



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Winter 2005/2006 - Issue 30-3



Mahalo Air ATR-42 - Photograph Jay E. Prall / Plane Views Collection

Flights To Paradise

The Airlines of Hawaii





Aloha 737-100 N472GB seen in Honolulu in 1978 with the later 1970s scheme.

Photos: www.air72.com Collection

Aloha 737-200 N806AL in latest colors seen in 1998.



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Hawaiian Airlines Convair 340 - Airline Issued 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.

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From The Flight Deck

Welcome Aboard!

With this issue, we celebrate the magical islands of Hawaii and the airlines that serve them. I have special memories of "island hopping" on both Aloha Airlines and Hawaiian Airlines.

The Board and I are striving to increase our membership. Quite frankly, we continue to lose members, since many do not renew their membership. We are going to mail reminder invoices to reverse this trend. I encourage each of you to help find new ways to attract members. We have published new WAHS membership pamphlets, which have been sent to all Board members and Ambassadors around the world. If you are interested in supporting our membership drive, please contact one of the Board members.

Keep looking at our website, www.WAHSONline.com, which is being updated monthly. A new change will be the ability to purchase WAHS branded merchandise via our website. All proceeds will be used to improve the quality of Captain's Log, keep membership costs down, and attract new members.

Our editor recently visited Phil Glatt, our former Vice President. Phil is doing much better and is making plans to attend AI2006 in Washington. If you'd like to contact Phil, please drop a line to society headquarters and we'll hook you up.

I want to make one final "Thank You" to the MKE Airliners International 2005 crew for a job **Well Done**. It was a memorable and enjoyable convention. At the annual Business Meeting, I was pleased to announce the re-elections of Vice-President, Craig Morris, and board members Jim "JET" Thompson and Bob Turner. We also shared the 2004-2005 financial statement, which is available to any member by contacting our treasurer, Jay Prall, through the WAHS website, www.WAHSONline.com.

Have you considered being part of the WAHS leadership team? In 2006 we will select a president and two board members. If you would like to be on the ballot, please contact Jay Prall, Secretary, through WAHSONline.com.

Airliners International 2006 will take place in Washington, DC between July 6-8, 2006. Please see their website, www.ai2006.com, for complete details and registration information.

As for Airliners International 2007, we still do not have a committee or site. If you want to sponsor or be part of the AI2007 convention committee, please contact one of the Board members immediately. Time is running out!

We apologize for the late mailing of our previous issue, *Log 30-2*. Hurricane Wilma disrupted many lives and businesses in South Florida where our *Captain's Log* is printed and mailed from. Please remember that our organization is a volunteer effort.

On a personal note, I would like to thank all the well-wishers who offered my wife and I moral support, money, and several places to live after Hurricane Katrina. Luckily, all we needed was the moral support...and electricity. We were blessed by God, but there are many still in need of your support and prayers.

Now let's have a change of weather, and fly to Paradise!

Flying Ahead...With The Log

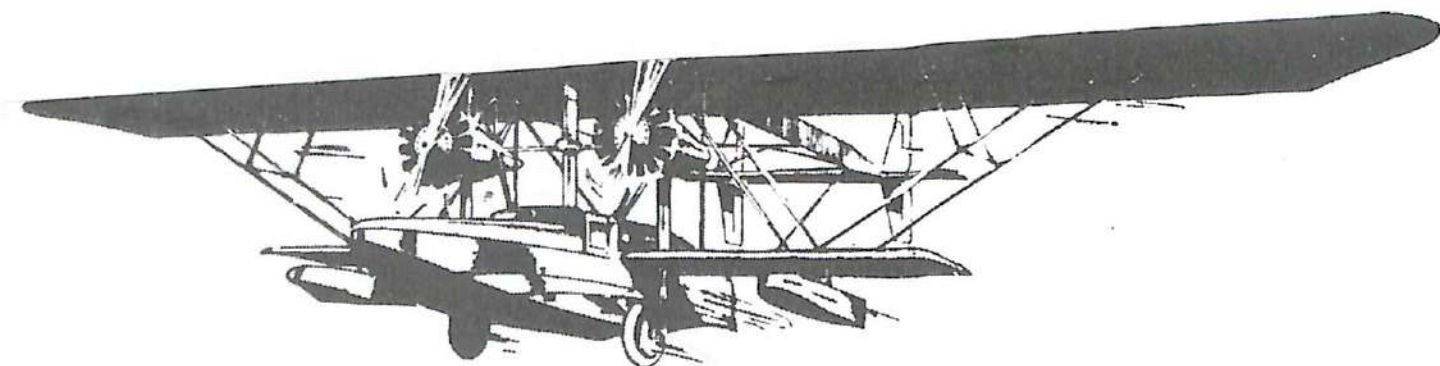
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The Airlines of Hawaii

By JOOP GERRITSMAN

CAPTAIN'S LOG Features Editor

For the past sixty years inter-island air travel in Hawaii has been dominated by only two carriers, Hawaiian Air Lines and Aloha Airlines. Since WW II, both have developed in parallel, flying much the same equipment over an almost identical route network. After the second World War, other airlines have tried to establish themselves, but have failed to make inroads in the state.



The Beginning : Sikorsky S-38 of Inter-Island Airways (Hawaiian Airlines)

Hawaiian Air Lines can proudly claim to be the senior airline in the islands. It inaugurated scheduled service on November 11, 1929 under the name Inter-Island Airways. Four weekly return services were flown from Honolulu to Maui, Hilo and Kauai. Molokai and Lanai were request stops. Twice-weekly Honolulu - Kauai flights began the next day. All were operated by two Sikorsky S-38 amphibians for eight passengers.

Inter-Island was incorporated on January 30, 1929 by Stanley C. Kennedy. He was the son of the late James A. Kennedy, the former president of the Inter-Island Steam Navigation Company, the largest shipping company operating between the islands of the territory. Inter-Island Airways actually began operations on October 6, 1929 by offering sightseeing flights around Oahu with a five-passenger Bellanca.

Another airline, Hawaiian Airways began operations around the same time. It was backed by businessmen in Los Angeles and operated with one or two Kreutzer Air Coach trimotor landplanes for five-passengers. Larger Fokker F.10 trimotors had been ordered and were shown in advance advertising. But they were never delivered following the company's demise less than a year later. Little information has survived about the company.

Inter-Island carried 10,367 passengers in its first full year of scheduled operations (1930) and a third S-38 was bought to meet demand. A fourth followed in July 1931. The number of passengers dropped below 7,000 a year in 1932 and 1933 during the Depression. In 1934 the U.S. Post Office awarded a mail contract to the airline and the first airmail was carried from Honolulu (on Oahu) to the islands of Hawaii, Maui, Kauai, Lanai and Molokai. This was U.S. Air Mail Route 33 and now there were daily services to all six of the territory's main islands.

DEMAND RISES AGAIN

Passenger demand increased again after the Depression years and in 1935/36 four Sikorsky S-43 amphibians were delivered. They were faster and carried 16 passengers, double that of the S-38. The first S-43 service was flown between Honolulu and Hilo on December 20, 1935. All of Inter-Island's services operated from land airfields, but the S-43 was selected because the company felt land airplanes had not yet developed far enough for over-water services. Besides, there was the psychological aspect for passengers to know their aircraft could safely be put down on water if needed. In 1935, 13,000 passengers were carried.

The U.S. Army and Navy both had established small aviation presences on Oahu in 1917, but during the late 1930s they improved airports on the islands in response to increasingly frequent Japanese naval incursions into the Pacific. The improved airports with hard-surface runways made operations by large landplanes possible and in August 1941 Inter-Island took delivery of three DC-3s. They were flown out from California in what were then the longest over-water flights by the DC-3. One crashed on a crew training flight soon after delivery (but was rebuilt by Douglas) and the other two went into service on October 1, the same day the airline adopted the name Hawaiian Airlines.

The attack on Pearl Harbor on December 7, 1941 changed everything. Civilian sea transport between the islands was suspended and Hawaiian Airlines became the only means of transportation. But the operations were placed under military control. The DC-3s took over passenger services and the three remaining S-43 (one had been sold in the Dutch East Indies) and one S-38 started the first certificated scheduled air cargo service in the U.S. on March 20, 1942 to deliver beef, perishable food and groceries throughout the islands

PAN AMERICAN AIRWAYS

After conquering the Caribbean and South America, Juan Trippe of Pan American Airways (PAA) set his sights on the Pacific and particularly on a service to the Philippines and China. Honolulu would be one of the stepping stones on this service. On April 16, 1945 a Sikorsky S-42 left Alameda, San Francisco for a survey flight to Honolulu under Capt. Edwin Musick. It arrived the next day and returned on the 22nd. Arrival back at San Francisco was on the 23rd. Three more Pacific survey flights were made that year, extending from Honolulu to Midway, Wake and Guam. On November 22, 1935 the Martin 130 'China Clipper' inaugurated a regular weekly mail service from San Francisco to Manila via Honolulu, Midway, Wake and Guam. Cargo was carried from March 1936 and on October 21, 1936, the Martin 130 'Hawaiian Clipper' carried the first passengers on the service. A regular biweekly service from Honolulu to Auckland (New Zealand) via Kingman Reef began started on Dec. 23 of the same year. On July 12, 1940 the new Boeing 314 flying boat was placed on the route, operating via Canton Island and Noumea. The service ceased after the attack on Pearl Harbor.

POST-WAR RESTART

When Hawaiian Airlines resumed normal commercial operations after the war, it benefited greatly from the four-year ban on inter-island travel by sea. People had become used to air travel. Proof is that the Inter-Island Steamship Company started services again at the end of the war, but passenger service ceased in 1948. However, Hawaiian no longer had the clear blue skies all for itself. Trans-Pacific Airlines (TPA) started non-scheduled services on July 26, 1946 and scheduled services on June 6, 1949.

Both Hawaiian and TPA operated the DC-3 (Hawaiian had 13, TPA eight, which it called "Vistaliners") but Hawaiian introduced five Convair 340s in 1952/53 on its main services. It also converted seven DC-3s to "Viewmasters" with extra-large cabin windows and modernized cabins to give them more passenger appeal. The final two were withdrawn in 1969. The fleet also included two cargo DC-3s.



"Viewmaster" DC-3 of post-WW II Hawaiian Airlines (Hawaiian Airlines)

Still, despite Hawaiian's superior Convairs, TPA was carrying 30% of inter-island passenger traffic and 7% of cargo traffic with its DC-3s by 1954. TPA was renamed Aloha Airlines on Feb. 11, 1959 and it put the first of three Fairchild F-27 propjets in service in June 1959. Three more followed in 1960 and four Viscounts were added in 1963. Hawaiian responded by hurriedly leasing two Viscounts in 1963 and by converting its Convairs to propjet power CV-640s in 1965/66. Three leased 60-passenger Japanese YS-11 propjets were added in late 1966.



Aloha Airlines introduced propjet Fairchild F-27s in 1959. (Fairchild)



Hawaiian's interim response to Aloha's F-27: the propjet CV-640.

In January 1958 Hawaiian had bought a DC-6A freighter and had converted it to a DC-6C passenger aircraft for peak traffic periods and for overseas military and commercial charters. One more was added in 1960 but the carrier ceased trans-Pacific contract operations later that year and both were leased to a European airline. One came back from lease in 1963 and entered service on inter-island routes, followed by two more in 1966.

