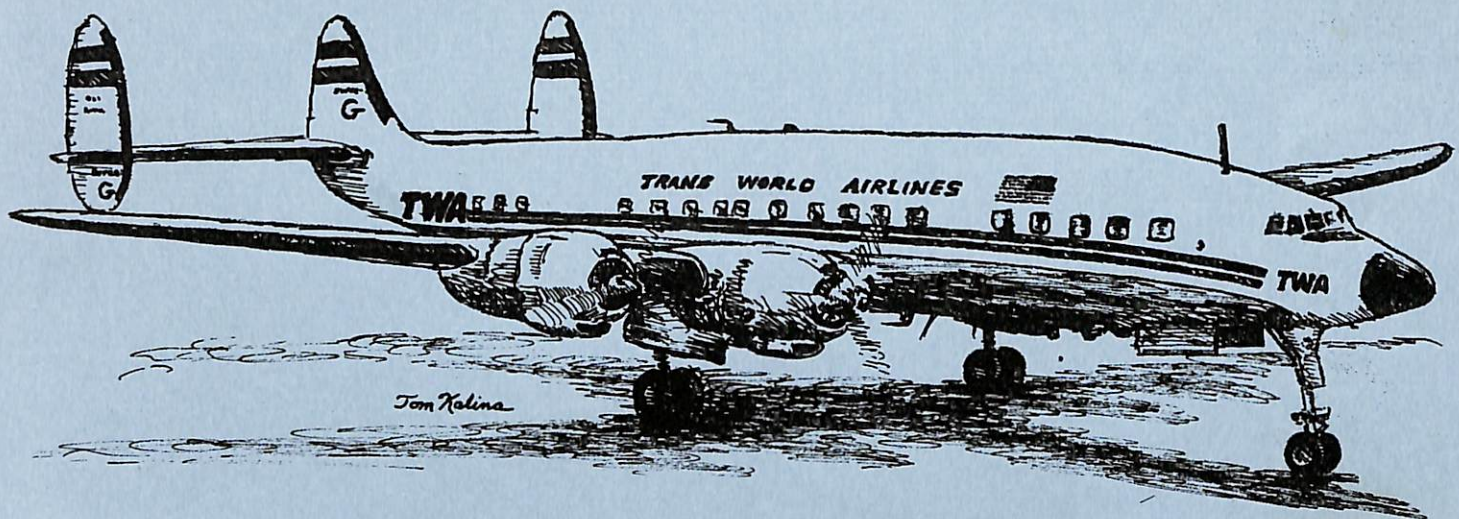




CAPTAIN'S LOG

VOL. III NO. 1

SUMMER 1977



LOCKHEED SUPER CONSTELLATION

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 and quarterly newsletter AIR LINES will publish member 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 or 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

The CAPTAIN'S LOG is mailed quarterly to members on the 15th of March, June, September, and December. Deadline for material is the 20th of the month prior to mailing date. AIR LINES is a quarterly publication mailed to members on the 15th of February, May, August, and November. Material for this publication is accepted up to the 10th of the month of publication.

The CAPTAIN'S LOG is sent 2nd Class via US Mail, so please allow ample time for delivery. AIR LINES is sent via first class mail.

The CAPTAIN'S LOG and AIR LINES are the official publications of the WORLD AIRLINE HOBBY CLUB. Current membership fee is \$10 per year for US and Canadian members and \$12 for all others. Please add \$5 additional if you wish air mail delivery (foreign members only). Make checks or money orders payable to "World Airline Hobby Club". Send dues to Publication Editor.

CHANGE OF ADDRESS

Please report any change of address (and ZIP code) promptly to Publication Editor. Improper address will result in members not receiving their copies of the LOG and Air Lines. It also requires the payment of triple postage. Additional postal charges will be passed onto members who fail to notify the Publication Editor of any address change.

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Woodley Airlines Stinson Tri-Motor

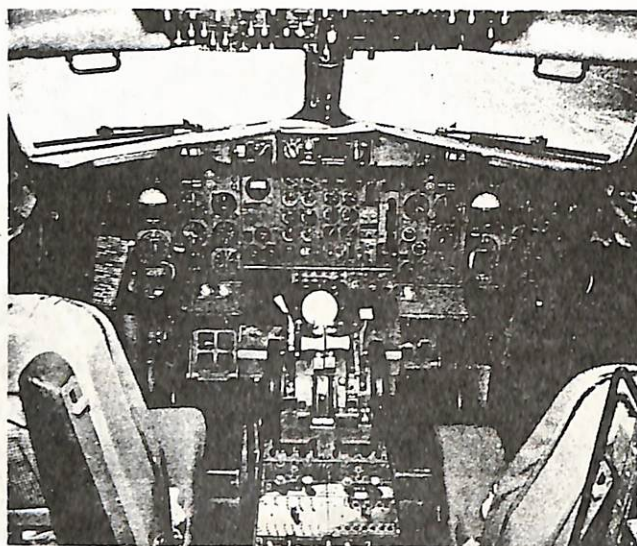
CAPTAIN'S LOG

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Summer 1977

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Cover drawing by Tom Kalina.



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

This issue of the "Captain's Log" begins our third year of operation. Since April of 1975 we have come a long way. The first issue of the "Log" went to 18 folks who thought enough of the idea of a airline memorabilia collectors club to invest \$8 to get it started. Four of those original 18 have dropped from the Club for one reason or other, but some 180 others have taken their place.

By the time you receive this issue it will almost be convention time. The first memorabilia collectors convention for airline enthusiasts will be held at the Greater Cincinnati Airport on July 22, 23, and 24. This in itself states that we have come a long way. While collecting airline memorabilia is not one of the BIG hobbies, the ranks of those that do is growing each day. For years, so I understand from those that have been in the hobby for a number years, there had been TALK about having a meeting where collectors could get together and do some buying and trading of spare items of collectables. That day is now here, and it's not just talk. When the convention is over, and everyone has gone back to where they came from, people will know their is such a animal as a airline memorabilia collector. I hope you have made plans to attend this "first-ever" event. If not, you had better start--time is growing short!

