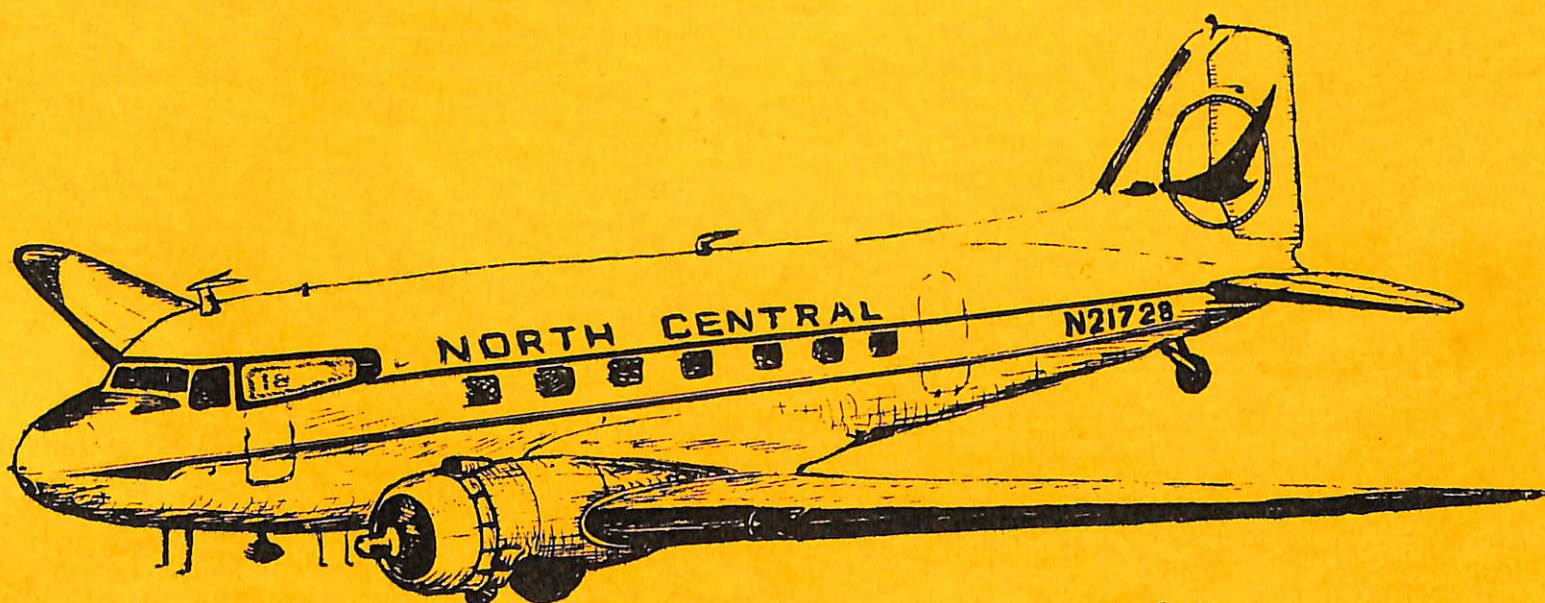




CAPTAIN'S LOG

JULY-SEPT. 1975
VOLUME 1 Number 2

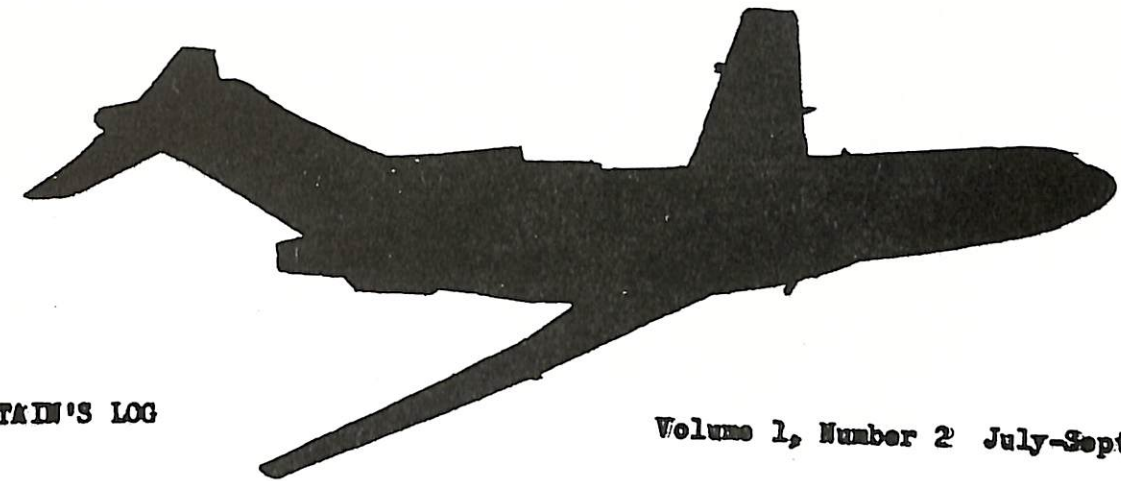


Tom Kalina

North Central DC-3 "728"

CAPTAIN'S LOG

Volume 1, Number 2 July-Sept. 1975



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Cover

Tom Kalina's beautiful drawing of North Central's recently retired DC-3 graces the cover of this issue. This aircraft is also our featured aircraft this time around. Tom has promised to do a cover drawing for us each issue. Next issue will be the Douglas DC-6.

The "Captain's Log" is the quarterly publication of the World Airline Hobby Club. Membership fee is \$8.00 per year and is open to all persons that are airline enthusiasts. The editor welcomes all type of material for publication that would be of interest to the airline collector. Send all material to: World Airline Hobby Club c/o Paul Collins 3381 Apple Tree Lane Erlanger, Kentucky 41018. Tele: 606-342-9039.



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

It seems like only yesterday I was mailing out the first issue of the "Log." Now, here is the second issue, which I am really excited about, and hope you will be too.

I would like to thank all members that sent in material for this issue and future issues. I would especially like to thank Tom Kalina who has become our "residen" artist. Tom has promised to do a drawing for our cover from now on. The Oct-Dec issue will feature the Douglas DC-6. This being the case, we will do a feature story on the 6, so send in any info you might have on this aircraft.

Those of you that wrote in about the first issue had about 98% praise for the magazine and it's contents. I can only say "thanks" and hope you like this issue as well. However, nothing is perfect! If there is something about the "Log" you do not like, let me know, as this is the only way we can improve our publication. Still a little praise now and then won't hurt the editors feelings!

There is still a need for information on the Boeing 727. A special issue of the "Log" is planned for early in 1976 covering this aircraft. PLEASE send in what you have on the 727 so we can have a real nice special.

Only one member wrote in with regards to my comments about a governing body. This being the case, we will shelve any such plans for the time being on Club officials.

Since the last issue, our membership has almost doubled. If we can continue this type of growth, we will be in great shape. I still would like to have 100 members after the first year of operation. It is still very important that each and every one of us try to obtain new members when and where ever we can.

