



CAPTAIN'S LOG

WINTER 1980



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

The CAPTAIN'S LOG is mailed quarterly to members on the 15th of March, June, September and December. Deadline for material is the 20th of the month prior to mailing date.

The CAPTAIN'S LOG is sent 3rd Class mail, so please allow ample time for delivery.

The CAPTAIN'S LOG is the official publication of the WORLD AIRLINE HOBBY CLUB. Current membership fee is \$12.00 per year for US and Canadian members and \$14.00 for all others. Please add \$5.00 additional if you wish air mail delivery (foreign members only). Make checks and money orders payable to "World Airline Hobby Club". Send dues to Publication Editor.

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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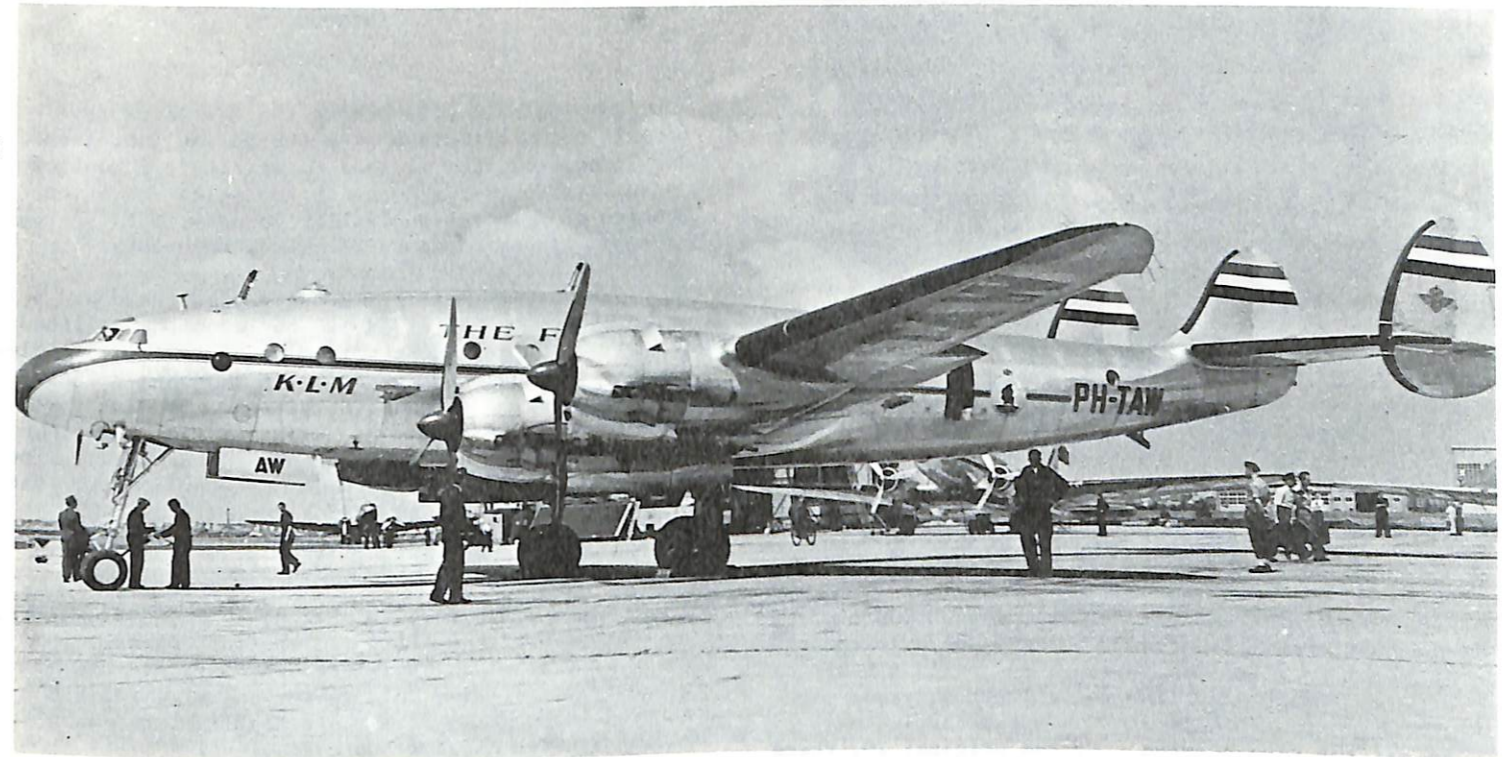
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Thank you



ABOVE: KLM used a large fleet of Constellations on long-haul services in the late 1940's and the 1950's. (KLM photo)

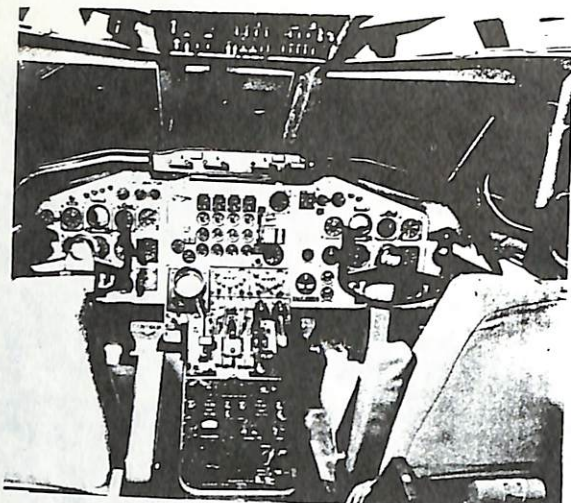
CAPTAIN'S LOG

WINTER 1980

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Cover photo: British United Airways acquired this Herald, Series 200, when it took over Jersey Airlines. Registration is G-APWE.



...from the left hand seat...

THANK YOU!

This big thank you is for the over 500 members that had enough confidence in me to send in their money, to a stranger, to start and build a hobby club. I would also like to send out an extra big thank you to those first 20 members that helped to get the Club started. Of the original 20, there are still 14 on the organizational roster.

When I conceived the idea of a airline hobby club, there were several priorities I had in mind. The first was to publish a magazine that would be of interest to collectors. The second was to establish a yearly meeting where collectors could get together and trade with one another and have a good time. Both of these priorities have been met. The CAPTAIN'S LOG has been a success and the AIRLINER'S INTERNATIONAL conventions are on there way to being super meetings for hobblist. Neither of these priorities could have been met without the help of ALL Club members.

I have been Editor of the LOG for almost five years. I believe it is now time to let someone else take over this important position. Club member Gary Dolzall has volunteered to become Editor, starting with the Spring 1981 issue of the magazine. I have complete confidence in Gary and will give him my complete support, as I hope each and everyone of you will.

I will now direct my entire energy and time to being President and chief operating officer of the World Airline Hobby Club. I will do all that I possibly can to promote the LOG and the ideals of the Club. Of course I will still need YOUR support and backing, the same as in the past. This organization is only as good as the members that belong to it. I believe that in the next four or five years our membership will be such that elected officers will be necessary to carry on the Club's business. This is what I dreamed the Club would be like when I first conceived the idea back in 1974.

I am not totally giving up working on the LOG. I will continue to handle the back section which includes the "Flight Exchange" and all other membership items. I will continue to do the "this, that and other stuff" column. Also, from time to time, I will be working with Gary on feature articles.

INTRODUCING GARY DOLZALL

Gary Dolzall will become the Editor of the CAPTAIN'S LOG effective with the Spring 1981 issue. Gary graduated from Indiana University's School of Journalism in 1976 and now is the Sales Promotion Manager of Kalmbach Publishing Company, a Milwaukee-based publisher of hobby magazines and books.

Gary's interest in transportation includes not only commercial airlines, but also the railroad industry. He is also a writer and often has articles on railroad subjects appearing in Kalmbach's TRAINS magazine, and he has written airline material for several publications. The latest airline article, entitled "Encounters with Concorde," appeared in the December issue of Air Progress Aviation Review. Gary is interested in all facets of the airline hobby, but concentrates on photography (slides), and to a lesser degree collecting timetables.

Gary and his wife, Donnette, are avid travelers, flying whenever possible and when not possible, going by train. In their travels, Gary and his wife try to log time on a variety of airlines and aircraft types. To-date their highlight has been riding British Airways' Concorde.

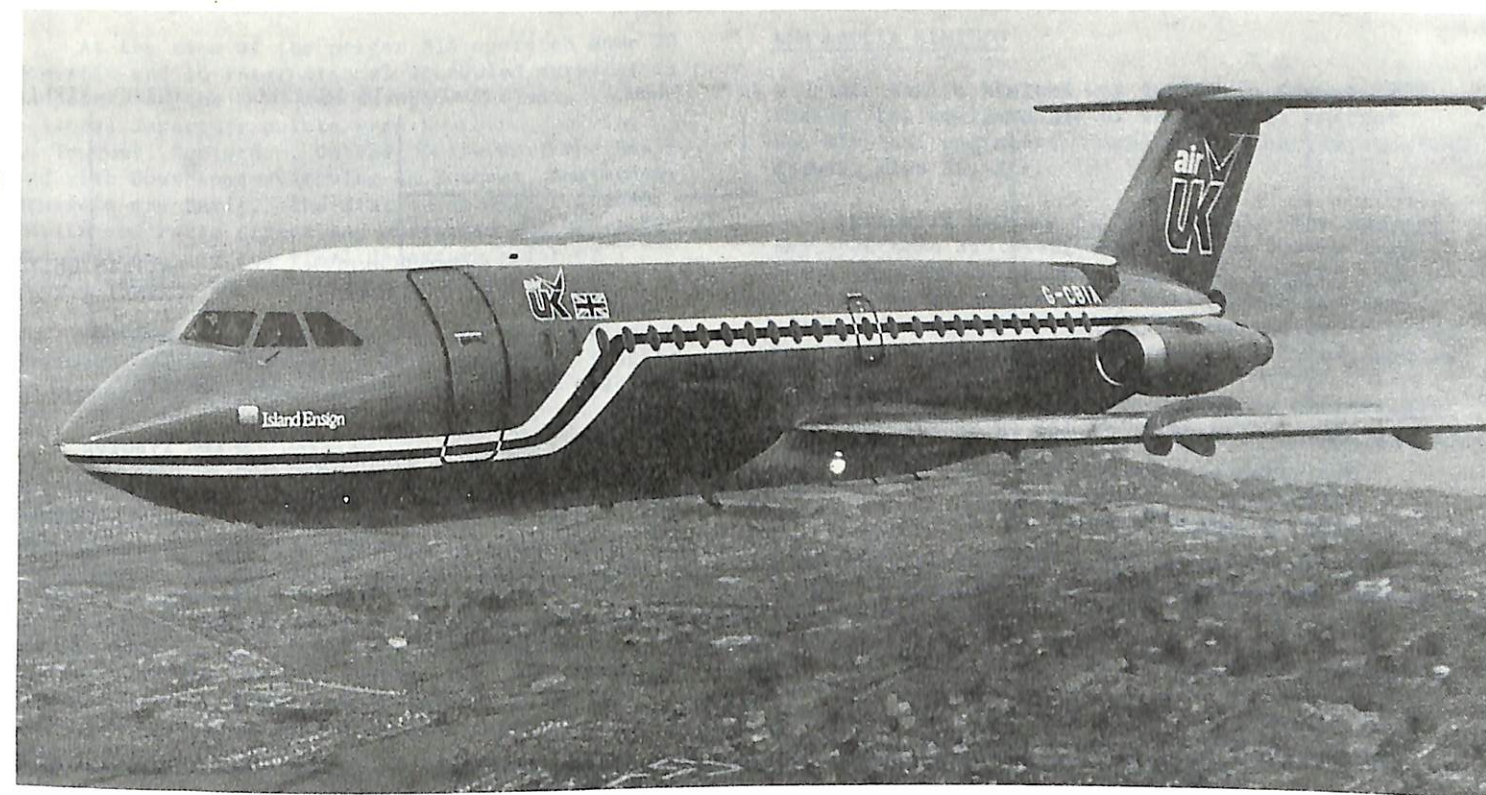
Gary has been a member of the World Airline Hobby Club since late 1979. His introduction to the club came when he and Donnette attended the Dallas "Airliner's International" convention. Unfortunately, other commitments kept our future Editor from attending the Detroit Convention this past year, but he's looking forward to Miami in June and to meeting many more members of the WAHC.

(Editors Note: All the current staff members of the LOG welcome Gary and will give him their full support. Welcome aboard Gary!)

This is just a reminder to those that have not yet sent in their renewals for 1981. This issue of the CAPTAIN'S LOG will be the last one you will receive, until your renewal is logged in. The 1981 membership fee will be \$12.00 for U.S. and Canadian members, and \$14.00 for all others. For those outside the U.S. and Canada there is an additional fee of \$5.00 if air mail delivery is requested for their LOG. ONLY THOSE PAYING THEIR 1981 DUES WILL RECEIVE THE SPRING 1981 ISSUE OF THE LOG. In the past we have sent magazines to those in arrears with their dues. THIS WILL NOT BE THE CASE IN 1981. So PLEASE send in your renewal checks NOW. Thank you.

THE DATES FOR THE 1981 INTERNATIONAL CONVENTION HAVE BEEN CHANGED! THE NEW DATES ARE: JUNE 19, 20 & 1. THE LOCATION REMAINS THE SAME. PLEASE ADJUST YOUR CALENDARS TO REFLECT THIS CHANGE. THESE DATES ARE FIRM.

This issue of the LOG is being brought to you through the courtesy, for the most part, of John Chivers and Joop Gerritsma. Both writers have contributed nice material on the international scene. All members of the staff hope you enjoy this final 1980 issue. Until next time--happy collecting!



WE'RE NO.3 - WE TRY HARDER!

The merger of four airlines making up Britain's newest scheduled carrier was completed early this year when the name of AIR UK was officially adopted. The carriers which now form Britain's third largest scheduled airline include British Island Airways, Air Anglia, Air Westward and Air Wales. Its entry onto the British Aviation scene reflects the parent Company--British & Commonwealth Shippings bid to capture a sizeable share of the scheduled and charter passenger market.

BRITISH ISLAND AIRWAYS

The present Company resulted from the amalgamation of three companies--Jersey Airlines, Manx Airlines and Morton Air Services.

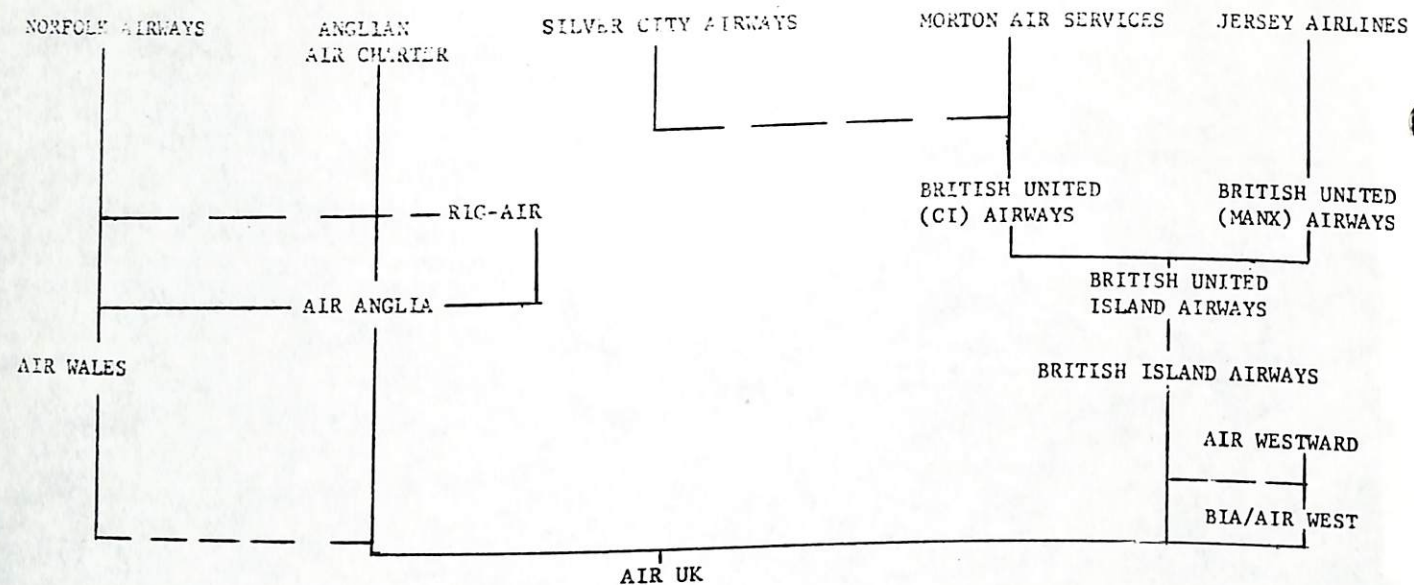
Jersey Airlines was founded in 1948 and began operating its first scheduled route in 1952 between Jersey and Exeter. It became part of the Air Holdings Group in 1962 and in 1963 the name was changed to British United (CI) Airways.

Manx Airlines was founded in 1947 and took over North West Airlines and Lancashire Aircraft Company and later merged with the Northern division of Silver City Airways to form British United (Manx) Airways.

Morton Air Services was formed in 1946 to carry holiday-makers from Croydon Airport to Jersey to the Channel Islands.

All three Companies became part of the Air Holdings Group but in 1968 British United Airways (BUA) and these associated Companies left the Group and all became subsidiaries of BUA (Holdings). In the autumn of 1968 British United Island Airways (BUIA) was formed by the grouping of Morton, British United (CI) Airways and British United (Manx) Airways. Then in 1970 the British and Commonwealth Group entered into negotiations for the sale of BUA. BUIA was then separated from BUA and given the new name of British Island Airways. A new identity for the airline was created with new aircraft livery, new emblem and new uniforms.

British Island Airways started its network of shorthaul passenger scheduled routes serving London (Gatwick), Jersey, Guernsey, Isle of Man, Southampton, Bournemouth, Exeter, Dublin, Belfast, Blackpool, Manchester, Glasgow, Edinburgh, Leeds/Bradford and Paris. In addition to this, BIA operated the Silver Arrow Service to Paris from London Victoria Station in conjunction with British Caledonian, British Rail and the French Railways.



All passenger aircraft carried both mail and cargo but in addition air cargo scheduled services were operated between London (Gatwick) and Jersey and Guernsey.

BIA charter department played a valuable role organizing many passenger and freight ad-hoc and contract charters. For example, BIA was under contract to British Caledonian Airways to provide a passenger service between Manchester and London (Gatwick).

Although the airline is now changing its color scheme to red, white and blue, the BIA scheme was also striking with the fin in a bright orange with the BIA logo reversed in white. An orange cheat line was carried along the fuselage from the tail to a point just forward of the cockpit.

The BIA fleet before the merger consisted of twelve prop-jet Dart Heralds. The fleet as it stood in 1977:

G-APWE	DH 201	C/N 153
G-APWF	DH 201	C/N 154
G-APWG	DH 201	C/N 155
G-APWH	DH 201	C/N 156
G-APWJ	DH 201	C/N 158
G-ASBG	DH 203	C/N 164
G-ASKK	DH 211	C/N 161
G-AVEZ	DH 210	C/N 169
G-AVPN	DH 213	C/N 176
G-AYMG	DH 213	C/N 179
G-BAZJ	DH 209	C/N 183
G-BBXL	DH 203	C/N 184

During 1975 BIA carried 569,340 passengers with an overall load factor of 67.2%. Air cargo carried on the special freight routes amounted to 8,237,000 kilos. Mail carried on all services totaled 1,590,000 kilos.

