



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Summer 2006 - Issue 31-1



*BOAC VC-10 at Kennedy International Airport—May 1967
Photograph Via Aviation Photography of Miami Collection*

British Airways Airliners International 2006 Memories





British Airways Trident 1 - September 1980
 Photograph by George Ditchfield via www.air72.com Collection

British Airtours Lockheed L-1011 G-BHBP - March 1982
 Photograph via www.air72.com Collection



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BOAC Boeing 377 Stratocruiser - Airline Issued Postcards - WAHS Collection

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

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

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

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

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!

Our 30th Anniversary Airliners International convention was a smashing success. I have heard plane loads of compliments on the convention committee, hotel, tours and almost all aspects of the convention. Only thing I can add is "JOB WELL DONE" by Steven Morgan and crew. Please take a bow! Our website (www.wahsonline.com) now has the capability for you to view and order the official 30th Anniversary Logo poster as well as the official Society Logo sticker. Both items were popular sellers at our recent convention. All sales benefit the Society.

As you read this copy of *The Captain's Log*, the Society website has been updated with information for next year's convention in Kansas City, Missouri. I am very excited about the plans that Chris Slimmer and his AI committee have for all of us in Kansas City, Missouri next year. Questions? Please go to these websites: www.ai2007.com or www.wahsonline.com. If you want to stay at the convention hotel, you will need to make your reservation ASAP! The number of available rooms is limited, and are at the low convention rate of only \$69.00.

All active members have now had the opportunity to vote for the site of our 2008 convention. For the first time in many years, we had competing cities give presentations—Dallas/FT. Worth and Minneapolis. This is wonderful news for the Society, since both locations are absolute winners. It gives me great pleasure to announce that Dallas has been selected as the site for Airliners International 2008. I encourage the Minneapolis organizers to come back with another proposal for AI 2009.

Please note that the Board of Directors has approved a change in the officer line-up. Jay Prall will continue as Treasurer, with William Demarest taking over the Secretary role. The change will help relieve some of the work load that Jay carried when he held both positions. Bill will continue to edit the *Captain's Log*. Both of these gentlemen make invaluable contributions to the viability of our organization. Please remember to give the entire Board of Directors and Officers, a hearty thank you for their contributions to the World Airline Historical Society, at your first opportunity. The Board of Directors also approved a \$5.00 membership dues increase to offset the rising costs of postage and shipping. I have resisted this for over a year, but we must cover our expenses to remain viable. The increase takes effect next year.

As we begin our 31st year I would ask each of you to consider what you can do to help grow our Society and share that idea with a Board Member or Officer. This is our number one priority as we look to the future. Increasing our membership roll benefits us all.

On to Kansas City,



Flying Ahead... With The Log

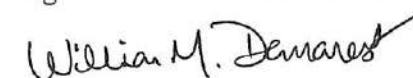
Issue 31-2 ~ Airlines of Japan
Issue 31-3 ~ India and Her Airlines
Issue 31-4 ~ The Lockheed Constellation
Issue 32-1 ~ The EL AL Story

Editor's Flight Plan

As you can see from the box above, we have ambitious plans for *The Captain's Log* in the upcoming year. Starting with Japan, we'll explore the airlines from the 'land of the rising sun' and then move westward to feature Indian airlines and their history. The Lockheed Constellation is one of my favorite aircraft (next to the Boeing 707) so I'm looking forward to Issue 31-4 with great anticipation. Then your editors will focus their efforts to give you the history and memorabilia of EL AL in Israel. We're pleased to welcome Fons Schaefer from the Netherlands as our new Safety Card Editor

I echo Duane's comments about AI 2006 in Washington—"JOB WELL DONE!". Thanks!

Best regards from Society HDQ in Orlando,





AIRLINERS INTERNATIONAL 2006

OFFICIAL MODEL CONTEST RESULTS

Unfortunately we weren't able to obtain photographs of the winning models for publication. Our apologies. Congratulations to all the winners.

Category 1: Large Jet Scale: 1/125 or Larger

1st Place – Thomas Esterely, Greenbelt, Maryland
Model: US Airways B727-200

2nd Place – Asif Qureshi, Louisville, Kentucky
Model: UPS B727-200

Category 2A: Medium Jet – B737's Scale: 1/126 to 1/149

1st Place – Thomas Lewis, Bradford, Pennsylvania
Model: US Airways B737-400

2nd Place – Thomas Lewis, Bradford, Pennsylvania
Model: Metrojet B737-200

3rd Place – Rick Gilbert, Detroit, Michigan
Model: Presidential B737-200

Category 2B: Medium Jet – All Other Scale: 1/126 to 1/149

1st Place – Sunil Gupta, Gaithersburg, Maryland
Model: SAS MD-80 "Kettil Viking"

2nd Place – Sunil Gupta, Gaithersburg, Maryland
Model: Singapore Airlines B777-200 "50th Anniversary"

3rd Place – Asif Qureshi, Louisville, Kentucky
Model: UPS DC-8-71F

Category 3: Small Jet Scale: 1/150 or Smaller

1st Place – Sunil Gupta, Gaithersburg, Maryland
Model: TWA B767-300

2nd Place – Bob Campbell, Charlotte, NC
Model: Hughes Airwest B727-200

3rd Place – Ken Miller, Campbell, California
Model: Aeroflot TU 144

Category 5: Small Prop Scale: 1/100 or Smaller

1st Place – Ken Miller, Campbell, California
Model: Conair DC-6

2nd Place – Rick Gilbert, Detroit, Michigan
Model: Northwest Airlines DC-6B

3rd Place – Mike Bludworth, Houston, Texas
Model: Trans Texas DC-3

Category 6: Conversions Scale: Any

1st Place – Mark Hooper, San Jose, California
Model: Comair CRJ-200

Category 6: Conversions Scale: Any (Cont'd.)

2nd Place – Tom Stephany, Delmar, New York
Model: Allegheny Airlines Convair 580

3rd Place – Asif Qureshi, Louisville, Kentucky
Model: UPS B727-100C

Category 8: Vacuform/Scratchbuilt Scale: Any

1st Place – Asif Qureshi, Louisville, Kentucky
Model: CityBird MD-11

2nd Place – Asif Qureshi, Louisville, Kentucky
Model: Pakistan B720

Category 9A: Flights of Fancy (Non Conversion)

Scale: Any

1st Place – Thomas Lewis, Bradford, Pennsylvania
Model: National Airlines/Continental Airlines A321

2nd Place – Bob Campbell, Charlotte, NC
Model: Aeroflot B747-400

3rd Place – Ken Miller, Campbell, California
Model: United Airlines B2707

Category 9B: Flights of Fancy (Conversion)

Scale: Any

1st Place – Thomas Lewis, Bradford, Pennsylvania
Model: Egyptair B767-100

2nd Place – Rick Gilbert, Detroit, Michigan
Model: AeroMexico B737-700

3rd Place – Thomas Lewis, Bradford, Pennsylvania
Model: North Central Airlines/National Airlines L-188 "Electra"

Category 10: Youth (18 And Under) Scale: Any

1st Place – Paul d'Hedouville, Potomac, Maryland
Model: SM55 Float Plane

Category: Most Popular Scale: Any

Paul d'Hedouville, Potomac, Maryland
Model: SM55 Float Plane

Category: Best of Show Scale: Any

Sunil Gupta, Gaithersburg, Maryland
Model: SAS MD-80 "Kettil Viking"

Category: Best of Show "Spirit of Flight" Scale: Any

Michael Bludworth, Houston, Texas
Model: Trans Texas DC-3



AIRLINERS INTERNATIONAL 2006

OFFICIAL PHOTOGRAPHY CONTEST RESULTS

Category 1: Prints

1st Place – Sunil Gupta, Gaithersburg, Maryland

2nd Place – Sunil Gupta, Gaithersburg, Maryland

3rd Place – Asif Qureshi, Louisville, Kentucky

Category 2: Slides

1st Place – Walter Wilson, Alexandria, Virginia

2nd Place – Sunil Gupta, Gaithersburg, Maryland

3rd Place – Dave Baloun, Wheeling, Illinois

Category 3: Aerial

1st Place – Mike Bludworth, Houston, Texas

Category 4: Youth (18 And Under)

1st Place – Paul d'Hedouville, Potomac, Maryland
Photo: SM55 Float Plane

Category: Best of Show "Spirit of Flight"

Walter Wilson, Alexandria, Virginia

Unfortunately we weren't able to obtain a list of the photo topics or copies of the winning photography entries for publication. Our apologies!

Memories from Airliners International 2006!



Marshall Pumphrey shows off his extensive display of airline advertising literature.



Ona Gieschen and Jon Proctor sharing memories of their years with TWA.



Allan Van Wickler 'wheels and deals' postcards.



"Airliner World"'s Tony Dixon lends his support to AI 2006.

Memories from Airliners International 2006!



Stan Baumwald and his remarkable wing display.



"Captain's Log" Editor Bill Demarest promoting WAHS.



Bob Palermo and Craig Morris celebrating their finds!



AI 2007 Chairman Chris Slimmer promoting Kansas City.



Bader Models from Bahrain was a major supporter of AI 2006. Thank you!



Fred Chan and Joe Mazanek taking a break from the festivities.

Airliners International 2006 Trivia Contest Sponsored by: Mainliner Worldwide Aviation Books and Models Hosted by Jim "JET" Thompson

1. What was the name of the primary passenger airport for Washington D.C. before National was built?
A) Hoover Airport B) College Park Airport C) Bolling Field D) Andrews Airport E) Anacostia
2. In regards to the question above, where was the airport located?
A) College Park, MD B) Present Pentagon site C) Across the river from DCA
D) East Potomac Park E) Morningside, MD
3. What was the original 3 letter airport code for Washington Dulles International Airport?
A) WDA B) DIA C) WAS D) WDC E) WDI
4. What major U.S. airline besides US Airways/USAir/Allegheny was based at National Airport?
A) Universal B) Saturn Airlines C) Capitol D) Overseas National Airlines E) Capital
5. What was the name of Baltimore-Washington International Airport before it was named this?
A) Baltimore-International B) Glen Burnie C) Friendship D) Odenton E) Washington-Baltimore
6. The 1st Allegheny Commuter service was operated from Baltimore to what city?
A) Salisbury B) Washington-National C) Cumberland D) Hagerstown E) Wilmington
7. Capital Airlines' history dates back to what original airline?
A) Clifford Ball Inc. B) Pennsylvania Airlines C) Central Airlines D) Pennsylvania-Central E) PAIC
8. What unique airliner did Capital Airlines introduce into service in 1950?
A) DC-4 B) Viscount C) Convair 240 D) Lockheed 049 Constellation E) Douglas DC-3S
9. Which of these airlines operated the McDonnell-Douglas DC-8-62?
A) Air Florida B) Delta C) Pan Am D) Eastern E) Middle East Airlines
10. Which airline operated the first passenger flight out of the newly expanded Washington National Airport Terminals B & C on July 27, 1997?
A) US Airways B) United Airlines C) Continental D) America West E) American Airlines

Tie Breakers:

1. Which U.S. President flew into Washington National Airport in Air Force One aircraft 27000, Boeing 707?
2. What was the date of this event?

ANSWERS

1. A - Hoover Airport.
2. B - Present Pentagon Site.
3. B - DIA. This was changed because many of the hand written baggage tags were written so poorly that many people couldn't seem to read the second letter as being a "C" or an "I." Thus many bags that should have gone to National ended up at Dulles and vice-versa.
4. E - Capital with an "A".
5. C - Friendship Airport
6. D - Hagerstown, MD by Henson Aviation with a Beech Queen Air, later replaced by a Beech 99.
7. A - Clifford Ball Inc. with 3 WACO 9 aircraft, two of which are still in existence at the PIT airport terminal and the second in storage at the Port Columbus Airport.
8. E - Douglas DC-3S or Super DC-3. Capital was the only passenger airline to operate this aircraft.
9. C - Pan Am with aircraft N1803, a DC9-62 that had originally been ordered by Pan American Grace (PANAGRA) but the order was cancelled and the aircraft was delivered to Braniff International. It was then leased to Pan Am for one year from January 1970 until January 1971. The aircraft was used on the Pan Am-Braniff Interchange and named "Clipper Golden Light" in full Pan Am livery.
10. E - American Airlines. US Airways operated the first arrival into DCA's new Terminal B & C with a Shuttle Flight from LGA, but American Airlines operated the first flight out by moving their morning departure by approximately 30 minutes for that day only to claim the record. American also had the first flight out of Hoover Airport when it opened.

Tie Breakers:

1. Gerald R. Ford
2. July 4, 1976 after having flown to New York City that morning to attend a 4th of July ceremony. Upon his return, he didn't want to take the long helicopter ride back to the White House from Andrews Air Force Base.

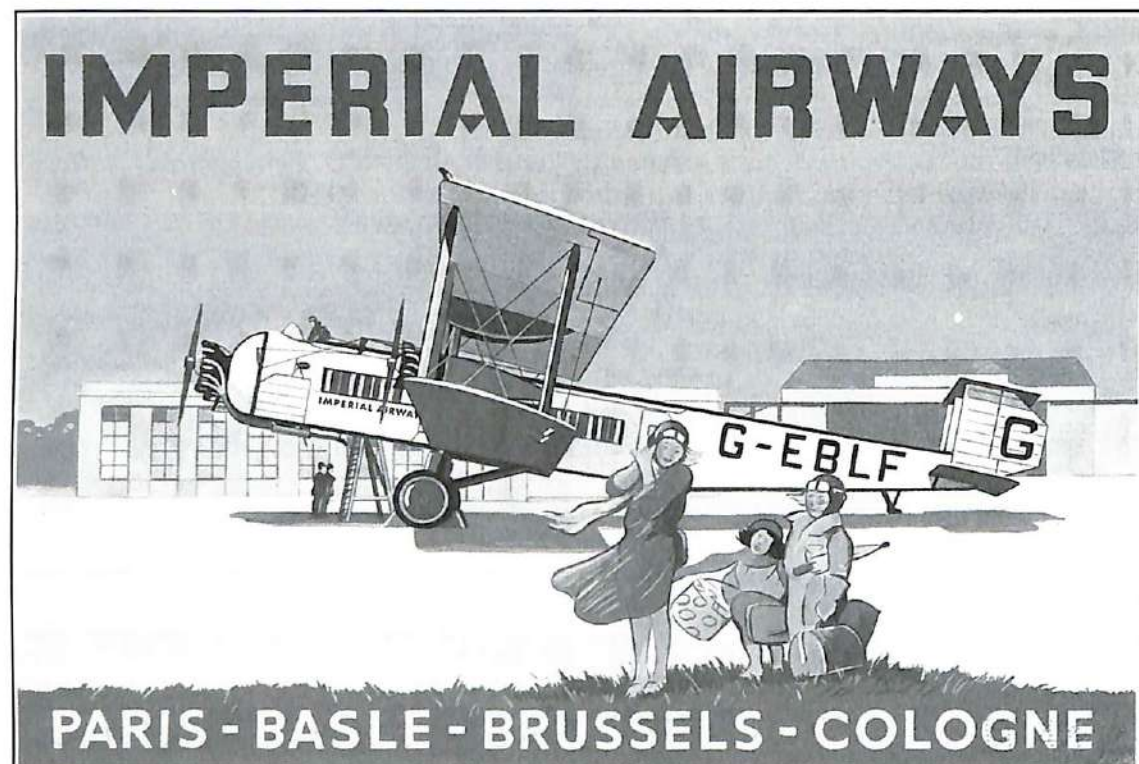
Winners

First Place with 8 correct answers and closest to the tie breaker answer: Bill Grella. Second Place with 8 correct answers: Jon Proctor. Third Place with 8 correct answers: Phil Brooks.

