WORLD AIRLINE HOBBY CLUB

CAPTAIN'S LOG

VOL. IV NO. 2 FALL 1978

DOUGLAS DC-8

CONTRIBUTIONS WANTED

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

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

PUBLICATION DATES

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The CAPTAIN'S LOG is send 2nd Class mail, so please allow ample time for delivery.

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CHANGE OF ADDRESS

Please report any change of address promptly to the Publication Editor. Improper address will result in member not receiving his copy of the CAPTAIN'S LOG since the 2nd 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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Please send material that you wished published to any of the people listed above, paying attention to what department they handle. Any material you have doubts as to what category it belongs in, please forward to the editor.

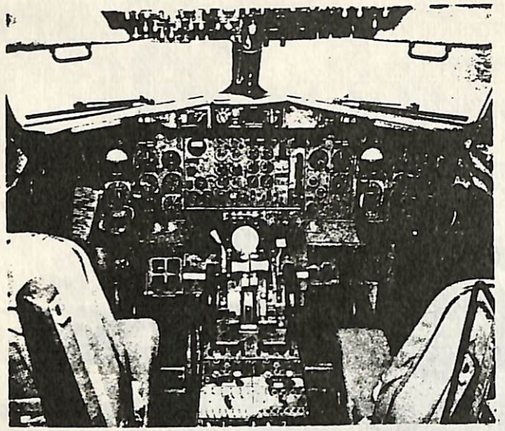
Thank you

DC-8 Prototype setting down after test flight. Photo from files of G. Thomas

CAPTAIN'S LOG VOLUME IV, Number 2
Fall 1978

FLIGHT MANIFEST

Cover photograph courtesy of Trans International Airways. The Braniff 747 post card from Mr. Joe Turner



...from the left hand seat...

This issue of the "Captain's Log" is late for a number of reasons, but I won't trouble you with them. The next several issues of the "Log" may be a little late, so please bear with me.

Since last writing a editorial column, the second annual convention has come and gone and plans are being made to make the third such convention bigger and better than the last. If you missed the first two meetings, you've missed out on a lot of fun and a chance to increase the size of your collection. Start planning now to attend "Airliners International 79" and join in the fun!

This issue we will be featuring the DC-8 with articles by Geoff Thomas, Dave Minton and Steve Kenyon. We were going to start a series on United Airlines, but will be holding off on this until the next issue of the "Log". The United story will be a three parter. Drew Eubanks will be working on this along with several others. Also in the next issue we will be featuring the Viscount, followed by the Convair 880/990 series in the Spring issue. A lot of interesting material and stories coming up, so stick with us, and I think you will get your monies worth!

At the convention next year we will be considering electing officers to operate the Club. We have grown to the point where one person can no longer run the whole operation. I would like you, the members, to be thinking about who you would like to see running the Club. We will be needing a President, Vice-President, Secretary and Treasure. We will also have to be thinking about some rules and regulations for operating the Club and for holding our annual convention. I would like for all of you to be thinking about these things so we can make some progress at the convention getting this thing together. Anyone having any thoughts on this before the meeting, please feel free to drop me a line.

I still have a number of Club jackets for sale at $12.00 (U.S. postage included). Also still available are patches commemorating the first convention held in Cincinnati in 1977. These patches are being sold for $2.00. (See advertisement on back page.)

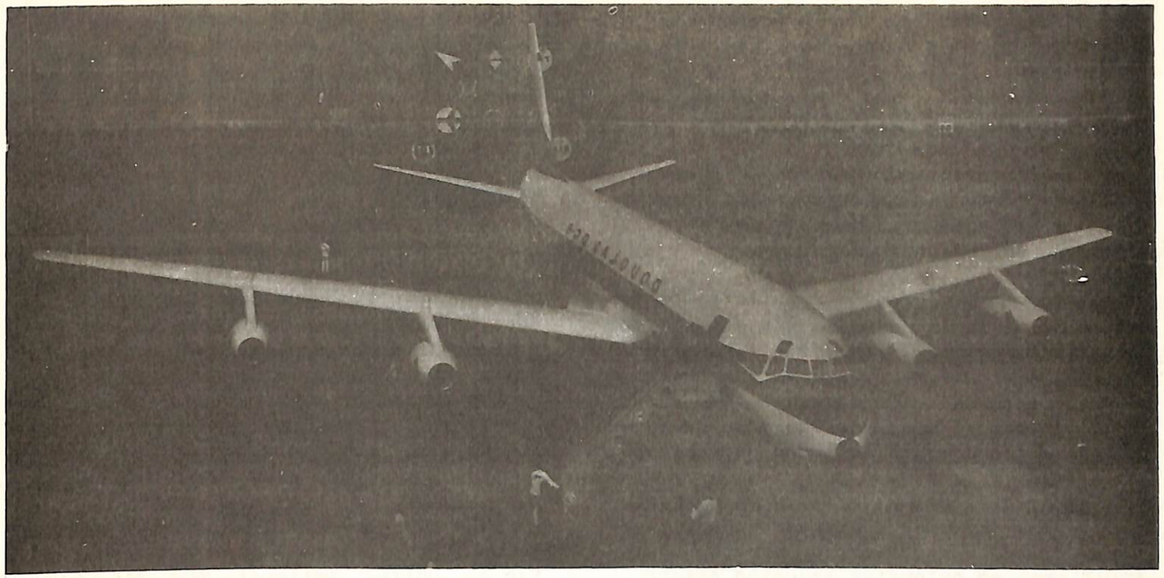
I would like to thank Bill Bailey and the Canadian committee that put on the great show in Toronto. The hotel was perfect and the show will be a hard one to top next year. A lot of hard work and a lot of time went into the Toronto convention. A big thanks to the OAES from the World Airline Hobby Club members.

Due to the several problems faced in getting out this issue of the "Log" several articles will not be included with this issue. The "Flight Exchange" section and the new members and change of address section will not be printed. Please send in your new requests for the "Flight Exchange" so it can be printed in the next issue. With the next issue of the "Log" you will be receiving the new issue of the membership roster.

Just a reminder--all memberships end on the 31st of December. Renewals will be due the first of January. A financial statement will be included with the next issue of the "Captain's Log" so all may get a look at where your membership fees have been going. I think you will be in for a surprise.

Until next issue--happy collecting!

Paul



THE FABULOUS EIGHT

by

GEOFF THOMAS

One could trace the birth of the DC-8 back to the mid 1940s when the aircraft manufacturer looked into the application of the jet engine to transport aircraft. It was the British with the Comet who were to steal the lead in 1949 and threaten Americas dominance of the transport field.

By 1952 Douglas had firm design proposals for the airlines. Their four engined jet would be in service in 1958. Aviation Week reported that "Douglas had decided to finance jet transport development itself while Boeing was haggling for government assistance. Their decision had produced a clear cut lead and Douglas could be expected to dominate the jet era just as thoroughly as the piston era."

The problems were still great-engine fuel economy and reliability, runway length, available passenger capacity and of course cost. Would the airlines pay the price? In the words of Mr. Raymond of Douglas, "The big jet transport might possibly have been built in 1952, but it wouldn't have been very good, to put it mildly." In 1952 the airlines wouldn't buy the DC-8 but continued to buy DC-6s and DC-7s.

The same year Boeing took a gamble that the Air Force with their new B-52s and B-47s would need a jet tanker. In the fall of 1952 construction would start on the 367-80 with the project being camouflaged as a further variant of the C-97. Details were made public in June 1953 and rollout came one year later. This gamble was to give Boeing an unassailable one year lead and in 1955 the very valuable Air Force tanker contract.

The go-ahead for the DC-8 had to wait until June 1955 after Boeing had the Tanker business and Lockheed had American Airlines Electra order. Douglas felt that with its competitors tied up it had a clear shot at the commercial jet transport field. (Boeing sought and received USAF permission to produce the 707 before it completed KC-135 orders). The DC-8 that emerged in 1955 was powered by four 11,000 lb thrust JT3L engines. Length was 140'06" and span was 134'06".

Gross weight was 211,000 lb (domestic) and 257,000 lb (intercontinental). Seating capacity was 80-125.

DESIGN INOVATIONS

In its original form the DC-8 was to offer some new design features, some of which were eventually dropped in favour of more conventional ideas.

Among these were, hydraulic boost for all control surfaces which was a first for Douglas for a large aircraft. The main landing gear was to rotate 90 degrees to retract into the main fuselage (as Trident). Another feature was fuselage mounted speed brakes which were later found not necessary.

Many airline officials were worried about some of these features because if they failed to prove out as expected it would mean an extensive redesign effort which would in turn delay delivery.

One of the major departures from conventional design was the wing. Douglas used reverse, or upside-down, camber in the inboard section. This gave the DC-8 extra lift and strength and excellent handling characteristics. This wing also delayed the onset of drag and also prevented supersonic airflow at the wing root.

FIRST ORDERS

On October 13th, 1955, Pan American started the jet race with an order for 25 JT4A powered DC-8s and 20 JT3C powered 707s. Pan Am preferred the DC-8 but Boeing had an unassailable lead of one year. Twelve days later United, who wanted the DC-8s wider cabin, signed for 30 aircraft. Boeings responce was to increase the cabin diameter and offer several new versions of their basic design.

By the close of 1955 Douglas had secured orders for 104 aircraft from Pan Am, United, National, KLM, JAL, SAS and Eastern--all traditional Douglas customers.

BELOW: A early artist drawing of the proposed DC-8. Looks of this aircraft indicate the artist may have seen the Boeing -80. Also note "snub" nose i.e. DC-10?

NATIONAL

AIRLINE OF THE STARS

Working against the DC-8 was Boeings lead and the 707 was cheaper. Nevertheless a Douglas advertisement of October 1959 was able to boast that more airlines had ordered the DC-8 than any other jetliner--history will tell us that this was shortlived.

PRODUCTION

Douglas, with order in hand, made a tremendous effort to minimize Boeings lead. The DC-8 was rolled out just a year and a day after the plant had been dedicated. It flew only five months after the 707.

Rollout was made on the 9th of April and first flight on the 30th of May. To witness the first flight was an audience of some 95,000, mostly Douglas employees and friends, who gave up their Memorial day holiday.

At first flight Douglas had spent $250 million dollars in production--it was dollar for dollar the largest single venture of its kind on a single product in the world.

The certification program was intense--again trying to cutback Boeings lead. Unfortunately drag problems were encountered which caused the speed, range and fuel consumption performance to below guarantees by up to 10 percent. A program to clean up the aircraft was initiated. The wing tips were redesigned and extended, leading edge slots added to compensate for the adverse effect that the nacelles and pylons were having on the low speed charateristics of the wing.

The Series 10 was certified on the 31st of August 1959 with the first service started by Delta on the morning of the 18th of September. Later the same day United commenced service on the New York-San Francisco route.

Certification of the Series 20, 30 and 40 was delayed till early 1960 while evaluation was made of various modifications.

One of these modifications was the redesigning of the leading edge which resulted in an 8 percent increase in range and 2 1/4 percent decrease in operating costs and improved handling qualities. However this could not be added until the 148th aircraft.

SERIES 50

The series 50 JT3D Turbofan version was first ordered by KLM in August 1959. This model offered better fuel consumption and range. First flight was made on December 20, 1960 and certification came in April 1961. A number of airlines ordered the new Series 50 while others changed existing orders to the new version.

The final development of the standard fuselage came with the DC-8F and series 55. The former entered service with TCA in March 1963. The later was certificated on April 25, 1965.

The series 50 was to set many records. During a test flight in 1961 the DC-8 went beyond Mach 1 at an altitude of 40,350 feet. On the same flight it surpassed the official altitude record for jet transports by taking the equivalent of its normal payload to 50,000 feet. In February of 1962, "Pacific Pacer" (see photo next page) flew 8,705 miles from Tokyo to Miami which was not broken until the advent of the 747SP.

THE SUPER 60S

Sales of the DC-8 stood at around 200 at the close of 1964 and Douglas engineers had plans to exploit the tremendous growth potential still in the "8". In April 1965 the Super 60 Series was announced. These aircraft were a tremendous boon for the DC-8 operators because for a small increase in costs they had a 60 percent increase in capacity--it was like printing your own money!

UNITED

DELTA

the air line with the BIG JETS

The Super 60 Series of aircraft took advantage of the fact that the weight capacity was far ahead of the volume area available.

The first was the Super 61, which was simply stretched by 37 feet with a resultant increase in empty weight of 12,000 lbs. Passenger capacity increased from 170 to 250.

With the Super 62 Douglas embarked on a program of improved aero-dynamics. The pylons were completely redesigned and wingtip span increased by 6 feet. These improvements resulted in a significant increase in range. The fuselage length was also increased by 6 feet.

Final version was the Super 63 Series which combined the length of the 61 and aerodynamic refinements of the 62 Series. All versions were available in freighters and convertable versions.

'The 61 entered service with United in February 1967, while the 62 followed in May with SAS and the 63 Series with KLM in June.

MERGER

The Vietnam War, huge order books and proliferation of models combined to bring the DC-8 and DC-9 lines into choas. Deliveries by late 1966 were running three months late and early in February 1967, production was suspended for several days to catch up on unfinished work. Late arrival of components caused aircraft to leave the production line with over 25,000 man hours of open items to be completed.

These problems with resultant cash flow pressures forced Douglas into a merger with McDonnell of St. Louis after his (Douglas) bankers withdrew their cash support. Douglas was very bitter as his company held orders for the greatest value of aircraft in its history--nearly $3 billion worth of orders!

Nevertheless with McDonnell's money and management the DC-8 and DC-9 production lines were all back on time by mid-1968 and DC-8s were being produced at the rate of two a week.

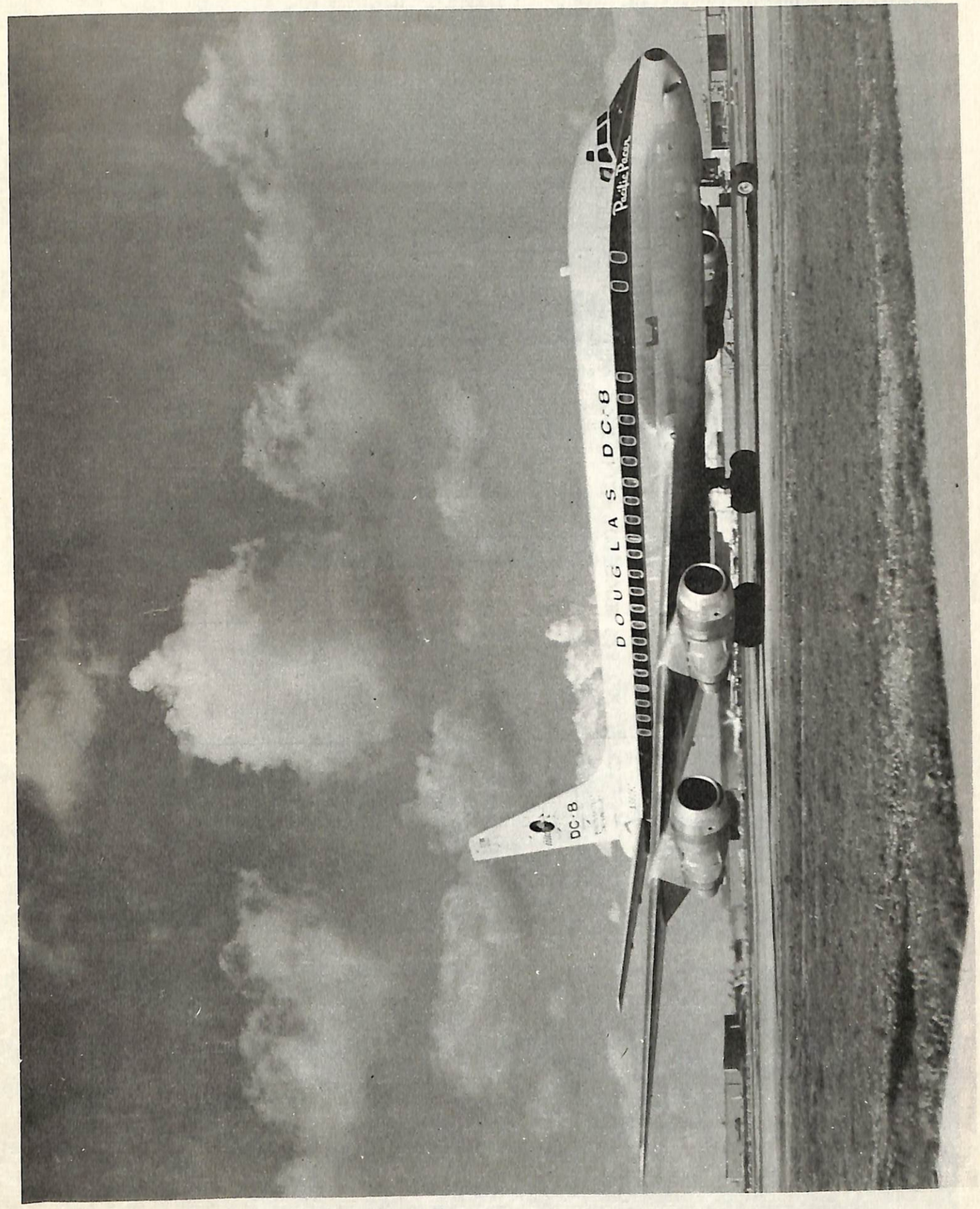
The advent of the widebody aircraft was to curtail orders for the Super 60s and McDonnell/Douglas decided to close the line in 1972. This decision may have been premature in light of continued sales of 707s and the downturn in traffic.

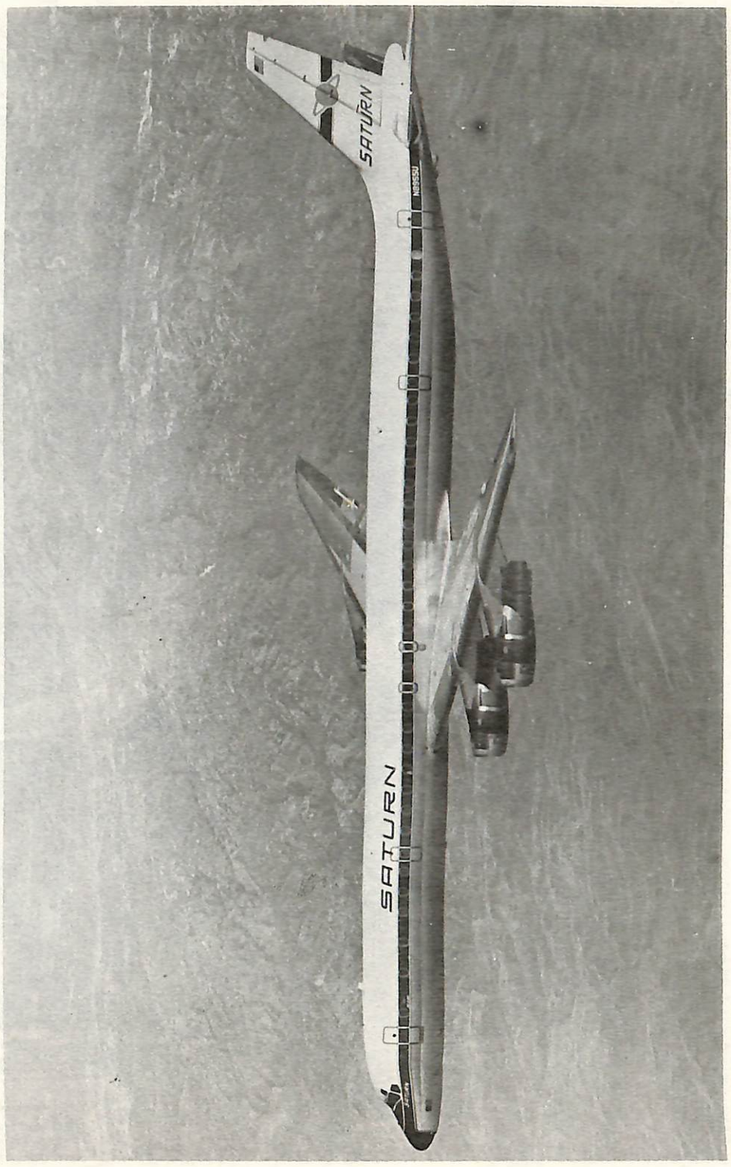
OPERATORS

The largest operator of the DC-8 of course was United Airlines with a total of 114 aircraft at one time. Other major operators were Delta, Eastern, JAL, the KUSS Group and Pan American. The Super 60s were sold in large numbers to the suplemental airlines and Freight carriers such as Flying Tigers.

