



CAPTAIN'S LOG



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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CHANGE OF ADDRESS

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



CARGOLUX operates four McDonnell Douglas DC-8-63Fs

CAPTAIN'S LOG

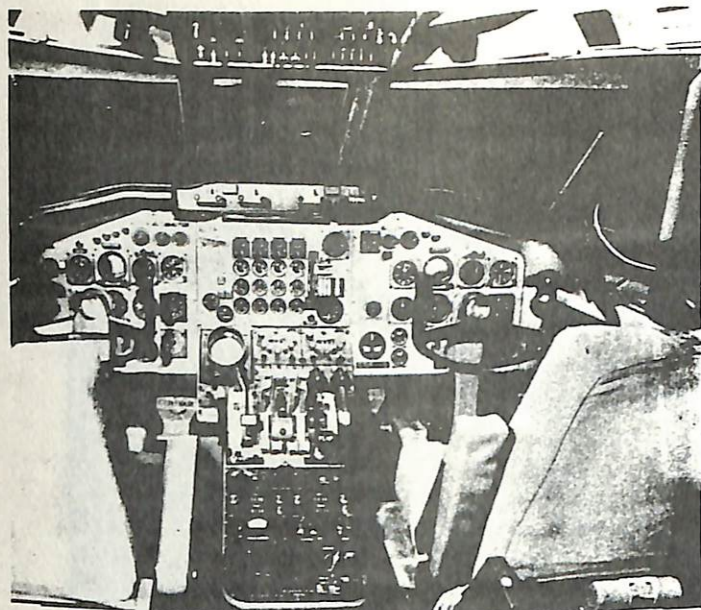
Summer 1980

FLIGHT MANIFEST

....from the left hand seat.....	2
The World of Air Cargo.....	3
Absolutely Positively Overnight.....	9
Top U.S. Cargo Carriers.....	13
Sticker Chatter.....	19
this, that and other stuff.....	22
Post Cards.....	24
Around the World of Airline Schedules.....	27
Air Transport in Europe Part 8.....	35
Model Shop.....	42
"The Spirit of Put-In-Bay".....	45
Flight Exchange.....	46
Membership News.....	48

Cover photo from Seaboard World--Club photo file
Back cover from collection of Ray Mattox

The next (Fall 1980) issue of the CAPTAIN'S LOG will feature the DC-3 and American Airlines. Anyone having unusual material pertaining to these two subjects is requested to send it in to the editor so it may be included in the articles being prepared. Thank you.



...from the left hand seat...

By the time you receive this issue of the LOG, the 1980 Airliner's Int'l. Convention will be only days away. I hope you have made the necessary plans for attending this year's affair. Great things are being planned and everyone should have a super time.

I still have not heard from anyone that wants to host the 1981 convention. Unofficially, Miami has voiced an interest in being the host city, but I have not received any firm commitment from anyone there. I still plan on nominating Cincinnati whether anyone else bids or not.

During the business meeting, to be held on Friday, July 25, we must decide if we want to continue our practice of shifting the convention around the country or establishing a permanent site, that has easy accessibility for all Club members, no matter what section of the country they live in. I wish that each of you that are planning on attending the Convention give some considerable thought to this matter. Those of you that can not attend the Convention are asked to send in your thoughts on the matter, so you will have at least some input into the discussion.

Following the Convention business meeting, we will have a short break, then start the business meeting for the World Airline Hobby Club. At this meeting, I will present a financial statement covering the first six months of 1980.

At the Club business meeting last year, those in attendance gave me a big vote of confidence for the work that I was doing with the LOG and in promoting the Club. This was greatly appreciated. Since last year, the Club has grown, both in membership and in extra work for the Club President and LOG Editor. I think it is time I stepped aside as Editor and let someone else show what they can do. Between the two jobs, I believe that it would be easier to turn over the job of Editor to someone rather than the job of President. So, at this time I would like to hear from any of you that would be interested in becoming the Editor of the CAPTAIN'S LOG. I would advise, however, that you think twice before you volunteer, being an editor is not a very easy job. If you are interested, please drop me a line or see me sometime during the convention.

As mentioned in the last LOG, a group of Club members in England have organized and are calling themselves the World Airline Hobby Club, Europe Section. On March 29 the group held an organizational meeting and elected officers and really got the ball rolling to promote the Club. I will have a complete report on their activities in the next issue of the LOG, look for it. One of those elected, John Chivers, will be attending the convention in Detroit.

The Convention this year has been promoted in a number of publications including Airline Executive, Air Transport World, Flagship News, TWA Skyliner, Gate 66, Aviation Letter, North American Aviation News, LAAS Aviation News and Review, and the JAL Newsletter. Hopefully all this promotion will attract a lot of collectors to come to Detroit.

This issue of the LOG is being devoted to our friends in air freight. Featured are FEDERAL EXPRESS, LUFTHANSA, SWISSAIR, FLYING TIGERS, and SEABOARD WORLD. Along with our other usual articles, this should be a super issue. All those that had a part in putting this issue together hope you enjoy it.

Until next issue--happy collecting.

Paul



THE WORLD OF AIR CARGO

The extent of the distribution of goods and merchandise depends without a doubt on the health of the economy. But however much the volume may fluctuate as a result of boom, recession or inflationary influences, such changes can not diminish the intrinsic importance of goods distribution.

In good and in hard times goods distribution has to fulfil the identical task of essential connecting link between procurement, manufacturing and consumption. This primary task is basic and unchangeable; the objective aimed at has, however, undergone noticeable changes in the course of time.

Previously shippers evaluated individual transport costs, while now, in line with modern requirements, transport systems as a whole are being compared.

What now determines the calculation of overall costs and selling prices are not just the transport costs but the magnitude of the total goods distribution costs. In this connection air freight costs can be seen in a particularly favourable light.

Air freight makes a notable contribution to optimising the economics and the flexibility of goods distribution. This is proved by looking at the use of air freight as part of the overall industrial economic process. Air freight can offer the shipper much more than just the speed which is its prime feature.

Indeed, its advantages extend far beyond the actual transport phase. Quite a number of operating cost items as well as work and expenses arising for the consignee can be reduced by the use of air freight.

On the cost side the maintenance of stocks can be reduced, while other advantages include a fast capital turnround, savings on packaging and wages and lower risk of transport and stock damage, pilferage and other losses. Added factors are lower insurance premiums, often

improved production flow and smaller administrative overheads.

The result of these improvements lies in greater competitiveness. If all the savings brought about by the use of air freight are taken into account, then the charges for air freight look quite different. In most cases the concept of expensive air freight can be realistically refuted by a total cost analysis covering all the operating costs.

Historically, air freight has been around as long as there has been men flying. When the first airmen, flying either engine-powered aircraft or air filled balloons, traveled from one point to another, they usually carried with them a packet of mail to be presented to those greeting them on arrival at their destination. This was true whether the flight took place in the U.S. or Europe, Asia or any other country.

With the passing of time, the packet of mail became a sack, and the sack became sacks. As aircraft became larger, the size of onboard cargo also became larger. For example, in the thirties, the Ford Motor Car Company shipped, unassembled, automobiles and parts, to New York, Chicago and other areas in their own product, the Ford Trimotor. Great shades of Zantop, things haven't changed to much have they!

During the years prior to W.W. II, air freight did not advance as rapidly as passenger service. The technology obtained during the war years changed all concepts of what air freight should be. During the war, millions of tons of freight were moved via air. Along with new aircraft, designed only for moving freight, came improved methods of operations, maintenance and navigation. All these were to play a large part in the advancement of air freight in the mid and late 1940's.

We will not go into a lot of the history of air freight, but we will look at the operations of several large freight carriers now in operation. Swissair, Lufthansa, Flying Tiger and Seaboard World can all be classified as large international freight haulers. By looking at these four carriers we will get a general overall look at the state of air freight today.



Swiss Class Service

Cargo has for a long time played an important part in Swissair's marketing concept. As an air transport component capable of considerable growth, it receives appropriate attention in product planning, product formulation, aircraft procurement, flight scheduling, tariff formulation and sales promotion.

Cargo and mail produce about 20% of the total traffic revenue. Measured against overall revenue the share of cargo may not be large but it can have a decisive effect on the break-even load factor and on the profit margin. Swissair attributes great importance to air freight as an essential link product.

Compared with other means of transport, the cargo capacity of aircraft, despite their present considerable size, may not appear very significant. If, however, one multiplies the cargo capacity of each aircraft type by the flight frequency one perceives the astonishing capacity of aircraft as cargo carriers.

Swissair's fleet in commercial service and its cargo capacity as of January 1, 1979 is as follows: 31 DC-9-2.5 ton capacity 1 DC-9-33F-13.5 ton capacity 6 DC-8-5 ton capacity 9 DC-10-13 ton capacity and 2 B-747 with 16 ton capacity.

The underfloor cargo holds of the wide-body aircraft (DC-10 and Boeing 747) are equipped for palletised and containerised freight just like pure freighter aircraft.

Apart from bulk goods such as coal, ores, petroleum products, grains, etc., modern aircraft carry just about everything relating to daily consumer requirements or to technical equipment and installations. Only some 10 to 20 years ago products suitable for air freight were the exception. Today the position is reversed--goods unsuitable for air transport are now few in number and form the exception.

Swissair North America's current advertising slogan is "We fly the world Swiss Class", meaning that Swissair stands for quality passenger and cargo service. The high standards of Swissair quality and service are very evident in its North American cargo operation at all of its five gateways of New York, Boston, Chicago, Montreal and Toronto. Swissair as an airline is big enough to handle its customers' demands, but small enough to offer personalized service. The cargo policy of Swissair is to confirm--or promise--only what it can provide.

And Swissair serves the right airports. For example, through its three US gateways, Swissair North Atlantic flights cover seven of the ten US States having the greatest concentration of both manufacturing and non-manufacturing industries as well as the largest population centers. Cargo feeder services to and from the US Westcoast--where Swissair is established with its own district offices--are provided in cooperation with a number of US interline partners. In Canada, the Swissair gateways of Montreal and Toronto are in the heart of a similar concentration of business interests. The seven States which generate nearly half the industrial

SWISSAIR



output of the US are New York, New Jersey, Pennsylvania, Illinois, Michigan, Ohio and Massachusetts. New York, New Jersey and Pennsylvania are served through New York's J.F. Kennedy Int'l. Airport; Illinois, Michigan and Ohio are served through Chicago's O'Hare Int'l. Airport; and Massachusetts is, of course, served through Boston's Logan Int'l. Although some carriers may serve other gateways, Swissair service covers the most vital US market areas.

What about capacity? Swissair flies only wide-body aircraft on its North Atlantic routes. There are 13 weekly B-747 flights in each direction between New York and Switzerland (a daily flight each way between New York and Zurich and a daily except Tuesday flight each way between Zurich and Geneva and New York).

There is a daily DC-10 service in each direction between Chicago and Boston and Zurich, and Swissair has four flights weekly between Canada and Switzerland (on the other days, our pool partner Air Canada provides L-1011 service). These 24 Swissair flights weekly in each direction thus provide a total cargo capacity of 240 pallets and 300 containers or approximately 700 tons per week.

The fast delivery time of Swissair--on both sides of the Atlantic--also does much to enhance its reputation for efficient, reliable, personalized service. The cargo people at each of the five North American gateways are proud of their transfer and delivery times. Our reputation for eastbound service is best illustrated by the fact that many exporters will happily accept a confirmed booking on a later Swissair flight because they know it will result in an earlier delivery time at destination.

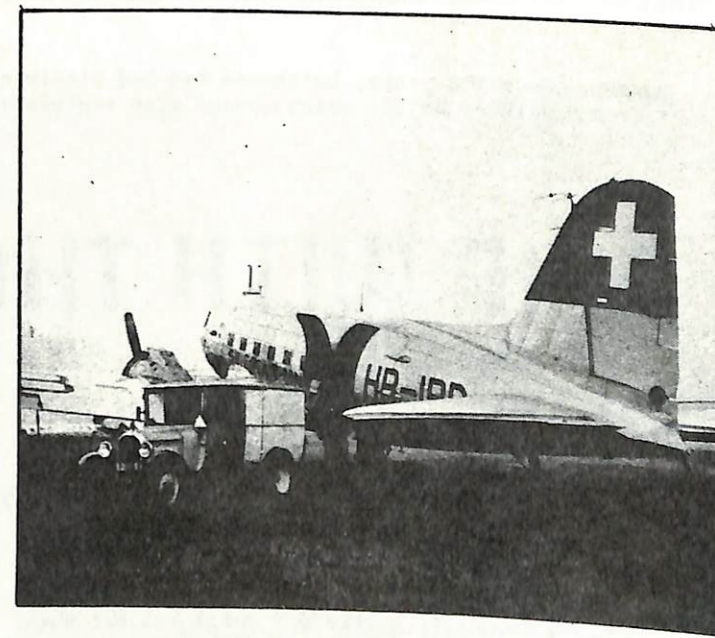
Swissair cargo facilities also add to its good reputation. There is ample cargo handling space at each airport; security is tight, all gateways have refrigeration units for perishables and vaults for valuables available. What's more, modern reliable communications systems combined with the fact that government customs agents are always readily available provides the opportunity for prompt customs clearance and pick up of cargo.

A further proof of Swissair ability to provide the ultimate in cargo service is SPEX (Swissair Parcel Express). Using SPEX small parcels with a customs value up to \$249 (US) can be sent on board a Swissair plane from any of 33 European and Middle Eastern cities to Zurich where they are promptly transferred to Swissair Westbound flights to Boston. In Boston, the parcels are cleared through US Customs the same afternoon and delivered to Federal Express which transport them by small jet plane and truck for next day delivery direct to the consignee's premises in most US cities. SPEX was begun in 1977, after careful planning to insure 100% reliability. Swissair is proud of its success in providing next-business-day delivery to the consignee's premises, customs clearance included.

Swissair North American cargo operations is more than good equipment, heavy security and speedie delivery. Mainly it is the hard work and dedication of the cargo staff at each airport. All cargo service personnel strive to provide that excellent, professional service that freight customers consider Swiss Class. This service is supported by a very cargo-minded sales and marketing team.

Everyone in the air freight industry has long been aware that the Swiss gateways are excellent transit points for cargo continuing on to all parts of the world--because of the speed and efficiency of Swissair and because of Switzerland's location in the heart of Europe. Everyone in the air freight industry is equally aware that "Swiss Class" is more than just an advertising slogan for Swissair North America's cargo people. It's a way of life.

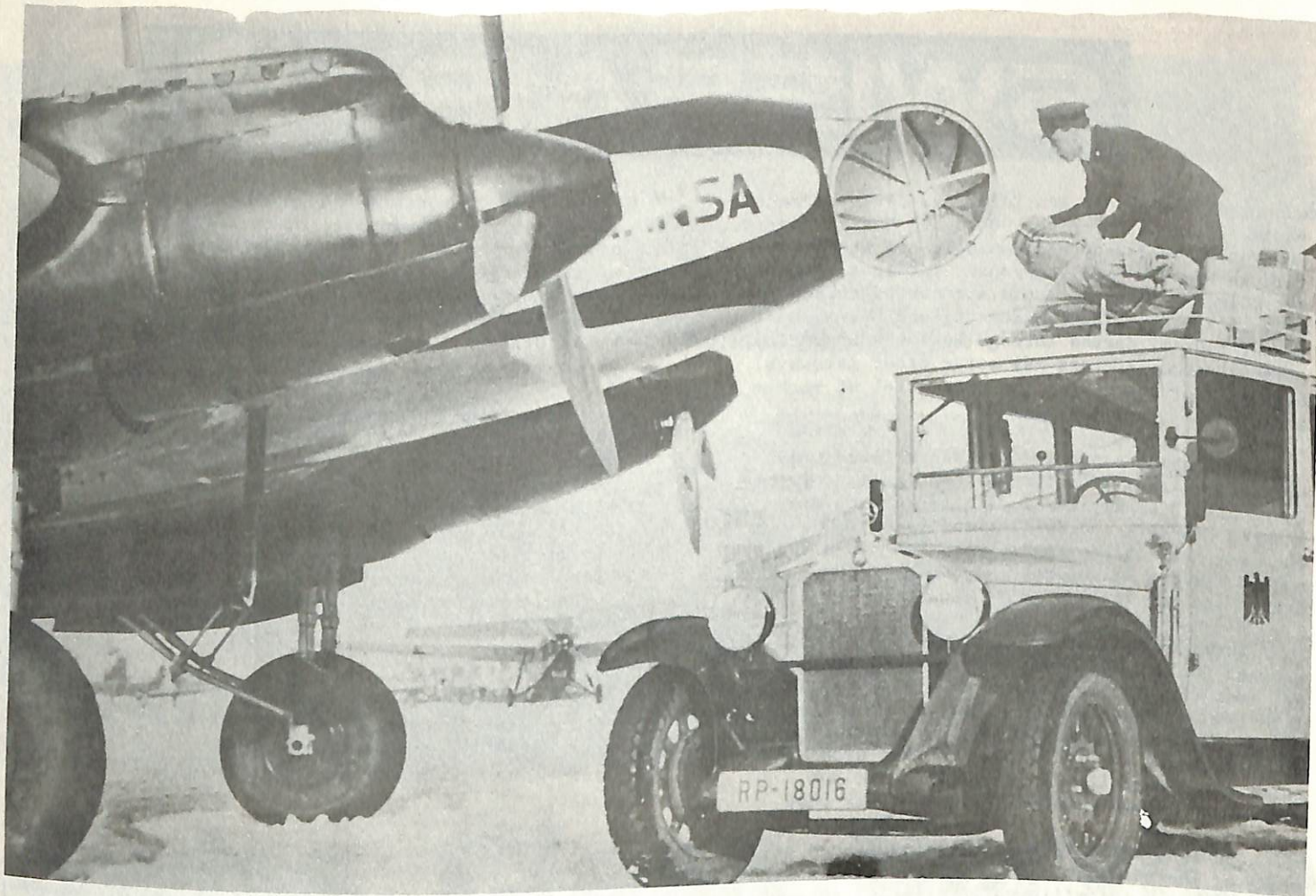
EDITOR'S NOTE: Thanks to SWISSAIR public relations office in New York for the text and pictures presented in this article.



Air mail 33 years ago

In 1946 Swissair bought for SFr. 600,000 from the US Air Force the Douglas DC-3 Cargo (Dakota C-47-B) shown above. It was an all-metal low-wing aircraft in the cargo version with two Pratt & Whitney R-1830-92 engines, 1215 h.p. The wingspan was 29 m, the length 20 m, the height 5.85 m. Its operating weight unloaded was 8850 kg, the maximum payload 3060 kg. With 3043 litres of aviation fuel, it could cover 870 km at a cruising speed of 300 km/h. The cockpit crew consisted of a pilot and a radio operator. The plane was resold in 1950, and undoubtedly gave many more years' service.

Our photo shows the HB-IRD loading mail on the field. Even in those days airline and postal service worked well together.



ABOVE: Over the years, Lufthansa has had plenty of experience with "nose-loading" aircraft. Here we see a Heinkel He 111 being loaded with express air mail in 1936. Lufthansa photo.

SHIP WITH THE RED BARON

Air cargo is nothing new with Lufthansa, the giant German carrier. The airline began service back in April of 1926, and except for the disruption in service created by WW II, the carrier has been very active in transporting material around the world.

The pioneering spirit was quite evident when, in 1929, Lufthansa became the first airline to operate a transatlantic service by catapulting flying boats from steamships as they crossed the ocean. The first fast steamer crossing from Germany to New York to be fitted with a catapult was the "Bremen". The date was July 16, 1929. The airplanes were carried aboard the ship until they came to within flying range of their destination and then catapulted into the air to fly ahead with cargos of air mail. As far as can be established, Lufthansa was the only airline ever to use this operation.

During the late 1920's and into the 1930's Lufthansa established routes to all parts of the globe. The Far East, the Near East, Africa, South America, North America and all of Europe were served at one time or another by Lufthansa. The routes were serviced by small Junker 13's up through giants like the G-38.

Equally important in the history of Lufthansa's world routes were their flying boats. Dornier and Junkers flying boats were the mainstays of Lufthansa operations in the Atlantic. Flying boats were also important in establishing airline operations in South America, where the German government had a number of business interests.

In all of their flights, whether they were over the south Atlantic or the north Atlantic, the flying boats only carried mail and cargo, no passengers. Air passenger service was to follow at a later date.

LUFTHANSA

GERMAN AIRLINES

Following the war, Lufthansa does not get off the ground again until domestic service is started on March 1, 1955 with Convair 340 equipment. The following month four long-range Lockheed Super Connies arrive at Hamburg. TWA provides captains for these aircraft. These aircraft will eventually be used on Lufthansa's routes to North America and other distance points. During this first year of operation, the carrier only moves 1,000 tons of cargo and some 500 tons of mail.

