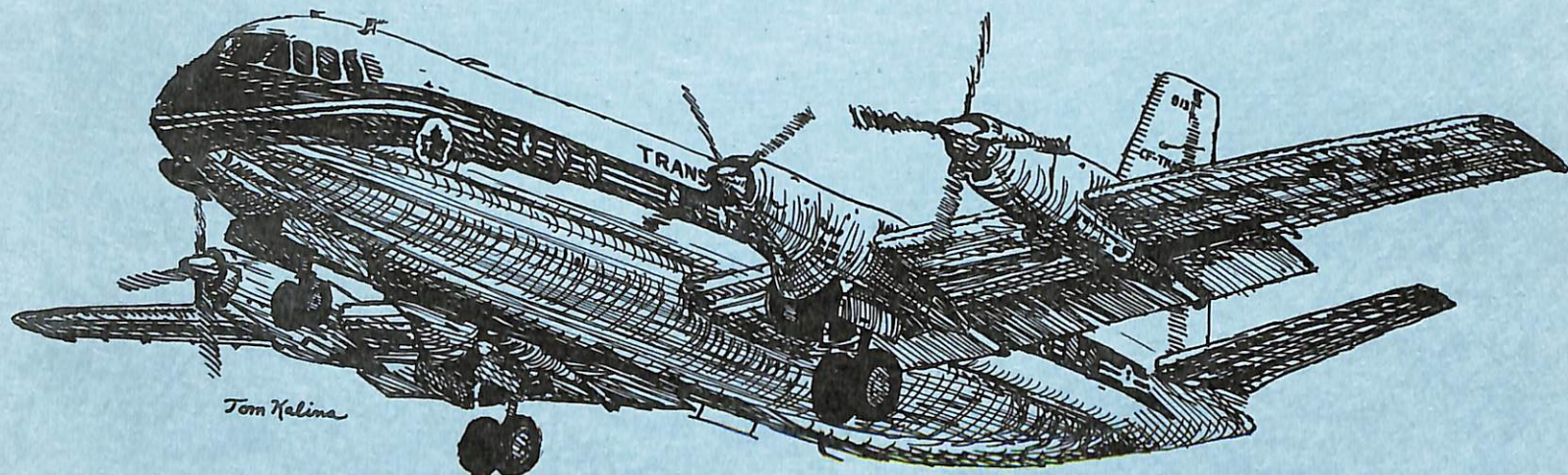




CAPTAIN'S LOG

JULY-SEPTEMBER 1976
VOLUME II Number 2



Trans Canada Air Lines
Vickers Vanguard

CONTRIBUTIONS WANTED

All members and interested persons or groups who wish to contribute articles, pictures or other trivia of interest to the membership are invited to do so. The CAPTAIN'S LOG and quarterly newsletter AIR LINES will publish members wants, trades, requests and material concerning the histories of airlines and airliners. Interesting experiences that you 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 or 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 and a new ribbon be used. Do not erase errors. Type correct material on separate piece of paper and scotch-tape over the error.

If sketches are submitted, they 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 for publication on the same page.

PUBLICATION DATES

The CAPTAIN'S LOG will be mailed quarterly to the membership on approximately the 15th of March, June, September and December. Cut off for receiving material to appear in any of the publications will be the 20th of the month before mailing date. Example: material to be published in the Jan-March issue must be received by the 20th of February or it will be held over until the next issue. The newsletter AIR LINES will become a quarterly publication also and be mailed to members on approximately the 15th of February, May, August and November. Material for this publication can be accepted up to the 10th of the month of publication. The CAPTAIN'S LOG is sent 2nd class by U.S. Mail so please allow ample time from approximate mailing date until you write inquiring where your copy is. The newsletter will be sent first class via U.S. Mail, so there should be no problem in receiving this publication.

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 CAPTAIN'S LOG and AIR LINES. Also it requires the paying of TRIPLE postage. In the future these additional postal 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. Editorial and publication office: Paul F. Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 (Tele 1-606-342-9039). For membership fee, you receive four issues each of the CAPTAIN'S LOG and AIR LINES, plus whatever else is available at a particular mailing. Current membership fee is \$10.00 per year for the U. S. and Canada and \$12.00 per year for all others. Make checks and money orders payable to "World Airline Hobby Club."



Eastern Provincial Airways Boeing 737 lifting off. Photo provided by Joop Gerritsma

CAPTAIN'S LOG

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Tom Kalina, our staff artist, honors our Canadian friends with a fine drawing of a Trans Canada Air Lines Vickers Vanguard. This type a/c went into service with TCA in 1961 and served until October, 1971.



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

I would like to welcome all the new members that have joined the World Airline Hobby Club since our last issue. The Club is growing faster than I had anticipated. Not that I am complaining, you understand. Somewhere around the first of August I ran out of copies of Vol. II, Number One of the "Captain's Log". This means that a number of new members did not receive a "Log" and I would like to apologize to those of you that have had to wait for this issue to receive your first "Log". I hope you will think the wait has been worth while. I feel that this issue is the best one published so far. Would appreciate hearing from you that think in the same terms, or from those that don't for that matter. This is YOUR magazine, so let me know what you think about it and what type material that you would like to see printed.

This is the first issue that we have devoted to a particular region. If you like this type of format, we will plan to have one issue a year devoted to different regions of the world and the various airlines serving this area. Your comments on this make-up will certainly be appreciated.

Since mailing out the newsletter announcing the plans to hold a airline enthusiasts convention next July, several real good things have happened. First, the Ontario Aviation Enthusiasts Society, thru their Chairman Brian Dunn have requested to co-sponsor the convention with the WAHC. Needless to say I readily accepted his offer.

Mr. Dunn also stated that he will be able to bring a bus load or plane load of enthusiasts from Canada with him to the convention. This will certainly give the meeting a "international" favor. Secondly, Mr. Leonardo Pinzauti of JP 4 in Rome, Italy believes that there is much interest in Europe for such a meeting that there is the possibility of a number of Europeans attending the convention. If this would happen, the meeting could be termed nothing but a smashing success!

Of course the attending of the Europeans is remote at this time, but the thought of it has really given my morale a real large boost. The convention will give everyone a chance to meet with the folks they have been corresponding with for years, and have never had the opportunity to meet. The possibility of obtaining material for your collection would also be fantastic.

Since this will be the FIRST type of convention of this nature, there will be problems, but I am sure they will be worked out with little trouble. With the ground work done on this meeting, the one to be held in 1978 should go off with no trouble at all. Oh yes, I do expect there will be a "National" held in 1978. Where it will be held is up to you-the members.

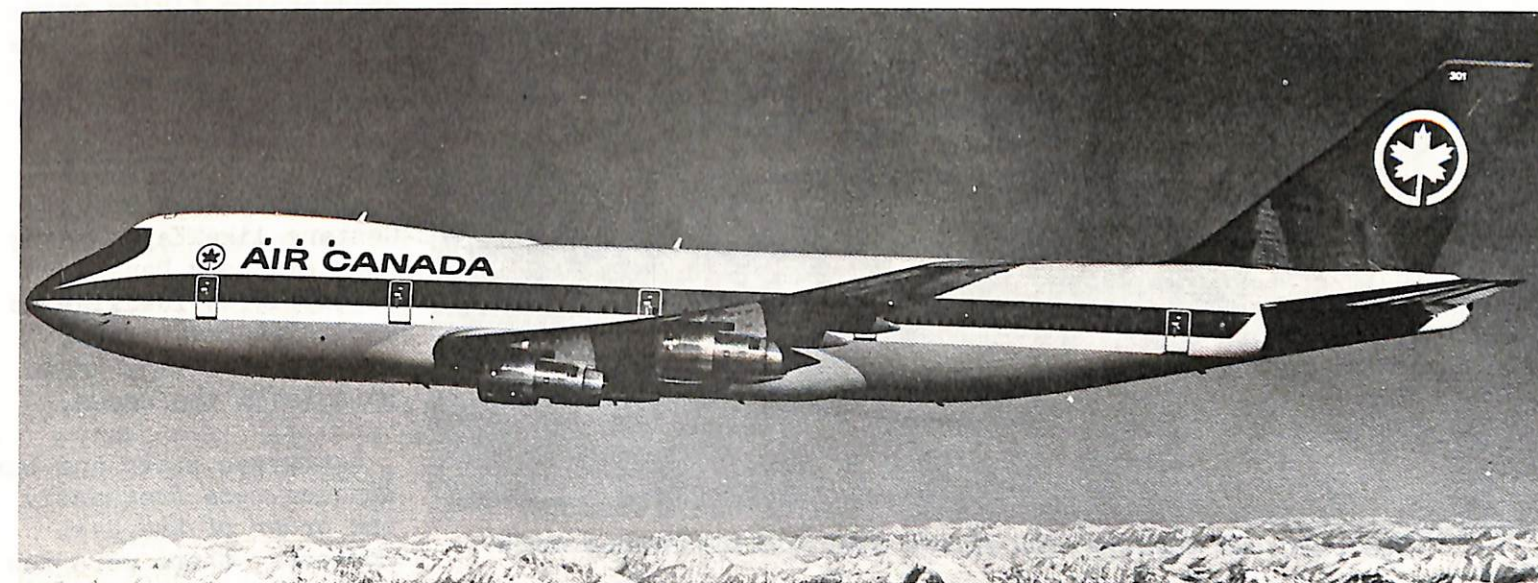
More on the convention on the inside.

The Editor is still looking for help in the form of volunteers to take over certain sections of the "Log" as assistant or co-editors. These sections are modeling, post cards, photography and special interests. We have received volunteers for the tt section. If you would be interested in doing this "extra" work, please drop me a line.

Sorry for the late arrival of this issue of the "Log". It has taken more time than I had anticipated to type and layout the various sections. I will try to have the next issue (Vol. II #3) of the "Log" to the printer by the middle of November so I can mail it out before the Christmas rush begins. If you wish to have any thing published in the next issue, please send it in as soon as possible.

Happy Collecting

Paul



On April 10, 1937, following a House debate of six weeks, Royal Assent was finally given to Bill 74... and the lives of Canadians everywhere took on new direction. For the Bill marked the birth of Trans-Canada Air Lines, a crown corporation destined from that day forward to play a major role in virtually every aspect of the country's development.

While the debate in the House of Parliament was short, it was vigorous. Not everyone felt the country was ready for a national airline; many thought it was not. In other quarters, the concept, if not ignored, was accorded little more than apathy. In Montreal, Toronto and Vancouver, one of the most significant pieces of legislation in the nation's history was, at best, page eleven news!

However, with the passing of Bill 74, Canada had its airline. It was government owned because no one else would undertake the responsibility.



Ironically its first scheduled flights were not trans-continental, but north-south between Vancouver and Seattle—a mail run taken over from Canadian Airways. So the airline really had its birth in the west. Its fleet? Two Lockheed 10A's and a Boeing Stearman biplane!

The company had been established with an authorized capital of \$5,000,000, consisting of 50,000 shares of common stock, with a par value of \$100 each. The

Canadian National Railway acquired the entire block. The management of the new airline consisted of seven directors—four elected by the share-holders and three appointed by the Canadian Government.

Charges for passengers and goods were to be competitive with similar transportation services in North America and a subsidy equal to the deficits, if any, was to be paid to the company out of public funds each year. Clearly, the airline was conceived as a social undertaking, with emphasis on service, although it was expected to operate at a



Stearman HEM biplane, first a/c operated by Trans-Canada

challenging flying conditions of the day. The supplementary airports spotted every 100 miles across the system for emergency fueling were frequently employed. Centers like Kapuskasing and Armstrong became particularly familiar to early TCA passengers, many of whom were known by name to the crews.

Oxygen masks and box lunches were frequently the order of the day. Moreover, there were few navigational aids to

assist these first air crews. Because of this, the airline had to fly around Lake Superior, chart a careful course over the Rockies and treat the weather as a constant foe. To support its air crew, the company scoured the nation to find the most experienced mechanical and operational help.

A highlight of the first year was a dawn-to-dusk system proving flight on July 30, which carried Minister of Transport C. D. Howe, TCA Director H. J. Symington and the Deputy Minister C. P. Edwards from Montreal through some rough weather and anxious moments to Vancouver in 17 hours 34 minutes.

But the system proved viable and was to grow. As might be expected, the first years of the airline were punctuated with

profit and not be a drain on the Canadian taxpayer.

Administrative headquarters were established in Montreal with operational headquarters in Winnipeg. Activity during the first year was for the most part concerned with scheduled training flights and the opening up of mail services.

Within a year, air-mail operations became effective between Vancouver and Winnipeg. Within two years of the company founding, a full scale, overnight transcontinental mail service was in effect as far east as Montreal. Careful attention to airmail services was to become such a tradition with the airline that Canada was to lead the world in its development--in 1948, it became the first country to carry all first class air mail without surcharge and since 1971, all mail has been carried by air.

Almost to a man, the original pilots of TCA were highly experienced bush flyers--such men as George Lothian, Herb Seagrim, "Lindy" Rood, and Billy Wells--each more than a match for



The Lockheed LOA Electra inaugurated TCA's first air service.

a rash of first flights as the airline flexed and took shape.

Short haul routes began to knit the country together--Halifax to Sydney, Windsor to Toronto, Calgary to Edmonton. By 1939, a fleet of 15 ten-passenger Lockheed 14H aircraft was flying a complete day-and-night, all-weather mail and passenger service over a route system of 3,600 miles.

The outbreak of hostilities in September, 1939 brought a great deal of preasure on the young airline to expand and intensify all facets of its service. Faster passenger and mail services were needed, as were increased technical skills in the overhaul of aircraft, instruments and engines. Facilities for training in the use of the newest types of aircraft had to be stepped up.

By 1941, airport and navigational facilities had been vastly improved. The company, showing an encouraging financial picture for the first five years, had definitely settled in and looked forward to an exciting future.

The airline during the early forties was almost a social affair and a spirit of camaraderie pervaded every office and ticket counter. A wartime job had to be done and enthusiastic teamwork was essential and taken for granted.



The Lockheed 14H2, an improved version of the LOA.

A most exciting event, of course, was the inauguration of the Canadian Government Trans-Atlantic Air Service in 1943 which was operated by TCA. Showing typical foresight and bulldog determination, C. D. Howe had earlier diverted a Lancaster bomber to the airline's Winnipeg maintenance and overhaul facility, where it was modified for the carriage of mail and a few passengers. The British-build plane had originally been brought to Canada as reference for the Victory Aircraft plant in Toronto, which was about to begin building a series of the bombers.

Thus, when the naval blockade of Britian made mail delivery to Canadian troops so irregular that spirits began to lag, TCA's "Lank" was ready the moment it was decided that a trans-Atlantic air service was necessary to rebuild and maintain satisfactory morale.

Other modified Lancasters, known as "Lancastrians", were added to the fleet as they could be spared. In all, TCA, with a fleet of six, made 500 trans-Atlantic crossings by the end of 1945 and in the process, set a west-east speed record for the 3,000-mile trip of 11 hours, 14 minutes. Not in the same league as today's six hour jet flight, but remarkable nevertheless.



The Lockheed 1808A was a 14-seat a/c used between 1941-1949.

TRANS-CANADA AIR LINES



By the end of the war, TCA had the organization, experience and equipment needed for a scheduled trans-Atlantic operation, and not surprisingly, the service began to take on a commercial hue.

The airline's post-war expansion was of startling proportions. In 1945, it operated 28 aircraft with a total seating capacity of 369--just four more seats than one modern Boeing 747. By the end of 1946, however, the fleet had doubled and total route mileage had climbed to 6,500. In addition, a most respectable load factor of 76% was recorded.

By 1947, the Canadian Government Trans-Atlantic Service terminated and TCA took over the whole operation. The six redoubtable "Lanks" were justly retired and replaced by a fleet of gleaming Canadian-built North Stars. The earliest of these 40-passenger aircraft were unpressurized and, unfortunately, noisy. However, they were reliable and a delight to pilots.

The initial shortcomings of the North Stars were, for the most part, corrected in subsequent production runs. In particular, the noise problems were reduced, thanks in large measure to the persistent efforts of



The Canadair North Star, built and operated in Canada.

"Mac" MacLeod, a remarkably inventive TCA technician based in Winnipeg. He developed a much needed noise suppressor which, in addition to quietening the roar of the Merlin engine, did much to tone down the rumblings of some Members of Parliament, who had been creating something of a political storm in Ottawa over the issue.

Unlike private airlines, there have been a number of occasions when TCA has become the subject of political controversy, but fortunately, over the years, it has been allowed to operate in a business-like, commercial spirit, free to make its decisions based on its own particular operating requirements.

Relentless expansion continued and by the end of 1947, thirty Douglas DC-3's and eleven, now aging Lockheed Lodestars were on the line, in addition to the long-range North Stars. For the moment increased capacity was outstripping available traffic.

A constant problem was fluctuating seasonal demand for air travel in Canada, which is heavy in late summer and during Christmas holidays, but which falls off during the winter months. However, the problem was considerably offset in the

late 1940's as the company opened up routes to the Caribbean and Florida closing a communications gap created by severe wartime losses to Canada's Merchant Marine fleet.

