



CAPTAIN'S LOG

AIRBUS A300
EASTERN A/L
air europe
sticker chatter



CONTRIBUTIONS WANTED

Anyone who wishes to contribute articles, pictures, or other items of interest to the membership are invited to do so. The CAPTAIN' LOG will publish members wants, trades and material concerning the history of airlines and airliners. Interesting experiences related to airlines will also be accepted for publication. Photographs and drawings will be published if of good quality and if accompanied by a full description.

Any articles or material on timetables, post cards, modeling, insignia and the international scene should be sent directly to the appropriate editor listed below. All dues and other material for publication should be sent to the Publication Editor.

PUBLICATION DATES

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Please report any change of address promptly to the Publication Editor. Improper address will result in member not receiving his copy of the CAPTAIN'S LOG since the 3rd class postage rate does not allow for forwarding. If it is necessary to send another copy of the LOG to someone that has not reported a change of address, the member will have to pay the postage.

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Thank you



On the ramp at Philadelphia, a Eastern DC-3 and a TWA DC-3. That looks like a "Kingbird" flying over the terminal building. Photo by Karl Lutz of Philly, date unknown.

CAPTAIN'S LOG

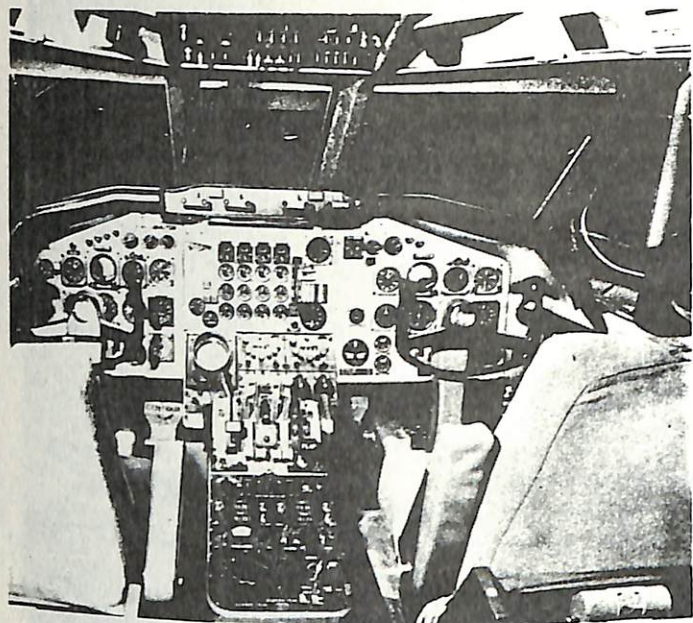
Spring 1980

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In the Summer, 1979 issue of the LOG, I reported on the activities that took place at "Airliner's International 79" and in the article criticized the committee running the convention for the banquet meal served. This was very tastless of me and I now offer my apologies to each committee member. The committee had to raise funds to meet convention commitments and obligations. This they did. All those taking the trip to the Flight Academy and the photo trip to DFW had nothing but praise for the trips. It was not my intention to embarrass the Dallas convention committee. For this, I am sorry.

Paul F. Collins
Editor, CAPTAIN'S LOG



...from the left hand seat...

The winter snows have now melted and it's time to get back into the swing of things. Before you know it, it will be time to head to Detroit for the annual Airliners International convention. I hope you have all made your reservations and signed up for all the various contests that are to take place. If not, contact the convention committee as soon as you possible can. Tables especially, are going fast.

This issue of the LOG, a little slow in getting to you, should be quite interesting. Peter Black has covered the Airbus A300 very nicely and George Cearley has done a good article on the history of Eastern Air Lines. Bill Richards is now trying his hand at writing and his first article for us is a introduction to Air Europe, a recent entry into the airline business in England. Along with these featured articles we have our usual assortment of collector items. We are holding off again this issue on continuing the Junior Wings article due to the fact we do not have enough new items to do a complete article. We really need the assistance of ALL collectors in doing this type of article. The writers have only a certain amount of this material. If you have any wings in your collection that have not been printed, please send a GOOD Xerox copy

to either myself or Bob Feld, the insignia editor. The series on "real" wings will also start at a later date. We still must get organized on this series.

So far we have 275 renewals in with approximately 50 more to come. Since the first of the year we have signed up 30 new members. My thanks to Clinton Groves for advertising the Club. Through Clint's efforts 12 of the 30 new members put down on their membership form that they heard about the Club from ATP. A BIG THANKS Clint, keep up the good work. How about the rest of you--have you been trying to obtain new members for the Club? Please--all I am asking you to do is sign up ONE new member. If each of you did this, by this time next year we would have over 600 members! Work on it!

I have noticed in the renewals that I have been receiving a number of new addresses. On most of these I HAVE NOT received a change of address card. I have begged you fellows from the beginning that I must have a change of address notice when you move. I can't guess where to send the next issue of the LOG. The Post Office will not forward bulk mail. PLEASE--IF YOU ARE GOING TO MOVE, SEND ME YOUR NEW ADDRESS--PLEASE!!!

Now is also the time to be thinking about the 1981 Airliners International. So far I have only heard from one group that might be interested in hosting the 1981 affair. I have mentioned to several groups that I would nominate Cincinnati for the 1981 meeting. If you are interested in hosting a future convention, please drop me a line with what you have in mind. Remember the 1981 convention site will be voted on by those attending the business meeting planned for Friday, July 25 in Detroit, not at the banquet.

As mentioned in the last LOG, we now have several fellows in England that will be representing the Club. They have planned an organizational meeting for March 29. I wish them the best of luck and will be giving them my full support. I will be contacting our European members shortly with instructions on how to handle future renewals. It should be a lot easier with our reps in England.

That's about it until next issue. Until then--happy collecting!



Airbus Industrie A-300's await delivery at Toulouse, France, in December 1977. Photo courtesy of Airbus Industrie of North America.

A300 Airbus Industrie

by
PETER BLACK

What happens when you take a British wing, add Dutch flaps, a German fuselage, a Spanish tail, two American engines and an APU, and ship it all off to France for assembly, and to add on a French cockpit and nose? You get the World's quietest and most fuel efficient jet airliner.

The story of this unique international airplane began in 1964 when British European Airways (BEA), a company accustomed to having its airliners designed to its specifications, issued a specification for a high capacity "European Airbus". Hawker-Siddeley in England and Sud Aviation in France responded and began joint studies for a short to medium haul, wide body airliner keyed to the projected requirements of BEA and other European airlines for the 1970s.

In its first form, the A-300 was to be a wide-body, twin engine airliner, seating around 350 passengers. Power was to come from two Rolls-Royce RB-207 high bypass ratio turbofan engines. The original A-300 concept looked quite like the actual airplane that would emerge eight years later. But the road from design studies to flying hardware was to be very rocky. The project almost died when the British Government refused to fund either the airframe or the engine. BEA, owned by the British Government, was stunned. Undaunted, the French pressed on and managed to interest the West German, Dutch and Spanish aerospace industries and their respective governments. Hawker-Siddeley, unable to finance a full partnership with the French, now found it possible to participate in the venture, but with a smaller share. The problem of finding a suitable engine was solved by adopting the

entire engine pod (including the General Electric CF-6-50 engine) from the McDonnell Douglas DC-10-30. Many other DC-10 systems and components were also incorporated into the A-300. A slight scaling down of the design to meet reduced traffic predictions led to the designation A-300B being adopted.

An investment of \$480 million was needed to take the aircraft through certification, and each member of the consortium, now called Airbus Industrie, was assigned the design and construction of part of the aircraft; the amount of work based on each of the consortium's member company's financial participation. Hawker-siddeley and Sud Aviation were joined by Fokker-VFW in Holland, Construcciones Aeronauticas S.A. (CASA) in Spain, and Deutsche Airbus-a company owned by VFW-Fokker and MBB (Messerschmitt-Bolkow-Blohm) in West Germany. The design was released to manufacturing and construction began in September 1969. Parts from the consortium members and other suppliers began to arrive at the Toulouse-Blagnac facility of Sud Aviation (soon to become Aerospatiale) a few months later. The first prototype rolled out on August 1st, 1972, and following ground tests, took to the air for the first time on October 28th, 1972 with a five man crew under the command of Max Fischl, Airbus Industrie's chief test pilot.

Flight and static test went remarkably smooth, but six months after the first flight, the order book listed only thirteen aircraft sold. Nevertheless, all the manufacturers and governments involved realized that they had created a real winner, even if sales were slow, so the A-300 was committed to long term production. After the first two prototypes (designated A-300B1's), production centered on the short range A-300B2, and

the longer range A-300B4. The major difference between the two versions is that the B4 version has a greater fuel capacity and a higher weight than the B2. Externally, they are identical. Production continued at a slow but steady pace while certification was completed. A Certificate of Airworthiness was issued on March 14th, 1974, and Air France became the first airline to inaugurate A-300 service when on May 23rd, 1974 they put a B2 model on their Paris-London run. Air Siam (now defunct) was the next carrier to start up service with the A-300, in October of the same year.

Sales-wise, Airbus Industrie was very disappointed for the next few years. In 1976 things hit rock bottom when only one aircraft was sold during the entire year. A world-wide economic recession was taking its toll on air traffic, so the hard pressed airlines were in no hurry to order new, high capacity aircraft. In order to keep the production line going, a number of aircraft were built on speculation, and parked at Toulouse awaiting sale. These aircraft became known as "white tails" as they were all painted white, a term later applied to unsold Concorde's. In 1977 things started to pick up, but the most significant deal for Airbus Industrie that year was the lease of four White Tails to Eastern Airlines for a six month trial period. (These aircraft were of course painted in full eastern colors prior to delivery.) At the end of the trial period, Eastern ordered nineteen new A-300's. The world economy had also started to move again, and various airlines started to line up for delivery positions. 1978 was also a good sales year, but it was in the first half of 1979 that things really took off. By mid-year over a hundred aircraft had been sold, and options taken on many more. Airlines also began to show serious interest in a replacement for the 727-200, and a smaller version of the A-300, the A-310 was committed to production. Lufthansa really got the A-310 rolling with an order for twenty-five.

One of the main features of the A-300 and the A-310 is their ability to carry the same size belly cargo containers as the L-1011, DC-10 and 747. Some carriers have cited this capability as a critical factor in their choice of the Airbus over the 767 which has a narrower fuselage and cannot accept the larger containers. With cargo becoming more and more important, a convertible cargo/passenger version was developed, featuring a large, main deck cargo door forward of the wing. Hapag-Lloyd, a German charter airline was the first to order this model. SAS ordered their B2's with Pratt & Whitney JT9D engines, the first airline to opt for an engine other than the GE CF-6-50. The Rolls-Royce RB-211 is also available as an alternate engine. Further down the road is the B9 version—a stretched version of the B-4, and the B11 a proposed 200 seat replacement for the 707 and DC-8 powered by four GE CFM56's, having a 6,000 mile range. Braniff has indicated that it would probably buy B11's, if Airbus proceeds with the aircraft. As this article was being prepared, a still newer model was announced, the B6. This is a variation of the B4, the most popular model, that permits an extra row of seats without increasing the overall length of the aircraft; what one might call an "internal stretch".

Today, almost a hundred A-300's are in service, serving many cities that would otherwise not receive wide body service. With the increasing cost of fuel (one major U.S. carrier recently paid \$2.25 per gallon to refuel at Easter Island), the replacement of older aircraft with the efficient A300 and A-310 is becoming

more attractive to the world's airlines. If current trends continue, the A-300/A-310 series will probably become the first European jet airliners ever to turn a profit for their manufacturers. We wish them the best of luck.

THE TECHNICAL SIDE

Since the Airbus is the first of a new breed of aircraft, let's take a close look at the airplane itself. In designing the A-300, one of Airbus' main goals was to keep things simple. Advanced technology: yes; complicated systems: no.

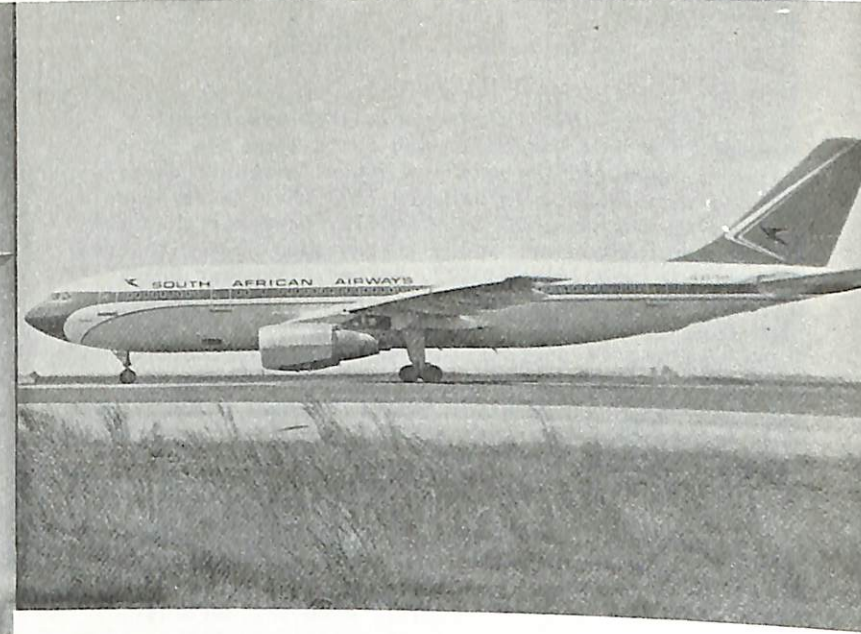
The fuselage, only three inches narrower than that of the DC-10, is rather conventional, as is the tail. The wing is rather special, however. A new "rear loading" airfoil, developed from technology first applied to the Hawker-Siddeley Trident, permits a smaller, lighter wing structure. Leading edge slats extend unbroken by the engine pylon from the wing root to wing tip. Large flaps of the double-slotted Fowler variety are employed, as are inboard all-speed ailerons and outboard low speed ailerons. Overall wing performance and efficiency are the best on any airliner. The landing gear is a conventional tricycle arrangement with twin nose wheels, and four wheel bogie main units. The left and right main gear assemblies are interchangeable.

All primary flight controls (rudder, elevator, and ailerons) are hydraulically driven by three independent systems, and can safely operate with any two inoperative. Most A-300's are delivered with an automatic flight management system, that includes an auto-throttle. This is a computer based device which compute and adjust engine power from takeoff to landing roll, and provides the most efficient use of fuel in all phases of flight. The A-300 is an extremely stable airplane, and unlike most jetliners, does not require yaw dampers for safe flight (although they are installed as standard equipment). The A-300 is one of the few aircraft ever certificated for the use of asymmetric reverse power—in other words in case of a landing with one engine out, reverse thrust can be used—an important safety feature.

Throughout the structure, fanatic attention has been paid to the prevention of corrosion. The fuselage of every Airbus is completely painted, much to the chagrin of airlines with bare metal paint schemes like Eastern and SAS. This is because a very special coating and paint are applied to the fuselage skin as part of this anti-corrosion program. Combined with careful attention being paid to the prevention of fatigue in the A-300 design, this corrosion protection program is claimed to give the A-300 a structural life of 24,000 flights with no cracks, 32,000 flights with only very minor repairs, and 48,000 flights (at least) without any expensive repair.

The cockpit is laid out for a normal three-man crew, although a two-man layout is available as an option. Instrument and controls are similar to any other twin-jet except for the previously mentioned automatic flight control system. Most of the electronic systems are of American manufacture.

A chart elsewhere in this article shows the relative size and weight of the A-300B4, DC-10-10, and the 727-200 Advanced aircraft. As for normal performance figures, all versions of the A-300 are designed to cruise at Mach .80 at usual jet altitudes.



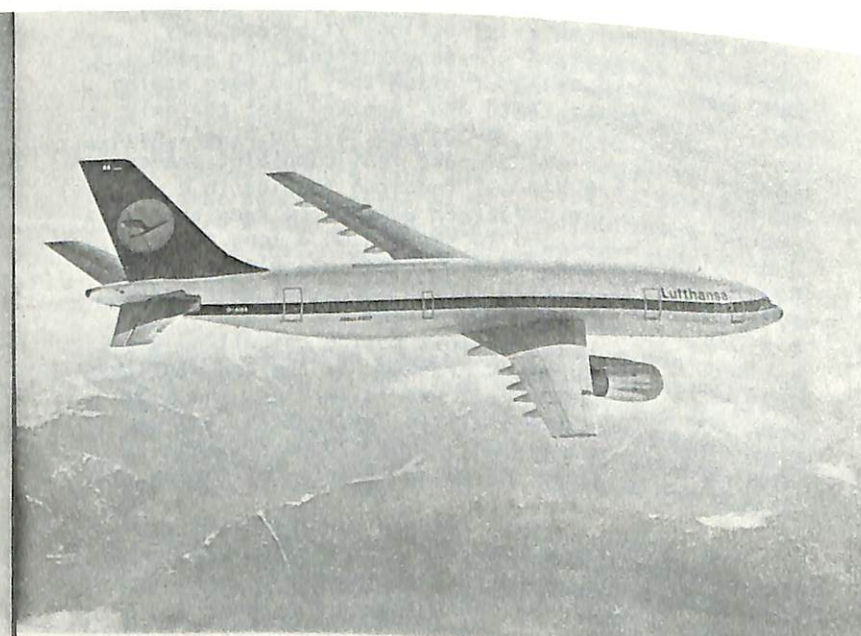
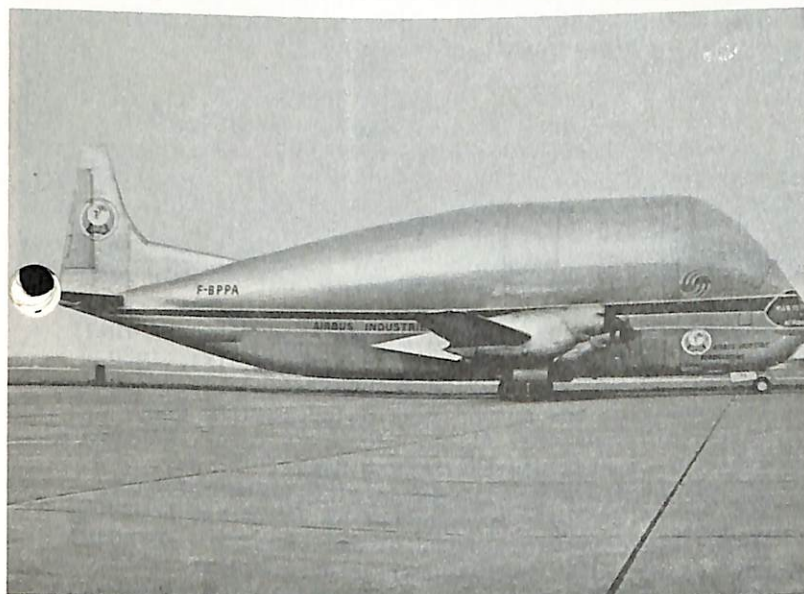
Upper Left: This Trans European A-300B1, the second Airbus built, is the only B1 in airline service. Post card by Aviation Hobby Shop.

Upper Right: One of SAA's four A-300B2K's is shown on this post card from the Aviation Society of Africa.

Left: Super Guppy freight aircraft operated by Aero-maritime for Airbus Industries to carry out-sized cargo loads to Toulouse. Post card by Aeronautica, UK.

Lower Left: A-300B2K on lease to Iran Air, later sold to Eastern for service on the Air-Shuttle. Post card by Aviation Hobby Shop.

Lower Right: Lufthansa's first Airbus, an A-300B2, is shown on this post card by Editions P.I. of Paris.



THE AIRBUS IN AMERICA

Late in 1976, Western Airlines was shopping around for new aircraft, and for a time the front runner appeared to be the A-300B4. Airbus Industrie's hopes were dashed in January 1977 when Western decided to buy more DC-10's and 727's rather than the European contender. Negotiations continued with other airlines, and in mid-1977, former Astronaut Frank Borman, now President of Eastern Airlines, announced that Eastern would lease four A-300's for six months, and if the aircraft was found suitable to Eastern's route system, a large order would follow. Borman further shook the U.S. aerospace industry when he let it be known that Eastern would no longer buy the aircraft manufacturers wanted to build, but rather would buy the aircraft Eastern wanted to fly!

Eastern's first A-300B4 was handed over in Toulouse on August 24th, 1977, and six days later left for Miami and crew training. The three remaining aircraft were delivered in October, November, and December, in time for the beginning of the peak Florida travel season. On the morning of December 13th, 1977 service was inaugurated with an early morning trip from Newark to Miami. Initially, the "A-300 Whisperliners" served only New York/Newark to Florida routes as this is where Eastern needed the added capacity the most. Service into LaGuardia Airport was delayed and shifted to Kennedy Airport when the Port Authority of New York and New Jersey, the agency that runs the New York area airports, ruled that the A-300 could not operate out of LaGuardia at high weights, as to do so would damage the piers that support the ends of two runways. (It should be noted that "The Port" as it is known, is itself run by political appointees—need I say more?) This restriction almost shot down the entire deal as Eastern absolutely required that the A-300 be able to operate out of LaGuardia at high weights. After a lot of bickering, and amid charges that the restriction was politically motivated, a solution was worked out whereby the runway piers would be strengthened, and the A-300 design would be modified by moving the main landing gear further out on the wings to reduce the concentration of stress on the pavement. Whether or not these changes were really required will probably never be known.

Early in the trial period, it became very apparent to Eastern's management that the A-300 was exactly the kind of plane they had been hoping for. Frank Borman told one reporter that the only thing wrong with the A-300 was that he didn't have enough of them. The biggest real complaint seemed to be that a ladder was required to plug in a ground power unit. Eastern decided to keep the four Airbus' already in service on a long term lease, and an order for nineteen was placed, along with options for nine more A-300's and twenty-five A-310's. It has been speculated that the A-310 options are a hedge against Boeing cancelling the 757, which Eastern has ordered. By the end of 1979, when the twelfth aircraft was in service, the A-300 fleet had carried 2.4 million passengers, and was serving many of Eastern's longer domestic (non-overwater) routes, including Atlanta-California.

In December 1975, Eastern had conducted a seven day experiment on the Boston-LaGuardia portion of its famous no-reservation Air-Shuttle with Lockheed Tristars to determine if the heavily travelled route was suitable for wide body airliners.

