

WORLD AIRLINE HOBBY CLUB

# CAPTAIN'S LOG

OCT-DEC 1975  
VOLUME 1 Number 3



UNITED AIRLINES DC-6



### CONTRIBUTIONS WANTED

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

All material should be typewritten at 3½ inches wide. Single space all text and use a double space between paragraphs. Since this material must be photographed for printing it is important that the keys of the typewriter be clean and the ribbon black for reproduction. Do not erase, corrections can be typed on other paper and then taped over any change or error.

Sketches should be drawn on either good white paper or thins white cards and be done with black India ink. Photographs should be good quality, not contain dark and light spots and can be of any size. When senting in articles, however, do not mix the type photos. Send in either all b&w or color.

If typewriter is not available, handwritten copy may be submitted and arrangements will be made to have it typed.

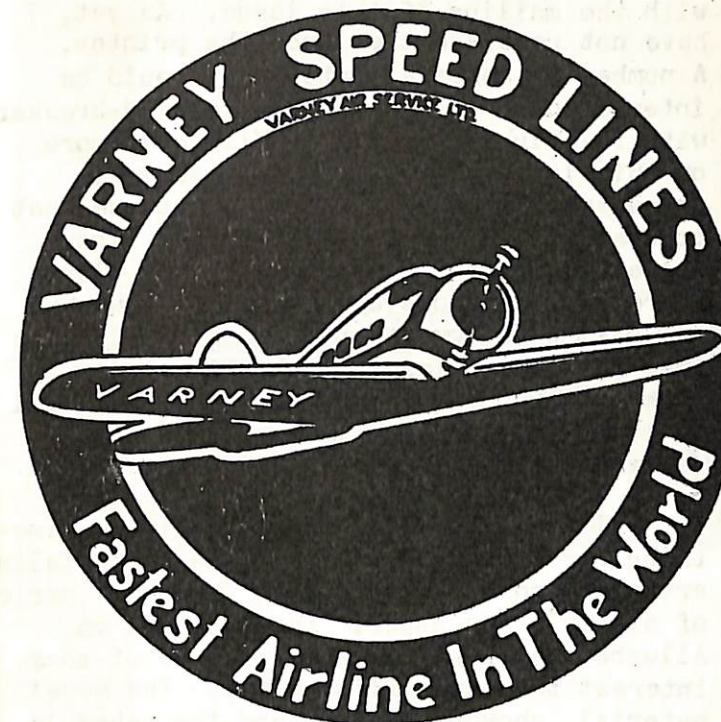
### PUBLICATION DATES

The CAPTAIN'S LOG will be mailed to members approximately on the 15th of March and the same date in June, September and December. The newsletter will be mailed approximately on the 10th of January, February, April, May, July, August, October and November. If you do not receive your copies of the above publications within a resonable time from the dates mentioned above, please write the editor.

### CHANGE OF ADDRESS

MEMBERS MUST REPORT ANY CHANGE OF ADDRESS PLUS ZIP CODE PROMPTLY TO THE EDITOR. Failure to do so will result in their not receiving their copy of the CAPTAIN'S LOG.

The CAPTAIN'S LOG is the official publication of the World Airline Hobby Club and is published quarterly. Editorial and Publication Office: Paul F. Collins 3381 Apple Tree Lane, Erlanger, Kentucky 41018 (606-342-9039). A year's subscription is included within the members' annual dues (\$8.00 per year). The monthly newsletter is also included within the members' annual dues.



### CAPTAIN'S LOG

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### COVER

This issues cover is graced by Tom Kalina's drawing of a United DC-6. This drawing is also the one used for the Classic Aircraft series presentation.





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

Issue number three and still growing! Almost sixty members on hand and new applications being received weekly. I hope, with this issue, which I think is even better than issue number two, we will be able to draw in a few more enthusiasts.

There will be a few changes coming up in editorial policy for the Jan-March period. First I will be trying to put out a monthly newsletter which will list new members, change of address and contain the Flight Exchange section of the "Log." By placing the "Exchange" section in a monthly newsletter members will not have to wait as long to obtain responses to their requests. It will be necessary, however, for the members to send in their requests for the "Exchange" column by the first of each month (January 1st for requests for the January newsletter) so the newsletter can be printed and mailed no later than the 10th of each month. Also any miscellaneous notices and items will be printed. The newsletter will be published in the months that the "Log" is not printed.

Secondly the proposed special issue will not be published as promised. Due to the cost of a separate publication, I can not go to the printer with a special. The special on the 727 will be incorporated into the Jan-March issue of the "Captain's Log." The material on the Boeing 727 will be handled much like the material on the DC-6/DC-7 material in this issue.

I had hoped to include the decals in with the mailing of this issue. As yet, I have not received them from the printer. A number of members stated they would be interested in the purchase of a wind-breaker with the Club logo on it. Will have more on this in the January newsletter as to price and minimum number of jackets we must purchase to obtain the best price. The suggestion on the purchase of a old plane to restore was more or less voted down by all making a comment on the question. This idea will be shelved for the time being. A national convention of some type is still a live issue. Again, more of this in the January newsletter.

I have tried to include a little something for everyone in this issue. Tom Kalina's articles and drawings on the DC-6/DC-7 series of aircraft are super. The material on Allegheny Airline System should be of some interest to most airline buffs. The model material, showcase photos and the schedule and post card material should satisfy the appetite of most collectors. Your comments on any of the articles will be appreciated.

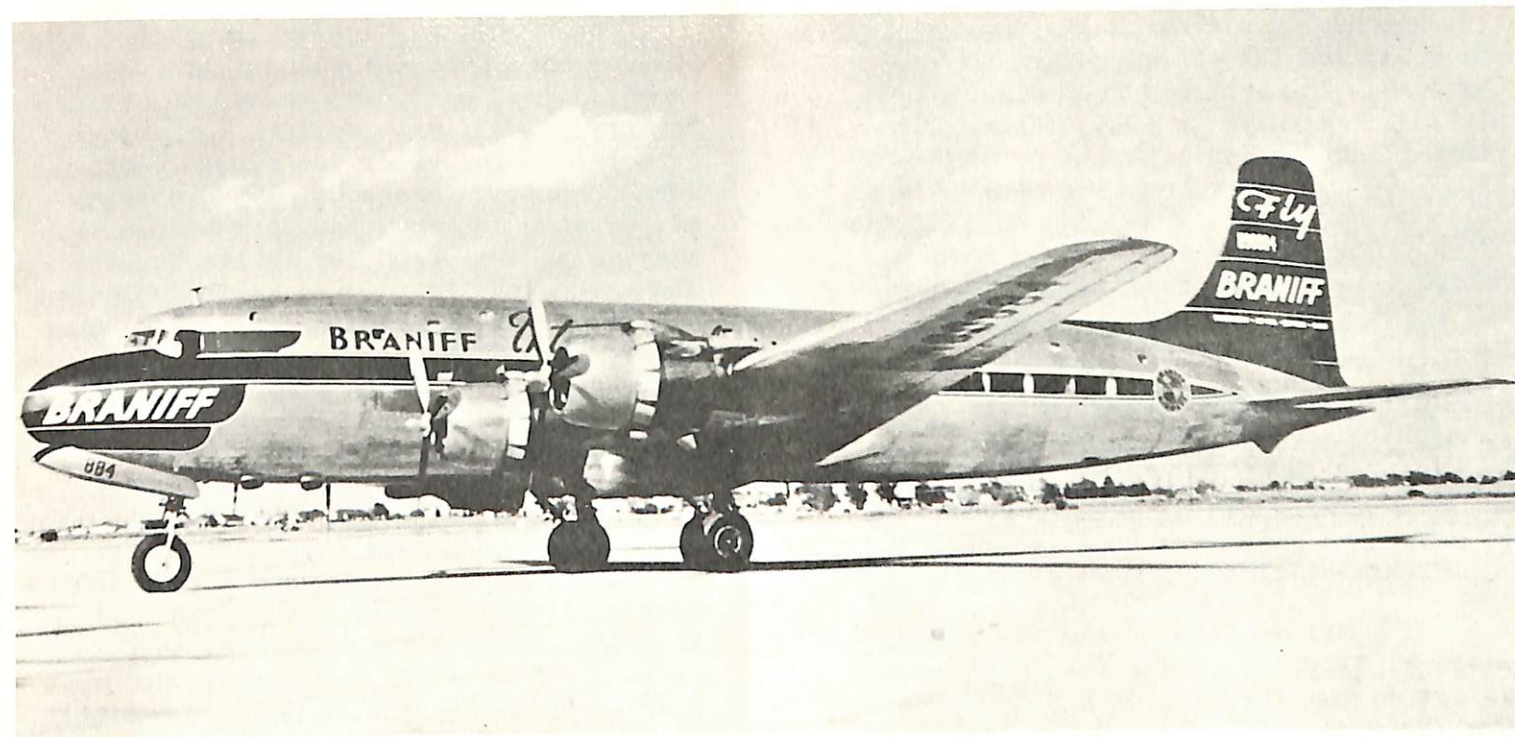
Steve Mason of Victor 66 is planning a trip to the east coast area in early January and would like to meet with any airline buffs that have the time. Drop Steve a line to see what arrangements he has made as to time and place of such a meeting.

The Club is now on the mailing list of several of the airlines to receive their press releases. Any important material received will be passed on to the membership in either the "Log" or newsletter.

Western Airlines will be celebrating their 50th anniversary in 1976, so we will plan on doing a history of this carrier. Anyone having info on Western we would appreciate hearing from you.

I would like to thank all those members that have sent in material to be published. If the material you sent in does not appear in this issue, don't fret, we are saving it for a future issue. Feel free to send in any material you have that you would like to see published. We can use any type stories or pictures you might have.

Happy Collecting



BRANIFF INTERNATIONAL AIRWAYS DC-6

## DOUGLAS DANDIES

In the history of commercial aviation the Douglas DC-6 and DC-7 stand as pillars for the foundation of the airline network of the world. This famous series of Douglas built aircraft made major contributions to the expansion of new and longer route structures while enabling the airlines to operate at a lower cost per seat mile than ever before. Admirably, the DC-6 and DC-7 competed with the comparable versions of the Lockheed Constellation for the airliner market.

### DC-6

Developed out of the need to compete for transcontinental routes, the DC-6 was basically a re-engined, pressurised, stretched form of the DC-4. Powered by four Pratt and Whitney R-2800-CA-15's each delivering 2400 s.h.p., the DC-6 was able to cruise 280 mph at 16,000 feet, enabling greater operational performance and giving a range of over 3000 statute miles. With the additional 81 inch

fuselage stretch and a cabin pressurising system, the DC-6 could transport as many as 86 passengers in a high density seating configuration and with greater comfort than before.

The DC-6 made its first flight on February 15, 1946, and in November of the same year, simultaneous deliveries were made to American Airlines and United Airlines. Both companies entered the DC-6 into regularly scheduled service in April, 1947.

After just six months in operation, all DC-6's were grounded following a fatal crash of a United DC-6 and a forced landing of an American aircraft. Ensuing investigations determined that in certain conditions fuel could overflow from the tank vents into the cabin heater intake. Modifications were carried out by Douglas and four months later the DC-6's were flying again.

A total of 175 DC-6's, including one XC-112 and one C-118, were built.



## DC-6A

Rightfully nicknamed "Liftmaster," the DC-6A was the all-cargo version of the DC-6. It developed from discussions with Slick Airways in 1949, making its first flight at Santa Monica on September 29, 1949, and later entering service with Slick on April 16, 1951. Essentially the DC-6A differed from the DC-6 by incorporating a lengthened fuselage, more powerful engines, a higher gross weight and two large freight doors.

Another version of the DC-6A, known as the DC-6C, was also built but in much smaller numbers. As the "C" signifies, the freighter could quickly be converted to passenger configuration. A total of 74 DC-6A's and DC-6C's were built.

In military colors, the DC-6A saw extensive service by the U.S. Air Force as C118's and the Navy as R6D-1's. The majority of these aircraft were used in the Military Air Transport System (MATS), while others were used as VIP transports. 166 C-118's and R6D-1's were built.