This issue of the "Log" features the Lockheed Constellation. I had hoped that a number of you would have sent in some of your favorite photos of this grand old bird, but you didn't. I've tried to dig up all the photos and info I had handy on this aircraft, but it didn't quite turn out as well as I had hoped it would. I hope we can go better on the next aircraft we plan on featuring--the Curtiss C-46. Anyone having material on this bird, please feel free to send it in. All material will be returned to those who submit it.

Also featured in this issue is Pacific Northern Airlines with some good photos sent in by Jack Stowers. I hope you really enjoy this article. Jack put a lot of time and effort into. Much thanks from this end Jack.

There are a number of you that have received membership renewal notices. Please send in your renewal fees as soon as you can. For those of you that had memberships expire on March 31, you will receive only one more issue of the "Log" and then your membership will end. Please get those fees in! If you have any questions about when your renewal is due, please drop the editor a line.

CONVENTION NEWS

There has been one major change in plans for the convention. As it now stands, ALL display and trade tables will be set up in the AMERICANA INN, instead of the airport. This is necessary due to the fact that the tables the airport promised do not exist. This will be to our benefit, however, since any and all displays set up Saturday will not have to be taken down overnight.

The final classifications for the model contest still have not been worked out as yet. If you are planning to bring your models for display, please do so. The groups set up will be fair for all. We will do our best to make everyone happy (well, almost everyone).

See you all July 22, 23 and 24!



the Alaska Flag Line

JACK STOWERS

The origin of Pacific Northern Airlines, Inc., "The Alaska Flag Line", dates back to April 10, 1932 when Arthur G. Woodley founded WOODLEY AIRWAYS at Anchorage as a one-man, one-plane operation.

Woodley, a New Englander who learned to fly as a cadet with the Army Air Corps at Kelley Field, first visited Alaska in the late 1920's on a hunting expedition with his brother. Seeing the great possibilities of aviation in this vast, uncharted land where it took weeks to travel a few hundred miles by dog team, boat or afoot, he decided to return and go into the aviation business.

When WOODLEY AIRWAYS (PNA) commenced air service in 1932 with a lone 5-passenger Bellanca (see photo above), Alaska was an isolated wilderness, sparsely populated and dependent primarily on fishing and trapping for a livelihood. Anchorage was a community of 2,500

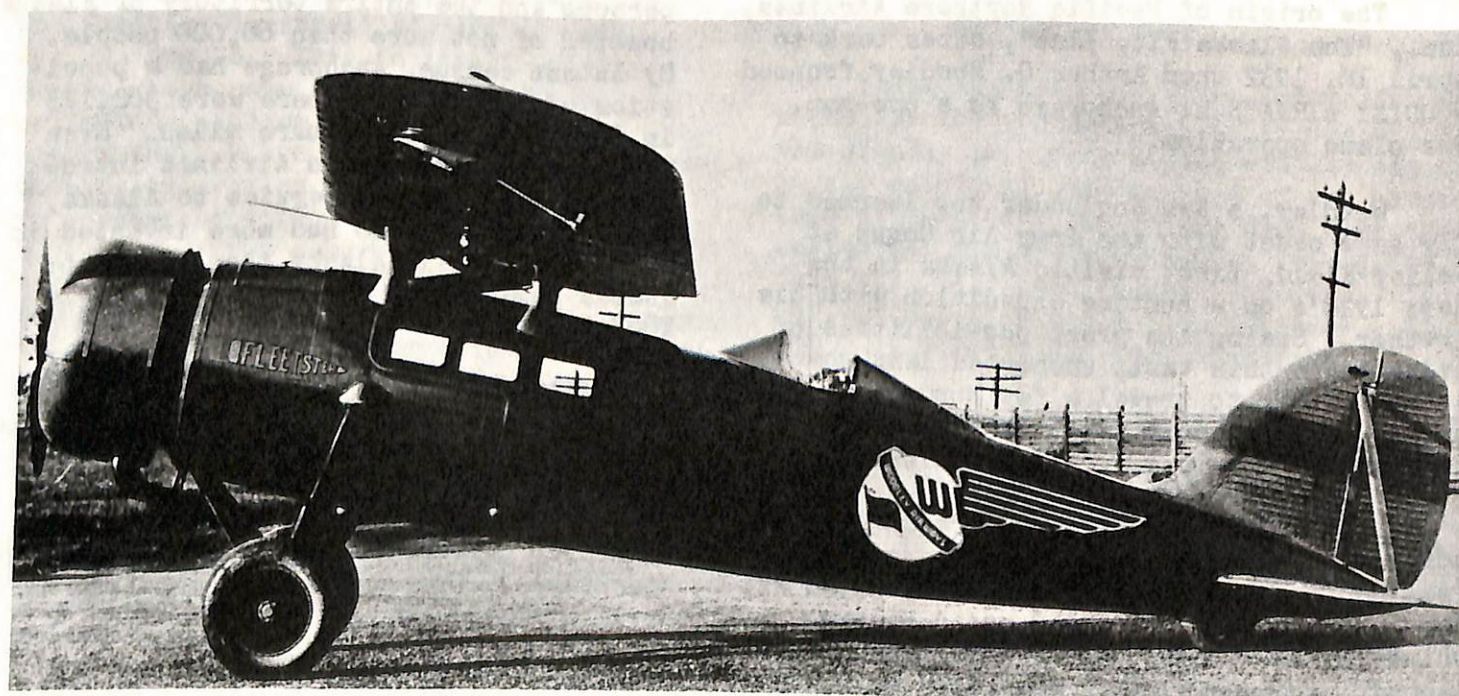
persons and the entire territory of Alaska boasted of not more than 60,000 people. By latest census, Anchorage had a population of 148,800 and there were 302,173 in Alaska's 585,400 square miles. Even before Pacific Northern Airlines introduced Boeing 720 jet service to Alaska, the Alaska Flag Line had more invested in aerial service in Alaska than the United States paid Russia for the new state in 1867.

Woodley's early operations were conducted without the benefit of the extensive chain of landing fields and airway facilities that exist in Alaska today, and pilots learned to set their craft down safely in areas previously considered inaccessible. Operations were confined to daylight hours only.



ABOVE: Travelaire 6000, began flying in service of Woodley Airways in 1935.