Eastern's Air-Shuttle routes are among the most heavily travelled routes in America, so they seemed a logical place for high-capacity, wide body aircraft. The test showed that wide bodies were suitable, but the Tristar was not. Also, traffic on the Air-Shuttle was not quite at the level where it would justify assigning a large aircraft exclusively to the service. By late in 1979 traffic had surged upward, and two A-300B2K's that had been on lease to Iran Air were returned to the manufacturer. These aircraft were in excellent condition, and had flown only about 1,500 hours each. They were fitted with a 280 passenger, single class interior, with minimum galleys. While some of the sophisticated equipment on Eastern's other A-300's was not installed on these aircraft (such as the automatic flight control system), Eastern deemed these aircraft perfect for the Air-Shuttle.) The purchase of the aircraft was quickly arranged for around \$30 Million each, and in January 1980 they left Toulouse for Miami.

(The A-300B2K is the "hot and high" version of the A-300B2, and while all three Air-Shuttle airports are at sea level, the extra performance required for such severe climatic conditions translate into improved take off and climb performance under normal conditions, which was already quite remarkable.)

The first use of the two A-300B2K's is the first section, even-hour, Boston-LaGuardia and LaGuardia-Boston Air-Shuttles. One aircraft is based at Boston, the other at LaGuardia. The odd-hour trips are flown with 177 seat 727-225A's, and all first sections are backed up with 107 seat 727-25's. Service into Washington National Airport with wide body equipment is currently prohibited by the FAA, but Eastern expects this to change, especially since Eastern can PROVE that this regulation forces them to waste fuel! Service commenced at 8:00 AM on January 31st, 1980, and the author was invited to the inaugural ceremonies. In a question and answer session preceding the "official" inaugural flight two hours later, Eastern's Senior Vice President-Marketing Russell L. Ray, Jr. called the A-300 "...the Queen of Eastern's fleet" and "...an aircraft so advanced we don't see anything equalling it before the end of the century". He added that it was also the most reliable aircraft they fly, and "...besides being one of the quietest aircraft in Eastern's all-jet fleet, the A-300 is the most fuel-efficient, experiencing a 25.1 percent fuel-efficiency on a gallon-per-available-seat-mile basis than our other aircraft types."

This fuel efficiency became dramatically clear when after a one-hour, four-minute trip to Boston, (of which only thirty-one minutes were spent in the air,) I asked Captain Ken Muller for the fuel burn figures. Carrying 227 passengers and a crew of 11, N291EA had burned 8,400 pounds (around 1,400 U.S. gallons) of fuel. The two 727's that had previously been used on this service to carry the same number of passengers (one 727 stretch and one 727 standard) would, together have burned around 10,800 pounds (1,800 U.S. gallons). Thus, on this trip, Eastern saved 400 gallons of increasingly precious fuel; a very impressive savings indeed.

Passenger acceptance of this foreign built aircraft has been exceptionally good. Eastern's B4's are configured in a dual class, 240 seat layout. Both cabins have two aisles, in first class there are three pairs of seats in a 2-2-2 arrangement, and in coach seats are eight abreast in a 2-2/2-2 arrangement.



Airbus Industrie's company owned demonstration aircraft was built as an A-300B1, but modified to the A-300B2 configuration. Photo courtesy of Airbus Industrie of North America.

Regardless of any future orders, the A-300 has made the deepest penetration of the U.S. airline market since the BAC-111. If performance can really sell airplanes, that penetration will probably become deeper, especially with its principal competitor still on the drawing boards and several years away.

It should be noted that two foreign airlines have operated the Airbus into U.S. airports. Air France operated a B2 on their New York to Pointe-a-Pitre route in 1976, replacing 707 service. The airline has since abandoned this route, but this was the first A-300 to actually serve a U.S. airport.

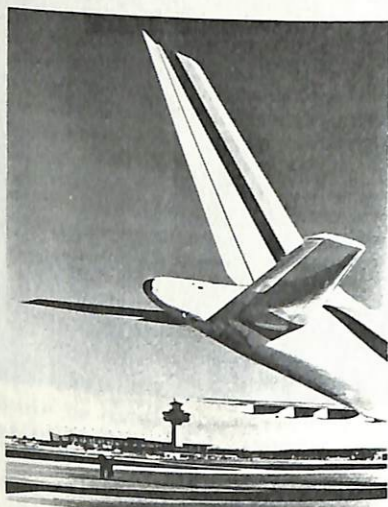
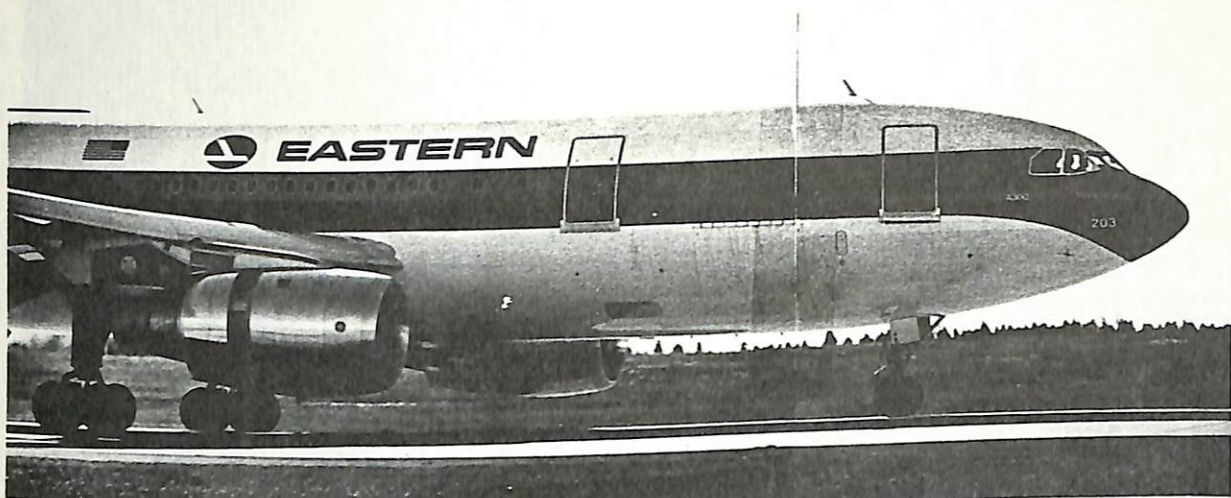
Aerocondor, a privately owned airline based at Barranquilla on Colombia's Caribbean Coast, took delivery of a B4 (on lease) on December 17, 1977, and promptly placed it on their route from Colombia to Miami. The colorfully painted airplane, named "Ciudad de Barranquilla" and registered HK-2057, flew daily round trips to Florida until the manufacturer repossessed the aircraft in 1979. The Airbus had been the first airliner that Aerocondor had ever obtained brand new, and the burden of the lease payments was just too much for the carrier to bear.

THE A-300 WORLDWIDE

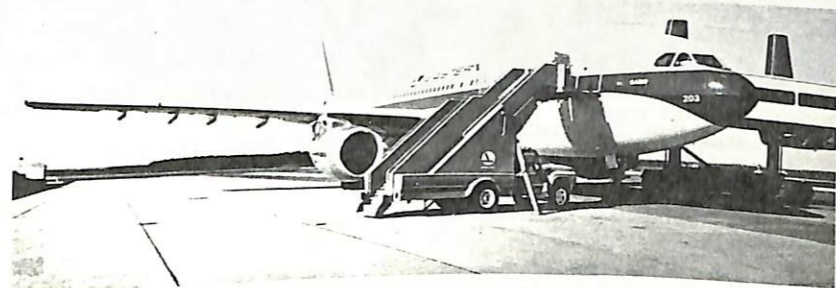
The list of airlines that either operate or have ordered the A-300 (and A-310) looks like the "Who's Who" of the airline industry. It is currently in service on every continent except South America, and some are due in Brazil soon. The operators with the largest fleets presently are Lufthansa, Air France, Korean Air Lines, and Eastern. Orders have been received from major airlines in almost every country in Europe. Even the ubiquitous Freddie Laker has the A-300 on order, warning "The competition will never know what hit them when I get my A-300's into service!" Outside of Europe the largest concentration of Airbus operators is in Asia, where a significant number of large airlines have ordered the A-300. Orders for A-300's and A-310's range in size from Lufthansa's twenty-five A-310's down to Tunis Air's order for a single A-300.

Airbus Industrie expects to build 33 aircraft this year, 43 next year (1981), and increase production up to 89 per year by 1984. With the superior performance of the A-300 an established fact, a serious new threat to United States dominance of the world airliner market is seriously threatened.

The author wishes to express his appreciation to Gil Perlroth of Eastern Airlines and Carolyn Smith of Airbus Industrie of North America for their assistance in preparing this article.



Eastern Introduces Its A300s



STATISTICS AND PERFORMANCE

AIRBUS INDUSTRIE A-300B4 COMPARED TO ADVANCED 727 AND DOMESTIC DC-10

	<u>A-300B4</u>	<u>727-200A</u>	<u>DC-10-10</u>
WING SPAN	147' 1"	108'	155' 4"
LENGTH (OVERALL)	175' 11"	153' 2"	182' 2½"
HEIGHT	54' 2"	34'	57' 6"
FUSELAGE WIDTH	18' 6"	11' 8"	18' 9"
MAX. T.O. WEIGHT	363,800 Lbs.	190,500 Lbs.	440,000 Lbs.
PAYLOAD	77,276 Lbs.	41,000 Lbs.	101,700 Lbs.
FUEL CAPACITY	12,450 U.S. Gal.	9,786 U.S. Gal.	21,800 U.S. Gal.
RANGE (MAX. PAYLOAD)	1,300 N. Miles	1,605 N. Miles	2,350 N. Miles
POWER LOADING	3.24*	4.1	3.57
NUMBER OF SEATS (DUAL CLASS U.S. AIRLINE)	240	137	270

*2.96 for A-300B2



EASTERN Air Lines *The Great Silver Fleet*



by
GEORGE CEARLEY

Eastern has its origin in Pitcairn Aviation, Inc., which was founded in Philadelphia on September 15, 1927. Pitcairn was the successful bidder on the New York-Atlanta air mail route (designated CAM 19). The contract was awarded February 28, 1928, and service began May 1, using eight Pitcairn PA-5 "Mailwing" biplanes (see above). The New York-Atlanta route was initially flown with stops at Baltimore, Washington, Richmond, Greensboro, N.C., and Spartanburg, S.C. Service was extended southward from Atlanta to Miami December 1, 1928, as a result of Pitcairn's acquisition of air mail route 25 from Florida Airways. In 1929, service at Tampa was inaugurated and the operation of the airline was sold to Clement Melville Keys, who, in turn, sold out to North American Aviation July 10, 1929.

On January 17, 1930, the name of the company was changed to Eastern Air Transport, Inc., and in June routes were extended northeastward from New York to Boston. By August, passenger service had

been introduced on the airline's routes as far south as Richmond, Virginia. Ford Trimotors and Fokker F-X's were in service during this time period. Curtiss Condors and Kingbirds, with 12 and 7 seats, respectively, entered service on December 10, 1930. Eastern Air Transport acquired New York Airways from Pan American Airways July 15, 1931, and added Atlantic City to its system map. Service with the Condors was expanded and the first one day service was introduced between New York City and Miami January 7, 1933. Ludington Air Lines, a major competitor of the New York-Washington air mail market, was acquired February 15. Later the same month, on February 28, General Motors purchased control of North American Aviation at the instigation of Eddie Rickenbacker.

After the air mail contract disputes of 1934, Eastern Air Transport's name was changed to Eastern Air Lines, Inc. The next day Eddie Rickenbacker became general manager. Later that year, fourteen DC-2's were placed in service on the New York-Miami



ABOVE: Curtiss CONDOR using liquid-cooled Curtiss Conqueror engines. Aircraft could carry 21 passengers at a speed of 120 mph.
 BELOW: An advanced Curtiss CONDOR having radial, air-cooled engines. I'm not sure, but I believe these aircraft were painted all dark blue with red/orange lettering. Photos from WAHC files.



PITCAIRN AVIATION, Inc.

General Offices—Land Title Building, Philadelphia, Pa.

OFFICERS
 Harold F. Pitcairn, President.
 G. S. Childs, Vice-President and General Manager.
 Agnew E. Larson, Chief Engineer.
 C. B. Chapp, Factory Manager.
 Ralph S. Westing, Director of Public Information.
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 James G. Ray, Operations Manager.

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 Factory—Bryn Athyn, Pa. Tel. Beth Ayres 240.
 Night Publicity Office—Tel. Paoli, Pa., 597.
 Hadley Field, N. J.—C. N. Scully, Field Manager. Tel. Dunellen 6873.
 Philadelphia Airport, Philadelphia, Pa.—George Smith, Field Manager. Tel. Woodland 2201.
 Bolling Field, Washington, D. C.—Elmer G. Cross, Field Manager. Tel. Lincoln 4842.
 Pitcairn Aviation of Pennsylvania, Inc.—Willow Grove, Pa., C. J. Faulkner, Field Manager. Tel. Hatboro 320.
 Pitcairn Aviation of Virginia, Inc.—Richard E. Byrd Field, Richmond, Va. Ltut. Harold A. Elliott, Field Manager. Tel. Madison 2078.
 Pitcairn Aviation of North Carolina, Inc.—Landley Field, Greensboro, N. C. H. W. Raluf, Field Manager. Tel. Greensboro 1465.
 Pitcairn Aviation of South Carolina, Inc.—Municipal Airport, Spartanburg, S. C. A. L. McCullough, Field Manager. Tel. Spartanburg 760.
 Pitcairn Aviation of Georgia, Inc.—Candler Field, Atlanta, Ga., J. Ben Kaulker, Field Manager. Tel. Fairfax 1836.
 Southern Representative—John Outley, Pitcairn Aviation, Inc., 1205 Fourth National Bank Bldg. Tel. Walnut 1195. Night Tel. Hemlock 0178.
 Jacksonville, Fla.—A. T. Kerr, Line Supt. Jacksonville Airport.
 Miami, Fla.—G. E. Champliss, Field Mgr., Miami Airport.

NEW YORK-(HADLEY FIELD, N. J.)-ATLANTA

Table
(Daily except Sunday and Holidays)

Read Down		Read Up	
No. 1	No. 3	No. 4	No. 2
9 40	5 00	Lv. Hadley Field, N. J.	Ar. Atlanta, Ga.
10 24	5 45	Lv. Philadelphia, Pa.	Lv. Atlanta, Ga.
11 45		Lv. Washington, D. C.	Lv. Atlanta, Ga.
1 02		Lv. Richmond, Va.	Lv. Atlanta, Ga.
2 50		Lv. Greensboro, N. C.	Lv. Atlanta, Ga.
4 32		Lv. Spartanburg, S. C.	Lv. Atlanta, Ga.
6 17		Ar. Atlanta, Ga.	

(Eastern Time)

ATLANTA-JACKSONVILLE-MIAMI

Table
(Daily except Sundays and Holidays)

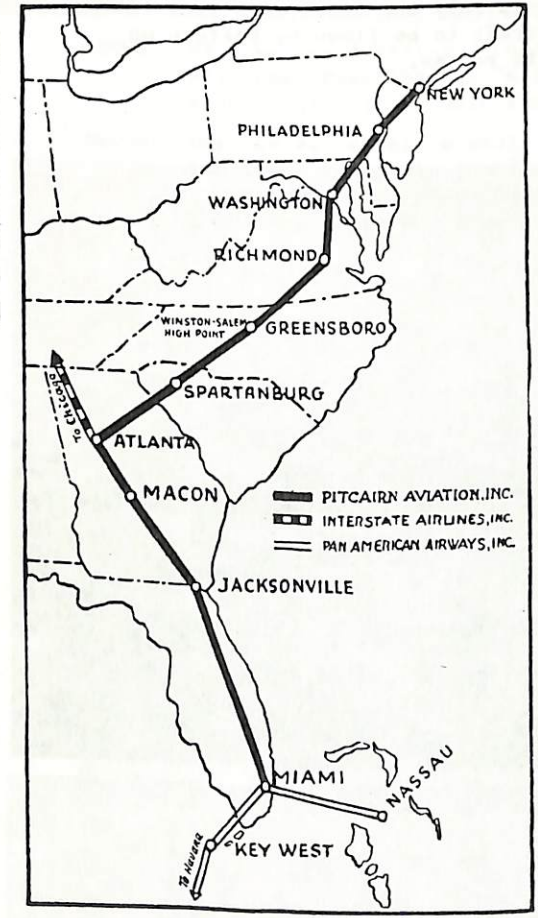
Southbound		Northbound	
Read Down	Read Up	Read Down	Read Up
6 45	Lv. Atlanta, Ga.	Ar. Jacksonville, Fla.	Ar. Miami, Fla.
9 45	Lv. Jacksonville, Fla.	Lv. Miami, Fla.	
1 30	Ar. Miami, Fla.		

(Eastern Time)

CONNECTIONS

Numbers 3 and 4 connect with overnight to Chicago, etc.
 This line connects at Hadley Field with Colonial Air Transport to Boston, Canadian Colonial to Montreal and with National Air Transport Transcontinental line to the coast. Connects at Atlanta with St. Tammany Gulf Airways to New Orleans and Interstate Airlines to Chicago.
 Passenger Accommodations—Planes are not equipped for passengers on the scheduled mail run at all flying is done at night. Planes available at all fields for charter at 50¢ per mile for two passengers to destination and return.

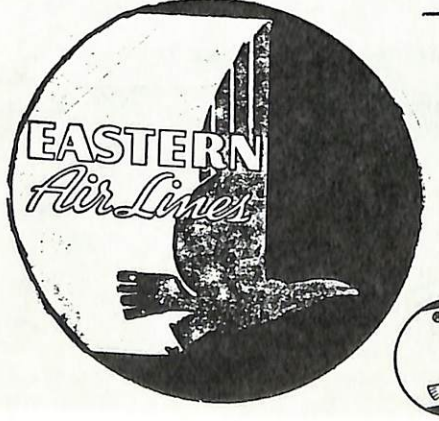
ROUTE SYSTEM--FEBRUARY 1929



graceful lines, epitomized our operation, and a silhouette was painted on the rudder of each ship. The individual components of our great silver fleet were so handsome that I wanted the world to know whose fleet they were. At every airport, when one of those sleek planes landed and taxied up to the gate, it would attract the attention of everyone present. On each one we had painted, in bold black letters the length of the fuselage, 'FLY EASTERN AIR LINES'. Each plane became a flying billboard."

Wedell-Williams Transport Corp., which had taken over operation of the Houston-New Orleans portion of Robertson Airplane Service, was acquired by Eastern for \$160,000 on December 31, 1936. Also in 1936, Eastern became the first airline to establish an aeromedical research lab under the direction of Ralph Greene. Along with this, a medical department was established at Miami, and the airline began giving physical exams to pilots. In 1936, Eastern added the DC-3 to its growing fleet.

On April 22, 1938, General Motors sold its holdings through a public offering, and the entire stock was bought by Eddie Rickenbacker with the help of some business associates for \$3½ million. Almost single handedly Rickenbacker was destined to make Eastern one of the world's largest airlines without the aid of transcontinental or transoceanic routes or government subsidy. In 1939 service was inaugurated at San Antonio and Brownsville. The world's first helicopter service, using a Kellett KD-1B autogyro in experimental operations from the roof of the Philadelphia post office to Camden Airport, began July 6, 1939. DC-3 DST "sky sleepers" were introduced on routes from Houston to New York the following March. By spring of 1941 the flying time from New York to Miami had been reduced to 8' hours with only two stops and six daily round trips.



EASTERN Air Lines
 SERVING MORE UNITED STATES CITIES THAN ANY OTHER AIRLINE

Some additions to Eastern's route system in the middle and late 1930's and early 1940's were Birmingham, Mobile, and New Orleans in 1934; Memphis and Corpus Christi in 1939; and St. Louis in 1940 from Nashville. Nashville and Chicago had been added to Eastern's system in the early 1930's.

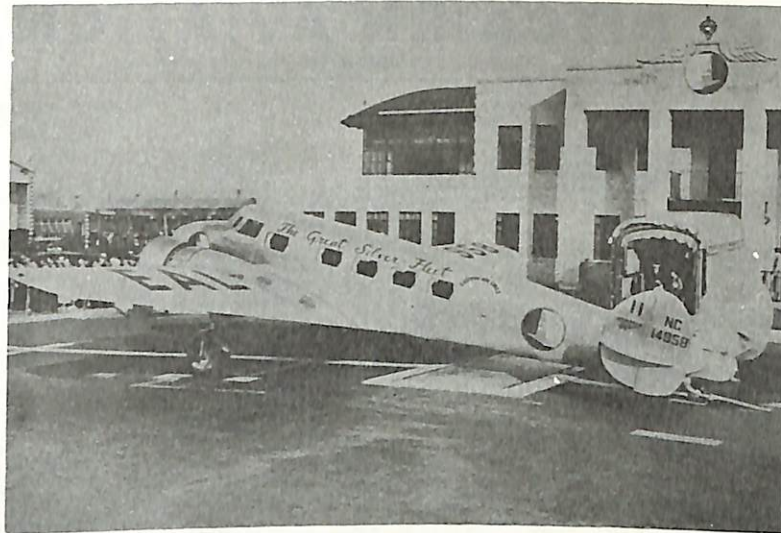
Eastern, as did other U.S. carriers, became heavily involved in the U.S. defense effort during World War II. As of 1942 the company's entire fleet consisted of 39 DC-3's. A military air transport division was created September of 1942, and C-46's entered service for military operation. However, the preceding April overwater survey flights between Miami and Trinidad across the Caribbean had already begun. Wartime operations were expanded in 1943 with a military contract route to Natal. In addition, a base was established on Ascension Island from which a route was extended to Accra. The military division was dissolved October 15, 1945.

The latter years of the war and the postwar period marked a time when Eastern began receiving competition on its routes in many markets. However, Eastern was granted few new routes to counter-balance this. On February 19, 1944, National was granted the New York-Florida route in competition with Eastern, and the following year Delta became a competitor in the Chicago-Miami market. On June 12, 1944, Eastern was granted the New York-Boston route along with Northeast and inaugurated service November 1, 1944, giving American their first competition in this area.

