



CAPTAIN'S LOG

VOL. III NO. 4

SPRING 1978



BAC VC10

CONTRIBUTIONS WANTED

Anyone who wishes to contribute articles, pictures, or other items of interest to the membership are invited to do so. The CAPTAIN'S LOG will publish members wants, trades and material concerning the history of airlines and airliners. Interesting experiences related to airlines will also be accepted for publication. Photographs and drawings will be published if of good quality and if accompanied by a full description.

Any articles or material on timetables, post cards, photography and modeling should be sent directly to the appropriate editor listed below. All dues and other material for publication should be sent to the Publication Editor.

PUBLICATION DATES

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CHANGE OF ADDRESS

Please report any change of address promptly to the Publications Editor. Improper address will result in member not receiving his copy of the CAPTAIN'S LOG. It also requires the payment of triple postage, in some cases. Additional postal charges will be passed onto members who fail to notify the Editor of any changes in their address.

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Thank you



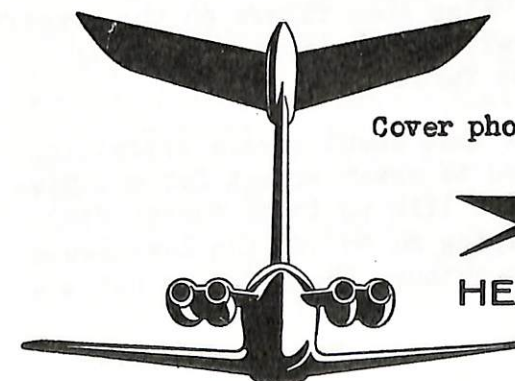
British Airways VC10, one of the first second-generation long-range jet airliners, the VC10 has been acclaimed by passengers everywhere for its quiet cabin, perfect air conditioning and high reliability. British Aircraft Corporation photograph.

CAPTAIN' LOG

FLIGHT MANIFEST

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Cover photo courtesy of Pete Black.

BOAC VC10
HEAD AND SHOULDERS ABOVE THE REST

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

This issue of the LOG belongs, for the most part, to Victor Charlie 10. If this aircraft had been developed for use all over the world, there would have been more than 54 of them manufactured. The small number of carriers that used them, took very good care of them because they knew there would be no replacement when replacement time came around. I think you will enjoy the presentation of the VC10 by Pete Black, Steve Kenyon and Dave Minton.

Our schedule editor has come up with some tips on the care and feeding of all that old paper you have stored away in boxes. Also George is continuing his listing of system tts. That list could go on forever! Go to it George!

I would like to take this opportunity to thank all of you who have sent in your dues to put everyone on a annual membership date. So far about 80% of you have sent in your membership fees. The only disappointment I had was that along with your check you did not fill out the application sheet that was sent to you. I am trying to update our files with regards to the items you collect. If you did not send in the sheet, please dig it out and do so.

With this mailing of the LOG you will be receiving the 1978 Membership Roster. Please check it over to make sure your address is listed correctly. I still can't believe that you fellows move around so much! One member has changed his address four times since becoming a member. I wish I was his moving company!

The plans for a plastic membership card are being dropped. The cost would be too great and the hopes of having a auction has sort of fell through, since only two members sent in material to be auctioned. The two gentlemen know who they are and I will be sending their material back to them shortly. Thanks anyway guys!

Several dozen Club jackets have been ordered and will be mailed out to those who ordered them. A problem developed on the minimum number of jackets that could be ordered with a front and back imprint. This being the case, the jackets will have only a back imprint. I have ordered 100 patches commemorating the convention held in Cincinnati last year. This is a 3" red disc with white lettering stating "Airliners International 77" at the top and "Cincinnati, Ohio July 21, 22, 23" at the bottom. In the center of the patch will be a outlined DC-9 aircraft. Everyone ordering a jacket will receive one of these emblems to replace the logo that was supposed to be on the front of the jacket. Anyone else wishing one of the patches can obtain one by sending \$2.00 to the editor.

For all practical purposes, the idea of chartering a DC-3 for the convention in Toronto has been cancelled. If anyone else wishes to put forth effort to charter a aircraft, feel free to do so.

Now is the time to start thinking about going to "Airliners International 78" to be held in Toronto in July. See the notice elsewhere in the LOG for information on making reservations and other arrangements for going to the convention. July will be here before you know it, and you certainly do not want to be left out of this year's activities. There will certainly be more collectors and more material at this year's meeting than there were at last year's affair. See you all in Toronto!

With this mailing of the magazine, some of you will be receiving a post card from Airline Publications and Sales and some will be receiving some baggage tags from Braniff/National Airlines thanks to Joe Turner. Also some flyers on the Braniff Calder aircraft will be sent out, again thanks to Joe Turner.

I think that about covers everything that I wanted to cover except for one more item. I would like to thank member Pete Krey for helping me to put the last issue of the LOG together. He saved me quite a few steps!

Happy collecting



HOT & HIGH VC10

BY
PETE BLACK

The year 1955 had been a good year for Vickers-Armstrongs Limited. Their four engined turboprop airliner, the Viscount was selling very well, and they had even managed to sell a large number in the United States. Their jet bomber, the "Valiant", was in full production, and a military jet transport, the V-1000, was in an advanced state of construction, scheduled to fly early the next year. A jet airliner based on the V-1000, the VC-7, was being discussed, and the Vanguard turboprop had been committed to production. The Ministry of Supply, the British Government agency that handled such contracts in those days, suddenly cancelled the V-1000 project as the first aircraft was approaching completion. This move resulted in the end of the VC-7, Vickers' only civil jet airliner being studied.

The first thoughts for a new design were for a Viscount replacement, and in an attempt to keep the cost as low as possible, serious consideration was given to putting a pair of jet engines in a single pod under each wing of a Vanguard. This project, called the Vanjet, evolved to a 727-like three engined aircraft, still based on the Vanguard fuselage. Further market research and technical research transformed the three engine Vanjet into the four engine VC-10.

By the spring of 1957 BOAC was thinking about a replacement for the Comet on routes to the Far East and Africa. What the airline wanted was an airplane about the size of a 707 or DC-8 that could operate unrestrictedly from the hot, high altitude airports along these routes. BOAC liked

the proposal put forth by Vickers and issued a letter of intent to purchase 35 aircraft. Further design changes and refinement were made in 1957 to tailor the VC10 exactly to all BOAC requirements, and in January 1957, the airline ordered 35. Detail design began and plans for production were made. As detail design progressed, a higher capacity version was studied, and became known as the Super VC10.

Changing airline traffic caused BOAC to change their order from 35 Standard (original design) VC10s to 15 Standards and 30 Supers. In January 1962, the order for 15 Standards was cut to 12. The British Aircraft Corporation, of which Vickers had become a part, was not happy with this, but orders had been received for five from the Royal Air Force, four for British United Airways (under the

leadership of Freddie Laker), and three for Ghana Airways, so things were not too bleak. Still later, BOAC wanted to cut the order for Super VC10s considerably. Intervention by the British Government worked out a compromise, and BOAC agreed to accept seventeen Super VC10s and the Royal Air Force would pick up nine of the BOAC order, after design changes to make them suitable for military use. The net effect was the cancellation of orders for six aircraft.

Construction progressed well, and on April 15, 1962 the prototype VC10 was rolled out to begin its test program. After some 80 hours of ground and taxi tests, the aircraft, registered G-ARTA took to the air for the first time on June 29, 1962, painted in full BOAC colors. (The copilot on that first flight was Brian Trubshaw, who

VC10 Production Three variants of the VC10 are now nearing completion in the final erecting shop at Weybridge. In the right foreground in this picture is the second Super VC10 for BOAC, with the last of BOAC's standard VC10s beyond it at the far end of the shop. Left center is the first VC10 for British United Airways. This version is distinguished by the large freight-loading door ahead of the wing. Photo British Aircraft Corp. taken 4/13/64.

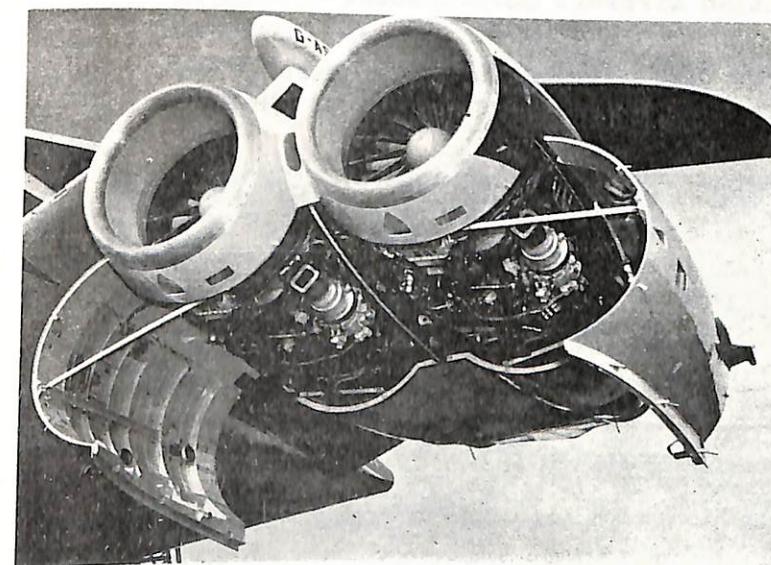


on to become the chief British test pilot of the Concorde.) The certification program progressed well, but fuel consumption in normal cruising flights was higher than predicted. Modification to the wing and engine pods cut drag and reduced fuel consumption to an acceptable level.

A Certificate of Airworthiness was issued to Vickers for the VC10 on April 23, 1964 and six days later BOAC inaugurated service to Lagos, Nigeria with their new aircraft. Slowly, Comets and 707s were replaced on the routes for which the VC10 was designed.

Work on the Super VC10 moved along well, and orders had been received from East African Airways and Varan Air Siam for three aircraft each. BOAC initiated service with the Super VC10 on April 1, 1965 between London and New York, and East African replaced Comets on their London route in December of the following year. The Varan Air Siam order was cancelled.

The fact that the VC10 design was tailored to the specific requirements of one airline, for one particular type of route (hot and high elevation airports) doomed the project to a total production run of 54 aircraft. But, for BOAC, the VC10 was something it had



Two of the four Rolls-Royce Conway R. Co. 43 Mk. 550 by-pass turbojet engines which power the Super VC10. The Mk. 550 differs internally from the Mk. 540 of the Standard VC10 (principally to accommodate an additional stage in the intermediate pressure compressor) but is unchanged externally.

not had since the glory days of the Comet I of 1952 and 1953: a winner. Wherever the VC10 flew, it flew with a better load than its competition. On those routes where BOAC operated both the 707 and VC10, the VC10 had a better load factor (percentage of seats sold) than its competitor. This more than made up for the slightly higher operating costs of the Vickers aircraft and was not a short lived phenomena, but was a trend that remained.

The introduction of the 747 in 1972 gave BOAC a capacity surplus, and plans were made to retire their older 707s and the Standard VC10s. One was retained as a crew trainer, and the others offered for sale. All were out of regular service by the end of 1963. Three were traded to Boeing as part of a 747 deal, and were promptly ordered scrapped. The Super VC10 fleet remains in service, except for two aircraft lost on the ground to Arab guerillas.

AIR CEYLON

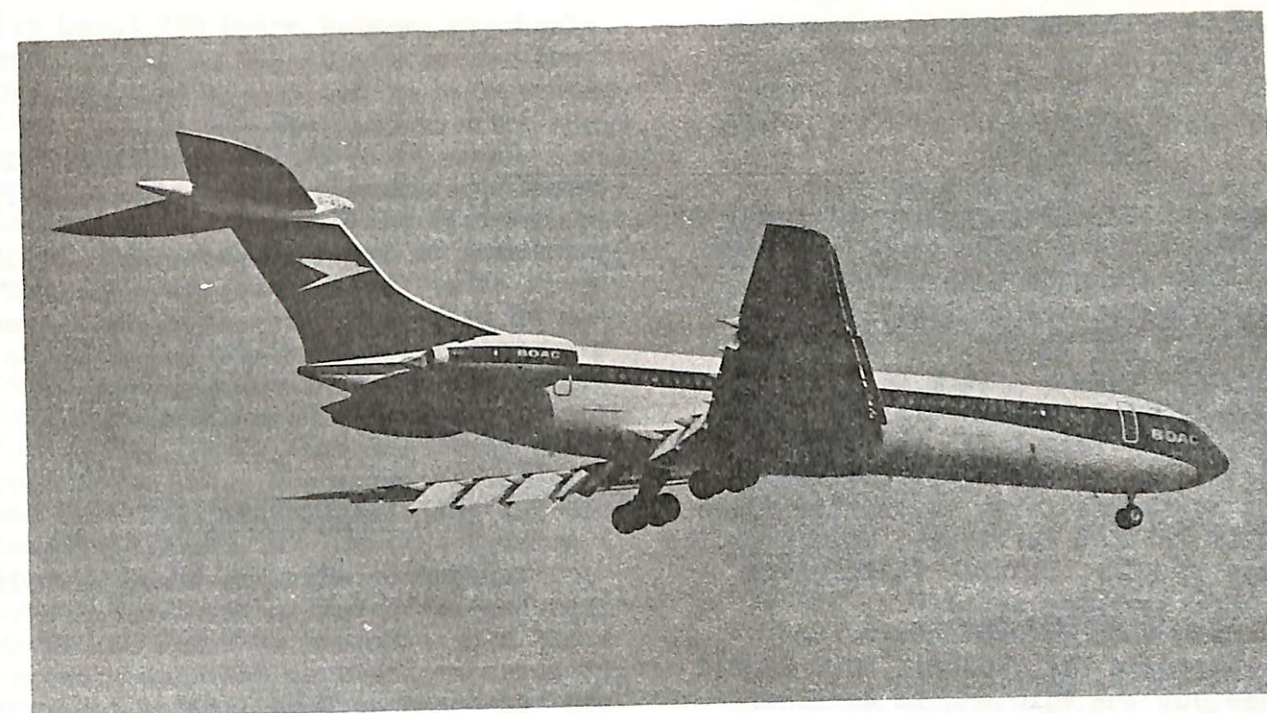
For several years, Air Ceylon's "Sapphire Service" from Colombo to London and Singapore had been operated by BOAC Comet 4s, when in October of 1965 the British carrier began to phase out the Comet. The VC10 was to become the prime equipment of BOAC on it's Asian services, so Air Ceylon decided to continue the existing service with VC10 equipment. BOAC provided the aircraft under a charter arrangement which called for them to operate the aircraft on behalf of Air Ceylon, with a BOAC cockpit crew and a cabin staff of both BOAC and Air Ceylon personnel. No particular VC10 was assigned to this service; BOAC assigned an aircraft and crew in the same manner as they would for their own flights. The aircraft had its BOAC titles and Union Jack covered with stickers (adhesive plastic strips) with Air Ceylon titles and an Air Ceylon insignia. These stickers were removed at the end of each trip when the aircraft reverted to BOAC service.

This weekly schedule was continued until April 1972, when the agreement was terminated and Air Ceylon began service with their own jet, a DC-8-53 purchased from UTA.



Super VC10 Flight Deck: The Super VC10 flight deck is renowned for its spaciousness and simplicity. The instruments and controls are so arranged that the two pilots can give their whole attention to flying the airplane while a flight engineer looks after the engine and system controls. British Aircraft Corp. photo.

East African Super VC10 with large cargo door. East African Airways operated a total of five VC10s, all with the cargo door. British Aircraft Corp. photo.



BOAC Super VC10 landing at JFK in 1967. Note large, unbroken flap area. This photo from the collection of Pete Black.

EAST AFRICAN AIRWAYS

East African Airways, based in Nairobi, Kenya, was a regional, multi-national airline, and the flag carrier of three countries: Kenya, Uganda and Tanzania; a concept similar to the Scandinavian Airlines System (SAS). Three Super VC10s had been ordered originally, but the cancellation of the Varan Air Siam order led to the purchase of two of the three cancelled aircraft, making a total order of five. All were equipped with large main deck cargo doors and carried the flags of the three countries on their tails. One was registered in Kenya, and two each in Uganda and Tanzania.

From the delivery of the first aircraft in 1966 until the breakup of the corporation in 1977, the colorful aircraft operated frequent schedules to Western Europe, and to India and the Far East. A short lived service to New York was attempted in 1970, but was quickly abandoned due to lack of traffic. A few schedules were flown to neighboring countries in East Africa with the VC10s, but by and large they operated only long hauls.

Politics were blamed for the breakup of East African Airways and the cessation of services in 1977, and each of the three countries formed their own airline, none however, operating VC10s.

GHANA AIRWAYS

Ghana Airways order for three VC10s scheduled for delivery in 1965 was part of an ambitious expansion program by this West African airline. Soon after its attaining independence from England in 1957, Ghana Airways was formed, and a few years later, the Soviet Union, courting new African nations, made this fledgling airline a gift of several aircraft, including eight new Ilushin 18 turboprop airliners.

This gift almost killed the airline. Services were started from Accra, the Ghanaian capital, to various cities in Africa, and a service to London was attempted. Unfortunately for the airline, the IL-18, for which its designer had been awarded the coveted Lenin Prize, was a disaster. Engine life was only

AIR MALAWI

Air Malawi, flag carrier of the small East African state of Malawi (the former Nyassaland Protectorate) was a well established regional airline in 1973 when it decided to open a route to London. For several years BOAC had been operating a twice weekly service with VC10s into Blantyre, the capital of Malawi, and no doubt this weighed heavily in the decision to charter VC10s for their initial services. With deliveries of 707s, British Caledonians VC10s were becoming available, and a once-a-week service was inaugurated, using chartered BCAL VC10s. BCAL wanted to phase out the VC10 and in November 1974, Air Malawi bought their last aircraft of this type.

In addition to two round trips a week from Blantyre to London/Gatwick stopping at Amsterdam and/or Nairobi, regional flights to Johannesburg, Lusaka and the Seychelle Islands supplement BAC-111 and HS-748 service.

BRITISH UNITED AIRWAYS

BUA was formed by the merger of several small British airlines, and was to become a "Second Force" British airline, behind the state owned BOAC and BEA. At the helm of BUA was Freddie Laker (now of Skytrain fame), who was a very enthusiastic supporter of the VC10. An order for four aircraft was cut to three, and the first flight was service oddly enough a charter for Sierra Leone Airways on November 2, 1964. The same week, BUA inaugurated services to South American, taking over routes to Brazil, Uruguay, Argentina and Chile from BOAC. Four charters were also operated to the Canary Islands and East Africa, and Trans-Atlantic charter flights were begun in 1969. This might seem to be quite a network to be operated by only three aircraft, but efficient scheduling and high aircraft utilization contributed to the success of the airline, as did the high reliability of the VC10.

Early in 1969, the prototype VC10, owned by Laker Airways but being operated on lease by Middle East Airways, was purchased to increase capacity. Unlike BUA's other three VC10s, this aircraft had no main deck cargo door, so it was used mainly for charters and on those routes where no main deck cargo was carried, usually to South America.

CALEDONIAN-BUA

Caledonian Airways, whose symbolic lion had been seen on the fins of aircraft since the end of World War II when it had been known as Scottish Airways and had operated Consolidated Liberator transports, merged with British United in November 1970, and the resulting company became known as Caledonian-BUA.

Caledonian had been a large charter operator, with a jet fleet of 707s. For the next year, the airline showed good gains, and the fleet of 707s was constantly increased to keep pace with traffic growth. In September 1971, as part of a new image, the airline changed its name to British Caledonian Airways.

BRITISH CALEDONIAN AIRWAYS

As this second force British carrier grew, it accommodated growing traffic volume by adding 707s to the fleet. The VC10s flew almost all of BCAL operating charters and all cargo flights. The loss of the prototype aircraft in a landing accident at London/Gatwick Airport in January 1972, along with other factors, caused BCAL to accelerate its phase out of the VC10s, and to standardize its long range fleet on the Boeing 707C. A year later one VC10 was sold to the Ministry of Defence for use by the Royal Air Force Establishment. The remaining two aircraft were retired after the peak summer season of 1974, and at the end of the year sold to two small Arabian Gulf nations to be used for VIP transports.

(at best) 250 hours between overhauls, and the engine was only good for two overhauls before it had to be scrapped. As a result, the Russian aircraft spent most of their time on the ground. Highly publicised schedules were a shambles, and the airline was embarrassed. The order for the VC10 was to be the salvation of the airline.

Realistic planning brought about the realization that only three large jets, at most, would be needed in the foreseeable future, and the order was reduced to two. The first of these was delivered in November 1964 and was immediately put into service between London and Accra. The arrival of the second aircraft in June 1966 (this one with a large cargo door) enabled the carrier to further expand jet services, and the last of the Ilushins went home to Russia. Eighteen months later this second aircraft was leased to MEA, as Ghana Airways was adjusting its services to available traffic. This aircraft was destroyed in 1968, but the first aircraft remains in service, flying four round trips a week Accra-London, two non-stop and two via Rome. The possible addition of a DC-10 to the Ghana fleet may change this, but only time will tell.

GULF AIR

Gulf Aviation was formed in 1950 to serve the need for local air transportation between various sheikdoms along the Arabian Gulf (also known as the Persian Gulf) and other points in the area. For twenty years, the airline enjoyed a slow but steady growth, from small twins to their first jet, a BAC-111. Then in April 1970, as the flag carrier of Bahrain, services were begun to London using chartered and stickered BOAC VC10s, on a twice a week basis.

Rapid growth in the area in the early 1970s caused a boom in air travel, and in 1972 (operating as Gulf Air), five of BOAC's VC10s were purchased. Now owned by interests in Bahrain, Qatar, Abu Dhabi, and Oman, Gulf Air became the flag carrier of the combined Gulf countries, and the aircraft were re-

registered in the Sultanate of Oman. A sixth VC10, also a BOAC aircraft, is operated for the Ruler of Qatar in Gulf Air colors, but is leased from BOAC.

Continued traffic growth resulted in rapid expansion of services throughout the Middle East and to several other points in Western Europe. Services of the VC10s supplemented in 1975 with Lockheed Tristar wide body aircraft. From two flights a week in 1970 to three flights a day to London in 1978, Gulf Air has been a story of phenomenal growth. Arrival of new Tristars has enabled a VC10 to be chartered to Air Ceylon in 1977.

LAKER AIRWAYS

In 1966, Freddie Laker, former head of British United, established his own airline for the purpose of operating contract inclusive tour flights for British tour operators. He contracted with BAC for One-Elevens and with Qantas for a pair of their 707-138Bs when they became available. But Laker had always been a fan of the VC10, and upon learning that BAC planned to refurbish the prototype VC10 and bring it up to full production standard and offer it for sale, he bought it. His real reasons for buying the aircraft may never be known, but Laker Airways was never to operate the aircraft.

When BAC had finished modifying and painting the prototype, it rolled out of their facility at Weybridge in full MEA colors and carrying a Lebanese registration. The aircraft had been leased for fourteen months to MEA, and several months later, Laker sold the aircraft to BUA, to whom it was returned at the expiration of the lease. Thus Laker never operated a VC10 and never had a VC10 painted in their colors.

MIDDLE EAST AIRLINES (MEA)

MEA, the principal air carrier of Lebanon long wanted to purchase a fleet of VC10s to replace its Comet IVs and Caravelles, but a number of factors prevented such an order. (None related to the performance of the airplane!) When

the second Ghana machine became available for lease, MEA acted quickly and in April 1967, 9G-ABP appeared on routes from Beirut to London and to the Persian Gulf. Nine months later, the Laker owned prototype VC10 appeared on MEA routes, joining the Ghana aircraft.

Both were painted in MEA colors, although in slightly different paint schemes, and were staffed completely by MEA crews. The two aircraft enabled daily non-stop service to London, as well as expanded services within the Middle East. Havoc struck the Beirut Airport on the night of December 28, 1968 when Israeli commandos attacked the Beirut Airport in response to Palestinian attacks on Israeli airliners launched from Lebanon. When the smoke cleared, all that was left of the Ghanaian VC10 were its engines and the steel engine mounts. Also lost were a Viscount, two Caravelles, three Comets (all belonging to MEA) and two American Airlines Convair 990As on lease to Lebanese International Airlines.