BELOW: The Consolidated Fleetster was a five passenger, all-metal monocoque fuselage transport. Note location of pilot compartment.



PACIFIC NORTHERN AIRLINES

THE ALASKA FLAG LINE.



Winter operations brought new problems especially in the Interior, and it was found for the most part that skis provided the most satisfactory utility for aircraft operations. Wheels and pontoons were used where conditions permitted, and landings were made on clear stretches of beaches, lakes, rivers and the tundra.

In the early days no aircraft radio ranges existed in Alaska and two-way aircraft to ground communications were practically unheard of. The pilots flew without benefit of weather forecasts and the U.S. Weather Bureau had not as yet established stations for reporting and forecasting the weather. The only communications system available was composed of amateur radio stations operated by local citizens, and a few stations operated by the Washington-Alaska Military Cable and Telegraph System.

Mercy missions were flown more and more, and many an Alaskan owes his life to the successful efforts of early-day pilots who flew them out of nearly inaccessible points. Many prospector and trapper marooned by snow and injuries were saved by the timely arrival of Woodley pilots who dropped supplies if landing was impossible.

From the outset, Woodley Airways mirrored the progress of aviation and the growth of Alaska. Because of its demonstrated speed and efficiency, the airplane soon won mail contracts from dog teams, and a pattern of scheduled service was in the process of developing.

By 1935, Woodley had acquired Travelaires and blazed new air trails from Anchorage to Kodiak, Bristol Bay and Kuskokwim-trails that under the Vicil Aeronautics Act of 1938 became fixed air routes, and in 1936 Woodley Airways offered regular scheduled flights on these very same routes.

By 1939 Woodley Airways was flying several passenger and mail routes toward the north, east, and west of Anchorage. Comfortable multi-engine airplanes, flying routes certified by the CAB, were at work in Alaska long before

many would-be explorers.

As larger fields were built, Woodley Airways was the first to employ new multi-engine aircraft of greater speed and range, equipped for all-weather flying.

Instrument flying was pioneered on the Anchorage-Kodiak and the Anchorage-Juneau routes, making possible completion of flights on schedule which previously had been delayed several days waiting for clear flying weather.

The airline developed its own radio communications network when there was no other means of communicating in the vast territory, and Pacific Northern even before the advent of Jets operated the largest commercial high-speed teletype system in Alaska.

Pacific Northern Airlines was the first Alaskan carrier to be certified for scheduled air carrier operations by the Civil Aeronautics Administration, being so designated in 1945.

The airline, as of January 1, 1944, became a partnership with Arthur G. Woodley as principal partner. A corporation, Woodley Airways, Inc., was formed December 29, 1945 and by amended articles of incorporation, filed August 23, 1945, became Pacific Northern Airlines, Inc. The partnership name was changed from Woodley Airways to PNA on December 17, 1945 and on August 1, 1947 the entire business and assets of the partnership was turned over to Pacific Northern Airlines, Inc.

At the time of incorporation, PNA flew certified routes in western Alaska and operated 10-passenger Boeing 247D aircraft. These were replaced with new 21-passenger Douglas DC-3's in February 1946, the first NEW transport aircraft to be placed in air carrier service in the territory of Alaska.



**"PARTNERS IN THE PROGRESS OF ALASKA"... Look to
P N A "Route of the Coast Liners" for LEADERSHIP.**



RESERVATIONS *and* TICKET OFFICES
Juneau ... Anchorage ... Kodiak ... Seattle
KARL K. KATZ, General Traffic Manager

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MEMBER: AIR TRAFFIC CONFERENCE OF AMERICA

GENERAL OFFICES—ANCHORAGE, ALASKA

Anchorage - Homer - Naknek - Kodiak

Seattle-Juneau-Anchorage

a—Via Pan American World Airways; also connects with PAA flights 903, 905, 911 Northbound and 904, 906 and 912 Southbound.
f—Flag stop.
x—Operated as extra section when traffic demands non-stop Juneau-Anchorage.

AT—Alaska Standard Time.
PT—Pacific Standard Time.

OFFICERS

A. G. WOODLEY, General Manager

HAL MOORE, Treasurer

KARL K. KATZ, General Traffic Manager, Seattle, Wash.

C. A. DU ROSE, Operations Manager

R. C. WILLIAMS, Supt.-Maintenance & Engineering

T. A. PUGH, Supt.-Radio Communications

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KODIAK. Main Street, Pacific Northern.

SEATTLE, 406 University St.; SEEnaca 0383, Main 5171.

Bell System Teletype, Seattle Office, Call SE 586

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ALL FARES SUBJECT TO 15% FEDERAL TRANSPORTATION TAX

CHILDREN—Infants under 2 years of age will be carried free. Children under 12 years of age, one-half fare.

EXCESS BAGGAGE—One half of one percent of the passenger fare per pound.

EXPRESS RATE—One half of one percent of the passenger fare per pound.

TIMES—All times shown are local times.

PACIFIC NORTHERN AIRLINES

THE ALASKA FLAG LINE.



In June 1946, the CAB amended the companies certificate to add flights to Cordova, Yakutat, and Juneau to its scheduled routes.

The first Douglas DC-4's were purchased in 1947.

The CAB in September 1950 granted PNA authority to operate between Seattle-Tacoma and Anchorage and Sea-Tac and Juneau. Approval from the President of the United States, however, was not forthcoming until May 1951, at which time, Portland was added as a co-terminal with Sea-Tac. Additional 55-passenger DC-4's were added to the PNA fleet at this time.

On March 3, 1953 Pacific Northern for the first time offered common stock for wide distribution on the American Stock Exchange with the issue being oversubscribed. PNA stock was later listed on both the American and Pacific Coast Exchange.

Early in 1955, PNA acquired the first of a fleet of Lockheed Constellations (749s) which were operated on the States-Alaska routes. In August of the same year the CAB renewed PNA's States-Alaska routes for an additional five years and also authorized the carrier to serve Ketchikan, birthplace of Alaska's pulp industry and a fishing fleet of over 2,000 vessels of all types.

Prior to inauguration of the new service, PNA constructed a modern passenger terminal building at the Annette Island Airport for Ketchikan.

