



CAPTAIN'S LOG

JAN-MARCH 1976
VOLUME 1 Number 4



Boeing 727-100

CONTRIBUTIONS WANTED

All members and interested persons who wish to contribute articles, pictures, or inquiries of interest to the membership are invited to do so. The CAPTAIN'S LOG and monthly newlsetter AIR LINES will publish member wants, trades, requests, and material concerning the histories of airlines and airliners. Interesting experiences that you might have had on a airline will also be accepted for publication. Photographs and drawings will be published if of good quality and a full description is given of the photo and art work.

If possible, all material should be typewritten just as the articles appearing on the following pages. Since this material must be photographed for printing, it is important that the keys of the typewriter be clean an a new ribbon be used. Do not erase errors. Type correct material on separate piece of paper and scotch-tape over error.

Sketches should be drawn on either good white paper or thin white card stock and be done with black India ink. Photographs should be of good quality, not being either too dark or light and can be of any size. When sending in articles, however, do not mix colored photos with black and whites on the same page.

PUBLICATION DATES

The CAPTAIN'S LOG will be mailed to members approximately on the 15th of March and the same date in June, September and December. The newsletter AIR LINES, will be mailed approximately on the 15th of January, February, April, May, July, August, October, and November. If you do not receive your copies of the above publications within a reasonable time from the dates mentioned above, please write the editor.

CHANGE OF ADDRESS

MEMBERS MUST REPORT ANY CHANGE OF ADDRESS PLUS ZIP CODE PROMPTLY TO THE EDITOR. Failure to do so will result in their not receiving their copy of the Log or Air Lines. Also it requires the paying of triple postage. In the future these additional postage charges will be passed onto the member failing to notify the Editor of any address change. Be governed accordingly if this applies to YOU.

CAPTAIN'S LOG and AIR LINES are the official publications of the World Airline Hobby Club. The CAPTAIN'S LOG is published quarterly while the newsletter is published in the months that the CAPTAIN'S LOG isn't. See schedule above. Editorial and publication office: Paul F. Collins 3381 Apple Tree Lane, Erlanger Kentucky 41018 (Tele 1-606-342-9039). For membership fee members receive four copies of the CAPTAIN'S LOG and eight issues of the newsletter AIR LINES. Current membership fee: \$10.00 per year for U.S. and Canada. \$12.00 per year for all others.

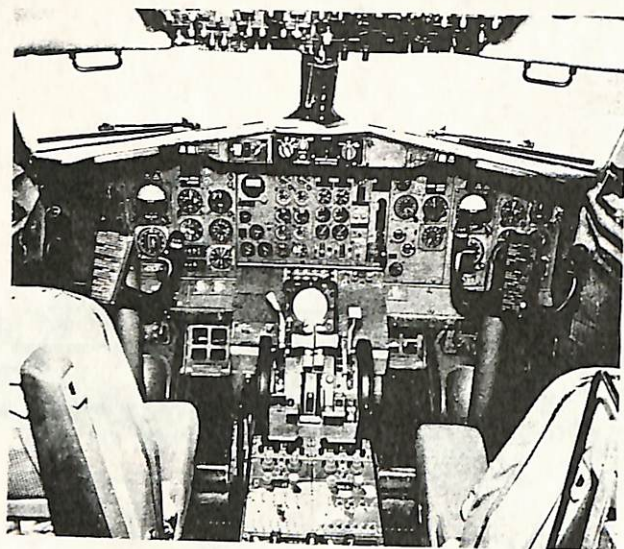


CAPTAIN'S LOG

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.....from the left hand seat.....

I would like first off to thank those members that have gone out and spread the good news about the World Airline Hobby Club and by doing so have obtained new members for the organization. As of this writing, we now have 83 members, worldwide. As mentioned before, I had hoped to have 100 members by the end of the first year of operation. However, I will not complain about the amount we do have. Considering we have not advertised in a nationally distributed publication, we have done quite well. My thanks to V-66, IPMS, Jeppesen Aviation Book Club and all others that have mentioned the Club in their individual publications. When the treasury becomes a little fatter, I would like to run a advertisement in one of the larger national magazines. Until that time, I beg of each and every one of you to spread the word about the club and what we are trying to do. The larger the membership the larger the "Captain's Log" and monthly newsletter can be. **SIGN UP A NEW MEMBER-TODAY!**

This issue of the "Log" should exceed the previous three issues with regards to content, pictures and general interest. George Kinney has gone and done a tremendous job on the 727 story. George, with the help of some of his friends, to name a few, Ron Kluk, Bill Ked, Gooff Thomas and K. Sato, has put together a very enlightening lead-off story for this issue of the "Captain's Log." Joop Geritsma has followed this up with two good articles. One on the Fokker F-28 Fellowship and another on Transavia Holland charter airline. Both real fine and well done articles. Thank you, both, very much.

The response to the article on a club jacket that appeared in the February newsletter has not been overpowering. As yet I have had no inquiries about said jackets. If there is no response on this by next issue of the newsletter, the idea will be dropped. Any comments?

There is a need for material for future issues of the "Captain's Log." Material is needed on collecting post cards, taking good photographs, modeling airliners, interesting stories about things that have happened to you or a friend while traveling our skyways, and other additional material that you think would be of interest to the membership. Look through your material and see what you can come up with.

As promised, a financial statement has been enclosed with this issue of the "Log." As you can tell, this is a labor of LOVE!?

I would still like to have some idea if any of you would be interested in a national convention of some type this year. I have had no correspondence from anyone on this so far. Please let me know your feelings.

With the start of Volume 2, I would like to be able to increase the amount of pages in the "Log" to about fifty each issue. This would be a nice amount and with this number we could cover a lot of material. I would also like to hold the amount of photos appearing in the "Log" at about 30 each issue, until we have a large enough membership to afford more. Would appreciate some suggestions from you members on how we can improve our publications, both the "Log" and "Air Lines."

Again, I believe that this issue is better than the other three. With your help and assistance, each succeeding issue can be better than the last. Much thanks to those that have sent in material for publication.

Happy collecting

Paul



727-21 XV-NJB in Air Vietnam's older colors. (Photo by Kiyoshi Sato)

BILLION DOLLAR *BOEING* BABY

by
George Kinney

For nearly forty years people have talked about a replacement for the DC-3, yet none has come forward and the Gooney lives on. There is, however, an aircraft which may not do the same job but which has become nearly as universally popular and successful as the Third Douglas Commercial. That plane, of course, is commercial aviation's other great success story, the Boeing 727.

The 727 is by far the most popular turbine powered civil aircraft to date. It is a familiar sight from Reykjavik to Rangoon, from Atlanta to Algiers. Nearly every major carrier worldwide has used it at one time or the other. Over 1200 ex-

amples have been ordered since the go-ahead in 1960, and a great number of these have come since 1970; a time when the plane was figured to be near production phaseout.

There are many reasons for this success, some to the credit of Boeing, and some a result of coincidental market factors no one could anticipate.

First and foremost, the Boeing Company read the needs of the airlines better, and responded with a more appropriate product, than did any competitor. It designed a profitable, high performance aircraft ideal for short to medium hauls in almost all areas of the globe.

In addition, they were able to continue improving the design, which not only expanded the original market, but enabled the aircraft to continue to be economically competitive much longer than had been originally foreseen.

The unforeseen reasons are largely responsible for the recent resurgence of interest in the 727. First among these has been the decrease in traffic growth rates, causing airlines to limit their fleets of new wide-body equipment, sometimes even selling these they already have in service, in favor of somewhat smaller aircraft.

Closely related is the shift in nature of many flights in Europe and the US. Where ten years ago most routes still basically radiated from major cities, today the trend is to non-stop "city-pair" flights. Thus passenger loads are spread more evenly over more flights, making a moderate size plane like the 727 an asset.



Spanking new PP-VIG, one of nine 727s in VARIG'S fleet, in 1970. Note main gear center doors in open position. These doors normally open only in flight at time of gear extension or retraction.

DESIGN OVERVIEW

The design of the 727 was largely the result of specifications laid down by the major US airlines. They needed an aircraft with excellent short field performance, capable of hauling a good number of people over short to medium distances. Boeing felt a pure jet design was the best approach, in light of limited interest aroused by Electra.

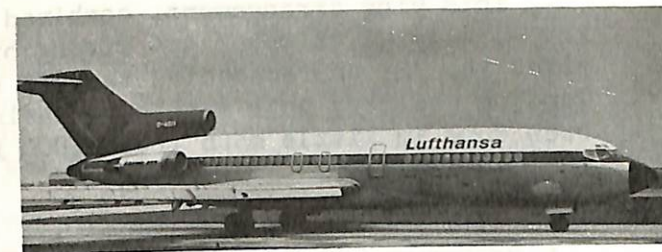
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Lack of jet powerplant operating experience and questions about reliability, as well as limitations of then existing engines, caused most airlines to favor more than two engines. However, the economics of short haul operations with a four-engine aircraft were found to be high. Thus the three-engine layout won out, although the resultant choice of location was a bit perplexing!

Traffic on intended American routes required a larger design than the 80 seat Trident and the 727 was scaled up to a 120 seater. The soundness of that decision is borne out by comparison of the 727/Trident sales ratio, now at more than 6-1.

Probably the most important 727 feature, its performance, was dictated by the needs, especially of Eastern, to operate from La Guardia and other short

fields. United had many flights to mile-high Denver. Therefore the wings were designed for short, "hot & high" flight operations. Like her old, much modified friend, the DC-3, the 727 is flying or has flown in every section of the globe. This new wing design has aided the Boeing 727 in this worldwide acceptance.



LUFTHANSA'S 727-30 (D-ABIV) an unusual visitor at Chicago's ORD. (Kluk photo)



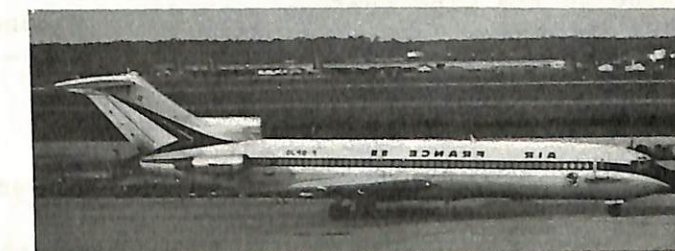
AIRLIFT'S 727-172C (N726AL) was later sold to Varig in 1973. (Barnhart photo)



ALL NIPPON flies over 30 Boeing jets, of which JA8335, a 727-81, seen here at Osaka, is but just one. (Photo H. Izuma via R. Kluk)



ANSETT'S 727-177 (VH-RMD) shown here in their newer paint scheme. ANSETT was a early customer of the Boeing Company.



F-BPJO, one of AIR FRANCE'S fleet of 22 727-228s, seen at Frankfurt-Rhein Main. (Photo by M. Winter via G. Kinney)



Nine month old Advanced 727-223 (N848AA) of American in nose-high approach configuration at ORD. (Photo G. Kinney)

(5)

THE WING THAT COMES APART

The key to the performance of the "3-holer" is the design of the wing. It is thinner than the 707's, creating less drag. Its shape creates greater lift, however. The spectacular divergence from previous design is the incorporation of a new high lift device.

The leading edge is entirely composed of flaps and slats. Three-sectioned Krueger flaps, which retract from the wing under-surface, take up the inboard third. The outermost of these flaps contains a landing light.

The outboard section has four slats, which slide down from the top of the wing. The function of these devices is to hold air close to the wing surface with flaps extended, thus improving low speed handling and producing a lower stalling speed.

The trailing edge Fowler flaps, are triple slotted so that air may flow between and over each part, creating maximum lift at low speeds. With the flaps fully extended (40 degrees), wing area is increased over 20 per cent.

Also part of the equipment are seven sections of spoilers, five of which operate in conjunction with the ailerons, as well as speed brakes in the air and as lift dumpers on the ground. They are very effective in the latter function, as covering a large portion of the span they destroy much of the lift, allowing the plane's weight to fall on the wheels for better braking.

An interesting aside on the complexity of the wing is the story of an occurrence in 1965, which incidentally was a plot in the short-lived "San Francisco International" TV series. A 727 with nosewheel locked up was safely landed after splitting functions of flaps/spoilers fore and aft of the planes center of gravity. Inboard flaps were deployed to create lift forward while outbound spoilers killed lift aft, which enabled the nose to be kept airborne 4000 of a 4800 foot roll-out. Most notable was that the theory was tested on a real aircraft as the distressed plane circled burning fuel. This is now incorporated in emergency procedures.

This wing arrangement, combined with the high level of power and strong brakes, gives the 727 unprecedented takeoff and landing ability; both maneuvers having been done in little more than 2,000 feet.

THE BODY

The fuselage from the floor up is identical in diameter to that of the 707/720 series, enabling a standard of accommodation previously not found in short haul aircraft. Some Boeing design studies had a slimmer cross-section, but savings incurred were found to be far outweighed by retooling costs and a disproportionate loss in the revenue generating ability of the aircraft. The retention of these 707-scale dimensions has been an important part of the passenger appeal of the 727 and 737.