The remaining VC10 continued the basic pattern of service as before, but on a reduced frequency. This aircraft

Standard VC10 of MEA leased from Ghana Airlines. This aircraft was destroyed in the Israeli commando attack on the Beirut Airport in 1968.

had been sold by Laker to British United, so MEA was forced to look for a replacement in a hurry. Three Comets were leased from Kuwait Airways, and another from BOAC. Finally, with its back to the wall, MEA lease/purchased five Convair 990As from American Airlines, and returned the remaining VC10 to its new owner. It should be noted that although this aircraft is equipped with a large cargo door, it never carried main deck cargo for MEA, being fitted to carry 115 passengers.

NIGERIA AIRWAYS

Early in the VC10 program, Nigeria Airways ordered a pair of Standard VC10s for their services to Europe. Financial problems were blamed for the cancellation of the order, but many believed that the airline realized that it would be overextending itself if it went on through with the purchase. For years, Nigeria Airways had used chartered (and stickered) BOAC Stratocruisers and Comets for its services, and in cancelling its own purchase, it opted to enter into a similar agreement with the VC10.

Up to four round trips a week were flown, connecting Lagos and Kano in Nigeria with Rome and London. In December 1965, the two airlines negotiated a two year wet lease of VC10 G-ARVC, which was delivered the following month in full Nigeria Airways colors. The pattern of service continued as before, but all was not well in Nigeria. The Ibo tribe had rebelled and declared the independence of the State of Biafra. With aid from many countries and even church groups, the Ibos fought hard and were even able to assemble a small air force. Thoughts of being shot at probably caused reversion to the stickered BOAC aircraft at the end of the term of the lease. By mid 1969 the rebellion was crushed, and it was decided to buy a VC10 from BOAC and operate their flights themselves.

Thus, in September 1969, VC10 G-ARVA was sold, to become 5N-ABD in a new color scheme. Delivered on September 29, the aircraft was to have a short service life, crashing 43 days later at Lagos. BOAC could not spare another VC10, nor could any other of the operators, so other types had to be leased and chartered (including an Ethiopian 707C) until delivery of a new 707 was made.

NOTE: Nigeria Airways is otherwise known as the West African Airways Corp. (Nigeria) Limited, and also as W.A.A.C.

SIERRA LEONE AIRWAYS

In November 1964, Sierra Leone Airways, the airline of the small West African country of Sierra Leone, began a weekly non-stop round trip service between its capital of Freetown and London, using VC10s chartered from BUA. Services were flown with full BUA crews, but a sticker with "Sierra Leone Airways" in red letters was added to the fuselage crown titles on both sides of the aircraft (not covering the British United titles), and the Union Jack was covered with green, white and blue flag of the state of Sierra Leone.

In 1966 BUA changed their color scheme, and the stickers were no longer applied. The flight was extended to

Monrovia, Liberia under a different Sierra Leone Airways flight number, and the return flight also changed numbers at Freetown. This was done to somehow imply that the flight was not a London-Monrovia trip, and was a practice used by many airlines in those days. British United merged with Caledonian to become British Caledonian, and the service continued as before. Soon however, the economic realities of the route became clearly apparent, and a new agreement whereby both airlines shared the operation of a single flight came into play. The flight now carried a Sierra Leone Airways flight number (LJ351 Southbound) and a British Caledonian Flight Number (BR351, also for the Southbound trip), and the two airlines shared the seats on the plane, which they sold separately and for which they issued their own tickets. If one airline filled their allotment, they could use an unsold seat of the other, and the passenger probably would never know the difference. This arrangement was a complete success, and is still in effect to this day.

In 1974 British United ended VC10 service, having standardized their long range fleet on the 707-320C, which took over this route, and continued the service.

SPECIAL VC10s

Although none of these aircraft are in airline service, they are worthy of mention in the interest of completing the VC10 story.

UNITED ARAB EMIRATES

The nation of the United Arab Emirates, an association of seven small, sandy but oil rich sheikhdoms along the Western coast of the Arabian Gulf operates a leased BOAC VC10 as a VIP aircraft. The lease began in mid-1974 and is still in effect. The aircraft carries a special livery with "United Arab Emirates" titles and flag, but retains British registration. Further details are sketchy, but the aircraft is said to have a royal interior similar to the Comet of King Saud and the Trident of the ruler of Kuwait have had in the past.



SULTANATE OF OMAN AIR FORCE

The Sultanate of Oman, another nation on the West coast of the Arabian Gulf, has a VC10 purchased from British United, that its Air Force operates as a VIP transport. The aircraft is painted in a unique color scheme, but carries no titles, and civilian registration. An Oman flag is painted on the tail, but otherwise has no distinguishing marks.

ROYAL AIR FORCE (UNITED KINGDOM)

A fleet of fourteen military model VC10s was delivered to the Royal Air Force in 1967 and 1968, and have been operated by No. 10 Squadron ever since. The military model has the fuselage of the standard model, but the engines, wing, and increased fuel capacity (including the fin tank) of the Super VC10. A large main deck cargo door is fitted, as is a provision for a flight refueling probe on the nose just above the radome. (The probe is not attached unless it is expected to be used.)

Currently thirteen are still in use as strategic transports, assigned to the RAF Strike Command. While carrying troops and urgent cargo is the main mission of the Squadron, it is called upon to operate VIP flights for government officials and the Royal Family. Normally the interior of the VC10 is fitted with 125 airline type rearward facing seats, and airline type galleys and lavatories. When necessary, a plush module can be placed in the forward fuselage, replacing many rows of seats, to provide a decor suitable for Royal travellers.

The RAF VC10 fleet is an active unit, and its aircraft are frequent visitors to Kennedy and Dulles airports, as well as several military bases in the United States and Canada.

ROLLS-ROYCE

Rolls-Royce leased a Military VC10 from the RAF for six years, beginning in 1969, to serve as a flying test bed for the RB-211 engine destined for the Lockheed Tristar. A complete Tristar pod

was fitted in place of the two Comrags on the right side of the aircraft, and numerous test and recording devices were carried in the fuselage. After a six year test program, the job was done, and the aircraft was returned to the RAF in 1975, and put into storage at an RAF base.

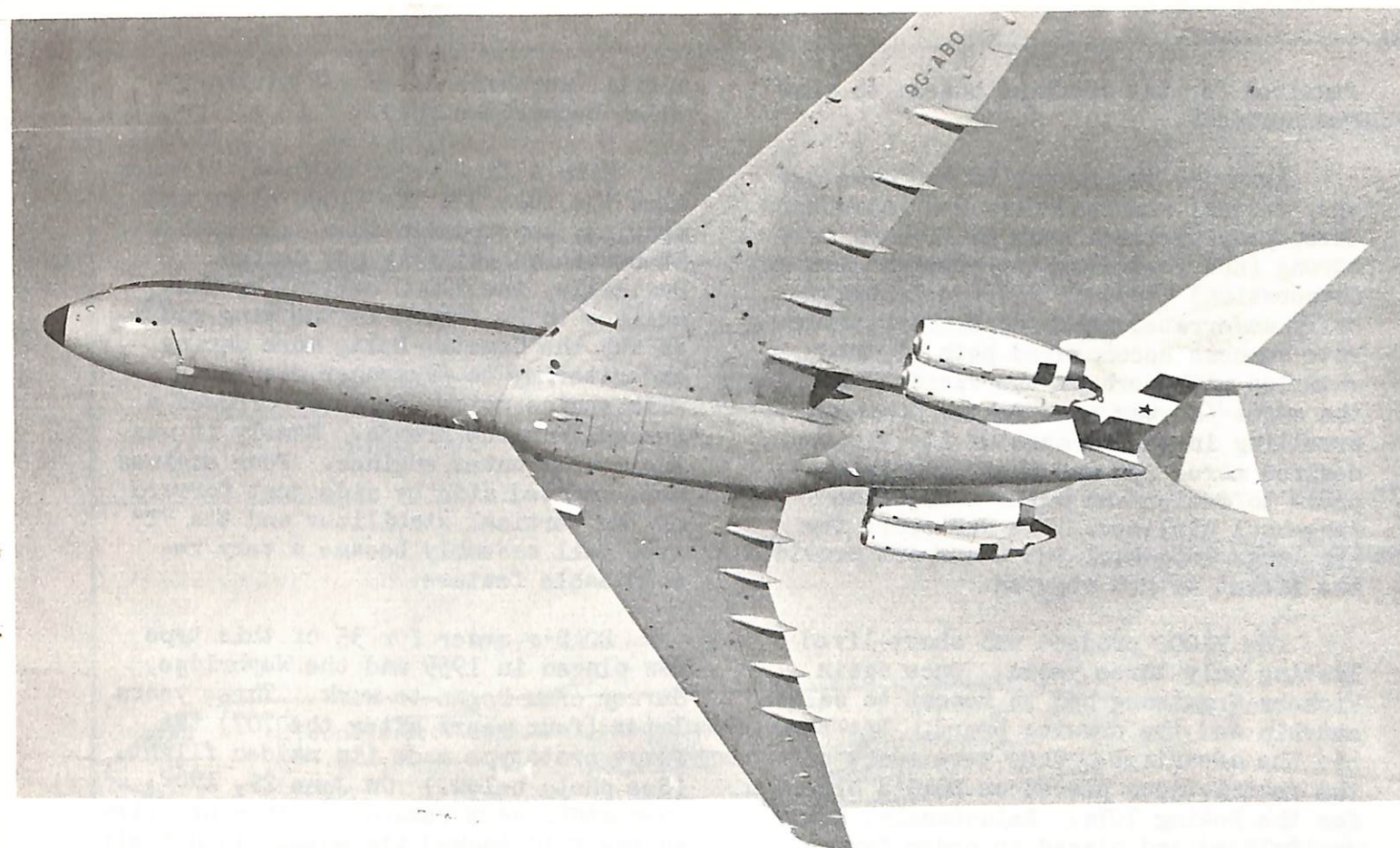
This lopsided test bed caused a very strange inquiry from the Peoples Republic of China: Could BAC build a VC10 with TWO RB-211s? A study was made of the feasibility of reestablishing a production line, but the idea proved impractical, and the last hope of a new VC10 model was dashed.

ROYAL AIRCRAFT ESTABLISHMENT-BEDFORD

The RAE-Bedford is a British Government experimental facility engaged in various facets of aeronautical research, perhaps best known for their work in the development of automatic landing equipment in recent years. One of British United's VC10s was sold to the British Government in 1973, for use by the RAE. A military serial number is carried (XX914) but the aircraft is used strictly for research.

SUPER VC10—LEADING PARTICULARS

Length	171 ft. 8 in.
Span	146 ft. 2 in.
Height	39 ft. 6 in.
Gross wing area	2,932 sq. ft.
Root chord	402.7 in.
Tip chord	110 in.
Mean chord	256.4 in.
Aspect ratio	7.5
Sweepback at quarter chord	32.5 deg.
Root incidence	plus 4 deg.
Mean dihedral	2.87 deg.
Tailplane area	638 sq. ft.
Tailplane incidence	from plus 4 deg. to minus 14 deg.
Cabin length (excluding flight deck)	105 ft.
Maximum fuselage width (external)	12 ft. 4 in.
Maximum cabin width (internal)	11 ft. 6 in.
Cabin floor area	1,120 sq. ft.
Usable cabin volume	7,850 cu. ft.
Usable underfloor hold volume	1,942 cu. ft.
Main door size:	
Maximum width	2 ft. 10 in.
Maximum height	6 ft. 0 in.
Sill height	10 ft. 4 in.
Maximum take-off weight	335,000 lb.
Maximum landing weight	237,000 lb.
Maximum zero-fuel weight	215,000 lb.
Basic operational weight	156,828 lb.
Total fuel weight	154,720 lb.
Total fuel capacity	19,340 Imp. gall.
Maximum payload	58,172 lb.
Maximum ramp weight	337,000 lb.
Wing loading at 335,000 lb. (maximum take-off)	114.3 lb./sq. ft.
Wing loading at 237,000 lb. (maximum landing)	80.8 lb./sq. ft.
Power plant	4 x Rolls-Royce R.Co.43 Mk.550 with a nominal sea-level thrust of 22,500 lb. static each
Accommodation:	
Maximum seats	174
Minimum pitch	33 in.
Typical layout	163 Economy
Field performance:	
Take-off distance (ISA, sea level)	9,220 ft.
Landing distance (ISA, sea level)	6,460 ft.
Approach speed	137 knots



Ghana Airways VC10 (9G-ABO). Photo courtesy of British Aircraft Corporation.

the VC10 – from another view

by
STEVE KENYON

The beginning of the VC10 goes clear back to 1952 and at that time was known by a number called V1000. Its basic design resulted from an order from the Royal Air Force who desired a large long-haul jet transport. During the design period of this aircraft, Vickers tried desperately to interest civilian airlines of its value. But all efforts failed. Even the RAF cancelled their order for the jet transport because British defence policies had changed.

To add more fuel to the fire, the Boeing 707 was on the market and Pan Am was buying them by the dozens with the first 707 flight introduced by Pan Am on their New York to London route. Obviously such fanfare and heralded newspaper advertisements caused considerable consternation among European

carriers--the main one being BOAC. To remain competitive in the passenger market and retain as many passenger dollars as possible, BOAC was forced to place orders with Boeing. Unfortunately, the sagging British economy forced BOAC to accept some rather stern restrictions placed on them by the British government. In essence the government would only approve BOAC's order with the agreed stipulation that suitable British replacements be purchased as soon as possible.

As was the case with most nations, Great Britain being no different, the World War II years left chaotic conditions among aircraft manufacturers; especially, since most of their efforts had been expended towards military productions. Consequently, time was

required for the drafting boards to show new products.

Prior to the advent of the pure jet age, several manufacturers had introduced turbo-prop airlines such as Vickers Armstrong (now recognized as British Aircraft Corporation) Viscount and the fantastically underrated Lockheed Electra. Moderate success accompanied both of these examples with perhaps the Viscount holding the edge. Anyway the Vickers Company, revelling in the success of its Viscount, desired more. It was their complete dream to design and build a mainline ling-haul airliner. The RAF order for its large long-haul jet transport provided the ticket to get started.

The V1000 project was short-lived lasting only three years. Once again Vickers-Armstrong had to resort to salesmanship and the drawing board. But they had the advantage. They were aware of the restrictions placed on BOAC's order for the Boeing 707s. Reluctantly, BOAC capitulated and placed an order for an

initial purchase of 35 jet airliners which became the VC10.

With a firm order in hand, Vickers blew the dust off the V1000 plans and drawings and updated them. So much so, it became an entirely new design. Basically, the V1000 called for the engines to be buried in the wing roots as was the Comet. Being more daring and catering to passenger displeasure with engine noise, Vickers borrowed a design from the French. Namely it was the rear-mounted engines. Four engines were mounted side by side just forward of the vertical stabilizer and the "T" type tail assembly became a very recognizable feature.

BOAC's order for 35 of this type was placed in 1959 and the Weybridge, Surrey crew began to work. Three years later (four years after the 707) the first prototype made its maiden flight. (See photo below.) On June 29, 1962, spectators were rewarded with a new view as the VC10 tucked its wheels into their

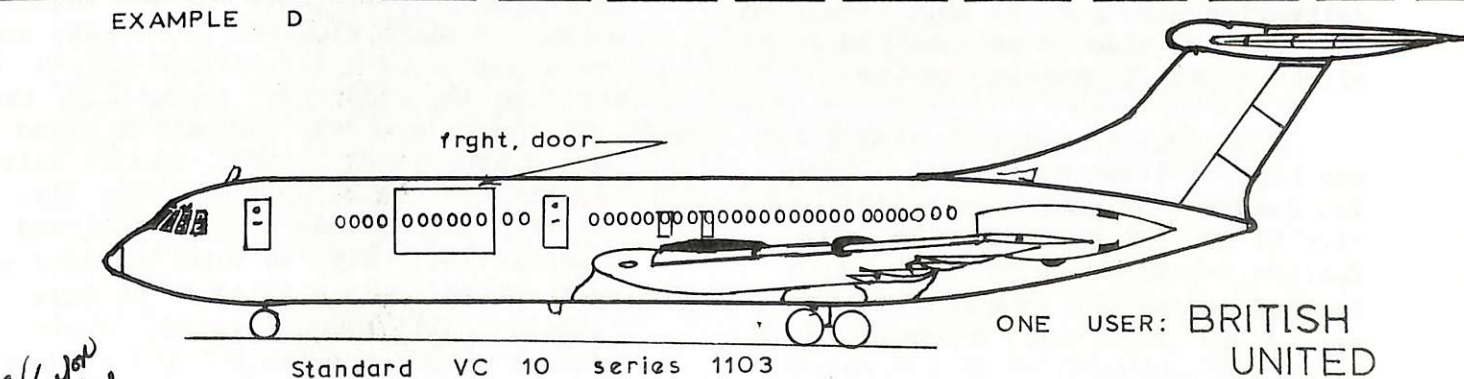
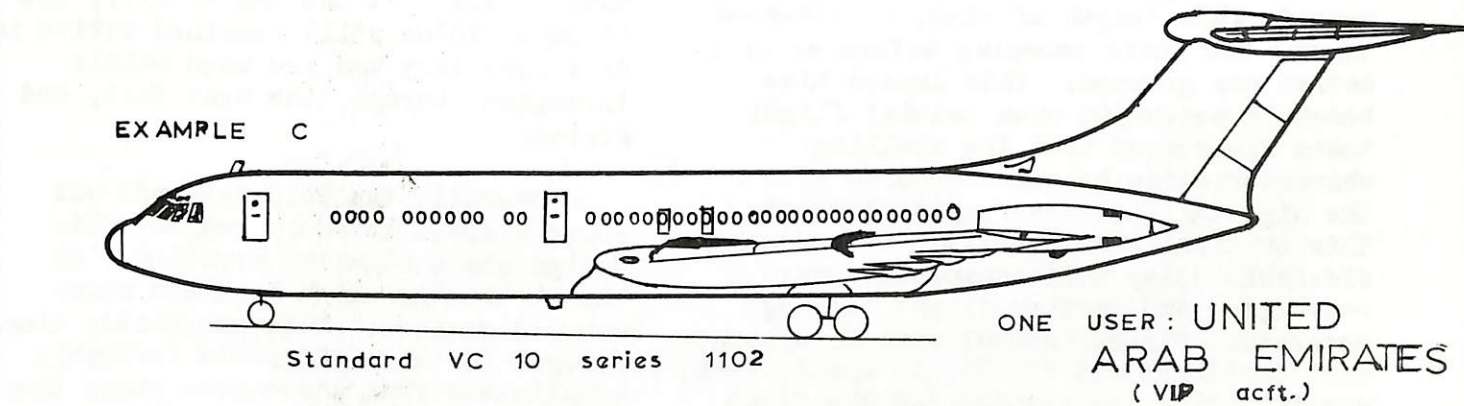
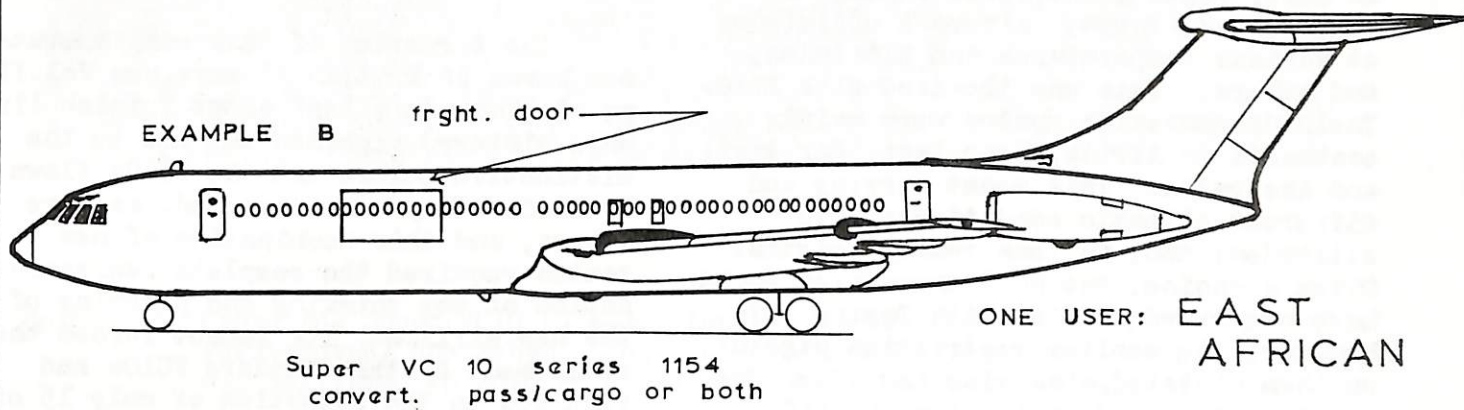
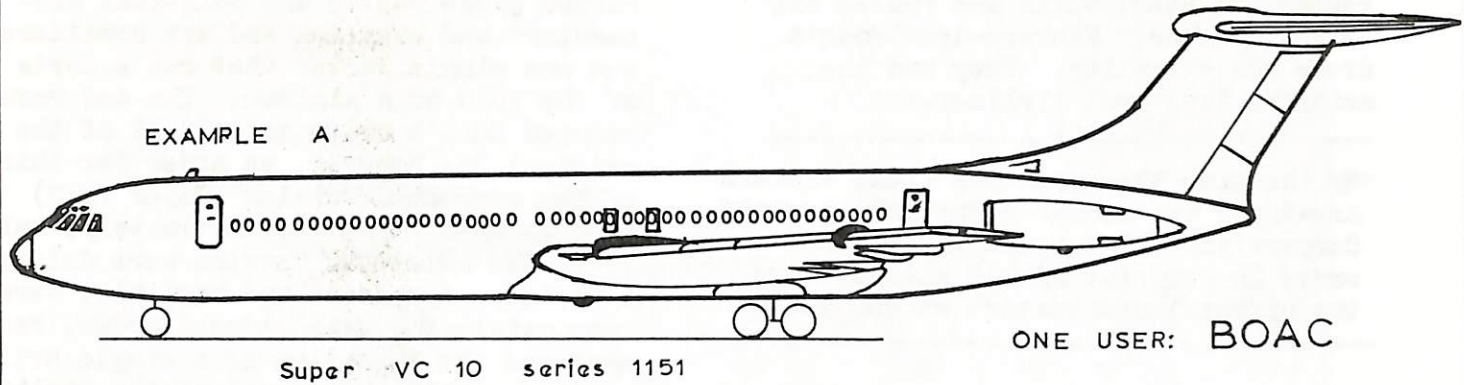
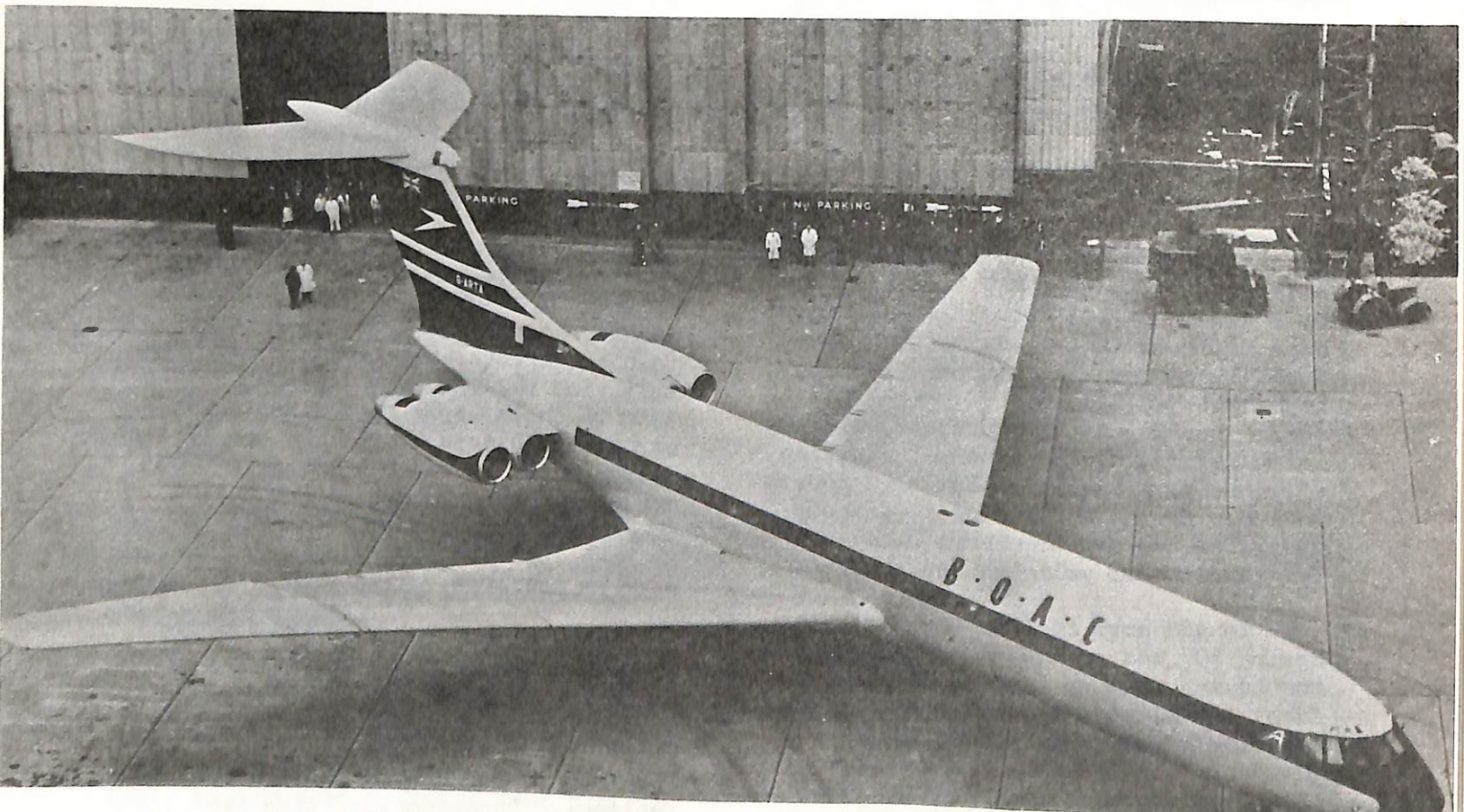


FIG. 1.

