28 for services to New York City, from Syracuse and Utica-Rome, as promoted on the cover of the September 15, 1980 timetable. Unlike Altair, Empire did not attempt to abandon the communities that had made it successful. Empire grew and prospered, and was eventually acquired by Piedmont Airlines, which had itself begun operating F28's in 1984. Fit-

Ansett W.A. Timetable



Effective date October 27, 1985.
Approved by the Transport Commission July 2, 1985.

international timetable



EFFECTIVE OCT. 28 THROUGH DEC. 15, 1984

HORIZON AIR

THE #1 WAY TO FLY THE NORTHWEST




NEW! Seattle/Spokane Service.
TIME TABLE
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MT RAINIER, WASHINGTON

DIENSTREGELING TIMETABLE

March 30 - September 28, 1986.



NLM CityHopper
Fast and friendly.

MVA

SYSTEM FLIGHT SCHEDULE
Effective January 4, 1981



NEW Fokker F-27 Friendships!

NEW NON-STOP!
CHICAGO - MILWAUKEE
CHICAGO - INDIANAPOLIS

MISSISSIPPI VALLEY AIRLINES



PIEDMONT AIRLINES

System Schedule Effective January 15, 1986.

empire

THE NEW AIR FORCE IN THE NORTHEAST.

tingly, the cover of the January 15, 1986 timetable that announces the merger shows F28 tails for both carriers.

By the early 1980's, Fokker's order book was getting thin, and it was decided that minor tweaks to the basic F27 and F28 designs were not enough. So, while still retaining the basic airframe designs of both types, major upgrades were incorporated to create modernized versions which were dubbed the F50 and F100. These new designs rejuvenated the demand for Fokker's aircraft, but probably also contributed to the company's eventual demise.

F50's found homes with the same types of airlines that had traditionally been Fokker's best customers for the F27. In fact, a number of F50's actually replaced older F27's with those Airlines. Kenya Airways' timetable dated March 27, 1994, shows the type in service on routes to several domestic and regional destinations, which had more than likely been operated previously by the F27's inherited in the aforementioned breakup of East African Airways.

The F100 was Fokker's greatest success in the US, as USAir (which was in the process of purchasing Piedmont airlines and its fleet of F28's) ordered 40 examples. Even more promising was American Airlines, which began putting a fleet of 75 F100's into service in 1991, with options for 75 more. (Unfortunately for Fokker, those options were not exercised.)

TAM in Brazil is another operator with a large F100 fleet (as could be inferred from the cover photo of this relatively recent, but undated, timetable). In addition to the F100's, TAM was also operating F27's and F50's - obviously a sign of satisfaction with aircraft of Dutch heritage!

Several attempts have apparently been made to resurrect Fokker's production lines, all unsuccessful to the best of my knowledge. With those options fading away, it can certainly be said that Fokker's F27 and F28 designs made a lasting impact on commercial aviation for nearly half a century, and its legacy will be carried forward by the many aircraft still in service around the globe.

(Continued on page 32)

KENYA TO UGANDA AND NAIROBI TO MUSOMA/MWANZA


DAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
KERICHO	DCY DCY DCH DCH DCH DCH	DCH DCH DCH DCH DCH DCH	DCH DCH DCH DCH DCH DCH	DCH DCH DCH DCH DCH DCH	DCH DCH DCH DCH DCH DCH	DCH DCH DCH DCH DCH DCH	DCH DCH DCH DCH DCH DCH
SERVICE	EC EC EC EC EC EC	EC EC EC EC EC EC	EC EC EC EC EC EC	EC EC EC EC EC EC	EC EC EC EC EC EC	EC EC EC EC EC EC	EC EC EC EC EC EC
FLIGHT NO.	911 927 221 229 917 824	223 911 424 911 227 424	911 321 915 911 424 915	911 424 915 911 227 424	911 227 424 911 915 911 424 915	911 227 424 911 915 911 424 915	911 227 424 911 915 911 424 915
CLASS	Y Y Y Y Y Y	Y Y Y Y Y Y	Y Y Y Y Y Y	Y Y Y Y Y Y	Y Y Y Y Y Y	Y Y Y Y Y Y	Y Y Y Y Y Y
NAIROBI	0720 0720 1420 1220 2120	0720 1220 1920 1220 1920	0720 1220 1920 1220 1920	0720 1220 1920 1220 1920	0720 1220 1920 1220 1920	0720 1220 1920 1220 1920	0720 1220 1920 1220 1920
MUSOMA	0820 Y 0820 1520 2120	0820 1520 2120 0820 1520 2120	0820 1520 2120 0820 1520 2120	0820 1520 2120 0820 1520 2120	0820 1520 2120 0820 1520 2120	0820 1520 2120 0820 1520 2120	0820 1520 2120 0820 1520 2120
MWANZA	0920 Y 0920 1620 2220	0920 1620 2220 0920 1620 2220	0920 1620 2220 0920 1620 2220	0920 1620 2220 0920 1620 2220	0920 1620 2220 0920 1620 2220	0920 1620 2220 0920 1620 2220	0920 1620 2220 0920 1620 2220

Kenya Airways - March 27, 1994

DIRECT FLIGHT TIMETABLE

Horizon Air

JUNE 7, 1993 - OCTOBER 2, 1993
Includes Alaska Airlines



65-SEAT FOKKER F28 JET

More Jets

- Seattle - Spokane Shuttle: Hourly flights and F28 jets on 13 of 17 flights each way.
- Missoula & Kalispell - Seattle: New jet service.
- Seattle & Portland - Boise: Five jet nonstops each way.


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- Seattle - Sun Valley: New Dash 8 nonstop Saturday and Sunday.

FOR RESERVATIONS AND INFORMATION, SEE YOUR TRAVEL AGENT OR CALL TOLL-FREE 1-800-547-9308

MARÇO/ABRIL 45

TAM



Time Table

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

THE FOKKER FAMILY

I've tried to come up with a group of china which, for the most part, could well have seen service on Fokker craft, but as always, a certain amount of speculation is assumed.

The American Airlines Inaugural Plate was a commemorative item meant for display, and not used on board; it has a small hole and hanging wire on the back rim. I did ride a number of times on the AA F-100 craft between Springfield, IL (SPI) and ORD, a service which lasted about two years. After a single round trip yielded only a 35% load factor, AA added a second, which served only cannibalize passengers from the other, resulting in a 25% LF before the flights were dropped entirely. I'm embarrassed to say that I don't recall much about the china used on those flights, but it was no doubt the rather cheap plain white china with only a thin blue stripe that AA used in domestic first class for most of the 1980's and 90's.



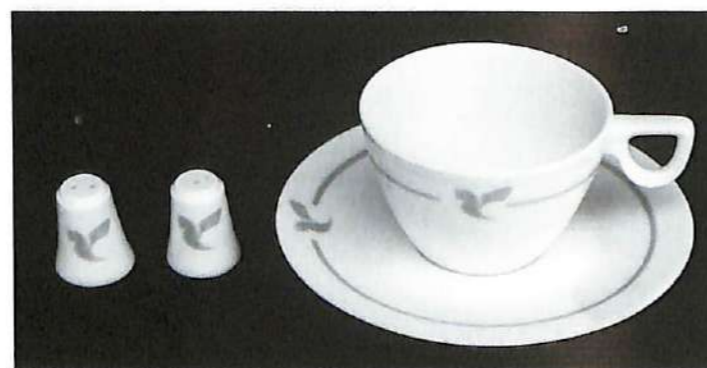
This American Airlines F-100 inaugural plate was no doubt issued by Fokker and not AA. It was made by Royal Goedewaagen in Holland, the color being Blue Delft. Inaugural service plates were a relic of the past, and this is the latest one of which I'm aware, at least for a domestic carrier.