During 1956, PNA added two more terminal buildings along its routes, one at Homer and the other at Cordova and in 1960, a new terminal was built by PNA at King Salmon (Naknek).

In 1956 Pacific Northern became the first airline in Alaska to carry more than 100,000 passengers in a single year.

In 1957, the 85th Congress, in special legislation, directed the CAB to award PNA a permanent franchise over its various

routes. The Board made them effective on January 28, 1959. Also in January 1959 the CAB awarded Pacific Northern a new route direct from the Pacific Northwest to Kodiak. Service was inaugurated May 1, 1959.

Even before the expanded capacity of jets, Pacific Northern carried more passengers in Alaska service than any other airline and served the areas of 80% of the population of Alaska with connections to all the interior and western Alaska.

Alaska leads the world in per-capita utilization of air transportation, both in passengers and cargo. PNA played a major role in providing fast, efficient service to the new states major cities and truly earned the title--"The Pioneer Airline of Alaska."

Pacific Northern connected the northwest cities of Seattle-Tacoma and Portland with Ketchikan, Alaska's first city and the salmon capitol of the world and birthplace of the 49th state's pulp industry. Other connections are with Juneau, Alaska's capital and headquarters for Federal and State government offices; Cordova and Yakutat, centers of oil and mineral exploration; Anchorage, metropolis of the north and air crossroads of the world; Kenai and Homer, centers of Alaska's Kenai Peninsula oil industry, a paradise for hunting and fishing; Kodiak, sea-food packing center and headquarters for the U.S. 17th Naval District and home of the Kodiak Bear and the Bristol bay area famed as a sea-food packing center and where 70% of the U.S. supply of red salmon is caught.

World interest became focused upon the development of Alaska's vast resources of hydro-electric power, strategic minerals, petroleum, pulp and timber. The isolated villages of the early years have been transformed into thriving cities and the few remaining cabins now stand in the shadow of modern steel skyscrapers as mementoes of America's last frontier.

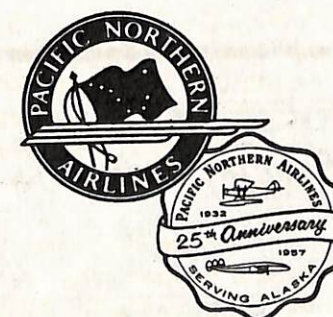
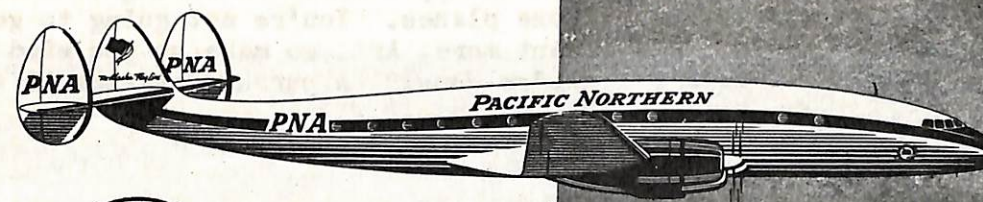
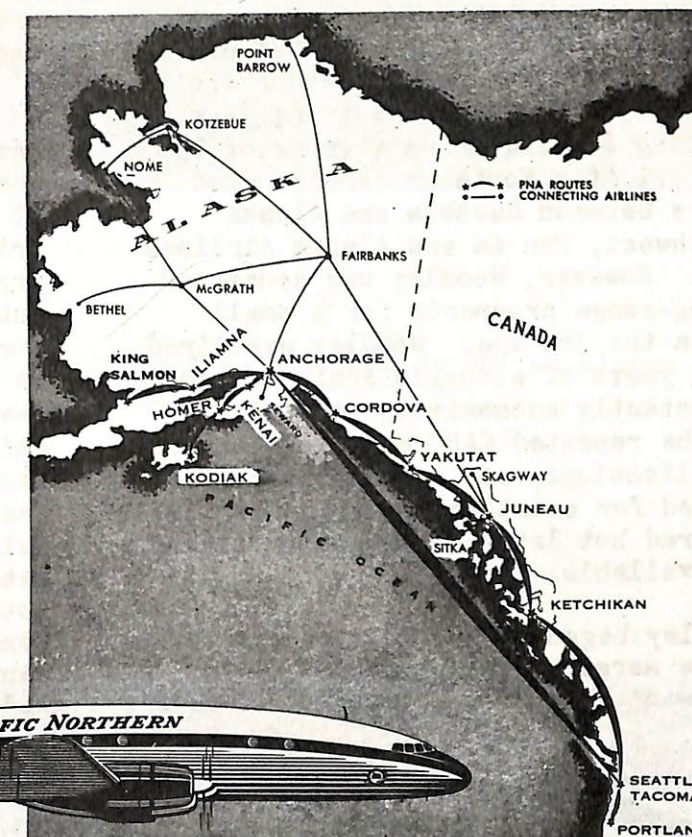
PACIFIC NORTHERN AIRLINES

25 YEARS

Of Service to Alaska

Pacific Northern Airlines has always considered itself a full partner in the progress and welfare of the Territory it serves. Since April 10, 1932, Pacific Northern has been the leader in providing Alaska with dependable air transportation. PNA pledges continuance of its efforts for the expansion and develop-

ment of Alaska through the best possible passenger and air cargo transportation.



Fly The Alaska Flag Line

—The Airline That Flies More Passengers
In Alaska Service Than Any Other Airline

FARES FROM SEATTLE-TACOMA TO

	One Way	Round Trip
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JUNEAU	\$ 55.00	\$ 99.00
ANCHORAGE	\$ 75.00	\$150.00
KODIAK	\$102.00	\$204.00
		Plus Tax

PACIFIC NORTHERN
AIRLINES

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PACIFIC NORTHERN AIRLINES

THE ALASKA FLAG LINE®



To keep pace with the growth of Alaska and to keep abreast of PNA's pioneering reputation Pacific Northern introduced Boeing 720 jet service in 1961. Art Woodley was the first airline president to borrow the equivalent of his gross annual revenue to finance jets. The order for two new Boeing 720's was \$11 million dollars, PNA's gross that year. Late in the year a third 720 was bought from Braniff at a bargain price. The Boeing's made money but did not alleviate Woodley's concern for the airline's future. 1965 was a record-setting year at PNA, netting \$2 million on a gross of \$30 million. Pacific Northern carried more passengers between Seattle and Alaska than Northwest, Pan Am and Alaska Airlines combined. However, Woodley was concerned about long-range prospects for a small airline in the jet age. Woodley was tired from long years of struggle against huge odds, constantly economizing to show a profit, the repeated CAB rejections toward route applications, etc. Additional jets were needed for existing routes. Four 727's were ordered but later cancelled as financing was not available.