1/6/62
S. J. G. 1/28/62



VC10 prototype G-ARTA as she was rolled out of the factory. British Airways photo.

respective wheel wells and roared off to the heavens. Vickers-Armstrong's dream was a reality. They had their mainline long-haul airliner.+

 +By the time the prototype flew, Vickers Armstrong was known as British Aircraft Corporation (BAC) since Vickers now owned 40 per cent of BAC shares. Thus the official designation of BAC VC10.

The selection of an airplane is determined by a number of factors such as cost, route lines, ease of maintenance, engine types, aircraft efficiency at various temperatures and altitudes, and others. This was the case with BOAC. Their Commonwealth routes were mainly eastwards to Africa, Near East, Far East, and Australia. This meant varying and different climatic conditions; high altitudes; and, various runway lengths. Given a choice, the BOAC executives would have preferred to stay with Boeing 707s. However, the earlier restriction placed on them dictated otherwise and after due consideration and evaluation the BAC VC10 was accepted as a service aircraft.

The flight test program took a considerable length of time, as attested to the two years escaping before certification was granted. This lapsed time became a necessity when initial flight tests discovered that the stalling characteristics became a problem with the high tail and rear engine lay-out. This critical characteristic forced considerable delay while components were redesigned and further flight testing occurred. Disappointment upon disappointment continued but finally in April, 1964, certification was granted and the first deliveries were made to BOAC. In turn they lost no time in putting the first aircraft into immediate service.

The first passenger paying flight was made to Lagos on April 29, 1964. But despite the passenger appeal demonstrated and the above average load factors exhibited by the VC10, BOAC decided during the remainder of the year to cut back their order of 35 aircraft and replenish their inventory with American airliners. This decision

caused great public and political discussions and haggling and was considered the one single factor that cut exports of the VC10 to a minimum. The end result reduced BOAC's order to only 12 of the original 35; however, an order for thirty of the stretched version (Super VC10) supplemented these 12. Ultimately, only 17 of the stretched version were delivered. A variety of reasons and variables were responsible for this reduced order. Foremost was the formation of a single British airline combining several of the airlines. The name chosen for this combined entity was BRITISH AIRWAYS.

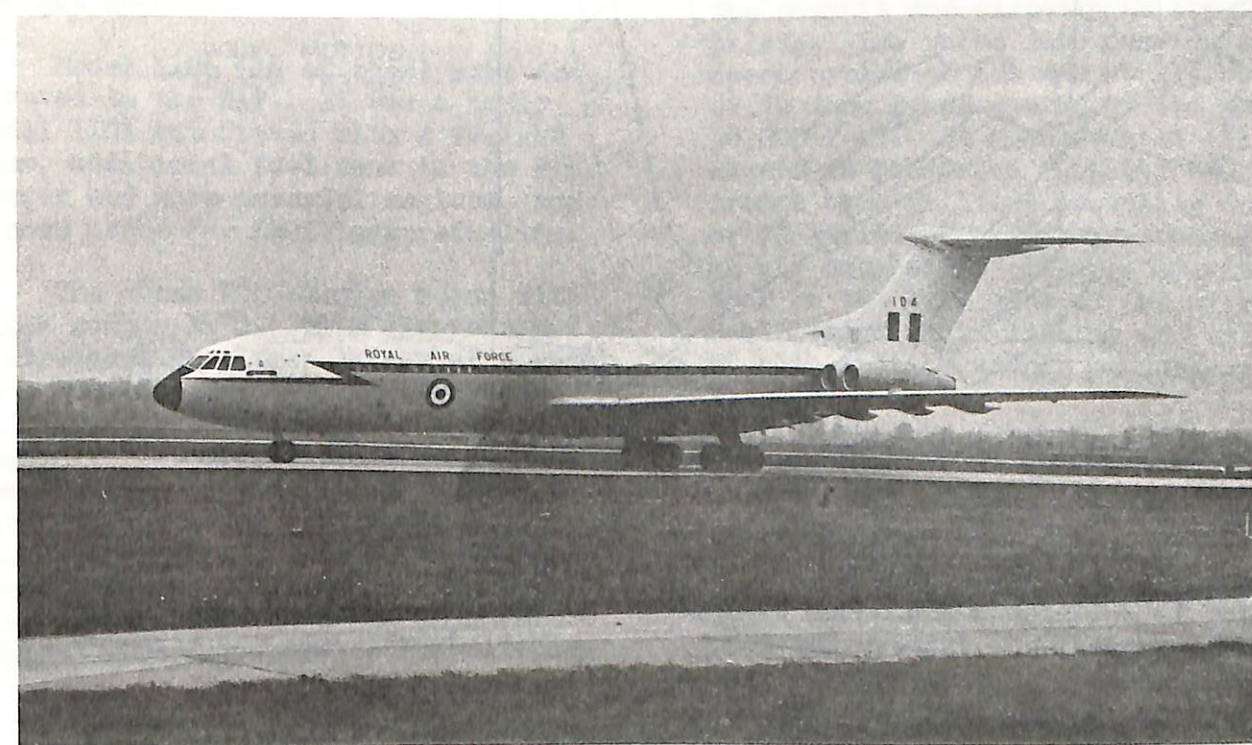
The formation of this conglomerate now known as British Airways (see Vol. III, no. 3 "Captain's Log" about British Airways history) signaled the end to the distinctive colors and the VC10s flown by BOAC. They were absorbed, as were others, and this combination of new routes required the complete reorganization of the thinking and planning of the new airline. Its impact forced the retirement of the standard VC10s and resulted in the retention of only 15 of the Super 10s. The void left by these transactions were filled with Boeing 707s; 747s; and, Lockheed L-1011s for the long haul routes. At the end of 1977, the 15 Super VC10s still remained active in BA's inventory and are used mainly throughout Europe, the Near East, and Africa.

Overall, the VC10 aircraft was above average in every respect. Its design was a stunning creation with the distinctive high tail and rear-mounted engines. This one factor alone brought forth considerable favorable compliments from passengers since they no longer were subjected to the engine noise. Equally eloquent in praise, were the comments from the airline pilots who flew the aircraft: especially, when Britishers are very conservative and rarely pour forth flowery and effusive compliments about the craft they fly. But in spite of this great appeal and capabilities, very few export orders were received and only a total of 54 were actually built and delivered. Forty standard VC10s and Super VC10s of various configurations were delivered for various



Top photo: Prototype Super VC10 (G-ASGA) landing at the Royal Aircraft Establishment, Farnborough, September, 1964. Aircraft was first flown on May 7, 1964 and was delivered to BOAC on December 31, 1965. Photo by Pete Black.

Bottom photo: VC10 of the Royal Air Force at Dulles International. Registration is XV104 and was first flown on July 14, 1967 and was delivered to the RAF on August 3, 1967. Photo by Dick Hurley taken in June, 1976.



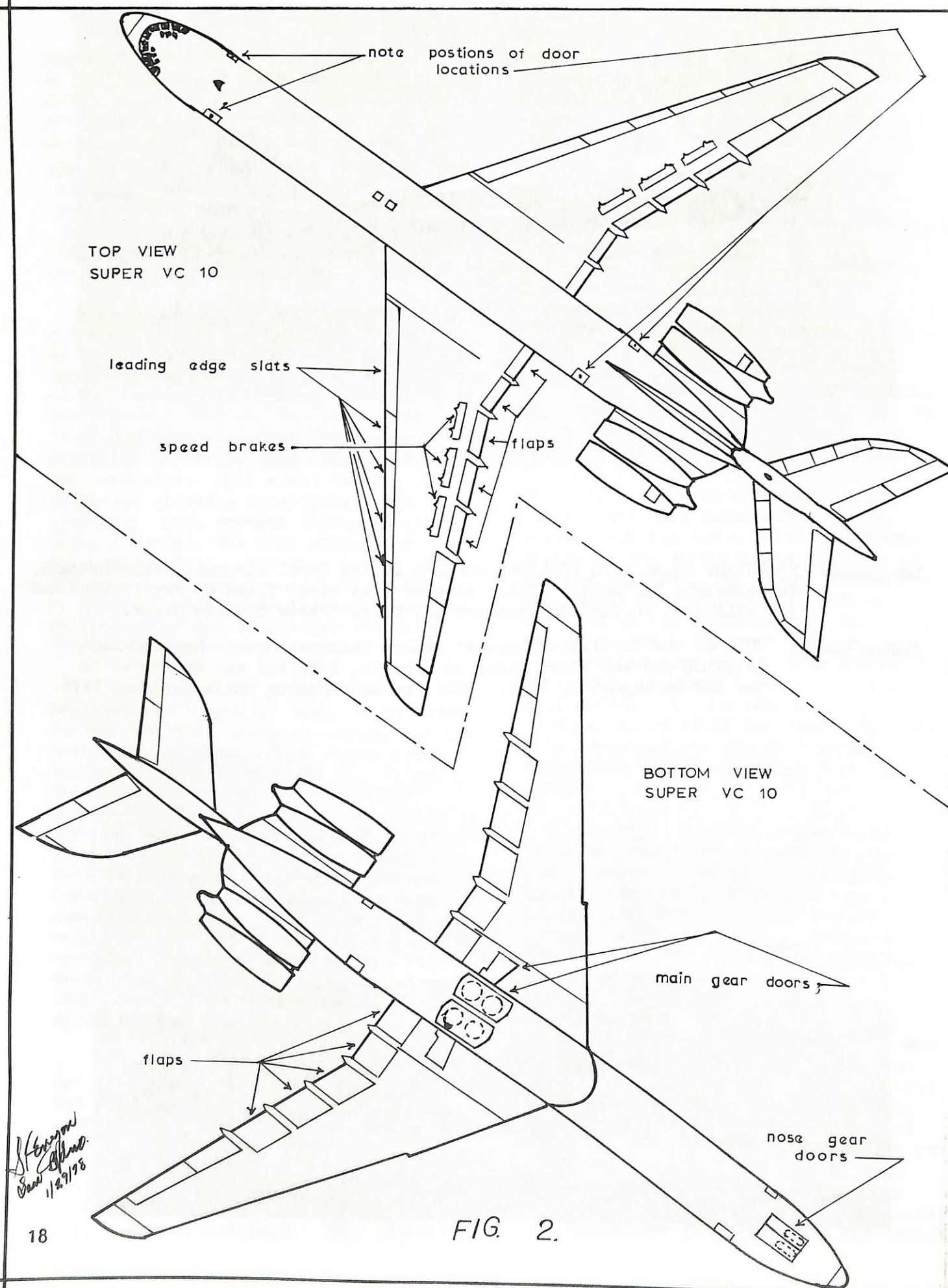


FIG. 2.

airline duties while the remaining 14 were delivered to the Royal Air Force. Considering 70 to 80 aircraft as a break even point, one might say that the British economy suffered an additional setback.

AIRCRAFT SPECIFICATIONS:

Identification of the VC10 series was typically Vickers inasmuch as block numbers were used to distinguish types. The prototype was numbered 1100 and only one was built. It was later re-designated series 1109 and was sold to Laker Airways. After a tour of duty with Mid East Airlines (MEA), the aircraft returned to British Airways inventory. Model 1101 was accepted by BOAC after it was modified to include Kuchemann wingtips. It also had only two thrust reversers located on the outboard engine pods.

Model 1102 was an export model containing a large freight door on the left side (port) of the fuselage. It was located between the two entrance doors and was hydraulically operated.

Model 1103 was basically the model 1102 except it was equipped with extended leading edges on the wings. This required the addition of a wing fence near the root of the wing. This model was used domestically and also had the freight door.

Model 1106 (14 of them) were delivered to the RAF. It was a basic model 1101 but fitted with a freight door, additional fuel tank in the fin, larger and more powerful engines, and a nose probe for in-flight refueling.

The super VC10 series began with block number 1150. This aircraft had a stretched fuselage; larger wing span; more powerful engines; longer range; and, reverse thrusts on all four engines. Two models--1151 and 1152--were built. Both series went to BOAC airways with model 1151 being a straight passenger-carrying unit while model 1152 was a combination cargo/passenger unit. Five 1152s (known as model 1154 for export) were delivered to East African Airlines.

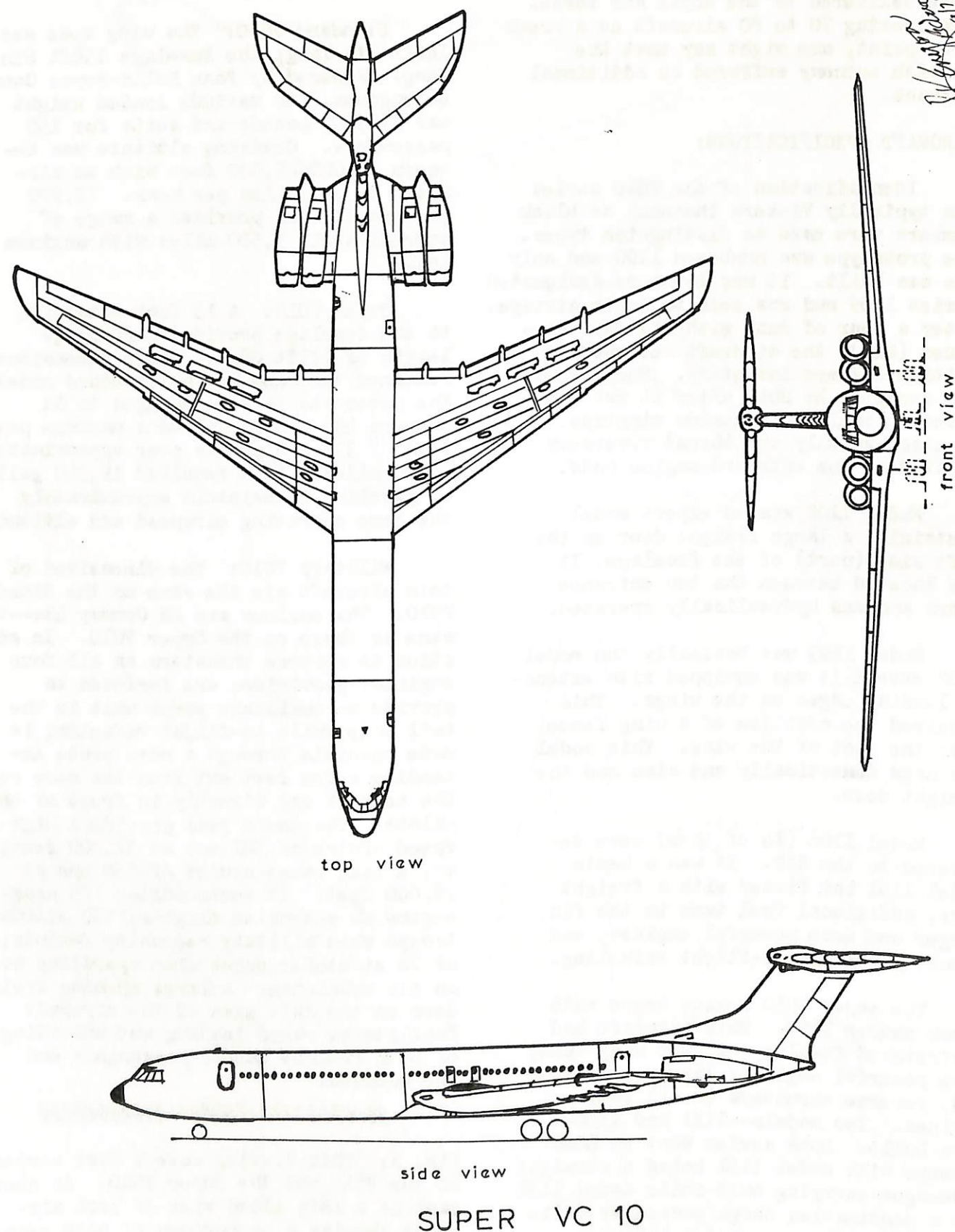
AIRCRAFT DIMENSIONS:

Standard VC10: The wing span was 146ft 2in long; the fuselage 158ft 8in long. Powered by four Rolls-Royce Conway 42 engines, its maximum loaded weight was 312,000 pounds and seats for 150 passengers. Cruising altitude was between 30,000/40,000 feet with an air-speed of 550 miles per hour. 17,990 gallons of fuel provided a range of approximately 5,500 miles with maximum load.

Super VC10: A 13 foot extension to the fuselage provided a fuselage length of 171ft 08in. Other dimensions remained the same as the standard model. The power plants were changed to RR Conways 43s and airlifted a maximum payload of 335,000 pounds over approximately 5,000 miles. This required 19,340 gallons of gasoline to maintain approximately the same operating airspeed and altitude.

Military VC10: The dimensions of this aircraft are the same as the Standard VC10. The engines are RR Conway 43s--the same as those on the Super VC10. In addition to reverse thrusts on all four engines, provisions are included to provide an auxiliary power unit in the tail cone while in-flight refueling is made possible through a nose probe extending a few feet out from the nose on the cockpit and directly in front of the pilots. The turbo jets provide a high speed cruise of 581 mph at 31,000 feet; or, a long range cruise of 550 mph at 38,000 feet. It accommodates 125 passengers on scheduled flights; 150 military troops when military necessity depicts; or 78 stretcher cases when operating as an air ambulance. A large opening freight door on the left side of the aircraft facilitates rapid loading and unloading of both freight and/or passengers and the wounded.

Fig. 1: This drawing covers four series of the VC10 and the Super VC10. As shown, each is a left sided view of each aircraft showing a comparison of both series with and without the freight door. One user of each type is listed also. Modelers may find the drawings useful.



no specific scale.

FIG. 3.

Fig. 2: This drawing provides a top and bottom view of the Super VC10. It is intended to provide our modelers with the locations of various external outlines which will represent speed brakes, landing flaps, ailerons, elevators, etc. There is no given scale but 1 inch will equal approx. 20.8 feet.

Fig. 3: This is a three-view drawing of the Super VC10 showing top, front and side views. The top and side views will be especially helpful to those modelers who desire paneling details. As with the other illustrations, there is no given scale since the drawing is not a plan view.

END

REFERENCES

1. Jane's All The World Aircraft; ed's 1965/66 and 1966/67.
2. The World's Airliners by Brooks; 1962
3. Airliners Since 1946 by K. Munson; 1972
4. Air Enthusiast; vol's 6.
5. World Airline Fleets; 1977 by G.G. Endres
6. The Airline Handbook by P.K. Martin; 1976
7. World Airline Color Schemes; Vol 1; by B. Tomkins
8. Airliners No. 13 by J. Lucas
9. Various individual magazine articles by various authors and appearing in a variety of aviation periodicals

Thank you all--Steve Kenyon

COMMERCIAL AVIATION GROUPS IN NORTH TEXAS

At present there are two clubs to which commercial aviation enthusiasts in our area belong.

The Texas Aviation Historical Society meets the second Friday of each month in the press room of the former Braniff terminal at Love Field, Dallas. Five commercial aviation hobbyists belong to this group, which also includes persons interested in lighter than air, light civil aircraft, antique aircraft, and military aircraft. Members of this group include a flight instructor with American Airlines, Inc.; a co-pilot with Braniff Airways, Inc.; an advertising man who designed the liveries of Central (CV-240's) and Pioneer; and the regional editor of Aviation Week and Space Technology.

The North Texas Commercial Aviation Historical Club (formerly Texas Airline Enthusiasts) meets at irregular times, but most often on the third Friday of the month. The officers include George Cearley, president; Bob Kopitzke, vice president; and Al Canales, secretary/treasurer. The usual meeting place is the home of George Cearley, 4449 Goodfellow Dr., Dallas, Texas 75229.

For further information, write George Cearley at his home or call him at (214) 352-2226.

DECAL CAPE RS

by
Steve Kenyon

In this issue we will be dealing with our first foreign made aircraft. It is the BAC (Vickers) VC10 and will include both the Standard and Super VC10.

One of the unique features of this model is the rear-fuselage mounted engines leaving a clean wing and putting engine noise behind the passengers. Borrowing a principle from the French Caravelle, the British Aircraft Corporation (BAC) designed the VC10 primarily for the BOAC airlines and the Royal Air Force. It was the first long-range international jet transport that was to use the rear-engine idea which has been utilised on a score of smaller airliners and small business jets since the mid 'sixties. According to all reports, it was a pilot's dream to fly and handled well in the air.

I have chosen to illustrate four carriers which either have had or are carrying the VC10 in their inventory. These four are GHANA AIRWAYS, GULF AIR, AIR MALAWI and MIDDLE EAST AIRLINES. The four have very colorful coverings and I feel are relatively easy to model. Most of the cheat lines are straight; or, straight with gentle sloping curves. They may be painted directly to the fuselage sides or they may be painted on sheets of decal paper (try the larger sheets from V-66 Products) and then placed on the aircraft. All logos and national flags are simple in design and, as with the cheat lines, they may be assembled on the aircraft in any manner you prefer.

All registration numbers are accurate and authentic. They were checked and re-checked to make certain they were correct. Please note the various locations of the registration numbers; some are on the fairing forward of the horizontal stabiliser; some are on the rear

section of the fuselage beginning just below the beginning of the "fish tail" of the vertical stabiliser; and, in one instance, the registration number appears beneath the rudder and centers through the cheat line on the stern of the fuselage.

I would also like to remind you that while the drawings do have a scale, they are not fashioned after any standard scale we are used to working with. Instead, they have been enlarged so more detail could be illustrated for your benefit. Unfortunately, through the process of printing, a further reduction in size occurs and we lose more accuracy. Besides you wouldn't have half so much fun if you could merely trace my outlines and have your patterns. At least this way, what you place on your model will be your own design and not someone else's.

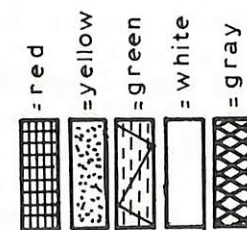
The next question that arises is where to locate a kit of the VC10 if you don't already have one stacked away. In-so-far as I know, all of the companies that originally produced a kit have stopped production at the current time. However, there are some rumors that two of the kit manufacturers will reintroduce their kits with a few refinements being offered. In the meantime, the best I can suggest is try an advertisement in several of the magazines that provide "trade and exchange" services. The cost of the kit should be between five and eight dollars.

