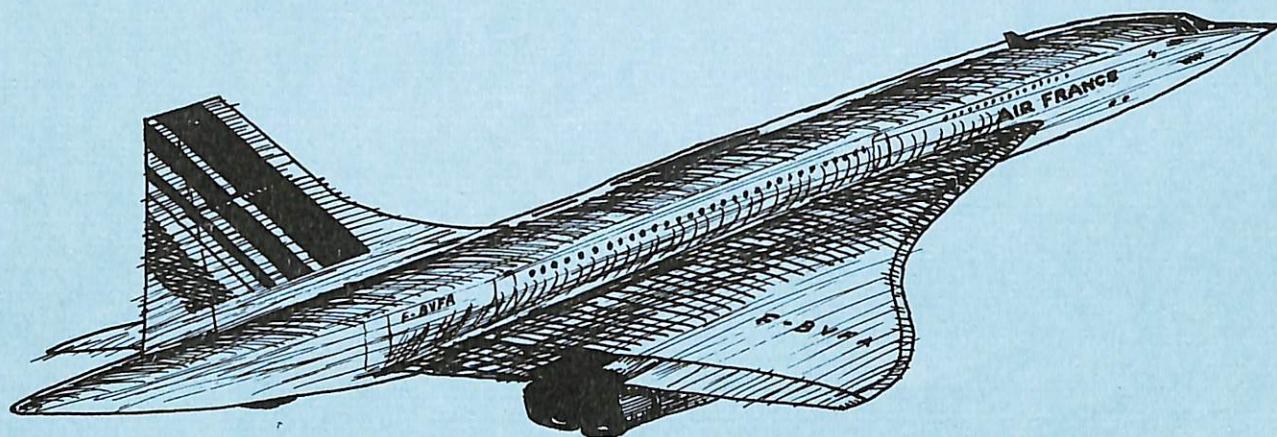


WORLD AIRLINE HOBBY CLUB

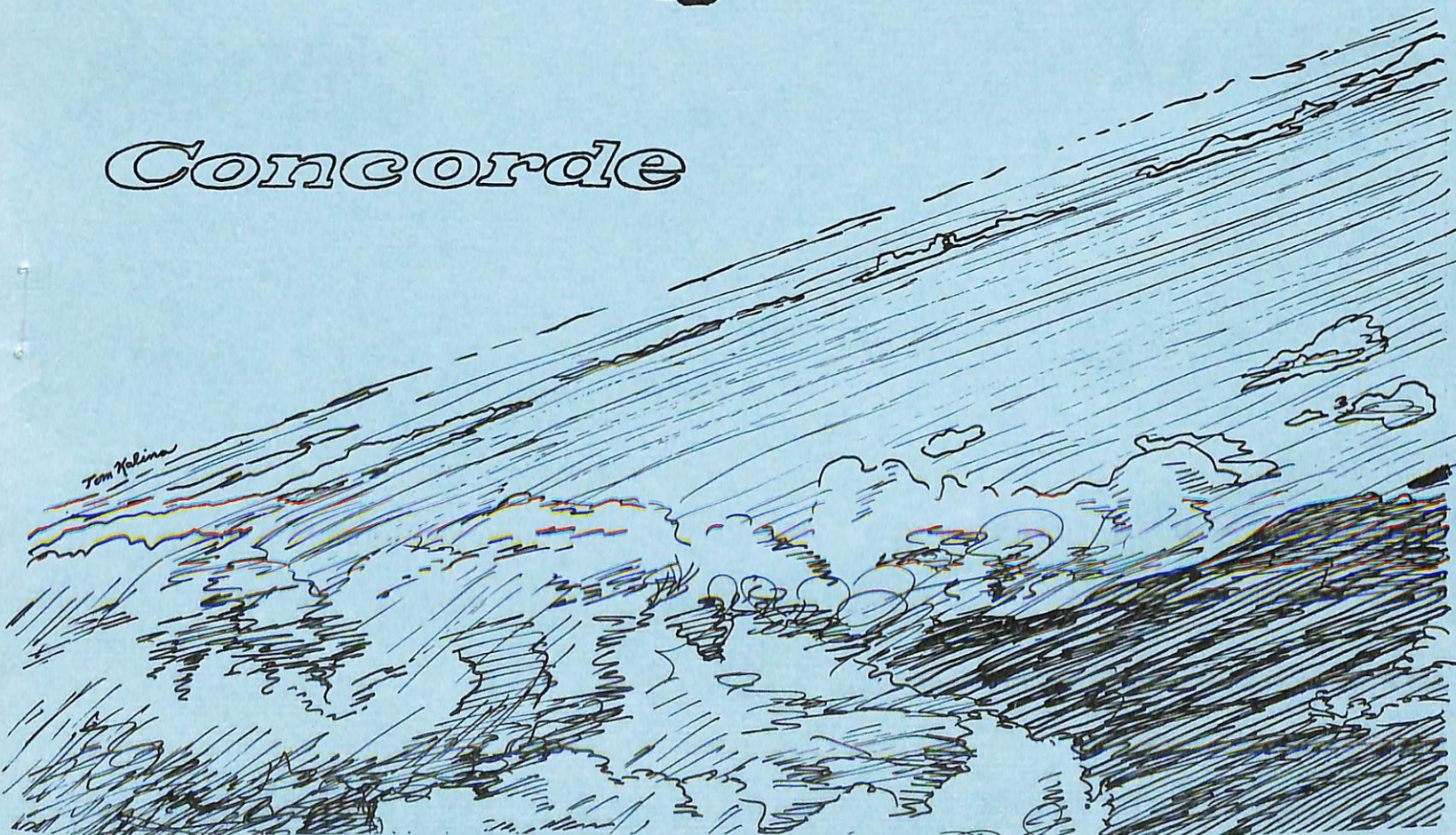
# CAPTAIN'S LOG

OCTOBER-DECEMBER 1976

Volume II Number 3



*Concorde*





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 and art work.

If possible, all material should be typewritten just as the articles appearing on the following pages. Since this material must be photographed for printing, it is important that the keys of the typewriter be clean and a new ribbon be used.

Photographs submitted for publication should be of good quality, not too dark or too light. They can be of any size and either color or black and white. Any sketches or drawings should be done on white card stock and done in India ink.

#### 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 date for receiving material to appear in any of the publications will be the 20th of the month prior to 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 be mailed to members on approximately the 15th of February, May, August and November. Material for this publication can be accepted up until the 10th of the month of publication. The "Captain's Log" is sent 2nd class 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.

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Please send material that you wished published to any of the people listed above, paying attention to what department they handle. Any material you have doubts about, as to what category they belong in, please forward to the Editor. Thank you.



A Pennsylvania Central (later Capital) DC-3 winging its way thru the eastern sky.

#### CAPTAIN'S LOG

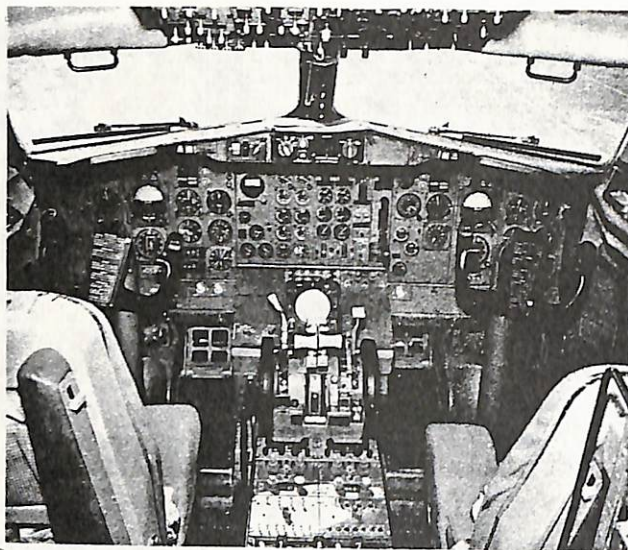
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Cover drawing of the Air France Concorde  
 by Tom Kalina.  
 PCA photo above provided by Fred Erdman  
 of the International Airline Museum.





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

The Christmas rush and a little bit of laziness has caused the delay in your receiving this issue of the "Captain's Log". The delay in receiving the July-Sept. issue can be laid on the United Parcel service strike in the east, at least so I've been told by the Postal Dpt.

With this issue, I've decided to clean out the file drawers and the top of my desk, so we can start out nice and fresh with the first issue of next year. Tom Kalina has again come up with a great drawing of the Concorde, for the cover and our "Classic Aircraft" series. Joep Gerritsma has done a fine article on the YAK-40, and various others have contributed some additional fine material. With the files now cleared out, you may all now send in the articles that you have wanted printed.

The plans for the convention are going along nicely. The Greater Cincinnati Airport will be the site of the meeting. The dates, July 22, 23 and 24th will be the time of the convention, and the Americana Inn, located at CVG, will be convention headquarters. Material will be sent out shortly on room rates, applications for tables and display requirements. From all indications, the meeting should be a real great opportunity to meet fellow enthusiasts and pick up quite a bit of material for your collection. Anyone having ideas or suggestions for the convention, please drop the Editor a line. The final format for the meeting has not really been finalized as yet.

I have talked to several members that are forming aviation enthusiasts groups in their local areas. So far George Cearley, of Dallas, George Kinney of Chicago, and Brian Beebe of Miami have all indicated they are forming "informal" type groups for better enjoyment of the hobby of airline memorabilia collecting. This is one of the better aspects of the World Airline Hobby Club and one that I am happy to see growing. To enjoy our hobby, it is much better to have someone else to enjoy it with. I would like to see such groups spring up all over, where ever we have several members living in close proximity. This is also a great way to promote the Club.

The Club membership now stands at 160 members (paid—we have a couple of freebees due to promotional activities). Of course, this includes all those that have not sent in their renewals. A new roster will be published with the first "Captain's Log" next year. Those that have not paid their dues will be dropped. We have about six in the first forty members that have not renewed. This is really not bad, considering we are still a considerably new group. I do appreciate the support of those that have seen fit to send in their renewals. I think we have a good product and it can only get better.

The World Airline Hobby Club belongs to you, the members. As stated before, I can only print the material you send in. I would assume that everyone is quite happy with the material that we have been publishing. This issue contains two nice articles for the model people, a area we have been a little neglect in. I hope this picks up in future issues, now that we have a pair of editors for this section. This is also true for the post card and schedule divisions. Bob Feld will be handling the emblem end of memorabilia collecting and I am still negotiating with someone to handle the photography section of the "Log", a section I think a large number of our members would be really interested in. This will be worked out shortly. Until next issue, happy collecting.

*Paul*

## Presenting the Concorde



IN THE DIM religious light of a big Filton hangar is the dark mass of Concorde, shapely, beautiful, and so tall that she seems to be not so much resting on her undercarriage legs as to be held aloft by them. Organ music might not be out of place but the only sound is the noise of windy drills somewhere off stage, where the guild of BAC mock-up makers are putting the final touches to a £120,000 full-scale model of the Concorde. It has taken only three months to build.

Suddenly the whole dark mass is bathed in light, first from underneath, then from above—a white, theatrical Concorde in the moonlight. "This way, please, gentlemen," and we go up a staircase past a sign saying BAC-Sud Flight 001 London-New York.

All the Boeing-style ballyhoo, in fact. Is it necessary? After all, over in the Brabazon hangar is the real thing, now 90 per cent complete structurally. And at Toulouse the first prototype is within a year of its maiden flight. Mock-ups can never convey the reality of living duralumin in flame-orange steel jigs. But they have got to be made.

This week 108 people from 15 airlines are at Filton to help settle the final specification of the production Concorde with particular reference to the cabin furnishing and ramp services. They want to see Concorde in all dimensions, at leisure and with plenty of time to sit, stand, prod, probe, measure, talk, ask questions and think. The brochure says that there are nine inches of headroom beneath the hatrack when you are sitting in the window seats; in the mock-up you can decide whether this is enough or not, and even check whether it really is nine inches if you are six-and-a-half feet tall and are wearing a bowler hat. Outside you can check what your baggage-loading altitude and ground-vehicle clearances are going to be. Perhaps the moonlight isn't really necessary; but presentation these days has to be professional and total. Customers are unimpressed by amateurishness at whatever point of contact with a company on whose product they may be spending £15 million minimum.

The cabin of the Concorde is small by comparison with the Super VC10 or 707 and it may come as a bit of a disappointment to visitors fresh from the Boeing SST or 747 mock-ups. The average sector time of the Concorde will be no less than that of the Viscount or One-Eleven or DC-9, and this point is not too obvious for it to be stressed in the presentation. Seating is two-by-two (there just isn't room for triple seats) and two-by-one in first class. Comparative critical measurements of other aircraft cabins in inches and mm could usefully be at hand, and tape-measures would be helpful. The best impression of the interior will be gained by taking customers through in smallish groups.

Charles Butler styled the mock-up and has enhanced the illusion of width by going in for white walls and fairly strongly coloured seats; these in turn are in blocks of different colours to chop up the length of the cabin. The hatracks are very prominent and substantial, especially as they are at shoulder level when one is walking along the aisle. But there are good engineering reasons for this; the hatracks are first and foremost ducts for the air conditioning and the usual passenger services such as oxygen and lighting.

The windows of the Concorde are now smaller as a result of an FAA requirement for integrity even if a nut with a gun fires a bullet through a window and into one of the cabin air systems. They look small, the actual glazing measuring 8in by 6in, but they are no smaller than the windows in the Boeing SST.

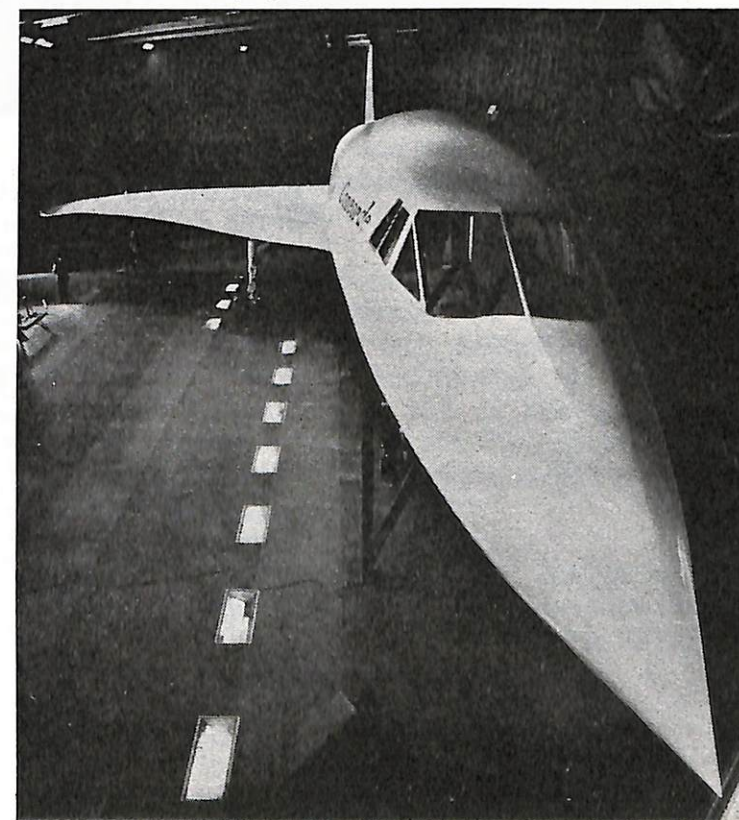
There are two emergency window hatches in each side as

well as two doors per side, and this should be sufficient with a full complement of 136 passengers and six crew to clear the ship in the required two minutes, though there is now talk of the FAA requiring 90 seconds—for all types of aircraft, in which case more exits may be needed. An evacuation



Last week the curtain rose on a new, large-as-life mock-up of the Concorde at Filton. Intended primarily for customers, it is completely representative except for one wing and the engine installation, the shape of which is subject to minor modifications. The mock-up is described in the accompanying article

"Flight" photographs





test with 140 people in the mock-up is due to be carried out shortly—and the mock-up's one wing (starboard) has been suitably stressed.