The choice of the tail as location for the engines was based on several factors. First, it left the wings free for maximum utilization of the high lift devices, thus improving the desired short-field performance.

Second, it made the most logical arrangement of the desired number of engines. Had they been put on the wings, a taller, heavier landing gear would have been required. In addition, there would be more danger of debris ingestion, especially at some of the more poorly equipped fields the plane was designed to serve.

Another safety feature of the chosen location is the proximity of all the engines to the aircraft's centerline, which minimizes drag in power out situations.

Boeing's accelerated yet exhaustive production and certification program resulted in the 727 entering service with Eastern on February 1, 1964. This was the same day as the introduction of BEA's Tridents, whose design was finalized earlier. LUFTHANSA'S "Europa Jets", as they called their 727s, appeared on the 16th to counter the British competition.

Just as the Comet 4 six years previous had but briefly attracted attention when the 707 arrived on the scene, this later De Havilland product was first out but soon passed.

far behind in the sales race. As was the case with its stablemate, the VC 10, the Trident was too closely designed for one airline, in this case BEA, and just didn't meet the needs of the rest of the market.

Typical seating layout on American routes is for 96 mixed class passengers, and a somewhat higher total is common in European service.

Reaction to the 727 upon its introduction was highly favorable from all sides. Passengers appreciated the lower noise levels, especially in the forward cabin, resulting from the extreme aft placement of the engines.

Pilots were quickly won over by the easy handling of the aircraft in all aspects, especially in areas where yaw and control problems occurred on the 707. The plane's ability to accomplish high performance maneuvers with a steadiness and apparent lack of effort made the "three-holer", as it was nicknamed, a crew favorite. Possible critics were flight attendants now forced to serve twice the people in less time on short hauls.

Just as important, the bottom line looked good. The operators of 727s were able to generate profit at moderate load factors, and, through the new standard of service, generate more passengers.

Shortly after entering service, the 727 was involved in four landing accidents within a short period of time. Due to the frequency and similarity of the accidents, considerable criticism was directed at the airplane, especially regarding approach handling and crash-worthiness characteristics.

What was ultimately determined was that the aircraft possessed such unprecedented performance characteristics that pilots were not used to and hence not always able to handle. Overconfidence in the plane's ability led to some deviation in procedures which was not safe in a modern jet.

The aircraft itself was vindicated; the only recommended changes being strengthening fuel lines and the elimination of the 40 degrees flap approaches in most cases. Since then the 727 has had an admirable safety record. All told, 21 have been lost in ser-

vice (including one shot down), a low figure for a ten year career and over 1200 examples in service.

727 CARGO & QUICK CHANGE MODELS

By 1965 a convertible cargo version, with a strengthened floor and 707-size cargo door was available. Mixed passenger/cargo operations are possible, or up to 45,000 lbs. of palletized cargo may be moved.



UNITED 727-220C (N7431) on approach to ORD. Note tailplane in nose-high trim. (R. Kluk)

Largely at UNITED'S request a quick-change version was developed. By palletizing the interior of the aircraft (seats, galleys, etc.), and fitting these to integral rollers, a complete change from one layout to the other can be made in less than an hour. This would allow an aircraft, under ideal circumstances, to be utilized up to 20 hours a day. This system has a weight penalty of more than a ton, however. None-the-less, UNITED, BRANIFF, and EASTERN ordered large numbers of the model.



AMERICAN'S only cargo 727, N2915. This 727-1A7C was acquired in the Trans Carib merger

727-22 of ALL NIPPON. This a/c was ordered by UAL but not taken up. Boeing leased it to ANA, IRAN AIR, and PIEDMONT, in whose service it crashed, following a collision near Hendersonville, N.C., July 19, 1967.



Another short-lived 727 was 5A-DAH, Libyan Arab's 727-274. It crash landed in the Sinai Desert after it was strafed by Israeli Phantoms for accidentally violating Israeli airspace in February 1973. This slipped from most memories after Arab Guerrillas blew up a 707 and shot up airport in Rome later in the year. Photo taken at London's LHR. (VHF photo)



This 727-113C of Ariana, one of the last short 727s delivered. YA-FAR had an extremely short operating career, as it crashed and burned short on landing near London Gatwick Airport in January 1969, approximately 10 months after delivery (Airline photo)

Many of the QC models delivered seldom are so used, spending most time in passenger service. So far no pure-cargo versions have been built, though undoubtedly some second hand machines will eventually be so converted.

THE 727-200 SERIES

The 727 had in actual service surpassed original expectations of payload and performance. However, thought was soon given to better utilizing the inherent power and performance for even more capacity. To this end the fuselage was stretched 20 feet, which increased the seating by 40 on the average, and the maximum takeoff weight to 170,000 lbs. Northeast was the first customer, followed by the other major trunk lines and several of the foreign carriers.

Unfortunately, the stretch of the design seriously limited the range and performance of the aircraft. After the initial round of -200 orders the sales slowed considerably, to a 17 month period in 1969-70 when no Boeing jets were sold to major US companies. It appeared the plane had about run its course, and some line termination activities were started.

To the plane's defense, this was an extremely tough period for the industry. Airlines were forced to seriously reevaluate their future equipment plans, as projected traffic increases failed to materialize just as deliveries of tremendous quantities of wide-body capacity jetliners began.

THE ADVANCED 727-200

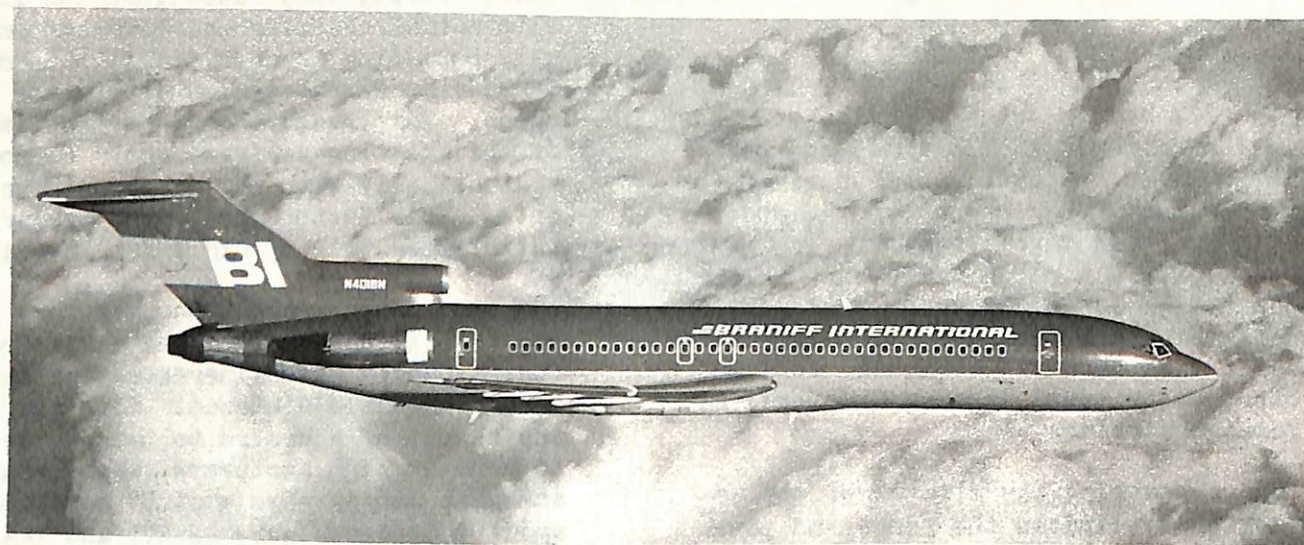
Boeing fought back by improving both the 727 and 737 to make them more marketable. First, they redesigned the interior, eliminating the overhead hatracks and making wall panelling more vertical, thus creating a "wide-body" impression within the same space. This meant that a further derivative of the existing airframe would be competitive aesthetically with the larger airbus-type jets. This feature has been popular and retrofitted to many old 707s, 727s and 737s.

More fundamental, however, was the addition of uprated engines and increased fuel capacity which increased the range to a more reasonable distance. This was largely the result of a desire to tailor the plane to more foreign customers, whose routes were somewhat longer than most US services. Two specific targets were ANSETT and TAA (Perth/Melbourne) and ALL NIPPON (Tokyo/Hong Kong).

These changes amounted to virtually a new aircraft, and since then orders have come in at record rates as airlines worldwide choose it for their intermediate-range fleets.

BELOW: The fifth 727-200 delivered was to NORTHEAST since merged with DELTA. The colors on this bird are white top with yellow bottom/tail. (From the author's collection)





N401B, Braniff's first 727-227, and N88701, Continental's first stretched 727-224, take to the air for those all-important publicity pix. Photos courtesy of airlines shown.



These two identical views illustrate several differences between models. Notice the 200s shorter wing/fuselage fairing and the reverser cascades of the Advanced 200 engines, as well as the longer fuselage. Top photo shows flaps and slats in landing configuration

ABOVE-Ex All Nippon 727-81 being prepared for resale to German carrier Hapag Lloyd.

BELOW-American Capital Aviation's 727-214, N111AK.

(Both photos taken by Kiyoshi Sato via R. Kluk.)



G-BAFZ, a 727-46 of DAN AIR, seen here at London/Gatwick, originally as JA-8310 of JAL. 727-200 type emergency exits are

added aft on both sides to meet British registry requirements. Note BEA A/T Comet in background. (Photo by K. Sato)



The Advanced 727-200 comes with several powerplant and fuel options. Addition of an integral wing center section tank increases fuel capacity by 500 gallons, and further optional fuselage tanks add a total of 2480 more gallons. It is this dramatic increase (the original capacity was 7680 gal.) which allows the range of the aircraft to increase to well over 2000 miles; STERLINGS can go over 2500 miles with a very heavy load.

Upgrading of the engines enables the increase in range and payload to be made without performance penalty. Available engines are 14,500 lb. JT-8D-9A, 15,500 lb. D-15s, or 16,000 lb. D-17s. Maximum takeoff weight has risen with use of these engines to almost 208,000 lbs., this with the D-15s.

The current passenger capacity is 189 in 30" pitch, although 200 in cramped 28" pitch has been considered for inclusive tour (IT) companies. The tankage necessary in such a version would critically reduce luggage space, and important factor in that vacation oriented sector.

Other refinements in the Advanced models are strengthened landing gear, heavier gauge wing skin, beefed-up spars and other structures, and acoustic work on engines and nacelles. In addition, cascade vane thrust reversers are now available in place of the original external clamshells.

ENGINE NOISE

The 727 was designed from the start with turbofan engines, inherently quieter than older turbojets. This was used to great advantage in the 727 publicity campaign, the zenith of which must be EASTERN'S dubbing it the "Whisperjet".

What became increasingly obvious as time passed and environmental awareness grew, was that the quietness of the 727s JT-8Ds was relative, and people living under approach patterns were finding the whisper more of a roar. This was aggravated by the flat, nose high, power high approaches flown in most areas.

Boeing was forced to make modifications in the Advanced 200 engines to maintain competitive where noise levels were becoming of paramount importance. By adding acoustical material in the engines and modifying the

intakes they were able to lower the overall noise level to within the limits of the FAA's Part 36 regulations, reasonably close to the DC-10. The JT-8D will never be as quiet as higher bypass ratio powerplants as the CF-6 or RB-211, but now is remarkably quieter than older models now in service.

Sales of the Advanced 200 were brisk in 1971, largely as a result of Iberia's purchase of 27, and other smaller foreign orders. Then from 1972 on came a somewhat unexpected boom as most major US and foreign carriers came in with large orders. DELTA, especially after seeing the performance of the 727s acquired in their merger with NORTHEASTERN, made orders instantly, making them one of the largest operators of the type. Over 300 orders in three years were made, as the 727-200 was decided on by many companies as the size aircraft they needed most for the late 70s and 80s. BRANIFF, in fact, standardized all domestic routes on the 727.

This success bears out Boeing's market research, which foresaw the Advanced 200 as an ideal aircraft for those growing number of routes not needing wide body jets for some time. And indeed, the 727 is enjoying good sales, something neither prayers or bribes can do for the DC-10 and L-1011.

AFTER 727--WHAT NEXT?

It is difficult to predict the exact future of the 727 or what its successor will be. Boeing foresees increases in traffic on the medium haul routes now using the 727-200, and the need for a plane between the 707/727-200 and DC-10-10 size to be developed.

Most other announced design studies (DC-10 twin, etc.) are of this general size, and if a new design does go into production it will very likely be of such nature. Due to the uncertain state of the industry, however, it may well be no one produces a new plane for some time. Instead, existing designs or variants thereof may stay in production until a clearer picture of the future market emerges.

One such possible interim refinement is the now shelved 727-300 for UNITED and BRANIFF. This version would have the JT-8D-17 engines, a further stretched fuselage

for 165 to 220 passengers, four wheel bogey gear, new leading edge variable incidence flaps, and other changes.