Here are a few notes for reference as you build your model:

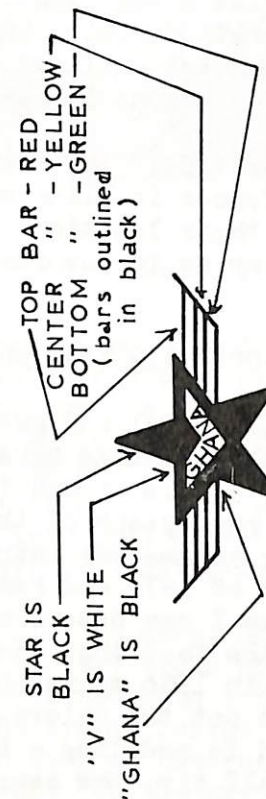
1. Location and number of antennas for each airline varies. Be sure and check your references.
2. Location and position of RED hazard lights vary from model to model and carrier to carrier.

REF: Airliners no. 13 and
The World's Airliners plus
Air Enthusiast magazine.

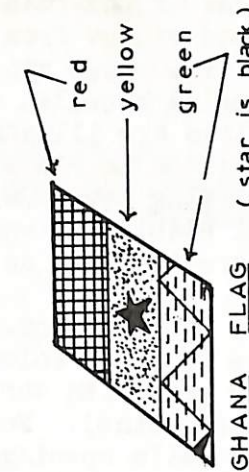
color scheme:



all colors are glossy

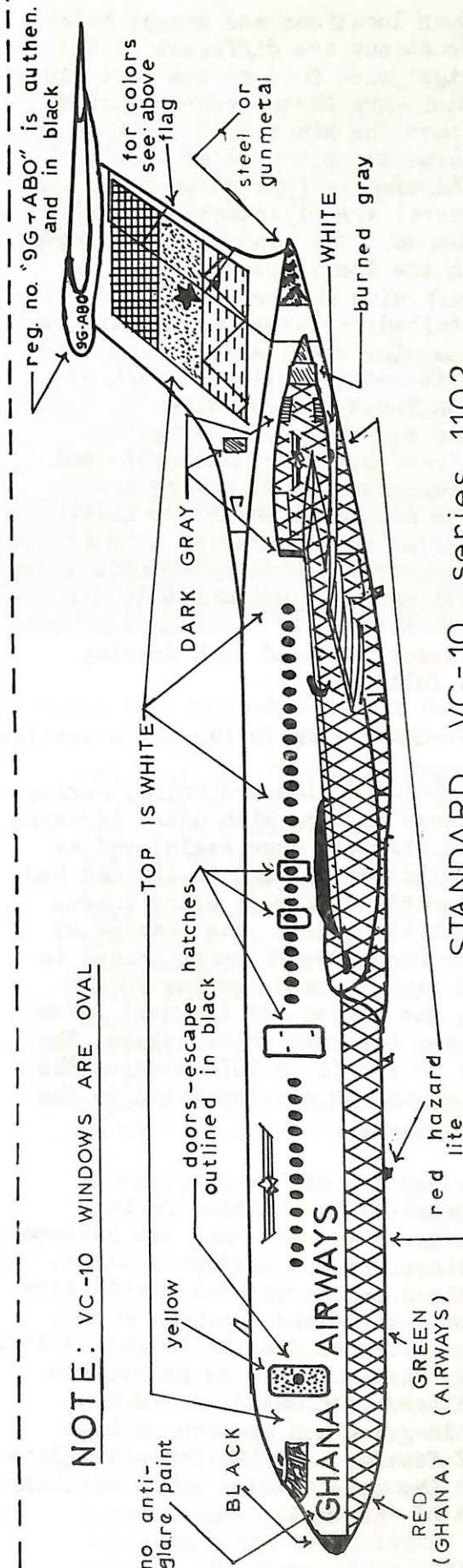


GHANA AIRWAYS LOGO



MODELING NOTES: (1.) logo on both sides of fuse. & eng. pods. (2.) three eye brow windows each side. (3.) three sets of hazard lights - bottom of fuselage & both outbd. eng. pods. (4.) number & location of antennas vary. check references. (5.) location of doors & escape hatches on rt. side vary from left side. check references.

NOTE: VC-10 WINDOWS ARE OVAL



STANDARD VC-10 series 1102
GHANA AIRWAYS

PLATE 1.

(for modeling use only.)

SCALE: 1 in. = 15.4 ft.

3. Door locations and escape hatch locations are different on the right side than on the left side.
4. There are three eyebrow windows above the windshield; that is, three on each side of fuselage.
5. All windows (except those in the doors) are elliptical or oval shaped. The windows (small ones) in the doors are round.
6. Each wing has two wing fences installed: a large one inboard near the wing root; and, a small one outboard approximately 3/4 of the length of the wing.
7. The red and green navigation lights are very noticeable and pronounced at each wing tip.
8. The number of thrust reversers on the engines varied from series to series. Check your references.
9. All paints applied are GLOSSY.

A brief description of each drawing (plates) follows:

Plate 1---GHANA AIRWAYS (No photo available)

In 1965 two standard VC10s, series 1102 entered service with Ghana Airways. These two aircraft were registered as 9G-ABO (illustrated) and 9G-AEP and had a considerably different color scheme than exhibited today. The passage of two years found 9G-AEP being leased to MEA (see plate 4) and leaving 9G-ABO carrying the burden for the next seven years under the same color scheme. The delivery of a F-28 in 1974 changed the scheme and 9G-ABO was repainted to the present design.

The top 3/4 of the fuselage is painted white. The bottom 1/4 is a medium gray as are the tops and bottoms of the wings and the engine nacelles. The vertical and horizontal stabilizers, rudder, and elevators are pure white. The front entrance door is bright yellow. The name, GHANA AIRWAYS is painted in block letters with GHANA in red and AIRWAYS in green and appears on both sides of fuselage. NOTE: The anti-glare panel on the nose remains white matching the rest of the top.

The Ghana Airways logo appears on both sides of the fuselage beginning over the second window from the front. A smaller sized logo appears on both outboard engine nacelles (pods). The colors of the logo are illustrated on the large example given in Plate 1. Ghana's National Flag cover 90 per cent of the vertical stabilizer and rudder and its colors are the same as the logo.

The aft end (cone shaped) of the fuselage is steel colored (darken a standard gray with three (3) drops of flat black paint). For the dark gray engine nacelle openings (lips) darken a standard gray paint with six (6) drops of flat black paint. Note that the registration number and all door and escape hatch outlines are in black. The radar nose cone is black also.

ONE CAUTION: The drawing shows the wing fences in black only to emphasize their location. They are painted gray as is the rest of the wing.

Plate 2---GULF AIR (See photo)

The beautiful and sweeping cheat-lines of this airline makes a dazzling model and is more breath-taking than any color photograph of the real object. This color scheme was introduced in the first part of 1974 and remains intact (insofar as I can determine) today in spite of the fact that the Tri-Star delivered in 1976 again changed the design but not the colors. If you are interested in modeling a BAC 1-11 or a F-27 in Gulf Air, the same color scheme as shown in this plate is used. I mention this only because the Airfix BAC 1-11 and F-27 kits are a little more easier obtained than the VC10; yet you have the lovely Gulf Air color scheme.

The first fact I would like to bring to your attention is that his series, the 1101, has only one wing fence and it is located at the outboard position on the wing (refer to Plate 2). It is painted white as is the rest of the aircraft.



Gulf Air VC10 in landing configuration. Photo from British Aircraft Corporation.

Except as noted and illustrated, the entire aircraft is painted white. The exceptions are the fuselage tail cone; the engine tail cones; the engine nacelle openings (lips) and all light gray (six drops of flat white mixed with standard gray will serve your purpose if you have no light gray paint).

The airline name, GULFAIR, is achieved in very broad gold letters and are outlined with a thin black outline. The Arabic script is done in only gold with an outline in black. One caution: On the right side of the fuselage, the Arabic script and the English name appears just opposite to the pattern on the left side. (Compare Plate 2 with the above photo.) Note also that the name GULFAIR is painted on as one word and not separated as so often pictured. The large pattern of the Arabic script found on the drawing is authentic (or so said a friend of mine who reads and writes Arabic fluently). As it appears, it is too large to use since it is not to scale; however, you can use it as a guide line and reference.

Gulf Air's registration (A40-VL) is printed in gold without a black outline.

And least you become confused, there are pictures of this aircraft floating around that exhibit and English registration of G-ARVL. This registration is perfectly legitimate because BOAC leased this aircraft to Gulf Air and for a long time the aircraft retained this British registration. Only when the Gulf Air color scheme was used did the registration number change. So you would be correct to use the British registration if you so desired. However, be sure it appears in black and is placed on the horizontal stabilizer fairing.

And last, but not least, we come to the cheat lines. They sweep the entire length of the fuselage and curve gently up the vertical stabilizer and rudder. Starting at the top, the first cheat line is green. Note that it continues through to the nose of the aircraft where it becomes the anti-glare panel as well. The middle cheat line is purple; maroon could be substituted if desired since both colors are closely related. The bottom cheat line is a crimson red. There are NO thin lines separating the cheat lines. Also note that as the cheat lines sweep up the vertical stabilizer, they broaden out.



Air Malawi standard VC10. Cheat line between white top and gray bottom is, from top to bottom black, red and green. Photo from Dean Slaybaugh collection.

Plate 3---AIR MALAWI (See photo above)

In December, 1974, Air Malawi initiated its first VC10 service. This service was unique in that it originated from a point other than its normal home port. The flight started from Gatwick Airport in London and 11½ hours later reached its home destination of Chileka Airport at Blantyre, Malawi. This course of action was dictated by the fact that Air Malawi had purchased the aircraft from British Caledonian Airlines and had leased maintenance from BCA also. Thus the first flight started from the opposite end of their route to the United Kingdom. This aircraft also serves the Johannesburg and Seychelles route.

Modeling Air Malawi colors is very simple. As the drawing indicates, the lower half of the fuselage is light gray while the top half is white. Separating the two colors is a three-color cheat line.

The cheat line is made up of three stripes which begin as a point at the nose and then sweep straight back along the middle of the fuselage and then

Suggestion: Paint your entire aircraft white first. Then paint your cheat lines on and they will have a luster that is hard to beat. I also suggest that you start with the middle cheat line (purple one) first since it is the darkest one. After it is dried, mask over it and the remaining two cheat lines are a snap to accomplish. As with most aircraft, the radar nose is black. The door and escape hatch outlines are black/white/black; said another way, the black portions of the outlines appear on the white portions of the fuselage while the white outlines appear on the cheat lines.

Gulf Air uses four antennas and their locations are illustrated on the drawing. Note also that one of the three red hazard lights (rotating beacon) is located atop of the horizontal stabilizer approximately mid-way between the front and rear edges of the fairing. The remaining two lights are underslung beneath the two outboard engine pods.

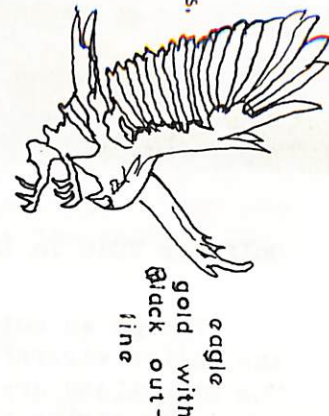
One final word. The drawing depicts an eagle in flight. I have included it because some of my foreign advisors advise me that rumors include the inclusion of the eagle in future paint jobs.

color code:

- green
- purple
- red
- white
- light gray

all colors glossy

rumors indicate EGAL may appear on future paint changes. here's the eagle.



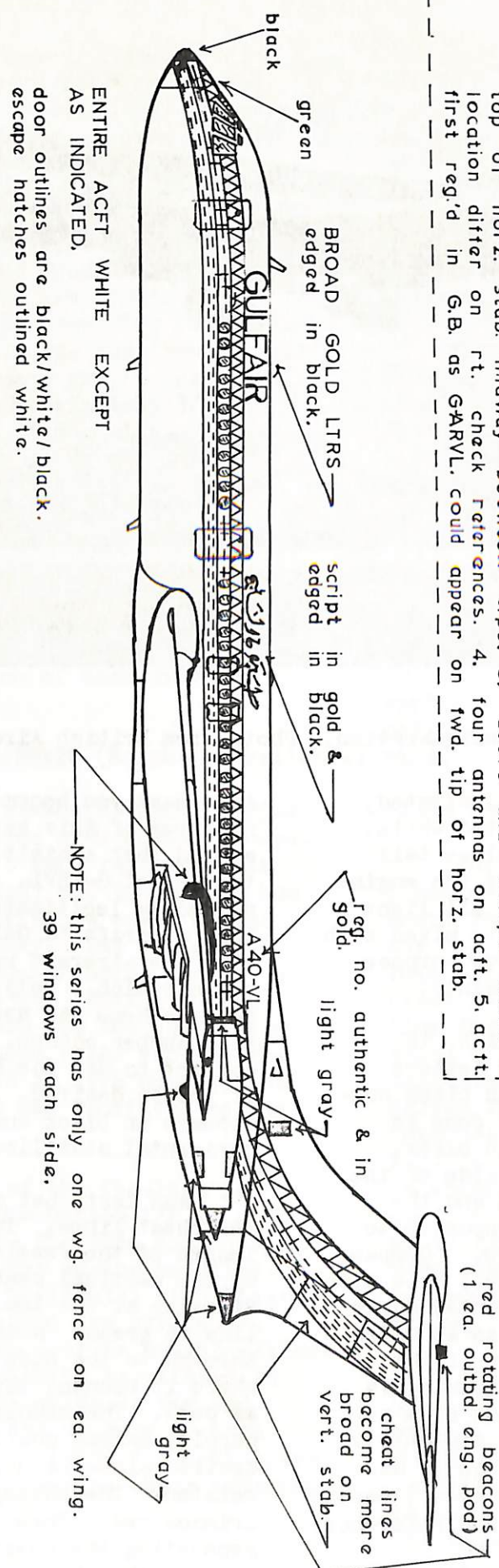
gold with black outline

this is an enlarged, hand-drawn replica of the script in Arabic appearing on sides of acct. not to scale. use as ref. only.



REF: Airlines No. 3; World Airlines; World Airline Color Schemes; The World's Airlines.

MODELING NOTES: 1. for right side, reverse script and name-ie, SCRIPT to the nose opposite name and visa versa. 2. mount red beacon on top of horz. stab. midway between tips. 3. doors and escape hatch location differ on rt. check references. 4. four antennas on acct. 5. acct. first reg'd in G.B. as GARVL could appear on fwd. tip of horz. stab.



SCALE: 1 in = 15.4 ft.

STANDARD VC-10 series 1101 GULFAIR PLATE 2. (for modeling use only)

of the two VC10s which was the original aircraft leased. Reducing the frequency of flights to the service, the second aircraft carried the load for the next three months and upon expiration of the lease, the aircraft was then returned to British United Airways.

The color scheme for the first airplane leased was a conglomerate of MEA's and Ghana Airways. Since it was leased, the registration number remained the same as originally registered under the Ghana regime. However, when the second aircraft was leased it was painted to MEA's specifications. This airplane was registered as OD-AFA and is the subject of this last plate.

Decorating this model is very easy and simple. All lines are straight with very few curved sections. The top portion of the fuselage including the vertical and horizontal stabilizers is white. As is so common with European airlines, the bottom half is in light gray. Tops and bottoms of wings carry light gray too.

The cheat line is a straight broad red line outlined with narrow white and then red thin lines. The cheat line curves around the nose of the aircraft and joins beneath the fuselage just forward of the nose gear doors. Also note that the anti-glare panel is red. The radar nose is black. The engine nacelles carry the same cheat line pattern; however, it is lower in relation to the main fuselage cheat line. Further note that the outboard nacelles carrying printing as shown in the enlarged illustration on the drawing. Also note the registration superimposed on the main cheat line aft of the engine nacelles and is on both sides of the fuselage, and painted white.

The abbreviated letters of MEA appear in the center of the aircraft (measured from nose to tail). They are broad slanted (18 degrees off vertical) letters painted in red.

A Cedar of Lebanon with green foliage and a brown trunk encased in a red circle appears on the vertical stabilizer. See the drawing for an enlarged view. The doors and escape

sweep to a point again at the rear of the fuselage. Note that the cheat lines are the broadest just in front of the engine nacelles. As illustrated, the top line is black; the middle one is red; and, the bottom one is green. The same colors are in the National Malawi flag which appears on both sides of the fuselage just between the pilot's windows and the front entrance door.

Air Malawi's name on the aircraft is achieved in broad, slanted lower case letters painted in red. Also appearing in red is the vertical stabilizer, rudder, and fairing of the horizontal stabilizer. The horizontal stabilizer and elevators are light gray, the same color as the lower half of the aircraft.

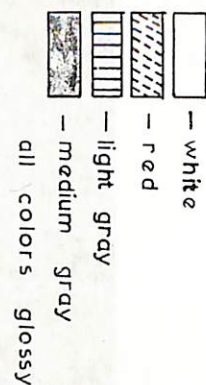
The stylized logo appearing on the vertical stabilizer is white with a small outline of black around the "M" and the arrow. The circle surrounding the M and arrow is white without any outline. Make certain the head of the arrow points towards the nose of the aircraft regardless of the side it is on.

Additional colors of medium gray cover the lips of the engine nacelles, air vents, and engine tail cones. Also note that white is painted on the engine nacelles between the air vents and engine tail cones. The registration number is black and the doors and escape hatches are outlined in red except where they pass through the cheat line. The outline is white. Air Malawi also uses four antennas, and three rotating red beacons--one under each outboard engine nacelle and one beneath the fuselage in front of the wing's leading edge.

Plate 4---MIDDLE EAST AIRLINES/Air Liban

Standard VC10 service started in April 1967 with one aircraft leased from another airline. The service route included a tri-weekly flight covering London-Beirut-Persian Gulf stops. Approximately nine months later, a second aircraft was leased and service to the above stops increased to daily flights. The second aircraft was the prototype VC10 bought by Laker Airways and remodeled by BAC. Unfortunately, an Israeli commando raid upon Beirut airport a year later destroyed one of the

COLOR CODE: (act only)

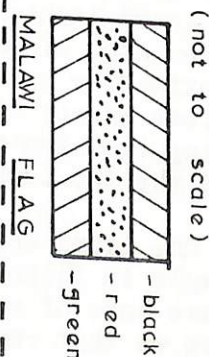


NOTE:

check written info. for exact details on cheatlines.

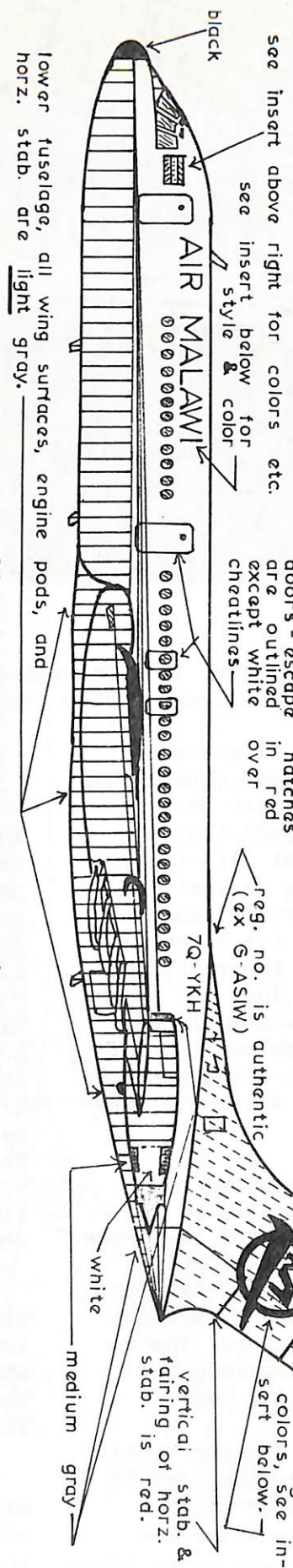
CHEATLINES composed of three colors:
top line — black
middle line — red
bottom line — green

this flag appears on both sides of the fuselage in location shown below.



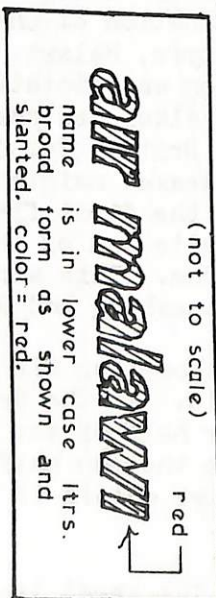
REF: The World's Airlines: World Airline Fleets: Airlines no. 2.

Modeling notes: 1. four (4) antennas required. 2. location of doors and escape hatches vary from side to side. check references.

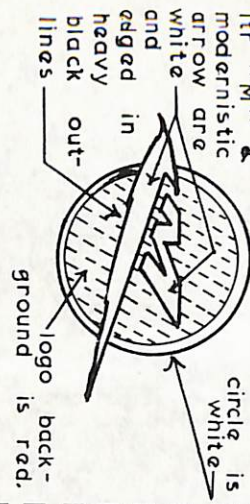


lower fuselage, all wing surfaces, engine pods, and horz. stab. are light gray.

There are two wing fences per wing: two rotating red beacons--one ea. outbd. eng. pod; & an air scoop opening in ea. wing root.



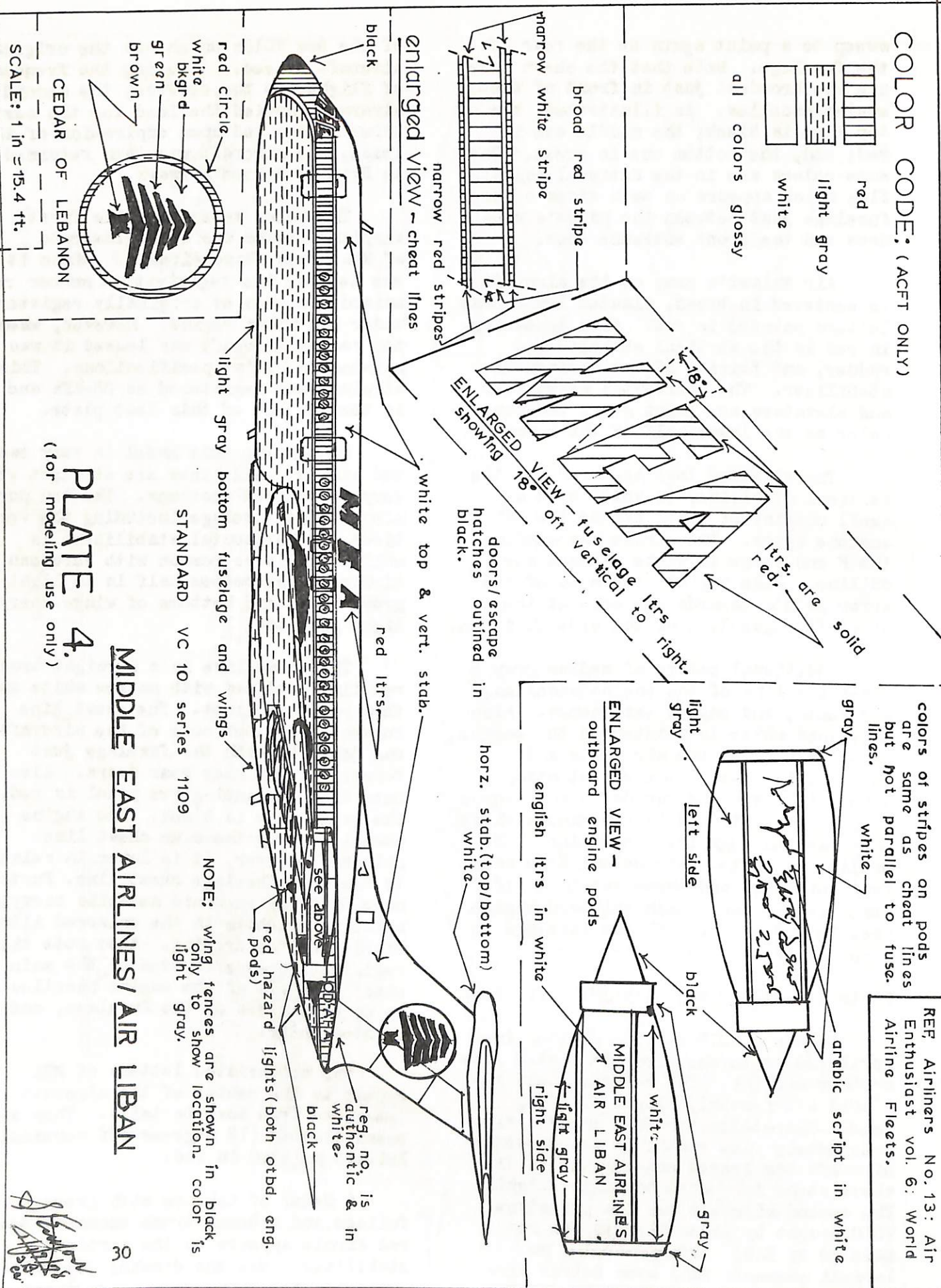
name is in lower case ltrs. broad form as shown and slanted. color = red.