Jets were next. Hawaiian placed two DC-9-10 in service on April 1, 1966. Aloha countered with two British BAC One-eleven "Alohajets" with an option on a third. The first one entered service on April 27 of the same year. Hawaiian now disposed of its three DC-6Bs and Aloha sold its F-27s. The next six years saw both carriers expand their jet fleets: Hawaiian bought 11 DC-9-30s, followed by 11 DC-9-50 and -51 before the end of the 1970s. Aloha took up the option on the third One-eleven and also bought two Boeing 737 "Funbirds." The first

one entered service in March 1969, carrying the new "Flower Power" colors. By the end of the year Aloha's fleet included four 737s and three One-elevens. Three more 737s would be ordered in 1978. That year Aloha carried nearly 2.8 million passengers.

During the 1960s Hawaiian and Aloha operated overlapping networks to mostly the same destinations. A merger between the two was proposed in 1970, but talks broke down the following year.



Increased demand was met by the 60-passenger YS-11 (Nihon)



Aloha Airlines BAC 1-11 at the Paris Air Show, 1967 (Joop Gerritsma)

Hawaiian started jet cargo services to Lanai and Molokai on October 1, 1972 and a year later the airline adopted its current color scheme including the red hibiscus state flower and the profile of a Polynesian woman. That year was the first in which the airline carried more than three million passengers.

Three Shorts 330 commuter aircraft for 30 passengers replaced Dakotas on the service to the two small islands of Lanai and Molokai in 1978. They in turn were replaced by three deHavilland Dash-7 propjets for 50 passengers in 1980 following an increase in tourism to the islands.



Hawaiian DC-8-62 at LAX. (Joop Gerritsma)

Hawaiian also started a mainland cargo division with Lockheed Electras in 1978, but it was closed down in 1980 due to disappointing results. The division and its eight L-188s were sold to Zantop. In the spring of 1981 Hawaiian took delivery of six MD-81s. The airline carried more than 3.6 million passengers that year.

Two DC-8-62 and one DC-8-63 were bought in 1983 for world-wide military and civilian charter services. They soon also began operating scheduled services to South Pacific destinations, including Pago Pago, American Samoa and Tonga.

NEW ENTRANTS

Princeville Airways operated commuter services to and from the Princeville Resort on the island of Kauai from 1980 to 1989 with deHavilland Canada Twin Otters and a Cessna 402. The airline was taken over by Aloha in 1987 and was renamed Aloha Island Air in October 1989. The name was changed again in 1993. Following the sale of the airline by Aloha to a private group in 2004, the name became Hawaii Island Air, but it continues trading as Island Air.

Low-fare Mid Pacific Airlines started inter-island services on March 15, 1981 with three YS-11A. Three more arrived early the following year and a Boeing 707 was leased for a Honolulu - Pago Pago service that started on October 1. The carrier experienced a remarkable growth and had 22 YS-11s in service in 1984. Fifteen operated inter-island passenger services and seven were used for charter work. In February the airline also began limited service on the mainland, linking Las Vegas, Burbank, Orange County and Los Angeles with two YS-11As. That same year two Fokker F28-4000

"Ultrajets" were introduced on inter-island services. The West-Coast services proved unsuccessful and in January 1988 Mid-Pacific declared Chapter 11 bankruptcy. All passenger services ceased on January 19. The company was revived as Mid-Pacific Air Cargo, but operated only on the mainland.



Hawaiian DHC Dash-7 served small strips. (deHavilland Canada)

Aloha inaugurated a Honolulu-Guam-Taipei service on May 28, 1984 with a DC-10-30 leased from Philippine Airlines. It ended on January 12, 1985 due to low passenger demand. Inter-island cargo service was expanded with a leased 737 in 1985.

In 1985 Hawaiian finally received the long-awaited authority for scheduled service to the mainland. It inaugurated a daily round trip to Los Angeles with an ex-All Nippon Airways Lockheed L-1011 on June 12, 1983. Within a year the L-1011 fleet had grown to five and they were operating two daily flights to Los Angeles, two to San Francisco, one to

Seattle and Portland and twice-weekly nonstop to Las Vegas. Two more were acquired, as were two additional DC-8-62s. Scheduled service to Apia in Western Samoa began in February 1987 with the DC-8. They were also placed on regular charter services to Europe via Anchorage under contract to two European tour companies that same year. The next year, the fleet included five L-1011s, six DC-8-62s, two MD-81s, eight DC-9-51s four DC-9-14s, four Dash-7s and three Shorts 330s. Also in 1988, Hawaiian started service to Sydney and Auckland from Pago Pago. Services to Sydney, Auckland, Guam, Anchorage and Las Vegas were suspended in September as the airline required its L-1011s for the Civil Reserve Air Fleet (CRAF) operations in Operation Desert Shield and Desert Storm in the Middle East. They flew more than 200 missions. The L-1011s were leased from Boeing and were returned in 1994. They were replaced by six DC-10-10s leased from American Airlines.



Lockheed L-1011 operated Hawaiian's mainland services.

On April 28, 1988 Aloha came into the news world-wide when a 737 with five crew and 90 passengers suffered explosive decompression. At 24,000 feet an 18-foot section of the skin of the forward roof of the fuselage peeled off on Flight 243 between Hilo and Honolulu. Flight attendant C.B. Lansing was sucked out and fell to her death. After 13 minutes Capt. Robert Schornsteiner and First Officer Mimi Tompkins managed to land the aircraft at Kahulu Airport on Maui without further casualties. Three days later the airline's other three 737s were grounded for inspection. The incident led to a world-wide debate about the safety of older airliners.

By 1997 Aloha carried 55% of Hawaii's inter-island traffic in a fleet that had been standardized on 19 Boeing 737s of various models. Using a 737-200ETOPS, Aloha inaugurated weekly service to the Marshall Islands on August 17, 1999. On February 14, 2000 twice-daily roundtrip service from Honolulu and Maui to Oakland, California was inaugurated.

OTHER LOCAL CARRIERS

A number of smaller air carriers have tried to carve out a niche for themselves in Hawaii. Mid Pacific and Princeton/Island Air have already been mentioned. Discovery Airways began scheduled services with five British Aerospace 146 jetliners from Honolulu to Kauai and Maui in March 1990, but the operations lasted only five months. The third incarnation of Air Hawaii inaugurated non-scheduled, low-fare Honolulu - Los Angeles flights with a DC-10-30 on November 22, 1985. San Francisco was added a month later, but services were suspended on February 19, 1966 and the carrier filed for bankruptcy. Many people believed Air Hawaii and Hawaiian Air Lines were the same airline and it took Hawaiian several months to clear up this confusion.



Island Air started life as Princeville Airways, flying DHC-6 Twin Otter. (John Wegg)



Today, Island Air operates DHC Dash-8s on its routes.

During the 1960s to 1980s there were at least two dozen less-pretentious start-ups. Some of the bigger ones included: Air Hawaii (I) also known as Jet-Air Hawaii, Air Hawaii (II), Panorama Air Tours, Island Airlines Hawaii, Tropic Air, OK Air, Resort Airways, Royal Hawaiian Airways, All Hawaii Air and Maui Air Lines. All flew small twins, such as Twin Otters and Beeches, Cessnas and Pipers of various models. None lasted more than a few years, if that long. The fleet of Hawaiian Air Tour Service (HATS) was an exception. It included three four-engine, 17-passenger deHavilland Herons from Britain and a twin-engine DH Dove seating eight.



Tri-gear Beech 18 of All Hawaii Air, early 1980s. (John Wegg)

MAINLAND CARRIERS

During the war, PAA maintained Pacific services to and via Hawaii, but under military control. It resumed commercial Honolulu services from the Treasure Island base at San Francisco with the Boeing 314 on November 16, 1945. But the era of the large flying boat was over. The final B 314 Pacific service was flown on April 8, 1946. After this flight the DC-4 took over. PAA started a round-the-world service from New York through San Francisco, Honolulu and Tokyo on September 24, 1947.

Post-war, other mainland carriers were also awarded trans-Pacific authority, alongside PAA. Northwest Airlines launched Portland-Seattle-Honolulu service on December 2, 1948 with the DC-4, but from November 16, 1949, the new Boeing Stratocruiser went on the route, which was extended to Tokyo in January 1950.

United Airlines launched Honolulu service from New York on May 1, 1947 via San Francisco with its new DC-6 aircraft. The Stratocruiser took over between San Francisco and Honolulu on January 15, 1950.

TODAY'S SCENE

Today, every major carrier in the U.S. and many foreign carriers operate scheduled services to or through Hawaii. But Hawaiian, Aloha and Island Air remain Hawaii's major homegrown scheduled airlines in the 50th state.

Hawaiian emerged from Chapter 11 bankruptcy protection in 2005. Today it flies scheduled services from Honolulu to Hilo, Kahului, Kauai and Kona in Hawaii; to Las Vegas, Los Angeles, Phoenix, Portland, Sacramento, San Diego, San Francisco and Seattle on the mainland and internationally to Pago Pago, Papeete and Sydney. The fleet includes 11 Boeing 717-200 and 14 Boeing 767-300ER.

Aloha Airlines still operates under Chapter 11 and flies scheduled services to Hilo, Kahului, Kauai and Kona in Hawaii; to Burbank, Las Vegas, Oakland, Reno, Sacramento, San Diego and Santa Ana on the mainland and internationally to Vancouver. The fleet includes 10 Boeing 737-200, four 737-200C and 13 737-700. The latter operate mainly on the mainland services.



Aloha 737-200 via www.air72.com Collection



Hawaiian's long-range equipment today, the Boeing 767-300. (Hawaiian Airlines)

Airports of Honolulu

By Joop Gerritsma
CAPTAIN'S LOG Features Editor

Moanalua Gardens at Honolulu was the site of the first aerial activity in the Hawaiian Islands. On December 31, 1910 J.C. "Bud" Mars flew a P-18 bi-plane, named the "Honolulu Skylark" from the grounds on a short flight, says Stan Cohen in his book "Hawaiian Airlines" (1986). The Gardens were located behind Fort Shafter

Other early aerial adventures included a 19-mile, 22-minute flight by a man named Masson from Schofield Barracks to Kapiolani Park. The first seaplane in the island is believed to have flown from Honolulu Harbor by a Tom Gunn, in late 1911.

Cohen continues: "In May 1917, the Army brought three N-9 seaplanes to the territory and based them at Fort Kam at the entrance to Pearl Harbor. "Later in the year, the U.S. government bought Ford Island in Pearl Harbor for the use of both land-based (air)planes and seaplanes."

The Fort Island base had grown considerably by the spring of 1919. It was named Luke Field in honor of Lt. Frank Luke Jr., the famous World War I flyer known as the "balloon buster."

Cohen says the Navy at this time established a seaplane base at what is now the Pearl Harbor submarine base. It used tents for hangars, but later moved to Ford Island.

In 1922 the army established an airfield adjacent to the Schofield Barracks and named it Wheeler Field, after Maj. Sheldon Wheeler, the commanding officer of the Army detachment, who was killed in an airplane crash the year before.

JOHN RODGERS AIRPORT

Eight years were to pass after the flight by Bud Mars before civil aviation at Honolulu got its own airfield. During the late 1920s the city raised enough money to buy a piece of land alongside Keehi Lagoon for development as a commercial airfield. It was called John Rodgers Airport after Navy Cmdr. John Rodgers. He had been in command of the first flight from the mainland to Hawaii in 1925. Rodgers was killed in an accident on August 27, 1926.