ENGINE MODIFICATIONS

Douglas has discussed with operators the re-engining of DC-8s with JT8D-209 and CFM56 engines. The cost of such a program will be $7 million for the JT8D-209 and $10 million for the CFM56. Both will offer significant increases in performance, with large reduction in fuel consumption and reduced noise levels. The CFM56 offers the greatest improvements which for the 63 Series would mean a 13.7 percent decrease in fuel burned, for a 680 mile increase in range and 40 percent reduction in noise.





DOUGLAS DC-8

SERIES	JUNE 1955	10	20	30	40	55	61	62	63	63CF
SPAN	134.6ft			142.5ft					148.5ft	
LENGTH	140.6ft			150.6ft			187.4ft	157.5ft	187.4ft	187.4ft
ENGINES	JT3L	JT3C-6	JT4A-3	JT4A-9	RRCo/509	JT3D-3	JT3D-3	JT3D-3B	JT3D-3B	JT3D-7
THRUST	11,000lb	13,500lb	15,800lb	16,800lb	17,500lb	18,000lb	18,000lb	18,000lb	18,000lb	19,000lb
CRUISING SPEED		471Kts	473Kts	455Kts	473Kts	473Kts	460Kts	470Kts	470Kts	473Kts
MAX RANGE	3,700nm	4,920nm	4,425nm	5,250nm	5,450nm	6,310nm	4,800nm	6,000nm	5,550nm	6,000nm
MAX PAYLOAD		39,100lb	34,500lb	39,500lb	37,300lb	51,000lb	75,100lb	52,000lb	68,850lb	79,700lb
M.T.W.	211,000lb	265,000lb	276,000lb	300,000lb	300,000lb	325,000lb	325,000lb	335,000lb	350,000lb	353,000lb
M.L.W.		189,000lb	199,000lb	207,000lb	207,000lb	217,000lb	240,000lb	240,000lb	258,000lb	275,000lb
FIRST FLIGHT		30-5-58	29-11-58	20-2-59	23-7-59	13-1-64	14-3-66	29-8-66	10-4-67	18-3-68
FIRST DELIVERIES		3-6-59	3-1-60	7-2-60	7-2-60	21-6-64	26-1-67	3-5-67	15-7-67	21-6-68
AIRLINE		UNITED	EASTERN	PAA	AIR CANADA	SEABOARD WORLD	UNITED	SAS	KLM	SEABOARD WORLD

This program is of tremendous interest to the Super 60 operators as most DC-8s have only reached 30,000 hours and the expected lifetime of the fuselage is 80,000 hours.

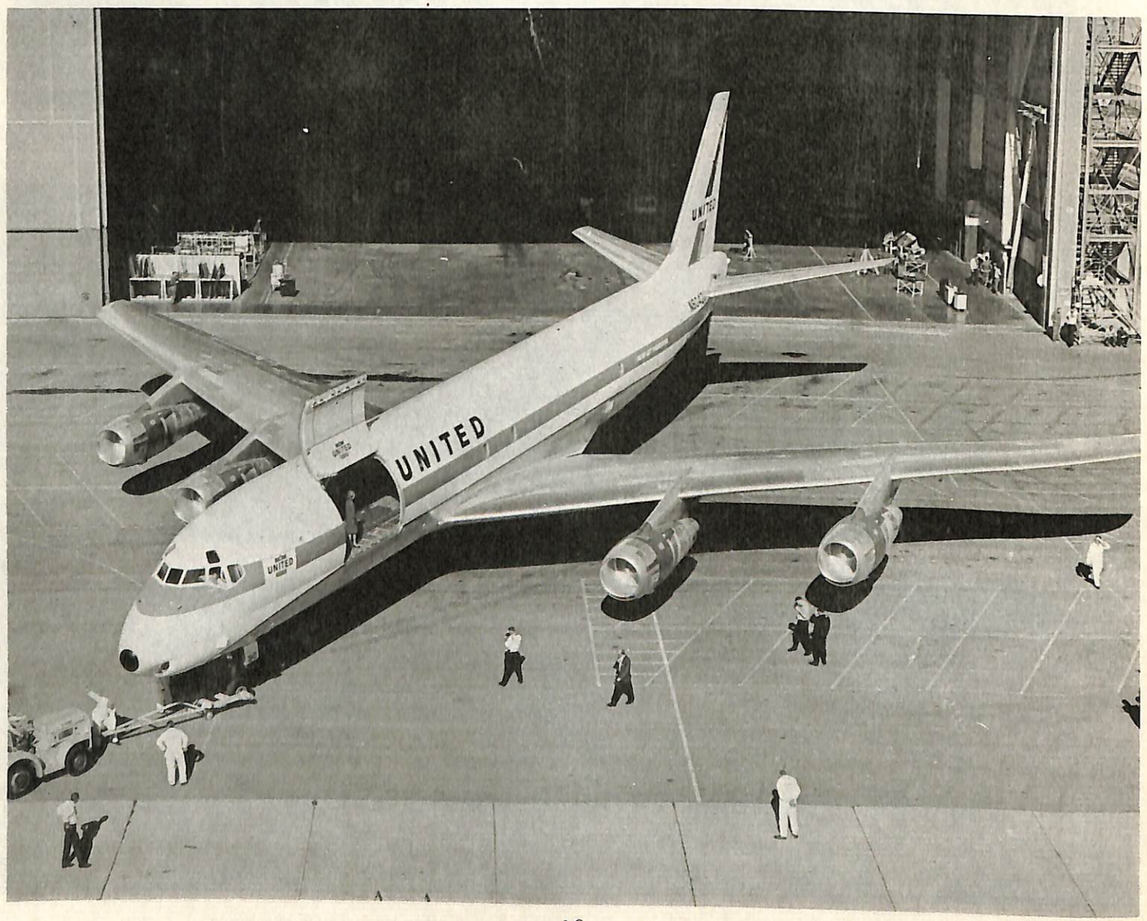
SECONDHAND MARKET

Many fleets of standard body DC-8s have now been broken up with the introduction of the widebodies but the Super 60s still command high prices with the -63F being the most popular. It is now an accepted fact that the DC-8 has a better structure than the 707 and as a result the "8" is commanding better prices than contemporary Boeing aircraft. The effect of de-regulation of freight services and a go-ahead of the re-enginging program will place further demands on the supply of surplus Super DC-8s.

CONCLUSION

While initially suffering because of Boeings lead the DC-8 was to eventually chalk up a respectible sales total of 556 aircraft. The DC-8 also had early performance problems but once these had been rectified the DC-8 was to boast many records for speed, altitute, range and payload. The Super 60s were to prove very successful and only the advent of the widebodies were to cut short their continued sales.

NOTE: The photos and other graphic items appearing in this article are from the files of Geoff Thomas, the author.



DECAL CAPERS

by

STEVE KENYON

Beginning life as Douglas Model 1881, the DC-8, our subject for this issue, becomes a delightful item to work with. Having previously worked with another Douglas product (see "Captain's Log" Vol. III, No. 2, Fall 1977) its a pleasure to decal the second in the series of Douglas subjects.

The aircraft was first introduced in mid-1955, but unfortunately, did not make the flight scene until mid-1958. This model, known as the series -10, received FAA certification approximately fifteen months later and entered passenger service on September 18, 1959 with United and Delta Airlines.

Subsequent to the -10 series introduction, other series soon made their appearance. Characteristically, each airline desiring individuality in their inventory, bring forth engineering design requests which supports the needs of each airline purchasing the specific aircraft. Consequently, the manufactured series appeared in five basic models; two served internal domestic routes while three became international conveyances and accomodated the hugh sophisticated international jet set.

Basically, the first five series of aircraft were of the same dimensions (see figure 1). But as in every progressive development program, McDonnell Douglas continued to develope and improve their product. Resulting from flight test data, fixed slots were installed inboard of each engine pylon which engineered a new leading edge on the wings. Accompanying the new slots, the wing span increased an additional two feet and eight inches. These changes occurred primarily with the series -50; however, many dash thiry series were retrofitted with these changes also.

Along with being an excellent passenger transport, the DC-8 has also firmly established itself among the

historical records as witnessed by these two incidents. One occurred on February 23, 1962 when a -50 equipped with JT3D-3 turbofan engines flew non-stop from Tokyo, Japan to Miami, Florida covering 8705 miles in 13 hours and 53 minutes. This feat established a distance record for commercial transport aircraft beating a previous record by nearly 1700 miles.

Another history-making event occurred approximately six months earlier. This occurrance exceeded the speed of sound (Mach 1) as a DC-8-40 equipped with the newly developed leading edge wing slots entered the realm of supersonic speeds by attaining a TAS (true air speed) of 667 miles per hour at 40,350 feet altitude. This occurred with a weight equivalent to its normal payload which had been carried to an altitude of 52,090 feet just moments before.

It should go without saying, these events firmly establish the DC-8 as an airworthy piece of transport equipment, and one which we modelers are pround to build and exhibit.

But I am getting ahead of my story because there is more to come.

The success of the first five versions prompted McDonnell Douglas to even greater heights as the series sixty came into being. On April 5, 1965, three new Super Sixty Series were announced and the first Super 61 entered passenger service on February 25, 1967. Subsequent to this date, the first Super 62, delivered to SAS Airlines, entered service on May 22, 1967. The Super 63 series made its debut under KLM colors on July 27, 1967.

In addition to the straight passenger version, a cargo version was also developed. It was named the DC-8F (see photo), "Jet Trader". It had reinforced floors permitting an increased gross load operation and was initially developed from the -50 series but now includes each of the Super 60 series as well.

By the end of 1970, over 700 combined versions had rolled off the McDonnell Douglas assembly lines. As of this date, most of these flying machines are still covering the world's sky routes and the thousands of miles of parking ramps provide the modelers with ample proof of a great product worthy of gracing our exhibition halls and shelves.

Now lets take a look at figures one through five and briefly discuss each one:

1. This is a dimensional data chart for modelers. It is designed to cover external dimensions to the modeler as he/she may cross-check their models.

2. This is a view of the DC-8-63F flown by Seaboard World Airlines, a USA based carrier traveling world wide. It is an unusually easy model to paint and decals. I suggest either the Revell kit H-270 or Heller L705. In either case, these models will have to be modified to become -63's. Start by painting the entire aircraft flat white. Mask the model so you can paint the gold top, vertical stabilizer including the rudder, and the gold cheat line. Let the gold paint dry thoroughly. Next mask off the top of the fuselage so the lower section can be painted light grey, and then finish the model painting by masking and painting the black cheatline. Note the two white narrow lines between each of the colors of the cheatline. Also note that the black cheatline follows through to the nose of the aircraft where it becomes the anti-glare panel. The airline name and registration numbers are in black. Use Micro Scale decal letters. The large SW on the tail can either be made from clear decal paper and painted or before the gold is sprayed, cut the SW from masking tape and place in position before painting. By so doing the white beneath the cut out letters will show after the gold is painted. A US flag appears at the top of the tail. Finish adding the external details such as landing gear, antennas, etc., then spray with clear gloss and the model is done. (Authenic registration number is shown.)

MCDONNELL DOUGLAS DC-8 DIMENSIONAL DATA
(for modelers)

Model	WING SPAN	LENGTH	HEIGHT	WHEEL TRACK	WHEEL BASE	No. of Windo.	DOORS Pass.	DOORS Serv.	DOORS Frt/Bagg	remarks
DC-8 -10	139' 7"	150' 6"	42' 4"	20' 10"	57' 5"	26	72" x 34.5"	64" x 33½"	44" x 36"	turbojet engines
DC-8 -20	139' 7"	150' 6"	42' 4"	20' 10"	57' 5"	26	same	same	same	turbojet engines
DC-8 -30	142' 5"	150' 6"	42' 4"	20' 10"	57' 5"	26	same	same	same	LRI;turbo-jet engine
DC-8 -40	142' 5"	150' 6"	42' 4"	20' 10"	57' 5"	26	same	same	same	LRI;Roll-Royce eng.
DC-8 -50	142' 5"	150' 6"	42' 4"	20' 10"	57' 5"	26	same	same	same	turbofan engines-LRI
SUPER DC-8-61	142' 5"	187' 5"	42' 5"	20' 10"	77' 7"	#	same	same	same	turbofan engines LRI
SUPER DC-8-62	148' 5"	157' 2"	42' 5"	20' 10"	77' 7"	#	same	same	same	new eng pods & py-lons. LRI
SUPER DC-8-63	148' 5"	187' 5"	42' 5"	wider but firgures unavail.	60' 10"	#	varies	same	same	same as -62 series LRI

NB= number built : *=as of 1968; many 30 series were converted to 50 series also. Includes the -54 & -55 series. #= over 275 built by end of 1970.

LRI= long-range intercontinental.

NOTE: The number of escape hatches, windows, and antennas may differ from airline to airline. Be sure and check your references for the model you are building.

If you are interested, the window size on the DC-8's is 18.5 inches by 15 inches.

All types of engines are fitted with noise suppressors and thrust reversers.

ALL REFERENCE MATERIAL USED IS ON FILE AT THE INTERNATIONAL MINI MODEL MUSEUM and will be released upon written request.

FIG. I

DC-8-52 flown by
CYPRUS AIRWAYS. acft. leased from mcdonnell douglas thus USA reg.

FIG. 3

DC-8-10 thru 50 series

FIG. 4

no scale

REF. USED ON FILE AT IMMM REF LIBR.

note; this model modified with turbofan engines. check fig. 1 for example,

orange red
black
med. blue
white
med. gray

COLOR SCHEME

NOTE: Check references for colors of wings and horizontal stabilizers and number of antennas.

ref. material on file at the IMMM libr.

SIDE VIEW OF TURBOFAN ENG. & POD ON THE -63 SERIES

GOLD
BLACK
WHITE
LIGHT GRAY

COLOR SCHEME

NOTE: Check references for colors of wings and horizontal stabilizers and number of antennas.

airline name in med. bold slanted ltrs. slant = 25° off vertical.

DC-8-61 & 63 series

DC-8-63CF flown by SEABOARD WORLD A/L

FIG. 2

no scale

3. This is a series -50 flown by Cyprus Airways (now belongs to Evergreen, according to Fred Erdman). The aircraft is (was) on lease to this airlines by McDonnell Douglas, thus the US registration number of N99862. This model is another easy one to decorate. Paint the entire model in flat white. Then mask the lower half and paint it medium gray. Now mask out the cheat line and paint it with a medium blue. Note that the front of the cheat line curves upward from its starting point and then continues straight back ending at the horizontal stabilizer. It does not continue on to the end of the fuselage. The vertical tail assembly is an orange-red with a white stripe on the leading edge. The logo is the Mouflon which is a white square containing a black stylized winged mountain goat. Just mask off the white square before painting the orange-red. After the paint is dry on the tail, make a few strips of narrow masking tape and design your "goat" so that when you paint the black lines, the fiqure of the goat will be painted on the white square. Your alternative to this method is to design the goat on clear decal paper and paint it black. Then you may fasten it to the white square using the Micro Scale system. For the airline name I used 18 point bold letters in black. For the registration numbers, I used a number 12 point bold letter in black. I free hand drew the Douglass insigna aft of the rear door. The anti-glare panel on the nose is black while the doors and escape hatches are blue-white-blue-that is; blue on white and white on blue. All windows are outlined with a white pin strip. If you don't want to do the window outlines free hand, use Micro Scales new strips decal in white. The wings and engine pylons along with the engines are painted the same medium gray you painted the lower half of the fuselage. One exception to the engines: the first (approx. 3/8 of an inch) section of the engines are painted a light gray and the noise suppressors are painted black. Check figures 2 and 4 for an example.

4. This example takes us to Spain for a colorful livery and one which is a little more complicated than the previous two examples. However, there is nothing too complex or difficult to accomplish. The cheat line runs straight from the nose to the tail and is in red. The lower 1/3 of the fuselage is done in two shades of gray. As per the drawing, the center section (lower 1/3) is a light gray while the forward and aft lower sections are medium gray as are the wings and engines plus the pylons. The logo on the vertical tail assembly is a yellow globe with the slanted IB letters in red. Don't overlook the gold outline that circles the globe. The radar on the nose is in black while the anti-glare panel is red--a continuation of the red cheat line. The airline name--IBERIA--is made up of very broad slanted letters and is in red also. The degree of slant to the letters is 20 degrees to the right of the vertical. Almost to the top of the vertical stabilizer, a red-yellow-red combination of strips appear. Note that the yellow one is somewhat wider than the two red ones. Directly beneath these three stripes appears the registration number which is authentic and verified. IBERIA's DC-8s are all named after famous painters; thus, this one is named Rosalas and this name appears in black on both sides of the nose. Note that the colors of the engines and their pylons are silver or aluminum with black noise suppressors and light gray lips on the front of each engine.

5. The next two examples (Fig. 5 and 6) are without a doubt the most colorful of any of the DC-8s flying. Both of these aircraft plyed the world airlanes displaying their colors during the Nation's BiCentennial celebration during 1976 and 1977. These two examples were operated by Overseas National Airways and the color schemes were designed by company employees, so the story goes.

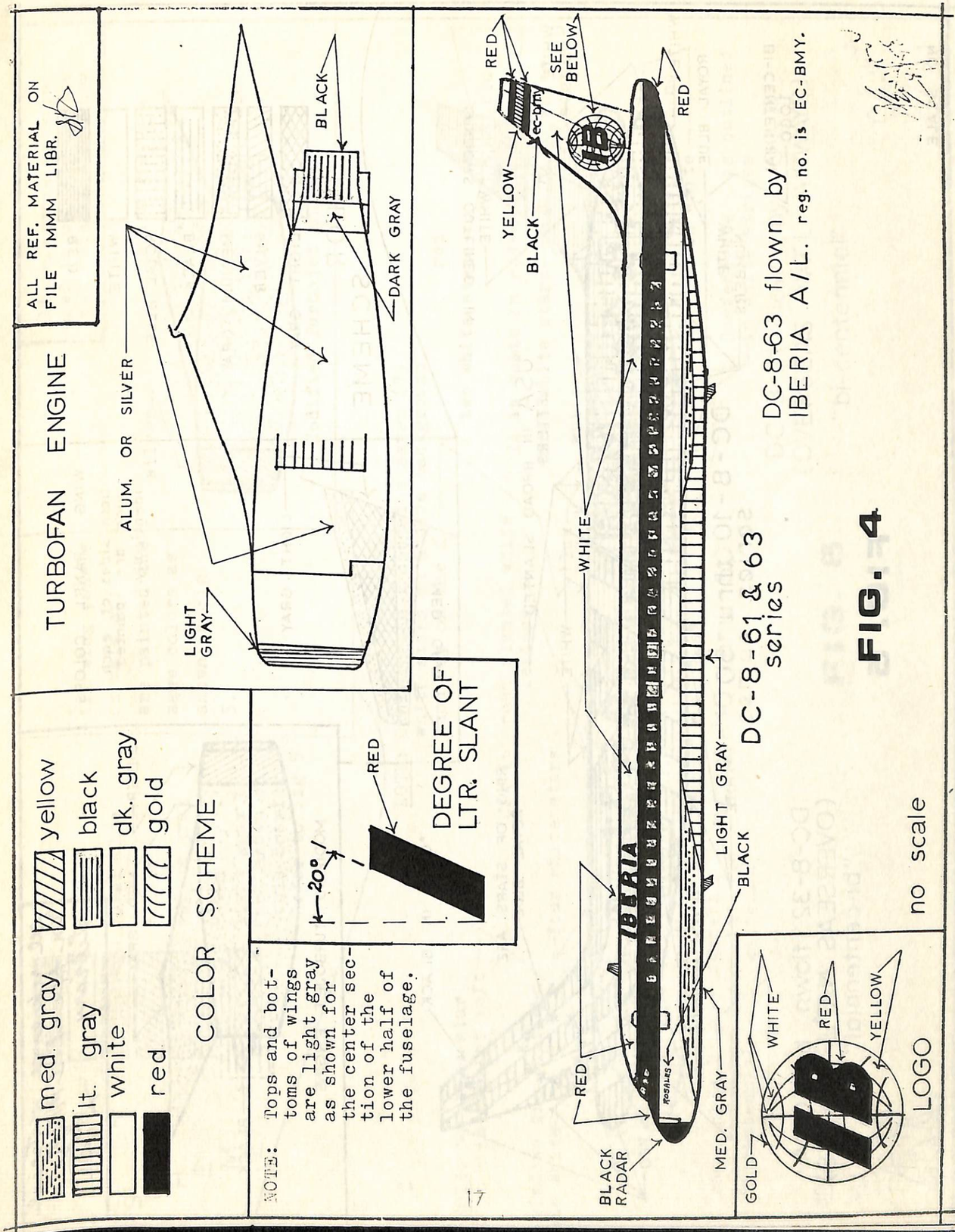


FIG. 5

All wing panels on this acft are painted the same colors as shown in Fig. 5.