NORTHEAST AIRLINES DC-6B



## DC-6B

The DC-6B, a slightly lengthened version of the DC-6A but without the cargo capabilities, went into passenger service in April, 1951, with Western Airlines, just two months after its first flight. When production ceased in 1958, a total of 288 such aircraft had been built. The success of the DC-6B lay in its low operating costs, making it more economical than any other piston-engined airliner of that time. The DC-6B also proved to be the most successful of the whole DC-4/6/7 series for Douglas as only 125 aircraft were required to break-even.

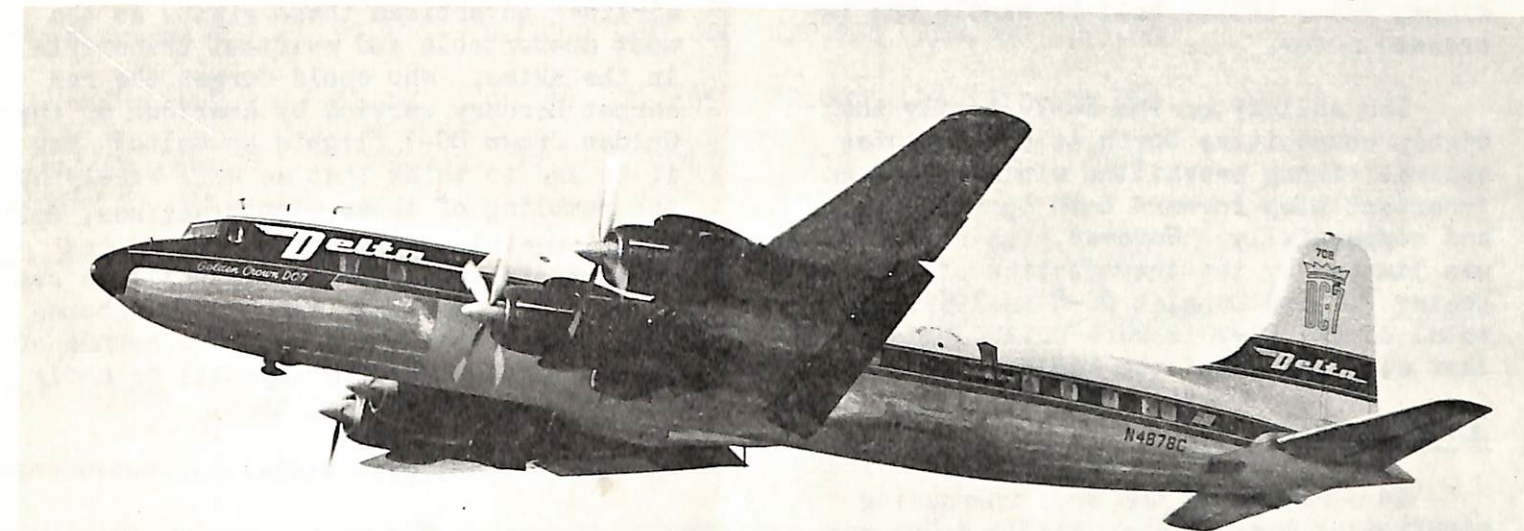
As the supply of DC-6A's were bought up, many DC-6B's were eventually converted to freighter, which involved the installation of cargo doors and reinforced cabin flooring. The various conversions were carried out by several operators and engineering firms, thus a variety of designations such as DC-6AB, DC-6AC and DC-6BF evolved.

The DC-6B remains in large scale service as one of the worlds' most popular transports.

## DC-7 Series

As even faster more powerful engines were developed and faster aircraft with long range capabilities were demanded, the evolution of the four engined Douglas airliner continued. Direct competition with TWA's Super Constellations forced American Airlines to persuade Douglas to develop the DC-6B around the new Curtiss-Wright R-3350 turbo-compound engine. The resulting aircraft was the DC-7, of which an initial 25 were immediately ordered by American Airlines.

Equipped with new high altitude turbo-compound engines and four-bladed propellers, the DC-7 could cruise 330



DELTA AIRLINES DC-7

mph at 20,000 feet. More important was the increased range which allowed sustained non-stop transcontinental operations. Other improvements over the DC-6 series included the use of titanium for added fire resistance in the nacelles and a higher landing gear operating speed.

With jet-powered equipment just around the corner and the fact that the DC-7 was not as economical to operate as its little brother, the DC-6B, the market was limited to American, Delta, National and United. From its first flight in 1953 to the end

of production in 1958, only 105 DC-7's were produced.

## DC-7B

With the ever continuing need for long range aircraft, the DC-7 was fitted with increased fuel tankage by extending the engine nacelles to form saddle tanks. The resulting aircraft was the DC-7B, which also included an increased gross weight and certain aerodynamic refinements. However, only those DC-7B's ordered by Pan American and South African had the saddle tanks installed. The extra fuel capacity was not required on

the routes of other operators, and thus their DC-7B's outwardly looked no different than a DC-7 and should actually be referred to as hybrid DC-7B's. Of the 112 built, many are still in operation with numerous travel clubs and non-scheduled carriers.

## DC-7C

In 1954 Pan American Airways led discussions with Douglas on ways of improving the design of the DC-7B to provide non-stop North Atlantic range capabilities as well as reducing the high cabin noise



and vibration produced by the relatively close position of the Wright Turbo-Cyclone engines to the fuselage. By extending the wing with the insertion of an additional ten foot center section, space was provided for the increased fuel tankage which would be necessary for the new 3,400 hp Cyclones as well as the required overseas range. Now that the inboard engines were five feet further away from the fuselage, cabin noise and vibration was significantly reduced, offering greater passenger comfort for those long ocean journeys. The new design was designated DC-7C "Seven Seas," which in addition to the larger wing span, included a further 42 inch fuselage stretch ahead of the wings, larger ailerons and flaps, and a taller tail to handle the increased power.

The ability of the DC-7C to fly the highly competitive North Atlantic routes against strong prevailing winds marked an important step forward both operationally and commercially. However, its useful life was limited by the introduction of the Boeing 707 and Douglas DC-8 in 1959. A total of 121 DC-7C's were built, being the last development of the famous DC-4/7 series.

DC-7F Series

As a result of the ever increasing air freight market, many DC-7's found extended life, although less glamorous for sure, in cargo roles with the airlines. Conversions of any of the three basic airframes (DC-7, DC-7B and DC-7C) by Douglas were given the common designation of DC-7F. However, as other firms participated in the conversion process, such designations as DC-7F, DC-7BF and DC-7CF were also used.

The conversion consisted of installing two large freight doors, reinforced cabin floor, plus certain cargo handling equipment. Also, the replacement of cabin windows by metal blanks was sometimes included in the freighter adoption according to the operator's specifications.

For the most part the DC-7F series replaced the DC-6A on long haul freight runs until their eventual displacement by jets. Many have since gone into the second hand market with non-scheduled freight operators. However, being less economical

than the DC-6A and DC-6B, the DC-7F was not as readily bought up.

CONCLUSION

Without a doubt the DC-6/7 series was the most successful piston engined airliner series of its time. A grand total of 1,042 were built, comprising of 1 XC-112, 175 DC-6, 74 DC-6A and DC-6C, 166 C-188A and R6D-1, 288 DC-6B, 105 DC-7, 112 DC-7B and 121 DC-7C. This was surely a favorable comparison to the some 850 Lockheed Constellations built. Production of the series continued from 1946 thru 1958.

It seems like only yesterday that the airlines advertised these giants as the most comfortable and swiftest transports in the skies. Who could forget the red carpet Mercury service by American or the Golden Crown DC-7 flights by Delta? Now it is sad to think that we will rarely hear the rumbling of those mighty engines, spitting large blue flames from cherry red exhaust stacks. Never again shall we see those unique and intricate color schemes they once wore. The shapes and sounds of those dinosaurs of the sky will be sadly missed by all that knew them.

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Thanks to Tom Kalina for the wealth of information of the DC-6/7 series. Also see the model section on conversions of the various DC-6/7 series aircraft, also done by Tom.

For additional information on the DC-6/7 series see the booklet put out by A Laas Internation Publications. This booklet lists all the aircraft in the DC-6/7 series, who owned them and when and what eventually happened to them. Also all registration numbers are given. A fine reference work for the serious collector. The book is available for VHF Supplies. Check their latest advertisement for price.

Victor 66 is listing a DC-7 made in Mexico by Revell for \$4.50 plus postage in American livery. They also have the U.S. Revell model of the DC-7 in United colors. This item sells for \$2.29 plus postage.

	SPECIFICATIONS					
	DC-6	DC-6A	DC-6B	DC-7	DC-7B	DC-7C
Wing Span	117'6"	117'6"	117'6"	117'6"	117'6"	127'6"
Length	100'7"	105'7"	106'8"	108'11"	108'11"	112'3"
Height	29'1"	28'8"	28'8"	28'7"	28'7"	31'10"
Wing Area (sq. ft.)	1,463	1,463	1,463	1,463	1,463	1,637
Engines	R-2800-CA-15	R-2800-CB-16	R-2800-CB-17	R-3350-18DA-2	R-3350-18DA-4	R-3350-18EA-1
Propeller Diameter	13'1"	13'6"	13'6"	13'6"	13'6"	14'0"
Fuel Capacity (gal.)	3,550	4,600	4,600	4,600	5,380	6,515
Maximum Gross Wt.	97,200	107,000	107,000	122,200	126,000	143,000
Maximum Payload	21,300	28,188	24,565	20,000	21,526	23,350
Typical Cruising Speed (knots)	285	274	274	312	313	308
Maximum Range (miles)	3,400	4,100	4,100	3,770	4,275	4,900
Passengers	48-80	-----	54-102	60-95	60-95	60-100
First Flight	Jun-46	Sep-49	Feb-51	May-53	Oct-54	Dec-55

BRANIFF INTERNATIONAL AIRWAYS DC-7C







PAN AMERICAN DC-6A

PAN AMERICAN DC-7B



# FLIGHT EXCHANGE

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

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 is looking for material on the Boeing 727 and the DC-3. He is interested in purchasing books, photos, slides, drawings or any other material dealing with these two aircraft.

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

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

Tom Kalina, 16W531 57th St. Apt. 4, Clarendon Hills, Illinois 60514 is looking for a Strombecker Martin "China Clipper"; Sebel Viscount; and the book "American Airlines Since 1929" by C. R. Smith. Tom also has need of post cards of domestic piston-engined airliners, so send him your trade list.

Gary Frey, 1148 St. Rose, Cahokia, Ill. 62206 has for trade: TWA 747 booklet; complete set of United Airlines aircraft paintings (full color 2' x 2' reproductions commissioned by UA in early 70's); full color North Central DC-9 (2'x2'); North Central history of flight poster with 8x10 color photos of all NC aircraft past and present; Revell and Microscale decals, mostly military; and the following Revell kits--H-126 (F-89D Scorpion), H-172 (Artic Copter), H-176 (P6M-1 Seamaster), H-140 (B-47), H-273 (B-52 with X-15), and H-139 (B-36). Gary is looking for the following items: Revell or Airfix airliners especially

F-27 decals for the 1/120th scale Revell DC-9 and Revell F-27, all available liveries, especially Bonanza and foreign carriers. Will consider any airline kits, decals, etc., in trade for above needed material. Also need a Revell DC-8-61 in Aeromexico colors.

Erik Bernhard, 3722 Salem Trail, Lithonia, Georgia 30058 has available for trade many different sizes of black and white glossies and post cards. He would like to trade on a one for one basis. He has lists for each particular size (3x5, 5x7 and 8x10). He also has many travel posters available for sale or trade for photos he needs. In the color department he has a list of post cards and also 16 x 20 color lithographs that he would like to exchange. All members interested, drop Erik a line at the address above.

Bob Trader of RR #1 Box 292, Rising Sun, Indiana 47040 is looking for schedules of airlines that have merged over the past years. He will trade or buy tts of Central Airlines, Trans-Texas Airways, Mohawk, Northeast, Bonanza, Pacific Air Lines, and Air West and Capital. Bob has one copy of a Lake Central tt for trade.