Dick Hurley has taken up the challenge to do a column on the finer points of shooting airliner's with the old camera. Now if we can get one of our modeler's to tell us how to get a good tabletop photo of our favorite model, we'll be in business.

On the same subject, I would like to see more modeler's sent in good, clear photographs of their models. Along with the photos, please send along a complete description telling what basic model was used, any modifications made, coloring and what type decals used.

I obtained several sets of the "baggage" stickers offered by the McDonnell Douglas Company and was very pleased with them. I did miss the Delta decal. Anyone having a extra Delta DC-10, I would gladly trade or buy it. The 38 items received for only \$2.50 is a real bargain and the items will no doubt become valued collectors items in the future.

I guess that will do for this issue. Any comments, pro or con, will be welcomed. Feel free to drop me a line with any comments or suggestions you might have. This is YOUR magazine!



World's 'High-Time' Aircraft

'728' makes final flight

On May 28, 1975, North Central Airlines retired N21728 from active duty. The DC-3 which had flown more hours than any other aircraft in the history of aviation made its final landing at Dearborn, Michigan, home of the Henry Ford Museum, where it will be placed on display.

With the last entry in its log book, this energetic aircraft had flown 84,875 hours. When "728" was removed from North Central's scheduled service in 1965, it had logged an incredible 83,032 hours and 52 minutes of flight, more time aloft than any other plane.

The DC-3 than added 1,843 hours in promotional and public relations flights for the airline before its retirement. Its guest book includes the names of numerous business and civic leaders from cities North Central serves, many nationally-known celebrities, and persons synonymous with aviation history. The aircraft also participated in countless "scenic" flights, giving some of today's air travelers their first taste of flying.

If its 85,000 hours had been flown continuously, "728" would have been in the air nearly 10 years and could have

have made 25 trips to the moon and back. This venerable craft--which was built in 1939--has traveled more than 12 million miles while wearing out an estimated 550 main gear tires, 25,000 spark plugs and 136 engines.

Donald W. Douglas, founder of the Douglas Aircraft Company which manufactured the DC-3, recognized the achievements of "728" with a commemorative plaque. He said this plane is "symbolic of all the DC-3's and the role they have played in the development of air transportation."

With the acquisition of "728", the Henry Ford Museum display contains nine of the ten planes named by the "Doolittle Commission" as the most significant piston-powered aircraft of all time. A replica of the Wright Brothers' 1903 "Kitty Hawk" biplane will complete the collection.

The twin-engine, all metal DC-3 usually accommodated 21 to 28 passengers and was the first plane that could make money for the airlines. At one time, DC-3's carried 95 percent of all commercial air travelers.

Military versions were known as C-47's, R4D's and Dakotas. They performed amazing feats and built a record of unbelievable durability by serving valiantly in World War II and even in Vietnam.

Of the 10,928 civilian and military versions built by Douglas Aircraft, an estimated 3,300 DC-3's are still flying today. Now, the one that flew the most--North Central's "728"--is proudly displayed at the Henry Ford Museum, as a monument to them all.

For Hinke, the 47-minute hop around the city that morning would end his long affair with an aircraft whose log book probably carries more of his signatures than any other North Central pilot.

It was as if "728" knew this was its last trip and strained to live up to a reputation coined by aviation pioneers as "the plane that refused to die."

The last flight of N21728



The flight log of "728", containing nearly 85,000 hours, was formally accepted by Dr. Donald A. Shelley (right), Henry Ford Museum president, at ceremonies following the aircraft's final landing. At left is Capt. Arthur Hinke, manager of flight operations, and G. F. "Red" Wallis, vice president of flight operations.

Capt. Louis Farrell continually switched his attention from the instrument panel to a building spire looming to his right.

Farrell was flying as co-pilot with Capt. Arthur Hinke who, at that precise moment, lifted the right wing of their DC-3, cleared the building, and continued on a practice approach to the Ford Motor Company's Proving Ground at Dearborn Michigan.

This automobile test track would be the final landing surface for N21728, "the world's high-time aircraft." The steeple just passed was the front of the Henry Ford Museum, the future home of "728".

As the pilots leveled their approach at 105 knots, Capt. Farrell flicked a switch. On the ground, cameras turned skyward to record a 13-second burst of flame from JATO rockets mounted in the belly of the aircraft.

The rocket firing was required to deactivate solid-fuel propellant before the DC-3 went on display at the museum. The roar of the rocket "burn" was also a final salute by "728" for having spent the equivalent of almost ten years in the air. The flyby was the last in the aircraft's sentimental journey on the morning of May 28.

At 10:25, Capt. Hinke received taxi clearance to leave the North Central hangar at Detroit Metro Airport. Word of the DC-3's final flight began spreading among Detroit's air traffic controllers even before the aircraft's 10:35 departure.

Shortly after take-off, Farrell contacted departure controller Shod Porter for instructions. Porter gave him a course vector to Dearborn, then read the crew a poem he had composed for the occasion: "It's entitled, 'Farewell to a Great Lady'".

From all controllers
To the workhorse of the world,
We bid a fond adieu.
May the rest of your days
Be peaceful and proud,
Showing the people,
Your graceful charms,
You've earned your rest.
You've passed the test.
Adieu, old gooney bird."

A few minutes later, the tower at Detroit City Airport asked the crew to make a pass over the runway. Hinke promptly obliged.

As a 27-year pilot with the company, Hinke has flown every type of aircraft operated by the airline. More recently, he has "captained" nearly all flights the DC-3 has made.

Landing "728" on a test track offered Hinke a special challenge. Not only was this final flight an historically significant occasion, but he would be landing on a ribbon of pavement 35-feet wide.

The previous day, Hinke had walked the trip and judged the best approach. The landing surface at the Dearborn test track was a straight stretch of concrete running for almost a mile from east to west.

The veteran pilot selected an unobstructed flight path in which he could approach from the east. But on the appointed day, the wind shifted, necessitating an approach from the west. To the right of his flight path was the spired-tower of the Henry Ford Museum; to the left, a water tower.

Again, Farrell and Hinke watched the landmarks as the aircraft turned on final approach; and again, Hinke steered clear of the towers and edged the DC-3 toward the narrow pavement. Many Ford employees stood on roof tops while others climbed a distant knoll for a better view.

At 11:22 a.m., over 50 camera shutters snapped in unison as "728" settled gently on the road. By DC-3 standards, the landing was a short one, only 2,000 feet.

"728" taxied onto the grass and came to a stop. The magnetos were switched off. Yet the propellers continued to revolve, and the engines sputtered. This went on for what seemed an unusually long time.

Facts and figures tell '728' story

The story of North Central's N21728 began on August 11, 1939 when the aircraft rolled off the production line at the Douglas Aircraft Company plant in Santa Monica, California. When Aircraft 728 was retired from scheduled operation on April 26, 1965, it had compiled an impressive flying time of 83,032 hours and 52 minutes.

That's equal to 12,039,785 miles, or almost nine-and-a-half years in the air.

This distance is equal to 480 trips around the world at the equator, or 25 round trips to the moon.

It is also equal to 1,667 round trip flights between Boston and Honolulu via San Francisco, a distance round trip of 7,200 miles.