Austrian cup and saucer made by Lilien Porzellan in Austria. A nice design has the greeting in black; the airline name and logo is in red.



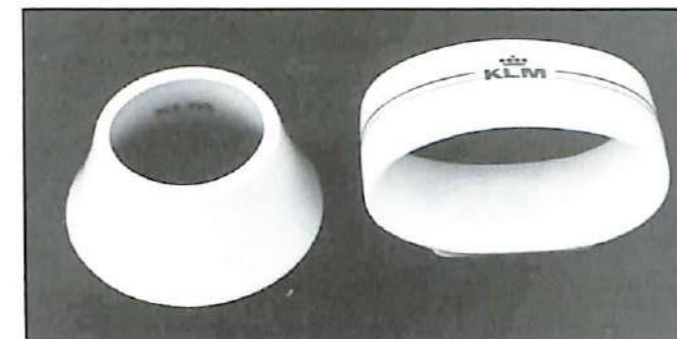
This Garuda Indonesia set was made by Noritake's InFlight Top division in Japan. The logo is in blue. Over the past several years, Garuda's china has also had the logo and stripe in green or gold.



Iran Air has an attractive bird logo in light blue on their china, made by Noritake in Japan.



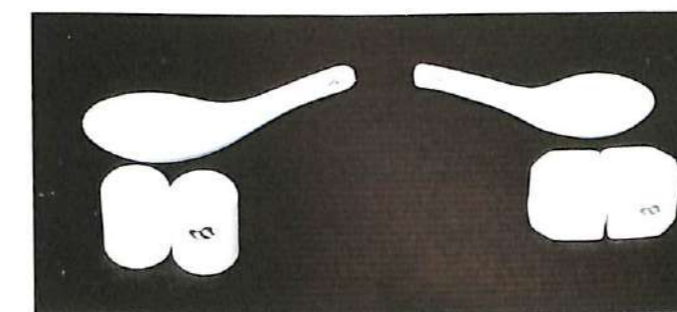
This glass tea set features Iran Air's logo in gold. No manufacturer is shown.



KLM's china once featured an egg holder and a napkin ring, seldom seen pieces in airline dinnerware. Marking in dark blue; made by Hutschenreuther in Germany.



Korean Air china is made by Hankook, probably in Korea. Their logo is gold for first class, silver for business.



Mandarin China airlines features their stylized "M" logo in gold or blue; Made by Noritake InFlight Top in Japan.



This is an older Malev (Hungarian) pattern, which may pre-date Fokker service. The logo is in blue and the stripe is gold. Made by Hollohaza.



Piedmont established first class service during the last few years of its existence, and used this attractive design with the bird logo in blue. The large dinner plates were used only on West coast flights. Made by Mayer China, Beaver Falls, PA.



Brazil's TAM uses this attractive maroon and gold china in its first class cabins; made by Narumi (Japan?).



Tyrolean Airlines china features their name in black, with the logo in brown orange and yellow. Made by Lilien Porzellan in Innsbruck, Austria.



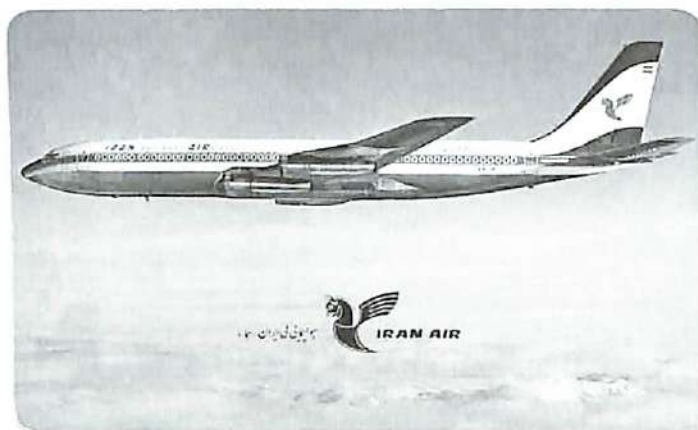
Here is the final china pattern used by US Air before their name change. It has their logo and a stripe in gold. Made by Mayer China, Beaver Falls, PA.

That's it for now.

(Continued from page 12)

Iran Air's Boeing 707 decks was first auctioned for \$250. Several more sets were sold at succeeding lower prices, the most recent being \$70 each.

The older BOAC, Pan Am, American, and TWA cards have also seen the same declining price trends, to cite only a few examples. Still, there are a few over-zealous or ill-informed bidders who drive prices well above fair market levels.



There are downsides to on-line auctions. Some bidders wait until the last few seconds to submit a high (and hopefully winning) bid, giving no time to previous bidders to respond. This procedure, commonly known as "sniping," is legitimate as far as auction rules are concerned and some consider it as part of the bidding strategy.

Of greater concern is the practice of submitting a very high bid to expose bids by other buyers and then retracting the high bid. The rules do allow retractions if a legitimate mistake had been made, but who is to know if the "mistake" was legitimate. Even if it was indeed legitimate, the damage is already done.

Some unscrupulous sellers have also used their friends to bid on their auctions in order to raise the bids from legitimate bidders. This is known as "shilling" and becomes quite obvious after a few occurrences. Several sellers in Asian countries and their co-conspirators have been caught and disciplined by eBay. Also, since the card collecting community is quite small, word of such shenanigans gets around the Internet very quickly. Fake decks have also surfaced on eBay auctions but after the first few buyers have been duped, there are few bids on these offerings.

Unfortunately, on-line auctions have also caused friction between some collectors. The conventional practice at the airline collectibles shows is that an interested buyer would not interfere if someone else is negotiating with a seller for the price of an item, but competitive bidding on eBay has pitted some collectors against one another. There have been a few friendships that have not survived because of sniping.

In spite of these problems, I believe that on-line auctions will someday become the main venue to buy and sell airline playing cards. In addition to making more decks available, it has also brought out new collectors, always a good way to keep the hobby going in the right direction.

Sticker Chatter

By David A. Rowe

Labels, Labels, Everywhere!

With this issue we bring you a selection of miscellaneous labels from all over the world. Unfortunately I don't have any labels with Fokker aircraft to coincide with the theme of this issue. Enjoy!



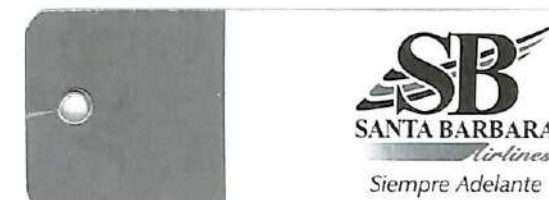
This is one of TWA's last labels - red and gold on black.



PALMAIR flies from Bournemouth, England, with Boeing 737s. Red on white background.

widerøe

god tur!
(enjoy your flight!)



SANTA BARBARA AIRLINES flies from Maracaibo, Venezuela to points in Europe and the US. This BIL is red and blue on white.



MENAJET is a new Lebanese airline. Yellow and blue on white.