Woodley began to consider prospects of a possible merger. He considered Braniff and Continental, but the first choice from

the beginning was Western whose system could link up directly to PNA's at Seattle and Portland. Western had historical identity with PNA in Alaska due to promotional tie-ins during wartime sourdough days. Even in preliminary talks with Drinkwater, president of Western, it was realized a merger was mutually desirable. Drinkwater also was weary of CAB procrastination and adverse decisions regarding route cases.

On October 26, 1966 a momentous meeting took place in Seattle between Western and Pacific Northern executives at the Hyatt House near SEA-TAC airport. Friendly negotiations seemed almost secondary to telling off-color jokes than working out a multi-million dollar corporate marriage. The party was so noisy guests in an adjoining room complained so that the meeting was moved off of the third floor. Amidst the jovial atmosphere some intense haggling was taking place. Drinkwater insisted his offer was final. Woodley said it wasn't quite good enough. Drinkwater brusquely said to Woodley, "We've got an appointment at Boeing to look at some planes. You're not going to get a cent more, Art, so make up your mind while we're gone." A purchase agreement was



PNA employee patch. A white oval with red lettering. Size: 3" by 2 1/2".



A PNA Junior Pilot card, given to kids on 720 flights.



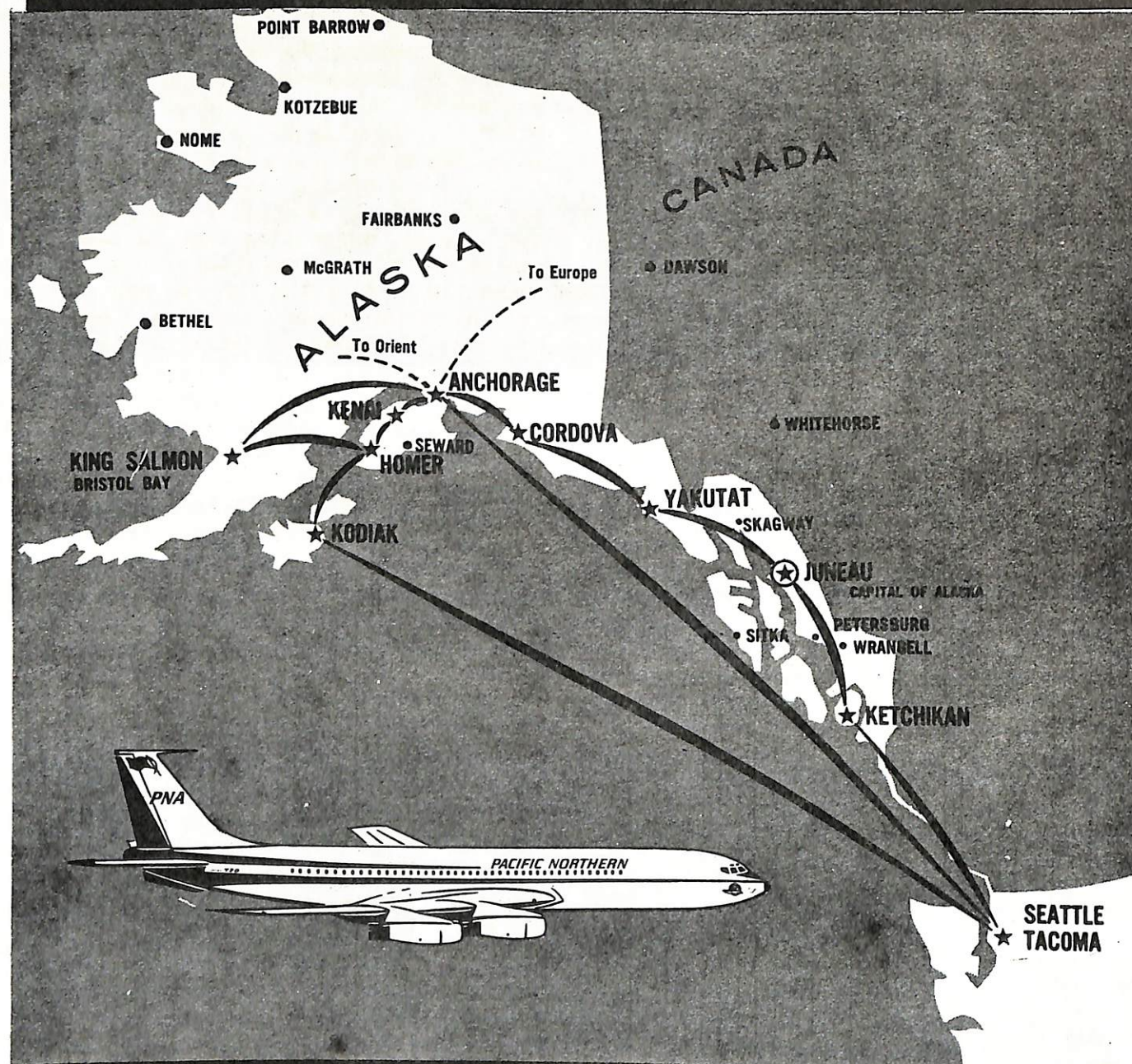
ABOVE: Douglas DC-4, first four engine aircraft to be flown by PNA in Alaska

BELOW: The Connie that replaced the DC-4 on PNA routes.



PACIFIC NORTHERN AIRLINES THE ALASKA FLAG LINE.