British Airways – A LOOK AT “THE WORLD’S FAVORITE AIRLINE”

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

Calling itself “The World’s Favorite Airline,” British Airways today is one of the giants of the world-wide airline industry with many pioneering firsts to its name. But its predecessor Imperial Airways of the 1930s was a sleepy, complacent company that continued to operate large obsolete biplanes long after its major competitors were using modern all-metal aircraft monoplanes.



The Armstrong Whitworth Argosy operated Imperial Airways' London-Paris "Silver Wing" service from 1926. It was one of the large British biplanes with "built-in headwind" because of the abundance of struts and wiring that was bracing the wings.

BA can trace its history back to Handley Page Transport of 1919. But for the purpose of this history, we start with the incorporation of Imperial Airways on March 31, 1924 as the "chosen instrument" airline of the British government. As of April 1 it took over the operations of Handley Page Transport and three other small companies that could no longer compete against the heavily-subsidized French and other Continental airlines on the trans-Channel flights between London and Paris and to other destinations.

The first service was flown between London (Croydon) and Paris (Le Bourget) on April 26 and by the end of the year Imperial was operating from London to nine destinations in five European

countries. On Nov. 3 it put its first trimotor, a Handley Page W.8f, named "City of Washington" into service.

However, the government's ultimate goal was for Imperial to connect England with its far-flung colonies in Africa, Asia and on to Australia to speed up mail service. On Dec. 18, 1926, a D.H.66 Hercules left London for its new base at Cairo, Egypt, to take over and expand the Cairo – Baghdad mail service operated by the Royal Air Force. On Dec. 26 another D.H.66 began a survey flight from London to Karachi and Delhi which were reached on Jan. 6 and Jan. 8 respectively. Actual flying time was 62½ hours. The return flight left Delhi on Feb. 1, 1927 and took nearly 33 flying

hours. Fortnightly scheduled service between Basra and Cairo via Baghdad and Gaza began on Jan. 7. The service connected with mail ships plying the Mediterranean between Marseilles in France and Port Said in Egypt. The service became weekly in each direction from April 13, 1927 and an extension to Karachi followed later that year. Over flying the Alps mountains by air was still too hazardous, however, and they were crossed by train.

Imperial started first- and second-class service between London and Paris in October. The first-class Silver Wing service with Argosy trimotors offered steward and bar service and took 2½ hours. The return fare was BrP.9. Second class service did not carry a steward and offered no bar service. It was operated with older twin-engined Handley Pages that took nearly three hours at a return fare of BrP.7 10sh.

But as Imperial Airways expanded service to the British East Indies, the Malayan Peninsula and Singapore in the 1930s, it could not keep up with airlines such as KLM of Holland and Air France. KLM introduced the DC-2 and DC-3 on its Southeast Asia service and Air France operated all-metal Dewoitine trimotors to French Indo-China. Imperial continued to fly its lumbering and slow, fabric-covered twin- and three-engined land biplanes and flying boats, each providing their own "built-in head wind" created by the array of interplane struts and bracing wires between the wings. Especially the KLM service to Batavia (now Jakarta) became popular with Britons going to Karachi, Delhi and Singapore.

To be fair to Imperial, having a fleet of obsolescent aircraft was not entirely its fault. When founded as a private company with government backing, the government decreed that the airline could use only British-built aircraft. The British aircraft industry therefore had little incentive to develop modern aircraft, since Imperial could not buy elsewhere. The policy remained in effect until the late 1940s.

The fleet situation improved in the late 1936 when Imperial introduced the first of 28 modern, four-engined long-range Shorts Empire flying boats (the "C-class" boats) on the Mediterranean sector of the Far Eastern service. In 1937 these magnificent and luxurious double-deck boats also began flying to South Africa and in the following year to Karachi, Delhi, Singapore and Australia. There were now eight services a week to Egypt, three to Central Africa, two to South Africa, five to India and three to Australia.



The Short Empire flying boat was the first truly modern type for Imperial Airways. It operated to Australia and South Africa in the final five years before World War II.

Meanwhile, on July 5, 1937 Imperial's C-boat "Caledonia" left London on a transatlantic survey flight. It first flew to Botwood in Newfoundland and arrived in New York four days later. "Caledonia" had been equipped with long-range fuel tanks to make the flight possible. Weekly experimental mail service started on Aug. 5, 1939.

With Imperial concentrating on services to the empire, another carrier, British Airways, was founded in 1935 and rapidly established a European network to cities that were not of interest to Imperial because they were not on the empire routes. British soon acquired a fleet of Lockheed L-10 Electras and L-14 Super Electras. In September 1939 Imperial and British began operating as a single airline and on Nov. 24 they merged under the name British Overseas Airways Corporation (BOAC). Services were combined as of April 1, 1940.

BOAC continued operations during World War II on a greatly reduced scale and mostly under Royal Air Force control. One service in particular maintained a vital link with the U.S. Operated by KLM under contract to BOAC, DC-3s flew a regular nightly service between Bristol and Lisbon in Portugal, where it connected with the Pan American flying boat service to New York. Another vital service was a nightly "ball bearing run" from Leuchars in Scotland to Stockholm, Sweden, and back to pick up high-quality ball-bearings required in the manufacture of warplanes. This service was operated with unarmed D.H. Mosquitoes that were painted black and could out fly any aircraft the Germans could put up against it.

Following the end of hostilities in 1945, BOAC quickly acquired DC-3s to restart many of its services to the Middle East and Northern Africa, but it was hobbled by a lack of suitable long-range air-



The first British Airways was founded in September 1935 and operated services to the Continent. It flew with seven Lockheed L-10 Electras (shown) and nine L-14 Super Electras.

craft. British aircraft factories had focused on building warplanes during the war, leaving production of transports to the U.S. When BOAC reopened its services to South Africa, the British East Indies, Singapore and Australia, it depended on conversions of WW-II bombers such as the AVRO Lancastrian and York (based on the famous Lancaster), the H.P. Halton (Halifax) and Shorts flying boats (Sunderland), while U.S. and Continental European airlines re-equipped with the DC-4, DC-6, and Constellation. Proposed post-war British long-haul airliners such as the AVRO Tudor, Handley Page Hermes and Bristol Brabazon proved to be failures and BOAC bought Boeing Stratocruisers, Lockheed Constellations and Canadair Argonauts (a Canadian-built version of the DC-4 with many DC-6 features) for its long-haul services.



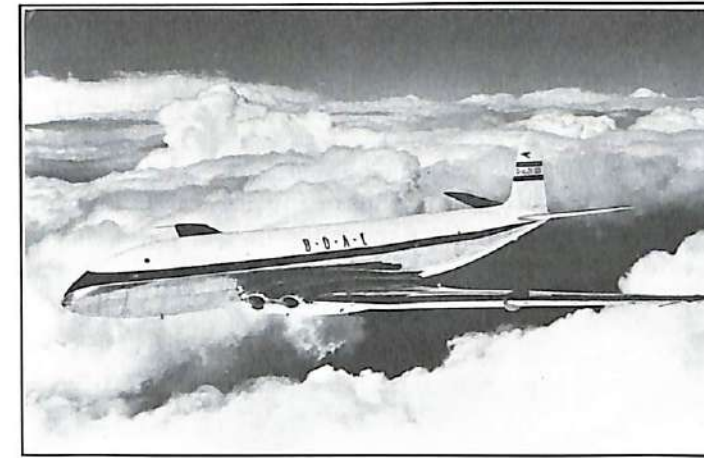
The Vickers Viking was an interim type operated extensively by British European Airways in the later 1940s and early 1950s.



BEA was the second-largest operator of the Vickers Viscount. The Viscount was the most-successful British-built airliner ever.

In May 1952 BOAC stole the headlines by introducing the world's first jetliner, the D.H. Comet I, on the scheduled Johannesburg route. By July 10 the airline had six Comets in service and survey flights were made to the British East Indies and Tokyo. But the elation was short-lived. On May 2, 1953 a Comet crashed while taking off from Calcutta. There were 43 dead. On Jan. 10, 1954 a Comet disintegrated at 26,000 ft over the Mediterranean near Elba 25 minutes after having taken off from Rome. Thirty-five people died. Two days later the entire fleet was grounded for inspection, but it was cleared again on Feb. 5 and service to Johannesburg resumed. However, in the evening of April 8, 1954 the fuselage of a Comet flying from Rome to Cairo on a South African Airways service burst open over the Mediterranean near Naples. There were 21 dead. All Comets were withdrawn from service the next day and the airworthiness certificate was withdrawn. Comets that were stranded along the empire routes, were flown home by crews who volunteered.

The Naples crash resulted in one of the longest and most thorough investigations in aviation history up to that point. It had taken place over deep water, but the Comet destroyed near Elba was in relatively shallow waters and the Royal Navy had already started recovery operations. Eventually, about 75% of the wreckage was recovered by a deep-sea salvage vessel. The pieces were painstakingly put together again at the Royal Aircraft Establishment at Farnborough and the weak point was discovered. Metal fatigue, a phenomenon not yet fully understood at that time, had weakened the corner of a window cutout and the result literally was an explosion that had



BOAC was the first airline in the world to start commercial jet services. The first Comet went into service on May 2, 1952.

ripped open the entire fuselage. The investigation revealed that the metal fatigue was caused by the rapid fuselage pressurization after takeoff and depressurization before the landing during the life of the aircraft.

Now suffering from a severe shortage of long-range aircraft, BOAC traded its seven L-049 Constellations for Capital Airlines for seven longer-range L-749As. It also bought six Stratocruisers from United Air Lines and one from Pan American (to add to its own 10), and five Constellations from QANTAS of Australia. In August 1955, 10 DC-7Cs were ordered to make up for the late delivery of the long-range Bristol Britannia 300 propjet. An order for 20 improved Comet 4s was placed on March 17, 1955 and when the DC-7C entered service to New York on Jan. 6, 1957, the Stratocruisers were shifted to the African services. The fleet now included seven (medium-range) Bristol Britannia 102s, eight Argonauts, 16 Stratocruisers, nine Constellations and the first six DC-7Cs. During the following year services were inaugurated to Chicago via Montreal and Detroit.

But the highlight of 1957 was the inauguration of the first regular transatlantic jet service, between London and New York in both directions on Oct. 4. A scheduled weekly return service started a week later and it became daily on Nov. 7. BOAC now ranked second across the North Atlantic, behind Pan American. Scheduled transatlantic service with the Britannia 300 propjet started on Dec. 22, 1957 and a scheduled round-the-world service followed on Aug. 22, 1959.

The Boeing 707-436 replaced the Comet 4 on the New York service from May 27, 1960. The Comets had flown 2,304 transatlantic services for BOAC. On Nov. 15, 1962 the airline placed delivery positions for the Concorde supersonic transport (SST).

All through the 1960s BOAC increased frequencies on existing jet services and started new ones. In 1967 the fleet included 22 Boeing 707s and 23 Vickers standard and Super (stretched) VC-10s. On order were 11 Boeing 747s, one 707 and six Super VC-10s. Options were held on 14 SSTs (Concordes and the proposed U.S. SST).

In a marketing ploy, the airline announced in September 1969 U.K. tours for American bachelors, which included blind dates with British girls arranged through a computer dating service. The plan was suspended two days later after protests in the House of Commons. Boeing 747 services started on April 19, 1971 following a nearly one-year delay caused by a dispute with the pilots over pay scales for flying these aircraft.

BOAC and British European Airways were merged by the government on Sept. 1, 1972 and the new company started trading as British Airways on April 1, 1974 with a fleet of 16 Boeing 747s, 24 707s, 21 VC-10s brought into the merger by BOAC, and 64 D.H. Tridents, 25 BAC One-Elevens, 35 Viscounts, 10 Vickers Merchantman (Vanguards in cargo configuration) and 10 Sikorsky S-61s from BEA. Nine L-1011s were on order. An hourly no-booking, guaranteed walk-on shuttle between London and Glasgow was inaugurated on Jan. 12, 1975. It was patterned on the successful Eastern Air Lines shuttle.

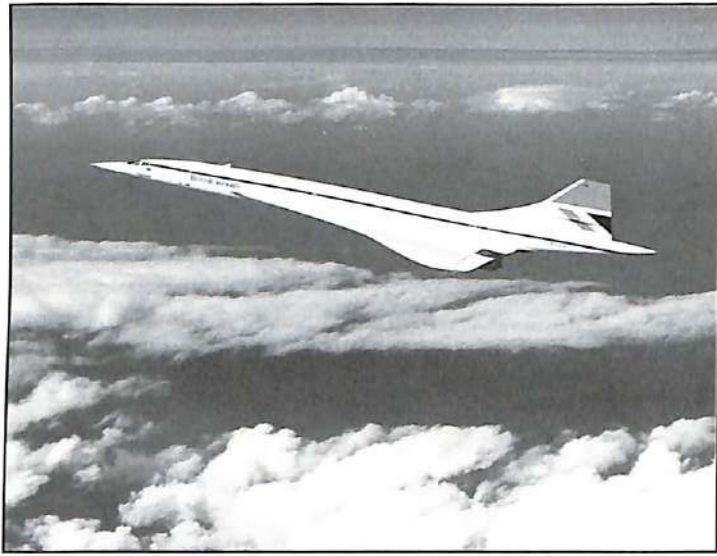


BOAC used the Bristol Britannia on its services before pure jets became available.

British European Airways was founded in August 1946 with the purpose of rebuilding domestic and European services. It started operations with Dakotas, de Havilland Rapide biplanes and German Junkers trimotors. BOAC and BEA developed into major airlines alongside each other.

On Jan. 1, 1976 British Airways inaugurated supersonic Concorde service between London and Bahrain. Service to Washington, D.C. started on May 24 and to New York on Nov. 22, 1977. The airline would operate seven Concorde and the type was not withdrawn from service until Oct. 24, 2003 following a New York to London flight.

In 2000 BA held merger talks with KLM of Holland, but those came to naught over demands the Dutch airline would not meet.



British Airways flew the world's first operational SST, the Concorde, along with Air France. It remained in service from 1976 to 2003.



The title "British," as on this 737, did not last long because many airlines could claim the name.



BOAC Postcards

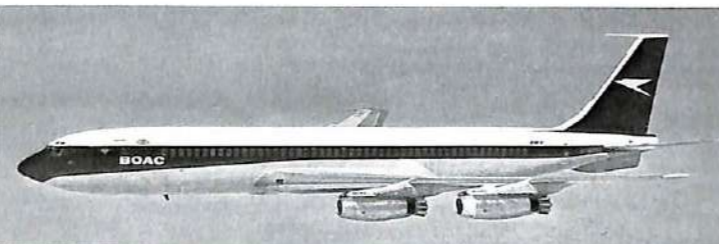
Today, British Airways is the second-largest international airline in the world. It flies to more than 150 destinations in 77 countries. The latest traffic figures show it carried 36 passengers a year. The fleet numbers 225 aircraft, ranging in size from the Airbus A319 for 124 passengers to the Boeing 777 which seats 400, depending on cabin layout. BA is also a founding member of the global One World airline alliance that was formed in February 1999.