SCALE: 1 in = 15.4 ft.

PLATE 3.
(for modeling use only)

AIR MALAWI



REFERENCES

Airliners No's 2, 3, and 13; The Worlds Airliners by Brooks: World Airline Fleets (1977); James All The World Aircraft--years 1965-1966 and 1966-1967: Air Enthusiast Volume Six.

hatches are outlined in black.

MEA used a variety of antennas so carefully check your references for accuracy.

AERONAUTICA and AIR LABEL COLLECTORS CLUB

The Aeronautica and Air Label Collectors Club (A&ALCC) announces that its New Issue Service has been reactivated and invites all those interested in collecting airline labels and stickers, baggage tags, postcards, airmail etiquettes, etc., to join the Club and subscribe to the New Issue Service.

A&ALCC is affiliated with the Jack Knight Collectors Club Federation of specialist societies composed of over 3,500 members in 13 clubs, and also with the Aerophilatelic Federation of the Americas comprising of 50+ clubs stretching from Canada to Argentina which have over 20,000 members. Members of the A&ALCC collect primarily airline labels (sometimes called "stickers" or "decals") of any type: baggage, cargo, express, air-mail (sometimes called etiquettes), publicity, etc. All of these ordinarily show the airline's name and usually also its insignia. They also collect airline postcards, pocket-sized calendars, route maps, ticket portfolios, stationery, and other similar items used or distributed by airlines. Airlines represented include not only American airlines serving the U.S. and those serving foreign countries, but also the many foreign airlines serving the U.S. and the numerous foreign airlines which never come to the U.S. at all.

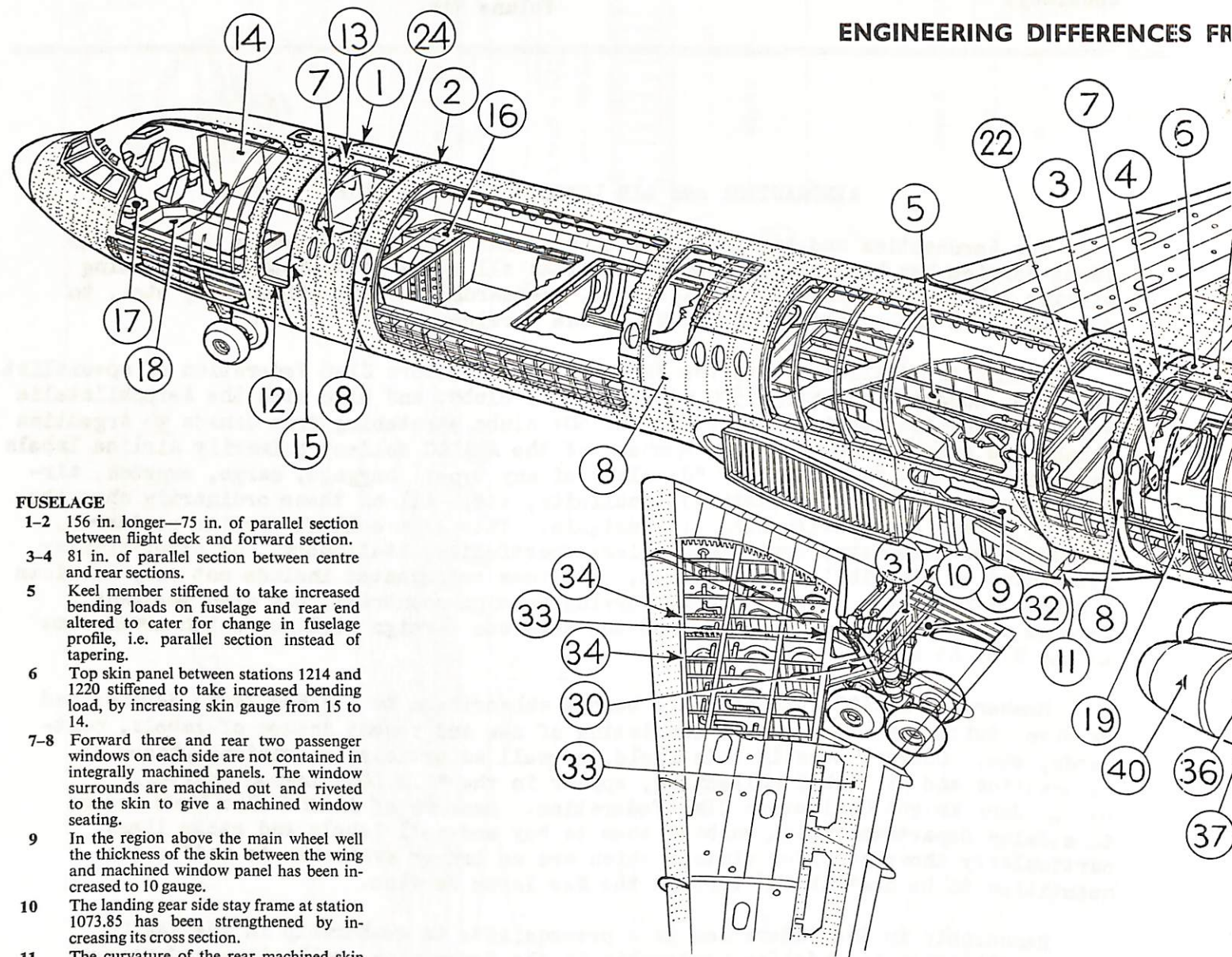
Members of A&ALCC automatically become subscribers to its New Issue Service and receive, twice a year, a packet consisting of new and recent issues of labels, postcards, etc. Current news in this field, as well as articles on various phases of aeronautica and air label collecting, appear in the "AIR LOG" issued quarterly by the Jack Knight Collectors Club Federation. Members of A&ALCC also have access to a Sales Department which enables them to buy and sell labels and other items, particularly those of older vintage which are no longer available in sufficient quantities to be distributed through the New Issue Service.

Membership in the Federation is a prerequisite to membership in the A&ALCC. After application is made for membership in the Federation, collectors and others interested in joining A&ALCC should send \$2.00 to FRANK H. BLUMENTHAL, 5180 LINNEAN TERRACE, N.W., WASHINGTON, D.C. 20008. This sum is used to defray the costs of acquiring and mailing the contents of the packets, and covers one calendar year.

A membership form for joining the Aerophilatelic Federation of the Americas is enclosed with this issue of the "CAPTAIN'S LOG" for anyone wishing to join this organization. For those of you interested in the collecting of airline labels, stickers, etc., it will be well worth the money spent. The A&ALCC has catalogs available picturing all labels printed over the years--well almost ALL labels.

SUPER

ENGINEERING DIFFERENCES FR



FUSELAGE

- 1-2 156 in. longer—75 in. of parallel section between flight deck and forward section.
- 3-4 81 in. of parallel section between centre and rear sections.
- 5 Keel member stiffened to take increased bending loads on fuselage and rear end altered to cater for change in fuselage profile, i.e. parallel section instead of tapering.
- 6 Top skin panel between stations 1214 and 1220 stiffened to take increased bending load, by increasing skin gauge from 15 to 14.
- 7-8 Forward three and rear two passenger windows on each side are not contained in integrally machined panels. The window surrounds are machined out and riveted to the skin to give a machined window seating.
- 9 In the region above the main wheel well the thickness of the skin between the wing and machined window panel has been increased to 10 gauge.
- 10 The landing gear side stay frame at station 1073.85 has been strengthened by increasing its cross section.
- 11 The curvature of the rear machined skin panel, and the fairing between wing and fuselage below it, have been changed to suit the 'new' fuselage profile at this point, i.e. parallel section not tapered.
- 12-13 Forward passenger and galley service doors repositioned.
- 14 Forward passenger amenities re-arranged.
- 15 Electrics bay hatch repositioned in passenger cabin floor.
- 16 Electrical and electronics equipment bay re-arranged but still located aft of nose-wheel.
- 17 Navigator's station reduced in size.
- 18 Crew toilet moved to left side.
- 19 Rear passenger door moved aft of wing.
- 20 Rear freight door moved to right side, located in parallel section, and enlarged.
- 21 Hydraulic and de-icing pipes moved to left side of rear freight bay.

- 22 A fifth fuel pipe running from fin to centre section tank located in freight bay roof towards the right.
- 23 Rear passenger amenities increased (extra toilet and enlarged stowage areas).
- 24 Emergency apparatus—dinghies, etc. increased.
- FIN**
- 25-26 Structure re-designed to form integral fuel tank of 1,350 Imperial gallons capacity; integrally machined skin panels.
- 27 Ram air intake at the top and to the rear of the fin structure. Used to 'pressurize' the tank, so boosting the gravity feed to the centre transfer tank.
- 28-29 Leading edge re-designed to dump de-icing air through grilles forward of fuel tank.

LANDING GEAR

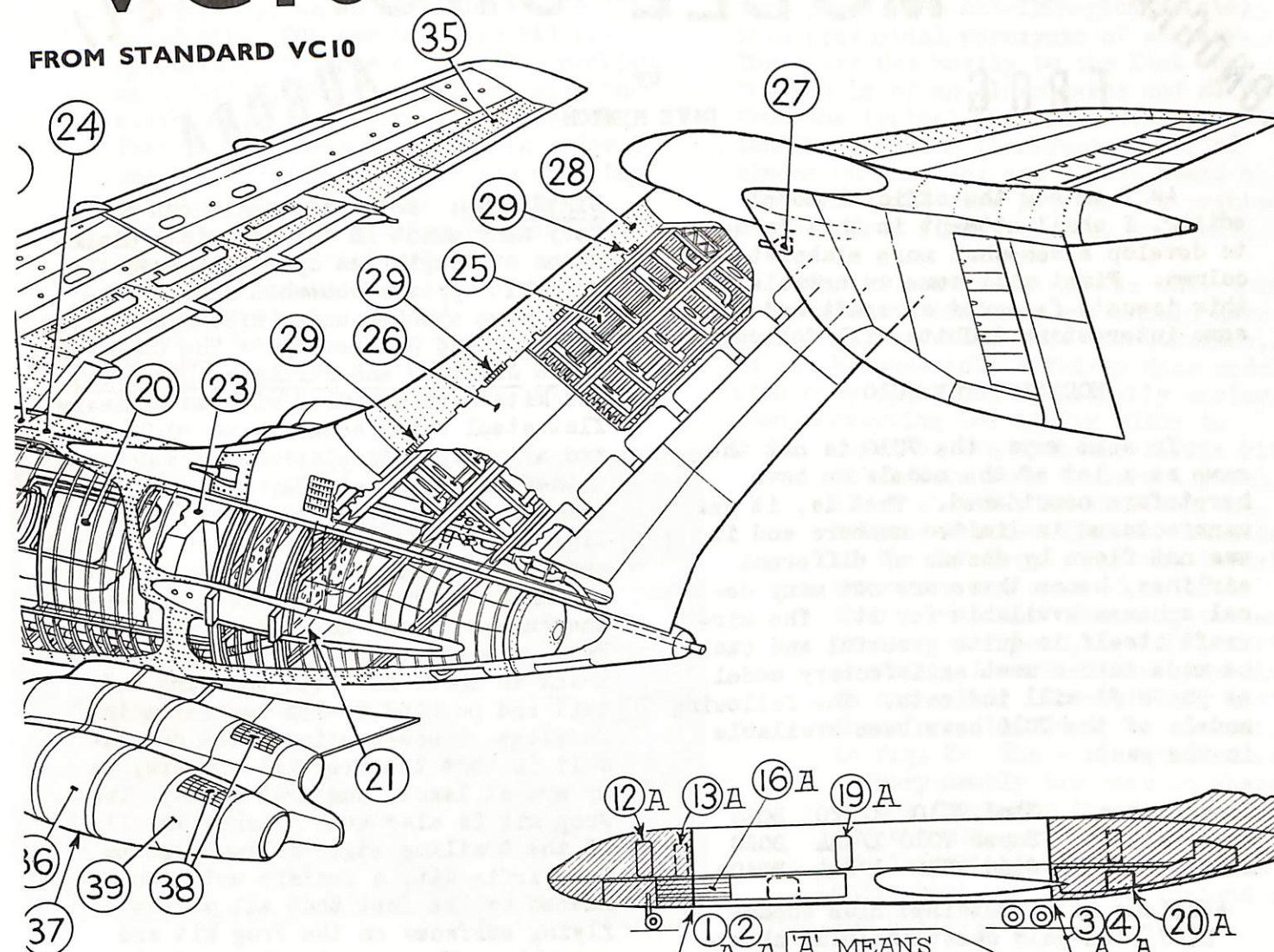
- 30 Externally similar but with majority of parts made from higher grade steels.
- 31 Landing gear support beam (carrying rear end of landing gear hinge tube) has been strengthened by increasing the width of the lower boom.

WING

- 32 The ribs of the top wing skin falsework, adjacent to landing gear support beam, have been re-designed consequent upon (31) above.
- 33 Top and bottom trailing edge skin panels and rear shear webs have been strengthened.
- 34 Two ribs adjacent to landing gear have been strengthened.

VC10

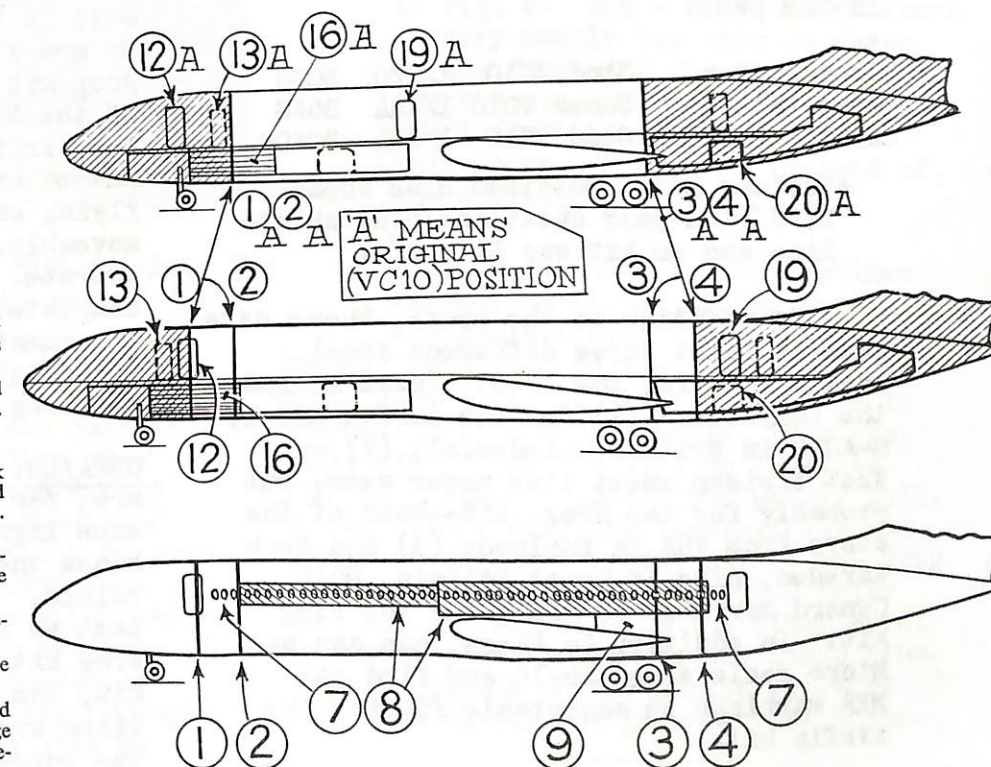
FROM STANDARD VC10



- 35 Ailerons given an 'upfloat' to relieve increased loading caused by higher gross weight.
- 36 Maximum speed for 45 deg. flap increased from 175 knots E.A.S. to 184 knots E.A.S.

POWER PLANT

- 37 Four Rolls-Royce Conway R.Co.43 Mark 550 engines of 22,500 lb. st. thrust instead of R.Co.42 Mark 540s of 21,000 lb. st. thrust.
- 38 Nacelles up-tilted by 3 deg. and consequently are 11 in. further from the fuselage side.
- 39 Four re-designed lightweight thrust reversers.
- 40 Re-designed cowlings to accommodate (39).
- 41 Cabin air compressors have been uprated to cope with larger pressurized fuselage volume. Cabin air compressor has a re-designed spill outlet.



HAWK MONOGRAM AIRFIX MPC ENTEX MODEL SHOP REVELL FROG AURORA

by
DAVE MINTON

As I am now the official model editor, I shall attempt in this issue to develop a somewhat more elaborate column. First will come an article on this issue's featured aircraft and then some interesting tidbits will follow.

MODELING THE VC10

In some ways, the VC10 is not the same as a lot of the models we have heretofore considered. That is, it was manufactured in limited numbers and it was not flown by dozens of different airlines, hence there are not many decal schemes available for it. The aircraft itself is quite graceful and can be made into a most satisfactory model as photo #1 will indicate. The following models of the VC10 have been available in the past:

Coma/Aermec	Std VC10	1/220	BOAC
Frog (#140)	Super VC10	1/144	BOAC
Airfix (SK601)	Std VC10	1/144	BOAC*

*Various kits contained Blue speed-bird/blue-gold chestline/blue chestline and on kit was BA's n/c.

In addition to the above, there have been at least three different decal sheets made for the VC10. These include the following: (1) for the Airfix model, G-ASIW in British Caledonian; (2) an East African sheet I've never seen, but probably for the Frog kit—both of the above from VHF in England; (3) and from Raredec, also in Great Britain, BOAC Cunard markings (G-ASGD) for the Frog kit. In addition to these, one can use Micro Scale sheet 44-16 and find the MPA markings an acceptable fit for the Airfix kit.

As I have never seen the Coma/Aermec kit, reviews will be provided for only the Frog and Airfix kits.

DIMENSIONS: Both kits scale out to be very near exact in the principle dimensions of length and span—although the Frog kit appears somewhat short. The kits were checked using dimensions given in Green and Swanborough's The Observer's World Airlines and Airliners Directory. The kits were measured with an ordinary flat steel ruler accurate to +0.05 cm and all scale calculations were done on either an HP-45 or a Tektronix 4051; these were usually carried to 8 sig. figs and rounded at the end of the total operation. Unfortunately, the dimension in which the Frog kit appears the most inaccurate is one not easily measured. Thus, the model appears somewhat too thick in chord for both the wing and tail and perhaps 10-15% too large in fuselage cross-section. The net result is that the Frog kit appears, to my eye at least, somewhat stumpy. The Frog kit is also much thicker in all of the trailing edges as compared to the Airfix kit, a feature not much enhanced by the fact that all of the flying surfaces on the Frog kit are moveable. The gear is also made to operate. (Rumors are, however, that the completed model will not glide very well). In summation the, the Airfix kit seems to scale more closely the 1/144 than the Frog kit.

DETAILS: The surfaces of the Frog kit are, for the most part, scribed with a much lighter touch than the Airfix kit; hence the lines are thinner and less raised. This is pretty much insignificant as almost all of the lines on the Frog kit are incorrect. On the Airfix kit, the fuselage, wing and tail scribed lines are for the most part in nearly the correct location, but they are much too heavy for the scale. This is most evident around the wing inspection panels.

Again on the Airfix kit, the wing fences are generally in the wrong location except for some earlier versions of the 1101 and 1103. Versions which can be built from the kit include G-ASIW(1103); G-ARTA(1109) and G-ARVB(1101) of British Caledonian, BUA and BOAC (or BA) respectively, to name a few. The problem with G-ASIW, the one pictured with the article, is that it does not have the freight door evident. And, in order to correctly model the 1109, the wing tips and engine nacelles will have to be corrected to the earlier more squared version. Best is to check your references for the particular aircraft in which you are interested. In order to correct the wing for most versions of the VC10, you will need to cut down the fence as supplied on the kit until it is

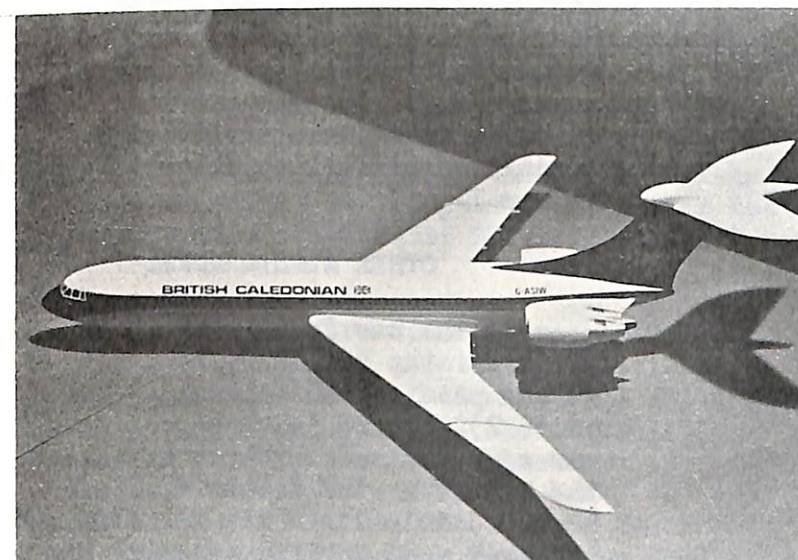


Photo #1: Airfix VC10 with VHF decals. The photograph and model by the author.

about 0.8 cm long, or to the end of the leading edge flap. In addition, a new fence must be made and located just at the inboard edge of the leading edge flap (see fig. 1). This fence should not protrude past the leading edge of the wing and should be about 4.4 cm long and 0.4 cm high, something more than twice as high as the old one which was removed. For the model 1103 and late 1101's, the reversers are located at nearly the correct place, being perhaps somewhat small. Some should also be put on the bottom, as none are provided with the kit. For the model 1109 and

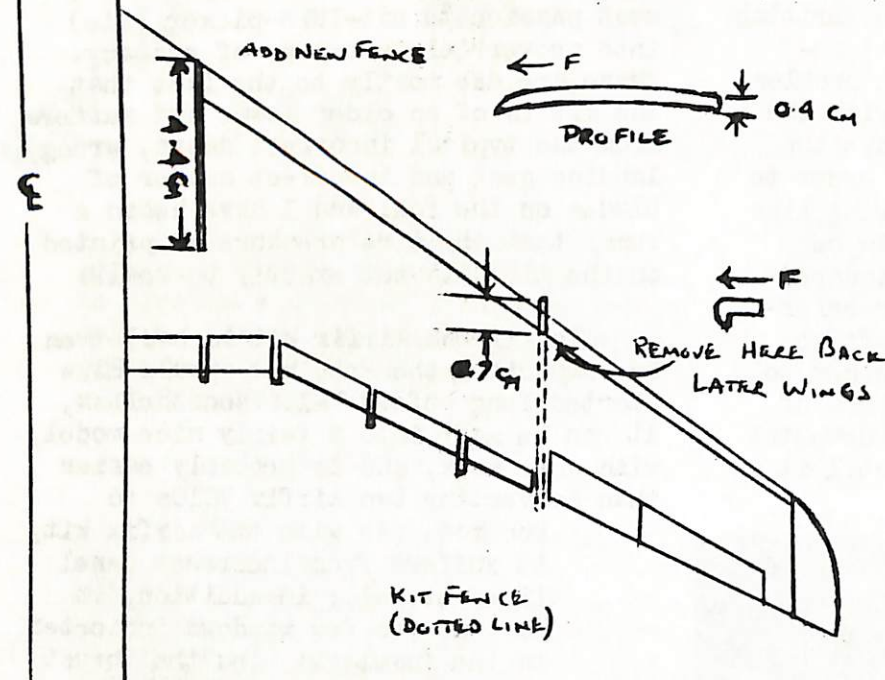
some early 1101's one will have to move the inboard reversers back somewhat (about 0.2 cm). And there are a host of less significant but no less interesting errors which should send even the most passionate nit-IMPS-picker (sic) into proverbial paroxysms of ecstasy. These are due mostly to the fact that the kit is of an older issue and suffers from the typical incorrect doors, wrong landing gear and incorrect number of blades on the fan; and I have heard a rumor that the tire pressure as printed on the tires is not exactly to scale!