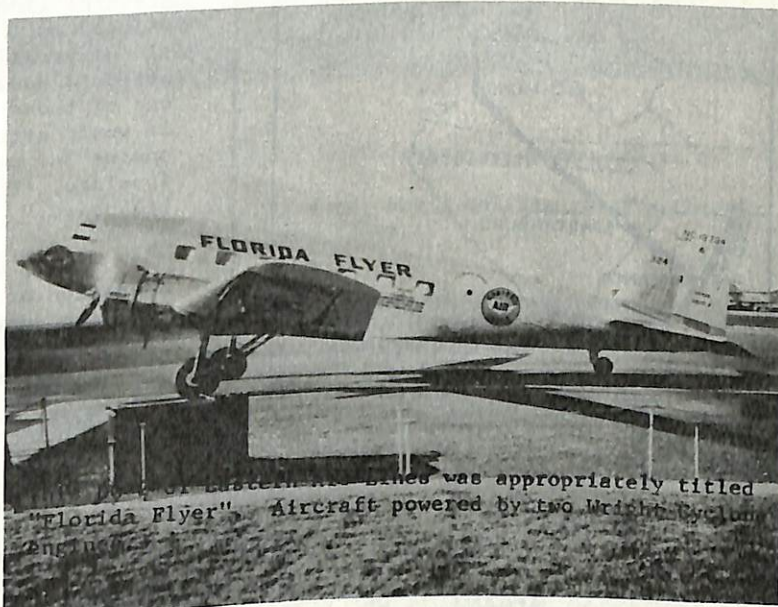
Eastern was granted routes between Miami-San Juan and New Orleans-Mexico City in 1946. Service to Mexico was delayed until 1957 due to bilateral negotiations with the government of Mexico.

Eastern became a major operator of the Lockheed Constellation and received the first aircraft of this type May 17, 1947, when Captain Dick Merrill piloted the delivery flight from Los Angeles to Miami with a flying time of 6 hours, 55 minutes. In 1950 an order for L-1049A "Super Constellations" was placed with Lockheed Burbank. Eastern's fleet in 1951 comprised 14 L-1049A's, 20 L-749's, 14 DC-4's, 47 DC-3's and two C-47's. The first Martin 404's were put in service in early 1952 as new "Silver Falcons". Lockheed L-1049C "Super 'C' Constellations" joined the airline's system during the winter season of 1953-54. These aircraft featured Wright turbo-compound engines unlike the L-1049A whose engines were essentially the same as those on the L-749 Connie.

Eastern, like many other U.S. carriers, entered into interchange agreements in the early 50's. On December 1, 1951, an interchange agreement with Braniff was made with a route from Denver to Amarillo-Oklahoma City-Tulsa-Memphis-Atlanta-South Georgia and Florida cities with Miami as the southern terminus and Memphis as the point of interchange. The route was later amended to eliminate many intermediate points and to terminate at Atlanta. The service was terminated in the summer of 1977 with the awards in the Denver-Southeast route case. Eastern and Mid-Continent began interline service between Kansas City, St. Louis, Atlanta, and Miami, with St. Louis as the interchange point. The service



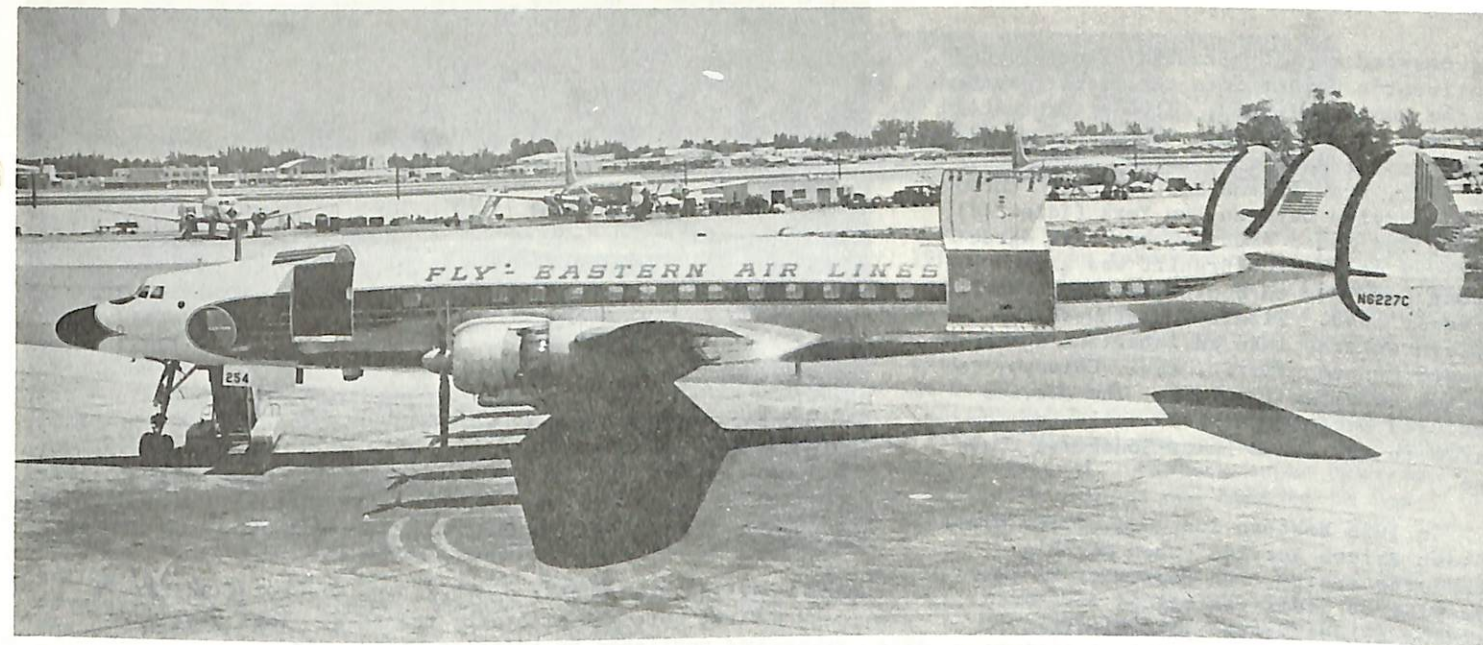
The Lockheed 10A was only the first of a line of Lockheed made aircraft to be flown by Eastern on their many domestic routes.



"Florida Flyer". Aircraft powered by two Wright Cyclone engines.

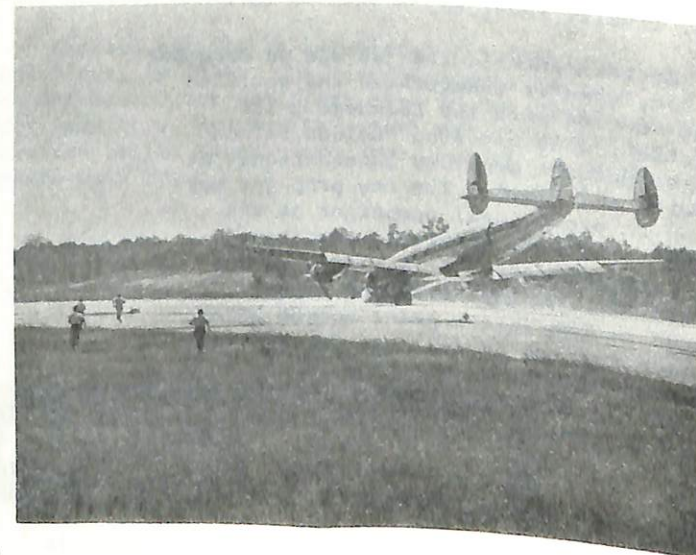
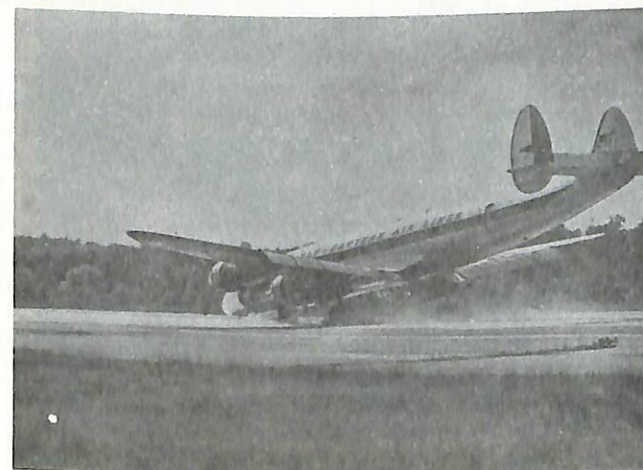
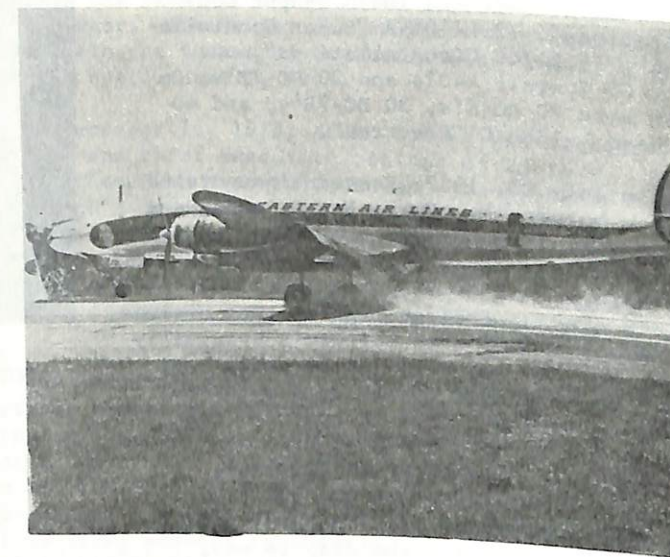
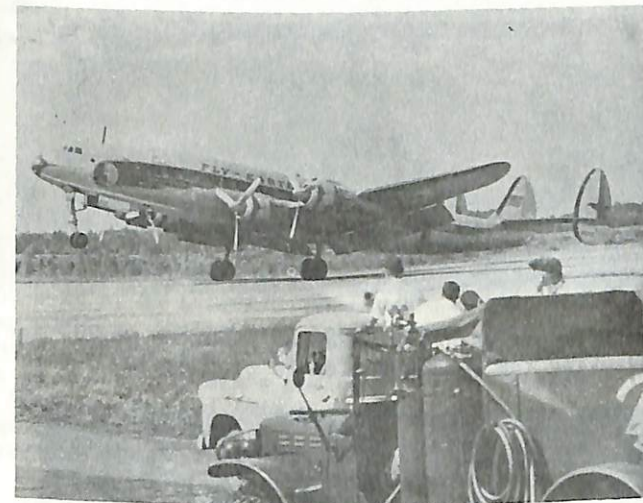


Here we see a DC-3 in full "Great Silver Fleet" livery, duckhawk design and all. This color scheme has to be one of the most popular ever painted on a aircraft.



ABOVE: Here we see a Eastern "Connie" in the freighter configuration. The lines on this aircraft have been described as "classic". The aircraft and livery, in this case, were made for each other. This photo from the files of Fred Erdman.

BELOW: Here we see a very unusual sequence of photos of a Eastern "Connie" making a unorthodox landing. Notice in the first photo that the nose gear is not locked into proper position. The second photo shows this even more. The following two photos speak for themselves. I believe these pictures are also from the collection of Fred Erdman.

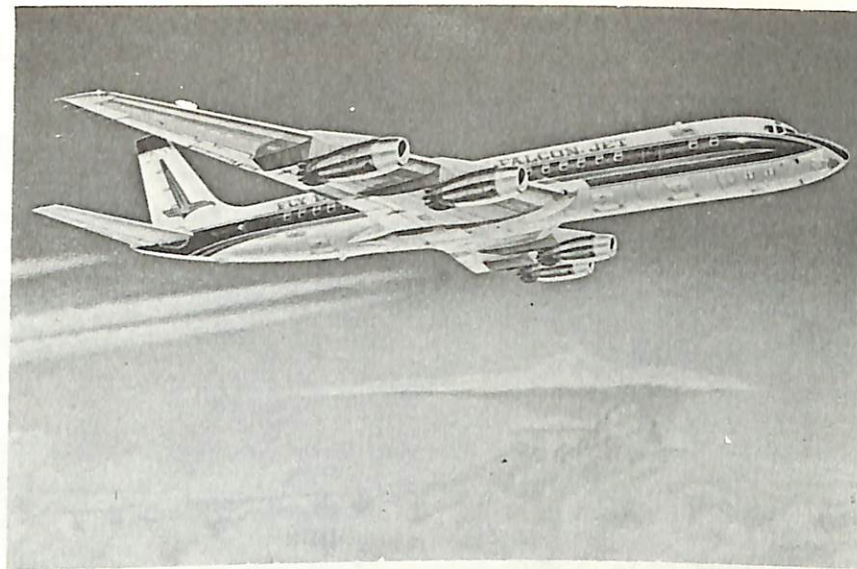


was carried on with Braniff after Mid-Continent's merger into the Braniff system in the summer of 1952. It was terminated September 9, 1963, when TWA was granted direct service in this market. On August 18, 1955, Braniff and Eastern began through plane service between New York (Idlewild), Miami, and South America, but this agreement was ended when Braniff was given direct New York to South America authority in early 1969. Finally, Northwest and Eastern entered into an interline agreement between Minneapolis/St. Paul, Chicago, and Florida December 15, 1955. The service concluded December 6, 1958 following the awards in the Great Lakes-Southeast route case.

In 1955 Eastern inaugurated its famed "Golden Falcon Service" when DC-7B's joined the system. On September 27 that same year an order was placed for forty Lockheed L-188A/C prop-jet "Electras". In 1956 Eastern acquired Colonial Airlines adding Bermuda, Ottawa, Montreal, and cities in northern New York to the system. Lockheed "Super G Golden Falcons" entered service during the winter 1956/57 period; and, in 1957, seven DC-6B's were leased from North American Airlines for use in the Puerto Rican market. In early 1957, the airline's fleet included 59 Martin 404's, 16 L-1049C and 1049G "Super Constellations", 13 L-1049A "Super Constellations", 18 L-749 "Constellations", one C-54, 20 Convair 440's and 20 DC-7B's. On order were 20 DC-8's, 30 DC-7B's, and 40 Lockheed L-188A/C "Electras".

On July 23, 1957, Eastern inaugurated service between New York, New Orleans, and Mexico City with the "Golden Falcon" DC-7B. The award had been granted in 1946 but had been delayed due to disputes over U.S. and Mexican airline traffic rights. The Mexican government had opposed Eastern's eventually coming in with non-stop jet service. Mr. Rickenbacker agreed to let Aeronaves have one of Eastern's DC-8's at cost and train the Mexican crews as well as perform maintenance on the plane at Idlewild. Aeronaves would get a jet two years before previously planned. The government accepted the plan and the dispute was, thus, finally resolved.

Eastern entered the jet age on December 1, 1958, when it inaugurated the world's first service with the Lockheed L-188 "Electra", with non-stop "Golden Falcon" service between New York International at Idlewild and Miami. The new prop-jet was dubbed in promotional campaigns as the "world's fastest, quietest, smoothest, most luxurious prop-jet airliner". The Electra was the last airplane to be painted in the falcon paint scheme which had been adopted in 1935 and featured the elongated representation of a falcon's wing on the fuselage. On January 24, 1960, Eastern's first pure jet service was begun



ABOVE: Artist Mike Machat captures the beauty of Eastern's first pure jet aircraft, the DC-8. This post card was published by Aviation World, Inc.



ABOVE: Another post card published by Aviation World, Inc., featuring the Lockheed Electra of Eastern.



ABOVE: Buick Motor Car Company advertised it's new 1957 "finned" Buick Electra with a Eastern Electra in the background.

EASTERN Air Lines

The Great Silver Fleet



between Idlewild and Miami with the Douglas DC-8-21 (which Eastern introduced) dubbed "the all new DC-8B" and "Jet with Power to Spare". The DC-8 had a livery which appeared on no other Eastern aircraft; a wide spearlike design on the fuselage across which were fourteen color separations of red, dark blue, gold, and white. The earliest DC-8's delivered carried the titles "Fly Eastern's Golden Falcon Jet" while those delivered later carried the titles "Fly Eastern Air Lines". The second jet aircraft to be operated by Eastern was the Boeing 720 and it entered service in August, 1961. It carried a new paint scheme unlike that of the DC-8 with a "spear design" completely below the fuselage windows. All Eastern aircraft were repainted in this design and the earlier falcon scheme was updated. The only exception was the Connie which also had the spear scheme but the center of the spear was red rather than blue as on the other aircraft.

In the 1960/61 period Eastern introduced innovations in service and fares. On October 13, 1960, "Air Bus" service between Cleveland, Pittsburgh, St. Louis, and Miami was inaugurated. Bus rates were offered on older aircraft, as the DC-7B, on certain flights over these routes. Famed "Air Shuttle" service was begun April 30, 1961. It featured no advance reservations but guaranteed seats and reduced fares in the New York-Washington-Boston market. (Ed.note: Pete Black will be doing a feature article on this service in a future issue of the LOG.)

On June 11, 1961, Eastern began service in the Dallas-New Orleans-Florida market as a result of its route awards in the southern transcontinental route case. Eastern's fleet in early 1961 comprised 16 DC-8-21's, 39 L-188A/C "Electras", 48 DC-7B's, seven DC-6B's, 30 Lockheed Super Constellations, 45 Martin 404's, and 20 Convair 440's. On order were 15 Boeing 720-025's and 40 727-25's. Eastern and American entered into a proposed merger agreement in January 1962; however, the CAB rejected the plan in early 1963.

In December 1963 Eddie Rickenbacker retired from Eastern and Floyd Hall became the airline's new leader. On February 1, 1964, Eastern became the first airline in the world to fly the Boeing 727 when it placed the trijet in service from Philadelphia to Washington and Miami. A new simplified and streamlined falcon logo was introduced in December, 1964. Soon after, the two-tone blue "hockey stick" paint scheme was unveiled in early 1965. On February 1, 1965, Eastern ordered DC-9's, the first of which entered service in 1966. The following year, on February 1, 1967, Eastern became the world's first airline to operate the DC-9 Series 30 when the twin jet was introduced on Eastern's Air Shuttle.

Eastern began service to the Bahamas from Florida in January, 1967, with the takeover of Mackey Airlines. Service on a new route from Seattle to Cape Canaveral via St. Louis and Huntsville, Alabama, was inaugurated June 13, 1967. In 1968, the CAB granted Eastern routes from cities east of the Mississippi River to destinations in the South Pacific. President Johnson substituted Continental on these routes. However, American was finally awarded the routes in 1969 after Mr. Nixon became President. Eastern began non-stop service from Dallas to Atlanta and Atlanta to Los Angeles on September 21, 1969.

Eastern's fleet in 1969 consisted of nine 720-025's, 75 727-25's, 11 727-225's, 17 DC-8-20-50's, 23 DC-8-61's, 15 DC-9-10's, 66 DC-9-30's and 24 L-188 Electras. In 1970/71, 747's leased from Pan American were used on the New York-Miami routes. On April 26, 1972, Eastern became the first airline in the world to offer service with the Lockheed L-1011 "Tristar".

On October 27, 1970, an effort to acquire Caribbean Atlantic Airlines (Caribair) was made public. The acquisition of the airline's route, equipment, and properties was to cost \$10.4 million. In the spring of 1971 a CAB examiner recommended government approval of the merger. The merger was completed in the spring of 1973 with the routes of Caribair being added to Eastern's system June 1, 1973.

On December 16, 1975, Frank Borman was elected president and chief executive officer of Eastern. He had been chosen as Eastern's senior vice-president of the airline's operations group in 1970. Added to his jurisdiction in March 1974 were sales and services, and in July of the same year he became executive vice-president and general manager. In May, 1975, Borman was elected president and chief operating officer.

The last operation of the L-188 "Electra" on the carrier's system was October 31, 1977, on its Air Shuttle routes in the northeast. Eastern had operated the Electra longer than any other U.S. carrier. It had been the first trunk line to introduce the Lockheed prop-jet and the last to retire it. Later, in the fall of 1977, Eastern introduced the twin-engined A-300 Airbus, built by Aerospatiale.

Eastern officially celebrated its fiftieth anniversary in 1978. That year domestic service was introduced for the first time at San Francisco, Salt Lake City, and Austin. Also new international services to the Yucatan and from several domestic points were begun.