The new facility was officially opened on March 21, 1927. In late summer 1929 Inter-Island Airways built a hangar at the airport and launched sight-seeing flights over Oahu on October 6. Scheduled operations began on November 11 of that year. Pan American Airways used Pearl Harbor for its pre-World War II flying boat service.

Changes to the facilities and the lay-out of John Rodgers Airport were made during the 1930s as the need arose. In 1940 the airport handled 1,153 passengers. It suffered substantial damage in the Japanese air attack on December 7, 1941. Following this attack, the field was taken over by the military and was closed for about a year during the war while the runways were extended and given hard surfaces for the use by heavy aircraft in the fight against Japan.

Passenger volumes increased sharply through the 1950s and in 1960, stretching the existing terminal building past its limits. The introduction of jets put even more pressure on the facilities and a new terminal was opened on October 15, 1962. Expansion continued in the two decades that followed and in 1980 the number of passengers reached 15,155,337. In the early 1990s the cargo handling capacity of the airport was also expanded. UPS completed their own handling facility in 1990 and its has been expanded since. FedEx followed soon after. A separate facility handles cargo brought in and taken out in the bellies of passenger aircraft of the airlines.

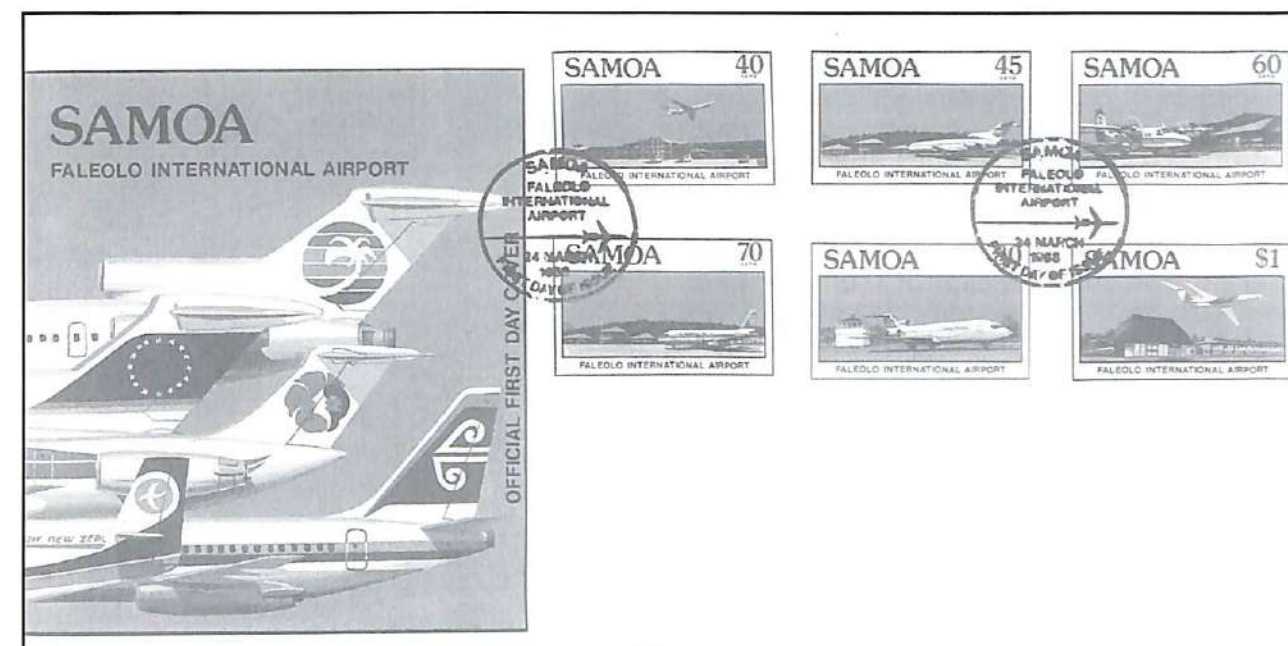
Honolulu International Airport currently includes 2,216 acres of land and 2,210 acres of water. It is located about three miles west of Downtown Honolulu and seven miles from Waikiki. There are two parallel east-west runways and two parallel cross-wind runways. The passenger terminal is located at the North Ramp and the air cargo facilities at the South Ramp. Maintenance and air cargo facilities for inter-island carriers are west of the terminal.

There are three dedicated terminals: T-1 is for commuter traffic and is used by Island Air and Pacific Wings; T-2 is the inter-island terminal for Hawaiian Air Lines and Aloha Airlines, and T-3 is the main overseas terminal. Carriers here include Air Canada, Air Japan, Air New Zealand, Air Pacific, All Nippon Airways, American Airlines, ATA, China Airlines, Continental, Delta Airlines, Eva Airways, Korean Air, North American, Northwest/KLM, Philippine Airlines, Polynesian Airlines, Qantas, Suntrips/Skyservice USA/Ryan International and United Air Lines. The last one, United, is by far the dominant U.S. mainland carrier at the airport.

Flying Stamps

By Jim Edwards

Unfortunately, very few stamps exist showing aircraft from the airlines serving Hawaii. Once such example is this issue from Samoa in 1988 featuring a Hawaiian Airlines DC9-50. The stamp was issued as part of a set to promote Samoa's Faleolo International Airport.



Other aircraft in this set include: Air Vanuatu DC-9, Polynesian Airlines Boeing 727, SPIA Twin Otter, Air New Zealand Boeing 737, and a Cook Islands International Boeing 727.



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Playing Cards

By Fred Chan

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Cards from Hawaii

At the crossroads between the Americas and Asia, Honolulu International Airport (HNL) sees the tail logos of many, many carriers stopping for refueling or bringing tourists to Hawaii to enjoy its sunshine and friendly people. It would therefore be a daunting task to show playing cards from all the carriers that provide service to the Hawaiian Islands, so I will just concentrate on the two major airlines that are based in Hawaii, Aloha Airlines and Hawaiian Airlines.

In the early 1990s, Aloha Airlines issued nine different designs featuring the paintings of Hawaiian artists Cynthia K. Conrad (native scenes), Joel W. Carlson (birds), and an unidentified artist (also native scenes). The cards showing the Conrad paintings were "put-together" cards, meaning that a double deck uses two adjoining parts of the same painting. Besides the "paintings" cards, the only other Aloha deck known was issued in 2001 (Card #1). Since Aloha Airlines has not been overly generous in giving out their playing cards, this deck is somewhat difficult to obtain.

On the other hand, Hawaiian Airlines has issued many different card designs featuring its Pualani logo (Cards #2 through #5). These are very attractive because they feature the use of vivid colors. For obvious reasons, the most striking is Card #2 which shows an island beauty and the classic Hawaiian landmark Diamond Head. Issued in 1999 to commemorate its 70th Anniversary, Card #6 is also interesting as it shows some of the aircraft that the airline has flown in its history. In general, HAL cards have been easier to obtain than Aloha's cards.

In the early 1970s, Pan Am issued a series of cards showing some of its destinations, including one for Hawaii (Card #7). Although that was 35 years ago and Pan Am has been gone for more than 15 years, these cards are still quite readily available as PAA had always been very generous in giving out cards to passengers and collectors alike.



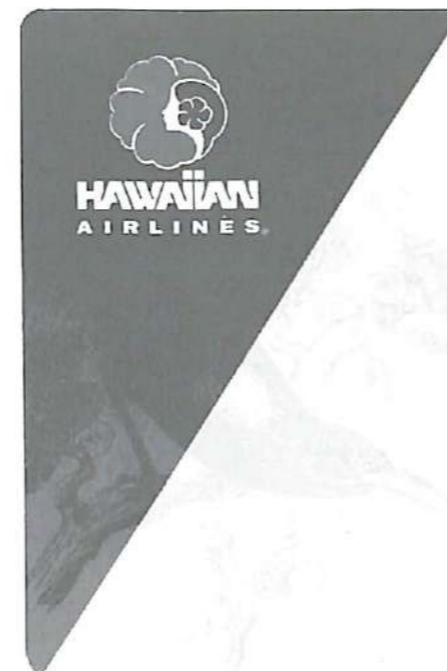
Card #1



Card #2



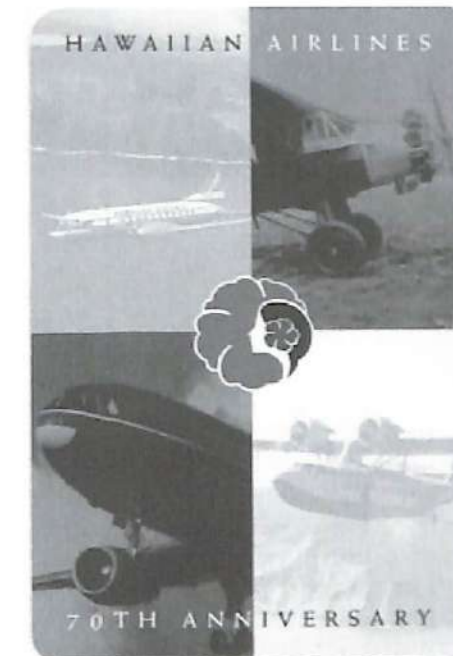
Card #3



Card #4



Card #5



Card #6



Card #7



Hawaiian Boeing 767 ~ Airline Issued Postcard ~ WAHS Collection



Labels From The
Collection Of
David A. Rowe



Timetables

By David Keller

dkeller@airlinetimetables.com

Timetables In Paradise

Airline service in Hawaii, a small island chain roughly in the middle of the Pacific Ocean, has largely been determined by geography. The fact that the 50th state is a group of Islands rather than a contiguous land mass, rules out transportation by road between many of the larger communities, leaving only water and air transport as alternatives. Given the slow pace of water transportation, the Islands present numerous opportunities for air service, despite the fact that the longest stage lengths are only about 200 miles.

On the other side of the coin, the relative isolation of the Islands means that services from nearly any other airport outside of Hawaii require the capability to fly several thousand miles nonstop. Initially, Hawaii was used as a stepping stone from North America to Pacific Rim destinations. As the range of aircraft has increased to allow nonstop service across the Pacific, most Trans-Pacific flights no longer visit Honolulu. However, the tropical climate of the Islands results in an attractive market for tourism, particularly from North America and Japan.

Local airline service in Hawaii has long been dominated by two airlines. The first of these, Hawaiian Airlines, began service in 1929 as Inter-Island Airways. The timetable dated January 1, 1940, shows the carrier operating a fleet of Sikorsky S-38 and S-43 amphibians to seven destinations. Shortly after this timetable was issued, the carrier changed its name to Hawaiian Airlines.

The timetable dated September 6, 1955 shows that the airline has indeed changed its name, as well as having made the transition from amphibians to land-based aircraft. A fleet of Convairs and DC-3's operated to a total of 10 destinations.

Over the next 30 years, different types of equipment would come and go, with the airline basically settling on a fleet of DC-9's for inter-island services. Much of Hawaiian's traffic was tourists, who had all been brought to the Islands by other carriers. Expansion opportunities within the

INTER-ISLAND AIRWAYS, LTD.
 Subsidiary of Inter-Island Steam Navigation Co., Ltd.
 Honolulu, Hawaii
Schedule and Fares
 No. 48—Effective January 1, 1940
 Use Air Mail
 Arrives First — Delivered First — Answered First

Equipment consists of Sikorsky S-43 Amphibian planes with accommodations for 16 passengers and S-38 planes with accommodations for seven passengers. All planes are in constant communication by radio with the operations office at Rodgers Airport.