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MOST JETS FROM SEATTLE-TACOMA TO ALASKA

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signed by Drinkwater on this date. A news conference was held the next day. It was a sobering morning with a collection of king-size hangovers and the realization that an airline had just died. Woodley, a man of his word, however was not without second thoughts. His conscience probably bothered him more than the hangover as he realized the merger's effects on his employees, their airline not being the surviving carrier. Pacific Northern had 830 employees at the time. When asked how many employees were working for him, Woodley let some humor creep in by telling the reporter, "Oh, I would guess about half of them." Woodley had done his best to protect their interests; getting Drinkwater to pledge not to dismiss a single PNA employee. However, what it amounted to was an assurance of a job but not location so all that refused transfers were out of a job if their present position and location was not maintained. Drinkwater decided to absorb PNA at once upon CAB approval.

There was a surprisingly small amount of industry opposition to the merger even though it was in apparent conflict with the CAB's record of rejecting mergers between healthy carriers. Both airlines had just completed the most profitable year in their respective histories. However, CAB approval was announced on June 2, 1967: one of the few times it granted Woodley's request!

On the day the merger was consummated there was slightly over one million shares of PNA common stock outstanding, with Art Woodley holding a fair-sized bloc. Under terms of the agreement, he became Western's largest stockholder. Later Woodley was elected to WAL's board along with an appointment to Vice-President-Alaska. Other PNA top executives appointed were Harold Olson, vice-president in charge of cargo sales, O'Grady becoming vice-president of properties, and Kinsey was named vice-president and assistant to Mr. Drinkwater.

Pacific Northern's six Constellations and three 720's went to Western at the merger along with a single DC-3 affectionally known to PNA employees as "Old Queenie." Drinkwater had use for the jets but was anxious to get rid of the piston aircraft. Shortly after the merger Drinkwater was asked about "Old Queenie". "Sell the son-of-a-bitch," he growled unsympathetically. He had a similar low regard for the Connies, suggesting they be taken to Kodiak for conversion into crab traps! The three 720's being the non-fan engine types called "water-wagons" with their antiquated engines and higher operating costs were not overly popular either. However, PNA's Connies along with the 720's were soon to be given fresh, gleaming new paint jobs with Western's famous Indianhead adorning the forward side of the fuselage with the three red-stripes streaming back along the fuselage from the Indian's head-dress.

Western now had routes extending from Mexico City and Acapulco in the south to Anchorage in the north. Soon Western's routes would also extend to Hawaii including a much coveted route from Anchorage to Honolulu; this being a route Woodley had wanted for years.

In the lobby of Western Airlines corporate headquarters building in Los Angeles is a beautiful plaque. This plaque highlights the final PNA Connie flight from Juneau to Yakutat, Cordova and Anchorage on November 26, 1968. It was the final scheduled-passenger carrying flight of a Lockheed Constellation in the United States. It was a full-load flight including Arthur G. Woodley, Vice-President-Alaska for Western Airlines and Robert I. Mitchell, Lockheed Vice-President for commercial aircraft. Connie would still be around the airways for a long-time to come but flying the non-skeds, hauling freight or being exported overseas. Woodley was quick to point out how the Connie came in during an ear of progress and improved Alaska air service 1000%. They were the greatest! They were fast, pressurized and

PACIFIC NORTHERN AIRLINES THE ALASKA FLAG LINE



for PNA's type of service superior to the DC-6. The Speed-Pak (an external cargo-pod) was ideal for Pacific Northern's type of operation. Woodley centered his Alaska Flag operation around the smaller 57-passenger short-wing span Connies with their 300-mph speed, slow landing speed and trouble-free non-turbo compound power-plants. The six retiring Connies were replaced by five combination cargo-passenger Lockheed Electra's. Woodley went on to explain that the prop-jobs were ideally suited for short-haul Alaska operation because of the instant power response on icy runways. The world of transport aircraft is an ever-changing thing. Yet no matter what the shape and size of the replacement, the memory of the sleek, three tailed Connie will linger long with those who have spent many a cross-country hour in her not-so-quiet, not-so-spacious but durable passenger cabin. PNA's Boeing 720's flew many thousands of hours on Western's route system, eventually being sold and appearing on Alaska routes serving Alaska Airlines. They just could not get away from the state they loved to serve!

Woodley kept a Seattle office along with his title of Vice-President-Alaska. Unfortunately, Drinkwater did not give him much to do with the office or the title.

Material presented herein made possible by help from the following:
PNA material: History of Pacific Northern Airlines, Inc.
Connie's Scheduled Finale by Don Downie-Air Progress, June 1969
The Only Way To Fly by Robert J. Serling
The author's experiences as a Western Airlines mechanic since August 22, 1967, three weeks after the WAS-PNA merger was actually consummated, the last seventeen months at SEA-TAC where approximately 90% of the maintenance personnel are from PNA.

EDITORS NOTE: Mr. Stowers presented a number of memorabilia items to go with this article on PNA. However, due to the color scheme, we will not be able to reproduce them. The items included a PNA match packet, a playing card, metal "wings", a valentine from PNA to its customers, a number of other photos and post cards. Several of the post cards will appear in the post card section of this issue of the "Log". All in all, I think Jack did a real fine job. Anyone else out there wish to do a story on their "company"?

The inactivity got to him, and he retired in February 1971. He still retained a place on Western's Board of Directors, now being a director-emeritus.

The first and only president of PNA received a deserved honor on May 2, 1975 when Western's remodeled and enlarged transportation center in Anchorage was dedicated as the Arthur G. Woodley Transportation Center. Woodley and Mary Diamond, his longtime secretary, and many former PNA employees attended the dedication ceremony, the former close to tears as Art Kelly, president of Western unveiled a bronze plaque at the entrance to the \$2.2 million building and read the inscription:

This facility is dedicated to Arthur G. Woodley, pioneering Alaska bush-pilot and founder of Pacific Northern Airlines. His vision and courage built a one-plane air-service into an enterprising jet airline that became part of Western in 1967.

EASTERN ANNOUNCES NEW



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EASTERN AIR LINES

29 YEARS OF DEPENDABLE AIR TRANSPORTATION



ABOVE: A Constellation in Delta Airlines livery awaiting take-off.

BELOW: A early model Connie in KIM colors, winging its way on one of many routes flown by the "Flying Dutchman".



the CONSTELLATION

When all is said and done about piston powered aircraft, the final word said will probably be about the Lockheed Constellation. No other aircraft constructed during the last fifty years has captured the imagination of airline/aircraft buffs as this curvilinear beauty. From it's radar nose to it's triplicate rudder system, the aircraft is a thing of beauty. From the famous "meatball" livery of Eastern Airlines to the plain silver scheme of American Airlines System, the Connie looked like a lady in all of them.

