



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Spring 2006 - Issue 30-4



*United Air Lines Viscount N7452 at Washington-National Airport, 1969.
Photograph by Roger Bentley via Aviation Photography of Miami*

A Capitol Experience!
Airliners International 2006 & Capital Airlines





*Allegheny Commuter Beech 99, December 1986.
Aviation Photography of Miami Collection*

*Ocean Airways Beech 99 at Washington-National, 1979.
Photography by Jay Selman via Aviation Photography of Miami Collection*



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Piedmont Airlines Fokker F-27 ~ Photograph Via Aviation Photography of Miami Collection

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

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

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

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

USA	\$25 Permit Mail; \$35 First Class Mail
Canada	\$30 Air Mail
International	\$30 Surface Mail; \$40 Air Mail

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

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From The Flight Deck

Welcome Aboard!

Who would have thought 3 decades ago that we would be celebrating our 30th Anniversary in our nation's capital! Our 30th convention is just 3 months away. The World Airline Historical Society and the Washington Airline Society have put together a wonderful venue for our enjoyment at the Sheraton Premier Tysons Corner. The convention hotel is almost sold out for the nights of July 6th and 7th. If you have not made your reservation yet, pick up the phone and do it today. Visit the official website at www.ai2006.com, and check it often for the latest updates.

Many of us are working behind the scenes to come up with a solution for our convention needs for 2007. (A special thanks to Mr. Dick Wallin for all his time, energy, and yes, even money spent on this site quest.) As of this date, no one has expressed an interest in sponsoring a convention. Some have suggested that we wait until 2008, but I believe that this would be a severe, if not fatal blow to our membership efforts. Since many members have experience managing conventions or regional shows, I hope that someone steps "up to the plate" soon.

On a more personal note, I have fantastic news about our Society's Secretary/Treasurer, Mr. Jay Prall. He has received his new kidney and is progressing nicely. It's been a long, hard road, but he and Kathy have persevered. Feel free to send him words of encouragement at jayeprall@msn.com.

I will see you either on the convention floor, at the National Air and Space Museum in downtown D.C., or at the Steven Udvar-Hazy Annex at Washington Dulles International Airport. Also, do not forget about Gravelly Park at Washington Reagan National Airport. I will be there watching the grandeur of the jets navigating the famed Potomac River Approach first chance I get. It is truly going to be a Capital experience.

2006 WAHS Annual Membership Meeting

The Annual Membership Meeting of the World Airline Historical Society will be held, Friday, July 7th, 8:00 a.m., at the Sheraton Premier - Tysons Corner in conjunction with the Airliners International 2006 Convention.

The agenda will include:

- (1) Report of the President
- (2) Election results for the 2006-2009 term - Thanks to those leaving the Board.
- (3) 2005-2006 Financial Statement
- (4) Report on AI 2007 & AI 2008
- (5) Q&A from the audience

Submitted by: Jay E. Prall
WAHS Secretary/Treasurer
March 6, 2006

Editor's Corner

Everyone is aware that the production of *The Captain's Log* is a labor of love and volunteer effort by all the editors to bring you this publication on a quarterly basis. Sometimes we're late with getting our journal into your hands, but I'm sure that you'll agree it's worth the wait. Thank you for your understanding.

We're looking for interested society members with the resources and willingness to become an editor for the following collectibles - aircraft safety cards, junior wings, and book reviewer. If you're interested, please drop me a line at Editor@WAHSOnline.com or via U.S. Mail.

Flying Ahead...With The Log

Issue 31-1 ~ British Airways
Issue 31-2 ~ Airlines of Japan
Issue 31-3 ~ India and Her Airlines
Issue 31-3 ~ The Lockheed Constellation

CAPITAL AIRLINES: FLYING WITH THE NIGHTHAWKS

By Joop Gerritsma
Captain's Log Feature Editor ~ f27f28@hotmail.com



Capital Airlines Viscount at Washington National ~ Shell Aviation Fuel Postcard

When Capital Airlines ceased operations in 1961, a colorful and important part of America's airline history ended with it. Colorful in more ways than one. The name Capital Airlines will forever be associated with what was at one time the largest fleet of Viscount propjet airliners in the world.

For six years the sprightly white-and-red painted British "nighthawk" propjets were a common sight all over the eastern half of the United States, in the Northeast, the Midwest and the Deep South. Capital was also the first airline to introduce cheap coach fares.

Let's hop on board and fly with the Nighthawks.

Capital's lineage went back to April 21, 1927 when Clifford Ball, Inc., began mail operations on the 127-mile Contract Air Mail Route (CAM) 11 between Pittsburgh and Cleveland. The fleet included seven single-engine WACO 9 biplanes and the first load of mail weighed 97 pounds. At Cleveland the flights connected with National Air Transport for onward service to New York and Chicago. By the end of the year Clifford Ball, Inc. had carried 19,573 pounds of mail and by the end of 1929 the total had reached 91 1/2 tons.

But Ball had bigger plans. In 1929 he purchased a Fairchild FC-2 for four passengers and added Youngstown, OH, halfway between Pittsburgh and

Cleveland. A larger Fairchild 71 for six passengers and faster by 10 mph followed later that year and passenger service to Washington, DC was inaugurated. Not long after starting the Washington service, Ball sold his interest in the company and it was renamed Pennsylvania Airlines ("The Clifford Ball System"). In November 1930 Pennsylvania Airlines was bought by the Pittsburgh Aviation Industries Corporation (PAIC), which in 1928 had received authority to operate between Pittsburgh and New York City.

PAIC replaced the Fairchild's with high-wing Stinson "T" trimotors for seven passengers to expand the network and increase frequencies. In 1930 Pennsylvania carried 1,140 passengers, with 7,000 the following year. Five Ford Tri-Motors were bought from National Air Transport in 1932 to meet passenger demand. 13,500 passengers were carried that year.

Just like all other airlines in the country, Pennsylvania Airlines was hit hard by the cancellation of the air mail contracts by Pres. Franklin D. Roose-

velt in February 1934 as a result of the air mail scandal. Until the service was reinstated in May, PAIC was forced to park several aircraft and reduce its schedules. The airline changed its name to Pennsylvania Airlines and Transport Company (PATC) and bid on the contracts it had operated before, but it was underbid by a newcomer, Central Airlines. Central was formed by James Condon and the brothers John and Richard Coulter in 1934 with four fast single-engine Lockheed Vegas, followed by five Stinson A low-wing trimotors and the mail route was extended from Cleveland to Detroit.

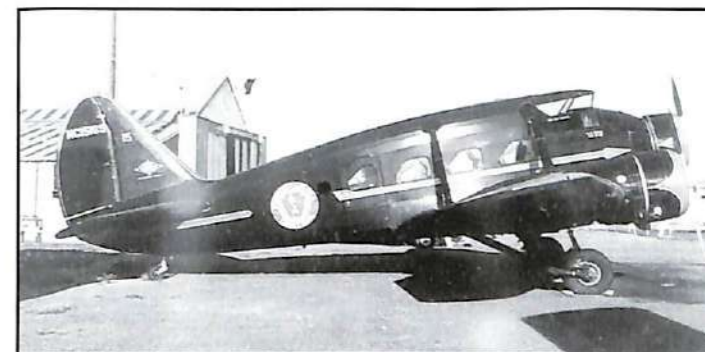


Pennsylvania Airlines introduced former United Boeing 747s in April 1935. They continued in use with PCA to the outbreak of World War II. (Sid Davies photo at Chicago, 1938).

In December 1934 Central leased several Fords from American Airlines to replace its Stinsons, but Pennsylvania Airlines introduced two Boeing 247 in April 1935. The network then included Washington, DC, on the east and Akron Cleveland, Detroit, Pontiac, Lansing, Muskegon and Milwaukee in the west. From May 1935 to March 1937 Pennsylvania Airlines added 17 more 247s to its fleet. At first the 247 was prohibited from flying between Cleveland and Detroit because most of the route led over Lake Erie. In the interest of safety, Federal regulations required a trimotor. The airline therefore placed the Fords on the Detroit - Milwaukee service in April 1935. A compromise was found when the 247s for that route were equipped with inflatable floatation gear outside on the fuselage that was operated from the cockpit via a cable. The pilots distrusted it for fear of the gear inflating accidentally in flight and they carried pistols so that they could shoot the bag full of holes from the cockpit windows should that happen. It never did and the bags were soon deleted again.

Pennsylvania Air Lines and Central Airlines merged on Nov. 1, 1936 under the name Pennsylvania-Central Airlines. The 247s were replaced by DC-3s in 1939-41. New routes were inaugurated across North Carolina to Knoxville, Tennessee and to Birmingham, Alabama. One former PCA 247

still exist and is on display at the National Aviation Museum in Ottawa, Canada as the former executive aircraft of Standard Oil Company of Calgary. One Stinson A also survives. This is a former American Airlines aircraft and has been restored to flying condition in PCA colors.

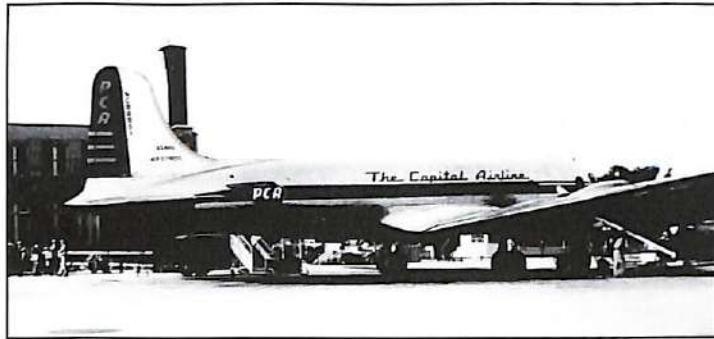


Central Airlines brought Stinson "A" trimotors into the Nov. 1, 1936 merger with Pennsylvania Airlines. (Skyliner card No. 037 via Allan Van Wickler).

After Pearl Harbor, PCA had to turn most of its fleet of 13 DC-3s over to the military. It cancelled some services and reduced frequencies on others. Much of its wartime operations consisted of cargo services in the contiguous U.S. and to Alaska, Labrador and Greenland. The airline also trained flight personnel for the Army Air Force and operated maintenance and overhaul facilities for them. PCA moved its head office to Washington, DC from Pittsburgh in 1941 and on Jan. 9, 1946 the airline received the first of 15 DC-4s that had been ordered in 1944. It became the first airline in the world to operate the type when it began "Super-Plane-of-Tomorrow" service Jan. 16 on two daily roundtrips between Washington and Norfolk and one daily roundtrip Washington - Chicago.



The Douglas DC-3 was operated by PCA throughout World War II. (j.j. postcards, via Allan Van Wickler).



The name 'The Capital Airline' was carried for a short time after World War II. Capital was the first in the world to operate the Douglas DC-4. This one was seen at General Mitchell Field, Milwaukee. (Postcard via Allan Van Wickler)

In 1945 a gradual name change began. It evolved from PCA-The Capital Airline to PCA-Capital Airlines, Capital Airlines-PCA and in 1947 became Capital Airlines. The airline was officially renamed Capital Airlines on April 21, 1948. With the new name came a new logo - a red eagle, the night-hawk.



Snapped at Kent County Airport, Grand Rapids, Michigan, this DC-3 carries the new name Capital Airlines and the new color scheme. (Jack Tyler postcard for Fuson's Camera Shop, Grand Rapids. Via Allan Van Wickler).

During the late 1940s, Capital added more routes to its network up and down the eastern part of the country and in 1948 it inaugurated the country's first cheap air coach services to attract people who would not normally have flown. The services were flown at night when much of the fleet would otherwise have remained on the ground. No meals were offered and no reservations accepted. All-cargo services were started in 1946.

Second-hand Lockheed Constellations replaced the DC-4s on the main passenger routes in the early 1950s to compete against the DC-6s of American, United and others that also operated in the eastern U.S. But Capital struggled to replace

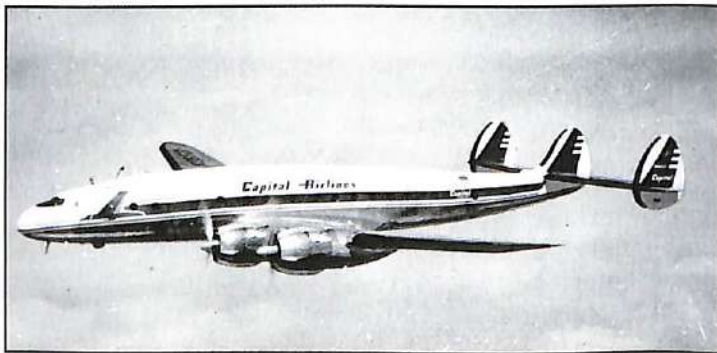
its DC-3s. It bought three Super DC-3s, the DC-3S which was Douglas' answer to a "Dakota replacement." But the aircraft was no success and less than two years later they were sold to U.S. Steel Corp. An interchange service between the Great Lakes states and Florida was operated with National Airlines from 1951, but in December 1958 Capital received its own rights to Florida and the interchange service ceased.