Inter-Island Airways, January 1, 1940

AIR LANES
 Between the Principal Islands

Effective January 1, 1940

TIME SCHEDULE

HONOLULU, MAUI AND HILO—Daily including Sunday

Leave Honolulu	8:00 a.m.	Leave Hilo	3:15 p.m.
Leave Maui	9:00 a.m.	Leave Upolu	(F) 3:40 p.m.
Leave Upolu	(F) 9:25 a.m.	Leave Maui	4:10 p.m.
Arrive Hilo	10:10 a.m.	Arrive Honolulu	5:10 p.m.

* Calls at Upolu Tuesdays and Fridays only.
 (F) Stops only to pick up or discharge passengers holding reservations.

HONOLULU, MOLOKAI, LANAI AND MAUI—Daily except Sunday

Leave Honolulu	1:50 p.m.	Leave Maui	(F) 3:00 p.m.
Leave Molokai	(F) 2:10 p.m.	Leave Lanai	(F) 3:20 p.m.
Leave Lanai	(F) 2:50 p.m.	Leave Molokai	(F) 3:35 p.m.
Arrive Maui	(F) 2:50 p.m.	Arrive Honolulu	4:10 p.m.

(F) Stops only to pick up or discharge passengers holding reservations.

HONOLULU AND PORT ALLEN, KAUAI—Daily except Sunday

Leave Honolulu	8:05 a.m.	Leave Port Allen	9:30 a.m.
Arrive Port Allen	9:00 a.m.	Arrive Honolulu	10:30 a.m.

Schedules and Fares
 NO. 114
 EFFECTIVE SEPT. 6, 1955
HAWAIIAN AIRLINES

Hawaiian Airlines - September 6, 1955

Islands are rather limited (the next island in the chain isn't expected to surface for several thousand years!), so Hawaiian decided to offer services to and from the Mainland. The April 28, 1985 issue shows the inauguration of Hawaiian's L1011 service between Los Angeles and Honolulu with a single daily service. (Hawaiian had already accumulated some long distance experience, as several weekly DC-8 services were being operated from Honolulu to Pago Pago and Tonga.)

Aloha Airlines, the other major local carrier in Hawaii, started up in 1946 as Trans-Pacific Airlines. While the airline did not officially change its name to Aloha Airlines until the late 50's, the timetable dated September 12, 1955 shows the carrier referring to itself as "TPA Aloha Airline". "Alohaliners" (DC-3's, I believe) were in service to 7 destinations.

After operating various types in the 60's and 70's, such as F27's, Viscounts and BAC 1-11's, Aloha settled on the 737 as the primary aircraft in its fleet. In the mid-1980's, at about the time Hawaiian was beginning to dabble in the long-haul market, Aloha created a subsidiary carrier, Aloha Pacific, offering service to Honolulu from Guam and Taipei. In the timetable dated October 14, 1984, 3 weekly frequencies were offered, but interestingly, no connecting services on the parent carrier are included.

HAWAIIAN AIR TIMETABLE
 NO. 229 • EFFECTIVE APRIL 28, 1985
 HAWAIIAN AIR INTRODUCES
 DAILY WIDEBODY L-1011
 PREMIER PACIFIC SERVICE
 BETWEEN LOS ANGELES
 AND HONOLULU.
 Premier Pacific SERVICE

Hawaiian Airlines - April 28, 1985

Aloha Airlines - September 12, 1955

BETWEEN THE ISLANDS
 Fly TPA Aloha AIRLINE HAWAII
 ONE OF THE SCHEDULED AIRLINES OF THE UNITED STATES
 GENERAL SCHEDULE NO. 41
 ROUTE NO. 99
 Effective Sept. 12, 1955

COMPLETE EASTBOUND AlohaLines SCHEDULES FROM HONOLULU											
HEAD TOWN	30	40	64	92	661	44A1	92	46	76	72	HEAD TOWN
HONOLULU	Lv 7:10	Lv 7:45	Lv 8:00	Lv 9:30	Lv 1:15	Lv 1:15	Lv 3:05	Lv 4:00	Lv 4:05	Lv 5:00	HONOLULU
MOLOKAI	Lv 7:50								Lv 4:45		MOLOKAI
MAUI	Ar 8:20		Lv 8:55	Lv 10:30	Lv 2:10			Lv 4:00	Ar 5:15	Ar 5:50	MAUI
UPOLU											UPOLU
KONA			Ar 9:51		Ar 2:50	Ar 3:00					KONA
HILO			Ar 9:20		Ar 11:25			Ar 4:55	Ar 5:55		HILO

COMPLETE WESTBOUND AlohaLines SCHEDULES TO HONOLULU											
HEAD TOWN	71	411	65	61	95	32	47	73	62	HEAD TOWN	
HONO			Lv 9:35		Lv 1:30			Lv 5:10		Lv 5:50	HONO
KONA					Lv 9:50			Lv 2:15			KONA
MAUI	Lv 8:50			Lv 10:55	Lv 2:45			Lv 5:35		Lv 6:00	MAUI
MOLOKAI	Lv 9:00							Lv 5:55			MOLOKAI
HONOLULU	Ar 9:30	Ar 10:55	Ar 11:20	Ar 3:30	Ar 4:50	Ar 6:25	Ar 6:50	Ar 6:45	Ar 7:30		HONOLULU

COMPLETE AlohaLines SCHEDULES BETWEEN HONOLULU AND KAUAI											
HEAD TOWN	31	71	25	95	HEAD TOWN	92	24	76	30		
HONOLULU	Lv 7:50	Lv 10:00	Lv 2:00	Lv 4:45	KAUAI	Lv 8:25	Lv 10:35	Lv 2:55	Lv 5:40		
KAUAI	Ar 8:15	Ar 10:45	Ar 2:45	Ar 5:30	HONOLULU	Ar 9:10	Ar 11:45	Ar 2:45	Ar 6:30		

Aloha Airlines ~ September 12, 1955

Aloha Pacific ~ October 14, 1984

Aloha Pacific

Timetable
Effective October 14, 1984

Direct Connections to the U.S. Mainland via United Airlines.

Aloha was unable to resist the temptation to offer flights to the mainland, and the 737-700's range finally made this a possibility. The timetable dated January 10, 2000 shows the inauguration of nonstop service from Honolulu to Oakland, effective February 14th.

Over the past 25 years or so, several other carriers have attempted to muscle in on the inter-island market. The most notable of the new entrants was Mid Pacific Air, which started service in 1981 with a fleet of YS-11's in an attempt to establish itself as Hawaii's low fare carrier. The airline believed that the turboprop aircraft would be less expensive to operate than jets, and with the difference in flight times on even the longest inter-island segment being only about 10 minutes, the slower aircraft would not prove to be a serious competitive disadvantage. However, the airline struggled financially, and as illustrated on the timetable dated January 1, 1987, had a change of heart adding F28's to the fleet. Passenger operations ceased in 1988.

Mid Pacific Air ~ January 1, 1987

MID PACIFIC AIR HAWAII

EFFECTIVE JANUARY 1, 1987

CHEEP!

Please Call Me

Mid Pacific Air
The Little Guy

RESERVATIONS
Oahu: 836-3313 Maui: 242-4906
Kauai: 245-7775 or 245-5681
Big Island: 961-6626 or 329-0944
Toll Free Number:
(U.S. Mainland): 800-367-7010
(Canada): 800-235-5777
or see your travel agent.

Another challenger was Discovery Airways. This carrier took a different approach to carving out a slice of the market, promoting the fact that its fleet of BAe 146's had 2 more engines per aircraft than any other aircraft operating inter-island flights. The timetable dated February 1, 1990 shows service to Honolulu, Kauai and Maui, with future expansion planned to Kona and Hilo. This carrier did not survive long, and the aircraft went on to serve in Europe with Debonair, which adopted the Discovery paint scheme and merely changed the titles.

Discovery Airways ~ February 1, 1990

DISCOVERY AIRWAYS

SYSTEM TIMETABLE
EFFECTIVE FEBRUARY 1, 1990

RESERVATIONS
OAHU: 946-1500
NEIGHBOR ISLANDS: 1-800-733-2525

Mahalo Air jumped into the fray a few years later with a fleet of ATR-42's. In the timetable dated June 16, 1995, the airline was serving 6 destinations from Honolulu.

EFFECTIVE JUNE 16, 1995

MAHALO AIR
THANKFUL TO CALL HAWAII HOME

TIME TABLE

SERVING ALL ISLANDS

Mahalo Air ~ June 16, 1995

While the larger carriers served a relatively small number of communities, there were a few smaller destinations that offered opportunities for commuter airlines with smaller aircraft. Additionally, the commuter flights were often operated more as sightseeing flights, as opposed to simply a way to get from one airport to another.

Hawaii was not particularly fertile ground for commuter airlines, but a few dozen did operate there. Most of these carriers' strategies involved promoting the sightseeing aspect of their flights, low fares, and flying to a few small communities not served by Aloha or Hawaiian.

One such carrier was Air Hawaii, which operated a fleet of Twin Otters in the late 1960's. In the timetable dated April 1, 1969, Air Hawaii was offering service to 4 cities from Honolulu. Another "Air Hawaii" (unrelated to the first) operated during the 1970's, and the illustrated timetable dated February 1, 1979, shows the appeal to tourists wanting to see the "Hidden Hawaii".

AIR HAWAII

SCHEDULES and FARES



- Frequent daily flights to Kauai, Molokai, Lanai and Kaanapali, Maui
- Lowest interisland air fares in Hawaii
- Comfortable, luxurious Turbo-Jet DeHaviland Twin Otters

FOR RESERVATIONS OR INFORMATION
PLEASE PHONE:
Honolulu 872-102
Kaanapali 363-691 / Lihue 23-921
Molokai 35-164

Effective April 1, 1969

Air Hawaii ~ April 1, 1969
Air Hawaii ~ February 1, 1979

AIR HAWAII

Lowest air fares in Hawaii on the only scheduled commuter flights to all the islands.



Let us show you our Hidden Hawaii

Flight-see a panorama of hidden valleys, tropical forests and waterfalls. Every seat is a window seat as you cruise to your destination on our sleek Cessna 402 Turboliners.

One of the longest-lived Hawaiian commuter carriers was Royal Hawaiian Air Service. This airline began service in the mid-1960's, and as shown on the April 1, 1971 timetable, promoted the "Flightseeing Wonders Enroute". The airline's primary destination was Kaanapali, and operations ceased in the mid-1980's, shortly after the closure of that airport.

Royal Hawaiian Air Service ~ April 1, 1971

ROYAL HAWAIIAN AIR SERVICE

Hawaii's Oldest Commuter Airline

Conveniently Scheduled Island Flights

Personalized, First-Class Service

Flightseeing Wonders Enroute

Luxurious Cessna Aircraft

Charters Available

As mentioned previously, Hawaii was initially used on long-distance services as a stepping stone for Trans-Pacific services. In 1936, Pan American started flying boat service across the Pacific, with service to Hawaii. In the May 1, 1951 Pacific Services Timetable, Pan Am is operating flights that went through Hawaii to Asian destinations, as well as flights to and from the West Coast, reflecting the increasing tourist traffic to the Islands. Strato-cruisers operated most of the Hawaiian services, but the services from Seattle and Portland utilized unpressurized DC-4's on a 12 hour nonstop flight!