The Connie was born out of necessity, a aircraft to replace the low capacity DC-3 that was flying on just about every airline in the latter part of the 1930's. Air travel was growing in popularity and the airlines needed a aircraft that could double or triple the capacity of the Douglas 3.

The Constellation's design originated in 1939 as a 40-passenger a/c according to specs requested by TWA. However, before the first prototype was flown, the U.S. had entered WW II.

EASTERN Air Lines

SERVING MORE UNITED STATES CITIES THAN ANY OTHER AIRLINE



TWA and Pan American Airways would have to wait for their Connies while she went to war.

As a war-time aircraft the Connie was given the designation C-69. The USAAF placed a large order for the a/c for use by the Air Transport Command. Eventually twenty-two C-69's were placed in service. All other C-69's on the assembly line were then immediately converted into the civilian model, the L-149.

The L-149 was basically a 43/48 seat aircraft with a high density capacity for up to 60 passengers. The first two customers, as before the war, were TWA and Pan American. It was not long, however, before all the major carriers were climbing on the Constellation band-wagon, if they could get on.

The reliability and dependability of the aircraft was soon proven by the crews of the TWA and Pan Am Connies, as they forged new routes around the world. And as the world saw the beautiful curves of this tri-tailed lady, they fell in love with her. The Connie wore liveries of airlines that had been in business for years. Such old carriers as Air France, KLM, Lufthansa, Iberia, Air India, Avianca, Qantas, B.O.A.C., were just a few of the internationals that painted their name on the side of various models of the Connie.

On the home-front, other carriers finally started to add the Constellation to their fleets, as soon as TWA and Pan Am's orders were filled. Among the domestic carriers to fly the Connie were Braniff, Capital, Delta, Pacific Northern, Northwest, and of course, Eastern Airlines, to name a few.

The passenger carriers were not the only ones interested in Connie. The freight carriers also carried on a love affair with her. Flying Tigers, using a Super H model, could airlift 43,000 pounds of freight at 300 miles per hour over a 2,500 mile route. Other freight haulers competed with the Tigers for

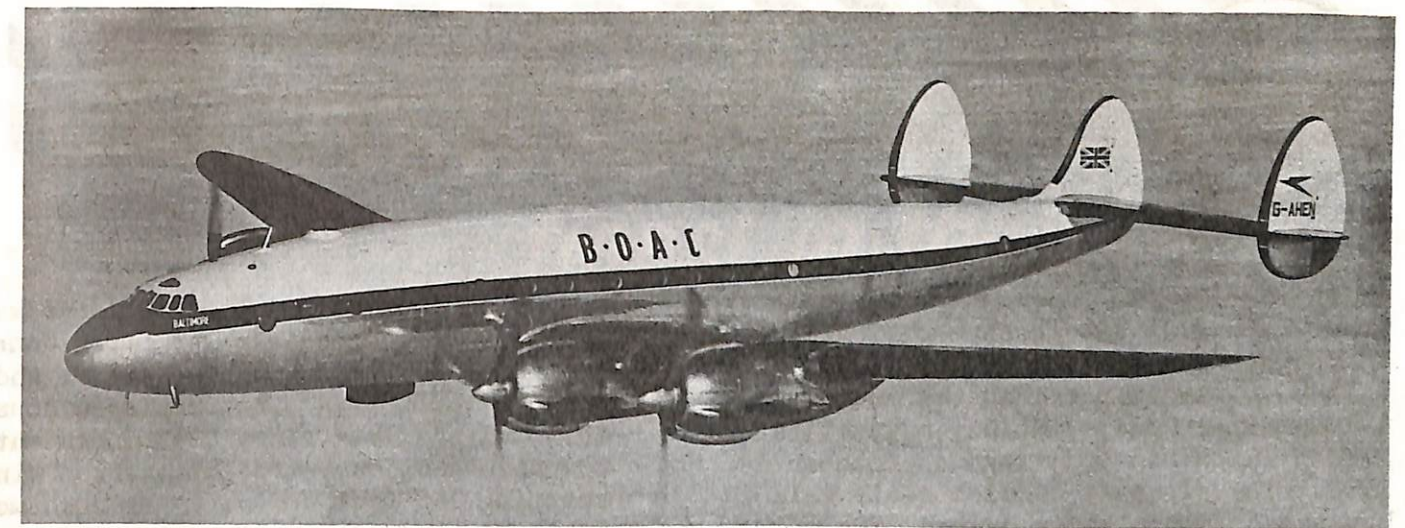
Connie, and won her hand. Seaboard and Western was one. This outfit was later to become Seaboard World, now flying 747 Containerships around the world.

Like any other lady, Connie has changed over the years of her existence. Starting out as the L-149 model in 1945, she ended her transformation in the late 1950's as the L-1649A Starliner, the ultimate in air travel. Forty-three of these beauties were constructed going initially to TWA, Air France and Lufthansa.

In between the L-149 and L-1649A were a number of different models of the Connie, powered by a number of different engines, stretched various lengths, and capacity increased. The first wholly civil Constellation was the so-called "gold plate" model L-649. This was flown for the first time on 19 October, 1946 and entered service with Eastern Air Lines in May of 1947. The L-649 could accommodate 48-64 passengers or a maximum payload of 20,276 lb. This model was replaced on the production line by the L-749, which was basically the same as the 649, but having additional fuel storage within the wings, enabling non-stop flights to be made between New York and Paris. The L-749A was a variant with sturdier landing gear, permitting the gross take-off weight to be increased by about 5,000 lb. Including twelve military L-749's, total Constellation production of all variants reached 234 before giving way to the Super Connie in 1951.

SUPER CONSTELLATION

In the early fifties, the airlines again were looking for increased capacity aircraft. Lockheed accommodated them by increasing the length of the Connie by about 18 feet. Additional changes made included a general reinforcing of the entire airframe, larger rectangular passenger windows and a substantial increase in fuel capacity and the utilization of



A early model of the Connie in BOAC livery winging its way across the Atlantic.