This red, white and blue circular label from AIR CANADA celebrates the carrier's 10 years of service to Korea.

(Left) WIDEROE from Norway. BIL in dark green and white. From the late Frank Lichtanski.

hello welcome on board

HELLO is a new charter carrier from Switzerland. Blue and yellow on white background.

(Right) SKYEUROPE of Slovakia flies Boeing 737s. Nice full color label with predominant color in blue.



ETHIAD is the new flag carrier of the United Arab Emirates. One of a set of BIL for the different classes on-board the aircraft. Blue printing on a cream background.

YOU CHOOSE THE DESTINATION.
WE TAKE CARE OF EVERYTHING ELSE.

tyrolean
jet services



Bombardier Global Express

www.tjs.at tjs@tjs.at

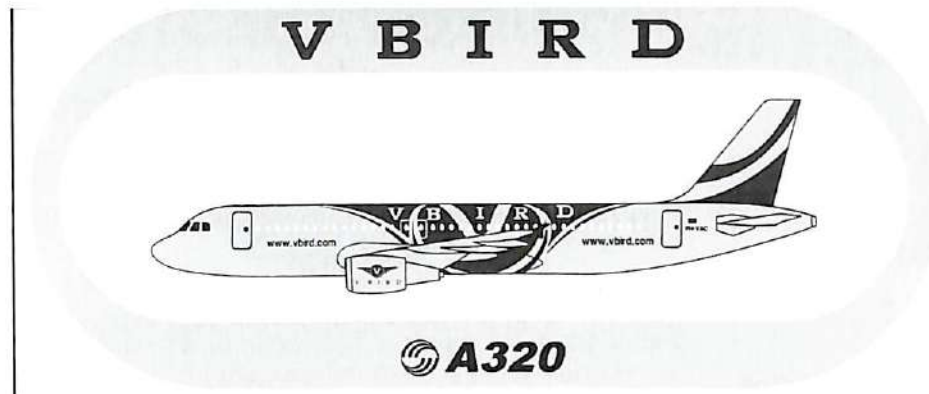
TYROLEAN JET SERVICES from Austria. Full color photo of their Bombardier aircraft.



CAREFLIGHT of Australia operates Bell Helicopters on medical and ambulance flights. Blue and yellow on white.



(Left) ATLASJET is a new Turkish operator flying A320s. Airbus issue. Red and black on silver.



(Left) V BIRD from the Netherlands is a new carrier with A320 aircraft. Airbus issue. Blue and silver color scheme.



(Left) JETSTAIR ASIA is another new A320 operator. Orange and black on silver. Another fine Airbus issue.



A fine blue and red on white label issued by Wheaties cereal showing a Northwest B377 Stratocruiser.



(Above) NORTHWEST celebrated their Tokyo-New York nonstops with this circular red and black on white label.



(Left) NORTHWEST printed this lovely silver, black and red label to introduce the 747-400 into service.

(Right) REPUBLIC produced totally boring stickers. This was the best that I could find! Red and blue on a white circular label.



What is It?

By Ken Taylor

keebeetay@aol.com

Memories of AI 2005 And More Questions

Airliners International 2005 is now an enjoyable memory. Milwaukee, you did a fine job!

A correction needs to be made concerning the emblem from Issue 29-4 on page 36. This emblem is NOT from Yemen Airlines, Alyemda. It is a flight attendant wing from Lufthansa. I obtained this wing in 1964 and was informed that it was a jacket wing. I trust that you will understand that we will have incorrect information from time to time. My apologies!



Lou De Simone of Warren, Michigan, visited me recently. He identified the wing shown in Issue 30-1 on page 30 as belonging to Fischer Brothers Aviation.



However, Clark Skillman is of the opinion that the FBA wing is not of the type used in the U.S.A. at all. Does anyone in Galion, Ohio have any information on the wings used by Fisher Brothers?



What do the letters 'ia' tell us? Independence Air?

Does anyone know anything about 'TAC Air'?



Next up. Who is 'DAS'? (Editor - DAS Air Cargo?)



Patty Flanagan is looking to identify this cap badge. Anyone have any ideas?



Any ideas on this cap badge? Send along your answers!



Any thoughts on the emblem to the right? Who, where and when?

Best regards!

Ken



Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net

The Fokker Family in Postcards

And now, the Milwaukee show is history and Sue and I enjoyed the show, Renee Foss, the "Cherman" food, and EAA afterwards in Oshkosh. But, the highlight was visiting the Milwaukee Art Museum with Marilyn and Marvin Goldman. Truly one of the architectural gems on the planet. Inspired. Impressive! Let alone the art treasures inside. As Marvin said ... "it comes in second only to the Taj Mahal." I wish to thank quite a few folks who dropped by our table to say how much they appreciate my Postcard Corner articles in *The Captain's Log*, by the way.

Anthony Fokker did not start with the F-27, it should be noted. As a matter of fact, he produced 7,600 (!) war machines for the Germans in the epic struggle we recall as World War I. He went on to become the largest aircraft manufacturer for a time between the Wars producing a variety of successful civil and military aircraft.

No fewer than 54 airlines around the world flew Fokker designs in 1930! We start with two black & white photo cards of PH-AEZ in the air and at Schiphol. There were 230 of these F-VII's manufactured. Onto a 75th anniversary of KLM (1994) postcard of their F-VIII printed by Charles Dickson in 1928. I have the same art (framed) on my wall, probably an original poster. Anybody wanna buy it? 500 bucks?



We come next to an outsized KLM historical card, a painting by the well-known Dutch painter Thijs Postma of the F-XVIII in service from 1932-1946. Another, the streamlined F-XX, the "Zilvermeeuw" came along in 1935. PH-AIZ. Exquisite in its beauty. The F-XXXVI also commenced in 1935 that could carry 32 passengers. PH-AJA. All the black & white cards are 3-1/2" x 5-1/2".



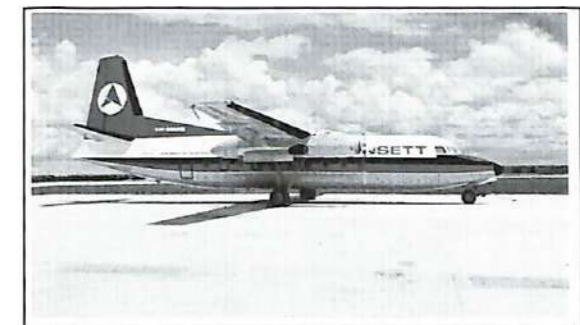


Fast forward to the late 1950's. Sue and I did a quick trip from Frankfurt in Spring 1957 to Zurich by Swissair DC-6, onto Paris via the new Air France Viscount, then by KLM DC-6 to Amsterdam and finally a KLM DC-6 back to Frankfurt. As we were taxiing at Schipol, I swear to you I saw the F-27 prototype. The type was placed into service the follow year, so let's start with a postcard of said PH-NVF, a 3-1/2" x 5-1/2" black and white real photo by Echte, number 758, or C.13.

