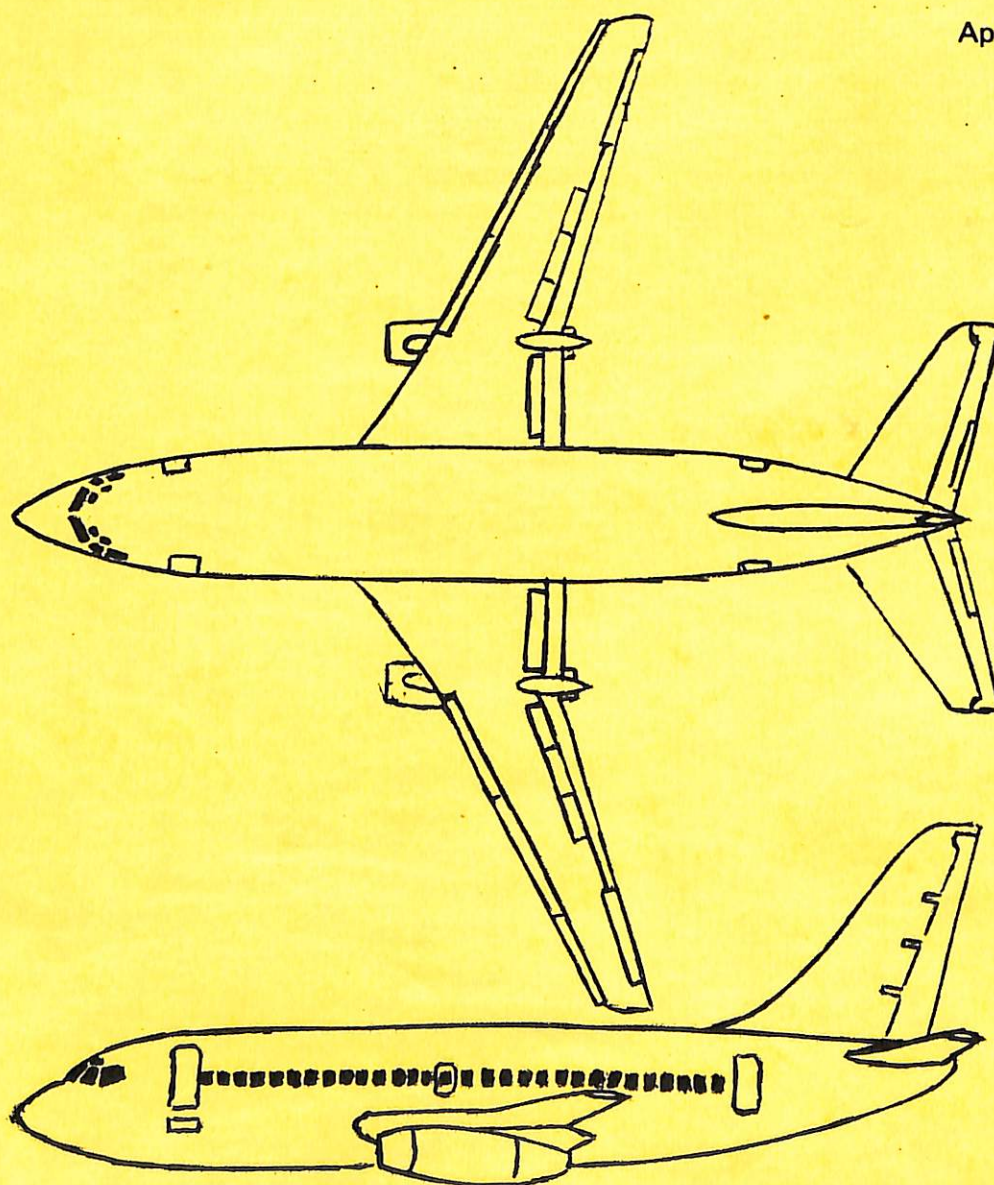


WORLD AIRLINE HOBBY CLUB

# ***CAPTAIN'S LOG***

April-June 1975



BOEING 737





### Malaysian Airline Systems 737

From the very beginning, it has been evident that the motivating forces behind Malaysian Airline System were determined that the nation's new airline should reflect the progressive attitude that is making Malaysia a leader in the Asian sphere.

After careful consideration of the feasibility of establishing a national airline, it was decided to create what is being called "an airline of the new technology," to service domestic routes within the thirteen States of East and West Malaysia and to fly to the main cities of Asia and Australia.

Civil aviation is not new to the Malaysian archipelago, as commercial flights began as early as 1935. In 1947, commercial services were formalized with the creation of Malayan Airways Limited, and have continued in various forms, culminating in the formation of Malaysian Airline System.

The Government's firm convictions regarding a bright future for their exciting new venture were displayed in June, 1971, with the announcement of the purchase of six new Boeing 737-200 "Advanced aircraft." Powered by the most powerful Pratt & Whitney JT8D-15 Turbofans, these 737-200s will incorporate "soft" undercarriages, and "second-generation" interiors.

Acting as the nucleus for the MAS fleet, these six modern aircraft, plus a seventh ordered since, will be deployed over domestic and medium-range international routes, satisfying the Government's expressed desire for improved capacity and frequency to an increased number of internal destinations, with the ability to utilize existing airstrips within Malaysia.

Nine new Fokker F-27-500 turbo-prop aircraft will supplement the Boeing 737s over domestic routes, while three Britten-Norman Islander aircraft will be used to provide feeder services within East Malaysia. The acquisition of a number of Boeing 707 aircraft for international services is under consideration. While new equipment and technology may provide the physical side of the airline, from a management viewpoint Malaysian Airline System will be very much an "old hand on young shoulders," with a high level of airline management expertise, both in the form of international aviation consultants, and in MAS's own staff.

The Boeing 737 jetliner is the smallest member of a long line of commercial transports which have set world standards in modern air travel. Malaysian Airline System's 737s are the very latest versions of this popular twinjet, with redesigned interiors for more passenger



comfort and more powerful engines for better performance.