EFFECTIVE MAY 1, 1951

PAN AMERICAN WORLD AIRWAYS

PACIFIC SERVICES
TIMETABLE

The System of the Flying Clippers

PASSENGERS • MAIL • CARGO

Pan American ~ May 1, 1955

U.S.A.—HAWAII SERVICES

FROM	TO	AIRLINE	CLASS	DEPART	ARRIVE	DEPART	ARRIVE
SEATTLE	HONOLULU	PAN AM	DC-4	11:00 AM	11:00 AM	11:00 AM	11:00 AM
PORTLAND	HONOLULU	PAN AM	DC-4	11:00 AM	11:00 AM	11:00 AM	11:00 AM
HONOLULU	SEATTLE	PAN AM	DC-4	11:00 AM	11:00 AM	11:00 AM	11:00 AM
HONOLULU	PORTLAND	PAN AM	DC-4	11:00 AM	11:00 AM	11:00 AM	11:00 AM

Another airline to call at Honolulu was British Commonwealth Pacific Airlines (BCPA), which also stopped at Fiji and Canton Island on flights connecting Australia and New Zealand with the US and Canada. The illustrated timetable is undated, but shows the Vancouver to Sydney flight requiring nearly 4 days. (It was a leisurely journey, with a 15 hour layover in Hawaii, and a 12 hour stop in Fiji.) BCPA was acquired by Qantas in 1953.

BCPA

Trans-Pacific Time Table

PASSENGER
FARES AND
AIR CARGO RATES

Australia will
welcome you ..
New Zealand
thrill you ..

British Commonwealth Pacific Airways

SCHEDULE—SOUTHBOUND
(SUBJECT TO CHANGE WITHOUT NOTICE)

	Airport	Local Standard Time	Australian Service	N.Z. Serv.
VANCOUVER	Vancouver	Lv. 12.30 p.m.	Every Sun.	Alternate Fri.
SAN FRANCISCO	Oakland	Ar. 4.30 p.m.	"	"
"	"	Lv. 8.00 p.m.	"	"
HONOLULU	Joha Rodgers	Ar. 6.00 a.m.	Mon. Fri.	Sat.
"	"	Lv. 9.00 p.m.	"	"
CANTON IS.	Topham	Ar. 5.30 a.m.	Tues. Sat.	Sun.
"	"	Lv. 6.30 a.m.	"	"
INTERNATIONAL DATE LINE				
FIJI	Nandi*	Ar. 12.00 noon	Wed. Sun.	Mon.
"	"	Lv. 12.00 m'dn.	"	"
AUCKLAND, N.Z.	Whenuapai	Ar. 6.30 a.m.	"	Tues.
SYDNEY, Australia	Mascot	Ar. 8.30 a.m.	Thurs. Mon.	"

*Nandi Airport is 17 miles from Lautoka and 130 miles from Suva (the capital of Fiji).
One day is lost crossing the International Date Line Southbound

United Airlines began service to Hawaii in 1947, soon after the arrival of its new "Mainliner 300's" (DC-6's). United had no Trans-Pacific routes, so its service to Hawaii was strictly point to point, relying on the growing tourist appeal of the Islands. The timetable dated June 1, 1947 is only a month or so after the service was inaugurated, and shows a single daily roundtrip being operated from San Francisco to Honolulu. The Hawaii route became an important one for United, and as larger types were delivered, they would quickly be placed into service to the Islands.

United Air Lines ~ June 1, 1947

EFFECTIVE JUNE 1, 1947




UNITED'S GIANT, NEW MAINLINER 300
THE DOUGLAS DC-6

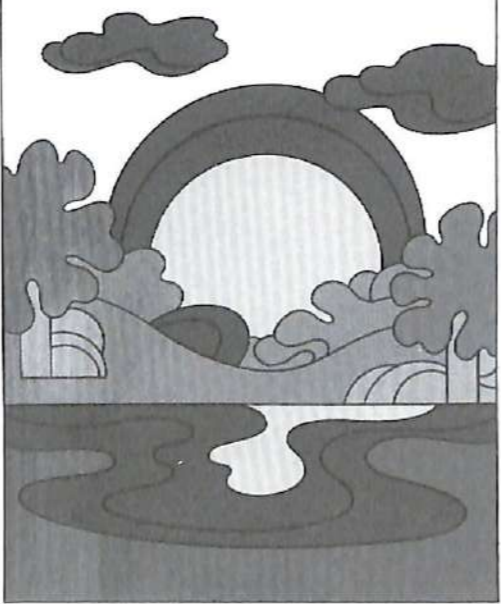
World's **FASTEST**, finest airliner

PASSENGERS • MAIL • EXPRESS • FREIGHT

QUICK REFERENCE TABLES			
SAN FRANCISCO TO HONOLULU		HONOLULU TO SAN FRANCISCO	
TABLE 1	CLASS	TABLE 2	CLASS
SAN FRANCISCO	PT 8:10	HONOLULU, T 11	HT 8:10
HONOLULU, T 11	HT 8:10	SAN FRANCISCO	PT 8:10

CONTINENTAL AIR MICRONESIA

Timetable and Fare Information



Air Micronesia ~ April 27, 1969

From the mid-1960's through the 1980's, one of the most common aircraft at US airports was the 727. The primary exception to this was Honolulu, as the 727 was on the large side for interisland service, but did not have the range to provide service to and from the Mainland. Continental's Air Micronesia started service in the late 1960's, operating a small fleet of 727's and DC-6's to a number of small island destinations between Hawaii and Okinawa. In the timetable dated April 27, 1969, Air Mike (as it has become known) operated 3 weekly 727 flights which stopped at Johnston Island, Majuro, Kwajalein and Truk before arriving in Guam and continuing on to Saipan.

(Continued on page 40)

Dining Service

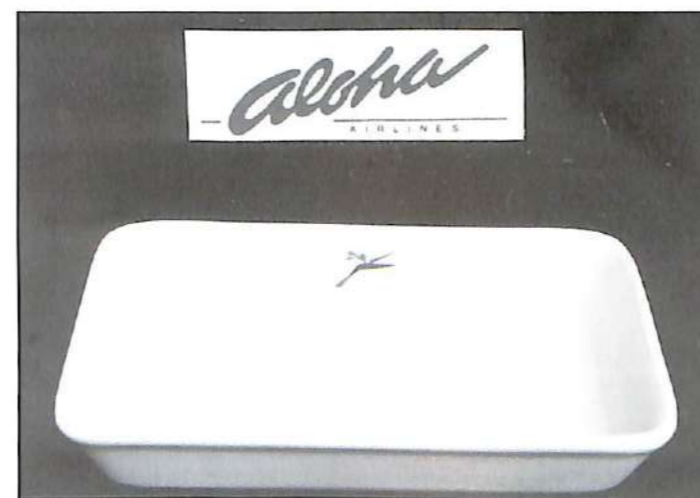
By R. R. "Dick" Wallin

rrwallin@aol.com

Inflight Dining ~ Hawaii Style

This time, we look at the dinnerware used by a couple of Hawaii's carriers, plus one that served the state from the mainland. Aloha and Hawaiian appear to be the only native carriers that use marked dinnerware, so I am illustrating some of their china and glassware.

In addition, the original Braniff had service to Hawaii utilizing their bright orange 747's, which soon acquired the "Big Orange" and "Pumpkinseed" nicknames. A Braniff history book relates an amusing tale regarding a BN 747 that was en route to Hawaii the day that Braniff filed bankruptcy and shut down. The plane was radioed from HQ requesting them to turn around and come back to DFW as the airline was closing up shop. After a brief conference among the crew, the captain radioed back that the passengers had bought tickets to Hawaii and that he intended to take them there. The passengers were advised of the situation, but also told that they would be on their own to get back home as Braniff was out of business!



This Aloha casserole is marked on both sides with their red, green & yellow logo. Tradex is shown as the source, which I believe is an importer.



Here are two Aloha rocks glasses; markings at left are frosted, while the big flower on the right is a light pink.



Braniff had a specific china for their 747 service, a rather drab pattern with just a gray rim stripe. It is imported by Abco. The cup is backmarked 747-CU-1 and the saucer 747-SA-1.



At one point in its life, Braniff went all out in their on-board serving items. Here is a set used in First Class, made by Wm Rogers Silversmiths.



Closeup of a Braniff sugar bowl, showing the name and a stylized plane in flight.

Hawaiian Airlines dishes bearing the colorful red & purple flower girl logo. Earlier pieces of this pattern bear no manufacturer information, but later examples show they were imported by Abco from Japan.



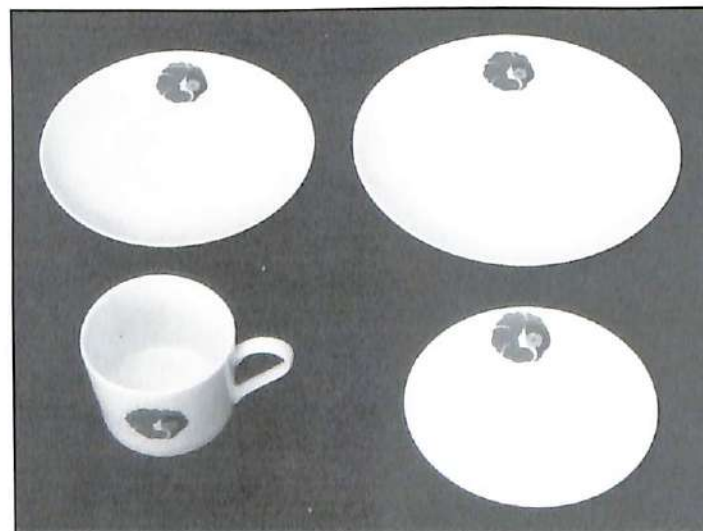
Hard to see, but the flower girl logo is merely embossed on the current Hawaiian plates. These are made by Syracuse China Co in the USA.



Another example of Braniff luxury are these salt & peppers, one bearing the shield logo, the other the later "BI" stylized initials. These are VERY heavy silver; I consider them to be the "Rolls Royces" of airline salt & peppers. Made by FraccaPazza in Brazil.



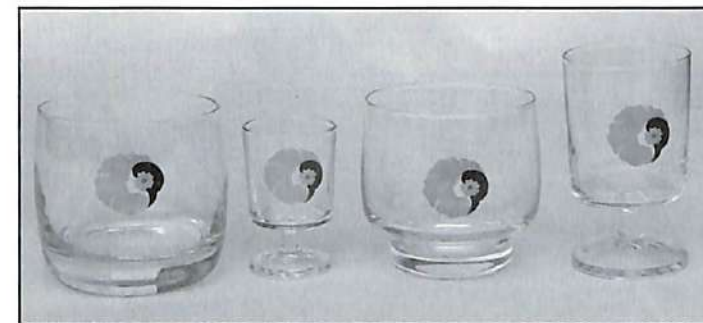
Small plastic Hawaiian salt & pepper set; lettering is in purple.



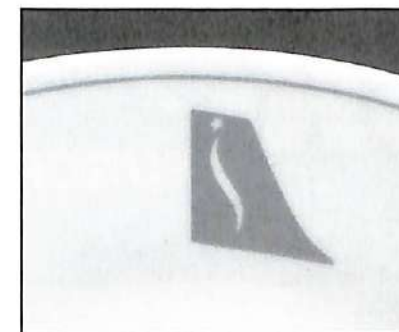
(Previous Page) Two Hawaiian rocks glasses showing different logos. The one on left is all in red; on the right is red and purple.