Luxair F-50, Company Card

Air Niugini F-27 Company Card, P2-ANC

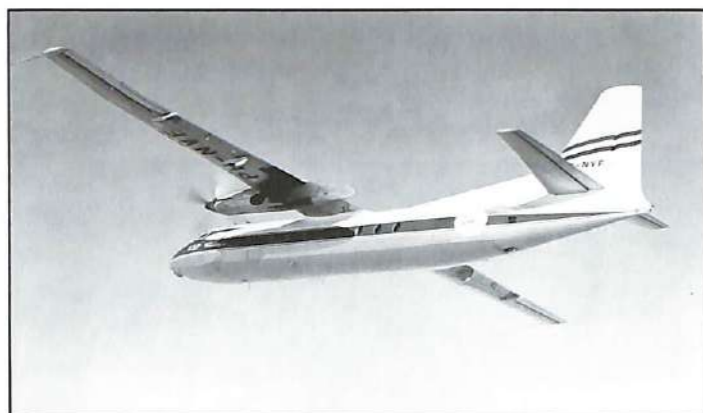
Trans-Australia F-27, information card, 3-1/4" x 5-1/2"



Schreiner F-27, Company Card, PH-FFD, 4-1/2" x 10-5/6"

Air New Zealand F-27, Vita Nova card for Fokker, PH-EXA

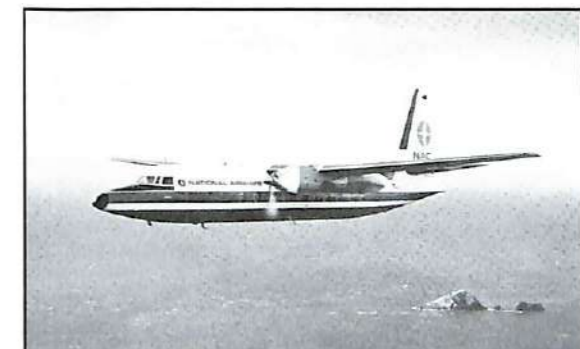
Ansett F-27, information card, 3-1/4" x 5-1/2", VH-MMS



Martinair F-28, Company Card, PH-MAT



East-West F-27, Vita Nova card for Fokker



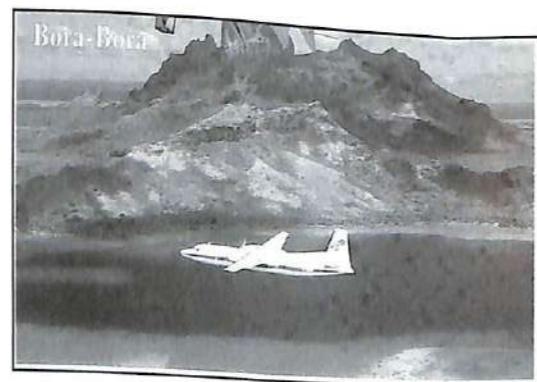
National Airways F-27, 3-1/2" x 5-1/2" company card

Let's stay in Europe for starters with all cards 4" x 6" four color glossies:

Now to Australasia, again with all the cards 4" x 6" four color glossies:



Tyrolean F-70, Company Card



Air Polynesie F-27 over Bora Bora, Nr. 261



Airlines of Western Australia F-27, company card, VH-FKG

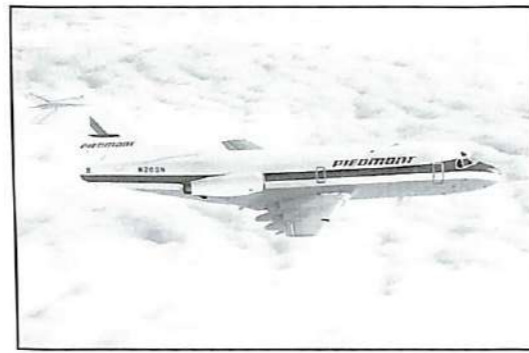
And back to the good ole US of A for the following 4" x 6" four-color cards:



Horizon Air F-27, Impact Hawaii 2680-H, WF001



Swift Aire F-27, Skyliner Card Number 026



Piedmont F-28, Skyliner Cards Number A6, 3082



West Coast F-27, Crocker/Mirro-krome over Mt. Rainier



Northern Consolidated F-27, N4905, at Anchorage, S-31462, W.W. Wells

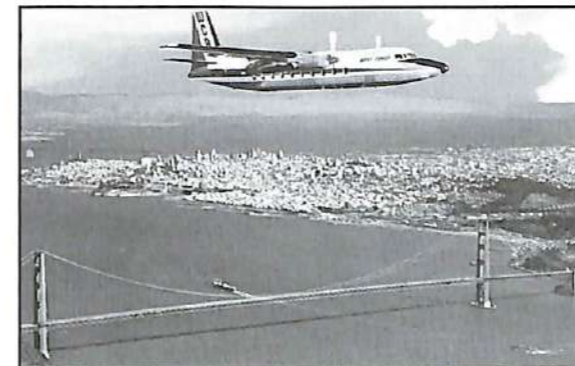
Off into 3-1/2" x 5-1/2" size:



Pilgrim Airlines F-27, Company Card



Piedmont F-27, N2701R, Plastichrome 34078



West Coast F-27, Crocker/Mirro-krome over the Golden Gate



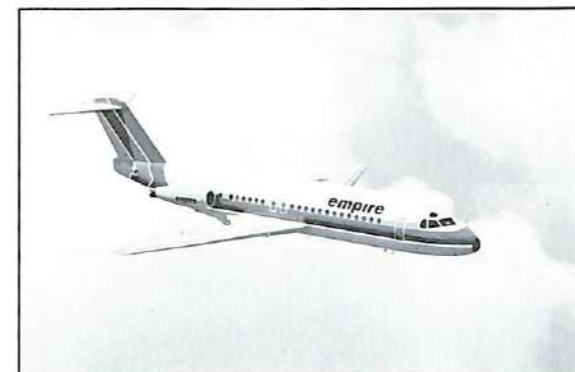
Bonanza F-27 at McCarran Airport, Las Vegas, FS-745, S-41307



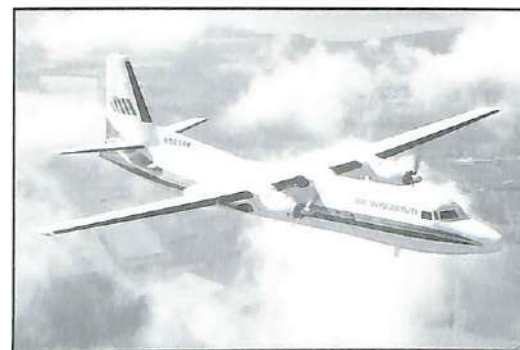
Mississippi Valley (MVA) F-27, Published by Fokker



Piedmont F-27 at Norfolk, Virginia, Plastichrome P49004



Empire Airlines F-28, PH-EXP, Company Card



Air Wisconsin F-27, Skyliner Cards Number 088



Ozark F-27 at Peoria, Curteichcolor ODK-1149, N4301F



Wien Alaska F-27, company card, WAA-3 near Fairbanks

I didn't fly on F-27's or F-28's that much, but I can remember each flight vividly for various reasons - the beauty of Hawaii via Aloha's F-27 over to Lihue, the abject fear because of a wind gust whilst landing at Lynchburg on a Piedmont F-27 one rainy night, the beauty of my seat mate, while flying Moline/O'Hare on MVA, only to find her right side ravaged by a cancer operation, a very old and tired Mesaba F-27 in 1988 from Detroit to Traverse City and return. I thought the damn thing was going to fall apart in mid-air. But, an Empire F-28 ride from LaGuardia to Utica-Rome, New York, and back made up for all past transgressions. Perfect aircraft, livery, accommodations, stewardesses, New York State apple, etc. Paul Quackenbush did a heckava job up there in God's country for a while at least.