Robert Feld, 630 East Avenue J-4, Lancaster, California 93534 has the following post cards he will trade for airline emergency cards or airline patches or sell for \$8. United 247-D and DC-6B; American DC-6, Convair 440, Electra and Boeing 707; Eastern Martin Airliner; Northwest DC-6; Delta Convair 880; Pan Am Boeing "Strato" Clipper; TWA Boeing 707 and L-1011; Western Convair 440 and DC-6B; Air Canada DC-8, 747, and L-1011; LUT Caravelle and L-1011 and a L-1011 in company colors.



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Leonard A. Wallis, 38 Linlake Dr., St. Catharines, Ontario, Canada L2N 2M3 is looking for the following material: Post cards--planes (all types) and airports Decks of playing cards; schedules; marked items of china, silver and glassware, plus menus; airline ash trays; slides and movies (similar items also wanted for trains and ships); OAGs, International Edition in late 50s (no Quick Ref.); ticket folders and your old auto license plate.

For trade Mr. Wallis has post cards; slides; recent schedules and dupe 8 x 10 photos. SPECIAL SALE (postage paid prices)  
Royalair ticket envelope, mint cond .25  
Air Canada plastic baggage tags .25  
Air Canada small 2" plastic planes  
DC-8/9 and L-1011 .25 ea  
Learn to Fly booklet, 21 pgs .90  
Air Canada route map, no date .60  
1970 Austin Airways calendar 1.00  
KLM Air Freight Guide to Canada  
2/68 maps, photos, etc 1.00  
DH 125 Contract Specs Book 2/65  
diagrams, nice 1.50  
Jet Commander Presentation Book "65" 1.00  
Deck Eastern Cards; white/blue mint 2.00  
1960 Jeppensen Eastern Airport Dir. 4.00  
Hard cover book Airline Operations  
pub. 1948, pictures, air routes,  
360 pages, good condition, photos  
include TWA Boeing 307, AA CVs,  
Slick C-46, etc., covers all phases  
of airline operations. 10.00  
(or will trade any of the above for  
material I need.)

WANTED: post cards and schedules of  
Eagle Airways Bermuda Ltd.

Write Mr. Wallis for any trades you  
might be interested in.

Paul Collins is looking for any material  
having to do with Mohawk's "Gaslight"  
service of the early 60's. Any info or  
photos/material will be appreciated.

Bruce Drum 655 Eldron Drive, Apt. 15  
Miami Springs, Florida 33166 collects  
and trades high quality 35mm Kodachrome  
slides of airlines. Worldwide trades  
welcome. Also collects and trades tts  
and OAGs/ABCs. Many tt spares since 1961.  
Bruce also helps to compile JP Airline  
Fleets yearly. Drop Bruce a line if you  
wish to trade for any of the items listed.

Steve Mason of Victor 66, P.O Box 83,  
Santee, California 92071 has the following  
post cards for trade: UAL CV-340, B-247,  
DC-7, DC-4's; TWA Stratoliner, Connie,  
Martin 2-0-2; Pan Am China Clipper,  
Stratocruiser, B-314, DC-6; EAL Connie,  
DC-7B, Martin; Delta CV-880, DC-6, DC-8,  
NWA Stratocruiser, Martin, DC-4; WAL  
DC-3, DC-6B, DC-4; American DC-3's,  
DC-6, DC-7, Electra; North American A/L  
DC-4; Cathay Pacific Electra.

Steve needs Northeast CV-880; National  
Electra; Allegheny 580; Delta Convair  
and Connie; EAL Electra (if it exists??)

Write Steve at 8104 Joe Crosson Drive,  
Santee, California 92071.

Frederick G. Joergens, 18 Harding Terrace,  
Irvington, New Jersey 07111 is in a very  
desperate need of the Revell Convair 990  
Coronado model kit. He states he will  
gladly purchase from anyone having one  
for sale or trade.

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## NOTICE

Starting in January, 1976, a monthly  
newsletter will be mailed to members. This  
letter will contain, among other things,  
the material listed in the "Flight Exchange"  
section of the "Log" plus the names and  
addresses of new members and change of old  
addresses. Also included will be any  
timely news and information that would  
be of interest to the airline buff.

If you wish to list any items in the  
January newsletter, I would appreciate  
hearing from you by at least the 10th of  
the month. This schedule will hold true  
for all issues of the newsletter.

I can't urge you enough to send in  
material for the "Flight Exchange." This  
is really why the Club was set up in the  
first place--to provide a meeting place  
for airline buffs to exchange material and  
ideas.

If you have material for trade/sale  
and ideas and suggestions where to obtain  
material for our collections, lets hear  
from you.



# AIR CARRIER WORD SEARCH

Gary Frey

Gary has worked out the following word puzzle. See if you can find at least 56 air carriers. The names will read forward, backward, up, down, and a few diagonally. A list of names will be found else where in this issue.

A I L A T I L A W T N A P A J  
M T O L Z B Q I R E W O R P H  
E S T L Y E P O Q A N T A S S  
R A P E E R A H O N N E I W E  
I E O G K I P A A F C R S C A  
C H L H K A S P E N I C A O B  
A T I E O S P A N E B A S N O  
N R S N O R T H W E S T B T A  
O O H Y C N R E T S A E N I R  
I N K R A Z O R O D N O C N D  
R I N A T I O N A L Z M P Q E W  
V A R I G E D K O D I A K N O  
F I N N A I R A E E L I W T R  
O I M L K U N I T E D R A A L  
N A O G A T P R O T O M H L D  
I W H N F Q B L E L O I O O F  
S A I I I R P I L A M D M Q F  
A H W Q I Q A F G K S W E E I  
C S A T U R N T A S N E S I N  
S L I G H P A G E A A S Q X A  
L S S O R K M T R L R T X I R  
H U G H E S I H R A T L E D B

I decided to make it easy for you, so I will list the 56 carriers Gary has included in the puzzle above. Mark off the ones you find.

AIRLIFT	DELTA	OZARK	VARIG
AIR MIDWEST	DIXIE	PAA	WIEN
ALASKA	EAGLE	PAGE	WORLD
ALITALIA	EASTERN	PAN AM	
ALLEGHENY	FINNAIR	PIEDMONT	
ALOHA	HUGHES	PSA	POLISH
AMERICAN	HAWAIIAN	QANTAS	
ASPEN	IBERIA	RIO	
BOAC	IRISH	ROSS	
BRANIFF	JAPAN	SABENA	
BRITISH	KEY	SAS	
BROWER	KIM	SATURN	
CASINO	KODIAK	SEABOARD WORLD	
CHINA	LOT POLISH	SEMO	
CONDOR	MOHAWK	SWIFT	
CONTINENTAL	NATIONAL	TRANS MO	
COOK	NORTHWEST	TWA	
	NORTHEAST	UNITED	

\*\*\*\*\*

## AIRCRAFT PUBLICITY BUREAU

John B. Hayes, 2483 West Costilla Avenue, Littleton, Colorado 80120 operates the Aircraft Publicity Bureau, a service offering high-quality duplicate 35mm color slides of commercial and military aircraft. Send \$1.25 for catalog and sample slide. Kodak film and processing used exclusively.

\*\*\*\*\*

## FOX MILITARY EQUIPMENT CO

Alan C. Beckman of Fox Military Equipment Co. offers his current aviation and airborne wings catalog sent via first class mail for \$2.50. Mr. Beckman has a nice selection of international airline wings and other related items. Catalog well worth the price. Write him at:

Fox Military Equipment Co.  
16 W 331 Jackson Street  
Hinsdale, Illinois 60521

\*\*\*\*\*

## AVIATION COLOR PHOTO

Jack Splinter of Aviation Color Photo, 2218 North Junett, Tacoma, Washington 98406, specializes in post cards and has quite a listing available with a sample for only 35 cents. Price per card run between 15 and 20 cents with a little more for the larger size cards. Jack also does some trading, if you have something he can use. He is interested in the prop a/c cards.

\*\*\*\*\*

## KIT COLLECTOR'S CLEARINGHOUSE

John Burns, KCC, 3213 Hardy Drive, Edmond, Oklahoma 73034 is the head man at the KCC. If you have been looking for that "rare" kit at the local hobby shop with no luck, John just might be able to line you up with someone that has it. Drop John a line and he will fill you in on what is happening at the Kit Collector's Clearinghouse.

# ON SCHEDULE

## ON SCHEDULE

by  
Frank J. Lichtanski

Looking over the membership roster there are a good number of people who indicated that they collect timetables. This column will be about timetables- new issues, old issues, format, graphics, and generally anything else to do with the printed schedule.

Since there are literally hundreds of airlines that issue timetables it is impossible to compile a list of all known issues, but it is possible to note new editions released by the major carriers. In the last issue of THE LOG a list of airline timetables issued by selected US and Canadian carriers was presented. Basically it listed trunk and regional carriers only. It is hoped that an updated list can be presented on a regular basis for these carriers. Your help will be needed in reporting and confirming these timetable issues.

If there is sufficient interest, foreign timetables issues can also be noted. However, the large number of foreign carriers and difficulty in obtaining current information may preclude any extensive listings. There are some rather well done foreign timetables around, the Air Rhodesia system is coming to mind as one being both interesting to the collector as well as useful to the passenger. Schedules are listed in a table type format (as opposed to the quick-reference type used by most US carriers) and the whole thing is done in full color. The picture of their 720 is especially attractive. Unfor-

tunately they no longer have a US office so you'll have to write to Rhodesia to obtain a copy.

Listed below is a continuation of the list published in the previous issue.

## Airline Timetables Issued Aug 74 - Aug 75

Air California 9/4/74 11/25/74  
1/2/75 4/1/75 7/16/75  
9/3/75

Air Canada (US and North Am)  
10/27/74 2/23/75 4/27/75

Air Canada (Intl)  
2/23/75 7/1/75

Alaska 9/15/74 6/1/75

Allegheny 8/1/74 10/27/74 1/7/75  
2/23/75 6/1/75\* 8/1/75  
\*-New look

Aloha 9/3/74 (113) 9/3/74 (113)  
12/1/74 (114) Note: two different tics were issued 9/3/74

American 8/1/74 9/9/74 10/27/74  
12/1/74 1/7/75

Braniff SUMMER 74 WINTER 74/75  
SPRING 75 SUMMER 75 FALL 75

Continental 9/1/74 10/27/74  
6/1/75

CP Air 8/1/74 10/27/74 4/27/75

Delta 8/1/74 9/1/74 10/1/74  
2/23/75 4/1/75 6/1/75 8/1/75

Eastern 9/1/74 12/3/75 5/1/75

Eastern Provincial 4/27/75

Frontier 1/15/75 6/1/75

Hawaiian Air 9/1/74 (188) 10/1/74 (189)

Hughes Airwest 10/27/74 12/14/74  
2/23/75 7/1/75 9/3/75

National 12/15/74 1/31/75 4/15/75  
7/1/75

North Central 9/3/74 6/6/75



Northwest 9/16/74 10/27/74 6/5/75  
9/15/75  
Ozark 10/27/74 5/1/75  
PSA 8/1/74 10/18/74 4/4/75 6/23/75  
Pacific Western 10/27/74 4/27/75  
6/15/75  
Pan Am 8/1/74 11/1/74 6/15/75  
Piedmont 8/1/74 10/27/74 1/15/75  
5/1/75 6/1/75 7/9/75  
Quebecair 8/11/74 1/13/75  
Southern 12/4/74 6/1/75  
Texas Intl 10/1/74  
Trans Air Ltd 9/15/74 1/15/75  
6/1/75 9/15/75  
TWA 9/15/74 10/27/74 12/1/74 1/6/75  
6/15/75 8/1/75 9/8/75  
United 9/9/74 9/9/74 10/27/74  
1/7/75 1/31/75 6/13/75 9/3/75  
Note: two different tts were  
issued 9/9/74  
Western 9/10/74 10/27/74 1/8/75  
4/27/75

#### QUICK REFERENCE

Member Perry Sloan is interested in starting a Airline City Quick Reference Schedule collecting group. Mr. Sloan would like to hear from other tt collectors that share an interest in the so-called "City" reference items.