"728" has produced more than 260 million passenger miles for its owners. It had flown 51,389 hours and 12 minutes when North Central obtained the aircraft from Eastern Air Lines in 1952.

It has had seven major overhauls at the recommended intervals, and has worn out 550 main gear tires, 25,000 spark plugs, and 136 engines. It has burned almost eight million gallons of aviation fuel and taxied over 100,000 miles.

Pilots joke that everything about 728 has changed but the serial number and shadow. Actually, about 90 percent of the airframe is original. The ship is better and safer than when it was built, due to improvements which have been made through the years.

Before being permanently retired in 1975, the aircraft had accumulated 84,875 hours of flight time.

I would like to thank Mr. Delmar F. Drumm, Manager-Public Relations for North Central Airlines for allowing the reprinting of material he furnished regarding North Central's "728".

FLIGHT EXCHANGE

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

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

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

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

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

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

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

Jerry Soltis, 31 Vern Lane, Buffalo New York 14227 wants toy, model and counter display airplanes and dirigibles including Tootsie toy, Hubley, Dinky; old and new, any material--wood, plastic, metal, etc. He also wants stewardess and pilots "wings", airline buttons, badges, pins, insignias, signs, silverware, uniforms and posters. Will buy or trade, so send Jerry your trade list.

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

Paul Collins, 3381 Apple Tree, Erlanger Kentucky 41018 has 26 different soap wrappers for trade. These are straight from the printers and have not been folded and contain no soap. He has about 1,000 of each if anyone is interested in this type of material. Paul also has one Lufthansa beer mug for trade.

Steve Mason, P.O. Box 83, Santee, Calif. 92071 has many old plastic airliner kits he will trade for post cards and baggage stickers. Particularly wants cards of Convairs and Martins and Electras of Eastern, Allegheny and National. Send Steve a list of what you have available.

Frank J. Lichtanski, 1 Helvic Avenue #2 Monterey, Calif. 93940 will trade current Hughes Air system timetables on a one-for-one basis for current system tt's of FL, SO, and TT.

Tom Kalina, 16 W 531 57th Street Building 8, Apt. 4 Clarendon Hills Illinois 60514 is looking for the following models: Aurora Beech 18 in 1/60 scale; Faller CV-440; and Strombecker China Clipper. Tom has for trade: Monogram Air Power set; Monogram 1049G TWA; Hawk CV-880; Revell CV-990; early KC-135 plus a number of other items. Send Tom a SASE for complete list.

Phil Fleener, 12422 W. 68th Avenue Arvada, Colo. 80004 still looking for the following: Airfix B-727 in CP Air; Veb Tu-154; Williams Bros. B-247. Phil is also looking for the following: decals: Revell 707 Pan Am, Aer Lingus, and Varig; Revell DC-8 Aeronaver, Pan Am, KLM, SAS, and JAL. Revell 727 JAL, Pan Am and Mexicana. Revell 990 SAS; Revell F-27 any airline except Quebecair. Phil has for trading the following items: Airfix Caravelle (United 1/144) Revell DC-8-61 (United 1/144) MRC-Nitto Concorde (Pan Am 1/250) Faller JU-52 (1/100) AMT (Frog) Ocean Pioneer Set (1/72) Ringo Savoria Marchetti S-55 Mr. Fleener has a number of other items available, drop him a line with a list of what you have.

Barrie G. James Alte Hedingerstr. 69 8910 Affoltern a. Albis Switzerland would like to exchange post cards of airliners--all vintages. Mr. James has a extensive number of duplicates for exchange.

E. J. Weldon, 196 Yale Avenue Lewisville Texas 75067 is in need of the following: Models of the Stinson Trimotor, China Clipper, Curtis Condor and a KC-97. He is also looking for the book "DC-7, Seven Seas" by Howey.

E. J. has for disposal a wood display model in 1/72 scale a Bristol Brittonic in good condition (no markings); Revell Eastern Airlines Constellation (mint condition) Aurora Eastern DC-8; Aurora TWA 880; Lindberg 707; Caravell; TU 104; Revell Convair 990 and a Monogram TWA Airliner set minus the DC-3 in good condition.

POST CARD NEWS

Received John Moore's Newsletter #3 the other day and it was filled with "tidbits of information," to quote John. John mentions that KLM has a set of 10 cards commemorating 50 years of flying from Europe to the far East. This set is FREE from Public Relations Bureau, KLM, Amstelveen, The Netherlands.

Mr. Moore, as well as myself, agree that Barrie James of Switzerland must have the worlds best exchange list of post cards. Barrie still is in need of some of the older type aircraft, so if you have any cards of this type drop him a line and exchange lists. I'm sure you will have no trouble trading with Barrie. See his address in the membership section.

Recently found a large card (8 3/4 x 5 1/2) of TWA's L-1011 at the local airdrome (CVG). Anyone interested I will be glad to forward you one for 35 cents. The card shows a right side rear end shot of the big bird.

Since I am new to the field of post card collecting, I was wondering if anyone has tried to purchase cards directly from the printers? If so, do the printers keep a file of some of the older cards they may have printed? Can anyone provide some information on this?

Anyone having cards that they would like to see presented in the "Log" should send them to me at the address listed on page 1. All material submitted will be handled with TLC.

The editor will be more than happy to print any written material sent in by card collectors. As Mr. Moore stated in his newsletter #3, this is a growing field and the more info we, as collectors have, the better off we will be in the long run. Feel free to drop me a line with any thoughts you have on card collecting, from where you obtain your material to how you have them displayed.

TALKING "PLANE" PHOTOGRAPHY

It would seem, nowadays, that photographing civil airliners may be too challenging after considering the various obstacles such as security fences and barriers, glass reflections inside buildings, ground equipment clutter, far off aircraft parking areas, moving obstructions such as catering and fuel trucks, not to mention weather complications.

Despite all these, you can still obtain good results. My first advice is don't get arrested for breaking security regulations. Go through legitimate channels to secure your desires. It may be more of a problem than it's worth, but, at least you won't be hauled away for attempted hi-jacking!

Photography is expensive. To save yourself money you will, at first, have to spend it on good quality equipment. Do not buy cheap stuff. Purchase items which are well known and which have good guarantees. Ask friends and other photo bugs what their preferences are.

Find a camera that you can use many attachments on such as telephoto lenses, close-up and wide angle lenses, duplicators, filters, etc. You need a good lense opening, between 1.8 to 16 or 22 and a shutter speed of up to 1/1000 to capture those propellers. A built in light meter is superb. It will adjust to the degree of light being subjected to it and you can make corrections accordingly. There are many cameras with one or all of these features.

A zoom type, telephoto lense, is almost a necessity. Many aircraft photographers use them as their primary lense due to its fine field capability of range adjustments. Sizes vary. I find the 80 x 230 mm area quite suitable.

Before shooting, double check yourself. Check the ASA setting, shutter speed, lense opening. Take a look through the lense. Is the light meter functioning properly? How about the spots on the lense or viewfinder? Lense cleaner and paper is a carry along must.