No more rambling, y'all. Hope you've all enjoyed looking at the cards and sharing a reminiscence or two with your friendly reporter.

VAN

Aircraft Modeling

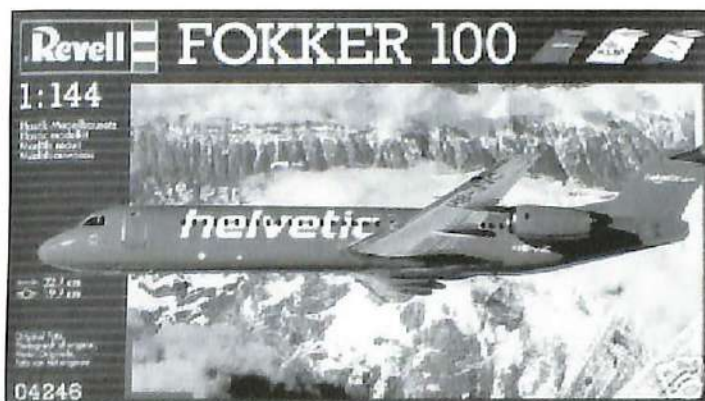
By Ken Miller
ozmiller@sbcglobal.net



Fokker Airliner Models

There are many models available of Fokker airliners. Unfortunately for me I haven't yet built any of them. I'll try to provide a brief overview. There are and have been both injection molded kits, resin, and vacuforms kits available. The majority of the models are in the standard 1/144 and 1/72 scales.

Currently Revell has a model of the F100 available in 1/144 scale. Markings are for the pink Helvetic Airlines. The kit has been released earlier in Fokker house markings as well as Swissair and KLM. The kit has gotten pretty good reviews. Some early releases were reported to have had "funny" plastic that was prone to cracking. Early releases of Revell F100 decals had a problem with yellowing clear coat so be careful if you get an older kit. Way back when Revell also released a model of the Fairchild F27. The Revell kit is box scale and I've heard it referred to as 1/96 scale. Close enough to 1/100 for me. The Revell kit originally came with a coupon where modelers could mail away for additional kit decals. It has also been recently re-released. The Revell F27 is probably better for kit collectors or someone wanting a nostalgic build. Doyusha released a 1/144 scale injection molded F27 kit a few years ago that has gotten very good reviews as well.



Going back to 1/72 scale F27's Airfix released a F27 model many years ago. Later Esci also released their version of the F27. Both kits have their strengths and weaknesses. The debate as to which is the better kit is seems to be one of the ongoing model airliner debates.



Esci Fokker F27



Doyusha Fokker F27

There is also a tiny injection molded F27. Around 1970 Kellogg's issued a series of polystyrene aircraft kits that originated in Australia with the R&L company. They were given away by Kellogg's except in the USA where some of the range were briefly sold by Aurora. I've included a photo of the kit that was listed on E-Bay.

FREE Aeroplane Kit



Kellogg Fokker F27

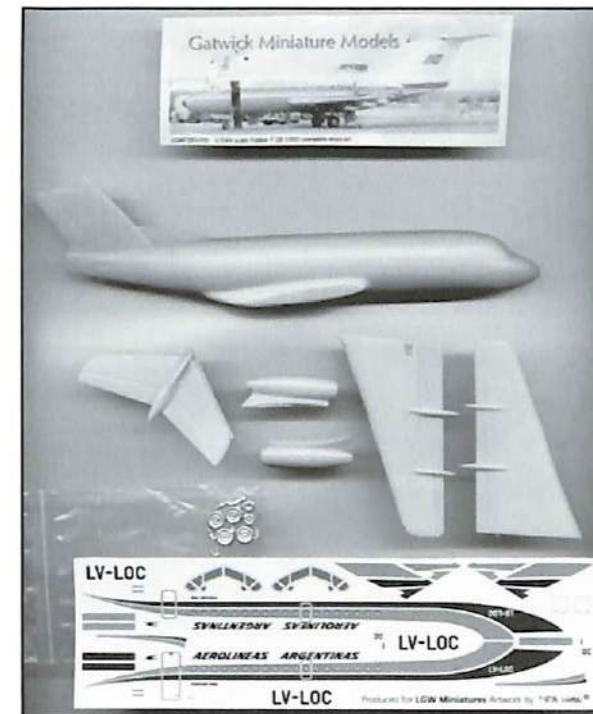
Back to 1/144 scale Welsh models has released vacuform F100, F70 and F50 kits. Welsh kits generally get very high reviews. Gatwick Models also makes a resin F28 in both 1000 and 4000 mks.



Welsh Fokker F27



Welsh Fokker F100



Gatwick Fokker F28

For early Fokker aircraft VLE models currently produces vac-form kits of the Fokker T-2 and Fokker Universal in 1/72 scale. The four-engined Fokker F-32 is also available in 1/144 scale.

Rounding out some of the more obscure models Jim Galloway filled in some small-scale gaps. For F27's he mentioned a "horrible" Coma issue in 1/105, Lincoln/Kader/International Modeling/ATP/Edai in 1/132, and Dubena in 1/250 scale. Jim said the Coma kit is strictly for collectors but the Lincoln kit was a very nice kit until the Doyusha release came out.



Coma Aermec Fokker F27



Lincoln Fokker F27



Revell Lodola Fokker F27 Kits



Aftermarket Decals For The Revell Fokker F27 Kits

As you can see there are many choices of Fokker models available. Fokker aircraft occupy a large part of aviation history and there's no shortage of models to build. I wish to give special thanks to Christian Bryan of the Yahoogroups Box Art den at <http://groups.yahoo.com/group/Box-Art> for providing me many of the box images.

Ken

(Continued from page 17)

More Timetables!

EAST-WEST	
Timetable	
7:30	
12:40	
4:00	
7:45	

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Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

The Wings of Fokker

I cannot say that I never had the opportunity to ride in a Fokker aircraft. I just know that due to scheduling considerations, or the fact that I was unaware that I would be writing such articles, caused me to choose speed over adventure and lead me to go pure jet between New York and Buffalo. I rode Mohawk's BAC-111s rather than The F-27.

My closest association with Fokker aircraft was during the years I worked at Montreal's Dorval (now Pierre Elliot Trudeau) International Airport (Quebec). Both local carriers, Nordair and Quebecair, operated the F-27 on routes within Canada and Quebec. Just after I started my collection, and before I had obtained my first Quebecair insignia, there was a fatal accident in Quebec City (CYQB) which involved an F-27 enroute to Montreal (CYUL). The front page of the Montreal Gazette showed a photo of a Quebecair uniform cap in the snow. The caption said that the cap belonged to the First Officer, who was on his last trip with Quebecair, before starting a job with Air Canada. It gave one a sense of mortality.

During those years we also saw flights operated by Pilgrim Airlines, offering service between Montreal and Connecticut. On most occasions the flights were carried out by Beech aircraft, but when loads were heavy an F-27 was sent to handle the overflow. Toward the end of my tour of duty, an F-28 was pressed into service to handle peak loads. We would torment the local Pilgrim staff often, asking when we would next see their "Jumbo Jet" in Montreal.