Other modifications to the existing aircraft being studied are a 200 QC to enable highly seasonal IT operators to utilize the aircraft better in off-peak months.

Another IT oriented study is for the redesign of the controls to permit two-man crew operation. Sometimes the cost of one pilot can be the cause to switch an order to or from an aircraft.

And what of the 727s now in service? The first real movement of second-hand 727-100s onto the second hand market has come in Japan and Germany. All Nippon, TDA, and JAL 100s have been sold, principally to Hapag-Lloyd, Dan Air, Air Panama and Korean. Lufthansa's 727-30s have gone to Boeing on 727-230s and remain unsold.

Pan Am has idled some of the 727s they used on the German internal services and sold a few to Alaska and Trans Brasil.

No other major fleet operator has disposed of large numbers yet, the main activity being in small, two or three plane deals as major trunk lines slowly phase out the 100s. Undoubtedly more of these older models will be sold each year, but most seem to have quite a bit of usefulness left.

Looking to the future, some observations may be made. The 727 will not move down the line to shorter routes within the same companies as much as did some old piston airliners, because it is a short range aircraft already, and many of its operators now have new jets on these routes, with better economics to boot.

Most likely it will sell to emerging or expanding carriers already using the type. Charter airlines and cargo carriers are also possibilities. Because of the latter, the C and QC models will probably have higher resale value, as is traditionally true with used airplanes.

It is reasonable to assume that the familiar silhouette of the 727 will be around quite a while longer, anyhow, and that is a comforting thought.



Southern Air Transport's N5055, a 727-92C on lease from CIA related Air America, doing mixed cargo-passenger military work at Yokota, Japan, January of 1971. Note metal finish and small titles, typical "low profile" of Air America and Southern Air Transport. (Photo by K. Sato)

The 727 has seen service with a great number of airlines the world over. Listed here are the companies who have owned, leased or intend to operate the aircraft in the future. While every effort has been made to make the listing complete, undoubtedly some operators have been omitted. Still, it stands as an impressive guage of the popularity of the "Billion Dollar Boeing Baby."

Aero Peru
Air France
Air Asia
Air Algerie
Air Canada
Air Charter International
Air Jamaica
Air Mali
Air Micronesia
Air Panama
Air Vietnam
Air West
Airlift
Alaskan
Alia Jordanian
Alitalia
Allegheny
All Nippon
American
American Flyers
American Capital Aviation
Ansett
Ariana Afghan
Avianca
Braniff
BWIA
CAT
China Air Line
Condor
Continental
CP Air
Cruziero
Dan Air
Dominicana
Eastern
EJA (Executive Jet Aviation)
Faucett
Ford Motor Company
Frontier
GATX/Boothe
Hapag Lloyd
Hughes Airwest
Iberia
Icelandair
Air America

Iran Air
JAL
JDA
JAT
Korean
LAN Chile
Libyan Arab
Lloyd Aereo Boliviano
Lufthansa
Mexicana
National
National A/C Leasing
Northeast
Northwest
Olympic
Pacific
PSA
Pan Am
Pertamina
Piedmont
Pakistan International
Quebecair
Royal Air Maroc
Royal Nepal
Sabena
South African
Southern Air Transport
Sterling
TAP
THY (Turkish)
Transair Sweden
Trans Brasil
Trans Caribbean
Trans Australia
Trans International
TWA
Tunis Air
Union of Burma
United
VASP
Varig
Wardair
Western
World
Yugoslav Government

MODELING THE BOEING BILLION DOLLAR BABY

There are a number of models on the market of the Boeing 727. In 1/144th scale is Airfix's 727-100 in CP Air livery and TWA and Revell's Lufthansa. In 1/100th scale is Entex 727-200 in American colors and in 1/96th scale is Aurora's 727 in a number of different liveries. There may be several others that I do not know about, but I think the ones listed above gives you the idea of the variety of kits available. I will try to give you a brief review of each of the kits mentioned.

AURORA (1/96th scale)

This rather large scale version of the "Billion Dollar Baby" is really my type of model. I can get my big ham fingers on it and not lose the "small parts" because there are not very many of them. Also the size allows for a number of modifications. The landing gear can be detailed and flaps can be cut on the wings. Doors could be cut out as well. Lights could be added to the forward edge of the wing roots as well as adding lights to the nose landing gear as on the actual aircraft.

Several problem areas that I ran into when constructing the Aurora model involved joining the fuselage halves together, eliminating space between the wing roots and the body and lining up the window decals provided in the kit. Much sanding and reworking of the fuselage must be done to obtain a good smooth look. All other parts go together quite well.

I feel that Aurora could have added a little more detail to this model, such as flap hinges, radio masts, better decals (especially on the Eastern 727) and a little more detailing on the landing gear system. This would be a good model for a beginner to get the feel of the 727 and learn the contours of the "three-holer." The model comes in the livery of United, Eastern and TWA.

REVELL - AIRFIX (1/144th scale)

I prefer to review this two kits together because they both have very much in common, and that is detail. Both models come with flap hinges, rear door detail and tail skid. Landing gear detail is adequate, as is detail on the

jet exhausts. I had no particular problems constructing either kit. I built the Airfix model with the rear exit stairs in the up position, which leaves a little space around the edges of the stair case and fuselage. There are several doors provided in each kit that must be fitted to their openings. Care must be taken in getting these doors to fit correctly.

One disadvantage to the Revell (Germany) model is that it comes with windows, while the Airfix model has openings. The Lufthansa decals that come with the Revell model go on very nicely and make for a very nice model. One Airfix model comes with CP Air livery while another has TWA decals. I chose to forego the CP Air decals on one model and used Mico Scales Braniff instead. I painted it in two-tone blue and it came out quite well. I plan on using the CP Air decals on a future 727 I plan on building.

The average model builder should have no trouble constructing either the Revell or Airfix kits. If I were to choose between the two kits, I would have to go along with the Airfix model.

ENTEX (1/100th scale)

Another "biggie" scale for the fumble finger modeler. However, unlike the Aurora model, this one has plenty of detail and goes together quite well. This model is of the 727-200 and will take up quite a bit of space on your model shelf.

The only fault I can find with this kit is, as the case in most instances, in the decals. The kit is supplied with American markings but leave much to be desired in the name "American" because they look nothing like the lettering on the real thing. The window - cheat line is O.K. The model being as large as it is, leans itself to a free-hand paint job of a airline of your own choosing. Be governed according to your own ability on this one.

Like the Revell and Airfix model, the average modeler should have no trouble constructing this kit. I like the detail on this kit very much.

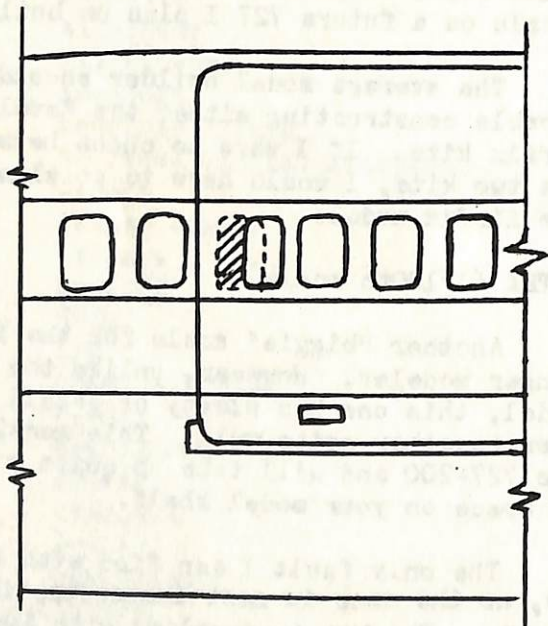
CONVERTING TO A 727C

by
George Kinney

Using the Airfix 1/144th scale model, I would like to offer the following on converting a standard 727 to the Cargo version.

A straight forward conversion to a 727C is simple. First, the cargo door can be scribed on or cut out aft of the 6th window and forward of the 14th window. The door runs from about 5 degrees off the roof centerline to about 1/16th below the level of the front passenger door.

Windows #7 and #13 are narrower and off-set towards the center of the door. (See sketch.) This can be accomplished by filing out from the existing windows and then filling in the area shown shaded in the sketch.

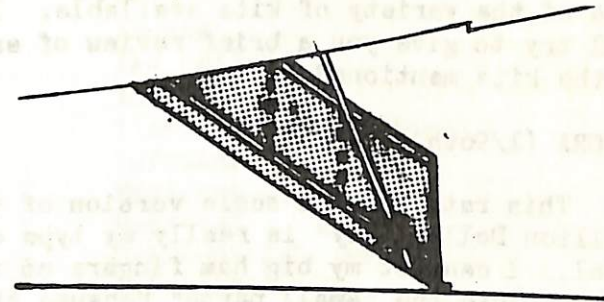


Reinforcement area around lower edge of the door should be painted a darker shade if that part of the plane is unpainted in service. If painted it is not noticeable. Two door latches are more visible beneath paint. Their presence may be shown by adding rectangular pieces of thick decal before painting.

Interior details for versions to be built with door open are too long for inclusion, but are available from George on request.

Modifications possible on all versions include stretching sprue to make the antenna found on many versions extending aft from the tip of the tails. Also don't forget those navigation lights!

Also the ventral stairway may be detailed by adding handrails and supports, and side panels (cut from thin card) as shown below.



MARTIN 4-0-4

From Victor 66 Products comes this 1/72 Vac-u-formed version of the Martin 4-0-4. Constructed in heavy gage plastic and coming with full sized 4-view drawings and detailed construction outline and full TWA decal sheet.

This is a fantastic model and is not recommended for the novice builder, as the landing gear and props must be scratch built.

The kit can be obtained from Victor 66 Products for \$7.95 plus 50¢ postage. California residents please add 6% sales tax.

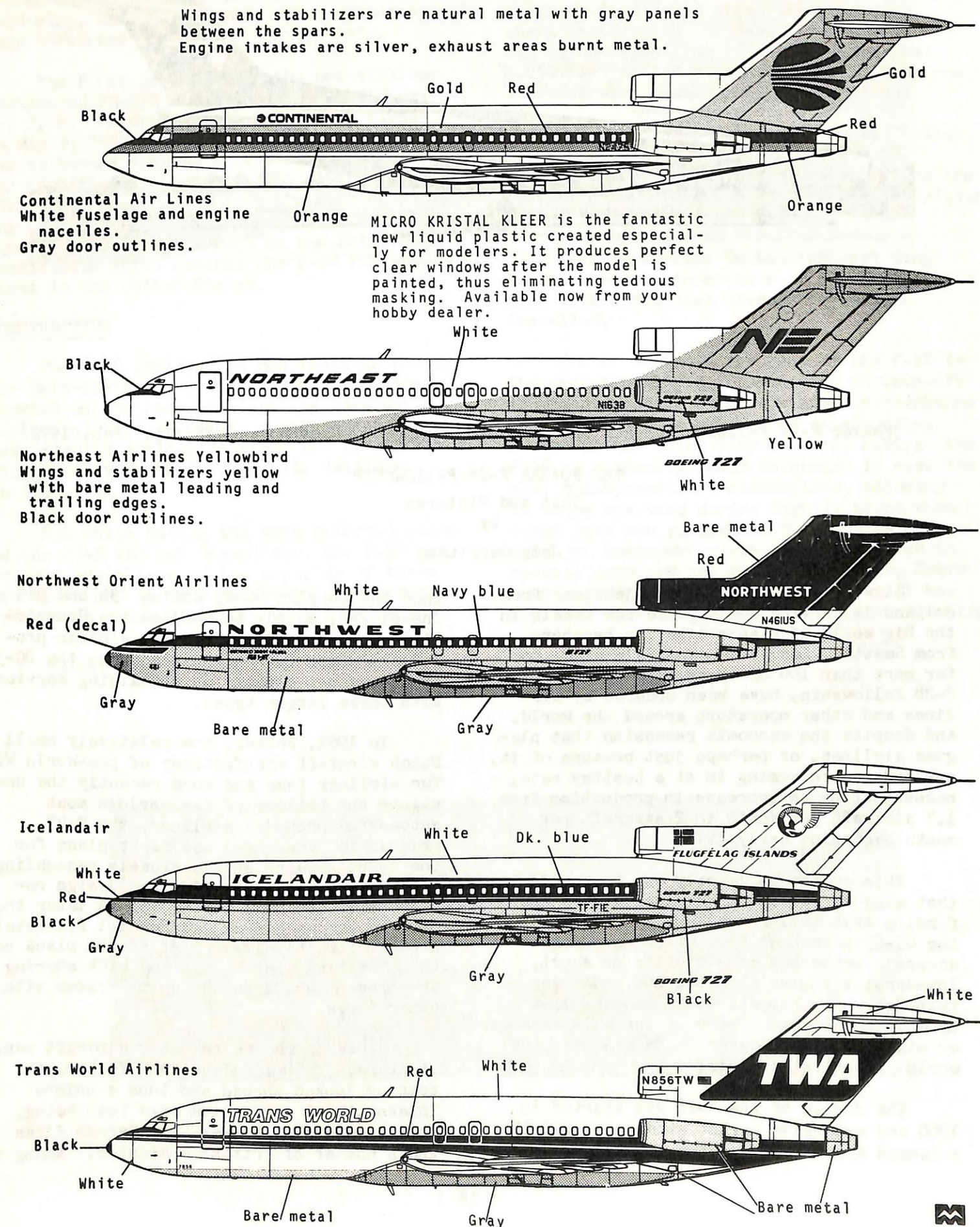
Micro-Scale decal sheets for airliners-- available from Victor 66 for \$2.00 each.