The venture into the Caribbean was an immediate success, helping foster an important Canadian presence in the area and creating a whole new concept in vacations for snow-bound Northerners--the great winter escape.

By the end of the 1950's foreign destinations had expanded to include Paris, Brussels, Dusseldorf, Zurich and Vienna. The fleet totalled 69 aircraft, including sleek, long-range Super Constellations and the revolutionary Vickers Viscount. TCA led the way with the British-build 40-seat Viscount, the first turbo-prop aircraft to be introduced in North America. It won instant passenger favor with its noiseless and vibrationless flight and served Canadians well for years to come.

The air cargo business also thrived in the fifties and TCA, anxious to fulfill its role as a total air transport service, became the first North American scheduled carrier to operate all-cargo aircraft. While the airline's three Bristol freighters proved less than satisfactory, due to the shortage of west-to-east traffic, the smaller, all-cargo North Star operated successfully for several years until the large hold capacities of the Vickers Vanguard and McDonnell-Douglas DC-8 made it redundant.

Canadians were not only learning to fly in pursuit of existing new vacation experiences or to revisit homelands and families, they were now recognizing aviation's facility for opening up and developing new markets for Canadian products and for bringing into Canada exotic items from far off lands.



The Lockheed Constellation was used on long distance routes.

Canadian fishermen were now able to export their catch as never before, while the fresh fruits of Florida were not within a few hours' reach. New markets were found for Canada's growing manufactured products and French fashions were sported on Sherbrooke Street and Avenue Road the day after making headlines in Paris. Air cargo was creating new jobs for more Canadians and the quality of life in Canada was becoming richer day by day.

The building of the cargo business has not been easy. Airline personnel, working with government and industry officials have spent hundreds of hours and thousands of dollars to find new markets and develop new shipping techniques to help Canadian producers gain a competitive foothold for their products in foreign lands.



Air Canada's turbine powered Vickers Vanguard.

Ever conscious of its competitive position, TCA pressed ahead in the sixties, determined to continue meeting its objective of making air travel available to the greatest number of people at the lowest cost, consistent with safe and efficient operation. In the area of rates, the airline was to become a world leader in promoting lower and lower fares; rates which today have enabled an incredible number of Canadians to travel farther than their wildest dreams of only ten or twenty years ago. European and southern visits are now common place, as Canadians young and old plan their first, second and third foreign adventure.

In anticipation of a boom in leisure travel, TCA was to re-equip its fleet with the latest and best in jet-powered aircraft. In 1960, the airline introduced its series of DC-8s, an aircraft that since has revolutionized the world of air travel. The first of these outstanding jetliners boasted a searing capacity of 127 and a speed of 550 miles per hour. Vancouver to Montreal became a five hour flight; from Montreal to London just six hours. TCA was shrinking the globe, and by 1963, it could claim to be the first airline in the world to consist entirely of turbine-powered aircraft.

Moreover, most of the time the airline stood on its own financial feet, able to cover losses out of retained earnings. The days of subsidization in any form were long gone and TCA was quite capable of operating in the black. Over the years, the publicly-owned company has really been quite a financial success as shown by the fact it turned in a profit 25 times in its first 38 years of operation. These profits have been achieved while the airline paid the federal government millions of dollars interest on money borrowed to finance its own expansion.

The success story of the DC-8 is well known and few, if any aircraft have been as popular, not only with the travelling public, but aviation people as well. During the next decade, TCA was proud to add 40 more of these splendid aircraft to its fleet, as it gradually retired the turbo-prop Vickers Viscounts and Vanguards and made the transition to the pure jet age.

Many of these were the "stretch" version with 198 seats, the largest commercial jet in the world until the advent of the Boeing 747.

The smaller, equally fast and comfortable DC-9 was introduced in the mid-sixties, with a view to increasing efficiency on North American inter-city routes. This short-range twin-jet has more than proved its mettle.

In 1964, Trans-Canada Air Lines' name was changed to Air Canada. The move was made for the sake of accurate identification in Canada's two official languages and to facilitate a better understanding of the company's role as a major international carrier.

In 1971, the spectacular, long-range Boeing 747 appeared with the Air Canada maple leaf crest on its tail and quickly became the "ne plus ultra" in air transportation. Designed to meet the travel boom of the seventies, this 365-seat giant carries more cabin crew members than Air Canada's first aircraft could carry passengers!

The 257-seat Lockheed L-1011, another exciting concept in wide-body passenger aircraft design, was introduced into the Air Canada fleet in 1973. It now occupies a place in popularity with Canadian travellers alongside such worthy antecedents as the Lockheed 10A, the DC-3, the Viscount, the DC-8 and, of course, the 747.

The company's latest fleet addition is the Boeing 727 trijet, one of the most popular passenger jets ever built.

Air Canada today is one of the outstanding airlines of the world, ranking in the top ten by all common yardsticks such as passengers carried, fleet size, route miles and revenue passenger miles. Its growth since that propitious day in April, 1937, has been phenomenal and equalled by few, if any other carriers in the industry. What's next in the history of Air Canada? We can only wait and see.

See the current issue of "jp airline-fleets 76" for complete list of Air Canada's a/c.



The growth of CP Air (formerly Canadian Pacific Airlines) to global proportions has been described as one of the marvels of modern transportation. From a modest beginning in 1942, rooted in the amalgamation of ten smaller independent air services, CP Air has expanded to become one of the world's major carriers. Its 52,113 mile unduplicated route pattern radiates from Vancouver in the form of a giant X, linking five continents and all major cities in Canada. Within this route pattern lie 7,555 domestic route miles (including 3,978 route miles on the trans-continental service).

The overseas routes, 44,558 miles in extent, stretch from Hong Kong through Tokyo, Vancouver, Guadalajara, Mexico City, Puerto Vallarta, Acapulco, Lima and Santiago, Chile to Buenos Aires. From Australia to Fiji through Honolulu, Vancouver, Edmonton and Calgary over the Polar route to Amsterdam,

from Toronto and Montreal to Amsterdam, Rome, Athens and Tel Aviv, from Mexico City through Toronto and Montreal to Lisbon, Madrid, Milan, Rome, Athens and Tel Aviv and from Vancouver to San Francisco in the U. S.

Canadian Pacific is a widely-diversified transportation and natural resource development complex with assets of almost \$5 billion. The company operates 16,600 miles of railway line in Canada and controls another 4,621 miles in the U.S. It operates modern cellular container-ships on the North Atlantic and a fleet of tankers and bulk cargo vessels on the oceans of the world, provides express and highway transport services across Canada and supplies sophisticated telecommunications services to Canadian business and industry. Through Canadian Pacific Investments Limited, the company is involved in resource-oriented indus-

ries such as oil and gas, coal and other mining operations, real estate, forest products and steel manufacturing. In addition, it operates a chain of hotels across Canada and in Mexico and has plans for further international expansion in the hotel field.

The company first showed an interest in aviation in 1919, when it obtained a permit from the Canadian Government to own and operate commercial aircraft. This Act was given Royal assent on July 7, 1919.

It was not until 1930 that the company became directly interested in large-scale

potentially rich mining areas with the end of the railroad steel. However, by the close of that decade many of the smaller bush operators were in serious difficulties because of inadequate finances, rising costs and the use of small, inefficient aircraft.

World War II commenced while this formative work was underway and with the fall of France in June 1940, the British Government asked the CPR to assist in the organization of the North Atlantic ferry service for the delivery of bombers across the Atlantic. The company organized and directed this service through



CANADIAN PACIFIC Douglas DC-3. Note early CP logo on tail of air craft.

operations, when it paid \$250,000 for a block of stock in Canadian Airways, which was then operating in the northwest areas of Canada.

The active groundwork for the formation of CP Air commenced in 1939, when the parent company undertook a survey of privately-owned airline operations and embarked on a program to purchase a number of these.

During the "thirties" the Canadian bush pilots had pioneered a network of northern air routes linking isolated communities and

its initial period and it was later taken over by the Royal Air Force.

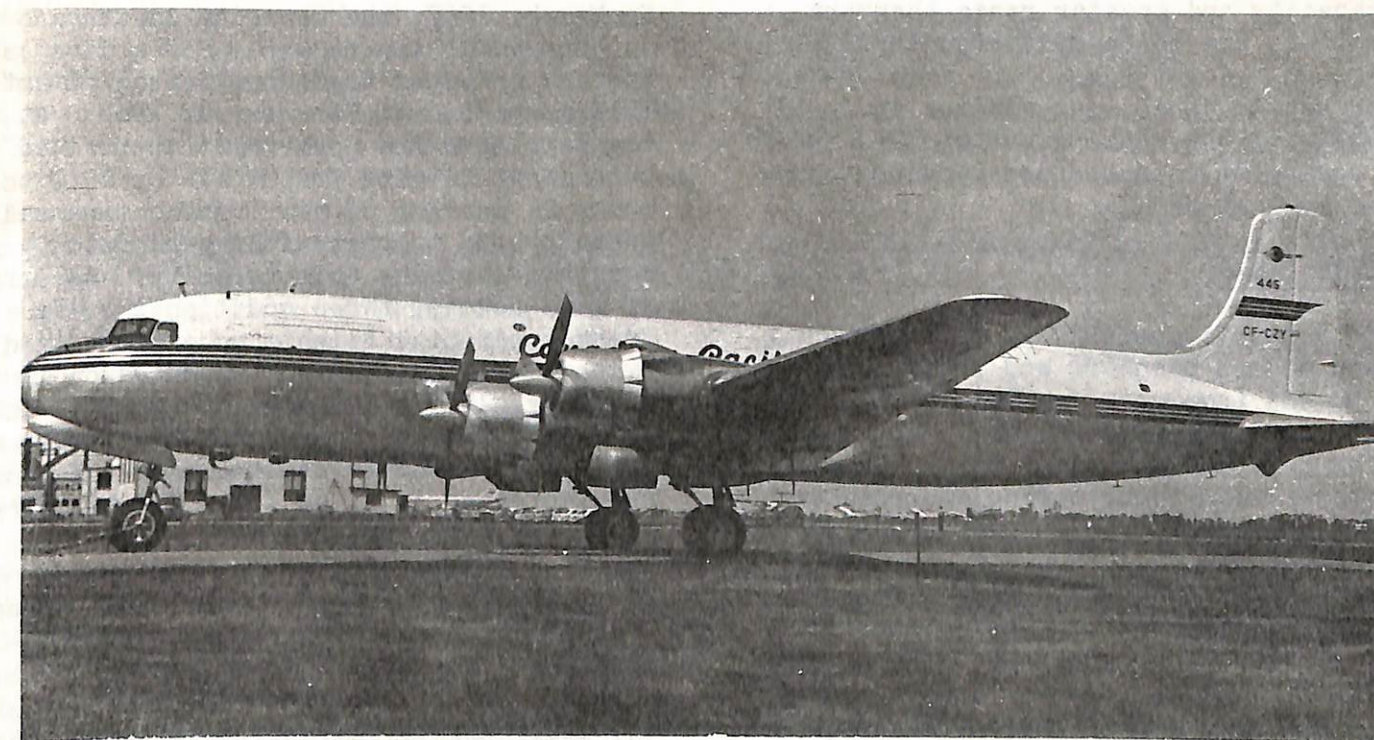
On May 16, 1942, CP Air as officially formed and throughout the remaining war years contributed heavily to the Allied war effort. The company took over the operations of six Air Observer schools on a non-profit basis as part of the British Commonwealth Air Training Plan. During this training plan, a total of 29,130 airmen were graduated and a total of 170,732,320 miles were flown by 790 aircraft. From 1940 to 1945 the airline

managed five repair plants for the wartime overhaul of aircraft and engines.

From 1941 to 1948, the company operated an aerial survey division, carrying out extensive operations throughout Canada. Some 167,000 square miles of Canadian territory were charted by vertical photography; 2,200 square miles of mosaics were prepared and line maps covering 1,700 square miles of oblique photography were made.

In line with Canada's stepped-up national defense program in post-war years, CP Air was commissioned to operate the Royal Canadian Air Force's No. 10 Repair Depot in Calgary in June, 1951. Work at this depot, which ended in 1964, was largely concerned with maintenance on all types of military aircraft.

At the time of its formation, CP inherited a polyglot collection of 77 aircraft of 14 varieties ranging from Travelairs and Rapides to Lockheed 14's and Beech 18's. By 1949 the air fleet was standardized to 47 aircraft of five types including 17 Douglas DC-3's, nine Lodestars, four Canso Amphibians, four Norsemen and two Barkley-Grows, which flew a 9,800 mile web of mainland north-south routes in both Eastern and Western Canada.



Douglas DC-7 Freighter of Canadian Pacific Airways.

The Korean campaign took a further hand in the expansion and development of CP Air when the company played a prominent part in Canada's contribution to the United Nations. With the inception of the North Pacific airlift in 1950, the airline made 703 round trips between Vancouver and Tokyo. During this period the company's aircraft logged over seven million miles and carried 39,313 Canadian and American personnel to Tokyo over the Great Circle route, via the Aleutian's.

Between February 15, 1955 and April 30, 1956, CP Air contributed to the building of Canada's distant early warning line by flying 24,998,105 pounds of vital material over 2,515,122 miles.

In October 1959, CP Air ensured its place in the field of jet age transport by placing an initial order for five Rolls Royce powered Douglas DC-8 jetliners at a cost of over \$6 million each. A sixth with fan jet engines was received in June, 1966 and a DC-8F presently used in an all-passenger configuration was purchased in November, 1967.

The first of four DC-8(63) Series a/c named "Spacemasters" by CP Air arrived on January 17, 1968 with the remainder delivered during the year. A fifth aircraft of this model was purchased on September 25, 1972. CP Air currently has a fleet of 12 DC-8 aircraft. See fleet listing at end of article for complete break down on CP Air's fleet.

CP Air moved into the "wide body" era in November, 1972 when it placed an order for two Boeing 747-200 a/c for delivery in 1973. The first of which was delivered on November 15, 1973 and commenced service on the North Pacific route December 16, 1973. A second, utilized on trans-continental routes was delivered on December 3, 1973. Two additional aircraft of this type are on order for delivery in the fall of 1974. A Boeing 737-200 short/medium twin jet was delivered on October 22, 1968 and delivery of a fleet of seven was completed by March, 1969. They replaced a fleet of DC-6 piston-engined aircraft previously used on domestic routes. A Boeing 727-100 tri-jet was delivered to the airlines March 10, 1970 and a second arrived in April, 1970. Two additional aircraft of this type joined the airline in the spring of 1971. Two Boeing 727-200 series aircraft, featuring a larger seating capacity and greater range than the 100 series, are to be delivered in 1975.

CP Air became an all jet airline in April of 1969 with the phasing out of DC-3 and DC-6 equipment on scheduled services completed by that date.

DOMESTIC LINES

In its domestic operations, CP Air now carries modern pioneers and their equipment to and from northern British Columbia and the Yukon, a land formerly accessible only by dog sled and river boat. CP Air operates a year-round scheduled passenger and freight service to these rapidly developing areas.

A major change in the company's domestic route pattern occurred in September, 1955. At this time CP Air traded its domestic routes in Ontario and Quebec with Air Canada, in exchange for their Toronto-Mexico City run. On November 6 of the same year, CP Air inaugurated non-stop service on this route, which was sub-

sequently extended southward to Lima, Santiago and Buenos Aires and eastward to Montreal, Lisbon, Madrid, Milan/Rome.

A ruling by the Canadian Transport Commission on April 26, 1969 withdrew CP Air from a number of B. C. local services and the airline concentrated on longer haul routes. The short haul routes were allotted to Pacific Western Airlines and B. C. Airlines (purchased by PWA in 1970) as part of a government policy of expanding routes for smaller airlines. However, it retained exclusive non-stop services out of Vancouver to Prince George, Terrace and Prince Rupert along with its extensive operations northward into the Yukon.

A significant date in the history of Canadian commercial aviation since the inception of CP Air in 1942 was May 4, 1959. This date marked the inauguration of CP Air's transcontinental service, featuring "Canadian Empress" service and offering tourist class passengers that year the luxury of jet powered flight for the first time in Canada. This service was inaugurated with jet-prop Bristol Britannias followed by Douglas DC-8's. The DC-8 aircraft now fly this route along with Boeing 727, 737 and 747 jets.

In March, 1967, the Canadian Government authorized CP Air to apply for a license to operate a second transcontinental flight. This commenced on February 1, 1968. At the same time the Government authorized sufficient flights for CP Air by 1970 to carry 25 percent of the transcontinental capacity and to thereafter expand to maintain carrying this capacity. As part of this policy, three additional daily transcontinental flights were authorized by the Canadian Transport Commission in February, 1969. Two were inaugurated in April and the third in June, 1969. On April 26, 1970 this cross-Canada frequency was increased to seven daily flights serving Vancouver, Calgary, Edmonton, Winnipeg, Toronto, Ottawa and Montreal including non-stop service between Vancouver and Toronto. In 1971, a non-stop service between Vancouver and Montreal was inaugurated. At present, 10 daily flights are operated each way including three Vancouver-Toronto non-stop flights (one a Boeing 747).