And if the Airfix kit is bad, then by comparison the Frog kit should have aborted long before V-1. Nonetheless, it can be made into a fairly nice model, with some work, and is probably easier than converting two Airfix VC10s to

Super's. As with the Airfix kit, it suffers from incorrect panel lines et. al.; in addition, it has one too few windows indicated in the fuselage. And the thrust reversers are more of a threat than a reality. The wing fences, on the other hand, are not, strictly speaking, incorrect, as they simply do not exist! Three fences must, therefore, be added, as according to fig. 2. The large inboard fence is very nearly the same in shape as the fence for the Standard VC10 and the other two are quite small. The large inboard one should be only about 0.2 cm high instead of the previous 0.44 cm high.

FIT: In addition to the problems already mentioned above, both kits are replete with flash and sink holes. Both kits suffer from a bad fit along almost all of the seams. This is especially true of the wings, fuselage, tail, windscreen and wing to fuselage joints. "What is left," you ask??? Well, on the Airfix kit, the landing gear and wheels go together pretty well. The Frog kit has perhaps 30-40% more sink holes than the Airfix kit. On the other hand, the damage done by the rather large tree-to-parts joints on the Airfix kit more than make up for the lack of sink holes.

VC10-1101/1103 WING (Not to any scale)



DECALS: Except for the most recent Airfix offering, the decals offered in both of the kits are much too thick and shiny. In the recent Airfix kit, they are too thick and flat. The VHF decals are in many ways like scotch tape in that they are not sticky on either side! They can be made to work, however.

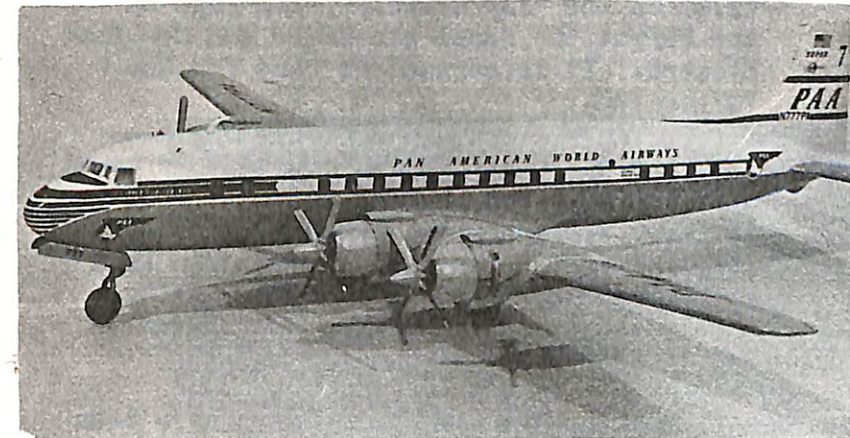
In brief, if you are waiting for the definitive VC10, you better not hold your breath. But with some effort, you will end up with a nice model.

VC10 REFERENCE: In addition to that already mentioned, which shows pictures of Ghana; BA; Gulf and Air Malawia; the following are worthy of note: (1) Pictorial History of Aircraft, by Ross; (2) Aircraft, by Modey; (3) Airliners Issue #2, #3, #5, #12 and #13 which is devoted to the VC10; and finally World Airline Color Schemes, Volume 1.

OTHER NEWS & NOTES

On the new Fowler PAA DC-7 sheet for the Revell reissue kit we can pass on the following (see photo 2). There is some good news and some bad news. First of all the bad news--the decals are perhaps a little light for the blue and it takes some work in order to get a good fit, especially around the nose and with the Clipper name. The good news is that they are thin, clear and easy to work. An interesting sidenote, if you have already seen the Scalemaster reprint of the old Revell sheet, is that the red seven as provided on that sheet is correct for the DC7C, but the blue 7 as provided on the Fowler sheet is correct for the DC-7B. The Fowler sheet includes enough markings to complete any one of the seven DC-7Bs PAA flew. The direction sheet is exceptionally complete and a nice photo is included a la most recent Micro Scale sheets. And more good news. We can expect more decals in the near future from Scale Master,

Photo #2: Revell DC-7 with Fowler decals. The model is by D. Cross and the photograph was taken by the author.



Micro Scale and Fowler Aviation Products. Scale Master has let out the rumor that they will do 3 DC-9's, much the same as their recent 727 sheets. Micro Scale will have DC-9-10, DC-9-50, DC-10 and 747 sheets. And Fowler has an Allegheny sheet that will let you do any one of the following 1/144 kits: DC-9, 727 and BAC One-Eleven.

Airline Transport Photography (ATP) has all kinds of great news. Already available are the following; (1) EAL o/c for the Kadar DC-3; (2) Northeast (black and red) for the Kadar Viscount; (3) Piedmont o/c for the Kadar F-27; (4) and for the Airfix BAC One-Eleven, the late colors for the Mohawk Bird. New goodies to expect around June 1st include; (1) 1/144 727 Federal Express; (2) 1/144 EAL n/c for either DC-9 or 727--colors are custom matched on this sheet and you can do any one of six aircraft; (3) 1/144 Ozark DC-9-31; (4) 1/144 727 or 737 of UAL n/c and how about these last two? (5) EAL o/c for the Kadar L-049 and (6) Braniff International o/c for the Hawk C-131 with either of two tails. In addition there will be a 1/100 kit of the DC-3 EAL--from the Kadar kit--for about \$3.49 and blank 8 1/2 x 11 decal paper, which can be used in a Xerox color copy machine. All of these items are available now or when released from ATP, see their address in the inside back cover of the LOG.

The next kit we can expect from J & L models is the DC-7C in 1/72 scale. Markings will be Northwest. Cost of this model will be about \$15.95. The DC-4 Carvair kit is a very nice item being produced by J & L also. This is a vacuumformed kit with the plastic being about 40 thousands and the kit scales out very nicely. The surface detail is very nice, but whoever said the kit sets a new standards for the vacuumformed kit market probably never saw the Rareplanes offering. The decal sheet from Scale Master is for British Air Ferries. For props and engines you might want to check into an old B-17 kit (or a new one). For some alternate decal scheme you may want to check into Aer Lingus or Ansett/ANA.

The next kit rumored from Griffin will be the Lockheed L-188 in 1/144 scale with Northwestern decals. This note on the Griffin Stratocruiser: First of all, it matches very well to the old Allyn kit. There is perhaps, nothing wrong or bad about this, but it does cause the model to scale at much closer to 1/156 than the advertised 1/144; it is perhaps 3/8 inch too short for the latter. On the other hand, it is molded in much thicker plastic than the model 307 and is therefore considerably easier to build. Besides the suggestions for the Revell DC-7 props, you might also want to consider using the engine nacelles from the Kadar DC-7C. Do not go to the trouble of obtaining the Crown B-29 as except for perhaps the engine and wheels, none of the rest of the kit is useful. Of course, if you have the DC-7C nacelles and the B-29 wings....

A note from Bob Woodling up in sunny Washington as opposed to sunny California, the registration number on the Stratocruiser appeared on the nose gear door as follows. This decal is not provided in the kit. Some other possible decal schemes for the Stratocruiser using easy (?) to get decals are as follows. (1) BOAC using Micro Scale sheet 44-16 which can be done with either white (use sheet) or blue (make your own) speedbird--typical registrations are G-BOAC and G-AKGH; (2) PAA late colors using Micro sheet 44-28 with registration N1035V and

the name "Clipper Flying Eagle"; (3) American Overseas Airlines, which can be done from the old V-66 AA decal sheet (this would take about 4 of the old sheets however) and even then you would have to make your own 'O' and 'V'---a typical registration would be N90942 "Flagship Europe"; (4) Northwest using Micro sheet 44-11 which is pretty close but incomplete---typical registration N74601 "Stratocruiser Manila."

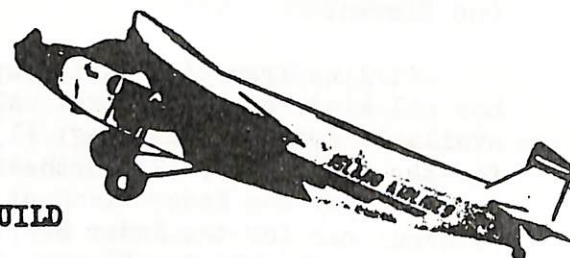
I'm sure there will be some differences of opinion and comments made on the material appearing in this column each issue. The section of the article I do each issue to sort out these problems will be called "the Head".

"the Head": Re. DC-9 article: Wayne Fowler suggests putting on extra little tips out of sheet plastic rather than trying to match chords with the removed tip, which I suggested. I have tried this and found that it works fine. Re. L-188 article: George Cearley submits the following colors for the BI Electras--(1)

beige, later dark (Pangara) green N9701C; (2) medium blue N9702C; (3) yellow (Pangara) N9703C; (4) dark blue N9704C; (5) orange N9706C; (6) dark green (Pangara) N9708C; (7) red N9709C; (8) light green N16816; and (9) ochre N9710C. He also notes that the color of the "Fly Braniff" tail logo on the Flight 501 decal should be red for the Electra. It is correct as blue for the 707 or 720.

And a final note, if you want to model Gulf Air but don't want to do the L-1011 for some reason, there are a couple of suggestions I can offer. The decals from Micro Scale sheet 44-26 will fit pretty nicely to the Airfix F-27 or the Entex 1/100 737.

Most of the above new items have been pretty easy to get in the past from Brookhurst Hobbies, but this is no longer the case. If you are having trouble locating a source for the kits and decals, I suggest Mail Call Models (Scale Master decals and Griffin and J&L models); ATP (ATP decals and Griffin kits); and Victor 66 products.



ISLAND AIRLINES TO REBUILD
FORD TIN GOOSE

Mr. Dave Haberman, VP and General Manager of Island Airlines, reports that the rebuilding of the Ford Tri-Motor that crashed last year is now in progress.

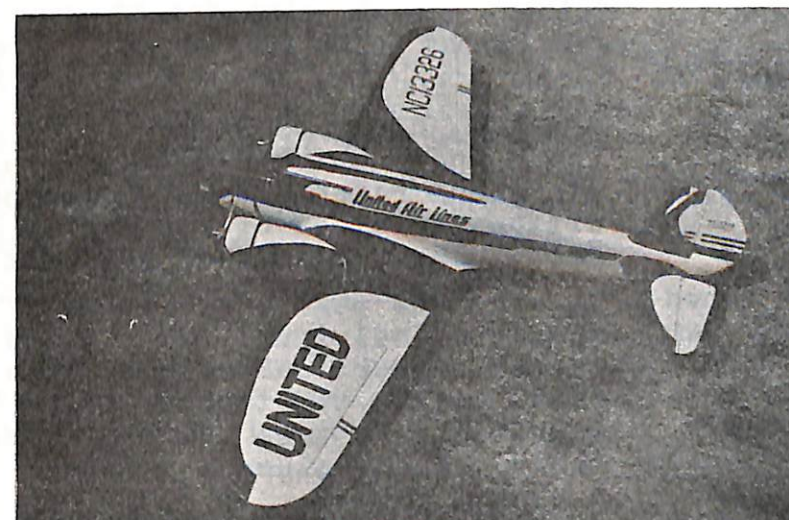
One problem does exist and that is the one of COST. It is going to take approximately \$150,000 to put the "Tin Goose" back in the air. A number of people started a fund to help Island Airlines meet the expense of rebuilding the Ford. The fund is now being handled by Island Airlines. If you wish to contribute, send money/check/money order to: "Save the Tin Goose" P.O. Box 172, Port Clinton, Ohio 43452.

For everyone who contributes \$1 you will receive a "I Helped Save the Tin Goose" sticker (4" x 6") and those contributing \$10 will receive a high quality T-shirt with the same logo and a drawing of the Ford Tri-Motor. The shirt alone would cost four dollars.

Let's all get behind this campaign and help Island Airlines. Here is a chance for you to help perpetuate a little of airline history. Send in your contribution today.

MODEL SHOWCASE

Starting with this issue of the "CAPTAIN'S LOG" we will be featuring models belonging to Club members. Starting us off will be some nice photos of models by Frank Hines of College Park, Georgia. I'm sure a few of Frank's models will be on display at the IPMS Convention to be held in Atlanta this July. If you have pictures of your models, send them into the Editor for publication in the "Model Showcase." All photos will be returned to owner after publication.



ABOVE: Williams Brothers Boeing 247 in United Air Lines livery. Decals by Micro Scale. Detail painting by Frank.

RIGHT: Revell DC-8-10 in the colors of Delta Air Lines. All markings hand painted. Real fine job.



BELOW: Revell DC-7 kit converted to a DC-4 in Capital livery. All markings hand painted. A real beauty in color!



The Summer 1978 issue of the LOG will feature the Curtiss C-46. If you have any photos of C-46 models that you have completed, please send them in for publication. Future a/c to be featured are the Trident, DC-8 and DC-10, the Martins and the Convair jets. We may also stick the Caravelle in some place, if enough interest is generated for such an article.

Around the World

OF SCHEDULE COLLECTING

by
George Cearley

In this issue of the Captain's Log I will be discussing care, handling, and storage of schedules, and continuing the survey of U.S. trunk schedules.

But first, a discussion on schedule format. It was stated in the last issue of the Log that schedules are printed in linear (columnar timetable) or quick reference format. Actually, after talking with several individuals who are in charge of preparing schedules for the airlines I learned that the linear schedule and the columnar timetable are not the same (see examples on the following pages of the Log).

On the page of the Ozark linear schedule, note that each segment of a given flight is printed in a line (or linear) across the page. If the flight involves more than one segment, additional lines are used. The top line for a flight would involve routes from pt A to pt B. The second line from pt B to pt C, etc. Note on the Ozark schedule that the first flight listed, Flt 500, first involves a segment from St. Louis to Des Moines and next a segment from Des Moines to Minneapolis/St. Paul. Note also that the route segments for one flight are clumped together and then a couple of lines are skipped before the various segments of the next flight are listed. For each flight are listed in order across the page AL (airline), flight, city of origin of flight segment (From); city of termination of flight segment (To), TDT - terminal departure time from city of origin (if applicable), ADT - aircraft departure time, AAT - aircraft arrival time, TAT - terminal arrival time (if applicable), frequency of

service, class of service, CAB route under which flight is operated, and remarks on special conditions as class of service on particular segments of a flight.

On the page of the Braniff schedule individual flights are listed in vertical columns like the older public timetables. This schedule is a true columnar timetable. Each column is devoted to a single flight. In the block at the top is shown equipment, then flight and type of service. Arrival and departure times are read downward from city to city in each column. The sequence of placement of flights in columns is often based on activity at a particular major city as Dallas. If you will, note that the sequential placement of schedules from 127 to 65 and so on across the page to Flt 101 is based upon the times of arrival and departure at DFW Airport or surrounding cities as Austin or Oklahoma City with the earliest times on the left and the latest on the right.

Both the Ozark and Braniff schedule pages shown are from schedules known as General Schedules CAB. The Civil Aeronautics Board requires that these be filed with them by the airlines each time a new public schedule is issued. These schedules are also used to prepare the OAG. All show equipment and flight itineraries and arrival and departure times sequentially in various cities along a flight's routing. Most, and I think all, are printed in columnar timetable or linear format. Few, if any, general

schedules are printed in the quick reference format.

A final point, technically the term timetable only applies to the columnar timetable (like the page of the Braniff schedule shown). Quick reference schedules like those issued to the public by Eastern, American, and Braniff are not technically timetables and should be referred to as schedules since they do show times of arrival and departure but not in tables.

Storage, Care, and Handling of Schedules

Schedules should be kept in some type of container that can be closed fairly tightly--ideally a filing cabinet.

Most of my schedules are kept in an 8-drawer log file--the same size as a 4-drawer letter size office file, but with eight separately suspended drawers half the height of those in a four drawer file. Schedules are placed lying parallel to the front of the drawer, vertically on one side. Mine are divided by class of air carrier and geographic location of the airline's base of operations. For example, I start with U.S. trunks, followed by regionals, locals, and air taxi operators. Under each category, carriers are first arranged alphabetically--i.e., U.S. trunks - American, Braniff, Capital, etc. Then, for each carrier, schedules are arranged in chronological order. The first schedule in my top file drawer is American August 6, 1933, and the last in the American section is currently January 10, 1978. Starting next after American is Braniff, beginning with Nov. 1, 1935, and concluding with January 10, 1978. After the U.S. schedules section of the file, I next have sections in order on Latin America (divided into Mexico, Central America, Caribbean, and South America); Europe (divided into Great Britain & Ireland, Western Continental Europe, Eastern Europe); Asia (Middle East, Southwest Asia, and

Southeast Asia); Australia; and Africa. In each geographic region or subregion schedules are arranged alphabetically by airline and then chronologically.

I keep all duplicates separate from original schedules in order to know exactly how many and what duplicates I have on hand and to keep from accidentally pulling an original schedule I wish to keep.

Schedules should not be packed tightly in files, drawers, or boxes so that they are difficult to remove. In this situation older schedules in particular can be damaged or torn when removed or replaced in file. Older schedules should be opened and handled with great care as paper may become brittle with age and tear easily.

If you have no filing cabinet, it might be well to bind schedules in groups--according to airline, type of carrier, geographic location, etc. First, wrap schedules in sheets of paper, then tie with a string or wrap with a rubber band. Do not wrap schedules with rubber bands in direct contact with the schedule paper. As rubber bands age, they may adhere to the schedule and become almost impossible to remove.

Next, if you don't have a file, place your schedules in a box that can be closed well. It is important to keep schedules away from dampness and in areas of low humidity. High humidity may damage paper, causing the pages to ripple or adhere to one another. Attics and basements generally are not good storage areas as temperature and humidity are not usually controlled well enough in these areas. A series of shoe boxes placed in drawers, on shelves, or in a closet might be good for storage if you have no filing cabinet. Unwrapped, unprotected schedules should not be dumped into a large box where they are allowed to move about freely. This increases the chance of damage, especially to older items.

AL	FLIGHT	EOB	FROM	TO	TOT	ADT	AAT	TAT	FREQ	CLASS	SERVICE	ROUTE	D-DISCONTINUED	REMARKS
NZ	000500	D9S	STL	DSM	1210	1303			DAILY	S B	S	107		
NZ	000500	D9S	DSM	MSP	1316	1400			DAILY	S B		107		
NZ	000506	DC9	STL	DEC	1905	1935			X6	S B		107		
NZ	000506	DC9	DEC	PIA	1945	2010			X6	S BU		107		
NZ	000506	DC9	PIA	ORD	2022	2100			X6	S B		107		
NZ	000507	D9S	ORD	BRL	2123	2206			X6	S BU		107		
NZ	000507	D9S	BRL	UIN	2218	2238			X6	S BU		107		
NZ	000507	D9S	UIN	STL	2248	2313			X6	S B		107		
NZ	000508	DC9	STL	ORD	1240	1333			X67	S B	S	107		
NZ	000509	D9S	STL	MWA	1250	1322			7	S BU		107		
NZ	000509	D9S	ORD	STL	1130	1225			X67	S B	S	107		
NZ	000509	D9S	STL	MWA	1250	1322			X67	S BU		107		
NZ	000515	DC9	ORD	SPI	0820	0903			X67	S B		107		
NZ	000516	DC9	SPI	PIA	0930	0950			X67	S B		107		
NZ	000516	DC9	PIA	ORD	1004	1040			X67	S B		107		
NZ	000517	D9S	STL	COU	0625	0655			X67	S BU		107		
NZ	000517	D9S	COU	MCI	0710	0745			X67	S BU		107		
NZ	000520	DC9	OMA	MLI	0725	0813			X7	S B	S	107		
NZ	000520	DC9	MLI	PIA	0830	0852			X7	S B		107		
NZ	000520	DC9	PIA	DTW	0907	1105			X7	S B		107		
NZ	000521	DC9	DTW	PIA	1210	1215			X7	S B	S	107		
NZ	000521	DC9	PIA	SPI	1230	1250			X7	S B		107		
NZ	000521	DC9	SPI	STL	1305	1330	1340		X7	S B		107		
NZ	000522	DC9	STL	SPI	1355	1420			X6	S B		107		
NZ	000522	DC9	SPI	PIA	1435	1455			X6	S B		107		
NZ	000522	DC9	PIA	DTW	1517	1715			X6	S B		107		
NZ	000523	DC9	DTW	PIA	1810	1815			X6	S B	S	107		
NZ	000523	DC9	PIA	MLI	1830	1852			X6	S B		107		
NZ	000523	DC9	MLI	OMA	1905	1955			X6	S B		107		

*SNB applicable STL-MCI

EFFECTIVE 01/15/78

ISSUED 12/15/77

GENERAL SCHEDULE No. 34 ROUTES 9 and 151		BRANIFF AIRWAYS, INC.										FIRST REVISED PAGE 9 CANCELS ORIGINAL PAGE 9	
NEW YORK - NEWARK - WASHINGTON - NASHVILLE - MEMPHIS - DALLAS-FORT WORTH - SOUTH TEXAS DETROIT - KANSAS CITY - DALLAS-FORT WORTH - SOUTH TEXAS MINNEAPOLIS-ST. PAUL - CHICAGO - KANSAS CITY - ST. LOUIS - DALLAS-FORT WORTH - NEW ORLEANS - SOUTH TEXAS DENVER - AMARILLO - OKLAHOMA CITY - MEMPHIS - DALLAS-FORT WORTH - SOUTH TEXAS SEATTLE-TACOMA - PORTLAND - DALLAS-FORT WORTH - SAN ANTONIO - HOUSTON DALLAS-FORT WORTH - HONOLULU DENVER - DALLAS-FORT WORTH - NEW ORLEANS - TAMPA-ST. PETERSBURG-CLEARWATER - MIAMI-FORT LAUDERDALE SOUTH AND WESTBOUND													
(Read Down)													
EQUIPMENT.	FLIGHT NO.: CLASS OF SERVICE:	JET 72S	JET 727	JET 72S	JET 727	JET 72S	JET 72S	JET 72S	JET 72S	JET 727	JET 72S	JET 72S	AIR- PORT CODE
DAY OPERATED (Daily if Blank)		127 F/Y/B	65 F/Y/B	37 F/Y/B	21 F/Y/B	67 F/Y/B	137 F/Y/B	275 F/Y/B	117 F/Y/B	11 F/Y/B	153 F/Y/B	6 F/Y/B	
NEW YORK (EST)									15 00	16 40		17 15	JFK LGA EWR
J.F. Kennedy Int'l Airport		Lv											
La Guardia Airport		Lv			M16 00								DCA DCA IAD IAD IAD IAD
Newark Airport		Lv											
WASHINGTON									15 59				
National Airport		Lv							M16 30				
National Airport		Lv								17 45			
Dulles Airport		Lv								18 00			
Dulles Terminal		Lv								18 00			
Dulles Terminal		Lv							M18 15				
Dulles Airport (EST)		Lv										M18 50	
SEATTLE-TACOMA (PST)		Lv											SEA SEA PDX PDX
SEATTLE-TACOMA		Lv											
PORTLAND (PST)		Lv											
MINNEAPOLIS-ST. PAUL (CST)		Lv						15 05					MSP DTW ORD DEN DEN
DETROIT (Metropolitan)		Lv											
CHICAGO (O'Hare)		Lv	13 00		16 00					M17 00			
DENVER (MST)		Lv											
DENVER (MST)		Lv		15 00									
OMAHA (CST)		Lv						15 58 16 25					OMA OMA DSM DSM MCI
OMAHA		Lv											
DES MOINES		Lv											
DES MOINES		Lv						17 00					
KANSAS CITY		Lv	14 15										
KANSAS CITY		Lv						M17 30					MCI STL ICT ICT BNA BNA
ST. LOUIS		Lv	14 45										
WICHITA		Lv	15 25										
WICHITA		Lv	15 50										
NASHVILLE (CST)		Lv											COS COS AMA AMA LBB LBB
COLORADO SPRINGS (MST)		Lv											
COLORADO SPRINGS (MST)		Lv											
AMARILLO (CST)		Lv						18 40					
AMARILLO		Lv											
LUBBOCK		Lv											
LUBBOCK		Lv											
OKLAHOMA CITY		Lv	16 25										OKC OKC MEM MEM LIT LIT MEM
OKLAHOMA CITY		Lv	16 50										
MEMPHIS		Lv							17 35 18 00				
MEMPHIS		Lv											
LITTLE ROCK		Lv											
LITTLE ROCK		Lv											
MEMPHIS		Lv											
TULSA		Lv											TUL TUL FSM FSM TUL TUL OKC
TULSA		Lv											
FORT SMITH		Lv											
FORT SMITH		Lv											
TULSA		Lv											
TULSA		Lv											
OKLAHOMA CITY		Lv											
OKLAHOMA CITY		Lv	17 30	17 30	18 05	18 30	18 30	18 45	19 30	19 10	19 10	19 30	OKC DFW
DALLAS/FORT WORTH		Lv											
DALLAS/FORT WORTH		Lv	18 00	M18 15	18 40	19 00	M19 15	19 30	20 00	20 15 20 40	20 00	20 05	DFW AUS AUS IAH IAH SAT
AUSTIN		Lv											
AUSTIN		Lv											
HOUSTON (Intercontinental)		Lv	18 50			19 45			20 45 21 05	21 05		20 52	
HOUSTON (Intercontinental)		Lv											
SAN ANTONIO		Lv											
SAN ANTONIO		Lv											
CORPUS CHRISTI		Lv											SAT CRP BRO
BROWNSVILLE		Lv			19 50				22 00				
SHREVEPORT		Lv											SHV SHV MSY MSY
SHREVEPORT		Lv											
NEW ORLEANS		Lv											
NEW ORLEANS (CST)		Lv											HNL
HONOLULU (HST)		Lv											
TAMPA-ST. PETERSBURG-CLEARWATER		Lv		21 10									TPA FLL FLL
FT. LAUDERDALE/HOLLYWOOD		Lv											
WOODWARD		Lv											MIA
MIAMI (EST)		Lv											

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ISSUED JANUARY 12, 1978

EFFECTIVE FEBRUARY 1, 1978

In this issue of the Captain's Log I will be continuing the survey of U.S. trunk airline schedules, listing those for Eastern, Mid-Continent, National, Northeast, and Northwest. Not all items listed are schedules in my personal collection, but include those in the collections of Brooks Camp and Bruce Drum.