The "Citizen of the World" identity with aircraft tails painted in different color schemes was highly unpopular and did not last long.



BOAC was the only major operator of the Vickers VC-10, an extremely reliable aircraft. It was much loved by passengers.



Flying Stamps

By Jim Edwards



A British Airways Boeing 707 is featured on this stamp issued by St. Lucia in 1980.



Gibraltar issued this British Airways Trident II stamp in 1982.



Another issue from Gibraltar in 1982 features the BOAC Lockheed Constellation.



This airmail stamp from the Bahamas shows a British Airways Boeing 747. Issued in 1987.



This BOAC VC-10 stamp came from Ascension Island in 2003 to celebrate 100 years of powered flight.



This series of stamps featuring the inaugural flight of the Concorde was issued by Bahrain on January 21, 1976.



Somalia issued this block of four stamps to commemorate the last flights of the Concorde in 2003.



Kiribati issued this stamp with the BOAC Comet IV to also celebrate 100 years of powered flight.

Playing Cards

By Fred Chan

topflite@olympus.net

British Airways

As members of WAHS know very well, British Airways comes from a long line of predecessor airlines going back to the beginning of commercial aviation. It started with Imperial Airways which was the first commercial airline to have issued playing cards. Imperial Airways issued two different designs (Cards # 1 and #2) in the late 1920s and someone must have kept them as souvenirs of their early flying experience because two or three decks have surfaced on eBay auctions, fetching several hundred dollars each. Singles of these cards have existed in the major collections for years even in Australia, the terminus of Imperial's far reaching empire routes.

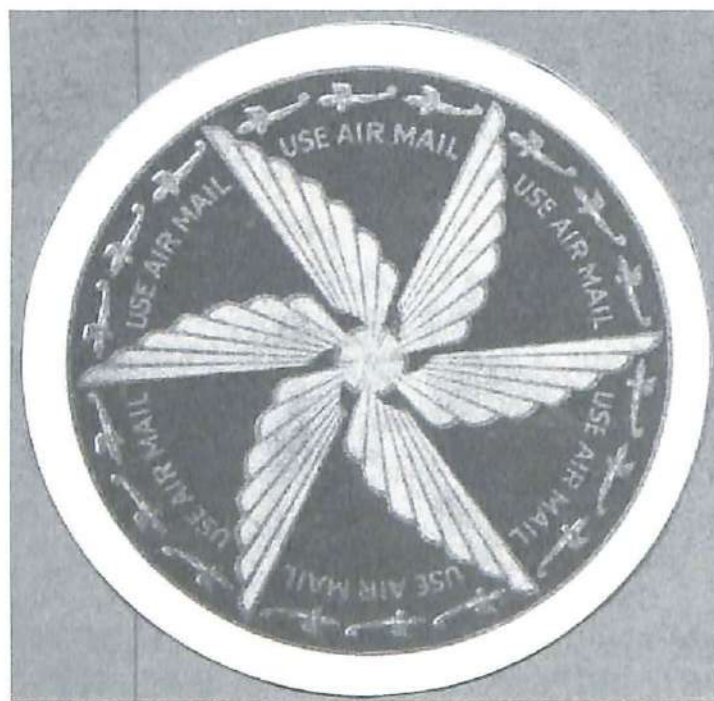
When Imperial became BOAC, air travel had become even more common and BOAC issued many different designs and was also quite generous in giving out decks for inflight entertainment as well as for marketing purposes. However, most of the BOAC card designs were quite plain. One of its more colorful designs is shown in Card #3.

Quite surprisingly, a small foreign subsidiary of BOAC, Aden Airways, had two card designs (Cards #4 and #5). These are extremely rare and only one deck of each design is known to exist in a major collection.

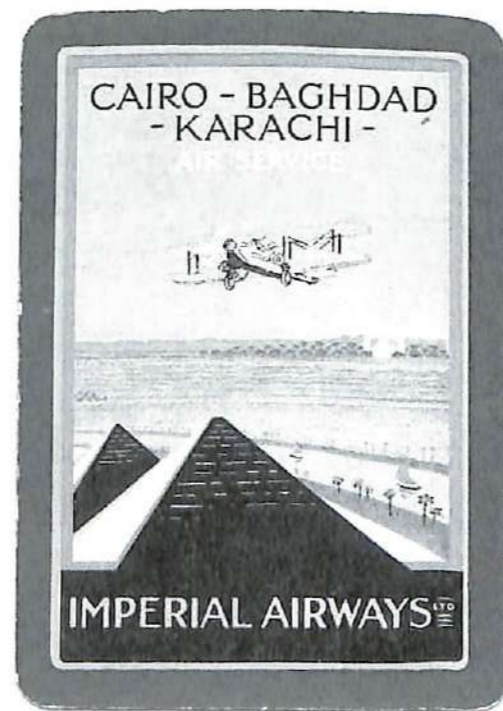
Another predecessor airline, British European Airways, had also issued playing cards but with very few designs. A few decks of Card #6 have surfaced on eBay auctions and they command fairly high prices. Card #7 is very rare with only single cards in two or three of the major collections.

When BEA and BOAC were combined in 1972 to form British Airways, it coincided with a rapid increase in jet travel brought by the introduction of the Boeing 747. The new BA has issued many different card designs but most are very plain. However, several designs featured "The History of Passenger Flight" which shows pictures of all the different types of aircraft that BA and its predecessors had flown over the years. The face of one of these cards is shown in Card #8.

In the past, British Airways had usually produced its cards in many thousand copies and they were all very readily available. Unfortunately, this stopped a few years ago. There are few new designs now and decks are distributed only occasionally in the first or business class sections, a sad ending to a long and generous tradition.



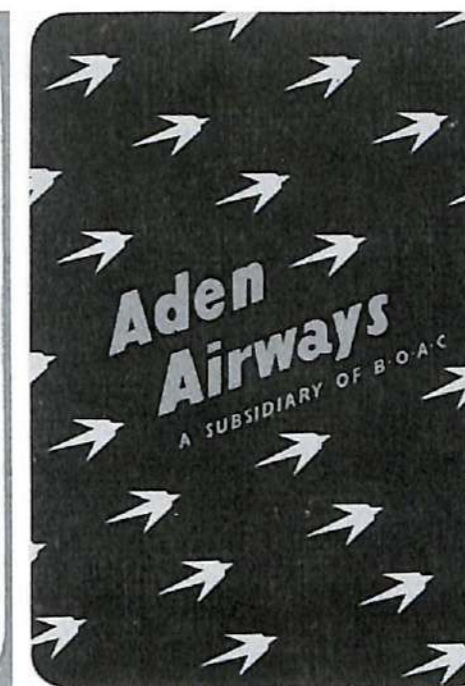
Card #1



Card #2



Card #3



Card #4



Card #5

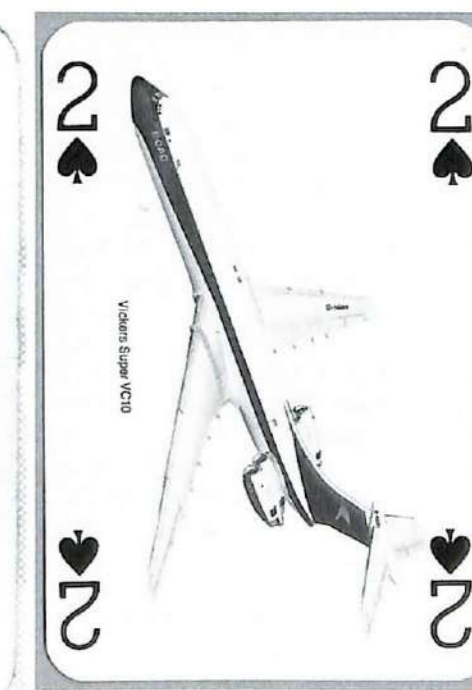
British Airways Playing Cards



Card #6



Card #7



Card #8

Several smaller airlines were included in the merger, among them Channel Airways, Cambrian Airways and Northeast Airlines. (I believe that a total of six airlines came together in the merger, but am unable to find a reference that names a sixth carrier.)

Cambrian and Northeast (formerly BKS Airlines) were both part of British Air Services, a subsidiary of BEA. The inclusion of these carriers added Tridents, BAC 1-11's and Viscounts into the merged fleet - a good fit given the fact that BEA already had large numbers of each type. The Northeast timetable dated April 1, 1972 has a nice color photo of the Trident on the front cover illustrating several interesting features of the aircraft. First of all, the aircraft had four wheels on each main gear (as opposed to two for the similarly configured 727), with all four being on the same axle rather than two axles of two wheels each. Additionally, the nose gear was offset to the left (rather than being beneath the centerline of the aircraft's fuselage) to allow it to retract laterally (sideways) into its well. Lastly, the flap design looks almost primitive compared to the triple slotted flaps that Boeing created for the 727.

Cambrian's timetable dated April 1, 1971 has a nice cover photo of one of the airline's BAC 1-11's. In the last year or so before the merger, Cambrian would adopt a paint scheme very similar to that of Northeast, albeit with an orange top instead of yellow. This was apparently to confirm that fact that the two carriers were sister companies as part of British Air Service. (Each carrier's timetable carried the schedules for both lines.)

In 1976, British Airways achieved another milestone in aviation history, as it (simultaneously with Air France) inaugurated the world's first supersonic passenger service. Due to difficulties in acquiring rights to operate the type into the US, the initial Concorde services were between London and Bahrain (although the portion of the flight that crossed the European continent had to be operated subsonically). The British Airways timetable dated October 31, 1976 shows both the new colors designed for the airline (which included elements of both BOAC and BEA's color schemes), and the lower-case "a" in airways. By this point British Airways had received authority to operate the Concorde into Washington D.C., but could not yet bring them to New York.

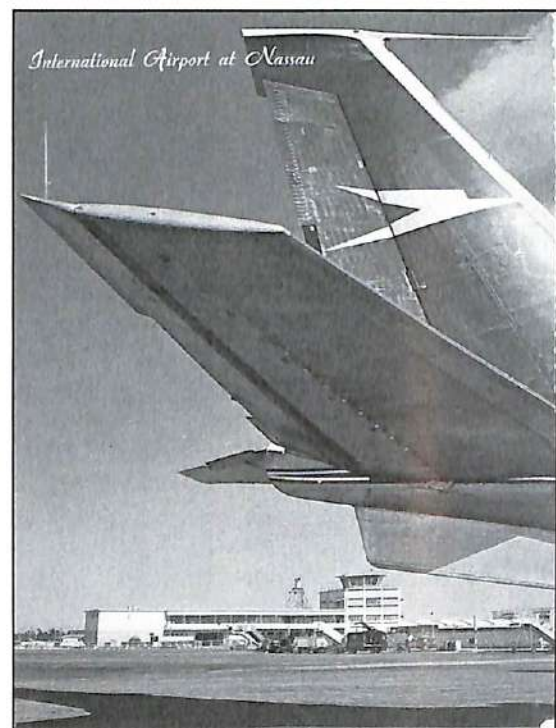
The timetable dated October 25, 1987 shows a photo of a 747 sporting the airline's updated colors. While the scheme still retained elements of the earlier design, it did finally allow "Airways" to be capitalized. The Tridents had been retired prior

to this image change, although one aircraft that was used as a non-flying crew trainer did get repainted in these colors.

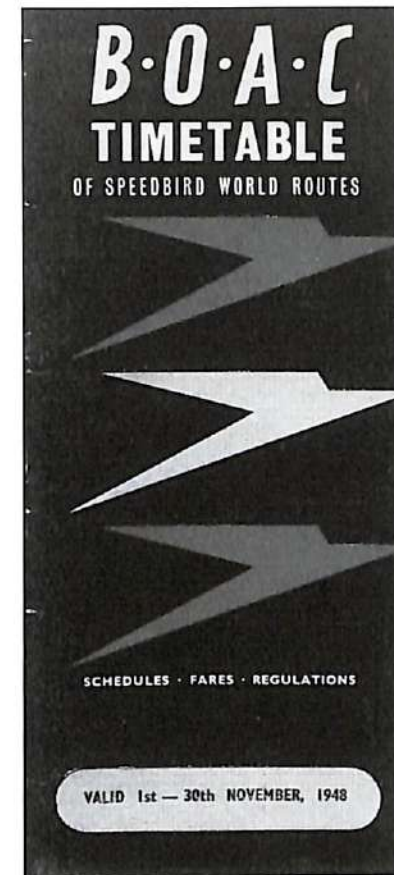
Also in 1987, British Airways acquired ailing British Caledonian Airways. The later carrier was formed in 1970 through the merger of Caledonian Airways and British United (operating for a short time as "Caledonian/BUA"). The B.Cal timetable dated March 20, 1977 finds the airline operating from London-Gatwick to South America, Africa, and some European points. Route authority to the US would follow soon afterwards, and explosive growth at Gatwick resulted as B.Cal and other carriers rapidly expanded service there.

British Airways absorbed most of British Caledonian's international routes into its own system (although it was forced to surrender some routes and slots to competitors). Some of B.Cal's aircraft were moved into the airline's charter division, Airtours, which was subsequently renamed Caledonian Airways. (British Airways later sold the division to a tour operator.)

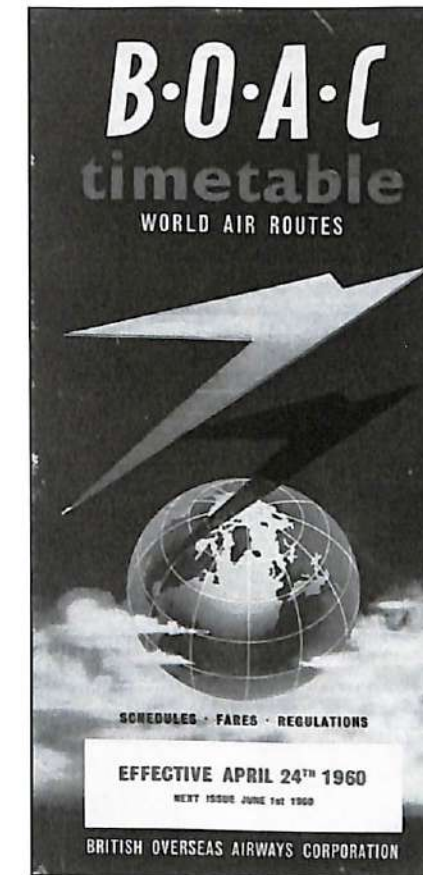
As is the case for most large airlines, British Airways has experienced its share of woes in recent years. The post-9/11 traffic downturn, poorly performing investments in other airlines, and costs of re-certifying the Concorde, only to retire it a year later have all taken their toll on the carrier. But while the British Empire is but a shadow of its former self, British Airways still holds its place as one of the world's leading airlines, proudly representing Britain in hundreds of cities on 6 continents.