The year 1956 was a good one for the reborn airline. Many of the old routes formally flown by the carrier are re-established. South American and Orient routes, as well as a number of domestic routes are provided service. Freight and mail tonnage double.

The next several years see an increase in routes, passengers, freight tonnage and some new aircraft, one of which is the Lockheed L-1969. In 1958, in association with British European Airways, Lufthansa offers the first European cargo service between London, Dusseldorf, Frankfurt and Stuttgart. Parallel to the expansion of the cargo-only service to London, a domestic German cargo network is begun with flights to Dusseldorf, Frankfurt and Stuttgart.

Also in 1958, Lufthansa acquires nine British Vickers Viscount 814's. These four-engined turbo-props are assigned to European routes. The following year new non-stop air cargo service from Frankfurt to New York is begun with Super Connies having a capacity of 18 tons.

The beginning of the 1960's saw the start of jet service on Lufthansa. The first jet to be purchased by the company was a Boeing 707 "Intercontinental" which arrived at Hamburg's Fuhisbittel airport at the beginning of March. By the end of the year, there are five 707's in operation on international services. Following shortly thereafter was the purchase of four Boeing 720B's which were to be used on the routes to the Near and Middle East.

On December 1, 1961, Lufthansa, in co-operation with the American air cargo company, Seaboard World Airlines, begins all-cargo flights on the North Atlantic. Six times a week, Canadian CL-44D air freighters ply the Frankfurt-New York route in both directions. To cope with increasing cargo volume, a new mechanized freight-handling building is erected in Frankfurt and is put into service in 1962.

During the next several years, new routes are established and the company takes delivery of Boeing 727 "Europa Jets" which are assigned to Near East and European routes. In November of 1965 Lufthansa takes delivery of its first jet freighter. The Boeing 707 plies the Frankfurt-New York routes. In 1965, Lufthansa carried 56,395 tones of freight. That is three times as much in one year as the old Lufthansa carried in 15 years. To cope with the burgeoning

freight business, Lufthansa orders 10 Boeing 727-30's in the "Quick-Change" version, destined as quickly-convertible passenger-freight planes for the European network.

In 1968, Lufthansa takes delivery of the first of 21 Boeing 737 City Jets. Lufthansa is the first airline in the world to assign this economical aircraft to short-haul service, having participated extensively in its development.

In April, Air France/UTA, Lufthansa, Alitalia and Sabena declare their determination to form the ATLAS group. This agreement provides for the sharing of labour and the stocking of spare parts for the maintenance of their Boeing 747 jumbo jets. Lufthansa takes over responsibility for engine maintenance for all partners. Air France the airframe, Alitalia and Sabena are responsible for systems engineering. The same agreement will also apply later to the DC-10 and the A300 Airbus. Later UTA withdraws, but is replaced in the agreement by Iberia of Spain.

On New Year's Day, 1969, Lufthansa puts its own freight-handling facility at London's Heathrow Airport into operation. In the new building, where 120 people work, 40,000 tons of freight can be turned around every year. London is Lufthansa's biggest foreign cargo airport in Europe.



ABOVE: Lufthansa employees are seen here loading freight into the hold of a Convair 340, which was in service from 1955 to 1968. Lufthansa photo.



Lufthansa

German Airlines

On March 30, 1970 Lufthansa took delivery of its first Boeing 747. This was followed in September by a Board of Directors approval to purchase four DC-10-30 aircraft to replace the ageing 707's. The new Lufthansa freight terminal at Frankfurt went into operation in May of this year.

On November 23, 1971, the world's first Boeing 747 freighter, ordered by Lufthansa, rolls out of the Boeing's Seattle plant. Dr. Herbert Culmann, member of the Lufthansa executive board, calls it the beginning of a new era in the air-cargo field.

In early 1975 the Board of Directors approve the purchase of a Boeing 747-200B (Combi). In the meantime, the 747 all-cargo Jumbo detours from its usual Frankfurt-New York course several times: on December 16th, 1974 it flies with a load of snow plows from New York to Teheran, on June 9th, 1975 with a load of machinery to Johannesburg and on September 1st, 1975 with a load of car parts to Melbourne, Australia.

Lufthansa sees freight traffic increasing more slowly over the next few years than in the recent past, and is looking for growth of around 10% in 1980. Cargo contributed more than 22% of the carrier's revenues in the year just ended. It now moves between 65% and 75% of its cargo traffic in containers.

Major cargo terminal expansions are either under way or planned at Frankfurt, Los Angeles, Chicago, Jeddah and Dhahran. Lufthansa's freighter fleet by 1984 will consist of two 747F's, five 707F's, two advanced 737F's and 11 747 Combis with

side cargo doors giving the capability to handle 10 x 20 ft. containers on the main deck. The six 737QC's now in the fleet are scheduled to be phased out by 1981.

Karl-Heinz Neumeister, general manager-cargo and mail, told the recent FIATA forum on air cargo in Moscow the following about deregulation: "Essentially, we have had sneaking deregulation for the past ten years. Now we have it in the open. Now we can make our own mistakes. It is the first time in our industry that we have had such a tremendous challenge and opportunity for corporate management in the individual companies. It might very well go along with the well-known trial and error type of approach, but this will, after all, stimulate what we call air cargo."

EDITOR'S NOTE: I would like to thank Lufthansa's New York cargo office for the text and pictures that made this article possible.

BELOW: Lufthansa Boeing 707-330C Cargo Jet "Australia" loads igloos at Frankfurt Airport.



FEDERAL EXPRESS

ABSOLUTELY POSITIVELY OVERNIGHT

by
PAUL COLLINS

In 1946, American Airlines selected St. Joseph, Missouri as the "hub" for its air cargo operation. During this brief trial operation American used nine DC-4 aircraft to serve major U.S. cities as well as points in Europe, South America, and Asia. However, because of economic and managerial difficulties, the cargo hub folded after a year. Thirty years later Fred Smith of Federal Express successfully applied a similar hub principal to his all-cargo operation. He chose Memphis, Tennessee, as a central hub and has been flying high ever since.

Federal Express specializes in the overnight, door-to-door transportation of small packages. It has grown from a handful of packages and aircraft on its first day of operation eight years ago to thousands of packages daily and a fleet of aircraft that rivals any in operation by the major trunk carriers in the U.S. today. Falcon fanjets, Boeing 727s, 737s, and newly acquired DC-10s (from Continental) carry the company colors of purple, orange, and white to every corner of the country.

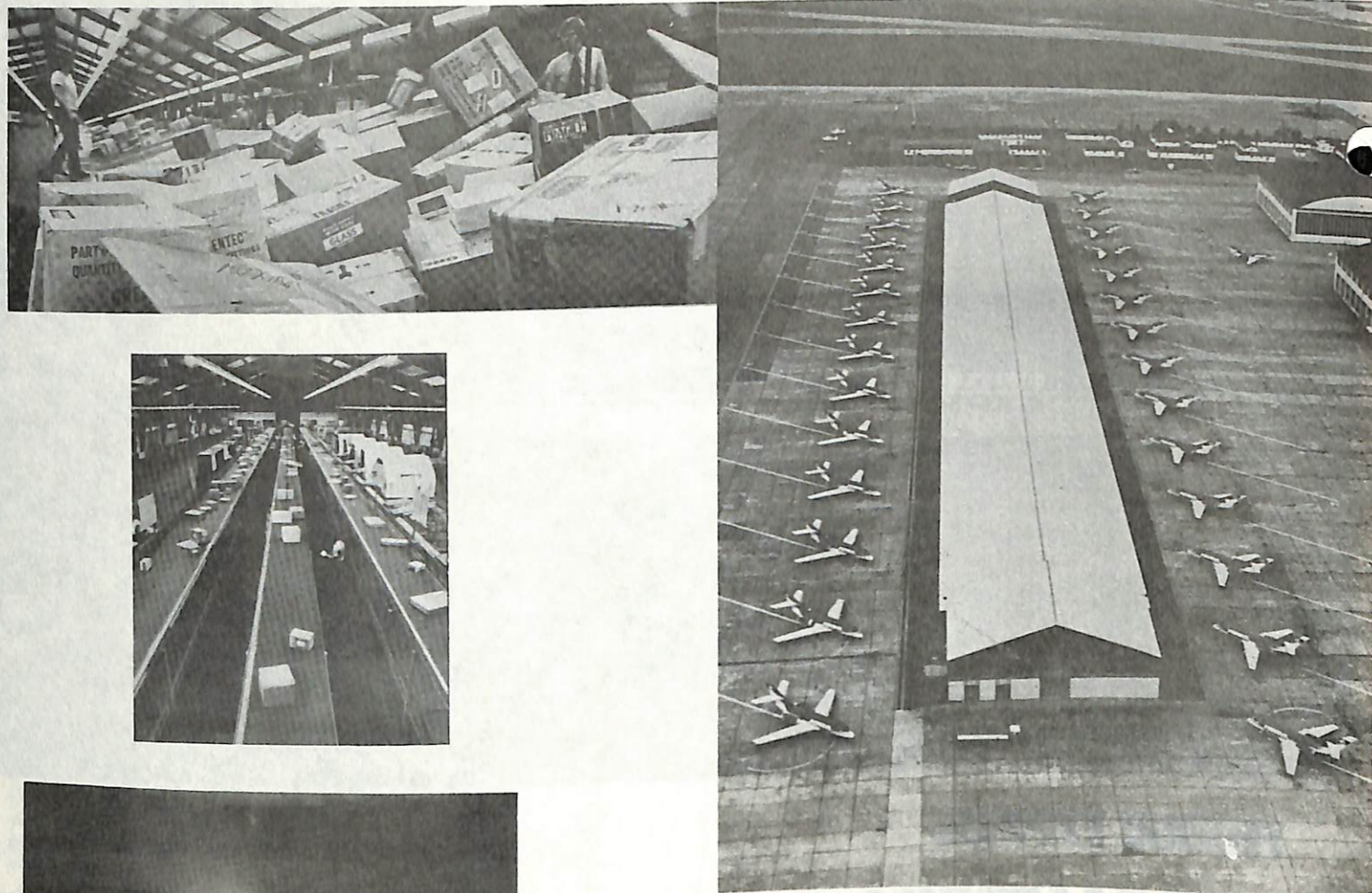
Frederick Smith was the brains behind the start-up of Federal Express back in 1971 using his own personal money along with that of his family and a group of investors. When the total amount was counted, there was \$80 million available to get the new carrier off the ground.

Federal Express carried its first package on April 17, 1973, but didn't see black ink until fiscal 1976. In the year ended May 31, 1978, the company carried an average of 29,516 packages per day and showed a profit of \$20 million. By the end of November, the daily package count had topped 43,400 and Federal Express appeared headed for another profit rise--even after exhausting its tax-loose carryforward.

Smith's idea was that the shortest distance between two points is not necessarily a straight line, at least not at today's prices. The nation's economy, Smith reasoned, had become increasingly decentralized. Furthermore, the nature of the economy was changing, with services increasingly important. He concluded that there was a growing market for quick delivery of small but important packages.

The problem was that the airlines were structured for passenger traffic, lying fixed routes between key cities. Furthermore, planes fly during business hours and lay over at night. The lockstep with passenger traffic meant that overnight delivery was impossible between most cities.

Smith's solution was rudimentary. Why not fly cargo planes through the night? They could take off from the individual cities at the end



The nightly "circus" in Memphis takes place in the large quarter mile long sorting shed pictured in the upper right. Packages are dumped on five conveyer belts for sorting. The 727 pictured in lower center left waits to be loaded as do the Falcons pictured below. As aircraft arrive from all points of the compass they are unloaded. Within several hours, containers are filled for loading on the 737s, 727s and DC-10s. The Falcons are too small to carry containers, so the freight is loaded directly on the floor and then covered with cargo nets so the loads do not shift while in flight. Within hours, the aircraft are at destination for unloading.



Prior to deregulation, Federal Express fleet consisted of vans and Falcons (front). Within weeks of deregulation, Boeing 727-100s were added. Since then the carrier has added 737-200QCs and, most recently, McDonnell Douglas DC-10-10CFs.

of the business day, with packages for destinations all over the country. Converging on a central hub, they would exchange packages and shuttle back to the cities they came from, arriving by morning.

After a shaky start, which Smith and his company only barely survived, Federal Express has become one of the most astonishing business success stories of the past ten years. In addition to the eight DC-10s it has on order or option from Continental Air Lines, it is buying 23 more second-hand 727s from Eastern Air Lines to add to its existing fleet of 15 second-hand 727s, five new 737s, and 32 corporate jetsized Falcons. Federal also operates 2,000 delivery vans.

One measure of how seriously Smith takes Federal's promise of service reliability is that he plans to keep four 727s on the ground every night as backup in case a DC-10 has a mechanical problem. Later, when all the DC-10s of the first order are delivered, one of them will always stay on the ground as a backup for the other three--in spite of the \$24 million price tag.

One of the most important advantages Federal has over air freight forwarders is that once a package is picked up by a Federal agent, it never leaves the hands of the company. Company employees pick up, sort, transport and deliver the shipment, whereas a freight forwarder picks up the shipment, then buys space for the package on a carrier and then the carrier delivers it to a third party at destination. With Federal there is no second or third party. This closed-loop or single entity system, unique in the air cargo industry, has reduced the chances of a shipment being lost, stolen or damaged to a ratio of 4,500 to 1! Because the package remains in the system, 95 percent of the tracing requests are completed within the hour, when necessary to trace a shipment.

To give you an idea of how Federal Express operates, let's take a trip with a package that is going to travel via FEC.

The ABC Corporation has some important contracts that must be delivered to the XYZ Company. ABC calls Federal and tells them that they have a package to be picked up for delivery to destination by noon the following day. The Federal dispatcher calls the driver that is nearest the ABC Corporation and informs him of the pick up. The pick up is made and the package is taken to the airport. Depending on the volume of business from the origin city and the distance from Memphis, the aircraft making the pick up could be either a Falcon, Boeing 737 or Boeing 727.

All packages, at this time, go into Memphis for sorting in the quarter-mile long sorting facility. Our package goes to the XYZ Company is placed with all other packages going to that city. When all shipments are ready, usually within several hours of being received at the sorting terminal, they are hauled out to a waiting aircraft. The aircraft and our package arrive at the destination city just as the city is starting to come to life. The Federal driver that will deliver our contracts, loads his van with all shipments lined-up for his route. After a few stops, our shipment is delivered to the XYZ Company at 10 A.M., with time to spare before the 12 noon deadline.

Federal Express offers five types of service and carries over 18 million domestic shipments per year, more than the world's largest air freight forwarder. The majority of its shipments are for next-day delivery. The classes of service are:

1. Priority 1: Overnight Service
2. Courier Pak: Overnight Envelope (2 lb. max.)
Overnight Box (5 lb. max.)
Overnight Tube (5 lb. max.)
3. Standard Air Service: Second day (48-hour) service for packages or consolidated shipments.

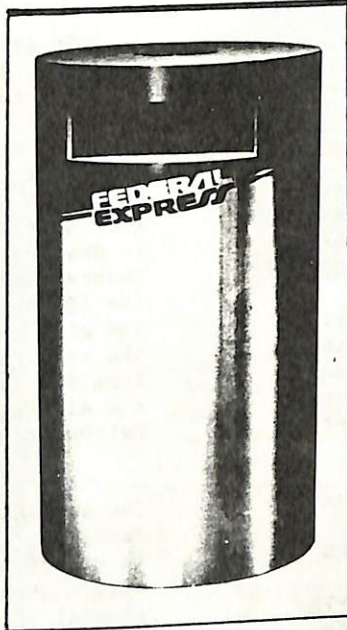
4. Restricted Articles: Overnight Service
5. International: Next day service to Canada
Swissair shipments from Europe for next noon delivery in the U.S.

In addition to its package services, Federal Express has a unique transportation and distribution system for time-sensitive inventories, called PartsBank. Especially suited to the electronics, medical and computer industries, PartsBank stores critical parts for its customers in a modern facility in Memphis. When a part is needed anywhere in the U.S., the PartsBank customer calls Memphis with shipping instructions. Average PartsBank response time from order receipt to arrival at destination airport is only six hours. PartsBank, which offers three levels of service, operates 24 hours a day, seven days a week.

Moving up from Falcon's to the larger type of aircraft did cause some minor problems for Federal. Up until this time, aircraft were loaded from ground level onto the floor of the small Falcons and covered with a cargo net to keep the load from shifting in flight. To load the 727s and 737s new loading equipment was necessary. Not only was this new equipment needed at Memphis but at a number of the stations that Federal served. Some stations were able to contract unloading by airlines already serving that particular airport.

Not only was loading equipment necessary, but containers in which to place the cargo were needed.

New loading equipment has been ordered for the DC-10, which carries about three times as many containers as the 727-100, Federal's current largest aircraft. The 727-100 can be loaded or unloaded in about 18 min., compared to about 40 min. for a DC-10, using Federal's current equipment.



Because of tight scheduling at Federal's Memphis hub, 40 minutes each to load or unload DC-10s at Memphis would delay every Federal flight by the same amount. The new loaders will handle two containers at a time instead of just one.

Current plans call for DC-10s to be loaded and unloaded in parking spaces somewhat remote from the Memphis hub facility. As part of the hub expansion plan, DC-10 nose docks are to be completed in the summer of 1981.

What does the future hold for Federal? With new regulations and deregulation and new wide-body equipment the future is very bright, even with the economy moving at a slower pace. The need for what Federal Express has to offer will remain, regardless of how the economy as a whole reacts. The items that are moved by FEC, electronics, medicine, important papers, etc., will continue to move and revenue will continue to come in. The only questions that remain unanswered are where to locate additional central hubs, whether to enter the passenger business and should operations be extended to other countries. A new distribution center is being built in Memphis to handle the expected increase in business. The question here is--will the new facility be large enough?

Back in 1973, when Federal started operations, Fred Smith wanted his money productively employed. Productivity is an important product at Federal. When you look at the record, Fred is getting his moneys worth out of his investment.

Left: No, it is not a robot from the movie "Star Wars", but the new pick-up container now being placed in many office buildings by Federal Express. In addition to these containers, Federal is also opening collection centers in many downtown areas.



Flying Tiger Line's first aircraft was the Budd Conestoga, an all-stainless steel, rear-loading, twin-engine aircraft. Capable of lifting 7,000 pounds over a 500-mile range, the Conestogas flew at 150 miles per hour. Flying Tiger photo.

TOP U.S. CARGO CARRIERS

by
GEORGE CEARLEY

The Flying Tiger Line

Flying Tigers was founded June 25, 1945, as the National Skyway Freight Corp. (NSFC). The company's founder was Robert Prescott, a former member of General Claire Chennault's Flying Tigers who flew the "Hump" (Himalayas) in C-46's in the Asian campaigns during World War II. Prescott was backed by Sam Mosher of the Signal Oil Co. and several of his fellow flyers from the war.

The first aircraft operated were 14 RB-1 Budd Conestogas which were acquired from war surplus authorities for \$401,000. The \$90,000 down payment was, in part, raised by fellow flyers of the "Hump". The Conestoga was an all stainless steel, twin-engine, rear-loading aircraft. Its cruising speed was 150 mph and it could carry a load of 7,000 lbs. over a 500 miles range. The plane was built by the Budd Company, a manufacturer of railway rolling stock and noted in particular for its stainless steel passenger

coaches. The first Conestoga revenue flight was a load of grapes from California to Georgia in July, 1945, while the first coast-to-coast operation occurred on August 21st of that year.

In August, 1946, Prescott applied to the CAB for common carrier authority and late that year bid successfully for a military contract with the Air Transport Command to support East Asian bases. Twenty-eight flights per week across the Pacific at a rate of 53¢/route mile were operated and by January 1, 1947, the company reported a \$500,000 profit.