All aircraft are potential shots. Homework is, therefore, a prerequisite. I carry a small loose leafed notebook along. In it are the various aircraft I need and a space for the ones I take. If you do happen to have a VHF radio, check before hand the active runways for those landing shot possibilities.

With the new color schemes, new aircraft and swaps going on continually, airliner photography is quite a challenge. To make it worth your while, subscribe to the airliner buff publications. They will make it worth the cost many times over. That plane sitting across the ramp or at the gate may be a "hot" shot but little do you know it without some prior knowledge. If not sure, better "catch" it--now!

Lighting is very important. Far off shots take in more than an aircraft. They often include haze, heat waves and reduced clarity. Don't shoot into the sun. It will wipe you out! Film is expensive and time wasting shots must also be considered. Sometimes shadows from buildings or a lack of sun can be as bad.

Glare can be an existant problem. A polarizing lense is one answer. Trying a different angle is another. Try to shoot with the sun directly overhead or high to your back. As the sun sets you will require a larger lense opening

and a slower shutter speed. You, therefore, become subjected to blurs if an aircraft is moving very fast. Some shots at dusk are beautiful. The sun on a still aircraft in late evening can make for a terrific frame.

And what's the best angle? It's your choice. Three-quarter views are nice. Side angles are fine. Many make registration showing a "must." I prefer them in view but will settle for a fleet number or letter on the aircraft for a substitute in a pinch.

Don't pass up those close-ups. The aircraft here today may not be around tomorrow and you may be wishing later that you caught the lines and details of that Connie you were right up on.

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

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

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

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

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

Drop John Burns a line at the address shown above and he will fill you in on what the KCC is and what they have available at this time.

A few tips if you're and in-flight photo adventurist. Check your route and time of day and your seat accordingly. Best of all, pray for a clean or non-scuffed up window. I like catching moving surfaces such as flaps, spoilers, ailerons and thrust reversers. By all means don't miss any shots while on the ground. That DC-8-F down at the air cargo hangar may be a possibility when you taxi out or you may pass another type of airline aircraft you need on the taxiway.

Civil airliner photography derives its merits from ingenuity, imagination and persistence. The challenge is yours.

Much thanks to Dick Hurley on his comments and suggestions on photographing aircraft. I would appreciate hearing from some other shutterbugs on how they handle shooting the big birds.

Aviation Color Photo
2218 North Junett
Tacoma, Washington 98406

Jack Splinter of ACP specializes in post cards and has quite a listing available for just 35 cents and a sample. The price per card runs between 15 and 20 cents with a little more on the larger cards. If you are a card collector this would be a golden opportunity to pick up on some good material.

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

John W. Moore
2062 Sloan Street
St. Paul, Minnesota 55117

John publishes a Collectoss Newsletter for the post card buff. The Newsletter is full of interesting items on new releases and xerox copies of some of the older items collectors have in there collections. Send John 5 ten cent stamps for 5 issues of the "Letter."

SUPPORT YOUR LOCAL AIRPORT PUBLIC RELATION PROJECTS

Don Levine Reports from Miami

Southeast Airlines Martin 404s will be carrying a new tail logo--replacing the blue tail with hurricane flags with a "SE" in script on a white background.

Florida Airways a/c are carrying the title "Air South" reflecting their merger of Air South Airways.

Mackey International now operating three DC-6's, along with their re-engined CV 440s.

Faucett now operating B-727-100 QC (ex BI) in and out of Miami. (Red and tan in color.)

Ranger now in operation with two ex Delta (Pan Am's) DC-8-33s.

Paul Collins Reports from Cincinnati

Aeroamerica 720 spending quite a bit of time at CVG. This a/c is all white with a red (top) and blue window streak. Number on this bird is N1776Q.

A fire of unknown origin recently did quite a bit of damage to the office section of CVG. Two fire-fighters lost their lives fighting the fire.

Recent charters into CVG include TIA's DC-8 and British Caledonian Boeing 707.

Report from North Central

Two brand new DC-9-30s were delivered in May at the airline's Minneapolis/St. Paul Main Operations Base. The latest additions bring the DC-9 fleet to 21. The I.D. number for the two new a/c will be 921 and 922.

The next jets are scheduled for the Spring of 1976 when the company will take delivery of three DC-9-50s. The 50 Series will carry 125 passengers and is 14 feet longer than the Dash 30 model.

Model Showcase

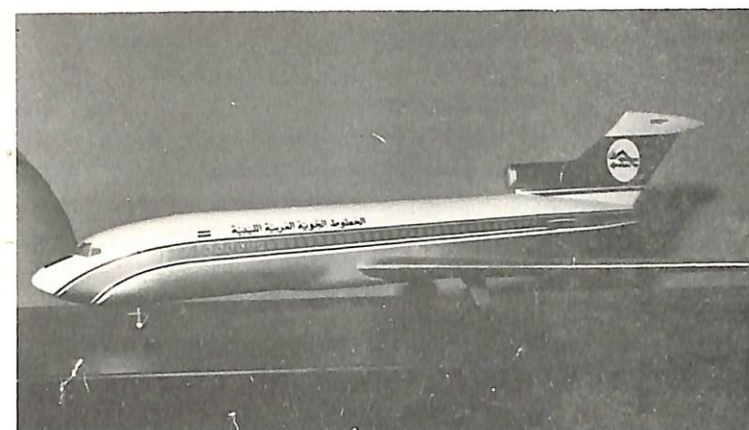
Thanks to Tom Kalina and George Kinney we have some photos for our model showcase this issue. Come on all you modelers, I know some of you have camera's, send in some shots along with a good description of your aircraft!

Photographs 1, 2, and 3 are George Kinney's contribution. Although he did not give a description of his selection, we'll try to dope them out. Photo #1 is that of a Libyan Arab Airlines Boeing 727. The paint job on this model is really super! Would like to see a photo of the finished model George. Photo #2 is that of a TOA Domestic Airlines of Japan DC-9-41, another real nice paint job. The third photo (#3) shows a nice group of George's collection.

Photographs 4, 5, and 6 are from the collection of Tom Kalina. Photo #4 is a Lockheed Vega 5C and comes from the Lindberg Winnie Mae kit. It has a completely detailed engine and interior. The body of the a/c is red trimmed in silver. Main reference in constructing this model comes from the I.P.M.S. journal of 1968. Indian head and lettering is all hand painted. Photos #5 and #6 are of Tom's Trimotor, a 5-AT-B from Airfix. It is covered with Scale-Metal and is completely rigged with nylon thread. Added details are the exhaust manifolds and detailed tail wheel. Windows are clear styrene. Letters and numbers on wings are press-type as well as the "TAT" on the fuselage. All other lettering is hand painted.

As a extra bonus to this issue of the "Log" we have included a sheet of Tom Kalina's DC-3 profiles. We welcome any other member that has drawing ability to submit material for publication. We can use a number of profiles on the Boeing 727 for our special issue coming up the first of the year.