The 737 was designed to complement the larger, long-range and intermediate-range jetliners by bringing the comfort and economy of jet travel to routes of 100 to 1,800 miles. It brings jet service to many of the smaller cities of the world located off the main traffic routes. The 737 fills out the Boeing family of jetliners specifically designed to serve a variety of markets.

Development of the 737 began in May 1964—nearly three years before the first production 737 made its maiden flight.

Two competing engineering teams were established to investigate the design possibilities and combine into a single airplane type those characteristics that would best fulfill the market potential. One team concentrated on aft-mounted engines while the other examined a wing-mounted engine design. The aim was to develop an aircraft with short-field capabilities which could be operated from even unpaved runways anywhere in any type weather.

Final 737 design was defined in 1964. By the time the 737 went into production in late 1965, over 5,800 hours of wind tunnel testing had been logged.

The winning design is no secret. The 737 carries its engines tucked closely

under the wing. It was found that a substantially superior aircraft from an economic standpoint could be built in this configuration without compromise in other areas.

Other advantages gained by the use of wing-mounted engines include: the use of fore and aft side doors for rapid handling of a large number of passengers in a small airframe; a decrease in the empty weight of the aircraft due to the elimination of additional body structure needed to support aft-mounted engines; and easy engine access for "eye-level maintenance."

Investigations of powerplants available showed the Pratt & Whitney JT8D turbofan was the most suitable for the 737. The engine met the high thrust and low weight requirements and at the same time offered more growth potential for the aircraft.

The JT8D had been proved through years of outstanding performance on the 727 trijet, and successive improvement had increased the total thrust possible. The basically quiet, long-duct fan engine helps keep the interior noise level of the 737 one of the lowest of the small jet airliners. The JT8D reliability was one of the primary reasons it was chosen for the 737.

Maintaining the design continuity of the Boeing line of jet transports, the 737

is a direct descendent of the 707 and 727. Wherever practical, 737 detail design is identical or very similar to that of the 727. This gave the 737 the advantage of having component designs which already had been tested on the 727—the most extensively tested airplane ever developed. By the end of 1967 these component designs also had recorded more than two million successful service flight hours. So, in effect, 737 testing began years before its preliminary designs were tested.

The successful 727 test program was extended to the 737 to prove components that are not common. Long before the first 737 began taking shape on the assembly lines, engineers spent thousands of hours in the laboratories testing the materials

Another aspect of the test program involved a 737 which was built with the intention of never leaving the ground. Instead, the structurally complete aircraft was purposely destroyed in the interest of proving its structural integrity. The static test aircraft was suspended in a 50-foot high steel framework and subjected to a series of increasingly severe loads.

The first step proved the aircraft could withstand loads equal to the maximum forces anticipated in regular airline service. In the next step, forces were applied which were equal to one and one-half times the maximum loads which the aircraft ever is expected to encounter in airline service. This represents an additional structural safety margin.

#### MALAYSIAN AIRLINE SYSTEM/BOEING ADVANCED 737 SPECIFICATIONS

Model . . . . .	737-2H6	Fuel . . . . .	4,783 U.S. gallons
Overall length . . . . .	100 feet	Cargo capacity . . . . .	8,750 pounds
Height . . . . .	37 feet	Cruising speed . . . . .	500-550 miles per hour
Wingspan . . . . .	93 feet	Range . . . . .	More than 1,800 miles
Wing sweepback . . . . .	25 degrees	Cruising altitude . . . . .	25,000 feet
Fuselage width . . . . .	12 feet, 4 inches	Maximum altitude . . . . .	35,000 feet
Passenger capacity . . . . .	12 first class, 84 tourist new interior	Maximum taxi gross weight . . . . .	116,000 pounds
Power . . . . .	Two Pratt & Whitney JT8D-15 turbofans 15,500 pounds thrust each		

of the airplane. For example, structural fiberglass and fiberglass honeycomb are used on the 737 in more applications than on any previous airliner. It is used in such areas as the rudder, tail cone, wing-to-fuselage fairings, ailerons and spoilers. Fiberglass panels were subjected to fatigue tests to prove the strength of the material while other tests proved its freedom from corrosion and resistance to service damage.

The landing gear also has many advanced features. One of these is commonness. Both main gear units are identical in all parts and retraction is simple. Ground test engineers set and reached a test goal of 150,000 flight cycles or more to prove the reliability of the landing gear.

Shortly after noon on April 9, 1967, the new Boeing 737 twinjet climbed from Boeing Field on its maiden flight. It was airborne for two hours and 30 minutes. General aircraft performance and handling characteristics were investigated during the first flight in addition to basic tests of the 737's electrical, hydraulic and flight control systems.

The flight marked the beginning of an intensive Boeing and Federal Aviation Administration flight test program. A six-plane flight test fleet logged more than 1,300 hours in certifying the 737 for airline use by late 1967.





The 737, as mentioned, is powered by two wing-mounted Pratt & Whitney JT8D turbofan engines. The Advanced 737 features an even more powerful optional engine, the JT8D-15, which develops 15,500 pounds of static thrust.

The extended length of the 737 engine cowlings, plus designed-in acoustic treatment of the engine pod, helps insure low noise levels over the community on both landing and takeoff.