Until the merger British Island Airways was one of the fastest growing airlines in Britain. Since 1978 BIA added 10 additional Heralds to its fleet and the route network of the airline expanded by 50%. Additionally, BIA had also started to operate inclusive tour charter flights. In the first summer season the airline carried some 100,000 passengers to Europe as well as the Mediterranean.

With the take-over of the Exeter based airline, Air Westward, in May 1979, an additional four routes were added to the BIA network. The routes included Exeter to Glasgow, London, Paris and Brussels. These services were operated by two 18 seater Embraer Bandeirante aircraft.



ABOVE: BIA Dart Herald G-BAZJ is shown departing ramp area.

At the time of the merger BIA operated some 20 domestic and 16 international scheduled services to 24 points in the U.K. and Europe. The main international departure points were Southend, serving Le Touquet, Rotterdam, Ostend, Dusseldorf and Basle, and with Southampton serving Le Touquet, Amsterdam, Brussels and Paris. The station at Exeter served Dublin and Paris direct and Amsterdam and Brussels via Southend and the final departure point of London serving Le Touquet and Rotterdam.

The Channel Islands were served from Exeter, Bournemouth and Southampton with additional flights to Guernsey from London and to Jersey from Blackpool, Manchester and Paris.

The Isle of Man was served from Blackpool, Glasgow, Edinburgh, Newcastle, Leeds/Bradford and Dublin. A new International service was also introduced in April of 1979 from the Isle of Man to Rotterdam via Blackpool and Manchester.

With the take-over of the Exeter based airline, Air Westward in May 1979, four new routes were added to the BIA network. These were Exeter to Glasgow, London, Paris and Brussels. These services were operated by two 18-seat Embraer Bandeirante aircraft.

In November 1978, BIA started flying inclusive tour charters with a fleet of three BAC 1-11 aircraft (series 400). The aircraft were based at London (Gatwick) and flew to over some 45 destinations throughout Europe and the Mediterranean. This operation was so successful that in November, 1979, a fourth 1-11 joined the fleet. These aircraft were also the first in the fleet to be "named". Following is the registration and name assigned the various BAC 1-11's:

G-CBIA	Island Ensign
G-AXOX	Island Endeavour
G-AZMU	Island Esprit
G-AXBB	Island Entente

With the added aircraft BIA added more staff and as of July 1979 there were 230 flight deck crews and 250 cabin attendants for their fleet of 26 aircraft. These crews were based at London, Southend, Southampton, Blackpool, Jersey, Guernsey and Exeter.



ABOVE: Here we see a Piper PA-31-350 of Air Wales. Notice logo on tail and airline name over the front cabin area.

LEFT: A nice shot of an Air Westward Cessana 404. Note logo of a old sailing ship on tail.

All photos in this article were provided by author John Chivers.

AIR ANGLIA LIMITED

Air Anglia Limited was formed in August 1970 through the amalgamation of three small charter and air taxi operators: Anglia Air Charter, Norfolk Airways plus Rig Air.

Scheduled service began in 1970. The Company employed some 350 staff members with 100 of them based in Aberdeen which was used as a small base for the use of engineering, small executive aircraft and air taxi aircraft plus passenger services for their Humber side to Amsterdam scheduled service.

The Company held an Air Operators Certificate which was issued by the Civil Aviation Authority for:

7	F.27 Fokker Friendship A/C
4	PA 31 Navajo Executive A/C
3	PA 23 Aztec Executive A/C

Also held was an Engineering Approval Certificate issued by the Civil Aviation Authority Airworthiness Board.

During the first year of operation Air Anglia carried 5,260 passengers. Within six years of operation that figure has risen to 250,000! Load factors in 1976 were running 75-80% during the summer and 60-65% during the winter.

By the end of 1979 these figures had doubled to make Air Anglia one of the largest airlines to operate within Europe. Charter and inclusive tour



flights were undertaken mainly for Anglia Holidays, a subsidiary Company of Air Anglia.

The main base for Air Anglia was on the Norfolk coast at Norwich and consisted of one complete hangar and housing the Engineering base plus the Administration, Reservations and Accounts Department plus an Executive Fleet of aircraft. Anglia Holidays and operations with a scaled down organization were based at Aberdeen (Dyce) Airport, at Edinburgh and Leeds/Bradford airport.

Both scheduled services and charter flights for the North Sea oil and gas industry made considerable contribution to the development in the North Sea. Air Anglia assisted in moving rigs, platforms, lay barges and crews. They also helped in moving freight, ship crews and onshore personnel. All this was done while continuing to function as an interliner moving passengers through Amsterdam to all parts of the world.

At the end of 1979, the airlines fleet consisted of three F-28 Fellowships, 10 F-27 Friendships and seven PA-31 Navajo Chieftains.

The main departure stations for Air Anglia included Aberdeen, Glasgow, Amsterdam, Bergen, Birmingham, Norwich, Edinburgh, Humberside, Leeds/Bradford, London, Newcastle, Southampton, Paris, Stavanger and Teeside.

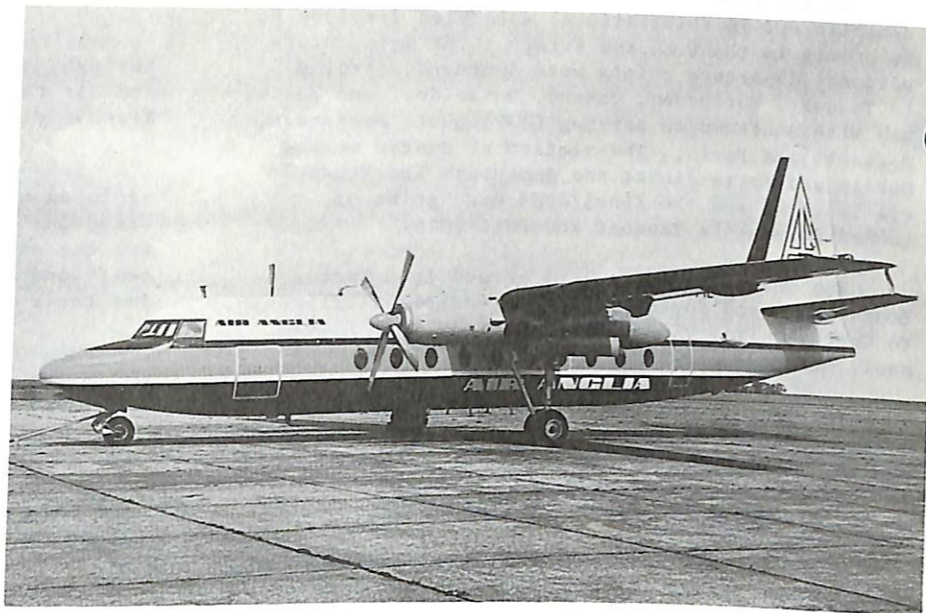
AIR WESTWARD

The take-over of the Exeter based airline Air Westward in May, 1979, added four new routes to the BIA network: Exeter to Glasgow, London, Paris and Brussels. These new services were operated by two 18 seater Embraer Bandeirante aircraft.

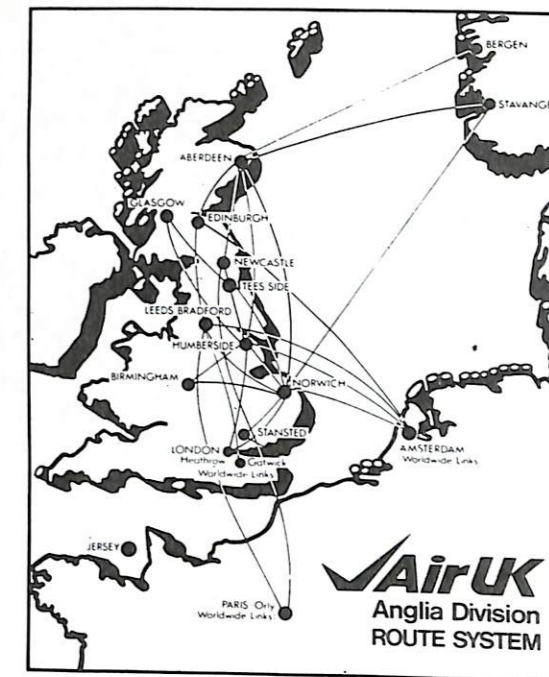
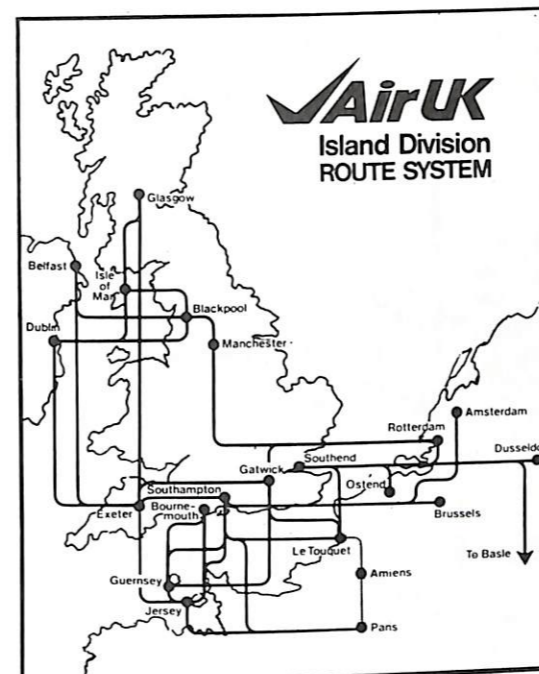
The Air Westward fleet at time of the take-over consisted of one BN-2A Islander and four Cessna 404 Titan Cruisers. All of these aircraft were disposed of when Air Westward was taken over by BIA.

AIR WALES

The Air Wales fleet consisted of one Navajo Chieftain and two Embraer EMB Bandeirantes.



Air Anglia, at time of the merger, was flying both the F-28 Fokker Fellowship and the F-27 Friendship. Presented here are two Skilton postcards depicting both of these popular aircraft. ABOVE: Air Anglia F-27 Fokker Friendship. Card #306 BELOW: Air Anglia F-28 Fokker Fellowship. Card #0232



AIRLINES OVER THE ISLAND

by
JOHN CHIVERS

A regional air service rarely receives much publicity when they start. In fact, they only ever seem to end. Collectors of such historical events were able to record a notable example at the end of March, 1980 when British Airways ceased to operate 26 of their domestic routes. The airline had inherited them from British European Airways or its associated companies who in turn had acquired many of them automatically in the late 1940's.

Major squabbles and objections could normally have been anticipated as the independent airlines fought over the pickings. However other changes in the U.K. domestic scene during the preceding year or so meant that the main contenders generally agreed amongst themselves which licences each would seek, thus avoiding pointless objections with the associated built in time delays.

One of the earliest signs of any significant change came in mid-1978 when British Island Airways announced their intention of entering the inclusive tour market particularly to the Mediterranean area. For this purpose three ex-Gulf Air BAC 1-11's were acquired to add to the all Herald fleet.

Following quickly in January, 1979, came the absorption of the British Air Ferries scheduled services which meant that five international routes, more Heralds and a Southend operating base joined the airline. Two months later, in

March the Exeter based commuter airline, Air Westward was taken over with the new division taking the title of B.I.A.-Air West. Part of the Titan fleet was retained to operate over some of the routes until two Bandeirantes were available for service on November 1, 1979.

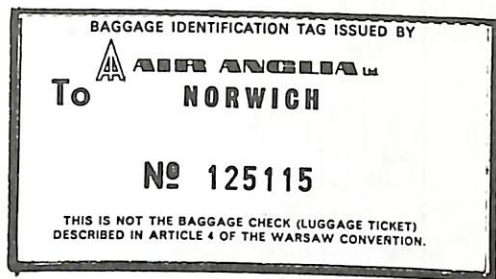
From this point the pair flew the services from Exeter to Brussels and Paris via Southampton plus those to Gatwick and Glasgow. By this date it was already known that their life with B.I.A.-Air West was to be limited since the forthcoming association with the new airline known as AIR UK had been announced in October. Apart from B.I.A. and its Air West division the other component of the new carrier was Air Anglia which in turn absorbed the ailing Air Wales in 1979.

The Norwich based Air Anglia was formed in July, 1970, itself an amalgamation of three charter companies--Norfolk Airways, Anglian Air Charter and Rig Air. From the start of its scheduled services it became particularly involved in serving the Eastern side of the U.K. including all the major airports in its network.

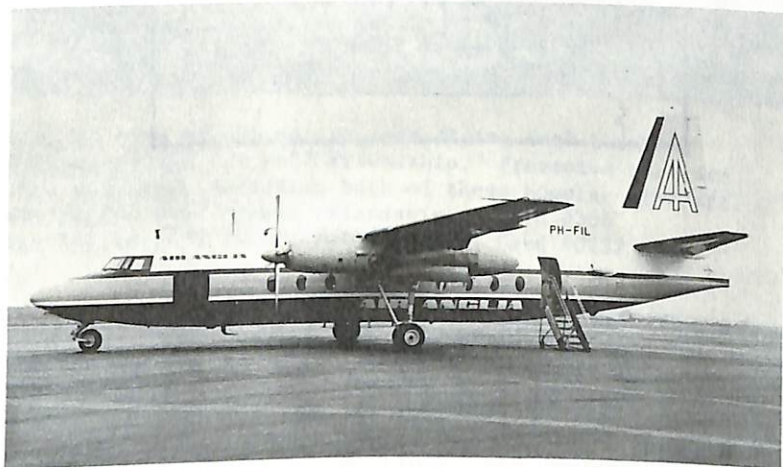
After a careful start with a DC-3 (Dakota) modernization began in 1972 with the arrival of the first Fokker F.27 Friendship. The Airline was the first and remained the only U.K. carrier to operate the type, eventually possessing ten. Navajo Chieftains were introduced on the lower



LEFT: A PA-31 Navajo Chieftain of the Air Anglia fleet.



BELOW: PH-FIL, a F.27 Friendship, now has current registration of G-BAKL. This is a series 200 F.27.



B.I.A. Herald preserved. At peak times, however, the 50-seater Herald may well substitute the slightly smaller aircraft. Similarly it would be possible to use either type on the Leeds to Dublin route. The awards have meant a slight change to the fleet requirements. It had been envisaged that with the greater flexibility with one Herald being returned off lease to British Air Ferries and Anglia division's Friendship would be sold, however the latter has now been relieved since the extra capacity will be needed.

Some of the new routes, such as Stanstead (London)-Brussels, will employ the Bandeirante, at least until the traffic levels justify the use of a larger aircraft. As in the case of the Amsterdam service and the Friendship. The Belgian capital would prove to be a focal point for a smaller aircraft providing a convenient change over point for aircraft when required. Future plans for AIR UK are ambitious and, hopefully, there will be a considerable expansion in the number of routes flown, some of which are awaiting the approval of the C.A.A.

These plans particularly concern the growth of Stanstead (London) airport which could see services to Amsterdam, Rotterdam, Dusseldorf and Basle. At present domestic flights from the airport are obliged to stage through Norwich, a restriction AIR UK would prefer to be without, to allow the introduction of the direct service to such places like Aberdeen and Edinburgh.

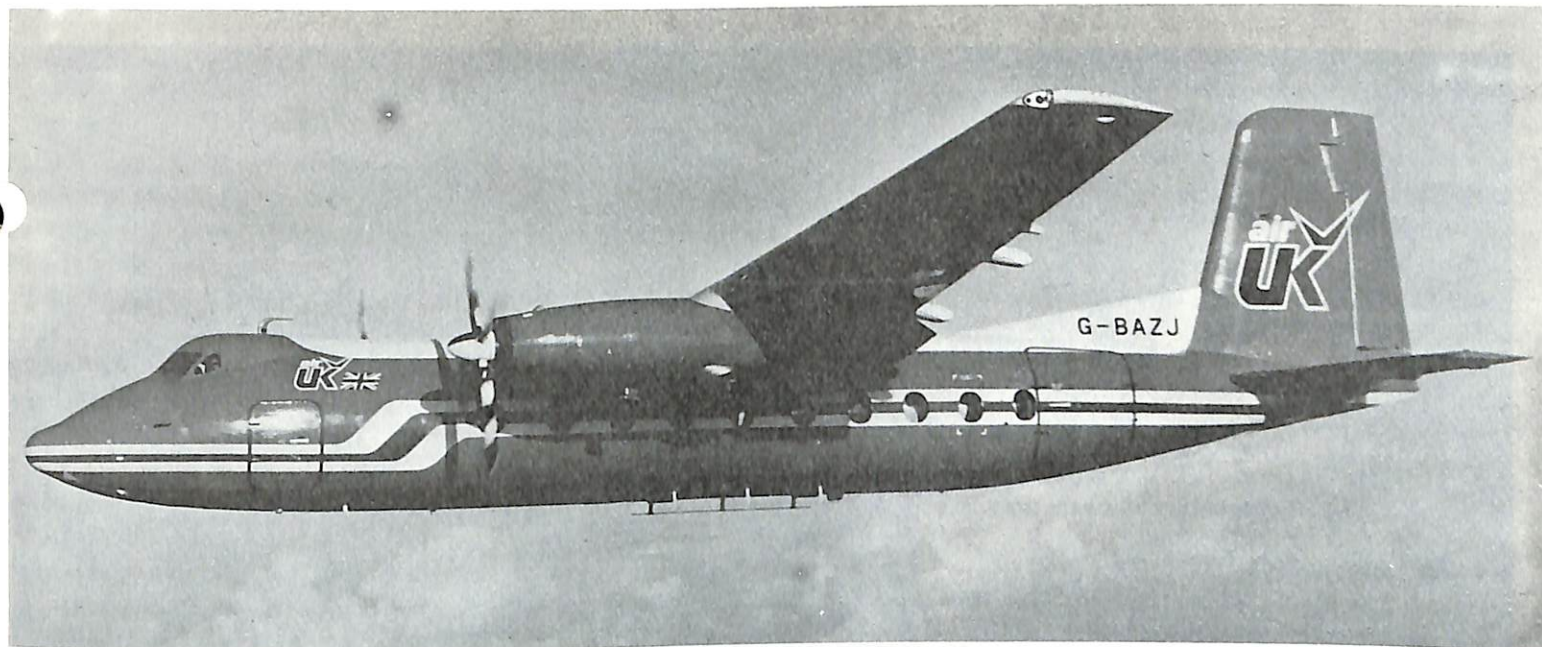
density routes in 1976. However the success of the service was such that it became necessary to order Bandeirantes as replacements in 1979.

Considerable thought was given to which jet type would be selected to take over from the Friendship in certain cases. Although the F.27 was an admirable aircraft which had proved both economic and reliable over the longer sectors, such as the Paris-Edinburgh route, there was a distinct danger of losing passengers to the faster One Elevens of British Airways. The choice rested with this type and the F.28 Fellowship. The latter finally offering the greater benefits, particularly in lower noise levels than the British type.