Possibly a promotional item, this glass shows a jet above the airline name; markings are in black except for the red "arrow" in the middle of the name.



Four different on-board Hawaiian glasses from the 1990's; markings are in black and brown. I am unsure if this style is still in use.



WHAT IS IT????????? I'll ask you readers to help me on this one; a plate which showed up at the recent Seattle airline collectible show. The "lazy S" suggests either Sabena or Sobelair, but both of theirs seem to have the "S" inside of a disc, and not on a tail, and neither has a star. The plate was made by the prominent Italian dinnerware maker Richard Ginori. Color is a medium blue. Come on folks, help me on this one. Thanks!

\$100 FINDERS FEE!

For information leading to the purchase of an American Airlines DC-3 Coffee Cup as illustrated below.



Made by Syracuse China Co. Decoration and striping is in red and blue. DC-3 on one side. Banner logo on the other side.

Will make a firm cash offer of \$2,500 for this cup and will also pay top prices for other pieces in the same pattern.

Please contact: Dick Wallin, P.O. Box 22, Rochester, IL 62563. Phone (217) 498-9279, Cell (217) 741-6537. Email: RRWallin@aol.com

- Paid Advertisement -

Sticker Chatter

By David A. Rowe

For your review, we'd included a selection of something old, something new, and several Fokker labels that should have been included in the previous issue of *The Captain's Log*. Enjoy!



(Left) AIR FINLAND operates charter flights from Helsinki. Blue, white and yellow BIL.



(Above) AERO-LLOYD of Germany issued a number of destination labels while they were in operation.



(Above) ATLASJET is yet another new A320 charter operator from Turkey. Blue, gold and silver colors. Airbus label.



(Above) MENAJET is another new airline. No details known. Light and dark blue, yellow and white.



(Left) AIR NEW ZEALAND celebrated their new service from SFO to Auckland with this blue and white label. Another label exists with the colors reversed. Dave Cherkis strikes again!



(Above) SKY EUROPE is a Slovakian airline flying 737s from their base in Bratislava. Red and white on blue. I flew on SkyEurope recently—very good service.

(Below) CARPATAIR of Romania flies from Bucharest. Green and white aircraft on a blue sky background.



(Above) BLUE WINGS. Another new A320 operator of unknown origin. Blue and white with silver edge. Airbus label.



(Above) INTERSKY is a new German airline flying from Friedrichshafen. Very smart looking label with a blue and white aircraft on a dark yellow background.



(Above) CIMBER AIR of Denmark celebrated their new F28 some years ago. Dark & light blue with red and brown colors.



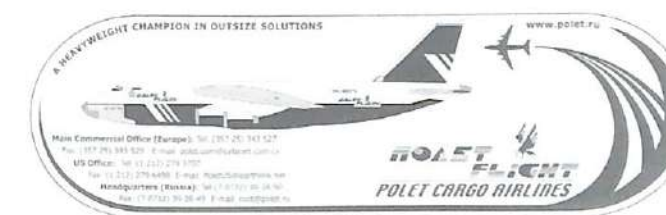
(Above) MALEV of Hungary flies the Fokker F70. I had two very pleasant flights with this aircraft recently. Multicolored.



(Above) The red on white label comes from AIR VEGAS AIRLINES via Dave Cherkis.



(Above) BRITISH AIRWAYS ENGINEERING label issued in 1989 just emerged! Red, white and blue with the Air Holland insert in orange, white and blue.



(Above) POLET CARGO AIRLINES flies the AN-124 from their base in Ulyanovsk. Red, white and blue colors.



(Above) SUN EXPRESS of Turkey celebrates their 15th anniversary with this multicolored label of their Boeing 737-800.

Three Aviation Museums Launched

By Jay E. Prall

Clayton County, Georgia, home of the world's busiest airport, ATL, may soon have a not one but two new attractions for commercial aviation buffs.

The National Museum of Commercial Aviation is proposed for a site just eight miles down Interstate 75 from Hartsfield's runways. Grant Wainscott, director of economic development for the city of Morrow, heads the effort.

With 40,000 pilots, ground workers, and others who work at Hartsfield, he believes he already has the audience for his museum. Projections are for the facility to open within three years, and draw 250,000 or more in its inaugural season.

The museum's main goal will be to tell the story of the airlines, including Delta and Eastern, that have made Atlanta a transportation hub. Renderings have been completed for a 30,000-square-foot, 1940s style Art Deco terminal. Inside visitors will be greeted at a mahogany ticket counter by flight attendants in period uniforms. Mock boarding passes will allow guests to board planes on the jetways amidst memorabilia exhibits. There are also plans for a simulated ATC tower and a Delta training cockpit.

The second Georgia museum is proposed to break ground this year on 15.5 acres of U.S. Air Force land in Marietta, also along the I-75 corridor. Organizers there plan to showcase planes from the Bell Aircraft and Lockheed Martin plants. The project is expected to cost \$10 million.

Colorado Springs, Colorado, will be home to the third aviation museum. The Air Services Museum is projected to cover 200,000 square feet, include a 90,000 square foot hangar for aircraft, and have an additional 35,000 square feet dedicated to airline memorabilia exhibits including uniforms, wings, hats, models, paper, pictures, china, and more. Exhibits will be dedicated to air crews, ground crews, and supporting staff, telling the story of how they all work together as a team.

Roy Thompson, organizing chairperson for the museum, says they are dedicated to preserving the history of the various airlines that have gone out of business, including Pan Am, TWA, and Eastern. The Air Services Museum has already gathered about 200 uniforms and 100 hats.

"Our major thrust besides preserving our aviation heritage, will be towards youth programs including model building."

Additional information on the Air Services Museum can be found at www.airlinesmuseum.org or by writing: Air Services Museum, 425A E. Fillmore Street, Colorado Springs, CO 80907 USA. Phone: 719-574-4382 or Fax: 719-596-8698

These are three of a number of museums that the World Airline Historical Society will be watching closely. One of the primary goals of your leadership team is to partner with multiple commercial aviation museums as we collectively do our part in preserving our rich aviation heritage.

Back Issues of The Captain's Log Available For Sale

- 26-1 TWA - Trans World Airlines
- 26-2 US Airways Memorabilia
- 26-3 Latin American Airlines
- 26-4 Commuter & Regional Airlines
- 27-1 Airlines of Canada
- 27-2 European Charter Airlines
- 27-3 The Convair Twins
- 27-4 Airlines of Africa
- 28-1 South Pacific Adventure
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What is It?

By Ken Taylor

keebeetay@aol.com

We've received feedback from several readers with information on wings shown in past "What Is It?" columns.

Jeanne Ray of Indianapolis suggested that the Kohler wing could have been a corporate wing from the plumbing supply company of the same name.

Jeanne also enclosed this picture of a wing carved from a tortoise shell. This sort of wing was created during WWII by military folks during their spare time. I have seen heart shaped neck pendants of plastic with various military crests glued on them and breast wings made from toothbrush handles. Your wing, Jeanne, represents the Royal New Zealand Air Force. Thanks for the pictures!



Patty Flanagan asked about this badge. I have seen this cap badge on a movie poster, but I could not find the name of the movie. It's a generic badge.



From a past article, someone suggested that DAS could be DAS AIR CARGO of Uganda.



Since this issue features the airline of Hawaii, I have a few pictures for your enjoyment. First up is a baggage sticker that I found several years ago at a flea market in Honolulu.



A sticker from Hawaiian Airlines.



These Aloha Airlines cap badge and wing were added to my collection in 1960.



These ALOHA cap badge and wing came from Capt. J. Van Camp in 1995.



HAWAIIAN AIRLINES, cap badge and wing, from 1961.



ALOHA ISLAND AIR started commuter operations in 1980.



CIRLCE RAINBOW AIR of Honolulu ~ 1989.



DISCOVERY AIRLINES of Honolulu ~ Also 1989.



MAHALO AIR ~ 1993



MID-PACIFIC AIR of Honolulu ~ 1981-1985



PACIFIC WINGS of Kahului via Capt. Kevin Phillips, 2001.



Continued on Page 41

Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net

Postcards From Paradise

Aloha, haoles!

They say the first time is the best. The first time I arrived in Honolulu, I turned right around and kissed all the "malihini" ladies in our Lincoln Mercury group just arriving as I was emplacing a beautiful floral lei on each. 1962. Tough duty.

They say the last time is the worst. To say the least. An ONA DC10-30 nonstop from JFK to Honolulu. And return. Full boat; 276 poor souls crammed in. Probably less than 30-inch seat pitch. And most of the folks were ripped off in Oahu! February 1978. A trip that will live in infamy, at least the supplemental carrier portion.

But, talk about God's country. You haven't lived 'til you see the setting sun plopping down beneath the Pacific Ocean horizon whilst the tiki torches are lighting up the environment. Hawaii can be incredibly romantic.

As was the airline business, charting new courses. Captain Ed Musick of Pan Am was as famous as Adolf Hitler in the mid-thirties. Here he is, piloting his Sikorsky S-42 to Hawaii from the West Coast in this company card, black and white. Following is the pioneer Martin 130 flying boat, the famed China Clipper, approaching Honolulu. At least that what the copy line says.



The next card, 4-1/2" x 6", black and white, comes from the Pan Am Archives at the Richter Library of the University of Miami. It depicts happy, carefree passengers aboard the M-130, dressed to the



nines, enjoying a multi-course dinner on fine china served by a Pan Am steward. The man in the right foreground, posing for animal crackers, is my first Pan Am boss, Archie Leonard, whom I adored.



Next up is one of the three Pan Am black and white cards I have, real photo, by W.J. Gray, 1941, out of Los Angeles. The Boeing 314 Clipper is arriving in LAX from Honolulu, 2,570 miles in 16-1/2 hours. Cowabunga!



Two wonderful postwar 3-1/2" x 5-1/2" four color Kodachromes of Pan Am's Boeing 377 'Stratoclipper' at HNL. C3128 Mike Roberts in the original livery followed by N1022 Victor a few years

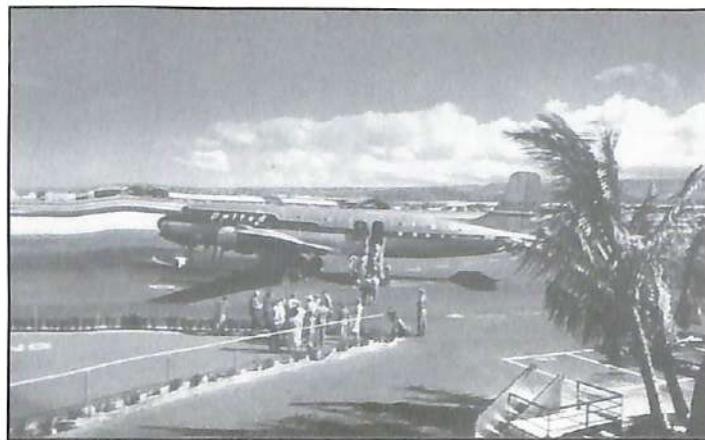


later. Card number 572 published by Taylor Agencies in Honolulu. And the last Pan Am card, a 3-1/2" x 5-1/2", four color chrome of the famed Boeing 707, N725PA, on arrival. Curteichcolor 1113, 3DK-1089, emblazoned with ALOHA! (Welcome!).