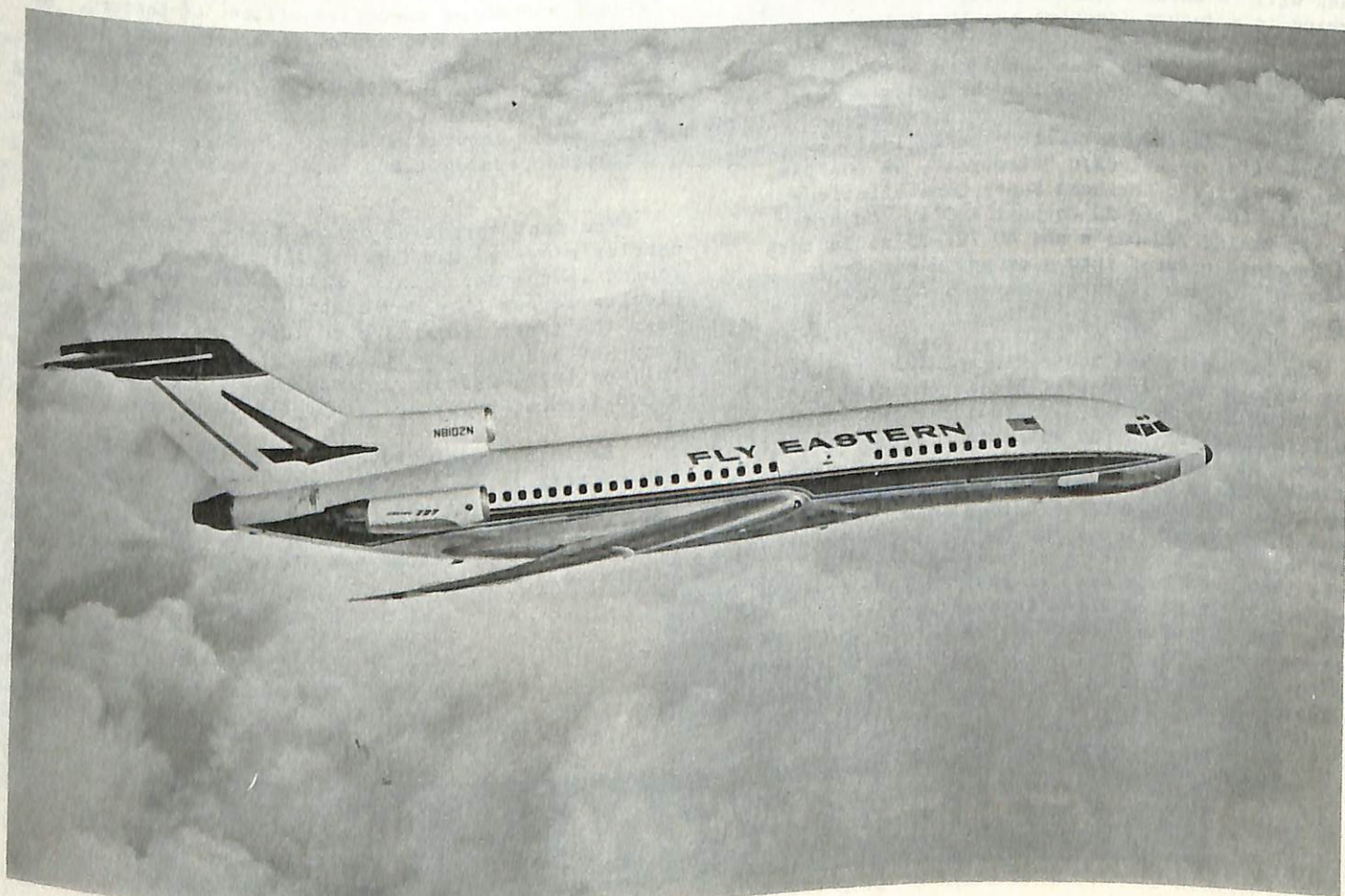
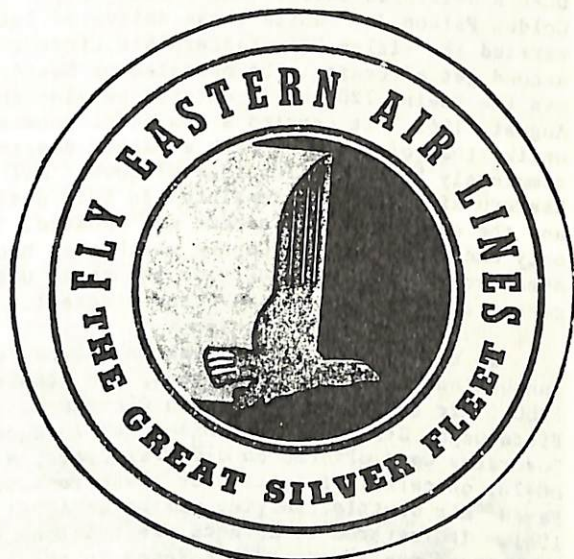
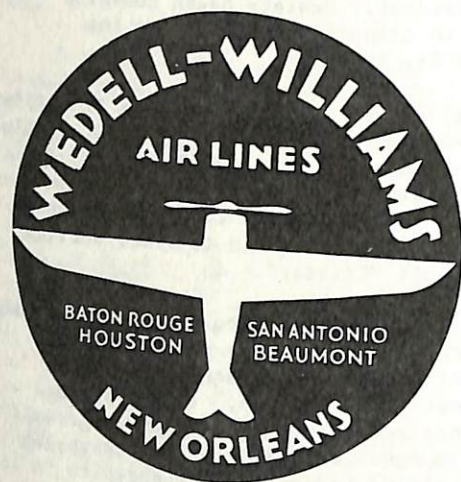
New services and routes added in 1979 include Miami to Santo Domingo, Miami to Guatemala City, Seattle to Atlanta, Austin to Atlanta, and St. Louis to Charlotte and Greensboro. New non-stops which were inaugurated during fall 1979: Dallas-Tucson, Atlanta-Phoenix, Atlanta-Albuquerque, Atlanta-Rochester, Atlanta-Norfolk, and St. Louis-Reno. Non-stop service from Atlanta to Denver was started in early December.

References:

- (1) Davies, R.E.G. Airlines of the United States Since 1914. London: Putnam & Company, Ltd. 1972.
- (2) Green, William. The Observer's World Aircraft Directory. London: Butler and Tanner, Ltd. 1961.

- (3) Renaud, Vern: Sketches of an Airline. Long Valley, New Jersey: Renaud Enterprises (publication date unknown, c. 1967)
- (4) Rickenbacker, E.V.: Rickenbacker--His Own Story. Greenwich, Connecticut: Fawcett Publ. 1967.
- (5) The following issues of the periodical, American Aviation: April 28, 1952, April 27, 1953, and April 22, 1957.
- (6) Other Sources: Official Airline Guides; Timetables of Eastern, Mackey, Colonial & Caribair; Annual Reports of Eastern Air Lines, Inc.

Airline labels and pictures from the World Airline Hobby Club files and collection.



INTRODUCING

air europe **AE**

by

W. T. "Bill" Richards

During the Summer of 1979 the skies around London's Gatwick Airport have been considerably brightened by the Boeing 737-200's of Britain's latest airline, Air Europe.

At present, three aircraft are flying in the airline's attractive Orange and Red livery. These are:

- G-BMHG Delivered April 11, 1979
First commercial passenger flight May 4, 1979.
Named "Adam"
- G-BMOR Delivered May 4, 1979
First commercial passenger flight May 11, 1979.
Named "Eve"
- G-BMEC Delivered June 2, 1979
First commercial passenger flight June 8, 1979.
Named "Joy"

A further two Boeing 737's will be delivered during the first half of 1980, bringing the airline's initial investment in its fleet to a figure in excess of 65 million U.S. dollars.

Chief executive of Air Europe, Mr. Martin O'Regan, has stated that this impressive start is the first step in a program of continuing expansion.

In an article published in the London "Financial Times" earlier this past year, Mr. O'Regan is reported to have predicted an investment of not less than an estimated 225 million U.S. dollars in new aircraft for the airline by the mid-1980's.

During this time the airline will double its 737 fleet to ten aircraft. Wide bodied, long haul jets are also currently under consideration.

In this connection, Air Europe's plans are well advanced. With the emphasis on long-haul charter services, the airline has already reserved delivery positions with Boeing, Lockheed and McDonnell Douglas.

Aircraft type selection will be finalised early in 1980 and it is understood that 1982 is the earliest delivery time to be offered by the three U.S. manufacturers.

The first Air Europe long-haul charter service will probably be London Gatwick-Miami, with possible further expansion to the Far East and Africa under consideration.

One of Air Europe's major clients is already offering two weeks vacations in Miami at a cost of



Illustrated on this page you will find a left and right hand picture of this very colorful airliner. It is a shame that these two pictures are not printed in color because this livery is just beautiful. Hopefully one of the decal makers will come out with a set of decals so we can make a model of this bird. The lettering is all black, the fuselage all white and the cheat stripe is four different shades of red and orange. The top stripe is red finally fading to an orange in the bottom stripe. These photos should be of assistance to you modelers and it's not very often that we get a left and right side shot of aircraft we present. These photos are from Air Europe. The photo at beginning of article via Stuart Hulse Associates.



around 400 U.S. dollars. Their original Miami program of 30,000 passengers was sold out within four weeks of launch. The company has now organized extra flights to Florida, from Manchester's Ringway Airport, located in North West England, amounting to 490 seats a week by using a Boeing 747 aircraft.

This development confirms the belief of informed circles within the U.K. travel business, which predicts that the U.S.A. will overtake Europe as Britain's number one vacation destination during the next two years.

With the Boeing 737 already established in the Air Europe stable, it was originally felt that the Boeing 747 must be the front runner for the airline's order, but this is by no means certain.

On October 20, 1979, the British magazine, "Flight International" carried an item stating that the airline was nearing type selection. Mr. Martin O'Regan explained that the major factor governing the final choice is whether a non-stop U.S. west coast range is required.

Ask any British holiday-maker, about to visit the U.S. for the first time, which six places he or she would most like to see and the chances are that San Francisco, Los Angeles or Disneyland will figure somewhere in the list. Expansion to the west coast, therefore, cannot be ignored and this means that the Lockheed TriStar-500 and McDonnell Douglas DC-10-30 must also be under active consideration.

Obviously, the airline must try to balance the advantages of a widebody jet offering a non-stop London-West Coast capability, for future expansion, against any reduction in economic viability on the initial London-Miami route, resulting from the use of a super-range jet. This kind of evaluation is never easy or simple and this correspondent is not about to speculate on the ultimate choice.

Inevitably, the terrible tragedy at O'Hare in May of 1979 continues to cast its long shadow in many ways. Mr. O'Regan has expressed his personal belief in the safety of the DC-10 and has endorsed the type as "an ideal long-haul charter aircraft."

Despite this, there remains some fear that the second hand market will continue to regard the aircraft with caution and thereby reduce the asset value of DC-10's. Air Europe, however, has stressed that the type is still very much in the running for their order.

In any event, whatever the final choice proves to be, it seems that "LOG" readers, in Florida at least, will have an opportunity to see those beautiful Orange and Red colors for themselves quite soon. Do I hear Don Thomas calling across the herring pond--"The British are coming, the British are coming....?"

There can be no doubt that Air Europe's first months of operation have been remarkably successful.

The airline was set up by Mr. Harry Goodman, chairman of one of Britain's biggest vacation and inclusive tour operating companies, Intasun.

Mr. Goodman recognised that there would be a shortage of airline seats available to tour companies in the coming years and decided to safeguard Intasun's position. Once the financing of a new airline had been agreed Mr. Goodman became chairman of Air Europe.

He joined forces with Mr. O'Regan and Mr. Errol Cossey, both formerly with the British independent airline, Dan-Air and Sir James Hill Bt. to form the Board of Directors of Air Europe.

Just how far-sighted Mr. Goodman's judgement proved to be may be gauged by the fact that Air Europe's total capacity, for the 1979 season, of 250,000 seats was sold by the Fall of 1978, some seven months before the first commercial flight took off!

In the event, Intasun bought only 45 per cent of the seats available demonstrating the new company's resolve to operate as an independent airline. The balance of Air Europe's capacity was sold to other leading tour operators in Britain.

At present, the airline operates to 29 European destinations and expects a turnover of around 22 million U.S. dollars in the first year of operation. It is typical of the airline's spectacular formation and expansion that it is predicted that this figure will climb to about 55 million U.S. dollars by the 1982-83 season.

Air Europe's administrative head office is in Reigate, Surrey, a town located some two miles from the airline's operating base at Gatwick.

Engineering support is provided by Britannia Airways, Luton Airport, the first British company to operate the Boeing 737.

The future looks very promising for Air Europe and, while offering my sincere good wishes for the airline's continued success, I would like to express my special thanks to Martin O'Regan and Belinda Floyd of Air Europe, Alan Gallop of Stuart Hulse Associates, London and my old friend, Neil Dilly. Without the wealth of information, photographs and general support given by these kind people this article would not have been written.



TRANSPORT IN
EUROPE

by
Joop Gerritsma

This is the seventh part of a continuing series in which our International Editor takes a look at the history and present status of the airline industry in Europe. The most difficult part in writing this series is not what to use, but what to leave out, since we can only offer limited space for this material. Therefore we will not publish long lists of fleet registrations. They are covered extensively elsewhere, in particular in the annual JP and AIR BRITAIN fleet list publications. Only the major airlines will be mentioned, mainly for space reasons. Within these limitations, North American readers will get an insight in the past activities in Europe otherwise not easily available on this side of the Atlantic and therefore less known.

COUNTRIES IN THE ALPS

Switzerland and Austria share a common geography: they're both located in the Alps, a large mountain range in the heartland of Europe. And although Switzerland for centuries has been a neutral country, and a haven of peace in the midst of a warring Europe, Austria has often been at the heart of great power shifts on the old continent. But both have essentially been outside the mainstream of political development on the continent, especially since the end of the First World War. Through its international connections, Switzerland soon had airlines of importance in the European scheme of things, with air routes linking most European capitals while the Austrian national carrier was little more than a small regional operator.

SWITZERLAND

Rather than capturing the world with long-distance flights to exotic places, Swiss air transport has built up a reputation among the travelling public for high quality and punctuality of service with the most modern equipment available. During the Twenties and early Thirties, Fokker aircraft were in extensive use, but when the Americans and Germans came out with modern all-metal aircraft in the early Thirties, Swissair, the national carrier, switched almost overnight to these aircraft. Ever since, the Swiss have remained in the forefront of air travel, maintaining their solid reputation in this field.

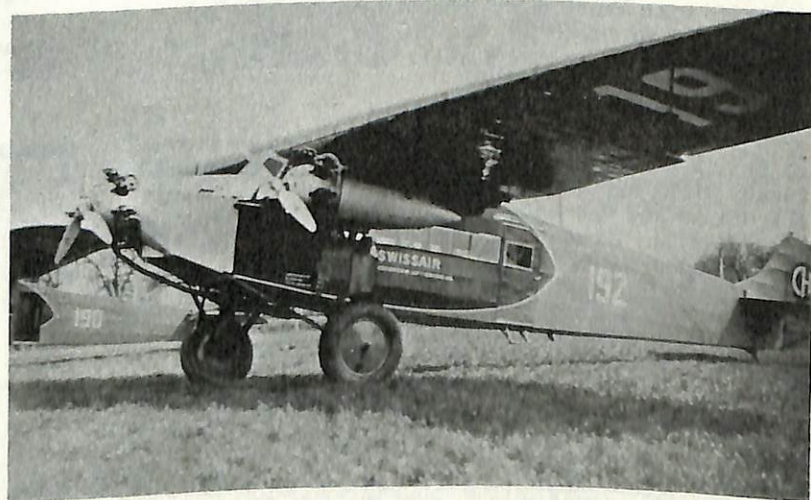
The first Swiss air service started on January 8, 1918 when the military opened an experimental air mail service between Zurich and Berne. Service was extended to Lausanne on February 1 with Swiss-designed and built Haeffel DH-3 biplanes. Due to climatological

conditions in the Alps during the winter, service was spasmodic at best. In May civil air mail was also accepted, and from June passengers were also carried. The service closed down in October, not to be resumed again. In total, 246 passengers and more than 200,000 pieces of mail had been carried during operations.

Ad Astra Aero was the principal Swiss airline during the early Twenties. It was one of three small companies formed in 1919 for air taxi and sightseeing flights. The three joined forces in 1920 under the Ad Astra banner and scheduled Geneva-Zurich-Nuremberg (Germany) services in 1922. In 1923 the German terminal was changed to Munich to offer better connections with early German airlines and with the express trains running between Western Europe and the Balkans. In co-operation with Lufthansa, services were also started from Zurich to Berlin and Frankfurt. The Ad Astra fleet consisted of three aircraft, two of which were Cornier Komet I parasol-wing aircraft for four passengers in an enclosed cabin.

Ad Astra expanded mainly in domestic operations after that for the next ten years, and by 1931 its fleet consisted of six Junkers F-13, four Junkers G-23 and at least three Fokker F-7b/3M. In 1931 Ad Astra merged with Balair to form Swissair, the national airline ever since.

BELOW: A Fokker F-7b/3M airliner flew longer Swissair services in 1931. CH-192 is ex-Ad Astra Aero.



Of more consequence during the late Twenties was Balair, formed in 1925. Operations started in 1926 with five ex-KLM Fokker F-3s, serving cities in the German Rhineland and Lyons, France, from the airline's base at Basle.

Six Fokker F-7b/3Ms were added and three single-engined Fokker F-7a were also in use. Some services were operated in co-operation with Lufthansa, the giant of European air transport before the Second World War. Balair closed operations in 1931 when it formed Swissair after merging with Ad Astra.

A third airline, Alpar Bern, started operations in 1929, specifically to serve Berne, the Swiss capital. Formed by the State and the City of Berne, services started to Basle, Geneva, Zurich and Lausanne with a small fleet of aircraft, including a Fokker F-11 and two Swiss-built Comte aircraft, all single-engined. The Comtes operated mainly on the Berne-Biel-Basle route. In the mid-Thirties three Dutch-built Koolhoven FK-50 and two British DH Rapides were added.

Alpar Berne operations continued domestically throughout the Second World War and until 1947, when they were taken over by Swissair.

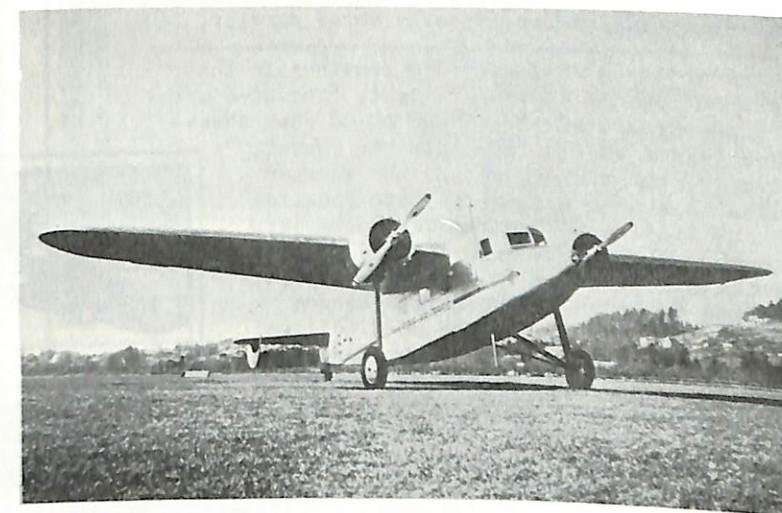
Swissair came into being on March 26, 1931, through a merger of Balair and Ad Astra. The airline took over one Fokker F-7a and four F-7b/3M (a fifth was added later) of Balair and three F-7b/3M of Ad Astra, one ex-Ad Astra Junkers F-13 was also used for a short period.

Swissair soon embarked on an energetic expansion scheme and by the outbreak of the Second World War the network included London, Paris, Berlin, Vienna and Amsterdam with many other major cities also being served. Swissair also quickly established a name for itself in the equipment field. It stunned the European airline world in 1932 by introducing two fast Lockheed Orion planes on its express mail and passenger service from Basle to Zurich across the Alps to Munich and Vienna. This forced the powerful German Lufthansa to commission the design of its own fast mail aircraft, the Heinkel He-70 and Junkers Ju-60 and Ju-160. Swissair also introduced the Clark GA-43, with its 10 passenger capacity, slightly larger than the Orion for six passengers. But the Clark did not become a success. Swissair also bought the Curtis Condor for its longer night services, offering sleeping accommodation. And it was one of the first European airlines to introduce the DC-2 and DC-3 in the early and mid-Thirties. The 450-mile Basle-London service was, at one time, the longest nonstop service flown by any airline in Europe. In 1936 Swissair introduced two Junkers Ju-86 especially for the night mail service to Germany.

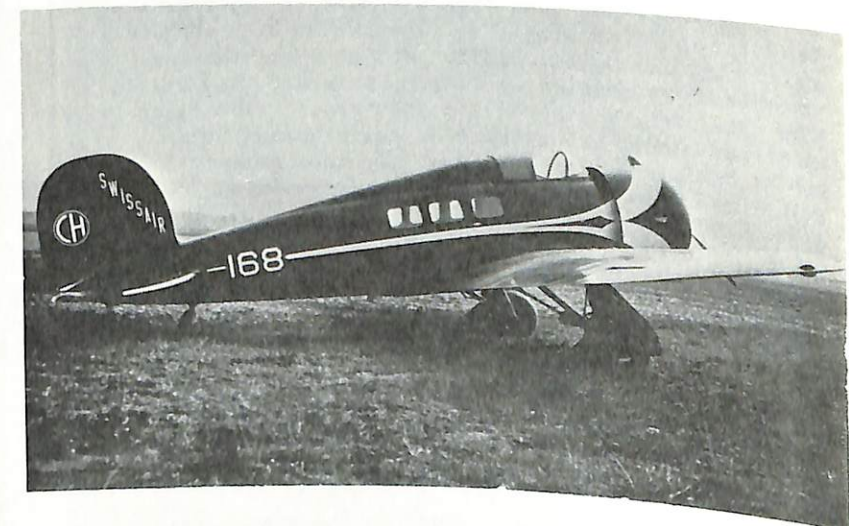
With the outbreak of the Second World War, Swissair initially continued its domestic services, and some services to Spain and Portugal, but all activities ceased in 1943. Post-war operations started again on July 30, 1945 and the domestic and European networks were soon re-established with a fleet of war-surplus DC-3s. Intercontinental services--the airline's first--started on the Zurich-New York routes, via Ireland, with the DC-4.



ABOVE: Alpar Bern operated this Fokker F-11 in 1929 on domestic services.



ABOVE: Koolhoven FK-50B of Alpar served until after World War II. HB-AMA crashed in Liberia in 1962 only a few years after being sold by Alpar.



ABOVE: Swissair used Lockheed Orion CH-168 for fast mail services to neighboring countries in the early Thirties.



A beautiful blue, white, yellow and red label depicting Alpar Berne, a early Swiss carrier.

Ever since, Swissair has remained in the forefront of the equipment fleet. The DC-4 was followed by the DC-6B and the DC-7C when these types became available, while the Convair 240 and later the 440 served the shorter routes in Europe during the late Forties and the Fifties. When the Caravelle jet became available, the astute Swiss carrier was one of the first to order the type, starting services on the Zurich-London route on May 21, 1960. The DC-8 followed the piston-engined DC-7C on the long-haul services to all five continents and by now the Boeing 747 and the DC-10 have replaced the DC-8. The DC-9-30 and -50 similarly have replaced the Caravelle in Europe and a fleet of DC-9-80s are on order. At one time Swissair also operated a fleet of Convair 990 Coronados on its Tokyo service. CV-990 services started on March 9, 1962, nine days ahead of the first CV-990 service in North America.



Starting at the top of this label is the color of orange, fading, at the bottom to a charcoal color. A very attractive label.

Below we see a early era Swiss label featuring a trimotor aircraft. Colors are red mountains, white lettering and a blue and white aircraft. Emblem is circled completely in blue. Very nice.

Swissair has also been a leader in the technical field, not surprisingly in view of the high technical skills of the Swiss. It is part of a maintenance co-operative consisting of KLM, Swissair, SAS and UTA (France), the so-called KSSU group. The four carriers share maintenance of their common types: DC-8, DC-9, DC-10 and Boeing 747, thus greatly reducing maintenance costs and spare-holding expenses.

The current fleet of Swissair consists of two Boeing 747, 9 DC-10, 6 DC-8, 33 DC-9-30 and -50s and 15 DC-9-80s on order.

OTHER AIRLINES

Air-Sea Service: formed in 1974 to operate passenger and freight charters from Basle. Fleet is one CV-440 and one B.N. Islander.