This aircraft could almost be considered the Model - T of aircraft. It was never considered a luxury aircraft, but it could go almost anywhere and return. It was used in almost all corners of the world and proved a reliable product.

The F-27 was also used as a comfortable executive aircraft. I was called out one evening to clear a Fokker F-27 at Baltimore's Martin State Airport (KMTN). The plane had been in Canada for servicing and arrived back in Maryland with fewer than 5,000 hours on the Hobbs meter. It was owned by a local construction company and could be described as "factory fresh or "mint".



Aerolineas Argentinas (AR)

Operated F-28 aircraft

Gold color wing with a pin back. No Hallmark. A dark blue "bird" in rings of light blue, white and light blue. Wing is 2 3/4 inches wide.



Air U K Ltd. (UK)

Operated F-27 Aircraft.

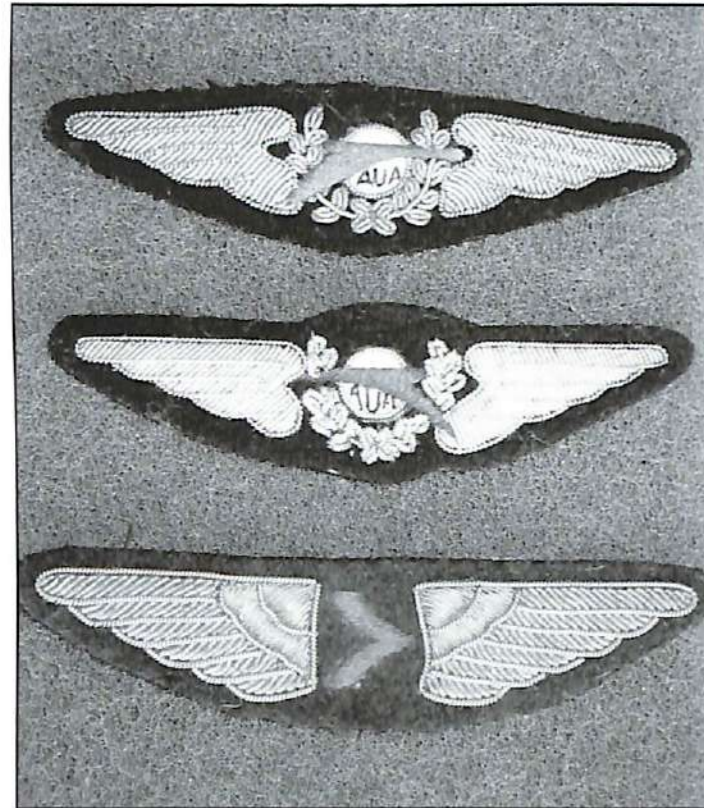
Gold bullion thread on black background. Sew-on variety with no hallmark or label. Red center disc behind "air UK". Two red banners on castle turrets. Red, green, blue, green, and red threads in bar under "castle"

**Austrian Airlines (OS)
(Wings Depicted On Next Page)**

Had Fokker 50 aircraft on order.

Wings are gold bullion thread on black fabric. No labels to identify maker. All are sew-on variety, but two have been modified to attach to the jacket with Velcro fabric.

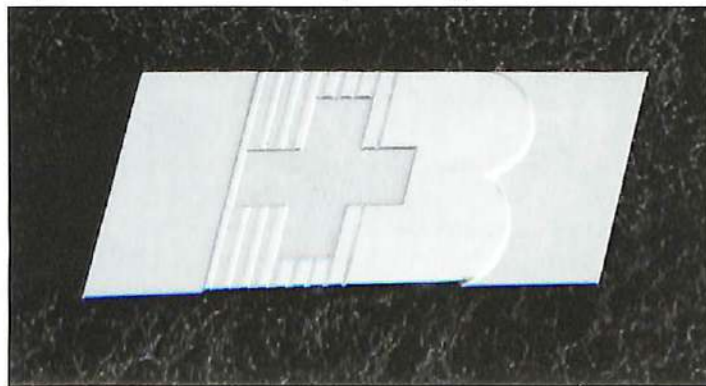
Austrian Airlines (OS)



The two wing at the top have a white center disc with the letters "AUA" in black thread. The "bird" is in red thread and is having trouble deciding which way it wishes to fly. The wing on the bottom has the "arrow" in red thread.

Balair (BB)

Operated a Fokker F-27 (HB-AAZ) for the UN.



Cap badge in brass color metal. No hallmark. Background surfaces are brushed finish, higher surfaces are polished. Two split pins are pushed through the material of the cap and through a backing plate before being bent to hold the badge to the cap.

British Midland Airways, Ltd. (BD)

Operated F-27 aircraft.



Cap badge is gold bullion thread on black fabric backing. No label on this sew-on insignia. Red letters "B M" are in a square field of blue. Blue threads form horizontal lines through the letters.

Garuda Indonesian Airways (GA)



Garuda Indonesian Airways (GA)

Operated F-28 aircraft

Both wing and cap badge are of gold color metal. Neither piece is hallmarked. The cap badge has two pieces of wire which are pushed through the hat material and then are bent back to hold the badge in place. The wing has white and red paint for the flag above the name "Garuda" The wing is clutchback.

Horizon Air (QX)



Operated F-27 and F-28 aircraft.

Cap badge has a single screwpost with two pins to prevent the badge from moving. The feathers are of a brushed finish except for the top ones which are highly polished. The center device has four colors in shades of brown, red and orange. There is a clear plastic coating over the center disc. The badge is hallmarked "Olympic".

The wing is pin back and the description is that of the cap badge. It also has the "Olympic" hallmark.

Korean Air (KE)



Operated F-27 and F-28 aircraft.

Wing is of gold color metal with clutchback fasteners. There is no hallmark. Center disc is red, white and blue.

Loganair Ltd. (LC)



Operated one F-27 aircraft.

The wing and cap badge are the sew-on variety with gold bullion thread on a black fabric backing. There are no manufacturers labels.

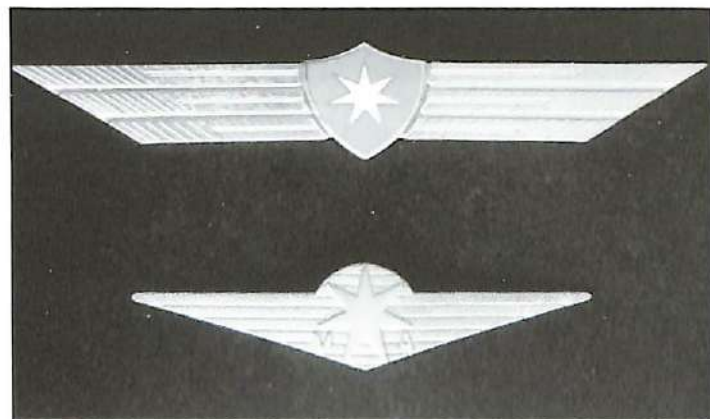
LUXAIR (LG)



Operated F-27 aircraft

Still one of my favorites given to me by a Fokker Aircraft Company representative. The pin back wing is of gold color metal, highly polished. There is no hallmark. The crown has red highlight and the coat of arms is highly detailed. The rampant lion is of red enamel on a shield of white and dark blue enamel. The lion and bars are edged in brass metal.

I/S Maersk Air (DM)



Operated F-27 and Fokker 50 aircraft.