NOTE: Confederate X contains seven (7) white stars on a blue background each way on the X.

NOTE: No white star on nose of acft

FIG. 6

NOTE: This acft bears no name

NO SCALE

5. (Continued)
For my models, I used Revell's kit. Since the -20 and -30 series were of the same dimensions, using this kit made the models very simple to decal without major modifications.

The next few remarks apply to Fig. 5.

As always, I painted the entire aircraft flat white. After adequate drying time, I masked off the last half of the model and painted the royal blue. Then using Scotch tape I laid out my white stripes running horizontially along the fuselage and vertically up the tail assembly. To cut the curves of the stripes, I used a french curve and my trusty #11 knife. Then I painted the red stripes. When these were dry, I peeled off the masking tape and I had all of my red and white stripes. The name "Independence" and the numbers 1776 and 1976, and the white stars--four on the fuselage; one on the nose and one separating the years--were from Micro Scale decals. The ring of royal blue stars on the vertical tail assembly was from a Micro Scale sheet for the Thunderbirds. The slanted ONA at the top of the vertical tail assembly came from another Micro sheet for the Navy's F-8 in 1/72 scale. I cut out the individual letters and applied them separately using the Micro Scale system. The large U S A were free hand drawn and came from a strip of white monocoat paper used on radio controlled aircraft. As the drawing shows, the wings, engines and pylons are painted two shades of gray. The exception is the leading edges of each engine. They are painted silver. The bi-centennial logo on the nose comes from another Micro sheet while the white outlines around the cockpit windows were cut from Micro Scale's door decal sheet. The registration number can be hand-painted, drawn on with a lettering guide and black ink pen, or decaled by using Micro Scale's railroad decal sheet.

6. Modeling this example is somewhat of a repeat of Fig. 5. The rear half of the fuselage is painted solid red except for the Confederate X that appears on the side. The X is royal blue with Micro Scale stars numbering 7 each way over laid on the blue background. Surrounding the X is a thin pin stripe of white. The vertical tail assembly bears a different arrangement of stripes, stars and letters also. The top blue stripe surrounded with white pin stripes contains only two stars in white. The letters O N A are white and are on a red stripe. The bottom stripe is again royal blue surrounded with white stripes but contains three white stars. The registration number appears midway between top and bottom of the rear fuselage and they are in white on red. I used Micro Scale railroad numbers from the railroad decal sheet. The forward section of the model is finished exactly as for figure 5 except the star on the nose and the name are omitted. The bi-centennial logo; the years separated by a white star; the four large white stars; and, the large U S A are exactly as they were for example 5. The wings, engines, and pylons are painted exactly as the previous figure.

This concludes the discussion for the drawings presented. However, before I close, I do want to thank most kindly, Mr. Terry M. Love of Burnsville, Minn. and Mr. Dean Slaybaugh of Portland, Oregon for their kind and generous offers and use of slides and pictures for use as reference material for this writing. Without such good friends as Dean and Terry, my job would be terribly difficult, if not next to impossible. To those of you who want and need slides of commercial airlines, give these two gentlemen a chance to fulfill your needs. You'll be surprised at what a stampled, self-addressed envelope will return to you.

Its time to conclude this manuscript but before I do, may I make an appeal to my readers. If you have any written or pictorial material on the British Viscount and Vanguard, would you please drop me a line and let me know what is available. Please write me at 2276 North "D" Street, San Bernardino, California 92405.

As a closing statement, permit me to say that my references used for this writing remain the same as those listed for my article in the last issue plus the pictures and slides from Dean and Terry as mentioned. Best of luck and happy modeling.

Steve Kenyon

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ATTENTION: The Winter issue (next issue) will feature the Viscount. If you have any photos of this aircraft that you would like to see printed, please send them to the editor. The same is true if you have photos of your models of this aircraft.

****

The Douglas DC-8s of 1960 brought Pan Am passengers a new sense of luxury and relaxation....with their sky-lounges and cantilevered seats (for unobstructed leg room). The high-flying DC-8s carried 142 passengers over a range of about 4,640 miles, at close to 580 MPH. They were 150½ fee long, with a wing span of 142 feet, 4 inches. Fuel capacity was 23,300 gallons.

AIC

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The publication of the Aviation Society of Antwerp (formally the Delta Fan Club) is the DEURNE AERONEWS. This bi-monthly newsletter contains many articles of interest concerning aviation in and around Belgium. Most of the newsletter is printed in Flemish, however, inserts are available in English. With 600 members, this club is growing fast. For more information, please write to the address mentioned above.

HAWK AIRFIX MPC ENTEX REVELL MONOGRAM MODEL SHOP FROG AURORA

by
DAVE MINTON

In modeling the DC-8 one is able to choose froma wide variety of kits and markings. Most of the DC-8 kits which have been available in the past or are presently available are listed at the end of this article. They are give with kit number, scale and decal, where this information is known by me. I have also given a kit collector value, where I have some idea of the value; these are given more or less to establish a sense of the kit rarity rather than the actual value. You will not that my values are not always the same as the KCC values.

For the decals, besides those available in the kits, the following have been produced specifically for the modeler. Micro Scale sheets 44-28 for a DC-8-20 in Eastern (Golden Falcon) and PAA and 44-25 for DC-8-61 in United n/c and National o/c. ATP in San Francisco makes a United sheet n/c and an excellent Eastern sheet for all narrow bodies of the respective fleets, including, of course, the DC-8. There is also some possibility that we may see some interesting DC-8 stuff from Fowler in the near future, including Trans Carrib for the -61 and National n/c for the same. Aside from these, there are literaly dozens of other possibilities by mxing and matching decals. Some interesting possibilities that come right off include Delta and Austrain from the Fowler sheets, Braniff and Flying Tiger from Micro Scale sheets--these to 1/144 and for some 1/100 stuff try using the Micro DC10 and L1011 and 747 decals. Some suggestions are, for the -62 are JAL and Alitalia and for the others, United and Air Canada. Also, of course, you might try Flying Tiger from the 1/100 707 sheet.

Because of the rather large number of kits available and the fact that I haven't seen some of them I won't review all of them. I will give some comments on the Heller, Lindberg and VEB kits and offer more complete reviews of the Aurora, Nitto, and Revell kits, as it is my feeling that these are the most likely to be modeled.

The big problem with the Lindberg kit is that the surface detail is quite heavy. The kit is very small, so this becomes an immediate problem. Also, while the engine pylons are drawn correctly on the box (PAA), they are not molded the same way on the model. The net result is that the model looks bulky and inaccurate. The fit of the parts is not particularly good and neither are the decals. The Heller kit is relatively more accurate, but seems to me to represent a lot trouble. The kit is pretty expensive (probably more now), decals aren't particularly exciting, there are an excessive number of parts, the fuselage alone is made up of eight parts, and the fit of these parts isn't good, so a lot of filling and sanding is needed. The VEB kit is made of thick and heavy plastic and resembles more than anything else a test shot for an Aurora kit, to my eye at least. The fit is not very good and the results seem somewhat heavy to me. Considering the rest of the kits in alphabetic order, all dimensions are scaled in my usual way using, for reference, Green and Swanborough or original Douglas drawings. Because of the wide variations in DC-8s available from Aurora and Revell, my review will focus on only one particular kit as given by kit number in the review.

Aurora kit 387: The first problem is to determine which DC-8 the kit is supposed to represent. The photo on the box shows N8028U, which was construction number 45297, a DC-8-21 first delivered to United on June 8, 1960 and still listed with the carrier. For this reason and the fact that the kit was made in 1951, hence there weren't many other variations of the aircraft yet in existence, it is reasonable to assume Aurora intended the model to represent a -21. (Note: United also has a post card with the same picture as on the Aurora box.) I have checked several other versions of the kit and as far as I can determine there were never any changes made in the model itself, only in the decals, box, and instructions. Thus, the Trans Canada DC-8 is not a -40.

The kit itself is molded in white plastic and made up of 47 parts, including two for the clear stand. The scale is not given with kit, however, you will be pleased to know that the model is recommended by "Parent's Magazine." The length of the model comes to about 43.9cm (17.25 inches) which indicates that the model scales at about 1/105 instead of the advertised 1/103 (advertised in other kits that is). The span, on the other hand, scales to about 15 feet too great, somewhere near 1/98 scale. The wing chord is also better for a -30 series, being somewhat too wide for a -20. In cross section the Aurora kit pretty closely captures the double round shape of the fuselage, although the scribing is somewhat heavy, as is most of the reast of the scribing (wings, etc.). In profile, the kit nose tends to taper somewhat rapidly and the tail appears a bit tall and rounded, perhaps by less than 1/16th inch. The wing outline appears a little off also, being wide at both the wing root and also further out to the top. The shape of the tip itself is very nicely represented, however. The shape of the engine pylons is somewhat inaccurate and should be changed to reflect the shape of the Revell kit conversion given later in this article. The shape of the engines and sound suppressors is quite interesting, but it is not clear how they are intended to relate to DC-8 engines, hence I can only speculate. Generally, the intake may be construed to represent something similar to a DC-8-20 except that it is quite heavy. The kit was also built before the actual aircraft was put into service and the sound suppressors seem to me to look more like Boeing Conway suppressors, which were perhaps the only ones around to copy at the time Aurora designed the kit. The landing gear is quite sketchy, at best, and the gear doors and wheels themselves are a bit too thick.

Construction of the model is relatively straightforward, expecially considering the early vintage. The model does have some flash, however, presumably because of the relative thickness of the plastic, there are few sink holes. Filler is needed at almost every joint, especially around the wing root to fuselage area. Once completed, the model does nicely represent a DC-8.

Nitto DC-8-62, kit 322: This kit represents only a -62 and hence there is no problem determining which version. Using either two Nitto kits (pretty expensive - or one Nitto kit and one Aurora kit, as the fuselages match in cross section pretty well, it would not prove too difficult to make a -63. If you want to make up one of the other versions, follow either the Revell -20 or -61 or the Airfix Boeing 707 for a -40 to get the proper shape of the engines. These will have to be made from scratch. The kit is advertised to 1/100 scale. Carefully checking, the dimensions makes clear that the kit is not exactly 1/100, being about 1/102--quite close to the Aurora kit. In every way, however, the kit is great, molded in two colors of plastic; the detail and fit of most of the parts is quite pleasing. There are no sink marks and comparatively little putty is need (compared to the Aurora kit). Putty is needed at the wing-fuselage joint, of course, and around the engines. One curiosity included is that of the cheat line decal, which is, in fact, a sticker rather that a decal, hence it is of almost no use.

In outline the model looks great. While it is true that it does not match up exceptionally well to drawings of the nose area, it does, however, compare nicely with photographs of the aircraft. The

nose may be ever so slightly too pointed and long. And one could also slightly increase the angle of the rear of the upper part of the engine pylons as well. Surface detail is engraved, very fine, and for the most part pretty accurate. The wings appear accurate in general outline, but don't match up very well for the forward inspection panels.

Revell kits H-242 and H-270, the DC-8 and DC-8-61, both in UAL markings: As far as I know, all other Revell DC-8s are the same as one of these two, except for the color of the plastic. Thus, the DC-8-63 (H-271 is, in fact, a DC-8-61).

Starting with kit H-242, the first problem is to ascertain which model of the DC-8 it represents. The number for the model supplied with the decal sheet is apropos, but it is a smaller number than the first DC-8 delivered to UAL. The kit, in the American version, is also copyright 1954. Using all this information, one can reasonably assume that the model intends to represent a DC-8-11, where the actual aircraft was later converted to a DC-8-21. Careful measurement of the kit indicates that it scales at closer to 1/151 than the advertised 1/144. It is molded in silver-grey plastic and comes with a considerable number of parts; for example, each engine and pylon are made up of five parts and are quite well detailed, especillay considering the very small size of the part. They represent JT3C engines, which were actually supplied only the the -10 series of aircraft. Later -20 and -30 series aircraft were provided with JT4A engines--however, while these engines were somewhat higher in performance that the JT3C's, in the scale of the kit they are nealy impossible to tell apart. Hence, one can easily use the kit engines to build either the -20 or -30 series.

The most glaring problem concerning the Revell kit is the shape of the engine pylons, which is generally incorrect for production versions of the eight, even including the -10 series. While the aircraft was being produced, Douglas changed the pylon shape with the addition of thrust reversers. As far as I can find out, if there were any prototype aircraft not so fitted, they were quickly retrofitted. Hence it is not absolutly clear if any aircraft ever flew with the pylons as provided in the kit. It seems possible that the first UAL or, perhaps PAA, DC-8, may have been flown, in the carriers colors before final delivery, without the thrust reversers. If anyone can provide further information on this, I would be most pleased to find out, as I am sure, would be others.

In any event, in order to correctly model most of the -10, -20, -30, and -40 series aircraft, it will be necessary to change the shape of the engine pylons to that shown in Fig. 1. (See below) This can

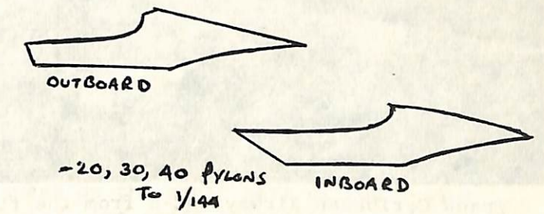

FIG. 1

be done either by cutting off the back of the kit pylon and fitting a new piece after sanding and shaping--which is the method I used. Or one could remove the kit pylon completely and build a new one. For the -40 series, one will also have to redo the engines as this version was powered by the Rolls Royce Conway and the nacelles were quite a bit heavier looking than the Pratt and Whitney engines. This version was flown originally by Alitalia, Trans Canada, and Canadian Pacific. Later it was also flown by Zambia, Northwest, Air Canada and CP Air among others. Probably the easiest way to accomplish this change would be to use the engines from the Airfix Boeing 707 kit. These are somewhat heavy, but the results are cetrainly quite close. Otherwise, one would have to use the engine nacelles from the Revell kit (or any other for that matter) and build-up (or sand down) the shape with putty until they looked pretty much like the Airfix 707 engines. I have not modeled a -40 and so can not comment on how would be the best, but I rather think I would go with using the Airfix kit.

Aside from this, very few changes are needed in the Revell kit to make a really

Trans Caribbean Airways DC-8 from the files of Dave Minton.

nice model. Of course, one can always improve on the gear and gear doors. The trailing edges, especially of the vertical tail, are quite thin and will probably require extra care. This is even more true if you happen to have the Brazil kit. Not all of the scribed detail will be useful--but this will vary depending on which version you happen to model. You might also want to build up the nose a little bit, as it is somewhat flat, and reshape the air intakes, which are also a bit flat. The outline of the horizontal tail and the wing tips are a little square at the front edge.

If you want to make a -50 series aircraft, the easiest way is to take the wings, engines, and pylons from a Revell H-270 or some other -61 kit. Again, this won't be exact, as the -61 wings are actually probably a little short in span, perhaps 3mm for each wing. And in this case the leading edge tips are not quite square enough. These wings are also a bit narrow in chord at the wing root--but changing this and then getting the fuselage to match the change would be a formidable task. Especially considering it is off by as little as 0.25mm. Other ways to go about this conversion to a -50 would be to cut down a -61 fuselage, or to use a -11 kit and build up the engines and pylons. The only other major change concerns the location of the cabin windows and this will vary depending on the version of the aircraft you model, so check your references and photos.

Much has been said and witten about the way Revell modeled the windows on some of the airliners, particularly the DC-8, DC-9 and 727. The problem, if you are wanting to consider it as such, is that they are not drilled out, but come, rather, filled. If you have a real obsession for clear windows and you want a 1/144 DC-8, then you will have to drill out the windows. If, however, you are more interested in modeling a DC-8 than a bunch of DC-8 windows then I can suggest the following approaches, all of which I have found satisfactory: (1) If using a cheat line decal with windows dark on the decal, fill in the kit windows (I use Durite putty). This is pretty easy as they are solid anyway. (2) If using a cheat line where the windows are clear, such as Micro Scale sheet 44-28 fill in the kit windows and sand, then paint a very dark gray all down the window line. I recommend this method only where you are using a very dark cheat line. (3) If painting the cheat line, or the decal cheatline

Original Delta Air Lines DC-8 paint scheme. Photo from files of Int'l Airline Museum.

doesn't touch the windows, then paint the windows white and fill in with India ink. When dry, cover with Micro Mask and paint the rest of the model as usual. I find this very quick and easy and the results are as the DC-8 Trans Carib. Any extra windows are made up using a decal sheet sprayed black. (4) Another method would be to fill in the kit windows and cut out individual windows from Micro sheet 44-13. The advantage of this last method over the earlier method is that you can easily get silver around the edges of the window frames. Whereas it has been stated that all DC-8 window frames are silver, this is not true. Unquestionably however, most DC-8 window frames are so painted.

The Revell H-270 DC-8-61 perports to represent a -61, so there is no need to find out which model the kit represents. It also looks like a -61. And at least in this case, the engines and pylons can be used as is. There are, of course, some problems. The engines, as supplied, as not entirely correct, especially the thrust reversers. And the wing span and chord suffer as already mentioned. The wings provided for the -61 are almost, but not quite the same as the wings provided for the -11 kit. The span has been increased somewhat at the trailing edge (this doesn't seem to be consistent with all kits). It should be increased half again as much, or a total of about 3mm to be more correct. However, even as provided it makes into a nice representation of a -50 series or a -61. The direction of sweep on the upper part of the engine pylon also needs correction.

The kit is molded in white plastic and has a fairly large number of parts, although each engine is made up of only four parts. This is because they do not contain the "detailed" interior of the -11 kit. As with the other kit (H-272) there are several sink marks and some flash. The surface detail seems a bit heavy for 1/144 scale. On the whole the fit of the parts is pretty good, although certainly not exceptional. Filling and sanding will be needed around the usual joints, although the vertical tail, being not quite as thin as with the -11 kit, does not seem as prone to warping. There appears to me to be more flash on the -63, so called, which is made in Mexico. The Flying Tiger version is molded in light silver gray plastic.

In order to model a -62 or a -63, it is necessary to change the engines, pylons, fuselage, and wing tips, depending on the version desired. For both versions one must change the engines, wings and pylons. And for the -62, the length of the fuselage must be changed as well. For the -63, the fuselage is OK, assuming you are using a -61 kit. To make the required engines, which are very fortunately nearly cylinders, one can use almost anything on hand and build

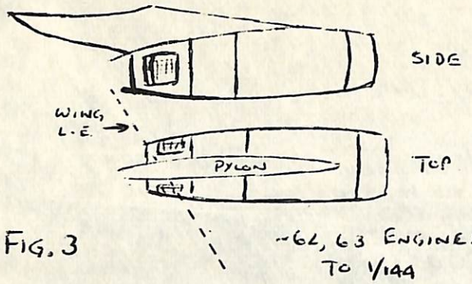

FIG. 3 -62, 63 ENGINES TO 1/144

up to match the shape in Fig. 3 (above). I used bombs from a Revell 1/32 Mirage III and fans from a Revell Boeing 707. For the pylons, make up as per Fig. 4 (below) out of 20 thousands plastic, sanding to shape. There seems to be

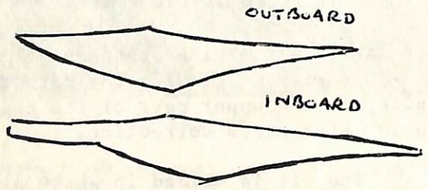

FIG. 4 -62, 63 PYLONS TO 1/144

some evidence that there is a little reinforcing rib on the inboard pylon of -62 models which runs from the rear end of the pylon to the front edge of the flaps. In mounting them to the -61 wings, while they go in the same location as the -61 engines, be sure to remove the upper part of the pylon supports as these do not appear with the more streamlined version on the -62 and -63. Consult photos for help. To change the fuselage for the -62, remove 28mm from the fuselage aft and 35mm from in front of the wing. Be careful so that you cut at the same places with respect to the window locations. To convert the wing tips, add about 13mm and extend as shown in Fig. 5.

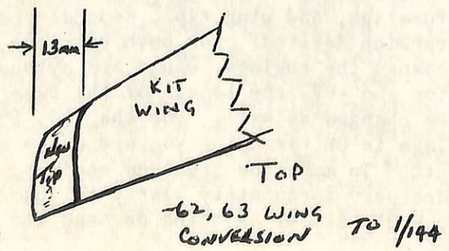

FIG. 5

This is after you cut off the kit tip at the scribed line. I find a stronger joint results by staggaring the joint; i.e. cut off a little more on the bottom (or top) section, and laminate two pieces and then sanding to the correct shape. See front view in Fig. 6 (below).