BOAC Boeing 707 at Nassau Postcard - WAHS Collection



November 1, 1948



April 24, 1960



July 1, 1970



April 19, 1953



April 1, 1966



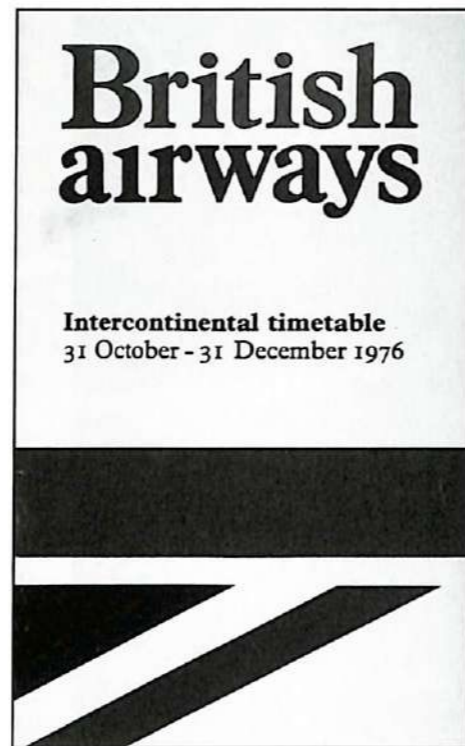
April 1, 1973



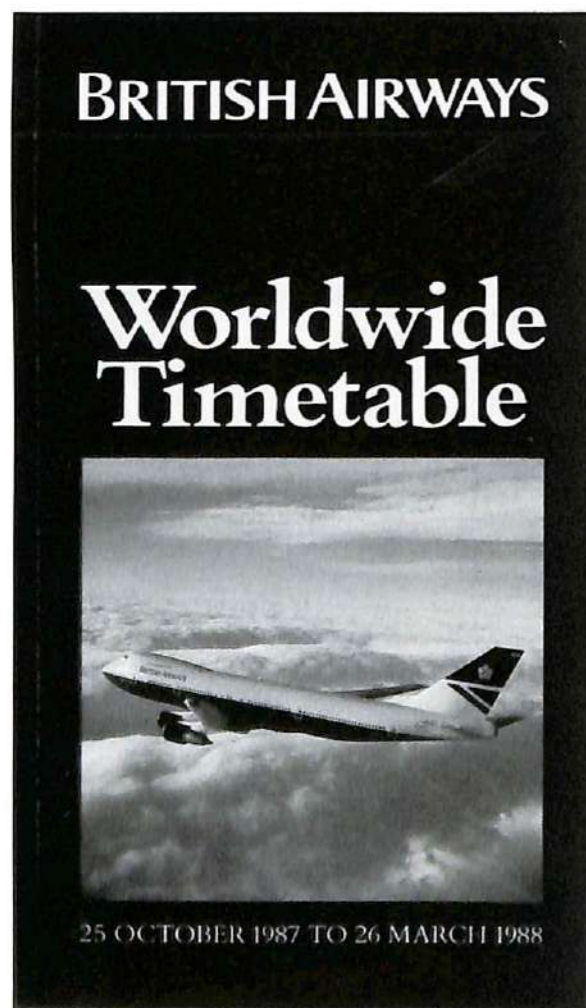
April 1, 1972



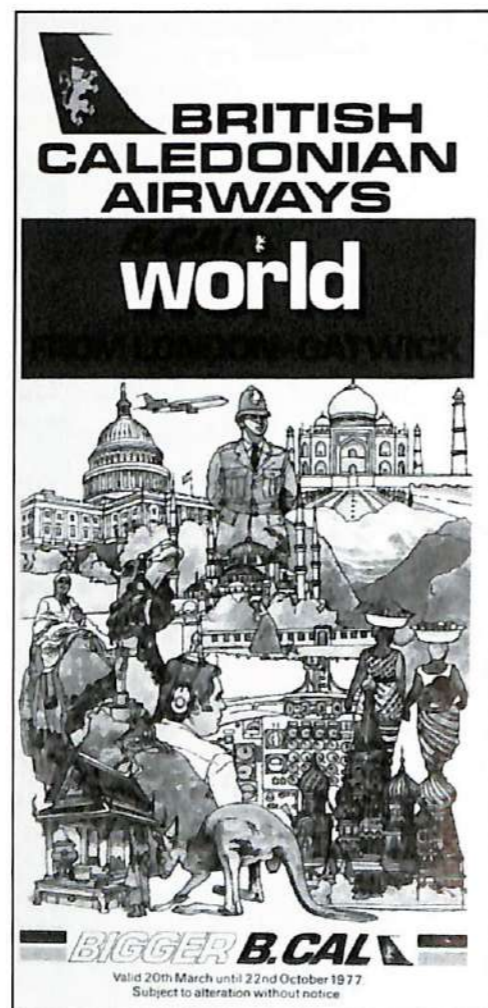
April 1, 1971



October 31, 1976



October 25, 1987



March 20, 1977

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Nothing But The Best For British Airways

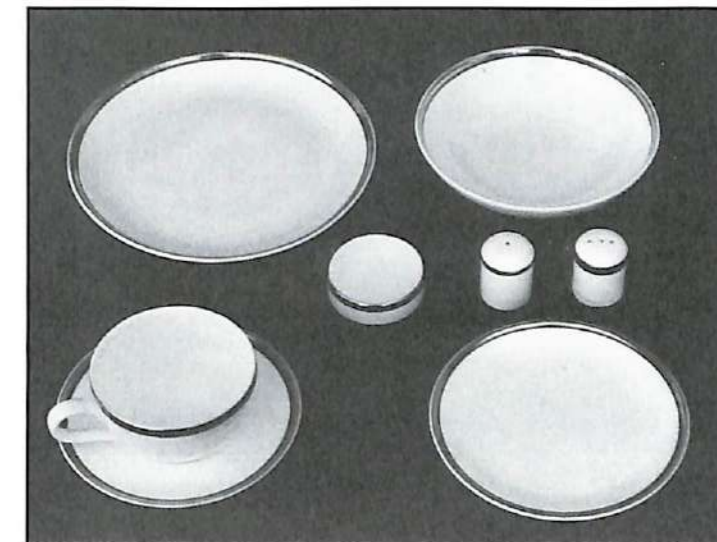
British Airways has long been known for its impeccable level of service, so it should come as no surprise that Royal Doulton of England has always been the supplier of BA's dinnerware. Since all the BA pieces illustrated herein are RD, it need not be mentioned in the captions.



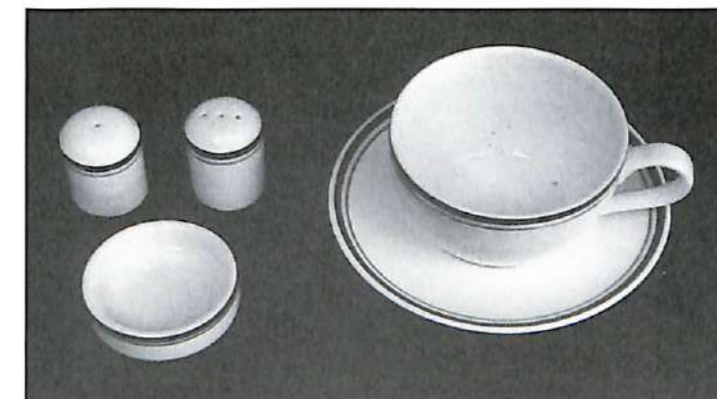
A closeup of the original BA Concorde pattern; a dark blue stripe with yellow stylized aircraft likenesses. I was told that there exists china coffee pots with this marking; has anyone seen one, or better yet, have a photo?



The complete BA original Concorde pattern setting; rectangle casserole, bowl, two sizes of plates, butter pat, salt & pepper and cup & saucer. The butter pat and casserole are the rarest pieces.



The 2nd Concorde pattern, which came out about 1990, with a silver rim with a thin black inner stripe.



The final Concorde pattern, sort of opposite to the 2nd pattern, with a black rim with a thin silver inner stripe. In the final months of Concorde service, apparently BA ran out of this and just used a plain white china.



The original Concorde glassware with a crown and the letter "C".



The first BA pattern after the name change from BOAC. Some of the pieces still carry the old BOAC crown logo in gold. Strangely, these pieces bear the Royal Doulton name, but in a red script, the same style of red script as that used by Ridgway, who made BOAC china. BA later added a gold rim to this pattern, and it became their "standard" pattern for many years.



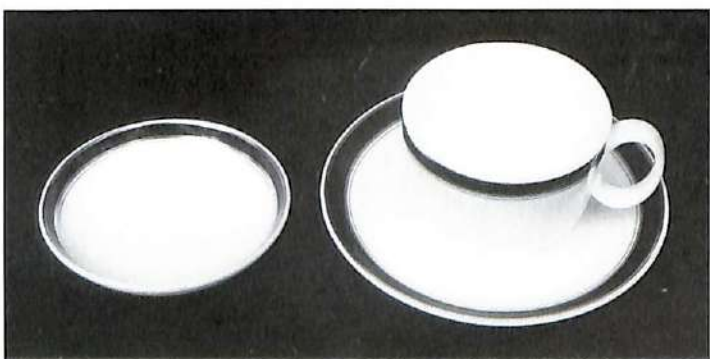
A BOAC pattern reportedly dating from the 1940's features the "speedbird" logo in light blue. Note that there are 5 different style of cups! Much of this pattern was made by Copeland Spode, although one set bears markings of NE Pottery and the demitasse set was made by Mintons.



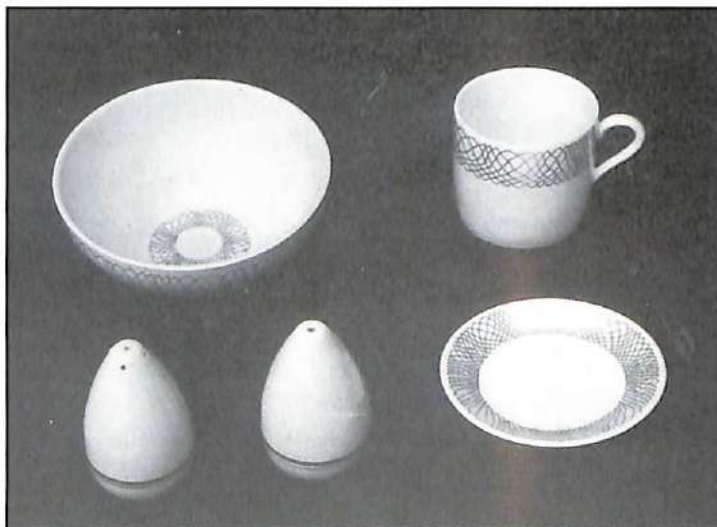
A subsequent BA pattern with a mottled medium blue border.



BOAC gold crown logo dinner plate, made by Ridgway.



What I believe is the current BA pattern, dark blue with a gold accent.

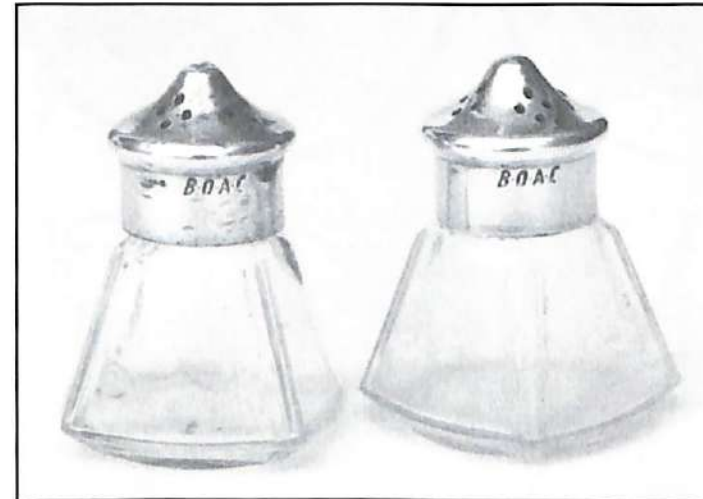


(Continued on page 23)

Several BOAC patterns are shown here; the bowl has a gray mesh markings, made by Ridgway, as is the gold stripe salt & pepper. The demi cup and butter pat have a gold mesh pattern and are made by Spode Copeland.



BOAC glassware with the "speedbird" logo.



BOAC glass salt & pepper with silver lids.



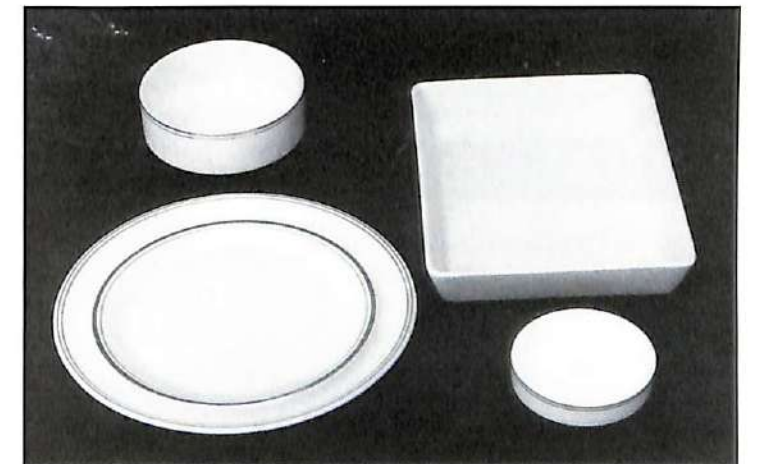
BEA cup & saucer with logo markings in black, made by Ridgway Staffordshire. The small blue & white dish with the Comet aircraft was made by Branksome China.



BEA butter pat with a red logo and black slogan (Number 1 in Europe), made by Crown Staffordshire.



BEA glass with "sovereign service" slogan in white.



British Caledonian china had gold striping decoration, but no logo. Various pieces made by Royal Doulton & Wedgwood.

(Continued on page 28)

Sticker Chatter

By David A. Rowe

British Airways

A selection of labels from the 'World's Favourite Airline.'

BA and its predecessor airlines have issued countless labels over the years.



Label issued in 1992 to celebrate 30 years of BA service to Finland. Red and blue on white.



A shared label with Southern Air Transport for World Cargo Service.



A BA Boeing 757/767 Flight Crew Sticker — rare as gold dust!



BA issues labels for their various operational teams. Black, silver, and red on white.



BA Executive Aircraft Service at Heathrow. White and red on a dark blue background.



British Airways HS-748 "Budgies". Red and blue on white.



(Above) An oldie but a goodie! Eastern Metro Express BIL. Dark blue, light blue on white.

(Below) An attractive Air France BIL - dark blue and red on white. Note the Sky Team logo.



(Above) An attractive oversized sticker from CCM Airlines of France. Dark blue, white and orange on a light blue background.



This label comes from the former Balkan Bulgarian Airlines. Red and green on white.



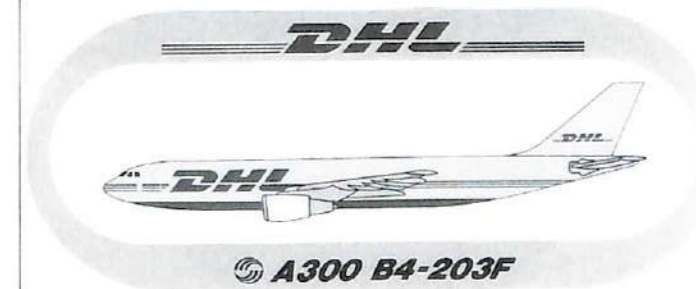
This InterSky of Germany Dash-8 has a yellow and dark blue background.



(Above) A whimsical label from Edelweiss of Switzerland. Red, light blue, and black on a white background.



This is an older Air France label featuring the Boeing 747. Yellow, red, blue and black on a white background.