- | | |
|-------|---|
| 44-1 | DC-10 (Cont., UTA, Air N.Z., Alitalia) |
| 44-2 | L-1011 (PSA, Court, British Air., Ikheed) |
| 44-3 | B-747 (Air Canada, JAL, Northwestern) |
| 44-4 | B-727/737 (Braniff, CP Air, Western o/c) |
| 44-5 | B-747 (United n/c, Pan Am, Condor) |
| 44-6 | DC-9-30 (Hawaiian, Tex Int, Hughes, EAL) |
| 44-7 | B-247 (UAL, PCA, Wein Alaska) |
| 44-8 | Ford Tri-M (PAA, Texaco, SAFE) |
| 44-9 | B-747 (Singapore, Qantas, TWA new/c) |
| 44-10 | B-737 (AirCal, Aloha n/c) |
| 44-11 | B-727 (TWA n/c, Northwest, Northwest, Icelandair) |
| 44-12 | B-707 (AF-1, Braniff, Avianca, Flying Tigers) |

MICRO-SCALE MICRO-SCALE MICRO-SCALE MICRO-SCALE MICRO-SCALE

#44-11 BOEING 727's

Wings and stabilizers are natural metal with gray panels between the spars.
Engine intakes are silver, exhaust areas burnt metal.





Fokker F-28 Fellowship AIR NAURU "NAURU CHIEF" Essendon, Australia Feb. 1972

THE FOKKER F-28 FELLOWSHIP

Text and Pictures
by

Joop Gerritsma

Slowly but surely a small jetliner from Holland is carving out a place for itself in the big world of giants like its brothers from Seattle, Long Beach and Palmdale. So far more than 100 of these planes, the Fokker F-28 Fellowship, have been ordered by airlines and other operators around the world. And despite the economic recession that plagues airlines, or perhaps just because of it, new orders are coming in at a healthy rate, necessitating an increase in production from 1.7 aircraft per month to 2 aircraft per month beginning early 1976.

This success is largely due to the fact that many airlines with smaller routes are finding that tailor-made small aircraft like the 65-85 passenger F-28 often make more economic sense and more profits on short, low-density routes than the 100-passenger twin-jet which happens to be the smallest type in the fleet. Users of the all-passenger or mixed passenger-cargo F-28s all over the world can attest to this.

The design of the F-28 was started in 1960 and extensive market studies showed that a demand was shaping up for a jetliner smaller

than the Douglas DC-9, Boeing 737 and BAC One-eleven, mainly to replace the Convairliners, Vickers Viscounts and similar propeller-driven types (and yes, even the DC-3) on routes not capable of sustaining service with these larger types.

In 1962, Fokker, the relatively small Dutch aircraft manufacturer of pre-World War Two airliner fame and more recently the designer and builder of the world's most successful prop-jet airliner, the F-27 Friendship, announced the first plans for the F-28, showing models closely resembling today's aircraft. Studies and design refinements continued and two years later the Dutch government promised partial financial support for the development of the plane on the condition that a cost and risk sharing arrangement would be set up by Fokker with other firms.

Since there are no other aircraft manufacturers in Holland besides Fokker, the company looked abroad and thus a unique international consortium came into being. This consists of Fokker, two German firms and a number of British companies. Among the

latter are Shorts of Belfast, which builds the F-28 wing, and Rolls Royce, which supplies the Spey turbofans that power the aircraft.

The first prototype of the new airliner, registered PH-JHG after its chief designer, Dr. J. H. Greidanus, made its maiden flight on May 9, 1967. A total of three aircraft was to become engaged in the flight testing and certification program, the others being PH-VEW and PH-MOL. In 1969 the F-28 obtained its Certificate of Airworthiness from the Dutch authorities, as well as the FAA Type Certificate which cleared the F-28 for operations in the United States.

CONSTRUCTION

The F-28 follows the now familiar pattern for twin-engined jetliners with the engines mounted on the rear fuselage and high-set horizontal tail surfaces. This layout has been adopted world-wide since the French first pioneered it on their Caravelle jetliner in 1955.

But while having the same external shape as the DC-9 and BAC One-eleven, the F-28 has roughly two-thirds of the capacity of these two types and it is considerably cheaper to operate on short distances with lower direct

operating costs and a lower break-even load factor. This is of prime importance on short routes with low densities. The F-28 can be operated from runways of less than 4,500 feet in its standard version, and from even shorter runways in later versions.

The Fellowship is powered by two Rolls Royce Spey Junior engines of 9,850 lbs. thrust each. This engine is adapted from the Spey of similar thrust that powers the British Hawker Siddely Trident jetliner.

Fuel is carried in two integral wing tanks extending from the root almost to the tips with additional bladder tanks also installed.

One of the main features of the F-28 is its exceptionally quiet behavior on take-off and landing which ensures minimum disturbance in communities located close to airports. Thanks to the quiet Spey engines, making the F-28 an extremely "good neighbor" in even the most noise-sensitive communities, allowing it to be operated during nightly hours when other jets are grounded. The F-28 is the only jet transport plane that is allowed to operate into and out of the Stockholm, Sweden city-centre airport of Bromma, where it has replaced Convairliners of the Swedish domestic

Fokker F-28 Fellowship LTU-Luft Transport Unternehmen Cologne/Bonn Aug. 1972



operator Linjeflyg. Even without hushkits the F-28 easily meets all noise limits of FAR Part 36 in the United States.

The cockpit of the F-28 is equipped for a two-crew operation with all instruments close at hand for each crew member.

FAIRCHILD F-228

In an effort to enter the U.S. market for a small short-haul jetliner Fairchild-Hiller announced on Feb. 1, 1967 that it would build a smaller version of the F-28 for the American regional airline market. This aircraft, designated F-228, was to be a 50-passenger version of the basic 60-passenger F-28, powered with two Rolls Royce Trent engines of 9,730 lbs. thrust, designed with the F-228 in mind. Fairchild estimated a market of up to 250 F-228s in the U. S. alone. The first flight was expected to take place by Oct. 1, 1968 and an initial order of 50 sets of components was ordered from Fokker. Fairchild would use the tail group, some fuselage sections and some wing components of the F-28, together with components manufactured by Fairchild. The two firms also agreed that Fairchild would sell both the F-228 and the F-28 in the western hemisphere, while Fokker would be selling both types in the rest of the world.

A CLOSE LOOK

Dimensionally the F-228 would have a shorter fuselage than the F-28 (86.7 ft. against 90 ft.) and a slightly greater wing span (78.8 ft. against 77.3 ft.). The F-228 would have a 54,500 lbs. gross weight, higher than the 54,000 lbs. of the F-28, with landing and ready-for-service weights also being correspondingly higher, but with a lower maximum payload, mainly due to the higher operating weights. The higher engine power would give the F-228 a substantially improved airfield performance, which Fairchild claimed was to be the same as for the older twin-Dart powered propjets like the Fokker/Fairchild F-27, the Hawker Siddeley HS-748 and the Japanese YS-11.

Sales of the F-228 were, however, slow in coming and it was not until September, 1967 that West Coast Airlines, now part of Airwest, ordered three F-228s for delivery by mid-1970, with an option on an undisclosed additional number of aircraft. But this order was to remain the only one and it was therefore not

surprising that Fokker and Fairchild announced in March, 1968 that the latter would not proceed with the development of the F-228. The reason given for this was that recent changes in the design of the F-228 had made it very similar to the standard F-28 with the latter type being more than a whole year ahead in development. Moreover flight tests had shown that field performances for the F-28 were superior than those calculated in the design-stage, meeting Fairchild's objective of good airfield performances. The order for 50 sets of components, the first ones of which were already on the production line at Fokker's, was therefore changed to an order for 10 F-28 aircraft, to be sold by Fairchild in the Americas. Eventually, only two of these 10 aircraft were sold, both to the Canadian airline Transair of Winnipeg, and some two years ago it was decided that the agreement between Fokker and Fairchild for the latter to sell the F-28 in the western hemisphere, would be allowed to expire without renewal. Fokker took over responsibility for the sale of the F-28 in the Americas and has indeed sold several to South American operators since then. At Fokker's they are very optimistic that many more can be sold in Latin America and Canada.

THE F-28 FAMILY

In the past decade Fokker has developed the F-28 into a true family of airliners which at the moment counts six versions. The company has learned in this regard from the success of its F-27 Friendship twin-propjet airliner which has sold more than 600 around the world in five basic versions and is the most successful propjet airliner in the world and the most successful European airliner ever, outdistancing the previous record of about 440 Vickers Viscounts from Britain.

Versions of the F-28 to date include the following:

Mk-1000: the basic version for 60-65 passengers in five-abreast setting or 15 passengers in VIP configuration. Take-off weight is 65,000 lbs. The Mk-1000 C/QC is a cargo or mixed cargo-passenger version with a cargo door 98 inches wide and 75.5 inches high in the front fuselage between the passenger door and the wing, and a strengthened cabin floor. Retrofitting on existing

aircraft is possible. In production. Mk-2000: fuselage stretched to 97 feet 1 3/4 inches to accommodate 75-79 passengers. In production.

Mk-3000: long-range version with basic fuselage and extended wing of 82 feet 3 3/4 inches against 77 feet 4 1/4 inches. Under development.

Mk-4000: long-range "high-density" version with stretched fuselage and extended wing; 80-85 passengers. Deliveries to start during the middle of 1976.

Mk-5000: short-field version with basic fuselage and extended wing with leading edge slats added for better field performance; 60-65 passengers. Now under development.

Mk-6000: short-field version with stretched fuselage and extended wings with slats; also offers improved payload/range capabilities; 75-79 passengers. Now in production.

To allow the Mk-4000 and Mk-6000 to carry up to 85 passengers, two extra emergency exits could be provided for. The Mk-3000, --4000, --5000 and --6000 also have improved Rolls Royce Spey engines with even better noise characteristics.

THE FUTURE

At Fokker's there are great hopes for a bright future for the F-28 and the type is expected to remain in production until at

least 1980. But after that the F-28 and its engines can hardly be called a modern design anymore. To develop a successor, Fokker started in 1975 to study newer generations of jet engines and the latest construction techniques. The designation F-28-2 is used for these studies, but at this time it is not known what the outcome of these studies will be. Third-generation turbofan engines with a bypass ratio of 1:3 or better will be installed in the new aircraft. These extremely powerful and economical engines are so far the exclusive reserve of the wide-bodies but smaller derivatives are bound to be built for smaller aircraft in due course. A supercritical wing is being studied, as are new materials and composites for the construction.

Again, it is still an open question where all these studies and considerations will lead to. But Fokker certainly will not give up its leading position in the airliner field lying down.

Much thanks to Mr. Joop Gerritsma for two very well done articles. Joop promised additional articles in the future and I will look forward to printing them. If you have a "favorite" airline or airliner, let's hear about it.



Fokker F-28 Fellowship Garuda Indonesian Airways Amsterdam, Holland Jan. '72



Douglas DC-6 (PH-TVC) Transavia Holland taken at Amsterdam November 1967 (Gerritsma)



Sud Caravelle (PH-TRX) Transavia Holland taken at Amsterdam 1970 (Gerritsma)

TRANSAVIA HOLLAND

Text and Photos
by
Joop Gerritsma

TRANSAVIA HOLLAND is a force to be reckoned with in the European air charter market. The company flies holiday-makers all over the continent, carries relief crews for ships all over the world and makes a fair amount of contract flights for other airlines as well. In the ten years of its existence, the airline has grown from a shaky operation with an option to purchases on a DC-3 to a major carrier in its class with a fleet of six Boeings (one 707 and five 737) and the last four of a fleet of Caravelle jetliners that once numbered ten aircraft. The other six have been withdrawn from service during the past year and a half after Transavia found them a bit too thirsty to operate at today's fuel prices.

But the airline was not always as healthy as it is now. Back in 1966 its fleet of three DC-6 types was standing idle at the Schiphol Airport near Amsterdam for many months until the Dutch aviation authorities in November finally approved the company's application for an operating permit.

Transavia Holland was founded in 1966 as Transavia (Limburg) Ltd. The "Limburg" part in the name referred to the Dutch province of that name in which the new company made its home base and it was intended to avoid confusion with a British charter airline of the same name, Transavia.