Most striking feature of the Concorde, not yet apparent from the jig-cradled prototypes, will be its height off the ground. Not enough, perhaps, to cause pilots any QNH problems, but enough to keep ground staff as fit as double-deck bus conductors. The Concorde is not going to have to look up to any other aircraft, not even the 747. The difference in height between the aircraft at max ramp weight and at landing weight is 18 inches. The mock-up is "fully laden," i.e., with its oleos well down. Prominent on the tyres is the only proprietary-manufacturer's name in view, that of Dunlop. Many other suppliers and subcontractors have contributed to the mock-up and have borne the cost.

Another rather different mock-up is about to come into operation at Filton. It is not so theatrically staged, and could be mistaken for a 100 × magnified Bristol Boxkite in steel girders. It is a full-scale Concorde fuel-system slobber, simulating movement (50° nose up, 16° nose down, 10° roll) and heating of the Concorde tanks in all conditions of flight. It

will prove the functioning of the fuel system in the important new tasks expected of it, including trimming by fuel transfer and use of the fuel as a heat sink for dumping the surplus kinetic heat of Mach 2 cruising. Heated nitrogen is passed over certain of the tanks in the test rig. Altitude effects up to 65,000ft are reproduced by depressurisation of the tanks. A model of this rig (which really ought to be demonstrated before a visit to the thing itself) shows at a glance the principles involved, and is the most efficient way of getting the message across to the customer, especially if he is not fluent in technical English. In fact, almost every penny spent on models and mock-ups is money well invested.

Another really effective method of communicating with the customer is film. BAC and Sud are filming in colour every major milestone of Concorde progress and the most up-to-date reel is being shown to the customer symposium this week. Everyone knows that the Concorde is a major feat of Anglo-French collaboration, with major components from factories converging by road, sea and air on Toulouse and Filton on schedule. But it is all happening in this film, and the reality of it is imprinted on the mind.

J.M.R.

FLIGHT International, 2 March 1967



#### CONCORDES FOR LUFTHANSA

AFTER many weeks of near-certainty, during which the news has several times been printed prematurely, Lufthansa last week announced a decision to take up options on three BAC/Sud Concorde for delivery in 1973. The airline had already, in 1964, booked three delivery positions (which will be retained) for the American SST, but the introduction of this aircraft into service cannot now be scheduled before 1976—or more than five years after the entry of the Concorde into service. As it is, Lufthansa's Concorde will be entering service about two years after those of other operators—assuming that all goes according to plan. The unexpectedly long delay for the American SST has contributed to the decision of Lufthansa. The total cost of the Concorde order, including spares, will be about £30 million; the price of a single aircraft, less spares, is about £5.7 million. Earlier doubts which Lufthansa had about the Concorde have been removed by interim developments in the design, which now give it the ability to operate non-stop from Frankfurt to New York.

Options on the Concorde total 72 from 16 airlines.

FLIGHT International, 16 March 1967

about the

## Concorde

in America

Prior to the first scheduled flight of the Concorde into Washington, D. C. on May 24, 1976, the supersonic visited the U. S. on a demonstration flight in September of 1973.

The dawn of the supersonic transport era in the United States arrived September 20, 1973, as the British-French Concorde made two low-level fly-bys across the huge new Dallas-Fort Worth Airport and then after landing taxied up to the Braniff International passenger terminal.

The historic "touch down" of the Concorde was the first landing of an SST on American soil. And its berthing at the enormous Braniff terminal, largest on the 17,500 acre airport, was the undisputed highlight of "Press Day" activities during the four-day dedication ceremonies for "the world's largest airport."

As the Concorde slowly eased to a stop on the Braniff ramp where it was based and serviced during its four-day visit to the airport, spectators noted a French flag flying out one cockpit window and a Texas flag waving from the other side.

The sleek needle-nosed craft had made a 2 hour 25 minute flight from Caracas, Venezuela, cruising most of the way just under Mach 2 speed over the Gulf of Mexico at 54,000 feet.

To avoid a sonic boom it slipped back through the sound barrier returning to subsonic flight 50 miles off the coast of Galveston, Texas, and began a long descent into the Dallas-Ft. Worth Airport, 250 miles away.

The Concorde arrived with 32 passengers aboard representing the DFW Airport Board, airlines, various governments and the news media. In contrast to the 2 hour 25 minute time of the SST, the subsonic flight of the Braniff 707 jet which flew

the group non-stop from Dallas to Caracas the day before took 4 hours and 40 minutes.

Parked alongside a Braniff 747 which had just completed a press flight over the Dallas-Fort Worth Metroplex, the Concorde contrasted sharply demonstrating how drastically different an SST must be designed to fly in both subsonic and supersonic environments.

No plane since the introduction of the pure jet Boeing 707 in 1958 has drawn such sidespread attention from both press and public has the Concorde.

After the Concorde's passengers and crew deplaned they were joined by J. Lee Johnson III, Co-Chairman of the DFW Board; and Henri Ziegler, Chairman of the Board of Aerospatiale-France which built the O2 SST. Johnson and Ziegler were aboard the inaugural flight from Caracas.

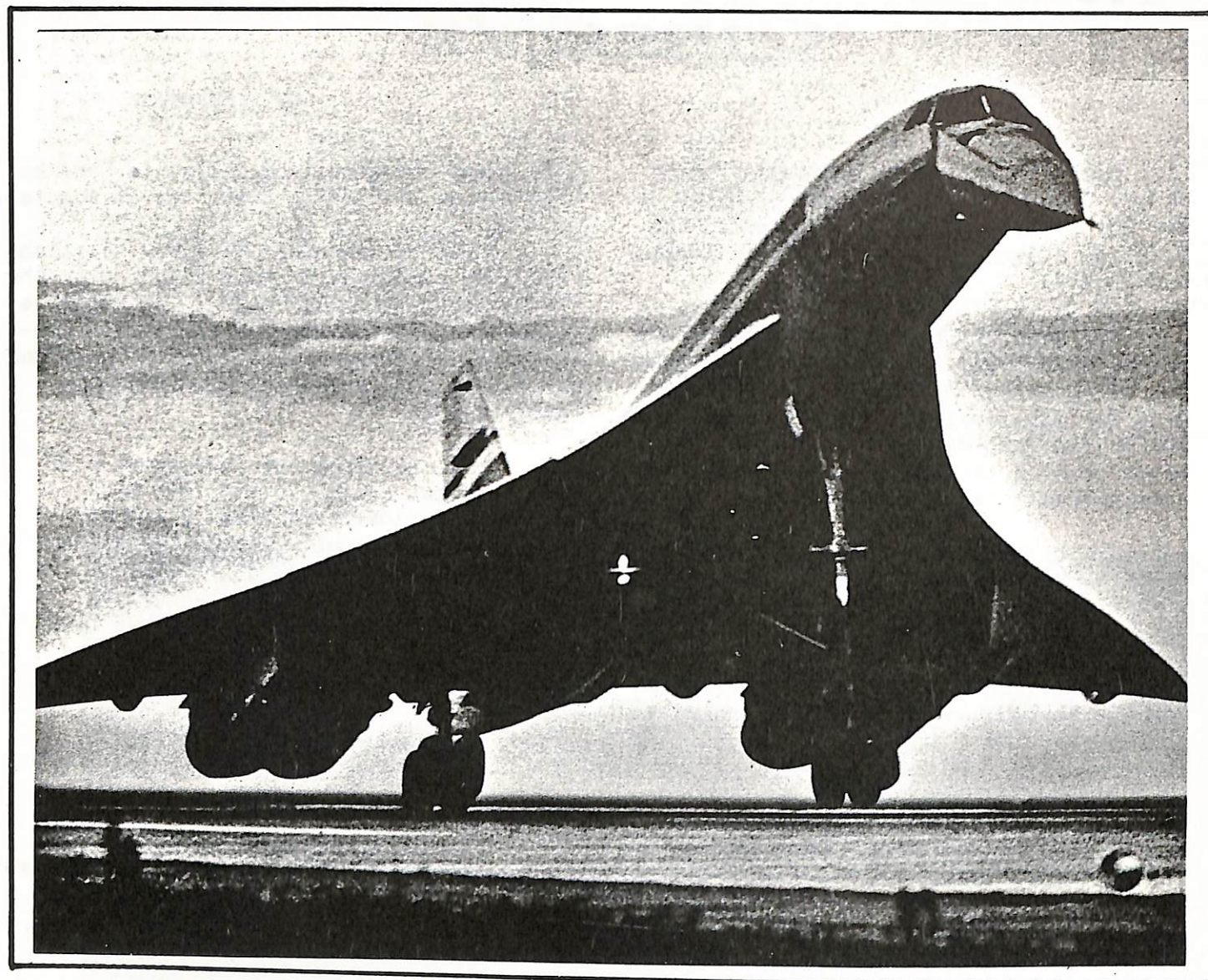
Presenting a plaque to Dallas Mayor Erik Jonsson, it was noted by Ziegler that "Concorde shrinks the world." He termed the landing at DFW a "milestone" and extended his warmest thanks to the airport board.

Most enthusiastic of all was Thomas M. Sullivan, the man whose foresight and planning created a "new kind of airport" in DFW.

Sullivan who was responsible for the design and construction of John F. Kennedy International and LaGuardia Airports in New York and design of Newark Airport, has poured all of his experience and talents into the new 27 square mile giant airport midway between Dallas and Fort Worth.

Mr. Sullivan said, "We are watching history being made as the latest design in commercial aircraft lands at the latest design in airport."





### THE SUPERSONIC ERA

The first flights of the French-British Concorde to Washington, D.C. on May 24, 1976, mark the beginning of a new era in air travel to and from the United States--the supersonic era. Now, a commercial air passenger can fly from place to place at more than twice the speed of sound, in half as many hours as before.

The Concorde is truly a remarkable technological achievement. But more important are the benefits it brings. Initially these benefits will be faster service for Concorde passengers and economic gains for the cities served by the Concorde.

Eventually, thought, everyone will benefit. In the past, every major transportation advance that has reduced travel

time--the passenger train, the steamship, the automobile, the propeller plane and the jet--has increased communication, commerce, economic development and prosperity. Supersonic travel will do the same.

Often in the past, whenever major new improvements in transportation were introduced, they were met with serious opposition. Now, questions are being asked about the Concorde. Opponents point to its environmental impact.

Secretary of Transportation William J. Coleman, Jr., in approving provisional landing rights for the Concorde in the United States, said the evidence shows that the environmental impact of the six

flights which have been requested will be minimal.

Technology proceeds one step at a time. The development process is evolutionary. The Boeing 707 is a good example. When it first entered service, it cut in half the flying time of propeller aircraft. The 707 was more expensive and noisier than the aircraft it replaced, but it was allowed to fly. And, because it was allowed to fly, there now are new generations of efficient and relatively quiet jets.

In the same way, the Concorde can lead to quieter generations of supersonic aircraft. In the meantime, the benefits of Concorde greatly outweigh its minimal environmental impact.

### The Demonstration Period:

On February 4, 1976, Secretary Coleman approved Concorde flights to New York and Washington for a 16-month period. British Airways and Air France were authorized to operate one flight per day each to Dulles Airport and two flights per day each to Kennedy Airport.

During this demonstration, environmental data will be collected to confirm that the impact of the flights on communities near the airports is minimal, as concluded in the Department of Transportation's Environmental Impact Statement (EIS). Approval of the continuation of the six daily flights beyond the 16-month period would be based on evaluation of the environmental data obtained. Any proposal to increase the number of flights beyond six a day would be subject to the same requirements of environmental law as were these initial flights.

### Noise:

Aircraft noise has for some time been a subject of concern in communities surrounding large airports in the United States. The effect of Concorde flights on the present situation has been greatly exaggerated by Concorde opponents who often overlook the findings of the EIS.

A commonly used means of determining community exposure to aircraft noise is known as "Noise Exposure Forecast" (NEF).

An NEF analysis provides, for a given airport, an indication of the overall exposure to aircraft noise around that airport from all flights during a 24-hour period. The NEF analysis in the EIS shows that the noise of the authorized Concorde flights would be negligible at Dulles and very small at Kennedy.

No Concorde flights will take place at either airport during the noise-sensitive night hours between 10 p.m. and 7 a.m. Concorde operations will number only eight out of 1,000 operations a day at Kennedy and four out of 500 at Dulles. At present, 70 per cent of the aircraft using these airport do not meet current noise standards for subsonic jets.

Noise abatement procedures will be used for Concorde operations at both airports. These procedures have already proven to be very effective in minimizing noise impact around Heathrow Airport in London.

### Safety:

The Concorde is safe. Both the British and French Governments have certified it as airworthy. It will comply with all international, French, British and U.S. fuel reserve requirements. The Concorde can fly to New York and Washington from London and Paris with adequate fuel reserves for holding and diversion, if necessary. This has been demonstrated on routes that are longer than Paris-Washington. The noise abatement procedures to be used in the U.S. operations have been determined by the U.S. FAA to be safe.

### International and Economic Considerations:

For more than 30 years, world aviation has depended on international cooperation. In no other field of peaceful endeavor have nations worked so closely together or honored each other's actions so freely.

In this open and cooperative atmosphere, the U.S. became the dominant nation in international aviation. U.S. manufacturers have supplied approximately 90 per cent of the world's civil aircraft. U.S. aerospace products are this country's second largest export item, creating thousands of jobs for American workers.



Were the United States to refuse to accept the Concorde, it would be viewed as very unfair and highly discriminatory by two of the closest allies of the United States. Beyond that, it would be an unprecedented departure from the spirit of cooperation which has characterized international aviation.

Only time will tell if the Concorde will become the success like the subsonic jets of the fifties and sixties. Only time will tell if the world is really ready to travel at the speed of sound. Man has reached the moon and now can travel at speeds he never dreamed of only 10 or 15 year ago. What will the future hold?

#### Acknowledgements on Concorde material:

- Page 3 Concorde photos from Concorde by F.G. Clark and Arthur Gibson  
 Page 3 Interior shot and mock-up photo Flight International  
 Page 4 Lufthansa Concorde photo by Flight International  
 Page 6 Concorde photo by Ed Finley  
 Volume 2 Number 6 Braniff Place

For technological information on the Concorde send \$2.00 to Concorde, 6 Commercial Street, Hicksville, N.Y. 11801 for a soft bound color illustrated history of this beautiful supersonic aircraft.

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#### AIRLINE EMBLEMS

Member Bob Feld has volunteered to become "patch" or emblem editor of the "Captain's Log". Bob has collector insignia for a number of years and would really like to see all airline cloth emblems catalogued for future reference by collectors.

On the following pages you will find the first forty items to be catalogued by Bob. Needless to say, he will need the assistance of all members if he is to obtain a complete listing. I'm sure a number of you have picked up items over the years that would be of interest to Mr. Feld and his endeavor to obtain copies, either the actually emblem or a good drawing of said item.

Bob informed me that the best way to make a copy of any patches that you might have, but do not wish to send thru the mail, is to take it somewhere that has a Xerox machine and just take a picture of the emblem. I have tried this, at work, with some of the items in my collection, and the results were just super. Almost like taking a picture, but without the color. Which is another item Bob mentioned. When submitting drawings, be sure to state the size and the colors--PLEASE!

Bob's address is 630 East Avenue J-4, Lancaster, California 93534. Let's all get behind Bob and send him some emblems or drawings for future presentation in the "Captain's Log".

From time to time, Bob will make some worth-while comments on some of the items illustrated. The following is some of those comments on several of the lesser known airlines presented.

Inland Airways--Began April 1938 as Wyoming Air Service, became Inland Air Lines and by 1939 was operating from Great Falls, Montana to Cheyenne, Wyoming, and from Cheyenne to Huron, South Dakota. On 7 October, 1943, 83% of the capital stock was purchased by Western Air Lines and on 9 April, 1952, the Inland network was completely merged with Western's own routes.

Empire Airlines--Founded as Zimmerly Airlines, and began operations between Boise and Lewiston on 1 April, 1944. This operation was taken over by Empire Airlines on 1 March 1946, and this complete operation was absorbed by West Coast Airlines on 1 June, 1950.

Bob will also be looking to receive drawings, pictures, copies, etc., of any items that you might have that you can not identify. These items will be published to see if we can't find out what they are. So, whatever you have in the way of Airline insignia, please send a copy to Bob for future publication.

## AIRLINE PATCHES BY BOB FELD

1A, 1B, 1C



A silver square, with heavy stitched silver border, red A left, blue A right with a blue eagle in center. Emblem comes in three sizes--2" square, 3" square and 4 1/2" square.