In 1950 Capital bought three "factory fresh" DC-3S Super Dakotas as a start to replacing its DC-3 fleet. They were no success and were sold to U.S. Steel in 1952.

However, Capital's costs were increasing more than its revenue and in 1952 the board of directors voted for a merger with Northwest Airlines. It was never consummated.

In 1954-55 a rather unique exchange of airplanes took place in an effort by Capital and BOAC of England to standardize their Constellation fleets. Capital had seven L-749A and five L-049 Connies. BOAC also had a mixed fleet, including seven L-049. Capital exchanged its seven L-747A for BOAC's seven L-049 plus an additional \$550,000 for each aircraft. BOAC needed the longer range of the L-749A following the grounding of its Comets, while the range of the L-049 was sufficient for Capital.



Beautiful Constellation color postcard by D.F. Carraway, Washington, D.C. (Via Allan Van Wickler).



Note the new name and old Capital logo on the aft fuselage of this DC-4. (Enell Inc photo, via Allan Van Wickler).

Bypassing the Convair 240 and 340, Capital finally found a DC-3 replacement. Even though it was in poor financial shape, the airline ordered 60 Vickers Viscount propjets from Britain in 1954 in a bold gamble to increase its market share. Capital was then the fifth-largest air carrier in the U.S. in passenger volume and the sixth in passenger miles. Its order shook the entire U.S. airliner-manufacturing industry, especially Convair. The first Viscount was delivered on June 13, 1955 and on July 26 it went on the Washington-Chicago route with twice-daily nonstop first-class returns. The frequency was soon increased to five returns by day and one return each night. They replaced the Constellation and as more were delivered, they also entered the routes to New York and New Orleans. All 60 were delivered in 1955-57 and by the summer of 1957 three-quarters of Capital's seat miles were provided by the Viscount. In 1958 the airline operated 16 daily Viscount services between New York and Chicago alone, including ten nonstop. There were also ten daily New York - Pittsburgh services, 15 between New York and Detroit and ten between Washington and Chicago. The aircraft quickly proved to be so popular with the traveling public, another 15 were ordered on July 24, 1956. In another totally unexpected move, Capital also ordered 14 deHavilland Comet jets from Britain on the same day. Four of these

were of the Comet 4 model and ten for the stretched Comet 4A, developed especially for the U.S. market. Deliveries were to start in late 1958 with introduction into service in January 1959 between Washington and Chicago and New York and Chicago. An even bigger order followed on Jan. 25, 1958 when Capital ordered 15 Convair CV-880s. Nine were on firm order and six were contingent on new route awards and expansion plans. The Comet order was cancelled and the CV-880 order reduced to seven when the airline placed an order on 1959 for five Lockheed L-188 Electras. None of the Comets, Convairs and Electras had been delivered when the airline went under.

Meanwhile, following the awards of new routes, Capital's network by 1958 extended to St. Ste Marie in the north, New Orleans and Miami in the south, and Minneapolis-St. Paul and Memphis in the west. Numerous locations were served along the Atlantic seaboard.

Several problems came together in the 1950s that led to the end. One was the large number of uneconomic short-haul services Capital was being forced to continue operating. Of the entire fleet of Viscounts, Constellation and DC-3s, only the Viscount made money. The airline fell behind in payments for the Viscount fleet and Vickers Arm-

strong threatened foreclosure. Other airlines introduced pure jets on Capital's major routes where they outperformed the Viscounts. The airline suffered a strike in October 1958. There were three Viscount accidents, two of them fatal, and the fatal crash of a Constellation in 1958-59-60. The Constellation crash and one of the Viscount crashes took place on the same day and the media were quick to point out this was the first time in U.S. airline history that an airline had two fatal crashes in one day. Passengers began to avoid flying the airline en-masse.

On April 4, 1961 the CAB approved a merger with United Air Lines and on July 1 schedules of the two carriers were merged. It was the largest airline merger in the U.S. up to that point and it made United the biggest airline in the Western World. Capital had 56 Viscounts at that time and Vickers took 15 back toward payment of the outstanding debt. United continued operating the other 41 and even repurchased six of the 15 from Vickers. The last one was retired in March 1968.

The Mid Atlantic Air Museum at Reading Regional Airport, PA, has one operational Viscount in Capital colors in its collection for air shows and static display. Originally intended for Capital, this aircraft was delivered to Northeast Airlines instead and was bought by the museum in November 1989 after having served with a number of private operators in the U.S.

(The author has used Capital Airlines by George W. Cearley (1988), Vickers Viscount 700 Series by Reg Baram (2002) and The Airline Encyclopedia 1909 - 2000 by Myron J. Smith Jr. (2002) as his major sources for this Capital profile. Thanks also go to Allan Van Wicker who made several postcards from his collection available to illustrate this history.)



DC-4 with the final name, including the nighthawk on the forward fuselage and the new tail colors. Seen at General Mitchell Field, Milwaukee. (L.L. Cook Comp. postcard via Allan Van Wickler).



Former Northeast Viscount in Capital Airlines colors preserved at the Mid-Atlantic Air Museum in Reading, Pennsylvania. (Mid-Atlantic Air Museum photo).



Viscount in the final Capital color scheme. The word Airlines was no longer carried. (United Airlines photo).



One of Capital's Viscounts that went to United Air Lines in the 1961 merger of the two companies. (United Airlines photo).

Flying Stamps

By Jim Edwards

Washington-Dulles International Airport

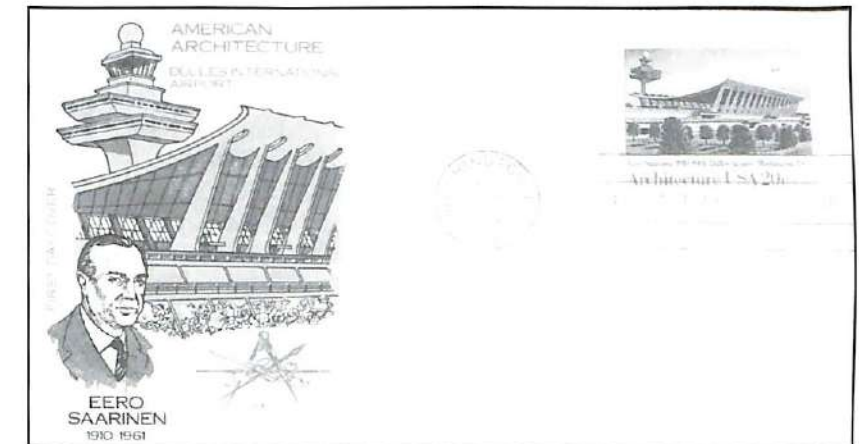


(Right) "First Day Cover" and 20 cent stamp honoring American Architecture issued on September 30, 1982. Eero Saarinen is the architect who designed Washington-Dulles' terminal and is shown on this cover.



(Above) The British New Hebrides issued this stamp in 1978 to recognize the 2nd anniversary of Concorde flights from London and Paris to Washington-Dulles. The French New Hebrides issued a similar stamp.

(Left) This British Airways Concorde is taking-off from Washington-Dulles on this stamp issued in 1978 by Liberia to celebrate 50 years of aviation.



(Left) Another "First Day Cover" of the 20 cent stamp featuring the Washington-Dulles terminal and honoring architect Eero Saarinen.

Playing Cards

By Fred Chan

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The Capital Experience

Although Washington, DC is the nation's political capital, it is not home to many airlines that have issued playing cards. Many decks have been issued by USAirways, the only large carrier based here, and its cards and those of its predecessors have been described in the Fall, 2001 issue of *The Captain's Log*. Three examples of this airline's cards are shown in Cards #1, #2, and #3. The USAir and USAirways decks are fairly easy to obtain but the Allegheny deck was probably a limited issue and can fetch over \$30 in mint condition.

The only other major carrier based in DC, before its acquisition by United Airlines, was Capital Airlines. Capital did issue a number of card designs, usually double decks, as shown in Cards #4, #5, and #6. Issued in the 1940s, Card #4 is very difficult to obtain. Singles exist in only the major collections and there are no decks known to exist. Cards #5 and #6 were issued in the 1950s and although quite a few are available, these decks can usually command \$30-40 each on eBay auctions probably due to interest by Capital Airlines collectors.

To the northeast of Washington, at Friendship Airport in Baltimore (BWI), was a helicopter commuter airline, Chesapeake & Potomac Airways, which had also issued playing cards. Two examples are shown in Cards #7 and #8 (see p. 26). Singles and decks exist in some of the major collections but these decks are very difficult to find even on internet auctions.

Independence Air has recently issued a deck (Card #9) as has its processor, Atlantic Coast Airlines. One of the two decks issued by Atlantic Coast is shown in Card #10. Unfortunately, IDE ceased operations a few months ago and will not continue to be a source in the future.

There has always been some confusion regarding playing cards from Presidential Airlines (or Airways). Presidential Airlines was based at Dulles (IAD) in the late 1980s to the early 1990s, but to my knowledge it had not issued any playing cards. However, Presidential Airways, which operated out of North Philadelphia Airport (PNE) in the 1970s, had issued a double deck (Card #11), which is extremely rare. *Continued page 26*



Card #1



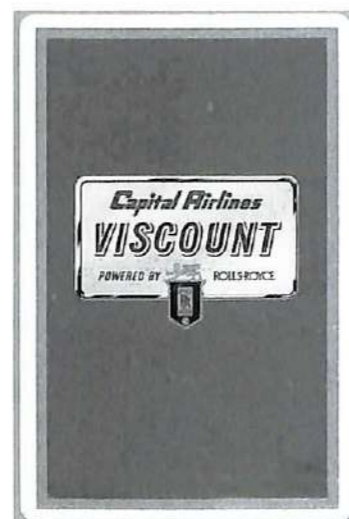
Card #2



Card #3



Card #4



Card #5



Card #6

Timetables

By David Keller

dkeller@airlinetimetables.com

Capital Airlines

Like many of the airlines that would eventually become US "trunk" carriers, the origins of Capital Airlines date to the late 1920's. Along the way, Capital did its share of pioneering in the airline industry, both in terms of passenger service and equipment introductions. Ironically, it is the best known of these innovations, Capital's introduction of turbine aircraft to the US, that was one of the biggest contributors to the carrier's eventual demise.

One of the two primary "parent" companies of Capital was Clifford-Ball, Inc, which inaugurated service between Pittsburgh and Cleveland in 1927. By 1930, the route had been extended east to Washington, D.C., and the carrier's name had been changed to Pennsylvania Airlines. In the timetable dated July 15, 1932, Pennsylvania was operating 3 flights in each direction between Washington, D.C. and Cleveland, with stops in Pittsburgh and Akron.

In early 1934, the government abruptly cancelled all air mail contracts, with the intent of having the Army fly the mail. After only a few disastrous months, it was decided the airlines should once again carry the mail, but that any airline previously receiving an air mail contract would not be eligible to bid on the new contracts. The existing airlines all reformed themselves (from a corporate perspective) in order to be eligible to bid the new contracts, and most received contracts that closely resembled the ones they operated prior to the cancellation. In the case of Pennsylvania Airlines however, a new competitor had entered the bidding and underbid all other applicants. This company was Central Airlines, which would now begin operating between Detroit and Washington, D.C. via Cleveland, Akron and Pittsburgh in direct competition with Pennsylvania Airlines. This routing is illustrated in the timetable dated November 1, 1935 (which had a revision dated November 12, 1935 pasted inside).

In those days, the air mail contracts were the lifeblood of the airlines, and the loss of said contracts would be the death knell for most carriers. Pennsylvania Airlines decided to continue its operations, despite the loss of the contract and new competition. In the Summer of 1934, Pennsyl-

vania Airlines extended its route network westward to Milwaukee with the acquisition of Kohler Aviation Corporation. Kohler had been operating small flying boats between Milwaukee and Detroit via Muskegon, Grand Rapids and Lansing, as shown in the timetable dated September 25, 1932.

A furious competitive battle broke out between Pennsylvania Airlines and Central Airlines, with each carrier attempting to gain the competitive edge through fare reductions and the introduction of faster equipment. After several years of unbridled competition, the 2 carriers merged to become Pennsylvania Central Airlines. The timetable dated November 1, 1936, is the first for the merged carrier, and extols the virtues of the new company's combined experience. Pennsylvania's Boeing 247's and Central's Stinson "A" Trimotors now operated under the same banner between Washington, D.C. and Milwaukee.

Largely freed from profit-draining competition, Pennsylvania Central began to seek expansion opportunities. By the summer of 1938, numerous stations had been added, including Chicago, Baltimore, Buffalo and Norfolk, as illustrated by the cover of the timetable dated June 1, 1938.

The early 40's saw the airline undergoing further expansion and adding DC-3's to its fleet. The growing war in Europe and the eventual entry of the United States into that war, brought an end to the carrier's expansion. As with all the US airlines, most of PCA's fleet was requisitioned for the war effort, resulting in reduced frequencies and suspension of some services. While many airlines printed timetables with a patriotic theme during the war, Pennsylvania Central did some of the best. The 2 illustrated timetables dated November 1, 1943 and March 1, 1944 salute the Red Cross and Cleveland, Ohio ("American Victory City") respectively.