Another oversized label from Airbus with a DHL A300 freighter. Yellow and red on a white and silver background.

What is It?

By Ken Taylor

keebeetay@aol.com

Once again it's time to seek out answers to our questions on wings and emblems.

Alas, we had only one answer to our last issue and it fits with theme of this issue of *The Captain's Log* as it relates to British Airways. Doug Bastin of Chester, UK writes "this is the last issue pilot cap badge of Cambrian Airways, who merged into British Airways in 1970."



Next question - this badge says "TAB EXPRESS INTERNATIONAL and TAB EXPRESS AIRLINES. Are they the same? Related? Any additional information?"



Where is "OMNI" from?



"ELAN Express" Who, when and where?



Next is a helicopter with the letters "F L I R". I am sure that someone has seen this wing before.



This wing has the letters "BAMBI" in the center of the wing from the top down.



Who is "R A"?



This gold wire wing with silver wire letters "CAL" on black. Once again, who?



The current British Airways was formed on April 1, 1972 with the merger of British Overseas Airways Corp. (BOAC) and British European Airways (BEA). BOAC was formerly Imperial Airways.



BOAC cap badge, first issue, 1942.



British European Airways cap badge. Year?



This badge was identified to me as a cap badge for Imperial Airways from the late 1930s. I had asked for confirmation of this in the last issue of *The Captain's Log*, but no response as of yet.



A hat badge from British Caledonian Airways which merged into British Airways in 1988.



Dan-Air London joined the BA family in 1993.



Brymon Airways also merged into BA during the 1990s.



Another member of the British Airways family is City Flyer Express.



And, finally, Logan Air was also bought out by BA.



Do you have any questions? Answers?

Please write.

Ken Taylor

(Continued from page 23)



We end with a "What Is It?". These are a cup and saucer which came to me as "Air Bus Airlines". Apparently there was such an airline years back, but not this one. Also an AB Aerotransport in Sweden, but it went by ABA and had no logo like this. Decoration is in dark blue and gold. The manufacturer mark is a diamond with a circle inside. Inside the circle is a sort of stylized "P" with a "squiggle" below it. Not much help with country of origin.

WAHS Book Reviews

Reviewed By Joop Gerritsma

R.E.G. Davies: British Airways, An Airline and its Aircraft, Vol. 1: 1919-1939, The Imperial Years. Published by Palawder Press, 1906 Wilson Lane, #101, Virginia 22102-1957, USA. ISBN 1-888962-24-0. Price US \$35.

This latest book by author Ron Davies is an absolute must for any enthusiast with an interest in commercial aviation between the two World Wars. In text, hundreds of photos, maps, charts and aircraft drawings, it provides a complete picture of the development and growth of Imperial Airways, the predecessor of today's British Airways. The author also presents abundant details about the pioneer airlines in the British Isles during that period, and not only of those that merged to become Imperial Airways, and of the aircraft they operated. Again, if you are interested in the airlines of that period, this book belongs on your bookshelf to enjoy.

Yefim Gordon & Vladimir Rigmant: Tupolev Tu-144, Russia's Concorde. Published by Midland Publishing, 4 Watling Drive, Hinkley LE10 3EY, England. ISBN 1-885780-216-0. Price US \$36.95.

Several books have been published about the Concorde over the years. Far fewer, however, have been published about its Russian counterpart the Tu-144, in the West also popularly called the "Concordski." This title is #24 in the Red Star series by Midland Publishing and it explains in great detail the development of the world's first SST. The nearly 200 photos and diagrams illustrate not only the Tu-144 as it emerged, but also pre-design studies and possible second-generation developments and projected military versions. The authors also go into detail about the engines, systems and production, as well as the two Tu-144 crashes, one of which took place at the Paris Air Show in 1973 and the other in 1978 in Russia. The Tu-144 went into commercial service between Moscow and Alma Ata, flying mail and cargo, but no passengers. The first scheduled service took place on Nov. 1, 1977, but seven months later, after 51 return flights, the aircraft was withdrawn, likely as a result of the second accident. Its poor economics, even by contemporary Russian standards, also played a role in this. The front and back covers and the final 15 pages in the book present 33 spectacular color photos of the Tu-144, many of which are published for the first time in the west. All other illustrations are in black and white. A "must have" book for SST fans, even if it were only to compare the aircraft with its western counterpart.

Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net

The History Of British Airways Via Aircraft Postcards

Our special guest editor is Doug Bastin, President of the Aviation Postcard Collectors Club. It's appropriate that this feature article on British Airways postcards is presented by one of Britain's noted collectors. Enjoy!

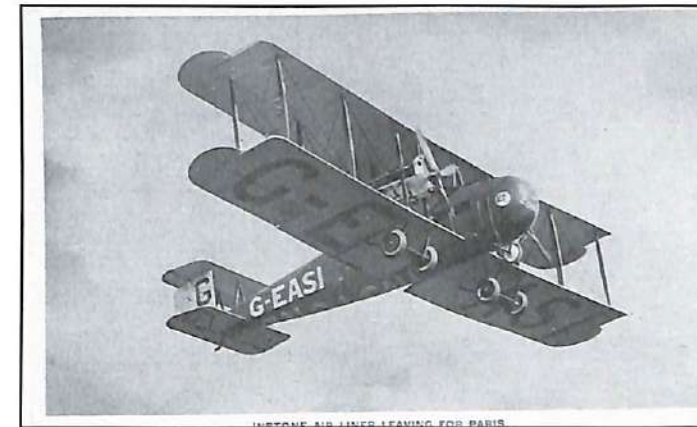
Van has loaned me his postcard slot for this issue on the grounds that I might have some less familiar cards to show from British Airways and its ancestors. These ancestors are covered elsewhere in this issue but to put the cards in context here is a brief time-line: 1919-24 Private companies Handley Page, Instone, Daimler; 1924 Merged into Imperial Airways; 1940 Imperial merges with private British Airways to form British Overseas Airways Corp (BOAC); 1947/9 British European (BEA) split from BOAC, BOAC takes over British South American; 1974 BOAC, BEA and other domestic carriers merge into British Airways which is privatised in 1987 then takes over private rival British Caledonian

Now for the cards in chronological sequence. All are 3 1/2 x 5 1/2 inch unless noted otherwise. "Continental" size = 6 x 4 inch.

This untitled, anonymous sepia card shows the departure of the inaugural Handley Page Air Transport service from London to Paris in September 1919 using converted WWI O/400 bomber named "Vulture" built by the same company.



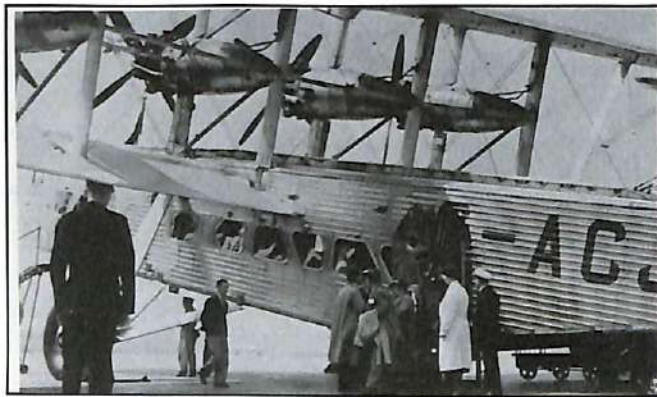
Also developed from a WW1 bomber, the Vickers Vimy, which had made the first direct transatlantic flight in 1919, was the Vimy Commercial operated by the Instone Air Line from London Croydon airport to Paris and shown on this airline issue sepia card. The fuselage of this one ended up in the airport manager's garden as summer house/children's play house.



Among the first cards issued by Imperial Airways in 1924 was a set showing their pilots with pre-printed autographs. One, O.P Jones, is shown here with an ex Instone deHavilland DH.34. The Instone name is visible, but partially painted over. Jones is holding railroad type destination boards for Hanover & Berlin, but unlike most pilots shown in this series is not holding a cigarette! Jones retired in the 1950s as Chief Pilot of BOAC but continued to work for the company in other capacities during which he is known to have occupied the left-hand seat on Concorde.



Pan American called their fleet "Clippers" but some Imperial Airways types seemed to be trying to match the clipper ships in the quantity of spars and rigging. One such was the Short Scylla used on London - Paris services and actually a land-plane derivative of a flying boat. This one is #20 in a series of Imperial official black and white photo cards by publisher, Tuck, available both from Imperial and to the general public.



Imperial's aim was to match the service levels of rail and steamship companies to their First Class passengers. Another Tuck card #22 shows cabin service in the Scylla.



For long haul routes to the then Empire Imperial faced competition from the likes of KLM DC-2s and later DC-3s. The response was a fleet of Short Empire flying boats, all with names beginning "C". This is "Courtier" on Tuck # 50.



With comfortable but slow and obsolescent bi-planes on its few European routes, Imperial was open to competition from private carrier British Airways using Lockheeds. This is an L.10 Electra at Paris le Bourget on a photo card by local publisher Gallois.



The merged carrier BOAC suspended most operations on the outbreak of WW II but later resumed some operations to neutral states. This DC-3 is on a color card by a local publisher at Gothenburg Airport Sweden about 1944/5 judging by the semi-military colours but no longer camouflaged.



Post war landplane equipment was mainly DC-3 s + various re-cycled bombers. British South American Airways operated converted Lancaster bombers to Brazil, Argentina and Chile. This one "Star Guide" is shown on a photo card by Toste Foto en route at Santa Maria in the Azores. The similar "Star Dust", missing in the Andes in 1947, was not located until 1958.



Also with BSAA was the Avro Tudor - a Lancaster derivative, a tailwheel design already looking obsolete. In 1948/9 the loss of two near Bermuda sealed its fate as well as adding to the "triangle" legend. This BSAA one is at London Heathrow, part of a photo series by publisher Bridge House # S20404.



BOAC persisted with Flying Boats until the last such service ceased in 1950. The final type operated was the Short Solent as on this photo card of "Southampton" by Victor Clark, of Victoria falls in then Rhodesia (now Zimbabwe). Mailed to Czechoslovakia in 1950, so neither source nor destination states still exist.



With the failure of the Tudor, BOAC joined the mainstream and operated both the Constellation and the Stratocruiser. The L-049 Constellation over New York is one of a series of cutaway drawing airline issued, continental size cards, from 1946.



The Stratocruiser in the 50s white-top colors is at Prestwick Airport Scotland and shows the airport tower located on top of the airport hotel on a photographic card from M&L National series. This Boeing was not new from Seattle but ex-United, part of the emergency re-equipment after the Comet 1 failures.



The Comet 1 had been the first jet airliner worldwide to enter service. That was in in 1952 but the fleet was grounded after a series of crashes later proved to be pressure cabin fatigue failures. Surprisingly few cards exist of BOAC aircraft as distinct from prototypes in BOAC colors. This photo card by Tuck #A10 is of the aircraft later destroyed over the isle of Elba, off Italy.



BEA also used the re-launched Comet 4. This is a 4B in the 1960's "Red Square" colors at Gibraltar on John Hinde continental # 2GBZ24.



BEA "Comet" at Gibraltar Airport. Photo: E. Neph, John Hinde Indian

The last British built long haul jet for BOAC was the Vickers VC-10. At this time BOAC also operated services for ex-colonial Airlines. This one has Nigeria Airways titles on the final BOAC "gold speedbird" colors at Lagos Airport on John Hinde continental size color card # 2NG37.



The Airport, Lagos, Nigeria. Photo: E. Neph, John Hinde Indian

Sister company BEA operated within the UK and Europe and pioneered the Vickers Viscount, which unlike the long haul types, was a worldwide success. This example is at Hannover, Germany. Photo continental size card by Schoening # Hann 402 in the 1950s color scheme.



BEA faced competition on UK services from various private companies but most ended up merged into the state carrier. One such was Northeast Airways, which, like its US namesake also had "yellowbirds" - in this case a Hawker Siddeley Trident as on this airline issue card.



The main British competitor to the state carriers, both before and after their merger into British Airways, was British Caledonian. Like many 60's carriers flight attendants featured heavily in their publicity including this company card of 13 "Caledonian Girls" with a 707. This card exists with divided, plain and various promotional text backs. (Postcard shown on page 5.)

British Airways was privatised in 1987. Its Boeing and Airbus flight was supplemented by the iconic Concorde SST until withdrawal on economic grounds in 2003. This oversized (4 1/2 x 8 inch) airline issue card showed the final color scheme.

(Continued on page 51)

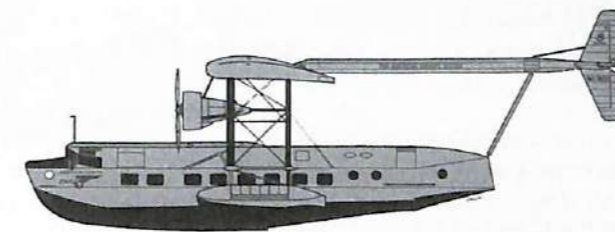
Paladwr Press Books



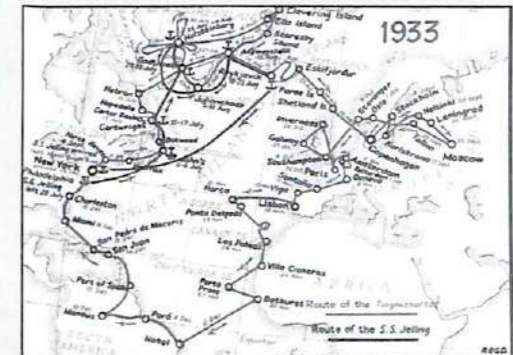
NEW

Latest of the pictorial series is the first of 3 volumes covering the eventful history of *British Airways*. Volume I chronicles the inter-war period, 1919-1939, and is sub-titled *The Imperial Years*, when the British airlines were developed, and served to link the then British Empire. The history of the pioneer domestic airlines is also narrated in full, and, as with all these Paladwr books, comprehensively illustrated with photographs, maps, and includes all fleet lists.

These excerpts are from our Charles Lindbergh book, sub-titled *An Airman, his Aircraft, and his Great Flights*.