AMERICAN AIRLINES  
(Present)

2



On a 3" dark blue disc with dark blue border and silver inner border shell burst of silver outlined in gold. A red A to the left with a blue A to the right and a blue eagle outlined in gold.

AMERICAN AIRLINES  
(Bicentennial issue)

3



ALLEGHENY AIRLINES  
(1975)

On a 3 1/2" light blue oval with dark blue border and airline name. Design in center is red over dark blue.

4



ALL NIPPON AIRWAYS  
(Present)

On a 3" disc with a black border, white outer circle with black letters, red inner circle outlined in black with white center design.

BRANIFF  
AIRWAYS

BRANIFF AIRWAYS  
(1936-1955)

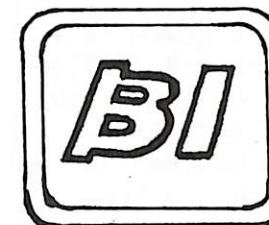
On a 1" x 2" light blue rectangle with black letters.

BRANIFF  
AIRWAYS

(1956-1965)

On a 1" x 2" light blue rectangle with black border and letters.

7



BRANIFF INTERNATIONAL  
(1965 to present)

On a 3" x 3" white square with kelley green border and lettering in orange.

8



BRITISH WEST INDIES AIRWAYS

On a red disc a white winged lion standing above the letters BWIA in red. This insignia comes in two sizes--2" and 3".

9



DELTA AIRLINES  
(1974 Jacket Patch)

On a 3 1/2" dark blue oval with a white border. Airline name is white. Centered above the name is a diamond in blue, white and red, outlined in white.

10



EASTERN AIRLINES  
(1969 to present)

On a 2 1/2" white square bordered dark blue with dark blue oval and letters. Within the oval is a white stylized bird.



11

EASTERN AIRLINES

(1946 to 1965)

On a 2" dark blue disc with white border a red bird and light blue "jet stream".

12

EMPIRE AIRLINES

On a green felt background, a black stylized bird breaking a black circle. The word "Empire" is white on a black background with the "air lines" in white on a red background.

13

FLYING TIGER AIRLINE

Design is on a 3 1/2" white oval with a blue border. Lettering is red with a red circle in center containing a white "T" with a blue border circle surrounding it.

14

INLAND AIRWAYS

On a white felt background, with blue circle containing the name of the airline. Outline of state of Wyoming is blue and wings red. Lettering is also white.

15

LOS ANGELES AIRWAYS

(1972)

On a 4" pale yellow rectangle with light green border and light green airline name.

(Helicopter Commuter)

16

LOS ANGELES AIRWAYS

On a 4" pale yellow oval with light brown border, name, wings and AM84 all are in Kelley green. This is an emblem for helicopter commuter carrier.

17

MOHAWK AIRLINES

Design is on a 8 1/2 inch rectangle with a white border, divided upper section white background with gold letters and 2 orange marks. The bottom section is orange top and gold bottom.

18

NATIONAL AIRLINES

(Present)

Company logo on a 3" light orange disc with black border and name. Sun is dark orange with image left of face dark orange outlined.

19

NATIONAL AIRLINES

On a 1 3/4 inch disc with a red center and white inner border, blue outer border. Name and stars blue. Inside white flag is a blue disc with white letters. (Towel headrest 1950)

20

OZARK AIRLINES

On a 3" white disc with a black outline and name. Three green "birds" in flight.

21

NORTHWEST ORIENT AIRLINE

On a 3 1/2" x 3" white rectangle with white border. Red broken disc and airline name. Ground service is in black letters.

22

NORTHWEST ORIENT AIRLINE

Same as insignia shown above only the word "Maintenance" replaces "Ground Service".

23

PIEDMONT AIRLINES

(Present)

On a 3 1/2" rectangle with white border, a stylized bird in light blue. Name is in red.

24

PIEDMONT AIRLINES

(1948 thru 1973)

On a 2 1/2" disc, the upper half white, outlined in dark blue with red stylized bird. Lower half dark blue with name in white.

25

PAN AMERICAN

(Present)

A 2 1/2" white disc with light blue cross lines, signifying the globe. In the center is the name "Pan Am" in black. The outer edge of the disc is dark blue.

26

PAN AMERICAN GRACE AIRWAYS

A 3" beige disc with a green border design and letters. Within the wing is the word GRACE in white. Map is also in white.

27

PAN AMERICAN AIRLINES

On a beige background with blue border and design. Size: 3 1/2" x 2"

28

PAN AMERICAN AIRLINES

On a light blue background with dark blue border and design. Dark blue lettering Size: 3 1/2" x 2"

29

PAN AMERICAN AIRLINES


Same as item above only the word PORTER replaces TRAFFIC. Size: 3 1/2" x 2"

30

PAN AMERICAN AIRLINES


On a light grey background. Letters and border in red. Size: 3 1/2" x 2"






**PAN AMERICAN AIRLINE**

On a beige background with dark blue border and design/letters.




Same as above only with word AFRICA in wing section. Size: 3 1/4" x 1 1/2"




**PACIFIC SOUTHWEST AIRLINES (1969)**

1 1/2" white oval with red border, initials of airline in red. Red jet and contrails.




**TEXAS INTERNATIONAL AIRLINES**

A 5" white rectangle with white border, name of airline in black, with white star on blue background, red wave.



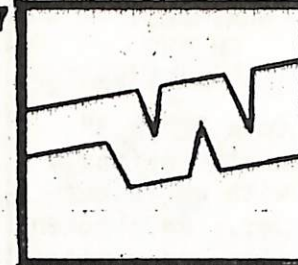
**TRANS WORLD AIRLINES (1958 thru 1975)**

A 3" double disc with gold border and globe. White background with red lettering.




**UNITED AIRLINES**

A 3 1/4" white oval and border, top of shield red with white star, bottom of the shield is blue with airline name in black.




**WESTERN AIRLINES (Present)**

On a 2 1/4" red square with white border and letter.




**WESTERN AIRLINES**

A 3" white oval, outlined in black with black indianhead and lettering.



**WESTERN AIRLINES MAINTENANCE**

A red shield, top half red, bottom half black outlined in yellow. Bird yellow, seat and glass grey. W.A. in red, white side wings and maintenance outlined yellow.



**JAPAN AIRLINES (Present)**





On a 3" red disc with white border, a red swan outlined in white with airline initials in white.

Those having patches/emblems not pictured here are asked to forward sample-drawing-photo of same to Bob Feld for listing. If you do not send Bob the actual patch, please state size, color, dates worn (if known) plus any other information you may have on the insignia.

Thank you

# PLEASE IDENTIFY?

BY BOB FELD

U-1		3 7/10" WHITE WINGS WITH OVAL IN THE MIDDLE OUTLINED IN WHITE. BLUE CENTER WITH RED KEYSTONE AND WHITE LETTERS PIA
U-2		4 1/2" GOLD WINGS OUTLINED IN BLACK. BLUE SHIELD IN CENTER OUTLINED IN GOLD. LETTERS CTC ON BLUE SHIELD
U-3		3 1/2" BLACK FELT SQUARE WITH WHITE OUTER CIRCLE, RED INNER CIRCLE WITH BLUE BAR, WITHIN THE BLUE BAR IS WHITE LETTERING.
U-4		3" BLACK FELT OVAL, WITH SILVER DESIGN.

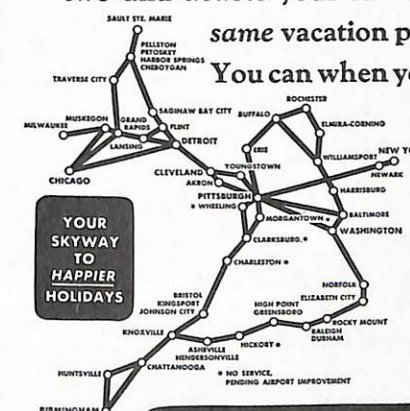
No matter WHAT or WHEN or WHERE . . .

*Capitaliners* get you there!

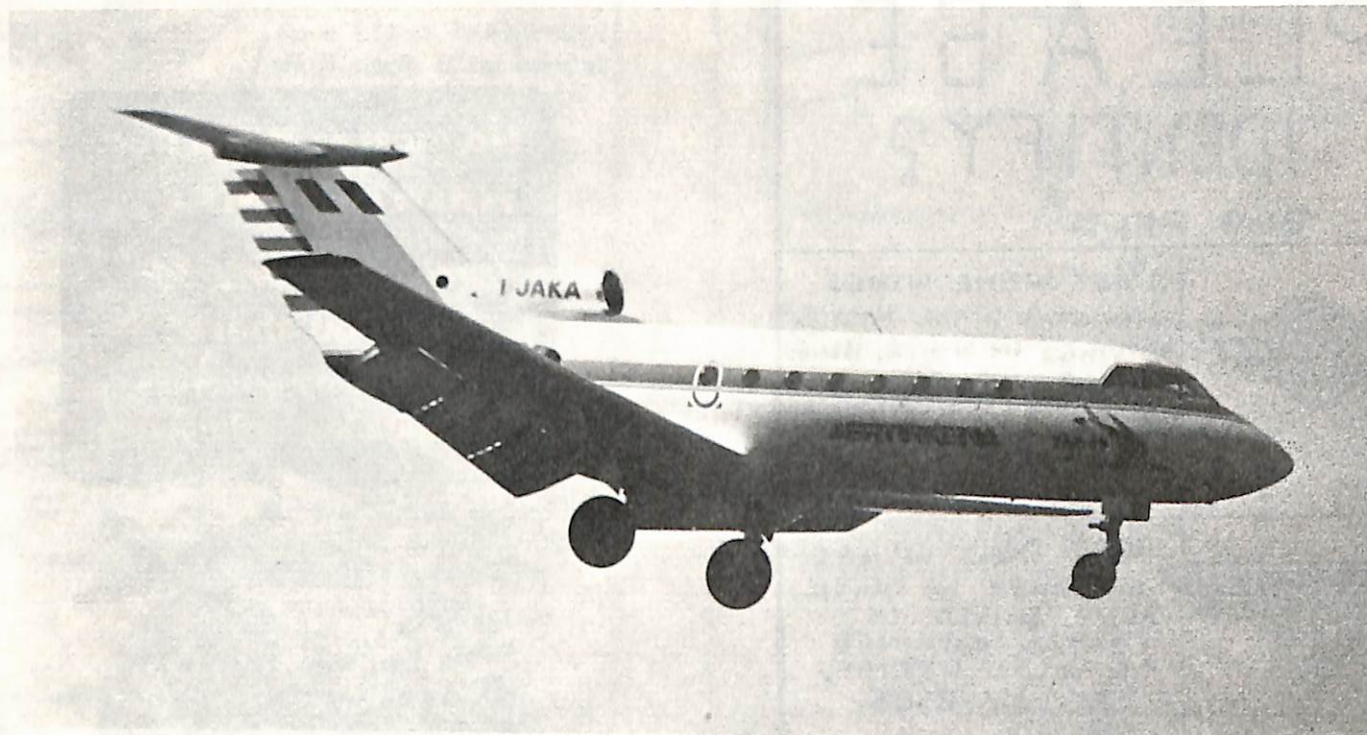
in amazingly little time (at such low cost, too)



Only a short flight away lie a wealth of vacation pleasures. Take your pick of any one! Visit two and double your fun in the same vacation period! You can when you fly!







ABOVE: I-JAKA was one of three YAK-40s operated by Italian commuter airline Aertirrena, which was also the first Western distributor for the type. Photo taken at Pisa, Italy.

BELOW: The West German airline General Air operated five YAK-40s on its local service network under contract to Lufthansa during the early Seventies, when this photo was taken.



## the YAK-40 passenger jet plane

by

Joep Gerritsma

A sales and demonstration tour through Canada earlier this year started a new effort by the Soviet Union to sell its YAK-40 local service trijet for 32 passengers on the North American continent after a similar tour in 1972 did not result in orders. At this time, however, Canadian airworthiness certification has been applied for and Ministry of Transport officials have visited the Soviet Union in connection with this application. Certification could come as early as the end of this year. Canadian certification may also be the first step to U.S. certification, since airworthiness requirements in both countries are very similar. The aircraft, offered at an attractive price of \$1.6 million apiece, has aroused considerable interest from a number of small carriers north of the border. British certification is also under way and was also expected to be granted this year. A joint Soviet-Canadian company, SOCAN Aircraft Ltd., has been formed in Calgary, Alberta, to market the aircraft in Canada and the United States.

Development of the YAK-40 by the design bureau of Alexander Yakovlev started in the early Sixties when the Russian state airline Aeroflot had a requirement to replace its vast fleets of Dakotas (Li-2 in Russian service) and Ilyushin 12 and 14 piston twins on its local service network. Yakovlev rightly placed extreme importance on good takeoff and landing characteristics and this led him to a straight winged-aircraft with three jet engines clustered around the tail. The first flight took place on October 21, 1966 and the new aircraft became the world's first pure-jet airliner specifically designed to take off from short and unprepared grass runways, while it has also been approved for operation off gravel and dirt strips.

### MANY IN SERVICE

At this time, more than 450 YAK-40's are in service with Aeroflot, several dozen fly with other carriers in the Communist world and a handful have served with two

western airlines. Others are in service with Communist air forces.

About five years ago the Russians started to market the plane in the West and an Italian local service airline, Aertirrena, became the first Western distributor and also operated three aircraft on its network radiating from Rome and Florence. The line is now out of business and its two aircraft are up for sale. In West Germany, where the YAK-40 is certified under rules similar to FAR part 25 in the U.S., General Air operated five YAK-40s for some years under contract to Lufthansa on some low-density routes, but following the return of these routes to the latter carrier, General Air stopped operations and its aircraft were returned to the Soviet Union.

### CONVENTIONAL LAYOUT

Externally the YAK-40 is of the conventional layout found in many modern jetliners. It has a low wing and a tail-plane mounted on top of the vertical tail surfaces. The three Ivchenko AI-25 turbofans of 3,300 lbs. thrust each are at the rear, with two mounted on either side of the fuselage and the third in the aft fuselage itself. The latter engine gets its air supply through an intake at the base of the fin. Passengers enter through a ventral stairway as in the old Martin 202 and 404 airliners and some Convairs, and also go through a second door in the aft pressure bulkhead upon entering the cabin, where there are four rows of eight seats. The flight deck is laid out for a two-crew operation and all controls are manually operated. For service in North America, Canadian or U.S. avionics equipment will be installed at Calgary, Alberta. The two wing halves are joined without a wing center section under the center line of the circular fuselage far aft on the latter. The Soviets claim that the engines are good for 3,000 hours of time between overhauls (TBO) and need



no intermediate checks during that time. The fuselage is designed for a life of 30,000 hours. A four foot by five foot freight door can be installed as an option.