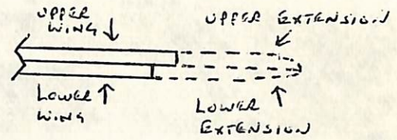

FIG. 6

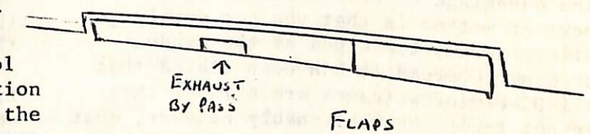

FIG. 7

It is also very easy to deploy the flaps on the DC-8, as shown in the photo (above). The flaps may be cut into three main parts, using the scribed lines for a guide. You will then have two main flaps and one exhaust bypass (this is so the engines don't blow the flaps off of the plane on landing). This exhaust section must be glued up somewhat as compared to the rest of the flap sections. The flap guides may be represented by very small pieces of plastic scrap. Note that they are not all the same size, but that they increase in size as you move inboard along the wing. See Fig. 7 (above).

Another detail to which one may devote some considerable attention is the detail painting of the engines and wings. In general, the engines are overall silver, with the rear section somewhat darker. This is for earlier versions of the "8". For the -50 and -60 series, and some -30 series, there exist quite a large variation in colors. For most -62 and -63 versions, the thrust reversers are considerably darker than the rest of the engine nacelle, even when the nacelles are various shades of gray. The wings are generally overall silver (on -62 and -63 versions) with a wide dark gray panel down the center section. Again, consult photos for the particular version you are modeling.

There are many decal schemes for the DC-8 available besides those already mentioned. Micro Scale, Fowler and Scalecraft have sheets available for other aircraft that can be used on the "8", just use a little care and thought and start turning out those DC-8s. How about some photos of you model 8s for the next issue of the Log? Please send them to the editor for publication.

There are a few new items to report, although as of this writing I haven't seen them all. Airtec has a new model of the Convairliner in 1/72 scale in Western colors. (Note: Editor saw this model at the convention in Toronto and it really looks great. Also talked with Airtec people and they are promising some great things in the coming year for the airline nut.) J & L has a new model of the YAK 40 with OK Jet decals, next up may be the DC-2. There is also a DC-2 out from the people who did the Lockheed L-10 Electra.

New decals from Scalecraft are the Boeing 727-200 in the new Braniff blue colors and a DC-9-30 sheet in Air Jamaica colors. It might be possible to fit the Air Jamaica decal sheet to a DC-8-50 or a DC-8-62. The colors for this decal seem adequate, although I feel the yellow is somewhat washed out, which will tend to make the model look a bit pale. The registration if also not quite as good as usual for Scalecraft, so be careful about the overwing escape doors especially. Last, but not least, from Rareliners there is a new Wien Air Alaska sheet for the Boeing 737. The register for this sheet is beautiful, as with the earlier Frontier sheet, and while the colors are quite brilliant, I feel the blue may be just a bit too dark for Wien's airplanes. In any event, it is one of the more colorful schemes available for the 737 and should look very nice on the model.

There are a considerable number of references for the DC-8, so I will mention just a few. The publication by Airline Publications and Sales Ltd., called Airliners includes quite a few DC-8s, including both of the ONA bicentennial schemes (also see Steve Kenyons article in this issue). Also World Airline Color Schemes (two vol.) have several DC-8s in them. And the publication World Airline Fleets 77 and 78, and Fleets Monthly contain many DC-8s. The yearly publication called Douglas Jet Airliners contains many pictures of the DC-8, although not of the best quality. The August 1968 British IPMS magazine contains a very good article on modeling the DC-8, including the early version of the Revell kit.

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The model contest proposed in the last issue of the Log is cancelled. Only one modeler sent in a picture of his C-46 for the contest--and one entry certainly doesn't make a contest. I am quite disappointed in you fellows.

THE MISSING DECALS

A sheet of Seaboard World decals was promised in the last issue of the Log. Due to problems beyond my control, the party that promised the decals was not able to produce them. My apologies.

DOUGLAS DC-8 KITS

Manufacturer	Series	Decal	Scale	Kit Number	Value
Aeros	??	??	1/135	??	10.00
Aurora (Canada)	-20	Air Canada	1/103	390	8.00
Aurora (Canada)	-20	Trans Canada	1/103	390	10.00
Aurora	-20	Delta	1/103	389	8.00
Aurora	-20	Eastern o/c	1/103	388	15.00
Aurora	-20	Eastern n/c	1/103	388	8.00
Aurora	-20	Garuda	1/103	389	15.00
Aurora	-20	Pan American	1/103	386	8.00
Aurora	-20	United Air Lines	1/103	387	8.00
Coma	??	Alitalia	1/208	4003	15.00
Crown	-61	JAL n/c	1/330	256	4.00
Dubena	??	??	??	??	4.00
Entex	-63	Eastern n/c	1/520	??	1.00
Lindberg	-20	Pan American	1/231	410	4.00
Lindberg	-20	Delta	1/231	453	4.00
Lindberg (Mexico)	-20	PAA/Aeromexico	1/231	410	3.00
Heller	-20	UTA o/c	1/125(?)	??	8.00
Nichimo	??	JAL	1/300	3009	4.00
Nitto	-61	JAL	1/200	313	4.00
Nitto	-63	JAL	1/520	316	3.00
Nitto	-62	JAL	1/100	322	15.00
Nitto	-61	JAL	1/200	493	4.00
Revell (England)	-21	SAS o/c	1/144	188	20.00
Revell (England)	-21	KLM o/c	1/144	714	20.00
Revell (Brazil)	-21	United Air Lines	1/144	242	6.00
Revell (Mexico)	-21	Aeronaves	1/144	242	12.00
Revell (Mexico)	-61	Aero Mexico	1/144	271	18.00
Revell (U.S.A.)	-21	United Air Lines	1/144	242	10.00
Revell (U.S.A.)	-21	United Air Lines	1/144	248	10.00
Revell (U.S.A.)	-61	United Air Lines	1/144	270	10.00
Revell (U.S.A.)	-61	Flying Tigers	1/144	270	35.00
Swana	??	United Air Lines	1/247	156	15.00
VEB	??	KLM (?)	1/100	??	8.00

AIR TRANSPORT IN EUROPE

PART 4

by

Joop Gerritsma

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

FRANCE

The first airlines in France--in the true sense of the word--were formed in 1919, but French aviation history goes back much further than that. For it was two Frenchmen, the brother Joseph and Etienne Montgolfier who, in April 1789, successfully flew the world's first man-made hot-air balloon, while in October of that same year another Frenchman, Pilatre de Rozier, made the first successful flight ever in a man-made airborne vehicle when he ascended to an altitude of 100 feet in a Montgolfier balloon.

Most of the early experiments with fixed-winged aircraft in Europe during the beginning of the 20th century also took place in France, with Santos Dumont making the first motor flight in Europe in 1906 near Paris. Other names from this famous era include Farman, Voisin, Bleriot, to mention only a few.

THE FIRST AIRLINES

In the summer of 1919 the Farman brothers, builders of a successful series of heavy bombers for the French forces during the First World War, founded the Lignes Aeriennes Farman (Farman Air Lines), which immediately started a series of proving flights from Paris to neighboring European capitals and to North Africa and Scandinavia. The first scheduled (weekly) service was opened in September, to London, with the giant (for its time) Goliath converted bomber.

A few other firms established some domestic air services, as well as services to holiday resorts, but these soon disappeared or merged into the Air Union (which we will cover later).

The second major airline was formed at Toulouse by flying boat builder Latecoere. Proving flights had been made as early as December 1918, reaching Barcelona, Spain, while in early 1919 this line extended to Alicante, also in Spain, and to Rabat, Morocco and eventually on to Casablanca. Converted wartime Breguets were soon replaced by Latecoere flying boats, which also made over-water flights from Alicante to Algiers and Oran possible.

Steady expansion took place all around during the following years. Air Union, formed in 1923 by the merger of two smaller lines, concentrated on the Paris-London route, with some extensions in France, while the Farman line (renamed Societe Generale de Transport Aerien-SGTA) went into northwestern and northern Europe. The Compagnie Generale d'Enterprises Aeronautique (the new name for the Latecoere firm) expanded in North Africa,

Above: Breguet 14T F-CMAG c/n 1836 used by CMA, an Air France predecessor, in the early 1920's.

making rapid connections possible between Paris and the important North African colonies of Algeria, Tunesia and the Sahara region.

The year 1920 saw the formation of another pioneering airline, the Compagnie Franco-Roumaine de Navigation Aerienne, or CFRNA. It quickly established services from Paris to Eastern and Southeastern Europe, Bucharest and Constantinople. Finally the famed Orient Express railway had its aviation counterpart! However, there was a good deal less of intrigue connected with it.

The attitude of co-operation in word and deed by the French government of the day was of course an important factor in the leading place the country took in European air transport during these early pioneering years.

EXPANSION

During the mid-1920's SGTA (Farman) expanded to Berlin and Scandinavia, and the Goliath bomber conversions gradually gave way to modern developments, like the Farman 180 "Oiseau Bleu", while eastern Europe was well-served by the Compagnie Internationale de Navigation Aerienne (CIDNA), the old CFRNA with a new name.

Now France began looking to its African and Asian colonies. A small airline in French Indo-China, founded in 1926, called Air Asie, and the Lignes d'Orient, founded in France in 1929 as an Air Union subsidiary, merged in 1929 to form Air Orient. The Lignes d'Orient service was extended to Baghdad that year, followed by a regular service to Saigon in 1931. Mainly a mail route, full passenger service was offered only to Baghdad.

France, perhaps more so than Germany (previously dealt with in this series), deserves the greatest credit for opening up the South Atlantic to regular airline service. And Aeropostale was the airline that did it.

Aeropostale was no other than the old Latercoere firm under new ownership and new name from 1927. It was already flying south as far as Dakar in 1925. On March 1, 1928 a mail service was opened from Toulouse, France, to Buenos Aires, Argentine, taking eight days of which

five were spent on a converted destroyer between St. Louis/Dakar in Senegal and Natal in Brazil.

During the remainder of the decade, a subsidiary company, Aeroposta, opened a domestic Argentinian network connecting with the Aeropostale flights to Argentina, and it also reached Paraguay and Chile.

From 1930 flying boats were used on the trans-Atlantic run, but these proved unsuccessful and new flying boats were quickly developed. These were capable of landing on the ocean water. A land-plane was also developed for the route. This 'Are-enCiel' (Rainbow), designed by Couzinet, made some record breading flights on the service, but by this time Aeropostale was in financial trouble and in 1933 the line became one of the founding members of Air France.

AIR FRANCE IS FORMED

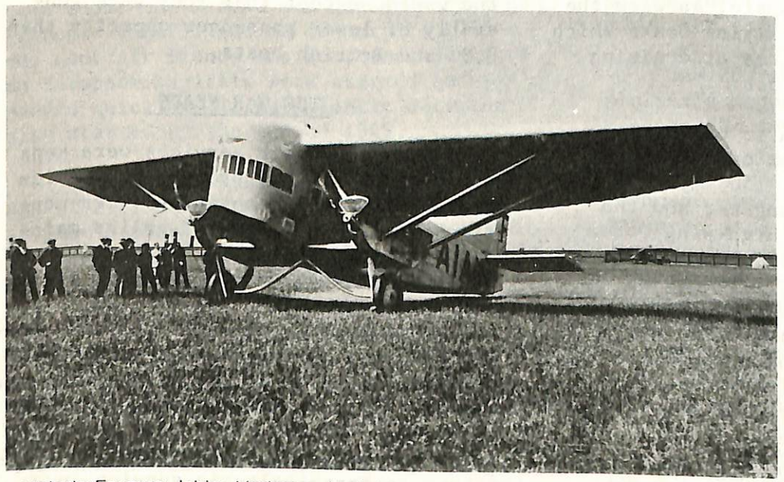
Four airlines gave the impetus in 1933 to combine into a national airline system, including Air Orient, Air Union, CINDA and SGTA (Farman), to which later was added Aeropostale, following its acquisition by the other four after it went bankrupt in 1933.

Merging the five firms into one sounds very simple, but the problems to form a homogonous airline were horrendous. For instance, Air France, upon its formation, inherited 259 aircraft of 35 different types. And 172 of these were single-engined and rather useless for all but the shortest and lightest of route segments.

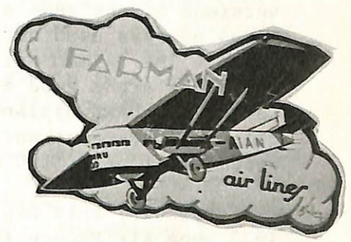
Immediately Air France set out to consolidate its network and to cut its fleet, keeping only those aircraft that were useful. Gradually modern aircraft were coming out of the factories and by 1939, French air transport had come into its own. Air France operated an extensive European and intercontinental network to South America and Asia (where Saigon, Hanoi and Hong Kong were reached with full passenger service). Domestically Air Bleu had opened an extensive night air mail network, feeding the European night mail services of Air France.

But in 1940 all air services were suspended, following the occupation of most of France by Germany. Under the name Reseau Aerien Francais a skeleton domestic network was kept going, but even that ended in 1942 when Germany also occupied the south of France, known as Vichy-France.

Below: Farman F-3X Jabiru F-AIAU, c/n 3 of Air France at Amsterdam in 1926. KLM photo.



4-Motorig Farman Jabiru Verkeersvliegtuig K. L. M. Foto Copyright.



Left: Wibault 282 F-AKEK, c/n 1, was one of the first "modern" Air France types during the 1930's. This aircraft kind of looks like a low winged Ford Trimotor.

THE AIRCRAFT

But where the French air carriers showed lots of enterprise in expanding services all over Europe and to the far corners of the world, they did so with less-than ideal aircraft. Nations like Germany and Holland built series of airliners that were second to none in the world during the 1920's and early 1930's, but the French industry (like its British counterparts, earlier dealt with in this series) came out with nothing but updated versions of the same old First World War heavy bombers used during the pioneering years. The Farman Goliath and its derivatives are a good example, as were the LeO-21 and CAMS biplane flying boats which plied the overseas services at cruising speeds well under 100 m.p.h.

However, this began to change in 1933 when Air France took on charge the three-engined, low-wing, 150 m.p.h. Wibault 282 for 10 passengers, and the twin-engined 160 m.p.h. high-wing Potez 62 for 14 passengers. They rapidly replaced the old biplanes, followed by further expansion in Europe. Just before the outbreak of the Second World War in 1939, Air France, in 1938, introduced the twin-engined Bloch 220 for 16 passengers. Cruising at 212 m.p.h. this aircraft was a true match for the Boeing 247 and the Douglas DC-2 and DC-3 which by this time were in large-scale use all over Europe, and Air France staked its future on the type, ordering a large fleet. A four-engined aircraft, the Bloch 161, was also ordered but was shelved when the war broke out and did not re-emerge until after the conflict was over and then as the Sud-Est 161 Languedoc. Other modern types were the three-engined Dewoitine D-333 and the D-338.

Improvement was also coming in flying boat equipment. Later models of the Latecoere series were fully at par with anything else available in the world, except that they were generally of lower passenger capacity than U.S. and British boats.

THE WAR YEARS

Few French air services were kept going after war had broken out. Aside from the sparse domestic services mentioned earlier, groups of exiles maintained some services in West Africa and the Middle East, under auspieces of the French government in exile. Asia was overpowered by Japan and the French network there vanished overnight, while without the support from France, services across the south Atlantic and in South America had no reason for existence and thus were suspended. Plans by Air France to open a North Atlantic service, over

which route several test flights had already been made by flying boats, were shelved, not to be resurrected until after the war was over.

In 1944, two "military air lines", the Reseau Aerien Militaire Francais (RAMF) and the Lignes Aeriens Militaires (LAM) serving North Africa and the Middle East respectively, were placed under the control of the Directions des Transport Aeriens (DTA) for the duration of the war plus six months. Also included in the DTA was the Compagnie Aeromaritime, a West African operator owned by a shipping line, and the Service Militaire des Transports Legers (SMTL), a military courier air service in North Africa using light aircraft.

A NEW BEGINNING

Like in all other European countries, the war had left air transport in France in a shambles. A complete new start was necessary. Already early in 1945 a number of C-47 Dakotas had been obtained from the U.S. and these started domestic and European services, supplemented by a fleet of German Junkers Ju. 52/3m that were assembled in France during and after the war. For long range services 15 DC-4s and 13 Constellations were ordered and 40 Bloch (later Sud Est) 161 Languedocs, the latter for longer regional services.

On June 26, 1945 air transport in France was nationalized and all activities came under the Reseau des Lignes Aeriennes Francais (RLAF), but on January 1, 1946 the name Air France was restored. Services to European capitals were started and expanded quickly. Trans-Atlantic services also started by the end of 1945.

Expansion was so quick that by the end of 1952 Air France had become the largest airline in the world in terms of unduplicated route mileage. The DC-4s were phased out, to be replaced by Constellations on the less-important long-haul routes, while on the top long-haul services the Constellations gave way to Super Connies, and later Starliners and Air France even briefly operated De-Havilland Comet jet liners on its Middle East services, until this ill-fated type was withdrawn from service after a series of unfortunate crashes in 1953. Viscounts were introduced in its main European routes in 1953 following the lead of British European Airways, Air France's main competitor in Europe.

A rather peculiar aircraft of domestic design, the Breguet 763 Deux Ponts (Double decker) also was introduced in the fleet, primarily on the heavily-travelled North African services to Algiers and Tunis. Carrying 107 passengers, the 12-aircraft fleet did sterling service for the airline, until a few years ago when the last one was withdrawn from all-cargo operations.

THE CARAVELLE

Right from the days when it operated its first of three Comets, Air France had been a firm believer in jet transports for both short and long-haul operations. So when the French industry designed the Caravelle twin-engined jet for short to medium-range services, Air France introduced on the Paris-Istanbul service on May 6, 1959. London followed July 27 and from then on Air France never looked back with regard to its Caravelle operations. Repeat order after repeat order was placed for the aircraft and Air France would eventually operate a total of nearly 50 of the type.

During the 1960s Air France would take the next step in its jet re-equipment program by ordering a fleet of Boeing 707s. These in turn were followed by the Boeing 727 and 747.

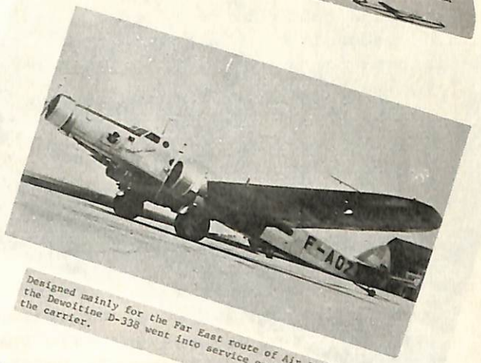
The 707 served long and well on the airline's major long-haul services, until replaced on the heavy-travelled ones by its bigger brother, the Boeing 747, while the 727 serves most of Air France's European, North African and Middle East network. And of course the Caravelle remains in service, although Air France would dearly love to replace the type with modern equipment like the Boeing 737. However, a recent order for the aircraft was vetoed by the French pilots' union, which objected to proposed two-crew operation, instead of three-crew.

Air France is of course also one of the pioneering airlines using the new European Airbus on its network.

ABOVE: Breguet 531 Saigon F-AMSV, c/n 01, is fairly typical of the flying boats used by Air France in the early 1930's.

BELOW: DC-8F-55 F-BNLD of UTA was used in the mid-1960's. It later went to Air Afrique and now flies with the French Air Force. C/n is 45819.
Photo via UTA

The French designed, the Breguet 763 Deux Ponts (Double decker) served mainly on Air France's North African routes. F-BASX is c/n 10. Peter Keating photo.



Designed mainly for the Far East route of Air France, the Dewoitine D-338 went into service on 1936 with the carrier.

Catair Caravelle 6R, F-BUFC, c/n 161.

F-BHBK, c/n 1011, an L-1649A Starliner, succeeded the Super Constellations. Air France photo.

Douglas DC-4 F-BBDA, c/n 42909 "somewhere" in Africa, after the war.

Two Europe Aero Service Vanguards, with F-BTYC, a V. 952, c/n 743, in full view.

Air Inter operates ten Dassault Mercure 100, F-BTMD pictured there being one of the prototypes in Air Inter colors.

Pride of the Air France fleet: the Concorde in the latest color scheme of the airline. F-WTSA was one of the protocypes painted in Air France livery.