Liquor service on transcontinental flights was approved August 10, 1966.

On June 16, 1959 Canada's Air Transport Board conducted a hearing to assess the future of CP Air's operations in the Mackenzie District, which extended northward from Edmonton to the shores of the Arctic. At this time and in keeping with its policy of providing expansion opportunities for smaller airlines, CP Air relinquished the Mackenzie District to Pacific Western Airlines. This move also was instrumental in helping to standardize the company equipment and the improvement of mainline service.

INTERNATIONAL LINES

Vancouver's International Airport is the operational headquarters for CP Air's fast expanding international routes. In addition to many communities in Canada, CP Air serves San Francisco; Tokyo; Hong Kong; Sydney, Australia; Fiji and Honolulu; Mexico City; Guadalajara; Acapulco; Puerto Vallarta; Lima; Santiago and Buenos Aires; Amsterdam; Lisbon; Madrid; Milan; Rome; Athens and Tel Aviv.

It inaugurated its first international route with commencement of a Canada-Australia service in July, 1949. The route, crossing both the Equator and the international dateline, was from Vancouver to Honolulu to Canton Island (fuel stop only) to Nandi, Fiji, to Sydney. (Initially, a Canadair 4 aircraft was used, which required the Vancouver-Honolulu sector to be flown via San Francisco for fuel). Auckland, New Zealand was added to the route in December, 1951; however, service to this point was suspended on April 24, 1969. Two months later, (September, 1949) the Orient run to Tokyo and Hong Kong via the Great Circle route over the North Pacific was inaugurated. Additional routes from Vancouver to Shanghai and Peking were awarded CP Air on March 9, 1973 and weekly flights are planned to commence late in 1974.

In October, 1953 service between Vancouver, Mexico City and Lima, Peru commenced. This linked up with the North Pacific service to provide a one carrier flight from Hong Kong to South America. In May, 1956 the Argentine Government granted permission for the extension of this route from Lima to Buenos

Aires and just over a year later, the service was extended to include Santiago, Chili. Additional destinations in Mexico commenced to Guadalajara on October 31, 1971, Acapulco on November 5, 1971 and Puerto Vallarta on January 4, 1974.

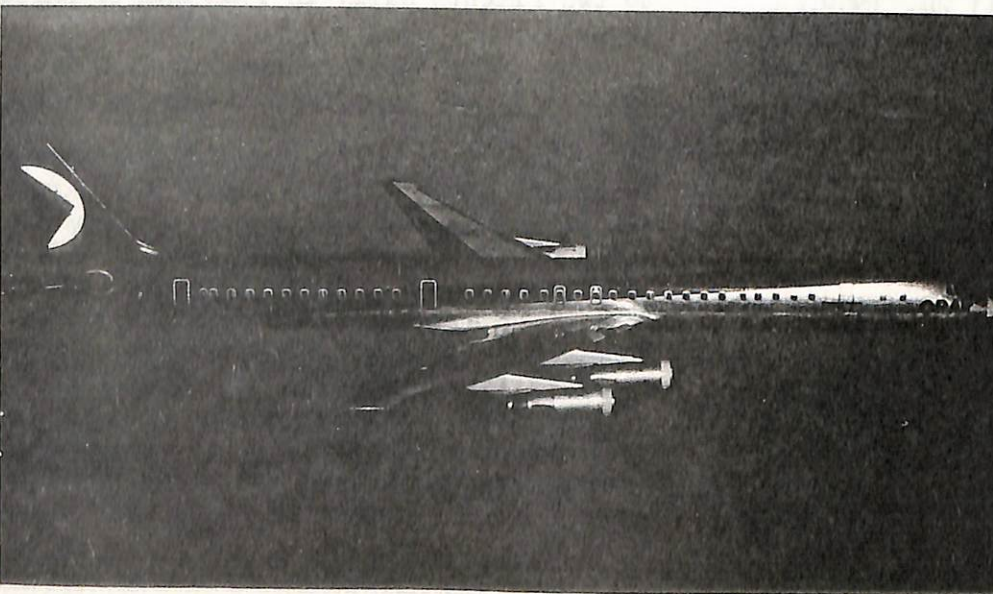
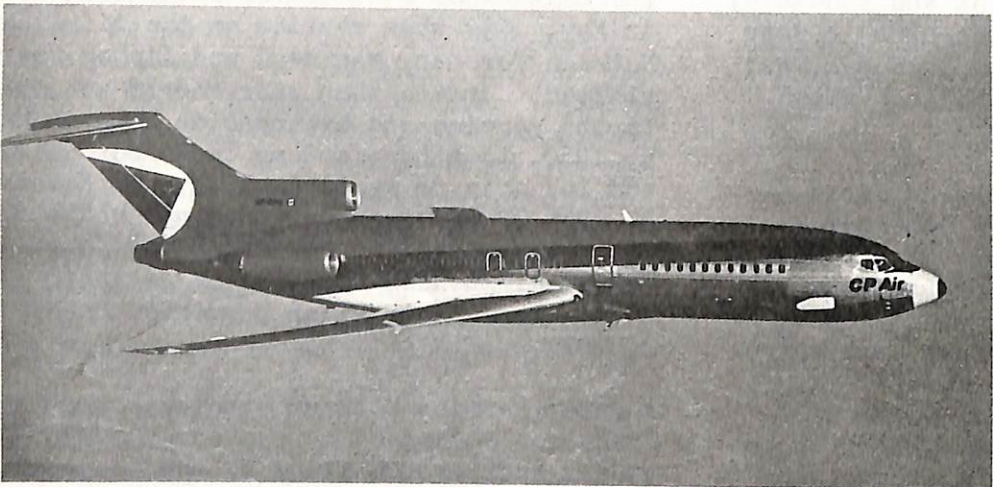
Another major break-through came in June, 1955 when CP Air pioneered a Polar route between Vancouver and Amsterdam. The inauguration of this new route met with instant success and as a result the decision was made to include stops at Edmonton and Calgary, a move which made it possible for CP Air to tap the vast traffic potential of the Canadian Prairie provinces. The Polar flights are linked directly with the South Pacific service to form one of the longest one carrier airline routes in the world.

The next major route development occurred in May, 1957 when service on the mid-Atlantic between Toronto, Montreal and Lisbon was started. In the same year Madrid was added to the service and extended to Rome on March 5, 1960, to Athens and on September 9, 1968 and Tel Aviv on April 1, 1971. On November 2, 1965 CP Air inaugurated a new route from Toronto-Montreal to Amsterdam and Rome. This was extended to Tel Aviv on April 1, 1971. Service to Milan commenced on March 4, 1974.

A daily service between Vancouver and San Francisco commenced on January 30, 1967 adding another 800 miles to the international route pattern which presently totals some 44,558 miles. This route was increased to two flights daily in 1969 and to three in 1970.

FACILITIES

On April 17, 1970 the Canadian Minister of Transport officially opened CP Air's new \$24 million operations center at Vancouver Int'l Airport. The center, one of the largest and most modern in Canada, has 870,000 sq. ft. of floor area. The main hangar is capable of handling any commercial aircraft flying to date or announced, including jumbo and supersonic jets. As well as maintenance facilities the center includes a large stores section and training classrooms.



Fleet Listing 1976

Boeing 737 a/c

CF CPB
CF CPC
CF CPD
CF CPE
CF CPU
CF CPV
CF CPZ

Boeing 727 a/c

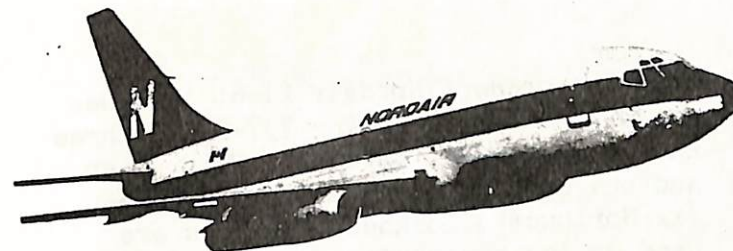
CF CPK
CF CPN
CF CUR
CF CUS
C GCPA
C GCPB

Douglas DC-8 a/c

CF CPF	DC-8-43
CF CPG	"
CF CPH	"
CF CPI	"
CF CPJ	"
CF CPM	DC-8-53
CF CPT	DC-8-55F
CF CPL	DC-8-63PF
CF CPO	DC-8-63
CF CPP	"
CF CPQ	"
CF CPS	"

Boeing 747 a/c

C FCRA	Japan
C FCRB	Canada
C FCRD	Australia
C FCRE	Italy



CANADA'S REGIONAL AIR LINES

by
Joep Gerritsen

In 1966 the Canadian Government formulated a new National Air Policy under which the country was divided into five geographical areas for the purpose of public air transport. The major air carrier in each area at that time was classified a regional air line and was made responsible for mainline air transport in its area. Carriers were allowed one or two air links to major centers in adjoining areas to provide inter-regional services.

The carriers chosen to become regional air lines ten years ago all were the survivors of mergers and take-overs that took place among the many small air transport companies that had been in existence in the years before and after the second World War. They were all flying the usual aircraft for air lines their size and financial circumstances, namely DC-3, DC-4, C-46, Catalina/Canso and a host of smaller aircraft in the Beech 18 class and even smaller.

But today all five have upgraded to jet equipment and four of the five use the Boeing 737 on their scheduled routes, the fifth using British BAC 1-11 twinjets. All except one also have four-engined jet equipment for long-range charter and holiday flights and again Boeings are favorites with one DC-8 among a dozen or so 707s and 727s. Propjets like the Fairchild F-27 and FH-227 and some other types also appear in the fleets of the regionals, with now only a few DC-3 and similar types remaining.

It may be concluded that the 1966 air policy has proven highly profitable to the five regional carriers, even though state-owned Air Canada, the country's largest air line, has the right of first refusal on any routes the regionals propose to open and has often used this right.

During the past ten years there have been some attempts to establish more regional air lines and to convince the Federal Government that they should issue the licenses for these. The most recent example being the case put up by Canada's largest, most populous and richest province, Ontario, to push for the licensing of Air Ontario. In 1966 the province had found itself without its own regional air line, its territory being divided between Quebec province-based Nordair and Manitoba province-based Transair. But the Feds refused and Air Ontario came to nothing.

Travelling from the Atlantic to the Pacific Oceans, the five geographical areas and their regional air lines are the following:

EASTERN PROVINCIAL AIRWAYS

Serving 17 communities in the Atlantic coast provinces of Canada, as well as providing a major link to Montreal, Quebec, EPA is the second-largest regional airline. In 1974 it carried almost 600,000 passengers in its all-jet fleet of seven Boeing 737-200 (an eighth is on order) and one HS-748 propjet.

In June of 1969 EPA operated its first jet, a 737, and with the sale of its bush operations to some senior EPA employees as Labrador Airways in 1970, EPA became an all-jet air line, operating 737s alongside British Herald propjets, which since have been sold. In 1975 EPA placed a provisional order for three DeHavilland of Canada Dash-7 STOL prop-jet airliners to operate a 20-community local service network in the maritime provinces, provided Government approval for these services is obtained.

QUEBECAIR

Formed in 1953 with the amalgamation of two smaller airlines, Quebecair now mainly serves Eastern and Southern Quebec with a through service from Montreal to Toronto, Ontario. In 1974 Quebecair carried more than 480,000 passengers and the airline also has wide-spread interests in the charter and holiday markets in the Southern United States, the Caribbean, Mexico and all over Canada.

Pure-jet services were introduced in 1969 with two British BAC 1-11 twinjets. Introduction in 1960 of Convair CV-540 propjets had proven unsuccessful and these aircraft were replaced with Fairchild-built Fokker F-27s later.

The present fleet of Quebecair includes two Boeing 707-120Bs and one Boeing 727-100 for international charter services, three BAC 1-11s, four Fairchild/Fokker F-227 and six DC-3. Two DeHavilland of Canada D-7 STOL propjets are on order for a proposed STOL service between Montreal and Quebec City and to other destinations in the province.

NORDAIR

Nordair was established in 1956 in a merger of Boreal Airways (founded in 1947) and Mount Laurier Aviation. In 1974 the company carried more than 450,000 passengers.

Serving Western Quebec and Eastern and Southern Ontario and the adjoining Arctic areas, Nordair is also active in foreign charter markets, having purchased a DC-8-61F especially for this operation.

The first Nordair flight was made on May 24, 1957 by a DC-4 between Montreal and Frobisher Bay, high in the Canadian Arctic.

Jet aircraft came to Nordair in the mid-1960s with the lease of a CV-990A from Modern Air for long-distance charter flights, and in 1968 the line became the first carrier ever to land a jet airline in the Canadian Arctic, when it started 737 service to Frobisher Bay.

On its main route, the company links Montreal in Quebec with Ottawa, Hamilton and Windsor in Ontario, while it also serves Pittsburgh, Pennsylvania.

The present Nordair fleet includes one DC-8-61F, six Boeing 737-200s, three FH-227, two DC-3, three DHC Twin Otter and one Grumman Turbo Mallard. Three (ex-Northwest) Lockheed Electras are used on ice reconnaissance flights in the Arctic under a Federal contract and eight Dash-7 STOL airliners are on order for a proposed Southern Ontario STOL network.

TRANSAIR

Based in the province of Manitoba, Transair and its subsidiary Midwest Airlines serve the Western and Northern areas of Ontario, the province of Manitoba and sections of the North West Territories, all of which covers the central part of Canada. Total number of passengers carried in 1974 was near 500,000. Also operated is a main link to Toronto, Ontario.

Founded as Central Norther Airways in 1947 in Winnipeg, Manitoba, the line took over some abandoned CP Air routes and gradually the fleet was expanded and modernized. CNA became Transair in 1956 when Arctic Wings was taken over and in the following years more CPAL and some Trans-Canada Air Lines (now Air Canada) routes were taken over, together with an ex-TCA Viscount propjet.

The company entered the trans-Atlantic charter market with some DC-6B and DC-7C aircraft in the mid-1960s, but soon dropped out again.

In 1969 Midwest was taken over but still operates under its own identity, although some rationalization of routes between the two firms has taken place.

At present the two lines operate between them one Boeing 707-320C for long-range charters, three Boeing 737-200C, two Fokker F-28s, two Japanese YS-11 twin propjets and a variety of smaller aircraft and some helicopters.

PACIFIC WESTERN AIRLINES

With nearly two million passengers carried in 1974, PWA is by far the largest of the five regional air carriers in



Nordair uses a fleet of Boeing 737-200s like C-FNAQ on its main routes, and is one of four of Canada's regional airlines so equipped. (Joop Gerritsma photo)

Fairchild-Hiller FH-227 (CF-NAJ) is one of three "Cargonauts" operated by Nordair on its Quebec-Ontario network. (Joop Gerritsma photo)





Pacific Western Airlines, based on Canada's west coast, operates four Lockheed Hercules freighters on its far-ranging international cargo operations. This one (CF-PWQ) was photographed in Munich, Germany, in July of 1968. (Joop Gerritsma photo)

Canada. The company serves British Columbia on the Pacific coast, and the prairie provinces of Alberta and Saskatchewan.

Founded in B.C. in 1946 as Central British Columbia Airways as an independent concern, the air line was in 1974 taken over by the provincial government of Alberta. One of PWA's best known services is an "air-bus" link between the western cities of Edmonton and Calgary, both in Alberta. The line has an extensive network of scheduled services in British Columbia and the North West Territories and also carries out world-wide passenger and cargo charters.

The present name was adopted in 1953 and in 1959 a major route expansion took place when a number of CP Air routes in Alberta and the North West Territories were taken over.

During the past year PWA has continued to modernize its fleet by buying more jet equipment and disposing of its propjet Convair 640s and Lockheed Electras. The present fleet includes one Boeing 707-320C

and one 707-120B for international passenger and cargo charter services, two Boeing 727-100C, 12 Boeing 737-200 (with one more on order) and four Lockheed Hercules freighters.

#####

Nordair Fleet List

C FNAN	DHC-6 Twin Otter
C GNDN	
C GNDO	
CF UOT	G.73 Mallard
CF IQR	DC-3
CF NAR	
CF NAI	Fairchild FH-227E
CF NAJ	
CF NAK	Fairchild FH-227D
CF NAX	L 188CF Electra
CF NAY	
CF NAZ	
CF NAB	Boeing 737-242C
CF NAH	
CF NAP	
C FNAQ	
CF NAW	Boeing 737-212
C GNDL	Boeing 737-242
C GNDA	DC-8-61CF
On option: 8 DHC-7s	



Eastern Provincial Airways

CF-HBX	DC-3
CF-HGL	
CF-RTB	
CF-RTY	
C-FINE	HS 748-232
C-GEPH	HS 748-264
CF-EPL	Boeing 737-2E1
CF-EPO	
CF-EPP	
CF-EPR	
CF-EPU	
C-GEPA	
C-GEPB	
On order: 3 DHC-7s	

Pacific Western Airlines

CF-PWO	Convair 640
C-FPWS	
CF-PWT	
CF-PWU	
C-FPWY	Convair 640
CF-PWK	L 382E Herc
C-FPWN	
C-FPWR	
C-FPWX	
C-FPWB	Boeing 737
C-FPWM	
C-FPWP	
CF-PWW	
C-GAPW	
C-GBPW	
C-GCPW	
C-GDPW	
C-GEPW	
C-FPXB	Boeing 727
C-FPXD	
C-FPWV	Boeing 707
C-FPWJ	



Quebecair

CF-QBA	Fairchild F-27
CF-QBD	
CF-QBL	
CF-QBZ	
CF-QBN	BAC 1-11
CF-QBO	
CF-QBR	
C-GQBE	Boeing 727
C-GQBG	Boeing 707
C-GQBH	
On order: 2 DHC-7s	

WARDAIR

by
Joop Gerritsma

In 1946, Maxwell W. Ward, a bush pilot in the Canadian north, purchased an old DeHavilland Fox Moth four-passenger biplane and started Polaris Charter Company. Today, the successor air line, Wardair Canada, is the country's largest pure-charter airline, flying both domestic and international passenger and freight charters, and also retains its position as the leading bush operator in Northern Canada.