As Mr. Lichtanski mentioned in his article, it is hard to keep up with the schedules published by the airlines for their whole system, so you can only guess the problem keeping up with the individual city schedules. This is what Mr. Sloan hopes to accomplish by starting his group. All I can say, is GOOD LUCK!

\*\*\*\*\*

Paul Collins will be happy to pick-up Cincinnati Quick Reference schedules for anyone desiring them. Can obtain Delta, TWA, American, Allegheny, North Central and Piedmont.

#### PHOTO ALBUM #1

The photos in Album #1 were sent in by George Kinney. George submitted quite a number of good pictures that will be seen in future issues of the "Log" in the Album section.

- Photo #1 Boeing 737 of All Nippon Airways. Beautiful color scheme. Light blue cheat line and tail, black lettering and very interesting logo.  
Photo #2 Ilyushin Il-18V of Hungarian Air Lines. Blue cheat line and lettering. Red, white and blue stripe on tail.  
Photo #3 Aviation Traders ATL .98 Carvair. (VHF photo) Two-tone blue cheat line similar to Eastern's, lettering black.  
Photo #4 TU-134 of Aviogenex. Maroon cheat line and tail with black lettering.  
Photo #5 Boeing 707 of British Caledonian. Standard BC livery. Love that golden lion on the blue background!  
Photo #6 Convair 880 of Lanica. Dark blue cheat line and tail design, lettering in light blue.

#### PHOTO ALBUM #2

- Photo #1 Curtiss C-46 of Northeast Airlines. Although a b&w photo, I take the colors to be yellow bottom and white top with black lettering and detail.  
Photo #2 Vickers Viscount 800-810 series. Northeast airlines of Great Britain. Yellow body with white window cheat line and black lettering.  
Photo #3 BAC One-Eleven of Air Siam. Can anyone provide the colors on this bird?  
Photo #4 Boeing 707 of Bahamas World. Colors anyone?  
Photo #5 Tupolev TU-104 of Aeroflot  
Photo #6 Hawker Siddeley HS .748 of Copa Panama.

The photos in Album #2 are from the collection of Erik Bernhard. Erik has been kind to loan me a great number of his photos, both b&w and color. We will be seeing more of his material in future issues of the "Log."

\*\*\*\*\*

When sending in photos for the Album section, make sure there are not to dark/light and free of support equipment.

# PHOTO ALBUM



#1



#2



#3



#4



#5



#6



# PHOTO ALBUM



#1



#2



#3



#4



#5



#6

(18)

# THE MODEL SHOP

## Airfix Airliners

As promised, Joe Turner has sent in a listing of the airliners manufactured by the Airfix Company. Joe states that the listing may be incomplete, so check what models you might have stuck away and send in any additions.

Aircraft	Kit No.	Colors	Issued
DC-9	03176-5	KLM (new)	(GB)
Clipper	04172-6	Pan Am	(GB)
Clipper	1415	Pan Am	(USA)
Caravelle	SK400 1-79	Air France (GB) United (USA)	
Boeing 737	SK507 R-SKP02	Lufthansa (GB) C.P. Air (Canada)	
Bristol Superfrter.	Series 5 SK582	Silver City(GB) Brit. United (GB)	
Vanguard	Series 4 SK501	Transcanada (USA) BEA (GB)	
F-27	05003-4 Series 5	Breathens SAFE (GB) Irish Int'l (GB)	
Trident	SK501 03174-9	BEA (GB) British Airways(GB)	
VC-10	SK501 04171-3	BOAC (old) (GB) British Airways(GB)	
Boeing 727	SK503 R-SKP01	TWA (GB) C.P. Air (Canada)	
BAC-1-11	SK401 Series 1-88 Series 1-88	British United (GB) Mohawk (USA) Braniff (old) (USA)	
Boeing 747	3300 SK811 09171-8 09171-8 09171-8	American MPC (USA) BOAC (GB) British Airways(GB) Air France (GB) Lufthansa (GB)	

Aircraft	Kit No.	Colors	Issued
Comet 4B	Series 5-89 SK500	BOAC BEA	(USA) (GB)
Boeing 707	SK600 04170-0 Series 5-129	BOAC British Airways (GB) Air Force 1 (USA)	(GB)
L-1011	SK621 06171-9	Air Canada (GB) British Airways (GB)	
Concorde	1203 05170-3	Braniff Int'l (USA) British Airways (GB)	
C-47	2-1512	Pan Am MPC (USA) Jersey Airlines (GB) (now Viet-Nam gunship)	
DH Heron	SK381 03001-2	Jersey Airlines (GB) Shell Gas Co (GB)	

This listing does not include the Ford Tri-Motor, Skyvan or Island as they were only issued in one set of markings. The Ford Trimotor was issued by Craftmaster in AA markings also.

\*\*\*\*\*

A few notes that I would like to pass along to you at this time: MICRO-SCALE HAS came out with the Convair 880 and 990 along with several fighter types...Williams Bros. along with their Boeing 247 now are offering a Northrop Gamma, a early era mail-plane...Entex is offering a Dornier Do-X and a Guppy 201 along with their Boeing 727, Douglas DC-9-40 and several other offerings.

Most of these items mentioned can be obtained either from Victor 66 Products or the Squadron Shop.

MICRO-SCALE has also released several more 1/44th scale airliner sheets: 44-5 is 747 #2; 44-6 DC-9-30; 44-9 747 #3 and sheet 44-10 contains additional decals for the Boeing 737.

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## CONVERSION IDEAS FOR THE DC/6 DC/7

Tom Kalina has provided us with the following information on how to convert the Revell DC/7. Along with the conversion suggestions, Tom has included a number of real nice profiles on the DC/6 and DC/7.

The following conversion plans are intended as a basic foundation from which the modeler can begin his construction. By no means is this an exhaustive study. As always, the modeler should choose his subject first, study it thoroughly, use as many references as possible, and then begin cutting up the model. In your studies, pay particular interest in the number and spacing of windows, style of crew exit door, propeller hubs and tips, nose cone and type and position of any antennas.

### BASIC KITS:

The basic kits used in the following conversion information have been the Revell DC/7 original issue, Revell DC/7 H-168 and the Revell DC-7C kit number H-267. Although a few other manufacturers produced kits of the same series, the Revell kit lends itself more easily to the various conversions. It should be noted that the Revell of Mexico DC-7 can be used, however, the window placement is completely inaccurate for a DC-7. To correct the situation would be very difficult to say the least, but by filling in the required windows a DC-7F could possibly be developed. This would be the long way around now that Revell has re-issued the DC-7 without windows.

### PROPELLERS

Pointed propeller spinners can be found with the DC-7C, later releases of the American Airlines DC-7, and the Revell of Mexico DC-7. Small round hubs are attainable from the early release DC-7 (AA, UA, or PAA) and from the re-issued United DC-7. Propeller blades are rounded with the pointed spinners and squared off with the small hubs. In reality very few DC-7s were equipped with rounded tip blades as the square tips offered greater performance.

For DC-6 series aircraft finding the necessary hubs and blades molded as one will be a difficult task. Pointed spinners or small hubs can be used from the DC-7, but small hubs can also be taken from the Hawk C-131. Best rounded tip blades come from Monogram's Constellation, and square tips should be easily found in the scrap box. At any rate it will probably be necessary to mount the blades to the hub. This can best be accomplished by drilling small holes in the hub and each blade and using spurs as studs. Be sure to make yourself a jig for proper alignment. Also, blade lengths varied with the aircraft series. See specifications.

### NOSE SECTION

About the only area of the Revell kit that leaves a little to be desired is the nose section. By sanding the sides of the nose just below and forward the cockpit windows to appear slightly flatter, it will look more appropriate.

For those series equipped with the addition of a radar nose cone, lengthen the nose by 3/16th of an inch. Sand to proper shape with the use of photographs as a reference.

### LANDING GEAR

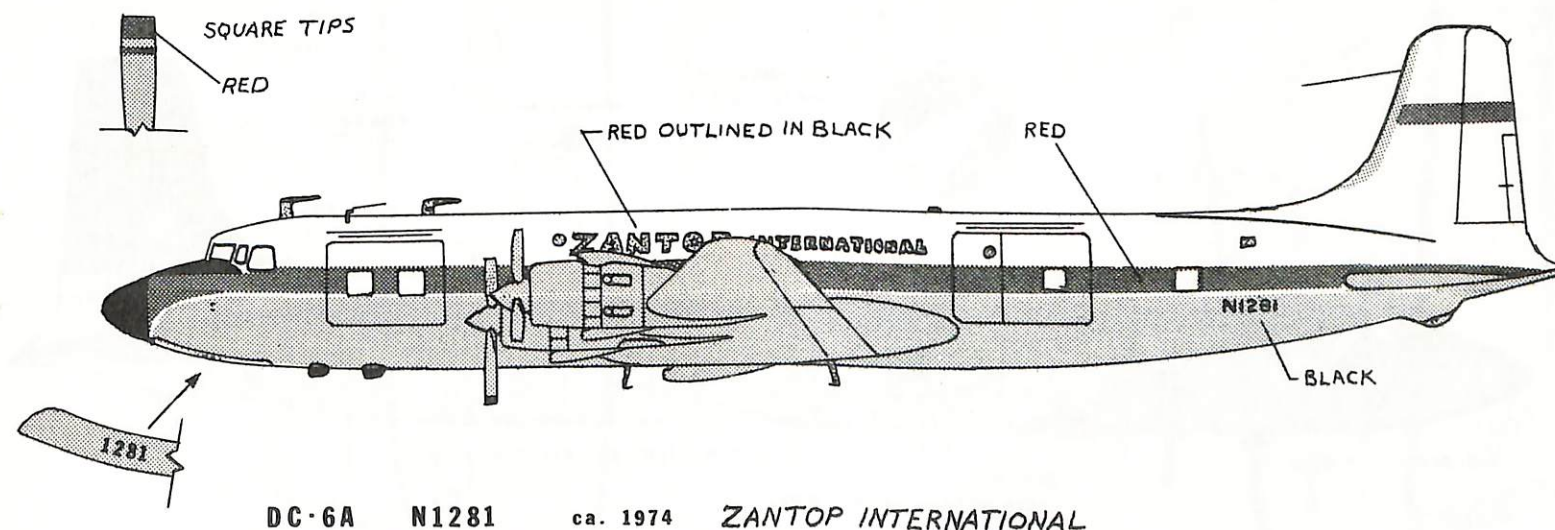
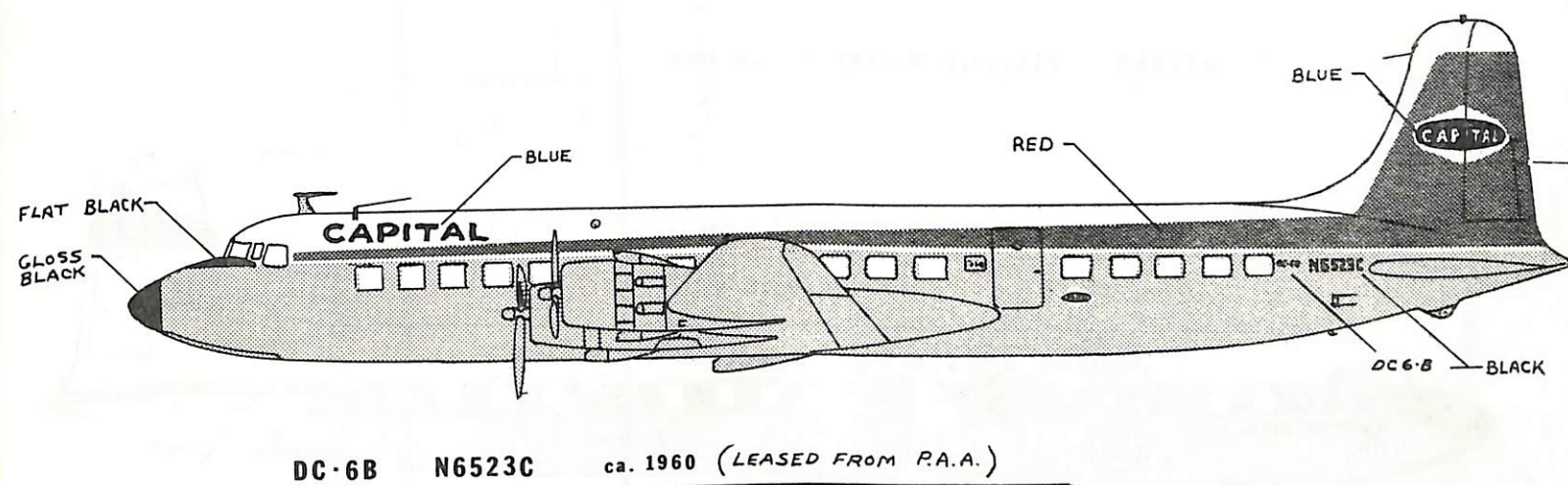
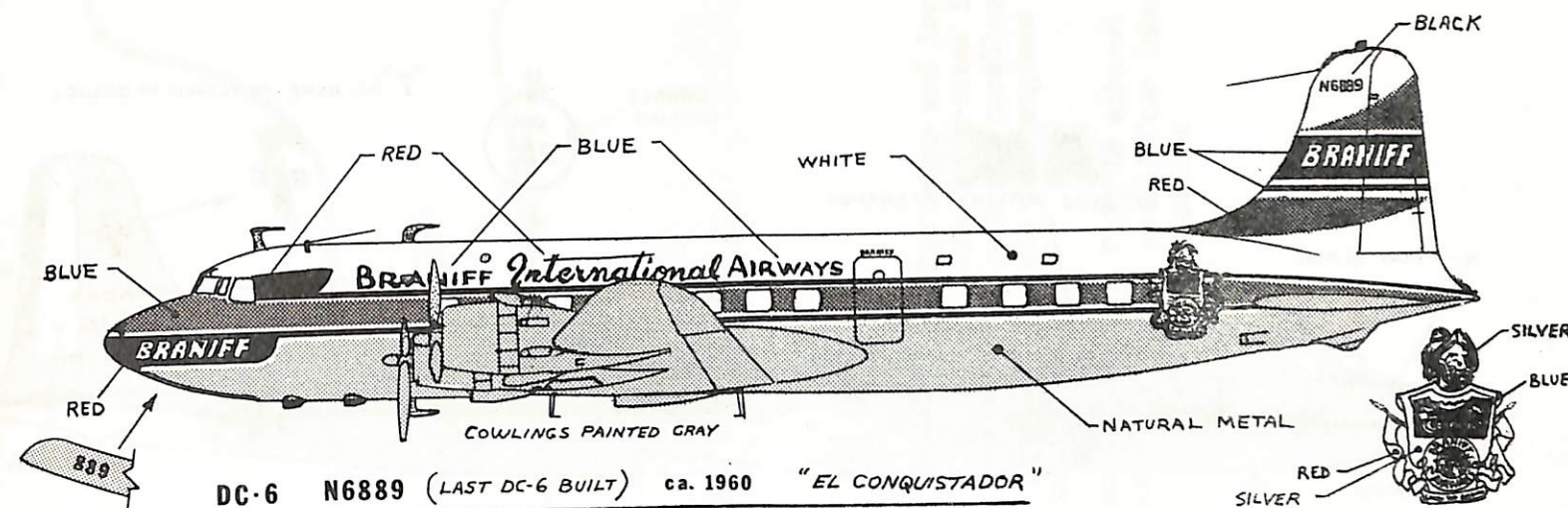
Your model will look much better if you doctor up the nose landing gear to look more like the real thing and throw away those terribly thick gear doors. New gear doors can easily be fashioned out of thin sheet plastic.