Eastern

1935 - Nov 1
 1941 - May 1
 1950 - Nov 1
 1953 - Mar 1
 1955 - May 1, Sep 25
 1956 - Jan 1, Feb 1, Apr 1, Apr 29, Sep 1
 1957 - Jan 18, Feb 1, Sep 4
 1958 - Jan 1, Feb 1, Jun 1, Jul 1, Oct 26
 1959 - Mar 1, Apr 1, Apr 26, Jun 1, Jul 1, Aug 1, Sep 1, Sep 27, Oct 25, Dec 11
 1960 - Jan 1, Jan 24, Feb 1, Feb 15, Mar 1, Apr 1, Apr 24, Jun 1, Jul 1, Aug 1, Sep 1, Sep 25, Oct 30, Dec 1
 1961 - Jan 1, Feb 1, Mar 1, Apr 1, Apr 30, Jun 1, Jul 10, Aug 1, Sep 1, Oct 1, Oct 29, Dec 1
 1962 - Jan 1, Feb 1, Mar 1, Apr 29, Aug 23, Sep 13, Oct 1, Oct 28, Dec 13
 1963 - Feb 1, Apr 28, Jun 1, Jul 1, Aug 1, Sep 9, Oct 27, Dec 18
 1964 - Jan 17, Mar 1, Apr 26, Jun 1, Jul 1, Aug 10, Sep 14, Oct 1, Oct 25, Dec 15
 1965 - Jan 6, Feb 5, Mar 1, Apr 25, Jun 1, Aug 1, Sep 8, Oct 1, Oct 31, Dec 15
 1966 - Feb 1, Apr 24, Jun 1, Jul 1, Aug 1, Sep 1, Oct 30, Dec 15
 1967 - Feb 1, Mar 15, Apr 30, Jun 13, Aug 1, Sep 11, Oct 29, Dec 14
 1968 - Feb 15, Apr 1, Apr 28, Jun 21, Aug 1, Sep 9, Oct 1, Oct 27, Dec 18
 1969 - Feb 1, Mar 1, Apr 27, Jun 18, Aug 1, Sep 23, Oct 26, Dec 11
 1970 - Jan 7, Apr 26, Jul 1, Sep 14, Dec 1
 1971 - Jan 21, Apr 25, Jul 1, Sep 8, Dec 12

Eastern (Cont'd)

1972 - Feb 1, Apr 30, Jul 1, Sep 6, Dec 13
 1973 - Jan 31, May 1, Jun 1, Jul 2, Sep 5, Dec 2
 1974 - Jan 7, Jan 31, May 1, Jul 2, Sep 4, Oct 27, Dec 3
 1975 - Feb 23, May 1, Sep 3, Dec 10
 1976 - Jan 10, May 1, Sep 8, Dec 8
 1977 - Jan 11, May 1, Jul 2, Sep 7, Dec 13
 1978 - Jan 31

Mid-Continent

1938 - Nov 1
 1941 - Aug 1
 1946 - Jan 15
 1948 - Apr
 1950 - Nov 1
 1952 - Jun 15
 Hanford 1934 - Oct 1

National

1938 - Aug 15
 1941 - Jul 1
 1947 - Jan
 1950 - Jun, Nov 1
 1953 - Sep 1
 1955 - Apr 24, Jul 1, Aug 1, Dec 14
 1956 - Feb, Apr, Jul, Dec 14
 1957 - Jun 21, Nov 1
 1958 - Jan 7, Feb 1, Jun 1, Jul 1, Aug 1, Sep 1, Oct 26, Dec 14
 1959 - Feb 1, Mar 1, Apr 1, Apr 26, Jun 1, Jul 1, Aug 1, Sep 1, Oct 1, Oct 25, Dec 1
 1960 - Jan 11, Apr 24, Aug 1, Sep 1, Sep 25, Oct 30, Dec 1
 1961 - Jan 9, Mar 1, Apr 1, Apr 30, Jun 11, Jul 1, Aug 1, Sep 1, Sep 24, Oct 29, Dec 1
 1962 - Jan 8, Feb 1, Mar 2, Jun 1, Aug 1, Sep 4, Oct 28
 1963 - Jan 19, Mar 1, Apr 28, May 30, Jul 15, Sep 3, Oct 27, Dec 1
 1964 - Jan 1, Mar 1, Apr 26, May 31, Aug 1, Sep 7, Dec 12
 1965 - Feb 15, Apr 25, Jun 6, Jul 1, Sep 6, Oct 31, Dec 15
 1966 - Feb 1, Apr 24, Jul 1, Sep 1, Oct 30, Dec 14
 1967 - Jan 15, Mar 13, Apr 30, Jul 1, Oct 29
 1968 - Jan 3, Mar 1, Apr 28, Jul 1, Oct 27, Dec 1
 1969 - Mar 1, Apr 27, Jul 15, Oct 1, Oct 26, Dec 15

National (Cont'd)

1970 - Mar 25, Jun 1, Jul 15, Oct 25, Nov 15
 1971 - Apr 20, Jul 1, Oct 31
 1972 - Apr 13, May 25, Jul 1, Aug 1, Oct 29
 1973 - Jan 8, May 1, Jul 15, Sep 15, Dec 1
 1974 - Jan 7, Apr 23, Jul 1, Dec 15
 1975 - Jan 31, Apr 15, Jul 1, Sep 1
 1976 - Jan 6, May 15, Jul 1, Nov 15
 1977 - May 1, Jun 1, Sep 1, Dec 13

Northeast

1942 - Apr 1
 1950 - Mar 1
 1953 - Sep 27
 1955 - Sep 13
 1956 - Jun 21
 1957 - Apr 28
 1958 - Jan 15, Jun 1, Aug 1
 1959 - Apr 26, May 17, Jun 26, Sep 15, Oct 25, Dec 1
 1960 - Feb 1, Apr 24, Jun 24, Sep 13, Oct 30
 1961 - Feb 1, Mar 1, Apr 30, Jun 25, Dec 15
 1962 - Mar 1, Apr 29, Jun 1, Jul 9, Sep 10, Oct 28
 1963 - Feb 1, Apr 28, Jun 28, Oct 27, Dec 18
 1964 - Feb 1, Mar 1, Apr 26, Jul 9, Oct 25, Dec 3
 1965 - Jan 15, Apr 25, Jun 1, Jun 17, Sep 13, Oct 31, Dec 15
 1966 - Apr 24, Jun 24, Sep 7, Oct 1, Oct 30, Dec 16
 1967 - Jan 4, Mar 1, Apr 30, Jun 16, Aug 9, Sep 11, Oct 29, Dec 15
 1968 - Jan 7, Mar 2, Apr 28, Jun 13, Sep 9, Oct 1, Oct 27, Dec 15
 1969 - Feb 16, Mar 14, Apr 15, Jun 1, Sep 14, Nov 1, Dec 14
 1970 - Jan 6, Mar 1, Apr 26, Jun 1, Jul 1, Sep 15, Oct 25, Dec 10
 1971 - Feb 1, Apr 25, Jul 1, Sep 15, Oct 31
 1972 - Feb 1, Apr 30, Jul 1

Boston-Maine-Vermont 1938 - Oct 1

Northwest

1931 - Feb 2
 1940 - Sep, Nov
 1941 - Jun 1, Sep 1, Dec 1

Northwest (Cont'd)

1952 - Mar 15
 1953 - Aug 7
 1955 - Mar 1, Jul 1, Sep 1, Dec 1
 1956 - Jan 1, Feb 1, Mar-Apr, May-June, Jul-Aug
 1957 - Feb 1, Jul, Dec 1
 1958 - Feb 1, Jun 1, Jul 1, Dec 1
 1959 - Mar 1, Apr 1, Jul 1, Aug 1
 1960 - Jan 1, Feb 1, Mar 1, Apr 24, May 22, Jul 1, Aug 1, Sep 6, Sep 25, Oct 30, Dec 1
 1961 - Jan 1, Mar 1, Apr 1, Apr 30, May 28, Jul 1, Aug 1, Sep 5, Sep 24, Nov 15
 1962 - Jan 2, Feb 1, Mar 1, Apr 29, May 27, Jul 1, Aug 1, Sep 4, Sep 30, Oct 28, Dec 15
 1963 - Feb 1, Mar 1, Apr 28, May 26, Jul 1, Aug 1, Sep 3, Oct 27, Dec 14
 1964 - Feb 1, Mar 1, Apr 26, May 24, Jul 1, Aug 1, Sep 8, Oct 25, Dec 15
 1965 - Jan 1, Mar 1, Apr 1, Apr 25, May 23, Jul 1, Sep 7, Oct 1, Oct 31, Dec 1
 1966 - Jan 14, Mar 1, Apr 24, Jun 1, Jul 1, Sep 1, Oct 1, Oct 30, Dec 15
 1967 - Feb 1, Mar 1, Apr 1, Apr 30, Jun 1, Jun 14, Aug 15, Oct 1, Oct 29, Dec 15
 1968 - Feb 1, Mar 1, Apr 1, Apr 28, Jun 1, Jul 1, Aug 1, Sep 1, Oct 1, Oct 27, Dec 15
 1969 - Mar 1, Apr 1, Apr 27, Jun 1, Jul 1, Aug 1, Sep 1, Oct 4, Oct 26
 1970 - Jan 6, Apr 1, Apr 26, Jun 1, Jul 1, Sep 14, Nov 16, Dec 17
 1971 - Jan 18, Feb 1, Mar 1, Apr 1, Apr 25, Jun 1, Aug 1, Oct 1, Oct 31, Dec 15
 1972 - Feb 1, Apr 1, Apr 30, Jun 1, Oct 29, Dec 13
 1973 - Feb 1, Mar 1, Apr 29, Jun 1, Sep 17, Oct 28, Dec 13
 1974 - Feb 1, Apr 22, Jun 1, Sep 16, Oct 27, Dec 18
 1975 - Feb 23, Apr 27, Jun 5, Sep 15, Oct 26, Dec 17
 1976 - Apr 25, Jun 1, Aug 1, Sep 13, Oct 31, Dec 15
 1977 - Apr 24, Jun 8, Sep 12, Oct 30, Dec 15

The author wishes to thank the following persons:
 Mary Cearley, Brooks Camp, and Bruce Drum.



NEWSLETTER

AIR LINES

There are no new members to list this issue or change of addresses. I hope this has all been taken care of in the new roster that is enclosed with this issue.

Due to problems with the way membership fees were collected this past year, there will be no financial statement this year (1977). There will be one at the end of this year (1978). With everyone paying their dues at the same time it will be a lot easier for me to keep track of out going cash and in coming cash. I'm sorry about this, but I really lost control of the whole thing about the middle of last year. Hopefully this year will be better!

We are currently up to membership number 262 (3/15/78). Of this number 24 have dropped out or resigned from the Club. This leaves us with 238 active members. I hope this number grows considerably before the year is over. We are mailing out about 15 additional copies of the Captain's Log to various airlines that have sent in material that has been used in articles or that will be used in future articles. Several members of the editorial staff are receiving complementary memberships for the time and money (postage/time/etc.) they have put forth in behalf of the Club. I think this is only proper. If anyone disagrees with this policy, please drop me a line.

To give you a idea of what will be coming up in the next several issues of the "Captain's Log" George Cearley will be doing a feature article on Braniff International Airlines in the Summer 78 issue in which the Curtiss C-46 will be the featured aircraft. Steve Kenyon is going to do the article on the C-46. In the Fall 78 issue it looks, at this time, as if the Trident will be the featured aircraft while no airline has been chosen at this time.

What aircraft and airlines would you like to see be featured in the LOG? This is YOUR magazine. Let us know your wishes. We will try our best to satisfy your desires. Just let the editor know what you want.

As you may remember, the editor is working on a Boeing 727 post card catalog. So far he has cataloged over 175 different 727 cards. One item, however, has drawn a blank. Has anyone, in his collection, a post card of a Western Airlines 727? If so, I would like to borrow it for a short while. I am still in need of a great many cards. I would appreciate it if those of you that collect cards would send me a listing of the 727 post cards that you have in your collection. I will appreciate any help you can give me in making a complete list as possible of Boeing 727 cards.

There have been a number of inquiries from new members about obtaining some of the first issues of the Captain's Log. I would like to hear from anyone who wishes these back copies. I will have to warn you now, they weren't much! However, if enough people show a interest in having some of these early issues xeroxed, I will do so. First I will need to know how many people are interested. Please write me listing the issues you are interested in. The following is a brief look at what was featured in each issue.

- Vol I, No. 1 Malaysian Airlines/Boeing 737
- Vol I, No. 2 North Central DC-3/Eastern
- Vol I, No. 3 Douglas DC-6/7-Allegany
- Vol I, No. 4 Boeing 727/Fokker F-28
Air New England/Antilles Air
- Vol II, No. 1 Western Airlines/Europe Looks Ahead/Aer Lingus-Irish
- Vol II, No. 2 Canadian Special
- Vol II, No. 3 Concorde/Yak-40/B.I.A.S.
- Vol II, No. 4 Ford Tri-Motor/Texas Int'l.
- Vol III, No. 1 PNA/Connie
- Vol III, No. 2 Ozark A/L/DC-9

FLIGHT EXCHANGE

E. William Helmer, 4224 Pratt Avenue, Lincolnwood, Illinois 60466 would like to trade or purchase World Airline Fleets, editions 1, 2, 3 & 4. He has a large variety of airline collectibles for trade.

Larry W. Meyer, 2214 Los Angeles Ave., Pittsburgh, Penn. 15216 wants any information on a aircraft receiver that is tuneable to any frequency between 108-136 Mhz. Something other than a multi-band radio or crystal controlled scanner. It can be either commercial or home-built. Also does anyone know if there is any book or publication out that deals with aviation accidents?

Karl Smalley, 5232 Curtis, Dearborn, Michigan, 48126 wants postcards of the DC-8. Interested in any and all but especially need National, Eastern, Northwest, United o/c and Universal. Will buy or trade. Also looking for third level carrier time tables.

Jay L. Pickering, Route #1, Pickering Road, St. Clairsville, Ohio 43950 wants to buy the following Aero Mini models of metal in the 1/240 scale. Please state price and condition. Boeing 707 AA; DC-8 Air Canada and Eastern; Boeing 727 Pan Am, TWA, AA and Braniff in blue and in red; DC-9 Ozark and Eastern. If anyone knows of any model company who makes the metal model in the same scale and detail as Aero Mini model, please write me the address. Also looking for post cards of Mohawk and Lake Central Airlines.

Jerry Soltis, 31 Vern Lane, Buffalo, New York 14227 has for trade TWA knives and forks from the "Constellation" era, for comparable silverware, glassware or china.

Steve Clifton, 800 W. End Ave., New York, N.Y. 10025 has some Air Jet Advance Models in perfect condition available for below cost. Please write him for list. (This sounds like a good deal since Air Jet just increased their prices by about 30%!)

Henry Harteveltdt III, Tulane Univ. Box 898, 31 McAlister Dr., New Orleans, La. 70118 is looking for some of the Flight 501 Braniff 707 decals. Henry also has a nice list of Delta Airlines slides all the way from the Duster to the 747. Asking price is \$.75 each. Write him for copy of listing. Mr. Harteveltdt is also looking for the following decals: Delta DC-10 (Revell) Western DC-10 and SAS DC-10-30 and LTU L-1011 Revell decals along with Braniff and Mohawk BAC One-eleven kits by Airfix. He also is interested in any post cards or a/c or airports containing material on AA, BI, Delta, and Eastern from the 1940s to the present.

Charles C. Quarles, 112-D Hardin Street, Rutherfordton, N.C. 28139 wants solid-construction display type models (airline or business aircraft) old or new. Copy of Robert Serling's The Eleetra Story. Also wanted are any items pertaining to flight attendant training--wings, manuals, etc.

Joel Van Engen, Beacon Motel, 905 East 5th St., Blue Earth, Minn. 56013 is looking for anyone that has first flight envelopes/cards for sale or trade.

Mike Abbamonte, 15 Noel Drive, Rochester, N.Y. 14606 has a number of items on his mind: Wanted for trade or sale a Hawk Capital Airlines Viscount kit--please state price and condition. I have for trade ONLY Lindberg TWA CV880, Revell United DC-8, Entex DC-3 kits plus 747SP already assembled plastic toy/model in Pan Am livery. For sale only, Air Facts Reader 1939 to 1941-\$6.00 new. Flying Know How by Buck-\$10.00 new.

FLIGHT EXCHANGE FLIGHT EXCHANGE FLIGHT EXCHANGE FLIGHT EXCHANGE FLIGHT EXCHANGE

Abbanonte (continued) For sale hard plastic slide file boxes that hold 30 2 X 2 inch slides - \$.50 each plus Clear vinyl plastic slide sheet punched for 3 ring binders and hold 20 2 X 2 inch slides - \$.85 each (price includes shipping).

Victor Phillips, Jr., 6522 6th Street, N.W., Washington, DC 20012 is looking for anything on the BAC One-eleven a/c. Especially looking for airline brochures on the 1-11 from Braniff, American, Mohawk. Would like to receive post cards of the same.

Leonard Wallis, 38 Linlake Drive, St. Catharines, Ontario, L2N 2M3 Canada, sells Allegheny postcards (5 1/2 x 7) colored of BAC 1-11 N1125J & DC-9-31 N950VJ in old colors. Cost is \$2.00 U.S. for 6, including postage and cardboard protection. Your choice of mixture. WANTED, original 35 mm airliners slides suitable for postcard production. No remuneration, but credit line and samples given upon publication.

Terry M. Love, 13401 Morgan Avenue South, Apt. 227, Burnsville, Minn. 55337 has a xerox copy of the history of North Central Airlines he will send you for one dollar (\$1.00). Also he will send you the current North Central schedule. (This history of North Central is very good since Terry sent me a copy sometime back and I have had time to review it. You can't go wrong for a buck!)

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JULY 20 - 23, 1978

AIRLINER'S INTERNATIONAL CONVENTION '78

Skyline Hotel: TORONTO, Canada

Plan now to attend the largest gathering of aviation enthusiasts ever held in North America! Delegates are invited to bring along your particular facet of the airline hobby for displaying, and to get in on the enjoyment of meeting other enthusiasts with similar interests. In addition to a gigantic display room with professional exhibits there will be continuous slide and movie shows being presented daily. Airline modellers and photographers are also invited to participate in the model contest and the photo contest. Convention to be capped off with the Convention Banquet on Saturday evening July 22nd. Don't miss it!

Write now for complete detailed information on the Airliner's International Convention '78 including rates and booking details to; Box 72, Malton P.O. MISSISSAUGA, Ontario Canada L4T 3B5.

JULY 20 - 23, 1978

THE AIRWAY TO EVERYWHERE

PART III

By MARION C. PYLES

Soon after the start of WW II, a press release from Postmaster General Frank C. Walker urged the use of air mail instead of long distance telephone calls so that the trunk lines may be kept open "for any emergency that may arise."

Telephone companies requested that only the most urgent of calls be made and suggested that use should be made of the excellent overnight coast-to-coast air mail service.

During the emergency, many people became aware of All American's unique air pick-up and were more than willing to do their part to help out during a period of National emergency.

January 1941 saw a 78.9% completion factor on the routes of the Airway to Everywhere. They carried 9,404 lbs. of mail and 3,023 pounds of express. This was impressive when we consider where AAA operated.

February 1941 saw an increase in mail volume to 10,636 pounds and a drop in express volume to only 746 pounds while the completion factor jumped to 90.5%. (I think this trend has continued on into the seventies. If air service doesn't meet the expectations of the customer, he will find another way to transport his wares. It may take weeks, months or even longer to win back the confidence need for repeat business. Author.)

March 1941 was a better month for mail which totaled 12,760 lbs. while the express started making a slow comeback with 854 lbs. The operating percentage increased to 91.9%. The first issue of the "PICK-UP" was circulated to employees as the "house organ" and is the medium used for much of the research for this story. NC2285 was converted from civilian status to pick-up plane with all the accessories. New ground stations were installed along route 'D' from Pittsburgh north to Jamestown.

April 2, 1941 saw 45 pounds of mail arriving in Wilmington on the morning delivery. There was a rate hearing in April and surveys were underway on extension of AM 49. Mail volume was 14,650 pounds, express made a comeback to 1,256 lbs. and operating percentage increased to 98.0.

In May, a Technicolor Pick-up movie was released. (If you know of a copy of this movie, please contact the author through WAHC.) West Newton and Masontown, W.Va. were added to Route A on May 5 and Norm Rintoul discovered the crash of a Brewster.

During June, Carlisle, Lewistown and Shippensburg were approved for service. A. Felix DuPont, Jr. went on active duty with the Air Corps, Jim Meermans went into the military, and Cammy Vinet was transferred to Wilmington. Jack Hawes was the father of a 6 lb., 10 oz. daughter. Mail volume had increased another 1000 lbs. over April with 15,727 lbs. while express showed a decrease to 1,137 lbs. Operating percentage was 96.4 during June.