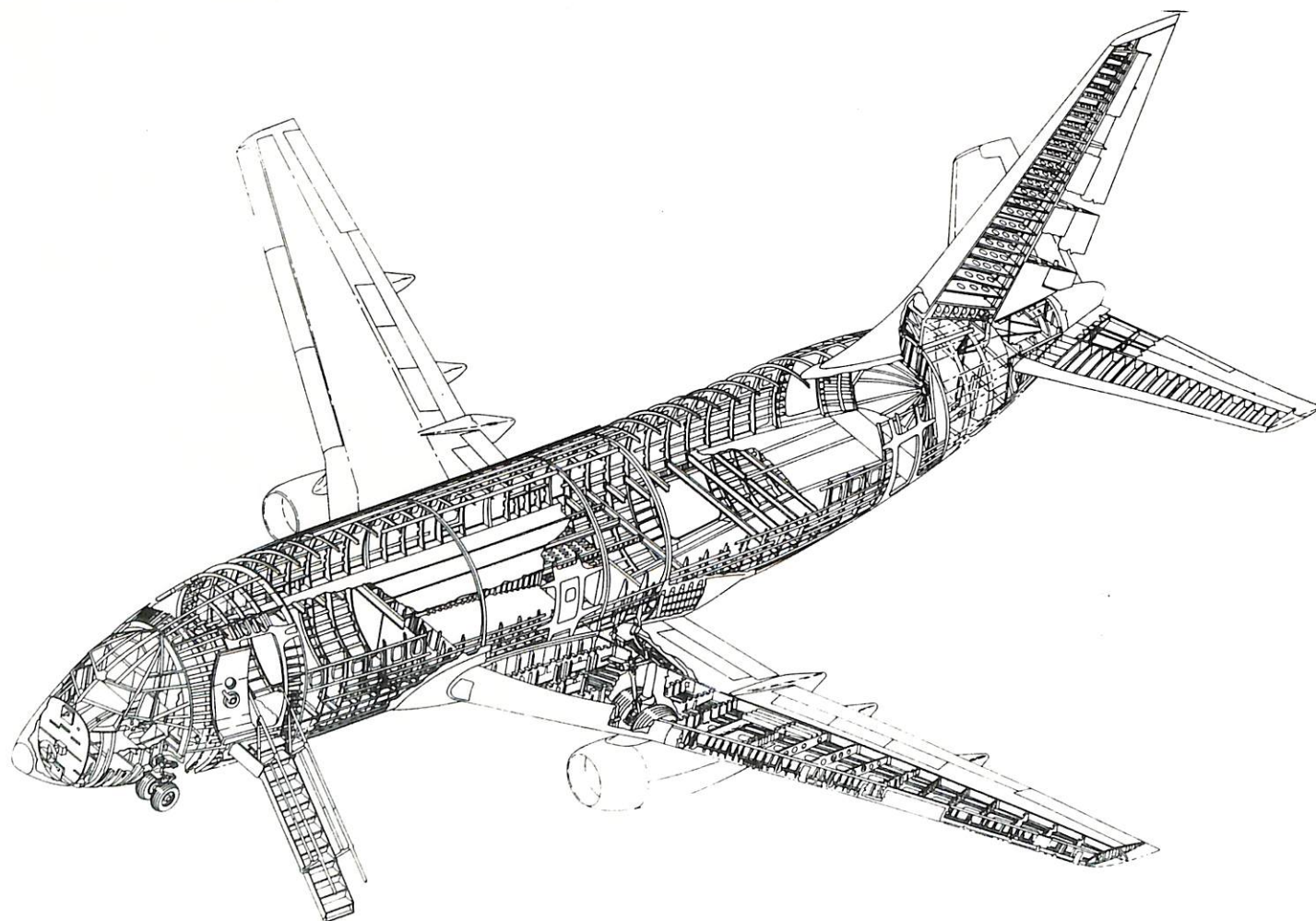
The engine inlet has nearly the same ground clearance as inboard 720B engines, which have shown a minimum record of runway debris ingestion. Low wing-mounted engines mean easy maintenance, because they can be serviced by men standing on the ground.

Structure of the 737 reflects advantages in a third-generation airplane. Boeing 707 and 727 design and testing experience, combined with in-service data, provided a solid basis for the 737 design. Because the same design team was used, the overall structure and every detail reflect this

earlier experience. Commonness with the 727 was emphasized to make maximum use of extensively proven structures.

Designed for a two-man crew, the 737 control cabin is the most advanced and functional aircraft control center to be found in any jet transport. Realizing the number and complexity of the systems required to operate a jet aircraft, particular effort has been applied to the design of the systems to minimize or eliminate the need to monitor or operate them in flight. Dual systems with automatic switching provide maximum continuity of service.

The 737 control cabin includes complete flying stations for two pilot crew members. Every control is either accessible to or duplicated for each of the pilots. A first observer's station is located on the aircraft's centerline, aft of the aisle stand. The optional second observer's station is located directly behind the captain's seat.



The flight deck of the 737 retains the same window arrangement as the 707s, 720s and 727s. Six windows provide the crew with an excellent field of vision to the front and side. Four "eyebrow" windows provide a similar view above the airplane and of its flight path when in a turn.

The basic 737 airplane includes all equipment necessary to certify for Category II all-weather operation and provisions for automatic approach and landing.

The passenger cabin of the 737 is as spacious as those of the big 707, 720 and 727 jetliners. Boeing purposely retained the fuselage width (12 feet 4 inches) of the larger jets to provide the passenger with the same degree of roominess to which he has been accustomed. Cabin length, of course, is shorter.

The interior treatment, called the Superjet Look, gives MAS's passengers headroom and shoulder room unmatched in an aircraft of this size. Old-style overhead hatracks have been replaced by fully enclosed stowage compartments blended smoothly into the sidewalls and ceiling. Light-colored fiberglass panels and brighter lights increase the feeling of spaciousness in the cabin. The vertical window panels, patterned after those in the big Boeing 747, are less curved than older types.

Upon entering the 737, passengers immediately notice the increased roominess. Access to seats—especially window seats—is greatly improved. The locking overhead compartments will accept hand-carried items that previously had to go under seats, items such as briefcases, handbags and cameras. In addition to better looks and better lighting, the new interior also features improved circulation of conditioned air.

Each Boeing 737 could be called a custom-built aircraft, incorporating the special needs of the airline customer. Once the design is set, production plans are made. These plans precede the delivery of the aircraft by as much as a year. They set out in writing and drawings every operation involved in the fabrication, assembly and inspection of the 737 and include details as to where and in what sequence it will be carried out.

As planning progresses, Boeing Commercial Airplane Group representatives begin placing orders for materials, parts and assemblies for the 737. They come from a vast network of suppliers stretching around the world.

Many manufacturing sequences in 737 productions are carried out automatically. For example, an automatic riveter is used in producing the wing. Tape-controlled milling machines ensure consistent high quality.

As work begins on small assemblies and parts flow together, the high standard of quality is maintained through careful inspection and relentless quality control. Quality of materials and workmanship and the operation of each part, component, assembly and finally the aircraft as a whole is checked throughout production by Boeing and the airline's own resident inspectors. When the new 737 is rolled out, it undergoes extensive preflight preparations before it takes off on its first flight. Flight testing is conducted by special Boeing and airline acceptance crews who make it their job to give the new jetliner the most detailed checks possible.