In that year of its founding, 1966, Transavia held a concession to operate a scheduled service from its home base at Beek, Limburg, to Rotterdam, which at that time was already vying with New York as the biggest seaport of the world. Beek is located in the heart of the Dutch coal mining district and it is also very close to the heartlands of the German and Belgium heavy industry. Transavia also had put a downpayment on a DC-3 of British United Airlines, but this deal was never closed due to the shaky financial situation of the fledgling enterprise.

At the head of this potential failure, as it was often referred to by the competition, stood John N. Block, a former Dutch Air Force jet fighter pilot and formerly vice-president of the number one charter airline in Holland, Martin's Air Charter (now Martinair Holland). But Block did not like the idea of flying from Beek with of all aircraft, a DC-3 which was, after all, hardly a "hot" proposition.

Soon Block managed to convince the shareholders of the airline to buy him two DC-6 and one DC-6B aircraft and move the operation to Schiphol Airport, the major air terminal in Holland, at Amsterdam. He also changed the name to Transavia Holland. After all, how many people in the world had ever heard of Limburg? But Holland, yes, that was known everywhere.

STANDING IDLE

The three Douglasses in their striking green-and-white colors with the big T on their noses and tails became a well-known sight at Schiphol Airport that summer of 1966, where they were standing idle awaiting the day that their owners would get permission to fly the charter services they had applied for.

Block, who was responsible for the selection of the three machines, and in the end was proven right, chose the DC-6 on the basis that the Convairs and the F-27s of respectively Martin's Air Charter and Schreiner Airways (another contemporary Dutch charter airline), with their capacities of 48 and 56 seats were just too small for the services he had in mind, while the DC-7C, at that time being replaced by the major airlines with jet equipment, and also in use with MAC and Schreiner's were too big; the DC-6 was just right with its 80 seats while technically there has



Boeing 737 (PH-TVC) Transavia Holland taken at Amsterdam June 1974 (Gerritsma)



Boeing 707-320C (PH-TRF) Transavia Holland taken at Amsterdam September 1968.

never been a more reliable airplane since the DC-3. The economics of the DC-6 series were also excellent. Eventually the Transavia DC-6 fleet was to grow to eight planes (two DC-6 and six DC-6B).

THE FIRST SERVICE

Then, on November 14, 1966, the Dutch authorities finally granted Transavia the coveted operating license and the airline announced it had already contracted out 275 holiday flights for the following year, involving 21,000 passengers.

November 17, 1966 was to become a big day in the history of the young company, for on that day the first revenue-earning flight was made when a DC-6 took the national Dutch dance theatre from Amsterdam to Naples, Italy where they were to appear.

Two interesting series of flights made during the early part of 1967 involved a series of flights to transport the more than 20,000 lbs. of musical instruments for the Los Angeles Philharmonic Orchestra throughout Europe and on to India when the orchestra was touring those parts, and a contract with the American military whereby Transavia flew thousands of gallons of milk to Malta in the Mediterranean every week for the U.S. Navy Sixth Fleet.

On December 19, 1967 Transavia was granted permission by the CAB to carry out charter flights to and from the United States. This proved to be a turning point in the airline's history.

During the following years Transavia kept growing and growing while buying more DC-6Bs. This growth was not inconsiderably aided by the demise in 1967 of Schreiner Airways. Transavia flew food and medical supplies to Biafra in Africa during the 1968-69 civil war in Nigeria, using both its newly acquired Boeing 707 and its five DC-6 series aircraft. Early in 1967, during a strike at the French national airline Air France, Transavia under contract, maintained a large portion of the French carrier's regular domestic services, as well as the Paris-New York-North Africa schedules.

HEADWIND TOO

But not all that John Block touched turned into gold. A much publicized plan to become Learjet dealer for Holland, Belgium, Luxemburg, England and Ireland fell through while a proposed subsidiary, Transavia Helicopters, did not become a success either. This firm was to use two helicopters to service the oil drilling platforms in the Dutch part of the North Sea continental shelf.

THE JETS ARE COMING

The first long-range jet equipment for Transavia arrived at Schiphol Airport on June 28, 1968 in the form of a Boeing 707 leased from Executive Jet Aviation. Five Transavia crews had previously been trained by TWA in Kansas City to operate the aircraft. Registered PH-TRF the aircraft received the name of "Prince Bernhard" after the husband of Dutch Queen Juliana who himself is an accomplished multi-engine pilot. Plans to later buy a DC-8 were entertained but abandoned and Transavia stuck with the Boeing 707, initially on lease, but later buying its own aircraft.

Also in 1968 Transavia leased two Caravelle jetliners from the manufacturers, Sud Aviation in France, but in February of the following year the company bought its own in the form of three second hand machines from Swissair, and four from United Airlines in the United States followed shortly afterward, with a fifth one leased from the same source. In all Transavia was to buy eight Caravelles from United over the next few years.

Block, during these years, was proud of saying that he could buy three Caravelles on the second-hand market for the price his main competitor, Martin's Air Charter, was paying for a brand-new DC-9/30. He always said that the major airlines withdraw their equipment too soon technically and economically. As a result of this philosophy Transavia during the years that followed bought and leased many more Caravelles as their needs arose. But the fuel situation and the resulting tremendous hike in prices for this commodity more or less forced the airline to dispose of

the faithful Caravelles during the early Seventies. The Caravelle has always been known for its insatiable thirst for fuel, while the engines were not really adaptable to the latest in noise regulations.

MORE BOEINGS

The replacement chosen for the Caravelle was the Boeing 737/200 of which one was ordered from Boeing in 1973 for delivery in May, 1974. Following this order two more 737s were leased from Britannia Airways in the United Kingdom, and more were ordered new from Boeing as well. United Airlines also leased two of its 737s to Transavia for some time and by the end of 1975 the Transavia 737 fleet consisted of five aircraft, three of which were owned and two leased from United. The two Britannia 737s had long since gone back to their owners. There were also still four Caravelles in service, but these will have been retired by the time these words appear in print.

By the summer of 1975 there was almost no holiday destination in Europe that Transavia had not flown to. The still green-and-white aircraft were also well-known sights at many Middle Eastern holiday resorts. Still other destinations have been served under contract to various major world airlines, both scheduled and non-scheduled.

PIPER NAVAJO

In 1972 Transavia ordered a Piper Navajo to enter into the blossoming European air taxi market. This venture turned out to be a success and the Navajo flies to many places main-line jetliners can't even think of touching.

CRISES

The attention of the whole world was turned to Transavia in a big way in September 1974 when one of its pilots became an instant hero.

Early that month a group of Japanese terrorists had seized the French Embassy in The Hague, the seat of the Dutch government, and had taken some embassy staff hostage. After having held out for some time and getting nowhere with their demands, which were steadfastly refused by the Dutch government,

there remained nothing than to ask for free passage out of the country. So they demanded a bus to Schiphol Airport and a plane with crew to fly them to Damascus in Syria. Air France, under some pressure from the French government, made a Boeing 707 available, but no crew. At that moment Captain Pim Sierks of Transavia came forward and offered to take the terrorists out of the country. To show that he was indeed the pilot of the get-away plane, Sierks was ordered to walk up to the embassy building clad only in swimming trunks to show that he carried no weapons on him. This he did and he accompanied the group as a hostage to the airport. There he was met by the three other members of his crew and they flew the terrorist out.

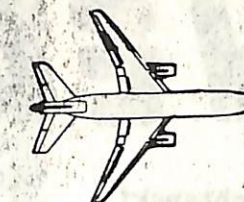
BLOCK RESIGNS

Through all these years it had been John Block who was the powerful force behind the airline and who had become the main architect of its success. It came therefore as a big shock that he announced his resignation as president of the airline toward the end of 1975 after a series of disagreements with a co-president, appointed shortly before by the main shareholder of Transavia, the Royal Dutch Steamship Lines, holder of 60 per cent of the outstanding shares. New Zealander Pete Holmes, operations vice-president and a partner of Block right from the beginning, has also disappeared from the airline management staff. However, Block was shortly after his resignation named to the board of directors of Transavia, where he undoubtedly will continue to influence the course Transavia will take in the future.

Rumors that Transavia and the only other large charter carrier in Holland, KLM-supported Martinair Holland, are to merge shortly, seem to be premature.

But separate or in combination with an other airline, Transavia will remain one of the major forces on the European aviation scene. It has for always left its mark on the course of aviation in Holland.

FLIGHT



EXCHANGE

Harvey Mills, 36 Dewey Road, Cheltenham, Pa. 19012, is looking for ALL information on all the Boeing, Douglas and Lockheed jetliners. He is especially interested in post cards, photos, technical data and any other items that you might have on the a/c in question. Mr. Mills will trade for this material, airline schedules for the past five years on most airlines or some built/unbuild models. Write for list and description. He would also like to hear from other airline buffs from around the land that would like to correspond regularly about airlines and aviation.

Airliner Information Club c/o J. Van Heurck Ledeganckstraat 17, B-2200 Borgerhout Antwerp BELGIUM has the following kits for exchange: H.P. Herald, Viscount, Britannia, Comet, Super VC-10 and Airship R-100 Frog. Also available are the Vulcan and Vaillant bombers from Frog as well as C-119 Boxcar by Aurora and the Swift and Skyray by Hawk.

In exchange they would like to receive the DC-7(C) and Stratocruiser 1/144 by Allyn or Athern, the Britannia 1/144 Sebel, the Electra and Viscount Aermec (CO-MA) and the CV-990 by Revell.

Anyone interested in trading contact Mr. Van Heurck at the above address.

Tom Kalina, 16W531 57th Street #4, Clarendon Hills, Illinois 60514, would like to know where he can find some Slatter's Plastic Rod. Any sizes and lengths are acceptable. State price desired.

Jean-Francois Denis 7, Rue de Strasbourg, 14000 Caen, FRANCE would like to exchange slides with anyone having photos taken at JFK, LAX, SFO, Miami or Dulles for his photos taken at ORY, CDG, and LHR. Any time period.

IF YOU would like to be included on the list of the next WAHC photo exchange packet, send your name to Frank J. Lichtanski, 1 Helvic #2, Monterey, California 93940. Photo Exchange is limited to standard size B/W prints only at this time, but may be expanded to color prints and/or slides if there is sufficient interest.

Frank J. Lichtanski, 1 Helvic Ave. #2, Monterey Calif. 93940, would like to trade timetables and post cards with other collectors. He has a large selection of in-flight magazines, menus, and airline brochures he would like to dispose of either through sales or trade. Drop him a line and mention your specific need.

Tony Herben, Jr. c/o CP Air, Box 290, Watson Lake, Yukon has for trade five Allegheny Employee Newsletters from March 1974, which is the 25th Anniversary edition and give a great story of the history of AAA and AL. Also have one DC-9 decal for 1/144 scale of Allegheny Airlines. One CPA ticket envelope which is the old style (in blue), plus one CP Air poster of the Boeing 747 (17 x 12 in). The above are available as trade for post cards.

A. Harry, Isengrund 8 CH-8134 Adliswil (Zurich) Switzerland would like to exchange color slides of a/c in the U.S. for slides of European a/c.

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 would like to receive slides/photographs of the DC-3. Would like to borrow or purchase said slides or photos, as he has no trading material (plus no camera) with which to deal. Contributions also accepted. Drop Paul a line and let him know what you have.

ON SCHEDULE

by

Frank J. Lichtanski

The New Year is here, and I haven't heard a thing from you readers about the continuing new issues listing for major carrier timetables. While I do come in contact with a great many airline timetables, I again solicit your help in noting and verifying new issues.

Looking over timetables issued this past year I find a few things that might be of interest. AIR INDIA has a new format with the 11/1/75 edition which is smaller and more compact than previous ones. I suspect, however, that the one I have might be a Great Britain or European edition. Collectors should be alerted to the fact that many a carrier issues separate U.S. and European editions, though they may not be labeled as such. In fact, many times a tt may be billed as a "system timetable" when it is actually a condensed version.

IBERIA is still producing a dandy of a system tt with old style table listings of flights and replete with pictures of each aircraft they fly. With just about everyone using the QR format, it is refreshing to see a timetable in its truest form. CATHAY PACIFIC 11/1/75 issue presents a new look table format. Also, on the cover are good color photos of their 707 and L-1011.

Serious collectors will be after the first SST issues of BA and AF. Be sure to get one while you can.

UNITED has done it again. Apparently trying to fill some empty space at the end of the column, someone stuck in the old United shield. What makes it so noteworthy is that the new logo appears at the top of the same page! It only appeared once, in the 10/26/75 edition, and has since been removed. Also, starting with the 10/26/75 edition, UNITED has begun including metric conversion tables in their timetable.

Of all the timetables that passed over my desk in 1975, I have to say the most impressive were those of the Brazilian domestic carriers, CRUZEIRO, VASP, and TRANS-BRAZIL.