Long-haul jet equipment came in the form of the Boeing 707-328C, F-BLCK being c/n 19916, shown in Paris.

Present UTA equipment includes this DC-10-30 F-BTDB, c/n 46850 in a most remarkable color scheme.

But what is undoubtedly the greatest pioneering effort of the French national airline is its Concorde SST operation. Paris is linked via supersonic services with Washington, D.C. and New York, with Rio de Janeiro via Dakar, and with the city of Caracas. SST services started on a limited basis in January 1976.

OTHER INTERESTS

Since its early days, Air France has had interests of some sort in other airlines, mainly those of its pre-war colonies and postwar former colonies.

It started in the early 1930s when Air France set up services in French Indo China as links to and extension of its Paris-to-Saigon weekly service. Later services were started in South America and in Africa and today the carrier still holds financial or technical interests in 10 African national airlines, including those of Tunis, Marocco and a number of smaller countries.

Air France is also the operator of the highly successful Postale the Nuit (night mail) service which links all major domestic centres and makes overnight delivery of first-class mail anywhere in France a reality. A fleet of Fokker F-27-500s and converted C-160 Transall military freighters is used for these services.

Today Air France maintains a dense pattern of services across Europe and to North Africa and the Middle East and a long-haul network that includes North and South America, the Caribbean, Africa and points in the Far East and the Indian Ocean region.

The fleet consists of four Concordes, 19 Boeing 747, including Combis and big freighters, 17 Boeing 707, 20 Boeing 727-200, two Boeing 737-200 (on lease for the Caribbean), 11 Airbuses, 27 Caravelles, 15 F-27-500 and four Transall.

OTHER CARRIERS

Immediately following the end of the Second World War a number of small airlines were formed in France, but none of these lived very long. They all flew mostly charters, with a few short scheduled services thrown in. But two airlines made it, and are today still operating, although after a merger that shook the industry.

The Compagnie Transportes Aerien Intercontinentaux (TAI) was founded in 1946 and started North African services with Junkers Ju-52/3m aircraft. Bristol Freighters and Douglas DC-4s followed later and soon the airline was serving a network of scheduled services that reached into the far corners of the French African and Asian empire. But main services were to and inside North and West Africa.

Three years later, in 1949 Union Aeromaritime de Transport (UAT) was formed with the purpose of maintaing scheduled air services in West Africa, taking over where the pre-war Aeromaritime had left off.

Both airlines started with surplus war aircraft, like the JU-52/3m and the DC-3 (C-47), soon followed by the DC-4, DC-6 and other modern types. UAT even ordered Comets for its Paris to West Africa routes, but had to take these out of service later.

Two other, but short-lived, but interesting airlines were Aigle Azur, founded in 1946 to fly services in the Mediterranean area. At one time the airline bought the remaining TWA Boeing 307 pre-war airlines and operated them both in France and in Indo China. In 1955 Aigle Azur was taken over by UAT.

The Societe Auxiliaire de Gerance et de Transports Aeriens (SAGETA) was another interesting airline. It saw the light of day in 1953, formed by all the other airlines in France for the special purpose of carrying troops and military equipment to Indo China, where France was involved in the Indo-Chinese war. SAGETA operated a fleet of seven SE 2010 Armagnac airliners, large aircraft for their time, carrying 160 passengers in high-density configurations, but out of date before it could enter service, due to the upcoming propjet and pure jet aircraft. However, SAGETA used them successfully on their run to Saigon.

THE STATE STEPS IN

It had become clear to the French government in 1955 that some control over the rather chaotic airline situation in France had become necessary in order to prevent a three-way war between Air France, TAI and UTA, especially in the areas that were served by all three. More or less following the American "grandfather rights" case, French international air services were divided as follows: Air France to get the full Atlantic and Polar services, withdrawing completely from the Pacific and Australia routes. These areas went to TAI, while UTA was awarded South Africa and most of West Africa. East Africa was divided among the three carriers on an agreed basis. And this arrangement largely is still in force today along the same lines.

TAI lost no time in establishing itself firm in the Pacific region. Service to Saigon was extended to Australia and New Caledonia; DC-6B aircraft started service to New Zealand in early 1957, a route which was later extended to the Society Islands and from there by flying boat to Tahiti. TAI's rights were later extended to include a trans-Pacific service linking up with Air France's North American service for an all-French around-the-world service.

UAT modernized during the 1950s to include Caravelles in its fleet for Paris-Africa and intra-African service.

In 1963 TAI and UAT delivered a shock to the French and European airline industry by announcing they would merge under the name Union de Transports Aerians (UTA) under which name the carrier still exists as France's second flag carrier. UTA's network comprises the 1955 division imposed by the state, as well as a number of European destinations. The fleet includes six DC-10-30, five DC-8-60 and four DC-8-50 aircraft. The Caravelles once operated in Africa were turned over to a number of African airlines in which UTA has a financial or other interest, including Air Afrique and several smaller lines.

Apart from Air France and UTA there are presently a number of other carriers active in France, either owned by the state or by private interest. They operate a wide variety of scheduled and charter services domestically and internationally. The main ones are as follows.

AIR ALPS was formed in 1961 to operate air taxi flights to airport in the French Alps, mainly for tourists. Scheduled operations began in 1969 and now include an extensive network in France and the island of Corsica, and to German and U.K. destinations. AIR ALPES also operates certain domestic routes on behalf of Air France. The present fleet is four F-27, three Corvette, six Beech 99, four Twin Otter and some smaller craft as well.

AIR ALSACE started air taxi operations in 1962 from Colmar and scheduled operations were started in 1974 on a network of domestic and international routes from a number of French provincial cities. Some international services, including Strasbourg to Rome, Milan, Brussels, Amsterdam, Cologne and London, are operated on behalf of Air France. Charter flights are also undertaken. Present fleet includes three VFW-614, one Nord 262, four Corvette and some smaller twins.

AIR CHARTER INTERNATIONAL flies with two Boeing 727-200 and six Caravelles on charter and tour services. With 80 per cent of its shares owned by Air France, and 20 per cent by Air Inter, an Air France subsidiary, AIR CHARTER can be considered the charter arm of Air France. The carrier was formed in 1966.

AIR FRET was formed in 1964 to fly cargo and passenger charter from Nimes to European and Middle Eastern points. The fleet consist of one Boeing 707-120F.

AIR INTER is the domestic arm of Air France. It was formed in 1954 for operating domestic services in France, starting services in 1958. The fleet consists of three Airbus, ten Mercure, 20 Caravelle, nine F-27-500 aircraft.

ABOVE: VFW-614 of Air Alsace, still with German registration D-BABE, c/n G05. It is now F-GATG. Karl Kraemer photo.

AIR ROUERGUE was founded in 1970 under the name Uni-Air Rouergue. The name was changed four year later. The carrier operates some domestic scheduled service and some charter passenger and cargo flights in France and the Mediterranean with a fleet of five F-27s, three Beech 99s, and some smaller twins.

AEROMARITIME is a subsidiary of UTA, and operates cargo and passenger charters with aircraft leased from the parent company. It also operates two Super Guppies on behalf of the European Airbus concern to transport Airbus fuselage and wing sections from the subcontractors to the final assembly line. The carrier was formed in 1966.

CATAIR began passenger and cargo charter services in 1969. The fleet now includes six Caravelles.

EURALAIR flies domestic and international charters with a fleet of two Caravelles, four Learjet 24s, one Falcon 20, a Falcon 10, two Citations and a number of twin and single engined propjet and piston types. Service started in 1964.

EUROPE AERO SERVICE started operations in 1966, on a scheduled network from France to Spain. Scheduled cargo services are under taken for Air France, domestically and to other European countries and the carrier also operates charter and inclusive tour flights with its fleet of eight Vanguards for passengers and eight of the same type for freight.

MINERVA SA was formed in 1975 and flies passenger and cargo charters in Europe and to the Middle East and Africa. Fleet is four Caravelles.

SFAIR operates four DC-6As, one DC-4 and one Carvair on cargo charters in Europe and to Mediterranean and Middle Eastern points. It was formed in 1976.

TOURAINE AIR TRANSPORT was formed as an air taxi company in 1968, but it now operates scheduled services on domestic and international routes, some on behalf of Air France. The fleet consists of two Fokker F-28s, nine F-27s, two VFW-614s, two Nord 262s, three Corvette and five Beech 99s.

UNI-AIR INTERNATIONAL has a fleet of five DC-3s, three Learjet 24s, one Corvette and some smaller piston twins and singles. In addition some helicopters are used for cargo and passenger flights in Europe and the Mediterranean area. This carrier was formed in 1969.

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This concludes the article on air transportation in France. All photos in this article provided by Mr. Joop Gerritsma. The photos of the baggage labels were provided by Mr. Don Thomas. Your comments on these articles on European air transportation would be appreciated. Address all correspondence to the Editor, Paul Collins.

AIRLINERS INTERNATIONAL "78"

For four days in July, the Skyline Hotel in Toronto was the airline memorabilia capital of the world. Over 150 collectors and family attended the 2nd Airliners International convention. The OAES group, which hosted this years meeting, could not have selected a better site for the convention. The Hotel and its facilities were outstanding.

Activities "unofficially" began on Thursday, July 20, as collectors began to arrive and set up their material and displays. As they were setting up their "goodies" quite a bit of trading and selling was going on. A few familiar faces in the crowd were those of Joe Turner (Mr. Braniff), Jon Proctor (Mr. TWA), Howard Grant (Mr. Hughes Airwest), Steve Mason (Gate 66), Ray Mattox (Mr. American Airlines), the Delta Airline group from Atlanta--Frank, Donnie and Erik, to name just a very few.

The Ballroom was closed about five o'clock and everyone was invited to the hospitality room located on the 11th floor of the Hotel. You really had to be at the convention to appreciate what went on in this room during the evening hours. You had your choice of social drinking (this might be a very loose term!) social conversation (if you could be heard) watch various slides being shown by different folks (if you could get those social drinkers and conversationalists to sit down) or watch inbound traffic to the Toronto airport as the aircraft past by the window!

On Friday, July 21, activities began about nine in the morning and continued until the room closed at five. All during the morning additional collectors arrived and set up their material for trading and selling. All types of material could be found, if you looked hard enough. However, you did not have to look hard to find post cards, slides, schedules or vintage baggage labels. The old baggage (or paper) labels were provided by Don Thomas who covered several tables with these beautiful pieces of paper and was selling them for $ .25, yes, you read it right, he was selling old American, TWA, Eastern, etc., labels for two bits. Needless to say his area was very busy as soon as everyone found out what was happening. On Saturday Mr. Thomas added foreign carriers to the stack of U.S. labels and the action that took place on Friday started all over again as everyone tried to find labels of their favorite airline. I'm sure those attending the convention more than enjoyed themselves at Mr. Thomas's table.

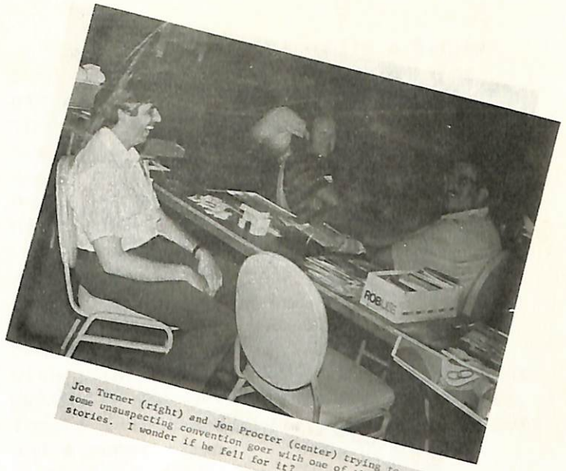
There were not very many models for trade or sale at this years convention. It was felt that possible problems with customs might have forced a lot of collectors to leave their models at home. However several of the Canadians had models on their tables for sale and trade. How well they did, I really don't know.

Bob Woodling of Rareliners was present pushing his Frontier decal sheet and informing everyone of his next offering--Wein Air 737 sheet. Also pushing decals was Steve Mason of Gate 66. By the way Steve, how many of those baggage labels did you get from Don Thomas?

The big action at the convention seemed to be in (1) slides followed by (2) post cards with (3) schedules taking up the rear. Everyone had post cards and just about evryone had slides. Ron Kluk, Donnie Head, Erik Bernhard, Larry Potoski, Les Enekes, Marion Pyles, Bruce Drum, the OAES group and Fred Erdman along with a lot of others were trading slides hot and heavy all during the convention.

Activities on Saturday were about the same as those on Friday with a few additional collectors showing up joining in the fun. The day was capped off with the banquet held Saturday evening. I must say that the banquet was quite a success. All tables were filled to capacity and the food, believe it or not, was really good.

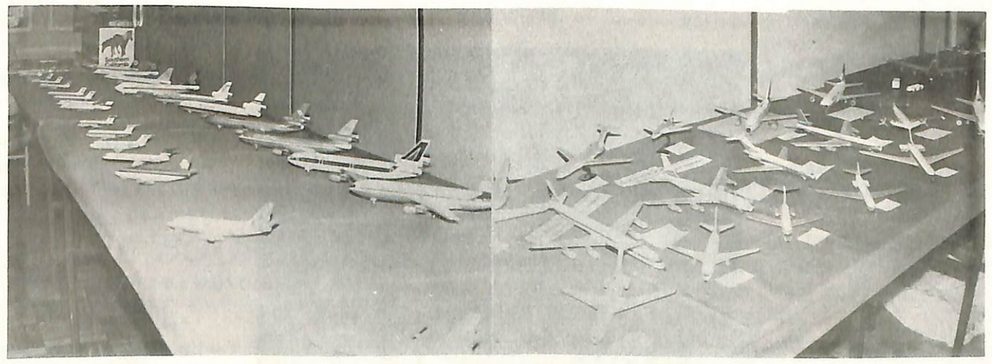
Part of the display set up by the World Airline Hobby Club. The display consisted of poster boards, notebooks, labels, photographs, models and a little of everything else.



Joe Turner (right) and Jon Procter (center) trying to snow some unsuspecting convention goer with one of their many stories. I wonder if he fell for it?

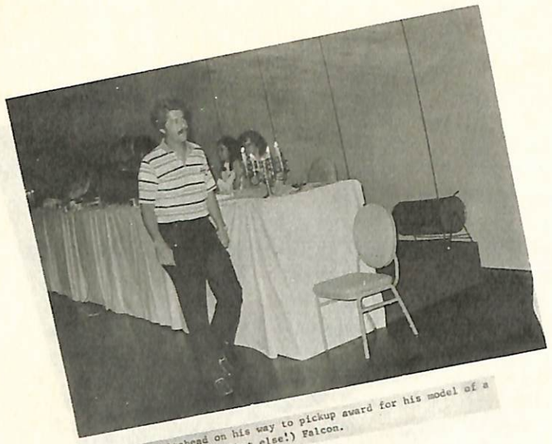
Erik Bernhard presenting Bill Bailey with a little gift of appreciation from those attening the event.

Paul Collins, posing for the photographer, Kiyoshi Sato, during a short break in the action during the convention.



A shot of some of the numerous models on display for awards. It took at least eight tables to hold all the models that members presented. Quite a display!

(All photos courtesy of Kiyoshi Sato)

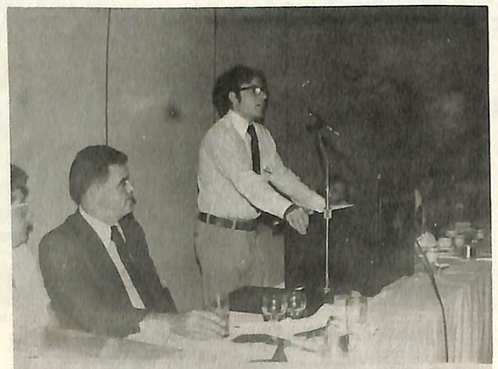


John Whitehead on his way to pickup award for his model of a Federal Express (what else!) Falcon.

Bill Bailey, chairman of this years convention, announcing the winners of various display awards. Great job all around Bill!

Ray Mattox picking up his trophy for best display of show. This is the second year in a row for Ray to win this award.

Jon Proctor looking for a trophy, but couldn't find one. Poor Jon!



George Cearley making his pitch for the 1979 convention to go to Dallas.

(All photos courtesy of Kiyoshi Sato)

Mr. Brian Dunn was host of the banquet and the Director of Operations at Toronto International Airport was the guest speaker. His presentation was very interesting and informative.

Following the guest speaker, awards were presented to those that displayed models, slides, photos and general displays. Several winners in various catagories were John Whitehead and Don Barnes for models and Ray Mattox for best general display of show, the second year in a row that Ray has won this award for his material on American Airlines.

After the banquet was over everyone was invited to the hospitality room for slide shows, movie shows and just plan fun. A few members decided to spend some time at Diamond Lil's first. Well, really some folks spent a lot of time at Lil's when the were not wheeling and dealing, right Steve!

Things slowed down quite a bit by Sunday morning as displays were being packed up for the trip home. However, there was still a lot of last minute trades taking place. Overall I would say that everyone attending the meeting had a good time and was able to pick up some new material for there collection.

I would like to thank the people at Hughes Airwest for allowing their employee, Howard Grant, to attend our convention for the second straight year with a ton of give-aways. Also Mr. Grant presented the newest promotion by Hughes, their "Yes" campaign, along with hand outs and a super film.

At the time of this writing, I do not know where the "79" convention will be held, but you can bet one thing, it will be well attended. This year we had visitors from Holland, Dave Prins and Japan, Kiyoshi Sato, who is a story all by himself. Start saving up those coins and dollars for next years Airliners International "79".

AIRLINE BAGGAGE LABEL COLLECTING

By Don Thomas

Lately there has been a revival of interest in Air Labeling - the collecting of the colorful labels used on baggage and freight, and for propaganda, by the airlines of the world since the beginning of commercial aviation. This has been sparked partly by the revival of interest in general aviation history, which was intensified on the 50th anniversary of Lindbergh's solo flight across the Atlantic. The solid buildup of commercial aviation in the U.S. started about that time - 1926-1927-1928.

This interest in labels has also been helped along by the ATA and IATA rules which require all baggage to be marked with the passenger's name and address, a requirement which means that the baggage which gets separated from the passenger should eventually get back to him. If the tie-on tag gets torn off and the bag ends up in Seattle instead of Boston, tracing it is simplified if the BIL (Baggage Information Label) is pasted on both the inside and outside of the bag. Hence these BILS are usually printed two together, horizontal or vertical, and sometimes 4 together, and sometimes in long strips or rolls. They are available at all airports, almost all airlines and are quite collectible. They bear the airlines' name and logo, and the borders, at least, come in various colors. Some, like AVIANCA of Colombia, picture their new 747, and some, like BRANIFF, advertise their slogan - "Coming through with flying colors" by printing their BILs in a dozen different colors and shades; sometimes 3 different colors available at the same ticket counter.

These airport ticket counters are a good place to pick up BILs and sometimes other labels. Although special labels are sometimes available in the back office or stockroom, the BILs are often laid out on the counter when passengers are lining up for a flight, and one or more can be obtained from any of the airlines by asking, or just picking them up. Here in Miami I can sometimes get a dozen different kinds from Central and South America by walking past the counters of the various airlines when they are open.

Collecting postcards of aircraft is a great hobby. Most airlines use them, mainly to advertise the speed and luxury of each type aircraft as they are put into service. Collecting timetables of these airlines is also an interesting and very useful hobby. Airline history can be told very accurately by reference to timetables. These schedules often have attractive covers and contents, with the airline's planes or logo prominently depicted on the cover.

Labels, sometimes called "stickers" also come in full color, and in every color of the rainbow. Many shapes and sizes, too. Many are very beautiful. Those of the 1920s are especially interesting, showing many of the original aircraft which started passenger service in the U.S. and overseas. Note the single-engined Vega of Braniff Airways, used in the early 1930s. "WORLD'S FASTEST AIRLINE" it says, but at the same time Varney Speed Lines of California was using a label which said "Fastest Airline in the World"; it also pictures a Lockheed Vega monoplane.