Training of airline personnel starts long before their new 737 is scheduled to rollout. They receive training in the maintenance and servicing of the jetliner at the Boeing Service School in Renton, Washington. There airline maintenance instructors receive the basic knowledge of the airplane, its care and feeding—that they will pass on to other airline personnel.

Airline pilots, too, receive ground instruction. Their training is conducted at the Boeing Operations Training School in Seattle. In addition to the ground training, they receive simulator training in preparation for actual flight. Then Boeing flight training pilots give them transition training on the aircraft.

Airline dispatchers and stewardesses also receive training at the Boeing Facility. While the dispatchers are tackling such problems as fuel loading and flight management, the stewardesses



take courses to familiarize themselves with the 737 cabin and its equipment.

Thus, the experience accumulated over years of jet transport flying is passed on to the people who will operate the advanced airliners on the air routes of the world.

Aircraft on the ground are useless to an airline. To keep the jetliners flying, Boeing has set up an engineering service and spare parts system which moves at jet

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speed and operates around the clock seven days a week. In this service section representatives are assigned to airlines operating Boeing jet airliners. They are backed up by the technical staff of the entire Boeing organization, and thus can provide the assistance necessary to help an airline solve operations, maintenance or servicing problems. The service engineers also provide the handbooks and technical publications that aid the airlines in operating and maintaining their 737s.

#### Cincinnati, Ohio

##### New Facilities Dedicated

On September 15, 1974, the \$38 million expansion of the Greater Cincinnati Airport (CVG) was open to the public. All airlines serving the Airport shared in the cost of the expansion. These lines are: TWA, American, Delta, Allegheny, Eastern, North Central and Piedmont. Recently Air Kentucky began flying into CVG from various points within the border of Kentucky.

The dedication marks a period of just slightly less than three years in which the airport has given the Cincinnati metropolitan area a new progressive image, has drawn world wide attention from the aviation industry and has provided the city with a modern front door for the thousands of travelers who visit the Queen City each year by air.

The new facility is triple the size of the old airport complex with ability to accommodate five million passengers per year. The old terminal was used by 2.6 million passengers in 1970, before the expansion program began.

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Anyone having news releases that would be of interest to all members, please mail them to Paul Collins 3381 Apple Tree Lane, Erlanger, Kentucky 41018.



From the Left Hand Seat

Here it is, our first issue, and I certainly hope not our last! I'm sure there will be much discussion on the contents. Well, I hope so. This is YOUR magazine. I can only have printed the material you, the members, are interested in. Everyone must participate, no matter how much material you have in your possession. The guy with only several photos can be just as important a contributor as the fellow with hundreds of pictures and the same is true of tech data and stories in general. I need the support of everyone!

To really generate some thought among the membership, I would like to point out that this Club is not going to be for modelers only. True, a number of members have modeling as their main interest. But there is more to Airline memorabilia collecting than models. The field is almost as unlimited as any other hobby. On the application blank were listed the fields of photographs, schedules, post cards, posters, advertising material, travel folders, tech data, etc. It did not mention baggage tickets, stickers, wings, airline patches, airline silverware, (if there is such an animal) plus things I don't even know about. So while airline modeling will be a important part of our operation, since so many are interested in it, it will not be the guiding factor in running the Club. Any comments?

Which leads us to another question. What kind of leadership do we want? Do we want a president, vice-president, secretary and treasure? I would like to have

your comments and suggestions on this area of operation. Also do we want some type of constitution or bylaws. Your comments on this also.

To make the Club a success, it will be necessary for every member to be a goodwill ambassador and go out and preach the gospel about the Club and its activities. I am setting a goal of at least 100 members by the end of the year. This can only be accomplished if each and every member tries his best to find others that are interested in the airlines as a hobby.

I will do my best to place ads and write letters to nationally distributed magazines to help spread the word of OUR club. I will send flyers telling of the club to all members that request them. These flyers could be left on the counters of hobby shops and even airline ticket counters if permission is given by the airline involved. Let's all try to make our membership grow. The more members, the better the opportunity to make our collections grow!

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This issue we are featuring a article on Malaysian Airline Systems 737. In following issues featured articles will be on the Boeing 727, the DC-3 and the DC-9 and 10. Anyone having material on these aircraft are requested to send it in for intergration into the articles. If you have a wealth of material on any certain aircraft and would like to see it featured in a future edition of the "Captain's Log" please send it in. Full credit will be given to all sending in such material.

The help of a good artist is needed in the production of line drawings to go with some of the future articles. If any of you have the ability and time to do some art work, please drop me a line. No pay, but you will have the satisfaction of helping to produce a top notch magazine.



Victor 66 Products  
P.O. Box 83  
Santee, Calif. 92071

Victor 66 publishes a Airline Modelers Newsletter each month along with select airline decals and vac-u-form kits of unusual or hard-to-get airliners. Subscription rate is \$3.00 per year.

Write Steve Mason or Mike Scott at the above address and they will give you complete details on what they have available at this time.

Kit Collector's Clearinghouse  
3213 Hardy Drive  
Edmond, Oklahoma 73034

Have you been looking for that "rare" kit at your local hobby store with no luck? The Kit Collector's Clearinghouse may have listed just the item or item's that you have been searching for.

Drop John Burns a line at the above address and he will fill you in on what the Kit Collector's Clearinghouse has available for the airplane collector. Tell him Collins sent you!

V H F Supplies  
Noble Corner  
Great West Road  
Hounslow, Middlesex  
England

VHF Supplies list just about everything the airline collector is looking for in the way of reading material. They have the Airlines and Airliners Series; the JP World Airline Fleet List; Aviation Magazines; Air Britain DC-4 Production List plus a number of others; Radio Charts and a number of other interesting titles.

Also available are a number of model kits and decals. Scale runs from 1/72 thru 1/144th. Also a number of various other scales available.

Write them at the above address for current price list.