#### DIMENSIONS AND PERFORMANCE

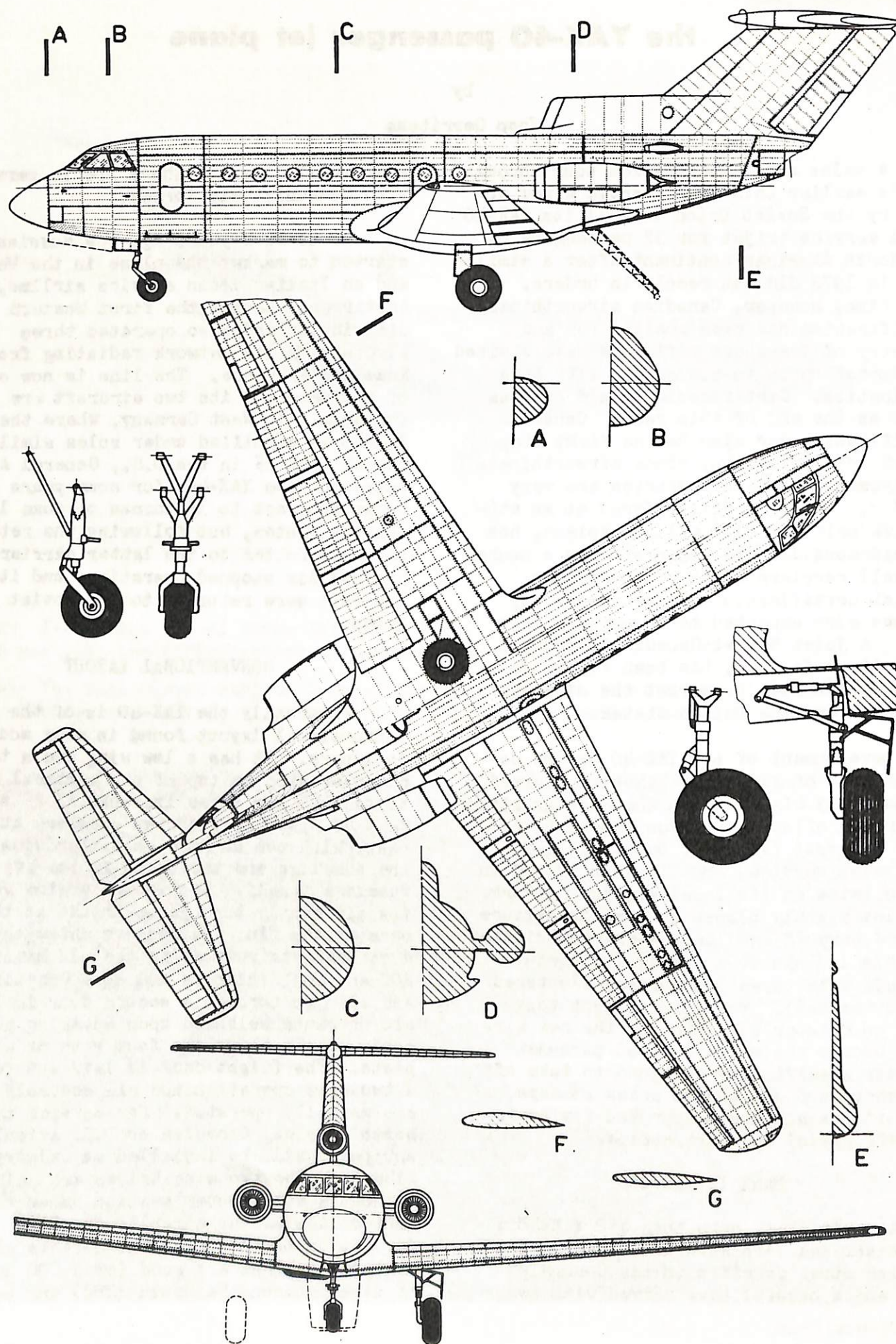
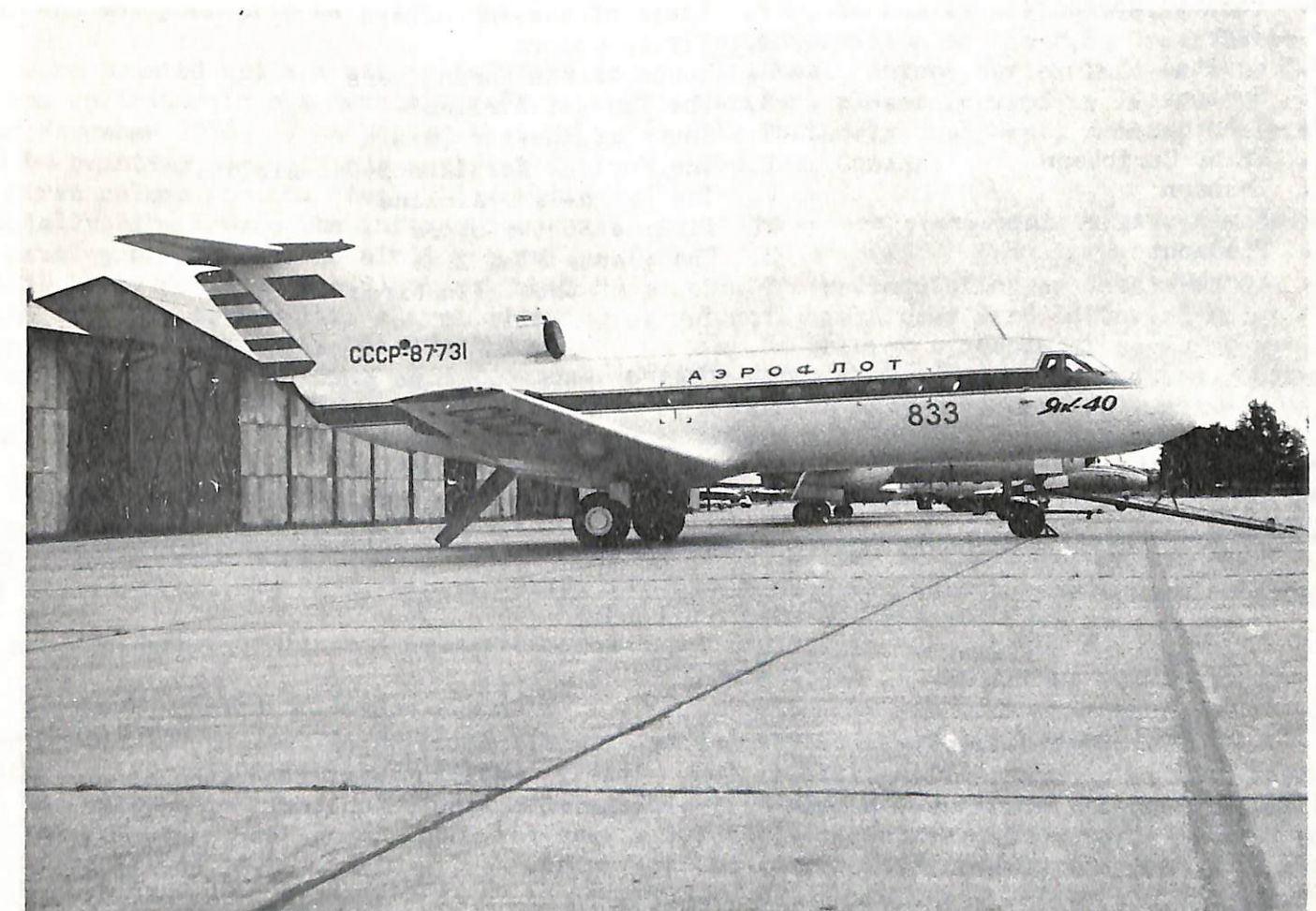
With a wing span of 82 feet and a length of 66 feet nine inches the YAK-40 is most certainly one of the smallest jetliners in existence today. Its height is 21 feet four inches and the wing area amounts to 753 square feet. Designed to operate safely from fields of 2,300 feet, the takeoff run of the YAK-40 is only 1,100 to 1,200 feet. The extremely sturdy undercarriage legs with single wheels retract inward (main gear) and forward (nose wheel). SOCAN says that extensive spare holdings will be established at several Canadian points and it would appear that lack of spares, which always has been a big problem with Russian airliners supplied to countries outside Eastern Europe, will be avoided.

In line with contemporary Soviet practice, the registration of the first prototype YAK-40, which made its maiden flight in 1966, was CCCP-1966 (or SSSR-1966 in our alphabet), with the second prototype becoming CCCP-1967.

#### CONCLUSION

With more than 530 YAK-40s in airline service and another 100 or so flying with Communist air forces, the aircraft certainly is one of the most-widely used jet transports of our times. But only time will tell if it is the right aircraft for the vastly different operating climate in the Western free-enterprise system.

BELOW: Aeroflot's YAK-40 CCCP-87731 at the Paris, France Air Show in June, 1969. Note the ventral stairway. (Gerritsma collection)





# AIRLINER QUIZ TIME

Last issue we had a good quiz that was sent in by George Cearley. This issue member Frank Lichtanski has sent us a "match-em" up quiz. Frank has sent in a number of good puzzles that we will be printing in the next several issues.

Listed below are the names of various U.S. and Canadian Airlines and their slogans used in the 1950s, "60s, and "70s. Match the airline to its slogan. Easy--right!

- |                         |   |
|-------------------------|---|
| 1. Mohawk               | A. Airline of the Executives            |
| 2. Braniff              | B. The FunJet Airline                   |
| 3. Western              | C. America's Leading Airline            |
| 4. Continental          | D. Route of the Starliners              |
| 5. Transair             | E. The Great Silver Fleet               |
| 6. Alaska               | F. The Sunshine Airline                 |
| 7. Pan Am               | G. The Air Freight Specialist           |
| 8. Bonanza              | H. The Air Line with the Big Jets       |
| 9. National             | I. The Flying Island                    |
| 10. North Central       | J. Wings of the North                   |
| 11. Allegheny           | K. The Only Way to Fly                  |
| 12. Provincetown-Boston | L. Route of the Pilgrims                |
| 13. Delta               | M. The Business Man's Airline           |
| 14. Mackey              | N. The Proud Bird with the Golden Tail  |
| 15. United              | O. The World's Most Experienced Airline |
| 16. Pacific Northern    | P. Route of the Pacemakers              |
| 17. Ozark               | Q. Flying Colors                        |
| 18. Capital             | R. Route of the Northliners             |
| 19. Northeast           | S. The Fan-Jet Airline                  |
| 20. American            | T. Route of the Air Chiefs              |
| 21. Trans Caribbean     | U. The World's No. 1 Prop-Jet Airline   |
| 22. Eastern             | V. The Extra-Care Airline               |
| 23. Flying Tiger Line   | W. Airline of the Stars                 |
| 24. Piedmont            | X. The Alaska Flag Line                 |
| 25. Northwest           | Y. Route of the Yellowbirds             |
|                         | Z. You gotta believe!                   |

Score: 23-25 Correct answers	Super Airline Fan
20-23	Airline Intellectual
18-20	Airport Groupie
15-18	Novice Enthusiast
Less than 15	Back to the OAG.....

Answers on last  
page, if you need  
to check!

## FLIGHT LINE

### NEWS

Airliner production lists, airline fleet lists, photos, stories, and, a great deal of general airline information. This is what you will find in each issue of "Flight Line News", a quarterly airline enthusiasts publication, edited by Dick Hurley. Subscription rate is \$5.00 a year for U.S., Canada and Mexico, and \$7.00 for all others (\$2.00 extra for air mail). Write Dick at P.O. Box 17341, Dulles Int'l Airport, Washington, D.C. 20041.

# POST CARDS

Paul Collins

Beginning with the Jan-March issue of the "Captain's Log", Mr. John Moore will officially take over as the post card editor for the Club. Mr. Moore, as many of you know, has been publishing a newsletter for post card collectors for a period of time. John and I both agree that everyone will benefit from his joining the staff of the "Captain's Log". He will now have a little pressure on him to get his material together and send it in for publication. Mr. Moore has quite a bit of material for printing and has a number of contacts from which he is supplied the latest goings on in the field of post card collecting.

I would like to say, "Welcome aboard John, and may your trip be a long one!"

John printed quite a bit of information for the collector in his newsletter #7, dated November 1976. I am hoping that he will be printing some of this material in his first column for the "Log". I would especially like to see the information about the catalog of collectable airline cards that is being done by Pete Black rehashed a little. This sounds like a tremendous undertaking and will take the support of all airline card collectors. I'm sure we will have more on this in up-coming columns by Mr. Moore.

Anyone having airline post card material for publication in the "Captain's Log" in the future, please send such info to John Moore, 2062 Sloan Street, St. Paul, Minn. 55113.

\*\*\*\*\*

Leslie W. Enekes of London, Ontario reports that the following companies are sending the following cards out on request:

Maersk-Boeing 707  
TAT-VFW-614  
Spantax-DC-8-61  
Europe Aero Service-Vanguard  
Air Anglia-F-27  
IAS-DC-8 and CL-44(B&W)  
Gulf Air-VC-10 and L-1011  
Thai International-DC-10

Les has also submitted his list of 10 favorites, in alphabetical order:

- 1- Allegheny 727
- 2- Balair CV-990
- 3- BOAC VC-10
- 4- Canadian Pacific Britannia
- 5- East African VC-10
- 6- Gulf Air VC-10
- 7- Icelandair DC-3 (b&w)
- 8- JAL DC-6
- 9- Pan Am Stratocruiser
- 10- TCA Super Constellation

Honourable mention:

Braniff 727 Calder

Maersk 707

Island Airlines Ford Trimotor

Mr. Enekes is still looking for any information on the U.S. Great Lakes Airlines. Anyone having info on this carrier, please forward to Les at 112 Southdale Road West, London, Ontario N6J 2J1, Canada.

\*\*\*\*\*

Before relinquishing my duties as the "unofficial" post card editor, I am going to present a couple of pages of my favorite cards from my collection. Since I am sort of new at this collecting thing, most of my favorites are jet-types. I hope to increase my collection of prop-types in the future.

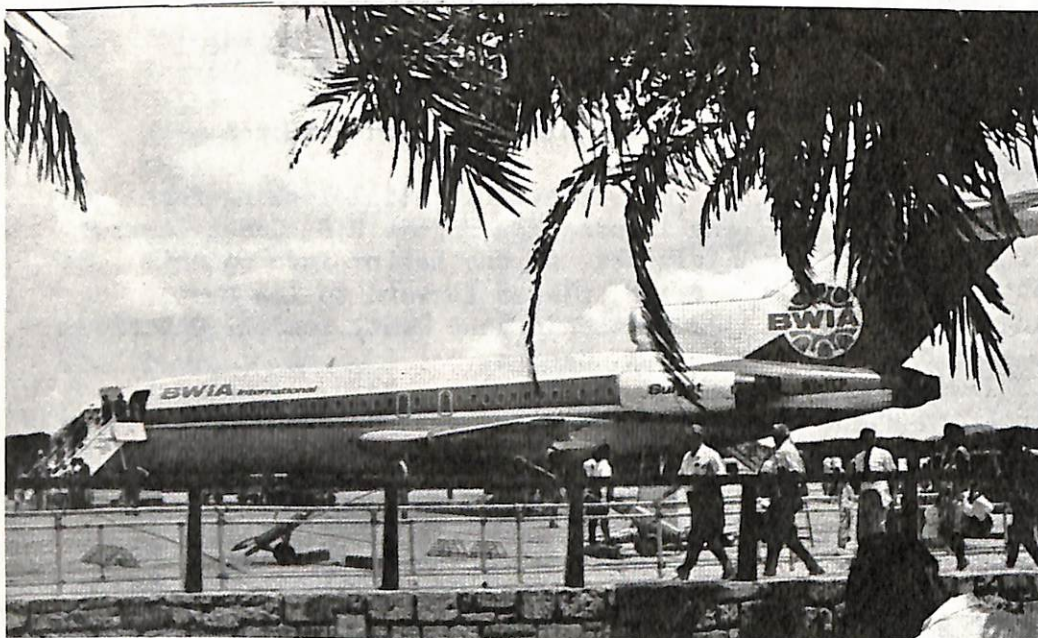
I would like to thank all of you that have sent me cards that you have obtained in your travels and from your dupes. I would like to continue to receive these items in the future and will try to return to you something that you can use for your collection.

We are planning to have post card displays at the convention, so get your collection in order and bring them to the convention with you. Prizes are going to be given to the best displays set up at the meeting.





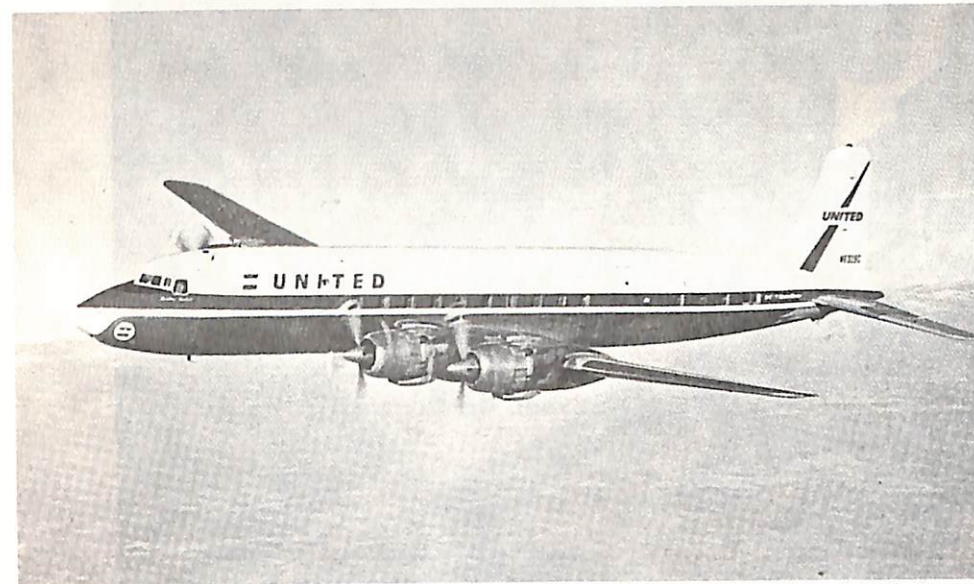
CRUZEIRO Boeing 727-100  
The positioning of the a/c  
on this card is outstanding.  
This card is available thru  
Cruzeiro pr department.