Headquarters were moved to Burbank and the name was changed from NSFC to The Flying Tiger Line, Inc., in February, 1947. The Conestogas were replaced with C-47's in March, 1947, and C-54's were added to the fleet later that year. The ATC military contract had called for the providing of full crews plus maintenance and operations facilities for 32 C-54's supplied

FLYING TIGER LINE

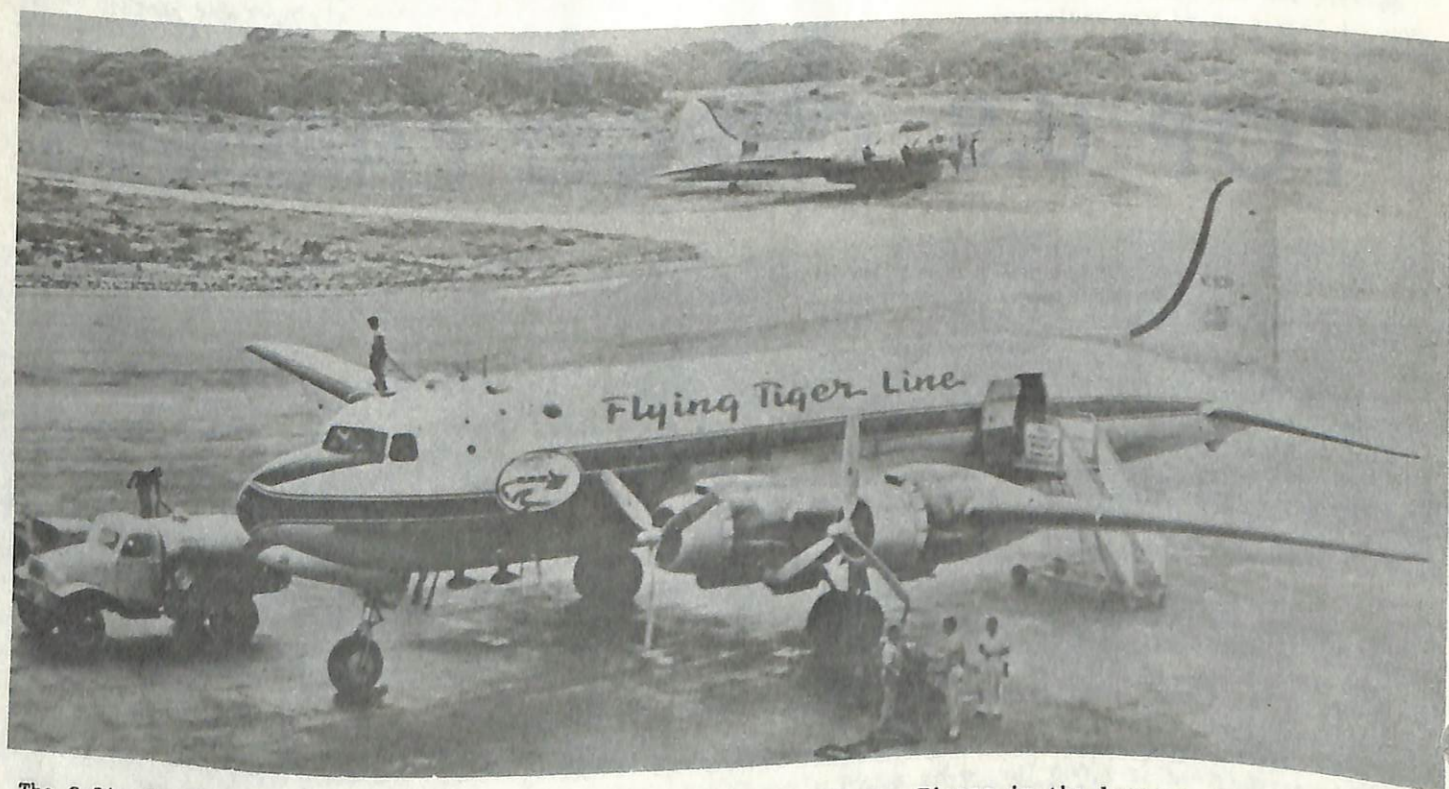
AIRFREIGHT SCHEDULES

by ATC. Twenty-five C-54's were leased from the Air Force in 1950 and this gave Tigers a good advantage in the soon to follow Korean airlift. The C-46's were equipped with JATO (jet assisted take-off) units of which Braniff had been an early pioneer.

A merger with Slick in 1953 did not materialize. Also in the 1953-54 period Tigers went through a difficult period in its economic history, but managed to get through this time by buying and selling aircraft including the first two DC-6A's whose production line positions at Douglas, Santa Monica, were sold for \$1,100,000.

On February 13, 1955, overnight coast-to-coast DC-6A service was inaugurated. The CAB granted Tigers an exemption to participate in the 3¢ air mail plan in May of that year. Mail was carried on a space available basis. Ten L-1049H "Constellations" were ordered in September, 1955. Also that year, Flying Tigers entered the group charter market and soon booked 50 round trips to Europe at \$250 less than IATA fares.

The line's certificate was renewed on March 12, 1956, for an additional five years. Ten Canadair CL-44D's were ordered in May, 1959. This aircraft is based in design on the Bristol Britannia, has a swing tail for cargo loading, and is powered by four Rolls Royce Tyne engines. Flying Tiger lost money during 1959-60. Non-scheds



The C-54, first of the four-engine airfreighters, was used by Flying Tigers in the largest, longest airlift ever flown by a private contractor--supplying the American Occupation Forces in Japan. Flying at 210 miles per hour, the C-54 carried 20,000 pounds of cargo over a 2,000 mile range. Flying Tiger photo.

flying old piston aircraft retired by trunk carriers were granted military contracts by underbidding Flying Tiger at prices below cost. Tigers refused to bid in this way and lost the contracts. On October 1, 1960, the CAB established minimum rates for military charters and on July 1, 1961, military contracts were negotiated with preference to airlines having jet-powered cargo-convertible aircraft as Flying Tigers. On July 16, 1961, Tigers made its first flight from Travis AFB, California, to the Far East under new contract arrangements.

In 1962, to provide better door-to-door freight service, the line began an air freight-truck integrated program. Joint rail-air freight service was begun with the New York Central Railroad in 1963.

The CAB "Blocked Space Decision" was issued August, 1964. Air freight shippers guaranteed to pay for a minimum amount of contracted space and the air carrier guaranteed the space available which was charged at reduced rates. The amount of off line charter business which could be performed by scheduled passenger carriers was reduced to 2% of their total scheduled route miles. The charter restriction was an amendment to Section 207 of the Economic Regulations and became effective January 1, 1965. Tigers was a beneficiary of both these decisions.

In 1965 the headquarters of the Flying Tiger Line was moved from Burbank to new facilities at



Douglas Airtrader DC-4 operated by Seaboard World Airlines from 1947 through 1956. Seaboard photo.

Los Angeles International Airport. Also the same year, the airline leased two Boeing 707-349C's.

In 1966, Flying Tigers' operating profit was \$20,000,000 and the company placed a 105 million dollar order for 10 DC-8-63F freighters.

In 1974, 747-123's were acquired from American Airlines for cargo operations. The aircraft were fitted with side cargo doors. Tigers was the first airline to operate 747 passenger aircraft converted for cargo operations. 200,000 lbs. of cargo could be flown over a 3,500 mile range at 575 mph.

Seaboard World Airlines

Seaboard World was organized as Seaboard & Western Airlines, a North Atlantic all cargo air carrier, on September 16, 1946. The company was the only all cargo carrier established on this route due to the number of other lines operating in this market, their great frequency of service, available cargo capacity, and rigidly controlled rates. Seaboard & Western's first flight was May 10, 1947, with a C-54 to Luxembourg. SW was certified as an Irregular Carrier July 8, 1947. It applied to carry cargo on a demand basis (i.e., more than non-scheduled service but less than regular scheduled service). Five C-54's were used in early operations. This fleet was increased to 12 C-54's in December, 1951, following a growth period due in part to contract service for the International Relief Organization.

A six month, three million dollar contract was awarded in September, 1954, and was later renewed. On August 16, 1955, the company was given permanent scheduled certification on recommendation by the CAB and approval by President Eisenhower. Included was a route from major cities in the northeastern United States to Europe. The first scheduled service was April 19, 1956, with a C-54, but L-1049H's were soon added and daily flights were begun September 1, 1957. Four CL-44's were ordered in 1959 as a result of increases in required capacity due to further military contracts.

In spite of increases in traffic, the company's financial status declined. During each year, 1959, 1960, and 1961, Seaboard lost over four million dollars. A complete refinancing program was undertaken by the new president, Richard M. Jackson. A reorganization in management also occurred and the name of Seaboard & Western was changed to Seaboard World Airlines April 26, 1961. In August of that year CL-44's were introduced. Seven of these aircraft were acquired and the Connies were phased out of service.

Blocked space arrangements were made with European airlines which booked a set proportion of space on Seaboard's daily round trip flights. Participating carriers included Lufthansa, Swissair, and BOAC. In 1964 a DC-8-54F jet freighter was leased from Douglas and later an agreement was signed with Trans Caribbean Airways to make the plane available for TCA's weekend passenger operations between New York City and the Caribbean.

Seaboard returned to profitable operations in 1962.

In 1968, 707-345C's were leased and in 1974 747-245F's were introduced on Seaboard's routes.

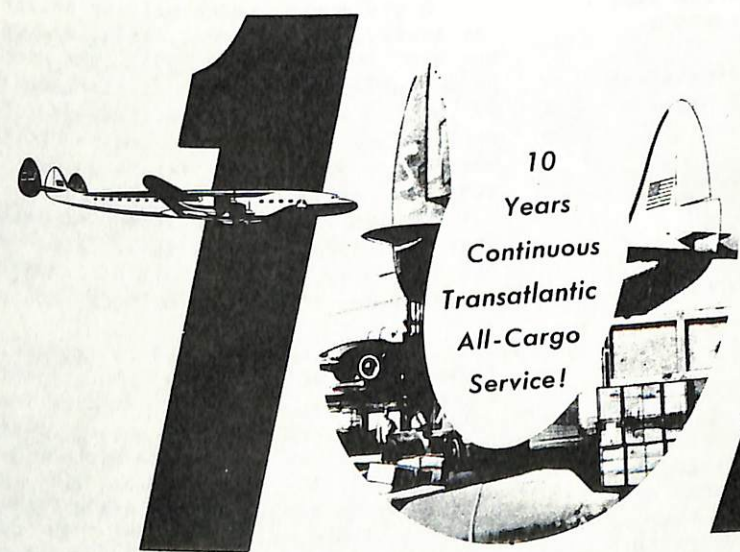
As a final footnote to this article on two of the world's largest freight carriers. Negotiations are now going on between the two carriers to work out a merger agreement. More on this in a future issue of the LOG.

AIR SOW FREIGHT
SEABOARD & WESTERN AIRLINES
 THE ONLY SCHEDULED TRANSATLANTIC ALL-CARGO AIRLINE

TRANSATLANTIC "AIRTRADER" CARGO SERVICES TO ALL EUROPE, MIDDLE EAST, FAR EAST

Monday	Tuesday	Wednesday	Thursday	Friday	Sat.	Sunday	Monday	Wednesday	Thursday	Friday	Saturday
SB 100 24 00 Tue 15 30	SB 102 24 00 Wed 15 30	SB 100 20 00 Thu 11 30	SB 104 24 00 Thu 15 30	SB 100 24 00 Fri 15 30	SB 104 24 00 Sat 15 30	SB 106 24 00 Sun 21 30	Read Down 16 30	SB 101 01 00	SB 105 09 30	SB 101 09 30	SB 103 13 30
24 00 Tue 15 30	24 00 Wed 15 30	20 00 Thu 11 30	24 00 Thu 15 30	24 00 Fri 15 30	24 00 Sat 15 30	24 00 Sun 21 30	Lv NEW YORK.....Ar	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv LONDON.....Lv	Lv LONDON.....Ar
16 30 Wed 01 30	12 30 Thu 01 00	16 30 Fri 01 30	16 30 Sat 01 00	16 30 Sun 01 30	16 30 Mon 01 00	22 30 Tue 00 45	Lv LONDON.....Ar	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv LONDON.....Ar	Lv LONDON.....Ar
18 00 Thu 03 30	14 00 Fri 03 30	18 00 Sat 03 30	18 00 Sun 03 30	18 00 Mon 03 30	18 00 Tue 03 30	19 00 Wed 03 30	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv
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11 00 Sat 03 30	18 00 Sun 09 00	11 00 Mon 03 30	11 00 Tue 03 30	11 00 Wed 03 30	11 00 Thu 03 30	01 45 Fri 03 30	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv
S12 30 Sun 03 30	S14 00 Mon 03 30	S14 00 Tue 03 30	S14 00 Wed 03 30	S14 00 Thu 03 30	S14 00 Fri 03 30	S17 00 Sat 03 30	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv
S16 00 Mon 03 30	S17 00 Tue 03 30	S17 00 Wed 03 30	S17 00 Thu 03 30	S17 00 Fri 03 30	S17 00 Sat 03 30	S17 00 Sun 03 30	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv	Lv SHANNON.....Lv
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◆—Super Constellation. ▼—DC4. ◆—C46. Note: S—Flag Stop. A stop at Gander will be made when required.



10 Years Continuous Transatlantic All-Cargo Service!

Profit from greatest experience.. ship the

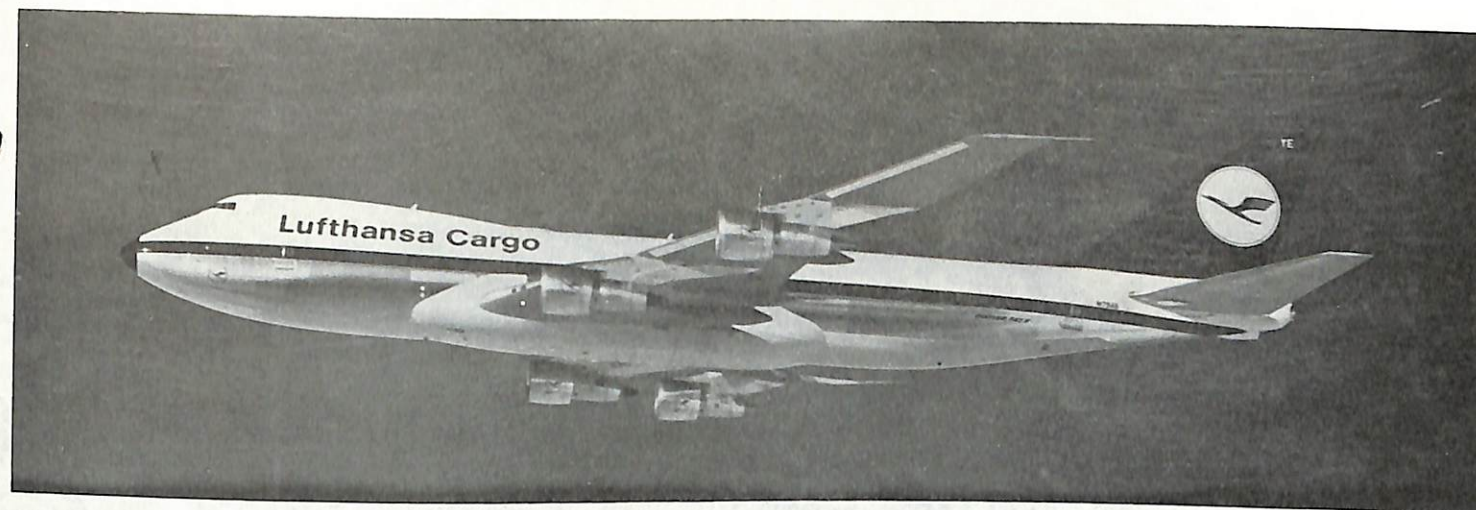
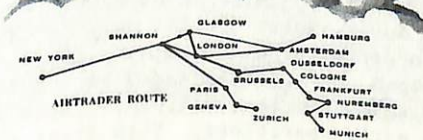
SEABOARD SUPER SKYWAY

TO EUROPE AND BEYOND

1957 marks our 10th Anniversary. It also makes Seaboard the first airline to complete 10 years of continuous... uninterrupted... transatlantic all-cargo service!

Only Seaboard has achieved this record. We can show you how this experience can be translated into more profitable distribution for you. Call your Freight Forwarder, Railway Express or...

AIR SOW FREIGHT SEABOARD & WESTERN AIRLINES
 80 Broad Street, New York 4, N. Y.
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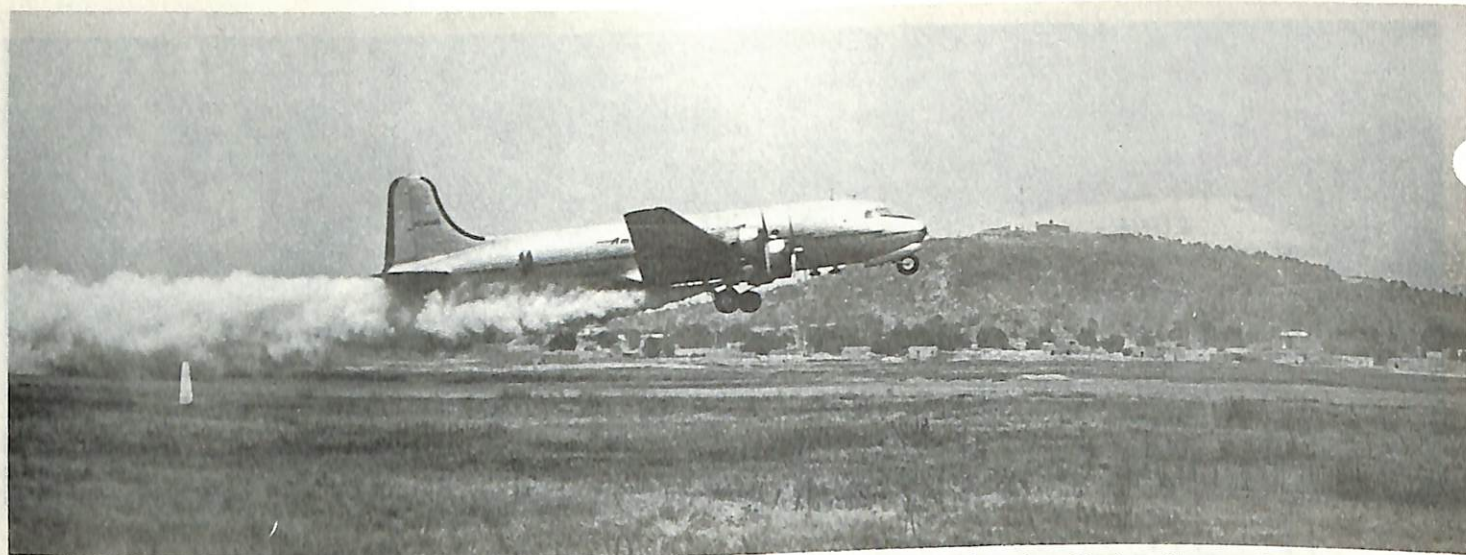


ABOVE: The first Boeing 747 Freighter purchased by Lufthansa can carry up to 100 ton of freight.

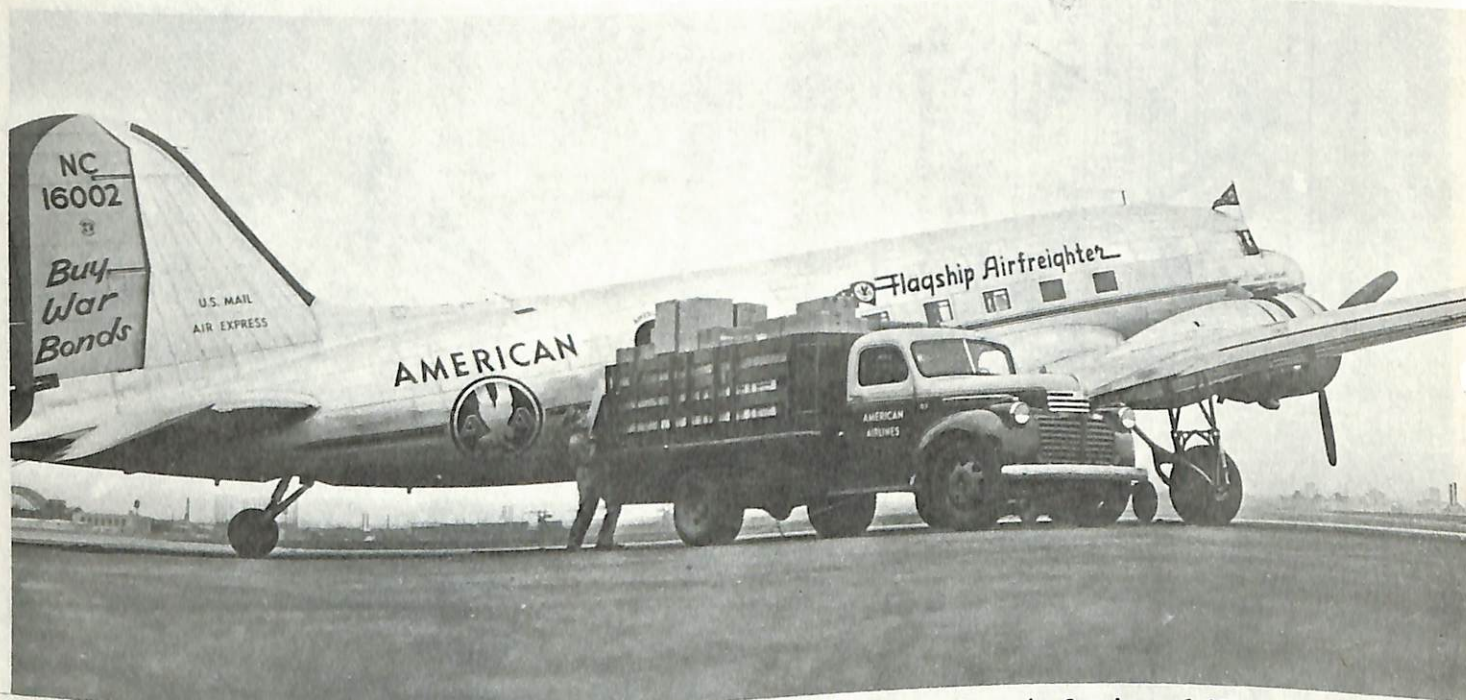


ABOVE: Delta Air Lines Lockheed L-100 rear loading freighter. BELOW: Super VC-10 of East African Airlines.