Pennsylvania Central had utilized the "Capital" theme for a number of years, noting that they served the "Capitals of Industry", operated the "Capital fleet", and were the "Capital Airline". The airline's headquarters had also been moved from Pittsburgh to the capital of the United States, making the name change to Capital Airlines virtually inevitable. After billing itself as "PCA the Capital Airline", the carrier began to emphasize the "Capital" portion, and de-emphasize "PCA". The timetable dated June 5, 1946, is the first to show "Capital" as the dominant portion of the airline's name. The PCA would quickly be reduced to a footnote (indicating that the airline had been formerly known by that name), and soon disappeared altogether, even though the company's name was not officially changed until 1948.

MILWAUKEE DETROIT AIRLINE...

AVIATION
KOHLER
CORPORATION

MILWAUKEE-MUSKEGON-GRAND RAPIDS-LANSING-DETROIT

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

Kohler Aviation September 25, 1932

DAILY SCHEDULE

SOUTHBOUND—Read Down Read Up NORTHBOUND

TRIP No. 2		TRIP No. 4		EASTERN STANDARD TIME Effective July 15th, 1932		TRIP No. 1		TRIP No. 3		TRIP No. 5	
AM	PM	PM	PM			PM	PM	PM	PM	PM	PM
8:00	1:45	4:30	Lv. CLEVELAND	Ar.	1:05	4:00	9:00				
8:25	2:10	5:00	Lv. AKRON	Lv.	12:40	3:35	8:35				
9:20	3:05	5:55	Ar. PITTSBURGH	Lv.	11:35	2:30	7:30				
9:30	3:15	6:05	Lv. PITTSBURGH	Ar.	11:25	2:20	7:20				
11:15	5:00	7:50	Ar. WASHINGTON	Lv.	9:20	12:15	5:20				
AM	PM	PM			AM	PM	PM				

* Trips No. 1 and 2 do not operate on Sundays or holidays
FARE AND SCHEDULE SUBJECT TO CHANGE WITHOUT NOTICE

Pennsylvania Airlines, July 15, 1932

PENNSYLVANIA AIRLINES INC.

Effective July 15, 1932

FLYING SCHEDULES

CLEVELAND • AKRON

PITTSBURGH

WASHINGTON, D. C.

★

PASSENGER
AIR MAIL • EXPRESS

Five Years of Service

Division of
Pittsburgh Aviation Industries Corporation

CENTRAL AIRLINES—NORTHBOUND

Eastern Standard Time	Detroit Arrow		Northern Arrow		Great Lakes Arrow	Michigan Arrow	Night Arrow
	Flight 5	Flight 9	Flight 7	Flight 11	Flight 15	Flight 3	Flight 1
WASHINGTON ... Lv.	9:40	12:45		4:40		5:35	11:10
PITTSBURGH ... Ar.	10:00	2:05		6:00		6:55	12:30
PITTSBURGH ... Lv.	10:10					7:05	12:40
AKRON ... Ar.	10:50					7:45	
CLEVELAND ... Ar.	11:10					8:05	1:35
CLEVELAND ... Lv.	11:30		2:20		6:30	8:20	2:00
DETROIT ... Ar.	12:25		3:15		7:25	9:15	2:55

Central Airlines, November 1, 1935

To the
Patrons
and Friends
of
PENNSYLVANIA
and of
CENTRAL
AIRLINES

Without doubt, the many thousands of air travelers who are numbered among the patrons of Pennsylvania and of Central Airlines are pleased to know of the consolidation of those concerns in the interest of better service to the public.

The new company, Pennsylvania-Central Airlines Corporation, is pledged, not only to uphold the record of courtesy, efficiency and safety established by its predecessors, but to render more convenient service than was ever before available.

To that end, Pennsylvania-Central Airlines commences operation this month with almost double the number of flights on the Washington-Detroit route heretofore offered by either concern. This results from the elimination of duplicated schedules previously operated by the two companies.

Pennsylvania-Central Airlines brings to the air traveler a substantial background of pioneering effort and development carried on since April 1927—almost ten years—a record of growth as old as the transportation industry itself. During that period both Pennsylvania and Central Airlines maintained a safety record unexcelled by any other airline. The conservative policies of operation which made that record possible will be continued.

Because of the background of experience and reputation, the inauguration of more frequent and at the same time more convenient schedules; and because of a service which saves you time, effort and expense, Pennsylvania-Central Airlines anticipates your patronage.

We look forward to serving you.

Sincerely yours,
W. B. DeWitt
President.

PENNSYLVANIA CENTRAL Airlines

★
**WASHINGTON
PITTSBURGH
AKRON
CLEVELAND
DETROIT
MILWAUKEE**

EFFECTIVE NOVEMBER 1, 1936

Pennsylvania-Central Airlines, November 1, 1936

Capital AIRLINES

30 YEARS OF DEPENDABLE SERVICE
MARCH 1, 1958

CHICAGO

VISCOUNT

WASHINGTON

CHICAGO

WASHINGTON

10 NON-STOPS DAILY

Capital Airlines, March 1, 1958

Capital Airlines

SOUTH BOUND

SOUTH BOUND

READ DOWN
Effective March 1, 1958
(Except As Noted)

	377 PM	146 Noon	454 PM	147 PM	585 PM	573 PM	179 PM	375 PM	8 PM	244 PM	519 PM	574 PM	85 PM	987 PM	75 PM	77 PM	277 PM	279 PM
NEW YORK	Daily Ex. Sat.			1 55				4 15									5 25	
La Guardia Terminal... (EST) Lv																		
Idlewild... Lv																		
Newark Terminal... Lv	4 10													4 30	4 40	4 15		5 45
PHILADELPHIA / CAMDEN																		
Philadelphia / Camden... Lv																		
Rochester... Lv																		
Buffalo... Lv																		
Erie... (EST) Lv																		
CHICAGO																		
Chicago... (CST) Lv		1200																
DETROIT																		
Detroit... (EST) Lv			1 50															
CLEVELAND																		
Cleveland... Lv			3 01															
PITTSBURGH																		
Pittsburgh... Lv		2 38	3 45															
Wheeling... Lv																		
Wheeling... Ar																		
Morgantown... Lv																		
Morgantown... Ar																		
Clarksburg / Fairmont... Lv																		
Clarksburg / Fairmont... Ar																		
CHARLESTON W. VA.																		
Charleston W. Va... Lv																		
Bristol / Kingsport... Ar																		
Bristol / Johnson City... Lv																		
BALTIMORE																		
Baltimore... Lv																		
WASHINGTON																		
Washington... Lv																		
Richmond... Ar																		
Richmond... Lv																		
Newport News / Hampton... Ar																		
Williamsburg / Warwick... Lv																		
NORFOLK / PORTSMOUTH																		
Norfolk / Portsmouth... Lv																		
Elizabeth City... Ar																		
Elizabeth City... Lv																		
Rocky Mount... Ar																		
Rocky Mount... Lv																		
Raleigh / Durham... Ar																		
Raleigh / Durham... Lv																		
Greensboro / High Point... Ar																		
Greensboro / High Point... Lv																		
Winston-Salem... Ar																		
Winston-Salem... Lv																		
CHARLOTTE																		
Charlotte... Ar																		
Asheville / Hendersonville... Lv																		
Asheville / Hendersonville... Ar																		
KNOXVILLE																		
Knoxville... Lv																		
CHATTANOOGA																		
Chattanooga... (EST) Lv																		
Huntsville... (CST) Ar																		
Huntsville... (CST) Lv																		
MEMPHIS																		
Memphis... (CST) Ar																		
ATLANTA																		
Atlanta... (EST) Ar																		
ATLANTA																		
Atlanta... (EST) Lv																		
BIRMINGHAM																		
Birmingham... (CST) Ar																		
MOBILE																		
Mobile... Ar																		
NEW ORLEANS																		
New Orleans... (CST) Ar																		

Capital Airlines, March 1, 1958

The June 1946 timetable also shows the airline advertising "New 59-passenger planes". Although not mentioned by name, these were DC-4's, and Capital was the first airline to place the type into service. Despite the promotion on the cover, I do not find equipment specified in the timetables, other than on fights that had an equipment change enroute. (I do believe that the 400-series flights were the DC-4's, though.)

By the summer of 1951, Capital had added 2 more types to its fleet. One of those types was the Lockheed Constellation, which saw service on routes such as New York to Atlanta and Washington D.C. to Chicago. The Constellations would remain the pride of the fleet until the mid-50's.

Also operating for Capital in the June 1, 1951 timetable was an extremely rare type, the Super DC-3. This was a beefed up version of the standard DC-3 with more powerful engines resulting in greater payloads and higher cruising speeds. While a number of Super DC-3's had been produced for the military, apparently the only ones that saw airline service were the 3 operated by Capital. These aircraft spent less than 2 years in the Capital fleet.

On July 26, 1955, Capital Airlines became the first US carrier to operate turbine-powered aircraft, with the introduction of Viscount service between Norfolk, Washington, D.C., Pittsburgh and Chicago. Capital was obviously pleased with the Viscount, and in just over a year and a half, amassed a fleet of nearly 60 aircraft.

In the timetable dated March 1, 1958, Capital was touting its 10 daily Viscount nonstops between Chicago and Washington D.C.. Capital operated a number of routes for which the Viscount was well-suited, such as Chicago to New York/Philadelphia/Pittsburgh/Detroit/Washington, Minneapolis to Milwaukee/Detroit and New York to Detroit/Cleveland/Atlanta. These were routes where the Viscount's competitive advantages of speed and passenger comfort could be used to the greatest benefit.

Unfortunately, the routes Capital operated that would benefit most from Viscount service did not require 60 aircraft. This meant that the Viscounts were also operating on routes for which their competitive advantages were probably of little or no benefit. Viscounts were operating routings such as Greensboro-Knoxville-Huntsville-Memphis and New Orleans-Mobile-Birmingham-Atlanta, which likely did not require either the speed or capacity offered by the Viscount. Being the first carrier to bring jet-powered aircraft to the US was a bold

gamble, but Capital appears to have overshot the mark, and the financial burden imposed by the Viscount purchases would be a major factor contributing to the airline's dire financial condition and eventual absorption by United.

Ironically, Capital's most famous "first" (the Viscounts) also meant that the carrier would earn some less complimentary notoriety. Capital's fleet was essentially "frozen in time" from the Viscount introduction in 1955 until the United merger in 1961. All of the other types in Capital's fleet were of 1940's vintage; DC-3's, DC-4's and Constellation 049's.

For example, while the other trunk carriers were replacing DC-3's with Convair or Martin offerings, Capital was unable to do so. (In fact, I believe that Capital was the only US trunk not to operate a "DC-3 replacement" from either of those manufacturers.) In Capital's last timetable dated June 1, 1961, the carrier was still operating both DC-3's and DC-4's, which my research indicates makes it the second-to-last trunk carrier to fly DC-3's (Northeast kept them well into the 60's), and the last trunk to use DC-4's in passenger service.

Capital did attempt to purchase more advanced aircraft, but the finances couldn't be worked out to complete the deals. Comets, Convair 880's, and Lockheed Electras were ordered at various points, but later cancelled.

In the late 1950's and early 1960's, Capital's competitive advantages quickly became disadvantages, as other airlines quickly built their fleets of pure jets. As Capital attempted the nearly impossible task of remaining competitive without the ability to join the jet set, in early 1960 the carrier introduced both a new paint scheme and "Cardinal Air Coach" service (with a fleet of DC-6B's leased from Pan American.) The timetable dated April 24, 1960, is the first to display the new logo, as well as the first to feature the new Air Coach service. Neither of these would do much to improve Capital's finances, and the airline entered into merger talks with United soon after.

With those merger talks well underway, United agreed to lease several Boeing 720's to Capital for Florida service during the winter of 1961. This gave Capital the dubious honor of being the last trunk carrier to offer pure jet service. The timetable dated 12/1/60 shows the inauguration of 720 services, with 2 roundtrips from both Cleveland and Pittsburgh to Miami starting on January 8, 1961.