BWIA INTERNATIONAL Boeing  
727-100 with registration  
number 9Y-TCP, no longer  
in service with BWIA.  
This is a nice shot of BWIA's  
727 taken at Antigua's  
Coolidge Airport. Note name  
"Sunjet" on jet pod.  
This card is from the  
collection of Elliot Epstein  
and he listed it as one of  
his all-time favorites. I  
will have to agree. This  
card was distributed by the  
carrier. Printed by Dukane  
Press, Hollywood, Calif.



OLYMPIC AIRWAYS Boeing 727-200  
winging it's way thru a  
beautiful blue sky. This 727  
is registered SX-CBB and  
carries the name "Mount  
Pindos" and the card is  
available from the carrier.



UNITED AIRLINES DC-7 Main-  
liner. This has to be one  
of United's most famous a/c  
and color schemes. This card  
was printed by Colourpicture  
Publishers, Inc., Boston, Mass.  
I have a few of these left  
for trade, if anyone is in-  
terested, also a couple of  
Pan Am 7s on the ground, at  
night and a couple of TWA  
Connies. Drop a line if  
you think we can do some  
trading.



North Concourse, Cleveland's  
Hopkins International Air-  
port. What a/c can you pick  
out? Capital Connie, Eastern  
Martin, United Convair and  
DC-7. Very nice card showing  
some of the good old stuff!  
George Gearley picked this  
one up on his vacation to the  
northeast last year. Distri-  
buted by Klein News, Cleve-  
land, Ohio



CAPITAL AIRLINES Viscount and  
what a beauty. I would say  
the only other color scheme  
to rival this one is any of  
the old Eastern patterns.  
The Capital "speed-bird"  
emblem really gives this a/c  
that "fast" look. I have a  
number of these cards for  
trade also, if anyone is  
interested.

Paul Collins  
3381 Apple Tree Lane  
Erlanger, Kentucky 41018



# ON SCHEDULE

Starting with the next issue of the "Captain's Log", Frank Lichtanski and Perry Sloan will be bringing you the latest happenings in the field of schedule and timetable collecting. In the meantime I will fill in somemore with all that is left of my "left-overs" that I've found on various areas of my desk.

Bob Sheffield has sent me a quit nice timetable, that of Air Florida, which has an effective date of 1 November, 1972. This schedule is pictured on the following page. This was Air Florida's first schedule and has depicted on the front, their Boeing 707, which is no longer used, but it was interesting for an intra-state airline. This a/c probably carried the registration N705PA which indicates it was leased from Pan Am. Anyone having additional information on this aircraft, I would appreciate hearing from them. Any photos?

The Air Florida fleet now consists of three Electra's with three VFW 611s on order.

Also pictured on the following page is the April-October, 1976 timetable of Garuda Indonesian Airways. This is their far east edition and is unusual in that it has their DC-10-30 pictured on the front cover, but nowhere in the schedule is any flight listed using the DC-10. The coloring on this tt is real nice also.

Also enclosed is a "card" tt of Avense, a Venezuelan carrier. This particular tt is dated June 8, 1959 and the airline features "radar equipped DC-6B's on all international flights."

To even up the page I have included an advertisement from Piedmont Airlines showing their "new" color scheme. This is the same color scheme now available from Mico-Scale on the sheet number 44-19, which contains decals for the Piedmont Pacemaker, N734N. This livery is quite plan, but attractive in its own way.

Perry Sloan would like to announce that he has now compiled a list of about 6,000 different timetables for some 50 American and Canadian carriers, past and present, and will have this listing available the first of the year. Those of you that would like to have a copy, please forward one dollar (\$1.00) to Mr Sloan and he will be very happy to send you a copy. This offer will only be good during the first two months of 1977 since Perry will be going to Kiel, Germany on an exchange student program. I will try to work something out with Perry before he leaves to see about the distribution of this extensive listing of tts.

Mr. Sloan also advises that beginning in the Jan-March issue of the "Log", he will begin a series of timetable articles relating to one particular carrier. Which one he will start with is unknown at this writing.

I would like to request, at this time, anyone having schedule/timetable material that they would like to see published, please forward to either Mr. Sloan or Mr. Lichtanski. They in turn will see to it that it appears in print. Thank you.

Larry Potoski offers the following for collectors of Allegheny timetables: the following is a list of released tts by Allegheny since 1972--

1972	1973	1974
April 1	March 1	January 7
April 30	April 29	March 1
June 1	June 1	June 1
July 1	October 1	August 1
September 1	December 1	October 27
October 29		
December 1		
1975	1976	
January 7	March 1	
February 23	June 1	
June 1	October 31	
August 1		
October 26 (2 variations)		
(2 different covers)		
December 1		



*Serving Alaska*

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**TOP TRAVEL STANDARDS**



**ALASKA AIRLINES**  
INC.  
ANCHORAGE, ALASKA

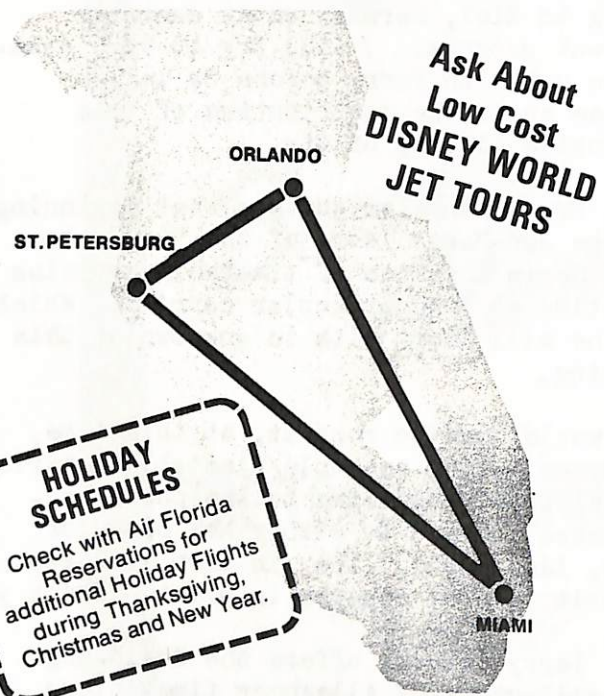
★ "Alaska is a grand place to live, work and play. We have more than 40 aircraft in our fleet, seven of them DC-3's. Two DC-4's are on the way. When you come to Alaska, fly with me!"

*Route of the Starliners*

The above advertisement appeared in the September, 1946 issue of the Official Guide of the Airways.



# AIR FLORIDA



**MIAMI 532-5531**  
**OUTSIDE MIAMI 1-800-432-8726 (toll free)**

All times shown are local times

F 605 Mon-Th-Sa	F & T 601 We-Su	F & T 603 Mo-Th	ALL INTERNATIONAL FLIGHTS RADAR EQUIPPED DC-6B's		F & T 604 Mo-Th	F & T 602 Tu-Sa	F 606 Su-We-Fr	
	9:00	16:00	Lv	Miami	Ar	14:30	15:50	
			Ar	New Orleans	Lv			
10:00	↓		Lv	New Orleans	Ar			15:45
Non-Stop			Ar	Montego Bay	Lv			↓
	11:10		Lv	Montego Bay	Ar			Non-Stop
	11:35		Ar	Marracaibo	Lv			
18:00		Non-Stop	Ar	Marracaibo	Lv			
	14:45	Champagne Flight	Lv	Marracaibo	Ar			
19:00	15:10		Ar	Carcas	Lv			
20:15	16:25	21:30	Ar		9:30	9:15	9:00	

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for you.**



# 極東線時刻表

## Time Table Far East



Effective from April 1, 1976  
to October 31, 1976.





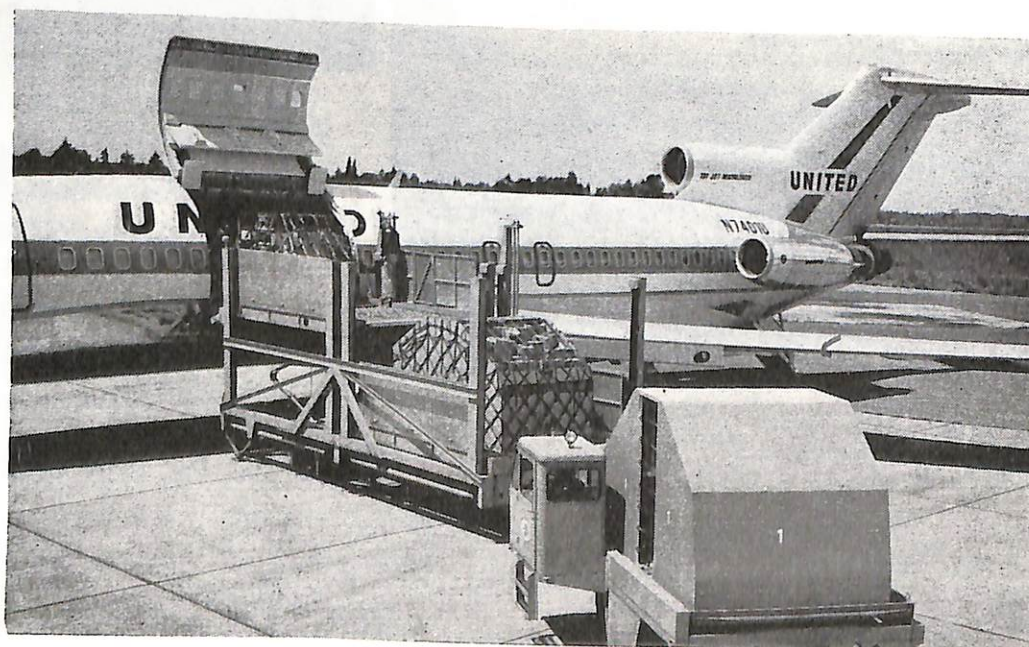
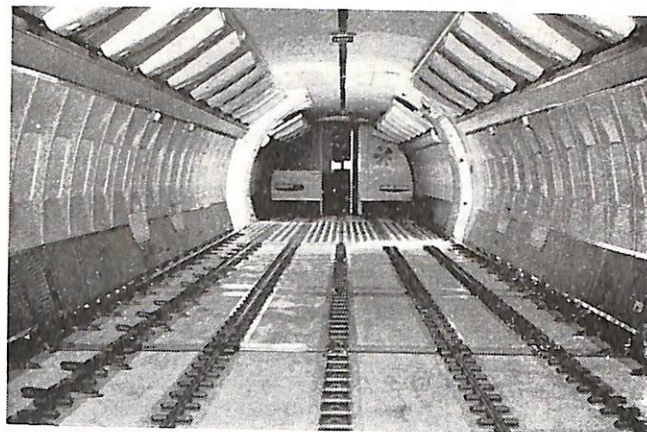
A United Air Lines Boeing 727QC and the van which has been, specially designed for seat transfer and storage while the aircraft is flying on cargo work



Below, once the fuselage of the 727QC is clear, the loaded cargo pallets can be brought aboard from a loader and pallet transporter which has replaced the storage van. Eight cargo pallets can be loaded and locked down in about 20 minutes (see last week's issue, page 9)

## QUICKEST QUICK CHANGE

With (left) the van in position beside the cargo door the pallet/seat/cargo and galley units are unlocked and moved across to the van. Below is the empty fuselage with the built-in rollers and the ball transfer plate (far end) for ease of seat/cargo pallet manoeuvre near the door. The hatracks have been folded up to give maximum space



# B.I.A.S.



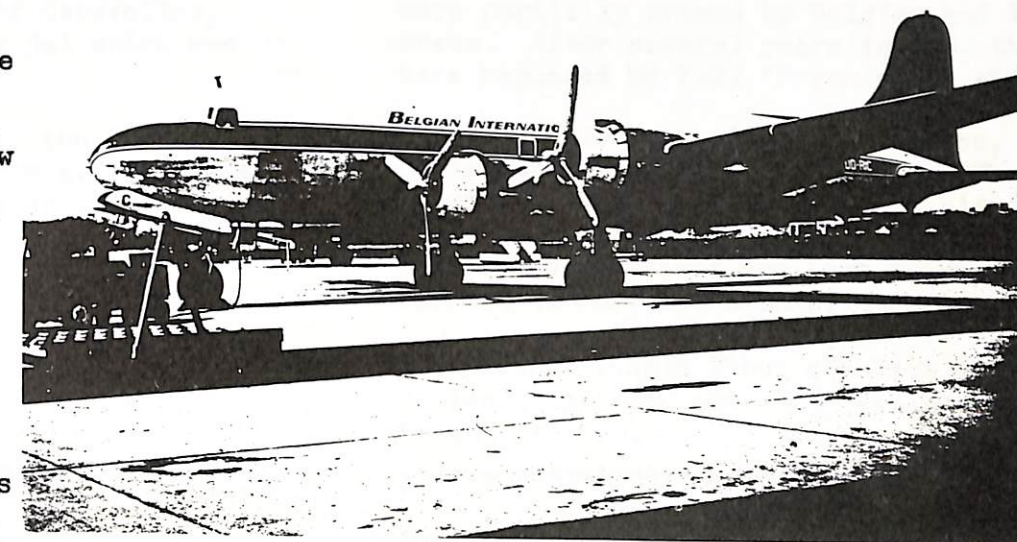
When one comes to the Antwerp airport at Deurne, he can still see the emblem of the airline on the former offices of B.I.A.S. But this well known airline has now transferred its operation area and offices to Lybia in Africa. It now flies for the Lybian National Airways and the various petrol companies established there.

1959...

This was the year that B.I.A.S. was created, director of the airline was Mr. C. G. Van Antwerpen, a businessman in Antwerp.

The first aircraft was a DC-4, shortly followed by two additional aircraft of the same type. They were registered OO-DEP, OO-RIC (see photo), and OO-VAN. The aircraft were mainly used for charter flights from Antwerp and Melsbroek (Brussels). The DC-4 were leased to various foreign airlines such as Air Congo, which used them on the inner lines in the Congo. They were also used on flights to vacation spots such as: Rimini (Italy) and Palma (Spain). In those days the tourist trips were in full extension and two airlines were concerned with them in Belgium, B.I.A.S. and Sobelair, a subsidiary of Sabena.

During the crisis in the former Belgian-Congo in 1960, a DC-4 was put into service for refugee evacuation. The aircraft was eventually written off when it crashed on a sabotaged runway. Five people were killed, among them Captain L. De Bievre, who flew for the firm since the creation of B.I.A.S. Prior to flying for B.I.A.S., he had been a pilot for K.L.M. and Sabena.



B.I.A.S. DC-4 (OO-RIC) one of first aircraft purchased This a / c has a blue cheat line/tail and lettering. The top is white and bottom silver. Air Congo livery.

During the years 1964-65, the DC-4s were gradually replaced by the bigger DC-6 aircraft.

B.I.A.S. bought four DC-6, among them one DC-6A, OO-ABE and three DC-6B a/c registered OO-ABG, OO-PAY and OO-GER.

The DC-6A came from World Airways (see photo on next page), the DC-6Bs came from Transair Sweden, Lloyd International and Transunion S. A.

The DC-6B registered OO-ABG crashed in 1966 during an approach on Malpensa airport, Milano (Italy), the aircraft at that time being used on a vacation charter

The DC-6B, OO-PAY, after it came in use, flew with food supply to Biafra, and for a short period wore the registration of OO-HEX.



Jet-age....

Along with it's prop-type equipment, the company joined the jet-age, with the purchase of a Caravelle 6R (ex United) named "Ville d'Anvers" (City of Antwerp). It was used only for holiday charter flights to the South of Europe. For a very short period it flew from Antwerp but the license was withdrawn due to the high noise of the aircraft.

With Sobelair taking most of the charter trade with it's fleet of Caravelles, B.I.A.S. sold it's only jet which was registered OO-CVA.