Ten years later, by then under the name Wardair, the line flew a number of DeHavilland of Canada Beavers and Otters and in 1962 a DC-6B was added in a failed attempt to enter the trans-Atlantic charter market. In 1964 a new start was made with another DC-6B and from then on, Ward never looked back. Wardair Canada bought the first Boeing 727 in Canada, becoming the third Canadian airline, after Air Canada and CP Air, to buy jet equipment. That was 1966. Boeing 707s followed and today the line is operating two Boeing 747s.

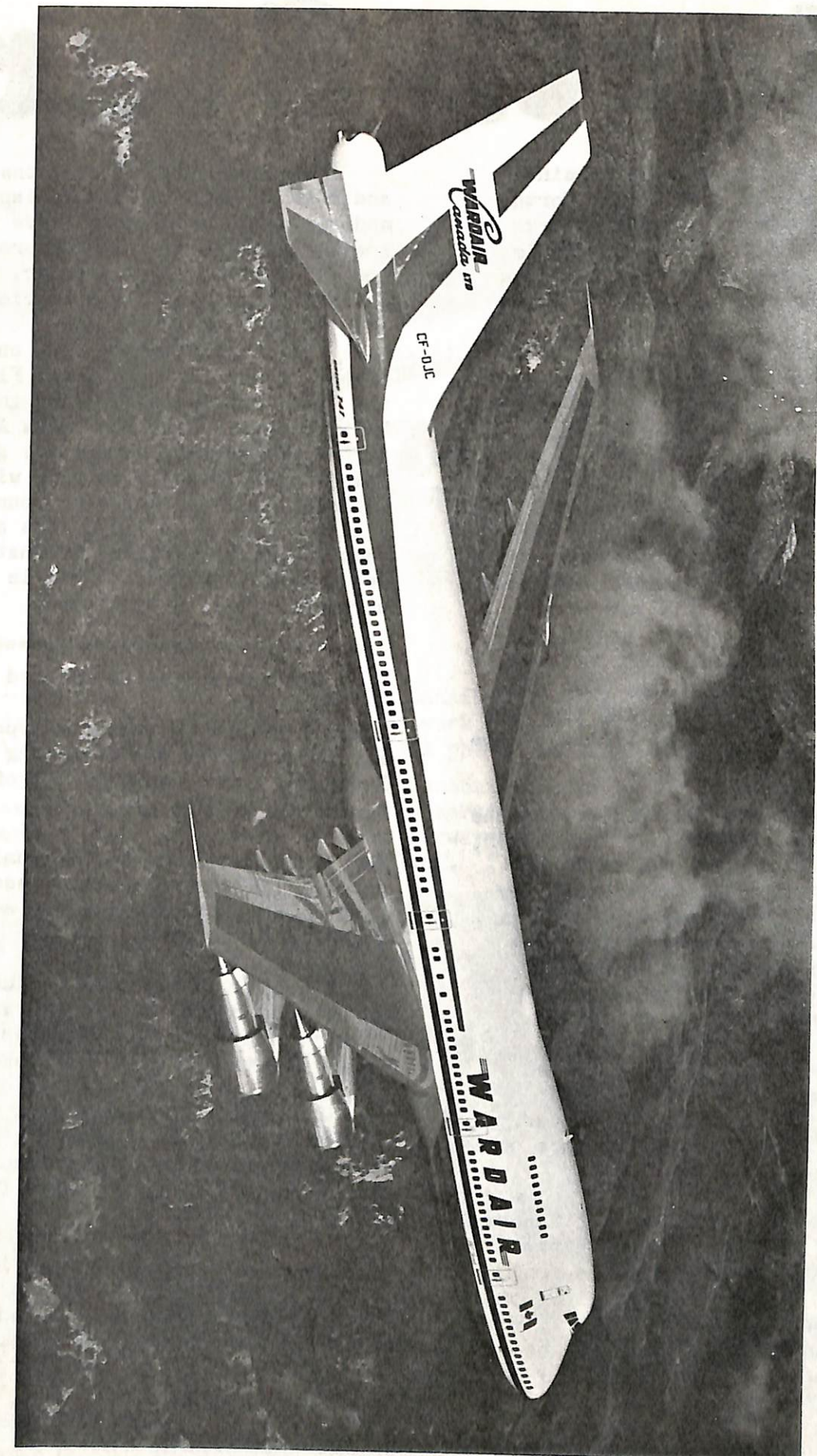
For its services in Northern Canada a fleet of smaller aircraft is maintained.

The present fleet includes two Boeing 747-100s and two 707-320Cs for international charter flights, and one Bristol 170 Freighter, six DeHavilland of Canada Twin Otters and one Japanese Mitsubishi Mu-2.

In air shot of Wardair's newest addition to its charter fleet of aircraft

This is one of the best in flight photos you will find of a 747, or any other a/c.

Mainstay of Wardair Canada's Arctic bush operations in Canada is this Bristol 170 Freighter of British origin. Its large clamshell nose doors give excellent freight-loading capabilities. (Bob McIntyre photo via Joop Gerritsma)



North Star

Today no airworthy example remain in airline service of the 71 Canadair North Stars which for 18 years put their mark on world air transport. But many people still remember the airliner that "made as much noise as an entire squadron of Spitfires".

The North Star is actually a hy-bird between the Douglas DC-4 and DC-6, married to British Rolls Royce Merlin engines.

In 1943 the Canadian government ordered Canadair in Montreal to initiate the development of a long-range airliner for projected post-WW II Trans-Canada Air Lines (now Air Canada) routes. Canadair selected the DC-4 as the basis for its new plane, but elected to incorporate the pressurized cabin of the DC-6 and other DC-6 features. The 1350 hp P & W engines of the DC-4 were considered not powerful enough and the 1760 hp Merlins were chosen. First flight of the prototype took place in July, 1946.

Four versions of the North Star, as the type was named, were developed. The C-54GM, based on the Douglas C-54G, had no cabin pressurization. Twenty-four were built for the Royal Canadian Air Force, of which six were used by TCA for some time before the line took delivery of its own 22 DC-4M-2, which had DC-6 cabin pressurization and square DC-6 windows, whereas the C-54GM retained the circular portholes of the C-54G. The DC-4M-2/3 and M-2/4 differed in having four-bladed and three-bladed propellers respectively. They could carry 40 passengers and gave sterling service on TCA routes.

Next came the Canadair C-4 (for Canadair Four) of which 22 were ordered by British Overseas Airways Corporation for its Empire network and named Argonauts. The first one entered service on August 23, 1949. Canadian Pacific Airlines also bought four of these planes, called C-4-1 but used them only for a few years before selling them to TCA.

A prototype was built of the C-5, with P&W engines of 2100 hp but no production was undertaken and the plane went to the RCAF as a VIP transport.

From the mid-1960's on the TCA, BOAC and RCAF machines were all disposed of and served for some more years with many smaller airlines in all corners of the world. Most of them, however, went to Europe, Africa and South America.

Until a few months ago, one survivor of the 71 was flying between Florida and the Turks and Caicos Islands in the British West Indies for Turks Air. But it has since been permanently grounded. One other remains in service with the Canadian National Research Council, but will be laid up in 1977. One example remains in the National Aeronautical Collection in Ottawa. This is ex-RCAF aircraft of the C-54GM type.

Old North Star is Retired

Alert visitors to Uplands Airport here may occasionally see a "flying Dinosaur" lumbering down a runway--one of the last flying North Star aircraft.

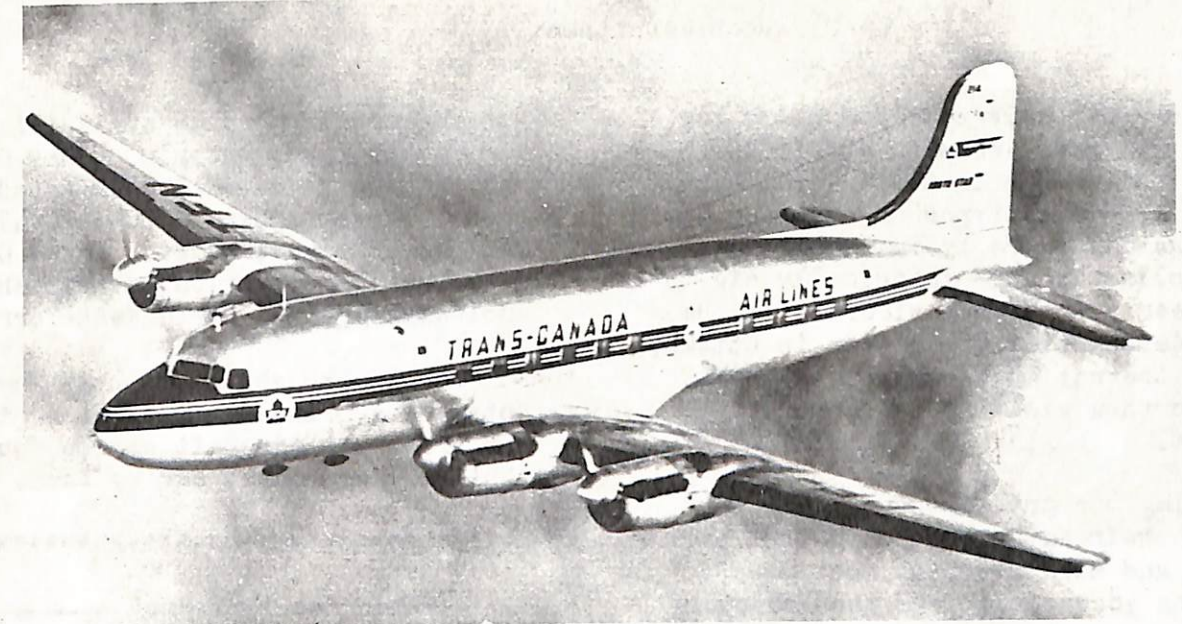
The plane, used by the National Research Council (NRC) aeromagnetic research, is heading for retirement after more than 20 years of service.

"It's pretty much one of a kind," said A. D. Wood of the flight research laboratory. "It probably deserves a place in an aviation museum somewhere."

Mr. Wood said he doesn't know what will happen to the plane, which is going out of service because it has become impossible to find spare parts for its Rolls Royce engines.

Flying in a North Star makes one appreciate the comfort of modern air travel. Despite heavy sound insulation, it's advisable to wear earplugs to help block out noise, and the old plane vibrates enough to make one wonder if it can stand the strain of flight.

The North Star's place is being taken by a Convair 580 that NRC bought from an American evangelist who had to sell it.



Trans-Canada Air Lines operated this Canadair DC-4M-2 for many years on its international and intercontinental network. This particular aircraft was registered CF-TFN, fleet no. 214. (TCA photo via Joop Gerritsma)

After BOAC sidelined its fleet of 22 Canadair C-4 Argonauts in the mid-sixties, this one example continued in service for many more years with independent operator British Midland Airways. G-ALHY was photographed at Amsterdam, Holland, on March 18, 1967. (Joop Gerritsma photo)



HISTORIC TRANSPORT AIRCRAFT IN CANADA

by
Joop Gerritsma

Because of their size and price tag, transport aircraft are most difficult to preserve, unlike for instance light aircraft and even many types of military a/c. But fortunately there is in Canada an excellent collection of historically significant early transport aircraft in the National Aeronautical Collection in Ottawa, Ontario, the nation's capital. The NAC is well-worth a visit by any aircraft enthusiast.

Showing our present generation the airplanes their fathers used to push back frontiers and make even the most remote settlements accessible, are the following types:

Bellanca Pacemaker CF-ATN; Boeing 247D CF-JRQ, a VIP plane of Chevron Standard Oil; Canadair North Star (see elsewhere in this issue) serial #17515 of the Royal Canadian Air Force; Douglas C-47 Dakota IV, RCAF with serial #KN451; Fairchild FC-2W2 G-CART of Canadian Transcontinental Airways; Fairchild 82A CF-AXL of Canadian Pacific Air Lines (now CP Air); Junkers W-34f/fi CF-ATF of Canadian Airways; Lockheed L-10A Electra CF-TCA of Trans-Canada Air Lines (now Air Canada); Lockheed L-12A CF-CCT of the federal Department of Transport; Noorduyt Norseman VI serial 787 of the RCAF; Northrop Delta serial 673 of the RCAF; Stearman 4EM mailplane CF-AMB of Canadian Airways; Vickers Viscount V757 CF-THI of Trans-Canada Air Lines.

Elsewhere there is a Bristol 170 Freighter on public display at Yellowknife, N.W.T., which is a Mark 31, CF-TFX, ex-Wardair, while there is reported to be an ex-Air Canada Vickers Viscount with clipped wings in the Winnipeg, Manitoba area being converted to become a coffee and hot dog stand. One Barkley-Grow 78P-1 of pre-World War II is still active in the Assiniboia, Saskatchewan area where it is now in private hands, registered CF-BVE. Bellanca Aircruiser 65-75, CF-BTW

of Hooker Air Service still flies out of Pickle Lake, Ontario. Many Catalinas are still active in Canada, as are a large number of DC-3s/C-47s and DC-4/C-54 aircraft. Three Curtiss C-46 still soldier on in British Columbia and the North West Territories.

All through the country several other historically interesting types of transport aircraft can be found, but they are disappearing fast.

Photo descriptions →

Fairchild FC-2W-2 G-CART in the livery of Canadian Transcontinental Airways is one example of the many Fairchilds that helped open up the Canadian hinterland in the Thirties. (Gerritsma photo)

The Junkers company of Germany was the first one to introduce all-metal airliners during the Twenties. The pictured W-34f/fi CF-ATF was a direct descendant of the first Junkers F-13 four-passenger plane of 1919.

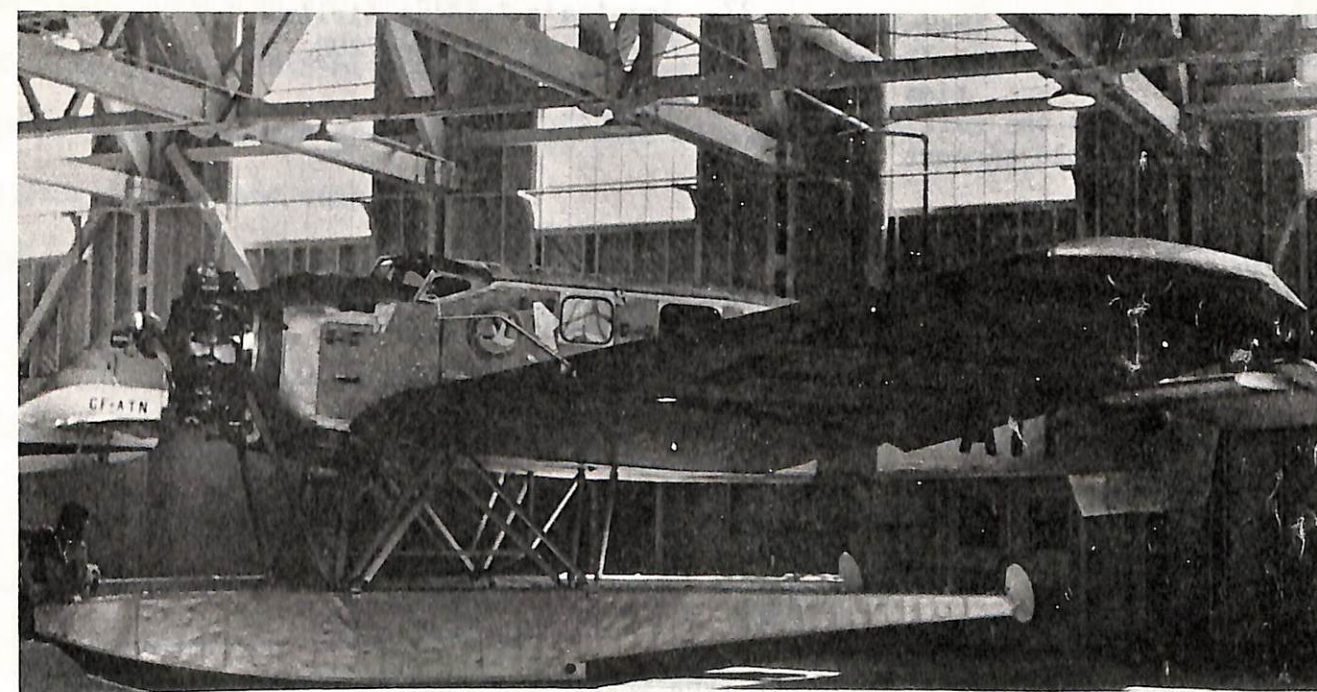


ONLY TCA FLIES VISCOUNTS TO CANADA...



and more people fly TCA to
Canada than any other airline

Want to go trail-riding amid Canada's scenic grandeur? Or is it a business deal that calls you north? Come TCA—from one of seven convenient "gateway cities"—to and through Canada. And remember... only TCA flies the world's most modern airliner—the turbo-prop Viscount to Canada.