Central Airlines



DETROIT
CLEVELAND
AKRON
PITTSBURGH
WASHINGTON

EFFECTIVE NOVEMBER 1, 1935

PASSENGERS • U. S. MAIL • EXPRESS

Central Airlines, November 1, 1935

Effective June 1, 1951 (Except as Noted)

	1 AM	11 AM	7 AM	401 AM	70 AM	3 AM	35 AM	401 AM	925 AM	925 AM	351 AM	401 AM	427 AM	17 AM	413 AM	471 AM	25 PM	415 AM	303 AM	921 PM	27 PM	52 PM	411 PM	419 PM	23 PM	421 PM	
NEW YORK (1)	(EST) Lv																										
NORFOLK	Lv																										
NEWPORT NEWS, HAMPTON	Lv																										
NEWPORT NEWS, HAMPTON	Lv																										
RICHMOND	Lv																										
WASHINGTON (1)	Lv																										
WASHINGTON (1)	Lv																										
BALTIMORE (1)	Lv																										
BALTIMORE (1)	Lv																										
HARRISBURG (1)	Lv																										
HARRISBURG (1)	Lv																										
PITTSBURGH (1)	Lv																										
PITTSBURGH (1)	Lv																										
YOUNGSTOWN (1)	Lv																										
YOUNGSTOWN (1)	Lv																										
AKRON/CANTON (1)	Lv																										
AKRON/CANTON (1)	Lv																										
CLEVELAND (1)	Lv																										
CLEVELAND (1)	Lv																										
TOLEDO	Lv																										
TOLEDO	Lv																										
DETROIT	Lv																										
DETROIT	Lv																										
FLINT	Lv																										
FLINT	Lv																										
SAGINAW/BAY CITY/MIDLAND	Lv																										
SAGINAW/BAY CITY/MIDLAND	Lv																										
LANSING	Lv																										
LANSING	Lv																										
MUSKEGON	Lv																										
MUSKEGON	Lv																										
GRAND RAPIDS	Lv																										
GRAND RAPIDS	Lv																										
MUSKEGON	Lv																										
MUSKEGON	Lv																										
CHICAGO (1)	(CST) Lv																										
CHICAGO (1)	(CST) Lv																										
MILWAUKEE	(CST) Lv																										
MILWAUKEE	(CST) Lv																										
MINNEAPOLIS ST. PAUL	(CST) Lv																										

Capital Airlines

28 YEARS OF DEPENDABLE SERVICE

JULY 26, 1955

NOW...the

VISCOUNT

WORLD'S FIRST THROUGH-FLEET AIRCRAFT

servicing

CHICAGO • PITTSBURGH
WASHINGTON • NORFOLK

Capital Airlines VISCOUNT SCHEDULE Effective July 25, 1955

City	Day	Time	City	Day	Time
CHICAGO	Mo	8:15	WASHINGTON	Mo	8:00
WASHINGTON	Tu	8:30	WASHINGTON	Tu	8:00
WASHINGTON	Th	8:30	WASHINGTON	Th	8:00
PITTSBURGH	Mo	8:15	PITTSBURGH	Mo	8:00
PITTSBURGH	Tu	8:30	PITTSBURGH	Tu	8:00
PITTSBURGH	Th	8:30	PITTSBURGH	Th	8:00
CHICAGO	Mo	8:15	CHICAGO	Mo	8:00
CHICAGO	Tu	8:30	CHICAGO	Tu	8:00
CHICAGO	Th	8:30	CHICAGO	Th	8:00

WATCH FOR NEW EXPANDED VISCOUNT SCHEDULES

Capital Airlines, July 25, 1955

Capital Airlines


24 years OF DEPENDABLE SERVICE

JUNE 1, 1951

On the route of Capital Airlines

NAGARA FALLS
VIRGINIA BEACH
GREAT SMOKIES
MIAMI BEACH
MICHIGAN


VACATION VARIETY



Capital Airlines June 1, 1951

CAPITAL AIRLINES

APRIL 24 THRU MAY 31, 1960



OUT THIS SPRING!

A NEW VALUE IN AIR TRAVEL

CARDINAL COACH SERVICE

NEW YORK • CHICAGO • DETROIT
WASHINGTON • MINNEAPOLIS/ST. PAUL
MILWAUKEE • TOLEDO • PHILADELPHIA

Capital Airlines, April 24, 1960

Washington - Richmond - Norfolk - Raleigh/Durham - Knoxville - Chattanooga - Memphis

READ DOWN

City	Time	City	Time	City	Time	City	Time	City	Time
WASHINGTON (1)	4:45	WASHINGTON (1)	11:45	WASHINGTON (1)	4:45	WASHINGTON (1)	11:45	WASHINGTON (1)	4:45
RICHMOND	6:34	RICHMOND	11:00	RICHMOND	6:34	RICHMOND	11:00	RICHMOND	6:34
NEWPORT NEWS, HAMPTON	6:53	NEWPORT NEWS, HAMPTON	11:00	NEWPORT NEWS, HAMPTON	6:53	NEWPORT NEWS, HAMPTON	11:00	NEWPORT NEWS, HAMPTON	6:53
NORFOLK	7:10	NORFOLK	11:00	NORFOLK	7:10	NORFOLK	11:00	NORFOLK	7:10
NORFOLK	8:08	NORFOLK	11:00	NORFOLK	8:08	NORFOLK	11:00	NORFOLK	8:08
ROCKY MOUNT	8:09	ROCKY MOUNT	11:00	ROCKY MOUNT	8:09	ROCKY MOUNT	11:00	ROCKY MOUNT	8:09
RALEIGH DURHAM	9:09	RALEIGH DURHAM	11:00	RALEIGH DURHAM	9:09	RALEIGH DURHAM	11:00	RALEIGH DURHAM	9:09
GREENSBORO HIGH POINT	9:36	GREENSBORO HIGH POINT	11:00	GREENSBORO HIGH POINT	9:36	GREENSBORO HIGH POINT	11:00	GREENSBORO HIGH POINT	9:36
WINSTON-SALEM	10:14	WINSTON-SALEM	11:00	WINSTON-SALEM	10:14	WINSTON-SALEM	11:00	WINSTON-SALEM	10:14
CHARLOTTE	10:52	CHARLOTTE	11:00	CHARLOTTE	10:52	CHARLOTTE	11:00	CHARLOTTE	10:52
ASHEVILLE HENDERSONVILLE	11:04	ASHEVILLE HENDERSONVILLE	11:00	ASHEVILLE HENDERSONVILLE	11:04	ASHEVILLE HENDERSONVILLE	11:00	ASHEVILLE HENDERSONVILLE	11:04
ATLANTA	11:39	ATLANTA	11:00	ATLANTA	11:39	ATLANTA	11:00	ATLANTA	11:39
KNOXVILLE	11:41	KNOXVILLE	11:00	KNOXVILLE	11:41	KNOXVILLE	11:00	KNOXVILLE	11:41
KNOXVILLE	11:54	KNOXVILLE	11:00	KNOXVILLE	11:54	KNOXVILLE	11:00	KNOXVILLE	11:54
CHATTANOOGA	12:21	CHATTANOOGA	11:00	CHATTANOOGA	12:21	CHATTANOOGA	11:00	CHATTANOOGA	12:21
CHATTANOOGA	12:39	CHATTANOOGA	11:00	CHATTANOOGA	12:39	CHATTANOOGA	11:00	CHATTANOOGA	12:39
HUNTSVILLE	12:41	HUNTSVILLE	11:00	HUNTSVILLE	12:41	HUNTSVILLE	11:00	HUNTSVILLE	12:41
HUNTSVILLE	12:59	HUNTSVILLE	11:00	HUNTSVILLE	12:59	HUNTSVILLE	11:00	HUNTSVILLE	12:59
MEMPHIS	1:16	MEMPHIS	11:00	MEMPHIS	1:16	MEMPHIS	11:00	MEMPHIS	1:16
MEMPHIS	1:34	MEMPHIS	11:00	MEMPHIS	1:34	MEMPHIS	11:00	MEMPHIS	1:34
BIRMINGHAM	1:51	BIRMINGHAM	11:00	BIRMINGHAM	1:51	BIRMINGHAM	11:00	BIRMINGHAM	1:51
BIRMINGHAM	2:09	BIRMINGHAM	11:00	BIRMINGHAM	2:09	BIRMINGHAM	11:00	BIRMINGHAM	2:09
MOBILE	2:27	MOBILE	11:00	MOBILE	2:27	MOBILE	11:00	MOBILE	2:27
MOBILE	2:45	MOBILE	11:00	MOBILE	2:45	MOBILE	11:00	MOBILE	2:45
NEW ORLEANS	3:03	NEW ORLEANS	11:00	NEW ORLEANS	3:03	NEW ORLEANS	11:00	NEW ORLEANS	3:03
NEW ORLEANS	3:21	NEW ORLEANS	11:00	NEW ORLEANS	3:21	NEW ORLEANS	11:00	NEW ORLEANS	3:21

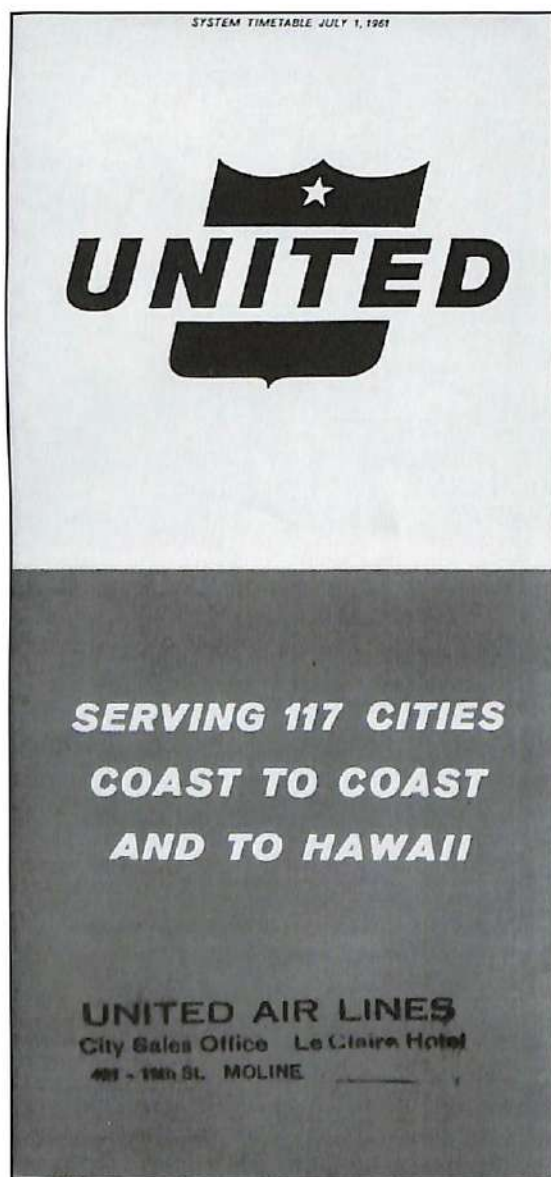
READ UP

Effective June 1, 1951
(*) City Observing DST

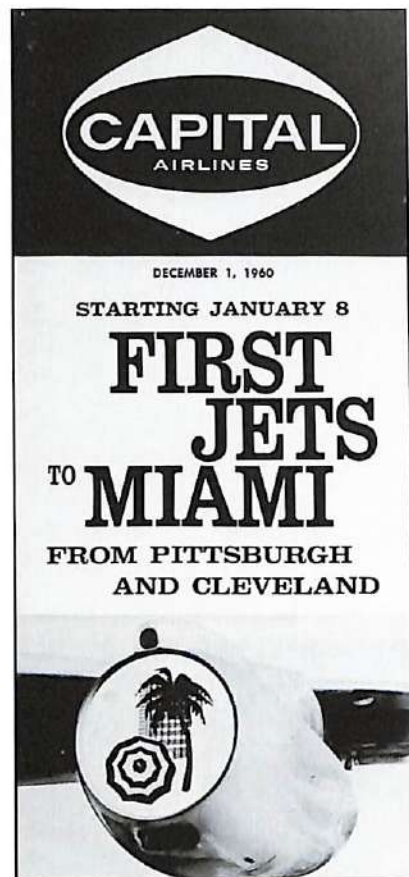
All Schedules Local Standard Time

The merger allowing United to acquire the ailing Capital Airlines was approved in 1961, and the timetable dated June 1, 1961 would be Capital's last. United's July 1, 1961 timetable includes the former Capital services and boasts that United was serving 117 cities, but no mention of Capital is included. This timetable is also the first to display the revised United "Shield" logo, and shows the carrier's first Caravelle services, which were effective on July 14th.

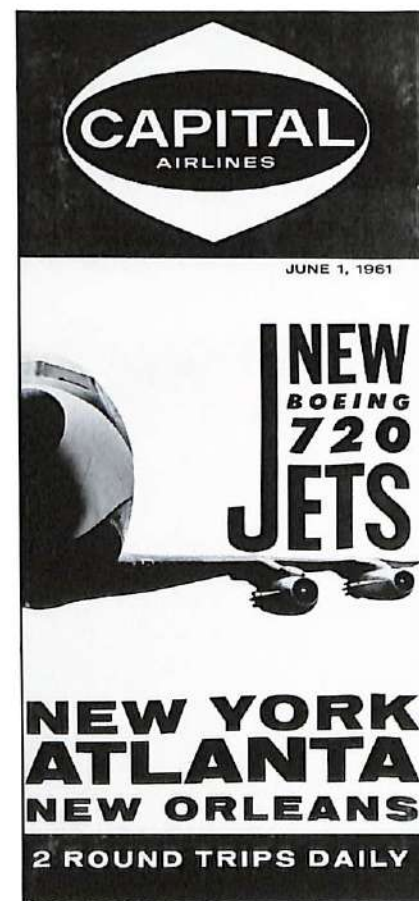
Commercial aviation, like most other industries, often relies on someone taking a gamble in order to move forward. Capital Airlines took such a gamble by making a commitment to turbine powered aircraft, and introduced "jet" service to America. Ultimately, the large Viscount fleet proved to be too much of a good thing, preventing the airline from remaining competitive, resulting in its disappearance into United Airlines.