In July, new service was begun to Slipperyrock, Youngsville, Blairsville, Portage, and Williamsburg. The Railway took over handling of express on the 15th and there was an immediate increase in volume to 2,733 pounds for the month. On July 18th, Triple A participated in the All-Ohio Air Tour. Melvin Kurtz became the father of a 7 lb. daughter. Mail volume was now 17,682 lbs and operating percentage was nearly perfect at 99.7.

August 12, 1941 was the first anniversary of AM 49 and Triple A celebrated accordingly. NC21129 was converted and painted silver. A 93 mph gale damaged NC21107 at DuPont Field. Mail volume was 18,146 lbs., Express was 5,016 lbs. and the operating percentage was 98.6.

September 14, 1941 was the day AAA made a demonstration at the Newark Air

Show. Harry stringer attended a post-master's Convention in Boston on the 15th. On the 29th, Lewistown, Carlisle, and Shippensburg saw first service. Mail volume was 17,783 lbs., Express dropped to 3,932 lbs. and operating percentage increased to a best yet 99.9.

October saw Ed Musser appointed Maintenance Superintendent at Pittsburgh and on the 12th, Chester Jones became the father of the first son of a AAA employee. Aircraft NC21130 was converted and returned to service. Mail volume was 14,832 lbs. and Express volume was 3,023 lbs. Operating percentage was still high at 97.8.

November 1941 was when Bill Burkhardt recovered from an appendectomy. Mail volume dropped to 14,832 lbs., Express volume decreased only 23 pounds to 3,023. The operating percentage was up to 98.8.

On December 3, 1941, 229 pounds of mail left Pittsburgh on Route F which wound its way East through Latrobe, Altoona, Gettysburg, Lancaster, Wilmington and terminated at Philadelphia. The application for extension of AM 49 was filed on the 12th. The Pittsburgh Christmas party was on the 20th. AAA completed 1,000,000 miles of scheduled flying on the 23rd. On the 24th, Holger Hoiriis was made Wing Commander of the C.A.P., Herman Mathieu entered the military and the Wilmington Christmas party was held. AAA carried 17,361 pounds of mail, 2,882 lbs. of Express and had an operating percentage of 91.6.

During 1941, Triple A carried 41.9 average pounds of mail per trip. Express increased 62% over the previous year, while the national average increase was only 19%. AAA picked up 14,673 average pieces of mail per town during 1941.

An announcement in January 1942 was made concerning the opening of a new Experimental and Development annex at Wilmington. The engineers and draftsmen were well pleased with the new well-lit quarters.

NC21107, the original AAA pick-up was transferred to Wilmington as an experimental ship where she continued her pioneer work in the development of air pick-up.

An experiment by Noah A. McCray of Buckhammon, W.Va. proved to be very successful. He removed the lower pole section at his pick-up station which lowered the station from 20 to 12 feet above

the ground. He was of the opinion that the pilot could judge his distance better with the lower station and said that the hook still missed the ground by a good 10 feet.

Following is a "Press Release" made by the War Department Bureau of Public Relations on the All American Glider Pick-Up demonstration at Wright Field, Dayton, Ohio, June 4-5, 1942.

"Picking up gliders from the ground by airplane flying at more than 100 miles per hour has been successfully demonstrated at the Army Air Forces Materiel Center, Wright Field, Dayton, Ohio, it was announced today by the War Department."

"High Army Air Force Officers who witnessed and participated in the glider pick-up demonstration flights pronounced them highly successful and indicated that the system may be utilized to speed up the training program for glider pilots recently inaugurated by the Army Air Forces."

"Using this pick-up system, training gliders can be picked up from a stationary position on the ground by a plane in flight and towed until they gain sufficient altitude to be released by the glider pilot. The airplane then circles and makes another pick-up of a waiting glider. In this way, gliders can be picked up at the rate of one about every three minutes."

"The equipment demonstrated at Wright Field was designed for picking up light training gliders and the demonstrations so far have been limited to gliders of this type."

"The inauguration of the non-stop glider pick-up system will greatly simplify and speed up an important phase of the new program of training glider pilots urgently needed by the Army Air Forces by eliminating the need for an airplane to take off every time a glider is taken aloft for a training flight."

"The glider used in the Wright Field demonstrations was an XTG-3, and the pick-ups were made by a Stinson light monoplane. In practice pick-ups preceding the demonstrations, a Piper Cub airplane with the propeller removed was used in place of the glider."

"At the controls of the glider during the first non-stop pick-up was Colonel F.R. Dent, Air Corps, Chief of the Experimental Glider Unit at Wright Field, who expressed himself as being entirely satisfied with its operation."

"Succeeding pick-up flights were

made by several young flying officers of the Glider Unit, among them Second Lieutenant Charles H. Decker, one of the four American possessors of the Golden "C" Certificate of the Federation Aeronautique Internationale. The Golden "C" is awarded to glider and soaring pilots who have met a number of rigid requirements, among them the piloting of a glider to an altitude of 10,000 feet and having soared for a distance of at least 200 miles."

"Under the pick-up system the glider is placed about 200 feet back of two uprights, between which a tow-line is placed. Inside the cabin of the airplane which is making the pick-up is a revolving reel, equipped with a built-in brake which carries the tow-line cable and grapple hook."

"The tow plane comes in and as it approaches the pick-up ground station, the pilot levels off much in the same manner as he would in making a landing, except that his speed is much greater, anywhere from 95 to 120 miles per hour. He lowers the hook at the end catches the suspended tow-line. At the moment of contact, with the airplane from 12 to 14 feet from the ground, the cable reel inside the plane is permitted to spin freely to pay out additional tow-cable to cushion the initial load imposed by the dead weight of the glider on the ground. Some of the shock is also taken up by the tow-line itself which is made of nylon to give maximum strength with great resilience."

"Gradually the reel-brake is applied, the glider accelerates smoothly, and by the time the speeding tow-plane has leveled off, the glider is airborne. Then the brake is fully locked and the glider is in full tow. When the glider has gained sufficient altitude the glider pilot cuts himself loose. If at any time while the glider is in tow the acceleration exceeds 1 g, an automatic shock absorber goes into action."

"During the demonstrations at Wright Field, although the airplane made the pick-ups at about 100 miles per hour, there was no noticeable shock or strain on either the airplane or the glider."

"With further developments of this launching technique, using multi-engine airplanes as tow-planes, and employing heavier reels, tow-cables and brakes, its application to the Army Air Force's heaviest transport gliders is contemplated. Similarly, the system may eventually be adapted to the pick-up of large commercial freight and passenger glider trains."

All American had experimented successfully with this technique on May 30, 1942 when the first "full-fledged" airplane was picked up by another airplane in flight.

There was no glider available for the test so a Piper Cub, NX42964 was used in place of a glider. A burden release was attached to the propeller hub after the removal of same. No other structural changes were made.

After preliminary tests, such as tow-offs from the ground, the ground station was set-up. With All American President Richard C. DuPont at the controls of the Cub, the history-making pick-up was made. Observers on the ground could see no evidence of shock or strain on the Cub or the Stinson. These facts were verified by Mr. DuPont and accelerometers in both the Cub and Stinson pick-up plane. The meters recorded a maximum .75g for the entire operation.

The tests continued through Sunday and on Monday June 1, 1942, yet another page of history was filled by Triple A when Mr. DuPont added a passenger in the Cub for testing. Company officials who witnessed the safety of this operation clamored to be first to ride along with Mr. DuPont.

So as to please most of them, several flights were made, carrying in order: Arthur B. Schultz, chief engineer; Henry A. Wise, secretary; Charles W. Wendt, treasurer; Harry R. Stringer, vice president; Don Seevers, editor of the company paper, and Walter Setz, of the engineering department.

The Army Air Force was in urgent need of qualified pilots for the ever expanding Army Cargo program. All American was right there in August, 1942 to aid their country. They opened an instrument training school

at the Wilmington base. Instrument training was given in Link Trainers along with ground training. Students advanced to the real thing with a Lockheed Lodestar NC18139 based at the Harrisburg, Pennsylvania airport. Students were placed with the various airlines flying army cargo flights after graduation from the Lockheed. Many of the pilots turned out by All American went on to fly in such noted events as the China, India Burma Hump Theatre and the famous "Shangri-La rescue".

By the end of 1942, All American's family totaled 200 people. Much of the addition of personnel was due to the increased role played by AAA in the pilot training field as well as the research and development of gliders for military use.

On the following page, you will see a letter written to Vic Yesulaites and probably every AAA employee. It speaks for itself.

Richard DuPont was now in charge of the complete glider program of the Army Air Forces. He would guide the glider program to its fullest potential as he witnessed its use as a warplane in the invasion of Sicily. He was convinced of the value of gliders for combat operations during wartime. Soon after, he returned to California where he assisted in the testing of new military gliders. It was here on September 11, 1942 that AAA and the Nation lost a truly great man. Richard's glider entered a spin and when he bailed out, his parachute malfunctioned.

His posthumous award of the Distinguished Service Award reads: "Mr. DuPont displayed exceptional professional ability and inspiring leadership in planning and supervising the effective utilization of military gliders and related equipment. Under his skillful direction full exploitation of the large glider for airborne operations was rapidly attained. He effected important changes in training technique which constituted practical application of current combat requirements personally observed in the Sicilian campaign".

"Charged with the overall supervision of research in the field of unpowered flight, he maintained close coordination with civilian contractors

in their efforts to improve glider equipment".

The press release from the War Department went on to state "his experience coupled with his intelligent appraisal of immediate requirements of the glider program of the Army Air Forces, contributed materially to the successful accomplishment of a mission of the greatest importance to the war effort of the United States Government".

When the Board of Directors of the Air Transport Association had a meeting on September 23, 1943, the following resolution was unanimously adopted:

"Resolved that the Association express to the family of Richard C. DuPont and to the personnel of All American Aviation, Inc., its deepest sympathy, and that there should be recorded the Association's appreciation for the vision, skill, courage and disinterested patriotism of Richard C. DuPont in his many services to his country and to the progress of aeronautics".

Mrs. Allaire C. DuPont was elected a member of the Board of Directors of Triple A after Richard's untimely death. She had long been interested in aviation having held both powered and glider plane ratings for several years. She had over 600 hours logged in powered flight and had participated in many of the major glider meets held at Elmira, NY. During the 1934-35 season, she held the National Women's duration record for soaring gliders.

Other directors elected at the stockholder's meeting in 1943 were H. R. Bazely, Charles F. Benzel, W. Sam Carpenter III, Frank M. Donohue and Charles W. Wendt of Wilmington, and Arthur P. Davis, George S. Leisure and Grover Loening of New York.

All American had been experimenting with the idea of a human pick-up by first experimenting with a lamb, then a chimp. The first human was picked up at Wright Field during September 1943. More experimentation continued for a year with equipment designed to be dropped to downed airmen and an instruction booklet for those unfamiliar with the pick-up



ALL AMERICAN AVIATION, INC.

200 WEST NINTH STREET
WILMINGTON, DELAWARE

OFFICE OF THE
PRESIDENT

April 26,
1943

Mr. Victor Yesulaites,
All American Aviation, Inc.,
Wilmington, Del.

Dear Vic:

It is with mixed feelings of pride and regret that I must tell you I am leaving All American Aviation, under a temporary leave of absence, to accept the position of Special Assistant to the Commanding General of the Army Air Forces in charge of the Glider Program.

I am proud of the honor that has been bestowed upon me, but I regret that I must relinquish my association, for the time being, with this company. However, it is a call that I cannot refuse, regardless of my personal feelings.

It is necessary for me to take up my new duties immediately, and in leaving, I wish to express my deep appreciation for the cooperation I have received from all of you. Your teamwork, loyalty and effort have been responsible for the progress of the company, and also have been responsible for the recognition which I have received in this appointment.

At a special meeting of the Board of Directors on Saturday, April 24, Major H. R. Bazley was elected President of this company. I am sure each and every member of the organization will give him all possible support in order that the progress of the company will proceed without interruption.

Sincerely,

Richard C. DuPont

RCD:HEW

method of rescue. The first family was picked-up on November 19, 1943 on Trip 6. There was a mother and four children. They were picked up at Grove City and delivered at Franklin, PA. The crew on this history-making flight were Chief Pilot Tommy Kincheloe and Flight Mechanic Monaco. It was reported that the "mother mouse and four baby mice" made the trip in good health.

During 1943, these were some of the events that meant the most to AAA: Triple A completed their 2 and $\frac{1}{2}$ millionth mile of pick-up flying, Norm Rintoul entered the AAF making Tommy Kincheloe Chief Pilot, an operations average of 93.5; further developments in the glider pick-up technique and an increase in the monthly mail volume from 24,758 pounds in January to well over 50,000 pounds.

Some of the things from the "Pick-Up" that AAA'ers had to look forward to in the coming year were to record such events as the fall of the Axis, the end of gasoline and food ration; the production of commercial airplanes and the inauguration of many new pick-up routes, but regardless of what the new year was to bring, they were sure that every Triple A'er would do his part so they could at least report "a good job well done".

On February 22, 1944 Vic "Mad Lithuanian" Yesulaites married Miss Frances Powell of Pittston, Pa. He had finally been roped and tied and everyone at AAA was happy.

All American had been entertaining thoughts of carrying passengers on pick-up runs. When James J. Strebig, Aviation Editor for the Associated Press and Edward J. Slattery, Jr., Chief of the Civil Aeronautics Board's Information Bureau visited the Pittsburgh operations base in early 1944, they got to fly over two pick-up routes.

After his flight, Mr. Strebig stated . . . "This is a practical way to link the Nation's main street communities for air travelers just as, for the past five years, 117 towns and cities in six states have been linked for the mail".

On March 1, 1944, All American preferred stockholders received their first dividend check. All the bills had been paid at the end of 1943 and Triple A had \$244,000.00 in the bank. Net profit for the period June 30, 1943 to December 31, 1944 was in excess of \$60,000.00. They

correctly assumed that a backlog of orders and arrangements for services appeared to provide for a continuation of service at the accustomed levels.

In the Annual Report of All American Aviation, Inc., issued to the stockholders, Halsey R. Bazley, President reported that the operations for the year ended June 30, 1944, were the largest in the company's history, resulting in a net income of \$238,587.50 after all charges equivalent to 78 cents per share on the 266,490 shares of common stock outstanding after preferred dividend requirements. For the previous year, he reported, net income was \$27,689.68 or 11 cents per share.

Current assets at the end of 1944 were \$1,198,262.22 and liabilities were \$322,892.89 as compared with \$772,358.09 and \$801,257.46 respectively for the previous year. The company's net working capital increased \$904,368.70. Most of the improvement in the company's financial position was due to the sale of 26,218 shares of four per cent convertible non-cumulative preferred stock which yielded the company net proceeds of \$609,352.01 after underwriting, legal and registration expenses, and the increase in the company's net income for the year.

Major Bazley praised his employees in the report saying, "This report would be incomplete without commendation to the stockholders of the loyalty and unstinting efforts of All American employees, without whose contributions the gratifying progress of the past year could not have been accomplished. With this organization and its experience, we look forward to continued expansion and progress".

The commercial transport division of AAA showed a lot of growth and progress during the period. Air Mail traffic increased 72.7% over 1943 and Air Express 21%.

The military cargo service provided by All American to the Army Air Forces terminated July 15, 1944. Their single engine cargo planes flew 1,738,368 miles carrying 2,461,000 pounds of cargo without serious loss or damage to equipment or cargo over the two year operating term.

For All American Aviation, Inc., who helped train countless glider

pilots in the U. S., who participated in D-Day operations in France and operated behind enemy lines in Burma while operating their innovative and unique Air Mail and Express pick-up service undaunted, there was a bright future. Many changes were coming as the passing years would see



The very first airplane used in the pick-up by Tri-State Aviation. At the door of the Stinson SM-8A is Victor Yesulaites.



Vic Yesulaites examines pick-up cable.



Detail of pick-up attach point on prop hub of BT-13.

"The Airway to Everywhere" grow and grow and grow and

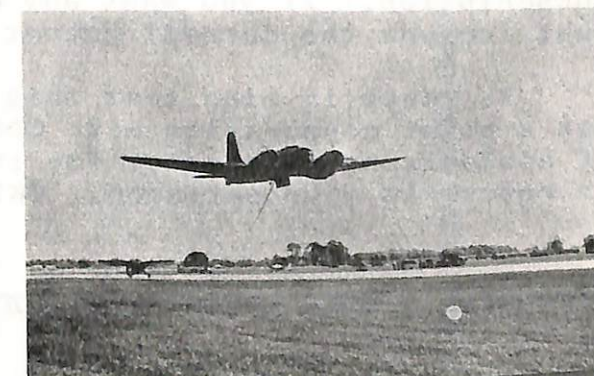
The next chapter in this continuing saga will begin assembling the pieces of a puzzle which would be Allegheny Airlines in 1978. The war ends and airlines begin.



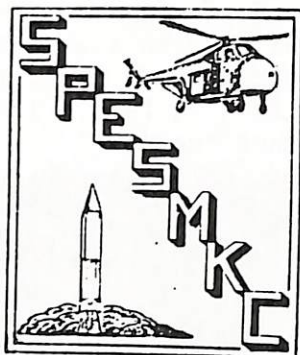
Consolidated BT-13 with pick-up rope attached.



Man in trail of Stinson Reliant after pick-up.



B-23 approaches poles to pick-up Stinson Reliant.



1. SPESMKC is an international gathering of folks who are interested in collecting, retaining and/or building plastic scale models of aircraft, armor, ships, etc. Emphasis is on the rare, the discontinued and the hard-to-find. Purpose is to serve as a clearinghouse of information on rare plastic kits of the world.

2. Monthly publication of SPESMKC is the Kit Collector's Clearinghouse (better known as KCC). Each month, the KCC has eight 5½x8½" offset printed pages of ads for rare kits, pictures of rare kit box art, and other info on the hobby. Early notice of re-issues and a current price guide for various companies is also included each month.

3. Current membership cost is \$5.00 per year for US/Canada and \$7.50 per year elsewhere. KCC is sent first class/air mail and is usually in the mail shortly after the first of the month. Deadline for ads is the 20th of each month. Members are allowed one free ad each month, subject to editing. Each subscription begins with the earliest issue on hand.

4. In addition to the monthly magazine, SPESMKC members may purchase the Handbook of Kit Collecting, a 12-page booklet introducing the hobby. Included are suggestions for getting started, a system for keeping track of your kits and much more, all designed to aid the beginner and the serious collector as well. Cost is 75¢, which includes first class postage.

5. The Collector's Price Guide is another publication available to SPESMKC members. This book consists of 50 8½x11" off-set printed pages, punched for three-hole loose-leaf binders. The 1977 edition contains 60 pictures of rare kit box-art plus a complete listing of all known rare kits and their current market value. Price is \$5.00 which includes 3rd class/surface mail. For first class/air mail postage, add \$1.00 for US/Canada and \$2.50 for elsewhere.

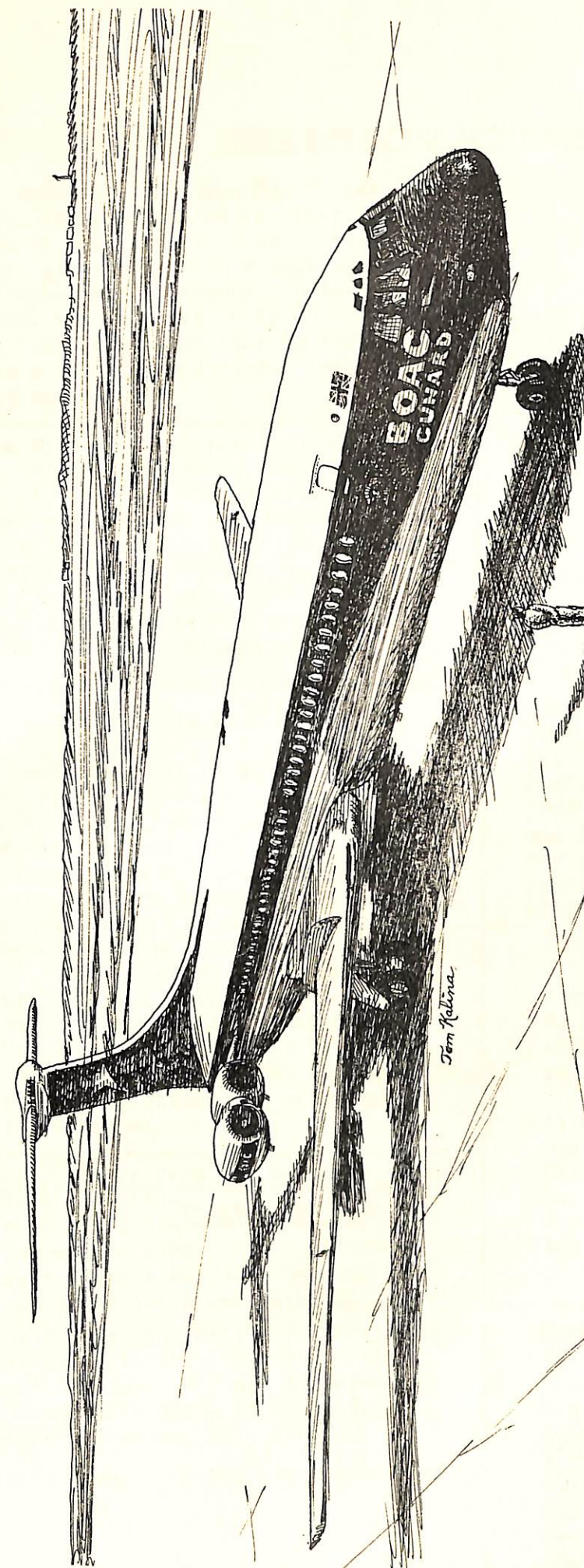
6. SPESMKC began as a labor of love in April, 1974, and continues to be so. We have not missed a single month's issue yet but when this becomes just a "labor", then somebody else can have it! So . . . there it is. If this is your cup of tea, send your \$5.00 and start your KCC subscription. If you want any of the other items which are available, just include the correct amount in the check and let me know.

7. Keep in mind that this is a one-man, all-volunteer organization, not a giant corporation with computer-like efficiency. That's my way of apologizing in advance for the mistakes I know I'll make. All I ask in return is your patience. OK?

Cheers,

John W. Burns
3213 Hardy Drive
Edmond, Oklahoma 73034
USA

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WORLD AIRLINE HOBBY CLUB

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JP Airline Fleets 77, is now available thru its 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 series collector. The price is \$6.95 which includes postage.

1977 Airline Handbook by Paul K. Martin, P.O. Box 3694, Cranston, R.I. 02910 sells for \$7.25 including postage and is well worth the price. The material contained in this book is simply fantastic. If you're a serious airline buff, this book is a real necessity. Makes a good companion book for the JP Fleet Listing (see above).

Ontario Aviation Enthusiasts Society, Box 72, Malton P.O., Mississauga, Ontario L4T 3B5, Canada offers a monthly newsletter full of interesting airline/aircraft facts. Subscription rate is \$9.50 per year for U.S. and Canada. Also available are books, photos, slides and other very interesting material.

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R.V.F. IMPORTS, P.O. Box 528, Van Nuys, California, 91408, is importing airliner kits from Czechoslovakia, Mexico and Brazil. They also have profile publications, airline decals, and South American post cards. Send now for free list of items to Ron V. Ferreyra, who is head guy of this outfit.

The following offer slides/photos

Aircraft Publicity Bureau c/o John B. Hayes, 2483 West Costilla Avenue, Littleton, Colorado 80120. Catalog and sample for \$1.25.

Air Pix Aviation Photograph, P.O. Box 75034 AMF, Cincinnati, Ohio 45275 Catalog \$1.00--might send sample.

ATP-Air Transport Photography, P.O. Box 2891 South San Francisco, Calif. 94080. Catalog \$1.00.

Dean Slaybaugh is again in the business of selling slides/photographs. Dean recently retired from TWA and has moved his operations to 6881 Southeast Alberta, Portland, Oregon 97206. If you haven't ordered anything from Dean for a while, drop him a line and he will send you his current catalog. Be sure to tell him that the World Airline Hobby Club sent you.