After the Caravelle came the DC-8-33 which were purchased from K.L.M. These two aircraft were registered OO-AMI and OO-CMB.

In 1971 they sold their last DC-6B to D.A.T., and both the DC-8-33 left B.I.A.S. and were transferred to the Belgian airline Pomair Ostend, an all-jet company, because their last DC-6B was sold to D.A.T. Consequently, D.A.T. became the airline with only prop equipment and Pomair Ostend the one with jet equipment.

B.I.A.S. in Lybia....

When the airline was absorbed by the C.M.B. it decided to extend it's work field to Africa.

They had flown since 1965 in Lybia with DC-3/C-47 equipment for the National carrier, LINAIR. The DC-3s were partly taken over from Sabena and partially from foreign air forces.

In 1965 Sabena gave up its support to Lybian National Airways, Linair in short, and the B.I.A.S. took over the contract.

Several additional DC-3 were bought abroad so as to extend the fleet to nine a/c, all having Belgian registration. The DC-3 were partially crewed by Belgian and Lybian crews. After several years in use, the DC-3s were replaced by F-27 "Friendship" aircraft.

When the F-27 were placed in service, the DC-3s were flown back to Belgium. They remained a long time on Brussels airport awaiting a customer. Later on they were transferred to Ostend and from there were ferried to Fort Lauderdale.

The present LINAIR fleet consists of two "Friendships" and one F-28 "Fellowship" bought in 1975.

\*\*\*\*\*

My thanks to the Airliner Information Club of Antwerp, Belgium for the text and photos appearing in this article.

BELOW: DC-8-33 (OO-CMB) ex-B.I.A.S. now belonging to Pomair Ostend.

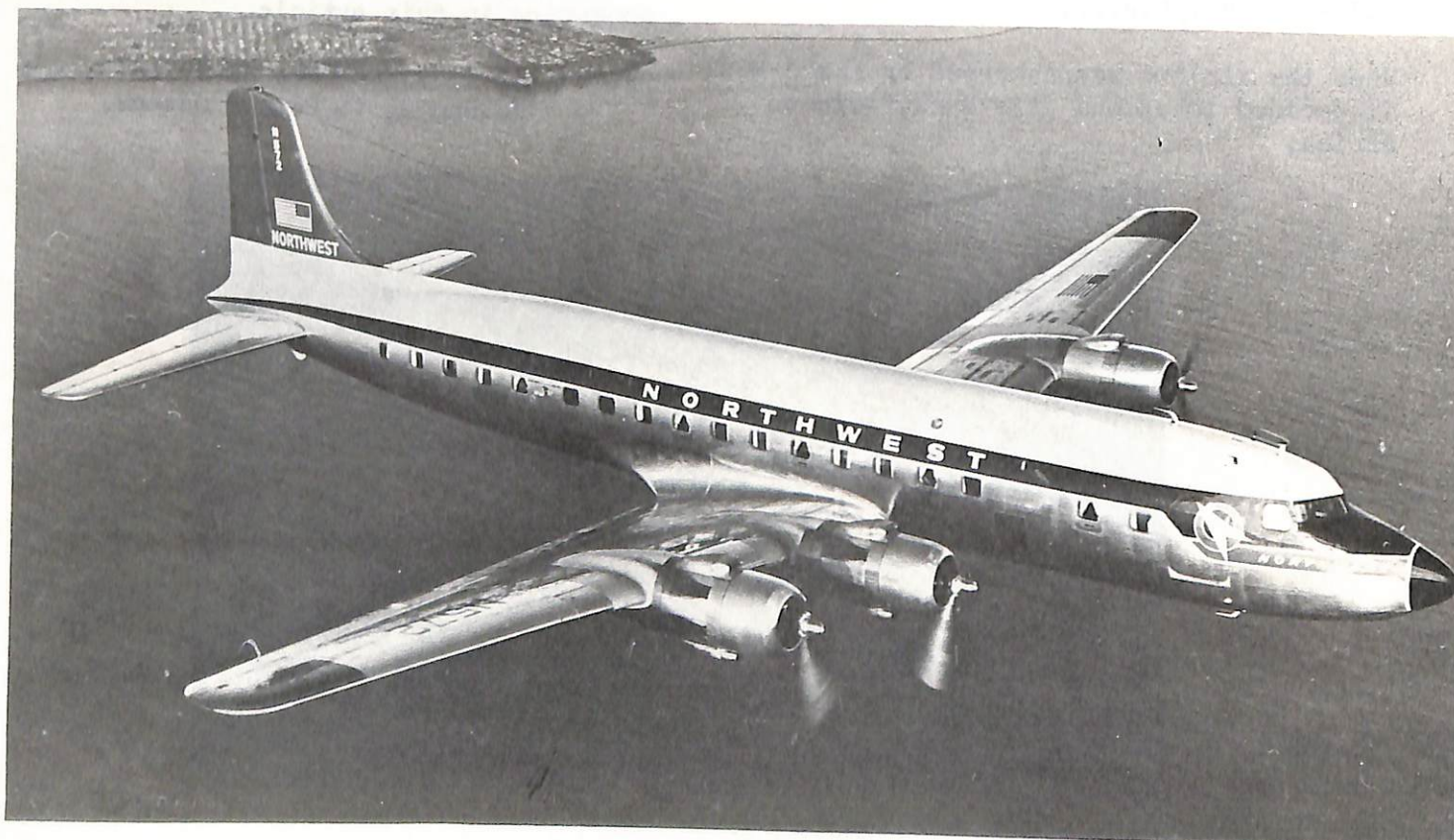




# PHOTO ALBUM



TOP: Boeing 377 Stratocruiser "Tokyo" of Northwest Airlines. Registration number is N74608 and fleet number, 708. Picture supplied by Jim Scroggins  
 BOTTOM: Douglas DC-6 of Northwest Airlines. Registration number is N572. Picture supplied by Jim Scroggins



SOUTHERN Airways in old color scheme. Note "Happy Face" motto on nose. Aircraft is a DC-9-15. Registration number N93S. Photo provided by Fred Erdman of International Airlines Museum.

L.A. Dodgers Boeing 720-023B. Registration N1R (ex N7536A). A/c is white with blue upper and red lower cheat lines. Black antiglare panel. Tip of tail is white with remainder of tail being dark-light-dark blue. Baseball on light section of tail is white with red stitching and blue lettering. Name on front of nose is Kay O'II and is printed in blue. Photo by Jim Scroggins taken at Hugh's Exec. Term.



CAPITAL AIRLINES DC-4 taken at O'Hara Field 6-3-61 by Paul D. Stevens. Colors on a/c are white top, silver bottom with red design and lettering. Registration number is N88746 c/n 3064 and f/n 415.



# THE MODEL SHOP

As reported in the fall newsletter, we now have a model editor. His name is Henry H. Harteveltdt, III. While only 17 years of age, Henry states that he has been modeling "all his life", which to some of us, may not seem to long! But before we judge Mr. Harteveltdt, I believe we should give him an opportunity to show us the kind of work he can do. His first article will appear in the Jan-March 1977 issue of the "Log". I will appreciate those of you that have model material for publication to forward such material to Henry for his consideration and re-work, if necessary. His address is 791 Park Avenue, New York, New York 10021.

In association with Mr. Harteveltdt, we will be running a series of articles by Steve Kenyon on the ins and outs of properly painting and decaling our models. While his material may run along the same lines as the material provided by Henry, I'm sure we will all benefit from the years of experience that Steve has had in the field of painting and decaling.

I would like to take this opportunity to welcome both these gentlemen aboard the editorial staff of the "Captain's Log".

Starting in this issue of the "Log" we will begin Steve's column which will be entitled "Decal Capers". Any comments or suggestions that you have on this column, please direct them to Steve.

Also in this issue we will have a "how-to-do" article by George Cearley on converting the Revell 707 to a 720 or 707-138B configuration. This should be quite an interesting article for you conversion freaks out there. It looks so easy, that I think I will even give it a try.

The remainder of this column will be devoted to giving you an introduction to Mr. Steve Kenyon. Giving this material on Steve, you will receive a better understanding of Steve's interest in modeling and his wish to pass this information on to you, his fellow modelers.

Steve Kenyon  
"Super Modeler"

Steve owns and produces the International Mini Model Museum in Yuba City, California which specializes in Airlines and Airliners. His collection currently has approximately 3-400 models and he maintains several traveling displays which appear often at various functions throughout Northern California. For proper reference, he retains many advisors for the accuracy of his museum and displays. These advisors are located around the world.

Mr. Kenyon's articles in the "Log" will deal with decorating and decaling your airliners. He mainly will be dealing with the unusual and/or non-commercial made decorations (decals too) that many of us would like to model but are somewhat fearful of trying for fear of destroying the beauty of our model.

Like many of us (old timers) Steve began his modeling career back during the days of bambo sticks, balsa wood stringers and rice paper coverings. His interest in airlines and airliners developed in 1945 while he was employed with Northwest Orient Airlines as a mechanic. He holds a current commercial pilots license; has approximately 7,000 hours total; and, is both jet and conventional engine qualified.

Steve is married, has five children of which three assist in building models and dioramas for the museum. His full-time job is managing a chain convenience store and serving as a training manager for the same chain. Being an early riser, he spends two hours a day writing about and working on his models. He recently had published his latest article in V-66 Airline Newsletter.

Steve has forwarded the first several parts of his series to me. I have found them of interest and I am sure you folks out there will also. Happy modeling!

## DECAL CAPERS

by  
Steve Kenyon

### INTRODUCTION:

Ever wonder just how many sets of decals have been silk screened for us airline modelers? Well, I have. And I would not be too surprised if many of you out there have wondered the same thing. So based on this assumption, this column and future columns will attempt to find and name them for you.

Naturally, it brings to mind this specific request: Will everyone with knowledge of any produced airline liveries; airline logos; cheat lines; or, special lettering decals please get in touch with me and send me their lists. It makes no difference whether it is one or fifty names. Please send them. By doing so we should be able to complete a fairly accurate compilation of all airline decals.

### PURPOSE:

My purpose is to provide our general membership and all other readers with as complete a list as possible of all known airline decals, logos, lettering, etc., for future reference. Such a list will be alphabetically presented so that retention and location will remain as easy as possible. This decal listing will list the airline name, scale, manufacturer (if known), value, kit recommended for, and any pertinent remarks such as old colors, new colors, etc.

### GENERAL:

One of the reasons for publishing this list is to add this sadly lacking area of neglected information to present existing lists of kits, kit numbers, kit prices, etc. So far, many of our fine publishers like Steve Mason of Victor 66 (Gate 66) Newsletter; Paul Collins of the World Airline Hobby Club; John Burns of Kit Collectors Clearinghouse; and, others have accomplished a remarkable and monumental task in bringing us much of this information. I feel this alphabetical listing of decals will add greatly to our reference file if not complete it.

I do not feel that I should start another publication where it becomes necessary to pay dues or subscription fees. Why not combine our decal information to those papers which are already being published. By so doing, our reference material is under one cover and closely associated with the kit information.

Another topic I hope to cover for our readers is building (painting) our own decals or decorations. I hope I am not misunderstood here. I am referring to painting or making our own liveries directly to the model including logos, lettering, etc. After all, the aircraft in real life we are modeling has been painted, so why not do the same.

Articles dealing with painting models will contain descriptions; line drawings; information on mixing paints for color control; paint numbers; and, scale drawings or patterns to follow or use. The suggested procedures will appear in text form along with all explanations necessary to turn your nude object into the model of your dreams.

Another segment of this section will be the publication of decal construction hints sent to me by my readers. I am sure that you will agree with me that two heads are better than one. With our hobby so varied and divergent, I will flatly state that most of us can use all the assistance and help we can get. And this last statement is not intended to be demeaning or degrading to any of our fine modelers. But I know among us exists many, many so-called inexperienced modelers who will become superb modelers providing someone heads them in the right direction. All of us need assistance at some time or other. Fortunately, one of the most admirable attributes of our hobby is the willingness of each and every modeler to pass on to others any information he or she may have that will provide help to those in need. But you must ask. That's another reason for this column. Thought



it, I hope you will ask and when I have the answer then it will be published for every-ones' benefit.

And the final subject to be covered herein will be the exchange, sale or trading of decals. Here I want to limit the requests to strictly decal sales or trades. If you have a kit for sale or desire to find a specific kit, this publication will consider this request under some other section (see Flight Exchange) of the magazine.

In closing this section, I would be remiss in my presentation if I did not mention the fine representation we are finally getting from the commercial manufacturers. Our lobbying efforts are paying off since these manufacturers are listing to our letters and comments of woes. I'm especially pleased to compliment Micro-Scale on their fine examples of airliner decals furnished during the past months. If we use the recommended Micro-Scale system of installing decals, there is no way our models can be poorly presented. I truly hope they continue to present items we badly need. Such items as different width and different colored strips would be very useful; logos and markings through the years 1919-1950 would also be appreciated. So how about letting me know what you would like to see produced and I will forward the information on to the decal manufacturers.

#### CONSTRUCTION HINTS:

The following general construction hints apply to the preparation of all models before attempting to fix any decal or direct painting:

1. Always make certain the basic assembled model is washed clean before painting. I recommend a mild solution of Best's ZIP solvent. It will not marr or attack the plastic. And when you wash it off, it does not leave a residue.

2. In preparing your model for decaling or painting, make certain the assembled model is free of all blemishes and finger prints. Also, fill all pitholes, injection ejection depressions, file marks, seam lines etc. NOTE: One of the best ways I have found to determine where these faults are is to first spray on an undercoat of flat white paint. This undercoat will quickly

show you where you must re-do some of your previous work. If re-work is necessary, carefully sand the area with number 600 wet/dry sandpaper under a stream of running water. Make corrections as necessary and then respray with flat white to further check your efforts. If you are satisfied, you are ready to begin decorating.

If you use an airbrush, there should be no difficulty with the undercoat being thin enough to spot the areas needing correction. However, if you use a spray can, then spray your first coat on from a distance of 8 to 10 inches from the model to keep from getting your undercoat on too thickly to spot the area.

Construction hints will be carried in each column of this series. If you have any additional hints to help the beginner or advance modeler, please drop me a line. Any and all comments on this column should be addressed to Steve Kenyon 1453 Clark Avenue, Yuba City, California ZIP 95991.

The following two pages will begin our listing of known decals. A number of this items were listed in Jim Scroggins list in the April-June issue of the "Captain's Log". This listing, however, will be as complete as we can make it. Please give your assistance!

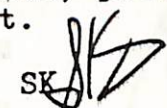
#####

The following model supplies are currently available for "Gate 66" P.O. Box 83, Santee California 92071.

Micro-Scale decals all four sheets \$7.00 includes postage.  
44-17 1/144 DC-10 TIA, Laker, Air Afrique, and FINNAIR  
44-18 1/144 DC-9 ALM, TDA, ATLANTIS, and ALISARDA  
44-19 1/144 Boeing 737 NAC, AER LINGUS, and PIEDMONT  
44-20 1/144 Boeing 707 SUDAN, ZAMBIA and IRAQI

Fowler decals  
PACIFIC WESTERN for the 1/144 737...\$1.50  
ALASKA for the 1/144 727....\$1.50  
SOUTHERN for the 1/144 DC-9....\$1.25

Here we go with the decal listings. So remember if you know of additional items that belong with any of these lists, please get in touch with me so we may update each and every list.