Each is a real gem with full-color covers (with some good shots of their aircraft) and table-style flight listings. Though the size is a bit out of the ordinary by U.S. standards (approx. 6 1/2 x 9), the style and class with which these tts are produced more than makes up for any shortcomings they may have.

The tts shown on the following page are a few of my favorites. A few notes on each: EASTERN 1/1/61--what ever happened to the DC-8B? C & S 4/27/47--C & S later became part of Delta; CAPITAL 4/30/61 lists flights with 720s. Were these UNITED aircraft? COLONIAL 4/24/55--Colonial soon merged with Eastern and much local service was transferred to Mohawk. Today commuter air taxis serve many of these routes; PNA 9/1/62 is almost identical to the last tt they issued prior to the merger into Western in 1967; CENTRAL 9/1/64--is one of the last before they switched to the QR format; MEXICANA May 1957--has the strong Pan Am influence of that era; MOHAWK 6/17/58--from the days when Mohawk was a New York and Massachusetts airline; Pan Am 1929 is a reproduction of one of the first tts issued by a US carrier; and HAWAIIAN 6/17/63--follows the lead of Aloha with inter-island service using Viscounts in 1963.

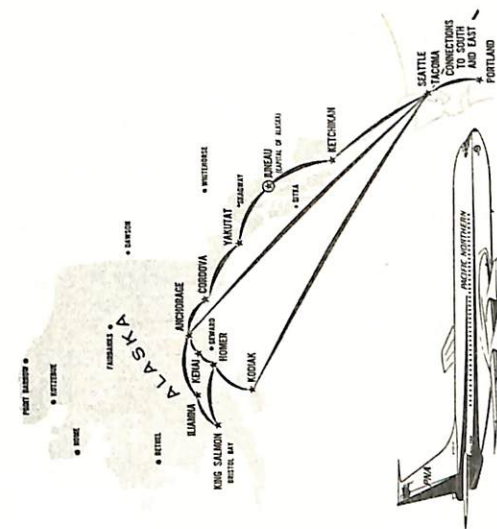
Timetable Additions

The following tts have been submitted by member Martin Marlow:

Continental	10/26/75
Eastern	9/3/75
Eastern	1/10/76
Frontier	11/7/75
National	1/6/76
Northwest O.	12/17/75
PSA	9/8/75
TIA(charter)	No date
TWA	1/5/76
United	10/26/75

EFFECTIVE SEPTEMBER 1, 1962

PACIFIC NORTHERN ALASKA SERVICE FLY PNA



PACIFIC NORTHERN AIRLINES
THE ALASKA FLAG LINE



EFFECTIVE APRIL 24, 1955

COLONIAL AIRLINES

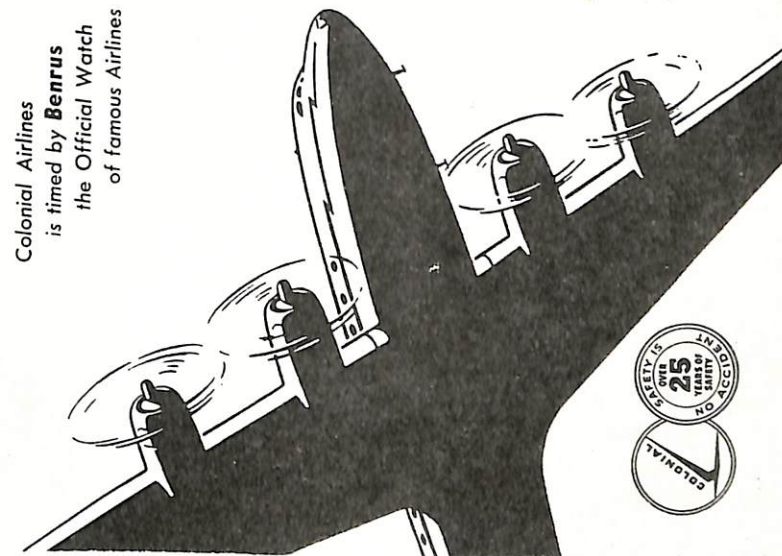
Daily Skytrips to Bermuda

AMERICA • CANADA • BERMUDA

Serving

The St. Lawrence Seaway Area

Colonial Airlines
is timed by Benrus
the Official Watch
of famous Airlines

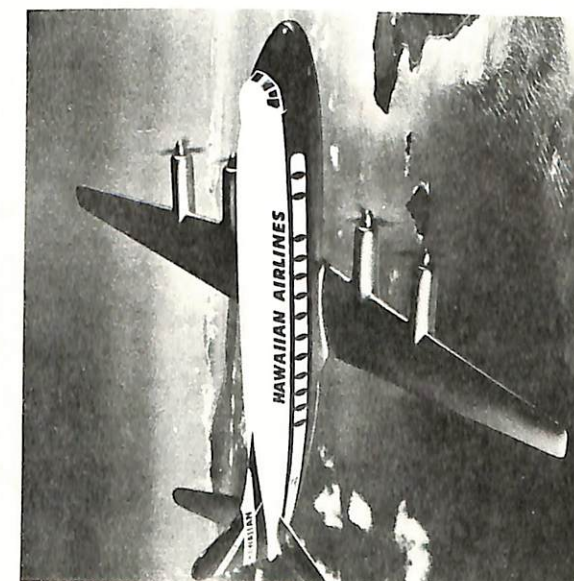


HAWAIIAN AIRLINES

Royal Discount Service

SUMMER SCHEDULE

Effective June 17, 1963 • No. 141



4-ENGINE JET-PROP


Royal Discount

IN SERVICE ON OR ABOUT JULY 1

Holder of the World's Safety Record

SYSTEM SCHEDULES
EFFECTIVE SEPTEMBER 1, 1964

**FLY
CENTRAL**



new
**RADAR
CONVAIR**
flights

starting
September 1

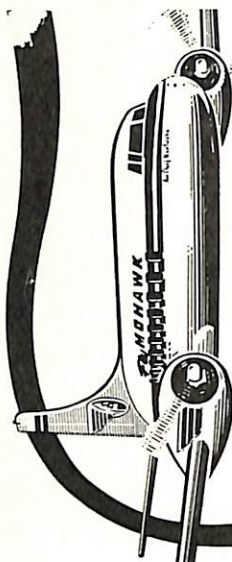
CENTRAL

**SERVING
DUNCAN,
Oklahoma**

EFFECTIVE JUNE 17, 1958

**MOHAWK
AIRLINES**

COMPLETE SYSTEM SCHEDULE




FLY

**SYRACUSE
NEW YORK
NON-STOP**

... FLY ...

**ERIE
DETROIT**



Fly MOHAWK Conquer - The Finest Fleet in Local Service!

APRIL 30, 1961

**NEW
720**



**NEW YORK
ATLANTA
NEW ORLEANS**

2 ROUND TRIPES DAY

POST CARDS

I'm sure all of us at one time or another have written our "favorite" airline and received several post cards of the aircraft that were currently being flown. I recently wrote Avianca Columbia and was pleasantly surprised to receive a packet containing some 23 different drawings, in post card format, of the various a/c Avianca has flown over the last 55 years. This packet was given out in December of 1974 during the Airlines 55th anniversary. The art work on these cards is outstanding and would be a welcome addition to any collectors display of cards.

In the same manner I was able to obtain cards from Air Algerie. The in-air shots of their 727-200 and 737-200 are real nice, especially the 737 which has a very dark background which makes the red-white colors of Air Algerie really stand out.

Member Jim Thompson has forwarded to me several cards that he picked up at Washington National. The cards are of a TWA Super Connie, United DC-7, American DC-7C and a Pan Am DC-7C. The TWA Connie is a real nice photo, catching this beautiful bird in flight, as is the United and American. The Pan Am card is a night ground shot showing passengers boarding.

From AVIATION COLOR PHOTO I have recently obtained their set of 10 Vickers Viscount cards. The Aloha Airlines, Icelandair, Condor, Luxair, and Union of Burma Airways are very nice. Also on their list are a number of Avianca 707 and 727 items, all very nice. The Cessna (Columbia) DC-3 is also very good as is the Avianca DC-3.

Club members that have not written AVIATION COLOR PHOTO for their list are really missing out on a great opportunity to pick up some real nice cards for their collection, and at a reasonable price. Most of their items are the current jet-types, but once in a while they sneak in some prop-types.

Also for the post card collector is the newsletter published by John Moore of 2062 Sloan Street, St. Paul, Minn. 55117. If you send John four or five 1st class postage stamps he will place you on his mailing list. The newsletter gives info on some of the older cards available and where to find old/new items for your collection.

Its possible that Western Airlines might come out with some nice post cards this year since this is their 50th anniversary. Does anyone have any information in this regards? Western has come out with some promotional material, but none has reach this part of the midwest as yet.

I would like to take a poll of card collectors and find out what their 10 favorite cards might be. It will make no difference what the aircraft is or what time period the card is from. I'm sure most of us have the present day jet-type cards, some of which are really nice. But I know that some of the older prop a/c cards can also be beautiful. In the next issue of the "Log" we will print the lists submitted by all those interested.

Anyone wishing to send in some of their less common cards for printing are welcome to do so. Such items will be handled with care and full credit be given to owner and printing company. Those submitting such items might include a story on how they obtained certain cards, if a story is involved, and I'm sure we all have a few stories behind some of the material we have collected.

The editor still has on hand a large supply of unused soap wrappers used by the various airlines around the world. The logos appearing on these wrappers could be used for any number of things. (I'll make a list of these uses at a later date.)

I have approximately 1,000 each of 29 different airlines. For example I have TWA, Piedmont, Ethiopian, Flying Tiger Line, CP Air, Air California, National, TIA, World Airways, Saudi Arabian, Western, American, Overseas National and Ariana to mention just a few.

I will gladly send any amount to anyone that wants them. I only ask that you enclose a couple of postage stamps to cover the mailing. Write to Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018.

FIRST FLIGHT COVERS

by
Harvey Mills

First flight covers are very worthwhile and fun for the airline enthusiast. Since you have that questionable look on your face, I will explain what a first flight cover is. Lets say you have an airline, we'll call it Blue Airlines. They apply to the CAB for route authority between Hoboken, New Jersey and Albany, New York. When Blue Airlines is awarded this route and it is the time to inaugurate service between Hoboken and Albany an envelope is carried on the plane which is postmarked at Hoboken, the departure city, and when it arrives in Albany a backstamp will be applied to it also, to show it was flown between the two cities. This envelope is what is called a First Flight Cover.

There are a lot of different kinds of first flight covers which you can collect. To name a few there are Jet First Flight Covers which deal with only jet flights. Foreign First Flights, are as stated, covers that are carried between two foreign cities. There are so many different aspects of collecting first flight covers that some people, like myself, are basing their collection of covers on the history of the airlines and their aircraft.

Another type of cover that you can collect is called an Airport Dedication Cover. These covers are made available by the airport or heliport when they dedicate a new facility or a remodeled air-drome.

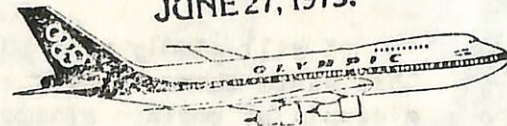
Most of the covers that the collector receives has on it what is known as a cachet. These cachets are either put on by the post office department or the airline. The cachets usually state the city, airline, sometimes aircraft and more then likely will be unique in that it will be one of only a few thousand covers.

There are a number of organizations that deal mainly with this type of airline philately but the main one which I recommend is the American Air Mail Society.

If you would be interested in learning more about First Flight Covers or the AAMS, please write Mr. Mills at 36 Dewey Road, Cheltenham, Pennsylvania 19012.



FIRST FLIGHT
BOEING 747-200B
NEW YORK-ATHENS NON-STOP
JUNE 27, 1973.



Harvey Mills
36 Dewey Rd
Chelt. PA 19012

Air New England

Air New England was certificated on January 24, 1975 by the Civil Aeronautics Board as a U. S. regional air carrier. It is the first airline in 25 years to be certificated, the last one being Ozark Airlines in 1950. Those familiar with New England know of the many obstacles, both economical and operational, that confront an airline which serves the smaller communities of New England. This four-year old airline has shown through its development and service that it is up to the task.