Jack Splinter  
ACP  
2218 North Junett  
Tacoma, Wash. 98406

Jack specializes in post cards and has quite a listing available for just 35 cents. Along with the list you receive a sample of the type cards Jack handles. The prices run 15 and 20 cents per card. If you are a card collector don't miss this opportunity to pick up on some real nice material.

Write Jack at the above address and tell him the World Airline Hobby Club sent you.



DC-8-55 All Cargo TU-TCC



DC-10-30 TU-TAL



Sud Caravelle 11R TU-TCY



DC-8-63CF



DC-10-30 TU-TAL



DC-8-53 TU-TCA





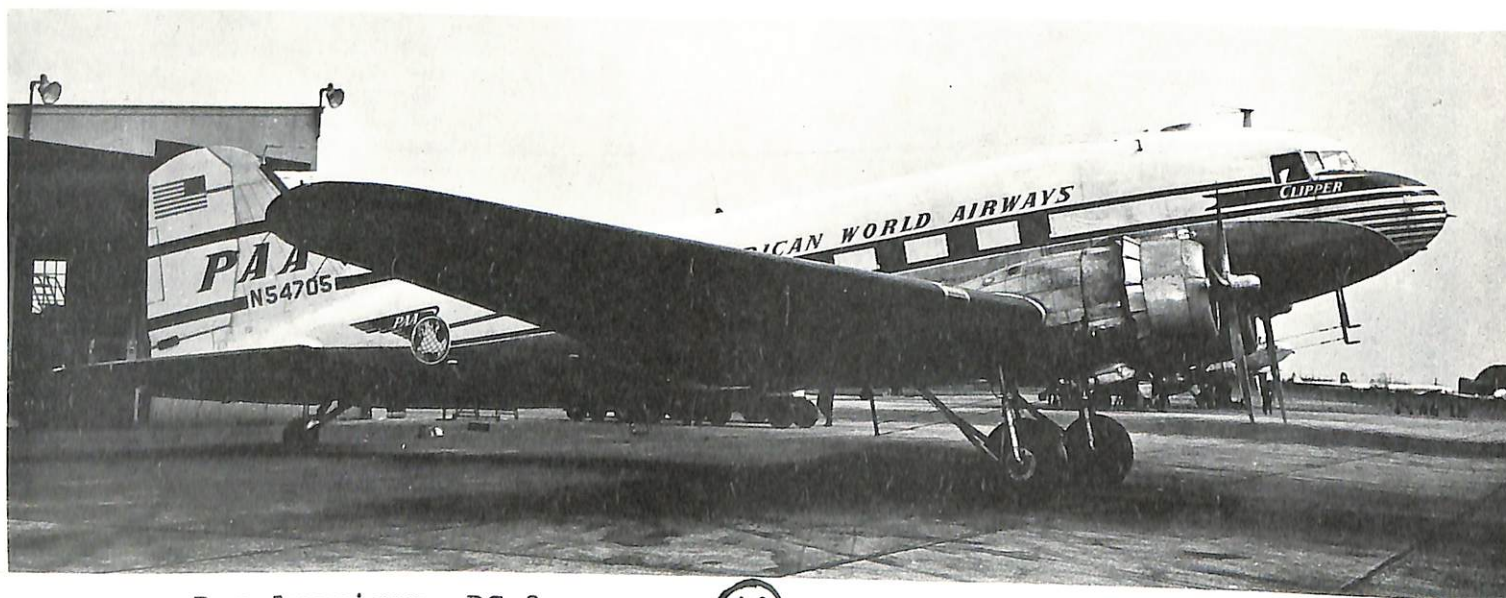
Braniff 727-200

N401BN



Alitalia DC-10

1-DYNE



Pan American DC-3

10

N54705

## Flight Exchange

This section of the magazine each issue will be devoted to the members that have items for sale, items for trade and members trying to locate material for their collection. They is no charge for this service and no limit to the amount of material a member may list.

Paul Collins, 3381 Apple Tree Lane, Erlanger Kentucky 41018 is looking for material on the Boeing 727 and DC-3. He will buy or trade for books, photos, slides, drawings and anything else dealing with the two above mentioned aircraft.

John Roby, 3703 Nassau Drive, San Diego California 92115 has for sale Airline & Airliner Books. Out-of-print and current. Write John for specific needs.

Jay L. Pickering, Route #1 Pickering Road St. Clairsville, Ohio 43950 is despartely looking for post cards of Lake Central Airways and Mohawk Airlines, both merged with Allegheny. He also would like to buy post cards of Northeast Airlines, which merged with Delta. Also he'd like a timetable of Lake Central to buy and one issue each of Airliners Int'l Summer 1973 and Fall 1973 issues.

Jack Splinter, 2218 North Junett, Tacoma, Wash. 98406 is interested in post cards and photos of commercial airliners of the 50's and early 60's. He will trade, buy and sell.

Doug Wendt, Route 1, Whitefish, Mont. 59937 has the following: UAL schedule 1938; NW schedule 1952; NW schedule 1953; Bancroft "Jet Airliners" cut out cards from 1963; "Turbolet" L-410 pennant 6" x 4"; "OK Jet CSA" metal pin; 12 page "Cessna T-50" brochure about 1940, \$2.00; 1" brass disc Czech 1937 with a twin engine airliner.

Mark Strzesiewski, 401 Union City Road, Naugatuck, Conn. 06770 is looking for anything on COURT LINE AVIATION. Also the same on LIAT (Leeward Island Air Transport). Anything includes pictures, photos, post cards, posters, books, schedules, etc.

Jerry Soltis, 31 Vern Lane, Buffalo, New York 14227 wants toy, model and counter display airplanes, dirigibles including TootsieToy, Hubley, Dinky; old or new, any material--metal, plastic, wood, etc. Also wants stewardess (don't we all!) and pilots "wings", airline buttons, badges, pins, insignias, signs, silverware, uniforms and posters. Will buy or trade, send Jerry your collecting "Want List."

Ron Kluk, 7208 N. Ashland, Chicago, Ill. 60626 has for trade Revell Aer Lingus 707; Veb IL-14; Co-Ma Viscount; Marusan DC-7; Atma DC-3 Brazilian Air Force Markings; Frog Aer Lingus 707; Boac 707. Ron is looking for Revell 707 Varig; Co-Ma Electra. If you have anything for trade, drop Ron a line.