Sikorsky S-40



NEW

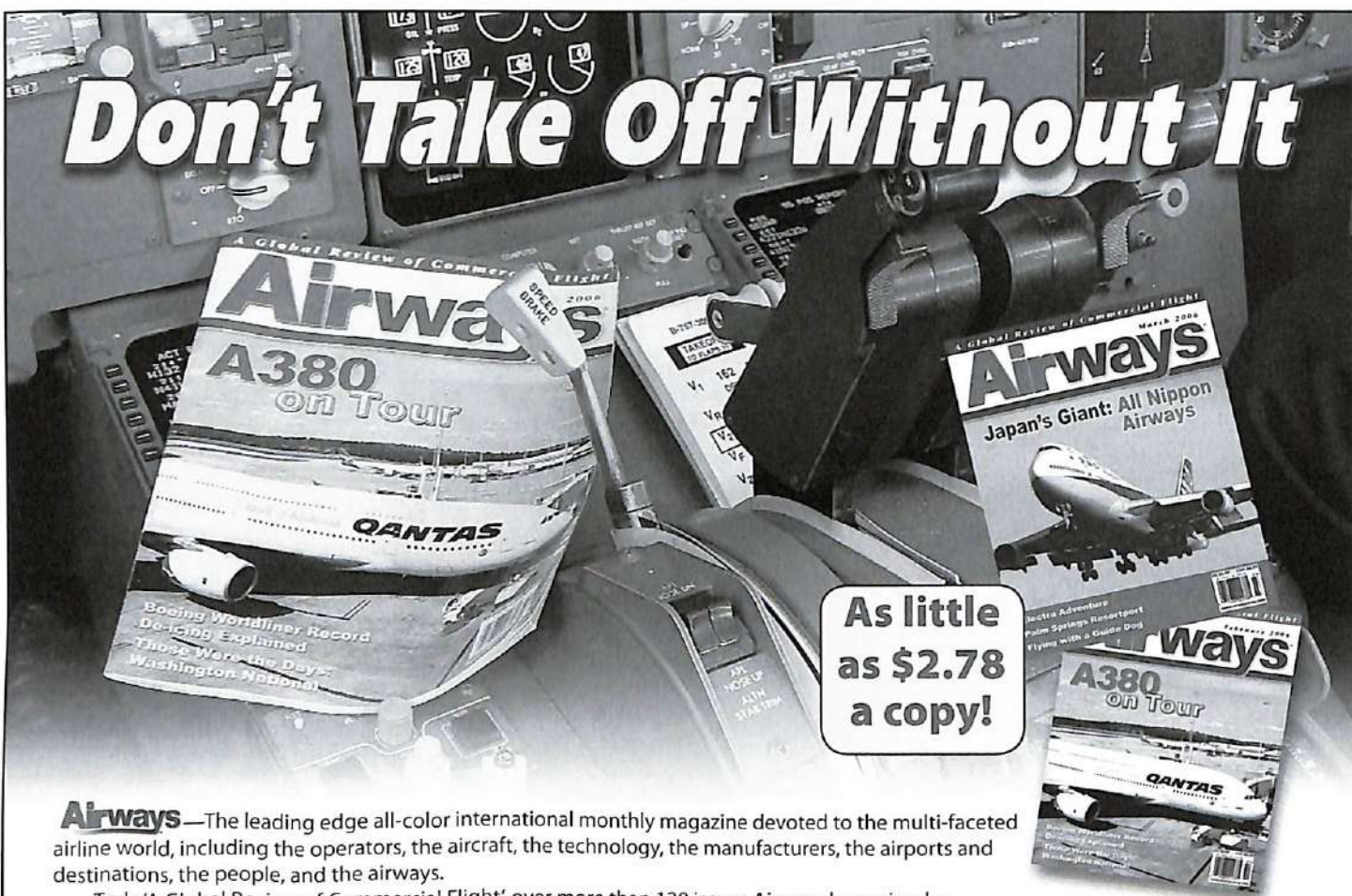


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Airline Happy Hour

By Al S. Tasca

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Stirred, Not Shaken

We're featuring swizzle sticks from BOAC and British Airways in keeping with this issue's theme.

Fig. 1. This is a 6" one sided stick with a spoon end. The other end is flat with the champagne class cut out. I only have this in dark translucent blue with white writing and logo.

Fig. 2. This stick is also 6~" long and one sided but it has a flat fork end. The other end is also flat with the top hat cut out. It says "Stay longer in Nassau" in two lines over "Return by BOAC" in gold writing. This one is also a dark translucent blue.

Fig. 3. This 7" stick is light blue and flat and is identical on both sides. Both the VC-10 Aircraft and the writing "BOAC" over "VC10" at the ends are raised.

Fig. 4. This stick is 7-1/2" long with a round bamboo shaped shank. It has a thick top with one side showing a smiling sun and the other side with "BOAC" over the logo. The points of the sun are not quite as thick as the rest of the top. This stick was probably used on their Caribbean routes. The only color that I have it in is gold.

Fig. 5. This stick, I believe, was their first Concorde stick. It is 7-1/4" long with the top of the round shank only one side making the top of the Concorde. The other end is flat with raised writing and a raised ridge around the edge. This is identical on both sides. I have these in four shades of dark blue, two shades of gold and a white one. I believe that there was also a red one, 'cause that's the only one of their colors that is missing.

Fig. 6. I was told this was the last stick that was used by BA on the Concorde. This 6" stick is a one sided stick with just "Concorde" in silver over the red logo. It was probably also used on Air France.

Fig. 7. This is a thick 6-3/4" flat stick that is identical on both sides. The name and the logo at the top are raised. I have this stick in dark blue and red.

Fig. 8. This two sided identical 5-1/2" stick has a hollowed out flat shank and raised writing on the top. There is also a raised ridge around the top. I have this stick in white and off white.

Fig. 9. This 4-3/4" stick might be the matching pick to the one in Fig. 8, although the top of this one is rectangular instead of being eight sided. Everything else is the same. I also have this one in white and off white.

Two other BA sticks exist in clear plastic. We can't show them here since the sticks don't reproduce well for publication. A flat paddle shaped stick is 5 3/8" long and one sided. The top says "British ... Airways" in raised writing. I only have this in clear plastic. Another stick, also clear has no marking whatsoever. I was told that it was used by British Airways, but I don't know for sure. This one is 6 7/8" long and both sides are identical.

NOTE - The only sticks that have manufacturers names on them are the two BOAC sticks in Fig. 1 & 2. These say "Made in USA - Eagle".



Fig. 1

Fig. 2

Fig. 3

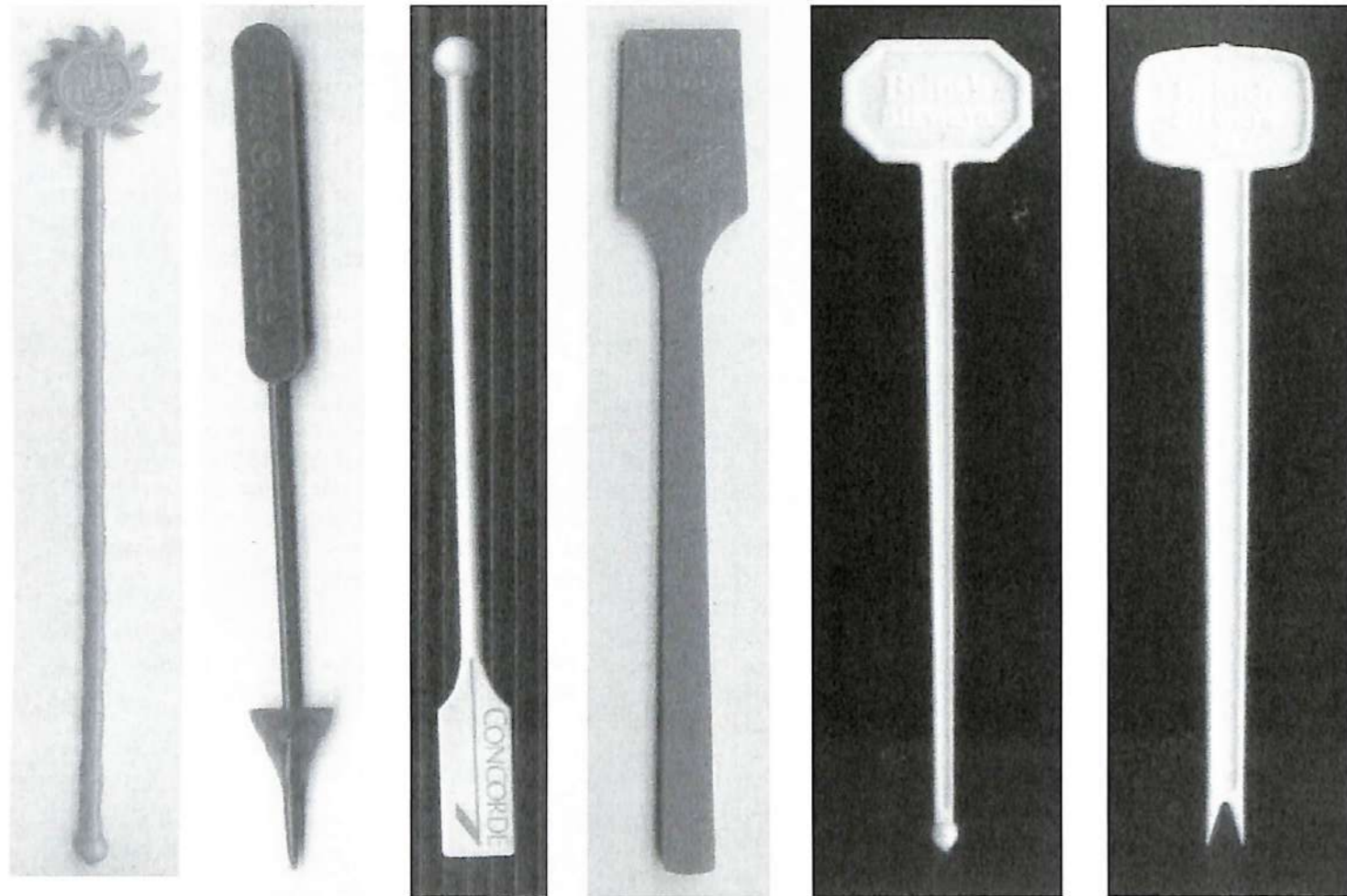


Fig. 4

Fig. 5

Fig. 6

Fig. 7

Fig. 8

Fig. 9

British Caledonian Sticks

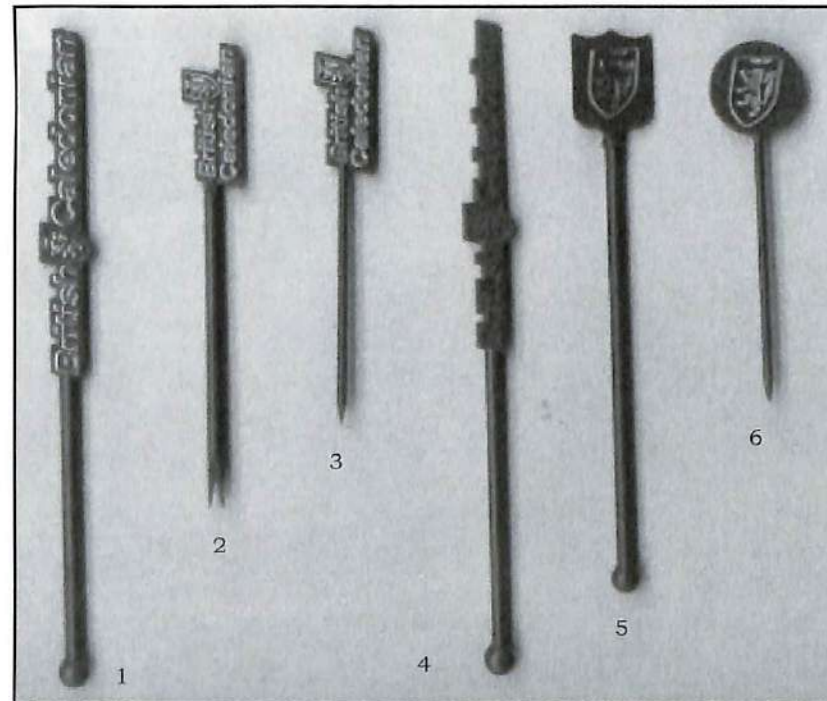


Fig. 1 This stick is 7" long with a bubble end, is one sided and has raised writing and logo.

Fig. 2. This double pointed end stick is also one sided, is 5" long and also has raised writing and logo.

Fig. 3. This single pointed pick is 4 1/4" long, also one sided and also with raised writing and logo.

Fig. 4. This stick is identical to the one in Fig. 1 but it is all dark blue, including the raised writing and logo.

Fig. 5. This stick with a shield shaped top and bubble end is 6" long and one sided. the gold logo is hot stamped.

Fig. 6. This pick is 4" long and also one sided with a hot stamped logo.

Slide Photography

By Joe Fernandez & Eddy Gual

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Photographer Portrait Eddy Gual

Eddy Gual, as many of you know, is one of the most respected persons in aviation photography. Recently, I sat down with Eddy, gave him some time off from writing, bought him a Budweiser, and asked him a few questions. Working out of his "slide" headquarters in Miami, I interviewed Eddy and here is what he had to share:

How did you get interested in this hobby?

I had an interest in aviation as far back as I can remember. In 1971, I bought a Pentax Spotmatic SLR and the same year, a friend showed me some very nice duplicate slides from Thompson Productions and found them very interesting. The rest is history!

When did you start the slide photography business?

In 1984. After 13 years in the hobby, I decided to sell some of my own slides and created monthly lists distributed to those in our hobby.

What is your favorite airliner, airline, and slide subject?

I have a special place for the Martin 4-0-4. The 4-0-4s were one of the more abundant commuter aircraft around South Florida during my early days of photography. I decided to collect every registration and angle I could find from every airframe possible. Only 104 were ever built. I also collect any aircraft flown in the Cuban registry as well as seaplanes, primarily those made by Grumman, which were very common in the area at the time.

What are your favorite airports to visit and why? The most exotic you have ever visited?

South Florida's airports have always been very interesting for the hobby. We have had a good mix of domestic, international, cargo, and commuter aircraft throughout the years. These airports also at-



Featured Photographer Eddy Gual

tracted a diverse number of classic props, mostly for the cargo business. To me, exotic places are any airports north of Lake Okeechobee, where I can do some "shooting".

What have you enjoyed most about the slide hobby?

This hobby is very special as it combines a number of things I particularly like.....airplanes, photography, traveling, and most of all creating long time friendships, which some have lasted over 30 years!

What is your opinion on digital photography?

It is the greatest thing I have ever seen. You can make just about anything imaginable out of those cameras, although they have only one thing missing and that is THE SLIDE, because without slides, none of the above could have happened. The fact that you can become a "self-proclaimed" photographer overnight with little or no skill is interesting. All you need is enough money to get yourself a decent digital camera.

What do you see in the future of slide photography?

A slide, to me, is the same as black and white photography...rapidly becoming an antique.

If you had one thing about this hobby you could wish for, what would it be?

That Kodachrome would not disappear totally.

Have a great summer!

Joe Fernandez

Aircraft Modeling

By Ken Miller

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Loganair BAe 146

My model for this issue isn't in British Airways markings but it is real close. It's a British airplane, British kit, and a British airline. I'm Scottish by birth and when I saw there was a model for a plane in "Scotland's Airline" markings I knew I had to build one.



Loganair BAe 146 ~ Postcard Photograph Via The Author's Collection

Hawker Siddeley Aviation began BAe 146 design work in 1973. Due to the worsening economy caused by the 70's oil crisis, work was suspended until 1978. Hawker Siddeley was now part of British Aerospace. The BAe 146 was designed as a quiet short-range, short takeoff/landing airliner. Production began in 1983. A total of 394 BAe 146's/Avro RJ's were completed before production ended due to the RJX program cancellation in November 2001. Three different fuselage lengths were offered. The series 100 seated 70-84 passengers, series 200 seated 85-100 passengers, and the series 300 seated 100-112 passengers. In 1993 the name Avro RJ succeeded BAe 146. The -100 became the RJ 70, the -200 the RJ 85, and the -300 the RJ 100. The RJX was the final series representing advanced variants of the RJ series. With two airlines placing orders for 14 aircraft

BAE systems terminated the program in December 2001. The final three aircraft produced were prototype RJX 70, RJX 85, as well as a production RJX 100. The termination of the RJX program marked the end of commercial airliner production in the United Kingdom.