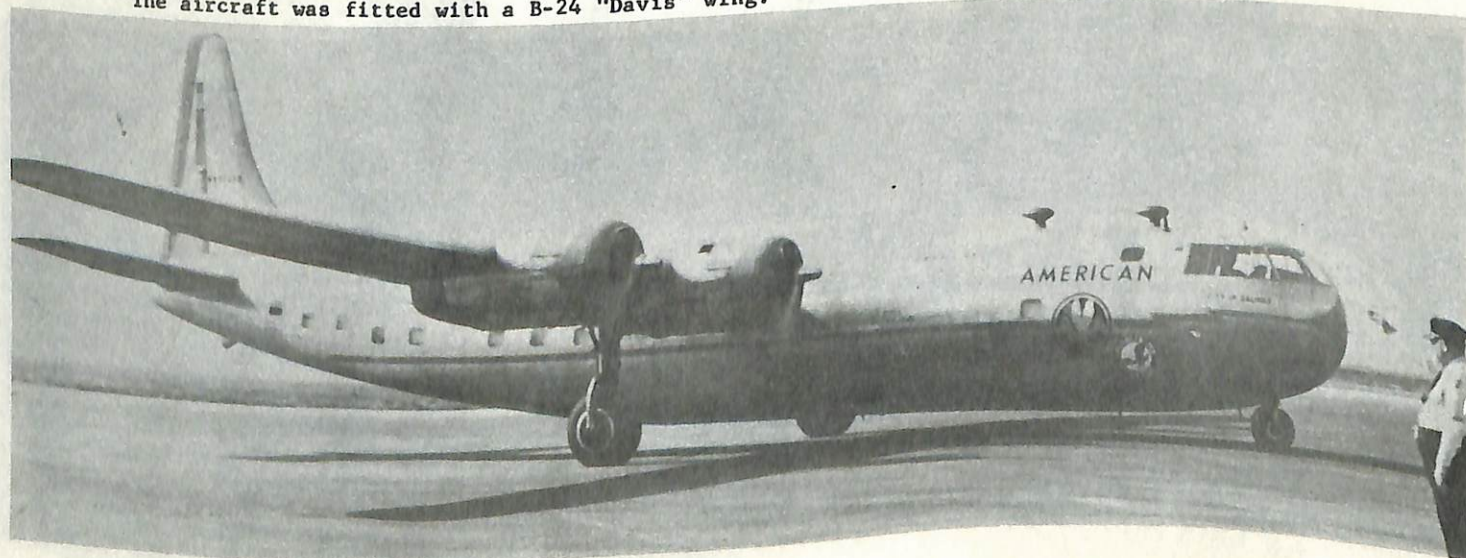




ABOVE: American Airlines DC-4 freighter using a JATO unit to assist in leaving Mexico City. Photo from Mattox collection.



ABOVE: American Airlines DC-3 Flagship Airfreighter being loaded somewhere in October of 1944. No freight door to help loading. Both photos from Mattox collection.
 BELOW: Consolidated M-39, one of a kind aircraft used by AA for six months. Aircraft tested as a freighter. The aircraft was fitted with a B-24 "Davis" wing.



STICKER MATTER

by
DON THOMAS

As this issue of the LOG features freight aircraft and carriers, we illustrate a few of the colourful labels which these carriers have used and are using at the present time.

First, the pure cargo airlines. Among the largest were FLYING TIGERS, SEABOARD & WESTERN, SLICK, and AIRLIFT INTERNATIONAL.

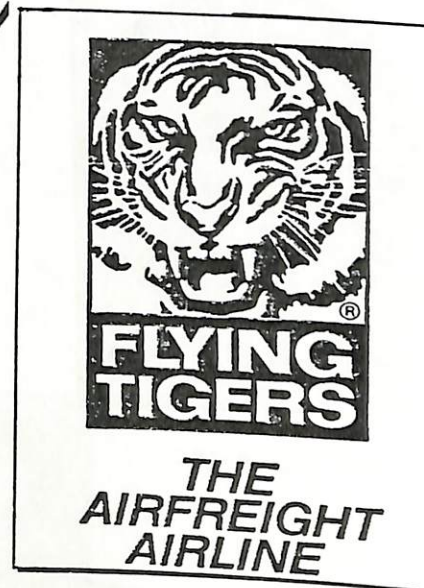
FLYING TIGERS, started by some veterans of the Flying Tiger fighter pilots who were shooting down Japanese planes in China before we entered WW II, became America's largest airfreight carrier. Illustrated on its label is an early C-47 cargo plane, the Army version of the DC-3 (see right). Its present label shows its Tiger logo. SLICK AIRWAYS, founded in 1946, became a major all-cargo carrier, but most assets were taken over by AIRLIFT INTERNATIONAL in 1966. SEABOARD & WESTERN, another postwar carrier, became one of the three top Transocean cargo carriers, and was renamed SEABOARD WORLD AIRLINES in 1961.

Back in 1961 AEROFLOT ranked as the world's largest air cargo carrier, followed by AMERICAN AIRLINES, PAN AMERICAN, UNITED, and TWA in that order.

For Transatlantic freight hauling, KLM and PAN AMERICAN about tied, with SEABOARD third, and TWA, BOAC, and LUFTHANSA following.

Besides the larger cargo-carriers, there were many smaller outfits, especially after WW II, when surplus C-46s, C-47s, C-54s and others were bought up by ex-pilots and new airlines came into existence. AAXICO (American Air Export & Import Co.) flew on the east coast; ACT (Air Cargo Transport) flew transcontinental, and SKYWAYS INTERNATIONAL, flew Curtiss C-46s across the Atlantic and from Rome to Australia, Venezuela, Israel, and anywhere cargo or passengers could be picked up. This writer had an experience as flight radio operator on a Skyways plane. After one engine had been popping and sputtering intermittently on one trip from Tehran to Rome with bad sparkplugs while flying over the snow-covered mountains of the Middle East, we lost an engine in the middle of the Mediterranean. We had to decide quickly whether to go to Greece or Italy, as we were losing altitude. When we finally landed at Brindisi, Italy, I was surprised to learn that it was the "good" engine which had quit!

The next several pages will show various air cargo labels used by different carriers over the years. Boeing 747s and other large planes are specially fitted for cargo. Catalog numbers appear next to each label, for identification purposes.





USA-50



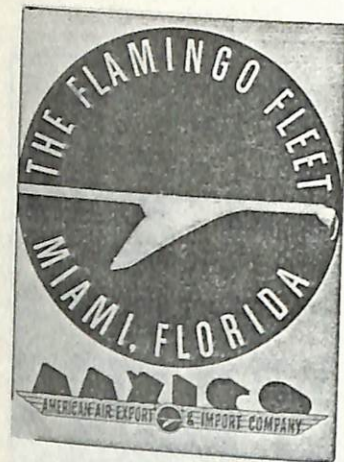
USS-31



USA-355



USS-180



USA-140



USP-690



USF-128



USC-70



UST-305



UST-310



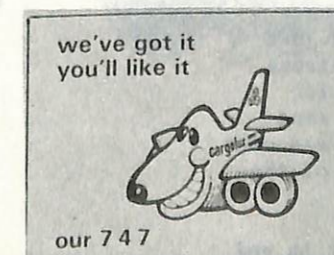
USU-251



USD-210



JSP-681



our 747



CA-455



USN-225



USL-51

JALCARGO
we deliver the world

this, that and other stuff

by
PAUL COLLINS

Several of you have written in requesting that this column become a regular LOG feature. This is a request that I am happy to fulfill. As long as the "goodies" continue to come in, "this, that and other stuff" will be a regular feature.

The past several months have brought a number of new and old items into Club Headquarters. We will start with badges and work on from there.

A new item featuring Midway Airlines advises that we should "Kiss O'Hare goodbye". I don't really think we should go that far! At TWA being the best isn't everything. According to this badge, it's the only thing. Good Luck TWA! Also TWA is on-time 3 new ways. I'll guess (1) flight departs on time (2) arrives on time, and (3) your baggage arrives on time. American Airlines is shipping one million pounds a day via their freight system. Does this only pertain to Texas?

The airplanes illustrated depict a stick-on, a stick-in, and a stick-up. The PSA 727 is a sticky-back, stick-on emblem (3 inches long). The SAS DC-8 is actually a knife. The Delta L-1011 is a cutout and is actually 36 inches long.

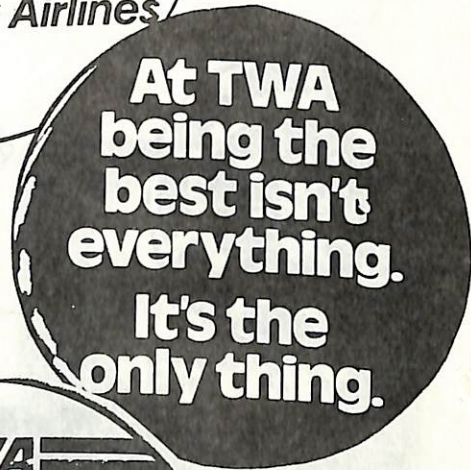
On the following page we see illustrated two very nice emblems of Air Anglia. This airline is now part of the new British carrier UK. These emblems came from Peter Rentzsch of Hamburg, Germany. Peter handles post card sales for COINCAT and was a visitor in this country during the entire month of May. Pete promises more goodies in the future.

Several nice labels showed up in the form of a Western Air Express item and PSA "gives you a lift". The Western label is quite old and makes a nice addition to the Club's collection. The PSA item is new and goes nice with the stick-on mentioned above. The "I'm a Laker liker" makes you feel like smiling--right?

The leather bag tag shown was given to all AA passengers departing on the first jet liner to depart Cincinnati (CVG) on April 30, 1961. The reverse side has a place for your name and address. The final item illustrated is a Viking advertising Icelandair. Does anyone have any idea what this little guy is called? Please advise.

As mentioned in the last issue, I still have three sets of Airbus stickers available. I have been informed that the price I was asking is just a little bit high. There are 18 different Airbus stickers in the set, and they now are going for \$15 per set. Well worth the price. If you want a set, send me your money. The first three requests get them. If I don't sell them by the time of the convention, they will be in Detroit.

Do you have something unusual? Send it in and we will feature it in "this, that and other stuff".



With new cargo carriers springing up like crabgrass under deregulation of the air transport industry, we shall hopefully see a number of new cards, and this column will try to keep you posted on new editions.

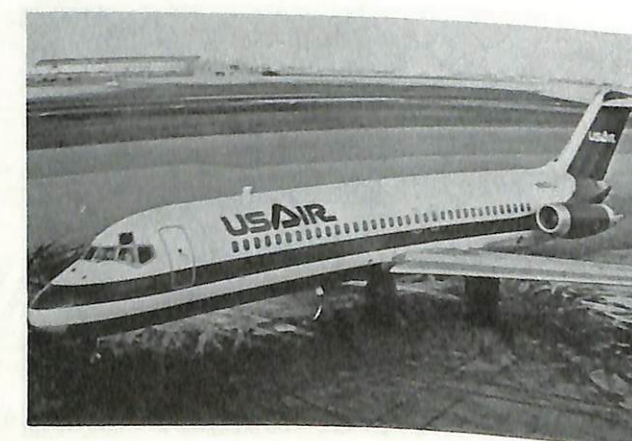
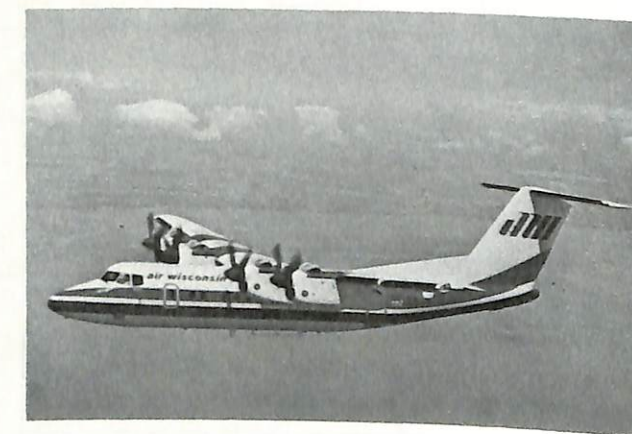
The past several months have been a dry period as far as airline issued post cards are concerned. The only major U.S. carrier to issue a new card recently is USAir, with a card of one of their new 727-200's. Several commuter airlines, now flying larger aircraft (under deregulation) have put out cards, including Wright Airlines (Convair 600), Air Wisconsin (Dash 7), and Ransome Airlines/Allegheny Commuter (Dash 7). The Rocky Mountain Dash 7 mentioned two issues ago is now available from some dealers. The only card to come down from Canada in the past few months has been a very nice Wardair Dash 7. From overseas, Air Uganda has a card of a 737 in their colorful livery, Spantax has a new DC-10 card, and from Spain, Iberia has released a 747 and 727 in their new color scheme. From England, a charter airline named Air Transcontinental Airlines issued a card of a 707, then went bankrupt without ever having started operations!

Several new cards have come from both West and East Germany. From the West several good cards were discovered recently at the Hanover airport, including a SAS DC-8-63, a Hapag-Lloyd 727, and a LKM DC-8-63. In addition to the CargOman DC-8F mentioned before, Coincat, the German Aviation Society, has published an Air Lanka 707, a Hapag-Lloyd BAC-111-500, and a British Island Airways BAC-111. All of these cards from West Germany are available from at least one of the well known post card dealers. From East of the wall, Interflug aircraft, specifically IL-62's and TU-134's appear on a number of recent cards. Most are pretty good, and some may be available from dealers soon. Interflug cards usually appear to be airline issued, but most are published for sale at various airports around the DDR, with East Berlin's Schoenefeld airport having by far the best selection. The notation "DDR 0,20 M" on the message side of these cards is their price: .20 Marks.

South American Airlines are finally getting back into post card publication after many years in the doldrums. Both Varig and Vasp in Brazil have issued some beautiful cards of their current aircraft (DC-10's, 727's and 737's). TransBrasil has just issued a folder card of a 727-100 in their new white and rainbow color scheme.

From Iceland comes a bunch of new cards including a DC-10 of Icelandair, and a DC-8-61 of Loftleidir, although the caption of the latter card incorrectly identifies the aircraft as a DC-8-63. From England comes a card of a Yemania 727-200 in flight, issued by the Aviation Hobby Shop, publisher of a number of good cards in recent months.

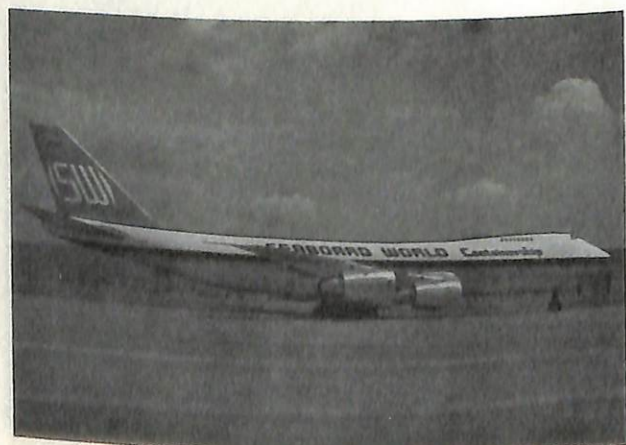
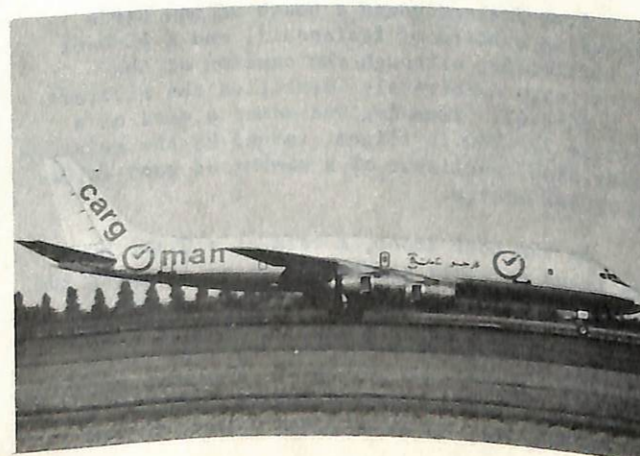
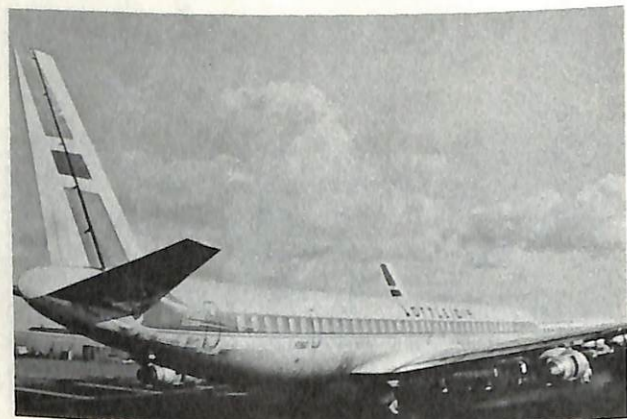
On the home front, a card of a USAir DC-9 was found recently at the Rochester Airport, and Fred Erdman's International Airline Museum has published cards of a Chicago & Southern Connie and a Wright Airlines Convair 600, and also a Northeast FH-227 and TWA DC-9. Finally, Aviation World, Inc. has recently released cards of a Pan Am TriStar, American Inter Island CV-440,



TWA DC-9, Midway Airlines DC-9, Eastern and TWA L-1049 Super Connies, KLM Electra, Bonanza DC-3, plus many others. They also promise a super surprise group of new cards to be put on sale for the first time at the Airlines International Convention in Detroit this July.

It may be wishful thinking, but 1980 may just turn out to be a banner year for new airliner post cards. All major aircraft manufacturers are scheduled to deliver new aircraft to new customers this year, and some old customers will be getting new models also. With new airlines coming into being under deregulation and competition intensifying, we should see a lot of new post cards from airline sources. We can only hope that there is enough money in their budgets to print the cards. Until next issue, Happy Collecting!

EDITOR'S NOTE: Starting with the next issue of the LOG, Peter Black and Jon Proctor will become co-Editors of the Post Card section of the LOG. Pete and Jon would appreciate your support in sending them a copy of any new issues that you might come across. I'm sure they will be able to send you something in trade. Welcome aboard fellows!



Around the World Of Airline Schedules

By
George Carley

The entire schedule article this issue is devoted to air freight operations of U.S. freight lines and U.S. trunk lines.