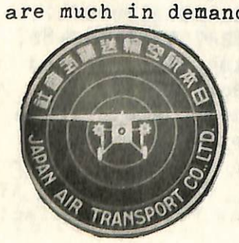
In the 1920s and 1930s, when commercial airline routes all over the world were being pioneered, many colorful baggage labels were issued. In those days steamship and airline passengers often had their baggage plastered all over with labels, and the transportation companies outdid themselves in printing colorful labels. Sometimes they were available at the airline counters by the handful. The label from Aeromarine Airways, America's first major passenger airline, of 1920-1924, was issued in the thousands for the Key West-Havana, Miami-Nassau, Detroit-Cleveland, New York-Atlantic City, and other routes, according to Harry Bruno, who designed it, and who pictured it in his book "Wings Over America". Incidentally, Harry Bruno, who was in charge of Public Relations for Lindbergh, Admiral Byrd, the Zeppelins, and other well-known aviation entities as well as for Aeromarine, says he designed the label in Sloppy Joe's famous bar in Havana. He was delighted to see it reproduced again in the Airpost Journal a couple years ago when I wrote a short article on the Aeromarine label. The whereabouts of only 3 or 4 of these labels are known now. One good copy, another copy on a trunk, and one or two copies in very sad condition. No more. Or does one of our readers know of one perhaps stuck in some old aviation scrapbook ?

The whole history of airlines can sometimes be traced by a study of their labels. Both Pan American Airways and KLM Royal Dutch Airlines , for instance, pictured their aircraft on their baggage labels. As each new type of plane was put into service, labels depicting it were distributed. Note the Standard Air Lines label of 1928 showing one of their Fokker F-VIIs, and the Sikorsky S-42 on Panair do Brasil's nice express label. When Douglas came out with the various DC aircraft, airlines all over the world advertised their new DC-6Bs, their DC-8s, DC-9s, and wide-bodied DC-10s with labels. The British Viscount and Comet were so advertised by many lines, as also the Boeing 707, 727, 737, 747, and 747SP, and Lockheed's Constellations and modern jets. These and other aircraft manufacturers sometimes help their customers with the design and distribution of peelable adhesive labels advertising their products, and some of these are beautiful to behold. Note the A300 Airbus label of Eastern Airlines, first U.S. customer for the French-manufactured

Airbus. Its color is silver, blue, and white; The A300 label of Lufthansa is silver, yellow, white, and dark blue; and the Air France label is silver, red, white, and dark blue.

Air Transport Label collecting was most popular in the U.S. in the 1930s and 1940s, when most of the world's airlines used colorful gummed labels for baggage and freight, and before the era when passenger traffic got so heavy that the airlines found it easier and safer (for the baggage) to snap on a cardboard tag. There were collectors of hotel and steamship labels, but airline baggage labels became a branch of aerophilately. This was probably because many aerophilatelists were interested in the small airmail labels, issued by both governments and airlines to identify airmail and to advertise their fast airpost services. A few Air Transport Catalogs were issued: in 1934, 1935, and the last one in 1937, but none were illustrated.

Now, in 1978, the final volume of the AIR TRANSPORT LABEL CATALOG of the Aeronautica & Air Label Collectors Club will be published, and should be available by September. The catalog lists all the thousands of known air baggage and propaganda labels and most air freight labels since 1920. It is completely illustrated. Measurements and colors are given, as well as comparative scarcity. C is for common, S - scarce, SS - very scarce, R - rare, RR - very rare, and RRR is unique, where there is only one or two copies known and perhaps not more than one to five in existence. And here is a suggestion to collectors - some of the modern labels end up by being as rare or rarer than the oldest of the pioneers. This is because they often are printed in limited quantity, spread out over the country or used very locally, used up quickly, and when a collector finally notices one , perhaps pasted on some airline counter, he finds the airline can't locate one for love or money. Some airlines, like Quisqueyana of the Dominican Republic, and Singapore-Malaysia Airlines of Singapore, lasted such a short time that their labels quickly became unobtainable. I'm missing some of them in my own collection and know of nobody who has any at all. So if you get a chance take a handful of whatever is obtainable, especially if it may be unavailable anywhere else. I remember picking up a colorful Zeppelin timetable off a tour agency rack in New York City about 1937. I could have taken a dozen, but didn't. They are much in demand now, and command high prices when available.



The AIR TRANSPORT LABEL CATALOG is in 5 Volumes:

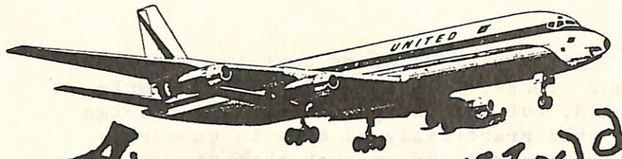
VOL. I (EUROPE) -	$ 6.00	In print.
VOL.II (Gt.BRITAIN,IRELAND,AUSTRALASIA)	4.00	In print.
VOL.III (NORTH AMERICA,including USA,CANADA)	10.00	In print.
VOL.IV (LATIN AMERICA)	5.00	Sept.
VOL.V (AFRICA, ASIA)	5.00	Sept.

Volume III, Section 4 (UNITED STATES) alone contains 112 pages and illustrates all known U.S. air transport labels to date. A sample page is shown. Prices are postpaid, but add $1. per volume for foreign , including Canada. The catalog is sold practically at cost to encourage the hobby, but supplies and postage has gone up so much that these prices are necessary. Address is : CATALOG, Box 269, Brookfield,Ill, 60513, USA. Make out checks or moneyorders to CATALOG or to A&ALCC. Foreign customers use money orders or cheques on a New York bank; otherwise it costs $3. to cash a foreign cheque.

The Aeronautica & Air Label Collectors Club, of which the author is President, also Editor and Compiler of the Catalog, is one of the club members of the Aerophilatelic Federation of the Americas. Membership in the AFA is $6.00 a year ($15 for 3 years), and address same as above. The quarterly publication "AFA NEWS" covers activities of 16 Clubs, many in aviation and aerophilatelic fields. It sponsors mail and floor auctions 4 times a year, with hundreds of desirable aviation and aerophilatelic lots listed.

Another aid in collecting labels as well as postcards and other aviation memorabilia is the New Issue Service , which is open to members of A&ALCC. Just mail $2. for a year's NIS dues , and twice a year you will receive a packet of labels, postcards, and other old and new material obtained from the airlines or donated by members. Anyone with access to 100 of any such item is asked to send it to NIS Manager Frank H. Blumenthal, 5180 Linnean Terrace, NW, Washington, D.C., 20008, for distribution in the New Issue Service. Anyone who wishes to report new issues of airline postcards or airmail labels please send samples to Frank. Anyone who wishes to report new issues of baggage or propaganda labels, or such labels not in the new Catalogs, please send to Don Thomas, 837 Majorca, Coral Gables, Florida, 33134, for photographing and recording. They will be returned if desired. An air label Sales Department of A&ALCC is also operated at 837 Majorca, Coral Gables, Fla.,33134. Sales lists are published in the AFA News, and members may buy,or sell their surplus labels, especially the scarcer ones, which are always in demand.

Happy labeling.



Around the World OF AIRLINE SCHEDULES

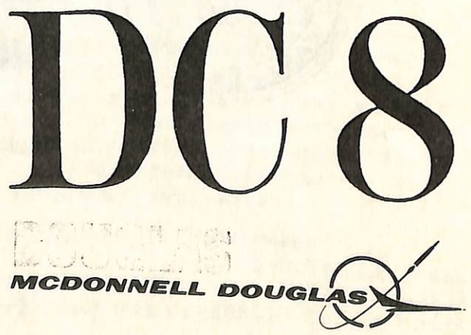
By: George Cearley

With the fall issue of the Log, I'll be starting a survey of regional airline schedules. Also I'll be including a survey of recent route awards to U.S. regional carriers. In addition, since the featured aircraft of the issue is the DC-8, I thought it might be appropriate to include some schedule material related to the early days of operation of the DC-8 (see the following pages of the article).

Several significant and recent route awards have been given to regional carriers. These include 1) Allegheny: Louisville-Houston; 2) Frontier: Denver-Spokane, Denver-Sacramento, Denver-Wichita-Atlanta, Denver-Bozeman, Missoula-Spokane, Billings-Spokane, and Wichita-Little Rock; 3) Hughes Air West: Phoenix-Des Moines-Milwaukee, Los Angeles-Louisville-Nashville, and Los Angeles and San Francisco to Calgary and Edmonton; 4) North Central: Minneapolis to Fargo/Moorhead, and Fargo to Bismarck; 5) Ozark: Dallas/Fort Worth to Moline, Denver-Peoria, Denver-Springfield-Nashville, and Indianapolis-Philadelphia; 6) Piedmont: Miami to Charleston, S.C. and Chicago-Louisville; 7) Southern: Memphis-Minneapolis/St. Paul, Memphis-Wichita-Denver, and Memphis-Milwaukee, and 8) Texas International: Dallas/Fort Worth-Las Vegas, Dallas/Fort Worth-Shreveport, and Dallas/Fort Worth-Kansas City.

Some interesting material from Frank Lichtanski: 1) SAS reportedly will no longer issue schedules in the U.S. on a systemwide basis, but rather will rely on quick reference schedules for each city served; 2) Reuben H. Donnelly Corporation, publisher of the Official Airline Guide, has asked the cooperation of the airlines in order to standardize schedule effective dates. At present, for example, United issued a schedule June 9, 1978; Braniff, June 15, 1978, and American June 8, 1978. Standardization on single effective dates at the first or middle of the month would certainly simplify things. Commuter carriers have also asked to be listed with trunk and regional carriers in the OAG. Now they are listed at the end separately and not shown under listings for connecting flights.

The author wishes to thank Mary Cearley, Ed Cousens, Bruce Drum, Glen Etchells, Alan Folz, Nelson Hoffman, David Keller, Pete Krey, Kenn Lafargue, Frank Lichtanski, Jerry Marlette, Jim Parker, Randy Reid, Perry Sloan, Rich Teehan, and John Terry.



JET SCHEDULES APPEARING IN OCTOBER 25, 1959, DELTA AIR LINES TIMETABLE:

Delta inaugurated jet service with the DC-8-12 on September 18, 1959, from Atlanta to Idlewild, New York. On the same day United inaugurated its jet service with the DC-8-11 from San Francisco to Idlewild, New York.

Reserve Power

Means

Dependability

PLUS

EASTERN proudly presents the most advanced jet of all...the all-new DC 8-B, the jet with power to spare!

Built by Douglas to Eastern's specifications and equipped with the new, more powerful J-75 engines, the mighty DC 8-B uses less runway on takeoff. And, smoothly and effortlessly, it climbs faster...reaches cruising altitude faster...and arrives at your destination sooner.

Plan now to fly the world's most advanced jet... enjoy luxurious Golden Falcon service or economical Jet Coach service on Eastern's all-new DC 8-B!

NON-STOP BETWEEN

New York and Miami

Lv. Idlewild	11:00 AM	2:30 PM	9:15 PM	•	Lv. Miami	10:00 AM	3:30 PM	10:00 PM
Ar. Miami	1:15 PM	4:45 PM	11:30 PM		Ar. Idlewild	12:15 PM	5:45 PM	12:15 AM

The above advertisement and jet schedule appeared in the April 1, 1960, Eastern timetable. On January 24, 1960, Eastern inaugurated jet service from Idlewild, New York, to Miami with the DC-8-21 (DC-8B).

Effective Sept. 1, 1960

NATIONAL

Airline of the Stars

AIRLINE OF THE STARS

THE TABLE BELOW IS TAKEN FROM THE SEPTEMBER 1, 1960, NATIONAL TIMETABLE:

NORTHBOUND—HAVANA—MIAMI—TAMPA—JACKSONVILLE—WASHINGTON—PHILADELPHIA—NEW YORK—BOSTON

TABLE 2 — FLIGHT NUMBERS

	FT Douglas DC-8B 2	⊕ 320	FT Electra ⇒ 206	⊗ △FT 919	▲ 422	⊗ △FT 965	FT DC-7B △ 850	FT △ 886	FT DC-7B △ 862	FT DC-7 △ 805
	AM AM	AM	AM AM	AM AM	PM	AM AM	AM AM	PM PM	PM PM	AM AM
HAVANA (EST) Lv							L10 00 L10 00			
KEY WEST Lv										
MARATHON Lv	JET	CB7 10								
MIAMI (EST) Ar		7 52								
MIAMI (EST) Lv	CB9 00 CB9 00		#9 05 #9 05	CB9 05 CB9 05		9 35 9 35				10 55 10 55
FORT LAUDERDALE Ar			9 25 9 25							
FORT LAUDERDALE Lv			#9 45 #9 45				Fri., Sat., Sun. only	Fri., Sat., Sun. only		
WEST PALM BEACH Ar			10 05 10 05							
WEST PALM BEACH Lv			L10 30 L10 30							
MELBOURNE Ar			PROP JET							
MELBOURNE Lv										
FORT MYERS Ar										
FORT MYERS Lv										
SARASOTA/BRADENTON Ar										
SARASOTA/BRADENTON Lv										
ST. PETERSBURG/CLEARWATER Ar										
ST. PETERSBURG/CLEARWATER Lv										
TAMPA Ar				10 00 10 00		10 35 10 35				11 50 11 50
TAMPA Lv										
LAKELAND Ar				To San Francisco To San Francisco		To Los Angeles To Los Angeles				To Houston To Houston
LAKELAND Lv										
ORLANDO Ar										
ORLANDO Lv										
DAYTONA BEACH Ar										
DAYTONA BEACH Lv										
JACKSONVILLE Ar										
JACKSONVILLE Lv										
SAVANNAH Ar										
SAVANNAH Lv										
CHARLESTON Ar										
CHARLESTON Lv										
WILMINGTON Ar										
WILMINGTON Lv										
FAYETTEVILLE Ar										
FAYETTEVILLE Lv										
NEW BERN Ar										
NEW BERN Lv										
NORFOLK/PORTSMOUTH Ar										
NORFOLK/PORTSMOUTH Lv										
NEWPORT NEWS/HAMPTON/WILLIAMSBURG Ar										
NEWPORT NEWS/HAMPTON/WILLIAMSBURG Lv										
RICHMOND (EST) Ar										
RICHMOND (EST) Lv										
WASHINGTON (EDT) Ar			2 27 2 27							
WASHINGTON (EDT) Lv			3 00 3 00							
BALTIMORE Ar										
BALTIMORE Lv										
PHILADELPHIA Ar										
PHILADELPHIA Lv										
NEW YORK (Newark) (EDT) Ar										
NEW YORK (Newark) (EDT) Lv										
NEW YORK (Idlewild) (EDT) Ar			4 15 4 15							
NEW YORK (Idlewild) (EDT) Lv										
PROVIDENCE Ar										
PROVIDENCE Lv										
BOSTON (EDT) Ar										
	JET		JET STAR SERVICE 5 STAR SERVICE	FIRST CLASS DAY COACH		FIRST CLASS DAY COACH	EL EMPERADOR TOURIST	THE STAR CLUB COACH	THE STAR CLUB COACH	5 STAR SERVICE CLUB COACH
	PM PM	AM	PM PM	AM AM	PM	AM AM	PM PM	PM PM	PM PM	AM AM
	12 25 12 25		4 15 4 15	Except Sat.		7 31	3 40 3 40	Except Sat. Except Sat.	Except Sat. Except Sat.	
				2 35 2 50 3 05 4 50 5 15 5 34 05 60				4 30 4 30 5 35 6 35	4 45 4 45 5 33 5 33	

ALL FLIGHTS CARRY AIR FREIGHT

National introduced the DC-8-21 (DC-8B) on the Miami-Idlewild run March 16, 1960. The DC-8 took the place of 707-121's leased from Pan American and utilized on the New York-Miami run during the winter of 1958-59 and 1959-60.

The above advertisements and schedules appeared in the July 1 and August 1, 1960, Northwest timetables.

Northwest introduced jet service with the DC-8-32 (DC-8C) on July 8, 1960, from Seattle to Anchorage.

Beginning with this fall's issue of the Captain's Log, I'll be starting a survey of regional airline schedules including first those of Air New England, Air West/Hughes Air West, Alaska, Alaska Coastal, Allegheny, Aloha, Bonanza, Central, and Frontier. These include the effective dates of schedules in my collection as well as those of Ed Cousens, Bruce Drum, Glen Etchells, Kenn Lafargue, Jerry Marlette, and Perry Sloan.

Air New England

1971 - May 14
1972 - Feb 14
1973 - Feb 1, Oct 9, Oct 28
1974 - Jan 14, May 27, Aug 1, Sep 10, Oct 15, Nov 15
1975 - Jan 1, Feb 23, Jun 1, Jul 1, Sep 1, Sep 15, Oct 15, Dec 15
1976 - Feb 18, Apr 25, Jul 1, Aug 1, Sep 15, Oct 31, Dec 15
1977 - Feb 1, Jun 1, Jul 1, Oct 30
1978 - Jan 8, Jun 1, Jun 22

Air West/Hughes Air West

1968 - Jul 1, Sep 4, Oct 28
1969 - Feb 1, Apr 27, Jul 1, Sep 10
1970 - Feb 1, Apr 26, Jun 1, Jul 1
1971 - Jan 1, Jan 31
1972 - Mar 13, Jul 1, Oct 29
1973 - Apr 29, Jul 1, Oct 28
1974 - Jan 7, May 1, Jul 1, Oct 27, Dec 14
1975 - Feb 23, Jul 1, Sep 3, Oct 26, Dec 13
1976 - Apr 25, Jul 1, Sep 15, Nov 1
1977 - Jan 15, Apr 24, Jul 1, Oct 30
1978 - Jan 15, Apr 30

Alaska

1953 - Oct 6
1954 - Jan 1, Mar 22, May 1, Nov 1
1955 - May 1, Jul 1, Jul 18
1956 - Mar 4, May 1, Nov 1
1961 - Apr 30, Aug 20, Sep 24
1962 - Sum
1963 - Sum/Fall, Nov 1
1964 - Spr/Sum, Jul 1
1965 - Jan 18, May 28
1966 - Jan 1, Jun 1
1968 - Jun/Aug
1969 - Jun 1
1970 - Apr 26, Sum/Fall, Sep 14
1971 - Feb 1, May 1, May 29, Oct 1
1972 - Feb 7, Apr 30, Oct 1, Dec 1
1973 - Feb 1, Apr 29, Jun 1, Sep 15, Oct 15
1974 - Jun 1, Sep 15
1975 - Jan 15, Feb 1, May 15, Oct 1
1976 - Jan 15, Jun 1, Sep 15, Oct 25
1977 - Jan 9, Apr 4, May 15, Sep 15
1978 - Jan 15, Jun 1

Alaska Coastal

1955 - Jun 1
1967 - Jan 1

Allegheny

*1949 - Jun 20
*1952 - Apr 27
*All-American schedules. All-American became Allegheny Jan. 1, 1953.
1953 - Dec 1
1955 - Apr 1, Aug 1, Dec 1
1957 - Jun 1
1958 - Feb 1, Aug 1
1959 - Apr 26, Jul 1
1960 - Jun 1, Aug 1, Oct 30
1961 - May 1, Jun 1, Oct 29
1962 - Apr 1, Jun 1, Aug 1, Oct 1, Oct 28
1963 - Feb 1, Mar 1, May 1, Jul 1, Aug 1, Oct 1
1964 - Jan 2, Mar 1, May 15, Jul 1, Oct 25
1965 - Feb 1, Apr 25, Jun 1, Aug 1, Oct 1, Oct 31, Dec 1
1966 - Jan 15, Feb 15, Mar 1, Apr 1, Jun 1, Aug 1, Sep 1, Oct 1, Oct 30, Dec 1
1967 - Jan 1, Feb 15, Apr 1, Jun 1, Jul 15, Aug 1, Oct 1, Nov 15, Dec 15
1968 - Mar 1, May 26, Jul 1, Aug 1, Nov 15

Allegheny (Cont'd)

1969 - Jan 15, Mar 15, Apr 27, Jun 15, Aug 1, Oct 1, Dec 15
1970 - Jan 15, Mar 1, Apr 26, Jun 1, Jul 1, Oct 25, Dec 1
1971 - Jan 15, Mar 1, Apr 1, Apr 25, May 15, Jul 15, Sep 1, Oct 31, Dec 15
1972 - Apr 30, Jun 1, Jul 1, Sep 1, Oct 29
1973 - Mar 1, Apr 29, Jun 1, Oct 1, Dec 1
1974 - Jan 7, Mar 1, Jun 1, Aug 1, Oct 27
1975 - Jan 7, Feb 23, Jun 1, Aug 1, Oct 26, Dec 1
1976 - Mar 1, Apr 25, Jun 1, Oct 31
1977 - Mar 1 (Error), Mar 1, Apr 24, Aug 1, Oct 30
1978 - Jan 7, Jan 7 (II), Apr 1, Jun 1

Aloha

1955 - Sep 12
1959 - Jun 15, Oct 23
1962 - Jun 18
1963 - Sep 3, Nov 1
1966 - Dec 1
1969 - Jun 10
1970 - Jan 6, Jul 1
1971 - Jan 5
1973 - Jun 15, Sep 4, Nov 12
1974 - Jun 15
1975 - Feb 23, Sep 3
1976 - Jan 15, Jul 1, Sep 7, Nov 1
1977 - Sep 6, Nov 1
1978 - Apr 30

Bonanza

1951 - Aug 1
1955 - Jul 16
1962 - Jun 15, Oct 28
1963 - Apr 28, Aug 16, Oct 1, Oct 27
1964 - Apr 26, Jul 1, Sep 1
1965 - Jan 1, Apr 25, Jul 15, Oct 31
1966 - Jan 1, Mar 1, Apr 24
1967 - Mar 1, Jul 1
1968 - Apr 1 (last schedule?)