ASTRO Photographs P.O. Box 243, Kennedy International Airport, New York, NY 11430 has a listing of both commercial and combat aircraft available. These are glossy 8 x 10's and are all top quality.

C. P. (Phil) Fleener, 12422 W. 68th Ave. Arvada, Colo 80004 is looking for the following: Kits-Airfix B-727 CP Air; Veb Tu-154; Williams Bros. B-247. Decals-Revell 707 Pan Am, Aer Lingus, Varig; Revell DC-8 Aeronaves, Pan Am, KLM, SAS, JAL; Revell 727 JAL, Pan Am, Mexicana; Revell 990 SAS; Revell P-27 Any airline, except Quebecair. Phil has for trade the following: Airfix Caravelle (United 1/144); Revell DC-8-61 (United 1/144); MRC-Nitto Concorde (Pan Am 1/250); Faller JU-52 1/100; AMT (Frog) Ocean Pioneer Set 1/72; Ringo Savoia Marchetti S-55; Aurora Piper Aztec C F9F-6 Cougar 1/80; Aurora Cessna Skymaster F7U Cutlass 1/70; Aurora F3D Skyknight S54 1/48. Phil has a number of other items. Drop him a line with a list of your traders.



# BRITISH CALEDONIAN AIRWAYS

## News release

### FLEET LIST

(as at 1st November, 1974)

#### Registration

#### Aircraft Name

#### BOEING 707-320C

G-AWWD	Flagship Bonnie Scotland
G-AWTK	County of Angus
G-AXRS	County of Caithness
G-ATZC	County of Stirling
G-AYEX	County of Argyll
G-AYSI	County of Sutherland
G-AZJM	County of Ayr
G-BAWP	County of Inverness
G-BCLZ	County of Lanark

#### BAC 1-11 (500 Series)

G-AWUX	Flagship Isle of Sky
G-AYQP	Isle of Hoy
G-AXJL	Isle of Mingulay
G-AZMF	Isle of Raasay
G-AXYD	Isle of Arran
G-AXJM	Isle of Islay
G-AXJK	Isle of Staffa
G-AWYV	Isle of Harris
G-AWYU	Isle of Colonsay
G-AWYT	Isle of Barra
G-AWYS	Isle of Bute
G-AWYR	Isle of Tiree
G-AWJZ	Isle of Eriskay
G-AWJY	Isle of Iona

#### BAC 1-11 (200 Series)

G-ASJF	Burgh of Fort William
G-ASJC	City of Glasgow
G-ASJE	City of Dundee
G-ASJG	Burgh of Paisley
G-ASJH	Burgh of Hawick
G-ASJI	Royal Burgh of Nairn
G-ASTJ	Royal Burgh of Dunfermline

# BRITISH CALEDONIAN AIRWAYS

## The Golden Lion Roars On

The Golden Lion has a voice that can be heard all over the world. It is the voice of British Caledonian Airways, which carries the golden rampant Lion of Scotland on the tails of its aircraft, and it is heard in Kampala and Nairobi, Lagos and Kano, in Sao Paulo and Rio de Janeiro, and in North America and Europe too.

British Caledonian Airways is a young airline, yet with great traditions. It was formed in November 1970 when Caledonian Airways and British United Airways - two internationally respected names in aviation, merged to fulfil a dream shared by many in Britain and elsewhere, that the country should have a "Second Force" airline to run alongside the two State corporations and capable of competing in a worldwide market.

The task that BCAL set itself demanded efficiency and hard work and the ability to build a solid reputation and BCAL did it through a policy of personal service which is now acclaimed everywhere.

Formation of the new airline on that date in 1970 marked the end of some 20 years of confusion and uncertainty in the development of British civil aviation.

Both Caledonian and British United had themselves emerged from an earlier period of insecurity in the industry. BUA itself was a combination of several independent companies, while Caledonian had been formed by the efforts of a group of airline men unhappy with the way the industry had previously been run.

BUA's founder companies dated back to 1928, when an engineering and aviation advisory company called Airwork was formed. It began airline operations under its own name after the second world war with ad-hoc charters and, later, trooping flights.

Later still, Airwork and a company called Hunting-Clan Air Transport started the first schedule services by an independent airline with coach-class Safari flights to East, West and Central Africa. These services formed the basis of BCAL's African network today.

In 1957, Transair, who in 1950 had pioneered the first Inclusive Tour charter flights, was bought by Airwork and when Gatwick Airport opened became the first company to move there. The Croydon-based Morton Air Services later also sold out to the Airwork group when the closure of Croydon was announced.

When Hunting-Clan also joined Airwork in 1960, the group was renamed British United Airways and during the next ten years, two more airlines, Jersey Airlines and Silver City, joined in.

Other independent airlines, however, were steadily failing. Overseas Aviation, Trans-European Airways, Air Safaris, all collapsed and it was against this background that a Scotsman named Adam Thomson and John de la Haye, a New York based executive for a UK airline, got together to launch Caledonian Airways. They were disillusioned with the state of the independent sector of the industry and they were determined to learn from the mistake of others. They wanted an airline that would be commercially viable, use modern equipment and maintain high standards, and they got it.

A period of spectacular growth followed for Caledonian, aided by efficient operations, strong salesmanship and its Scottish image. BUA, too, grew, although not quite so fast and when in May 1969 the Edwards Committee recommended the formation of a Second Force airline for Britain, BUA and Caledonian were specifically named in that context.

Secret talks, at times difficult and at one point almost abandoned, were held between Caledonian and BUA. The new Conservative Government in 1970 announced its full support for the Second Force proposal and added that the new airline would be assured of a viable route network by the transfer to it of British flag services then operated by BEA and BOAC and yielding six million pounds a year in revenue. With these assurances, the merger went ahead, and Adam Thomson became Chairman of the new company - British Caledonian Airways.



The promised routes - the entire British West African route network covering Ghana and Nigeria, the routes between the UK and Libya, and four services a day between London and Paris (Le Bourget), were transferred, and the Government also allowed the new airline to introduce first-class service on the East and Central Africa routes.