January 6, 1974

SEABOARD WORLD AIRLINES

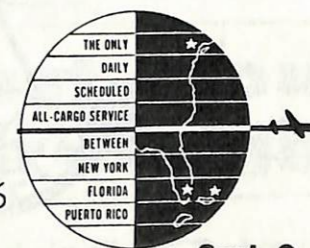
FLIGHT NO	MONDAY				TUESDAY				WEDNESDAY				THURSDAY				FRIDAY				SATURDAY				SUNDAY				AIRPORT CODE
	318	308	306	304	308	302	304	306	302	308	306	304	308	302	304	306	302	308	306	304	308	302	304	306	302	308	306	304	
LV LOS ANGELES								0700 Tu				0700 Tu				0700 Tu				0700 Tu				0700 Tu				0700 Tu	LAX
LV SAN FRANCISCO								0900 Tu				0900 Tu				0900 Tu				0900 Tu				0900 Tu				0900 Tu	SFO
LV CLEVELAND			2000 Su								2000 Tu				2000 Tu				2000 Tu				2000 Tu				2000 Tu		CLE
LV DETROIT								1730 Tu				1730 Tu				1730 Tu				1730 Tu				1730 Tu				1730 Tu	DTW
LV CHICAGO			0140 Mo					0140 Tu			0140 Tu				0140 Tu				0140 Tu				0140 Tu				0140 Tu		MKE
LV NEW YORK/PHILADELPHIA	0600 Su	0600 Su	1700 Su	1900 Su	0530 Tu	1700 Tu	1900 Tu	2100 Tu	0400 Tu	0600 Tu	1700 Tu	1900 Tu	0530 Tu	0600 Tu	1700 Tu	1900 Tu	0530 Tu	0600 Tu	1700 Tu	1900 Tu	0530 Tu	0600 Tu	1700 Tu	1900 Tu	0530 Tu	0600 Tu	1700 Tu	1900 Tu	JFK
LV BOSTON								2000 Tu				2300 Tu				2300 Tu				2300 Tu				2300 Tu				2300 Tu	BOS
LV LONDON			0340 Tu				1810 Tu	0340 Tu			1810 Tu	0340 Tu			1810 Tu	0340 Tu			1810 Tu	0340 Tu			1810 Tu	0340 Tu			1810 Tu	0340 Tu	LHR
LV BIRMINGHAM							2300 Tu				2300 Tu				2300 Tu				2300 Tu				2300 Tu				2300 Tu		BHX
LV MANCHESTER							0200 Tu				0200 Tu				0200 Tu				0200 Tu				0200 Tu				0200 Tu		MAN
LV PRESTWICK							0900 Tu				0900 Tu				0900 Tu				0900 Tu				0900 Tu				0900 Tu		PIK
LV BRUSSELS			1000 Tu				1000 Tu				0358 Tu				1000 Tu				1000 Tu				1000 Tu				1000 Tu		BRU
LV PARIS				0700 Tu				0700 Tu				0700 Tu				0700 Tu				0700 Tu				0700 Tu				0700 Tu	CDG
LV AMSTERDAM			1000 Tu				1000 Tu				1000 Tu				1000 Tu				1000 Tu				1000 Tu				1000 Tu		AMS
LV SHANNON																													SHN
LV STOCKHOLM																													STO
LV COPENHAGEN																													CPH
LV MUNICH			0600 Tu				0700 Tu				0700 Tu				0700 Tu				0600 Tu				0700 Tu				0700 Tu		MUC
LV DUSSELDORF			0400 Tu				0400 Tu				0400 Tu				0400 Tu				0400 Tu				0400 Tu				0400 Tu		DUS
LV STUTTGART			0400 Tu				0400 Tu				0400 Tu				0400 Tu				0400 Tu				0400 Tu				0400 Tu		STR
LV FRANKFURT			0925 Tu				0925 Tu				0925 Tu				0925 Tu				0925 Tu				0925 Tu				0925 Tu		FRA
LV HAMBURG																													HAM
LV ZURICH							1935 Tu				1940 Tu				1935 Tu				1940 Tu				1935 Tu				1940 Tu		ZRH
LV BASEL							1935 Tu				1935 Tu				1935 Tu				1935 Tu				1935 Tu				1935 Tu		BSL
LV GENEVA							1935 Tu				1935 Tu				1935 Tu				1935 Tu				1935 Tu				1935 Tu		GVA
LV PISA																													PSA
LV MILAN			1745 Tu																										MXP

ALL TIMES LOCAL

*NO LOCAL TRAFFIC CARRIED BETWEEN U.K. AND FRANCE, SWITZERLAND OR ITALY

BOLD FACE—Direct Service
LIGHT FACE—Via Connection

Riddle, founded in Florida in May, 1945, began passenger freight service from NYC to Puerto Rico. In 1947 passenger service was suspended. Domestic freight service was begun 1-20-56 with service to Florida from NYC, Boston, Detroit, and Chicago. On 11-29-63 the name of the company was changed to Airlift International, Inc.



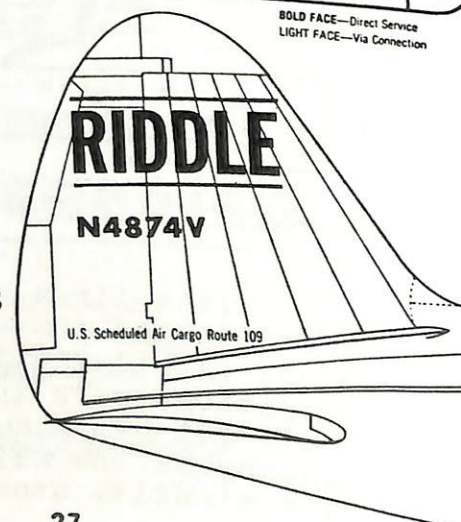
Sept. 9, 1955

RIDDLE airlines inc.

Executive Offices, International Airport, Miami, Florida

U. S. Scheduled Air Cargo Route 109

WORLD-WIDE INTERLINE CONNECTIONS



LATIN AMERICA ALL-CARGO SERVICES (NORTHBOUND)

FLIGHT CLASS AIRCRAFT	302	304	2304	306	308	310	316	318	324
FREQUENCY	TH	SU	ME	TU	MO	TU	WE	TH	FR
STATION/AIRPORT	SAD PAULO (VIRACOPOS)	RIO DE JANEIRO (INT'L)	PORT OF SPAIN (TRINIDAD)	CARACAS	MARACAIBO	GUATEMALA CITY	HOUSTON (INTERCONT'L)	MIAMI	NEW YORK (JFK INT'L)
ISSUED:	FEBRUARY 28, 1978								

PACIFIC ALL-CARGO SERVICES (EASTBOUND)

FLIGHT CLASS AIRCRAFT	872	874	876	878	882
FREQUENCY	TU	TH	TH	SU	SU
STATION/AIRPORT	SINGAPORE	HONG KONG	SYDNEY	AUCKLAND	TOKYO (HARITA)
ISSUED:	MARCH 8, 1978				

ATLANTIC ALL-CARGO SERVICES (WESTBOUND)

FLIGHT CLASS AIRCRAFT	151	167*	166	2166	175	709
FREQUENCY	MO	TH	SU	TU	WE	TH
STATION/AIRPORT	JOHANNESBURG (JAN SMITS)	KINSHASA	MONROVIA (BOBERTSFIELD)	DELHI	TEHRAN	BREITEN
ISSUED:	FEBRUARY 16, 1978					

Pan American's cargo operations for Latin America, the Pacific and Atlantic effective March 11, 1978. Representative pages of cargo schedules from transmittals to General Schedule 47, Pan American World Airways, Inc., are shown above and at left.

Issued by ROBERT S. DISTLER
Director—Schedule Communications
Pan Am Building, New York NY 10017, USA
Printed in U.S.A.

AIR FREIGHTER SERVICE

NEW YORK—NEWARK—DALLAS-FORT WORTH
CHICAGO—DALLAS-FORT WORTH—HOUSTON

FLIGHT NUMBER	811	851	801	853	Airport Code
DAY OPERATED	Ex Su. Mo.	Ex Su. Mo.	Ex Su. Mo.	Ex Su. Mo.	
NEW YORK (Kennedy Int'l)..... EDT Lv.			03 00		JFK
NEWARK..... EDT Lv.	05 30				EWR
CHICAGO..... CDT Lv.		01 40		04 00	ORD
DALLAS FT. WORTH..... CDT Ar.	07 40	03 40	05 15	06 00	DFW
DALLAS/FT. WORTH..... CDT Lv.		04 40			DFW
HOUSTON..... CDT Ar.	05 27				IAH

ISSUED APRIL 11, 1978 EFFECTIVE APRIL 27, 1980

COMPLETE ALL CARGO FLIGHT SCHEDULES
Service Between Chicago - Memphis - Atlanta - Orlando and Miami
New York/Newark - Charlotte - Atlanta - New Orleans - Dallas - Los Angeles and San Francisco
ALL DELTA FLIGHTS CARRY AIR FREIGHT

Equipment	L-100	L-100	L-100	L-100	L-100	Equipment	L-100	L-100	L-100	L-100
Flight Number	133	131	135	139	132	Flight Number	134	138	130	132
Days Operated	Ex Su & Mo	Su Only	Ex Su & Mo	Ex Su & Mo	Ex Su & Mo	Days Operated	Ex Sa & Su	Ex Su & Mo	Ex Su	Ex Sa & Su
NEW YORK, N. Y. (EDT) Lv. (Newark Airport)	3 00					NEW YORK, N. Y. (EDT) Lv. (Newark Airport)				1 34
CHICAGO, ILL. (CDT) Lv. (O'Hare Field)						CHICAGO, ILL. (CDT) Lv. (O'Hare Field)	3 25	12 33		
MEMPHIS, TENN. (CDT) Lv.			4 40			MEMPHIS, TENN. (CDT) Lv.		10 40	9 55	
CHARLOTTE, N. C. (EDT) Lv.						CHARLOTTE, N. C. (EDT) Lv.				11 35
ATLANTA, GA. (EDT) Lv.						ATLANTA, GA. (EDT) Lv.	2 05	9 30		9 50
ATLANTA, GA. (EDT) Lv. (McCoy Air Force Base)						ATLANTA, GA. (EDT) Lv. (McCoy Air Force Base)	12 35		1 42	8 31
ORLANDO, FLA. (EDT) Lv. (McCoy Air Force Base)						ORLANDO, FLA. (EDT) Lv. (McCoy Air Force Base)	10 56			From Memphis
NEW ORLEANS, LA. (CDT) Lv.						NEW ORLEANS, LA. (CDT) Lv.			11 05	
MIAMI, FLA. (EDT) Lv.						MIAMI, FLA. (EDT) Lv.	9 20		10 20	
DALLAS, TEXAS (CDT) Lv.						DALLAS, TEXAS (CDT) Lv.			8 39	7 09
LOS ANGELES/LONG BEACH (PDT) Lv. (Los Angeles Int'l Airport)						LOS ANGELES/LONG BEACH (PDT) Lv. (Los Angeles Int'l Airport)			1 06	11 33
SAN FRANCISCO/OAKLAND (PDT) Lv. (San Francisco Int'l Airport)						SAN FRANCISCO/OAKLAND (PDT) Lv. (San Francisco Int'l Airport)			10 10	

L-100—Lockheed All Cargo aircraft. †—No local property or mail may be carried between Los Angeles & San Francisco.

Freight service of Delta Air Lines, Inc., effective August 15, 1967. Aircraft operated are L-100's. Prior to their inauguration in the mid-60's Delta's primary freighter had been the C-46D, and before the C-46, the DC-3.

At left: Air freight southbound timetable of Braniff Airways, Inc. (DBA Braniff International). Schedules effective April 27, 1980, and filed as an amendment to General Schedule CAB No. 36.



ALL-CARGO SERVICE

In addition, all other flights shown in this timetable carry cargo as well as passengers
Boston - Hartford/Springfield - Bridgeport - New York - Newark - Philadelphia - Washington - Buffalo - Cleveland - Cincinnati - Detroit - Indianapolis
Chicago - St. Louis - Tulsa - Dallas - Los Angeles - San Francisco

●-DC-4 Airfreighter.

Flight	857 Ex. Su. & Mon.	853 Ex. Su. & Mon.	843 Ex. Sa. & Sun.	855 Ex. Sa. & Sun.	841 Ex. Sa. & Sun.	842 Ex. Sa. & Sun.	840 Ex. Sa. & Sun.	848 Ex. Sa. & Sun.	844 Ex. Fr. & Sa. & Sun.	844 Fri. Only	852 Ex. Sa. & Sun.	856 Ex. Sa. & Sun.
BOSTON												
HARTFORD/Springfield												
BRIDGEPORT												
NEW YORK												
NEWARK												
PHILADELPHIA												
WASHINGTON												
BUFFALO												
CLEVELAND												
CINCINNATI												
DETROIT												
INDIANAPOLIS												
CHICAGO												
ST. LOUIS												
TULSA												
DALLAS												
LOS ANGELES												
SAN FRANCISCO												

ROUTE OF THE FLAGSHIPS

American Airlines Freight System

WESTBOUND FREIGHTER SERVICE EFFECTIVE MARCH 2, 1980

City	JET 849	JET 843	JET 855	JET 809	JET 833	JET 845	JET 831	JET 817	JET 825	JET 869	JET 827	JET 829	JET 817	JET 891	JET 865	JET 815
NEW YORK (Kennedy)	ET Lv	PHL-SFO	10 00 p													
BOSTON	ET Lv	SFO														
BOSTON	ET Lv		12 30 a													
Hartford (S)	ET Lv															
Baltimore	ET Lv															
Philadelphia	ET Lv															
Washington DCA	ET Lv															
Newark	ET Lv															
NEW YORK (Kennedy)	ET Lv															
PHILADELPHIA	ET Lv															
DALLAS/FT. WORTH	CT Lv															
CINCINNATI	ET Lv															
CLEVELAND	ET Lv															
MEMPHIS	CT Ar															
DETROIT	CT Lv															
DETROIT	ET Ar															
Indianapolis	ET Lv															
CHICAGO (O'Hare)	CT Ar															
CHICAGO (O'Hare)	CT Lv															
TULSA	CT Ar															
DALLAS/FT. WORTH	CT Ar															
DALLAS/FT. WORTH	CT Lv															
Cleveland	ET Lv															
DETROIT	ET Ar															
DETROIT	ET Lv															
Tulsa	CT Ar															
Oklahoma City	CT Ar															
Houston	CT Ar															
San Antonio	CT Ar															
LOS ANGELES	PT Ar															
LOS ANGELES	PT Lv															
SAN FRANCISCO	PT Ar															

Top: American Airlines airfreight service as of November 1, 1950.

Bottom: Domestic westbound freighter service effective March 2, 1980. Aircraft operated are 707-323C's and 747's.

EASTBOUND FREIGHTER SCHEDULES

EFFECTIVE JAN. 8, 1980

Flight Number	2870	2872	2878	2890	2892	2894	2896	2898
PORTLAND (PST) Lv								
SEATTLE/TACOMA Lv								
PORTLAND Lv								
LOS ANGELES Lv								
SAN FRANCISCO (International Airport) Ar								
LOS ANGELES (International Airport) Lv								
DENVER (MST) Ar								
Stapleton International Lv								
MOLINE Lv								
CHICAGO (CST) Ar								
O'Hare International Lv								
FLINT Lv								
LANSING Lv								
CLEVELAND (EST) Ar								
Hopkins International Lv								
DAYTON Ar								
DETROIT Ar								
Metropolitan Airport Lv								
NORFOLK Lv								
BALTIMORE WASHINGTON (International) Ar								
NORFOLK Ar								
PHILADELPHIA (Int'l) Ar								
NEWARK Ar								
NEW YORK (Kennedy) Ar								
Hartford Springfield (EST) Ar								

Effective October 30, 1960

COMPLETE ALL-CARGO SCHEDULES

UNITED AIR LINES CARGOLINER SCHEDULES (MAIL, EXPRESS, AND FREIGHT ONLY)

WESTBOUND	DC-6A 65	DC-7A 73	DC-7A 71	DC-6T 59	DC-6A 69	DC-8A 63	DC-8A 67	DC-6A 67	DC-6A 61
Boston									
Hartford/Springfield									
New York (LaGuardia)									
New York (International)									
New York (International)	6 30		11 30		2 00		10 15		9 30
New York (Newark)							12 10		
Philadelphia	8 45	11 00		1 30			2 30		7 00
Cleveland	10 45			3 35			3 30		10 30
Cleveland	Lv			5 20			4 07		3 40
Detroit (Willow Run)	12 01			5 57			4 00		4 55
Detroit (Willow Run)	Ar						4 07		5 32
Chicago (Midway)	12 38	1 05	1 40		4 40		5 07		
Chicago (Midway)	Lv						5 50		
Chicago (O'Hare)	Lv	2 15	2 50				6 30		
Omaha	Ar						8 50		
Denver	(MST) Ar						10 10		
Denver	Ar						11 30		
Salt Lake City	Lv						10 25		
Los Angeles (International) (PST) Ar		6 45					1 00		
Los Angeles (International)	Lv						2 30		11 30
San Francisco/Oakland	Ar						4 10		1 10
Portland	(PST) Ar						1 20		
Seattle/Tacoma	Ar						2 51		
Schedules on legal holidays are subject to alteration. Consult United's Air Freight Agent.	Monday thru Friday	Monday thru Friday	Monday thru Friday	Tuesday thru Saturday	Tuesday thru Saturday	Monday thru Friday	Monday thru Friday	Sunday only	Monday thru Friday

Top: United Air Lines freight schedules eastbound effective January 8, 1980.

Bottom: United freight timetable for fall, 1960.

On December 23, 1940, United began what was probably the first all cargo service in U.S. airline history, according to R.E.G. Davies in his book, Airlines of the United States Since 1914.

SOUTHBOUND				NORTHBOUND					
FLIGHT NO.		921	925	927	FLIGHT NO.	928	926	922	
		AM	AM	PM		AM	PM	PM	
BOSTON	(EST) Lv.			10:00	MIAMI	(EST) Lv.			
NEW YORK (Idlewild)	(EST) Ar.			11:14	HOUSTON	(CST) Lv.			
NEW YORK (Idlewild)	(EST) Lv.			12:50	NEW ORLEANS	(CST) Ar.		9:00	
CHICAGO (O'Hare)	(CST) Lv.	2:25	5:25	↓	NEW ORLEANS	(CST) Lv.			
LOUISVILLE	(EST) Ar.			3:57	MOBILE	(CST) Ar.			
LOUISVILLE	(EST) Lv.			4:40	MOBILE	(CST) Lv.			
ST. LOUIS	(CST) Ar.			5:00					
ATLANTA	(EST) Ar.	5:55	8:58		ATLANTA	(EST) Ar.	9:10	12:37	
ATLANTA	(EST) Lv.	8:10	10:05		ATLANTA	(EST) Lv.	10:30	2:10	
MOBILE	(CST) Ar.	8:40			CHARLOTTE	(EST) Ar.	11:33		
MOBILE	(CST) Lv.	9:40			CHARLOTTE	(EST) Lv.	12:30		
NEW ORLEANS	(CST) Ar.	10:20			ST. LOUIS	(CST) Lv.			
NEW ORLEANS	(CST) Lv.	11:20			LOUISVILLE	(EST) Ar.			
HOUSTON	(CST) Ar.	12:47			LOUISVILLE	(EST) Lv.			
MIAMI	(EST) Ar.		12:30		CHICAGO (O'Hare)	(CST) Ar.			
Eastern north and south bound freight timetables eff. Dec. 13, 1962.					Freighters are L-1049's.				

In addition, Eastern offers freight space on over 450 daily passenger flights, including DC-8 and 720 jets and prop-jet Super Electras, to 119 cities in the United States, Canada, Mexico, Puerto Rico and Bermuda.

FLIGHT	AIRCRAFT	FREQUENCY	9300	9303	9302	9100	9110	9120	9090	9080	9400	9050	9600	9800	9070	9040	9700	9060	9010
PROVIDENCE RI	Ar	9:48																	
BOSTON Mass	Lv	8:00																	
NEW YORK (JFK Int'l)	Lv																		
NEWARK NJ	Lv																		
PHILADELPHIA Pa.	Ar																		
TORONTO Can.	Ar																		
DETROIT Mich.	Ar																		
MILWAUKEE Wis.	Lv	11:00																	
CHICAGO III (O'Hare)	Lv	8:00																	
ST. LOUIS Mo.	Lv																		
LOUISVILLE Ky.	Lv																		
CHARLOTTE NC	Lv																		
ATLANTA Ga.	Lv																		
NEW ORLEANS La.	Lv																		
HOUSTON Tex.	Lv																		
LOS ANGELES Cal.	Lv																		
ORLANDO Fla.	Lv																		
MIAMI Fla.	Lv																		
SAN JUAN PR.	Lv																		

SYMBOLS
 Check "via Direct Motor Carrier Column" for connecting surface schedules
 ↔ Via Direct Interchange

TIME
 All schedules shown in local time
 Light face (30) indicates A. M.
 Bold face (30) indicates P. M.

Remember: All Eastern flights carry freight.
 For additional information call your Eastern Air Freight Office
 Ex Dec. 25, 28 & Jan. 1
 Ex Dec. 24, 27 & 31

Remember: All Eastern flights carry freight. In particular, our 747's operating between New York and San Juan, New York and Miami, and Chicago and Miami offer over 34,000 lbs. of cargo space on each flight.

Eastern freight schedules effective December 12, 1971.