Balair: re-formed in 1957 to operate charter services in Europe and to North and South America. In the Sixties Balair also operated a number of small domestic scheduled services with Fokker F-27 Friendship aircraft under contract with Swissair, while DC-4 and DC-6B were used for



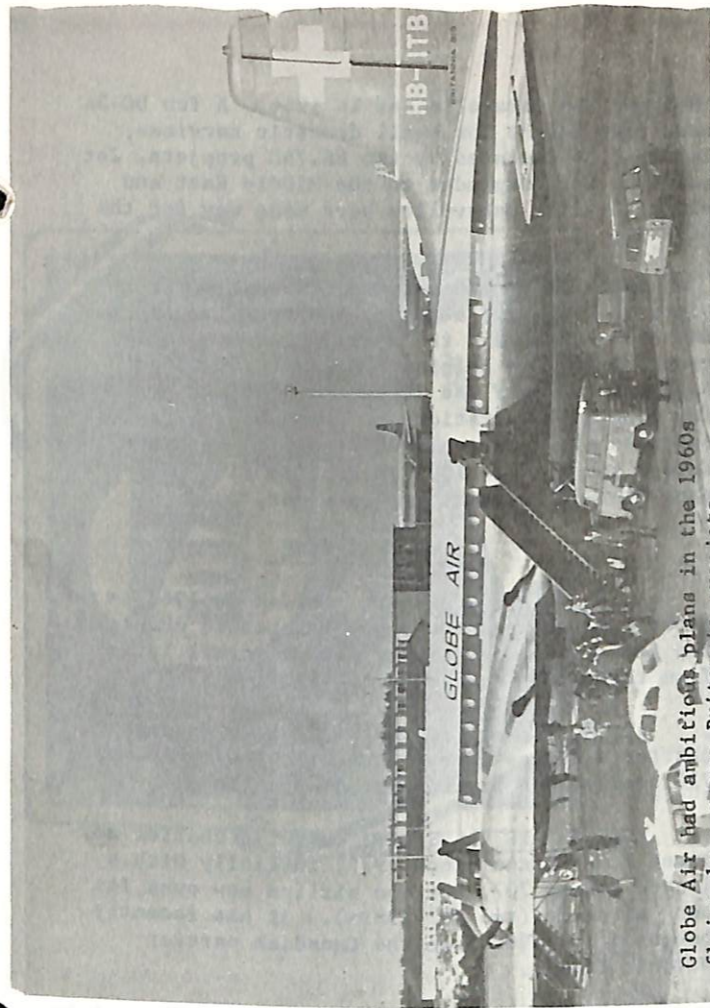
charter services. Later Swissair took a majority interest in Balair and the airline is now operated as the non-IATA subsidiary of its parent company. It operates European and world-wide charters and inclusive tour flights with one DC-10, 3 DC-8, two DC-9 and one DC-6A/B, the latter soon to be phased out. An F-27 serves small destinations.

Globe Air: was formed in 1957 to serve the inclusive tour market in Europe. It operated a fleet of British Airspeed Ambassadors and Bristol Britannias until it went bankrupt in 1967.

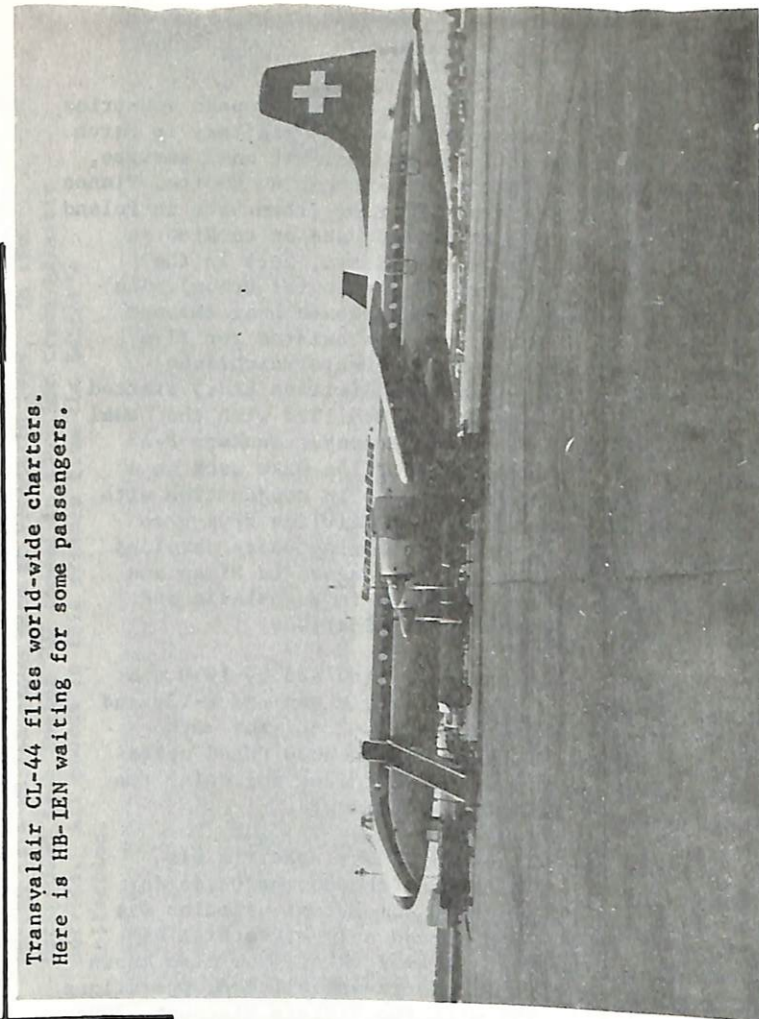
CTA: (Compagnie de Transports Aeriens) was formed in September 1978 to replace SATA, which had gone in liquidation. SATA had been formed in 1966 as an air taxi firm, but had branched out into the passenger and cargo charter market within Europe, to North Africa and to the Americas. Fleet at liquidation was two DC-8, three Caravelle and some smaller aircraft for air taxi services. CTA took over only the three Caravelle, which constitute its present fleet.

Transvalair: was formed in 1973 as Valair to operate world-wide (except U.S.A.) charters. The present name was adopted in 1974 when actual operations began. Current fleet is two Canadair CL-44D

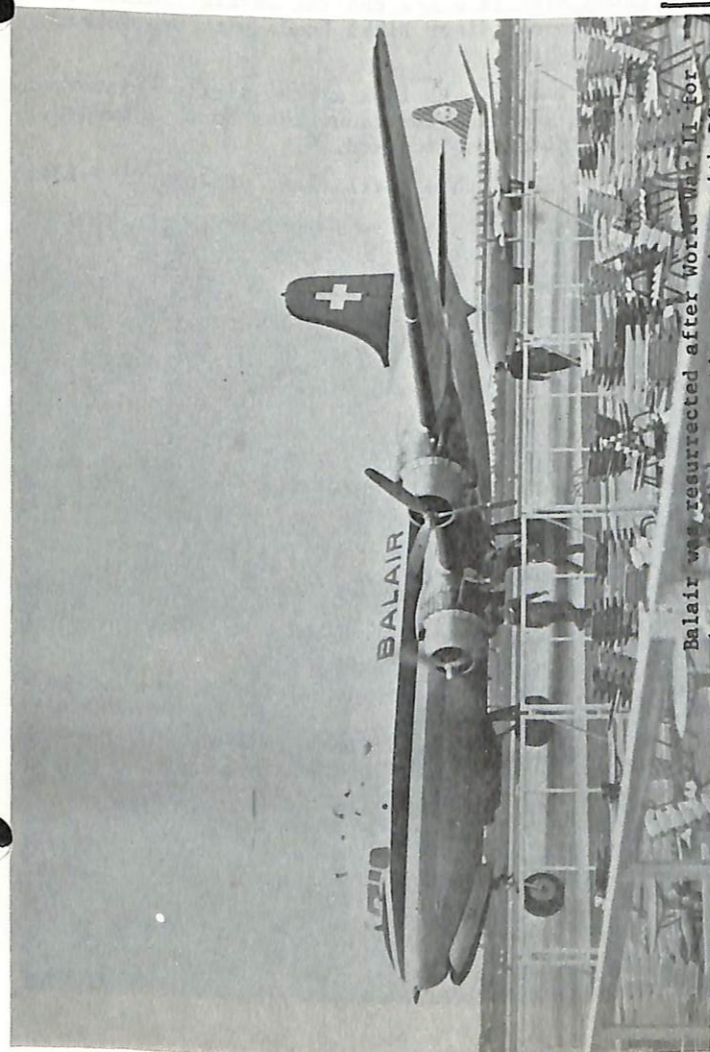
Crossair: a new commuter airline, formed in 1979 with four Metro II and some, smaller aircraft.



Globe Air had ambitious plans in the 1960s flying long-range Britannia propjets.



Transvalair CL-44 flies world-wide charters. Here is HB-IEN waiting for some passengers.



Balair was resurrected after World War II for charter flights, starting services with DC-4s



SATA is now named CTA and flies Caravelles on European charters. HB-ICN at Basel in 1971.

AUSTRIA

Austria was one of the first European countries to receive air transport when the military in March of 1918 started an international air mail service, in what was then the Austro-Hungarian Empire. Vienna was linked with Krakow and Lvov (then both in Poland but now in the Soviet Union), and on to Kiev in Russia, and Proskurov and Odessa, both in the Ukraine (now also part of the Soviet Union). The service, however, was discontinued near the end of the year. No air services existed for five years, until in 1923 OELAG (Oesterreichische Luftverkehrs A.G.--Austrian Airlines Ltd.) started a Vienna-Munich service in May 1923 with the usual assistance of Junkers of Germany. Junkers F-13 were used. Float-equipped F-13s were used on a daily Vienna-Budapest service in conjunction with Hungarian Aero Express, each airline flying on alternate days. In the following years services were opened to Berlin via Prague, to Milan and Venice in Italy, to Belgrade in Yugoslavia and to a number of domestic destinations.

But progress remained slow and by 1930 the fleet consisted of eight single-engined F-13s and three three-engined Junkers G-23s. Not much changed in the Thirties and in 1938 OELAG operations were taken over by Lufthansa following the annexation of Austria by Germany.

After the Second World War, Austria was occupied by the U.S.A. and the Soviet Union for 10 years and no Austrian commercial aviation was allowed. Vienna was served only by foreign airlines. But finally, in 1957 OELAG, now also known as Austrian Airlines, was re-established. Operations began in April 1958 with two Vickers Viscount 700s leased from the Norwegian carrier Fred Olsen Air Transport and the first route flown was Vienna-Zurich-London. In the following years most European capitals (both East and West) were added and the fleet was expanded to the bigger Viscount 837s in

Austrian Airlines started life as OELAG in 1923 with a small fleet of Junkers F-13s.



1961 and the Caravelle jet in 1964. A few DC-3s were also bought for small domestic services, later to be replaced by two HS.748 propjets. Jet services were expanded to the Middle East and since then the Caravelles have made way for the DC-9-30.

Austrian Airlines began trans-Atlantic services in 1969 with a leased Boeing 707 but this was soon halted and the plane went back to its owner, SABENA of Belgium. Later an Overseas National DC-8-61F was leased for a short period for long-haul operations to Hong Kong. Presently Austrian Airlines confines itself to services in Europe and to the Middle East with five DC-8-50s. Nine DC-9-80 aircraft are on order.

OTHER AIRLINES

Austrian Air Transport: formed in 1964 as an Austrian Airlines subsidiary to operate charters and inclusive tour flights with aircraft leased from the parent carrier.

ALPIN AIR: was formed in 1972 to operate charter services from Vienna with Boeing 707 or 720 equipment. Never started operations.

MONTANA AIR TRANSPORT: operates charter services from Vienna since 1975, initially with a leased Boeing 707, but the airline now owns its own aircraft (two 707-138Bs). It has recently bought a 707-396C from the Canadian carrier Wardair Canada.

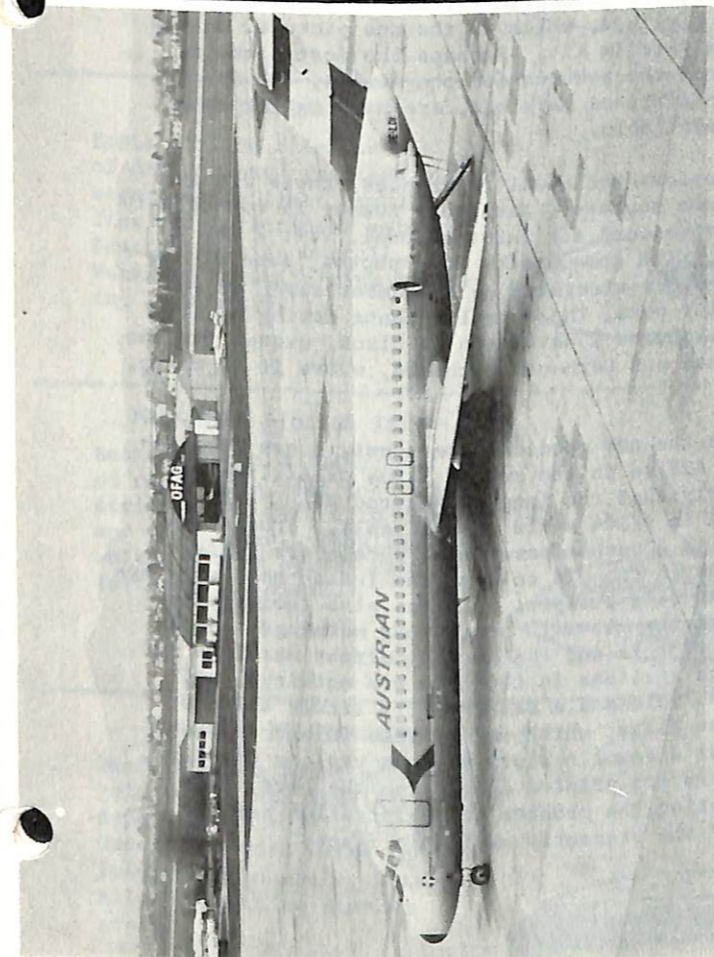
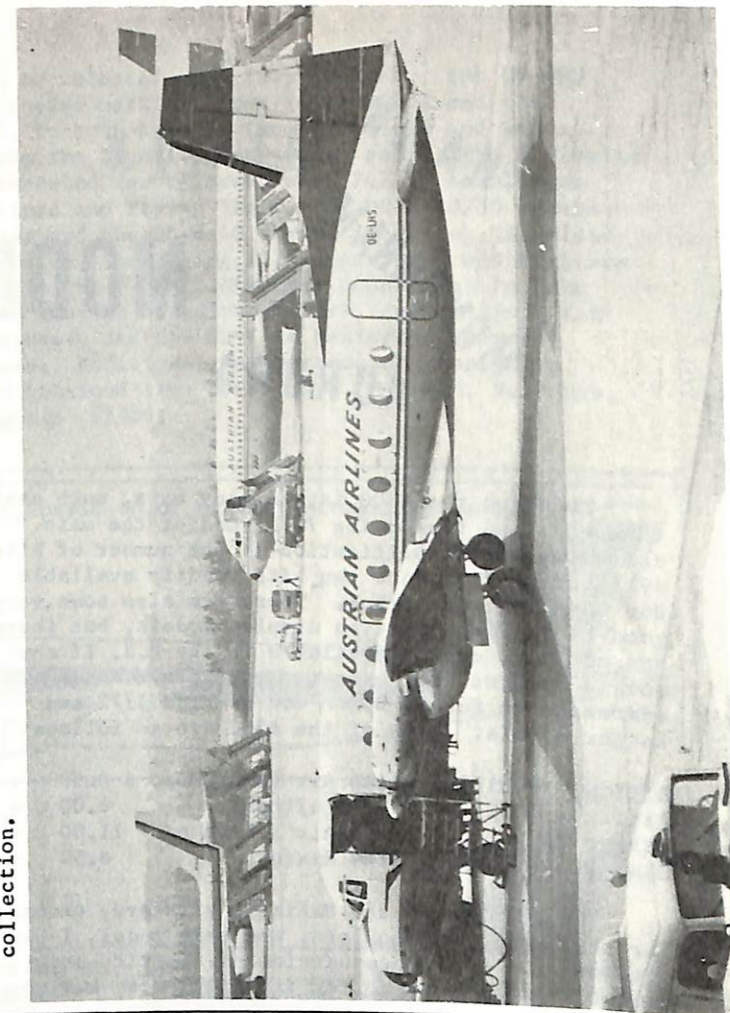
LAUDA AIR: is a new charter carrier formed in 1979 by race car driver Nikki Lauda with one Fokker F-27 Friendship.

Next time we will look at the airline history of the five Scandinavian countries: Norway, Sweden, Denmark, Finland and Iceland.



Attractive label from Austrian Airlines. Light blue background with black lettering and red "bird" design.

OE-LHS is a HS.748 shown here at Vienna in 1969. In the background is a Boeing 707 leased in 1969 for trans-Atlantic service. All photos in this article from the Editor's collection.



Present Austrian fleet is all DC-9 a/c. OE-LDI shown here at Salzburg in 1974.

All labels in this article from the collection of Don Thomas. The colors on this label are red background with black "birds" and AUA, remainder in white.



HAWK
MONOGRAM
AURORA

MODEL SHOP

by
DAVE MINTON

MPC
ENTEX
REVELL
FROG

Modeling the A300 is, in many ways, much easier than modeling the Boeing 707. One of the main criterion for simplification is the number of kits available. There are two kits readily available for modeling the Airbus. There are also some very good ticket counter type display models, but these are not very easily available in the U.S. If anyone is interested, however, I can provide some addresses in Europe which can provide 1/72 and larger models. Kits of the A300 are as follows:

Airfix #06173-5	1/144 Air France o/c	\$ 6.00	+
Airfix #06176-4	1/144 Lufthansa	6.00	+
Heller	1/125 Air France n/c	11.00	+
USAirfix #60515	1/144 Eastern	4.50	+

The Airfix and the USAirfix kits are, except for the decals and box art, the same model. I have not seen the Lufthansa version of the kit, and cannot therefore vouch for its existence, but it is listed in the catalogue. The Air France version has been issued with two types of the Air France decals, the first one pretty inaccurate and very soon after that the current livery, which is the markings put on the number 4 and 5 aircraft, although the blue may be somewhat dark. The Eastern decals in the US version are from Scalemaster and the blues are a bit bright, good for the GE logo for the engine nacelles, but somewhat bright for Eastern. I have not seen the inside of the box for the Heller kit, but the markings depicted on the outside are the newest Air France markings, with the red stripe on the tail.

Reviewing the Airfix/USAirfix kit: it is molded in 92 parts, including 16 clear parts (there is no stand included). The principal dimensions, using the IPMS Michigan ruler, which is off scale about two inches per 50 feet, the length comes to 177ft and the span to 148ft. This compares very favorably with Taylor and Swanborough's dimensions of 175ft 9in and 147ft 1.25in.

The fit of the parts throughout takes time and patience, to say nothing of filler and sanding. Particularly bad are the fuselage joints and the wing to fuselage joint. The engines, being bare metal, also require much work to get an acceptable finish. There is also considerable flash and heat sink marks. The problems of the fit, flash and so forth are worse on the USAirfix version of the kit, and in my copy, the fuselage was also cracked, requiring some work to fix.

Noting the scale, in general the model is good. Some particular problems are that the wing tip leading edge is too square, as are the tips of the horizontal tail. The trailing edge of the wing near the fuselage is not perpendicular enough with respect to the fuselage. The vertical tail is too narrow in chord. Also the engine cowlings are too heavy and fully rounded; they should taper more to the tail. The slope on the trailing edge of the engine fairings is not quite sharp enough. Finally, the tail cone is too large and the flap track fairings are too heavy.

For markings, beside those given with the kits, Micro Scale has made a sheet which gives the following markings: Indian Airlines, Germanair and Transavia Holland, both of these last named in the delivery colors and not the current markings. The Indian Airlines is also in the delivery colors, which are the same as the current marks. In addition, VHF in England marketed a sheet for Korean Airlines, which is the one pictured on the original Airfix kit. Perhaps the most pleasing of all of the schemes for the Airbus, the South African Airlines markings, are not, as far as I know, available.

Besides the usual references, there are two very good sources: Airliners number 15 covers only the Airbus, and Air International, Vol. 7 No. 3 covers, with some pretty good photos, some of the early Airbus aircraft, up to number seven or so. One color note, the dorsal antenna fairing on all Airbus schemes I have seen is black, except for the Lufthansa and Germanair schemes, where it is white.

In the new goodies department, I see from the latest ATP ad in the recent issue of Airline Quarterly that the long(?) awaited J&L L-188 Electra in 1/144 scale is available. From the ad, it is a vacuumformed kit, decals are Western Airlines in the old colors, the Indian head markings with the wide stripes. ATP has also thoughtfully provided the kit with some other markings, namely Air California and PSA in the current markings and American Airlines in the 1964 era markings. ATP has also released a rather nifty little sheet of American flags, which may be used in either the block or streamline form seen on various carriers. The stars are printed apart from the bars, thus eliminating the problem of registration seen in many of the presently available flags.

Fowler has re-entered the decal market with the National sheet in the sunburst scheme, with markings, including the female names, for several 727's. The El Al sheet for the 707-400 series should also be available soon. Runway 30 has finished the rest of the Alaska decals, including the purple domes and the red miner, as well as the blue eskimo. And ATP should have available soon the current smiling eskimo colors. All of the above decals are available from ATP at A/C 408-629-2121.

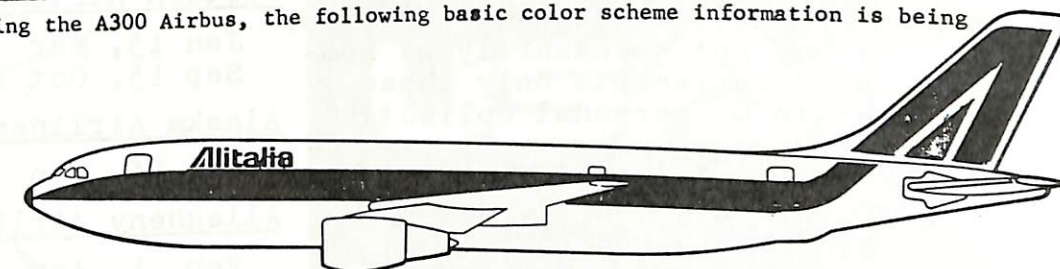
A recent listing from Ron Ferrera also revealed some good news for the rest of the year.

Due to be released are, from Lindberg, the CV-880 in Northeast markings (not Yellowbird) and the CV-440, in both Eastern (hockey stick) and Delta. And from the Revell company down south, the following are scheduled for release: the 747 in Aerolineas Argentinas and Flying Tiger, the DC-8-20/30 series in Viasa and the DC-8-60 series in Flying Tiger and Aero Mexico, the Boeing 727 in AeroPeru and Mexicana markings, the F-27 in NLM City Hopper colors, the DC-9 in a bunch of colors, Ozark, Aero Mexico, KLM and Bonanza, and the DC-7 in Mexicana, already released. Additional information on these kits may be obtained from Ron at P.O. Box 528, Van Nuys, California 91408.

For those interested in modeling the A300 Airbus, the following basic color scheme information is being provided.