Next up is a wonderful period piece, with the passengers enplaning their United Air Lines DC-6 headed back to the West Coast. Mike Roberts 3-1/2" x 5-1/2" four color C-1167. Following are two UAL company card in four color, 3-1/2" x 5-1/2", of the storied Boeing Stratocruiser. CA-520 is over Diamond Head, the famed inert volcano, and Waikiki Beach of Oahu, and then CA-639 with each deboarding passenger serenaded while receiving his/her fresh floral lei!

Here's a beach scene, one of numerous Northwest Orient destination cards, showing the famed Royal Hawaiian Hotel right on Waikiki. Company card PF16-C-50, 3-1/2" x 5-1/2", four color. Pictures simply can do no justice for the real scene. I recall running into Angus "Bill" MacMillan at the bar there one time after we'd both left Pan Am. He was working ("working"?) for Compania de Mexicana (CMA) at the time. Crossroads of the world.



Waikiki Beach - Oversight via Northwest Stratocruisers to Hawaii

Flew on an Aloha Fokker F-27 over to Kauai in 1962. Enjoyable. A Mike Roberts card, C9708. Proceeding on, a great Aloha company card of their brand new Boeing 737-200 inter-island. Their 118-passenger "Fun Bird".



I had to include the Roy Anderson Collector Series S-43 of Inter-Island Airways, a predecessor name to Hawaiian Airlines. It's hard to realize this series came out in 1979, 26 years ago. Almost a collector's item, eh?

Following is a wonderful Hawaiian Airlines DC-3 flying over Diamond Head, a company card, and a Mike Roberts card of the carrier's CV-440, C6554A, flying over the Maui coastline.



Entering the jet era, here's Hawaiian's DC9-10 "Royal Fan Jet" company card, introduced in HAL's 37th year, and their good-looking DC9-50, a company card S-746. Sue and I flew in that baby over to Maui and we were impressed, I recall.

I must include two relatively new Hawaiian Airlines company cards simply because they are so beautiful, so perfect. Both 4" x 6" in exquisite four color, the Boeing 717 and the 767-300ER. Agreed? (Editor's note: Yes, indeed!)



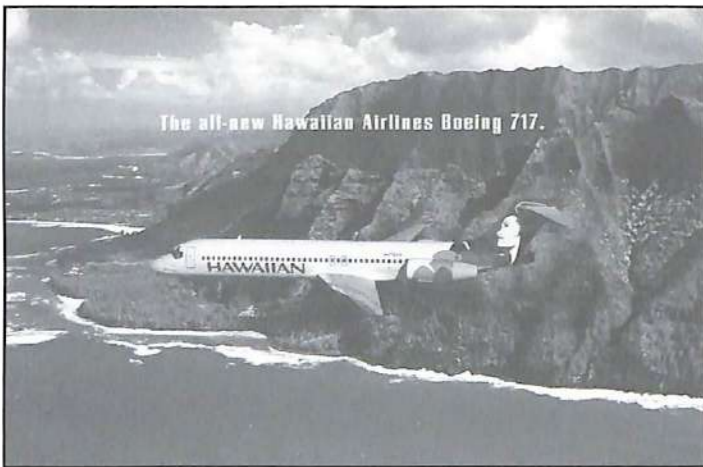
Three more four color, 3-1/2" x 5-1/2" cards will complete this project, starting with three Hawaiian Air Tour Services (HATS) DeHavilland Doves in step formation, company card, S-355, a Crocker Mirrokrome.



Next up - the World Airways Boeing 707-321C, which as I recall, truly commenced the inclusive tour charter series to Hawaii, operating weekly from Boston starting in the mid-sixties.



And last, and least, is the ONA DC10-30 as published by Peter Black and Jon Proctor, Aviation World, D-0222, 66555-2, N1033F c/n 46969. A beautiful bird, wonderful mating of aircraft and engine, very productive, and thoroughly fouled in inflight service techniques.



And so, in the songs and words of Webley Edwards and Don Ho, we bid good-bye once again to this true "Heaven on Earth".

Aloha Oe! Until we meet again



Aircraft Modeling

By Ken Miller

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Aloha Boeing 737

Off the top of my head there are three models that can be built out of the box in Hawaiian themed markings, a Doyusha 1/100 scale DC9 in Hawaiian markings, a Hasegawa 1/200 scale 737 in the old Aloha "Flower Power" markings, and the 1/144 scale Minicraft 737-400 in the latest Aloha colors. There is no shortage of models and/or decals to make other models with a Hawaiian theme. Also off the top of my head there are decals available for Aloha 737's in three different markings, Aloha Pacific DC10, Hawaiian DC9's, DC8's, 717's, DC10's, and L1011's, and 767's as well as Mid Pacific Air YS-11's and Island Air Twin Otters.



Boeing 737-200

When it was time for me to build my first 737 model I started to wonder which airline has operated the most versions of the 737. It's close but Aloha has either the greatest or second greatest list of different 737 variants flown. I counted the -100, -200, -300, -400, and -700 initially. When the -200 and -300QCs are added in the list gets longer. If one wants to truly nit pick, the -700's with or without winglets could be considered separate versions as well. There are the three eras of markings available. A stylish feature of the Aloha 737's is that each plane is named after a member of Hawaiian Royalty. The 737 decals in the early "Flower Power" markings were made by Microscale and can be used for a -100 or -200. They are out of print but not too hard to come by. The later scheme is produced by Flightpath for the -200 and -300. The latest scheme with the bird of paradise

flower on the tail is available from a few different sources. Liveries Unlimited made the -200 decal. Unfortunately it too is out of print and not easy to find. Minicraft released their -400 kit in Aloha markings and the decal is quite nice overall. Drawdecal also makes a -700 decal that comes with logos for the winglets as well.

After doing a fair amount of research checking AeroMoe's fleet information website and looking at lots of Airliners.net photos I was on my way. My first build was the Airfix 737-200. The kit's been around a long time but is pretty good overall. I chose to build N805AL which is a 737 QC Advanced. The QC's (Quick Change) have seats mounted on removable pallets allowing the plane to carry passengers during the day and to carry freight at night. I read somewhere that the QC seats are higher than usual due to the pallets and the windows end up at the passengers shoulder level. Two small changes I made in my build to convert the model to a 737 Advanced were to fill in the lower rudder hinge and also to use aftermarket Braz resin engines. The Advanced engines have a fatter pylon than the stock kit engines for a regular 737. Assembly was pretty straightforward. I filled the window holes with putty and opted for decals instead. For the 737-200 I used the Liveries Unlimited decal set. Other additions included a Coroguard decal set, and Airwaves photoetch pitot tubes and antennas. I used Model Master Classic White for the top and Model Master Insignia Blue for the dark blue. I did gloss up the Insignia Blue with Future applied with a Q-tip. To show that the plane was a QC version I used an ATP cargo door decal as well.

For both the -300 and -400 models I used Minicraft kits. Initially I'd planned on using the Liveries Unlimited decal for these models as well. After comparing many photos on Airliners.net I



Boeing 737-300



Minicraft Aloha Boeing 737 Kit

realized that the Aloha script on the -200's was smaller than that on the -300 and -400's. In the midst of my experimenting with laser copiers to expand the Liveries Unlimited logos, Minicraft released their -400 kit. My title troubles were over. The red ink on the Minicraft decal is a little paler than that on the Minicraft decal but isn't really noticeable. My take on the colors is that both colors could be correct just that the -400 has faded slightly. The Minicraft 737's are very nice kits. An easy improvement for the CFM engines is to work on the intake cowls. There's a big locating pin inside that I removed. I also made a ring out of styrene sheet and added it inside the cowl to hide the seams. Another easy to do improvement is to fill in the bay for the main landing gear with three pieces of styrene sheet. The fuselage also has a bit of a "duck's butt" that could be filed to shape but I left mine the way they were. Pretty much as on the 737-200 Advanced painting consisted of a Classic White upper fuselage and Insignia Blue lower fuselage. I used Testors Camouflage Gray for the wings and stabilizers. For the bare metal parts I used Testors Aluminum Metalizer sealed with Future. The Coroguard and engine pylons were problematic. I initially tried to paint the wings, apply the Coroguard decals, then add the

engine pylons last. It was a disaster. I ended up cutting wings off with a razor saw and buying new parts from Minicraft. The next try worked much better as I assembled and painted the wings and pylons together. I trimmed the Coroguard decal around the upper pylon and used small patch pieces to cover up the gaps. I also added the engine strakes cut from styrene sheet. Just as on the -200 kit I added the photoetch pitot tubes and antennas. The -300 model is also a QC so I added another ATP cargo door decal. I counted windows from photographs and shortened the -400 decal to fit the -300 model. I made sure to have only a single overwing escape hatch on the -300 in contrast to the two hatches on the -400. On the -400 I also added the tail skid that didn't come with the Minicraft kit. Someone on the Airline Modelling Digest made some resin copies of the tailskid on the Revell -700 model and sent them to me. For the -300 the N304AL registration and fleet numbers came from the spares box. For the -400 model I found the N401AL registration and fleet numbers to be too small on the kit decal so I also made some larger ones up from the spares box. Oddly enough Aloha only operated two -400's for a short time so it is fortunate that Minicraft released their kit in these markings.

So this is my story of three Hawaiian themed 737's. They were a good exercise in learning about 737's and the Airfix and Minicraft models. Building the models, finding the decals, and doing all of the registration research was a rewarding project.

The models are the beginning of my fleet of Aloha 737's that one day will number 7 different types. The Airfix 737-200 is not too bad of a kit given its age. The Minicraft 737-300 and -400's are also very nice. The Minicraft 737-400 even comes with an Aloha kit decal. What more could one ask for?



Aloha Boeing 737-400

Wings! Badges!

By Charles F. Dolan

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Wings of Hawaii

Hawaii is one of those places I have wanted to visit for a long time, but have yet to realize that wish. The closest Karen and I have come to the Pacific Ocean were on our trips to Orange County, CA and Seattle, WA for Airliners International conventions and an air-land Alaska vacation with Princess Cruises. We have not seen the tropical Pacific. Someday we'll be there.

Whenever I think of air travel in Hawaii, images of Boeing Stratocruisers come to mind. I think of passengers coming off the steps of Northwest, Pan American World Airways, TALOA or United Air Lines double-deckers and being met by local beauties bearing flower leis to place around their necks. I have a hunch that tradition is long gone due to the volume of passengers arriving on a daily basis. Times have changed as well, with increased security concerns, which probably preclude the presence of the greeters and their flowers on the ramp or in the jetway. At least we can still watch those scenes during re-runs of Magnum, P.I. and Hawaii 50.

My collection of wings and badges of Hawaiian carriers is very limited. I have a wing and cap badge of Hawaiian Airlines and Aloha Airlines in storage, and that is the extent of my "local" brass. I do, however, have several items of the larger, over-water, carriers which reflect the era of which I wrote earlier and the transition period to the jet age. Some of these insignia have subtle differences to denote rank and seniority and I will try to provide information about that which I have gotten from fellow collectors.

Inter Island Airways

I did see one cap badge on eBay which I watched climb to a hefty bid a few months ago. It is an early Inter Island Airways issue from the late 1920s. That was back in the days when the routes were operated by Sikorsky flying boats. Inter Island Airways became Hawaiian Airlines in 1941. I have included an image, captured from the eBay listing, of that cap badge.



This cap badge was seen recently on eBay and commanded a hefty price. Inter Island operated between 1929-1941 and in 1941 changed its name to Hawaiian Airlines

The cap badge is gold bullion thread on black material with a red, white and blue shield in the center. The shield is made up of colored thread with a red dot in the center of the white band. The badge was sewn to the cap.