### PROFILE NOTES

The profile plates of the DC-6 and DC-7 should be used for color references only. Although every effort has been made to create an accurate representation of the aircraft, it is wise to consult actual photographs for correct positioning of letters and stripes, and three views plans for correct lengths and shapes.

## DOUGLAS DC-6

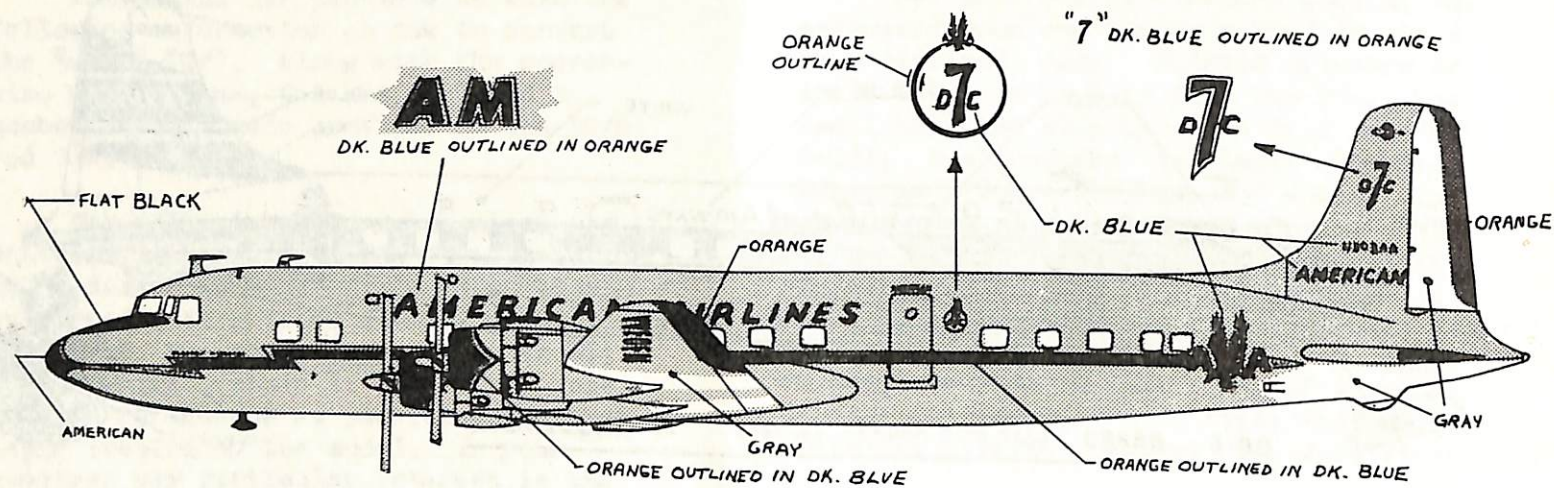
by TOM KALINA



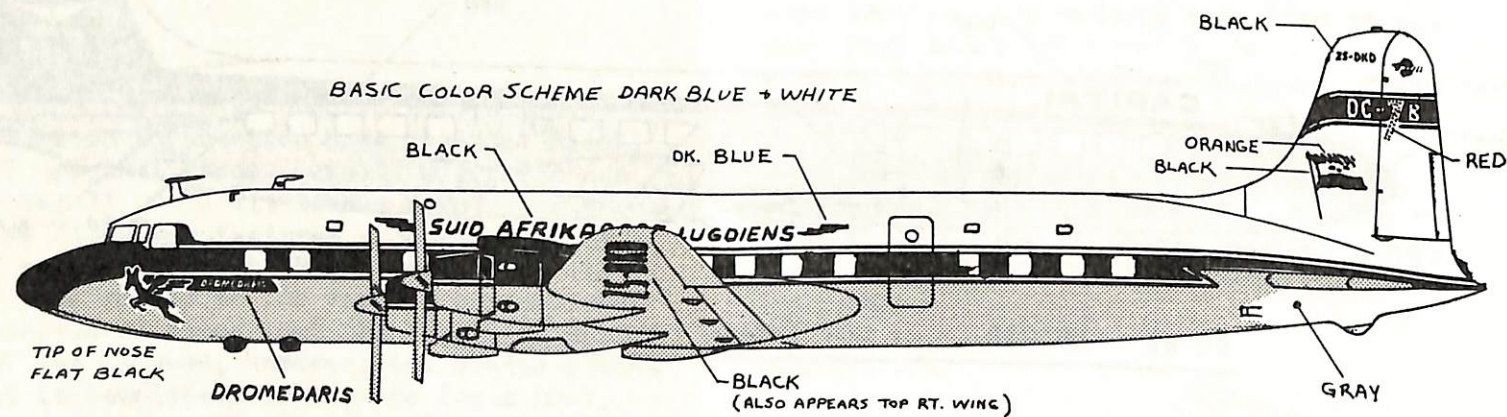


# DOUGLAS DC-7

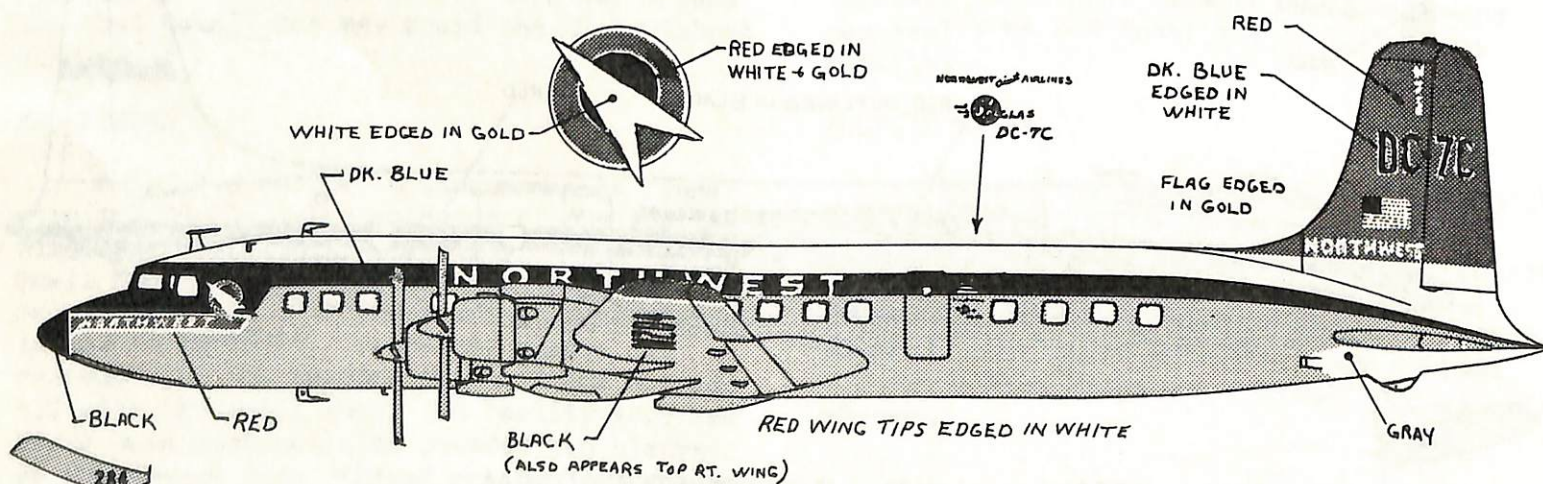
by TOM KALINA



DC-7 N303AA Flagship Missouri ca. 1954

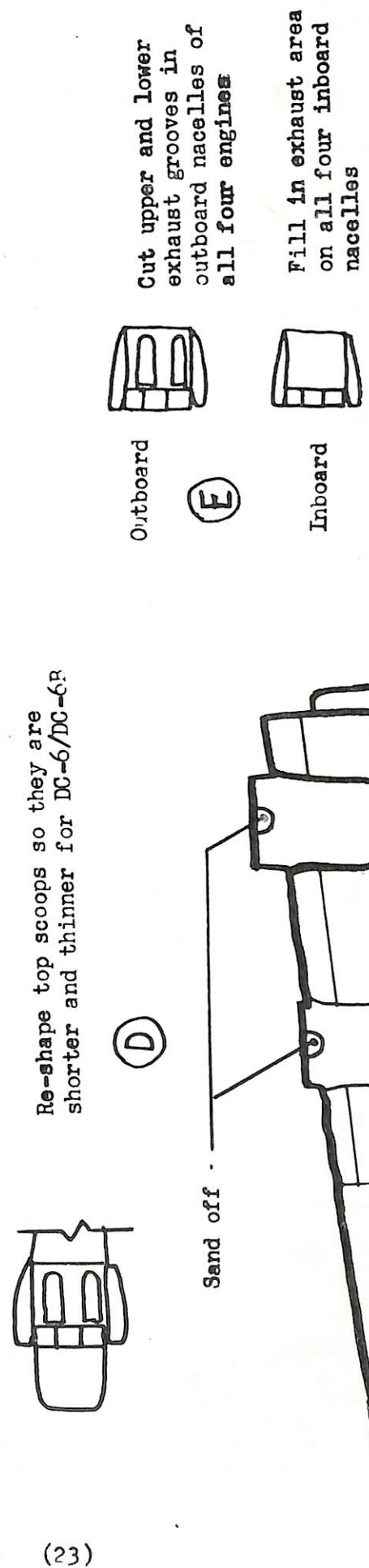
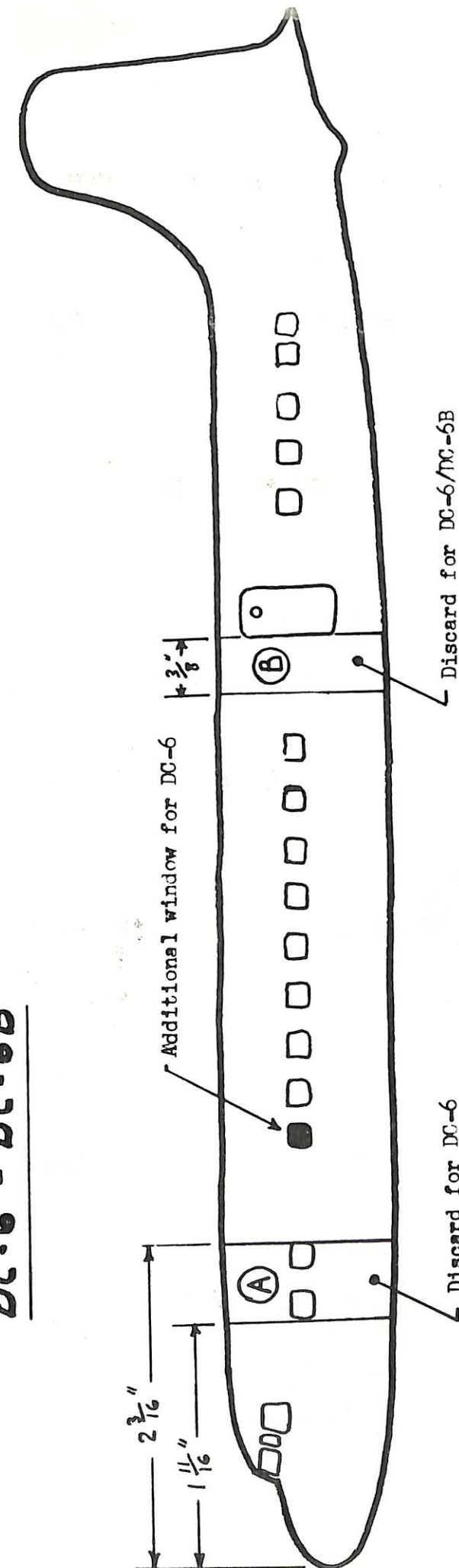


DC-7B ZS-DKD ca. 1959



DC-7C N284 ca. 1957

## DC-6 - DC-6B





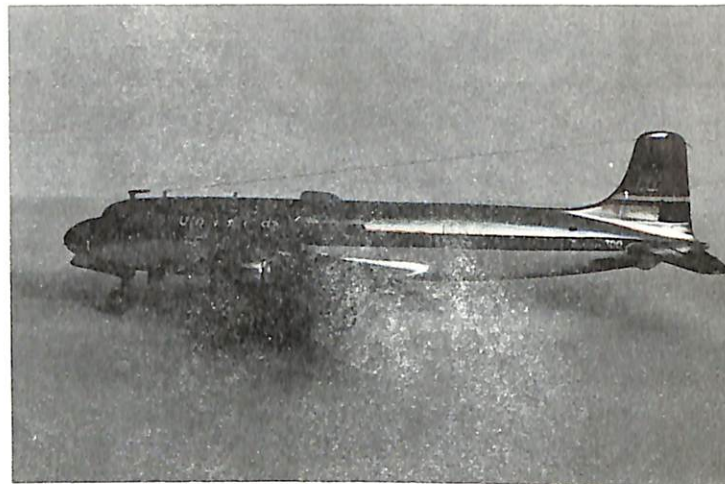




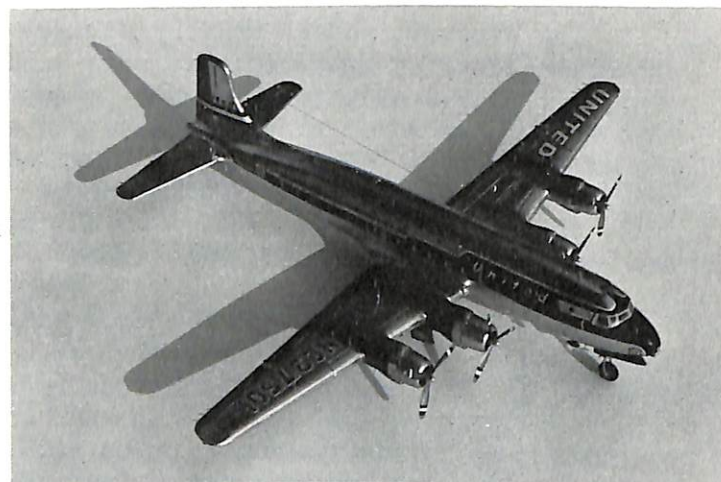
# MODEL SHOWCASE



#1



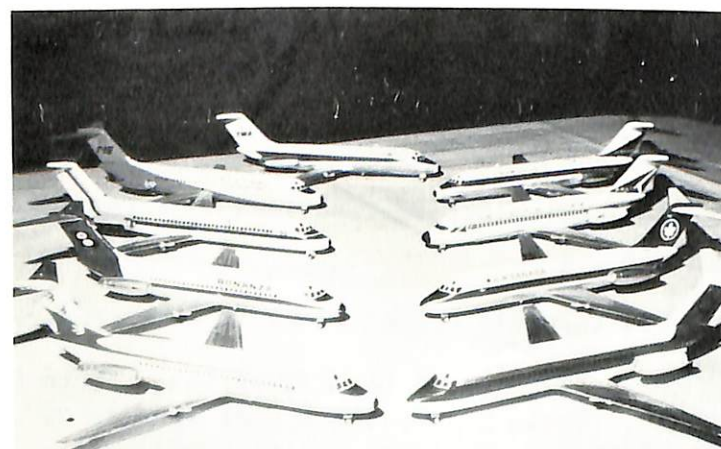
#2



#3



#4



#5



#6

# PATCHES & STICKERS

You can't tell the workers without a program, or, what airline employees wear a big red bird with JAL emblazoned upon it? Just as military units are proud to wear the emblem of their unit on their sleeve, so is the airline employee proud to wear the logo of their company on their shirt, jacket or hat in the form of a embroidered patch.

These emblems have grown, over the years, from a small airline I.D. over the breast pocket, to large colorful emblems worn on the back of the work coveralls worn by the line and maintenance personnel or most of the major air carriers.

Member Bob Frey has submitted some nice drawings of a number of the airline emblems that he has in his collection. A number of members listed patch collecting as one of the areas they are interested in, but I wonder how many different emblems are available to the collector? I have found it a difficult item to obtain from the airlines and few stores carry them in their stock. The editor would like to hear from any members that have these airline patches for sale or trade.

On the following page will be found a photograph of a number of early era American Airline baggage stickers. This set of paper emblems was received from a Mr. Ray Mattox who works for American at the Greater Cincinnati Airport (CVG).

The prize of this set is the large sticker in the center of the page, the one picturing the Hindenburg. This particular emblem was used in 1936. The emblem in the upper right-hand corner was used in 1934, while the sticker advertising the World's Fair was used in 1939. The one million passenger item was used in 1938 and the the Mercury Southern sticker was issued in 1940. The airmail item was a 1948 issue.

I would enjoy hearing from other members that have a selection of "old-time" baggage stickers so that some kind of record can be established. Victor 66 has recently reproduced a number of older emblems, and perhaps some other items will be reprinted in the near future.

If you collect any type "odd-ball" items feel free to send in some copy and drawings for future publication.

Description: White background

Gold letters

Orange (top) Gold bars

# MOHAWK





Description: Background White (top)  
Dark Blue (bottom)  
Red "wing" White letters



Description: White background and letters  
Red design



Description: White background  
Red aircraft and letters



Description: Background light blue  
Black letters and border



Description: White background  
Black letters and design

(28)





# ALLEGHENY

The company known today as Allegheny Airlines had its beginning on May 12, 1939, flying mail over 1,040 miles of rugged mountain terrain in Pennsylvania and West Virginia. The company at that time was called All American Aviation, being certified by the CAB following passage of the Civil Aeronautics Act of 1938.