It is interesting to note that Air Anglia during the course of their deliberations actually considered buying three second hand BAC 1-11 aircraft but for various reasons they dismissed the idea as being unsuitable for one reason or another. It was in fact that these aircraft eventually went to British Island Airways and are now a part of the same fleet as the rival F.28 aircraft!

The official launch date for AIR UK was on January 16, 1980 and immediately elevating it as the country's largest scheduled airline after British Airways and British Caledonian. As a result, 22 airports are now being served within the U.K. plus another 11 on the continent while additional licences are held for routes such as Cardiff-Brussels (ex-Air Wales) and also Swansea-Newquay from Birmingham. The latter was inaugurated by Air Anglia in 1978 using Chieftains but was only moderately successful. Although it would certainly not support the Bandeirante at present, which, with the withdrawal of the Chieftains, is now the smallest airliner in the AIR UK fleet today.

The merger of the airlines has brought several benefits not the least of which was the ease of interchanging aircraft instead of restricting them into a particular area. For instance, in the case of the newly won Guernsey-London (Heathrow) route Friendship aircraft are to be used giving a five times daily service despite the area already being served with a



ABOVE: A Dart Herald in the complete new color scheme of AIR UK. It has been reported that the color scheme on the tail fin has recently been changed.

Although at one point it was the intention to dispose of the F.28 Fellowship in favour of the BAC 1-11, but this idea has since been dropped. The original reasoning behind Air Anglia's choice is still valid but the Herald on the other hand will be gradually phased out although it could well be up to five years before even the oldest aircraft is retired. The Friendship fleet will be increased, but it is perhaps surprising to find that several of the current aircraft are, in fact, older than the Heralds. In the long term, the BAE 146 could be a likely candidate for future replacements. All of the AIR UK fleet will reappear in the red, white and blue livery as they emerge from their overhaul, although it will be up to three years before the changes are complete.

In the meantime all the aircraft will at least have the new scheme and logo applied to the tail. Both Air Anglia and British Island Airways had the reputation for giving personal and friendly service. Only too often unfortunately, do large organizations become impersonal, losing touch with those they serve. We can only hope that AIR UK will maintain the standards of its antecedents.

WHAT'S NEW ON THE ISLAND

In late 1979 a similar airline restructuring exercise was being carried out in the Channel Islands on a smaller scale. This involved the creation of Jersey European Airways to become the operating name for the combined Intra and Express Air Services fleets. The new airline has also applied for some of the former British Airways routes with a measure of success since the Newcastle-Jersey licence was awarded. Additionally the carrier would be taking over the Stanstead (London)-Channel Island's services from the previous operator, British Midland.

The seasonal "Sunday only" flights, while never very enthusiastically promoted, proved a useful facility to the area. J.E.A. proposed, initially, to use Heralds on the three times per week frequency becoming an all year round operation

from 1981. The imminent closure of Carlisle (Crosby) airport for any air transport has also meant that the Viscount maintaining the Jersey service will have its Northern terminal moved to Glasgow Prestwick (Scotland).

Jersey EA will join up with the ever increasing number of Bandeirante operators in April, 1980 when two are taken in hopes of increased revenue. These will be employed on services to Northern France which at present is served by an Islander which in turn replaced the DC-3 on the route.

In addition to the aircraft mentioned, the airline's fleet will comprise four Herald's, three Viscounts (two of which are on lease to British Midland, and one (possibly two) Dakota's.

Still in the Channel Islands another new carrier, using the existing name of Guernsey Airlines, was proposed in 1979. Although its creation was largely dependent on the outcome of its route applications, it was to have been a joint operation as opposed to a merger between Aurigny Air Services and Aldair. The latter company already employing a Viscount on regular charter work in full Guernsey livery.

Under this new arrangement the carrier would have become Guernsey Airlines (Charter) but unfortunately the bids were unsuccessful for the London Heathrow and Southampton routes but the airline was awarded the Manchester-Guernsey licence. This alone was insufficient to justify a completely new operation so it will be the current Guernsey Airlines Viscount (Srs 700) which will fly the route from April 1, 1980. If all had gone according to plan, two of the redundant Viscount (Srs 800) would have been purchased from British Airways for service until some decision was taken about the feasibility of operating the Bae 146, however the fairly low utilisation rate on the Manchester service has made additional aircraft unnecessary.

The desire to share the burden with others has certainly been infectious during the past year. The present day problems, such as the rising cost of fuel in particular, will not improve in the 1980's. With this very much in mind, the Company mergers and

the ensuing consolidation of operations and services has appeared an attractive way in which to reduce the running costs and increase efficiency.

This aim has not been restricted to the passenger airlines. Many of the U.K.'s freight operators have also had to merge with each other. Two of the U.K.'s largest companies joined forces during the year.

When IAS Cargo Airlines and Trans Meridian Air Cargo were brought together under the new name of British Cargo Airlines, the DC-8 operations were concentrated at London Gatwick and the CL-44's remaining at Stanstead.

Basically this means that cargo activity at the future third London airport has been drastically reduced, bringing a large number of staff redundancies to the area. Ironic really, since the run down of the amount of freight traffic more or less coincided with the erection of a new cargo terminal for the British Airport Authority.

Gone are the days when a single Rapide could fly around on a single seasonal schedule for a carrier with a staff of four--all of which were family! Despite the general air of depression and gloom, new airlines continue to be launched, although today's operators have to adhere to the strict modern trading standards and it is accordingly a much more expensive exercise.

AIR KENT

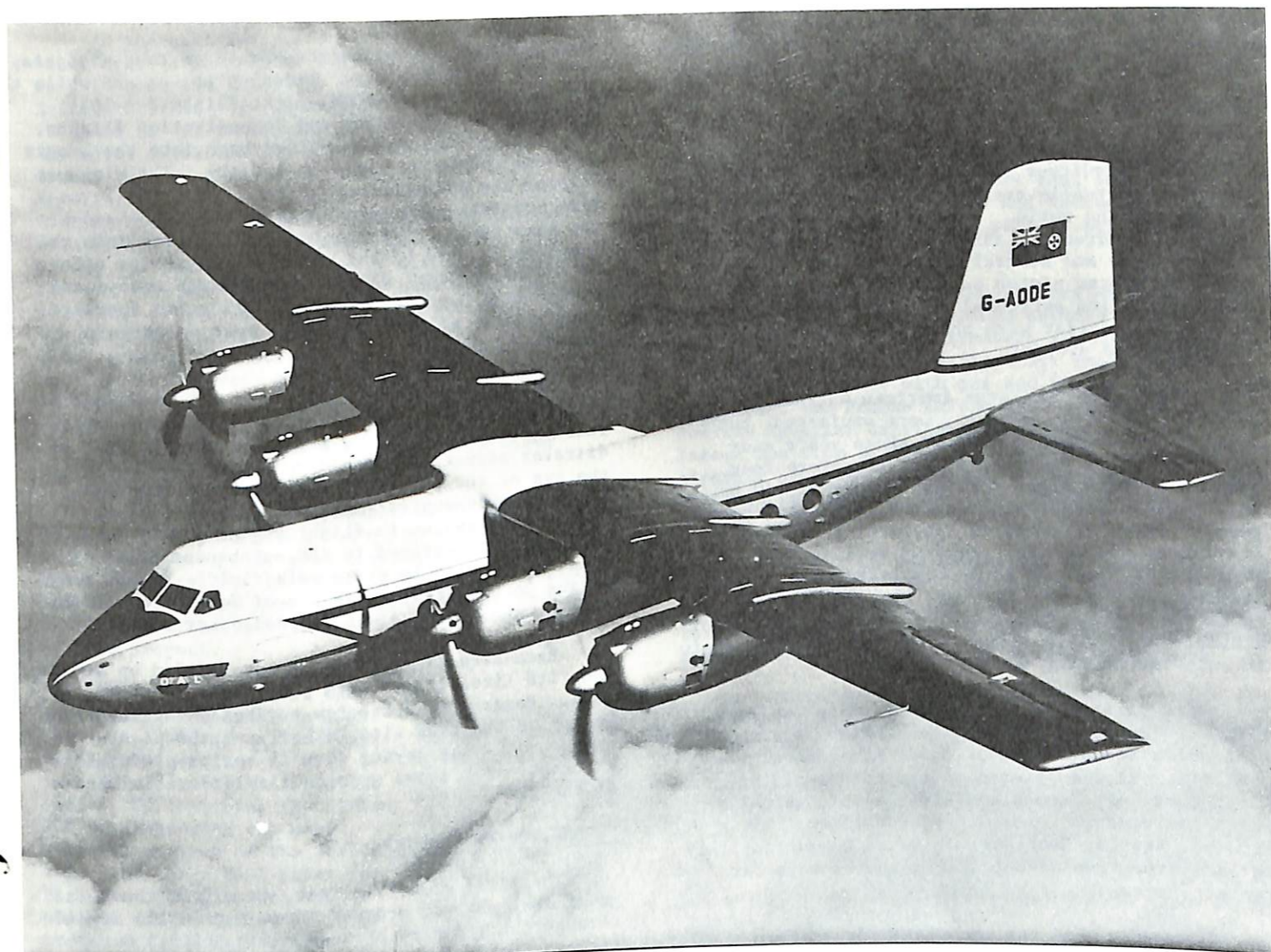
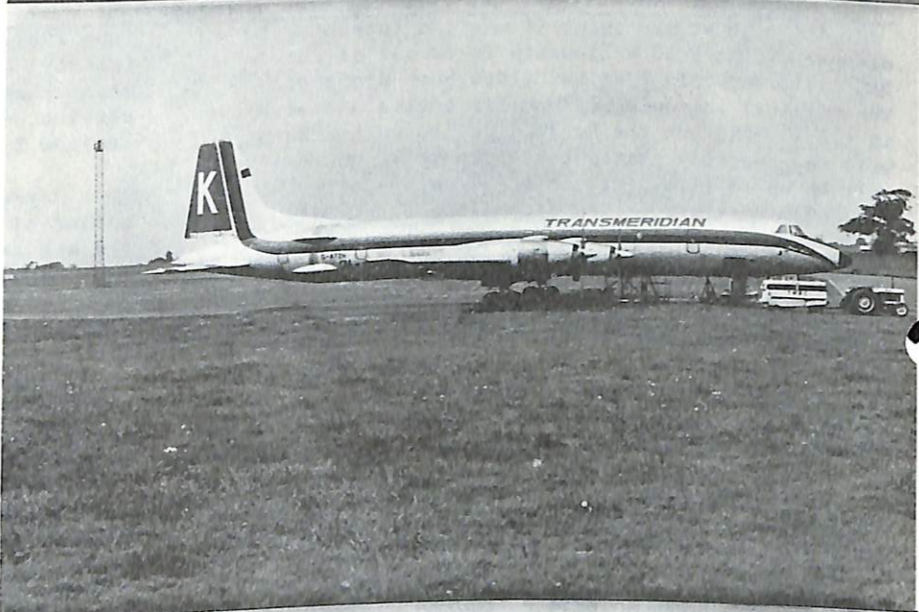
Another new airline was Air Kent who started operations in September 1979. Employing a pair of Chieftains on routes to Brussels and Rotterdam. There were many set-backs prior to the eventual launch, but the company was convinced that there was a market for such services for the businessman from its base in Manston, Kent.

However it was not long before all operations were suspended pending a general reorganization and reappraisal.

AIR EUROPE

It was not the same story for Air Europe which was set up as a charter airline by the tour operator Instasun. Using three Boeing 737 aircraft, the carrier has made few trips with less than 100% load factor. Such has been the demand on the company that three additional Boeing 737's have been ordered for delivery sometime in 1980.

EDITORS NOTE: I would like to thank the Public Relations Dpts of Air Anglia, BIA (Air UK) Intasun and Horizon for all their help and photo's for this article.



ABOVE: The Herald prototype, G-AODE, with four Alvis piston engines. (Handley Page photo)

H.P. DART HERALD

by
Joop Gerritsma

Like its short-haul contemporaries, the Handley Page Herald was a product of the "Dakota-replacement movement" in the late Forties and the Fifties. It was intended to replace the faithful DC-3 in the fleets of the many small airlines in remote parts of the world where airport facilities were limited and load factors low.

For that purpose, the aircraft was of simple, robust construction and design, in line with the thought expressed by Sir Frederick Handley Page himself, when he said: "If your only competitor is an ox-wagon, you don't need to go through the sound barrier to convince your potential passengers that it is much better to go by air than it is to go by ox-wagon."

The Herald became a success technically, proven by the fact that of the 50 built fifteen to twenty years ago, more than half are still operating daily. But commercially the Herald in no small measure contributed to the financial collapse of Handley Page. For the marketing people at the company had made one serious error in projecting the Herald, which would haunt the aircraft from the start: they projected it around four piston engines and rejected the propjet which was already in worldwide service in the successful Viscount, and which was also powering the Herald's major competitor, the Fokker F-27 Friendship.

By the time the lack of orders brought about a change of heart, and the propjet was installed, it was too late. Two valuable years had been lost and

the Herald would never catch up with the F-27, which to this day is selling well all over the world.

GENERAL HISTORY

The design for the Herald first evolved in 1952 when the ubiquitous Dakota was the mainstay of the fleet of virtually every regional and local service airline in the world. Handley Page claimed it had surveyed hundreds of airlines in South America, Africa, Asia and Australia and had concluded most of these wanted piston engines because maintenance and flight-line personnel at small outpost airstrips were more familiar with these than with the new sophisticated propjet.

Originally two large American engines in the 1,600 to 1,700 hp. category were envisaged, but British trade restrictions in those years made acquiring these impossible, and therefore four smaller British Alvis Leonides Majors of 870 hp. each were selected as giving the same total horsepower. Final assembly of the first prototype started at the Woodley plant of Handley Page in December of 1954 and after completion and initial systems testing, the aircraft was disassembled again and transported over the road to the company airfield at Radlett where it was put together again in only 150 working hours.

This first prototype, G-AODE, made its first flight on August 25, 1955 with Handley Page chief test pilot Squadron-Leader H. R. Hazelden at the controls. It was painted in the colors of the first customer, Queensland Airlines of Australia, which had ordered three one year earlier. After landing, Sqn-Ldr Hazelden was heard commenting that he had never "realized how long the runways (at Radlett) were."

So good looked the prospects for the new "branchliner" that even before the first flight, Handley Page had received orders from three customers for twenty-nine aircraft. Besides the three for Queensland Airlines, 24 had been ordered by Australian National Airlines, and two by Lloyd Aereo Colombiano. In all cases the Herald's were to replace DC-3 and C-46 types on the carriers' local routes. Soon after, British independent airline Air Kruse also ordered a Herald for its cross-Channel service. Handley Page announced it was preparing for a production run of 100 Heralds, in four batches of 25.

However, none of these early customers would take delivery of a single Herald, as the orders later turned out to be letters of intent only. These were allowed to expire when the subsequent change from piston engines to propjets produced a quite different aircraft in the end.

At this point, the Herald was called the HPR-3 (Handley Page Reading 3, the third design from HP's Reading facility). It was a 36-44 passenger aircraft with a top speed of 263 mph. at 3,800 feet, a range of 348 miles with 10,705 lbs. of payload and 1,417 miles with a reduced payload of 6,929 lbs. First production deliveries were expected in 1957.

However, it was not long before one sales mission after another came home empty-handed, only to report that yet another order had gone to the propjet-powered F-27 and Handley Page was forced to

face reality: redesign the Herald to take propjets, or scrub it altogether. Redesign it was and while the second prototype (G-AODF, first flight 8-3-56) continued certification and demonstration flights, the first prototype was pulled back into the hangar for some extensive cosmetic surgery. The wing was altered and strengthened to take two Rolls-Royce Dart propjets--the same powering the F-27--and at the same time a 20-inch plug was inserted into the fuselage forward of the wing to counter the effect of the lower total weight of the Darts as opposed to the four Leonides Majors. This extra fuselage section also allowed for three more passengers, to make 47 tops.

Now called the HPR-7 Dart Herald, G-AODE was returned to flight status on March 11, 1958 and reconstruction of G-AODF was put in hand. But disaster struck the Herald on August 30 when on the eve of the prestigious Farnborough Air Show. While on a demonstration flight for the press, G-AODE suffered an in-flight engine explosion and was totally destroyed in the subsequent belly landing and fire in a farmer's field. It was only thanks to the piloting skills of Sqn-Ldr Hazelden that no one on board was injured....or worse.

Reconstruction of G-AODR was speeded up and it made its first flight with propjets on December 17, 1958. Handley Page was now seriously lagging behind in the race with Fokker, and the plant announced it was laying down 25 series production aircraft. But there were no firm orders in hand at the time!

PRODUCTION AND ORDERS

The first order, in fact, came from the British government when it ordered three Series 100 Heralds through the Ministry of Supply for British European Airways for some of the carrier's Scottish services where airports could not handle the heavier Viscount.

However, Handley Page remained unsuccessful in selling the Herald (the name Dart Herald had been dropped again). In addition to the three for BEA, only one other Herald was sold: to one-aircraft, one-route British independent North-South Airlines (which would never take delivery), and to improve the Herald's chances, Handley Page in 1960 announced the Series 200, featuring a 42-inch fuselage stretch, upping to 58 the maximum passenger seating. British independent Jersey Airlines (later British United) ordered six for delivery in 1962 and pending this, leased two Series 100 aircraft (as the original production version was now called) from Handley Page to start commercial services on May 19, 1961, ahead of BEA, which would not start services until early 1962.

The Series 200 now became the production version (only four production Series 100 were ever built, plus the two prototypes), and G-AODF was rebuilt with the longer fuselage, making its first flight as a Series 200 on April 8, 1961 as G-ARTC.

A group of Canadian regional airlines, Nordair, Maritime Central Airlines and Eastern Provincial Airlines, linked together through interlocking share holdings, bought six Series 200 Heralds at two each. But MCA never took delivery, although one was painted in its colors by Handley Page before the order was cancelled.

In the next few years several more small airlines ordered the Series 200. Itavia of Italy bought three and later two more; Cambrian of Britain ordered one (never delivered); four went to Globe Air of Switzerland; two were bought by the Royal Jordanian Air Force and were later turned over to Alia Royal Jordanian Airlines; Bavaria of West-Germany bought three; two went to British Midland; two to Air Manilla and two were ordered by Cruz Airways (never delivered), both of the Philippines. These were all small orders, and the only substantial orders came from the Brazilian airline SADIA, which ordered eight (only six were delivered), and from VASP, also of Brazil, which ordered 10 (later changed to Series 700, but never delivered) and from the Royal Malaysian Air Force, which ordered eight Series 400. This was the military version of the Series 200 and had a large freight door and re-inforced floor for cargo carrying.