First of the new routes was inaugurated in April 1971 - a VC 10 service between London-Gatwick and Accra (Ghana), Kano and Lagos (Nigeria). Bigger-capacity Boeing 707-320s were introduced a year later. In becoming the British flag carrier to West Africa, BCAL achieved a milestone in the histories of West African and British civil aviation.

BCAL's Chairman flew to Lagos on the first service, and did so again at the head of a party of top BCAL executives to mark the third anniversary of the operation.

During those three years, the airline had concentrated on establishing the routes as among its top prestige services. The 707s have been given the wide-bodied look through an intensive conversion program which offers passengers a new standard of comfort with new decor, wider seats, easy-to-operate overhead control panels and luggage lockers.

The 707s also offer full inflight entertainment facilities, including the latest films and a full range of music channels.

This year, BCAL is operating five Superjet services between London and Lagos every week and three Boeing services operate to Kano.

South America, too, is an important part of the BCAL operation. The routes between the UK and that continent were taken over by BUA in 1964 when BOAC announced its decision to abandon the British flag routes there as unprofitable. Having just bought its first two VC 10s, BUA was in a position to step in, beginning services to Brazil, Argentinian and Chile in November that year.

BCAL has made the routes big business. Three times weekly, 707 Superjets wing their way from Gatwick Airport on the South Ame-

rican run to Recife, Rio de Janeiro, Sao Paulo, Buenos Aires and Santiago, important business centers, as many British exporters have found.

The airline has its main base and center of operations at London's Gatwick Airport, unique in the world with its terminal building striding a main railway line and roadway. It is here that the maintenance work is carried out on the Boeing 707 320c, and BAC One-Eleven jet fleets.

The airline's comprehensive technical services center, comprising support units covering all phases of the operation of a major international carrier is based at London Gatwick. This year BCAL's flight catering center will produce some three million in-flight meals.

British Caledonian today operates nearly 450 flights a week to 34 destinations in 22 countries. The Golden Lion emblazons an all-jet fleet of Boeing 707 and BAC One-Eleven aircraft, and between them they carry more than 2½ million passengers a year.

BCAL has come a long way, in a comparatively short time. And it intends to go on. The theme of its advertising is "Let's Go!" - and BCAL is doing just that.

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#### Left Overs

Thanks to Malaysian Airline System on the information on the Boeing 737.

Article on "The Golden Lion Roars On" courtesy of British Caledonian Airways.

Photographs courtesy of Pan Am, Braniff, Alitalia, Air Afrique and MAS

Next issue: Alitalia DC-10  
North Central DC-3

Need photos and written material on Boeing 727 for our first "special." Drop me a line on what you have.

#### WANTED WANTED WANTED

An experienced modeler to write a column each issue on "how-to" items. The subject field here is endless. How do you make a Aurora 747 look like a 747? How can you "stretch" a Revell 727? How to "scratch" build the older type aircraft?

I have been making plastic models for years, but have never tried using a air brush. Would like to see someone send in a article on the pros and cons of the air brush and how to use it.

This modeling section of the "Captain's Log" will contain as many pages as necessary to accommodate the material sent in. If your article contains pictures or drawings all the better. Modeling tips also will be appreciated. But whatever you have, SEND IT IN!

#### WANTED

Photographs of your models are requested for the Modelers Showcase to be presented in each issue of the "Captain's Log." Please submit only quality prints and give a good description of the photo. For instance; type model used, coloring, if kit decals, scale, and if modeled from a/c you have photos of. This type of material will make your model and photo much more interesting.

Photos sent in will be returned to those submitting them. Be sure to include your return address. Feel free to send in as many pictures as you like.

For you experienced photographers, how about some tips on obtaining some good tabletop shots?

Send all material to Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018.

#### HELP WANTED

A photographer to write a column each issue on the finer points of taking good photos of aircraft.

Articles for this column could contain information on what type of camera is best suited for shooting in-flight shots of a/c and getting those good ground close-ups.

Although there are a number of outstanding photographic magazines on the market, I feel that the airlines are a special field that needs the individual attention of experienced photographers to help out us "noviciates."

As many pages as necessary will be devoted to this subject as required by the material submitted. A photo album section will also be included to allow members to "show off" all those good pictures they have taken over the years.

#### HELP WANTED

Any and all material that you think would interest fellow members. I would like to receive aircraft data, photos, stories, airline histories (especially on those older airlines that have been long since gone or merged with other companies), and any other material that you have lying around collecting dust in your files.

All those submitting such material will be given full credit for same and it will be returned to you in as good as or better condition than received.

This is YOUR magazine. How big it becomes depends on YOU. As stated before, I only have so much material, and when its gone, I can only print blank pages. I need YOUR help. Send all material to Paul Collins  
3381 Apple Tree Lane  
Erlanger, Kentucky 41018



## MODEL REVIEW AND REPORT

I have no new model releases to report this issue. The only "new" item to reach my local hobby dealers shelf is Revell's DC-10 in the new United markings. I recently purchased the Revell L-1011 "show-of model" which I plan to make in the livery of Court Lines "Halcyon Days." There is quite a bit of color involved in this particular model and I will give you a progress report or pictures in the next issue of the "Captain's Log." The decals I plan to use are from Microscale and they are on their sheet #44-2. Along with the Court Lines markings the sheet contains markings for PSA, British Airways and markings for the Lockheed prototype, which I may attempt next.

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Currently I am trying to finish the Airfix Boeing 727 in 1/144th scale. I plan on finishing it in two-tone green of Braniff International. This is BI's N7296 which I was able to board and take some good photos of last fall when it was flown into CVG on a charter flight with the Houston Oilers football team. The clean-up crew even allowed me to sit in the left hand seat, where I lived out a few fantasies!

The Airfix model comes in CP Air livery, but I will be using the decals from Microscale. If anyone can use the CP Air decals, drop me a line, maybe we can make a trade.