SK 

#### DECAL LIST

Airline	Mfgr	Acft Type	Scale	Cost	Remarks
Aer Lingus	Airfix	F-27	1:72	\$ 3-6	o/c
Aer Lingus	Micro Scale	Boeing 737	1:144	75¢	n/c
Aero Mexico	Revell(Mex.)	DC-8-63	1:144	2-5	current
Aeroflot	VEB	AN-24	1:100	1-2	current
Aeroflot	VEB	TU-134	1:100	1-2	current
Aeroflot	VEB	Jak-24P	1:100	1-2	current
Aeroflot	VEB	Mi-10K	1:100	1-2	current
Aeroflot	Aurora	TU-104	?	1-3	current
Aeroflot	Lindberg	TU-104	1:300	1-2	current
Aeroflot	Lindberg	TU-144	1:230	1-2	current
Aeroflot	Entex	TU-144	1:144	2-3	current
Aeroflot	VEB	TU-104	1:100	1-2	current
Aeroflot	VEB	Yak 40	1:100	1-2	current
Air Afrique	Micro Scale	DC-10	1:144	75¢	current
Air California	Micro Scale	Boeing 737	1:144	75¢	current
Air Canada	Micro Scale	Boeing 747	1:144	75¢	current
Air Canada	Airfix	L-1011	1:144	1-2	current
Air Canada	Aurora	DC-8	1:106	2-4	current
Air Force 1	Entex	Boeing 707	1:100	1-2	current
Air France	Entex	Concorde	1:100	1-3	current
Air France	Lindberg	SE 210 Caravelle	1:300	1-2	current
Air France	Airfix	Boeing 747	1:144	2-4	current
Air France	Airfix	A300 Airbus	1:144	1-3	O/c
Air France	Airfix	Caravelle	1:144	2-4	current
Air France	Heller	Boeing 707	1:100	1-3	current
Air France	Heller	Caravelle	1:100	1-3	current
Air New Z'land	Micro Scale	DC-10	1:144	75¢	current
Alaska	Micro Scale	Boeing 737	1:144	75¢	current
Alaska	Micro Scale	CV 990	1:144	1-2	current
Alaska	Fowler	Boeing 727	1:144	1.50	Eskimo fig.
Alisarda	Micro Scale	DC-9-14	1:144	75¢	current
Alitalia	Revell (usa)	DC-9	1:144	1-2	current
Alitalia	Micro Scale	DC-10	1:144	75¢	current
All Nippon	Entex	Boeing 727	1:100	1-3	current
Allegheny	Revell (usa)	DC-9	1:144	1-2	current





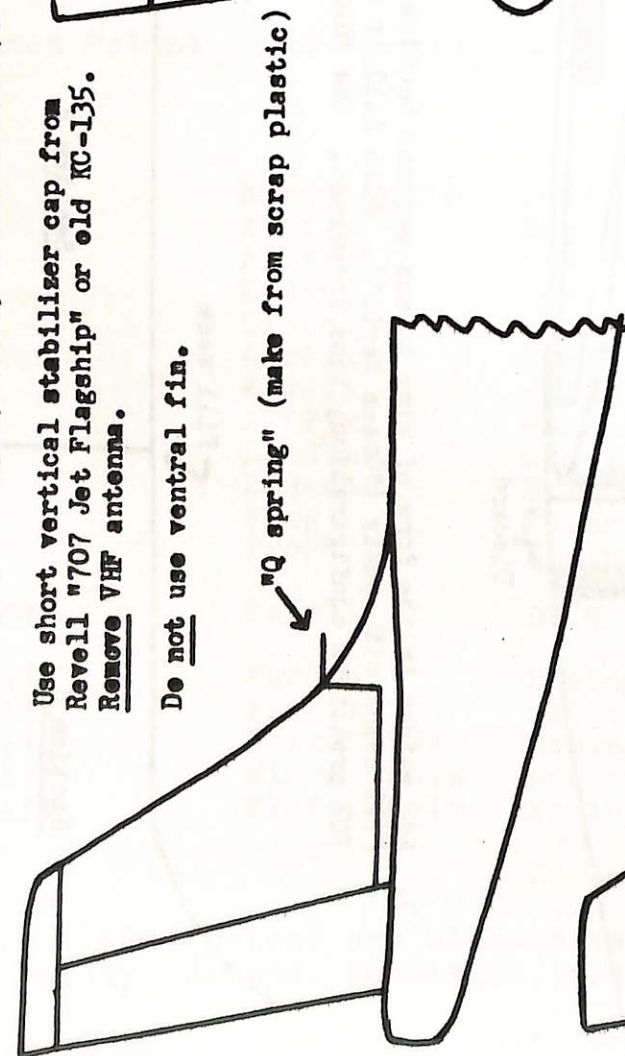


4. For the Boeing 720, there are three possible arrangements for the tail assembly.

A. Boeing "prototype", (early UNITED version).

Use short vertical stabilizer cap from Revell "707 Jet Flagship" or old KC-135. Remove VHF antenna.

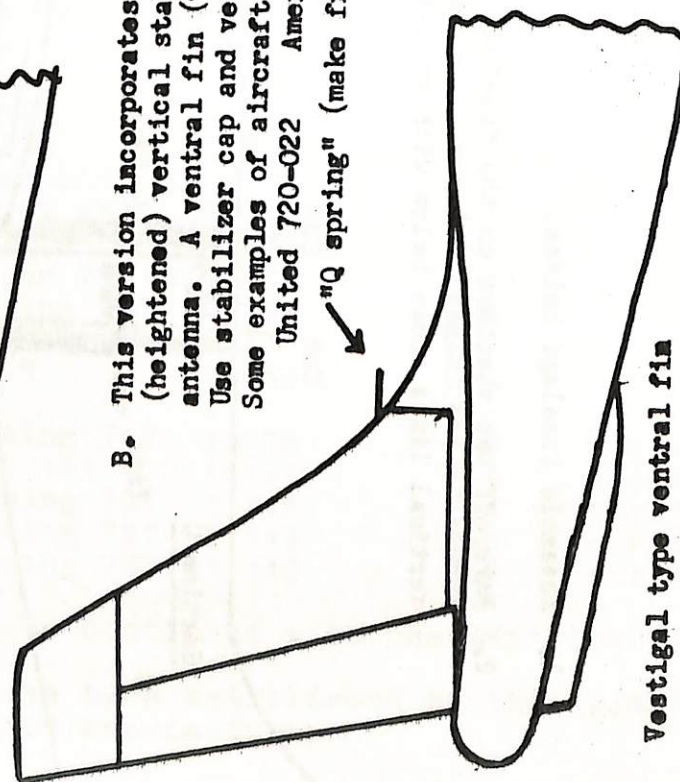
Do not use ventral fin.



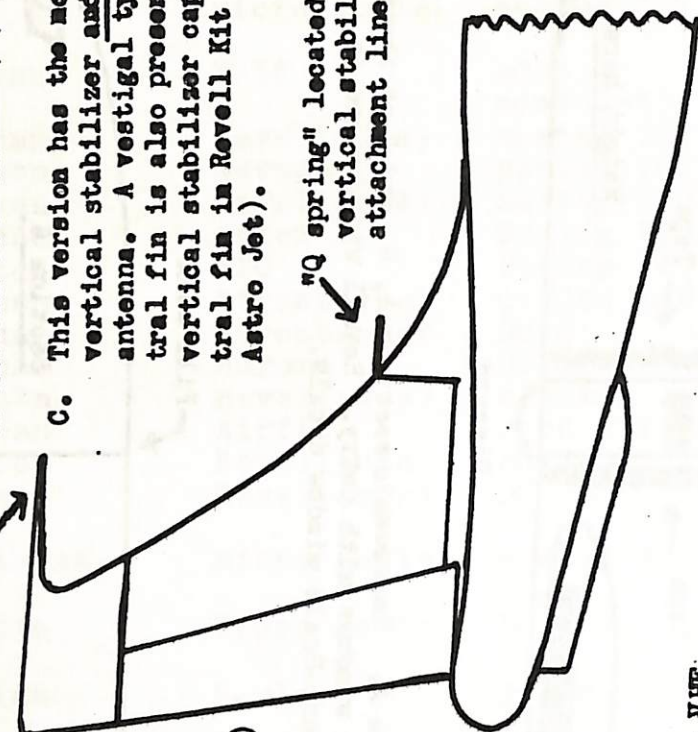
B. This version incorporates the modified (heightened) vertical stabilizer but no VHF antenna. A ventral fin (vestigial type) is present. Use stabilizer cap and ventral fin in kit (707 Astro Jet). Some examples of aircraft modified as such include:

United 720-022 American 720-023 American 720-023B

"Q spring" (make from scrap plastic)

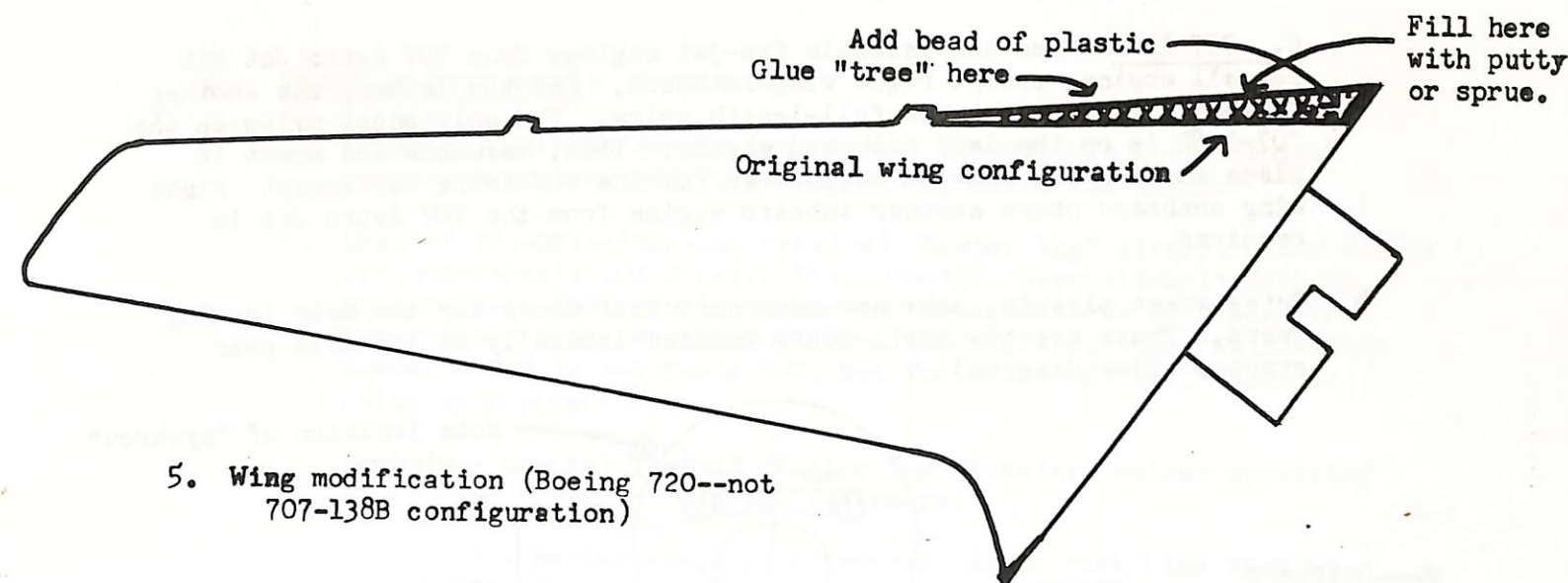


C. This version has the modified vertical stabilizer and a VHF antenna. A vestigial type ventral fin is also present. Use vertical stabilizer cap and ventral fin in Revell Kit (707 Astro Jet).



Some examples of aircraft with this modification includes the following:

Braniff 720-027  
Eastern 720-025  
NWA 720-051B  
TWA 720-051B  
Avianca 720-059B  
El Al 720-058B  
Lufthansa 720-030B  
Irish 720-048  
Qantas 707-138B  
Braniff 707-138B

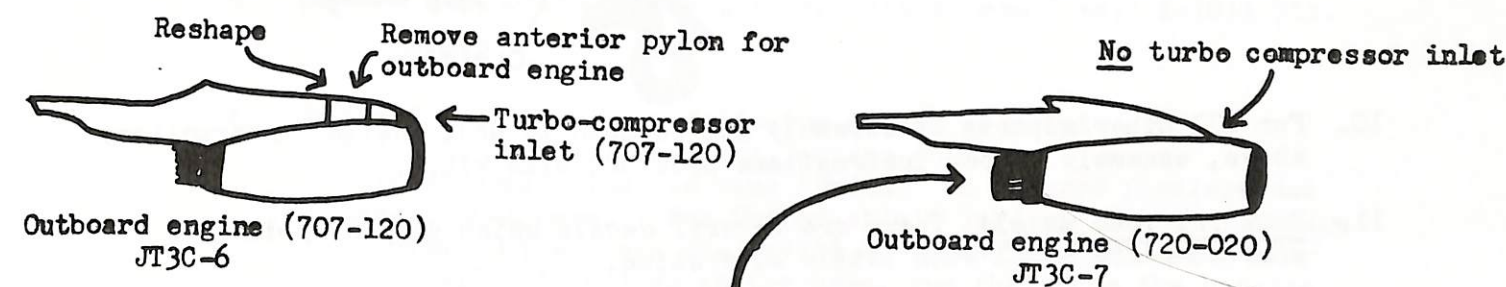


5. Wing modification (Boeing 720--not 707-138B configuration)

The leading edge of the inboard wing requires modifications as shown above. The 720 has slightly more inboard sweep than the 707-120. This modification should be done via a combination of sprue, putty and plastic tree.

6. Outboard engine modification (Boeing 720-020)

The outboard pylons anchoring the JT3C-7 engine pods to the wings are shorter, not extending to the anterior end of the engine. This is because they carry no turbo-compressors in the 720 non-fan version.



Above shows needed modification needed to make 720-020 outboard engine.

(Use 707 Jet Flagship engine)

If using KC-135 engine, add "tree" of appropriate diameter and length for sound suppressor.

7. Engine Assembly

A. 720-020: Place the unmodified engines with full-length pylons inboard on each wing. The modified engines with shortened pylons should be placed outboard on each wing.

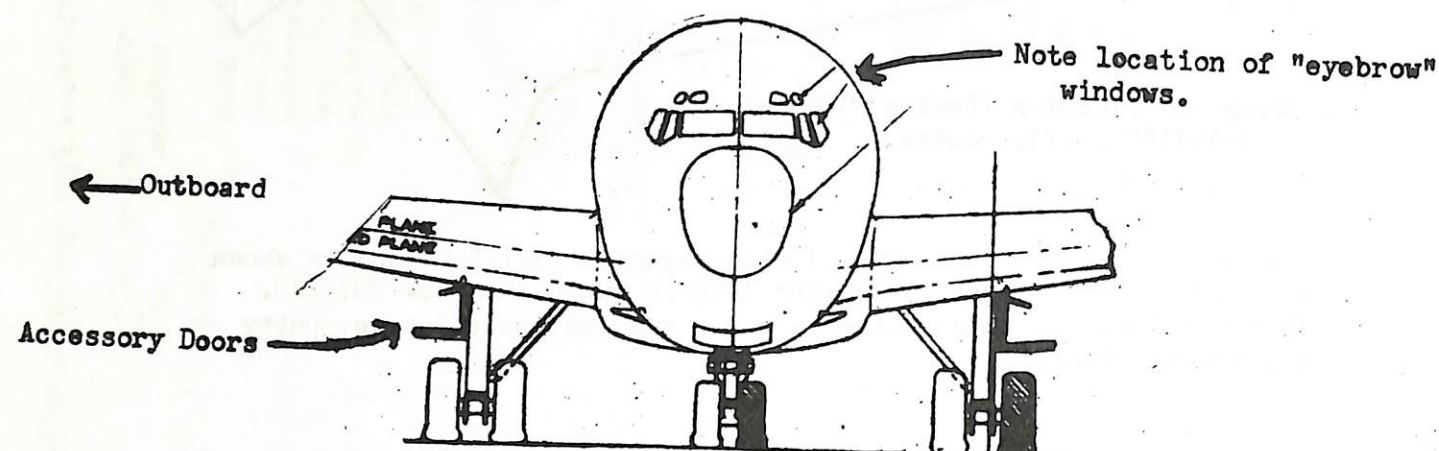
B. 720-020B: Use and assemble fan-jet engines and glue in place on wing as for 707-120B kit. (e.g. 707 Astro-Jet kit)



## 7. Engine Assembly (continued)

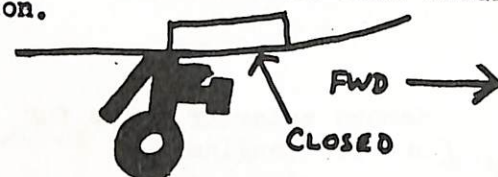
C. 707-138B: Use and assemble fan-jet engines from 707 Astro Jet kit. For all engines except right wing outboard. For the latter, use another fan-jet engine having the full-length pylon. The only short pylon on the 707-138B is on the left outboard engine. Thus, assemble and mount in place on wing all fan-jet engines as for the 707 Astro Jet except right wing outboard where another inboard engine from the 707 Astro Jet is required.