United Air Lines, July 1, 1961



Capital Airlines, December 1, 1960



Capital Airlines, June 1, 1961

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Capital Dinnerware

WHAT IS/WAS IT? Thanks to those of you who identified the plate with the lazy 'S' and star logo in the last issue as Somali Airlines, based in the war-torn African nation of Somalia. Our Editor, Bill Demarest knew the answer as did David Keller, Mike Adkins, Scott, Ken & Tim (no last names given). Mike reports there remains a mostly-intact Somali 707 in an Arizona bone yard. The airline apparently shut down about 10 years ago when the civil war began and will likely never fly again.

This time we look at Capital Airlines as well as a few other carriers serving the nation's capital. Although Capital itself advertised their "VIP" service, all of their on-board dishes were in fact plastic. They did have some promotional glassware, but apparently no everyday pieces. They did use silver plate flatware with their name spelled out on the handle, and there was also silver flatware bearing the PCA logo, that of their former name, Pennsylvania Central Airlines.

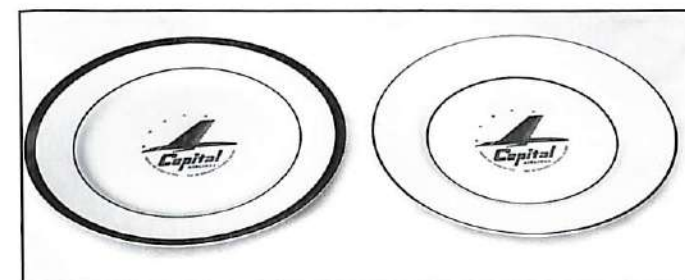


Figure 1

1. - 2. These ornate plates surfaced in the D.C. area about 15 years ago, and their origin is unknown; perhaps test pieces or executive office displays? None shows signs of use. All have the center logo in red; border decorations are blue, red or gold. No manufacturer shown.

3. VIP Flights promo glass, indicating New Orleans 1959 on the back. Decoration in black.

4. Miami jet service is the theme here, with markings in blue.



Figure 2



Figure 3

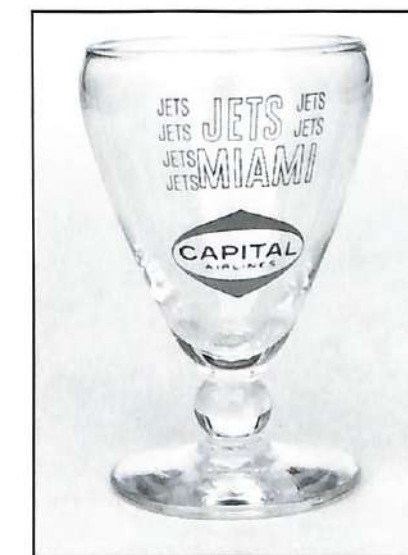


Figure 4

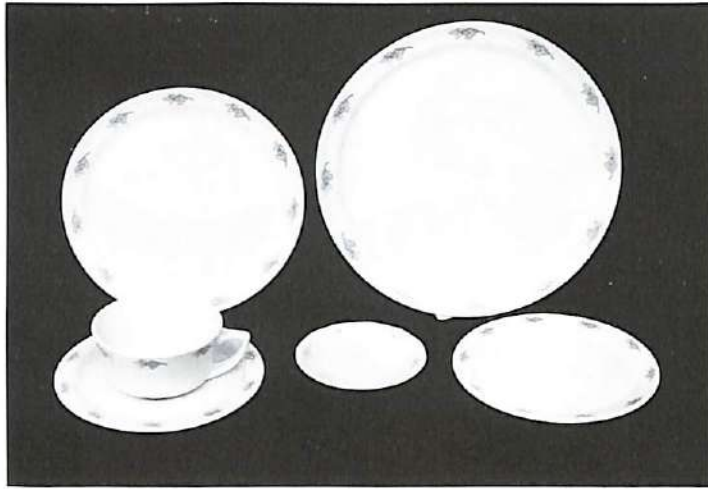


Figure 5

5. This was the first International service china used by Delta, called the "Dogwood" pattern. Made by Mayer China Co in the 1980's, decoration is in gray.

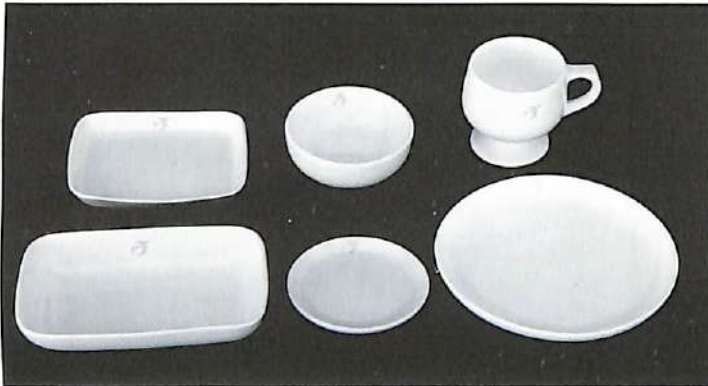


Figure 6

6. Here is Northeast Airlines "Yellowbird" pattern, made by Hall China Co.

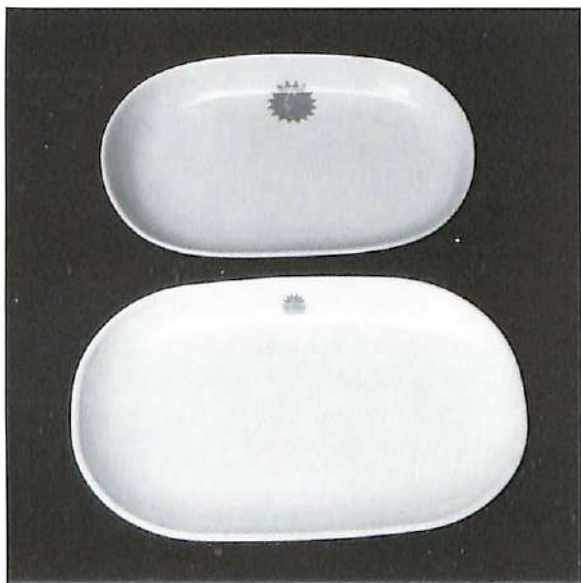


Figure 7

7. National Airlines "SunKing" logo is in gold; the top piece was made by Sterling China and the bottom by Corning.



Figure 8

8. Large TWA heavyweight dinner plate, made by Homer Laughlin China. Marking is in red; no origin is known; perhaps executive dining room? No other pieces of this pattern have surfaced.

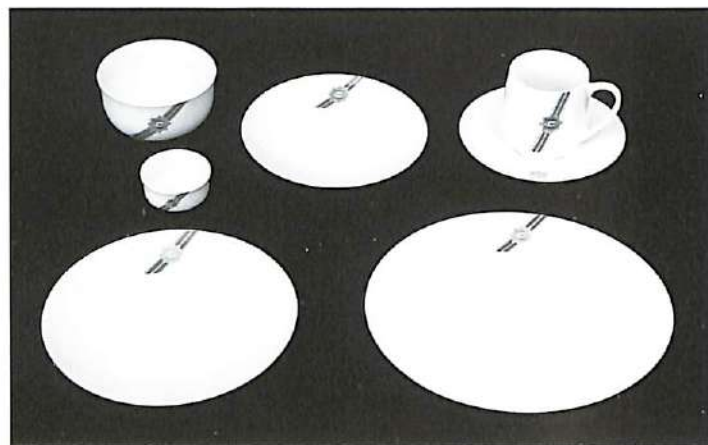


Figure 9

9. This pattern will be familiar to those who have flown TWA in First Class during the past 30 years or who have visited the Ambassador Clubs in airports. Two red stripes are split by a gold starburst with TWA initials in the middle. Made by many different manufacturers, including Rego and Abco. During the takeover period of TWA, American pulled this china from the airport clubrooms as people were pilfering it. After the merger was completed, AA threw it in the dumpster!



Figure 10

10. Produced in 2000 by a TWA Veterans organization, this attractive plate celebrated the carriers' 75th anniversary; regrettably, the last anniversary they were to have. The markings are in red, blue & gold, very difficult to photograph. No manufacturer shown. Reportedly only 75 of these were produced, and are thus quite rare.



Figure 11

11. Two different patterns depicting the United shield logo. On left, marked in silver, on the right in gold, both from the 1960's. The left set shows no manufacturer; on the right it is Syracuse China Co, their Debonair Silhouette design.

12. Used for about 15 years in the 1980's and early '90s, this pattern showed United's Double-U logo and name in silver. These were made by Wessco; a matching teapot also was used, made by Rego.

13. US Airways used this simple pattern in their "Envoy" international First Class service. The marking is gray. Made by Abco.

14. Rocks glass with a red Capital logo. This is believed to be a reproduction piece made by Salt Box Industries in NH in the 1980's.



Figure 12

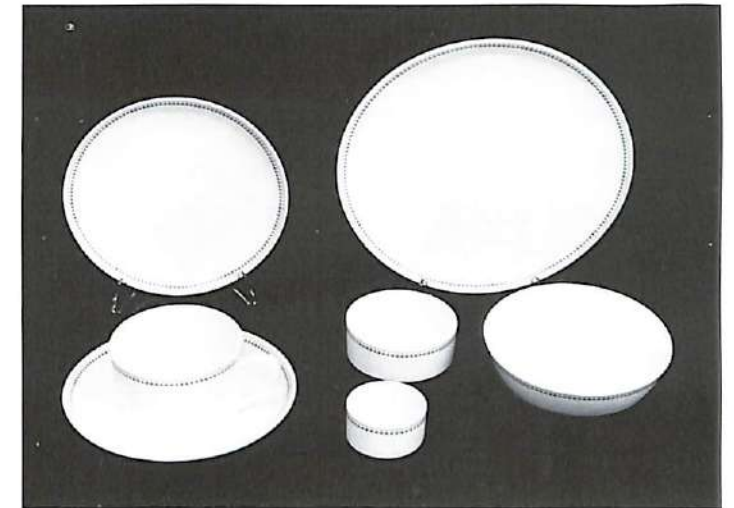


Figure 13

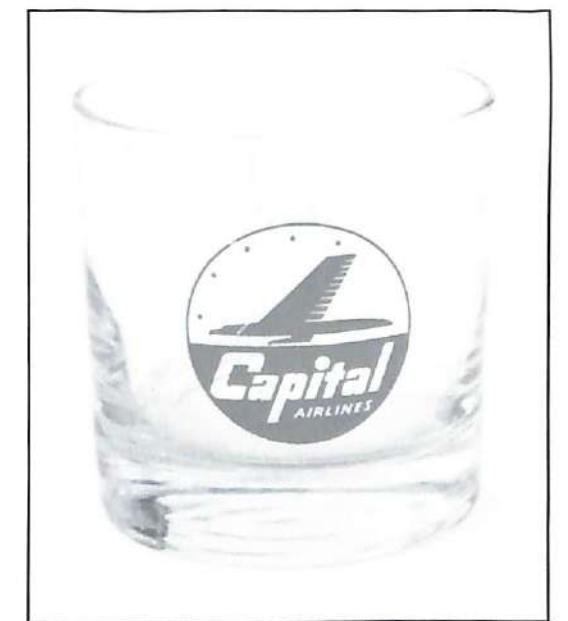


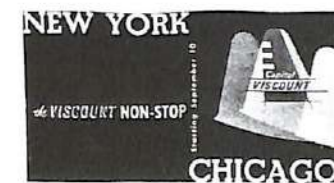
Figure 14

Sticker Chatter

By David A. Rowe

Capital Airlines - "Golden Oldies"

A selection of older Capital Airlines issued labels for your review along with many other new and interesting issues.



SLOVAK AIRLINES flies 737s from Bratislava which I visited last year. Nice city and airport! Light and dark blue and white. My first airline sticker with a goldfish.



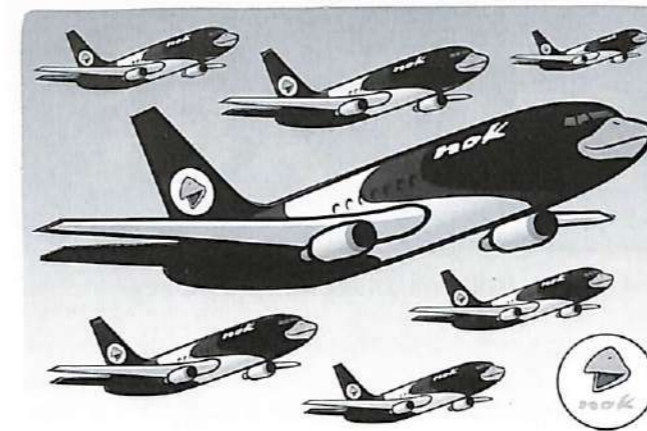
Two new jetBlue labels with their A320 and EMB-190 aircraft recently obtained from their headquarters. Full color with blue borders.



Air Malta "Flexi Fly" label in red, white, blue and orange.



An older VARIG label in German. Black and blue on white. VARIG has always issued lots of stickers.