Loganair began operation in 1962 as the air taxi service of the Logan Construction Company. The company operated a Piper Aztec from Edinburgh. In 1964 Loganair began an inter-island schedule based in Orkney and started a similar network in Shetland in 1970. Between 1968 and 1983 the airline was owned by the Royal Bank of Scotland.

The route system grew by taking over "thin" routes given up by British Airways as part of their rationalization program. In 1983 the British Midland Group took a controlling interest in the airline. Loganair entered the jet age by introducing two BAe 146 Whisperjets. At the time the BAe 146 was at the front of short haul technology offering high levels of passenger comfort and load carrying capacity. The route network expanded to the Channel Islands and mainland Europe. The prosperous 80's gave way to the turbulent 90's. In 1994 reorganization of the British Midland group led to Loganair's cross-border flights and aircraft being transferred to Manx Airlines. Also in 1994 a significant relationship began between Loganair and British Airways. Loganair became British Airways' second franchise carrier operating the internal Scottish routes in British Airways marked air-



craft. In March 2004 more routes were transferred to Loganair from British Airways CitiExpress. Loganair continues to be a strong presence in Scotland and Ireland.

Welsh Models is well-known for producing high quality 1/144 scale vacuform kits. The company is slowly moving towards resin kits but has an extensive catalog of vacuform 1/144 and 1/72 scale models. I believe that Welsh released their BAe 146 kit in the early 1980's. It was most likely the only BAe 146 model available at the time. Revell released an injection molded BAe 146 kit quite a few years ago and consequently Welsh discontinued theirs. The Loganair decal is still available from Welsh as are vacuform -100 and -300 conversion fuselages. The kit fuselage halves, main gear bulkheads and gear doors are vacuformed. The wings, tail, horizontal stabilizers, and engine pods are low pressure injected styrene. Landing gear and engine fans are white metal.

The kit was my first vacuform model. Many vacuform builders including myself believe that building a vacuform kit is no more difficult than building an injection molded one. A small model such as this one or a regional jet are a good choice for a first build.

I completed my model just in time to enter it in the Columbus AI 2002 contest. Fortunately I was coordinating the contest and had time to finish it while working the registration table. Originally I'd planned on bringing two of my Aloha 737's but my self-caused troubles with the 737 wings and engines led me to finishing and entering the BAe 146 instead. If it wasn't for contest deadlines I might never finish a model.

Construction was pretty straightforward. First I outlined the fuselage halves with a fine-point Sharpie marker. I scored the plastic outside of the line with an X-acto blade. Then I popped the plastic halves out from the vacuform sheet. Adding small locating tabs I glued together the fuselage halves using Plastruct Bondene liquid cement. I did leave out the fuselage bulkhead pieces and opted to use the "river of epoxy" method instead to reinforce the fuselage. Basically one pours 15 minute epoxy into the assembled fuselage and moves it around to cover the inside. When the epoxy cures the fuselage is as strong if not stronger than an injection molded one. I added the wings, tail, and stabilizers using combinations of liquid styrene cement and 5 minute epoxy. The wings already had locating tabs but I added small pieces of styrene rod to reinforce the tail and horizontal



stabilizers. Painting is fairly easy as the plane is all white except for bare metal leading edges and small black nose cone. The kit engines were problematic for me as the white metal fans were too large to fit into the engine nacelles. I filed them to fit but they ended up being too small. Luckily I had a spare set of the Revell engines so I used them instead for my model. Arriving in Columbus I had the fuselage, wings, and tail completed and painted. Over the next two days I managed to paint the bare metal leading edges, ailerons and elevators, add the engines and landing gears, decal the model and enter it in the contest. It was kind of fun spraying the Metallizer on the model outside of the hotel. I realized I'd brought the wrong window decals for the model and ended up buying a set of BAe 146 decals from Greg Drawbaugh at the show. I tried superglue for the white metal landing gear which didn't work but five minute epoxy did work well. The short timeline and sleepless nights spent finishing the model led to a few inter-

esting gaffes. The decal cheatline is a little high leading to an interesting nose painting configuration. I also managed to put one of the tail logos on sideways but didn't notice it till a few weeks later. I eventually stripped the old tail decal using scotch tape and light rubbing with a Scotch-brite pad. The Loganair logos can be tricky so be well-rested when applying them.

This model was another fun build being a subject matter that interests me as well as a new type of construction.

On a model related note I checked the model registration G-OLCA to see the history of the real aircraft. It's still flying for flyBE airlines in Britain. I recently spent a week in Scotland and took photos of one BAe 146. Turns out it was the former G-OLCA.



Flybe BAe 146 via the Author's Collection

WAHS Book Reviews Part II

Reviewed By Joop Gerritsma

Yefim Gordon & Dmitry Komissarov: Ilyushin IL-12 and IL-14. Published by Midland Publishing, 4 Watling Drive, Hinkley LE10 3EY, England. ISBN 1-885780-223-3. Price US \$36.95.

The IL-12 was the first modern airliner designed in the former Soviet Union after the Second World War. It was intended as a Dakota replacement and it, together with its modernized successor, the IL-

14, were often called the "Soviet Convair," although they were somewhat smaller and carried fewer passengers. This is #25 in the Red Star series by Midland Publishing. Besides going into detail about the development and technical aspects of the aircraft, the authors also details operations by Aeroflot, the Soviet military and civil and military operators in other countries. The book is richly illustrated with many black and white photos and 35 color photos. There are also a few drawings of pre-design studies and many three-view and side-view drawings illustrating the various roles the two aircraft have served in.

Wings! Badges!

By Charles F. Dolan

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The British are Coming!

As a matter of fact, they are coming to Bermuda, the British Crown Colony off the coast of North Carolina, on a daily basis. When I put the last column into the computer, I was preparing to board a BA flight to Gatwick Airport later that evening. Karen and I had a great trip over and back on Boeing 777s G-VIIE and G-VIIA. Karen dubbed them "picnics in the sky" because snacks and beverages seemed to be available at all times.

We had a busy and fun week in London, Getting around the city was made easy by a public transportation system which worked very well. We rode the buses, underground and a Thames River tour boat, which took me to Greenwich and the Prime Meridian. The weather was mild for February as long as you kept moving. Several stops on the "Jack the Ripper" tour reminded us that the pavement was not friendly to idle feet. It was a nice way to spend a week and we were able to have a nice early dinner at a French restaurant on St. Valentine's Day.

British Airways can trace its history in Bermuda to the days when Imperial Airways and Pan American World Airways began service to the east coast of the United States. In May of 1937 service was opened to New York. Later that year, the U.S. gateway was changed to Baltimore, Maryland.

In 1941 the U.S. land base at Kindley Field, now Bermuda International Airport, was completed. The first land based planes through Bermuda from the UK were operated by British South American Airways. In 1949 and 1950, British Overseas Airways Corporation operated weekly freight service to Bermuda and Nassau based Avro York aircraft carried passengers to Miami, Havana and Santiago. Between 1950 and 1955, BOAC operated weekly service from London to The Azores, Bermuda, Nassau, Kingston and Santiago with Lockheed Constellations. In 1958 BOAC Bristol Britannias operated London, Bermuda, Barbados, Port of Spain, Trinidad and Caracas, Venezuela service.

When I arrived in Bermuda in 2002, British Airways operated four flights a week in the summer and three weekly flights in the winter. Just this year, daily service was initiated. The man who had

daily service as his goal since 1991 is Phillip Troake, British Airways district manager. He began working for the company (BOAC) as a summer job in 1965. When his retirement at the end of June 2006 was announced, it was front page news in the Mid-Ocean News of April 21, 2006. He is looking forward to an active retirement in Bermuda.

Have a grand summer and I hope by the time this is read, I will have seen many of you at AI 2006 in Virginia.

Correction to Log 30-4:

Thanks to Clark Skillman for information he provided concerning my description of the American Airlines insigniae shown in the last Log.

The pilot wing with the left facing eagle was used until 1953. The right facing eagle spanned the period 1953-1959.

The smaller flight engineer wing, which I thought had been used for a shirt, rather than a jacket is actually a PFE wing from American Overseas Airlines. That line operated from 1945 until 1949 as an international division of American Airlines. The pilots wore full size AA wings while PFEs, navigators, radio operators and flight attendants wore the 2 1/4 inch wings. If anybody has a set of those navigator or r/o wings I'd sure appreciate it if you could send me a scan or photo.

Thanks for the heads up, Clark.

Imperial Airways



Imperial Airways

Cap badge is sew-on variety. It is formed of gold bullion thread on padded black felt material. The crown on the lion's head is red thread. The letters "I" and "A" are in gold thread also.

The wing is of gold metal, perhaps brass. It is mounted to the uniform jacket by two lugs, which pass through the fabric and a brass plate and are secured with a split pin.

Transition Wing—Imperial to BOAC



This wing was used for a short time while the transition was made from Imperial Airways to British Overseas Airways Corporation. It is the same style as the Imperial Airways wing but without the "I" and "A" in the center shield.

B.O.A.C



The cap badge and pilot wing are of the sew-on variety. The cap badge is of bullion thread, silver for the lion and gold for the crown and leaves. The tongue of the lion is of red thread. The background is of black felt material.

The pilot wing has a blue fabric background behind the lion. The upper center parts of the wing are of flat gold tape.

Engineer and navigator brevets. Gold satin finish metal with dark blue enamel in the center discs. These mount to the jacket by two lugs that pass through the material and are secured by a split pin.

Metal cap badge. This is of gold color metal, probably brass. It is mounted to the cap by a split pin which passes through two lugs. The left lower part of the badge has some damage,

British Airways (First Issue - Gold)



This is a very impressive looking insignia. The base of the cap badge, pilot and engineer wing are of padded black fabric. The wings, crown and leaves are of gold bullion thread. The cap badge and pilot wing have red, white and blue fabric and threads in the shield. The flight engineer brevet has maroon velvet material behind the "E". It is a tradition in British Commonwealth countries to place maroon or purple accents on wings and epaulets of engineering staff as a tribute to those engineers who stayed at their posts as the RMSS "Titanic" took on water and sank in the Atlantic Ocean.

BA metal cap badge. A metal version of the sew-on cap badge. It has two lugs on the back and is held in place with a split pin.

British Airways
(Second Issue Silver and Third Issue Wing)



This is evidence of cost cutting at the company. The wings and cap badge are of very thin dark blue fabric and very fine silver thread. The flight engineer brevet has maroon fabric behind the "E".

There are two style wings. The upper wing has the red thread "speed mark" which was issued first. The lower wing has a blue center disc with a red and white thread "service mark". All are of the sew-on variety.

British Mediterranean Airlines

This wing is a sew-on variety. The wings and crown are gold bullion thread on black padded material. The center oval is white fabric with a red, white and blue winglet and a circle of eight yellow "stars". The center oval is outlined with blue and red thread.

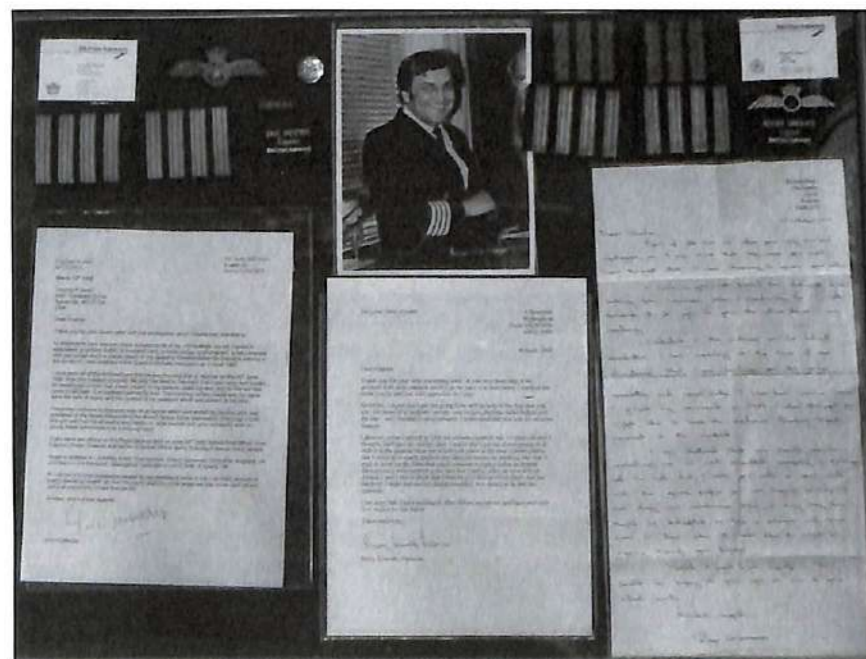


Best regards from Bermuda,

Charlie

Special Set of BA Wings

The frame contains letters from the front end crew, Capt. Eric Moody, F/O Roger Greaves and Flight Engineer Barry Townley-Freeman as well as insignia from Captains Moody and Greaves. They operated BA009 on June 24, 1982 when it flew through a cloud of volcanic ash and all four engines of their 747 ceased to function. After 25,000 feet and 13 minutes, Mr. Townley-Freeman got one engine re-started and eventually brought all four back to life. One had to be shut down because it was running so roughly. The aircraft was brought into Jakarta, Indonesia for an emergency landing. All were saved by cool heads in a crisis situation.



Safety Cards

By Fons Schaefer

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British Airways

Editor's Note: We're delighted to welcome Fons onboard as our newest editor — and the return of the Safety Card Column. Enjoy!

At the Airliner International 2006 convention near Dulles I was asked to be the new contributor for the safety card section of *The Captain's Log*. I gladly accepted this, trusting that my 15 years with Fokker as cabin safety specialist and my collector's instincts give me sufficient background to open up for you the interesting world of airliner safety cards and link it to developments in cabin safety.

This edition focuses on British Airways, the theme of this issue of *The Captain's Log*.

A direct ancestor of British Airways (via the BOAC line) was Imperial Airways which, in 1930, probably issued the first passenger safety instructions ever, in a booklet called 'Notes for the comfort and convenience of passengers' [Fig. 1]. They were part of other traveling tips and believed to be handed out at the time of booking rather than being available on board. Some tips now sound rather amusing to us, such as the following:

'When turning to land or taking off, the aeroplane "banks" or tilts inwards in the same way as a cyclist does in turning a corner. This is entirely normal, and you should let yourself relax to this motion. Do not try to balance the aircraft by leaning the opposite way.'

Many years later, BOAC and BEA, the two companies that would merge to become British Airways in 1972, used cards of quite different styles. BEA for a long time put their safety instructions in the three language on-board information booklet, although a 1950s safety leaflet showing the Airspeed Ambassador and the DC-3 (called by them Elizabethan and Pionair respectively) and two versions of the Viscount is known to exist. The booklet instructions consisted of text only, except that life vest donning was shown by means of photos. No exit locations were shown.