\*\*\*\*\*

Recent acquisitions to my model "stockpile" include Monograms Ford Tri-Motor (Island Airlines) and their Super-G Constellation (MATS), Revell's Douglas DC-7 (United) and Entex DC-3 in the markings of North Central's #18. I still have several Aurora models in the backroom hoping someday to find some large scale decals so I can finish them. Currently on this roster are three Boeing 727s, (all Eastern) three 747s in various markings, two 737s of United, and one each of an American 707 and a Western 720. Added to that is two Revell United DC-8 Super 61s and one Revell 707 in German Air Force

markings and you have my complete list of models saved for a "rainy day."

\*\*\*\*\*

Since I have the model of the North Central DC-3 #18, I think I'll do a combination story-model construction article in the next issue. If interested in this type material, drop me a line with your suggestions. The same could be done with the Ford Tri-Motor. If you have any info on either of these aircraft, drop me a line.

\*\*\*\*\*

Now that I have listed all my "goodies" what do you have? What type of articles to you want to see in the modelers section of your magazine? As in the case of photography, there are a number of good magazines on the market dealing with scale modeling, but unless you are a "fighter" nut, you will find very little about airliners or commercial aviation at all in any of them.

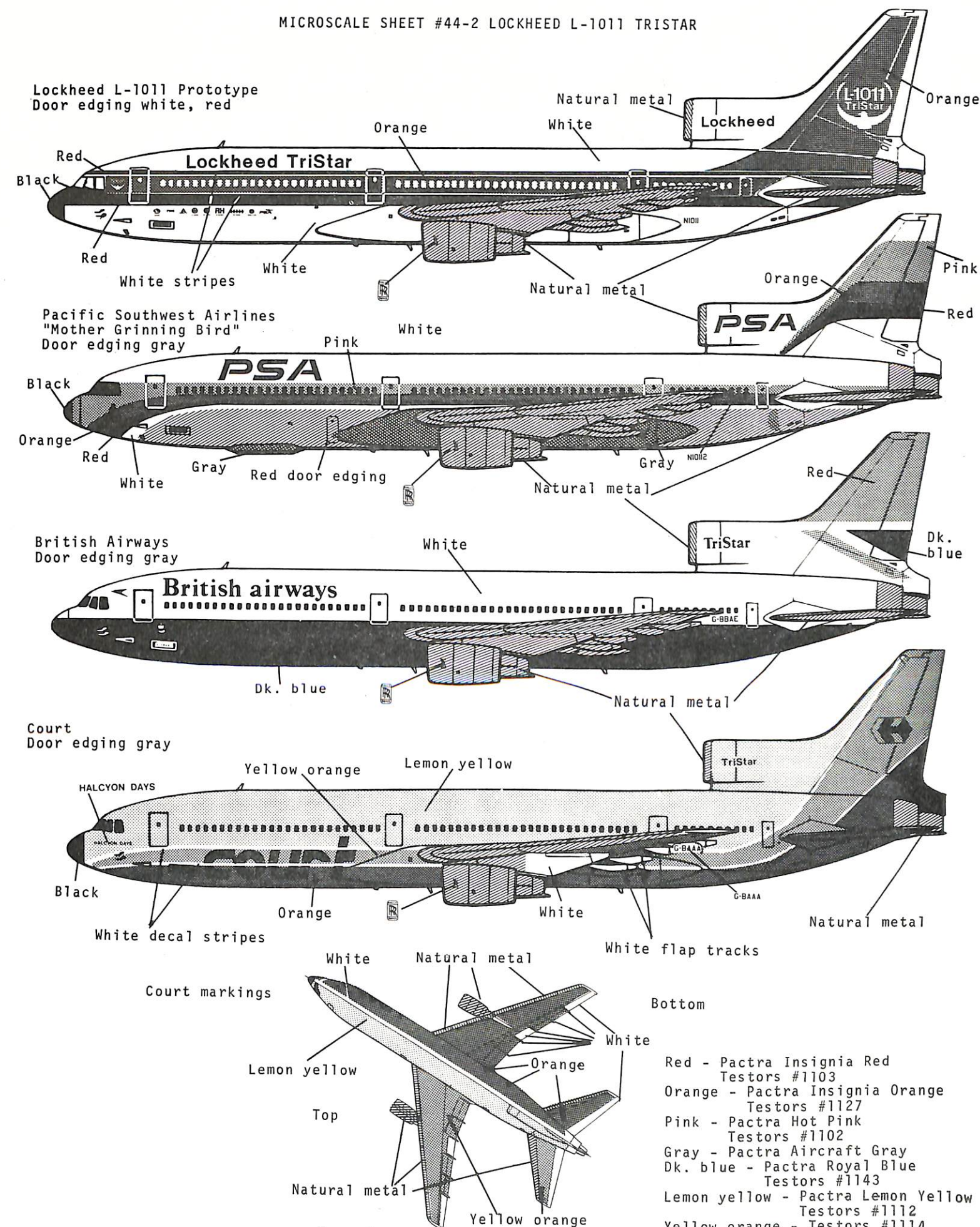
While on the subject of models, how about some of you sending in some photos on the "airline display" models you have and some information on how to obtain same. I would like to obtain at least one model of the Boeing 727 for my own collection. I'm sure there are many others that would like to obtain this type of model.

\*\*\*\*\*

Most of the hobby shops here in the Greater Cincinnati area do not handle many airliner kits. I would like to compile a list, submitted by members, of where they purchase their kits. Maybe something can be obtained in one area but not another. This way, we could all help one another obtain items for our collection. Please send me your list and we will see if we can work out something.

\*\*\*\*\*

Be sure to drop me a line to let me know what you want in this section.





# APPLICATION FOR MEMBERSHIP

World Airline Hobby Club

1. Name \_\_\_\_\_

Address \_\_\_\_\_

2. What do you collect?	How Many	Do you wish to trade
Photographs _____		
Schedules _____		
Models _____		
Post Cards _____		
Posters _____		
Advertising material & travel folders _____		
Tech Data on a/c _____		
You Name It _____		
3. Other hobby interests _____		
4. Occupation _____		

5. Age.....Married.....Children.....

6. Supply any additional information on reverse that you may  
feel of interest to the membership.

7. Learned about club from what source.....

Date..... Signed.....

Dues are \$8.00 per year

Mail to: Paul F. Collins  
3381 Apple Tree Lane  
Erlanger, Kentucky

12018