AIR TRANSPORT IN EUROPE

by
Joop Gerritsma

DENMARK

This is the eighth 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, 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.

The first airline in Denmark was formed in 1918 and started operations in August, 1920, from Copenhagen via Malmo (Sweden) and Warnemunde (Germany) to Berlin, the German capital. Det Danske Luftfartsselskab, as the airline was called, flew two Friedrichshafen FF-49 seaplanes for two crew and two passengers in open cockpits. Later in 1918 a service linking Copenhagen with Hamburg followed, flown in co-operation with the German Lufthansa and the Dutch KLM, flown with converted De Havilland DH-9 World War I day bombers.

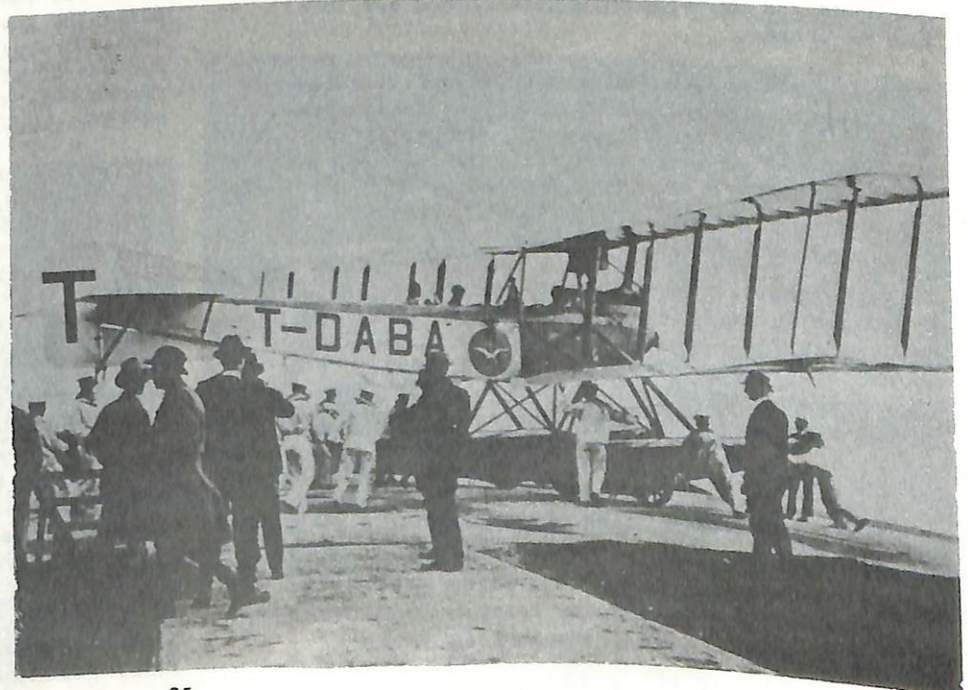
By the end of the 1923 flying season in October (there were no winter services due to the severe weather) DDL had carried 414 passengers over its two routes.

A thousand and more years ago the Vikings sailed all over the then-known world, following coastlines in Europe as far south as Spain, or trekking overland into what is now Russia. But contrary to popular belief they did not only plunder the countryside, but they also traded, established new nations and even discovered North America when Eric the Red in 982 set foot on and colonized Greenland and Leif Ericson in the year 1000 landed in what is now Massachusetts. Between 1003 and 1006 he discovered Newfoundland and Labrador on the Canadian coast.

These Vikings, or Norsemen, came from what are now Denmark, Norway and Sweden and their travelling and trading spirit remains very much alive today. To this day a stylized version of the characteristic Viking ships runs alongside the fuselages of the aircraft of Scandinavian Airlines System, the flag carrier set up jointly by the three countries following the second World War.

Indeed, these three countries, perched on the northwestern flank of Europe, were among the first to establish airlines. Their geographies called for it: Denmark is made up of many islands in the Baltic Sea; Norway is largely mountainous along its Atlantic coastline, making land transportation difficult; and Sweden is "across the sea" (the Baltic) from the rest of Europe but Russia.

RIGHT: DDL of Denmark started operations in 1920 with two of these Friedrichshafen FF-49 seaplanes, seating two crew and two passengers in open cockpit. SAS photo.



The weather during the winter of 1929-1930 proved extremely hazardous for flying and as a result DDL suspended all its services. Instead, it contracted with Lufthansa to operate DDL international services with its much superior Junkers and Dornier aircraft.

By 1931 DDL operated a fleet of four Fokker F-7a aircraft (7 passengers) and in 1933 the airline flew its first year-round Malmo and Berlin service. In 1933-1935 two Fokker F-12 three-engined aircraft were ordered especially for the German services, and shortly after were supplemented by three all-metal Junkers Ju-52/3M aircraft. In 1938 DDL served Hanover, Hamburg and Berlin in Germany, as well as Vienna, London, Amsterdam, Oslo, Malmo and Stockholm from Copenhagen. Especially for the Amsterdam-London service, the airline bought two Focke Wulf Fw-200 Condors for 25 passengers. This low-wing, all-metal aircraft with four engines, was of the same type as the Lufthansa Condor which in August 1938 made a 25-hour non-stop Berlin-New York flight and later that year flew Berlin-Tokyo in 46 hours with only three fuel stops along the way.

Domestic services were flown in 1937 by a DDL subsidiary, Provins Luftfartselskap, mainly with older DDL aircraft, but these services were halted a few months later and not resumed.

The outbreak of World War II in 1939 saw all services halted in September, but by November DDL resumed services to Amsterdam, London, Berlin and Vienna, only to see them again suspended when German troops occupied Denmark in the spring of 1940. Only a service to Malmo in neutral Sweden and to the Danish island of Bornholm, far east in the Baltic Sea, were allowed by the Germans.

Following the end of hostilities in 1945, DDL re-opened its Stockholm service (via Malmo) on May 28 with war-surplus C-47s. Other services followed and on November 3, the London services was re-opened.

In 1946 DDL became part of Scandinavia Airlines System (SAS) which started services to the U.S. in September and in 1948 took over all domestic and regional services. DDL became one of three holding companies in SAS.

NORWAY

In Norway, air transport started in 1920 with the founding of Det Norske Luftfahts Rederi (DNL) by Captain Hjalmar Riiser-Larsen. DNL became one of the original founding airlines of IATA. It flew a mail service between Bergen and Stavanger that summer, but was then liquidated.

On May 4, 1927 Det Norske Luftruter (DNL) was formed and it started a summer service from Oslo, the capital, to Copenhagen and the Baltic Sea resort of Warnemunde, Germany.

RIGHT: Norwegian DNL had this Sikorsky S-43, LN-DAG, in service on its coastal routes in 1939.

Gerritsma phot file.

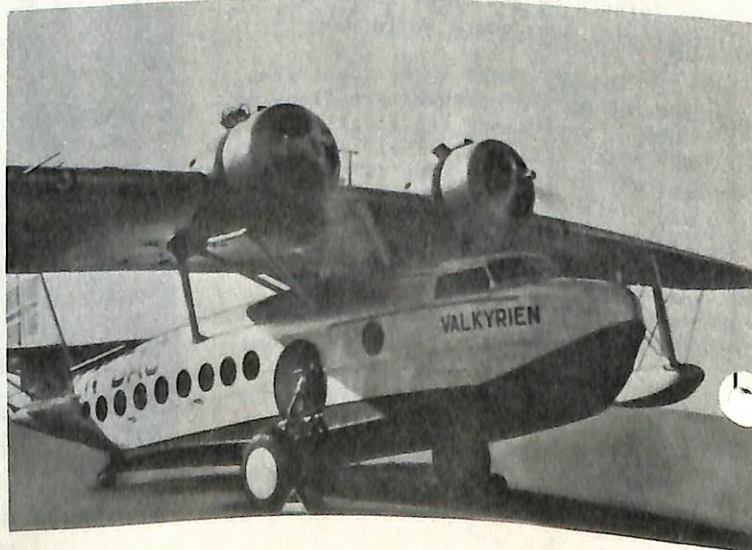


ABOVE: Two Fw-200 four-engined airliners for 25 passengers served the main DDL routes in 1938-1940. SAS photo

Little is known about the next 10 years of the airline, except that expansion was almost non-existent. The fleet in 1931 consisted of only two aircraft, one a Junkers W-34.

By 1935 DNL (now named Det Norske Luftfartselskap) started a series of domestic services along the Norwegian coastline, linking communities that had been isolated from the mainstream of life due to their geographical location. Services were also maintained to Copenhagen and Amsterdam with Junkers JU-52/3m, six of which had been bought in 1935. In 1939 the fleet also included one Lockheed L-14 Super Electra, presumably for the important London service, alongside three JU-52/3m and the one W-34. About 9,000 passengers were carried in 1939. A Sikorsky S-43 had been bought for an intended Atlantic service, but was used on the coastal service instead.

All operations were suspended with the occupation of the country by German forces in 1940 and the DNL fleet was taken over by Lufthansa. But in 1943 the Norwegian government-in-exile in London founded Royal Norwegian Air Transport to have in place a nucleus of air transport for after the war. The company was disbanded in March 1946 and its fleet of 13 war-surplus C-47s and four JU-52/3m turned



over to the re-formed DNL. Service to London was resumed immediately, followed by services to other European capitals, all flown with the C-47s.

Unique among DNL's post-war operations was a service with JU-52/3m floatplanes along the long Norwegian Atlantic coast during 1946/47. Three Short Sandringham flying boats replaced the Junkers in 1947 and in 1948 DNL was amalgamated into the new SAS, to become a holding company of the new Scandinavian airline.

SWEDEN

Sweden's first airline, Aktiebolaget Aero-transport, or ABA, was formed in March 1924 and made its first flight on June 2nd, when a Junkers F-13 floatplane flew from Stockholm to Helsinki. In 1925 several services were opened to destinations in Germany. In 1925 the fleet of six F-13s were augmented by four three-engined Junkers G-23s, which flew mainly on the Malmo-Hamburg-Amsterdam service opened in May, 1925. ABA also bought two of the heavier and more-powerful G-24, one of which was equipped with floats for the over-water service from Stockholm to Helsinki. On June 18-19, 1928 ABA flew the first night air mail service in Europe, when it sent an F-13 to London from Stockholm. In 1931 the ABA fleet was made up of 10 aircraft: two G-23, two G-24 three W-34 and three F-13, all built by Junkers of Germany.

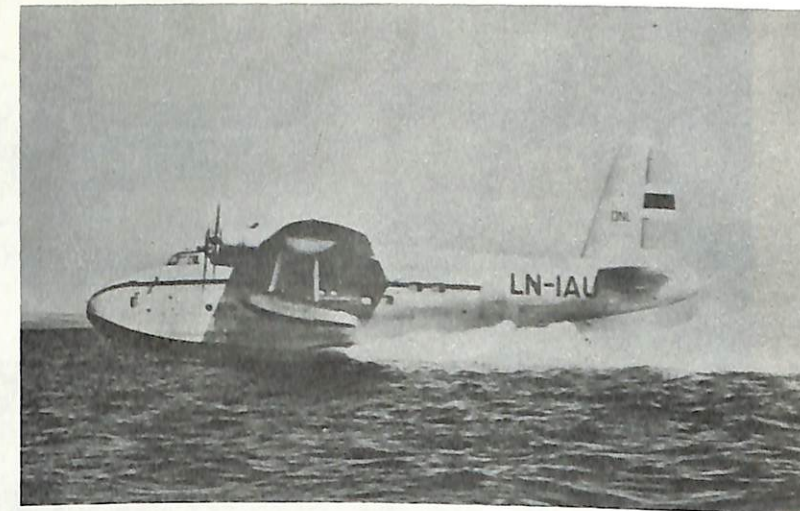
ABA became the second airline in Europe (after the Dutch KLM) to add the Douglas DC-3. Three were delivered in 1937 and replaced the Junkers on the main services. By 1939 ABA served most of the capitals in Western Europe, including London, Amsterdam and Berlin, and also operated to Moscow. This service, however, was halted in 1941 as a result of the increasing fighting on the Russian front.

In 1939 the ABA fleet included three DC-3 (with two more to be delivered in 1939/40), five JU-52/3m and some older and smaller Junkers and Fokker aircraft, but also one twin-engined Junkers Ju-86 all-metal aircraft (10 passenger), and two Northrop mail planes--a Gamma and a Delta used primarily on the domestic night mail service, but they also carried passengers.

Most services were suspended in 1939/40 following the outbreak of WW II, with the exception of the Berlin service, which operated until shortly before the German capitulation in 1945, and a courier service to London. Two DC-3s were shot down on the latter service during 1943, both by German fighters. This ended daytime service, but a night service was kept going until April 1945, when German forces prohibited all non-German aircraft from overflying Norway.

The London service was resumed in May, 1945 and before the end of the year, the airline was again flying to several destinations in Europe. In 1946 ABA became part of SAS.

Another airline with big ambitions had been formed in Sweden in 1943 by wealthy banker Marcus Wallenberg. Wallenberg did not agree with plans by the government of his country to join with Denmark and Norway to form a joint intercontinental airline. He therefore founded Svensk Interkontinental Lufttrafik A.B. (SILA) and was given intercontinental route authority by the Swedish government. ABA would then be the regional and European carrier.



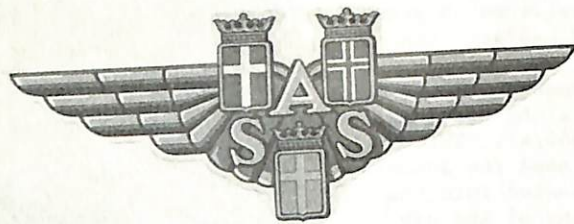
ABOVE: Short Sandringham flying boats replaced the Sikorsky S-43 on coastal DNL runs after the war.



ABOVE: In Sweden, ABA started service with six Junkers F-13 all-metal aircraft for four passengers in an enclosed cabin. SAS photo.



ABOVE: ABA's mail services were flown in 1939 by these two Northrop aircraft, SE-ADI being a Delta C-1 and SE-ADW a Gamma. Gerritsma photo.



SAS BAGGAGE LABELS FROM THE COLLECTION OF DON THOMAS



ABOVE: SAS pioneered the transpolar route between Europe and North America and the Far East. DC-6Bs were used initially. SAS photo.

SILA made its first route-proving flight to New York on June 27, 1945 with a converted Boeing B-17 bomber. This was one of nine such aircraft which had made forced landings in Sweden during the war. A few more services were flown with some of the 10 Douglas DC-4s which had been ordered in 1943. The New York service, however, was taken over by SAS in September, 1946 and SILA was left with only one other route--to east Africa. On July 1, 1948 SILA merged with ABA and SAS took over the African service.

S A S

Government representatives of Denmark, Norway, and Sweden had as early as 1938 held discussions about the possibility of a joint service to New York, realizing that each of the three national airlines was not large and powerful enough to go it alone. A co-operative agreement had been worked out with Pan American Airways but the outbreak of World War II torpedoed the plans.

Negotiations resumed after the war and in 1946 agreement was reached. Scandinavian Airlines System (SAS) was formed as of July 31, 1946. The shares were divided 3/7 to SILA and 2/7 each to DDL and DNL. The new airline was incorporated in the state of New York under state laws to avoid international legal complications and after another proving flight in 1946, SAS started commercial New York services on September 17, 1946 with one SILA DC-4. South American services were inaugurated in the same year and the New York service became daily from June 17, 1947. Then, in April 1948 SAS formed a European division to take over all regional and European services of its three constituent airlines as well. Bangkok and other Far Eastern destinations were added. On February 8, 1951 the final agreement was signed whereby SAS became the national flag carrier for the three countries, bringing all services together under the SAS name. In force for 25 years, the agreement was renewed for 20 years when it expired in 1975.

SAS rapidly modernized its fleet and expanded its services. The Douglas DC-6 succeeded the DC-4, only to make way for the DC-6B on intercontinental

services a few years later. In Europe the Convair 340 and later the 440 took over from the faithful DC-3 and the SAAB Scandia, a small Swedish airliner intended as a Dakota replacement but not successful as such.

On November 14, 1952 SAS pioneered the transpolar flight now so common between Europe and North America, and in 1957 trans-polar flights started to Japan. On May 15, 1959 SAS introduced the French Caravelle jet on its European services, only a few days after Air France had done so.

The DC-6B gave way to the DC-7C in 1956 and this type was in turn followed by the DC-8 in 1960 on North Atlantic and other intercontinental services. SAS also operated the Convair 990 from 1962 to 1966. In 1957 SAS entered into a joint maintenance agreement with Swissair covering jet aircraft common to the fleets of both carriers. These included the Caravelle, CV-990, DC-8 and later the DC-9, DC-10 and Boeing 747. KLM and UTA later also joined what is now called the KSSU group.

Today SAS operates an extensive network of domestic, European and intercontinental services to Africa, the Middle and Far East and the Americas. Scanair is an associate company and SAS also has shares in Danair, Linjeflyg, Greenlandair, Wideroe and Transair Sweden.

The SAS fleet today is four Boeing 747-200, five DC-10-30, 12 DC-8-62s and 63s, two DC-8-30F, 58 DC-9-21s and 41s, and four Airbus A-300. One unusual aspect about the SAS fleet is that part of it is registered in each of the three countries. For instance, two 747s are registered in Sweden, one in Denmark and one in Norway. Of the five DC-10s, two are registered in Norway, one in Denmark and two in Sweden.

OTHER AIRLINES

In all three countries there are many air charters and air taxi firms operating with small twins and even biz jets. But for brevity's sake, only a few of the major ones are mentioned here, together with "other airlines" operating with heavy equipment (DC-3 and up).

DENMARK

CIMBER AIR was formed in 1946 as an air taxi operator and began scheduled feeder air services in 1963 from Sonderborg. In November 1971 these services were intergrated into the Danair network (see under Dan-air). CLIMBER presently serves six destinations for Danair, and also operates charters. Fleet is four VFW-614 and two Fokker F-28 jets, and several smaller propeller and jet aircraft.

CONAIR is a charter and inclusive tour operator formed in 1964. It serves the Mediterranean and Africa exclusively for its owner, the Spies travel agency. Fleet is four Boeing 720.

DANAIR was formed in 1971 by SAS, Maersk Air and Cimber Air to operate domestic services in Denmark with aircraft provided by its three owners. Operations started in November 1971 and 10 other destinations are served.

DANISH AERO LEASE is a non-operating "airline" which owns four Fokker F-27s which are all leased to other airlines.

GRONLANDSFLY or Greenlandair was formed in 1960 as the sole air carrier in Greenland, which is Danish territory. At present, 16 domestic points are served with a fleet of helicopters and fixed-wing aircraft, and an international service to Iceland is also flown. Present fleet is eight Sikorsky S-61N, two S-58ET and two DHC Dash-7s which last year replaced two DC-6B on the Iceland service and the longer internal Greenland services.

MAERSK AIR is a subsidiary of the A. P. Moller shipping line and was formed in 1969 to operate inclusive-tour and charter flights. In November 1969 MAERSK took over the domestic airline Falchair and two years later joined SAS and Cimber Air to form Danair, for which it now operates a number of services, including one to the Faroe Islands, out in the Atlantic. Passenger and cargo charters are also flown. The fleet is eight Boeing 737 and rive 720s and some smaller equipment. The last of six Fokker F-27, the airline's main equipment for many years, was withdrawn a couple of years ago.

STERLING AIRWAYS operates inclusive-tour and charter flights all over Europe, North America and North Africa for its owner, the Tjaerbor Reiser travel service. Founded in 1962, the once large fleet of DC-6B and Fokker F-27 has now been replaced by 13 caravelle and seven Boeing 727 jets.

NORWAY

AIR EXECUTIVE NORWAY, formerly Busy Bee Air Service, was formed in 1962. It operates ad hoc charters and inclusive-tour flights and contract flights for the Norwegian military. Fleet is two Shorts Skyliner and five Fokker F-27.

BRAATHENS SAFE was formed in 1946 by the Braathens shipping line as South American and Far East Air Transport (hence the SAFE part of the name) and operated scheduled Hong Kong and Caracas services from 1949 to 1954, when SAS took those over. Presently SAFE flies a scheduled domestic network and world-wide charters. The DC-4, DC-6A/B, DC-7C and F-27 fleet of the 60's and 70's has now been replaced by an all-jet fleet of four Fokker F-28 and 11 Boeing 737.