All American was the only bidder for the Post Office's experimental contract to provide an air mail service to isolated communities without adequate airports. The single-engine Stinson monoplanes would swoop down to tree-top level at the small towns along the route, dropping mail containers and snatching the outgoing mail from the ground in a single pass without landing.

During World War II, the airline contributed its technical know-how to help the U.S. Army Air Corps establish its glider program. Long a glider champion, Richard C. DuPont, founder and first president of All American Aviation, continued glider research after his company began air mail pickup operations. All American engineers enlarged and redesigned pickup equipment and traveled to outposts in all military theaters installing and instructing personnel in its use.

Following the war, All American Aviation sought CAB certification to carry passengers and was granted the certificates, along with a name change to All American Airways on 11 January, 1949.

On March 7, 1949, a 24-passenger DC-3 left Washington National Airport at 7:00 a.m. on an historic flight to Pittsburgh--with intermediate stops at Baltimore, Frederick and Hagerstown, Md.; Martinsburg, W. Va.; Cumberland, Md., and Connellsville-Uniontown, Pa.

Operated by All American Airways, the history-making flight of 25 years ago marked the inauguration of passenger service by what was to become in 1953 Allegheny Airlines, today the sixth largest U.S. domestic passenger carrying airline.

Operating a fleet of 11 war surplus DC-3s, All American Airways in 1949 began establishing a route network that brought passenger service to 45 communities in Delaware, New York, Pennsylvania, New Jersey, Maryland, West Virginia and Ohio.

Recognizing the role to be played by the newly emerging local service airlines, as they were then known, Congress awarded them permanent operating certificates in 1956 and the Civil Aeronautics Board and its predecessor, the Civil Aeronautics Administration, expanded their route networks.

Some of the outstanding events in the history of Allegheny Airlines are as follows:

March 7, 1949 passenger service begins with fleet of 11 surplus DC-3s.

During 1953 reorganization of company begins with transportation services becoming Allegheny Airlines, Inc. and engineering and research forming All American Engineering; Leslie O. Barnes elected president; route expansion from Erie to Cleveland and Parkersburg to Huntington; certificate of Public Convenience and Necessity renewed until Dec. 31, 1956.

1955, Martin 202s added to fleet; CAB awards permanent certificate; Trenton added to certificate.

1958 sees retirement of DC-3s begin; turboprop equipment analyzed; evolution in air transportation--trunk airline buying of jets results in local service airline move into intermediate-sized cities and short-haul service between major points.



1959 sees Allegheny to be the first to place Convair 540 "Napier" turbo-props into service; first no-reservations commuter service established between Pittsburgh and Philadelphia; Convair 440s selected as addition to fleet.

1962 saw the highest net earnings in Company history recorded; DC-3s retired from service.

1964, Convair 580 selected as turbo-prop, to be converted from CV-440; jet selection studied.

1965 saw F-27Js replacing Martins; DC-9 jet selected.

1966 saw DC-9 service begin; last Martin phased out; Customer Services Department created; new snack and cocktail service inaugurated.