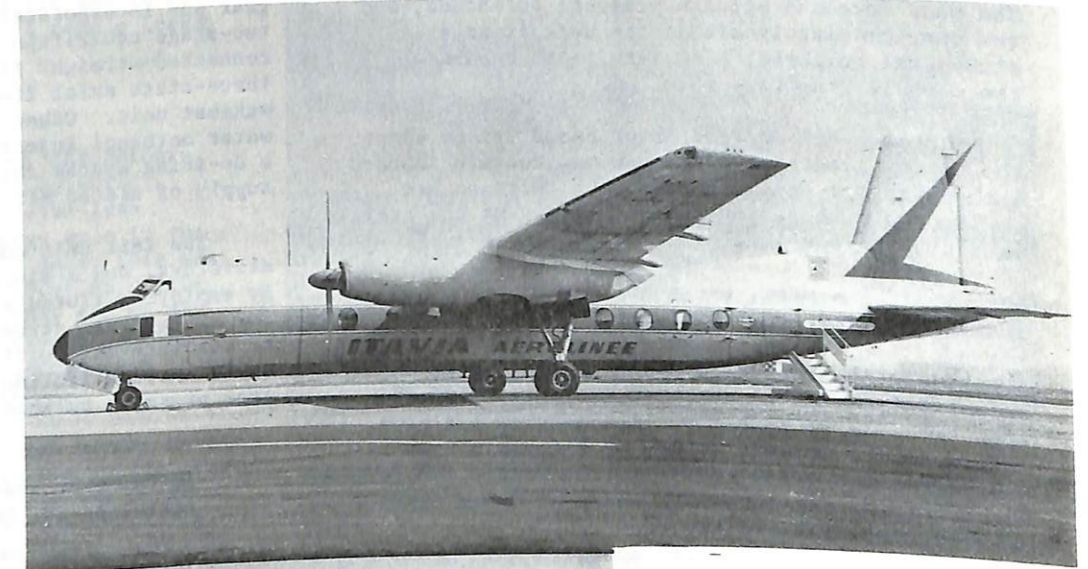
In 1961 Handley Page announced it was laying down a second production run of 25 aircraft and in the following year even floated tentative plans for a Jet Herald with two Rolls-Royce Spey engines and using much the same structure as that of the Herald. As time has proven, nothing was to come of this project.

Two new versions of the Herald were announced in 1965. The Series 600 had a five-foot fuselage extension and more powerful Dart engines, and the Series 700 combining the Series 200 fuselage with the more powerful engines of the Series 600. The large VASP order for 10 Series 200 aircraft was changed to the Series 700, but in the end the carrier's financial problems caused cancellation of the order. Far Eastern Transport of Taiwan, which had bought three Series 200, also ordered two Series 700, but with the collapse of Handley Page, the Series 700 was never built.

During the years the Heralds have been the subject of much selling and leasing among small airlines, particularly in Europe. Some were even bought back by Handley Page to be sold to other customers following overhaul and modernization. But with the completion of the 50th Herald and its delivery to Arkia of Israel (the airline's fifth) as 4X-AHN in 1968 the production line was shut down. Soon after Handley Page collapsed and became part of Hawker Siddeley, itself now part of British Aerospace.

Since then, most remaining Heralds have returned to Britain where they continue service with four airlines: Air UK (see elsewhere in this issue of the LOG) which has 19; British Air Ferries with six; Brymon Airways with one and Express Air Freight with four. In France Europe Aero Service uses two and the Egyptian carrier Nile Valley Aviation leases one from British Air Ferries. Other BAF aircraft are also leased out on long and short-term charters to airlines and other operators on a regular basis.

In summing up the commercial career, one cannot escape the thought that had its initiators shown a little more foresight and had they been prepared to take a little more risk in predicting future passenger and operational demands, the Herald would have



ABOVE: Itavia of Italy was an original Herald operator in 1968 when this photo was taken. I-TIVE illustrated.



LEFT: Also an original Herald operator, SADIA of Brazil used PP-SDG in 1970.

captured a far larger share of the market than they did. It would certainly have given the F-27 and later the H.S. 748 a much bigger run for their money. As it stands now, the Herald is little more than an "also ran", with the remaining examples living out their lives certain of their fate: extinction in a few years, outlived by the creature they were intended to replace: the immortal Dakota (DC-3).

CONSTRUCTION OF THE HERALD

The Herald is of conventional high-wing layout and construction with semi-monocoque, stressed-skin fuselage with constant chord over most of its length. Unusual, however, is that the fuselage section above the cabin floor has a smaller circumference than the section below the floor, thus giving it a "flat belly" look from the front.

The skin panels over the pressurized section of the fuselage are spot-welded to stringers which, with the skin, are blind-riveted to the frame.

The wing is attached at two box-section frames which are of sufficient strength to withstand belly-landing loads.

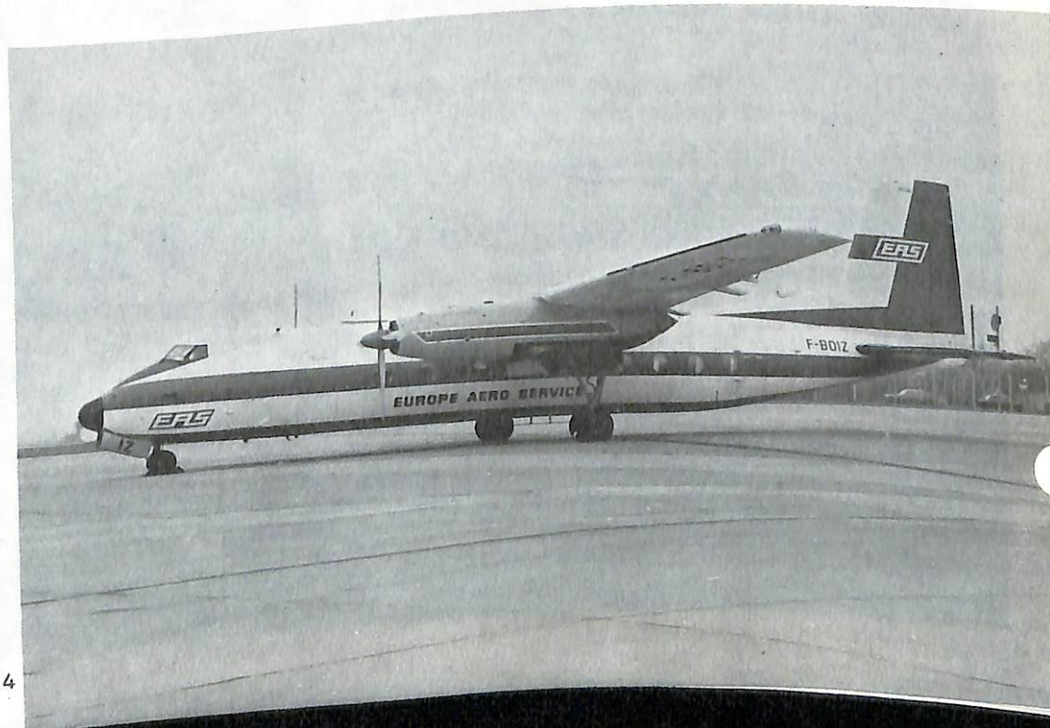
There are three main bulkheads in the fuselage. The ones fore and aft are pressure bulkheads, and the one immediately aft of the cockpit is a structural bulkhead, also serving to separate the cockpit from the cabin.

Two top-hat section floor beams extend along the entire length of the cabin and contain inboard anchorages for seats. Outboard anchorages are carried on members between the frames at the cabin wall above floor level.

Doors for crew, passengers and freight were initially all in the port side, but with the introduction of the Series 200, the crew door was changed to the starboard side and could also be used as a passenger door. In the Series 100 the crew door was of rather small dimension and gave access to the cockpit by way of the radio compartment and a cargo hold. In the Series 400 for the Malaysian Air Force the floor of the aircraft cabin was re-inforced and equipped to carry casualty stretchers in some aircraft. It also had a large double freight door in the aft fuselage, of which only the front half was used when passengers were carried.

The wing was made up of a centre section carrying the engines, two outer wing sections and detachable wingtips. Much of this structure remained unchanged, apart from local strengthening, in the switch-over from four piston engines to two propjets. Inside the centre section the wing consists of a metal sandwich composed of

RIGHT: Another current Herald operator is Europe Aero Service of France, which has two, F-BOIZ being one of these. Photo by John Wegg.



a corrugated-sheet core, spot-welded to the outer skin and blind-riveted to the inner one. These sandwich panels carry bending and shear loads in combination with the double machine-flanges of the centre spar. Avoidance of highly-stressed booms, susceptible to fatigue, greatly increased the life of the Herald wing.

The outer wing is of normal stressed-skin construction and has two spars and simple pressed diaphragm ribs. The trailing edge has a false spar to accommodate the flap shroud and has closely-pitched riblets covered by a single skin.

The box section of the centre section, outboard of the engines, houses fuel tanks. The root of each outer wing is constructed so as to form an integral fuel tank.

Engine controls, aileron controls, electrical wiring and de-icing ducts are housed in the leading edge, forward of the box section.

Power plants in the Herald are two Rolls-Royce Dart R.Da-7 Mk-527's with 1,910 shaft horsepower plus 505 lbs. of jet thrust on take-off. Total equivalent horsepower for take-off is 2,100 lbs.

Main assemblies of the engine include an air intake casing which surrounds the propeller reduction gear and incorporates an oil tank; a direct-entry two-stage centrifugal compressor; seven interconnected straight flow combustion chambers; a three-state axial flow shrouded turbine and an exhaust unit. Other features include a progressive water methanol injection system, a torque meter, and a de-icing system for the air intake duct and for the supply of heated air for fuel filter de-icing.

The tail unit consists of a tailplane, two elevators, and a single fin and rudder assembly. By employing fluted skin for the tailplane, need for an internal structure was minimized. Attachment of the internal multiple spars to the fuselage is by bolts through fittings of the fin spars and on the rear pressure bulkhead.

In the next issue of the LOG we will be featuring the Douglas DC-10.

PART 10

AIR TRANSPORT IN EUROPE

by
Joop Gerritsma

This is the tenth 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, particularly 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. This issue we will take a look at the Benelux nations.

The Benelux

The three countries of Belgium, the Netherlands and Luxembourg are only small by world standards. But the first two never-the-less have played an extraordinarily large role in the development of air travel. In both cases this was partly because of their strategic location at the crossroads of Europe, and because they are at the mouths of several major navigable rivers leading from the industrial heartlands of Germany and France to the North Sea shipping lanes.

Both countries also were colonial powers before the Second World War, with the Belgians ruling over the vast Congo in southern Africa, and the Dutch over the East Indian archipelago, now Indonesia. The desire for faster links between the motherlands and the colonies was not strange to exploring and developing some of the world's longest air routes of their day.

The truly remarkable achievements stand out even more when considering that the two countries put together are barely larger than the state of West Virginia (25,500 sq. miles vs 24,180 sq. miles) with a population (in 1980) of about 26 million as against about two million in West Virginia.

BELGIUM

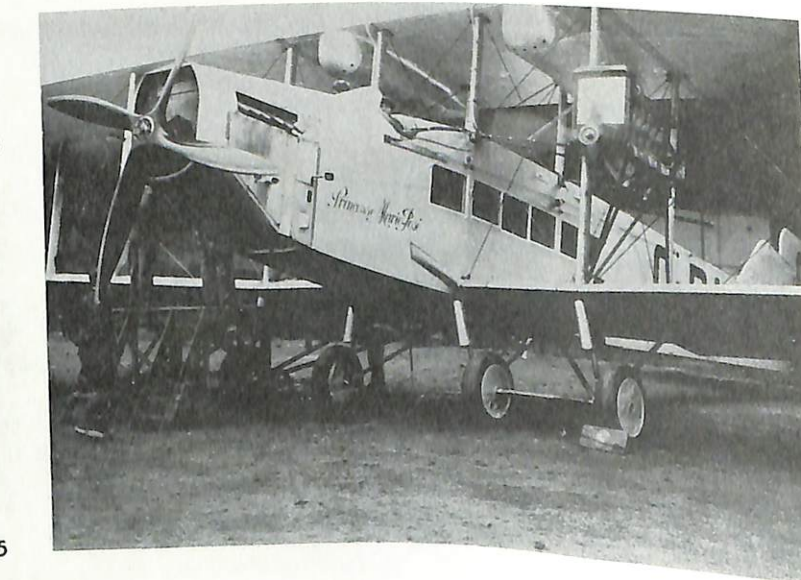
The first airline of the BENELUX was formed in Belgium, on March 1, 1919 when SNETA (Syndicat National pour l'Etude des Transport Aeriens, the national syndicate for the study of air transport) was founded. Services started to London on May 25, 1920, with Amsterdam and Paris being added May 2, 1921. During the first two years SNETA carried 95 passengers in a motly collection of some 41 former First World War aircraft manufactured in Britain, France, Germany and Italy.

Also in 1919, on June 26, CENAC (Comite d'Etude pour la Navigation Aeriens de Congo, the committee to study air transport in the Congo) was founded and started operations under the name Ligne Aerienne du Roy Albert (King Albert Air Line) on July 1, 1920 between Leopoldville and N'Gombe along 350 miles of the Congo River. Equipment used was a two-passenger Levy-Lepen flying boat with one engine. The service was later extended to Lisala



ABOVE: The SABENA Handley Page W8e "Princesse Marie-Jose" made the first flight to the Congo in 1925.

BELOW: Fokker F-7b/3M OO-AIR was one of a large fleet of SABENA in early 1930's.



and Stanleyville, then covering a total distance of nearly 1,100 miles up the Congo.

LARA services were halted in 1922 and 95 passengers and 4,500 lbs. of cargo and mail had been carried.

Then, on May 23, 1923, SABENA (Societe Anonyme Belge d'Exploitation de la Navigation Aerienne) was founded to take over from SNETA and GENAC/LARA. While at least one deHavilland DH-50 was used on the Congo service, the new airline ordered a fleet of 15 Handley Page W8e and W8f ten-passenger, three-engined biplanes for its European operations. It also took over the 14 remaining SNETA aircraft and by the end of 1924 was operating to Amsterdam (the Netherlands), Strassbourg (France) and Basle (Switzerland). Also in the fleet in those days were three Farman Goliath airliners for 14 passengers, the Jumbo of its day.

But the lumbering Handley Pages were hardly modern equipment, even in those days, and the lack of adequate aircraft prevented SABENA from greatly expanding its European services. London was the only notable destination added (in 1926). Further expansion in Europe had to wait until 1929-32, when a fleet of three-engined Fokker F-7b nine-passenger airliners was delivered.

An event of great significance took place in 1925: The first flight from Belgium to the Congo in a total flying time of 75 hours 25 minutes with the Handley Page "Princesse Mari-Jose" piloted by Edmund Thieffry. This showed an air link between the two parts of the empire was possible across the vast and forbidding Sahara desert, given the right equipment. And the Handley Page W8e/f was not. The "Princesse Mari-Jose" had taken 51 days to reach the Congo, of which 18 were spent waiting for a new propeller at Bangui, Northern Africa. A scheduled service was not started until February 23, 1935 with the Fokker F-7b.

Meanwhile, in 1926, SABENA had opened a 1,440-mile scheduled service in the Congo linking the two largest towns: Leopoldville and Stanleyville, with Handley Pages shipped there by boat following Thieffry's 1925 flight.

Nearly totally relying on its F-7b aircraft, SABENA again found itself with an obsolete fleet about 1935, when more and more DC-2's were appearing on the services of other European airlines. Therefore it ordered a fleet of 12 Italian Savoia Marchetti S-73 for 18 passengers. These three-engined, low-wing aircraft were the nearest European answer to the DC-2 available. The S-73 went on the Congo run in 1936 and also took over many of the major European services of the airline.

In 1936 SABENA also bought eight German Junkers Ju-52/3m trimotor airliners for 15-17 passengers for some of its European services, and in 1939 even introduced two DC-3 on its prestige London service.

Four Savoia Marchetti S.M.83's were ordered in 1938, especially for the Brussels-Congo service. These three-engined, 10 passenger aircraft were the fastest production airliners then in existence, 100 mph faster than the DC-3. Of the four, one crashed in the Congo in 1940, two were seized by Vichy-France and turned over to Italy in 1940 and the fourth was never delivered following the start of the war.

All during 1939 and the early months of 1940, SABENA, like all other European airlines, was gradually forced to cut back its services as the political tension increased and more and more governments closed large parts of their airspace. SABENA in 1939 based its S-73 fleet in Marseilles, southern France, to maintain the Congo service, taking passengers from Brussels to Marseilles by train. The survivors of this fleet were seized by Vichy-France (which was sympathetic toward Germany and Italy) and turned over to the Italians. But part

In 1956 SABENA bought a fleet of S-58 helicopters for the world's first international helicopter network. (Gerritsma photo)



of the F-7b and Ju-52/3m fleet managed to escape to Britain when Belgium was invaded in May, 1940. They were later transferred to the Congo where all through the Second World War they maintained a domestic network, as well as linking southern Africa with the front in the north. SABENA even managed to get its hands on two more Ju-52/3m's (ex-British), two Lockheed L-14 and seven L-18 Lodestars during these years.

When the war ended in 1945, SABENA quickly obtained a fleet of ex-military Dakotas and re-started its European services. Nine post-war production DC-4's were received beginning January 1946, supplemented by five ex-military Skymasters in later years, and with this fleet the Congo service was resumed, while additional service to New York was opened via Prestwick in Scotland and Gander in Newfoundland, Canada, on June 4, 1947.

In 1946 another Belgian carrier was formed, SOBELAIR, which intended to operate charters between Belgium and the Congo. Flying with DC-3's and later DC-4's, the airline operated intermittently to the Congo, and also operated other world-wide charter services. Despite the fact SABENA in 1949 was granted exclusive domestic traffic rights in the Congo, SOBELAIR started a small scheduled feeder network with three Cessna 310 in 1958, continuing until 1962.

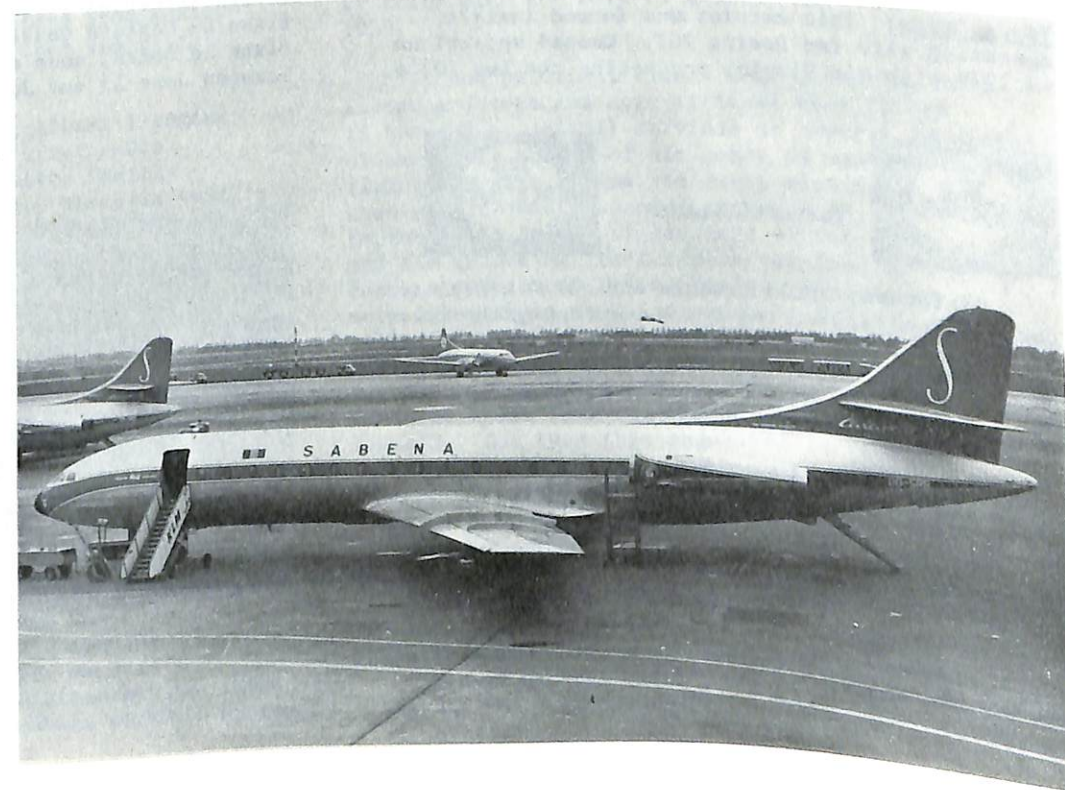
Another milestone in the SABENA history came in 1950 when on August 21 it started to operate experimental helicopter services with Bell 47's in co-operation with the Belgian post office. Brussels was linked with three major cities in the country on scheduled helicopter mail services. Six Sikorsky S-55 helicopters were bought in 1953 and with these SABENA opened the world's first international scheduled passenger helicopter services when it started flying to destinations in the Netherlands, Germany and France. The S-55's were replaced by eight S-58's from 1956 on. They operated until the operations were closed down for economic reasons about 1959.