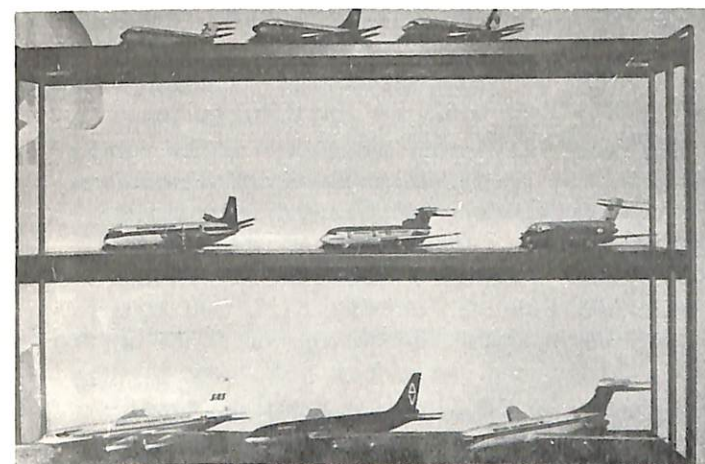
MODEL SHOWCASE



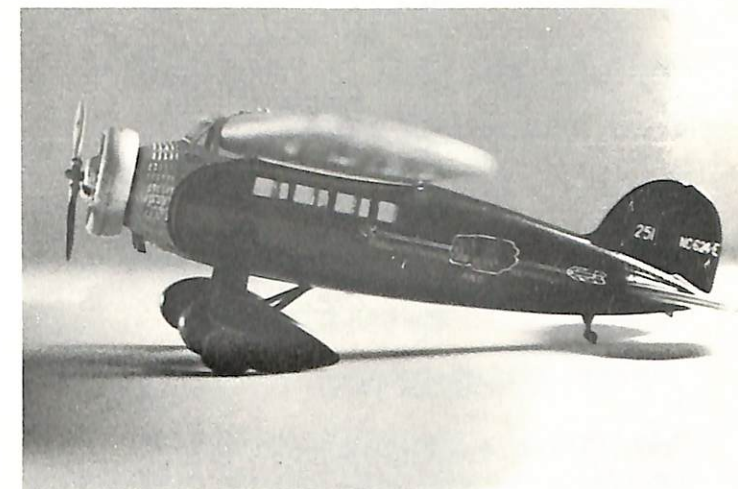
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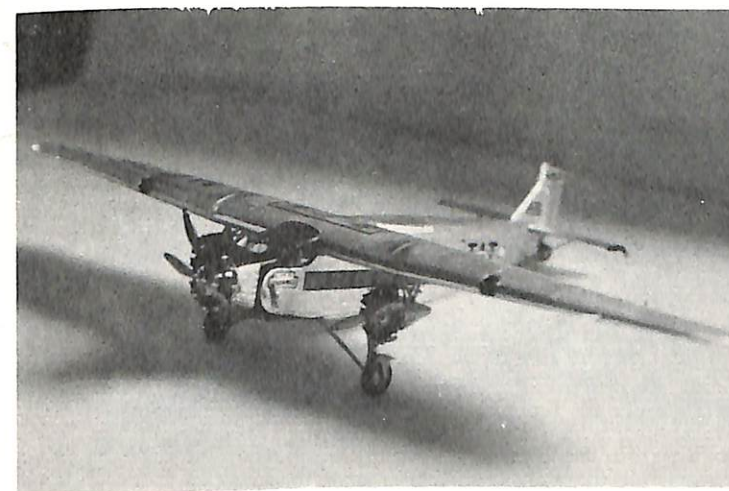
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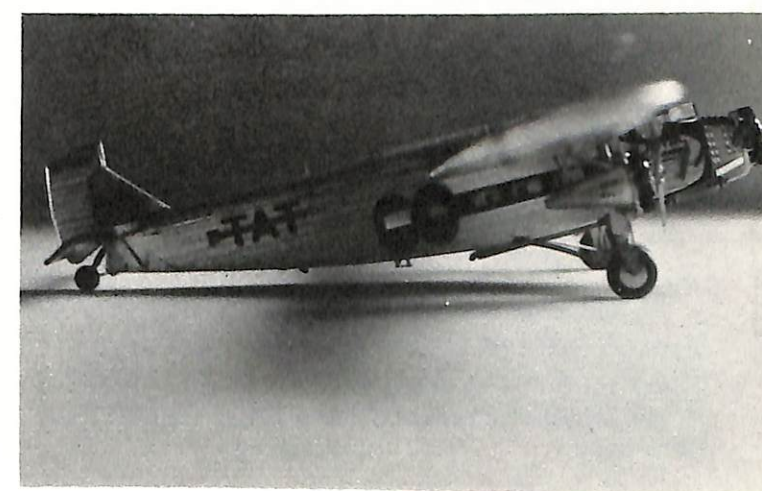
#3



#4



#5



#6

THE MODEL SHOP

Revell Airliners

Over the years, the Revell Company has issued more airliner kits than any other company. From the early DC-7 and Conny right up to the present DC-10 and L1011, Revell has been in the forefront of the model airliner field. Unknown to many American modeler's, however, is the fact that Revell has many divisions all over the world, and most of the airliner kits have been issued in many different color schemes from these different divisions. This is just a partial listing of airliner kits, many of which are no longer available.

Boeing 707

South America	H243 Avianca Columbia
" "	Varig
Great Britain	H249 Irish
" "	H193 BOAC (early livery)
Germany	H243 Lufthansa
Mexico	H243 Sabena
Japan	H715 United Airlines
" "	H716 Pan Am
U.S.A.	H243 American

Douglas DC-8

Great Britain	H188 S.A.S.
Japan	H713 K.L.M.
" "	H714 Pan Am
U.S.A.	H242 United Airlines
Mexico	H242 Aeroneves de Mexico

Electra

Brazil	H255 Varig
U.S.A.	H255 American
" "	L. A. Dodgers

Boeing 727

South America	H245 Avianca
" "	H245 Cruzeiro
Japan	H712 Pan Am
" "	H711 All Nippon
Mexico	H245 Mexicana
U.S.A.	H245 American
Great Britain	H240 Lufthansa
Germany	Lufthansa

Douglas DC-9

Canada	H248 Air Canada
Japan	H718 K.L.M.
U.S.A.	H247 Delta
" "	Douglas Company
Mexico	H246 Aeronaves de Mexico
Great Britain	H246 Douglas Company
" "	SAS / Douglas Co.

Douglas DC-10

Brazil	H118 Varig
U.S.A.	H118 Delta
" "	H141 Western
" "	H157 United (new livery)
Germany	H120 Lufthansa

This is only a partial listing, any additions will be gratefully received. The CV 990 was done in Swissair and Garuda in Japan, the F27 was done in the Manufacturer marks every where is was released. The original DC-7 was in American, Swissair, United and Pan Am. The Conny was in Eastern Airlines only. There are rumors the Conny was done in Air France, but this has not been proven. The Conny is in the new Revell Germany catalog in Lufthansa markings.

The DC-10 and L1011 should have been issued in Japan by now and it's very likely the L1011 will be in All Nippon or Cathay Pacific livery. The DC-10 may be in KLM or Swissair.