NOK AIR of Thailand flies 737s leased from Thai International. Individual punch-out stickers of each aircraft. Multi-colored.



A gorgeous large multi-colored sticker from SKYNET ASIA AIRWAYS. The airline flies 737s from Miyazaki, Japan.



This ETHIOPIAN label advertises their new 737-700 aircraft. Full color.



EUROCYPRIA is the charter arm of Cyprus Airways. Blue, orange and white.



OLT flies Metros, Saabs and Islanders from Emden and Bremen in Germany. Red on white.

Fly BonairExel

BONAIR EXCEL operates ATR-42s from their base in Bonaire, Dutch Antilles. Red and blue on white.



A BIL from SPANAIR in Madrid. Orange and blue on white.

Utilice esta etiqueta para la identificación de su maleta

NOMBRE/NAME _____

DIRECCION TEMPORAL/TEMPORARY ADDRESS _____

DIRECCION PERMANENTE/PERMANENT ADDRESS _____

FECHA/DATE _____ TEL./PHONE _____



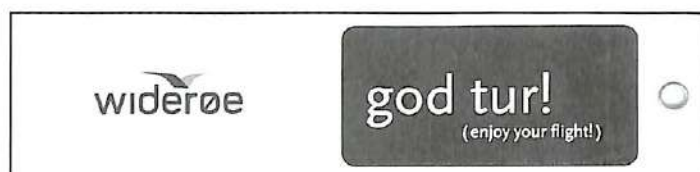
Another BIL from Spain. AIR MADRID. Red & blue on white.



A nice label from BOEING with their new 737-900. The colors are silver and blue on white. KOREAN AIR titles.



BMI Baby is the budget airline of BMI in England. Dark blue and red on a light blue label.



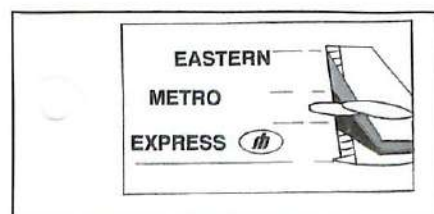
WIDEROE is the oldest Norwegian airline by far, dating back to 1934! Nice clean BIL in dark green on white.



JET STAR of Australia. Boeing 717 full color label.



ETHIOPIAN AIRLINES Boeing 787 "Dreamliner". Green, yellow and amber colors on a white background. Lovely!



EASTERN METRO EXPRESS BIL from 1990. Light and dark blue on white.

What is It?

By Ken Taylor

keebeetay@aol.com

Welcome! It's time to respond back to you with a few answers and additional questions.

On page 40 of Log 30-3, Winter 2005/2006, the following photo was omitted. This was a cap badge used by Trans-Air of Honolulu, no dates known. Can you help? Trans-Ocean Airlines of Louisiana (1980-1990) and Trans-South used the same emblem.



Can anyone identify this airline?



Who is "E J"? Executive Jet?



#1. Where is 'McA' from? Name?



#2. This badge looks British in origin. Any ideas?



#3. Any ideas about this one?



#4. Last One. Who, where and when?



And now to show off a few items



This cap badge is from SUNBIRD AIRLINES of North Carolina, 1979-1982.



The 'AP' on this hat badge signifies Air Pacific of Fiji. This is their current badge in use today. My thanks to First Officer Nicolas Philips of Nadi, Fiji.



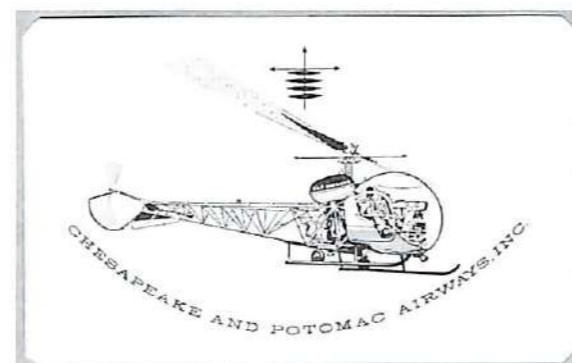
Our last example comes from Silk-Air of Singapore, currently in use today.

Drop me a line with your ideas and questions!

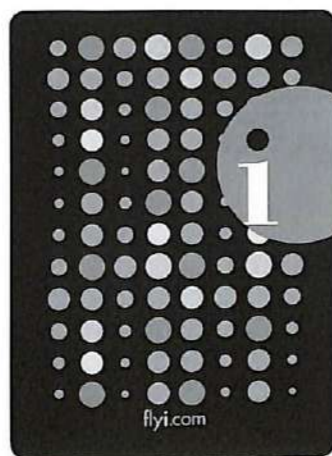
Continued from Page 10



Card #7



Card #8



Card #9 - Left



Card #11 - Right



Card #10 - Below

Postcard Corner!

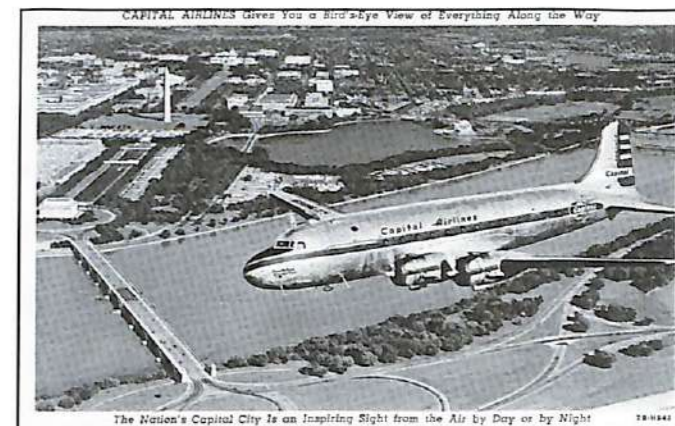
By Allan Van Wickler

amvwdsvw@adelphia.net

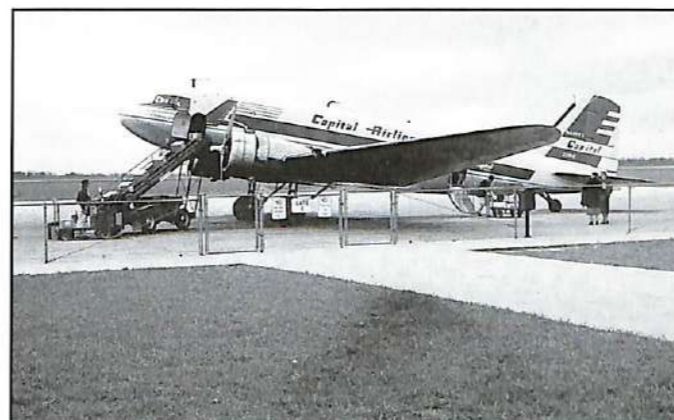
Washington D.C.'s Airport History Via Postcards

Every time I had to use the Eastern Air Lines Shuttle, there was a problem. I tried to avoid it by using New York Air MD-80's (great bagels), even Northwest 747's that originated JFK/IAD on their way to Tokyo early on in the morning. Later, I settled on Amtrak as it was much more convenient.

It is right to salute Capital Airlines and its association with Washington D.C. in this article. And, for a change, let's begin with two Mary Jayne cards with all credit to Paul A. Michaels, the photographer; MJ900 shows a DC-3 perfectly as MD901 shows a DC-4 perfectly.



The JET-PROP VISCOUNT flies non-stop between Washington and Chicago.



Fueling up for the new era of turbine-powered flight

Sequentially, four Eastern Air Lines aircraft on the tarmac include two DC-4's (Plastichrome P14172), two DC-4's and a Connie (with a DC-3 thrown in) by Plastichrome P2036, two Constellations (Dexter Press 193-D-7, 51413) and a later entry with updated livery showing an Electra and Convair 440 (Capsco P61914).

I have a total of sixteen stunning linen Capsco airport cards of Washington National Airport which provide a wonderful history of the period up to perhaps the mid-fifties. The cards are un-numbered and I'll present eight: Administration Building, Airlines Ticket Counters, Front View of Hangars, Loading Ramp, Plane at Head of Runway, Waiting Room, Main Entrance, and Night View from the Terrace Dining Room. Hope you enjoy them; I surely do.

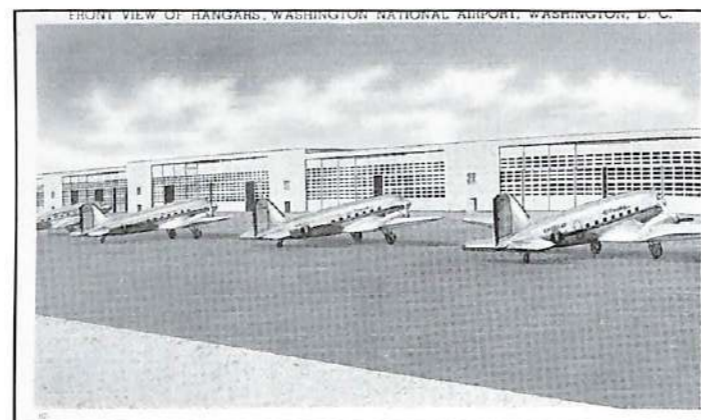
I'm attempting to show the destination and the carrier together; how about the original livery for Capital in the linen 7B-H842, in 3-1/2" x 5-1/2" four color, as are all the cards shown in this column. Two Capital Viscount cards: the first, a company card, overhead and the second, a Shell Aviation card on the ground at Washington National.



ADMINISTRATION BUILDING, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.



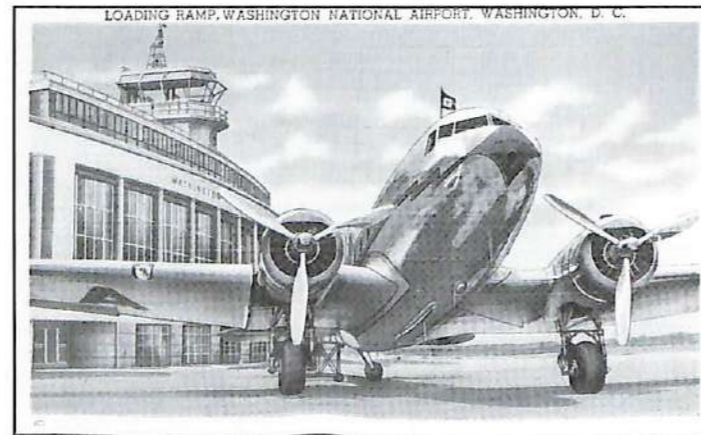
AIRLINES TICKET COUNTERS, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.



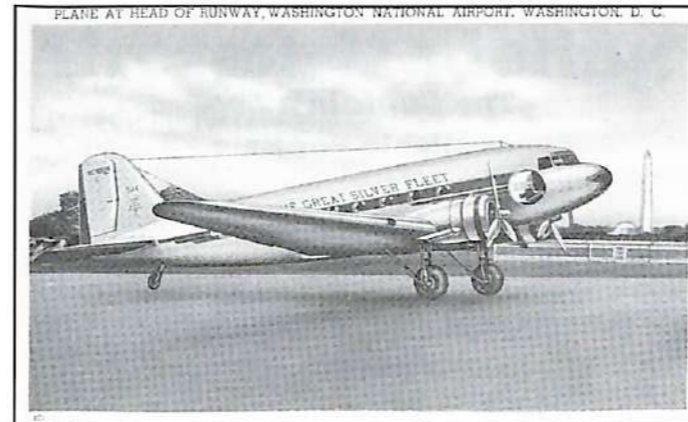
FRONT VIEW OF HANGARS, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.



Washington National Airport



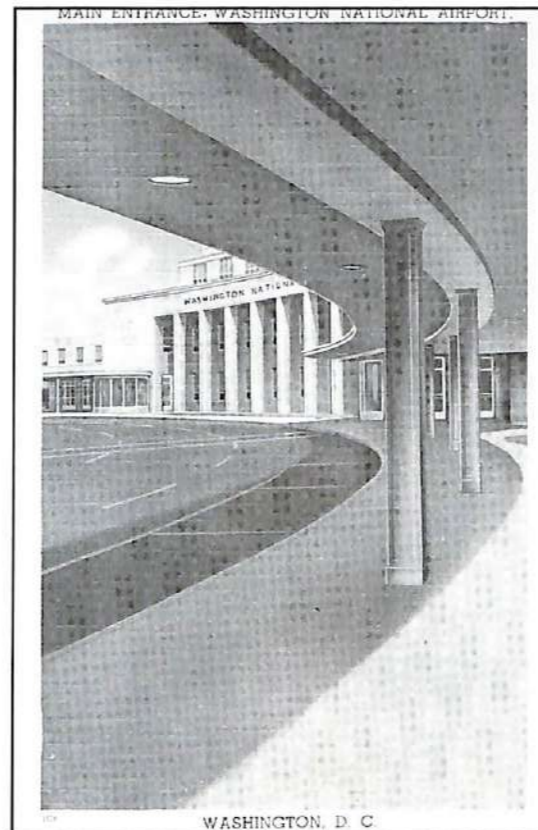
LOADING RAMP, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.



PLANE AT HEAD OF RUNWAY, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.