AIRLINER QUIZ TIME

Match the service mark on the right with the airline on the left. There may be more than one answer per blank. Some blanks may not have answers. However, all items on the right are used. Thanks to member George W. Cearley for this quiz.

- | | | |
|----------|--------------|--------------------------------------|
| A. _____ | United | 1. Airline of the Stars |
| B. _____ | Eastern | 2. El Dorado Super Jets |
| C. _____ | TWA | 3. The Toltec |
| D. _____ | American | 4. The Mercury |
| E. _____ | Delta | 5. Cardinal Coach Service |
| F. _____ | Capital | 6. First With Jets in the USA |
| G. _____ | Braniff | 7. Viscount VIP Flights |
| H. _____ | National | 8. Regal Imperial Service |
| I. _____ | Continental | 9. Thriftaire |
| J. _____ | Northeast | 10. Sunlight Club Coach |
| K. _____ | Western | 11. Jet Star Service |
| L. _____ | Pan American | 12. The Royal Coachman |
| M. _____ | Northwest | 13. Royal Service |
| | | 14. Golden Falcon Service |
| | | 15. Premier Coach |
| | | 16. El Conquistador |
| | | 17. Flying Scot Day Coach |
| | | 18. First With Jets Across the USA |
| | | 19. Different & Superior 707-227 |
| | | 20. Jet Power Viscount II |
| | | 21. Blue Ribbon Air Coach |
| | | 22. Silver Falcon Service |
| | | 23. Luxury DC-7B Gold Carpet Service |
| | | 24. Flagship Service |
| | | 25. President Special |
| | | 26. El Emperador DC-7B |
| | | 27. America's Leading Airline |
| | | 28. Golden Jet Boeing 720B |
| | | 29. The Tradewind |
| | | 30. The Jet Airline |

30 correct old airline traveler
20 correct have seen some flying
time
10 correct back to the rail at the
old airport

AIRLINE PIONEERS AND EXECUTIVES

Name the carrier with which each of the following men was associated.

- | | |
|---------------------------|-----------------------------|
| 1. Croil Hunter _____ | 2. C. R. Smith _____ |
| 3. W. A. Patterson _____ | 4. J. T. Trippe _____ |
| 5. Albert Plesman _____ | 6. E. V. Rickenbacker _____ |
| 7. J. H. Carmichael _____ | 8. Ted Baker _____ |
| 9. C. E. Wollman _____ | 10. Hal Carr _____ |
- 10 correct historian 6 correct you tried 1-5 correct read a good
airline history book

Check answers on FLIGHT EXCHANGE page, if necessary. (HA HA HA)

AIRLINE COLLECTABLES

Member Carol Lee has been kind enough to forward a list of material that can be found on a number of different airlines that would be of interest to the airline memorabilia collector. Anyone having additional listings is ask to forward them to the editor for future publication.

AIR FRANCE-postcards, writing paper, playing cards, matches, soap. In First Class, tiny ashtrays with airline logo embossed on top, blinfolds, socks, washcloths, linen napkins, silver plated eating utensils.

ALITALIA-playing cards, socks, soap, matches. In First Class, stationery and pens.

SWISSAIR-stationery, large postcards of Switzerland, matches, playing cards, time tables and face cloths. In First Class, standard size aircraft postcards, Swissair emblem stickpins, socks, blinfolds, pens, toothbrushes. Sometimes tiny metal aircraft models are available (probably for sale).

BAIAIR-postcards, scratch pads, pens, socks and matches.

LUFTHANSA-postcards, stationery, pens, matches, soap, face cloths, linen napkins, time tables, games, playing cards, teddy bears. In First Class, socks, blindfolds, toothbrushes, stationery and postcards in a folder, small ashtrays with the Lufthansa logo on the bottom.

CONDOR-postcards and Condor stickpins. (Note: many other items are supplied by Lufthansa and contain their trademark.)

AER LINGUS-In First Class mostly, stationery and pens, socks, blindfolds, matches, silver eating utensils.

LAN-CHILE-postcards and matches.

AEROLINEAS ARGENTINAS-matches and various other items from time to time.

AIR AFRIQUE-postcards and stationery, window stickers.

AVIANCA-matches and soap.

KLM-stationery, matches, playing cards, soap, junior skipper and junior stewardess wings, tiny KLM emblem pins, sometimes postcards and baggage stickers and time tables. Occasionally chocolate candy with a tiny tile containing a Dutch scene.

VIASA-stationery, playing cards, matches, interesting salt and pepper shakers, junior skipper and stewardess wings.

EL AL-postcards, stationery, stickpins, matches and soap.

IBERIA-stationery, socks, games, pens, soap, toothbrushes and playing cards.

Carol Lee, 91-46 80th Street, Woodhaven, New York 11421 is a collector of just about everything having to do with the airlines. Carol is interested in trading slides, postcards and other material for just about anything you might have to trade. Start writing and HAPPY TRADING!

MEMORABILIA COLLECTORS HAVE "NEW" COLLECTABLE

Thanks to a recent (September 21, 1975) regulation approved by the Civil Aeronautics Board, the airline memorabilia collector has another item to add to his list of collectables. This regulation requires that all baggage to be checked on commercial air carriers must be identified on the outside with the passengers name.

To aid passengers to meet this regulation, the airlines are providing their own "sticker" type identification tags to be placed on all baggage. The carriers are also suggesting that a sticker be placed on the inside of items of baggage as well as outside. This being the case, the majority of airlines are providing their stickers two to a sheet. These identification stickers are free to passengers and are usually found at the airlines ticket or baggage counter at all airports.



NAME _____
STREET _____
CITY _____ STATE _____
TELEPHONE _____

Alaska Airlines depicts their B-727, black lettering on a white background. National and North Central are quite plain as is the Mexicana with their logo in a deep red.



NAME _____
NOMBRE _____
STREET _____
CALLE _____
CITY _____
CIUDAD _____
STATE _____
PAIS _____
TELEPHONE _____
TELEFONO _____

For the most part, the ones that I have seen so far, contain the name and logo of the particular airline and lines to place you name, address, city, state and telephone number. Also a number of them are bilingual with Spanish being the second language used.

The Austrian identification label contains room for you traveling address as well as you home address. The American tag wraps around the handle of your luggage and sticks together at the ends. Of course, the Braniff tag comes in different colors, but then why not? The PSA tag is made of plastic and carries a advertisement for Magic Mountain on the reverse. Air Canada even provides a plastic carrier for your AC sticker.

Following are some samples of the current I.D.'s being used.

BAGGAGE IDENTIFICATION

NAME _____
ADDRESS _____
CITY-STATE-ZIP _____

National Airlines.

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
BUS. PHONE _____
HOME PHONE _____

LA-74
0417, 000658

Printed in U.S.A.

American Airlines BAGGAGE I.D. TAG

NAME _____
NOM _____
NOMBRE _____
ADDRESS _____
DOMICILIO _____
CITY-STATE _____
VILLE-PAYS _____
CIUDAD-PAIS _____



American's baggage I.D. wraps around the handle of a bag and sticks together at each end. Colors are red, white and blue, of course.

TWA

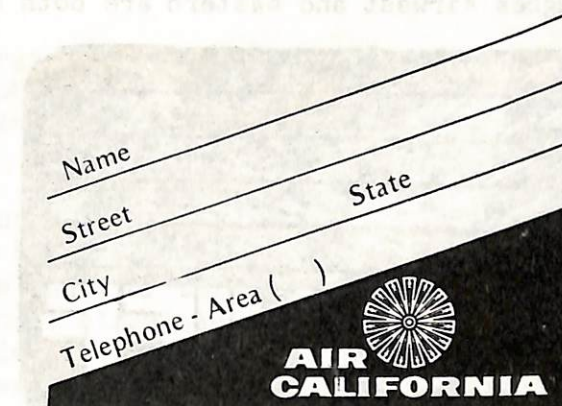
Name _____ Nombre _____ Nom _____
Address _____ Domicilio _____ Adresse _____
City-Ciudad-Ville _____ Country-Pais-Pays _____
Telephone _____ Telefono _____
PAS-2410 (9-75) PRINTED IN U.S.A.

TWA's sticker is printed in red with lettering of English, Spanish and French. Western also has their's printed in red on a white background.



Name _____
Address _____
City _____
State _____ Zip _____
Phone () _____
Area Code Number

Northwest comes on pretty strong with their logo, all in red while Air California uses a different lay-out with their logo.




Name _____
Street _____ State _____
City _____
Telephone - Area () _____


AUSTRIAN

Name _____	Name _____
Temporary Address _____	Home Address _____
Until (Date) _____	

Austrian not only provides for your home address, but the temporary address that you will be staying at while traveling. This I.D. is also done in red.



Name - Nombre
 Street - Calle
 City - Ciudad
 State - Pais
 Zip Code
 Telephone - Telefono

Texas International
 

NAME
 NOMBRE
 ADDRESS
 DIRECCION
 CITY
 CIUDAD
 STATE, ZIP
 ESTADO, PAIS
 TELEPHONE
 TELEFONO

Southern uses a bold copy of their company logo as does Texas International. Both stickers done in dark blue.

BAGGAGE IDENTIFICATION

NAME (NOMBRE)
 ADDRESS (DIRECCION)
 CITY-STATE-ZIP (CIUDAD-ESTADO)
 TELEPHONE (TELEFONO)



Hughes Airwest and Eastern are both quite plain with both being printed in blue.



Braniff, the "jelly-bean" airline have stickers in several different colors, this one in dark blue while China Airlines features their company name in their homeland lettering and in English, the characters being white on a blue background.

The editor would like to thank member Howard Grant for providing the stickers depicted in this article. Anyone having extras of additional I.D. tags not shown, are requested to send them in for publication in a future issue of the "Captain's Log".

FLIGHT EXCHANGE

The "FLIGHT EXCHANGE" section of the "Captain's Log" and "Air Lines" provides a place where members may list items they have for sale and for trade. They may also list items they are looking for. There is no charge for this service, but please keep your requests brief and to the point. Thank you.

Dave B. Applegate 115 Dutton Ave., San Leandro, Calif. 94577 has for trade cut away drawings of airliners, two 8 x 10 sheets per a/c of the following: Boeing 707; Electra; Accountant; Viscount 810; DC-8; Comet IV; Trident; Caravelle; Vanguard; Britannia; Convair 880; CFG-747 installation and GE CF6-50. Dave will sell by the set or individual items or will trade for tech. info or books.

Jay Pickering Route #1, Pickering Road, St. Clairsville, Ohio 43950 would like to know how many and what types (how many of each types) of aircraft did Northeast have before merging with Delta? Same info if requested on Mohawk and Lake Central.

Les W. Enekes 112 Southdale Road West, London, Ontario N6J 2J1 is looking for information on Great Lakes Airlines (U.S. carrier) so he can do a combination article on this carrier and the Canadian carrier by the same name. If you have any info on the U.S. Great Lakes carrier, drop Les a line.

Robert S. Morris 807 Russell Road, Alexandria, Virginia 22301 is looking for ANY kind of material and information/photos on the Convair 880/990 series of aircraft. Drop Bob a line and let him know what you have available.

Paul Collins 3381 Apple Tree Lane, Erlanger, Kentucky 41018 would like to receive the bicentennial emblem from the July Delta Airlines schedules. For fifty cents, he will make you a pin-on badge of this very attractive slogan. The same is true of the National bicentennial emblem appearing on their tt's. Paul also has available for 50¢ each logo buttons of Piedmont, Northwest Orient, World Airways, CP Air, TWA, American, TIA (old c/s) Continental, Ariana, Overseas National Airways, Air California, McCulloch Int'l Airlines, National and Ethiopian. These badges are approximately 2½ inches in diameter, depicting the LOGO only, in most cases. If you are interested, drop him a line.

Answers to Airline Quiz

A. Blank B. 14, 22 C. Blank D. 3,4,12,18,21,24,27,29,30 E. 13, 17, 29
 F. 5, 7 G. 2, 16, 19 H. 1, 6, 10, 11, 26, 29 I. 20, 23, 28 J. 15
 K. 9 L. 25 M. 8

1. Northwest 2. American 3. United 4. Pan American 5. KLM
 6. Eastern 7. Capital 8. National 9. Delta 10. North Central

ON SCHEDULE

I would happily like to report that we have two volunteers to edit the timetable section of the "Captain's Log". Perry Sloan and Frank Lichtanski have agreed to take on the responsibility of providing the membership with news and listings of schedules, both domestic and foreign.

From what I understand, their first project will be to list all the tt's of the major airlines that were released/printed in 1976. This listing will be published in the Jan-March issue of the "Log". Of course these gentlemen will need the assistance of all tt buffs to aid and assist them in obtaining a listing of the schedules released by the airlines in your particular area. If you collect material from one certain airline, your knowledge will certainly be of interest to Mr. Sloan and Mr. Lichtanski.

Since they will not be publishing any material until the first of the year, I will be filling in this space until then with material previously supplied by members regarding schedule material. From this time on, however, all schedule material should be sent to Frank (1 Helvic #2, Monterey, Calif. 93940) or Perry (320 Fifth Avenue #15, Salt Lake City, Utah 84103). They in turn will use the material as they see fit. I would like to wish these two gentlemen the best of luck in their endeavors and thank them for taking this responsibility off of my shoulders. THANK YOU!

At the convention planned for July of next year, there will be space for tt collectors to present displays of the schedules they have in their collections. The committee that will handle this will be set up later, but you will be kept informed of what is planned for the tt collector at the convention. I would like to hear from any schedule collectors that would be interested in handling the job of forming a tt committee for the convention.

The following list of published tt's is from Frank Lichtanski and covers the last part of 1975. This list will be included in the complete list to be published in early 1977.

American	8/1/75	9/8/75	10/26/75	
		12/10/75	1/5/76	
Braniff	9/1/75	10/26/75	12/1/75	
		Winter 75/76		
Continental	10/26/75	2/15/76		
Delta	8/1/75	9/15/75	10/26/75	12/15/75
Eastern	9/3/75	12/10/75	1/10/76	
National	9/1/75			
Northwestern	9/15/75	10/26/75	12/17/75	
Pan American	9/16/75			
TWA	8/1/75	9/8/75	10/26/75	12/1/75
		1/5/76		
United	9/3/75	10/26/75		
Western	9/10/75	10/26/75	1/15/76	3/1/76

The following list of published tt's is from Perry Sloan and covers the middle part of 1976. This list will be up-dated from time to time. Any additions that you would like to add to either list, please forward to the gentlemen providing the listing.

Air Calif.	7/14/76	
Air New Eng.	6/1/76	7/1/76 8/1/76
Alaska	6/1/76	
Allegheny	6/1/76	
Aloha	7/1/76	PSA 6/1/76
American	6/10/76	Piedmont 6/14/76
Continental	6/21/76	Western 7/1/76
Delta	6/1/76	Wien 6/1/76
Frontier	7/1/76	
Hawaiian Air	6/15/76	
Hughes Airwest	7/1/76	
National	7/1/76	
North Central	6/11/76	
Ozark	6/1/76	
TWA	6/10/76	
United	6/11/76	

REMEMBER--help Frank and Perry keep the list of published tt's up-to-date. Send them the dates (copies if you have extra) of all new schedules released by the airlines in your area.

THE MODEL SHOP

The best way to a super model of your favorite jetliner is by detailing the model that comes out of the old cardboard box. When the Hughes Airwest 727-200 leaves the Boeing plant it will be quite clean and beautiful. However, after a few charter flights, it will have started to receive wear and tear that will remove it's showroom finish and it will become just another pretty face in the crowd.

While the jetliner does not receive the abuse a jet bomber or fighter will receive over its lifetime, it will get scratched, dented, burned and bumed. On the model as well as the real thing, you will find different shades of paint where repairs have been made and new paint applied without being matched properly. Weather will have an effect on the color scheme of the real thing, and this should be duplicated when painting your model. Leading edges of the airliner wing and tail section will show signs of wear and tear as well as areas around all doors, both passenger and storage areas as well as wheel wells.

From here on reference will be made to superdetailing the Boeing 727. As I have a few tech manuals on this aircraft, I will be using drawings from these to present different ideas on detailing.