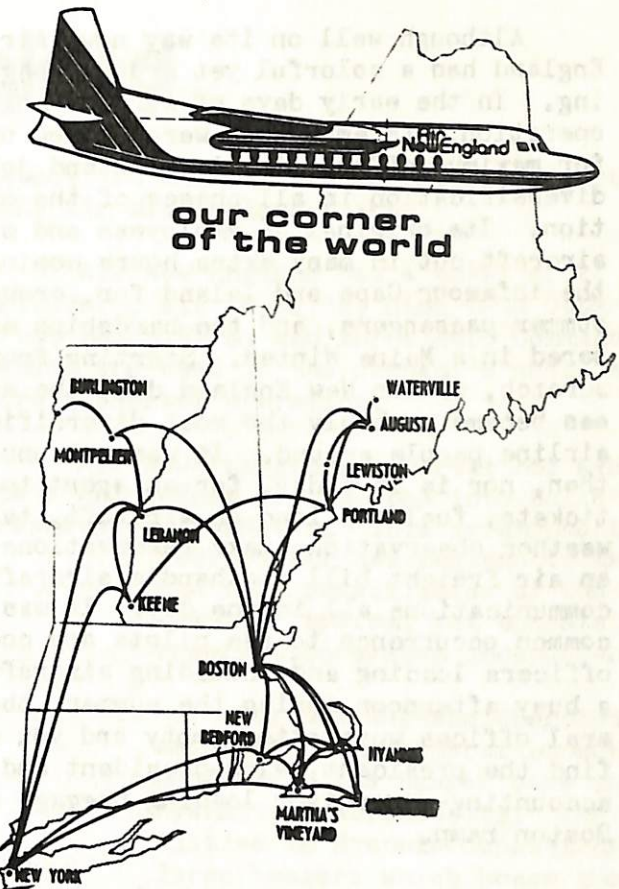
As its name implies, Air New England was founded, developed, and operates within New England. Air New England was formed in October, 1970 by Joseph C. Whitney, who was also the founder of Executive Airlines in 1963, Nelson B. Lee, Jr., also a former Executive Airlines officer, and George Parmenter, who for 25 years was president and owner of Cape & Island Flight Service. In a short period of time the company developed a route structure that encompasses most of New England.

Six short weeks after the airline was actually founded it was operating flights out of Boston, Hyannis, New Bedford, and Nantucket, Mass.; Augusta and Portland, Maine; and New York (LaGuardia), with Boston and New York being the operating hubs. In April, 1971, service to Martha's Vineyard was initiated; in February, 1972, to Waterville, Maine, Burlington and Montpelier, Vermont, and Lebanon, New Hampshire. In January of 1974 Lewiston, Maine service began when Executive Airlines, Air New England's chief competitor, ceased operations. The final addition to Air New England's present route system was Keene, New Hampshire on January 1, 1975.

At present, Air New England's routes in Vermont are from Burlington and Montpelier to Boston and from Montpelier to New York.

Lebanon, New Hampshire to New York or Boston, and Keene, New Hampshire to New York are the Air New England routes in New Hampshire.

In Maine, the routes are from Augusta, Waterville, Lewiston, and Portland to Boston



as well as direct New York service to Portland and Augusta.

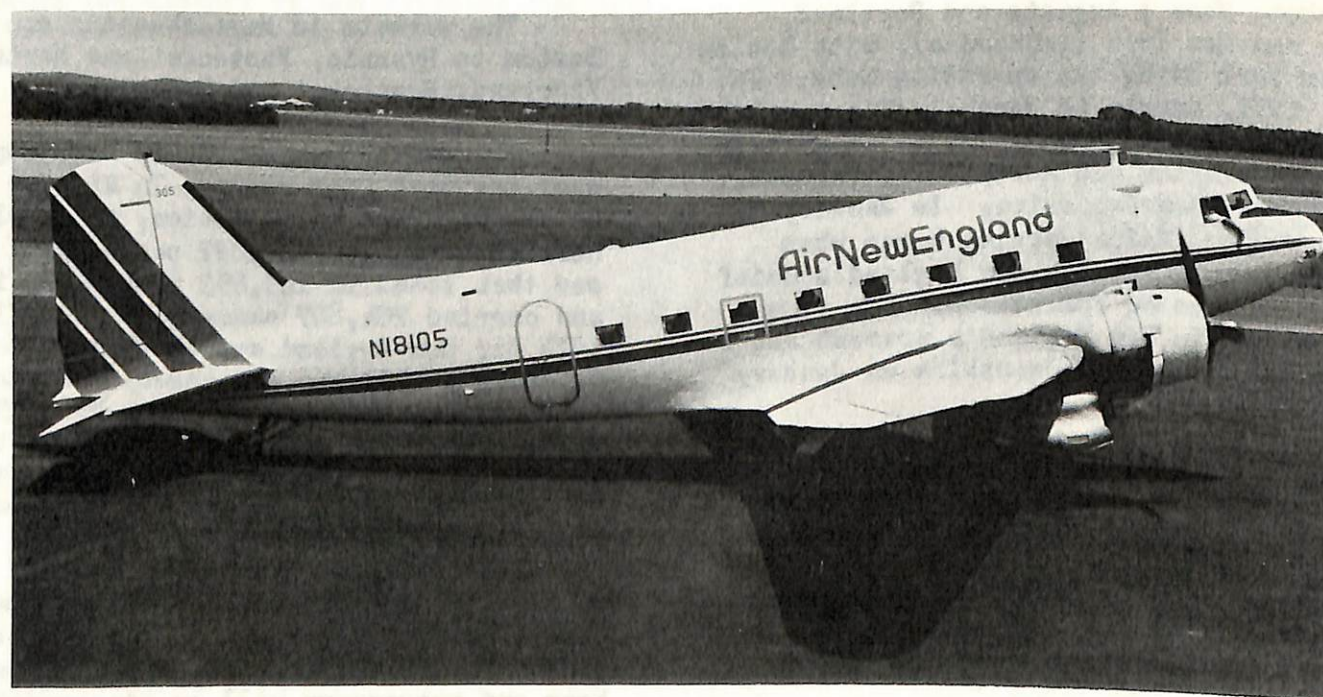
The markets in Massachusetts are from Boston to Hyannis, Nantucket and Martha's Vineyard, Nantucket and Hyannis.

The passenger growth has been impressive over the past four years. In Air New England's first full year of operation, the airline carried a total of 88,092 passengers, increased that total to 143,653 passengers in 1972, and carried 204,809 passengers in 1973. In 1974 Air New England set another passenger record with 329,456 passengers and surpassed that total in 1975 by carrying 408,715 passengers. The main factor contributing to this growth is the C.A.B. ruling in the New England Service Investigation which certificated Air New England but also allowed Delta Air Lines to suspend service in Keene, New Bedford and Lebanon as well as their summer operation between Hyannis, Nantucket, Martha's Vineyard and New York. These markets and passengers will be accommodated by Air New England.

Although well on its way now, Air New England had a colorful yet arduous beginning. In the early days of Air New England's operation, its employees were called upon for maximum effort, imagination and job diversification in all phases of the operation. Its original 45 employees and six aircraft put in many extra hours coping with the infamous Cape and Island for, crowds of summer passengers, and the hardships encountered in a Maine Winter. Starting from scratch, as Air New England did, the employees became probably the most diversified airline people around. It was not unusual then, nor is it today, for an agent to issue tickets, fuel and load an aircraft, take a weather observation, make reservations, write an air freight bill and handle aircraft communications all in one day. It was a common occurrence to see pilots and company officers loading and unloading aircraft. On a busy afternoon during the summer, the general offices were often empty and you could find the president, vice-president and the accounting-supervisor loading baggage on the Boston ramp.

Air New England's operating philosophy is that the best way to insure an airline's success is to provide good service. It's impossible to have flights departing and arriving to everyone's satisfaction, but Air New England's size, equipment and personnel allow the company to maximize its schedule flexibility in order to provide optimum air service. Providing such service necessitates a relatively high frequency operation which, in turn, requires an aircraft that is rugged, comfortable, and economical to operate and maintain. The ideal aircraft should have the seat capacity to satisfy the seasonal increase in seat demand and be highly adept in operating in the various adverse weather conditions experienced in New England. Another factor to consider is that the suitable aircraft must be able to meet the different flight requirements and restrictions which exist at the local airports which Air New England serves. That's a tall order for one type of aircraft, and that is why Air New England's fleet consists of a variety of aircraft whose combined characteristics enable the company

Douglas DC-3 (N18105) now retired--what a shame! (Company photo)



Air New England

to meet its various operational and economic needs.

The work-horse of the fleet is the Beech 99, a 15 passenger aircraft, and its high cruising speed is utilized mainly on the longer routes such as Maine to New York and Vermont and New Hampshire to New York.

The old work-horse DC-3, with a wide-body thirty (30) seat interior provided Air New England with its greatest seating capacity



Fairchild FH-227 44 Passenger Turbo-Prop

for the first four years. This aircraft was used primarily between New York and the Cape and Islands and on one route in Maine. The fleet of five DC-3, having served their purpose, have been retired.

The latest addition to the Air New England fleet is six FH-227's, a 44 passenger turbo-prop aircraft, purchased from Delta Air Lines. These 225 mile an hour pressurized aircraft will be used on the longer routes from Northern New England points to New York, and on the Cape and Island to New York route. The FH-227, completely refurbished and overhauled to Air New England's

specifications is now an important part of the Air New England fleet.

Air New England has a total of 22 aircraft, six FH-227's, nine Twin Otters, four Beech 99's, and three Aero Commanders, which are used in the company's small aircraft charter operation.

Air New England's reservations system is a Multi-Host system tied into Delta's reservation computer. This arrangement enables Air New England to have the full capabilities of the Delta computer system, yet operate its reservation system independently.

Air New England operates its maintenance and operation departments from its hangar base in Hyannis, Massachusetts. The facilities in Hyannis consist of two large hangars which house the operational offices and maintenance department. The general office and sales departments are located in Boston at Logan International Airport.

Accounting and statistical functions are handled in Boston by an inhouse IBM System 3 computer. This computer system has brought necessary sophistication to the accounting procedures, expanded the control and accountability of maintenance costs and provided essential traffic data for the sales and scheduling departments, as well as processing the multitude of data needed for C.A.B. and F.A.A. reports.

Air New England's passenger, operational, and internal growth has been accompanied by a steadily improving profit picture. In its first year, Air New England had a loss of \$404,000 but edged into the black in its second year posting a \$20,500 net profit for 1972. Due to start-up cost of new route expansion in 1973, Air New England experienced a loss of \$450,000 in 1973, but 1974 was Air New England's best year with net profits just under \$100,000.

Air New England has established itself as an important element within New England's overall transportation picture and the indications are that the airline will continue to grow and expand its services and become firmly entrenched as "New England's Own Airline".

Air New England's policy and procedures are outlined in a manual called Standard Practices. Although many employees may not have occasion to use Standard Practices, everyone should know of its existence. Standard Practices is a necessary communication tool at Air New England and its intention is to allow all employees to meet

our prescribed standards of performance. Standard Practices is not intended to act as a substitute for individual judgment, but to outline uniform courses of action in certain specific situations.

I would like to thank Lynn Mason of the Sales Department at Air New England for the consideration and material presented here on Air New England. Also the photos used were courtesy of Air New England.

When traveling in the New England area, be sure and give Air New England a chance to serve you.

Ansett TAA and Qantas In The 1980's

by
Geoff Thomas

The major Australian Airlines will make re-equipment decisions in the next two years that will carry them through to the 1990's. A new rather complex factor has now arisen. The new Liberal government has called on Ansett, TAA and Qantas for their ideas on the future of air services to such places as New Zealand and the Islands of the Pacific. This is seen by many aviation observers as a sign that both Ansett and TAA will be given international routes to countries of the South Pacific. If this comes to pass this will radically change the thinking of all airlines concerned.

Up to this point of time the domestic airlines (TAA and Ansett) have been looking at the 727-300, DC-9-50, A300, DC-10 and Tri-star. The economic downturn of the past few years has served to postpone the decision on new aircraft. The present thinking, since the 727-300 has been shelved, is the DC-9-50. In actual fact TAA have gone on record as saying they are very keen on the DC-9-50 series. These DC-9s would replace the 727-100s which are now reaching their tenth year of service. There are also some DC-9-30s that are into

their eighth year and could be replaced by the DC-9-50s.

Both airlines are looking for very dramatic upturn in the economy before buying aircraft like the DC-10. If, however, the domestics are granted routes to New Zealand and other Pacific destinations, then they will need an aircraft of the DC-10 size to compete with Air New Zealand. They would then use the DC-10 on the heavy traffic routes in Australia such as Sydney-Melbourne while not being on an international route.

Qantas also is due to make a policy decision on new equipment during the next year. They are looking for an aircraft to supplement their fleet of 11 747Bs and replace their remaining 12 707s. Both the 747SP and DC-10-30/40 are at present being evaluated with no definite trend to either aircraft. However, the 747SP offers 90% commonality with the 747B and the very long range of the SP is a choice advantage. Qantas has stated several times that they are not keen to have more than two major type a/c in their fleet. My tip is the Boeing 747SP for Qantas.

ANTILLES AIR BOATS, INC.

THE STORY OF HOW 'THE GOOSE' CAME TO THE VIRGIN ISLANDS

By Paul Backshall

To a man who has flown solo across the Arctic ocean and the North Pole, set up an unequalled speed record in a piston engined plane and spent many years as a commercial jetliner pilot, a 40 mile stretch of water might not seem much of a problem.

But when Captain Charles Blair moved to the U.S. Virgin Islands and built a house on St. Croix some 14 years ago, that stretch of water proved a major headache. It would often take four hours or more to drive to the island's airport, wait for an air taxi flight to St. Thomas and then drive into town from the Harry S. Truman airport.