ABOVE: One of Europe's largest holiday charter airlines, Sterling Airways of Denmark operates 13 Sud Caravelle jets. Gerritsma photo



ABOVE: Braathens' SAFE, once scheduled intercontinental carrier, now operates an extensive domestic network in Norway, as well as charter flights with Boeing 737 and Fokker F-28s. Gerritsma photo



ABOVE: Linjeflyg is Sweden's largest domestic scheduled domestic airline. It operates a large fleet of Fokker F-28 jets, the only jet airliner certificated to operate out of Stockholm's downtown airport. Gerritsma photo

SAS LUXURY *Royal Viking* DE LUXE • TOURIST GLOBETROTTER to BRITAIN and EUROPE
SCANDINAVIAN AIRLINES SYSTEM

SWEDEN

FRED OLSEN FLYVESELSKAP is a passenger and cargo charter operator, founded in 1946 by the shipping line of the same name. Once one of the very few operators of the Curtiss C-46 Commando in Europe, the airline now operates three Lockheed L-188 freighters and one HS.748. Viscounts were used by the carrier in 1960's.

HELICOPTER SERVICE is the largest helicopter operator in Norway, serving mainly the offshore North Sea oil fields. The fleet consists of 14 Sikorsky S-61N, seven Bell 212, two Bell 214, several smaller copters and a few small single and twin-engined aircraft.

NOR-FLY was formed in 1962 as an air taxi and aerial photography company. In 1974 it started cargo charters within northern Europe and also operates sub-charters for Linjeflyg and Braathens. Equipment is three Convair CV-440s and a number of small single and twin-engine aircraft.

WIDEROE'S FLYVESELSKAP is one of Norway's more outstanding air carriers, well-known for its pioneering services to many small communities along the fjord coastline of the Atlantic, where landing strips are often no more than slightly enlarged pastures. The airline was formed in 1934 by the Wideroe brothers and is Norway's oldest operational airline. Presently it serves 35 points, including 19 STOL-ports and two heliports from Bergen in the south, to Kirkenes, well north of the Arctic Circle. The fleet is 15 De Havilland of Canada Twin Otters (see photo below) and one Sikorsky S-58T. One DHC Dash-7 is presently on order.

De Havilland of Canada photo.

LINJEFLYG was formed in 1957 to operate domestic passenger services and daily newspaper delivery flights within Sweden. Initially the fleet consisted of DC-3 and Lockheed Lodestar aircraft, but later these were replaced by Convair 340 and Nord 262. The airline presently is jointly owned by ABA and SAS, each form fifty per cent of ownership. A 25-point domestic schedule is flown with a fleet of 13 Fokker F-28 jets. Charter flights are also operated.

SCANAIR is a charter division of SAS. It was formed in 1961 in Denmark, but was reorganized in 1965 when SAS bought a majority interest and moved Scanair's headquarters to Sweden. Contract and inclusive-tour services are operated within Europe and to the Mediterranean area, the Canary Island, and other destinations. The fleet is five DC-8-55/62s, four Boeing 727 are chartered from Transair and flying in its colors.

TRANSAIR SWEDEN was founded in 1950 under the name Nordisk Aerotransport to transport daily newspapers across Sweden. The name was changed to its present title in 1951 and charter flights and inclusive-tour services were flown from 1953 with DC-3, DC-6 and DC-7Bs. In 1975 SAS bought a 100 per cent interest in the company and today three of the four 727s operated by the company are permanently leased to SAS charter subsidiary, Scanair, but they are still flown by Transair in their colors. The fourth 727 is operated by Transair itself on charter and inclusive-tour services.

NEXT ISSUE: Our International Editor will next visit and tell us about Finland, Iceland, Ireland, Estonia, Latvia and Lithuania.



HAWK
MONOGRAM

AIRFIX

MPC

ENTEX

REVELL

FROG

MODEL SHOP

by
DAVE MINTON

For modeling transport aircraft, a surprisingly large number of resources are available, from the MATS markings for the 1/72 Rareplanes DC-4 to the ATP Federal Express decals, which may also be used the Airfix Boeing 727. Almost any airliners can be modeled as a transport aircraft, partly because of the large numbers of military aircraft used solely as transports and also partly because commercial transport aircraft have become increasingly important in today's economy. I am going to focus attention in this issue on aircraft models that can easily be made into transport aircraft, but not very easily any other type of aircraft--for these types of models might not easily otherwise be mentioned in an airline publication. Before proceeding, I would like to make a brief list of the aircraft models available which easily make into transport models, but were rarely, if ever, used as passenger aircraft.

Prior to developing the rest of the article, some mention should be made of the various decals currently available to model transport aircraft. ATP has the already mentioned Federal Express decals, which are made for the 727, but could easily be adapted to the 737. Also, not to be overlooked, from ATP, is that wonderful little decal of the cargo door, which can transform almost any 1/144 model into a transport aircraft. This decal can be obtained for about fifty cents, along with their wing escape route decal. Micro Scale has marketed a bunch of stuff, including sheet 44-22 for the 727 in either World or Wardair, sheet 44-31 for the DC-9 in Standard, sheet 44-15 for the DC-10 in ONA and sheet 44-?? for the DC-10 in Trans International, and 44-12 for the Flying Tigers 707, also available in 1/100 on sheet 44-29 together with American Airlines Cargo. Recently available from Runway 30 are a pair of sheets for

Manufacturer	Scale	Aircraft	Suggested Markings	Value	Availability
Airfix	1/72	Bristol Superfreighter	Silver City	4.00	+
Airfix	1/72	L-100	Airlift	10.00	+
also USAirfix	1/72	L-100	Trans International	8.00	+
Aurora	1/48	Douglas M-2	Western Air Express	12.00	-
Entex	1/100	Guppy	Aero Space Lines	12.00	-
Frog/Novo	1/144	Boeing 707	MATS	12.00/5.00	-/+
Greenbank Castle	1/72	Ryan M-1	Colorado Airways	10.00	-
Heller	1/72	Nord	Air France	8.00	+
Heller	1/48(?)	Falcon	Federal Express	15.00	+
Heller(Cadet)	small	Falcon	Federal Express	3.00	+
Heller	1/72	Arc en Ciel	Arc en Ciel	8.00	-
J&L	1/72	ATL-98 Carvair	Aer Lingus	15.00	+
Revell H-148	1/144	C-130	Delta	8.00	-
Revell H-200	1/144	C-130	Pacific Western	8.00	-
Revell Military	1/144	Boeing 707	AA Cargo	8.00	-
Williams Bros.	1/72	C-46	Flying Tiger	9.00	+

Some of the Revell C-130 kits are currently available from Mexico or Brazil, but are not available in their original issue. The military versions of the Boeing 707, including tankers and Luftwaffe, while they may easily be made up into passenger aircraft because of the new window decals, are also easily made into various cargo/transport versions.

Some of the aircraft, such as the Douglas M-2, and the Arc-en-Ciel, were actually used only as mailplanes, or mainly as mailplanes, but this is, after all, a form of transportation.

Because I have already reviewed many of the kits, the 707's, C-46 and ATL-98, in previous issues, it is my intention here to review the Hercules kits only, which in commercial markings cannot easily be modeled as other than transport aircraft.

the DC-8's painted in the bicentennial colors and a DC-10 World Airways sheet. All of these decals are available from ATP. Also, not to be overlooked, is the possibility of using some of the Micro Scale railroad decals for the planes. Santa Fe, Burlington Northern and Canadian Pacific come to mind right-off.

The Revell kit of the C-130, has been available in a number of different versions. Briefly these included a silver version, a Viet Nam version, and a Blue Angles support version. It has been available from the U.S., Mexico, Brazil, Chile and heaven only knows where else. Values for the kit vary accordingly, depending on the rarity of the version, including the color of the plastic, and the type of box art. The earliest version I have seen is in an "S" box and the model comes in silver-gray plastic, with some markings on the surface. Later versions included the Viet Nam markings, with

the surface markings gone, but the Revell copyright under the wing. This was in dark green plastic. Still later, the Blue Angles markings, with surface markings, including the Revell copyright gone, and molded in white plastic.

The model comes in about 25 pieces and the plastic is somewhat soft, hence a bit hard to sand. The 25 parts include the clear parts also. The plastic was difficult to work with because of the relative softness, but it glued very easily using Weld-On 3.

The fit of the kit was notably bad, and some filling, sanding, and refinishing was needed for almost every joint, especially along the wing roots and trailing edges of the wings. Also very bad was the fuselage joint, with the bottom being fitted last so that it would be the worst. The clear parts are thick and the surface detail on them, as well as on most of the rest of the kit, is very heavy handed. The measured kit span comes to 136 ft. (41.45m) compared to the given measurement for the actual aircraft of 132 ft. 7 in. (40.40m) and the length comes to 99 ft. 8 in. (30.38m) for the kit compared to the actual aircraft having a length of 97 ft. 9 in. (29.78m). Measurements of the kit were taken using dividers and a steel rule and all calculations were done on a HP-45. Measurements for the actual aircraft come from Airlines and Airliners No. 6, "Lockheed 382 L-100 Hercules."

Comparing the outline of the model to the drawings in "USAF Aircraft Today" and the photos in the already mentioned publications, revealed the following problems: (1) the vertical tail is not quite broad enough and could use some extension and building up along the leading edge; (2) the prop spinners are much too short and blunt; (3) the distance from the leading edge to the trailing edge along the horizontal tail is too narrow; (4) the wheel well fairings appear a bit too small, but when viewed from the front, appear very good; (5) the surface detail is heavy and seems, by and large, particularly for the flying surfaces, to be incorrectly located.

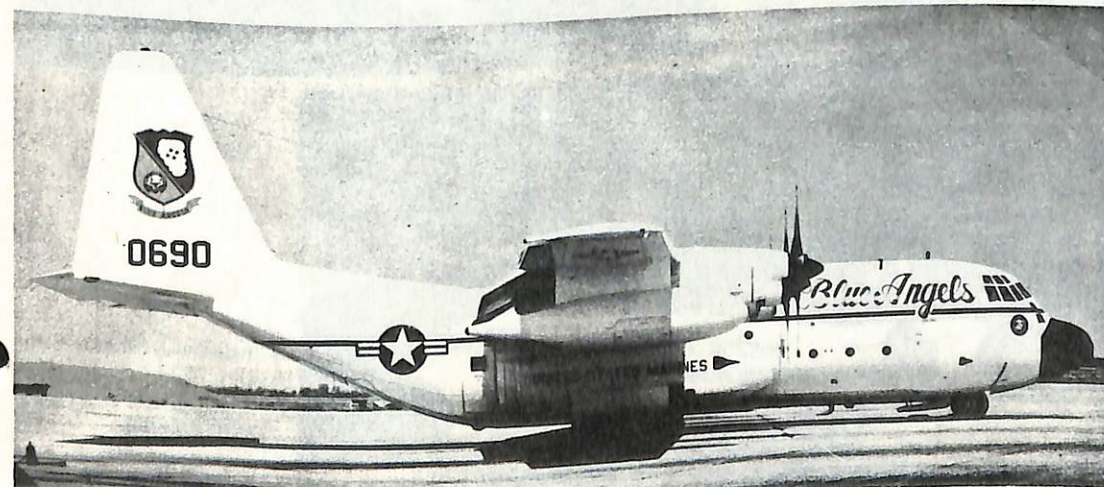
The Airfix kit, currently marketed in the U.S. in the USAirfix box, with the Blue Angles markings, has also been available in the U.S. under the MPC label, in both Viet Nam and Coast Guard markings. In the English box, it has been

issued in various RAF markings. No civil markings for the kit in this large of a scale are readily available, but some suggestions are given with the kit. In addition, it is likely that some commercial display type airliner decals could be adapted.

The model, in all of the versions that I have seen, is in either MPC white or Airfix green plastic. There are about 149 pieces, including some 13 clear parts. Many of the separate pieces are the distinct flying surfaces and the various antenna. Scalewise, compared to the earlier figures, and measured in exactly the same way, the following values turn out: Span 131 ft. 6 in. (40.09m) and length 98 ft. 5 in. (30.00m). The fit of the model is considerably less than great in some areas, and in other areas, it is downright abysmal. Among the most difficult of the areas are the fuselage joints, the wing to fuselage joints, the trailing edges of the wings and the props and spinners. Still, with some time and a lot of work, a very good model can result. One important modeling tip is to provide some reinforcement for the thought wing joint, because over a long period of time, the model fuselage is not strong enough to support the wing.

Conversion of either to the 382G series, while requiring two of the respective kits, Revell or Airfix, would not be terribly difficult.

Bunches of new decals are available. Particularly timely for this issue feature are the new Runway 30 decals, already mentioned, for the ONA schemes of the bi-centennial aircraft. The stars and bars scheme is represented completely, with all of the stripes as required to configure around the tail assembly clearly indicated. These are, however, a bit difficult to get on the model, but with time and patience and water, it can be done. The main thing is to keep everything moveable and work efficiently and patiently. Minor complaints are that the stars outline on the tail (the red part) are somewhat blunt and the red is a bit orange in shade. The Confederate scheme, by comparison, is considerably simpler, containing only the white markings needed, save for the stars on the blue field, which is also included. Still, by comparison to the earlier, this is a lot easier to work with. Runway 30 also did, at the same time, a sheet for the DC-10 in CP Air. The newest to come from these people will be, again for the DC-10, Iberia in the new color scheme, World Airways, and the



United States Marine Corps KC-130F 150690 (3742) is the support aircraft for the Blue Angels Aerobatic Team (APN)

Royal Bruni 737. Next up will be, probably, for the Aerolinas Argentina 747, El Al, and South African with some others not yet decided. All of these are to be 1/144 scale for the aircraft mentioned.

From Rareliners comes a beautiful sheet for a 1/144 DC-9 in Air Canada colors. Registrations are provided for four different aircraft, and the printing and artwork are superb. The colors (red) appear very close, if not exact. A very minor complaint might be that the tail cone warnings are heavy and not consistent. Review sample courtesy of Rareliners.

Latest sheet from ATP will be a Gulf Air Boeing 737, which should be available soon. This decal is not printed by one of the usual model decal printers and shows it with at least two noticeable differences, both of them good. The clear parts are CLEAR. And the decals are very tough, hence much easier to work with. They are actually difficult to break in the normal type of motions one might go through placing them on the model. The decal sheet comes in colors which match very well to the Micro Scale L-1011 Gulf Air sheet, which makes the prospect of doing a VC-10, or perhaps even a Skyvan, much better. There are also extra patches of the three most important colors given, the green, maroon, and red, so that the model can have a better finish. These patches work very well with Pactra Aero Gloss, using techniques mentioned earlier.

Sample decals courtesy ATP, where all of the above mentioned decals may be purchased--call 408-629-2121 and asked for Clint.

From a new company, STARLINE, comes at least three and perhaps four new sheets. The three are (1) F-27 Pacific, (2) DC-9 Alitalia, and (3) CV-990 SAS. The fourth, should it become available, will be for the Air Canada DC-9. These are all for the respective Revell kits and the new decals are based on the original Revell decals, with some corrections and/or modifications made. The SAS sheet has, however, some several new uses. Probably the best of the lot is the Pacific sheet for the F-27, although three of the windows are filled-in with white, there not very difficult to remove. On the model the decals look great. The Alitalia sheet is in the old blue/white stripes. The red/green/white tail must be painted, but the decal provides for the white on the bottom of the cheat line, which will save a lot of trouble in the masking. The black window decals are also provided over the cheat line, so probably

the best bet would be to fill in the Revell kit windows. The SAS sheet, which is beautiful and certainly the most versatile of the sheets, has the windows removed from the cheat line and thus it would be easier to use these on another model, for example a DC-4 (conversion of the Revell kit) or a DC-7. This decal does suffer from the inconvenience that the shields are not complete. The upper left one, for Norway, requires a thin blue line in the center of the cross, leaving a white outline around the blue line. The lower center one, for Sweden, requires a yellow cross in the center instead of the white one given. The upper right one, for Denmark, is satisfactory. It would be nice if all of the shields had gold borders and crowns, but this is not entirely necessary. The instruction sheets provided with all of the decal sheets are quite complete, also being remakes of the original Revell instructions. Review samples from STARLINE, 7131 Kermore Lane, Stanton, Calif. 90860, where these decals are now available.

Because of the great and recent interest in decals, we here at the "LOG" are planning a poll for the "most wanted". Please take the time to list five of your favorite aircraft and the decal scheme "most wanted" by you for these kits. These can be any of the kits currently readily available from Revell, Airfix, Heller, Entex, Nichimo, Monogram and perhaps even Hasegawa. The decals could all be different, but the models the same, or vice versa. Please list in order of preference, for when I tally the results, I will weight them according to the order in which they appear. I will publish the results of this in the next issue. Send to David Minton, P.O. Box 160844, Sacramento, Calif. 95816. My own five picks are:

- (1) Revell DC-7 Braniff International
- (2) Revell DC-7 Continental o/c
- (3) Airfix 737 South African
- (4) Airfix 727 Air Angola
- (5) Airfix BAC 1-11 Mohawk o/c



Lockheed - Marietta - Georgia late 1978. Roll out of the latest L-100-30 for Pacific Western C-GHPW (4799) fleet number 387 in the Company's latest colours (Lockheed)

"THE SPIRIT OF PUT-IN-BAY"

by
Chad Royal

The Island Airlines Tri-Motor (N7584) struggled skyward trying to gain more distance between it and the ground. The fifty-one year old plane that originally began service in South America was once more flying the Lake Erie Islands since its fatal crash on South Bass Island in 1977 (see photo below).

Dave Martin was at the controls of the plane this day of March 14, 1980 on the maiden flight of the "new" TIN-GOOSE. The flight went smoothly except for minor engine trouble. Dave was also the pilot of the aircraft when it crashed. After the maiden flight, Martin said, "...I don't know who was shaking more, me or the plane...."

From 1977 through early 1980, the Ford Tri-Motor went under extensive and all inclusive reconstruction by Kal-Air, a reconstruction firm specializing in planes, out of Kalamazoo, Michigan, at a cost of over \$300,000.

After the test flight, an Island Airlines Executive, said, "...even though the TIN-GOOSE is in tip-top condition, the Federal Aviation Administration would not give the plane authorization to land at the Lake Erie Islands. (The aircraft does not meet the Section 135 standards of the FAA.) For this reason, the TIN-GOOSE will now be flying sight-seeing trips from Island Airlines, Port Clinton, Ohio. There are also plans to show and fly the aircraft at various air-shows and air-fairs this summer.

To fly on the TIN-GOOSE at Port Clinton, all you have to do is purchase a ticket at a cost of \$10. After your flight you will receive a certificate stating that you have flown one of the last Ford Tri-Motors in existence.

A guest book is provided for all passengers to sign their name. I noticed people from as far away as Chile and England who had taken the time to "log in" their name. As one visitor wrote, "...even if the TIN-GOOSE eventually dies, her spirit will live forever...."

This article was submitted by one of our younger Club members, Chad Royal of Sandusky, Ohio. Chad will be at the Detroit Convention and will be offering some items of memorabilia from Island Airlines for sale. Make sure you see him.

PREMATURE OBITUARY



End of a veteran

WHAT is surely the oldest airliner in scheduled service in the United States, Island Airlines' Ford Tri-Motor, was severely damaged in a forced landing shortly after take-off from Put-In-Bay Airport, Ohio, on July 1. The 1928 Ford 4-AT, powered by Wright J-6 engines, had flown among the islands of Lake Erie for 42 years. Its routes connected five islands with the mainland at Fort Clinton, Ohio, and sector lengths varied from nine miles down to two miles, rivalling Loganair's claim to the shortest regular airline sector in the world. According to Island Airlines general manager Dave Haberman, the Ford is virtually a write-off, but in view of the historic value of N7584 an attempt is to be made to rebuild it from the company's large spares stock. He estimates that the job could take over a year and cost up to one hundred and fifty thousand dollars.



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.

Ron Suttell, 26124 11th Place South, Kent, Washington 98031 is looking for the following back issues of Airline Quarterly: Vol. 1, Nos. 2 and 4. Willing to purchase or trade as I have several other back issues in mint condition.

Brian Danielson, 230 Hartwood Avenue, Spring Hill, Florida 33526 is looking for good quality slide of a Northwest Airlines DC-3 taken with the paint scheme of the mid-fifties, which includes the red tail, blue cheat line, white fuselage top, and red on the nose.

Glen R. Thrower, 100 Bellefontain Dr. #178, Lafayette, Louisiana 70506 would like to trade a timetable, three boarding passes and one baggage tag from the now defunct SFO Helicopter Airlines for any of the following post cards: Air California 737; Continental 747; United Stratocruiser; NZNAC 737; Real Connie; Braniff 747 or any other post card offer.

Robert S. Milne, 19 Hillcrest Drive, Apt. 3, Pittsburgh, Penn. 15202 has a number of items for trade including bag tags, schedules, several OAG's, photographs and ticket envelopes.