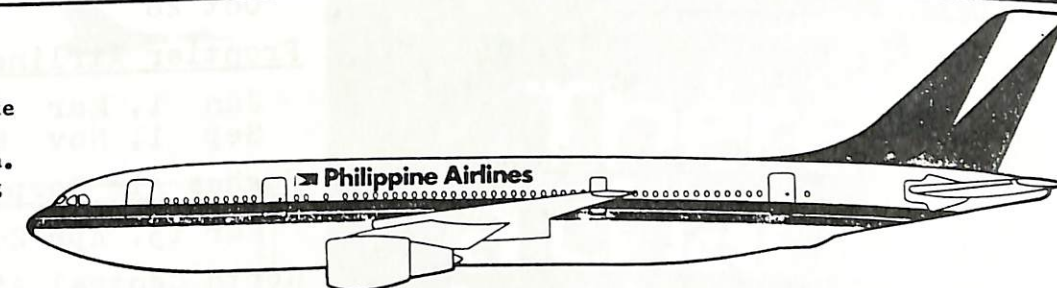
ALITALIA

Basic Alitalia color scheme with Green fuselage stripe, red tail wedge and black lettering. Fuselage is white.



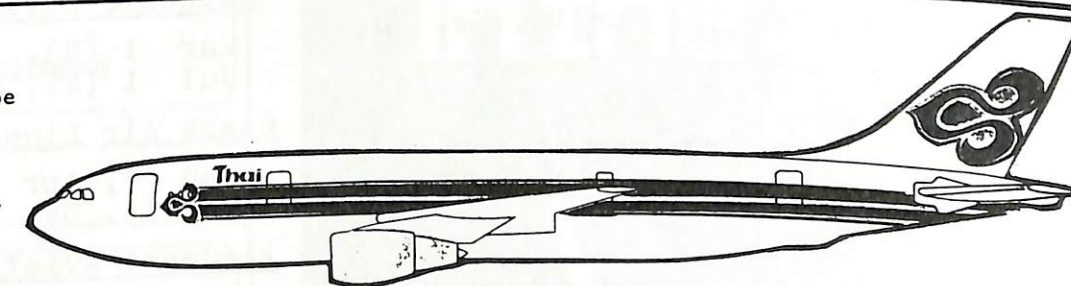
PHILIPPINE AIRLINES

Basic airline color scheme dark blue over red with white separation line on fuselage. Blue, white, red tail design. Fuselage white and lettering in black.



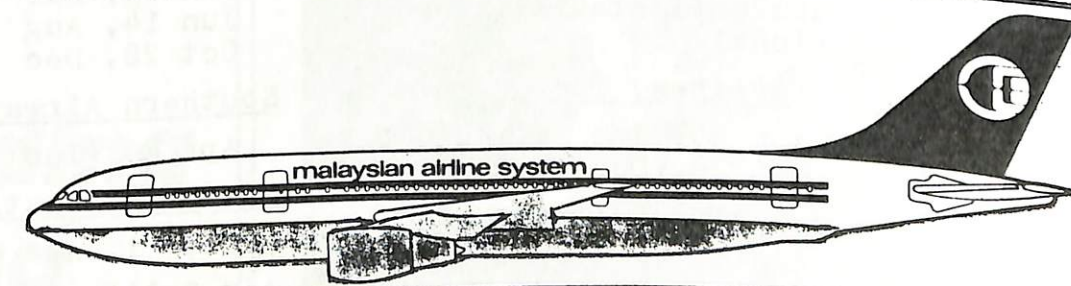
THAI INTERNATIONAL

Basic airline color scheme of dark orchard fuselage stripe separated by light orchard line and outlined in gold. Same for design on tail. Fuselage is white with lettering in orchard.



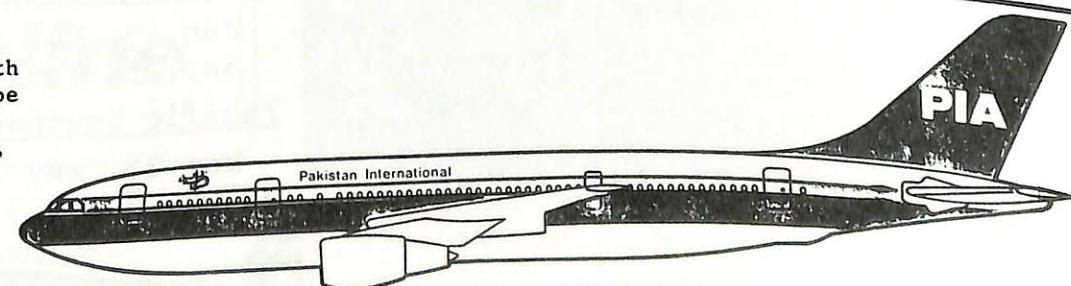
MALAYSIAN AIRLINE SYSTEM

Basic airline color scheme of red, white, red fuselage stripe. Red tail with red and white logo. Fuselage top white, bottom silver with lettering in black.




PAKISTAN INTERNATIONAL

Basic airline color scheme with gold over green fuselage stripe separated by thin white line. Green tail with white letters. Fuselage top white, bottom silver. Airline name in green.





Around the World Of Airline Schedules



By George Carley

Below is a survey of some U.S. airline schedules issued during 1979. The list may not necessarily be complete as it represents only those schedules in my personal collection.

American Airlines, Inc.

Jan 20, Apr 29, Jun 7, Sep 5,
Oct 1, Nov 1, Dec 13

Braniff Airways, Inc.

Jan 25, Feb 15, Mar 15, Apr 29,
Jun 1, Jul 1, Aug 1, Sep 15,
Oct 28

Continental Air Lines, Inc.

Jan 15, Apr 1, Apr 29, Jun 1,
Jul 1, Oct 1, Dec 1

Delta Air Lines, Inc.

Mar 1, Apr 29, Jun 15, Sep 8,
Oct 28, Dec 15

Eastern Air Lines, Inc.

Jan 31, Mar 2, May 1, Jul 2,
Sep 5, Nov 1, Dec 11

National Airlines, Inc.

Mar 2, May 1, Jun 25, Sep 5*

*Last public timetable issued
by National.

Northwest Airlines, Inc.

Feb 1, Apr 29, Jun 8, Jul 1,
Sep 10, Oct 28, Dec 18

Pan American World Airways, Inc.

Jan 18, Apr 29, Oct 28

Trans World Airlines, Inc.

Jan 9, Mar 1, Apr 29, Jun 7,
Sep 6, Oct 28, Dec 15

United Air Lines, Inc.

Jan 9, Apr 2, Aug 1, Sep 5,
Oct 28

Western Airlines, Inc.

Jan 15, Mar 1, Apr 29, Jul 1,
Sep 15, Oct 28

Alaska Airlines, Inc.

Jan 15, Jun 1, Sep 15

Allegheny Airlines, Inc./U.S. Air

Feb 1, Apr 1, Jun 15, Sep 5,
Oct 28

Frontier Airlines, Inc.

Jan 1, Mar 2, May 1, Jul 1,
Sep 1, Nov 8, Dec 1

Hughes Air Corp. (DBA Hughes Airwest)

Mar 15, Apr 29, Jul 1, Oct 28

North Central Airlines, Inc. (N)/ Republic Airlines, Inc. (R)

Mar 1 (N), Apr 29 (N), Jun 8 (N),
Jul 1 (R), Oct 28 (R)

Ozark Air Lines, Inc.

Jan 7, Apr 1, May 15, Sep 15,
Nov 15, Dec 15

Piedmont Aviation, Inc.

Jan 15, Mar 1, Apr 1, Apr 29,
Jun 14, Aug 1, Sep 5, Oct 1,
Oct 28, Dec 1

Southern Airways, Inc.

Apr 29 (last schedule)

Texas International Airlines, Inc.

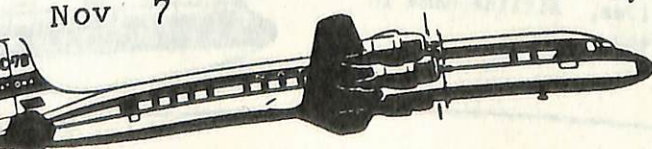
Feb 1, Apr 1, Aug 1

Air California

Jan 3, Mar 15, May 1, Jul 1,
Sep 5, Nov 9

Pacific Southwest Airlines

Mar 28, May 23, Jul 5, Sep 12,
Nov 7



Southwest Airlines

Feb 12, Mar 5, Jun 1, Jul 13,
Nov 7

REPUBLIC

schedule

effective
july 1

1979

formerly--

NORTH CENTRAL / Southern

**we're
building
your kind
of airline**

Cover of first Republic schedule--
issued after North Central-
Southern merger.



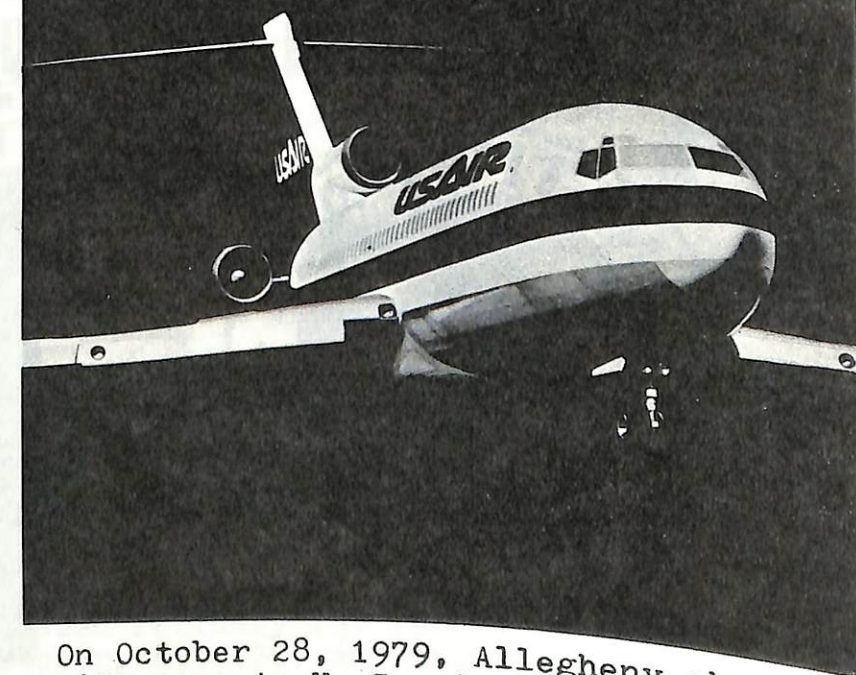
ALLEGHENY

USAIR

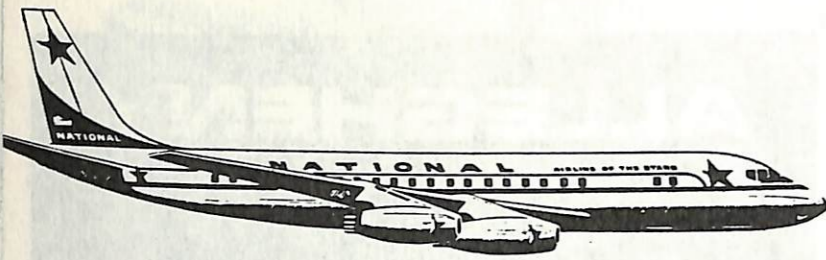
System Timetable
Effective October 28, 1979

Includes Allegheny
Commuter Schedules

There's a change in the air...



On October 28, 1979, Allegheny changed
its name to U. S. Air.



The magnificent **DC-8**



Brightest Star

on the
Airline of the Stars

Below is cover of last timetable issued by National Airlines. Changes in the general schedule CAB were filed on October 28 and December 13, 1979.

National Airlines System Timetable

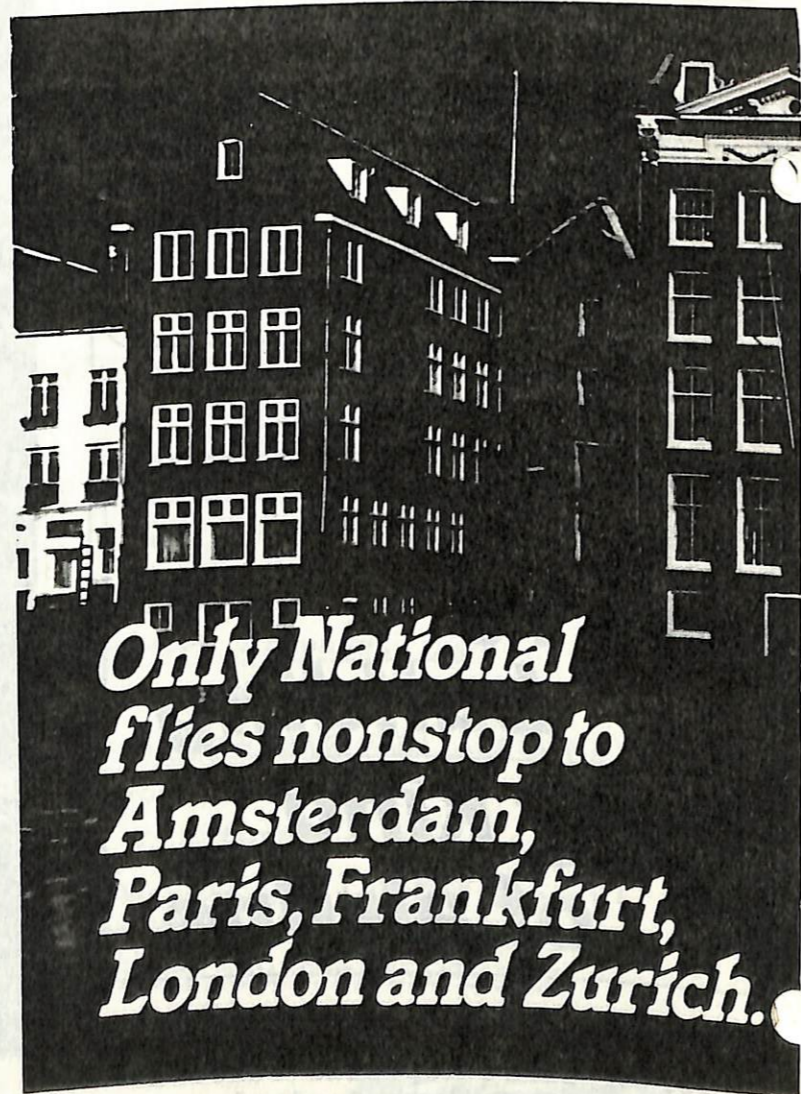
EFFECTIVE SEPTEMBER 5, 1979

NATIONAL

AIRLINE OF THE STARS

NATIONAL

FIRST WITH JETS
IN THE
U.S.A.

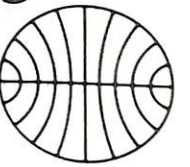
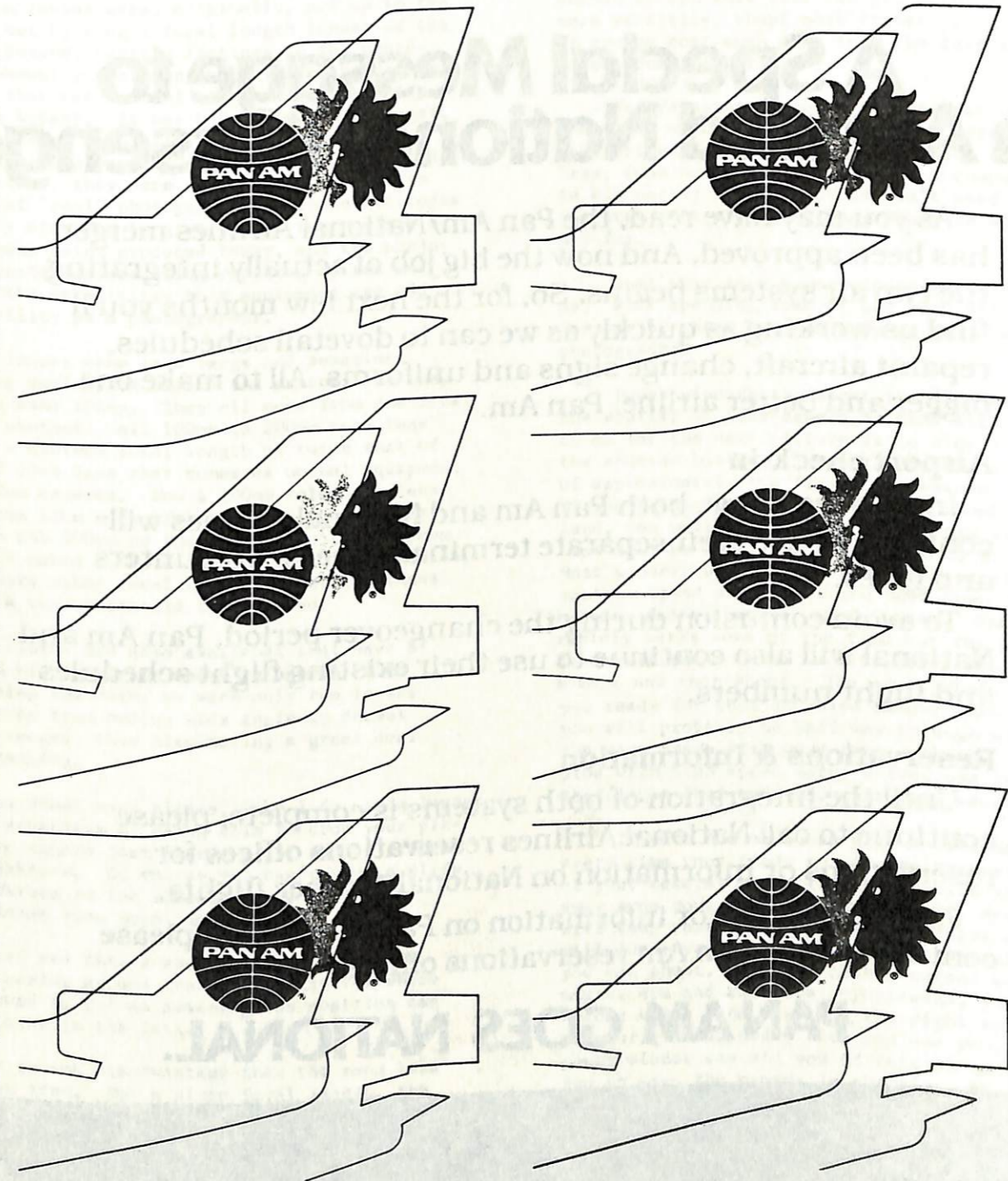


Only National flies nonstop to Amsterdam, Paris, Frankfurt, London and Zurich.

Pan Am/National Schedules Winter & Spring 1980

Pan Am/National Schedules Winter & Spring 1980

National Airlines



PAN AM

Cover of Pan Am/National timetable issued February 15, 1980. This is the first Pan Am timetable since October 28, 1979, and the first schedule containing National flights issued publicly since September 5, 1979.



A Special Message to Pan Am and National Passengers:

As you may have read, the Pan Am/National Airlines merger has been approved. And now the big job of actually integrating the two air systems begins. So, for the next few months you'll find us working as quickly as we can to dovetail schedules, repaint aircraft, change signs and uniforms. All to make one bigger and better airline. Pan Am.

Airport check-in

In the meantime, both Pan Am and National Airlines will continue to use their separate terminals, check-in counters and gates.

To avoid confusion during the changeover period, Pan Am and National will also continue to use their existing flight schedules and flight numbers.

Reservations & Information

Until the integration of both systems is complete, please continue to call National Airlines reservations offices for reservations or information on National Airlines flights.

For reservations or information on Pan Am flights, please continue to call Pan Am reservations offices.

PAN AM GOES NATIONAL.

photo equipment selection

ZOOMS AND OTHER THINGS

by

Bill Manning

This issue we'll talk about two of the most useful goodies to ever hit the photographic marketplace: zoom lenses and film winders. Useful and controversial. The hassel consists of two items. First; zoom lenses were, originally, not up to the standards set by single focal length lenses of the time, and second; certain factions in the photographic community continue to ridicule and condemn equipment that was once of below average quality but is now superb. It has been said, in the past, that zoom lenses were alright for snapshots but not for "real photographs". As far as power winders were concerned, they were not to be mentioned in the ranks of "real" photographers. These attitudes are finally starting to give way to the reality of the equipment being produced today, and the prejudices of yesterday are being replaced by awe and wonder at the versatility this equipment can add to your ability as a photographer.

Zoom lenses come in a large and sometimes bewildering variety of styles and prices, but they all do the same thing. They all move from one focal length to another. All 100mm to 200mm zoom lens will have a minimum focal length of twice that of a standard 50mm lens that comes as normal equipment on most 35mm cameras. Now a 100mm telephoto lens may not seem like much of a telephoto, but couple it up with the 200mm on the other end of this zoom lens and it makes quite a combination. In addition, you get every other focal length in between these extremes; a very versatile lens indeed.

Zoom lenses are also available that have a range from wide angle to short telephoto, 35mm to 70mm being the norm, so with only two lenses you can cover from medium wide angle to decent telephoto ranges; thus eliminating a great deal of lens changing.

If you shoot many slides, like I do, zoom lenses offer the advantage of being able to crop your picture in the camera just like a print can be cropped in your darkroom. Of course you can't crop a slide in the darkroom so the ability to do so in the camera becomes even more important.

You can see that a zoom lens can make your life much easier around those busy airports where moving around to get an advantageous position can be a real pain in the tail.

There is one disadvantage that the zoom lens does suffer from. For a given focal length, the zoom lens will usually be slower in light transmitting ability than a fixed lens of the same focal length. Alas, nothing is perfect but with the good quality fast films that are available today, it makes no real difference, the zoom lens is nearly perfect.

So much for zoom lenses, now we can get to the fascinating device called a power winder.

Power winders and motor drives have a lot in common except that full fledged motor drives are more versatile, shoot more frames per second, and of course cost much more than the less sophisticated power winder.

We are going to concern ourselves with only the power winders because they are more reasonably priced for the average amateur, they weigh less, (who but a masochist wants a deeper groove in his neck?) and most of us don't need the extra features that a professional might be willing to pay for.

Just what is a power winder going to do for us? Will spending some of our hard earned cash for one of these devices help us to take better photographs?

Power winders transport the film and cock the shutter of your camera so that all you have to do for the next picture is to simply depress the shutter button. This all happens at the rate of approximately two frames per second, so even if you think you have the fastest thumb in the land, you will not be able to prepare for the next shot as fast as a winder can do it for you. Most winders will also sequence shoot at their maximum speed as long as you hold down the shutter button; shotgun style, so to speak. Shooting that rapidly works some of the time but the general consensus seems to be to wait for a decisive moment and then shoot. The power winder will have you ready for that decisive moment when otherwise you will probably be half way through winding the next frame with your trusty thumb. Even most pros with high speed motor drives use them in the single shot mode for this very reason.