One area that the model folks have left off the models of the 727 is the various lights. On the 727 you have wing tip lights, fore and aft, top and bottom beacon lights, wing illumination lights, runway and landing lights and one light in the aft section of the vertical stabilizer. See plate one for the location and color on these various light positions. Have you ever thought of wiring a Entex 727-200 for light? What a sight it would make! The batteries could be placed in the forward section of the aircraft to give proper weight for the gear down configuration. It would take some amount of work, but I think it would be well worth the time and effort. Anyone want to try and give us a report?

Another area where the model makers miss out on is the various spoilers that are used on the 727. Have you ever been on a 727 when the pilot started to drop the speed on the 3-holer. It looks as if the rear wing is falling apart. If you had no idea of what was happening, it would certainly be a time to panic!

Plate two and three show the various spoiler sections. Plate two shows them in place, while the third plate shows them in the extended position. When modeling the 727, cutting the spoilers out would be a tedious job, and would probably require the use of two models of the a/c. One set of wings would be used for the openings, while the second set of wings would provide the spoilers to go into the openings cut in the first set of wings. This is certainly something the novice builder should not try.

Now we have a 727, well lighted with spoilers extended. We will now proceed on to the landing gear, both main and nose gear.

On most models this area is quite small and does not leave much room for any kind of detailing. The Airfix 727 and the Revell 727 are almost out of the question for detailing. However, the Entex and Aurora are almost large enough to provide some room for detailing. See plates four and five for close-ups on these two areas. How you would go about detailing these areas would be up to you and your ability to work in close quarters. The wheel wheel covers are very important. On the Entex model they did not leave very much room between the main landing gear and the long spoiler control arm. You should try fixing these parts together dry before you try cementing them in place.

Most model manufacturers seem to have forgotten about the small "eyebrow" windows located above the main windshield on the 727. While a very small detail

detail in themselves, they play a very important part in the overall effect of the a/c when you look at it from a head-on view or overhead. These windows perform a very important function for the pilot and co-pilot in that it gives them a view of what is happening above them. Detailing these item in is very important. See plate six for the proper location and shape of these four windows.

Now, we have taken care of lights, landing gear, windows so lets look at the placement of radio gear/antennas. I think using plate one as a reference, we can find the location of the various radio antennas. If not provided in the model kit these items can be made from plastic scrap or sheet plastic.

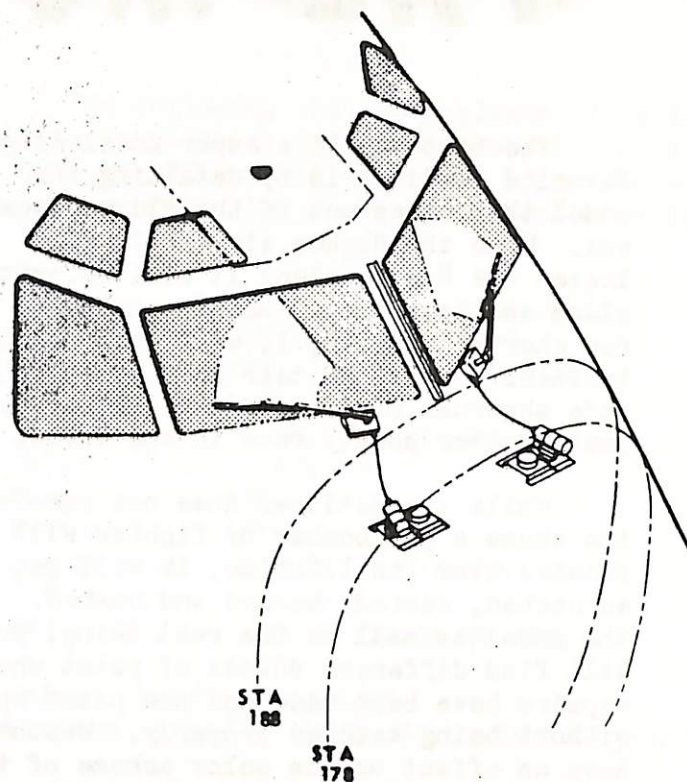
Along with scratches, dents, etc., certain parts of the a/c in the area of the jet exhaust system will show signs of burnt fuel. This will be a dark smudged type area on the jet exhaust itself and in the general area around it. Even up on the vertical stabilizer some signs of this smudge will be seen.

Of course the rule-of-thumb when modeling a certain aircraft is to have several good photos to work from. Several close-ups of the various areas mentioned will really give you a good idea on how to detail, especially the exhaust area and the general wear areas such as the doors and wheel wells.

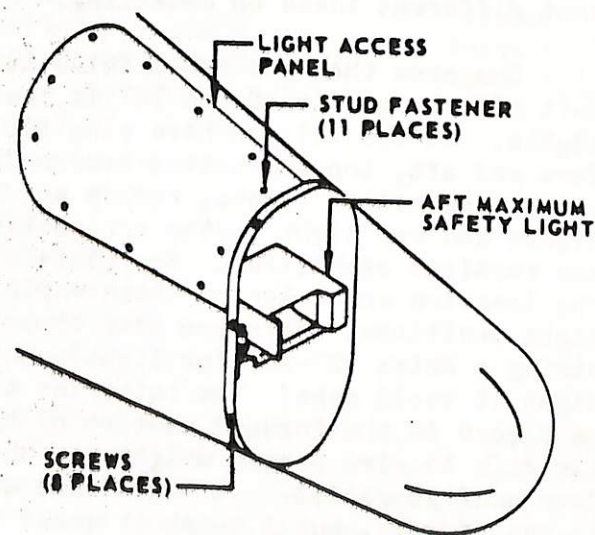
The suggestions made in this column can also apply to prop aircraft just as well as the jetliners. Each aircraft has got to be worked as an individual item, by the individual for the exact results that he wants. The more experienced modeler will of course go a little futher than the basic beginner. I've learned over the years that with each model you make, you learn one or two things that you didn't know before. The only thing I can say to the beginner is jump in with both feet and start detailing as your ability as a modeler progresses.

The following several pages will show the various plates mentioned in the above article. Have fun super-detailing your next 727 or any other airliner of your choice.

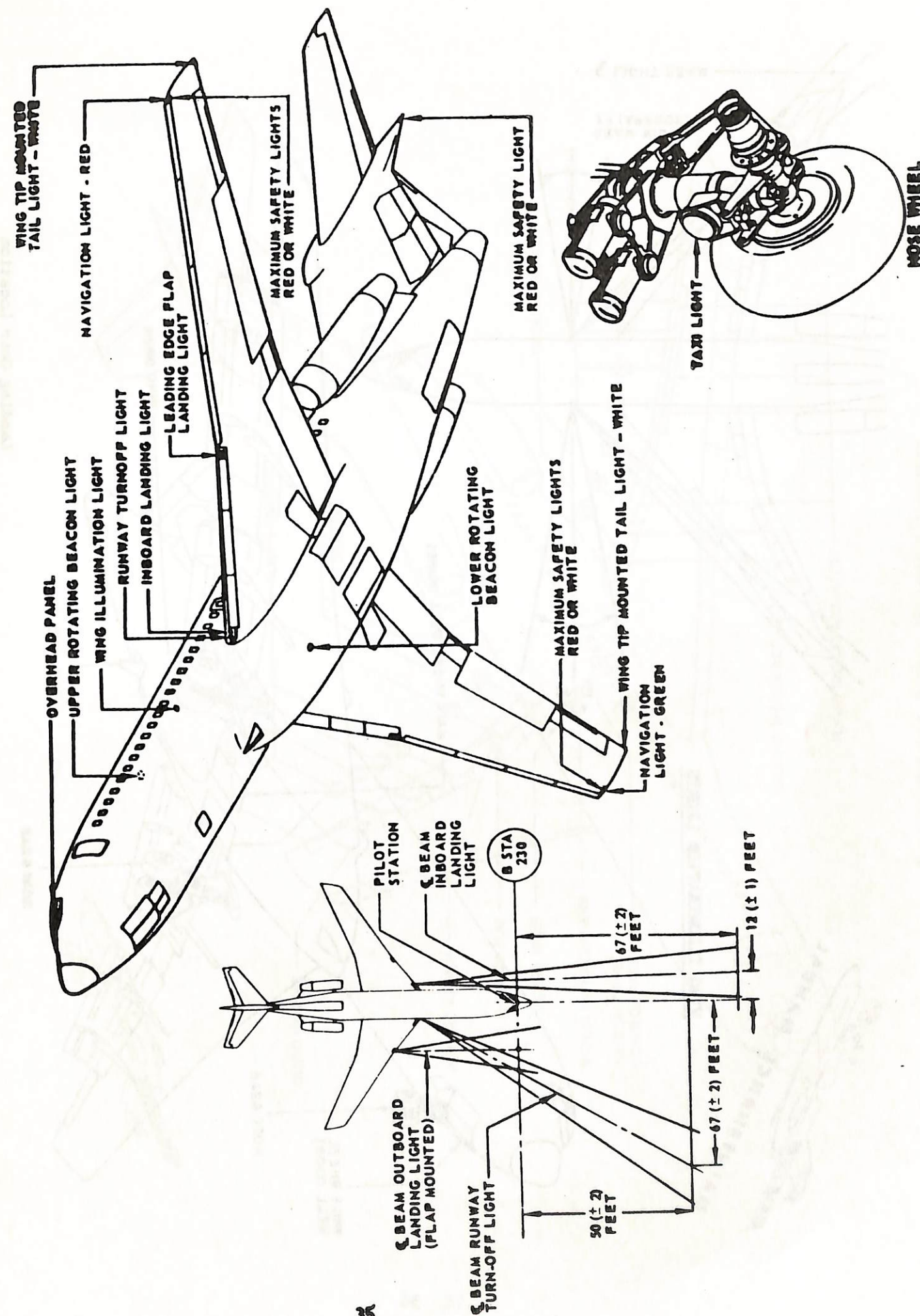
HAPPY MODELING

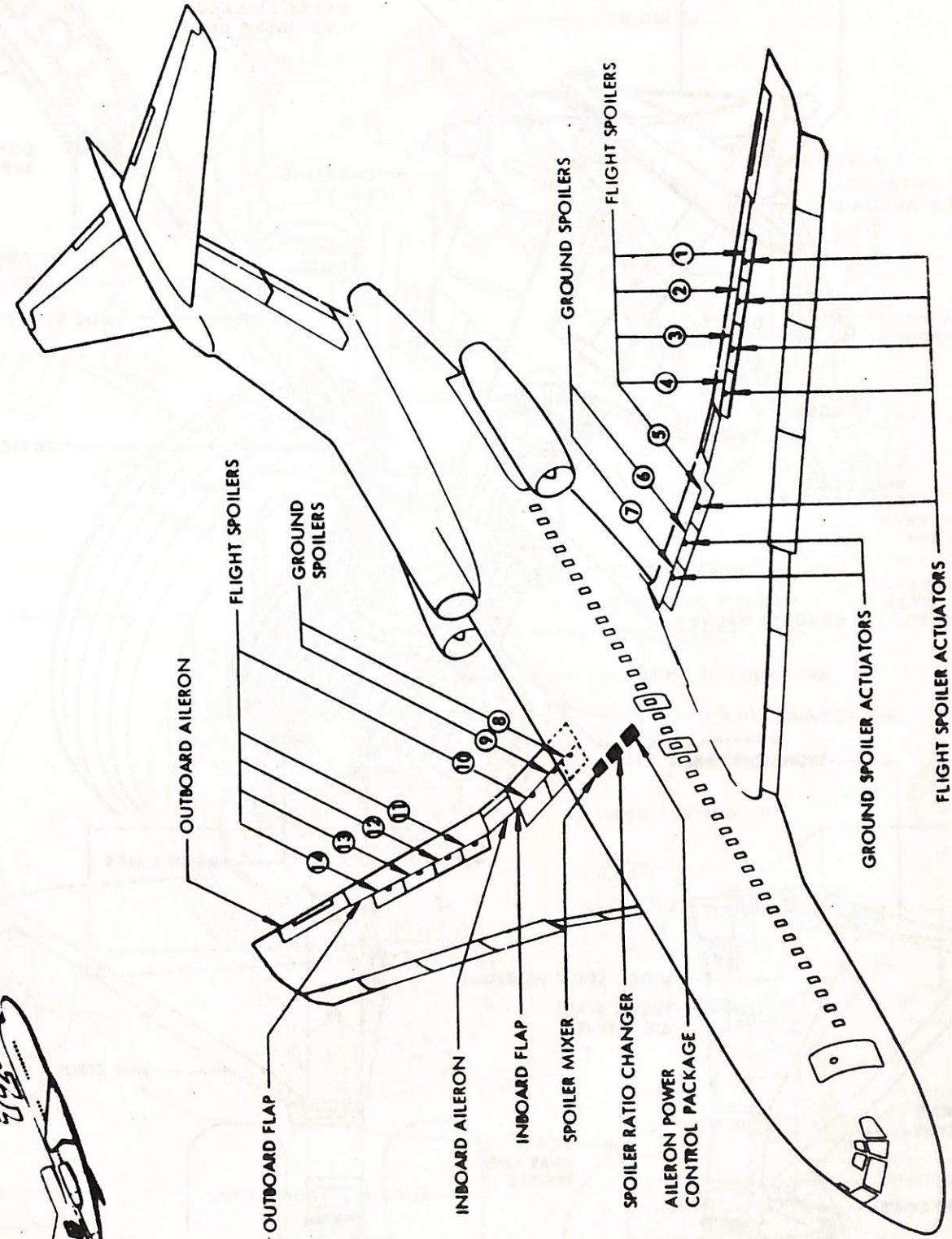
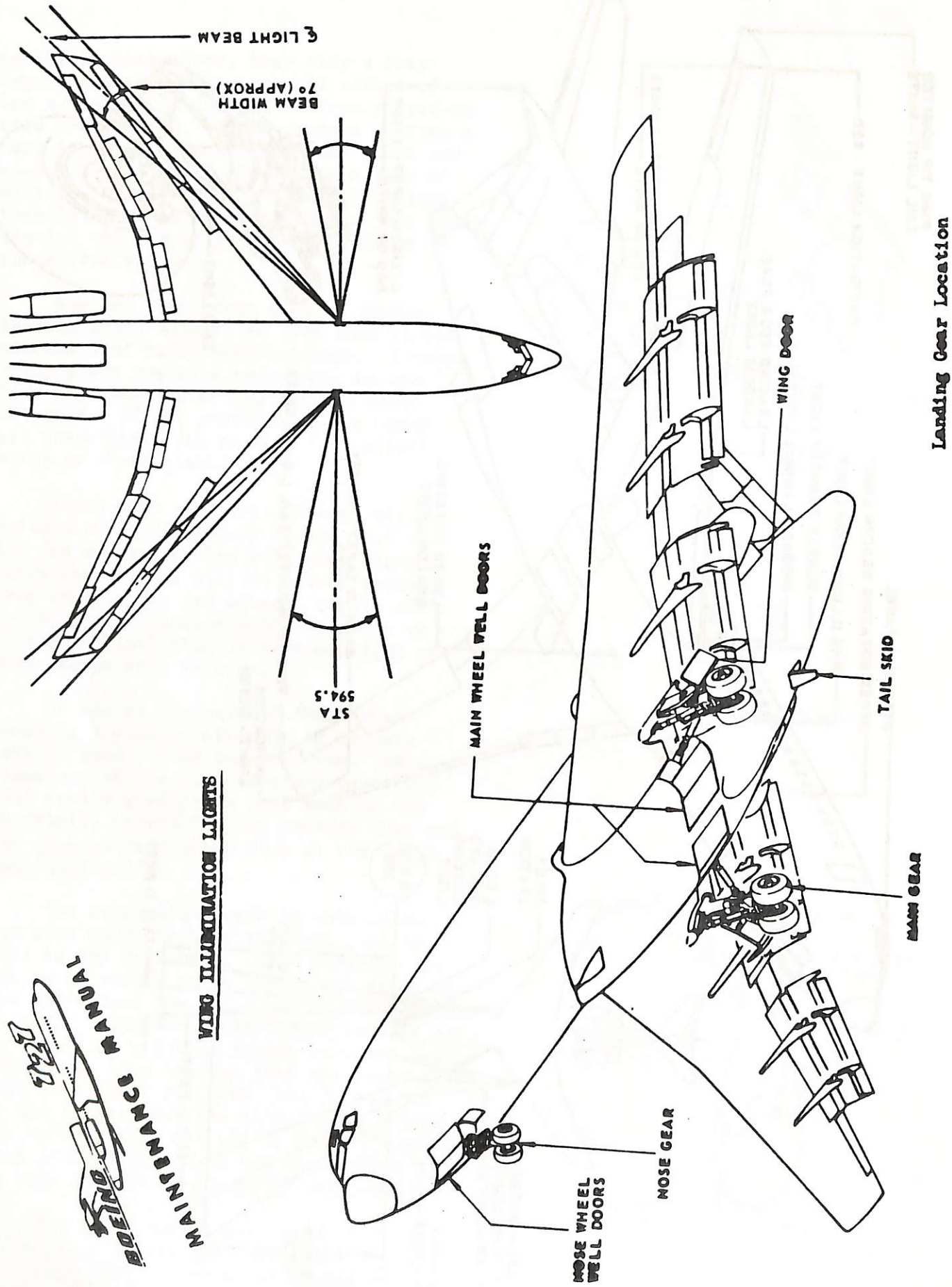