WAITING ROOM, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.

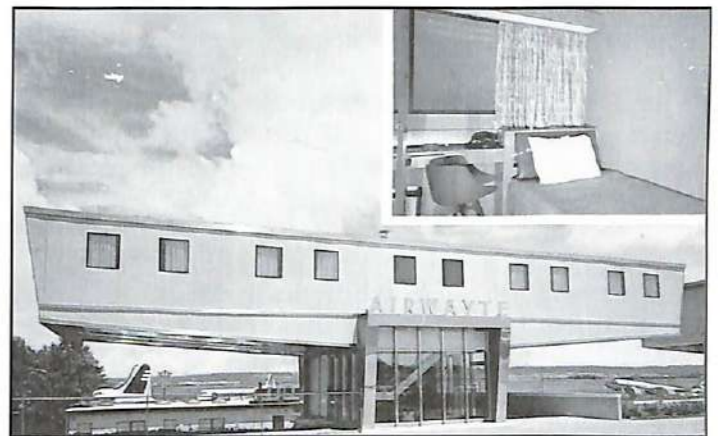


MAIN ENTRANCE, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.



NIGHT VIEW FROM TERRACE DINING ROOM, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.

Note Airwayte Hotel, a novel idea for a quick "freshening up" circa mid-50's at Washington National as you'll note by the Capital DC-4 and Viscount in the background along with the Allegheny DC-3, Lusterchrome K-84226.



Perhaps my first visit to Dulles International Airport was for Transpo '72, the historic air show. I flew in by jet-powered helicopter from Maryland via Washington National Airport. What a way to sightsee! And then there was little traffic at IAD. We landed quite literally by the "front door". I'll show one card of the original terminal building (Dexter Press 89438-B) but perhaps more importantly, a card of the airport's unique mobile lounge, still in use to this day (Mike Roberts C19055). I don't have to remind you of the exponential growth of the Dulles complex.





Yes, I do have too many personal stories to tell concerning these two storied airports but I can perhaps sign-off with one as I was standing with Randy Malin, USAir's Senior Vice President-Marketing on the tarmac in front of their offices in the hangar complex at Washington National. We were looking out on the scene (during a Regional Airline Association convention) and he attempted to make an excuse about the headquarters area being so "old". My reply was direct and simple - "I love it! It is perfect; this is what an airline really is all about. Don't change a thing. Please."

My wife, Sue, had to spend more than a third of our honeymoon at Washington National and the aviation exhibits at the Smithsonian. And we both plan to be in attendance at Airliners International 2006 in Tyson's Corner this year. 50 years later! Plan to drop by and say "hello", okay?

Best regards,

Van

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- 29-1 Airlines of California
- 29-2 Airlines of the Middle East
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Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

Once again I have nothing in model collection for this month's theme. Fortunately sometimes it doesn't matter what you know, only who you know when you need model information. Michael Bludworth has once again come to my rescue and provided us a great write-up on the Glencoe Capital Airlines Viscount model. Brad Shinn built the model and provided the photographs. The photos of the parts sprues are from Internet Modeler.

The Glencoe Viscount is quite likely the "classic" airliner model of all time. Luckily for us Glencoe has continued to release the model and there is talk that it will be re-released soon.



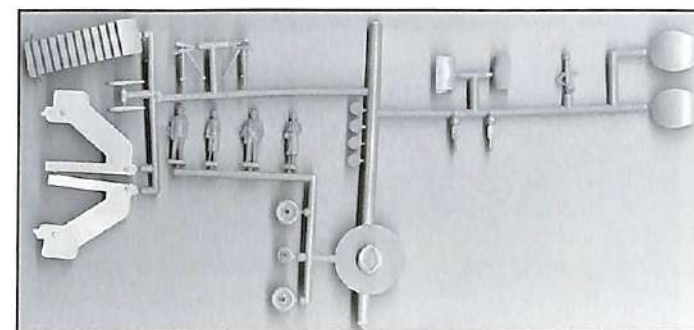
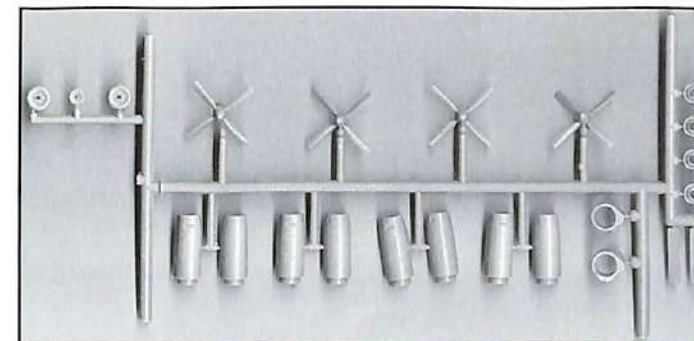
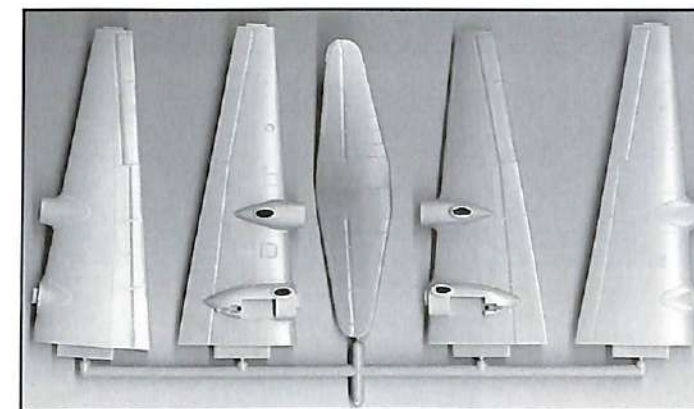
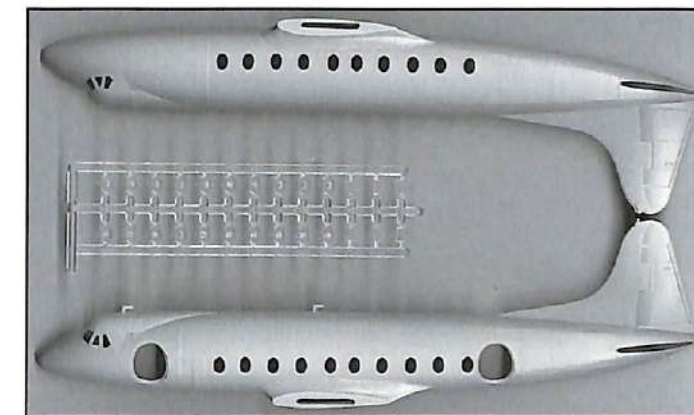
**The Glencoe Capital Airlines Viscount
By Michael Bludworth**

The Glencoe Viscount is notable for many, many reasons.

It was first introduced in 1956 from Hawk Models, of Chicago. Riding the publicity surrounding the excitement of having the first "jet" powered aircraft in the United States, Capital Airlines collaborated with Hawk Models in the introduction of this kit. Since the New York to Chicago route was the premier service, the tie in was natural for the two.

Capital promoted the kits in their advertising, and sold them through "seat back" promotions. Hawk also made a very small solid plastic model of the "Hawk Viscount" that appeared in the kit; as a "give away" on board; and in Cheerios Cereals at the time. Northeast Airlines began to include a mail offer that was included in the kit. A modeler could receive Northeast decals, or a whole kit with Northeast decals.

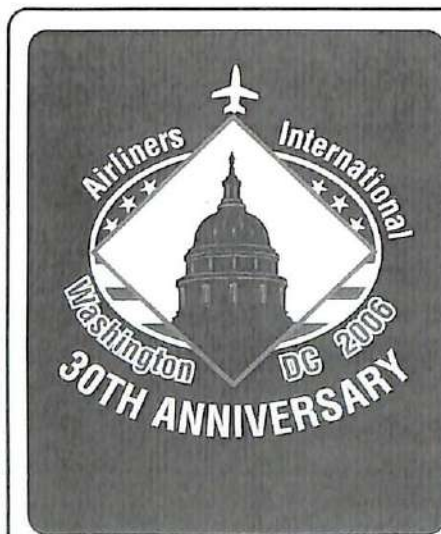
The Hawk kit is notable in itself because it's the first of what we would now consider to be a high quality model. The outline and detailing is excel-



lent, and accurate. Unlike earlier "box scale" airliners from Monogram and Revell, a recognized scale was chosen: 1/96.

Hawk also avoided some of the more toy like features of other plastic airliners, and delivered a product that was accurate, detailed, easy to build, and in a large scale.

(Continued on page 36)



AIRLINERS INTERNATIONAL 2006

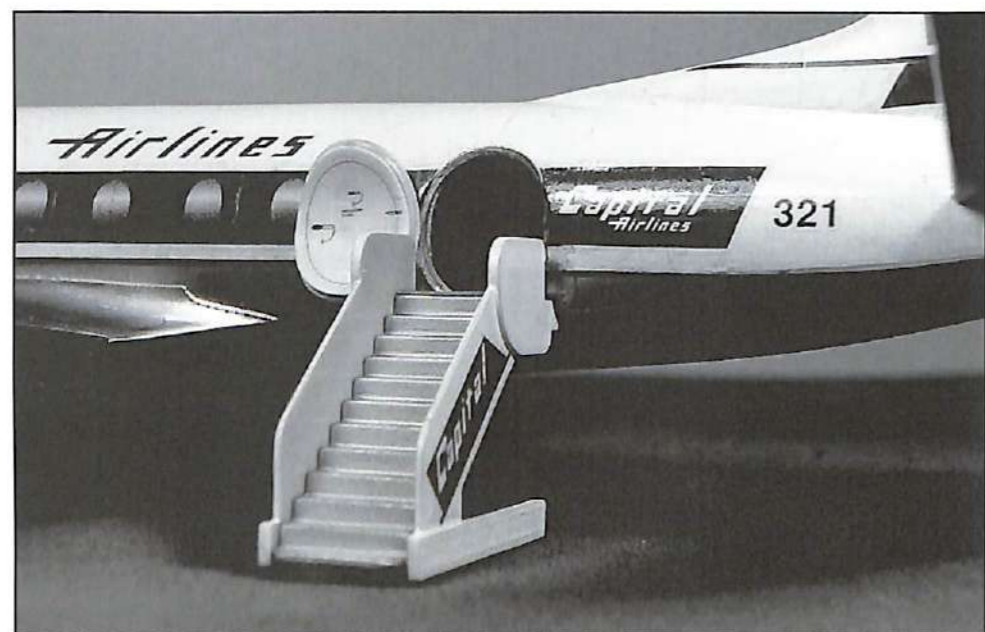
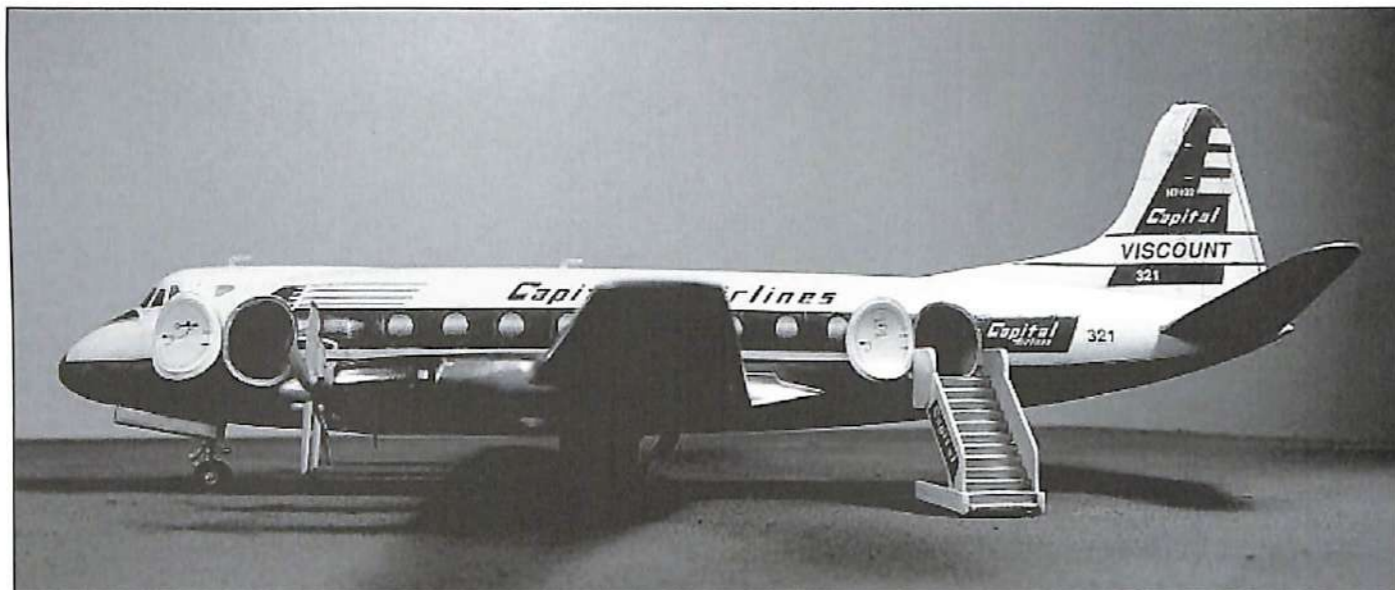
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Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Back to Washington, D.C.