RIGHT: SABENA was one of the earliest users of the French Caravelle jet in 1961. OO-SRG illustrated. (Gerritsma photo)

Fleet modernization since the end of the Second World War kept track with the appearance of more modern aircraft. SABENA was the first European airline to receive the DC-6, when three arrived in 1947. The DC-6 fleet would eventually grow to five, while 11 DC-6B and three DC-6A were also bought. The Convair CV-240 entered service in 1949, SABENA having ordered six and one replacement aircraft. They were replaced by 12 CV-440 beginning in 1956. The DC-6B gave way to the DC-7C in the same year, and SABENA operated 10 of these until they were replaced by the Boeing 707 from 1959 on.

In 1961 SABENA became one of the first airlines to operate the French Caravelle jetliner on its short and medium-haul services, replacing the CV-440. Boeing 707 trans-polar services to Tokyo and later Manila started in 1969 and 10 years later the airline added Atlanta, Georgia to its network.

Today SABENA is one the world's ranking airlines. It operates extensive services to all continents except Australia, besides flying to many European destinations. Its fleet consists of: two Boeing 747, five Boeing 707, three DC-10-30, 15 Boeing 737-200 and a fleet of small single and twin engine aircraft for flying training. On order are two more DC-10-30 and three Airbus A310.



OTHER AIRLINES

Abelag Airways: Operating two Boeing 737-200's on lease while waiting for delivery of its own aircraft. Abelag Airways was formed in May, 1979, to operate inclusive tour and passenger charters to the Mediterranean holiday areas.

Belgian International Air Services: An aircraft leasing firm which leases its one Fokker F-27 out to other carriers, presently Air-Aples of France.

Delta Air Transport: This successful Belgian commuter airline was founded in 1966 to operate air taxi and charter services, flying among others, for KLM of the Netherlands on the Amsterdam-Rotterdam-Antwerp commuter run with Beech Queen Airs, later replaced by Dakotas (DC-3). Today DAT operates its own charter and commuter services with a fleet of four ex-Ozark Airlines FH-227.

European Air Transport: This is a flying training school operator which recently has started domestic Belgian commuter services with two Swearingen Metro II and one Merlin IV (for SABENA). Also operates a large fleet of single and twin-engined light aircraft.

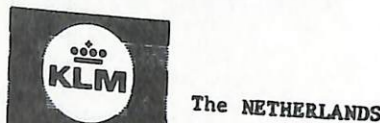
Publi-Air: This is another Belgian commuter airline. It operates two Beech 99 airliners, one DHC-6 Twin Otter (based in Iraq) and two Bell Jet Rangers.

SOBELAIR: This is not the non-IATA subsidiary of SABENA. SOBELAIR operates charter and IT flights with five Boeing 707, and three Boeing 737. The airline's early history was related in the article on SABENA.

Trans European Airways: This carrier was formed in October, 1970 to fly passenger and cargo IT and charter services. The fleet is two Boeing 707, one Airbus A300B and six Boeing 737. On order are one additional Boeing 737 and one Boeing 767.

Transjet: This airline was said to have been formed earlier this year to operate one Boeing 727 on cargo charters. No further information known.

Young Cargo: This carrier was formed in 1974, operating with two Boeing 707. Ceased operations in 1979 with Air Niugini purchasing the two 707's.



Seafarers, world traders and world travellers for many centuries, the Dutch were among the first to recognize the future of air travel. Today, their airline, KLM, can claim to be the oldest existing airline in the world, with more than 60 years of continuous operation.

KLM (Koninklijke Luchtvaart Maatschappij-Royal Air Lines), also known as Royal Dutch Airlines, was founded October 7, 1919 and started flying May 17, 1919 when a service to London was opened from Amsterdam on alternating days. Converted First World War DH-9 and DH-16 bombers were used, leased from Air Transport and Travel of Britain. The service became very popular with businessmen, who feared the danger the boat ferry service could experience from still existing German mines in the

North Sea, and the service went daily on June 20, twice daily on July 12.

Hamburg and Copenhagen were added on September 1 and two weeks later KLM added its first "real" airline aircraft to the fleet with the delivery of the Fokker F-II, a single-engine, four passenger cabin monoplane, the progenitor of a long and successful series of airliners.

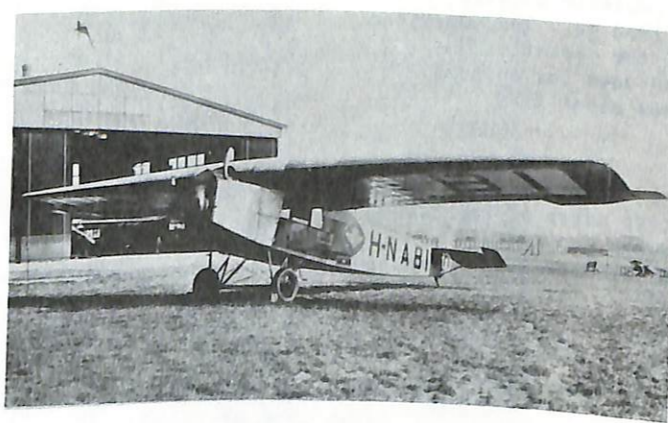
Common practice in those years was not to fly in the winter, and KLM services closed down on October 31, to resume again on April 14, 1921 with the first of a large fleet of Fokker F-III aircraft. This was a five-passenger development of the F-II. That year Amsterdam was linked with Rotterdam, Bremen and Hamburg (in Germany), Brussels, and London (one return flight daily), and with Paris (twice daily).

Winter closings became a thing of the past in the extremely cold winter of 1921-22 when ice and poor weather isolated the Dutch northcoast Wadden Islands from the mainland and KLM was called upon to fly food and supplies to the islands. Then, in February 1922, it flew many extra sectors to Bremen and Hamburg during a general railway strike in Germany.

In 1924 KLM started a novel service for businessmen; a special early stock exchange flight from Amsterdam to London to expedite the transfer of traders and papers between the two exchanges after the weekend closing.

When KLM was formed in 1919, part of its mandate was to study an air link between Holland and the colony of the Dutch East Indies (now Indonesia). The first such flight from Amsterdam to Batavia (now Jakarta) was made between October 1, 1924 and November 24 of that year, with KLM Fokker F-7 (H-NACC), sponsored by a special private committee. Included in the total time was one month of waiting for a new engine in Bulgaria.

Another flight was made in 1927 with a Fokker F-7a (H-NADP) chartered from KLM by American millionaire W. Van Lear Black, the first of the intercontinental airline tourists. The F-7a was flown by Captain Geysendorffer, and with Van Lear Black on board, made a return flight to Batavia between June 15 and July 23, 1927. KLM followed



ABOVE: In 1920, this KLM Fokker F-III was the most-modern airliner available. (KLM photo/postcard)

K. L. M.

ROYAL DUTCH AIR LINES

Member of the International Air Traffic Association
HEAD OFFICE—9 HOFWEG, THE HAGUE (Holland)—CABLE ADDRESS—TRANSAERA
NEW YORK OFFICE—520-524 CHRYSLER BUILDING—CABLE ADDRESS—HOLINCOM

THE AMSTERDAM—BATAVIA (JAVA) AIRLINE ENGLAND—HOLLAND—NETHERLANDS—INDIA
via EGYPT, PALESTINE, IRAQ, PERSIA, INDIA, etc

KLM route map from the August, 1927 Official Aviation Guide.

this with a mail return flight with a F-7a/3m, the "Postduif" (Carrier Pigeon) in 10 days in October of the same year, and in late 1928 even started a series of six experimental F-7b/3m mail return flights on a fortnightly schedule.

Scheduled passenger service, finally, was started on October 1, 1931 with the larger and faster 16-passenger Fokker F-12, which carried only four passengers on the Batavia service in unheard of comfort (for the day). The F-12 took only 81 flying hours in 10 flying days to reach the Indies, the crew and passengers overnighing in hotels along the way!

The F-12 made way for the still larger and faster F-18 in 1932, still carrying only four passengers. The DC-2 was introduced on the service in 1935, carrying five passengers and reducing the total time to six days on a twice-weekly schedule.

Europe, however, was not forgotten and expansion took place fast. In the summer of 1928 KLM served 23 other European destinations from Amsterdam, many on a frequency of more than one flight per day.

KLM's founder and president, Albert Plesman, always had a special talent to attract media attention while adhering to his motto "Safety first". When the airline sold five obsolete F-III's to Balair of Switzerland in 1926, Plesman had them fly over in a strict military formation all the way. In December 1933 he sent the Fokker F-18 "Pelikaan" (Pelican) under Captain Ivan Smirnoff on an extra fast Christmas mail return flight to Batavia. Leaving Amsterdam on December 18, the F-18 reached Batavia in only 73½ flying hours in four days, four hours. It left for home again on December 26 and arrived back on New Year's Eve despite atrocious weather most of the way. So great was the enthusiasm in Holland that thousands of postal workers volunteered to sort and deliver the mail on New Year's day!

In 1934 Plesman entered his first DC-2, the "Uiver" (Stork) in the MacRobertson England-Australia Race, also known as the Melbourne Race. The DC-2, carrying four crew members under Captain K. D. Parmentier, and one paying passenger, reached Melbourne in second place,

right behind a special deHavilland Comet racing plane, and ahead of American Colonel Roscoe Turner in his Boeing 247. That same year F-18 "Snip" (Snipe) under Captain J. J. Hondong, flew to the Dutch East Indies island of Curacau by way of North Africa and the South Atlantic.

A January 19, 1935 Curacau-Aruba service became the foundation of KLM's Caribbean network, which soon also covered Venezuela, Colombia, Surinam and several Caribbean islands. In 1935 another F-18 and an F-8 were sent by boat to Curacau.

In Europe, KLM had started a small domestic network in the early 1930's, and by 1935 flew to 35 destinations in Europe. In 1936 it ordered the DC-3, the first European airline to do so. It went on the Batavia service in October, 1937, releasing more DC-2's for the European services. The faster Lockheed L-14 Supter Electra entered KLM service in March, 1938 in Europe, the Caribbean and with KLM's East Indies subsidiary KNILM. The Amsterdam-Batavia KLM service was extended by KNILM with the L-14 to Sydney, Australia in 1938.

By now political clouds were gathering over Europe and more and more airlines were forced to suspend or curtail services as several countries closed hefty chunks of air space to non-military flying. Prague became the first victim for KLM when service was suspended on March 14, 1939. On September 16 France closed most of its air space and KLM relocated its European terminus of the Batavia service at Milan, Italy. Passengers were taken there from Amsterdam by train. After Holland had been invaded by Germany on May 10, 1940, for the Amsterdam-Batavia service, terminated the route at Lydda (now Tel Aviv) in Palestine (now Israel). But even this truncated service was halted when Japan invaded the East Indies on February 15, 1942.

KLM, which had opened a Helsinki (Finland) service in July, 1938 and an Amsterdam-Shoreham (England)-Lisbon service connecting with the Pan American flying boat service from New York, suspended all remaining services on May 10, 1940.

A few KLM aircraft, including one DC-2 and three DC-3, escaped to England when Germany bombed Schiphol Airport, Amsterdam, on May 10, 1940 and throughout the war maintained a Bristol-Lisbon (later also Gibraltar) service on behalf of BOAC. One DC-3 was shot down by German fighters over the Gulf of Biscayne, off Spain, because the Germans believed British Prime Minister Churchill was on board, which he wasn't.

In May, 1940, KLM had also become the only airline in the world to take delivery of the high-winged DC-5, four of which had been ordered for the European services. But two were delivered to KNILM in the East Indies and two to the West Indies. These two were, however, also ferried to Batavia in the following year. One of the four was captured intact by the Japanese in February, 1942, and the other three escaped to Australia, where they saw service in the USAAF throughout the war.

KLM is the only airline in the world that is able to claim they alone have operated all Douglas Commercials from the DC-2 thru the DC-10!

In 1939 KLM had still made a DC-3 proving flight to South Africa, but regular service had to wait until happier times.

Services in the West Indies also continued all through the war with a fleet of L-14 and two L-18 Lode-stars added in 1943. Miami was added on a permanent certificate in 1944 following several years of contract services.

When the south of Holland had been liberated in the fall of 1944, the Dutch government-in-exile (in Great Britain) started a London-Eindhoven service with DH Rapides under the name of Netherlands Government Air Transport, which was in reality a KLM operation. In April, 1945, Albert Plesman went to New York and almost literally took the American government out of 14 USAAF C-54 Skymasters "on loan" to the NGAT, but really to resume KLM's West Indies service and to start other intercontinental operations, while a large fleet of ex-military Dakotas went on the re-opened European network as soon as airport reconstruction allowed.

TOP: KLM is the only airline in the world to have used the entire DC series. This DC-5 served in the West Indies in 1940.

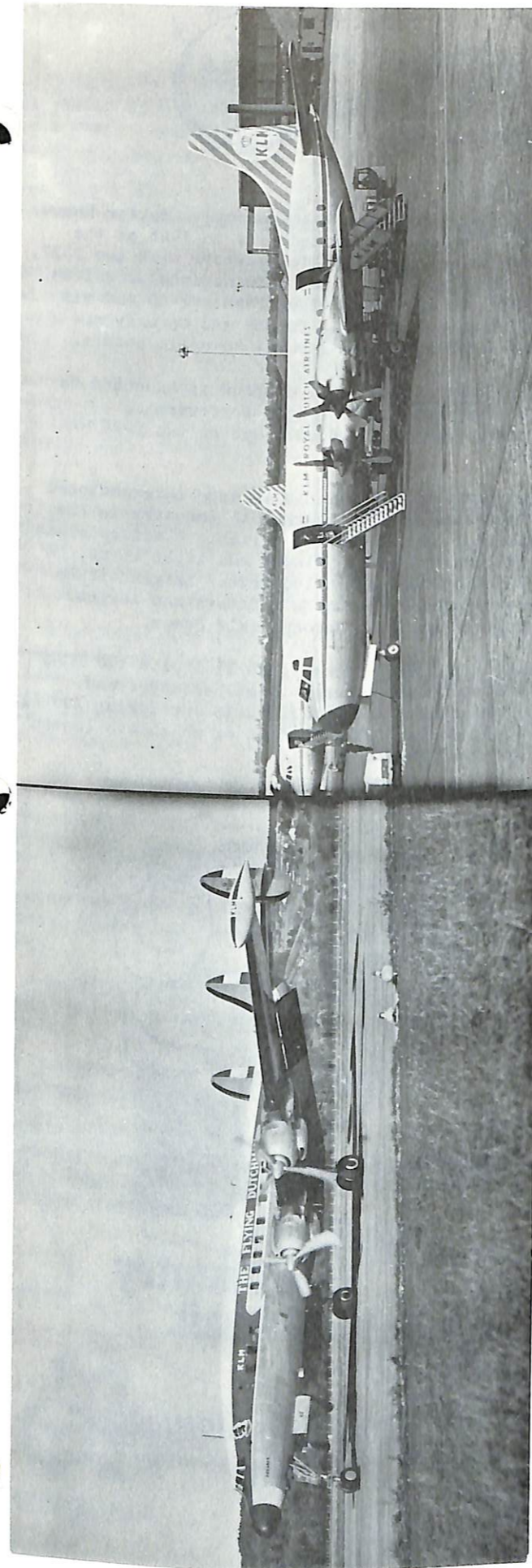
BOTTOM: Ex-military DC-3's re-opened KLM's European services from 1945 on and continued in service until the 1960's.



Captain K. D. Parmentier (of 1934 Uiver fame) re-opened the Batavia service with a C-54 in November, 1945. A Curacau service started on February 14, 1946 and New York was added on June 6, 1946.

From that point on KLM spread its wings around the globe and soon the Skymasters, post-war production DC-4's and Lockheed Constellations were operating to all continents. The DC-6 was ordered and KLM was lucky it had them on hand when the Constellation was grounded after several mysterious in-flight fires. Other airlines were not as lucky, one may recall.

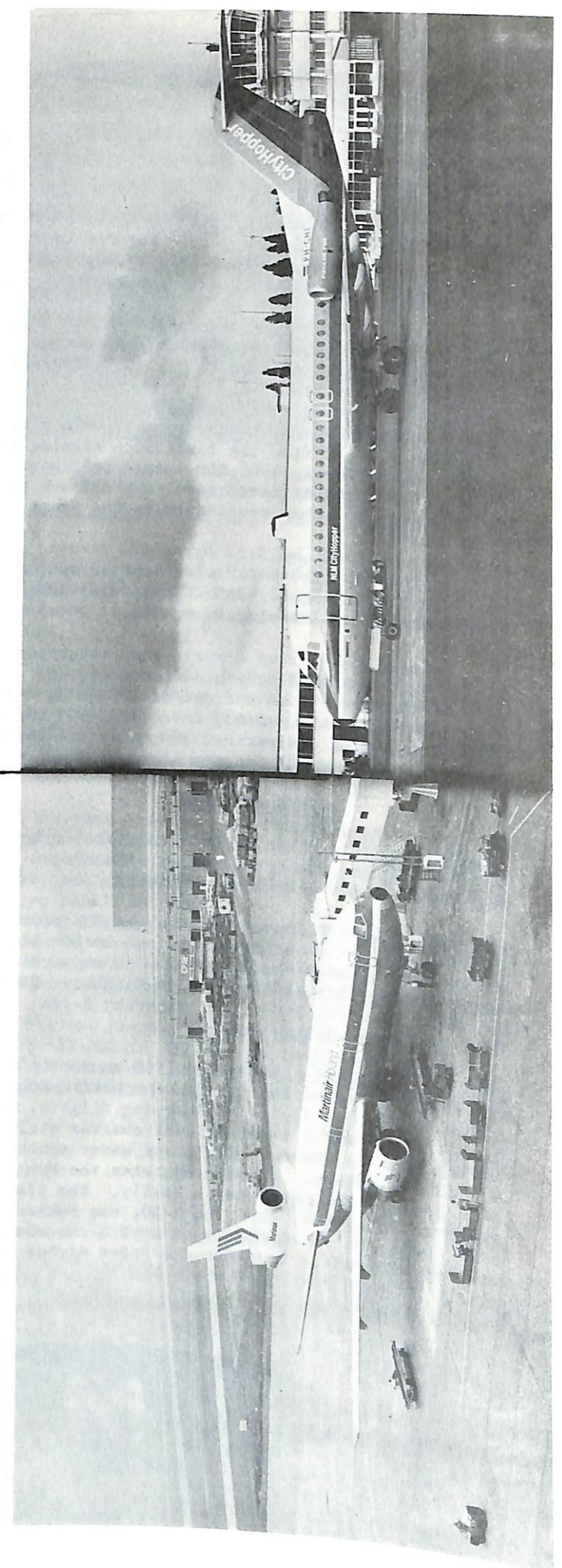
Early after the war KLM also re-established its reputation for always operating the best and most-modern equipment available. The DC-6A and DC-6B followed the DC-6 on the intercontinental services. The Super Constellation took over from the Connie and Convair 240's and later 340's worked the domestic European routes from 1948 and 1953 respectively, and were replaced by propjet Viscounts in 1957. The DC-7C took over from the DC-6B and Super Connies in 1957 and in 1959 KLM became the only major European airline to operate the Lockheed Electra Propjet. But this was a purchase it became to



KLM used a large fleet of Constellations on long-haul services in the late 1940's and 1950's. Illustrated is a L-1049G. Martinair Holland is a user of the DC-10 as are KLM and SABENA

The Lockheed Electra proved reliable in KLM service, but was out-classed by the pure-jet Caravelle. KLM bought 12 Electras.