8. Using sheet plastic, make new accessory gear doors for the main landing gears. These are the small doors mounted laterally on the main gear struts. (See diagram)



For a good view of these doors see the instruction sheet for the new Nitto-Entex 707. Incidentally the engine and pylon arrangement on the Entex 707-320C kit is the same as that on the 707-138B.

9. The nose gear and doors as packaged in the kit require no modification. However, the two forward nose gear doors on either side should be assembled in the closed position.



10. For all other aspects of assembly not covered in modification instructions above, assemble as per instructions provided with kit.

11. Decaling your model: There are several decals which can be applied to your complete model with little alteration.

- A. American 720-023/023B--use decals from 707 Astro Jet. For the non-fan version remove the Astro Jet logo. The registration number on the Revell decal (N7538A) is actually that for a 720-023B not a 707-123B. N7538A was never a registration for a non-fan version 720 of American. Registration for these included N7527A thru N7536A. Number 529 was Wisconsin, 536-Georgia and 533-South Dakota. (See Boeing jet airliners production list pages 11 and 12.) The Flagship name appeared on the forward fuselage near the cabin door beneath the "lightning bolt" in small block letters. (V-66 decals might be altered for this purpose.) NOTE: The American 720 carried 707 on the aft fuselage at the tail in white number.

## 11. Decaling your model: (continued)

- B. Aviance 720B--use decals from Revell of Colombia kit. Typical registrations are HK677, HK676, HK723, HK724 and HK725.
- C. Braniff 720-027--(Non-fan version) "Easter Egg" livery, black titles use Micro-Scale 707 decal. The "Braniff International" letters will require individual cutting and separation to be placed in the shorter space on the cut down 720 fuselage. The registration number N7078 is not for a 707, but for a 720-027 and, thus, is quite appropriate here.

Here is a partial list of "Easter Egg" fuselage colors appearing on various 720-027s for Braniff Airways:

N7076 - periwinkle blue (lavender) later dark blue then to medium blue	
N7077 - ochre (mustard)	N7081 (720-048) - ochre (mustard)
N7078 - dark blue	
N7079 - beige, later orange	
N7080 - beige, later medium blue	
Fuselage colors for the Braniff 707-138B were:	
N105BN - light green	N106BN - dark blue
N107BN - red	N108BN - orange

- D. Irish International (Aer Lingus) 720-48--alter decals from Frog or English Revell 707. Registrations include:

EI-ALA "St. Patrick"  
EI-AIB "St. Bridget"  
EI-AIC "St. Brendan"

- E. Eastern 720-025--new colors alter decals from Revell L-1011 kit.  
N8701E

- F. United 720-022--use the following decals or paint:  
Fuselage scribe line-paint Testors #8 blue  
Gold diagonal line and name "United" on forward fuselage--use Revell DC-8 decal. For United shield logo on forward fuselage by name, United, use the Revell DC-8 loading ramp logo. For the small shield logo at the nose, sue that from the baggage truck decal of the old Revell (US) or new Revell United DC-7 kit. For tail decal use that from the Revell DC-8. Remove blue at bottom and gold on tail decal. Use the blue decal from the tail only as a pattern. Make a new tail decal by spraying a clear decal sheet with Testors #8 blue and using the darker blue piece as a pattern, cut out a new light blue decal for the lower tail.

- G. United 720-022--for the gold stripe on fuselage use that in the Revell DC-8 kit.

- H. Emergency Exit Doors--The 720 has one emergency exit door on each side over the wing, while the 707-138B has two. Obtain these decals, as well as windows and doors, from the Micro-Scale sheets.



## References on Boeing 720 Article

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2. Taylor, Frank J., High Horizons, McGraw-Hill Book Publications Co., New York, 1964, pp. 213-214 (photo section), pp. 244-245 (photo section).
3. Green, William, Observer's World Aircraft Directory, Butler and Tanner Ltd., 1961, pp. 223
4. Bucher, Frank E., JP Aircraft Markings, Editions JP, Oberengstringen, Switzerland, 1971, Passim.
5. Davies, R.E.G., Airlines of the United States Since 1914, pp. 519, 520 and 461.
6. Mills, Stephen E., More Than Meets the Sky, Superior Publ. Co., Seattle, 1972, pp. 138, 140, 142 and 188.
7. Lynn, S. R., Boeing-Jet Airliners Production List, Airline Publications and Sales Ltd., Hounslow, Mdx., U.K., 1975, Passim.
8. Bucher, F. E., and U. Klee, JP Airline Fleets 76, Editions JP, Zurich, 1976, Passim, United States editor, Bruce Drum.

George would also like to take this opportunity to thank for following people for assistance and information: Reagan Rogers, Braniff Airways; Linda Pullen, Bob Kopitzke, Bob Baas, Dave Elliott, American Airlines.

# jp airline-fleets 76

While standing on the observation deck at CVG a while back, I was quite surprised to see a TRANS INTERNATIONAL DC-8 land and taxi up to the American gate. Having never seen this particular a/c before, I was a little curious about the background on the airplane before me, so I thumbed thru my current issue of "jp airline-fleets 76" to see what they had to say about the DC-8 being boarded by a vacation group. On page 159 I found out that N8960T was a DC-8-61CF, construction number 45938 and was formerly operated by Universal Airlines as N804U.

Over to the right, being serviced, was a ALLEGHENY AIRLINES BAC 1-11. As I check my "jp" I find that this is a BAC 1-11-204 series, registration N1112J, c/n 030

and came to Allegheny in it's merger with Mohawk.

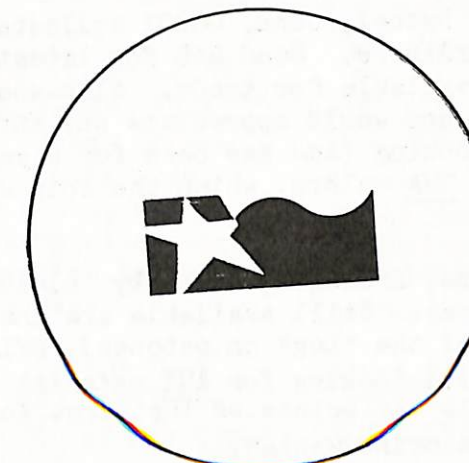
The "jp airline-fleets 76" is one of a series of books that have become the most sought after in the airline industry. In its short 10 year history, the "jp" has become the undisputed reference book on the fleet lists of the world's airlines. A perfect book for those who just like to watch air craft and for those who want to know what they see. The "jp" lists by country and airline, each aircraft operated by registration number, exact aircraft type, serial number, former identities, names, addresses, photos and aircraft date.

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## AIRLINE LOGO BADGES



McCulloch Int'l



Texas Int'l



Northwest Orient



World Airways



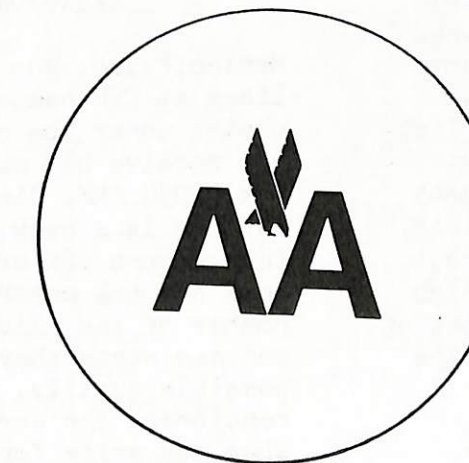
Ethiopian Airlines



Flying Tigers



Ariana



American



Continental Airlines

These Airline Logo Badges are made by the World Airline Hobby Club, and not the airlines depicted. They are approximately 2 1/4" round and come in the colors of the particular airline. Each badge sells for \$.50. In addition to the ones shown above are: TWA, Piedmont (o/c), CP Air, Air California, National, Korean A/L, Overseas National, TIA (o/c), and Saudi Arabian Airlines. Send in any design that will fit in the circle above and I will make you a badge. Same price \$.50. Paul Collins, c/o World Airline Hobby Club, 3381 Apple Tree Lane, Erlanger, Ky. 41018



## PARTING SHOTS

Jon Proctor, 87 Chestnut Street, Bethel, Conn. 06801 collects and trades postcards of U.S. built commercial airliners. Send SAE for latest WANTS/TRADES lists, containing over 250 cards available for trade. Also specializes in Convair 880/990 aircraft histories, and would appreciate any info on movement of the a/c so designated. He is looking (and has been for 6 years) for a photograph or slide of 880, N8495H, in TWA colors, which the ship wore briefly during sub-lease in 1967.

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 still has a number of airline patches for sale/trade. Still available are the various Pan Am emblems, (see section in this issue of the "Log" on patches), BWIA, Skycap and several United patches. Paul is still looking for ANY material that you might have on the DC-3. Still available are prints of the first four "Classic Aircraft". Please enclose \$.50 for each print wanted.

### Answers to Airliner Quiz Time

1-T, 2-Q, 3-K, 4-N, 5-J, 6-D, 7-O, 8-B, 9-W, 10-R, 11-A, 12-L, 13-H, 14-F, 15-V, 16-X, 17-M, 18-U, 19-Y, 20-C, 21-I, 22-E, 23-G, 24-P, 25-S.

The Editor is starting a collection of (1) airline bumper sticker, (2) airline badges, and (3) airline baggage stickers/tags. This material will be used to make displays to promote the up-coming convention. Anyone having material they would like to donate for this project, please drop the Editor a line. Thank you.

\*\*\*\*\*

### Banco de fotografias Movifoto

While the name above might seem a little strange, you will better understand when you realize this is a post card company that is located in Medellin, Colombia, South America. Banco Movifoto has a listing of over 200 different airline post cards for the collector. They have many cards depicting Avianca, Aerocondor, SAM, FAC, and other South American carriers. Their cards, are for the most part, high quality and clear of any clutter. Most of their cards show a/c in flight or in the landing/take-off configuration. For a sample of their cards and their list, send one dollar to Mario Posada Ochoa, Manager, Banco de Fotografias Movifoto, Apartado Aereo 1254, Medellin, Colombia South America. Tell him the World Airline Hobby Club sent you.

### AIR PIX

#### AVIATION PHOTOGRAPHY

Marion Pyles, who works for Allegheny Airlines at CVG has started selling slides and photos under the name of "Air Pix" and you can receive his new catalog by writing P.O. Box 75034 AMF, Cincinnati, Ohio 45275. The catalog is a buck, but Mr. Pyles will take this amount off of your first order. I have had the opportunity to see a great number of the slides listed in this catalog and can state they are of the highest possible quality. I would appreciate your mentioning the World Airline Hobby Club when you write for your catalog.

## PLEASE SUPPORT OUR ADVERTISERS

Gate 66 P.O. Box 83, Santee, Calif. 92071 has a lot to offer the model enthusiast. A great monthly newsletter, great offers on models, decals, books and other miscellaneous goodies. Steve Mason, who operates "Gate 66" offers some nice specials from time to time. Subscription to the newsletter is \$4.50 for the year.

Air Jet Advance Models, Inc., 1001 East 28th Street, Hialeah, Florida 33013 has a large selection of finished "agency type" display models. Drop them a line for their current listing of a/c and prices. When ordering, mention you are a member of the World Airline Hobby Club and you will receive a 15% discount on your order.

AIRLINES (formerly VHF) Noble Corner, Great West Road, Hounslow, Middx. TW5 OPA England has a variety of material for the airline buff. Write them for their current list and ask about their "Airlines" booklet which is a color publication showing color drawings and photographs of airliners around the world. U.S. subscription price is \$15 for six issues via air mail. Well worth it.

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 runs between 15 and 25 cents with a little more for the larger size cards. Jack Splinter, operator of ACP also does some trading, in older prop type a/c cards and photographs.

Wings of Progress, P.O. Box 2782, South San Francisco, California 94080 is operated by Dean Slaybaugh and offers high quality slides/photos on over 7,000 airliners. You name it, Dean should have it on his list! Two bucks will bring you his catalog plus any supplements and a sample slide. I have dealt with Dean and can state that his work and slides are great. Drop him a line and mention that you are a WAHC member.

Aircraft Publicity Bureau c/o John B. Hayes 2483 West Costilla Avenue, Littleton, Colo. 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.

Kit Collector's Clearing House c/o John Burns, 3213 Hardy Drive, Edmond, Ok. 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. Drop a line to John and he will fill you in on what is happening at KCC.

Thompson Productions P.O. Box J668, Beecher, Illinois 60401 has 35mm color slides from the motion picture Tora Tora Tora. Sample three slides and current 1977 catalog now available for \$1.00. You may choose five color slides of older airliners plus the catalog, also for a buck.

ATP-Air Transport Photography, P.O. Box 2891 South San Francisco, California 94080 has available for the collector, slides, photos, Revell models, Micro-Scale decals plus a number of other goodies. The catalog listing all these items is only a \$1.00. Also available is the new monograph on the Martin 2-0-2/4-0-4 for \$3.89 plus 50¢ postage. Catalog free with monograph.

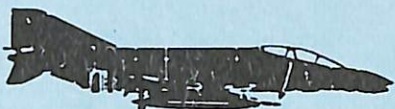
1976 Airline Handbook by Paul K. Martin, Department Z, P.O. Box 3694, Cranston, R.I. 02910 sells for \$6.25 including postage and is well worth the price. The material covered in this book is simply fantastic. If your a serious airline buff, this book is a necessity.

JP Airline-Fleets 76 is now available thru it's U.S. editor Bruce Drum P.O. Box 481082 Miami, Florida 33148. The JP lists by country and airline, each aircraft operated by registration number, exact aircraft type, serial number, former identities, names, addresses, photos and aircraft data. A real must for the serious collector.

Ontario Aviation Enthusiasts Society, Box 72 Malton P.O., Mississauga, Ontario L4T 3B5 Canada offers a monthly newsletter for all aviation enthusiasts. Subscription rate is Canada \$6.50 U.S. \$8.00 Others \$9.00. Also available are books, photos/slides and other interesting material.

Do you have a product or service that you would like to advertise? Drop the Editor a line--no charge.





TOM HOLLYWOOD  
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### CLOSE OUT SPECIALS

Here is a list of various McDonnell Douglas aircraft models and decals, that are now available at much reduced prices, on a "first come, first served" basis. These items represent the balance of Marketing Aid inventory at the time they ceased operations.

McDonnell Douglas DC-10-10, 1/328th scale, United Airlines livery. Model complete with display stand. Model is 7 inches long, and if you wish, Tom will include any of the additional decals: Trans Int'l, Continental or Douglas Corp, at no extra charge.

Price including extra decal.....\$3.00

McDonnell Douglas DC-10-10, 1/328th scale, National Airlines model. Same as above with extra decal sheet of Northwest Orient.

Price including extra decal.....\$3.00

McDonnell Douglas DC-9-50, 1/164th scale, painted white, with stand, complete with full sheet of Corporate McDonnell markings in blue, white, black, grey, red and gold, ready for application. You finish and save!

Price of model and decal.....\$5.00

When ordering, include postage since this item is not included in price of models listed.

Other goodies available from "Hollywood's Hangar" for the airline enthusiast.

Completely finished Factory model of production DC-10-10 in Corporate McDonnell markings, with stand, in 1/164th scale.....\$25.00

Same as above in National Sun King markings 1/164th scale.....\$25.00

Completely finished Factory model of DC-9-10 in 1/164th scale, in Douglas livery, with stand.....\$15.00

Completely finished Factory model of Convair 880 in General Dynamics livery, with heavy base. Original issue of years ago, not Micro-Scale reissue...\$18.00

TWA Collector's Series Plastic Coated playing cards, containing at least 5 different a/c on the backs.....\$ 2.50

Tom has a list of decals that would drive any modeler up the wall in 1/100th scale, 1/164th scale and jumbo 1/50th scale and 1/24th scale! Also available are factory-type models of the DC-8, DC-9 and DC-10 in 1/100th scale and 1/164th scale that you can complete yourself. Some have stands, others do not. Prices on these models run between \$3.00 and \$10.00. The prices on the decals run from \$1.50 thru 10.00 dollars for the 1/24th items. Write Tom for his list. You might included a large SASE, since the list is large, place 24¢ postage on the envelope. Tom will certainly appreciate it.



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