If your one of those with a left master eye, every time your ready to use the transport lever of your camera, you will have to tilt the camera away from your face for just a split second. This will keep your thumb out of your right eye but will force you to reframe the photograph before you can shoot. If your doubly cursed with a left master eye and also wear eyeglasses, you will become weary from cleaning the right eyepiece of your glasses every time you use your camera. A power winder can rid you of this curse by enabling you to keep the camera in shooting position for smoother, faster shots. It will also eliminate those thumb prints from your glasses. A splendid device for those of us so cursed!

From time to time you may want a duplicate of one or more of your slides. All methods of duplicating a slide leave something to be desired as far as quality is concerned. A slide is a first generation transparency. (The film that you ran through your camera.) A duplicate is a second generation, or a photo of a photo, which suffers from higher contrast and a variety of other ills which accompany all such photos. Now, all of this is not to say that you cannot get a decent duplicate slide, but you will always lose something, so the best duplicate is a second original. A power winder makes getting a second original as easy as pressing the shutter button a second time. Beautiful!

As you can see, I am sold on the versatility of both power winders and zoom lenses. I think they can improve your photography dramatically. They are worth more than they cost.

Now, for something along a different vein. Whether or not you agree with me about camera accessories; get your camera out in the field and take the best photos you can. Then enter them in the contest. Contest! What contest?

I received a letter from Mr. Karl Smalley, of the Motor City Airline Club, concerning the contest. I'll let Karl tell you about it.

"During past conventions I have noticed the lack of entries in the photo contest. This lack of interest is a surprize to me because I know that a large number of the airliner enthusiasts take photos. I am thinking that maybe they don't know that there is such a contest at the convention."

Karl included a set of photo contest rules which are available to anyone planning on attending the convention, just drop him a line requesting information on the contest. So until next issue, keep those cameras clicking.

Airlines International '80

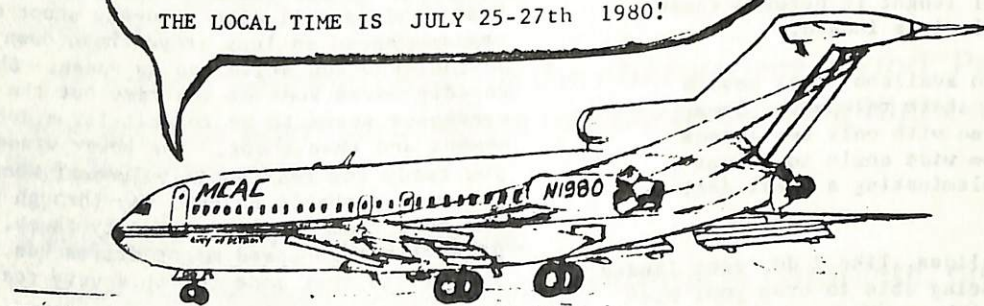
★ DISPLAYS ★ PRIZES ★ CONTEST ★
SLIDES PHOTOS POSTCARDS KITS

LADIES AND GENTLEMEN.....

WE WOULD LIKE TO WELCOME YOU TO DETROIT....

HOME OF THE 1980 AIRLINERS INTERNATIONAL CONVENTION....

THE LOCAL TIME IS JULY 25-27th 1980!



ON BEHALF OF YOUR CREW

Motor City Airline Club

LOCATION

RAMADA INN
8270 Wickham Road
Romulus, Michigan 48174
Phone (313) 729-6300



INFORMATION

Airliners International '80
5232 Curtiss Avenue
Dearborn, Michigan 48126

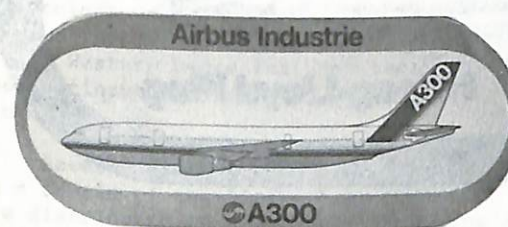
STICKER CHATTER

by
DON THOMAS

Since the A300 Airbus is featured in this issue of the LOG, I will feature and illustrate some of the current labels advertising the A300 and A310. (See below.) The colors of both are the same--the wide border, engines, wings and undercarriage are silver, with the upper part of the a/c white. The tail and midsection have bands of purple, red, orange and yellow. The lettering above and below is black. These colorful labels replaced similar labels with a red background; the present background is white. These items were available at the Dallas convention courtesy of Airbus Industrie of North America and Aviation World.

Although the A310 is not yet in service, the A310 labels are being used to publicize it. A300 labels, however, have been issued for a total of at least 20 airlines. Labels are available for: EASTERN, LUFTHANSA, GERMANAIR, OLYMPIC, AIR SIAM, HAPAG-LLOYD, AIR FRANCE, AEROCONDOR, SAA/SAL, INDIAN, IRAN, KOREAN, MALAYSIAN, THAI, EGYPTAIR, SCANDINAVIAN, ALITALIA, PHILIPPINE, PAKISTAN, AND GARUDA. A few new ones are illustrated below. The new ones are all coming in with white backgrounds, whereas the earlier labels had backgrounds of various colors for the different airlines, such as THAI INTERNATIONAL'S well-known orchid color scheme. MALAYSIAN, whose original A300 label had a gold background, is now using the same design but with a white background like the newest ones.

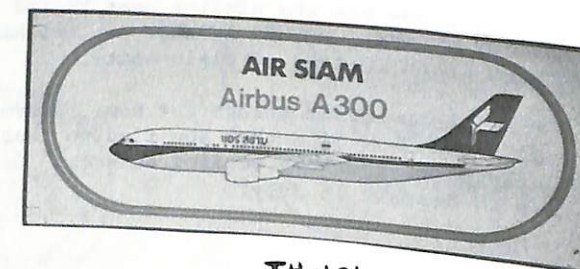
AEROCONDOR I understand is no longer using the A300 plane they had for a while, and AIR SIAM discontinued operations entirely, so these two labels are no longer in use. AIR SIAM, by the way, seems to have used a different version of the A300 label; note illustration. Also shown is another AIRBUS label, a colorful issue with background in blue -- "Wide body comfort on domestic routes". The name in small print on the fuselage reads "Indian Airlines". It will be listed in the Air Transport Label Catalog in Vol. I (France) under AIR INDUSTRIE, as it was no doubt printed for general distribution rather than for INDIAN AIRLINES. A similar early label is illustrated, also blue background, reading "Tomorrow's plane today".



A300 catalog FR-1105



A310 catalog FR-1106



TH-101



FR-1107



FR-1103



PH-22

TH-32

EG-51

PK-22

ID-37

New customers for the AIRBUS are Japan's TOA-DOMESTIC (TDA), KLM, SWISSAIR, LAKER, TRANSVIA HOLLAND, AIR ALGERIE, CRUZEIRO, AIR AFRIQUE, TAA, IBERIA, SINGAPORE, SABENA, MARTINAIR, AIR INTER, and TEA (Belgian charter). Please advise this editor when you see any labels for these carriers.

Airbus Industrie's quarterly magazine "Aspects" will have an article in color featuring these A300 labels and also the pioneer labels of the airlines who have become their customers. That issue of "Aspects" promises to become a collector's item in itself!

AIR FLORIDA is going all-out, trying for the Miami-London route which the CAB says NATIONAL has to give up when it merges with PAN AM. The label shown below left comes in rolls. I will mail one to anyone who sends in an SASE to the Label Editor. AIR FLORIDA also has a bumper sticker--"JOIN AIR FLORIDA'S BATTLE FOR BRITAIN", available from their Miami office.

Many airlines are using the long strips, gummed at one end, as name-address labels. A few noted lately include AMERICAN, UNITED, AIR CALIFORNIA, CONTINENTAL, WESTERN, WARDAIR, AIR LINGUS, and even DELTA, which heretofore has been using the plain old AIR TRANSPORT ASSOCIATION BIL. TWA and PAN AM have a shorter rectangular version, a combined baggage tag and BIL.

Ordinary BILs also are appearing for many of the smaller U.S. commuter airlines. AIR U.S. and U.S. AIR both have BILs; also AIR MIDWEST, MIDWAY AIRLINES, U.S. AVIATION, AIR ILLINOIS, TRANS INTERNATIONAL, and TRANS WESTERN AIRLINES OF UTAH. EASTERN has a new BIL, like the old one but above each of the two vertical labels it instructs "PLACE OUTSIDE BAG" and "PLACE INSIDE BAG".

THINGS TO LOOK FOR: The DC-10 label "I Crossed the Equator on a DC-10" has two versions. One shows the Western Hemisphere and Africa, and the other shows the Western Hemisphere and Asia. SOUTHWEST AIRLINES BIL now has the airline name in red instead of orange. HUGHES AIRWEST BIL now has a silvery sheen instead of plain white.

That about covers things for now. Remember to send in any new BILs that you find so that they may be added to the next catalog addenda. See you all in Detroit in July!

Paul Collins has for sale three sets of the Airbus labels mentioned on the last page. The set contains 18 different Airbus labels and sells for \$30.00 for the set. He obtained the sets from Peter Rentzsch (of COINCAT in West Germany) who set the price. The set is well worth the price if you are interested in the Airbus program. Included in the set are: Company A300, Company A310, PAKISTAN; GARUDA, EGYPTAIR, ALITALIA, EASTERN, BAVARIA GERMANAIR, AIR FRANCE, OLYMPIC, THAI INTERNATIONAL, MALAYSIAN, LUFTHANSA, HAPAG LLOYD, PHILIPPINE, KOREAN, IRAN AIR, and INDIAN. First three \$30 bucks gets the sets. Mail orders to World Airline Hobby Club, 3381 Apple Tree, Erlanger, Kentucky 41018.

NEW--just received from West Germany. Beautiful label, something like the Airbus labels.



CONTINENTAL AIRLINES

NAME _____

ADDRESS _____

CITY _____

F.B. 602 REV. 2-70

BAGGAGE IDENTIFICATION ATTACH TO LUGGAGE

American Airlines

BAGGAGE I.D. TAG

NAME _____

ADDRESS _____

CITY-STATE _____

AA

American Airlines

this, that and other stuff

by
PAUL COLLINS

Well, time to look into the old junk box once again and see what we have to present this issue. I really like badges, so lets look at some that are in the Club collection.

Back in 1976, Western came out with a nice badge during their fiftieth anniversary. The badge is black and silver and features a early mailplane. The following year British Airways stamped a nice item in the name of the Queen's Silver Jubilee. Braniff came out with some nice items when they changed the paint scheme on their aircraft. Really nice colors on this one. I don't know when Pan Am stamped the 747 badge but it sure is cute! The little Western badge features their "bird" as does the Continental badge, but not quite in the same manner!

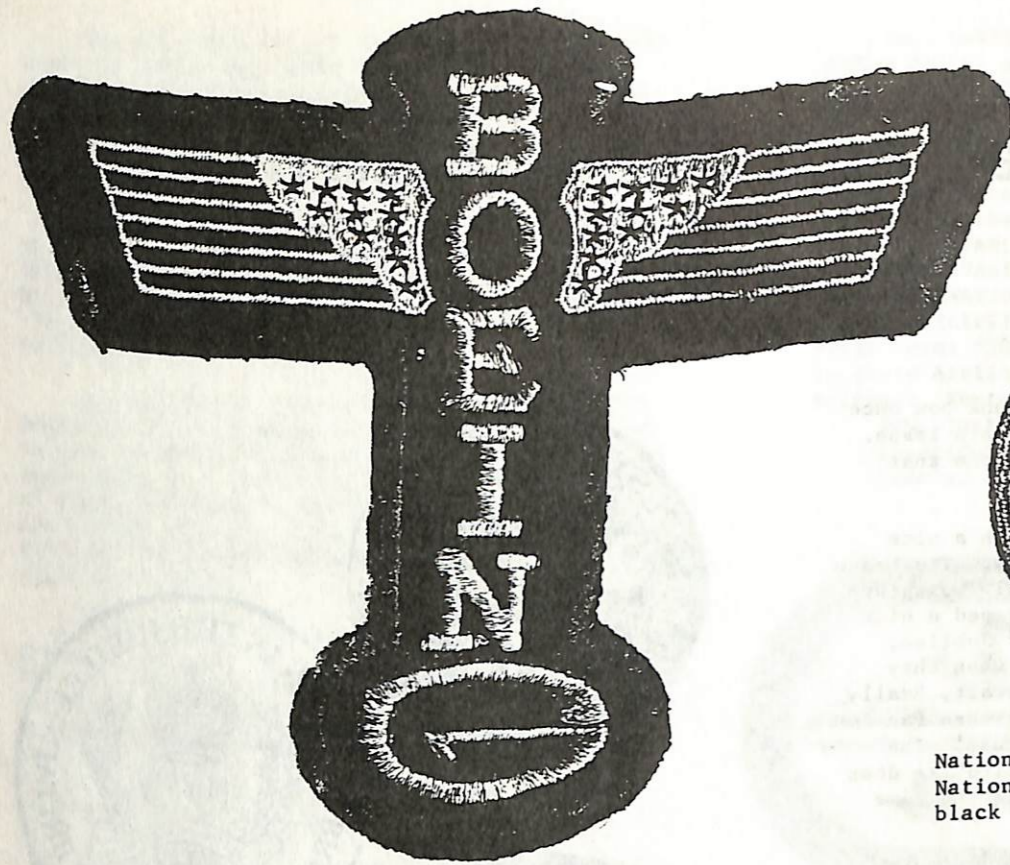
Several members have been kind enough to send me a couple of the little bags of toilet items that are distributed to passengers traveling in the first class section on long distance flights. These little kits usually contain a bar of soap, towel, tooth brush and paste, after-shave lotion and other miscellaneous items. The ones I received were TWA, Iberia and Singapore. Anyone having any "extra" such items are requested to send them in. I'm sure something can be found to send back in trade.

A couple of weeks ago I went to a flea market and went through a batch of old advertisements that someone had cut out of old magazines. Although I didn't find anything I wanted, it might be a good idea to go through your magazines and cut out all such items before you throw away any books you no longer want. Last summer I was able to pick up some old American ads that were very nice. They really look nice when placed in a frame. Just something to think about.

While the Club's patch collection has not been growing as fast as I would like it to, several new items recently were added. One was a National Airlines Freight emblem and another was a Southern patch. The old Boeing item shown on the next page was worn on the back of employees overalls. Its possible this item goes back as far as the thirties. I just happen to find it at a gun show mixed in with some old gun company patches. Nice find! Nice price--\$.50!! Was that ever a bargain.

I would like to thank Club members that have been sending in some "junk" items for the Club. A number of ticket envelopes, BIL's and other miscellaneous items have been sent in. I would like to urge others to send in any "extra" items you have and don't know what to do with them. I will put them to good use.



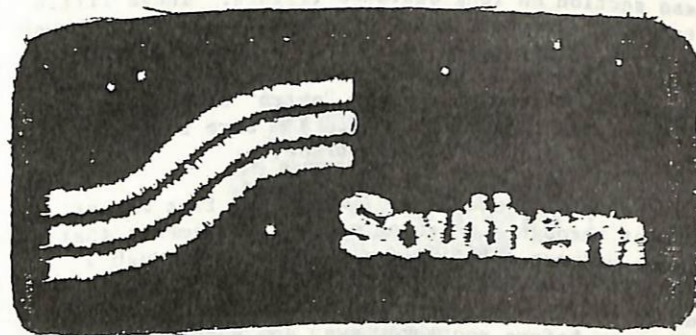


Boeing employee patch. Lettering and flag outlines in white, stars in red as is border around patch. All this on dark blue background.

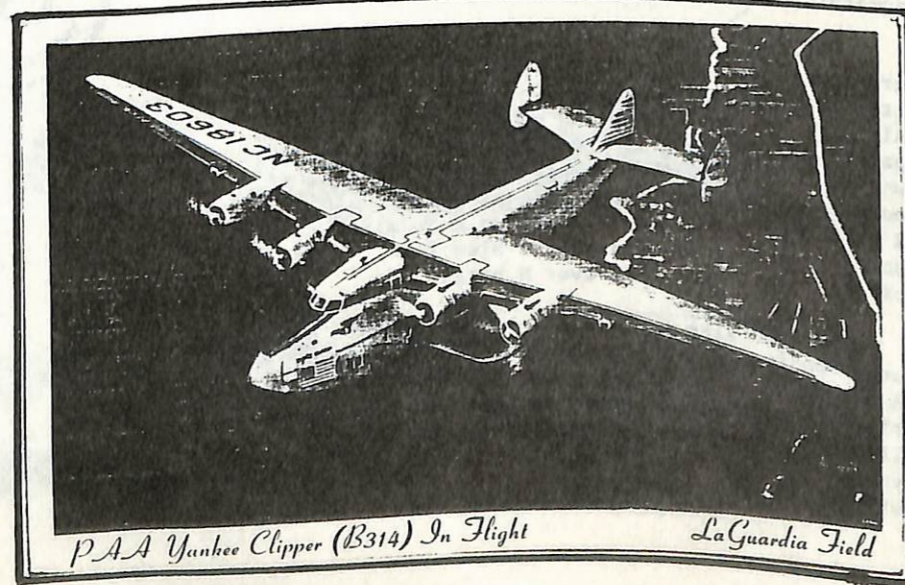


National Airlines Freight patch. Usual National logo on khaki background with black lettering.

Southern employee patch. Dark blue background with white logo and lettering.



A nice linen card of a PAA Boeing 314. Very colorful card. Picked up at flea market for \$.25!



PAA Yankee Clipper (B314) In Flight La Guardia Field

Attention airline employees! I need the bag tags from the following airlines for the Club display: Delta, National, Piedmont, Western, Continental, Pan Am, Texas Int'l., United, Eastern, Northwest, PSA, Air California, BWIA, and a ton of others to numerous to list. Please, if you work for a airline, send in a complete set of destination tags. I have AA, BI, TWA, USAir, Frontier, Allegheny, Hughes plus a number of Air Canada, CP Air and Ozark. Your assistance would be greatly appreciated.

A neighbor that works for American recently gave me several nice posters depicting AA service using 707 "Astrojet's". Super posters! Again I would like to ask anyone having any extra such items to send them in to me for a Club display. As mentioned in the last issue, someday I hope to see someplace where all this type material can be put on display for all people to see and enjoy. All such donations will be tagged and credit given to those sending in items. Please--I need your help!

I will continue this column next issue. Is there any item that you would like to see featured in this column? Please drop me a line and let me know. There is a lot of "junk" laying around the old Club headquarters that we can feature. Let me know. Until next issue, happy collecting!

USAIR

System Timetable
Effective January 8, 1980
Includes Allegheny Commuter Service

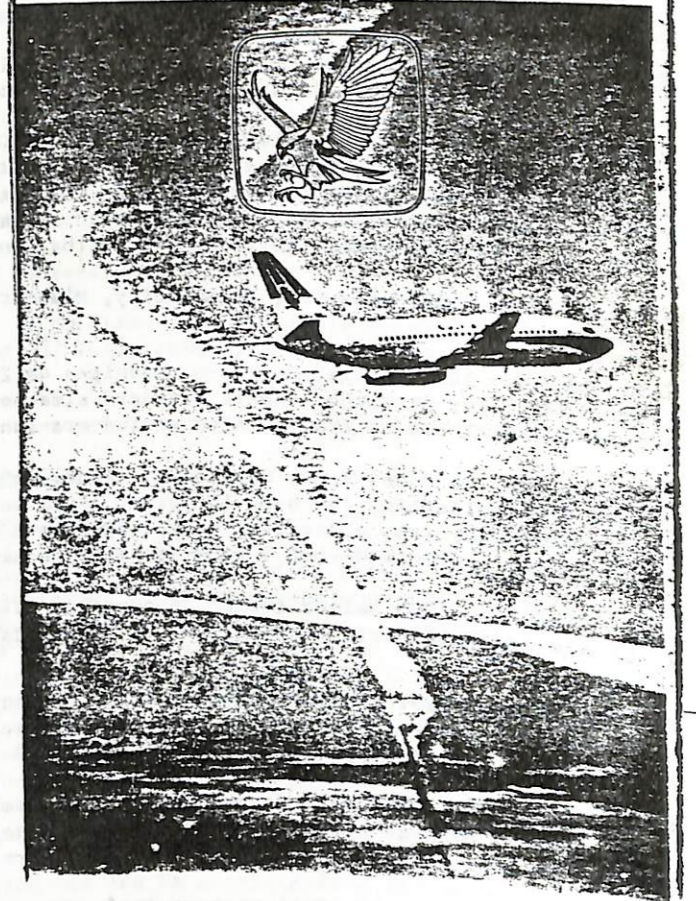
Golden Sun Service to Florida and Arizona!



One of the most attractive schedules that I have seen in a long time belongs to USAir. The date on this one is January 8, 1980. I have obtained a number of these tts if anyone is interested in having one. The color has to be seen to be really appreciated.

طيران الخليج GULFAIR TIMETABLE

EFFECTIVE 28th OCTOBER 1979



Gulf Air printed this nice schedule with effective date of October 28, 1979. The cover features Gulf Air's 737. Inside there is an announcement of "Falcon Freighter" service with their recently acquired 707. Does anyone have a photo of the 707 in Gulf Air colors? If so please advise as I would love to have a copy.

FLY LUXAIR

FLIGHT EXCHANGE

The FLIGHT EXCHANGE section of the LOG is provided to give you, the Club member a place to buy, sell and trade your duplicate items and find the items that you have been looking for. Send in your list of material that you have been looking for or trying to dispose of. The only thing I ask is that you keep your request short and to the point. I reserve the right to limit the size of any request.
Thank you.

Jack Roderick, 361 Forest Meadows Drive, Medina, Ohio 44256 is looking for Anvil of the Gods and Serling's Boeing 707, will buy or trade other airline books and model kits. Also wants HO metal freight cars of the 1950's/60's.

Gary Baker, 30 East Hartsdale Avenue, Hartsdale, N.Y. 10530 is looking for Northeast and Pan Am post cards and Junior flight crew wings, any airline. Will purchase or trade.

Sylvain J. de Haas, A.J. Ernststraat 9, 1083 GP Amsterdam, Holland is looking for back issues of AIRLINE QUARTERLY. Needed are Vol. I nos 1,2,3 and 4 as well as Vol. II nos 1.

Jim Carr, 7470 Dakin I-107, Denver, Colorado 80221 is looking for DC-8-63 Revell model, Convair 580 in 1/144 scale only. Jim is also looking for Northeast Timetables (any time period).