The cap badge is of gold color metal with scored and brushed finish. The center shield is light blue enamel and the seven pointed star is white enamel. The insignia is 5 1/8 inches from tip to tip. It has two screwposts and was bent to form to the curve of the cap front. There is no hallmark.

The wing is also of a rough surface gold color metal with the star and letters "M" and "A" in a brushed finish. The wing is secured to the uniform by two spring clips which pass through metal loops. No hallmark.

Malaysian Airline System BHD (MH)



Operated F-27 aircraft.

The cap badge is of gold bullion thread on black backing fabric. There is a red felt disc behind the design which reminds me of an angel fish. It is the sew-on variety and has no label.

The wing is of gold color metal and attaches to the uniform by a split pin which passes through two metal eyelets. There are lines of red, gold and black at the top of the wings. The "angel fish" is also in red and black. There is a clear plastic coating over the entire front surface of the wing. There is no hallmark.

Nordair (ND)

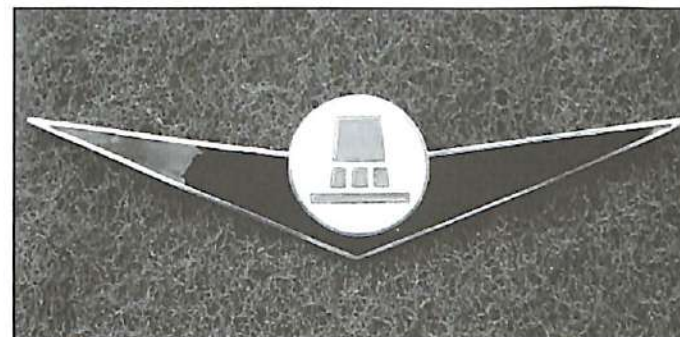


Nordair (ND)

Operated FH-227 aircraft.

Gold bullion thread on black backing with a silver bullion thread "N" on a blue fabric disc. There is no label on this sew-on wing.

Pilgrim Airlines (PM)



Operated F-27 and F-28 aircraft.

The wing is made of gold color metal with almost the entire surface enameled. The wings are in black and the center disk is white. The pilgrim's hat is in green. The wing is pinback without any hallmark.

Quebecair (QB)



Operated F-27 aircraft.

The cap badge is of brass material with blue and white enamel. It secures to the hat with a split pin which passes through two metal eyelets. It is hall-marked "W SCULLY MONTREAL"



Flight attendant wing is of polished gold metal with white and blue enamel. It is pinback and hall-marked "Stephenson 1982 Montreal Canada"

Bangladesh Biman (BG)



Operated F-27 and F-28 aircraft

The wing is the sew-on variety and is of gold bullion thread on black fabric. The background color in the shield is blue. There are no labels.

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Background
 AirlineHobby.com was founded by Henry Tenby in June, 1999, as an auction website specializing in 35mm aircraft slides. Since then, the website has grown to become the world's largest aviation collectible website in terms of listings. We currently have 33,000 items listed for sale and auction, with an active membership of over 1200 hard-core international enthusiasts.

Over the past few years the website has evolved to include auction and fixed-price categories of non-slide collectibles such as safety cards, printed matter, photos and more.

In 2003, AirlineHobby.com expanded into the airline DVD business with 11 titles on offer. Our airline DVDs are filmed and produced by Henry Tenby, and focus on older propliner and jet types, as well as remote airport and airline operations presented in documentary format.

Give us a try
 If you have a basement full of surplus aviation collectibles, or if you are a retailer or producer of any airline collectible, be it postcards, photos, artwork, decals, shirts, pins, books, calendars, timetables, safety cards, or whatever, please give us a call or drop us a line, as we'd love to help you start selling more online today! Or, just visit the website, open your account, set up your store, and start selling today. You'll make new contacts and meet new friends. Its as simple as that!

CUSTOMER SERVICE FIRST - Each and every inquiry or question is personally answered by the webmaster (who is also a veteran collector and enthusiast), usually within a day or so. You're dealing with someone who knows and understands your business, and wants you to succeed. If you have a problem, you can rest assured that you will be getting personalized and prompt service by email, or by phone, your choice. You don't have to fill out tedious webforms and then wait for a response from someone who does not understand your business or the hobby.

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Jr. Wings
 By Stan Baumwald
 stanwing@bellsouth.net

KLM Junior Wings

For a junior wing collector, we really are limited when we talk about the aircraft manufacturer Fokker. The closest I can come is that the company is located in the Netherlands and so is the airline, KLM. So that being my weak excuse, let me review the junior wings of KLM.

I have listed 12 different junior wings from this airline and lots of varieties in my Junior Crew Wing book. Perhaps the most unusual thing about KLM is that all of their juniors are metal and generally follow the same pattern of a junior pilot and a junior stewardess. The first issue (1) has an oval center and is, as most of them are, a pin back. One is for the pilot and the other one is for the stewardess.



Fig. 1

The next issue (2) has quite a few varieties which I did list at one time but just gave it up. If a person were to look closely at the top of the crown, you can see that there is one variety which has a round ball and another variety which has a cross. That is what I call a minor variety and do not list is any longer. But this second issue is enameled whereas the third issue which is almost identical is painted.



Fig. 2

Then there is a fourth issue which has thin letters versus thick lettering in other issues. So as we can see lots of varieties and very confusing. Then the

airline was kind enough to get away from this second issue and make a distinct new junior and for purposes of this article, I will call it the third issue (3). This wing is an oval with wings.



Fig. 3



Fig. 4



Fig. 5



Fig. 6

From this we go to the next in sequence and that is just an oval pin without wings (4). Again, the airline has both a junior pilot and a junior stewardess of each of these. The last issue that they airline ever produced was a generic Junior Flyer wing showing a B-747 (5). And then I once came across a couple of rings (6) made in Hong Kong that I doubt very much was made by the airline but they do say junior pilot or junior stewardess.

Happy Collecting,

Stan

Slide Photography

By Joe Fernandez & Eddy Gual

jferna10@bellsouth.net

The Digital Revolution



Ansett Australia F-28 VH-PKJ, January 1998
Photo Credit: Bill Hough via www.air72.com

As we all know, the digital revolution is here. Yes, there are less and less slide shooters today, but are we at the end of slides as we know it? We have had the closure of processing plants here and abroad. Photo supply stores have stopped ordering slide film.

Film cameras have come down in price. But wait a minute. The other day, one of our computer hard drives crashed. Even with our above average computer knowledge, we had lost over 200 digital images from the past shooting season.

We did not burn a CD to back them up in time. The photos are now gone forever. Had we shot slide film, we would have been enjoying them today and into the future.

There is no hiding the truth here. We have digital cameras ourselves. There is good use for digital. First, you can set up a proof shot of an aircraft before doing a slide shoot. One would not believe how many things you can see in the digital shot that we do not think about when shooting slides. Second, the digital is a good backup for film. Third, you can publish the shot instantly as opposed for the long wait of film processing.

OK, enough comparison, now let's get into the slides that are out there. Since there are less slides being shot today, these are becoming a

"true" collector's item. This is obvious when you visit two very popular internet slide auction sites. Just a few years ago, slides were being sold for \$1.00 each at conventions. Today, hot new items sell between \$4.00 to \$10.00 per slide on the average in these websites. Remember that even if we have digital cameras with great resolution, you still need at least a 12 megapixel DSLR to match the quality of Kodachrome or Fuji slide film. "Digilites" say they save money not having to buy film, but does that really compare to shelling out at least \$3,500 for a top DSLR body with that resolution? Then, you still need some good lenses, memory cards, and more!