1967, Allegheny and Lake Central boards of directors vote to merge; first Allegheny Commuter service begins at Hagerstown by Henson Aviation; new CAB grants including Toronto.

1968, Lake Central merger completed, creating system serving more than 50% of U.S. population.

1969, F-27Js retired from service, along with Nord 262s; Jet Custom Class service introduced; more jet markets added, along with additional Allegheny Commuters.

1970 saw two 727s placed into service; "Win Over Winter" preparedness program cited as industry model.

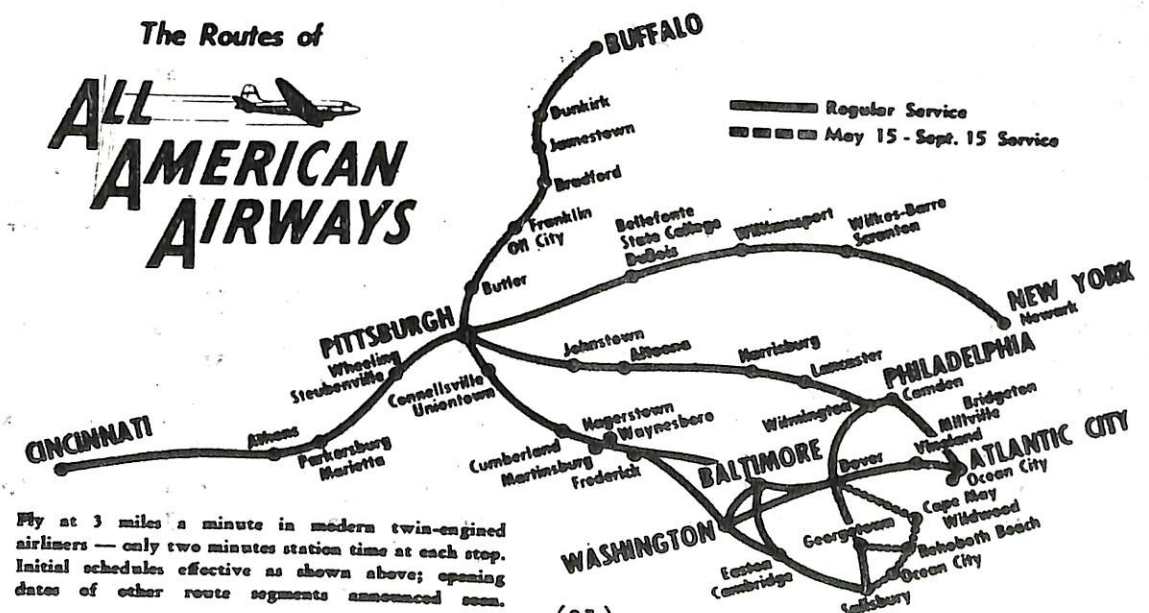
1971, merger with Mohawk Airlines approved by both boards of directors and shareholders; new Pittsburgh notunda terminal opens.

1972, Mohawk merger completed, making Allegheny sixth largest domestic passenger carrier; new joint marketing program with Pan Am; BAC 1-11 fleet, acquired with merger, is expanded; FH-227Bs retired from service.

1973 saw four DC-9s being added to the fleet making a years end total of 37 DC-9-31s, 31 BAC 1-11s and 38 CV-580 aircraft

1974 saw Allegheny becoming the ninth largest carrier in the world in total passenger boardings and operating more the 80 jet aircraft.

Despite its rapid growth and attainment of an eminent position among the airlines of the nation and the world, Allegheny has not lost sight of its responsibility to serve the smaller and intermediate-sized cities. Since its inception in 1967, the unique Allegheny Commuter program has brought high frequency airline service to many of these points that might otherwise be without--or at least relegated to minimal--air service. During 1974 the Allegheny Commuters carried more than 1,000,000 passengers, a total that is expected to top 1,285,000 in 1975.





# LAKE CENTRAL

1949-1967

Lake Central Airlines began operations on November 12, 1949 in Indianapolis, Indiana. At that time, the airline had 25 employees, contrasting with the more than 1,000 employed at the time of the merger with Allegheny Airlines.

For the first two years of operation the company was named Turner Airlines after its founder, the well-known aviation pioneer, Col. Roscoe Turner. Col. Turner sold his interest in the airline in 1952 to partners of the company, Paul and John Weesner. Later that year, the Weesners drew up a contract to sell the corporation to North Central Airlines. The contract was never consummated, however, so two years later a group of Lake Central employees was given an option to purchase the airline.

In January 1955, this option was exercised and the holdings, representing 97 percent of the common stock outstanding, were purchased by a group of 162 employees, including officers of the airline. Lake Central became the country's only employee-owned airline.

In view of the previous contract, however, the stock remained in trust during a series of Civil Aeronautics Board hearings and court proceedings. In 1959, the U.S. Supreme Court confirmed the CAB's ruling that it was not in the public interest for another airline to acquire Lake Central Airlines. The stock was placed in the hands of the employee stockholders early in 1960.

Meanwhile, Lake Central's routes had been expanded from 10 cities, which it was originally certificated to serve, to a total of 33 cities.

In December of 1960 the CAB announced Lake Central's largest route expansion, authorizing service to 17 additional cities.

Although the airline had increased its fleet of aircraft from two DC-3s in 1949 to a total of 12 DC-3s in 1959, this extensive

route expansion which was completed in 1961 required the purchase of eight additional DC-3s. At the same time, the company required a larger, more modern aircraft for the heavy traffic segments. Consequently, five 44-seat Convair 340s were purchased.

As traffic developed, four DC-3s were replaced by three additional Convair 340s in 1964, making a total fleet of eight Convairs to operate in conjunction with the phasing out of the DC-3s and phasing in of the new fleet of jet-powered Nords. The fleet modernization program was financed by a \$10.6 million financial program which also retired the company's prior debt.

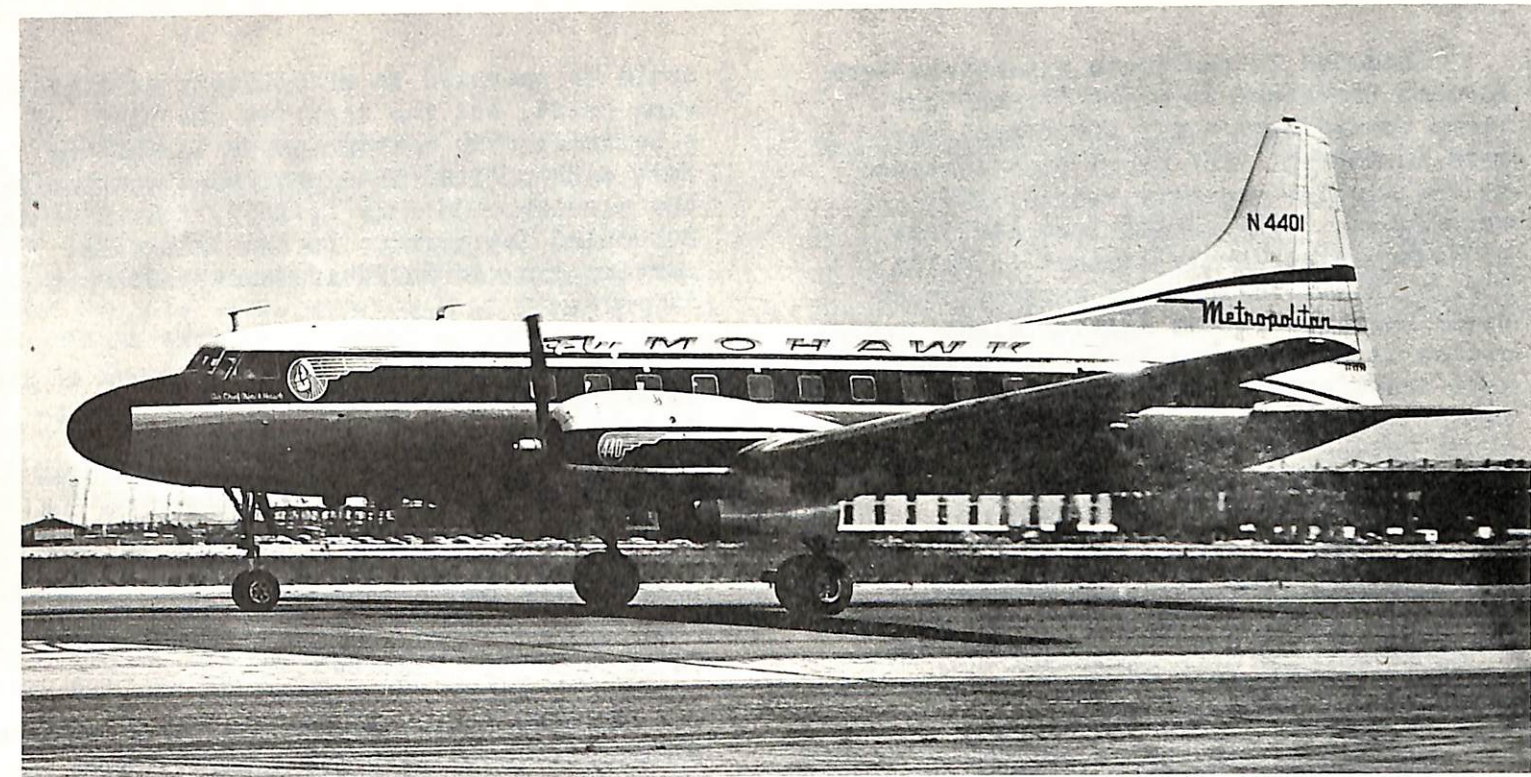
Early in 1965, Lake Central purchased two additional Convair 340s for a total fleet of ten. Then on March 17, the company announced a contract with the Allison Division of General Motors to convert eight of the 340s to propjet power. An option for eight additional conversions was also announced. Delivery of the first of the 580s, the designation for the Allison jet-powered Convair, was taken August 11, 1966. The remaining piston-powered fleet was rapidly replaced by jet-powered equipment.

Lake Central's route system had continued to develop. On December 1, 1966 service was inaugurated to Louisville, Kentucky. Then in 1967, the CAB authorized Lake Central to extend service to St. Louis, Missouri, on July 1.

The airline performed a vital role in providing service to many intermediate-sized cities. Of equal importance, however, was the additional frequency of non-stop, jet-powered service between many of the important metropolitan hubs in the airline's ten-state area.

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I would like to thank Jay Pickering for the written material on Lake Central and Mohawk Airlines.



Convair 440

## MOHAWK AIRLINES

### The Route of the Air Chiefs

Originally known as the Airline Division of Robinson Aviation, Inc., Mohawk began operations in April of 1945 with two single-engine Fairchild F-24s, each of which carried three passengers on a 173-mile route between Ithaca and New York City.

By year-end 1945, with the addition of two four-passenger Cessna T-50s, Robinson Aviation carried a total of 900 passengers. In 1949, with a fleet of 20 fanjets and 17 propjets, Mohawk carried more than 2.5 million passengers along some 5,000 route-miles stretching throughout 10 states, Washington, D.C., and two provinces of Canada.

Mohawk was, before merging with Allegheny Airlines, one of the largest of the nation's nine regional airlines serving 82 cities via 41 airports. Route awards which gave Mohawk entry into both Minneapolis/St. Paul and Chicago increased the airline's flight lines to nearly 7,000 miles while adding two states

to its area of service. Some 200,000 passengers were expected to use Mohawk's new flights to these mid-west points in the first year of operation.

The airline's name was changed twice during its quarter-century of growth: in 1946 (after re-equipping with four Beechcraft D-18s) to Robinson Airlines, Inc., and again in 1952 (based on the winning name suggested in a national contest) to Mohawk Airlines, Inc. In 1957 Mohawk moved its headquarters from Ithaca to its administration, training and maintenance complex at Oneida County Airport near Utica, New York.

To meet route expansions, major equipment additions were made in 1948 (DC-3s), in 1955 (Convair 240s--first pressurized aircraft to be used by a regional carrier), in 1959 Convair 440s, in 1961 Martin 404s, in 1965 BAC One-Eleven fanjets--first pure-jet aircraft in the regional airline industry, and in 1966 introduction of the FH-227B.