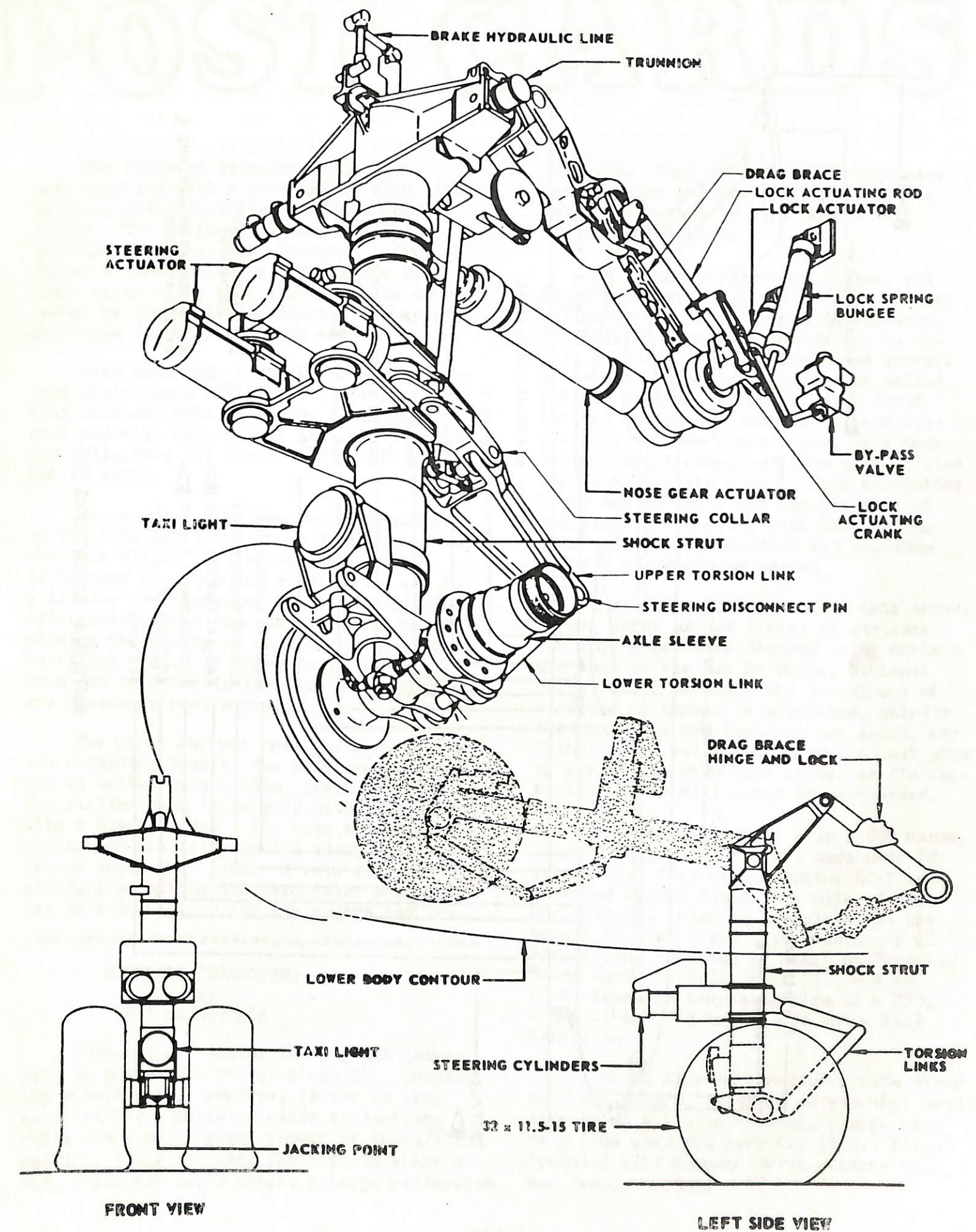
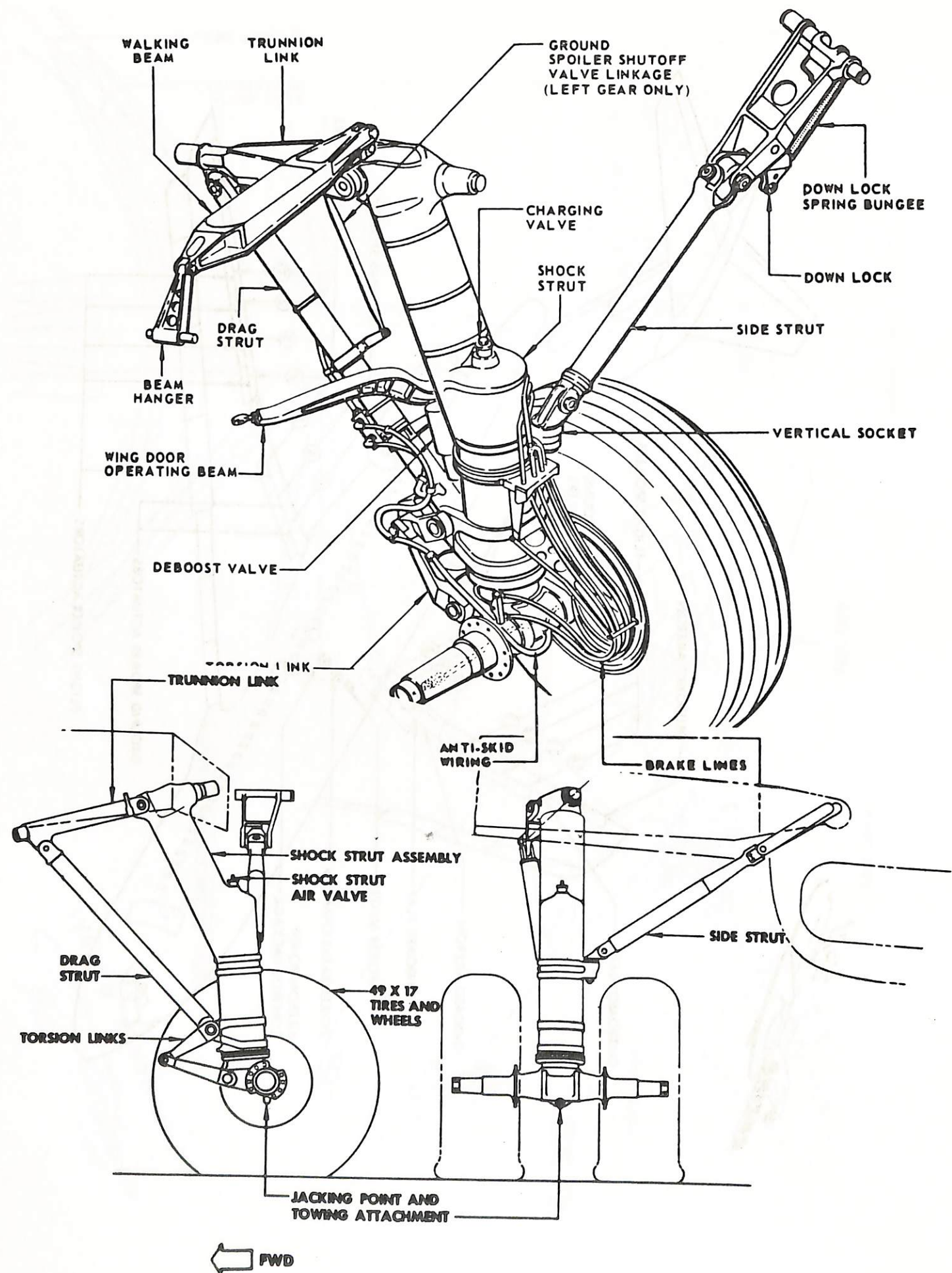
Eyebrow Windows

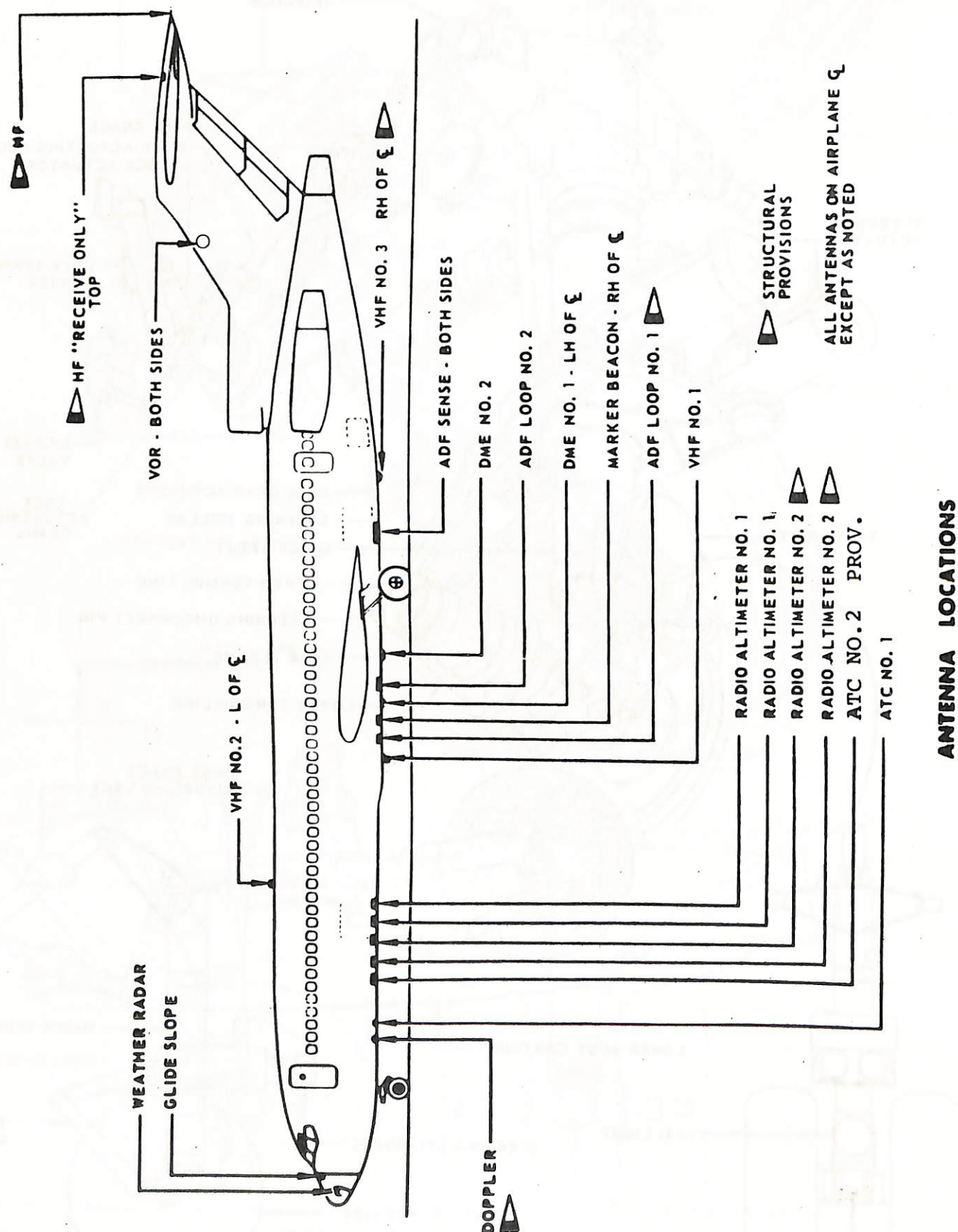


TAIL CONE LIGHT INSTALLATION









POST CARDS

The folks at Aviation Color Photo have come out with a real beauty this time in their Historical Aircraft Post Card series. Two different views of a REAL Aerovias Nacional, S.A. Lockheed L-1049 "Super H" Constellation. These are two clear super cards that should not be overlooked by the serious collector. They are available for only 25 cents each

Also available from ACP is a real nice card depicting a AIRLIFT 707. Like the REAL Connies, this is also a in-flight shot and will make a real nice addition to any collectors 707 cards. This card sells for 20 cents.

Two members have come up with cards on the GULF AIR L-1011 that I requested in the last Flight Exchange column. Frank Lichtanski produced one showing the a/c in a landing configuration which I found quite interesting. Jon Proctor forwarded me one showing the beauty of this aircraft in a in-flight shot. If Micro-Scale doesn't come out with decals for this bird, they are missing a real winner.

The three stripes from the nose of the a/c extending back to the wing root are, in top to bottom order, plum, green and red. The airline name is in gold with what looks like a black border. The nose c/s also appears on the tail section along with a falcon shown in flight. I vote for this aircraft as having the best color scheme yet on a L-1011, or for any modern day jet.

POSTCARD COLLECTING
by
Elliot Epstein

Postcard collecting is of great interest, no matter how you go about it. Obtaining a collection, however, is not as easy as obtaining a photo or slide collection. While there are a great number of photo/slide dealers, there are very few outlets where a card collector could obtain a large collection

overnite. Most serious collectors have been working on their collection for a number of years, to give them a half way decent display.

As in most collecting fields, you can always buy a collection from another collector and have instant fulfillment, but this is certainly no FUN way to obtain a collection. Several good sources of material are Airlines (formerly called VHF) in England, Aviation Color Photo located in Tacoma, Washington, and subscribing to John Moore's post card newsletter, which comes out from time to time when John has the time. This newsletter lists new releases and depicts some of the older cards along with listing the names of other collectors and possible sources of obtaining cards.

I myself collect cards in this order; first, cards of jet liners of airlines now flying but have stopped using certain a/c such as the Pan Am DC-8s, National DC-8s, etc., secondly the jet liners of airlines no longer in existence, thirdly, the prop jets and last but not least, anything! When collecting cards, do not pass up any of the prop-type cards, as I'm sure most of these will never be reproduced.

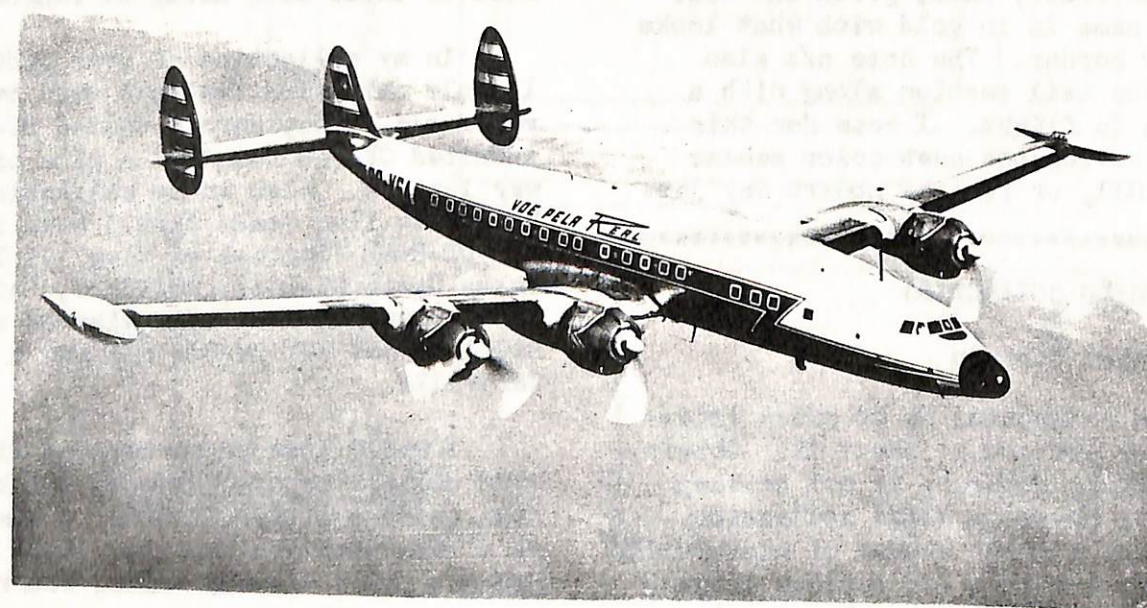
In my collection of over 3,800 cards, I could only find two that were over 20 years old. They were a United DC-7 and a United CV-340 found in a pile of old war letters. Also in my collection the harder to find items that I have are CP Air DC-8-43 "Empress of Rome" at Toronto, Trans Carib DC-8-61, BWIA 727, Pan Am DC-6, American composite view of a 720, BAC 1-11 and 727 in old c/s and a THAI Caravelle.

I would like to correspond with other card collectors, so those of you that would like to do a little trading, please drop me a line when you have the time. Elliot Epstein, 1757 Garwood Drive, Cherry Hill, New Jersey 08003.



A beautiful shot of the GULF AIR "Golden Falcon" L-1011.

A real beauty of a shot of a REAL "Connie".



The response to the announcement of the airline enthusiasts convention so far has really been great. As mentioned in the editorial column, the Ontario Aviation Enthusiasts Society has requested to be a co-sponsor of the meeting. Mr. Leonardo Pinzauti of JP 4 magazine in Rome has hinted that there might be some interest of a number of Europeans that will attend the convention. Approval has also come from Brian Tomkins of "Airlines" (VHF) and Steve Mason of Victor Sixty Six. The response from the membership in general has been very good also.