Dennis Claus, 2404 N.E. 52nd Terrace, Kansas City, Missouri 64118 is looking for Aurora's TWA Convair 880 kit, No. 384 or any other old Aurora kits. Also seeking Aeromini authentic miniature die-cast model passenger airplanes. Pay Top Price for both.

Len Wallis, 38 Linlake Drive, St. Catharines, Ontario Canada L2N 2M3 has for TRADE NC glass, AA silverware DC-3 Flagship pattern, UA silver bouillon spoon, TWA china demi-tasse, JAL silverware and much more. WANTED: silver-china-glassware with airline markings (or railway, shipping). ALSO wanted Piedmont F-27, CP CV-240, DC-6B, QB F-27 and DC-3 post cards. AVAILABLE for trade CP Britannia, AA DC-3 GX CV-440 plus many more.

Jack R. Bol, 2802 S. Roslyn Street, Denver, Colorado 80231 is looking for airline and aviation related stock certificates, bonds, etc. to purchase or trade. From earliets aviation efforts to present.

Jack Roderick, 361 Forest Meadows Drive, Medina, Ohio 44256 has the following book for sale: Airways to Airlines, by Meyers & Miller, 1975, 40 pp. excellent condition, soft cover and signed by the artist. A 50 year history of U.S. commercial aviation with excellent illustrations of airplanes from the 20's to the 70's. This book is out of print and I have a couple of copies at \$4.95 plus 50¢ handling.

Jim Scroggins, 6457 Alta Drive, Las Vegas, Nevada 89107: Bid Sale-Airline post cards, mostly jets, and TT's. Send SASE for bid list and photo copies of auction items. 14 page list of magazines, books and kits \$2.50. Credit first order--list is ready NOW. I collect Corvette model car kits and promotional model Corvettes in any condition!

Rick Aranha, 7720 S.W. 17th Street, Miami, Florida 33155 would like to buy or trade for any items pertaining to Bahamas Airways and Shawnee Airlines. All letters answered.

Michael Abbamonte, 15 Noel Drive, Rochester, New York 14606 is looking for a Southern Airways employee shirt patch, will buy or trade with a shirt patch from Allegheny with "flying wedge" logo. Mike would also like to hear from other Club members who collect airline call signs. Also Mike would like to hear from members, especially airline employees, who would like to assist him in completing diagrams of airliners showing ramp service points and recepticals, passenger and cargo doors, line maintenance compartments and related systems information.

Pierre Langlois, 4471 Glendale Street, Pierrefonds, Quebec, Canada H9H 2L3 is looking for an Airfix kit of the Vickers Vanguard, kit number 03171-0. Willing to purchase or trade.

Robert Nault, 2350 Champfleury, Duvernay, Laval Quebec, Canada H7E 2K9 has a number of slides available for trade, drop Bob a line and exchange trade lists.

Jim Carr, 7470 Dakin and I 107, Denver, Colorado is looking for slides or post cards from Trans Caribbean, National, Mohawk and Northeast. Also needs NE timetables.

Dave Ross, 1208 Neal Avenue, Wahiawa, Hawaii, 19786 is looking for tt's from the 1940's and 50's/60's. Will trade. Also OAG's from same time period. Dave has hundreds of tt's from the 70's for trade. He will answer all letters.

ORIGINAL INK DRAWINGS

Have your favorite airplane created in pen and ink. Great gift idea. Drawn from you 8 x 10 photo or mine with ink on complimenting mat board. Three color combinations to choose from: brown on sand, indigo on blue, or black on gray. Price is \$16.50 plus postage unframed. Larger sizes available on request. Write to Tom Kalina, 431 Seneca Lane, Bolingbrook, Illinois 60439 or call 312-759-1917. I will have a display of drawings at the convention in Detroit so be sure to visit my table.

COMMUTER AIRLINES PRESS

Commuter Airlines Press, P.O. Box 15064, San Diego, California 92115 announces the June, 1980 publication of its second book, a history of AIR MIDWEST. This third-level carrier now stretches from St. Louis, Missouri to Albuquerque, New Mexico, and operates a large Metro fleet. Approximately 150 pages, full-color cover and over 50 illustrations. Cost will be \$7.00 each postpaid (Calif. resident add 42¢ tax). A few copies of the SWIFT AIRE history are also still available for \$5.50 each. Overseas airmail add \$1.80.

CHOICE AVIATION FOTOS

35 MM ORIGINAL COLOR SLIDES:

Sunny weather ramp shots--all original Kodachrome 25 slides.

List 2: Contains civil and military slides from Australia. This list also contains a large number of top quality duplicate slides of airlines long out of existence.

List 3: Now available--contains mostly civil and military slides from Malaysia, Singapore and airlines that fly into these areas. More military from Australia and more top quality duplicate slide sets.

Also available are black and white negs/prints and color negs/prints. Please send for FREE list to:

Choice Aviation Fotos
P.O. Box 258, Oakleigh, Victoria 3166
Australia

Be sure to stop by our table at the convention in Detroit. We will be looking forward to meeting you.

HISTORY of BRANIFF

George Cearley would like to announce a 200 page illustrated history of Braniff that will be out sometime later this year. The book will contain the following featured items:

- (1) 150 photos, many being quite rare
- (2) Histories of Paul R. Braniff, Inc. (1928-29) Braniff Air Lines (1929-30) Braniff Airways, Inc. (1930-1980) are included as well as Aeroveas Braniff, Bowen Air Lines, Long & Harmon Airlines, Mid-Continent Airlines and Pan American-Grace Airways (PANAGRA).
- (3) Fleets lists of virtually all aircraft operated by Braniff and its predecessor and acquired companies--listing where aircraft acquired and to whom they were sold.
- (4) Color charts of Braniff Airways, Inc. prop-jet and jet aircraft--listing all aircraft painted in the solid pastel, two-tone and ultra-color schemes.

For further information write to George Cearley, 4449 Goodfellow, Dallas, Texas 75229.

AIRLINER PHOTOGRAPHS

This is a new outfit providing nice photos for the guy who takes bad photos and wants some real nice items for his scrapbook. Dick Jordan runs this operation and offers photographs of commercial airliners and military aircraft. Quality original photographs of individual aircraft, some as early as 1958. Most, however, are recent years and in color. Send for list to: Dick Jordan, 245 Mirandy Way, Lawrenceville, Georgia 30245. (Remember--these are PHOTOS, not slides.)

STARLINE DISCOUNT HOBBIES

Starline Discount Hobbies, operated by Bob Keller, is a new advertiser in the LOG. SDH offers a very nice line of models, airliner books and magazines, post cards and finishing material for your models. SDH stocks the latest and newest kits available. Check with them before you buy and SAVE yourself 10% off the regular retail price! Quite often our regular retail price is already lower than you would find elsewhere. Write to Starline Discount Hobbies at P.O. Box 38, Stanton, California 90680 for their latest listing. You may call Bob at 714-826-5218.

AVIATION COLOR PHOTO

Aviation Color Photo is operated by Jack Splinter and offers hundreds of top quality post cards for the collector. Send 50¢ for list or \$1.00 for sample and list. Contact Aviation Color Photo at 2218 North Junett, Tacoma, Washington 98406.

SOUTHERN FLORIDA AIRLINE
HOBBY CLUB HOLDS MEETING

Don Thomas reporting: The second min-convention of the Southern Florida Airline Hobby Club was held in Miami at a Ramad Inn on Sunday, April 27th. Some 60 hobbyists were present. As in the first mini-convention last August, many visitors were from out-of-town, some even all the way from Holland. It was hosted by Bruce Drum of the Dade County Aviation Department and other Club members.

Interesting slide shows were presented. Pete Black of Aviation World, Al Rodriguez, and Nigel Chalcraft showed rare slides of long-gone and seldom-seen aircraft. Captain Bill Witherspoon, a retired Pan Am pilot, gave an interesting presentation of pioneer Pan Am and seaplane slides, and Don Thomas showed slides of pioneer baggage labels which depicted aviation history.

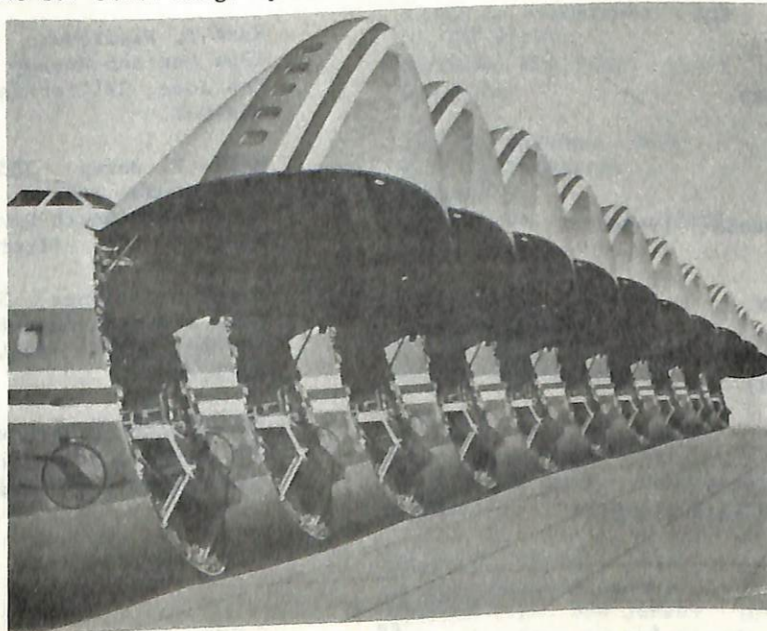
The slide shows were held between trading sessions where slides, postcards, timetables, insignia, and baggage labels were brought, sold, and exchanged.

These mini-conventions will be held twice a year in Miami.

EXCHANGE PROGRAM

To keep WAHC headquarters informed of what is going on in the world of commercial aviation, we are exchanging subscriptions with a number of other organizations. Publications currently being received at HQ include: AVIATION LETTER, NORTH AMERICAN AVIATION NEWS, LAAS-AVIATION NEWS AND REVIEW, JAPAN AVIATION NEWS, LUFTFAHRT JOURNAL, GATE 66, AIRLOG of the Jack Knight Airmail Soc., AIR TRAVEL HISTORICAL SOCIETY REPORT, and we also receive FLAGSHIP NEWS from American Airlines and FRONTIER in-flight magazine as well as a number of additional airline employee newspapers and magazines pertaining to the aviation industry.

BELOW: Since we are featuring cargo aircraft, I just had to add this photo below which comes from a Korean Air Lines advertisement for their cargo operations.



O-K-I MEMBERS MEET

Paul Collins reporting: On Saturday, April 19, some 30 Club members from Ohio, Kentucky and Indiana meet in the VIP room of USAir at CVG. Also on hand were several Club members from Michigan and Georgia. Jon Proctor also flew in for the afternoon affair. Marion Pyles of USAir (and AIRPIX) was host.

Several nice slide shows were presented, one by Jon who showed slides of his recent "trip-around-the-world". Erik Bernhard and Jim Thompson presented some nice slide shows also. During the slide shows, before the slides shows and after the slide shows, trading of airline memorabilia was hot and heavy. Don Lusky was doing a lot of business as was Fred Erdman, Frank Himes and Gene Hooker.

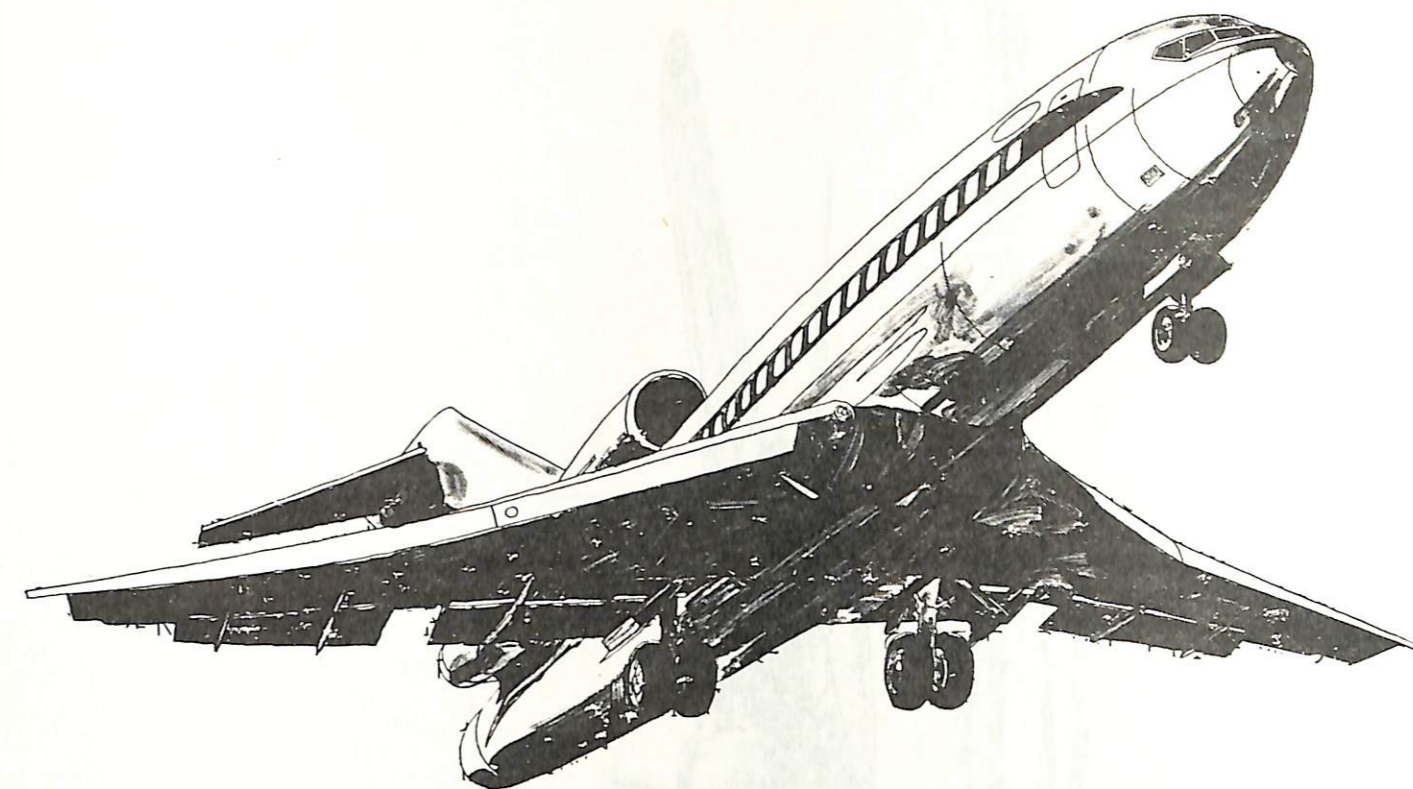
Activities started to slow about six o'clock and things finally ended about seven. Those attending agreed to meet again in the fall, sometime around the end of September or early October. If you would like to be placed on the notice mailing list for the fall meeting, advise Paul Collins and he will mail you a notice.

AIRLINE SURVEY-A FLOP!

The First Annual Airline Survey was a super FLOP. I realize that this idea was not promoted very well, and the response showed it--out of over 350 LOGS mailed, only 15 members took the time to send in their selections.

Starting with the next issue of the LOG, we will be making plans to institute a survey for next year. There will be additional information regarding selections and where to mail your choices in the Fall issue of the LOG.

Also between now and next year, we hope to find an institution that will house our "Hall of Fame". The Editor would appreciate hearing from any Club member that might have suggestions on this project.



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.

Name _____
 Address _____
 City _____ State _____ ZIP _____

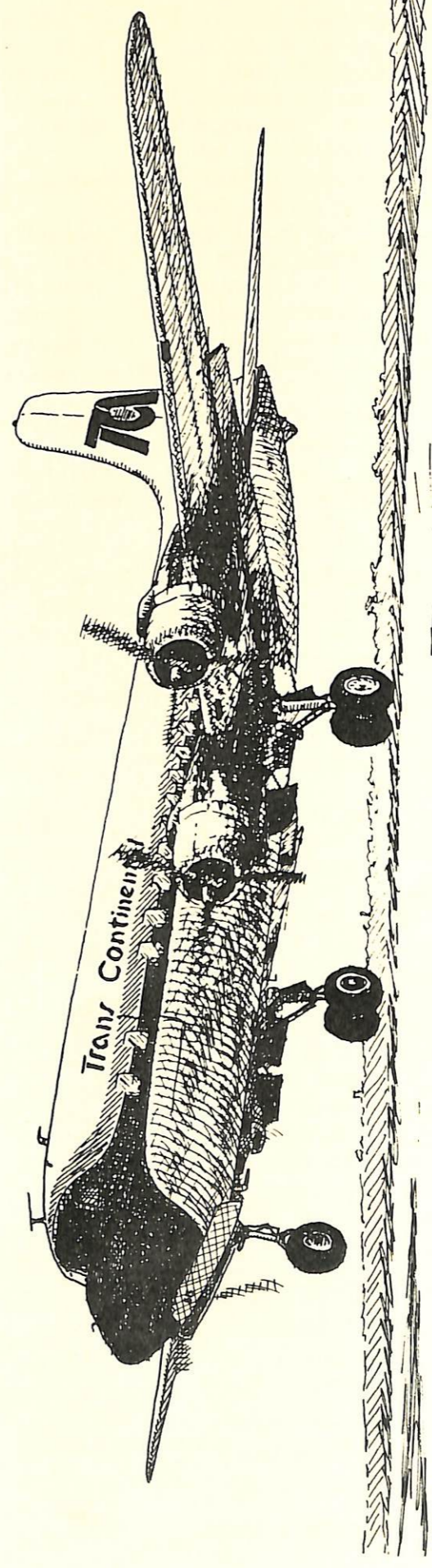
I would like to order _____ World Airline Hobby Club jacket(s) in the size(s) listed below. Each jacket is \$15.00 which includes shipping within the U.S. Those purchasing the jacket outside the U.S. will be billed the difference in shipping charges.

- | | | | |
|-------------|--------------|-------------|---------------|
| Adult Small | Adult Medium | Adult Large | Adult X-Large |
|-------------|--------------|-------------|---------------|

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.

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

[Faint, illegible text from the reverse side of the page, appearing as bleed-through.]



Tom Kalina

30 Years of Progress



1944 DC-3 FLAGSHIP



1946 DC-4 AIR FREIGHTER



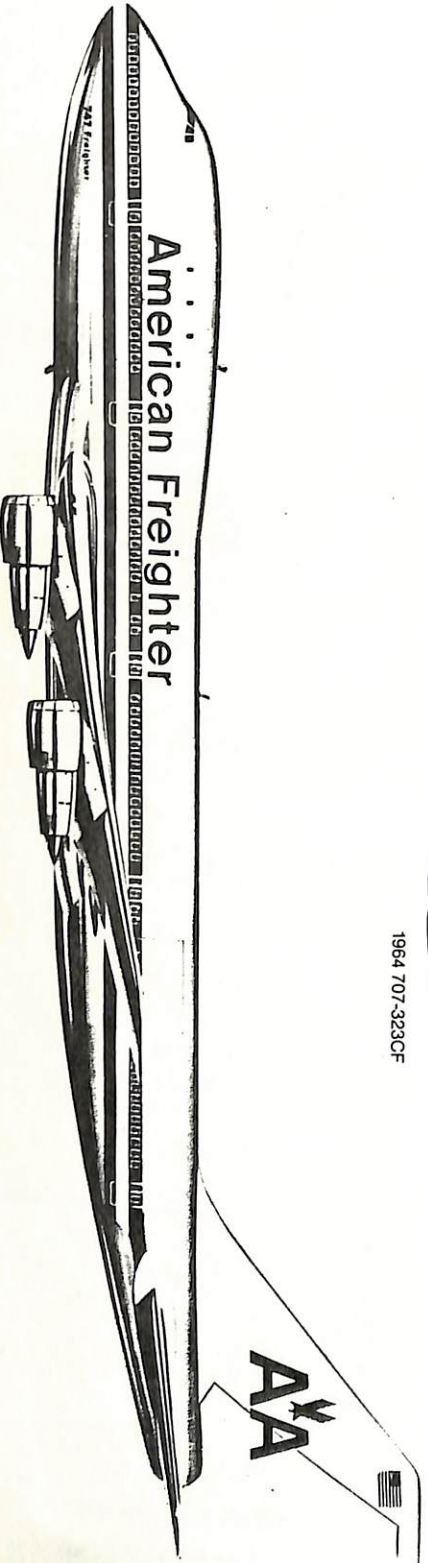
1953 DC-6A



1957 DC-7BF



1964 707-323CF



American Freighter

1974 747-FREIGHTER