Included in new route expansions were several transfers in which "trunk" carriers turned over their short-haul markets to Mohawk. The first such instance in the airline industry was in 1955, when Mohawk replaced American Airlines at Westchester County Airport in White Plains, N.Y., followed by assumption of other American routes serving eight cities in eastern New York and Vermont were transferred from Eastern to Mohawk. Later transfers included a former TWA route between Boston and Pittsburgh, as well as a United route linking Elmira to Philadelphia and Washington, D.C.

Mohawk's most recent transfer, before the merger, took place in February of 1970 when the airline took over five routes in New England formerly operated by Northeast Airlines.

The nation's first scheduled, inter-city helicopter service was inaugurated by Mohawk on an experimental basis in 1954 on a 77-mile route between Newark and Sullivan County in the Catskill Mountains. The test proved that rotorcraft

could be operated as effectively as fixed-wing craft, but the lack (at the time) of a heliport with better access to the New York metropolitan area precluded continuing the service. On July 2, 1969, Mohawk began scheduled jet service to the Catskills, serving the new Sullivan County International Airport.

In 1960, to honor the retirement of its venerable DC-3s, Mohawk established "Gaslight Service" in which the aircraft interiors were fitted out in Gay Nineties style--complete with antimacassars on the backs of seats, brocade curtains, Currier and Ives prints and gas lanterns. Stewardesses wore long, satin gowns and served free beer, pretzels, cheese, crackers and "good five-cent cigars."

In 1962 Mohawk became the first regional airline to order pure jet aircraft when it purchased the BAC One-Eleven, the first of which was delivered in early 1965. Twenty of the 69-passenger, 550 mph twinjets were in service, representing one of the largest fanjet fleets in operation among the regional carriers.

Mohawk's transition to an all-turbine fleet began in 1965 with the ordering of Fairchild FH-227 propjets, the first of which were delivered in 1966. Mohawk's last piston aircraft, four Convair 440s, were retired from scheduled service in April of 1969.

Another milestone in the airline's history was marked in 1965 when Mohawk ordered the first flight simulators to be purchased by a regional carrier. Operating in Mohawk's \$4-million Edwin A. Link Training Center in Utica, the simulators were used to meet Mohawk's training needs as well as for contract training of pilots from airlines and corporations throughout the world.

In January 1969, Mohawk moved its reservations center to a 25,000 sq. ft. facility in Syracuse's new MONY Plaza and switched over to a \$4-million computer network called DART (Direct Air-

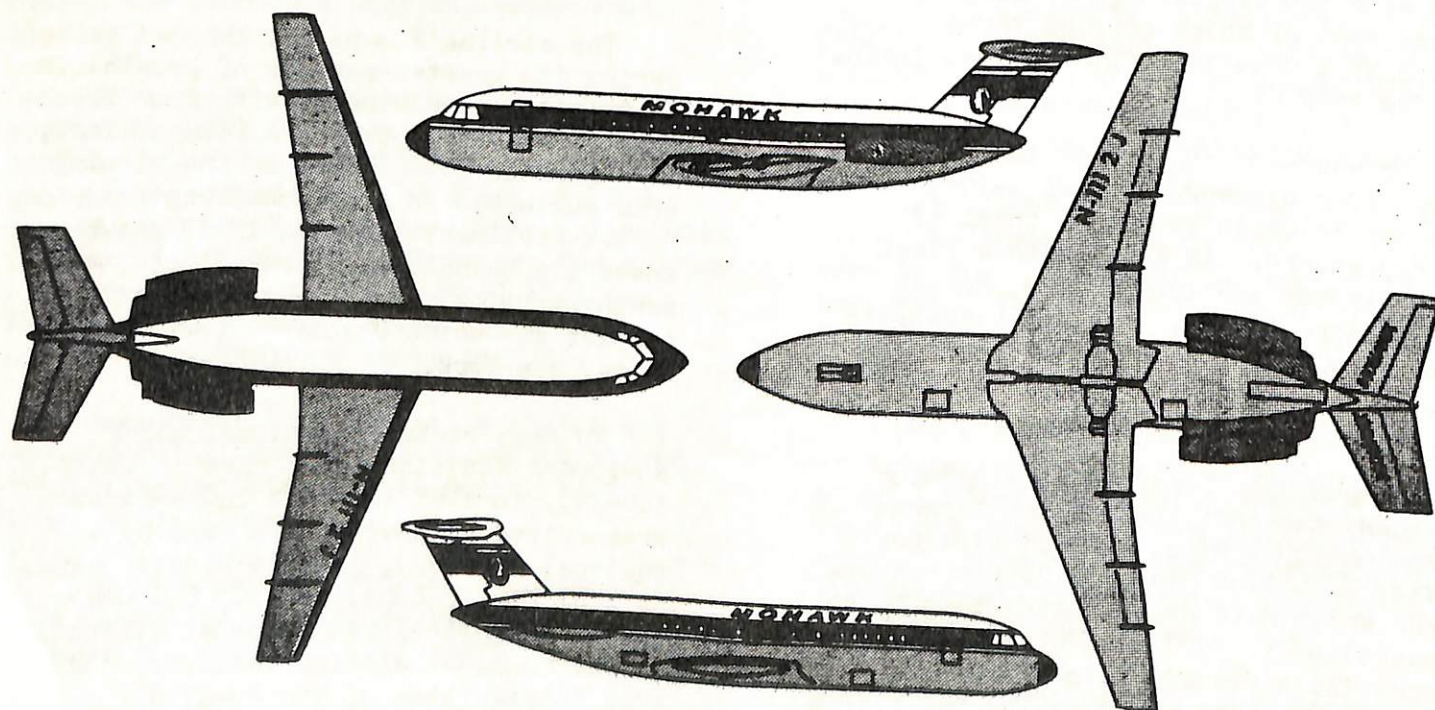
lines Reservations and Ticketing).

DART provided split-second processing of reservations data by 350 Mohawk agents at the central office and at airport stations and city ticket offices throughout the Mohawk system.

Key components of the system were twin IBM-360 computers, two 9-disk instant information storage units, 10 tape "memory banks," 150 TV-like agent display sets and 30 hard copy remote message display units.

Designed to meet Mohawk's reservations data needs through 1975, DART was programmed to communicate with other airline reservations systems throughout the world. Among its key features was "push button" access to current flight status information and a name/record system that stores and displays data on special needs or requests of passengers.

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## The Story of a Commuter Airline

Tony Herben

### The First Level of Service

The jet age is here and it's wonderful. But even though we are into the second full decade of jet travel, the jet age for a while was threatening to leave much of the world behind, temporarily stranded.

Jet airliners are large, and they are getting larger. They require greater passenger loads and longer runways. And their speed and capacity well match the heavily traveled long-haul markets.

But what about the intermediate communities and their growing need for service? Are they in danger of being left behind? They are not!

This is the story of the Allegheny Air System--a bold approach to a vital community need--a unique service, and success.

The Allegheny Air System is based upon a totally integrated air transportation concept, providing levels of service to meet varying market requirements.

The First Level of Service is the Allegheny Commuter. Following Allegheny's philosophy of matching levels of service in diverse markets with specifically tailored aircraft capacities, the Allegheny Commuters are usually 15 to 19 passenger airliners--Beechcraft 99s or de Havilland Twin Otters. The Allegheny Commuters provide high frequency, short-haul service between small and intermediate cities and hub terminals.

At the next level of service is the fifty passenger Convair 580 jet-prop which serves the dense short-haul markets and feeds the hub terminals.

The top strata of Allegheny's integrated service features the 75 passenger BAC 1-11 and the 100 passenger DC-9 that fly the jet routes between the hub terminals and other major cities on the Allegheny System.

The integration of service patterns and specific aircraft types produces a synergetic system, achieving a comprehensive

result--growing self-sufficiency that otherwise would not be possible. And it all begins with the First Level of Service--the commuter.

The Allegheny Commuter program was conceived to meet two principle objectives--adequate service for intermediate cities, designed to develop their air travel potential and on economically self-supporting service at such cities, free of Federal subsidy support.

Many small and intermediate communities now enjoy the convenience and characteristics of major terminal cities. Flights originate and terminate to meet the requirements of each local market.

Well-timed and frequent schedules stimulate commerce by lining the small terminals with hub terminals--connecting complexes offering easy accessibility to the hub terminals vast inventory of flights and destinations--even worldwide.

At the hub terminals, commuter customers are served by Allegheny personnel, and baggage checked through is transferred to the passengers' connecting flights. Discounts and joint fares are also offered by the Allegheny Commuters.

These benefits are advantageous to out-of-towners visiting commuter cities. The schedules are designed for convenient connections both ways--to the hub terminal and back to the originating commuter terminal. This improved accessibility creates a marked increase in out-of-town business in the communities served by Allegheny Commuters.

Passengers from cities coast to coast are finding commuters like the Beechcraft 99 a swift bridge between their communities and their destinations. Two important factors make the Allegheny Commuter the success that it has become: the low break-even load factor, which only requires five passengers per departure even though this is a fifteen passenger airliner; and the shuttle principle, which gives the community a scheduled airline tailored to its travel needs.

Like most major breakthroughs, the Allegheny Commuter concept was the result of an urgent need.

Today Allegheny Commuters serve an increasing number of communities from the eastern seaboard to the midwest.

They meet the needs of the communities. Frequent, welltimed flights give customers a choice. Many more connections are possible, with all flights feeding into a major terminal--and passengers can travel at more convenient times.

These improvements have already resulted in the promotion of more travel and are making far better service possible.

Since the inauguration of the commuter service, every involved city has shown a marked increase in passenger traffic--many have doubled and even tripled the number of passengers boarded.

Success of the commuter operation depends heavily on the local operator, therefore, great care is taken in his selection. He must enjoy the respect of his community and be eager to provide the full spectrum of air service it requires. Commuter operators are involved in community life, and many are important civic leaders.

Ideally, he is well established locally as fixed base operator, offering services ranging from FAA approved maintenance, to aircraft and fuel sales.

His personnel include licensed airframe and powerplant mechanics, and a nucleus of air transport rated flight personnel with experience in turbine equipment.

The pilot and co-pilot are certified to airline standards and the Beech 99 is equipped to Allegheny Airlines' specifications, including transponder, weather radar and distance measuring equipment, giving it all-weather capability.

Schedule frequency and the special cargo pod designed for the Beech 99 commuter aircraft provide increased capacity for the movement of air cargo.



With local knowledge of the markets, the commuter operators have done an excellent job in developing new cargo business. Some operators who were moving one hundred thousand pounds of cargo annually just three years ago, are now handling more than a million pounds a year today.

Allegheny Commuter customers dial the local Allegheny telephone number for reservations.

The link between Allegheny's IBM 360 computers, and the more than 500 reservations and ticketing outlets, enables Allegheny's reservations, customer service and city ticket office specialists to provide instantaneous flight information and reservations in a fraction of a second.

The seven million dollar nerve center located in Washington, D.C., processes not only Allegheny Commuters and Allegheny Airlines direct reservations, but also provides reservation service to connecting airlines flying to destinations all over the world.

The commuter provides full customer service--the same customer service as

Allegheny Airlines--including interline baggage handling and the total use of the airline facilities at hub terminals.

As the full potential of the commuter-served cities is realized, and with the return of normal growth rates, larger aircraft will be required. Allegheny sees the need for modern jet powered commuter aircraft capable of carrying 25 passengers and up to 6,000 pounds of cargo. The next generation of commuter aircraft will be more comfortable and have more passenger service features. These aircraft will be designed to fit the specific requirements of frequent, short-haul service linking the small and intermediate terminals with the hub terminals.

But today, Allegheny Commuters are developing air travel in new markets by bringing superior airline service to an ever increasing number of intermediate cities that deserve better than they have ever had before.

Dedicated--that's the word for the community oriented operators selected to fly the Allegheny colors. They are setting new records and writing new chapters in the story of scheduled airline service. The Allegheny commuter is the "First Level of Service," and it is first rate all the way.