NLM City Hopper uses the F-28 on domestic and short international services. PH-CHI is one of four in service.





"It's a Treat to Go Dutch"



WORLD'S FIRST AIRLINE

regret as more and more of its competitors acquired the Caravelle and similar jets. KLM had to wait until they acquired the DC-9 before they could offer jet service on their European routes.

In 1957 KLM finally was granted a second U.S. gateway and it chose Houston. In recent years KLM was also allowed to fly to California over the North Pole route.

Trans-polar service started on November 1, 1958 when a DC-7C flew the first such service to Japan, and on May 1, 1960 KLM introduced the DC-8 on its North Atlantic service, followed by jet services to other continents in the years that followed.

In the mid-1960's KLM also took an option on three American supersonic transports, then being developed by Boeing.

Today KLM operates a world-wide passenger and cargo network of scheduled services, as well as charters, with a fleet of 13 Boeing 747, seven DC-10-30, 11 DC-8-63, three DC-8-50F and 20 DC-9's of various series. On order are three additional Boeing 747 and ten Airbus A310.

OTHER AIRLINES

Jetstar Holland: This carrier specializes in business flying for corporations with three Aerospatiale Corvette business jets.

KLM Helikopters: Founded in 1965 as KLM Noordzee Helikopters and flies North Sea and world-wide general helicopter charter work with an emphasis on offshore oil drilling support flights. Fleet is seven Sikorsky S-61N, two Sikorsky S-76A Spirit and two Bolkow MBB-105.

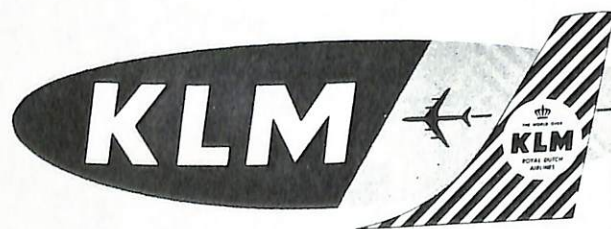
Martinair Holland: Formed in 1958 as Martin's Air Charter (named for its founder Martin Schroeder), with one DH Dove flying sightseeing flights. Martinair is now a major international charter airline flying both on its own behalf and under contract to other airlines. It also operates the Fokker F-28 used by the Dutch Royal Family. The fleet is three DC-10-10F, three DC-9-30, one Fokker F-28 (plus the Royal Family aircraft) and some smaller aircraft. On order are three Airbus A310.

Nederlandse Luchtvaart Maatschappij: Better known as NLM City Hopper, started life in 1966 as the KLM subsidiary for domestic services with two F-27. Today NLM also flies short international services for KLM with a fleet of four Fokker F-28 and six F-27. England, Belgium, France and Germany are in the network, as are several domestic points.

Rotterdam Airlines: This carrier is expected to start scheduled services from Rotterdam to Switzerland and England with one or two F-28 in 1981.

Schreiner Airways: This is a large international contract carrier serving the oil industry in the Middle East, Indonesia and Africa. Fleet consists of more than two dozen single and light twins, and light and medium helicopters. Largest fixed wing equipment are four Twin Otters and largest helicopters are four Aerospatiale Pumas.

Transavia Holland: Starting in 1965 with two DC-6 and one DC-6B for international passenger and cargo charters. Present fleet is one Boeing 707-120B and eight Boeing 737-200, some of which are leased out to other carriers.



ROYAL DUTCH AIRLINES
SERVING 104 CITIES IN 68 COUNTRIES

LUXEMBOURG

The 1,000 square mile Grand Duchy of Luxembourg has played only a very minor role in international air travel. Before the Second World War there even was no air services into or out of the country. The few business people in the largely rural population were adequately served by early German and French airlines in cities close to the borders.

But in 1947 the Societe Luxembourgeoise de Navigation Aeriennne was founded with the technical and operational help of Scottish Aviation. Services started on February 2, 1948 to Frankfurt (Germany), Paris and Zurich with Scottish Aviation DC-3's. Scottish Aviation withdrew in 1950 and services were suspended. They were resumed in 1952 when Seaboard & Western Airlines helped out and based one of its C-46 Commandos in the country. In 1960 S&W also withdrew and services halted once more.

In 1961 American interests founded Interocean Airways in Luxembourg with two DC-4's for international charters. In 1963 this fleet had grown to six DC-4's and two Carvairs, the latter two operating in the civil-war-torn former Belgian Congo for the United Nations. But in 1966 Interocean collapsed.

A new national airline was formed in 1962, the Societe Anonyme Luxembourgeoise de Navigation Aeriennne, or Luxair, became the country's flag carrier and started flying to Paris (nine times a week), Frankfurt (five times) and Zurich (twice a week) with one DC-4 and one Fokker F-27.

In 1963 Luxembourg became the European terminal for Trek Airways of South Africa which flew low-fare charters from South Africa to Europe with two L-1649, one of which was registered in Luxembourg and had Luxair titles! In 1966 the Luxair fleet, apart from the L-1649, also included one Viscount and two F-27. Regular services were flown to nine destinations in France, Spain, Italy, Belgium, England and Switzerland.

In 1970 a Boeing 707 replaced the L-1649, a third F-27 was added, and a Caravelle replaced the Viscount in 1971.

On March 4, 1970 a new all-cargo airline, Cargolux, was founded by Luxair and Loftleidir of Iceland. Operations started with two Loftleidir CL-44 and today Cargolux is one of the largest all-cargo charter and scheduled airlines in the world with a fleet of two Boeing 747-200 and four DC-8-63CF aircraft.



ABOVE: Interocean Airways was a 1960's Luxembourg-based U.S. charter operator with four DC-4.

Another all-cargo airline, Nittler Air Transport, was formed with three Hawker Siddeley Argosy freighters in 1971, but if the carrier ever started operations is not known. It was no longer listed in 1972.

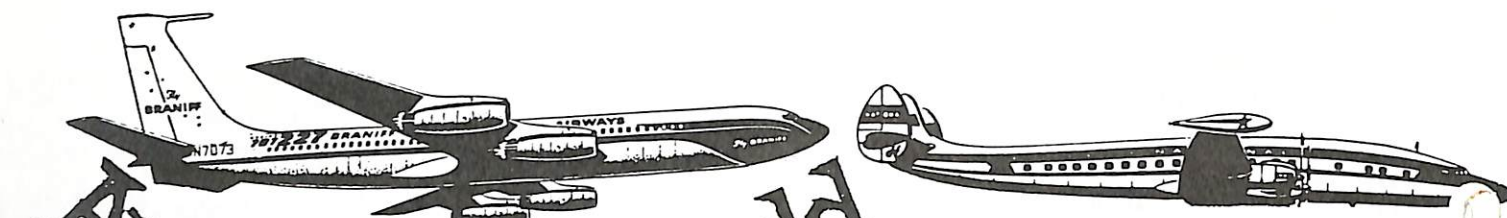
Luxair added some holiday destinations during the early 1970's and in 1972 a "paper airline", Luxavia, operated the Trek Boeing 707 service to South Africa for Luxair. Luxair itself operated to 16 destinations, nine of which were to the Mediterranean area, in the summers of 1972-73.

The year 1974 saw the founding of Air Europa International in Luxembourg to fly scheduled low-fare services to Tijuana in Mexico, near the U.S. border, but after intervention by the U.S. government on behalf of several U.S. airlines, the operating license was withdrawn in April 1975, before the carrier could start services. In 1976 Trek Airways/Luxavia ceased operations and the two Boeing 707 then in service went to Luxair.

The two Caravelles were replaced by two Boeing 737-200 in 1977-78 and today the Luxair fleet includes one Boeing 707, two Boeing 737-200 and three Fokker F-27.

BELOW: Here we see one of the Cargolux DC-8-63CF's being loaded with freight.





Around the World Of Airline Schedules

By
George Carley

Following the 1980 convention in Detroit I was in Atlanta, Georgia, in early August and, along with club member Randy Reid, had the opportunity to tour Dittler Bros., its offices, data center, and printing facilities. Dittler currently prints schedules for most U.S. airlines. There are only a few carriers who do not have theirs done by Dittler. United's timetables are printed by Strathmore and Western's are done by Wallace Press.

Dittler's customers now include forty airlines. These are: Aero Mech, Air California, Air Florida, Air France, Air Illinois, Air North, Air Oregon, Air Virginia, Allegheny Commuters, A.L.M., Altair, American, Apollo, Atlantis, Bahamasair, Big Sky, Braniff, Cascade, Continental, Delta, Eastern, Faucett, Freedom, Frontier, Golden Gate, Golden West, Inland Empire, Lloyd Aereo Boliviano, Northwest, Pan American, Piedmont, Republic, Swift Aire, Texas International, T.A.N., TWA, U.S. Air, United Commuters, West Air, Wien Air Alaska, and World.

Dittler has a large computer data center (through its division Dittler Airline Data Systems--DADS) which possesses a wide array of functions and technologically advanced systems assisting the airlines in a number of ways and in the formatting and production of timetables from start to finish. The core of the system is an IBM 370 computer which, along with the OAG and ABC Guides of Great Britain, houses one of the three data bases of airline schedules throughout the world. The IBM computer has a billion word capacity and contains in its data banks schedules of over 600 carriers across the world.

Also, this computer can generate schedules that include a variety of the best possible interline connections. If an airline wished, it would provide a wide array of the best interline connections with all 611 airlines and cities now included in the data base.

This phenomenal data center allows for such innovative procedures as the production of a complete timetable without a single word being typeset by hand. An APS-5 computer generates a near press ready copy of an airline schedule including page lines, logos, etc., at a rate of 6,000 characters a second. Also a finished typed proof can be delivered to an airline in less than a day whereas in the past this sometimes took several weeks.

A third computer option, a Wang mini-computer, can be located in individual airline offices and tied into Dittler's data base. With this system an airline can enter proposed schedule changes and get an instant report on the way in which proposed changes would affect the carrier's operations.

When an airline makes a schedule change, schedule information may be supplied to Dittler in several ways: General Schedules CAB and transmittals thereto, computer cards, linear schedule computer printouts, magnetic tapes, mini-computer diskettes, telecommunications transmissions, and ARINC/SITA messages.

Dittler's data base of over 600 airlines can be used to generate same carrier and interline connections appearing in published

schedules. Data may be extrapolated to produce a unique timetable showing all schedules from and to any city in the world.

Dittler is able through its data center to produce a specialized schedule for each carrier. Research programs (or systems) can be considered a flight schedule auto generator which builds up quick reference schedules. Data input here includes airport description, connection times, double connections, market parameters, flight histories, restrictions and exceptions, and individual airline edit rules. In timetable formatting also included are footnotes, explanatory pages, reservation addresses and numbers, time zones, fares, etc.

Typeset is also done by APS-5 CRT typesetter and pages are composed via Opti copies. Most carriers use Helvetica typeface. Schedules are printed via offset or letterpress.

Depending on the airline, the number of timetables printed with each schedule change varies from 10,000 to one million. A recent print run for Braniff was 1,000,000 and for Delta, 300,000.

Printing time varies depending on the airline, but the average is about three weeks. Some factors influencing time of a print run include the method in which data and art work are submitted, turn around time of computer generation runs and typeset proof pages, and quantity of schedules ordered.

Many schedules come off the press folded, glued, and trimmed in finished or completed status. However, in some cases the cover may be printed apart from the body of the schedule. These schedules are gathered and collated on a separate stitcher/finishing line.

Many airlines, of course, have separate city quick reference

schedules printed. In most instances these are done on a separate press from the full system schedules.

In recent years most all airlines have elected to use the quick reference format over the columnar timetable. The results of a survey taken several years ago indicate the quick reference format is more easily understood. The quick reference schedule is also compatible with the computer data base. They were developed by Dittler's current president, Gilbert Bachman, about twenty years ago.

With special thanks to the following persons at Dittler Brothers:

Eleanor Glore, Customer Support Representative

Wayne Harrell, Vice President-Computer Services

Gerald "Jerry" Wilkinson, Timetable Customer Service

References:

Monroe, Neil. "The Schedule Printers" in Atlanta Airport newspaper, Thursday, April 12, 1979.

The following publications of Dittler Brothers:

Dittler Data-To Distribution
...Concepts In Communications
Dittler Brothers, Inc.

HAWK AIRFIX
MONOGRAM
AURORA

MPC ENTEX
REVELL
FROG

MODEL SHOP

by
DAVE MINTON

Modeling the Dart Herald is relatively simple-- find a Frog kit and build it! To my knowledge, it is the only one available. At various times Novo has announced they will reissue their kit (Jersey), but so far none has appeared. Available kits are as follows:

Frog	1/72	W.31	MAF	\$10-15
Frog	1/72	363	Jersey	12-18
Frog	1/72	373	BUA	15-20
*TEST	1/72	---	BMA	10-15

*Frog/Novo test kit with VHF decals.

Using Murphy's Rule, the model span comes to 94ft 8in (28.85m) and the length is at 75ft 9in (23.09m), which compares extremely well with Green and Swanborough's values of 94ft 9in (28.88m) and 75ft 6in (23.01m) for the same deminsions. These values are within the error of measuring them, so the kit is essentially right-on.

Some notes regarding the kit are as follows: The canopy does not peak quite high enough; the nose tapers too abruptly and is too pointy; the flap tracks are much too large; and the bottom rear of the model is incorrectly shaped--it does not slope upward at a steep enough angle. While some of the surface detail is extremely fine, much is very heavy, particularly the stiffeners on the horizontal tail. There are many sink marks and the model itself is prone to warpage, requiring considerable work to achieve an acceptable fit. All of the main seams require some filling and sanding. There is a lot of flash throughout the model, and all of the trailing edges are very thick. The wing root at the trailing edge is incorrectly shaped. It requires rework to achieve both a good fit and a good appearance. A couple of other interesting ideas for markings, besides the decals which can be obtained with the kits, might be: ARKIA, typical registration 4X-AHR and Eastern Provincial Air Ways, typical CF-EPC.

In the new goodies department, I guess most of you have by now seen the first of the Hasegawa kits. Most of you probably know by now that the kits are available in Japan with different markings, when I find out what they are, I will provide a list. You have also probably heard that the DC-9 is actually a 30.5, being too long for a-30 and too short for a -40! I have seen the L-1011, DC-9, and 737 kits, all of which look pretty nice. I will provide a more detailed review in the next issue. These Hasegawa kits are available from Starline Hobbies, P.O. Box 38, Stanton, Calif. 90680, at 10% discount, pay by check or PMO.

Speaking of Starline, Bob Keller has a couple of interesting things coming up. That little-bitty DC-3 I made for the last issue, from EKO, is slated for reissue from Starline, with TWA decals. And a couple of the new decal sheets on down the pike are for the reissued Airfix BAC 1-11, Braniff International Coca-cola scheme and the Black/Gold Mohawk colors. Bob has also found that the Starline Air Canada DC-9 decal will fit the Hasegawa L-1011 and the Heller DC-9 and has included the extra decals to do the job right. Note also the photo (next page) of the Lodela F-27 model made using the new Starline Pacific decals. Now if we can just get him to do the Aloha markings?

Ron, over at RFV Imports, has sent me a copy of the new Revell DC-7 in Mexicana markings. It is the same Revell kit, but the molds seem to be cleaned up and the molding is good and crisp. The decals are for the pre-sun dial markings. A more complete review and photo will be provided in the next issue.

#####

NEW NEW NEW FROM

RARELINERS

Rareliners has done it again! This time they have really produced a super sheet of decals for the Federal Express DC-10. Check with your supplier for the release on this beauty.



ABOVE: Dart Herald at Gatwick, August, 1976, British Inland Airways colors. Note black and white prop details.

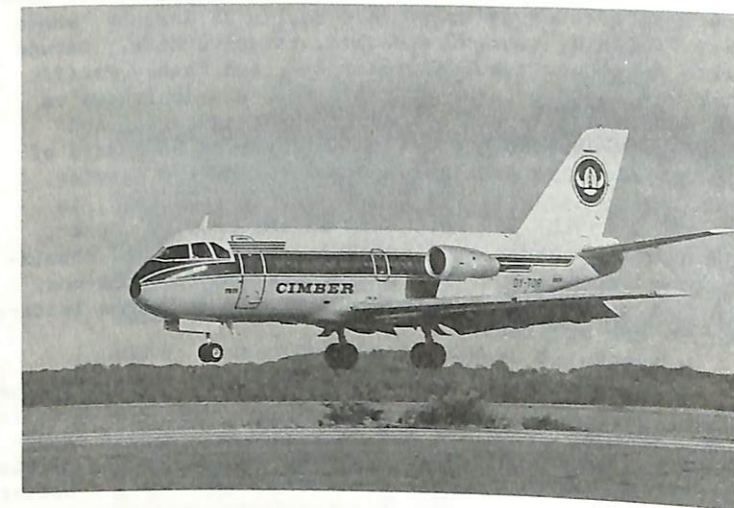
RESULTS OF DECAL SURVEY

MOST VOTES	COLOR SCHEME	AIRCRAFT/MODEL
2-5 Votes	Air Florida n/c	1/144 Boeing 737
"	Republic	1/144 Boeing 727
"	USAir	1/144 DC-9
"	Swift Air	F-27
"	USAir	1/144 BAC 1-11
"	South African	1/144 A300
"	Delta	1/121 DC-7
"	Delta (delivery)	1/144 DC-8
Most Unusual	Air Cimber	1/72 VFW 614
Most Useful	Aerofloat	1/100 Any
Most Difficult	Equitorian	1/144 Boeing 707/720

BELOW: Revell/Lodela F-27 Ozark model in new Pacific decals from Starline.