Much thanks to member Joe Turner for this info on Revell. Anyone having any additions to this listing contact Mr. Turner. Joe advises he will do a listing for Airfix and Frog in the next several issues of the "Log".

When in Ft. Walton Beach, Florida (32548) visit the "Ramble Roost" for the latest in model supplies.

PHOTO ALBUM # 1

Photo #1 CP Air
Douglas DC-8-40

Photo #2 Western Airlines
Douglas DC-10

Photo #3 Hawaiian
Douglass DC-9-30
In background Boeing 737-200
Aloha Airlines still in
Air California livery from
which leased.

Photo #4 Braniff International
Boeing 747-100
A big orange bird with a white
tail.

Photo #5 Cyprus Airways
Hawker Siddeley Trident

Photo #6 THY Turkish Airlines
Fokker F-28 Fellowship

Photos one thru four are from Bob Trader of Rising Sun Indiana. Photos five and six and all photos in Photo Album #2 are by Erik Bernhart of Atlanta Georgia.

Frank Lichtanski made the following proposal for post card traders as well as photo collectors.

Interested collectors would send in their name to Frank who would then make up a mailing list. Frank would start it off with say 10 or 20 post cards which he would send to the first party on the list. This collector would take out the items he wanted and replace them with traders from his dupe list. He then would send the selection on to the next collector on the list and so on until the group of cards went to all persons on the list.

If you are interested in such a group "exchange" plan drop Frank a line at 1 Helvic Avenue, No. 2, Monterey California 93940.

PHOTO ALBUM # 2

Photo #1 Mackey International Airlines
Convair 440 White fuselage with
turquoise window cheat line
all lettering black

Photo #2 Flamingo Airlines
Convair 440 White top silver
bottom with red cheat line
all lettering is black

Photo #3 Delta Airlines
Curtiss Super D 46 White top
silver bottom blue with red trim
cheat line all lettering blue

Photo #4 Southeast Airlines
Douglas DC-3 White top silver
bottom with light blue cheat
line and tail. Black lettering

Photo #5 Temple Airlines
Douglas DC-7C White top silver
bottom blue cheat line with
red lettering and red mark on
tail.

Photo #6 Delta Air Transport
Douglas DC-3 white top silver
bottom red cheat line and tail
with black lettering

Tom Kalina has suggested that we set up a program that would enable members to borrow slides from which they could have pictures or slides made for their own collection.

For this system to work, all members interested in the program would send into a designated member, all slides that they would like to share with others. These slides would be returned to the owner on demand. All slides received would be listed in the latest edition of the "Log" and would be "loaned" to any member wishing to made dupes.

If you are interested in such a sharing system, write Tom, who has concented to handle the program. See membership section for his address.

PHOTO ALBUM



#1



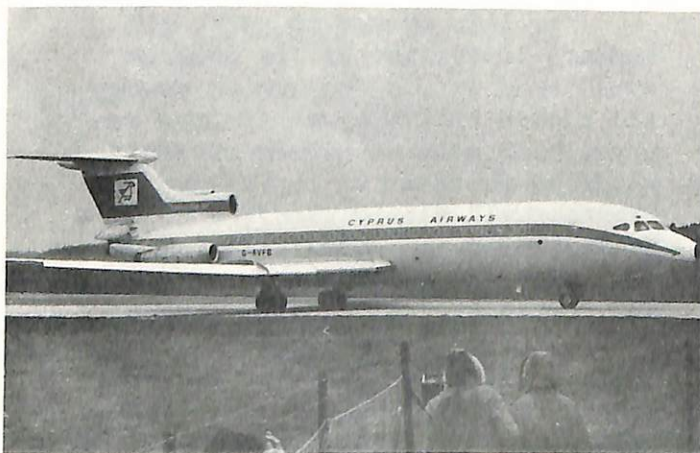
#2



#3



#4



#5



#6

(16)

PHOTO ALBUM



#1



#2



#3



#4



#5



#6

(17)

ON SCHEDULE

Airline Timetable Issues

1/73-7/74

Mr. Frank Lichtanski of 1 Helvic Avenue No. 2, Monterey, California 93940 has compiled the following list of airline timetables issued between January of 1973 and July of 1974. Anyone having additions or corrections to the following list, please forward them to Frank.

AIR CALIFORNIA:
4/1/73 6/13/73 9/5/73 11/5/73 12/5/73

AIR CANADA
2/4/73 4/29/73 7/1/73 10/28/73 12/1/73
3/1/74 4/28/74 7/1/74

ALASKA AIRLINES:
4/29/73 6/1/73 9/15/73 10/15/73 5/15/74

ALLEGHENY AIRLINES:
3/1/73 4/29/73 6/1/73 10/1/73 1/7/74
3/1/74 6/1/74

ALOHA AIRLINES:
6/15/73 (109) 9/4/73 (110) 11/12/73 (111)

AMERICAN AIRLINES:
1/15/73 3/2/73 4/29/73 7/1/73 8/1/73
9/15/73 10/28/73 11/1/73
1/7/74 3/2/74 5/1/74

BRANIFF INTERNATIONAL:
Sp-Su/73 Su/73 FW/73 W-Sp/74 Sp/74

CONTINENTAL AIRLINES:
4/1/73 10/28/73 2/1/74 6/1/74

CP AIR:
1/5/73 4/29/73 10/28/73 1/1/74 3/4/74
4/28/74

DELTA AIR LINES:
2/1/73 3/1/73 4/1/73 7/1/73 8/1/73
10/1/73 3/1/74 4/1/74 5/1/74 6/1/74

EASTERN AIR LINES:
1/31/73 5/1/73 7/2/73 9/5/73 12/2/73
1/31/74* 5/1/74

EASTERN PROVINCIAL AIRWAYS:
4/29/73 10/28/73 4/28/74

FRONTIER AIRLINES:
7/1/73

HAWAIIAN AIRLINES:

4-5-6/73 (181) 6/15/73 (182) 9/4/73 (183)
10/1/73 (184) 11/1/74 (185) 2/15/74 (186)

HUGHES AIRWEST:

4/29/73 7/1/73 10/28/73 1/7/74 2/15/74
5/1/74

NATIONAL AIRLINES:

1/8/73 5/1/73 7/15/73 9/15/73 12/1/73
1/7/74 4/23/74 7/1/74

NORTH CENTRAL AIRLINES:

4/29/73 (25th Anniversary) 9/4/73 2/1/74 6/7/74

NORTHWEST ORIENT AIRLINES:

2/1/73 3/1/73 4/29/73 6/1/73 8/1/73 9/17/73
10/28/73 12/13/73 2/1/74 4/22/74 6/1/74

OZARK AIRLINES:

1/15/73 4/29/73 8/1/73 10/28/73 1/26/74

P S A:

1/15/73 5/14/73 6/25/73 10/1/73 1/25/74
3/25/74 6/17/74

PACIFIC WESTERN AIRLINES:

4/29/73 10/28/73 4/28/74

PAN AM:

2/1/73 4/29/73 8/1/73 10/28/73 2/1/74 6/1/74

PIEDMONT AIRLINES:

1/9/73 3/15/73 4/29/73 8/1/73 10/28/73
1/15/74 3/15/74 6/15/74

QUEBECAIR:

1/15/73

SOUTHERN AIRWAYS:

4/1/73 6/1/73 7/15/73 8/15/73 12/1/73 2/1/74
5/1/74 6/1/74

TEXAS INTERNATIONAL AIRLINES:

2/1/73 4/1/73 10/28/73

TRANS-WORLD AIRLINES:

3/18/73 4/29/73 6/1/73 7/1/73 9/15/73
10/28/73 1/7/74 3/1/74 5/1/74 6/15/74

TRANSAIR LIMITED:

2/1/73 4/29/73 6/1/73 7/1/73 9/15/73

1/21/74 3/18/74 4/28/74

UNITED AIR LINES:

1/31/73 4/1/73 4/29/73 6/1/73 9/10/73

10/28/73 3/21/74 5/1/74 7/1/74

WESTERN AIR LINES:

1/5/73 3/1/73 4/29/73 7/1/73 9/6/73 10/28/73

1/6/74 3/1/74 4/28/74 7/1/74



From a tiny airline, carrying only air mail when it began operations May 1, 1928, Eastern Airlines has become the second largest passenger carrier in the free world.

Eastern's present system of over 35,000 unduplicated route miles (including new Caribbean, Bermuda and Gulf States - Midwest Route awards) links 100 airports in 29 Eastern, Southern, Midwestern and Far West states, and the District of Columbia. It extends from Montreal, Canada, to Mexico City and Acapulco, Mexico; from Miami to Seattle, Washington, and from Boston to San Antonio, Texas. Eastern serves 21 of the 25 largest cities in the U.S. and nine of the ten most populous metropolitan centers of North America (including the U.S., Canada and Mexico.)

Eastern's growth from a route system of 792 miles, 44 employees and a fleet of eight single-engine open-cockpit mail planes has been phenomenal, but there are still many men in the company who remember the first operations.

But the story actually began in 1926 when the U.S. Government invited competitive bids for contracts to transport mail by air between New York (using Hadley Field, New Brunswick, N. J.) and Atlanta.

Harold F. Pitcairn, a young flier, who manufactured aircraft for county fair exhibits and owned a landing field near Philadelphia, filed a bid to carry mail at \$3 per pound.

Pitcairn, seeing a market for both his planes and his talents, felt that if he could just get the operation started, the refinements would come later--and they did. He went ahead with the production of his planes and recruited a handful of World War I flying veterans and daredevil barnstormers.

He had the distinction of nearly doubling his operation before it even began.

In November, 1927, before he had ever hefted the first air mail sack, the Government awarded Pitcairn Aviation an additional 619 mile route linking Atlanta with Miami. Thus Pitcairn found himself in possession of the "eastern airline," a total of 1,411 air miles from New York to Miami via Atlanta.

Pitcairn had come through with an airplane to meet contract requirements but the inauguration of schedules was delayed several times awaiting installation of airway beacons.

Subsequently, the airways work was complete and, much to everyone's surprise, the volume of first flight mail that accumulated before take-off necessitated operation of double schedules. On May 1, 1928, two northbound flights departed from Atlanta, another from Greensboro, and two southbound schedules originated in the New York area.

At every city en route--Washington, Richmond, Greensboro and Spartanburg being the intermediate stops--pilots of these first flights were astounded to find citizenry by the hundreds swarming over the fields to welcome the new mail service.

On December 1, 1928, service was inaugurated from Atlanta to Miami via Jacksonville, completing the New York-Miami air link and giving Florida its first domestic air service.

In 1929, Daytona Beach, Orlando, Tampa, Florida and Macon, Georgia, were added to Pitcairn's routes and the fledgling airline began considering inauguration of passenger service. This project was interrupted, however, by a change in management. Pitcairn preferred to concentrate his energies on aircraft manufacture and sold out to North American Aviation, Inc., in July, 1929. In January, 1930, the name of the corporation was changed to Eastern Air Transport, Inc.

By its second anniversary, the airline had grown to cover 16 cities with routes

of 1,499 miles and mail poundage had increased 300 percent.

Passenger service was begun on August 18, 1930, between New York (the airport was at North Beach, Long Island, now LaGuardia) and Richmond, Virginia, with stops at Newark and Camden, N. J., serving Philadelphia, Baltimore and Washington, D. C. The 310-mile passenger route was on a daily-except-Sunday basis and employed 10-passenger Fokker trimotored airplanes. The new mode of transportation caught on so rapidly that 6 Curtiss Condor planes were added to the fleet and the service was extended to Atlanta, via Greensboro, Charlotte, Greenville and Spartanburg.

The pride of Eastern at the time, the Curtiss Condor, was an 18 passenger transport powered by two 660 horsepower Wright engines. It had a top speed of 120 miles per hour.

In subsequent years, the aviation industry and Eastern underwent many changes and grew rapidly. Control of North American Aviation was taken over by General Motors. New planes made their appearance and the route structure expanded still more.

In 1934, all air mail contracts were cancelled by the Government and Army Air Force pilots flew the mail for a short period. (We will have a story on this operation in a future issue of the "Log".)

When of necessity the Government turned the mail operation back to commercial airlines, new air patterns were set up. North American formed a new corporation, Eastern Air Lines, Inc.; and, out of the new contract negotiations, Eastern was awarded a New York-New Orleans route via Atlanta, and acquired a new contract to fly air mail from Chicago to Jacksonville. This became the nucleus of Eastern's system.

Captain Eddie Rickenbacker, who became associated with Eastern through being a vice president of North American Aviation, was named general manager of the company, January 1, 1935. In July of that year, Eastern moved its maintenance and operations headquarters from Atlanta to Miami, where

they remain. The first three buildings now occupy but a tiny corner of the present base, spread over 150 acres.

In 1938, with a group of associates, Captain Rickenbacker bought the company and became president and general manager.

One of the first to see the potentialities of commercial aviation and the effects it would have on the economic structure of the nation, he launched the organization on the road to leadership in the industry. He began from the outset to apply the principles of rigid cost control, hard work and efficiency, while others still regarded the industry as a glamour-packed business, not subject to economic laws governing other business enterprises.

His first move was to replace a patchwork fleet--that included everything from some of the original Mailwings to a conglomeration of passenger and mail planes including Curtiss Condors, Kingbirds and Stinsons--with new Douglas DC-2s, and subsequently their refined sister ships, the world-famous DC-3s.

At the end of its first decade, the company had 1,032 employees, operated over 4,518 route miles, scheduled 34 daily flights and owned 22 airplanes. It became the first major airline to make a profit without taxpayers' subsidy.

World War II found Eastern Airlines in a position of stability which permitted it to go "all out" in assisting the war effort. When war was declared in 1941, half the company's fleet of 40 aircraft was turned over to the Armed Forces, and by VJ Day approximately 1,200 employees had been furloughed from the company to enter the service. Despite the fact that schedules were curtailed over a number of routes and the fleet halved by the war, increased utilization or remaining aircraft actually skyrocketed monthly scheduled mileage. For instance, mileage flown in October, 1942, was 67 percent higher than that in October, 1941.