Central

1950 - Jun 5
1952 - May 3, Sep 19
1954 - Feb 15
1955 - Jun 1, Sep 1
1956 - Feb 1, Jul 1, Sep 1, Dec 3
1958 - Jun 16
1962 - Mar 1, Jun 1, Aug 1, Oct 1, Oct 28
1963 - Apr 27, Jun 1, Aug 1, Oct 1, Oct 27
1964 - Feb 15, Jul 1, Sep 1
1965 - Apr 25, Aug 1, Oct 1, Oct 31
1966 - Jan 2, Feb 1, Apr 1, Apr 24, Jun 15, Sep 1, Oct 1, Oct 30
1967 - Feb 1, Apr 30, Jul 1, Sep 1, Oct 1

Frontier

1950 - Jun 1 (First schedule?)
1952 - Oct 1
1955 - May 1, Jul 1
1956 - Jan 1
1960 - Apr 24
1962 - Apr 29, Jul 1, Oct 28
1963 - Nov 15
1964 - Mar 1, Apr 26, Aug 1, Sep 10
1965 - Jun 1, Oct 31, Dec 15
1966 - Jan 1, Feb 1, Apr 24, Jun 1, Sep 1, Sep 30, Oct 30, Dec 5
1967 - Feb 15, Apr 30, Jul 15, Oct 1, Oct 29
1968 - Mar 1, Apr 28, Jul 1, Sep 1, Oct 27
1969 - Jan 1, Mar 1, Apr 27, Jul 7, Oct 26
1970 - Feb 1, Apr 26, Jul 15, Oct 25
1971 - Apr 25, Oct 31
1972 - Jul 1, Oct 29
1973 - Feb 15, Apr 29, Jul 1, Oct 28
1974 - Mar 1, Jun 1, Oct 27
1975 - Jan 15, Feb 23, Apr 15, Jun 1, Sep 8, Nov 7
1976 - Jan 15, Apr 25, Jun 1, Sep 15, Nov 1, Dec 15
1977 - Mar 2, Apr 24, Sep 1, Nov 6
1978 - Jan 15, Jun 1

THE AIRWAY TO EVERYWHERE

Part IV

By Marion C. Pyles

If predecessors count, then perhaps Nevada Airlines should be included in this story. Nevada began service between Los Angeles and Reno and between Reno and Las Vegas on 15 April 1929. The fleet consisted of 4 Lockheed Vegas. The Chief Pilot was Col. Roscoe Turner of Air Racing fame.

Col. Turner had built a reputation in the Air Race circles, not so much because of his winning, but because of his flamboyance. He was never seen in greasy flight suits or even bib overalls. He was dressed to the teeth with his highly polished trooper boots, riding pants, and Sam Brown belt over his tunic along with his military style flight cap and waxed moustasche.

Roscoe Turner was an egotist. When he became Manager of Operations, he stepped up the time schedule so that the line could be called the "Fastest in the World". One of these fast Lockheed Vegas was Wiley Post's "Winnie Mae". It was souped up to be a show piece and record maker. Roscoe added big wheel pants, an engine cowling and spinner. He renamed the Vega "Sirius".

Colonel Turner flew "Sirius" from Los Angeles to New York City in 19 hours, 53 minutes with four passengers aboard. He refueled 4 times enroute. In the 1929 National Air Races at Cleveland, he flew the Vega in a 50 mile pylon race and came in third behind Doug Davis' Travel Air Mystery S monoplane and an Army P-3A.

It was also 1929 when Roscoe Turner acquired the rank of Colonel with the Nevada National Guard. The title was retained as in the custom of British Officers, but for Roscoe, it was another ego trip.

The record of Nevada Airlines was exceptional. It operated for nearly a year, flew 1000 miles a day, never had a forced landing and never injured a passenger. It was the stock market crash of '29 which caused the airline to fold when Lockheed repossessed the Vegas.

Colonel Roscoe Turner went on with his racing exploits and moved to the midwest. In 1947, he was responsible for starting another airline named after himself. It was called Roscoe Turner Aeronautical Corporation. The Corporation was born out of the enthusiasm of an individual (ego?). It started out as a fixed base operator. A Certificate to carry passengers was issued 3 September 1947 by the CAB, but was reissued on 8 February 1948.

Service still had not begun when the name was changed to Turner Airlines on 31 May 1949. The first flight took place on 12 November 1949 with a Beech Bonanza. They operated two Douglas DC-3's and two Beech Bonanza's in the beginning. They had 25 employees and were certificated to serve eleven midwestern cities. The routes radiated from Indianapolis to Lafayette, Kankakee, Chicago, South Bend, Kokomo, Connersville, Cincinnati, Louisville, Bedford and Bloomington, Indiana, Kalamazoo and Grand Rapids. Total route milage was 655 miles.

Turner had been known as "The Lake Central Route" in the beginning and the name was changed in December 1950 to Lake Central Airlines. By the end of the first complete year of service, they also served Richmond, Indiana. They had acquired an additional DC-3 in this first year and a fourth by the end of 1951.

Early 1953 was the greatest early route expansion certificated by the CAB. Many new flight crews, station personnel and office employees were hired within one 45 day period.

Three more DC-3's were added and Lake Central added new service to Dayton, Columbus, Mansfield, Marion, Zanesville, Dover/New Philadelphia, Youngstown, and Cleveland, Ohio. Pittsburgh, Pennsylvania and Gary, Indiana were added to the route map also. This made a total of 21 cities served by the Lake Central line.

Service was begun to Lima, Ohio, Terre Haute, Indiana and Danville, Illinois in 1954 and on June 1, 1955, the eighth DC-3 was purchased. By this time, the airline had been purchased by the employees after much in-fighting with Henry and Richard Weesner who had purchased the airline from Col. Turner in 1952. 162 employees bought 97½% of the stock in January 1955. During the first six months of 1955, the world's only employee owned airline showed the first profit in the airline's history for any six month period.

While Lake Central and Mohawk along with their own colorful history were in their infancy, All American continued to grow. When we left AAA, the war was still going and the Company was still involved in the war effort. Employees of AAA topped their quota in the Sixth War Loan Drive by going over the top with a response of 12,480 dollars. This was 38% above their quota.

In January 1945, it was announced that AAA would pay employees for their inventions. If an employee had a patentable idea, he was paid $25.00 at the time a patent application was filed by the patent committee and if the patent issued, he was awarded an additional $25.00. There was a provision for more money above the two $25.00 payments if the patent had unusual merit.

On January 2, 1946 Colonel Robert MacClure Love became President of All American. He was from Booklyn, NY and had attended Princeton University and Massachusetts Institute of Technology. This ended Major Hal Bazely's "temporary for an indefinite period of time" Presidency he had filled since the time of Richard C. DuPont's departure. Major Bazely went to Pittsburgh as Vice President of Operations.

The time had now come for Triple A to get more involved in the rush for passenger service. All American had envisioned the adaption of the Air Pick-Up to multi-engine passenger planes over short routes to many intermediate points almost from the very beginning. They planned to make stops only where necessary to load or unload passengers and provide service to other places by Air Pick-Up.

Pick-Up planes had already carried many Government officials, members of the press and others on regular trips and almost without exception, they expressed belief that combination Pick-Up and passenger service was not only safe, but practical. After one such flight, James Strebig, Aviation Editor of the Associated Press, wrote:

"It brings a conviction that this is a practical way to link the Nation's main street for air travellers just as it has for air mail."

All American filed applications with the Civil Aeronautics Board to carry passengers on Air Pick-Up routes. It acquired twin-engine Beech 18's to conduct the service. They also planned conventional passenger operations over short-haul routes. There were additional plans in the future of AAA such as Night Pick-Up operations. They finally accomplished this by developing a lighting system in the Pick-Up zone. It was planned to use Pick-Up with commercial cargo gliders since gliders could land in spaces too small for powered aircraft. They could land, be loaded with fresh produce, be picked up and towed to markets. They could be used in mining operations, fishing, and construction. Triple A figured to unlock many areas of rich natural resources which had been deemed unaccessible until 1946.

The first two Beechcraft 18C twin engine aircraft were flown from Wichita, Kansas to All American's operations base at the Allegheny County Airport in Pittsburgh during April 1946. They had been ordered the previous October for use in developing the company's plan to inaugurate combination passenger and Air Pick-Up services, as well as night Pick-Up schedules on their (then) present routes.

On Monday, April 29, 1946, All American's Air Pick-Up route B, previously operating between Pittsburgh, PA and Huntington, WV via 28 other points in the Ohio River Valley, was extended to Cincinnati. Along with Cincinnati came the Northern Kentucky town of Maysville and the Southern Ohio town of Georgetown. This route added 364 miles to the Company's scheduled operations and increased the number of Pick-Up points to 121.

All things were not serious at AAA as this couple of items from the Vol. 6

ALL AMERICAN AIRWAYS, INC.

(FORMERLY ALL AMERICAN AVIATION, INC.)

EXECUTIVE OFFICES: 210 GREENHILL AVENUE, WILMINGTON 99, DELAWARE. TELEPHONE 7391

OPERATIONS OFFICE: ALLEGHENY COUNTY AIRPORT, PITTSBURGH, PENNSYLVANIA. TELEPHONE HOMESTEAD 4272

ROBERT M. LOVE, President
HALSEY R. BAZLEY, Vice President — CHARLES W. WENDT, Vice President-Treasurer — DAVID L. MILLER Secretary

OPERATING ROUTE AM 49—MAIL AND EXPRESS

Pittsburgh-Huntington-Cincinnati

	3 except Sun.	23 except Sun.	Mls.	Air Mail Route 49-B November 1 1948	4 except Sun.	24 except Sun.	
	AM	AM			PM	PM	
→	7 40	9 17	....	Lv....PITTSBURGH, PA. (ET) Ar	3 00	4 53	.....
.....	7 49	9 28	....	Lv....CANONSBURG, PA. Ar	2 49	4 44	.....
				(Houston, Pa.)			
.....	7 49	9 28	....	Lv....WASHINGTON, PA. Ar	2 49	4 44	.....
.....	7 55	9 36	....	Lv....WELLSBURG, W. V. Ar	2 41	4 38	.....
.....	7 59	9 41	....	Lv....STEUBENVILLE, O. Ar	2 36	4 34	.....
				(Weirton, Holidays Cove, W. V.)			
.....	8 04	9 50	....	Lv....WHEELING, W. V. Ar	2 27	4 28	.....
				(Martins Ferry, Bridgeport, O.)			
.....	8 12	9 57	....	Lv...MOUNDSVILLE, W. V. Ar	2 20	4 23	.....
				(Glendale, W. V.)			
.....	8 18	10 08	....	Lv.NEW MARTINSVILLE, W. V. Ar	2 09	4 15	.....
.....	8 23	10 16	....	Lv...SISTERSVILLE, W. V. Ar	2 01	4 09	.....
.....	8 29	10 23	....	Lv....ST. MARYS, W. V. Ar	1 54	4 04	.....
.....	8 34	10 30	....	Ar.(....MARIETTA, O.) Lv	1 47	3 59	.....
⇉	8 39	10 35	....	Lv.(.PARKERSBURG, W. V.) Ar	1 42	3 54	.....
.....	8 52	10 52	....	Lv...RAVENSWOOD, W. V. Ar	1 25	3 41	.....
.....	8 57	11 00	....	Lv.....POMEROY, O. Ar	1 17	3 36	.....
.....	9 04	11 10	....	Lv.....ATHENS, O. Ar	1 07	3 29	.....
.....	9 17	11 28	....	Lv.....WELLSTON, O. Ar	12 49	3 16	.....
				Jackson, O			
→	9 27	11 42	....	Lv.....GALLIPOLIS, O. Ar	12 35	3 06	.....
				(Pt. Pleasant, W. V.)			
⇉	9 40	12 00	....	Ar....HUNTINGTON, W. V. Lv	12 17	2 53	.....
⇉	9 55	12 18	....	Lv....HUNTINGTON, W. V. Ar	12 03	2 25	.....
.....	9 58	12 21	....	Lv.....ASHLAND, KY. Ar	12 00	2 23	.....
.....	9 58	12 21	....	Lv.....IRONTON, O. Ar	12 00	2 23	.....
.....	10 05	12 28	....	Lv.....GREENUP, KY. Ar	11 53	2 16	.....
→	10 10	12 33	....	Lv....PORTSMOUTH, O. Ar	11 48	2 11	.....
.....	10 25	12 48	....	Lv.....MAYSVILLE, KY. Ar	11 33	1 56	.....
.....	10 31	12 54	....	Lv....GEORGETOWN, O. Ar	11 27	1 50	.....
→	10 49	1 12	....	Ar....CINCINNATI, O. (ET) Lv	11 09	1 32	.....
	AM	PM			AM	PM	

Pittsburgh-Charleston-Huntington

	1 except Sun.	21 except Sun.	Mls.	Air Mail Route 49-A November 1 1948	2 except Sun.	22 except Sun.	
	AM	AM			PM	PM	
→	7 28	10 50	....	Lv....PITTSBURGH, PA. (ET) Ar	12 56	4 53	.....
.....	7 34	10 58	....	Lv...WEST NEWTON, PA. Ar	12 48	4 47	.....
.....	7 38	11 04	....	Lv....MT. PLEASANT, PA. Ar	12 42	4 43	.....
				(Scottdale, Pa.)			
→	7 43	11 10	....	Lv....CONNELLSVILLE, PA. Ar	12 36	4 38	.....
				(Dunbar, Uniontown, Pa.)			
.....	7 49	11 18	....	Lv....MASONTOWN, PA. Ar	12 28	4 32	.....
→	7 55	11 26	....	Lv...MORGANTOWN, W. V. Ar	12 20	4 26	.....
.....	8 01	11 35	....	Lv....FAIRMONT, W. V. Ar	12 11	4 20	.....
→	8 07	11 43	....	Ar...CLARKSBURG, W. V. Lv	12 03	4 14	.....
.....	8 07	12 05	....	Lv.... (Bridgeport, W. V.) Ar	11 48	4 14	.....
.....	8 12	12 10	....	Lv....GRAFTON, W. V. Ar	11 43	4 09	.....
.....	8 20	12 18	....	Lv....PHILIPPI, W. V. Ar	11 35	4 01	.....
.....	8 20	12 18	....	Lv....BELINGTON, W. V. Ar	11 35	4 01	.....
→	8 26	12 24	....	Lv....ELKINS, W. V. Ar	11 29	3 55	.....
.....	8 34	12 32	....	Lv....BUCKHANNON, W. V. Ar	11 21	3 47	.....
.....	8 40	12 38	....	Lv....WESTON, W. V. Ar	11 15	3 41	.....
.....	8 49	12 47	....	Lv....GLENVILLE, W. V. Ar	11 06	3 32	.....
.....	8 55	12 53	....	Lv....GRANTSVILLE, W. V. Ar	11 00	3 26	.....
.....	9 01	12 59	....	Lv....SPENCER, W. V. Ar	10 54	3 20	.....
.....	9 09	1 07	....	Ar....RIPLEY, W. V. Lv	10 46	3 12	.....
→	9 23	1 21	....	Ar....CHARLESTON, W. V. Lv	10 32	2 58	.....
.....	9 28	1 26	....	Lv.S. Charleston, Dunbar, W. V. Ar	10 27	2 53	.....
.....	9 32	1 30	....	Lv....NITRO, W. V. Ar	10 23	2 49	.....
				(St. Albans, W. V.)			
.....	9 38	1 36	....	Lv....HURRICANE, W. V.... Ar	10 17	2 43	.....
.....	9 38	1 36	....	Lv....MILTON, W. V. Ar	10 17	2 43	.....
→	9 45	1 43	....	Ar....HUNTINGTON, W.V. (ET) Lv	10 10	2 36	.....
	AM	PM			AM	PM	

Pittsburgh-Harrisburg-Philadelphia

	10-110 except Sun.	12-20 except Sun.	Mls.	Air Mail Route 49-F November 1 1948	9-109 except Sun.	11-19 except Sun.	
	AM	AM			AM	PM	
→	7 35	11 58	....	Lv.....PITTSBURGH, PA. (ET) Ar	11 28	4 52	.....
.....	7 40	12 03	....	Lv.....IRWIN, PA. Ar	11 23	4 47	.....
→	7 47	12 10	....	Lv....GREENSBURG, PA. Ar	11 16	4 40	.....
				(Jeannette, Pa.)			
→	7 51	12 14	....	Lv.....LATROBE, PA. Ar	11 11	4 35	.....
.....	7 59	12 22	....	Lv.....BLAIRSVILLE, PA. Ar	11 03	4 27	.....
→	8 12	12 35	....	Lv.....JOHNSTOWN, PA. Ar	10 49	4 13	.....
.....	8 17	12 40	....	Lv.....PORTAGE, PA. Ar	10 44	4 08	.....
.....	8 23	12 46	....	Lv.....ALTOONA, PA. Ar	10 37	4 01	.....
				(Duncansville, Hollidaysburg)			
.....	8 30	12 53	....	Lv....WILLIAMSBURG, PA. Ar	10 30	3 54	.....
.....	8 36	12 59	....	Lv.....HUNTINGDON, PA. Ar	10 23	3 47	.....
.....	8 43	1 06	....	Lv....MOUNT UNION, PA. Ar	10 16	3 40	.....
.....	8 53	1 16	....	Lv.....LEWISTOWN, PA. Ar	10 05	3 29	.....
→	9 19	1 42	....	Ar....HARRISBURG, PA. Lv	9 39	3 03	.....
→	9 32	2 42	....	Lv....HARRISBURG, PA. Ar	9 02	1 46	.....
.....	9 40	2 50	....	Lv.....CARLISLE, PA. Ar	8 54	1 38	.....
.....	9 51	3 01	....	Lv....SHIPPENSBURG, PA. Ar	8 43	1 27	.....
.....	9 58	3 08	....	Lv....CHAMBERSBURG, PA. Ar	8 36	1 20	.....
.....	10 10	3 20	....	Lv....GETTYSBURG, PA. Ar	8 24	1 08	.....
.....	10 18	3 28	....	Lv....HANOVER, PA. Ar	8 16	1 00	.....
.....	10 28	3 38	....	Lv.....YORK, PA. Ar	8 06	12 50	.....
.....	10 34	3 44	....	Lv.....COLUMBIA, PA. Ar	8 00	12 44	.....
.....	10 40	3 50	....	Lv.....LANCASTER, PA. Ar	7 54	12 38	.....
.....	10 53	4 03	....	Lv....COATESVILLE, PA. Ar	7 41	12 25	.....
.....	11 00	4 10	....	Lv....WEST CHESTER, PA. Ar	7 34	12 18	.....
⇉	11 09	4 19	....	Lv....WILMINGTON, DEL. Ar	7 25	12 09	.....
.....	11 18	4 28	....	Lv.....CHESTER, PA. Ar	7 16	12 00	.....
				(Claymont, Del., Marcus Hook, Pa.)			
→	11 24	4 34	....	Ar...PHILADELPHIA, PA. (ET) Lv	7 10	11 54	.....
	AM	PM			AM	AM	

Waltham Watch is the official time for All American Aviation, Inc., and this airline is an affiliate of The Air Time Research Institute. The Institute is a non-profit organization to diffuse knowledge of and to increase the utilization of time in the Age of Flight.