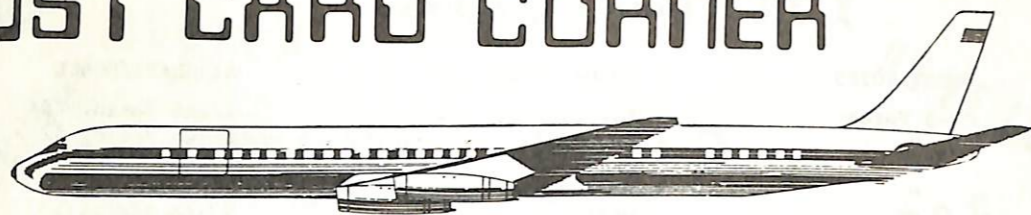
BELOW: Cimber Air VFW 614 is pictured here on a post card published by Coincat.



BELOW: Here is a beautiful photograph of a Douglas DC-8 of Japan Air Lines. It would be nice if some of the decal manufacturers would come up with some decals for this carrier. How about some decals for a JAL DC-7? a Convair 880? and other aircraft flown by this international carrier?



POST CARD CORNER



by
JON PROCTOR

New issues of airliners post cards have picked up a bit, we are happy to report, and although the airlines are going through the traditional budget crunches which the price of fuel necessitates, recent requests sent to some have borne fruit, despite the ever increasing costs involved. Air Gabon, Air Tanzania, Flying Tigers and Transamerica are just a few such examples; all have recent issues available. Air Berlin is another, whose new 737 card, though retouched, is quite nice. Garuda also has a new issue of their 747, and Cathay Pacific has but another issue of their 747; the fourth we've seen, in addition to the Aviation World card. And Pacific Western's new livery is featured on a card of their 737, also available recently from the carrier. Philippine Airlines has now issued an A300 card, in addition to the 747 mentioned in the last PC Corner; a retouched nearly head-on shot, but worthy of consideration, in light of PAL's long absence from the post card circuit. It is definitely time to get some letters off to the airlines!

And while we're on the subject, here are a few tips which might help to bring those cards home to your collection, through effective letter writing. My past experience has shown that the person who convinces the carrier that he or she is a serious collector will have a better batting average--always. A crisp-looking, typed letter on some sort of letterhead is the best approach. The more official-looking stationery, the better. You might want to design your own, and have it printed on off-set, and include the names of organizations you belong to; i.e. "Member--World Airline Hobby Club", etc. Include an SAE for U.S. carriers, or IRC for overseas which will put the burden of answering on the carrier. If you include an SAE, put some postage on it, and request that cardboard of stiff paper be included to protect the cards. Keep a record of your letters, and don't hesitate to write a second time if you don't get a reply. I normally address my requests to the director of public relations, and follow up with the president or chairman of the board when necessary, with a polite "I hope you can help with my problem" approach. If you really want to get their attention on the follow-up, send it certified mail, with a return receipt requested. This is, of course, assuming you want a card badly enough to pay the price. I have only used it a few times when I knew in fact that the card existed; it did work each time, finally. Addresses for the carriers can be found in the JP Airline Fleets International publication, as well as FLIGHT International's annual airline directory issue, which also contains the names of the carrier's individual officers; it never hurts to do some name-dropping. To save excessive postage, and often time, try writing to overseas carriers in care of the U.S. sales offices. Most have them in cities such as New York, Miami, Chicago and L.A. A trip to a major library will usually provide street addresses via out-of-town directories. Also the International issue of the Official Airline Guide will list addresses of International carriers. If you have no luck in the U.S., then follow-up



ABOVE: A beautiful issue of Air Gabon's lone Boeing 747 (airline issue).



ABOVE: Air Gabon's 737-200C, complete with rough terrain gear visible (airline issue).



ABOVE: A recent issue of TRANSAMERICA's 747; they also have a new DC-8-63 issue.

with their headquarters offices abroad, and be sure to mention your lack of response locally. Another come-on with overseas locations is to use colorful commemorative stamps. Many foreigners collect them, and you may be surprised with the response.

In addition to the airline issues mentioned, several other publishers have some interesting recent releases available. Solarfilma of Iceland has just come out with a lovely shot of an Iceland Airways DC-4; their first historical card in some time. Coincat e.V. German Aviation Society, has just issued four new beauties: a Tyrolean DASH 7; Afrek Ltd. Bristol 175 Britannia; Aero Lloyd Caravelle 10R; and a ScanBee CV-440. A nice new airport card from A.H. & A.W. Reed in New Zealand features an ANZ 737 in intermediate colors, with an inset of an ANZ DC-10-30. And Aviation World will release no less than seven new issues in January, with everything from an Eastern L-1011 in bare metal livery, to an RAI Sandringham.

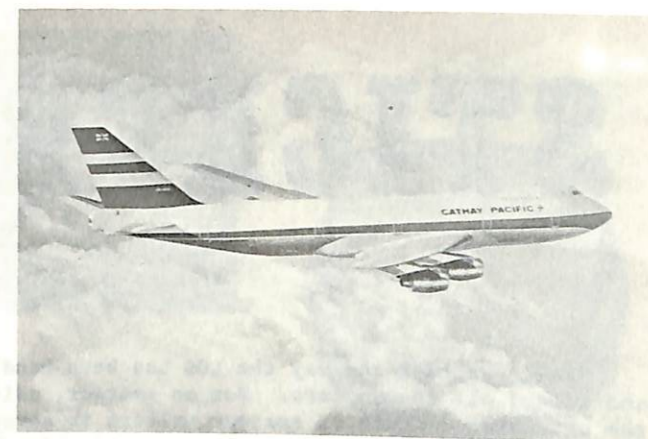
From our friend Alain Durand in France comes word of issues out by Nice-based RION (not new cards) of an Air France 707-328 "straight stack", and a 727-100 of Hapag Lloyd, both pictured at Bastia Poretta Airport. He also reminded us of recent issues of aircraft in the new colors of Swissair: the 747 by E. Baumann, and the DC-10 and DC-9-51, both by Beringer & Pampaluchi; all three are very good looking cards, as usual from a Swiss printer. By the way, did you know that "verlag" is German for "Publisher"? Neither did I.... Has anyone seen a DC-9-80 card yet???

As more airlines accept deliveries soon, we hopefully will see more new cards coming out left and right. TAME is a new 727 customer; Monarch and Lan-Chile are getting 737's (Lan-Chile in a new livery as well); both British Airways (oops--now just BRITISH) and Air Afrique have recently taken delivery of 747 pure freighters, and Mexicana and AeroMexico have DC-10's coming. So there are lots of possibilities; let us hope they all bear fruit in 1981.



ABOVE: A nice match to that Air Berlin 707 card you all hopefully have; here's their 737, retouched (airline issue).

RIGHT: An Air New Zealand 737 in intermediate colors, plus ANZ DC-10-30's (AH/AW Reed issue).



ABOVE: Yet another Cathay Pacific 747 issue (airline issue)



ABOVE: One of Coincat's superb examples: a Tyrolean DASH-7.



ABOVE: From Editions P.I. in France: we have a EAS Vanguard 952. Very nice.



Air New Zealand DC10 and Boeing 737

STICKER CHATTER

by
DON THOMAS

PAUL--We LIKE the way the LOG has been handled and edited all these years. For an amateur, editing the output of a bunch of amateur writers in several fields of aviation and collecting, you have done a marvelous job. We are glad you will still be supporting us, and will guide the new Editor if and when necessary.

WELCOME to the new Editor, Gary Dolzall. All of us amateur writers can be depended upon to retain our enthusiasm and will welcome any chance to assist you in maintaining and improving the high standards already attained in our short history of publication. Amen!

Joop Gerritsma features KLM as one of the airlines in his "Air Transport in Europe" article in this issue of the LOG. Over the years KLM has produced more labels than half a dozen other carriers combined. From simple black on white paper labels to colorful peel-off material used today, KLM has been the front runner in label making.

KLM used labels to promote new routes and new destinations as well as to celebrate Company anniversaries, of which there have been many for the "world's oldest airline." Illustrated on the following page are just a very, very few of the hundreds of labels that have come from the printing presses of KLM. KLM was one of the first airlines to feature peel-off labels as post cards as illustrated by the DC-10 item. The label is a standard post card on the reverse with a very colorful label with sticky backing on the front.

The label featuring the sailing ship and the Connie comes in several different sizes and is quite impressive in the larger dimensions. As does many of KLM's labels, aircraft are the main character. Illustrated on the next page we see an early era Lockheed aircraft and modern day Boeing 747. The early label is simple black and red on white while the modern day 747 label is composed of various shades of blue on slick "plastic" paper with a sticky backing. I would appreciate receiving any new KLM labels that you may come across for future up-dates on the European label catalog. Sent all material to Don Thomas, 1801 Oak Creek Dr., Dunedin, Florida 33528.

Several new aircraft manufacturers labels have recently appeared. Airbus has produced several new labels including the Cruzeiro A300 plus they have reissued other of their labels with new background colors. For instance Egyptair, Garuda Alitalia, Philippine Airlines and Indian Airlines were originally printed with white backgrounds. Now each one of the labels has a different color background, such as blue, red, green etc. The Garuda label is very nice. Fokker has printed a nice label for its F-29 along with a very nice

Company logo label. Also from Germany comes a very interesting set of labels promoting the MBB Service System. This set of labels contain actual photos of various type aircraft that are serviced by MBB. Illustrated is the label featuring the Cessna Citation. Other labels feature the HFB 320 Hansa Jet, Transall C160, HS 125-700 and the HFB 320 Hansa Jet in military colors. A very nice set of labels. The MBB and Airbus labels were received from Peter Rentzsch of Hamburg, West Germany.

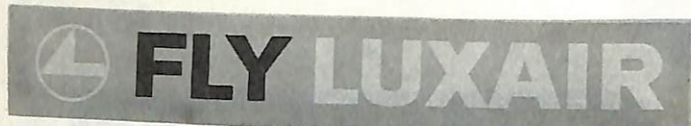
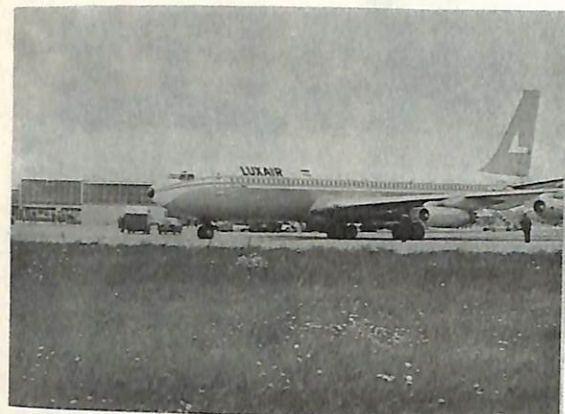
The merger of Hughes Airwest into Republic Airlines has been consummated; note the new label illustrated. The legend "Joining more of America" refers to the more than 200 cities across America that Republic now serves. Another imminent merger is of Flying Tigers and Seaboard World Airlines, both charter and cargo airlines. Seaboard flew mainly Transatlantic to Europe, whereas Flying Tiger specializes in Pacific as well as U.S. domestic services. "Flying Tigers" will be the well-known name for the new system. Let us know if any new stickers or labels come out of these deals. We want to illustrate them in the addendas to the Air Transport Label Catalog.

Philippine Airlines, like some other international carriers, uses a label on which either of three notices can be peeled off and affixed to the seat or to the traveler--"Wake me for cocktails", "Wake me for meals", and "Don't wake me till we arrive".

Want to see a striking label? See Airbus Industrie's latest A300 Airbus label--a big oval featuring the Singapore Airlines Airbus on a bright yellow background. TOA DOMESTIC AIRLINES of Japan also has an Airbus label along the same lines, with background a deep blue.

Collectors of labels should keep a sharp watch on the Baggage Information Labels (BIL's), as their format may change from month to month. Noted recently were Frontier Airlines, which has one printing with airline name in normal type, and the other with slanted letters. Same think in Pakistan International BILs. Also received this month, from three different sources, three Varig BILs, all same format, one blue, another green, and the third blue, which was much smaller. Compare, compare, compare, then send it in for catalog listing! PLEASE!





THIS THAT & other stuff

by
PAUL COLLINS

As promised in the last issue, I have returned this issue with some nice miscellaneous goodies that I was able to obtain at The Convention in Detroit and with some nice items sent in by Club members.

As reported in the last issue of the LOG, if you were not at the big bash in Detroit you really missed out on increasing the size of your "miscellaneous" collection. There were labels, bag tags, ticket envelopes, boarding passes, emergency cards, post cards and bumper stickers all over the place. The amount of labels on hand, along with post cards, was unbelievable!

Some of the items that I obtained are illustrated on the next page. We'll start out with what I believe to be a very unique post card put out by Maersk Air. This is a post card of their Boeing 720 as it either passes a lake or standing water. You can look at this card correctly or upside down and still think you are looking at it right. Super card.

Dave Prins, a Club member from Holland, had a very nice selection of labels, mostly from Europe. One of the nicer ones was this SAS Cargo label. The size on this one is 17 mm x 14 mm and comes in a number of colors: red, white, blue, green and gold with black lettering. Also available from Dave were a number of nice KLM items, some of which you will see in the "Sticker Chatter" column in this issue. Don Thomas had his usual "table-full" of labels for sale. Don had some good bargains for those that took the time to look through all the items he laid out. I hope Don never stops selling labels at the conventions in this manner. Super way to acquire nice sticker traders. Thank you Mr. Thomas! You also Dave.

At the convention there were quite a number of visitors from the Mother Country that came over to see how things were going here in the colonies. They were also kind enough to bring some nice trade items with them. Illustrated on the next page is a very nice British Airways Concorde baggage I.D. tag. The tag is made of heavy plastic and attaches to your bag with a chain. Also available were BA playing cards, in various sizes, as well as post cards and a number of other "goodies". I am expecting a nice turnout of Europeans at the meeting next year in Hollywood/Miami, and hopefully, they will bring all that nice junk that they have been collecting over the years and didn't know what to do with it!

It was also a "bumper year" for bumper stickers with a lot of airline employee types showing up with stacks of these items as traders and give-aways. "Ozark flies your way" "Boeing-My Way" "Join Air Florida's Battle for Britain" "Catch Our Smile! PSA" "Piedmont Flies Where America Happens" "Your're Going to Like Us-TWA" "Flying Tigers...Do it Better" and "Kiss O'Hare Goodbye--Jet Midway Airlines" These were just a few of the many bumper stickers floating around the trade floor. A few new Delta items were

also being traded. Over the years I would have to say that this carrier, Delta, has produced more stickers for the rear-end of our automobiles than any other U.S. carrier. In my collection I have:

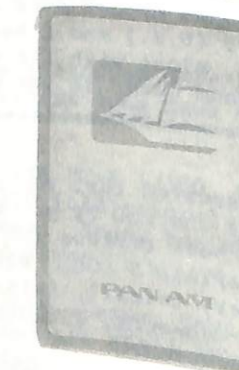
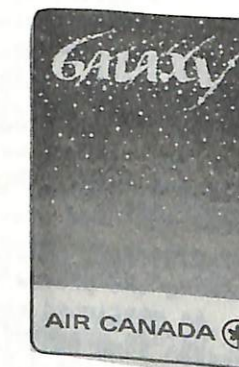
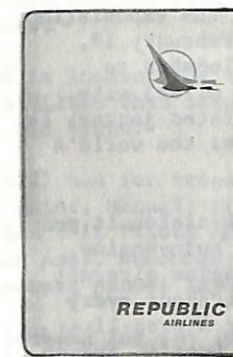
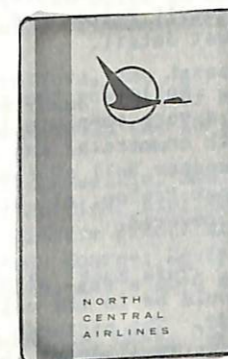
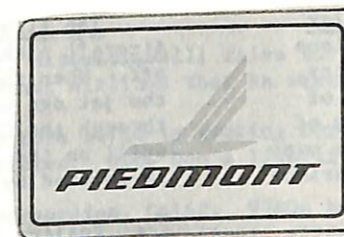
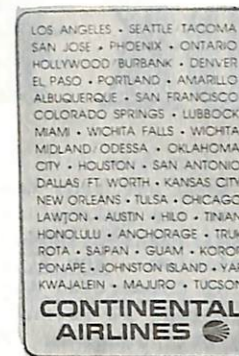
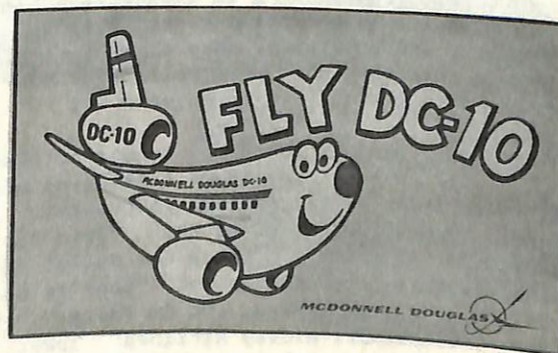
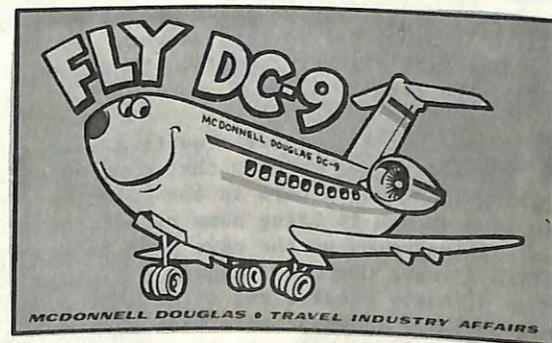
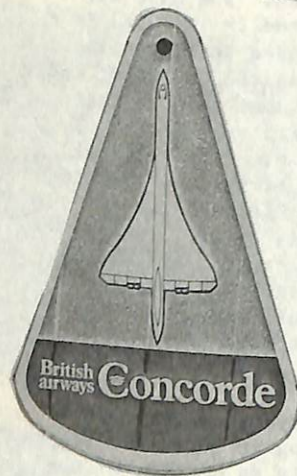
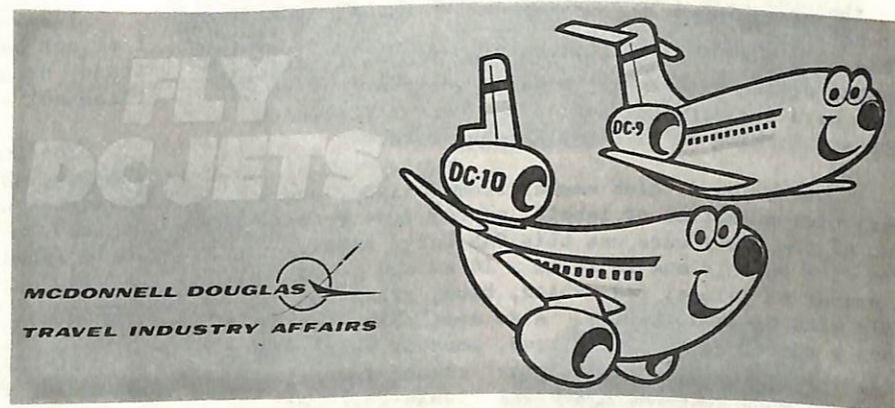
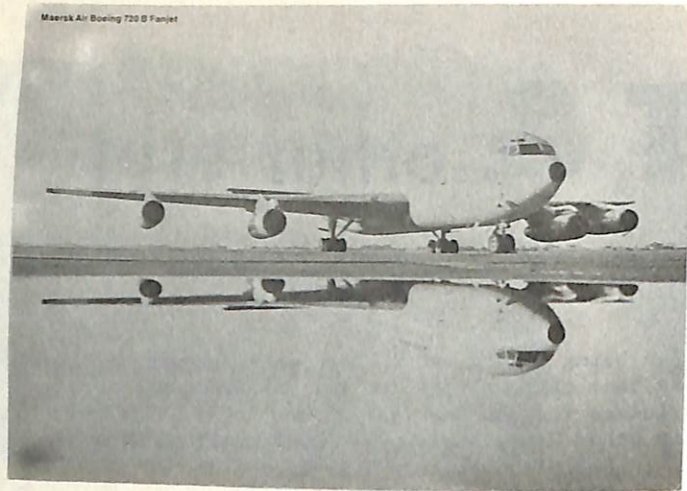
- Delta's 50th Year 1929-1979
- Ship Delta Air Cargo (new)
- Fly Delta's Big Jets (reflective background)
- Delta to Germany (rare-only one printing)
- Fly Delta's Big Jets (black and red background)
- Delta is ready
- Fly Delta TriStars
- Delta is MY airline
- Delta Nonstop to London
- Delta to London

I am sure there are a number of Delta items that I do not have so anyone out there that has some to trade, drop me a line and I'm sure we can work something out.