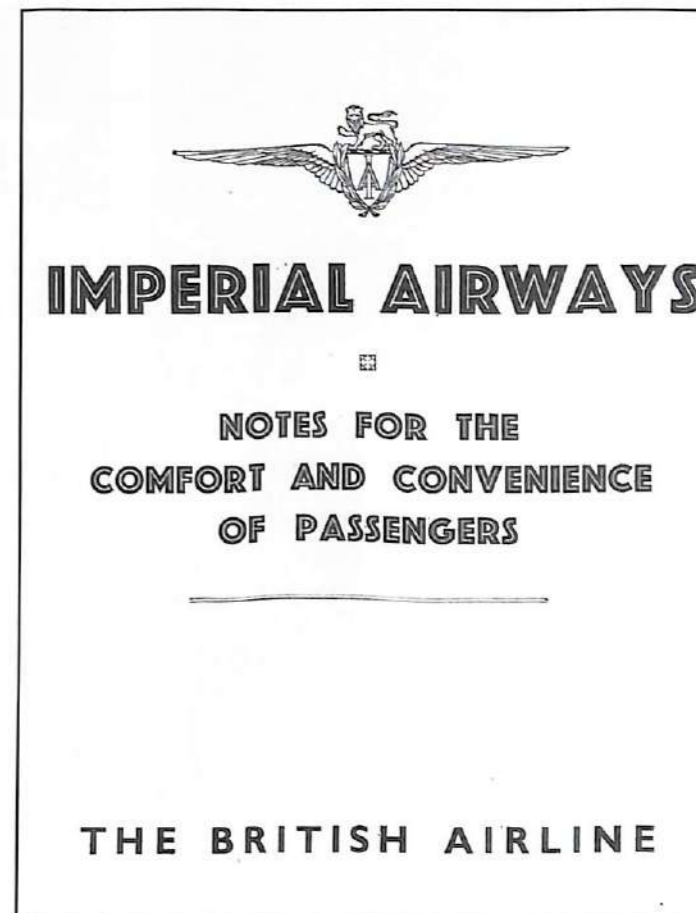


Fig. 1

BOAC, on the other hand, included in its multi-folded leaflet diagrams of all types with the exits identified [Fig. 2]. Interestingly, the leaflet explains that:

'should it be necessary to make an emergency landing, these exits may be opened by the cabin staff just before landing to enable everyone to get out as quickly as possible. The opening of these exits naturally results in a considerable amount of noise and draught and, if the landing is on the ground, dust will probably enter the cabin but need not cause alarm.'

As to my knowledge, no-one has ever tried this in a real emergency, although I am aware of an accident in which passengers opened up overwing exits before the aircraft, which I believe was a DC-9, came to a complete standstill. The BOAC multi-type leaflets can still be readily obtained by the dedicated collector surfing the internet.

In the late 1960s, BOAC and BEA followed the new regulations and replaced their generic booklets and leaflets by type-specific cards. Samples are shown in "Design for impact".

Since its start, British Airways has applied four stylistic generations of cards, changing about every 10 years. Within each generation, changes of a more cosmetic nature were made, particularly to that portion of the card that is visible when it is in the seat pocket. Thus, about ten different tops were applied [Fig. 3].

The first generation (1970s) consisted of unfolded cards of A4 size with general information (e.g. seat belts, brace for impact, life vests) on one side and aircraft specific instructions (such as exit diagrams) on the other side. Apart from the title (Safety Instructions) and the leave on board message no text was used. [Fig. 4]

The second generation, which I estimate to have been introduced around 1980, also consisted of single A4 cards, but now laminated and carrying seven pictographs at the top with explanations in 11 languages. The style of the illustrations resembled that of the first generation cards. British Airways was one of the first to display aluminum colored escape slides, reflecting the fire resistant coating that resulted from a rule change following the 1978 Continental DC-10 crash in Los Angeles where slides burnt and collapsed, thus hindering the evacuation. Later, BA reverted back to the industry standard of portraying yellow slides. With this generation, British Airways started to prominently display issue numbers and color codes to enable replenishing staff to properly match the card to the aircraft type.

The third generation card was introduced in the late 1980s. It was of the A3 format, folded once. This larger format allowed a more relaxed front cover showing only the card title, an identification and photo of the aircraft type, plus the text 'Safety on Board' in twelve languages, Korean having been added. Pictographs were still used, but now left unexplained, apparently assuming that the traveling public had got used to their meaning. The illustrations were of a completely different design and very colorful. At some later stage, the format of the cards was reduced.

The fourth generation card was only recently introduced. The format is kept unchanged from the reduced size third generation cards, but the front cover is redesigned. Pictographs and illustrations are also updated, using more animation. Slides became aluminum again and categories of forbidden hazmat items are listed, although it is unlikely that any passenger will turn these in once seated and recognizing them from the card.

British Airways is one of the few airliners in the world that issue safety cards in braille and large text font for those passengers that are visually-impaired.

Today, British Airways uses common aircraft types, but in its early days it had many unique, British designs in its inventory such as the BAC One Eleven and Trident series. The most dramatic of all of course was Concorde. Shown here is a second generation card of it [Fig. 5]. Another interesting type was the '8 main exit 747' [Fig. 6]. This was the 747-200 of which the overwing exits were deactivated, creating a distance between remaining exits of well over 60 feet. While this was allowed by the regulations, it caused public concern and the FAA repaired this gap in the rules by introducing the 60 feet rule, which indicates the maximum distance between exits. This became mandatory on the 747-400 and newer other types. Incidentally, the debate on that rule was an impetus for a new method of rulemaking in the U.S. in which interested parties were consulted during the process, called the Aviation Rulemaking Advisory Committee - ARAC.

With its neat, consistent and comprehensive card designs, British Airways set a standard for safety cards and its artwork has been copied by many others, with and probably also without consent. Examples of the former include the franchise companies operating in British Airways colors such as City Flyer. An exceptional series of safety cards with artwork lent from British Airways was used at Cranfield University in England for evacuation trials run by Professor Helen Muir and her staff. The Trident example is shown [Fig. 7] but also their 737 card was based on that of British Airways.

For comments and more information, please contact me at air.fons@consunet.nl

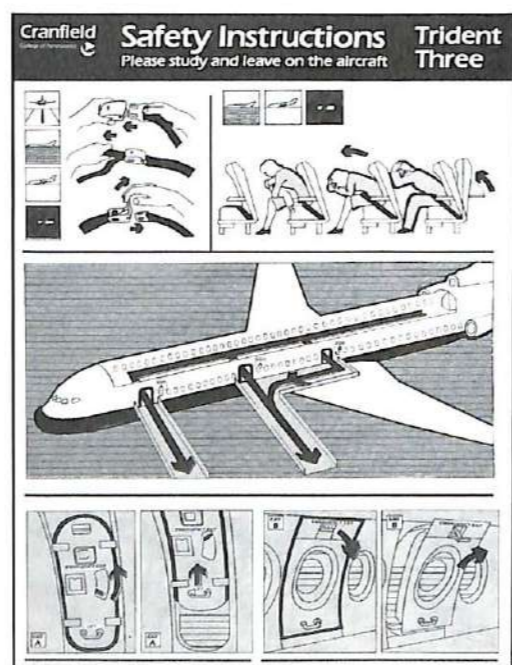


Fig. 7

Airliners International 2006

Winning Entry ~ Aerial Photography

Michael Blutworth, Houston, TX



Continental Airlines Boeing 737-700

The story behind the photo —

Having my camera with me when I fly is just second nature. What an opportunity! Most consider getting "there" to be the point of a trip, but I find that "the getting" there a most unique and enjoyable experience - even when crammed into a small, hard seat like I was!

This photo was taken during climb out from IAH on the way to DCA (CAL 737-700 N13726). The air was clear; the clouds pleasingly plump and fluffy; the light brilliant.

Prior to leaving I had moved my assigned seat up to Row 9 which allowed me two windows, but with the front one being dirty -especially in the bright sun. The rear one was very clean and the wing and winglet cooperated by being in the right place at the right time. I then shot blind, as I could not bring my fat head down to the viewfinder. When I reviewed the shot I was pleased as it looked like I had a good one. Little did I know how good!

Mike Blutworth

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BOAC Boeing 707-436
Airline Issued Postcard ~ WAHS Collection

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

The World of BA Wings

The Brits are very good to us as far as the collecting of junior wings. British Airways, including BOAC, has no less than 24 different juniors. As we are not counting the other airlines such as British Caledonian and British Midland.

The British, as well as some other airlines of the commonwealth, do it a bit differently. They have a club that junior flyers can join and upon joining, receive from the home office a packet which would contain several items such as coloring book, log book, Junior Jet Club pin and so forth. In addition to this club, there are other items that are given away on the aircraft and it is about the same as those who join the club but instead of a Junior Jet Club pin, they might receive a button type pin.

The first junior wing that I have listed in my book is from British Overseas Airways Corporation otherwise known as BOAC. They have four different issues all very similar (Fig. 1). The first two are almost exactly the same except that one was made J.R. Gaunt and is hallmarked as such and the other is not hallmarked and this one has dots separating the letters BOAC. Then two other similar wings but a bit smaller and again, one was made by J.R. Gaunt and the other by Manhattan Product. These all say BOAC Junior Jet Club. Then the first Junior Jet Club was issued by British Airways (Fig. 2) and the same shape and style of BOAC but just leaving of the name of the airline. These metal wings have quite a few varieties such as coloring, abbreviating the name to JCC (Fig. 3) and a half wing for a British Airways Cadet (Fig. 4). Then they went to a colorful wing called FlightRider (Fig. 5) followed by a button for a Stewardess (Fig. 6) and they two Dilbert pins made of metal (Fig. 7). From there on, it was a mix of paper and metal, Flight Rider and Sky Flyer and the last issue was back to buttons again for the British Airways SkyFlyers but in four different colors (Fig. 8).

As there are really quite a few of these items, I will just pick and chose those which I think are most interesting. Hopefully, you will enjoy these selections as well.

Stan



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8

Continued from page 33



British Caledonian Boeing 707



British Airways Concorde

At the other extreme BA associate carrier Loganair operates local services in the Scottish Islands, where they found that no other type could operate from the beach strip at Barra and so had to reintroduce the DHC Twin Otter after selling off the type. Continental size card in Island series #IS100.



This piece has concentrated on the many weird and occasionally wonderful airliners used by the ancestors of British Airways. The current company has settled down rather successfully to the more boring business of making money out of Boeings, Airbuses, Dash-8s and Embraers.

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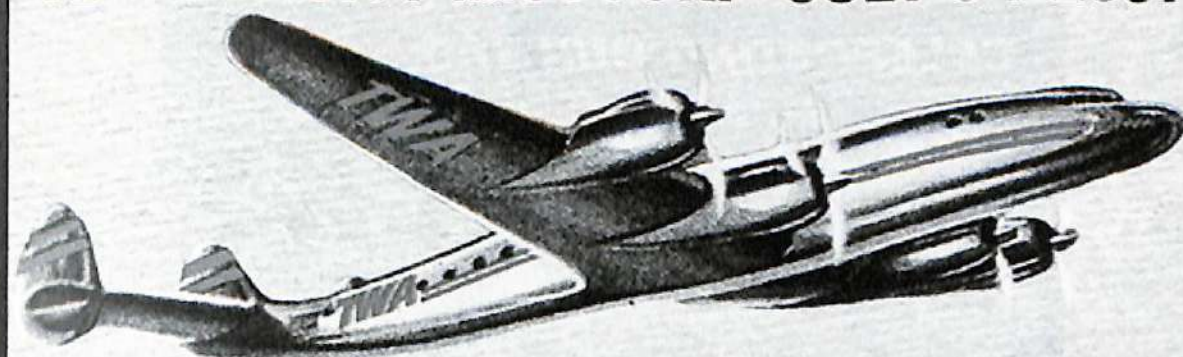
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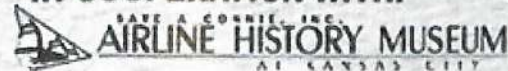
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CONTENT DELETED DUE TO PRIVACY CONCERNS

Memories of Peter W. Black 1942-2006

I owe Peter Black a lot. He was the first person to tell me about a group called the World Airline Hobby Club, and urged me to attend a gathering at Cincinnati in 1977; it turned out to be the first Airliners International convention. From that beginning, I made many new friends thanks to Peter, who would always help anyone getting into the club and its various interests.

We both lived in New York back in the early 1970s and were brought together by an ad I placed in the American Aviation Historical Society journal, looking for information on the Convair 880 and 990. Peter was a fountain of information on all things with wings, but especially commercial aviation. His hobby of collecting post cards got me into that area of airline memorabilia.

In 1977, on his own, Peter produced a post card of a Swissair Convair 880, which he gave to friends and generally enjoyed using as swapping bait. From that card, he and I went on to form Aviation World, Inc., and produced hundreds of airliner subjects on more than half a million cards. I'm sure mail still dribbles into my old post office box in Bethel, Connecticut as the result of its address on all those cards. Again, Peter was the spark plug in the venture.

Peter was a very private person and I know little about his background, but I sure learned a great amount about the airline industry and related collectibles from him. Our friendship occasionally slipped into hibernation -- sometimes for several years -- but we always reconnected.

From Peter's generosity came many positive results, not the least of which was his writing the post card column in the Captain's Log early on. I think he particularly enjoyed those mind-stretching questions that the two of us wrote for trivia contests held at the early AI convention banquets. One of his that comes to mind, which even threw Peter for a loop, was to name the first nonstop trans-Atlantic passenger service. His answer was American Export's VS-44 Flying Boat. When he read out the answer, everyone gasped except a fellow in the back who shouted, "How about the Hindenburg?" Although he broke into his signature grin, for once in his life, Peter was speechless!

The Society has lost one of its earliest and strongest supporters, an all-around good guy who would do anything for a friend, or even a newcomer to our hobby. Now he has departed on that epic flight each of us will take one day.

Farewell, Peter; we'll miss you.

Jon Proctor

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

Please see our website for current show information.

WAHSONline.com

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

CHICAGO AIRLINE COLLECTIBLE SHOW

Saturday, September 23, 2006. Holiday Inn-Elk Grove Village, Elk Grove Village, IL. (O'Hare International Airport) Contact: Steve Mazanek. Email: s.mazanek@comcast.net

SEATTLE AIRLINE SHOW

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

HOUSTON SLIDE FEST

Saturday and Sunday, October 14 and 15, 2006. William Hobby Airport 1940 Terminal Museum. Saturday hours: 10am - 11pm. Sunday hours: 12noon - 5pm. \$10 Admission charge for both days and includes slide fest participation and museum ramp tours. See <http://www.air72.com/FEST> for complete information or contact Joe Fernandez at n314as@yahoo.com.

HOUSTON AIRLINE COLLECTIBLES SHOW

Saturday, October 28, 2006. Holiday Inn-Intercontinental Airport, 15222 JFK Boulevard, Houston, TX 77032. Special Room Rate of \$69 by calling (281) 449-2311 during normal business hours. Show time: 9am - 3pm. Contact Duane Young for more information. Email: jetduane@bellsouth.net.

NEW YORK CITY AIRLINE SHOW

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

MIAMI SLIDE FEST 2007

Wednesday, January 10 Through Saturday, January 13, 2007. Comfort Inn & Suites—Miami International Airport, Miami Springs, FL. Contact: Joe Fernandez at n314as@yahoo.com or www.air72.com.

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*British Airways Boeing 747-400 G-BYGB - November 2000
Photograph by Edwin Terbeek via www.air72.com Collection*

*Two British Airways Boeing 747-400s seen at San Francisco - August 1999
Photograph by Bill Hough via www.air72.com Collection*





BOAC Boeing 707-436 - June 1973

Photography Aviation Photography of Miami Collection

BOAC Cargo Boeing 707-336F at London-Gatwick - August 1973