The insignia of TALOA and Northwest Airlines were shown in the Log issues covering California and Milwaukee connected airlines, so I will not show them again so quickly. It has been a while since the insignia of Pan American World Airways and United Air Lines have been featured, so I am concentrating on them.

United Air Lines



Bullion Insignia Type II

This issue is the second type used by UAL between 1931 - 1952. The first type had the color bands of red, silver and blue following the shape of the upper edge of the shield. This type has straight lines between the shield colors.



The cap badge is of silver bullion thread on a stiff black backing. The backing seems to be a brass plate covered by black material. The propeller blades are of gold bullion thread. The center shield is of silver metal with red and blue enamel. The letters "UNITED" are in blue enamel. The badge is mounted to the cap by a screw post and has two positioning pins. A white on blue tag on the back reads "GEMSCO" "background all wool exclusive of ornamentation"

The wing is pin back and the composition is the same as the cap badge. The label on the back reads "GEMSCO New York, N.Y."

There was a flight engineer wing used during this period, which was of the same style but the wings at the sides of the shield were outlined in silver bullion thread but not filled in. The majority of the wing was black fabric.

The early United Air Lines insignia are of bullion thread construction. There were two styles of which I am aware. The earlier one had the red, silver and blue sections of the center shield follow

the upper edge of the shield with an upward center point. The second style had straight upper edges of the silver and blue bands.

Philip Martin's great reference book, Pilot Wings of the United States 1913-1995 Civilian and Commercial, indicates that a gold U S AIR MAIL wing was used prior to the adoption of the United Air Lines wing. A set of photo copies, sent to me by Dick Koran (RIP) many years ago, shows a style 2 UAL flight engineer wing. It differs from the pilot wing in that the silver bullion thread only outlines the feathers which make up the wing. The black background of the feather shows through. No mention has been made of whether the airline had distinct navigator or radio operator wings during this period. The bullion insignia were used between 1937-1952 (Dick Koran) 1931-1956 (Phil Martin).

United Air Lines metal wings and cap badges have been issued in three styles. For a very short period the wing and cap badge appeared without the propeller. This issue met with such dislike by the staff at United that it was quickly replaced with the return of the three bladed prop. Since the 1950s, this design has been seen in both silver (until 1970) and gold color metal. The metal part of the cap badge is backed by a fabric and leatherette patch which frames the insignia. In Phil Martin's book, he indicates that the wreath between the lower propeller blades is reserved for senior airmen. The wing insignia is made of four pieces and the part which has the arc of stars shows the seniority of the pilot. For the first five years, the stars are solid metal. At five years, the left star gets a diamond chip. At ten years, the two stars on the left have diamond chips. At fifteen years, the three stars on the left have diamond chips and at twenty years, each star has a diamond chip. Check airmen have a wreath below the center shield of the wing. A diamond in the center of the wreath indicated a check airman with twenty five years of seniority. (Phil Martin)



**United Air Lines
Metal Insignia**

There are three styles which have been used from 1952 to the present time.

The first style was silver in color and the latest



style is in gold. There was a short period during which the silver wing and cap badge were designed without the propeller, but these were received unfavorably by the employees and retired quickly. The silver cap badge has gold color metal prop



blades and red, silver and blue enamel stripes in the shield. "UNITED" is in black enamel. The leaves between the lower prop blades are dark silver. The badge mounts to the cap by a screw post and there are two positioning pins at the top of the insignia. There is a black fabric and leatherette patch, which fits between the cap and the metal badge. The badge in my collection is not hallmarked. The current style cap badge is of overall gold color



metal. The center shield is of silver metal with red, blue and black enamel. The leaves are of light sil-

ver. It also has a screw post and positioning pins and the brown fabric and leatherette patch. This badge is hallmarked "LEAVENS MFG. ALLTLEBORO MASS" There is also the hallmark "STERLING".

The United Airlines wing is made up of four pieces, not including the pin and clasp. The base is the wing itself to which are mounted the shield and prop device and the arc of four stars. The prop blades are gold in color and the shield is red, white and blue. The stars are in gold color metal.

Pan American World Airways

Another eBay story. On October 23, 2005 a single first issue (1928-1930) PAA radio operator wing sold for \$7,361.00 after a ten-day run. There was no reserve and the first bid came in at \$7.99. Is everybody's insurance up to date??

Pan American World Airways cap badge, master



pilot wing and flight engineer pocket badge. Used from 1945 to 1959.

The base metal for all these insignia is gold in color. The globe in the center has dark blue enamel where the water is and gold land masses and lines. The flight engineer badge has red enamel behind the star.

The cap badge is screw post and has two tabs near the post to prevent spinning. It is hallmarked LGB 1/10 10K GF.

The master pilot wing is pin back and hallmarked LGB

The flight engineer badge features a three bladed propeller and a front view of a seven cylinder radial engine. The badge is pin back and is hallmarked LGB 10K.

The PAA insignia also show the hierarchy of the cockpit. In the 1944-1959 issue of wings, one star in the bar under the globe denoted a junior pilot. Two stars denoted a senior pilot and three stars a master pilot. Breast pocket badges with a wing on one side of the globe were issued to other flight crew. The flight engineer wing is shown in the images accompanying the article. A chief flight engineer had two stars in the red bar. A flight radio operator badge had a lightning bolt below the globe. The navigator badge had what looks like either a sextant or a compass below the globe (I can't be sure due to the combined quality of print and eyesight). A flight meteorologist had a badge with a blue arrow under the globe.

Pan Am cap badge and wings used between 1959



and 1979.

The cap badge is gold in color and has a solid back behind the words Pan Am and the latitude lines. The badge is mounted to the cap with a screw post and has a single pin to prevent movement. The badge is hallmarked 1/10 10K.

The senior captain wing is of gold color metal with light blue enamel in the letters and behind the stars. It is hallmarked LGB 10K NSF.



The check captain wing has a wreath around the star.

From 1960 - 1978 the Pan Am style wing and solid metal cap badge were used. The terms junior, senior and master pilot were discontinued. The blue on both aircraft and insignia went from dark to light. One star denoted second officer or flight engineer. Two stars denoted first officer. Three stars denoted captain and a gold star above the globe denoted a senior captain. A check captain had the three stars in the light blue bar with a wreath around the large star above the globe.



Label from the David A. Rowe Collection

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

The Junior Wings of Hawaii

Aloha to beautiful Hawaii. Loved my many layovers there and always have pleasant memories of this wonderful place. Only real problem there is that it is really high cost housing compared to the mainland. But on to the wings.

There are only four airlines that I can think of that have junior wings that are based in Hawaii.

The first is Aloha Airlines and they put out two different wings that are the same design but with a change over in color (1). In the first issue, the lettering "ALOHA AIRLINES" is a blue color and the second issue, they changed the coloring of the name to red.



Fig. 1

Hawaiian Airlines has eight listed junior wings in my book and I believe there should be nine. The first issue (2) is a laminated wing in a red, white and blue coloring. The second issue (3) is the one where I am sure someone once told me that they had a Jr. Hostess wing of this only other laminate from Hawaii. There is a Junior Pilot, Jr. Stewardess and I am sure a Jr. Hostess wing is the one that should be added. Then we jump to the plastic series. The next one in sequence issues around 1989 is a Stoffel style wing that has a decal center design (4). Follow this with another Stoffel but this time add a bar below it (5). Then, for some reason or other, about 1993, the airline issued a puffy vinyl style (6). About a year after that, they go back to the plastic wing (7) and this has the same design of some of the earlier wings that look like a flower in a hostess's hair. And then I show a final junior (8) that I do not believe was ever issued by the airline and so mention this in my book.



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9

Island Air, (there was an Island Air out of Honolulu that operated only from 1971 to 1972) is the only other airline that issued juniors and they were just like Aloha in that they issued two different wings that were of the same design (9). The only difference is that the first issue was silver and red and the second issue was gold and red.



Fig. 10

And finally there is Mahalo Air which issued this wing about 1996 (10).

**Happy Collecting,
Stan**

(Continued from Page 28)

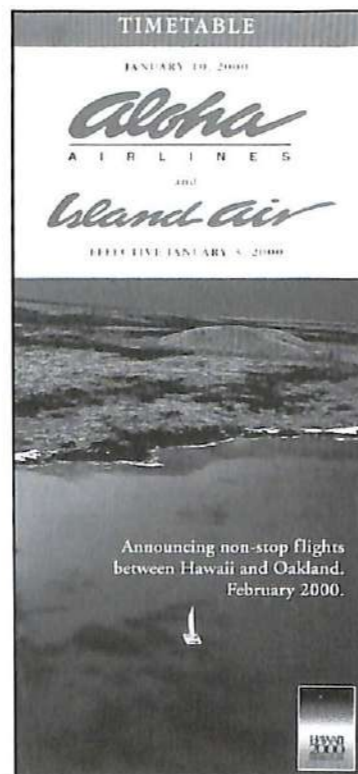
Finally, the "T" cap badge and wing shown below were used by TRANS AIR of Honolulu, date unknown. The same badges were used by TRANS OCEAN AIRLINES of Louisiana (1989-1990) and by TRANS SOUTH.

Do you have any questions? Answers? Please send me a note.

Ken Taylor
R.R. #7
Calgary, Alberta T2P 2G7

(Continued from page 20)

Every day, Boeing and Airbus products leap the Pacific Ocean in a single bound, no longer needing to call in Hawaii. But the Islands' own appeal will keep an increasing number of flights bound for the Islands, and provide passengers for the island-hopping flights that "connect the dots" in our 50th state.



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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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.

SAN FRANCISCO AIRLINE SHOW

Saturday, March 11, 2006. Best Western Grosvenor Airport Inn, San Francisco, CA. Contact: Mike Chew, (650) 281-4486. SFOAirlineshow@juno.com

CHICAGOLAND AIRLINE SHOW

Saturday, April 29, 2006. Holiday Inn, Elk Grove Village, IL. Contact: Steve Mazanek, (775) 594-1906, s.mazanek@comcast.net

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.

SAN FRANCISCO AIRLINE SHOW

Saturday, August 19, 2006. Best Western Grosvenor Airport Inn, San Francisco, CA. Contact: Mike Chew, (650) 281-4486. SFOAirlineshow@juno.com

SEATTLE AIRLINE SHOW

Saturday, October 14, 2006. Museum of Flight, Boeing Field, Seattle, WA. Contact: Greg Mattocks (425) 485-8780. <http://www.seattleairlineshow.com>

NEW YORK CITY AIRLINE SHOW

Saturday, November 11, 2006. Marriott Courtyard at LaGuardia Airport. Contact: Basilio Pipinos at Apipinos@aol.com

In Memoriam

William H. McCrea, Jr.----Scottsdale, Arizona, passed away October 23, 2005. He will always be remembered for his outstanding knowledge of Commercial Aviation as well as General and Military Aviation. A friend that will be truly missed. So long Bill! Your friends: Ken Bateman, Charlie Coward, Greg Goddin, Allen Greene, Kim Martinson, and Bob Shane. *WAHS extends our thoughts and prayers to Bill's family.*



Hawaiian Air DHC-7 N919HA June 1981. Photo: DDM Photos via www.air72.com collection

Lani Bird Scenic Tours Beech 18 with front landing gear N99799 taken in 1984.
Via www.air72.com Collection





*Air Molokai Cessna 404
Photographs via Jay E. Prall/Plane Views Collection
Discovery BAE-146*