The DC-9 label shown on the next page came from the Douglas people at the convention. Also available from them was a larger label with a DC-9 and DC-10 urging you to "Fly DC Jets" and some nice large-size DC-10 labels. The fellows from Douglas were also passing out the now familiar DC-10 and DC-9 baggage labels.

The AA Hawaii item illustrated is a medal badge promoting their new service to the Islands that is to begin in early December. The color is AA red with the lettering and design in white. The Gulf Air label was sent in by Fred Hems and is included in a packet given to Gulf Air passengers that contains various items that can be used in the course of their flight. I would like to thank those members that have sent in material for the Club collection. I am, eventually, going to have a nice display that can be used to promote the Club at various functions locally and perhaps that can be "loaned" out to other Club members. More on this later. The two United and one Capital item illustrated are patches obtained in trade from member Douglas C. Wornom. Doug, while mainly a railroad buff, has a lot of nice "older" airline items for trade.

A number of collectors seem to be very interested in the collecting of airline playing cards. There was an article on card collecting in about the fourth issue of the LOG. In the article an officer of the U.S. Playing Card Company, located in Cincinnati, gave his views on the use of cards by the airlines, and a bit of history on playing cards. I have included a number of cards out of the Club collection on the page following the miscellaneous items. I would appreciate hearing from others that collect playing cards with perhaps a list of airline cards you have along with one card so we can use them in a future article. All "sample" items will be returned when the article is published. Of those cards illustrated, the TWA Stratoliner card is probably the oldest of the group, followed by the Eastern and AA card. My favorite is the Tiger card. See you next issue. Please keep sending your "goodies" in!



BOOK REVIEW & NEWS

by
PAUL COLLINS

While visiting the local Walden Book Store several weeks ago, I discovered two new books devoted to commercial aviation. The Illustrated Encyclopedia of Propeller Airliners and companion book, The Illustrated Encyclopedia of Commercial Aircraft are the two books which were published by Phoebus Publishing Company/BPC Publishing Limited, 52 Poland Street, London W1A 2JX, England (published in U.S. by Exeter Books, New York) and edited by Bill Gunston. Following is a brief review of both books.

PROPELLER AIRLINERS

The Illustrated Encyclopedia of Propeller Airliners is devoted, mainly, to those fabulous old aircraft that started the airline industry, such as we know it today. The book is full of here-to-fore unpublished photographs of many of the aircraft illustrated. Also included are many three-view drawings and color drawings of various aircraft.

The first aircraft examined is the Humber-Sommer which first flew in 1910. This aircraft is important because it first flew airmail at the Universal Postal Exhibition held in Allahabad, India during February 1911. During the exposition, the French pilot Henri Pecquet, on February 18, flew across the Jumna river from Allahabad to Naini Junction, in all some 8 km (5 miles) with 6500 letters. This bizarre and isolated journey is generally accepted by philatelists as the world's first aerial post.

From this unusual aircraft, progression is made through all single engine aircraft, twin-engine, tri-motors and up to the big four engine aircraft of the late 1940's and 1950's. Just about every country is covered that has produced a prop-liner for commercial use. Britain, U.S., Russia, France, Italy, Germany and a sprinkling of a few others. The manufacturers covered include: Boeing, Douglas, Lockheed, deHavilland, Tupolev, Fokker, Junkers, Handley Page and Vickers. Here again, there are so many that it would be hard to list all of them in a column review. I can promise you that the variety is there and all are well illustrated with photos, both b&w and color, three view drawings as well as color drawings.

Editor-in-chief Bill Gunston has done a very fine job in picking the photos that he uses for illustrations. As mentioned above, many are photos that have never before appeared in any other book. The book is big--measuring 9 x 12 inches and being hard cover. Pages number over 240. The price I paid was \$12.98 (U.S.) and I believe was well worth it. This book, along with its companion, will be used as reference material for many years to come.

It is requested that you contact the Editor of the LOG if you are interested in doing book reviews for future issues of the CAPTAIN'S LOG. Please contact Editor Gary Dolzall, 2415A Springdale Road 3A, Waukesha, Wisconsin 53186 if your interested.

Thank you

COMMERCIAL AIRCRAFT

The Illustrated Encyclopedia of Commercial Aircraft picks up where Propeller Airliners leaves off. When the prop-era ended in the late 1950's, the jet age began. From the deHavilland Comet through the Concorde and a number of newer designs still on the drawing boards, each and every jetliner is covered by photos, drawings and cut-away views.

Following the section on jetliners, the book covers the large number of smaller private owned jets and smaller prop-engine aircraft that are used for a number of purposes. The Curtiss Robin, the Bellanca AirCruiser, the Lockheed JetStar, the Dassault Falcon and many others are examined in great detail.

Following the section mentioned above there is a very complete listing of helicopters used in both commercial and private operations. From the 2-seater Bell 47 through the Aerospatiale SA 321F Super Frelon, all stages of helicopter development is covered.

This book, along with the book on prop airliners, should be in the collection of every serious airline buff. The pictures and other illustrations, a number shown in liveries that are not all that common, will be of great assistance to those wishing to do models of off-beat airlines. The reference material in the two books will prove invaluable to the series airline collector. Like the companion book, the Commercial Aircraft Encyclopedia, this volume also is available for \$12.98. So for around \$26 you can add both books to your aviation library and obtain a wealth of information. This book is also a large 9 x 12 inch, hardback edition containing over 300 informative pages. The WAHC recommends that you obtain this books, before they go out of print.

A quick reference will be made of another book that has reached Club headquarters in the last month. This book was purchased from the Publishers Clearing House catalog for almost half the publishers price of \$12.95. This is A Pictorial History of Northwest Airlines by Stephen E. Mills. This book contains over 400 photographs with written text giving the complete history of this big U.S. carrier. This book is also recommended by the WAHC, especially for all the nice pictures of the early-era aircraft flown by Northwest as well as all the jet aircraft currently being operated. Great book!

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.

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 is looking for slides or photographs of GULF AIR Boeing 707 freighter. He is also looking for ANYTHING having to do with this Middle East carrier. Will buy or trade for needed material.

Cooper Weeks, 3635 Belleview, Kansas City, Missouri 64111 flies for TWA and collects memorabilia only from TWA. Cooper has lots of "goodies" from other airlines that he wants to trade for TWA material.

Don Matera, 9 Airway Drive, Bellmore, New York 11710 is looking for photos of an American Flyers DC-8-63, Purdue Airlines DC-9-30 and other old rarities. Drop Don a line if you have some "not so common" photos.

Warner Hartman, 4793 Le Roy Street, San Bernardino, Calif. 92404 has for sale a set of 20 baggage labels from Frontier Airlines; large number of original and duplicate slides on many airlines and aircraft no longer in service. Also available a large number of US and foreign stamps. All letters answered.

Gianluigi Parpani, Viale Italia 59, 20075 Lodi, Milano, Italy is looking for top quality original Kodachrome slide of N408BN Calder Braniff 727. Can offer in exchange top quality original K25 slides of Avioliquire YAK-40 o/c or other European carriers. Please--no duplicates.

Tom Bernardi, 4 Longwood Drive, Stratfore, New Jersey 08084 is looking for information on the West German airline ATLANTIS; needs to know the total fleet of MOHAWK AIRLINES when merged with Allegheny and would like to correspond with other collectors in the 16-18 year old range.

Landall R. Ropke, 201 Birchwood, Williamsville, New York 14221 has for trade or sale to highest bidder the following material (only one each): American Airlines DC-7 Maint. Manual; DC-6 Pilots Operating Manual; DC-6 Maint. Manual; DC-7 Pilots Manual; Electra Pilots Manual; BAC 1-11 Pilots Manual; B-727 Pilots Manual; B-727 Home Study Course; BAC 1-11 Home Study Course; Recip. Engine Anal. Handbook; Various AA Flight Dept. Items; BAC 1-11 Intro & Color cockpit pannels; and a DC-6 color cockpit pannel layout.

Scott L. Norman, 8 Doris Road, Framingham, Mass. 01701 is looking for the following Bachmann Mini-Planes: Avro Lancaster; PBV-5A Catalina; Ford Tri-Motor; NAMC YS-11. Also interested in other small-scale display models and kits, especially East European.

Brian L. Asquith, :Alandale:, Radcliffe Gardens, Carshalton Beeches, Surrey SM5 4PQ, England wants to buy or trade post cards and other memorabilia of Concorde in liveries other than Air France and British Airways, also of unbuilt American SSTs and the Russian TU/144. For exchange I have British and French Concorde post cards/BA Concorde timetables and Singapore Airlines Concorde timetable.

James Davis, Route 2, Box 279, Mars Hill, N.C. 28754 is looking for photos/slides (color) of Delta DC-3, Capital DC-3, Southern DC-3 and any kind of photos/slides of Martin 404s and Convair 240s and 440s. (Mr. Davis may not have much to trade you at the moment but he would appreciate any photos or slides of the above mentioned aircraft. For your efforts Jim will send you a very nice drawing. Editor's note)

Jerry L. Sussey, 2913 Mossdale Drive, Antioch, Tenn. 37013 (615-361-7495) is looking for prints or slides of the following aircraft: Turner Aviation Bonanza (later Lake Central); All American DC-3 (Allegheny); Lake Central Convair 580; Allegheny Boeing 727-200 from the 60's early 70's. Am willing to buy or trade slides or some material from Mohawk Airlines--write or call--today!

Barry A. Elam, Box 882, Kirksville, Missouri 63501 is requesting ANY OZARK items including post cards, timetables, pictures, labels, display models, etc. Barry would also like to purchase some Hawk C-131 kits.

Roger Braatz, 116 17th St. N.E., Owatonna, Minnesota 55060 has for trade or sale UTA DC-8 1/100, Prototype 737 1/100, BOAC 707 1/144, Alitalia DC-8 1/100 (old colors), Iberia Caravelle 1/100 (old colors), TAE Caravelle 1/100, Shuco 747 Qantas 1/250, and United DC-10 1/300 scale in old colors. Roger has many more miscellaneous items for sale or trade so drop him a line regarding any interested items.

John E. Chivers, Aircraft Research Int'l., 9 Chatley Road, Great Lights, Chelmsford, Essex, England wants information and photo's on the Viscount, Comet and BAC 1-11 aircraft which have and are still in services with airlines and private owners world wide. Any prints or slides you may have and wish to sell--please give all the following details: C/N, owner, registration and last owner (if known). Good prices paid for good slides and prints. Please send details--all letters will be answered.

FIRST MEETING -- BIG SUCCESS

by
Phillip Glatt

The first meeting of the New England Airline Historical Society was a complete and very satisfying success. We owe a great debt of thanks to TWA for the use of their Boston training room. It provided the facilities that are so necessary to achieve a superior slide show. Jon Proctor presented an expanded version of his outstanding "Round the World" show. Wayne Brown and Phillip Glatt offered a presentation on the world of commuters while Rich Teehan delivered a feature on action airliners, which was one of the finest presentations of the day.

The apex of the program was provided by Ira Ward and Tom Cuddy. Ira and Tom delivered a one hour spectacular of rare and forgotten airliners of the fifties and early sixties. The notoriety that Ira's name is surrounded by, stems from his many fine contributions to Clint Groves' ATP collection. Many of his quality photographs were published in the Martin 202/404 monograph. Tom, who has been a close professional associate of Ira's for many years, is a new comer to the club events. At this meeting, which was billed as an organizational one, it was decided to hold regular monthly meetings. Our next meeting will be held on November 23, 1980, at 1400 hours. The meeting will concern itself with the election of officers and will complete the groundwork for the establishment of our Boston Club.

There were over 30 enthusiasts on hand for the activities in early October. Those interested in attending future meetings of the New England group should contact Phillip Glatt, 45 Dellwood Road, Cranston, R.I. 02920.

SOUTHERN CALIFORNIANS GET TOGETHER

by
Bob Keller

The "Inaugural Gathering" of the Southern California Airline Enthusiasts departed on time, November 8, 1980, and a pleasant, memorable trip was enjoyed by all "on board". The event was a combination meeting and swap meet, wherein local airliner fans were able to share experiences, memorabilia and conversation. The Gathering was held at Rochelles Convention Center, at the entrance to Long Beach Airport, in Long Beach, California. By the time the Gathering started, at 10 a.m., about 15 tables were already set up by collectors, with lots of model kits, decals, slides, photos, post cards, badges, stickers and you name it! The turn out was better than expected, and about 100 people attended during the day.

Interspersed throughout the days' activity were five slide shows, presented by Terry Waddington, Gordon Glattberg, John Wegg, Andy Abshear and Eric Bernhardt (who traveled out west from Atlanta for this event). Each show was well-received, and presented the audience with many colorful glimpses of airliners from the late-50's to present day.

Reluctantly, the one-day show ended at 5 p.m., but not without the promise of another Gathering in the Spring of 1981. There is some talk of holding the next Gathering on the day before the Kit Collectors Exposition & Sale, which should provide additional encouragement for distant enthusiasts to make the trip West, for a two-day event. Congratulations should go to Mike Machat, Terry Waddington and John Wegg, who organized this event and produced a smooth-running Gathering. I know that I plan to be at the next one!

Anyone interested in receiving information about the next Gathering, should drop a SASE in the mail to John Wegg, 2011A Huntington Lane, Redondo Beach, California 90278. Information will also be appearing in the LOG and the NAAN.

O-K-I AREA MEETS AT HO-JO'S

Early October found the Ohio-Kentucky-Indiana area of the World Airline Hobby Club holding their annual Fall meeting at the Howard Johnson's Motor Inn, Erlanger, Kentucky. Over 30 Club members took the opportunity to get together for the final time in 1980.

After having coffee and doughnuts, provided by Marion Pyles of Air Pix and USAir, slide shows started and heavy trading of post cards and other collectable items began hot and heavy. Ron Severance and Ray Mattox provided displays of their material that everyone really enjoyed. Ron's battery operated Boeing 727 was the hit of the meeting.

To brake the monotony of seeing a ton of slides, several movies were shown. The first was the AA DC-3 film, which was well received. This was followed by the Eastern film promoting their Lockheed Constellation featuring Arthur Godfrey at the controls. This is an old film, with a number of brakes, but all those in attendance really appreciated the efforts of the projector operator. Efforts will be made to have this wonderful old film remade in 8 mm, if possible.

Activities continued until about 6 p.m. when some of the fellows had to catch flights back home. The Spring 1981 meeting might take place in Lexington, Kentucky. We will have more on this in a future issue of the LOG. If you would like to be notified about the O-K-I meetings, drop Paul Collins, 3381 Apple Tree Erlanger, Kentucky 41018, a note and he will be sure you receive a notice.

If your area or group is holding meetings, please assign someone to be a "reporter" so the LOG can report to the members on what is happening in your particular area. Send this information to World Airline Hobby 3381 Apple Tree Lane, Erlanger, Kentucky 41018.

If you are interested in holding meetings in your area and would like to receive some "pointers" on setting up a meeting, feel free to contact Paul Collins, at the address listed above. It doesn't take much to hold a local, so let's get on the ball and find all those "closet" collectors!

1981 MEMBERSHIP FEES NOW DUE

On December 31, 1980, all Club memberships expired. Due to an increase in printing costs for the LOG, the 1981 membership fee for the World Airline Hobby Club will increase by \$2.00. This means that U.S. and Canadian members will be paying \$12.00 and all others will be paying \$14.00 for their 1981 membership. I have tried to hold down the increase as much as possible. Please understand that I did not want to increase membership dues but it was necessary so that we can continue to publish the LOG in the same manner as we have in the past. Your continued support will be greatly appreciated.

This issue of the LOG will be the final copy you will receive until I receive your membership renewal. As of this writing, about one-third of the membership has sent in their renewals. I was hoping for about twice that many so the 1981 budget could be set up. I NEED YOUR SUPPORT, PLEASE SEND IN YOUR RENEWALS NOW BEFORE YOU FORGET ABOUT IT. Send your checks or money orders to: World Airline Hobby Club, 3381 Apple Tree Lane, Erlanger, Kentucky 41018. For our Canadian members--please send in your renewals via postal money order or make sure your check is made out for U.S. dollars. We have been having some problems this past year with the local bank kicking checks back. Please make the effort to see that your membership renewals are sent in correctly. It will be greatly appreciated. For all members--please put your membership number on your renewal check. This will also be appreciated.

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.

COMMUTER AIRLINES PRESS

Commuter Airlines Press, P.O. Box 15064, San Diego, California 92115 has two paperback books on third level airlines for sale. BRAND NEW history of AIR MIDWEST has 174 pages and 72 illustrations, and sells for \$7.50 postpaid. The SWIFT AIRE LINES history has 126 pages and over 50 illustrations and sells for \$6.00. California residents add 6% tax; overseas airmail \$1.50 extra. All orders sent out within 24 hours.

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

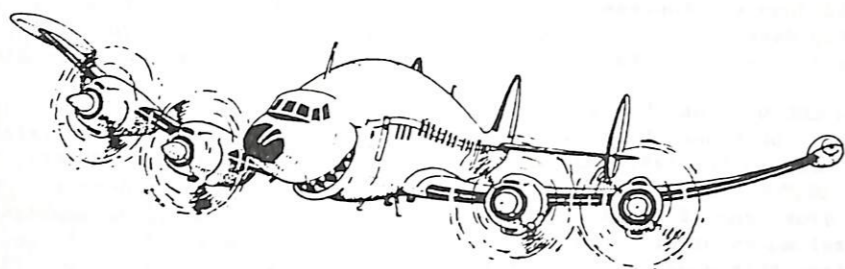
HISTORY of BRANIFF

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.
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