Eastern Airlines Military Transport Division--manned by EAL crews in special

Air Transport uniforms--was set up to operate from Miami to San Juan and Trinidad and was later extended to South America and across the Atlantic to Accra, Africa, by way of Ascension Island. At war's end in 1945 the Military Transport Division was discontinued. It had carried 125,000 military passengers, 60 million pounds of cargo, representing 200 billion pound-miles.

Immediately following, Eastern earned a big share of the rapid expansion in commercial aviation. New 4-engine airliners, spurred to a high state of development in war service, joined the airlines.

Douglas DC-4s were put into service in 1946--the year in which service was inaugurated to Puerto Rico by Eastern--and were followed by the first Lockheed Constellation in 1947, the Super Conny and twin-engine Martin 404s in 1951.

Captain Rickenbacker became Chairman of Eastern's Board on August 7, 1953, and in December of that year Super-C Constellations were added to the fleet, to be followed in July by the first DC-7B "Golden Falcon." In 1954, also, Eastern joined with Braniff for an interchange service to Central and South America.

Initial orders were placed for the company's first jets in 1955.

Colonial Airlines, serving Bermuda and Canada, in addition to a number of upstate New York and New England cities, was merged into the Eastern system on June 1, 1956.

Service to Mexico began in 1957.

Eastern entered the jet age with its prop-jet Electras early in 1959, and a year later placed its first pure jet, a Douglas DC-8, into service. During 1961 and in January of 1962, its Boeing 720 jets were added.

On April 30, 1961, Eastern inaugurated a revolutionary new service in the heavily traveled Boston-New York-Washington markets. Named the Air-Shuttle, the new service operated hourly flights

on a no-reservations, guaranteed-seat basis. The customer had only to go to the airport and board the flight. He could buy his ticket on board, and, in the event an airplane filled up, another one was wheeled to the gate at once to accommodate additional passengers. (Actually, the first time this was done, only one passenger was flown from LaGuardia to Boston.) The Air-Shuttle was an overnight success. It brought about a 30 percent increase in the air travel markets involved, and daily carries thousands of commuters between the three metropolitan areas.

THE NEW EASTERN

Much improved service in reservations, baggage handling and in-flight dining, new uniforms for both ground and flight personnel, and a brand new color scheme for all Eastern aircraft were among the more tangible evidences of the new Eastern. While refurbishing aircraft and ground facilities, the new management team also made major improvements in the airline's operations.

In late 1963, the first of a fleet of 118 Boeing 727 three-engine fan jets was delivered to Eastern. Training 600 crew members to man this new fleet was begun immediately at Eastern's Miami training center, and the first regular schedules were flown with a 727--aptly named the Whisperjet--on Feb. 1, 1964.

In 1966 Eastern received the first of 87 DC-9 jets, twin-engine airliners that proved readily adaptable to Eastern's routes. In December the airline was outfitting the first of 25 Boeing 727-QC "Quick Change" jets, an airliner that can be converted from a passenger carrier to all-cargo in a matter of minutes; the planes can carry passengers during the day and cargo at night.

Early in 1967, Eastern began flying the first of its fleet of DC-8-61s, and DC-8-63s, the largest commercial jets in service in America at that time. The airliner carried 203 passengers and a crew of eight. Eastern also put a fleet of 86 twin engine DC-9 jets into operation, and on June 30, 1969, retired its last

piston-powered aircraft, the reliable Convair 440s.

Eastern in 1968 ordered 37 Lockheed L1011 Whisperliners and in 1972 was the first airline in the world to put this wide-bodied three-engine airliner, which carries 256 passengers, into service.

In the spring of 1973, Eastern acquired Puerto Rico-based Caribair (Caribbean-Atlantic Airlines) and by December had completely merged that regional company's routes into its own system to provide improved, and in many cases direct, service between U.S. mainland points and 13 new resort destinations in the West Indies.

As Eastern's fleet has grown, the Miami Base has experienced one major expansion after another, and is one of the largest and most modern in the airline industry. The huge base is equipped to handle the major airframe, engine and component overhaul work on Eastern's entire fleet.



Eastern DC-6 cruises high above Miami Beach, Florida.

The complex includes a 10-story executive office building, a Computer Sciences building, Controller's building, a six-story training building, utility buildings, with convenient cafeterias, as well as large hangars and overhaul buildings.

The company now employs approximately 32,000 persons systemwide.

Much thanks to the Public Relations department at Eastern Airlines for the history of their company. They also enclosed some photos of their equipment which we will run in a future issue of the "Log."

Anyone having histories of some of the older airlines that are no longer with us and wish to have them featured in the "Captain's Log" may send them to the editor at the address listed in the front of this issue. All material will be returned, unless other instructions are given.

PARTING SHOTS

Late Arrivals

Lee Russell
180 State Street
Brooklyn, New York 11201
Collects A-C-D-F
(Will trade A only)

Robert W. Alexander
Rt. #4 Box 683
Evergreen, Colo 80439
Collects A-D-E (Trade later)

Richard J. Hurley
548 Florida Avenue Apt 201
Herndon, Virginia 22070
Collects A-B-C-D-E
(Will trade slides/photos)

Change of Address

Gary F. Frey
1148 St. Rose
Cahokia, Illinois 62206
Collects A-C-D-G

The editor would like to receive material on the following equipment:

Interior colors of Court Lines L-1011s.

Mohawk's "Gas Light" service of the 1960-62 period.

Pictures and history on TRANSAVIA HOLLAND.

Pictures and history on WESTERN AIRLINES of the U.S.

Pictures-stories on the aircraft flown in mail service following WW I.

Send this material plus any other you would like to see published to Paul Collins 3381 Apple Tree Lane Erlanger, Kentucky 41018. All material will be returned to sender if so requested.

VICTOR 66 REPORT

From the August "75" issue of the Newsletter...rumor that MICRO-SCALE will come out with models of DC-8, Convair 880 and 990...only rumor...PIEDMONT decals from Fowler AVIATION Research should be available from V-66 for \$1.25 + .35¢ postage... Eastern Airline Decals should also be available...PSA's two L-1011s sit mothballed in the far west corner of Lindberg Field in San Diego...PSA and Eastern trying to delay deliveries of additional 1011s...V-66 has Airfix DC-9s available for \$2.50 plus good ole postage.

Would like to toss the following ideas out to you:

...jackets (wind-breaker) type with Club name and logo on the back and members name on front.

...national convention for next year either as one group or in association with another airplane type group.

...investing in the group purchase of a old aircraft and restoring it as a Club plane.

The logo on the front of this issue will be the trade mark of the Club in the future, as well as the name "World Airline Hobby Club." If a poll were to be taken, it would take six months to have a name and logo approved by the membership. By taking this dictatorial action, I can go ahead and have the membership cards printed and the decals made as promised to members when then signed up. Also we can now be a definite name in the public's eye. If more than several members have objections, we will put name and logo to a vote.