As for collector's items, some slides have actually sold for over \$500 in the auctions. The more digital shooters; the higher the price of the slide. We are becoming a closer knit community in the slide world but with more and more interesting items. Plus slides are not electronic, so if you take good care of them, they last a lifetime.

As for the websites, please visit:

<http://www.airlinehobby.com/> was created by Henry Tenby, a very experienced slide shooter and collector. This was the first site fully dedicated to slide auctions.

<http://www.auctiontransportation.com/> was formed by Joseph Pries of Charlotte North Carolina. Many of you know Mr. Pries from slide and collectibles conventions. He is one of the top photographers today. Their sites account for tens of thousands of slides available for the serious collector.

And let's not forget our newly developed South Florida aviation site, <http://www.air72.com/>. Let us know what you think!



Sky Team F-27 DA-CCS, No Date
Photo Credit: www.air72.com Collection

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Memories From
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Dick Wallin with his china and dinnerware display.



Roger Jarman and the Atlantic Models display.



Artist Tom Kalina's 'live action' display!



WAHS VP Craig Morris (left) supporting the Society!



Stan Baumwald and Patty Ryan discussing wings.



Brothers Steve and Joe Mazanek at their table.



Bargains and memorabilia galore!



David Keller and his timetables.



Judging the photo entries!



Bill Gawchik and Dave Cherkis in a quiet moment.



Paul Andes has everything under control.



Photo Contest Results

The World Airline Historical Society's annual photography contest was held in Milwaukee, Wisconsin, as part of the Airliners International 2005 convention. Photographers came from as far away as England to compete. There were 55 entries from nine photographers competing in three categories for 10 possible awards. Unfortunately, there were no youth entries. Judging was conducted by Susanne Frumin, Ron Kluk and Tom Livesey.

The awards were presented at the "Supper Cub" banquet. A nice Power Point presentation provided the audience a chance to see the names of the winners as well as a picture of the 1st place winner in each category. Individual category awards were very elegant 3D crystal trophies! Embedded in the solid semi-circle crystal was the AI 2005 logo with a Boeing 747!!! Top honors and a **jade** crystal award for Best-of-Show (Spirit of Flight) went to Michael Bolden for his rainbow ramp shot of a Northwest A-320.

Results:

PRINTS

- 1st Michael Bolden - NWA A-320 (Best of Show)
- 2nd Robb Gessert - Aero Mexico 737
- 3rd Stephen Griffin - China 747

SLIDES

- 1st Walter Wilson - United J-32
- 2nd Brian Peters - ATA L.1011
- 3rd Dave Baloum - United 747

AERIAL

- 1st Robb Gessert - United 747
- 2nd Roger May - Buddha B1900
- 3rd Robb Gessert - Air Tahiti A340

A big round of thanks to each person who entered in the contest. Your participation helps to maintain the World Airline Historical Society as a major source for airliner photographers to interact with their peers for the advancement of the art of photography and the enjoyment of all.

Tom Kalina
Contest Chairperson
AI 2005

Model Contest Results

Large Jet

- 1st Asif Qureshi - Kuwait B-707

Medium Jet

- 1st Carl Knable - British Airways B-37
- 2nd Carl Knable
- 3rd Dave Kessler

Small Jet

- 1st Asif Qureshi - World Airways MD-11
- 2nd Asif Qureshi
- 3rd Ken Miller

Large Prop

- 1st Asif Qureshi - Air Ontario Dash-8
- 2nd Bill Abbot

Small Prop

- 1st Mark Hooper - TransOcean Stratocruiser
- 2nd Carl Knable
- 3rd Carl Knable

Conversion

- 1st Asif Qureshi - SAS B-737
- 2nd Asif Qureshi
- 3rd Andrew Stiffler

Diorama

- 1st Carl Knable - Alaska Grumman Goose
- 2nd Stephen Kroening

Vacuiform/Scratch-built

- 1st Rick Guilbault - United Viscount
- 2nd Asif Qureshi

Flights of Fancy

- 1st Rick Guilbault - TransOcean B-737
- 2nd Dan Levy
- 3rd Ken Miller

Youth

- 1st Nabeel Qureshi - Helvetic Fokker 100

Most Popular

- Stephen Kroening - Kroening Int'l.

Best of Show

- British Airways 737

Best DRAW Decal

- Alaska Goose

Best Bare-Metal Foil

- Rick Guilbault - American 737

Best Revell

- Carl Knable - Burlington DC-8

CONTENT
DELETED DUE
TO PRIVACY
CONCERNS

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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. 9:00am - 4:00pm. 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. Special show rate of \$49 by calling the hotel at (281) 931-0101. 9:00am - 4:00pm. Contact: Duane Young, P.O. Box 101, Covington, LA 70434. Phone: (985) 892-3297. jetduane@bellsouth.net

TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW

Sunday, October 2, 2005. Toronto, Ontario, Canada. Holiday Inn East, 600 Dixon Rd, Etobicoke, Ontario. 10:00am - 3:00pm. Contact: aitor@sympatico.ca. Admission: \$5.00.

SEATTLE AIRLINE COLLECTIBLE SHOW

Saturday, October 8, 2005. Seattle, WA. Museum of Flight-Boeing Field. 9:00am - 3:00pm. Contact: Greg Mattocks, P.O. Box 1455, Bothell, WA 98041. Phone: (425) 485-8780. mattocks@verizon.net www.seattleairlineshow.com. Admission \$5.00.

MIAMI AIRLINE COLLECTIBLE SHOW

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

BOSTON AIRLINE COLLECTIBLE SHOW

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

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: Basilios 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. 9:00am - 3:00pm. Contact: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631. Phone: (773) 775-5623. s.mazanek@comcast.net. Admission \$4.00.

LOS ANGELES AIRLINE MEMORABILIA SHOW & SALE

Saturday, January 28, 2006. Hacienda Hotel, 525 N. Sepulveda Blvd, El Segundo, CA. Special room rate of \$69 single. 9:00am - 3:00pm. For additional information, contact Dave Cherkis, 702-360-3615 or Chris Laborde, 619-997-0666 between 9am-5pm Pacific Time.

AIRLINERS INTERNATIONAL 2006

July 6 - 8, 2006. Washington, DC. Sheraton Premiere Hotel, Tysons Corner, VA. See www.AI2006.com for additional information or write: Airliners International 2006, P.O. Box 1631, Rockville, MD 20849.



Altair Airlines Fokker F28-1000, N513, February 1981. Photograph by Jay Selman via www.air72.com

In Memoriam

Frank J. Lichtanski, long time member of the World Airline and Historical Society died on June 10 at the age of 54 from a rapidly moving colon cancer. From the time of his youth in upstate New York, Frank had a passion for airplanes, trains, buses, boats or anything that moved people. Throughout his life he built a world class collection of timetables, postcards, models, safety cards and the usual memorabilia associated with the readers of *The Captain's Log*.



Myanmar Airways Fokker F27 OY-CCN, Photo Credit: Schneider Herwart

Photographs via the Air72.Com Collection

Air21 Fokker F28-1000 N496US, October 1996





Piedmont Fokker F28-1000 N271N
Photographs from the Air72.Com Collection
Wien Consolidated Fokker F27 N2710R