Bill Proctor, 646 Braeholm Place, Hermosa Beach, Calif. 90254 has a mint (still packaged) copy of BIRTH OF AN INDUSTRY (the book published by the A.O.G. containing a collection of airline schedules 1929-1939) for trade. I will swap this rare volume for a collection of your extra timetables of a realistic comparable value. Prefer timetables of 1945-1960 era. Exchange only, no cash sale. (EDITOR'S NOTE: This book is super reference book--well worth any trade that you can make--PFC.)

Cooper Weeks, 3635 Belleview, Kansas City, Missouri 64111 wishes to buy and trade TWA items for non-TWA material.

Karl Smalley, 5232 Curtis, Dearborn, Michigan 48126 wants slides of any currently U.S. registered Convair liner. Will buy or trade. Wants standard size postcards of Convairs, DC-6, DC-8 and airport cards showing prop a/c. Will buy or trade. Also wanted are Junion pilot and stew wings.

Harvey Mills, 36 Dewey Road, Cheltenham, Penn. 19012 has for sale his entire collection of airline memorabilia. I have been collecting for over 15 years. Send me \$6 plus \$1 postage and a SSAE for the airline you want. You receive pictures, postcards, books, newspaper articles and anything I have on the airline of your choice. Satisfaction guaranteed--but I know you will be happy when you see what you are getting.

Jack Greenbaum, 1085 Helena Avenue, Sunnyvale, Calif. 94087: Selling-trading postcards 1930s to 1960s--all originals and most airline issue. Write for lists and send your list of trades.

Jerry L. Sussey, 2913 Mossdale Drive, Antioch, Tenn. 37013 is looking for anything pertaining to MOHAWK, LAKE CENTRAL, older ALLEGHENY items. Will buy, sell or trade. Have some old Mohawk items for trade. Special--will trade copy (or sell copy) of MOHAWK 727-200--write for cost.

Rick Aranha, 8951 S.W. 72nd Street, Apt. 202, Miami, Florida 33173 would like to buy or trade for any items pertaining to Bahamas Airways and Shawnee Airlines. Also have for sale or trade Super Constellation 1049 series airplane flight manual and BAC 1-11 lecture notes manual for pilots. All letters will be answered.

William M. Demarest, 102 Tall Timbers Road, Glastonbury, Conn. 06033 is searching for the following post cards: Northeast PH227, Northeast L-1011 (artists conception), Trans Caribbean DC-8, American Flyers Boeing 727-200, Standard DC-9, Perdue DC-9 and Panagra DC-8. Willing to trade or buy.

Peter Verlooy, Bergenlaan 11, B2710 Hoboken, Belgium is looking for someone in the U.S. to correspond with and willing to trade model material. Peter is looking for a Griffin 727-200 conversion kit and other material. If you are looking for someone to trade with and correspond with in Belgium, looks like Peter Verlooy is your man.

Harvey Mills, 36 Dewey Road, Cheltenham, Penn. 19012 has for sale 23 issues of the AIRLINER'S publication which is now out of print and was printed in England by Airline Publications & Sales. Will sell each issue for \$4.00 or the whole set of 23 books for \$70.00 including postage of \$3.00.

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 would like to receive anything pertaining to GULF AIR including schedules, bag tags, slides, photos, and any advertisements. Also looking for Junior wings of foreign airlines (foreign to the U.S.).

FLIGHT EXCHANGE continued:

George Cearley, 4449 Goodfellow Drive, Dallas, Texas 75229, is looking for color photos of Braniff aircraft suitable for publication in a book he is writing. Also need any items on National history for a monograph I've just begun. Would prefer to buy but would at least like to borrow to copy. All source of material will be credited in future publications.

Ted Devanski, 80 Darmouth St., Springfield, Mass. 01109 would like to trade or sell the following models: Frog Bristol Britannia (BOAC), Frog Caravelle (Air France), Frog Comet IV (RAF), Frog Bristol Britannia (RAF), Revell Caravelle (SAS).

Bill Sohmer, 8 Cotton Lane, Levittown, New York 11756 would like to trade the book "Synoptic & Aeronautical Meteorology" by H.R. Byers, 1937 XF and others for cap badges and wings. Please write so we can make some trades beneficial to us both.

Mike Scott, 19 Shannon Court, Novato, California 94947 has for sale airline kits, display models, decals, and books. Send double SSAE (Legal size) for list.

MIDWEST AIRLINE MODELING, P.O. Box 185 B, Wheeling, Illinois 60090 is offering a new line of 1/144 model accessories. Available are terminal concourse facade, jetway kit and vehicle kits. These kits allow the modeler to simulate a realistic ramp scene in a small amount of space. WAHC members can obtain a catalog sheet by sending a SASE to the address shown. For 50c they can obtain the catalog sheet and a B/W photo of one of the kits.

Harvey Mills, 36 Dewey Road, Cheltenham, Penn. 19012 has about 1,000 timetables for sale from most of the major airlines of the U.S. and the world. Send me your want list with an SASE and I will tell you what I have. They range from 1968 to 1978.

Harvey Mills, 36 Dewey Road, Cheltenham, Penn. 19012 has a complete collection (less NO. 2) of the English publication World Airline Fleets Monthly. He would like to offer these to the highest bidder. There are approximately 31 books in the set that are loaded with pictures and stories about airlines. Excellent for the airline historian or spotter. Send all bids to above address with an SASE.

Robert Palermo, 4316 Norma Drive, S. Euclid, Ohio 44121 wants to purchase any of the old Aurora Jetliner series models--particularly Eastern 727, United 727 and United 737 (unassembled). If you have these or others please contact me--top price paid.

HISTORIC AIRCRAFT MUSEUM

Aviation Way Southend Essex, England

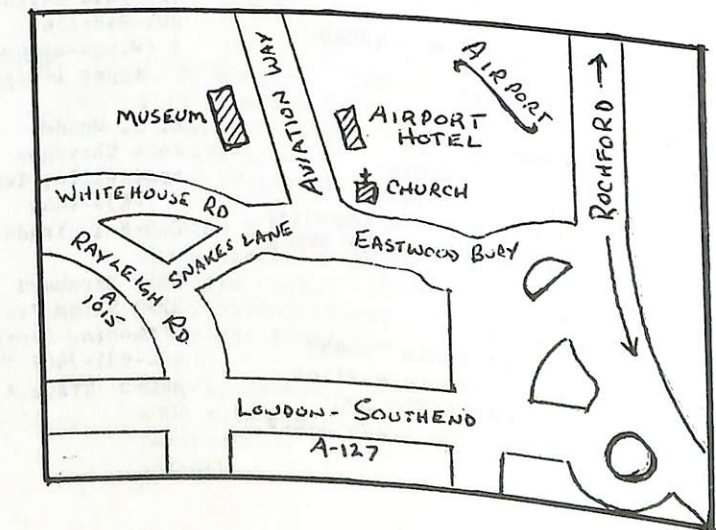
New Member William Pepperell is the Manager of the Historic Aircraft Museum at Southend Airport and welcomes WAHC members to the Museum when you are in the area.

The Museum is only a few minutes drive from the A127 London-Southend Road and is conveniently sited on the boundary of the Southend Municipal Airport. The specially-built museum complex comprises a 21,500 sq ft exhibition hall containing over 30 aircraft and on outside lawns on which other aircraft are displayed.

The aircraft range in size from the tiny Flying Flea to the giant Beverley C1 (XB 261). Among the aircraft are an Avro Lincoln B2, B-25 Mitchell Bomber, Spitfire, Gloster Javelin plus a collection of DeHavilland Moths, Heinkel Fiesler Storch and the three engined DeHavilland Drover used by the Australian Flying Doctor Service. Visitors are allowed inside the Beverley and a number of other aircraft.

Opening Times--Daily including weekends from June 1st thru September 30th. Weekends and Bank Holidays only during the rest of the year. Visitors who come by air (private aircraft) can taxi within 100 yards of the museum. Charter flight passengers can travel from the air terminal to the museum by Channel Coachways. Parking is large and coach parties are welcomed. Visitors coming by train use the Liverpool Street Southend Victoria line should alight at Rochford then travel by Channel Coachways to the museum.

Refreshments can be obtained from the museum's self-service cafeteria.



Phillip R. Glatt 255
45 Dellwood Road
Cranston, Rhode Island 02920
401-943-2028
A-D-F-G-I (Dining svc items)

Ronald B. Severance 273
915 Fairdale Drive
Lexington, Kentucky 40505
606-233-9898
All classifications

Bruce Berry 223
2100 Madison IOF
Charleston, Illinois 61920
A-B-C-F-G

Edward Flowers 81
2840 Leatherwood Drive
Columbus, Ohio 43224
A-B-C-D-H USAir
615-415-1958

Philippe Loeuillet 262
La Chiripa
Bd de L'Observatoire
06300 Nice, France
A-B-C-E-H-I (Trade A-B)

Gregory Roberts 397
7844 N. 33rd Drive
Phoenix, Arizona 85021
A-C-G-H

Maurice L. Todman 322
Estate Tutu E-5
St. Thomas, U.S. Virgin Islands
809-775-2628 00801
A-B-D-G (Trade D) AERO VIRGIN ISLANDS

Barrie G. James 28
218 Golf Edge
Westfield, New Jersey 07090
D

John P. Stewart 291
2294 Woodvies Road Apt. 856
Ypsilanti, Michigan 48197
A-C (Trade A)

Terry Waddington 368
3120 Sunrise Ridge Lane
Hacienda Heights, Calif. 91745
A(Slides)-C-D-E
213-336-8588 McDonnell Douglas
Marketing

Tom Livesey 437
20685 Marion Avenue
Saratoga, California 95070
Collector

Jim O'Connor 438
133 Nottingham
Springfield, Illinois 62704
217-787-8746
A(Photos)-D-H-1 (Promotional Material)

The following airlines are represented in the WAHC by their employees.

CP Air
Air Canada
Southwest Airlines
Air California
TWA
Delta
USAir
Braniff Int'l
Piedmont
American
Continental
Federal Express
Frontier
Eastern
Airlift Int'l
BWIA
KLM
Alitalia
Philippine A/L
Western
United
Republic
Airwest A/L
Wardair
British Airways
Ozark
Aero Virgin Islands

If I have missed anyone, please drop me a line so I can add you to the listing.

AT THE GATE

I would like to thank all of those that have taken the time to send in their extra timetables, labels, BIL's, advertisements and other assorted items for the Club collection. Your efforts are appreciated.

I would like to hear from Club members that have Junior Wings available that have not been published in our two articles. We need to have copies of older wings and wings of airlines no longer in operation. We can use either the actual wing or a VERY GOOD Xerox copy, along with a detailed description of the item as to color, size, type backing, etc. The same is true for AIRLINE CLOTH PATCHES. If you wish to donate items of insignia to the Club, you are certainly welcome to do so. All such gifts will be noted and credit given when displayed.

There has been several complaints from members about not receiving their LOG. I can not beg you enough to inform me when you change your address. When you move and do not send me a change of address card, we are just throwing a copy of the LOG in the trash can, because that is what the Post Office does with bulk mail, such as the LOG, it can not deliver.

In some of the next several issues of the LOG we will be featuring histories on American Airlines, Pan American, TWA and United. Featured aircraft will be the Lockheed Electra's, a revisit with the Douglas DC-6 and DC-7, the Douglas DC-10, the Lockheed L-1011 and some of the foreign manufacturers as well. Our international Editor will continue on his travels and our usual features will continue as well.

From time to time we receive suggestions from you, the member, on what you would like to see and read in the LOG. Some of it we can do, some we can't. However, we can't guess what you want in the LOG. Write the Editors and let them know what you want. If there is any way we can possibly comply with your request we will do so. The Airline Survey included with this issue of the LOG was suggested by one of our members from California. We do listen--write us.

One final note regarding the convention in Detroit. I have been informed that available tables are going fast and that one-third of the banquet quota has been reached. Get your table requests in as soon as possible, as well as your banquet reservations.

FIRST ANNUAL AIRLINE SURVEY

In an attempt to get the airlines of the U.S. involved with out convention activities, it has been proposed that a survey be taken to determine what our favorite airline color scheme, schedules, post cards, and baggage labels have been over the years. This determination will be obtained by sending each of you a ballot and allowing you to vote for your favorite in the various categories. The winner in each group will be presented with a certificate at the Detroit convention. The winning items will be the start of our Airline Hall of Fame.

Since we did not have time to send nominating forms out to you for this year's voting, several "authorities" in the various fields were contacted and it will be their suggestions that we will be voting on this year. Next year, after we get organized, we will have you send in your nominations to the various category committee's. Below we will list the various groupings and when possible, illustrate the various items you will be voting on. Please have the ballot at the bottom of the page returned to the Editor by June 1 so voting can be tabulated in time for the 1980 Convention.

Paint Schemes 1945-1960

- 1) Braniff "El Dorado" DC-7C
- 2) Delta "Golden Crown" DC-7
- 3) Eastern "Golden Falcon" DC-7B and Super G Connie
- 4) Northwest DC-7C and L-188 Electra
- 5) National "Airline of the Stars" DC-7 and Super H Connie

Schedules 1945-1960

- 1) National 10/26/58 "America's First Jet Service Timetable" timetable sections printed in four colors with flight names such as "The Star" "Sunlight Club Coach" and "Starlight Club Coach".
- 2) American 11/1/53 first DC-7 service and first transcontinental non-stop service in both east and west directions.
- 3) Braniff 10/20/56 had much of timetable printed in gold--"El Dorado DC-7C" inaugural.
- 4) Delta 5/1/53 depicting Delta and C & S merger.
- 5) Capital 8/14/55 early Viscount service.

Labels 1945-1960

- 1) American "Royal Coachman" DC-7 (USA-183)
- 2) Capital Airlines "Connie" (USC-25)
- 3) Chicago & Southern (USC-186)
- 4) North Central (USN-132)
- 5) Flying Tiger Line (USF-52)

Post Cards 1945-1960

- 1) Eastern Electra
- 2) National Connie
- 3) Pan Am Strata Cruiser
- 4) TWA Super G Connie
- 5) Delta DC-7 Crown

Paint Schemes 1960-Present

- 1) Braniff Boeing 707-227 in red, white and blue livery.
- 2) Delta Convair 880--original colors with all white fuselage.
- 3) National DC-8-21, -51, "Airline of the Stars" scheme.
- 4) Eastern DC-8-21--original colors with "Fly Eastern's Golden Falcon Jet DC-8".
- 5) Continental Golden Jet 707 in red, white, blue and gold livery.

Schedules 1960-Present

- 1) Braniff 1/4/60 featuring 707-227 service.
- 2) Eastern 2/1/60 featuring DC-8-21 colorful advertisement.
- 3) National 1/11/60 featuring DC-8-21 inaugural featured on cover.
- 4) Delta 7/1/60 featuring early CV-880 service.
- 5) Northwest 7/1/60 featuring DC-8 inaugural.

Labels 1960-Present

- 1) Mohawk Airlines (USM-177)
- 2) Braniff (USB-150)
- 3) Delta German Service (New)
- 4) Northeast Airlines (USN-197)
- 5) Pan American (USP-485)

Post Cards 1960-Present

- 1) Northeast Yellowbird over Miami
- 2) Trans Carib DC-8
- 3) Hawaiian Air in new colors (DC-9)
- 4) Eastern DC-9 (new non-color scheme)
- 5) Lockheed L-1011 Company Livery

Please mark this ballot for your favorites. One selection per group please. Send your ballot to:
Airline Survey World Airline Hobby Club 3381 Apple Tree Lane Erlanger, Ky. 41018
All ballots must be received by June 1, 1980.

Paint Scheme 1945-1960 _____ Schedule 1945-1960 _____ Labels 1945-1960 _____
Paint Scheme 1960-1980 _____ Schedule 1960-1980 _____ Labels 1960-1980 _____

Post Cards 1945-1960 _____ Post Cards 1960-1980 _____
Name _____ Membership Number _____

(Please vote for only ONE airline in each category. Thank you.)

NOTICE: The order for jackets will be placed on MAY 15. Please send in your order now. Get your jacket in time for the Detroit convention!



CLUB JACKET NOW AVAILABLE

Yes, the Club jacket is now available again. The jacket will have the design shown above with the Club name circled around it. The price will be \$15.00 which includes shipping within the U.S. This is a nylon jacket with a flannel lining. The jacket has full snap button front with raglan sleeves and a drawstring waist and is washable.

Please include this order form when ordering jackets. Thank you.

Send orders to: JACKET
WORLD AIRLINE HOBBY CLUB
3381 APPLE TREE LANE
ERLANGER, KENTUCKY 41018

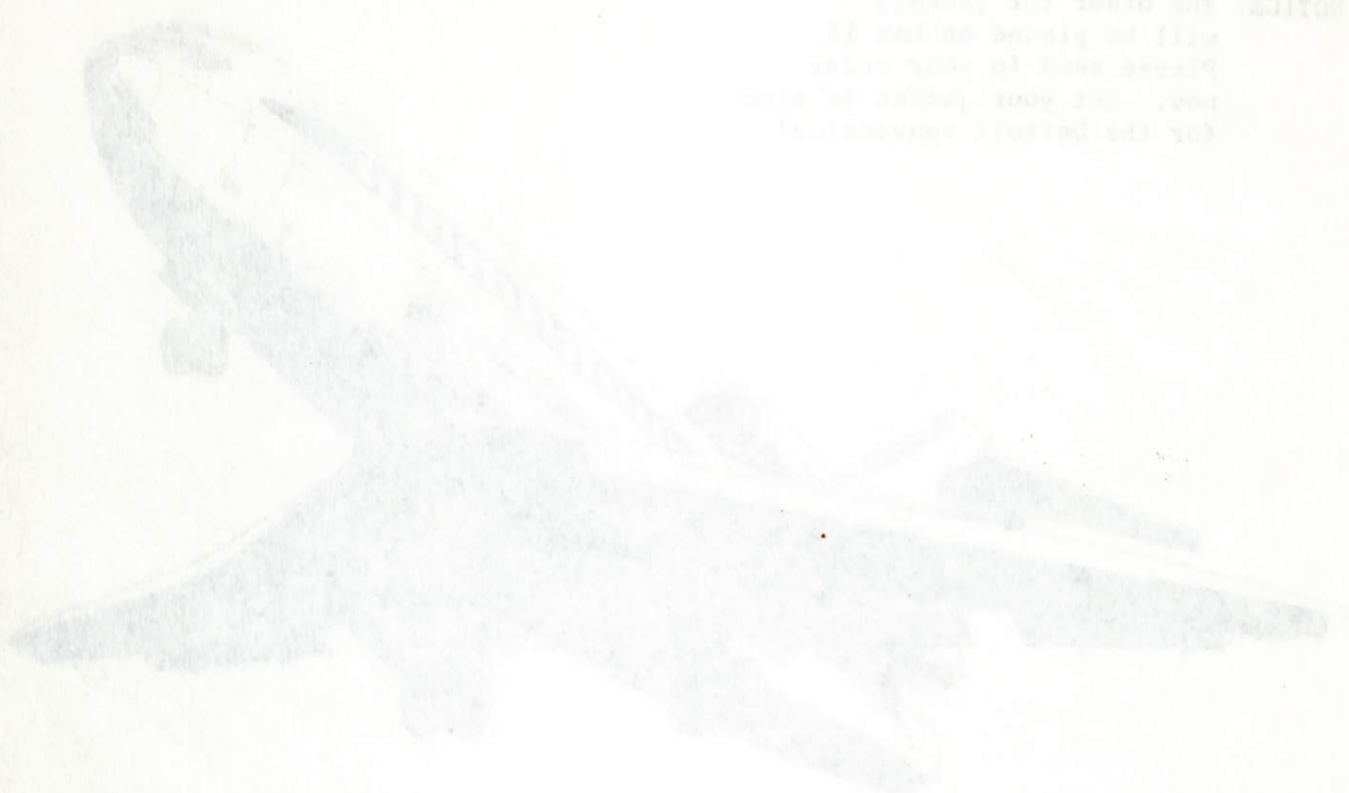
Name _____
Address _____
City _____ State _____ ZIP _____

I would like to order _____ World Airline Hobby Club jacket(s) in the size(s) listed below. Each jacket is \$15.00 which includes shipping within the U.S. Those purchasing the jacket outside the U.S. will be billed the difference in shipping charges.

Adult Small	Adult Medium	Adult Large	Adult X-Large
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Please mark to the RIGHT of each size the number of jackets you want. The jacket only comes in ROYAL BLUE with the design printed in white.

NOTICE: The order for tickets will be placed on-line in Please send in your order now, not your ticket for the below amount.

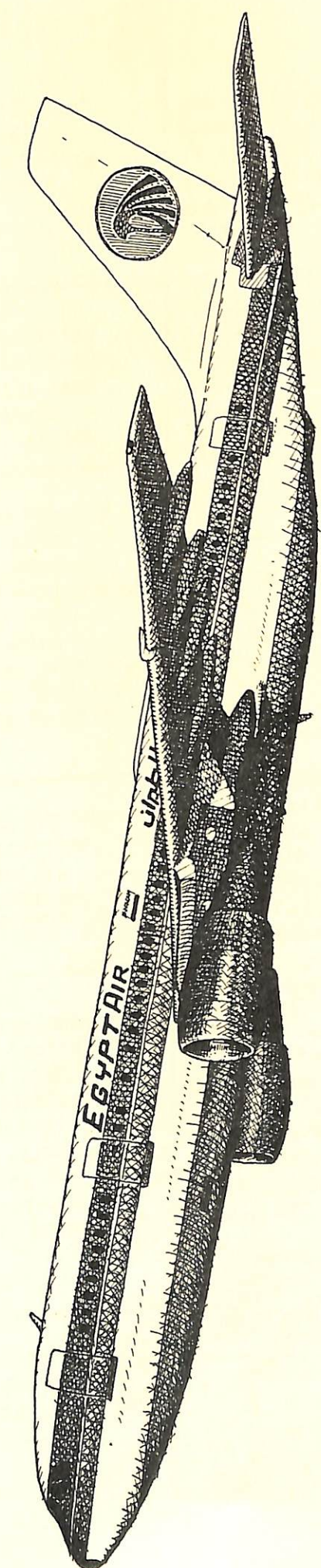


THE ORDER FOR TICKETS

For the order to be placed in the system, the order must be placed with the order form and the order form must be placed in the system. The order will be placed in the system with the order form and the order form must be placed in the system. The order will be placed in the system with the order form and the order form must be placed in the system.

Please include the order form with the order form.

I would like to order tickets for the flight from Cairo to London. The flight is on the 10th of the month. The order form must be placed in the system. The order will be placed in the system with the order form and the order form must be placed in the system. The order will be placed in the system with the order form and the order form must be placed in the system.



Tom Kalina