Pittsburgh-Du Bois-Williamsport

	8 except Sun.	18 except Sun.	Mls.	Air Mail Route 49-E November 1 1948	7 except Sun.	17 except Sun.	
	AM	PM			AM	PM	
→	7 28	12 00	....	Lv.... PITTSBURGH, PA. (ET) Ar	11 35	4 51	.....
.....	7 33	12 05	....	Lv..... PITCAIRN, PA. Ar	11 30	4 46	.....
.....	7 42	12 14	....	Lv.... VANDERGRIFT, PA. Ar	11 21	4 37	.....
				(Leechburg, Pa.)			
.....	7 56	12 28	....	Lv..... INDIANA, PA. Ar	11 07	4 23	.....
.....	8 06	12 38	....	Lv...PUNXSUTAWNEY, PA. Ar	10 57	4 13	.....
.....	8 16	12 48	....	Lv..... DU BOIS, PA. Ar	10 47	4 03	.....
.....	8 26	12 58	....	Lv.....CLEARFIELD, PA. Ar	10 37	3 53	.....
.....	8 34	1 06	....	Lv....PHILIPSBURG, PA. Ar	10 29	3 45	.....
→	8 46	1 18	....	Lv...STATE COLLEGE, PA. Ar	10 17	3 33	.....
.....	8 52	1 24	....	Lv....BELLEFONTE, PA. Ar	10 11	3 27	.....
.....	9 05	1 37	....	Lv....LOCK HAVEN, PA. Ar	9 58	3 14	.....
.....	9 12	1 44	....	Lv....JERSEY SHORE, PA. Ar	9 51	3 07	.....
→	9 19	1 51	....	Ar...WILLIAMSPORT, PA. (ET) Lv	9 44	3 00	.....
	AM	PM		(Montoursville, Pa.)	AM	PM	

Pittsburgh-Oil City-Jamestown

	6 except Sun.	16 except Sun.	Mls.	Air Mail Route 49-D November 1 1948	5 except Sun.	15 except Sun.	
	AM	AM			AM	PM	
→	7 35	11 30	....	Lv.....PITTSBURGH, PA. (ET) Ar	11 01	4 50	.....
.....	7 46	11 41	....	Lv.....NATRONA, PA. Ar	10 50	4 39	.....
				(New Kensington, Tarentum, Brackenridge, Natrona Hts., Pa.)			
.....	7 58	11 53	....	Lv.....BUTLER, PA. Ar	10 38	4 27	.....
.....	8 06	12 01	....	Lv.. SLIPPERY ROCK, PA. Ar	10 30	4 19	.....
.....	8 11	12 06	....	Lv.....GROVE CITY, PA. Ar	10 25	4 14	.....
.....	8 20	12 15	....	Lv.....FRANKLIN, PA. Ar	10 16	4 05	.....
→	8 25	12 20	....	Lv.....OIL CITY, PA. Ar	10 11	4 00	.....
.....	8 30	12 25	....	Lv.....TITUSVILLE, PA. Ar	10 06	3 55	.....
.....	8 42	12 37	....	Lv.....CORRY, PA. Ar	9 54	3 43	.....
.....	8 49	12 44	....	Lv.....YOUNGSVILLE, PA. Ar	9 47	3 36	.....
⇉	8 54	12 49	....	Lv.....WARREN, PA. Ar	9 42	3 31	.....
⇉	9 06	1 01	....	Ar....JAMESTOWN, N.Y. (ET) Lv	9 30	3 19	.....
	AM	PM			AM	PM	

SERVING 122 OF THE NATION'S AIRLINE POINTS

→—Indicates points where landing can be made for fragil or oversize cargo.
(See Rule No. 20, REA Air Express Tariff No. 9)

April, 1946, No. 4 of "The Pick-Up" relate:

"Sartorial excellence prevails at PT Operations. All pilots, radio operators, flight mechanics, and dispatchers have AAA uniforms. Even the spots on Karl Tewell's tie are of the non gravy variety." (Karl is now in Flight Control and is 32 years older.)

"Captain Clyde Hauger, for many years an outstanding Air Pick-Up pilot, was forced to bail out recently after having exhausted his fuel supply in the Link Trainer. Clyde might have received a more severe ribbing from his fellow workers were it not for the fact that he brings in several cases weekly of fruit from contented chickens from his uncle's farm."

In the October, 1946 Pick-Up (Vol. 6, No. 8), this was the headline: "86 RIDE FIRST AIR PICK-UP-PASSENGER FLIGHTS"

It was done. Triple A had stepped forward into the passenger age. The first flight had actually taken place on Wednesday, September 25, 1946 with some important passengers on the first flight. These VIPs were James M. Landis, Chairman of the Civil Aeronautics Board, and Representative (and still Congressman) Jennings Randolph of Elkins, West Virginia. Congressman Randolph was known in those days as the "Legislative father of the Air Pick-Up service." They were accompanied on the historic first flight by Robert M. Love, president of All American.

At the annual meeting of stockholders on September 20, 1948, it was voted to change the name from All American Aviation, Inc., to All American Airways, Inc. The name change was voted to better identify the current and proposed activites of the company with regard to Air Transport operations. The name change not only achieved the desired aim but preserved, at the same time, the shortened name "All American" by which the company was generally known. This reason was given by President Love to the stockholders.

At this same stockholders meeting, the directors authorized the purchase of three additional DC-3's to augment the six recently purchased ones in All American's passenger services.

The airlines of the seventies are busily trying to find ways to increase utilization without any more financial outlay. Allegheny Airlines is at this very moment starting to convert their fleet of DC-9s and BAC 1-11s to more dense seating. It is reasoned that by increasing the nine by five to 105 and the 1-11 by 3 to 77 that they will have saved the price of five hand-me-down Boeing 727s.

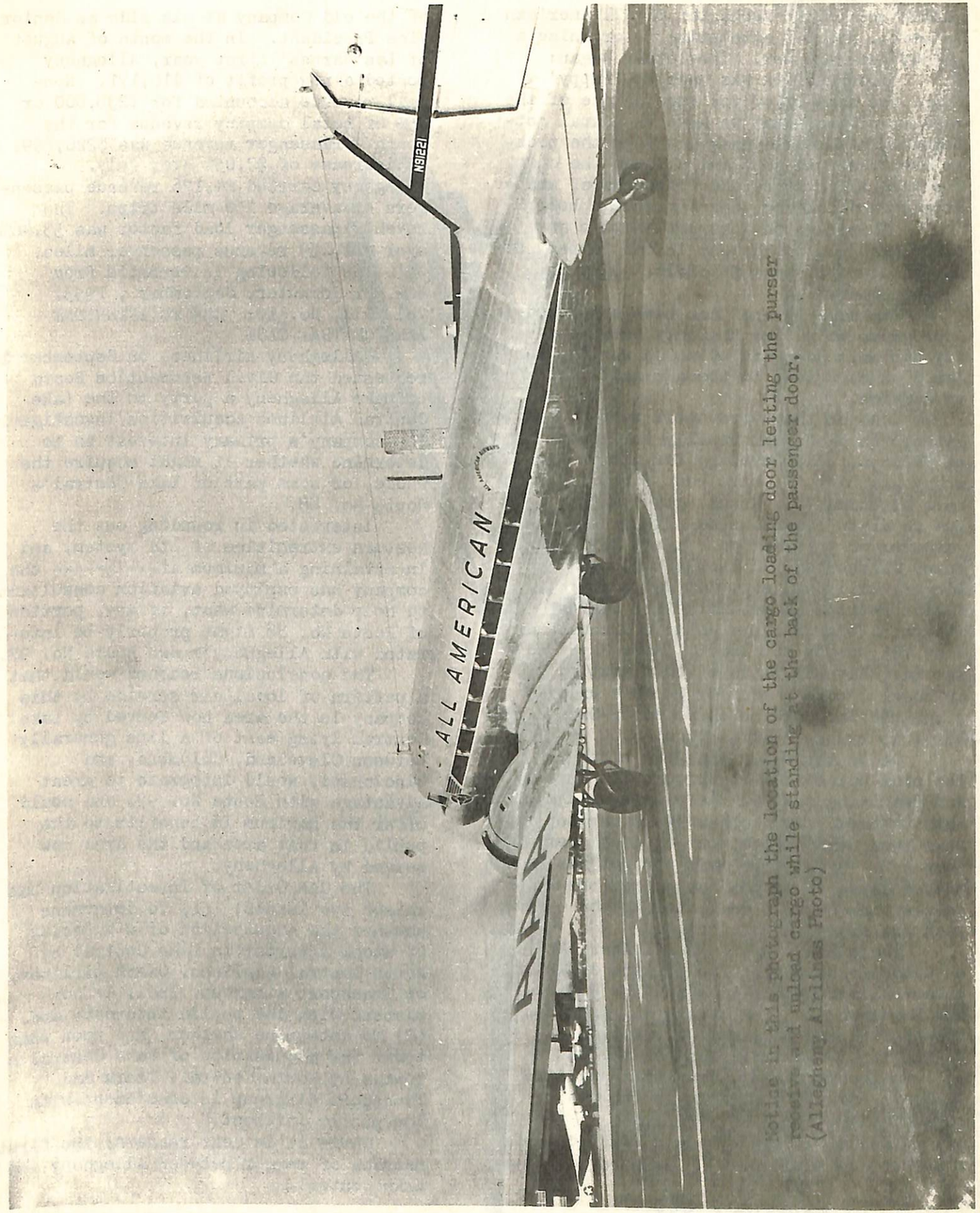
Things were a little simpler in 1948 when All American was accomplishing greater utilization by cutting down on ground time. Their program called for two minute ground stops except when they were refueling. Local service carriers made many stops and the stop could be accomplished, the faster the trip from here to there. Now to accomplish a two minute stop, it was necessary to make a couple of provisions to insure success with the program. All American redesigned the door of their DC-3s by installing what is known today as an airstair door. The passenger door had built-in stairs with a last step which would fold down and outward when the door was opened. This eliminated having to wheel a loading platform up to the airplane.

A second innovation was a special VHF radio installed in the aircraft. Through this radio, the purser could contact ground attendants prior to landing and finalize plans for quick loading and unloading of the flight.

A third innovation was the relocation and enlargement of the cargo door in the rear of the airplane. The door was moved next to the airstair door and when the airplane landed, the purser would take his station between the passenger and cargo doors. From this position, he could receive passengers through the cabin door and ground attendants could hand him the cargo through the newly installed door there.

All of this happened actually before passenger service was inaugurated. All American made its first passenger carrying trip on March 7, 1949. Ray Elder, who was one of the original Pick-Up pilots had the honor of piloting the first passenger flight. Soon after on June 30, 1949, Norm Rintoul and Vic Yesulaites flew the very last Pick-Up route from Jamestown south to Pittsburgh on Route 49D.

On August 11, 1951, Norm Rintoul sent out a letter to all the Pick-Up



Rolling up this photograph the location of the cargo loading door letting the purser [illegible] unload cargo while standing at the back of the passenger door.
(Allegheny Airlines Photo)

pilots and flight mechanics of All American Aviation, A.M. 49 attempting to organize a yearly get-together. The letter began:

"A suggestion was made by 'Pappy' Ryan, who as most of you know is one of the pick-up pilots, that we have an annual get-together of the old gang who flew the pick-up over the tree tops and through the cuts. The idea is to renew old friendships, swap stories and consume some Pittsburgh beer."

"This reunion does not include any other group or department in the Company or any past or present officials. Only the Flight Group."

"The name "49ers" has been suggested for our group as we are the only ones to ever fly Air Mail Contract 49 which was the contract number given to the air mail pick-up service."

Some of the 49ers still meet at Pittsburgh each year usually in October on the first Saturday evening for dinner and story swapping. I have been fortunate to have attended this annual get-together on two separate occasions as a reporter and gatherer of information. I met Ray Elder, Tommy Kincheloe, Vic Yesulaites, Cecil Lingar, Bill Carlisle, Kip Barraclough, Willis Petrie, Lloyd Santmeyer, Harvey Thompson, Dick Bazley, Johnnie Graham and last but surely not least, I met Ray "Red" Garcia. Ray Garcia is at this writing, my boss's, boss's boss or in more understandable language he is Director-Ground Services based in Pittsburgh.

It is these men who gave birth to the pick-up, nursed it through its infancy, and put it to rest as the passenger age came to pass. Some other 49ers may not have been named above, but if they ever flew A.M. 49 and were left out, it was only because of my not having met them. This entire work is dedicated to the 49ers; each and every one of them.

There was a split in All American on October 28, 1952. The airline division became Allegheny Airlines and the Engineering and Research division became All American Engineering and Research Corporation of Wilmington, Delaware. Many of the old pick-up people stayed with Allegheny Airlines in various positions in the new organization.

Leslie O. Barnes became President of Allegheny in April of 1953 with David Miller of the old Company at his side as Senior Vice President. In the month of August of Les Barnes' first year, Allegheny posted a new profit of $10,171. Non-mail revenue accounted for $238,000 or 65% of total company revenue for the month. Passenger revenue was $226,899, an increase of $2,051 over July. Allegheny carried 24,176 revenue passengers on average 150 mile trips. The revenue passenger load factor was 53.46% over 321,259 revenue passenger miles.

The following is verbatim from the Air Commuter, September , 1953, Vol. III, No. 10: ASK TO INTERVENE LAKE CENTRAL CASE

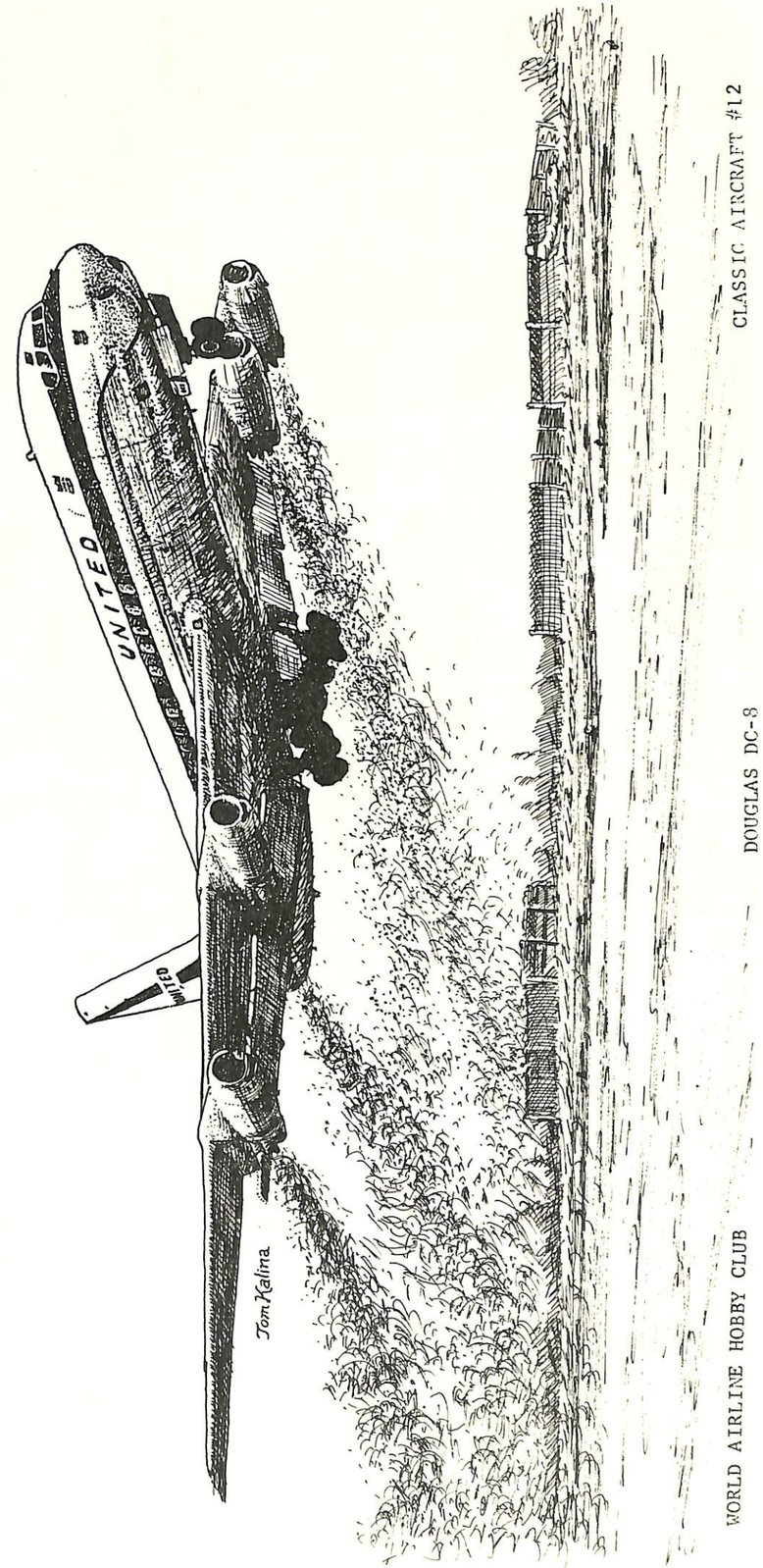
"Allegheny Airlines, on September 10, requested the Civil Aeronautics Board to make Allegheny a party to the Lake Central Airlines Acquisition Investigation. The company's primary interest is to determine whether it might acquire the whole, or some part of Lake Central's Route No. 88.

Interested in rounding out the western extremities of its system, and in attaining a maximum ef---------- the company has employed aviation consultants to help determine what, if any, portion of Route No. 88 might properly be integrated with Allegheny's own Route No. 97.

The conclusions reached would that a pattern of local air service by this company in the area now served by Lake Central lying east of a line generally between Cleveland, Columbus, and Cincinnati, would integrate to great advantage with Route No. 97, and would offer the maximum in benefits to the public in that area and the area now served by Allegheny.

The CAB Order of Investigation has raised two issues: (1) To determine whether the acquisition of a majority of stock interest in Lake Central by North Central Airlines, Ozark Airlines, or Transport Airgroup, Inc., is consistent with the public interest, and, (2) To determine whether, and upon what terms the acquisition of Lake Central's routes by North Central, Ozark and Transport Airgroup is consistent with the public interest."

There it is dear readers; the first mention of merger between Allegheny and Lake Central.



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Dean Slaybaugh, 6881 S. E. Alberta, Portland Oregon 97206. Our newest addition should be in the mail in October using a new format, listing hundred's of new slides including a large number of military a/c. The old catalog will not be completely revised before late next year but will accept orders from the old till then. Please send one dollar to get on our mailing list and we do guarantee any order from stateside will be delivered in 3 weeks or less, overseas will of course run some what longer.

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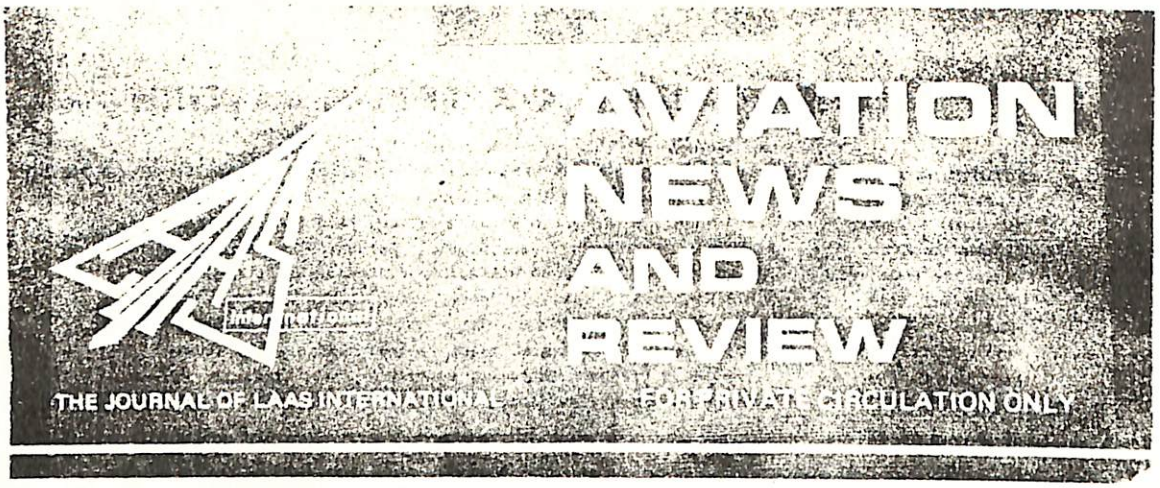
CLUB JACKET

World Airline Hobby Club jackets are still available from the editor for $12.00, which includes United Parcel delivery. Jackets come in adult sizes of small, medium, large and extra large. The Club name is printed in white letters around the design of a Boeing 727, on the back. Don't get left out--get your jacket NOW!



"LAAS INTERNATIONAL" was formed as the London Amateur Aviation Society in 1961 by a small group of enthusiasts and historians. The group has now grown into the largest society of its type in Europe, with world-wide membership now touching 5,000 members.

The Society's main interest is in the current events of today's aviation plus publishing aircraft monographs as well as Civil Aircraft Registers of various countries. Current membership fee is $12.00 per year, and includes 12 issues of the monthly magazine "Aviation News & Review". (Sample copy $1.00.) For additional information contact Mr. Gerry Lowther, 10 Devon Road, Luton, Beds, LU2 ORH, England.

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