He could perhaps have bought himself a power boat or a yacht, but Charlie Blair is too much of a pilot for that. Instead he sought out and purchased a World War II vintage Grumman Goose amphibian with a 10-passenger capability and established what was to become the world's largest seaplane service and the third largest commuter airline in the United States, carrying some 260,000 passengers a year.

To most people seaplanes and flying boats are a thing of the past, made obsolete when most countries in the world were paved with concrete airstrips during World War II.

"But airports are getting further and further away from the cities," claims Blair, whose dream is to see flying boats operating between cities like New York and Boston, downtown to downtown. He has already proved the practicability of the idea with his Virgin Islands airline--Antilles Airboats.

No longer is the trip from St. Croix to St. Thomas a tedious and time-consuming project. From Downtown Christiansted it is a 15 minute hop to downtown Charlotte Amalie. From there it is a 20 minute ride to Tortola or a 10 minute hop to St. John and if you want to go further afield to Puerto Rico or

the island of St. Martin there are regular scheduled daily flights there too.

Since the first flight between St. Croix and St. Thomas in 1964, the flock of Gooses (not Geese) has grown to 20 plus two 15 passenger Grumman Mallards and the latest additions--two giant Short S-25 Sandringham flying boats which Captain Blair flew out from Australia and hopes to use for group charter travel on island hopping expeditions through the Windward and Leeward islands.

In the early days, Blair ferried his passengers from shore to Goose in Boston Whalers until the first ramp was built behind what is now the Holga Danske Hotel in Christiansted. That ramp was proudly dubbed the smallest airport in the world, measuring only 67 feet wide by 100 feet long.

When Blair first started the operation he was still a senior pilot with Pan American Airways. "I was on vacation when I first decided to buy the Goose. It was principally for my own use but I found people liked to travel that way and before long I was flying five trips a day. When my vacation ended I hired another pilot to take my place and went back to Pan Am.

He used his stopover time to pick up more Gooses to augment his fleet in the Virgins. "We got the second aircraft about 10 months later and they kept coming as the demand for the service increased. I picked them up in various parts of the world while I was flying for Pan Am. I got one in Paraguay, one in Argentina, one in Tahiti another was flying the Amazon with a Catholic priest. I got about eight of them from Alaska and the rest from Florida and other points.

ONLY WAY TO TRAVEL

In 1969 Captain Blair retired from Pan Am and turned his energies to his own airline,

which by now had become the only real way to travel in the islands.

Captain Blair is quite emphatic about the merits of the aircraft he operates. "The Goose is the most versatile airplane and the most rugged amphibian that has ever been built. They are particularly suited for flying around the islands because there is and "airport" underneath us practically everywhere we go. They are capable of landing in most harbours and even in the open sea if necessary."

Landing in the open sea is of course not recommended and this emergency procedure has only happened once in the airline's history and this was the occasion on which they suffered their only customer casualties. Two Puerto Ricans went down with the plane because they were too terrified of the water to swim with life jackets on to nearby rescue boats.

But the general safety record of the airline is excellent and to this Captain Blair attributes in no mean measure the expertise of his pilots. Most of them are service veterans with many hours of flying time under their belts.

"The seaplane handling is the most critical apt of the operation," explained Captain Blair. "The pilot has to 'build his own airport' each time he takes off and lands and in some harbours, judgement of the sea



Passengers board a Goose at St. Croix.

conditions is a critical factor in making a safe landing. So we have actually adopted a policy of hiring retired military people with at least 20 years experience.

"Some of these people come to us without seaplane time, but we get them checked out on the airplane and then we fly them 200 landings with a check pilot before we take the check pilot out of the airplane and by the time he's had that sort of a shake-down in and out of our various harbours we figure he's in pretty good shape--it's the most extensive check-out that any airline gives."

For most people their first ride in a Goose is a never-to-be-forgotten experience--a little alarming perhaps, as the pilot wrestles and manhandles the little craft over the choppy water with clouds of spray shooting up on all sides and speed and wind velocity lifting it higher and higher out of the water until it is just skimming the surface. And then comes that moment of release when the air takes over and the water is left behind.

To the regular island-to-island commuter, who forms the backbone of the passenger service, it is as everyday an occurrence as stepping into a bus is to the New Yorker. Former Governor Melvin Evans was a regular commuter with Antilles as is the new Governor Cyril King, who was born and raised on St. Croix and whose official residence now is in St. Thomas.

Captain Blair has no fears about being able to maintain his fleet of veteran aircraft--the last Goose was made in 1947.

"After the war there was a large surplus of spares. There are only about 40 or 50 operational Gooses left in the world and of those we have 20. What spares we cannot get we have made for us and most of our planes have been completely overhauled and refitted at one time or another so there is no reason why they should not keep flying forever."



Captain Blair and Excalibur VIII.

Captain Blair still likes to fly as often as possible and is sometimes to be seen at the controls of a scheduled Goose flight between the islands. He is married to red-haired movie star Maureen O'Hara, who is Vice-President of the airline, but like Charlie, she is reluctant to give up her own career completely.

The Blair's live in a castle-like house overlooking Christiansted and the harbour from which they can watch their Gooses dash out over the water and wing their way to St. Thomas. They also have a house in the British Virgin Islands and maintain an apartment in New York.

While on one of their Pan Am "honeymoon" flights, the couple visited Sydney, Australia, and spotted two big flying boats in Rose Bay. "We went over to take a look and they invited us to take a ride. We did and we were so impressed that we decided we should add them to our fleet some day."

The flying boats--both 30-year old Sandringhams capable of seating 42 passengers--were used to ferry passengers between Sydney and Lord Howe Island (about 500 miles E.N.E. of Sydney). They operated on this route from 1947 until 1973 when an airstrip was laid on Lord Howe Island, and had become one of the sights of Sydney.

Named Islander and Beachcomber they are both Short Sandringhams, the civil version of the famous wartime Sunderlands, used for coastal patrol and anti-submarine work. Islander saw wartime service between Sydney and Auckland when flying boats were used extensively on overseas routes. Beachcomber was mothballed by the New Zealand Air Force in 1956 after flying only 1,000 hours.

Antilles Airboats took options on both the big birds and last year, Charlie Blair and Maureen flew to Australia to collect Islander, but before they took delivery of her, she went into the hangar for a new paint job. She emerged as Excalibur VIII following in the tradition of the great Blair machines.

Maureen, who admits to getting terribly bored on long flights, bought stacks of newspapers before leaving and planned to fly back by jet once they got to the first stop, Pago Pago in American Samoa. That first jump was to last 17 hours and cover 2,750 miles, but by the time Excalibur VIII arrived, the papers were still unread and Maureen was all set for the next hop to Honolulu. She ended up staying for the entire trip photographing everything from beautiful sunsets to a startled New York city, the residents of which weren't exactly expecting to see a flying boat landing in the harbour.

A few weeks later Beachcomber, renamed Southern Cross, was on her way to the Virgin Islands to join her sister ship.

That 40 mile stretch of water and the first Goose brought in to span it led to quite a big little airline in the Virgin Islands. Who knows what two Sandringhams and the entire Caribbean might bring about with a man like Charlie Blair at the controls.



Excalibur VIII, on her way to the Virgins, stops at Pago Pago in American Samoa.

Member Bruce Drum offers the following information for those of us that do not know of other organizations and publications dealing with the collecting of airline memorabilia.

Aviation Letter
Bo Goran Lundkvist
Box 57
S-230 11 Falsterbo
Sweden

Published in English, and closest thing we have to an international organization with over 1,000 + members. Best source for fleet changes by registration, exact a/c type, information requests, crashes, airline news and like the WAHC (that's us), a good way to get contacts for trading. A must. Good way to keep your JP up to date. Write Bo Goran and tell him you want to join. If you are interested in purchasing top quality original slides, ask Bo Goran to send you the free, bi-monthly ALPS (Aviation Letter Photo Service) list. However, send the annual \$10.00 membership (includes airmail delivery-12 issues) to Harry Sievers, 21 Gates Avenue, Malverne, New York 11565. Harry is the US collector for Aviation Letter/ALPS and all US/Canadian members should send all monies to Harry. All members are encouraged to send in information. However each member must be careful that the info is correct and it is newsworthy.

Air Britain
J. R. Burch
109 Ruddlesway
Windsor
Berkshire SL4 5SJ
England

Second to AL would be AB. Not as good as AL in news but does also have interesting articles on airline operations and airline and military history. The Air Britain News is published monthly and contains, as the name suggests, aviation news concerning fleet changes, new orders, sales, etc. The Air Britain Digest is published bi-monthly and contains photos and articles pertaining to operations and histories. US membership for both publications is \$11.00 (sea mail) or \$20.00 (air mail) payable to the Air Britain representative in the US: J. M. Davis, P.O. Box 18312, Wichita, Kansas 67218.

IAAS International
164 North Hyde Road
Hayes, Middlesex
England

IAAS Int'l publishes Aviation News and Review monthly and like the others contains info on fleet changes, histories, a/c sightings and crashes. Membership is 2 pounds (English currency-check your local bank for current exchange rate). The organization, like AB, publishes "Monographs" on certain a/c. Aircraft are listed by construction number and the individual histories of each a/c are listed.

Ontario Aviation Enthusiasts Society (OAES)
Box 72 Malton P.O.
Mississauga, Ontario L4T 3B5
Canada

OAES publishes a monthly newsletter, North American Aviation News (NAAN) on the same format as AL but slanted more towards North America. However it is not as good as AL. Membership is \$6.00 Canada and \$7.00 U.S.

The Editor would appreciate hearing from others that know of airline orientated groups or publications so this information can be passed along to the other members.

AVIATION COLOR PHOTO 2218 North Junett, Tacoma, Washington 98406 has a very nice selection of post cards for the collector. Also available are photographs, if that's your thing. Write A/C P for a sample and their current list.

VICTOR SIXTY-SIX PRODUCTS P.O. Box 83, Santee, California 92071 has airline hobby kits for sale along with decals and a monthly newsletter giving info on what is happening in the modeling world for the airline buff. Current goodie is a model of the Martin 4-0-4. This is a vac-u-form kit in 1/72nd scale and is a real beauty in TWA livery. Price is \$7.95 plus fifty cents for handling. Subscription fee for the V-66's Airline Modelers Newsletter is \$4.50 per year and well worth it.

Kit Collector's Clearinghouse c/o John Burns, 3213 Hardy Drive, Edmond, Oklahoma 73034 is the place to look for that rare model that you have not been able to find. If John does not have it, he can put you in touch with someone that does have it. Drop John a line and he will fill you in on what is happening at Kit Collector's.

AIR JET ADVANCE MODELS, INC. 1001 East 28th Street, Hialeah, Florida 33013 has a large selection of finished "agency" type airliners. Drop them a line for their current listing of aircraft and prices. Then when ordering, mention that your a member of the World Airline Hobby Club and receive a 15% discount on your order.

AIRCRAFT PUBLICITY BUREAU c/o John B. Hayes 2483 West Costilla Avenue, Littleton, Colorado 80120 is offering high-quality 35mm color slides of commercial and military aircraft. Send \$1.25 for catalog and sample slide. Kodak film and processing used exclusively.

WINGS OF PROGRESS c/o Dean Slaybaugh P.O. Box 2782 South San Francisco, California 94080 offers high quality slides/photos on over 7,000 airliners. You name it, Dean should have it on his list. One buck will bring you their latest catalog plus supplements and sample slide. I can personally state that Dean does real good work. Drop him a line and tell him that the World Airline Hobby Club sent you!

VHF SUPPLIES Noble Corner, Great West Road Hounslow, Middlesex TW5 OPA England has a variety of material available for the airline buff. Models, photos, post cards books, etc. Write them for their current list. Ask about their "Airliners" booklet (which is now available for V-66 Products) which is a color printed publication.

FOX MILITARY EQUIPMENT CO. c/o Alan G. Beckman 16 W. 331 Jackson Street, Hinsdale Illinois 60521 offers a catalog for \$2.50 containing a assortment of international airline wings and other related flying insignia.

1976 AIRLINE HANDBOOK available from Paul K. Martin, Department Z, P.O. Box 3694, Cranston, R. I. 02910. This book sells for \$6.25 and is well worth the price. The material covered in this book is simply fantastic. If your a serious airline buff, this book is a necessity.

The Editor has a number of current, 1974, 1975 issues of the Official Airline Guide (AOG) that he will pass on to those members that would like to have a copy. These are all North American editions. Anyone that would like to have a copy, send the Editor \$1.00 for postage and handling. The book will be shipped by United Parcel.

Captain Renaud Enterprises 4 Hilltop Terrace, Long Valley, N.J. 07853 has available for \$5.00 a set of 23 sketches of the aircraft flown over the years by Eastern Airlines. I have not seen this set of drawings yet, but understand that they are well worth the five dollars.