So far a number of letters have been sent to companies and groups that would benefit from displaying at such a convention as that being planned. More letters will be sent as time permits during the next several weeks. I hope to have a list of those firms by the next newsletter. After this list is published I would appreciate hearing from those of you that might have suggestions on whom else to contact with regards to setting up displays at the convention.

I would like to start now to accept volunteers that would like to participate in the operation of the convention. Several members have expressed ideas on how and what should go on at the meeting. I hope to have the registration of those attending handled by non-enthusiasts, possibly some local folk. This would allow members that volunteer to help have sufficient time to find material for their collections. Registration is quite a time consuming job, and therefore it would be better if handled by non-collectors.

Some of the activities mentioned so far have been (1) a model contest (of course), (2) various displays of post cards, schedules, advertising material (take your pick) plus any other collectable that anyone would wish to display (3) continuous slide show (4) a movie house showing movies from the airlines, if so provided--will work on this in near future. Anyone working for a airline that knows of film available to the general public, I would appreciate hearing from you.

Of course there will be a general area set up where members can display their trade material and items they have for sale. After all, this is the main purpose behind the

convention in the first place. All this other stuff is just frosting on the cake, so to speak. This convention will be by enthusiasts--for enthusiasts!

The timetable I hope will run something like the following. Any other suggestions will be appreciated. The convention will begin on Friday, July 29. Setting up of displays will begin at noon on this day and continue throughout the afternoon. The actual "convention" will begin at 6 p.m. Trading and selling will continue until 11 p.m. at which time the hall will be closed and secured. Activities will resume Saturday morning at 9 a.m. and continue until 5 p.m. A buffet style dinner is being planned for Saturday evening between 6 and 8 p.m. I would like to have at least a half hour-forty five minutes following this dinner to conduct a short business meeting and rehash the events of the day. Then it will be back to the trade area for some more wheeling and dealing until the midnight hour. Sunday, activities will begin about 9 a.m. with judging of the various displays beginning immediately. Awards for the displays will be presented around 11 a.m. The convention will close around 3 p.m. and the hall cleared. I would appreciate hearing from anyone that would like to add or subtract from the activities mentioned above. Remember--this is YOUR convention, not mine, so lets have a large member participation!

There are a number of interesting places to visit while at the convention. The Cincinnati downtown shopping area is only minutes from the motel. A giant new shopping center will only be a 10 minute drive south of the motel. This shopping area is planning a grand opening this fall and will be the largest shopping mall in the midwest. Kings Island amusement park is only a 30 minute drive away, as is the Air Force Museum at Dayton, Ohio. These are just a few of the many areas that members of your family can visit while you are enjoying yourself at the convention.

There will be additional convention news in the fall issue of the newsletter.

INTERNATIONAL SCALE MODEL SHOW

The International Scale Model Show was held on July 10 and 11 at the Las Vegas Convention Center. World Airline Hobby Club member Jim Scroggins sponsored a Airline Enthusiasts Booth at the show and hosted the Airline Collectors Meet held in conjunction with the Model Show.

Jim worked very hard to make this meet a success and from all indications, did just that. For prizes in the model airline class at the show he was able to come up with over \$225.00 in various items of merchandise. I doubt if any other class in the show could match Jim's endeavors. Congratulations on a fine job Mr. Scroggins.

At the show next year Jim is planning on calling the airline meet the "World Airline Hobby Club Regional Convention". I would really like to see our western and midwestern members support this project. Those members on vacation at the time of the Show next year would really enjoy themselves if they could add the Show to one of the areas that they planned on visiting.

Jim obtained support from a great number of groups/organizations/companies. Some of those were: Wings of Progress; Western Airlines; United Airlines; Air Jet Advanced Models; Entex Industries; Airlines; Aviation Letter; Victor 66; Fowler Aviation Research; Air Transport Photography and a number of others.

Winners in the model contest were:

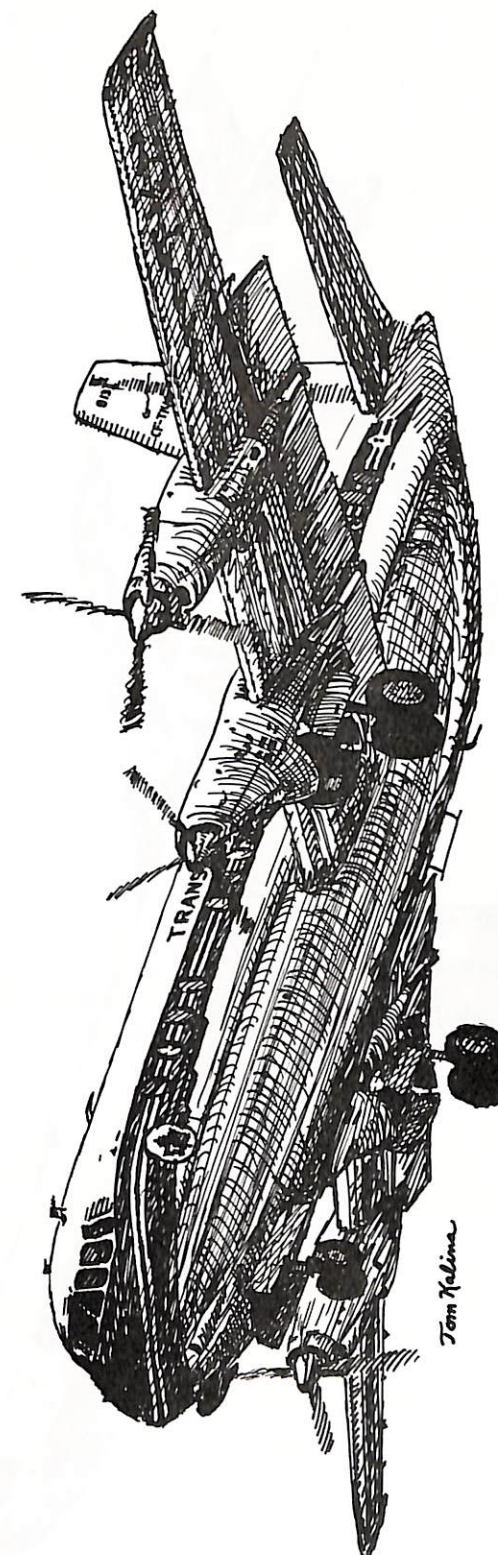
- 1st place--Allen K Hess 1/144 Revell Boeing 727 in Mexicana livery.
- 2nd place--Larry Templeton 1/144 Airfix Boeing 737 in Air California livery.
- 3rd place--Alan M. Ernat 1/72 JU-86 in Lufthansa colors.

Jim sends an invitation to all to attend the 1977 Show in "Vegas"!

AIRLINERS

Airline Publications & Sales Ltd., Noble Corner, Great West Road, Hounslow, Middlesex England TW5 0PA offer one of the better airline booklets now available for the airline buff. Each copy of "Airliners" contains eight photos and eight color drawings of various aircraft with a description. This publication started off as a quarterly but has become so popular that it is now being done monthly. Currently available is a subscription for issues 13 thru 18 for \$15.00. This fee also includes air mail delivery. (You may pay by personal check, but add \$1 to cover bank charges.)

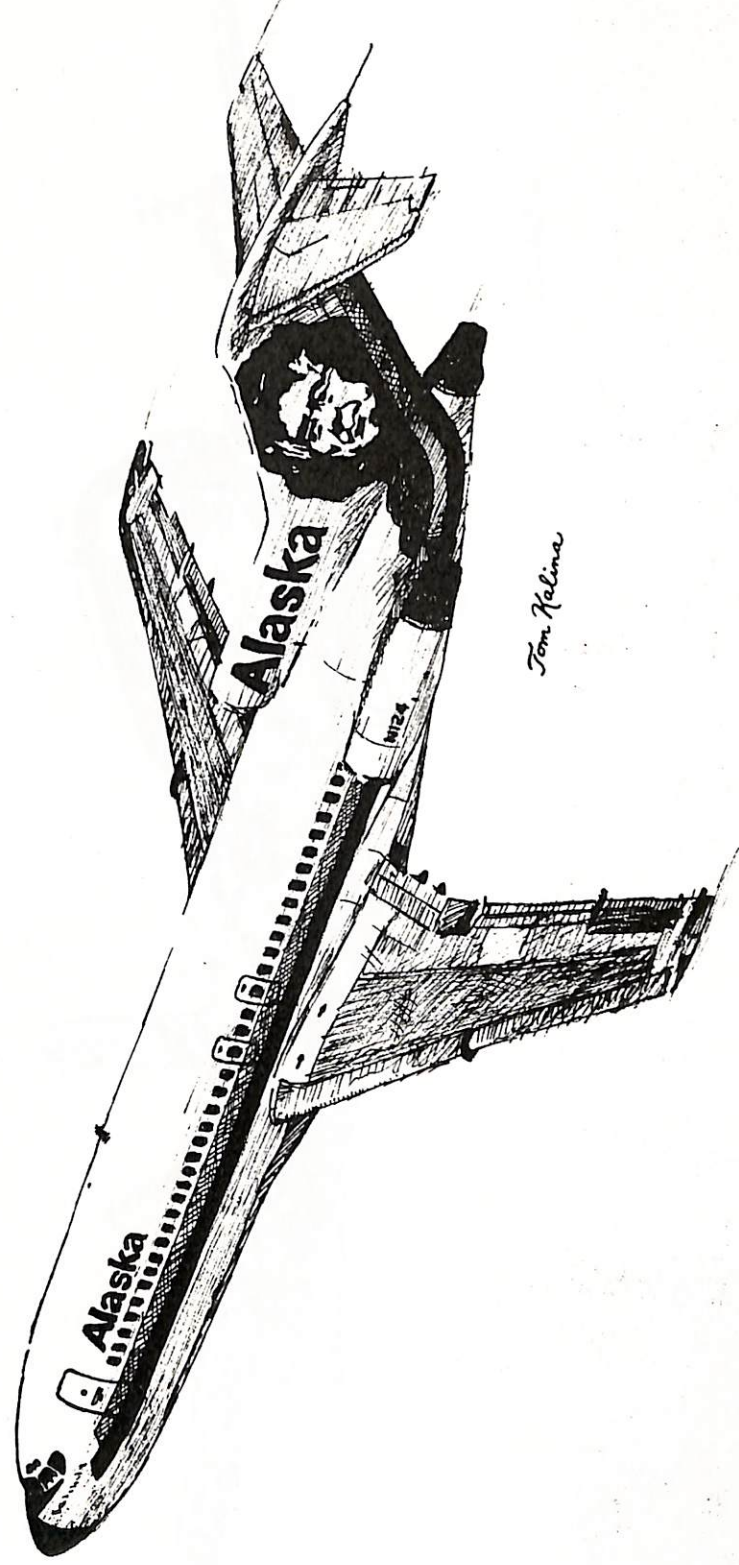
If you decide to subscribe, mention that you are a member of the World Airline Hobby Club.

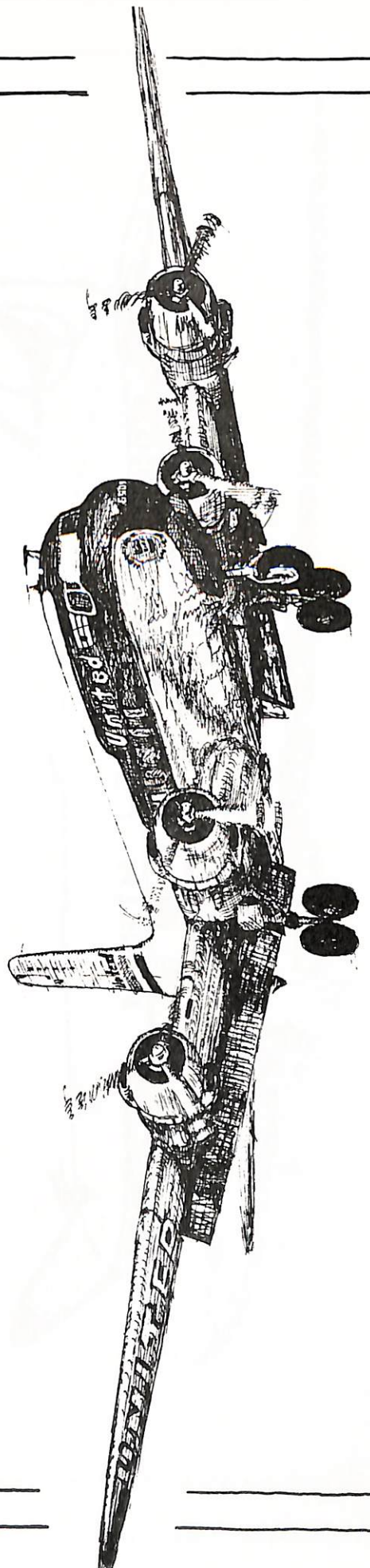


CLASSIC AIRCRAFT #4

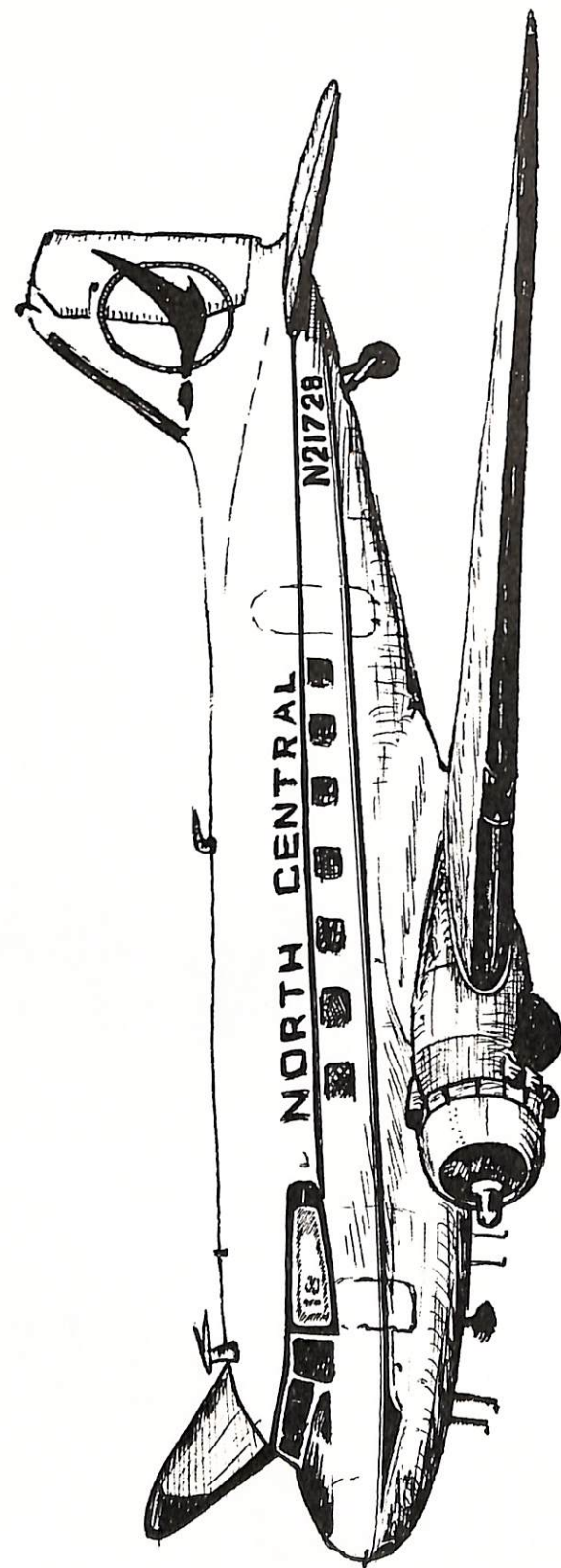
VICKERS VANGUARD

WORLD AIRLINE HOBBY CLUB





Tom Kalina



Tom Molina

CLASSIC AIRCRAFT #1

DOUGLAS DC-3

WORLD AIRLINE HOBBY CLUB

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!

AIRLINES (formerly VHF) Noble Corner, Great West Road, Hounslow, Middlesex TW5 OPA England has a variety of material for the airline buff. Models, decals, post cards, books, etc. Write them for their current list. Ask about their "Airliners" booklet which is a color printed publication. U. S. subscription price is \$15.00 which includes mailing. Well worth the cost.

35mm Slides in Color from the Motion Picture Tora Tora Tora

Sample three slides and current 1977 catalog for \$1.00. You may also choose five color slides of older airliners plus catalog for only \$1.00. Write to THOMPSON PRODUCTIONS P.O. Box J668 Beecher, Illinois 60401.

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 Interprises 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.

ATP-Air Transport Photography, P.O. Box 2891, So. San Francisco, California 94080 has just mailed their June 1976 catalog (\$1 worldwide) listing thousands of photo/slides, Revell models and decals, Micro-Scale decals plus a number of other goodies. Also available is the new monograph on the Martin 2-0-2/4-0-4 for \$3.89 plus 50¢ postage in the USA and \$1.00 overseas, (catalog free when ordering monograph).