The first time I rode on an airplane was November 9, 1954. It was my tenth birthday, as well as my twin brother's and our father decided that it was a perfect occasion to take us to the nation's capital city to see the Capitol building and many of the buildings of the Smithsonian. We drove to La Guardia Airport to catch an early morning American Airlines flight to DCA and returned that evening. I can't remember which aircraft we rode in which direction, but the trips were made in a Convair and a DC-6. That was the day on which the flying bug entered my system. I've been interested in aviation ever since.

Much has changed since then. The aircraft are a lot larger and faster. There are many more flights operating on the airways. Engines are more reliable and weather services have improved considerably. The Air Traffic Control system is able to pinpoint the location of hundreds of aircraft at the touch of several buttons. That's called progress.

Some things have been lost over the years. People can't stroll down to the arrivals gate to meet and greet friends or family as soon as they deplane. Security checks necessitate early arrival at the airport prior to departure. Observation decks are a thing of the past. Of course, with jetways in use at most airports, you couldn't extend that last wave to whomever and expect her or him to see it.

Lots and lots of changes.

Speaking of changes, it looks as if I'll be able to attend this year's convention in Washington. I have managed to schedule leave, Flights between Bermuda and Baltimore on USA 3000 have not entirely drained the bank account and we will have a chance to visit our son and daughter-in-law in Silver Spring, MD for a day or two before the convention starts.

We're looking forward to seeing many of our friends there.

In a way, the switch to an article about DCA rather than British Airways for this issue falls into the category of "fortuitous happenstance". As I type this article, our bags are packed for a trip to LGW on BA2232, which will depart Bermuda in

just about four hours. As the east coast of the U S is settling in for the night under a blanket of fresh snow, our winds are beginning to freshen. I hope they do not interfere with BA 2233's arrival because that would ruin our planned week in London. I hope to get some photos of BA's 777 to complement next issue's images of wings and things from Imperial Airways, B.O.A.C and British Airways.

See you in Washington!!

WASHINGTON, DC CARRIERS



American Airlines

Pilot wing pre 1946. Eagle faces to the left. This style wing was in use between 1934 and 1946.



Post 1946 wing (top). The eagle now faces to the right. Fine detail in the feathers. Wing is of gold color metal and has two screw posts. The wing is 3/4 inches wide. It is hallmarked LGB 1/20 10KGF.

Flight engineer wing (bottom). Gold color metal with fine detailing, as in the full size pilot wing. It is 2 1/4 inches wide. Wing is pin back and hallmarked 1/20 GF.

Cap badge (top of next page). The badge is of gold bullion thread on black material. The insignia also incorporates a 1 1/2 inch black band which fits around the headband of the cap.



American Airlines Cap Badge

Captain, pilot, and flight engineer wings (From top to bottom). Gold color metal. Two screw posts. Hallmarked LGB 1/20 10K GF.

The cap badge and wings have very fine detailing in the feathers and Indian headdress. Very good detailing in the arrow and engine cylinders.



Capital Airlines (Early Years)

Cap badge (top). A large (3 1/2 inch) gold color metal badge. Two screw posts hold it to the hat. No hallmark.

Pilot wing (bottom). Wing is of a copper or bronze color metal, which at one time had a gold wash. It has two screw posts and no hallmark.



Trans World Airlines

Cap badge (top). Gold color metal. Two screw posts one at top and second at bottom of badge. Hallmarked LGB 1/20 10K GF



Capital Airlines (Later Years)

Capital Airlines (Later Years)

Cap badge (previous page). Much smaller item (2 inches wide). Gold color metal with high points polished. A single screw post mounts it to the cap. No hallmark.



Captain wing. Gold color metal with polished high points. Two clutchback pins, no hallmark.

Air Florida



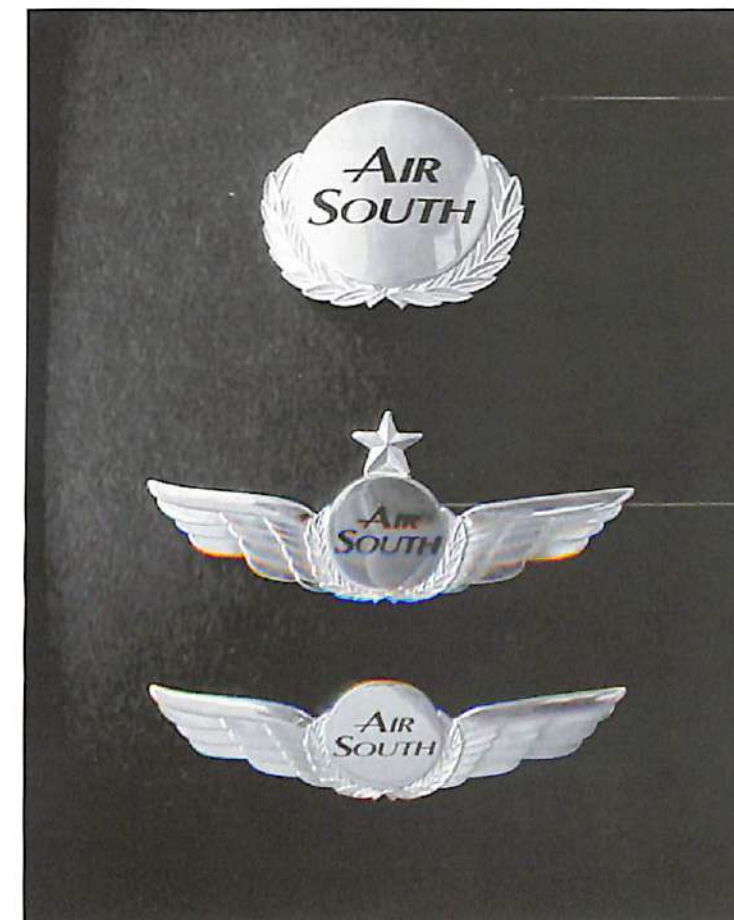
Became famous at DCA for all the wrong reasons. Captain wing. This item is in storage in the U.S. so information about hallmarks and method of attachment to the uniform is not available. I have a set with orange stylized "af" on white enamel and this issue has white "af" on blue. Wing is in gold color metal.



Air Florida

Cap badge (previous page). Two styles of this also. White on blue and orange on white. Cap badge also of gold color metal.

Air South



This carrier operated for a short time at BWI Airport, which is "just up the road" from DCA.

The wing and cap badge were of gold color metal. "Air South" was applied to the metal with dark blue paint. The insignia are highly polished.

Pennsylvania Central Airlines

Last insignia before change to Capital Airlines.



Pennsylvania Central Airlines

(Previous Page) This image was captured from the internet and shows a PCA badge attached to a hat. The badge is of silver colored metal. There appears to be dark shading applied to the sunken surfaces to simulate aging.

Allegheny Airlines

Allegheny Airlines, later known as US Air and US Airways, had their headquarters at Washington National Airport up to their recent merger with America West Airlines. This article would not be complete without including a Captain's hat badge from Allegheny.



Captain's Hat Badge. Pewter color wreath with the Allegheny 'widget' in blue and red enamel. Two clutch back pins.



The wings are of silver with a red and blue enamel in the logo. The captain wing is hallmarked "Blackinton" "ster" and is quite flat compared to the f/o wing. The f/o wing has a high shoulder and is hallmarked "V H B" Both wings are clutchback.

(Continued from page 31)

The Capital Airlines ship represented by the Hawk (and Glencoe) decals is for the very first Capital Viscount, a V744. This ship was brought over early to promote the coming service and differed from the V745s that would make up the Capital fleet. The only obvious difference between this singular 744 and the many 745s is the radar nose - or lack of it on the 744 and Hawk kit.Capital did fly 745s without the radar, making their profile match the Hawk mold. But the majority of the fleet had the radar, so the kit really is only accurate for the delivery ship.

Hawk thoughtfully included a pair of boarding ramps, a clutch of passengers, and some crew figures. There is still some speculation why the passenger woman is holding flowers. Are they arriving or departing?

Hawk would later issue their Viscount in the colors of UAL. UAL had purchased Capital in 1961 and used the Viscount fleet extensively on their system. They even purchased a couple more!

Finally, Hawk issued the same mold in the colors of Continental Airlines. Around 1960 Continental had more Viscounts in its fleet than any other type. However, they were not V744s as depicted by the mold, but the later and larger V810. Not only were they larger, but the door size and shape was different, and the window row pattern was changed. Still.... Glencoe reissued the Hawk mold in 1988 with the same Capital decals. Glencoe added Aer Lingus, Northeast, BEA, and Air France decals, either in the kit and as a send away offer.

Even now, 50 years after the original issue of this kit, it stands as a marker for the definition of the high quality kits that were to come in the following decades. With its attention to detail, excellent fit, and large eye pleasing scale, this most classic of airliner kits continues to generate interest - and sales!



Pennsylvania Central DC-3 ~ Airline Issued Postcard

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Capital Airlines

Before Capital Airlines became Capital, it was called Pennsylvania Central Airlines which in itself was a merger of Central Airlines and Pennsylvania Airlines. That merger occurred on Nov. 1, 1936. Some years ago, I picked up on EBay a metal and cloth air hostess badge (1). I believe that it was an item given away on the inaugural flight between Pittsburgh and Birmingham route on July 15, 1941. If my assumption is correct, then it could easily be a junior wing. Let me know what you think.

Then Pennsylvania Central changed its name to Capital Airlines in 1948. Capital Airlines only put out two juniors that I know of. These were the fold over tin types. One for the Junior Captain and the other for the Junior Hostess (2). Then there were two gift shop items that were put out that I know of and they are both for Junior Captains (3) and (4). On June 1, 1961, the largest merger in U.S. Domestic Trunk industry occurred (up until that time) when United Airlines merged with Capital. United has always had a large presence in the DCA area up to and including today.

But let us not forget Allegheny Airlines which also had a base in DCA. I know because I tried to get a job with them back in 1958 but there was no hiring going on at that time by them or any other airline except Northwest Airlines. Allegheny Airlines was a name change from All American Airways in 1953. All American, before they started passenger service, was the original experimental mail pick up service. Along the way, Allegheny acquired both Central Airlines in 1968 and Mohawk Airlines in 1972. Allegheny only put out one junior and it was a unisex type (5). They also had a gift shop patch type (6). Allegheny changed its name to USAir on Oct. 28, 1979 and their first junior wing was identical to the Allegheny with just the name being changed (7).

There were many other airlines that have had a major presence in the area. To name a few would be Piedmont, Northwest, Delta, and many, many more but this time we are going to narrow the field to just these two airlines.

Happy Collecting!

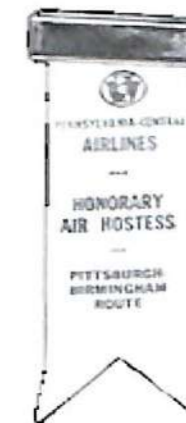


Fig. #1



Fig. #2



Fig. #3



Fig. #4



Fig. #5



Fig. #6



Fig. #7

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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

DALLAS AIRLINE COLLECTIBLES SHOW & SALE

Saturday, April 8, 2006. Sheraton Grand DFW Airport, 4440 West John Carpenter Freeway, Irving, TX 75063. Free shuttle from DFW. Hours: 9am to 4pm. Admission: \$5, children under 12 free. For information, contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. (239) 352-0216. Email: ttetexpress@earthlink.net

CHICAGOLAND AIRLINE SHOW

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

VANCOUVER AVIATION SHOW

Saturday, May 6, 2006. BCIT Hangar, Southside, Vancouver International Airport, Richmond BC. Hours: 10:00am until 4:00pm. Admission: \$5 CAD. Information: <http://www.yvraviationshow.com/index.htm> or email: paul@yvraviationshow.com

LOS ANGELES AIRLINER EXPO

Saturday, June 10, 2006. Hacienda Hotel/LAX Airport. Contact: Dave Cherkis, 1825 Warrenville, Las Vegas, NV 89117 (702) 360-3615 or Marshall Pumphrey (562) 438-1221; mpumphr@aol.com. Website: <http://www.laxairlinerepo.com>

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

ATLANTA AIRLINE SHOW

Saturday, August 26. Embassy Suites, Atlanta Airport. Contact: Tony Trapp, 5343 Teak Wood Dr, Naples, FL 34119 (239) 352-0216 TTEExpress@earthlink.net

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, September 30, 2006. 1940 Air Terminal Museum, Hobby (HOU) Airport. Contact: Duane Young, Box 101, Covington, LA 70434, (985) 892-3297 jetduane@bellsouth.net or Drew Coats (713) 454-1940, coats@1940airterminal.org

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: Basilios Pipinos at Apipinos@aol.com



Piedmont Airlines Boeing 737-200 circa 1969.

Photography Via www.air72.com Collection

Piedmont Airlines Boeing 737-200 circa 1979.





AllegHENY Airlines Boeing 727-100

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Mohawk Airlines Convair 240