After serving the airlines for a number of years, a great number of Constellations were purchased by travel clubs, as was this former TWA Connie.



"Clipper Winged Arrow" of Pan American was a luxury 049 that flew between New York and the capitols of Europe.



Wright R-3350 piston engines of greater power. To test all these modifications in the air the original Constellation (NX25800) was turned into the prototype L-1049 Super Constellation, making its maiden flight in this form on October 13, 1950. The aircraft handled quite well but was somewhat underpowered. Only 24 L-1049's were constructed, going to Eastern and TWA.

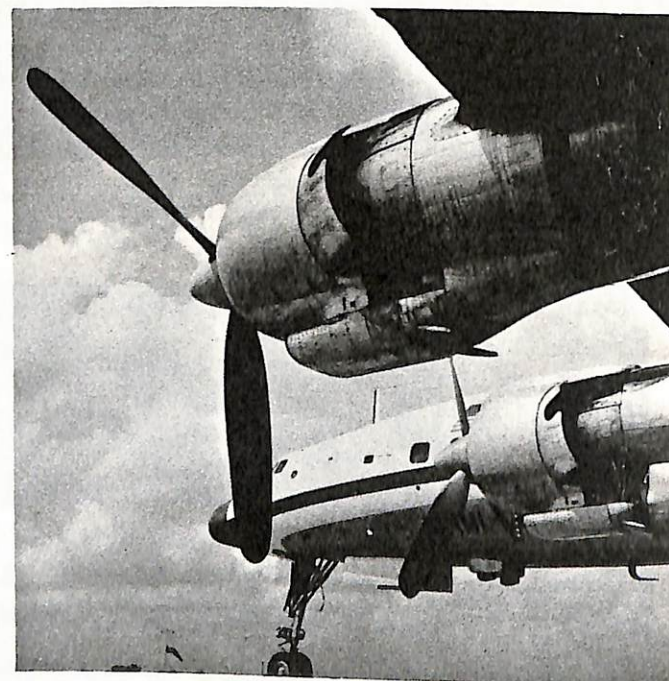
The next variation to be built was the L-1049B, a military model used by the government during the Korean War. There was no L-1049A. The next civilian model was the "C" version and along with the "B" model overcame the power shortage of the prototype by using the Turbo Compound version of the R-3350 engine. There was also a L-1049D model made and was used as a cargo carrier.

Further detail refinements appeared in the L-1049E, but only eighteen of these were completed; the remainder of the 56 originally ordered were completed during assembly, at their purchaser's request, as L-1049G's, later to become known as the Super G. The Super G had the 3,400 h.p. Turbo Compounds, more fuel (in wingtip tanks) and even better payload/range capabilities. In addition to the 38 former L-1049E's, 61 Super Constellations were completed as Super G's and 53 more as cargo L-1049H's, bringing total civil production of the Super Constellation variants to two hundred and fifty-four aircraft.

One further and final stretch of this highly elastic design produced the L-1649A Starliner, which flew for the first time

on October 10, 1956. The Starliner was 2 ft. 7 in. longer than the Super Connie, seating 58-75 passengers normally, and was evolved to TWA's request as a counter to Douglas's long range DC-7C. An entirely new thin-section, straight-tapered wing, spanning 150 feet and carrying much more fuel, did indeed give the Starliner more range than the DC-7C, but it was behind its rival in entering service and its career was over-taken by the big jets a year or two later. Forty-three Starliners were built, these going initially to TWA, Air France and Lufthansa and entering service in May 1957.

The Connies are slowing disappearing from the air-scene, but she certainly will not be forgotten. If you ever have the chance to ride in one of these old "Queens" of the air, don't pass it up--time is growing short!



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THE MODEL SHOP

BY

HENRY HARTEVELDT III

The column this issue will deal with Dave Minton's construction of the Connie model L-749. Although this model was covered in a earlier issue of the "Log", I thought since we are featuring the Connie, it would refresh our memory on some important features to remember when modeling this fine "lady".

Before beginning the article, I would like to thank the people who have written in regard to the column. I appreciate your many comments and suggestions. I also hope that more of you will write in the future with any comments and ideas you might like to see appear in future issues. I have received a few notes from members stating that I was wrong about the Airfix 747SP, and after checking the source of this misinformation (my father, bless him), it turns out he was talking about the regular 747 kit being marketed in Air France and Lufthansa livery, not a 747SP. As we all know, the AF and Lufthansa 747's are already on the market. I'd better straighten Dad out! I have heard, though, that Fowler is coming out with a 747SP, although this is more a display type model. Dave Minton from California wrote with information that Atana of Brazil will be marketing a 1/96 scale VARIG DC-3 and a new kit of a VARIG B-737 (scale unknown at this time). He also says Revell of Mexico is re-releasing the C-130 and C-135B kits (attention all AA Freighter modelers!). I have also heard that Mico-Scale is re-releasing DC-8-61 decals, with NATIONAL being one of the lines depicted. Could this mean Revell is re-releasing the stretched 8? I guess we will just have to wait and see what happens. Hear any good/bad rumors? Drop me a line and we will forward the info onto the rest of the members. Let's get on to Dave Minton's article on the Lockheed Constellation. Pay attention, I am going to ask questions later.

Introduction: I have seen the conversion of the Revell kit to a L-749 somewhere else before. I believe it may have been in a earlier issue of the "Log" (Vol. II No. 1). Even so, I would like to suggest the following refinements.

Notes on the Connie: The dimensions of the L-749 are usually given as a length of 95 ft 01 in to 97 ft 08 in (depending on radar nose) and a wing span of 123 ft. The L-1049 is usually said to have a length of 113 ft to 114 ft (again radar) and a span of 123 ft. Other designations which sometimes appear are L-649, the military version of the L-749 (so to speak) and L-1249, for later versions of the L-1049. Almost all L-649's became L-749's when they were enlisted into civil service.

General comments on the conversion: All measurements are approximate, some are based on guesses from photos, as I will make clear in the text. I would like to comment here that I have seen conversion articles where corrections are suggested on a kit which would require a laser measuring system to achieve the accuracy suggested by the author (i.e. IPMS publications). While I do teach Physics at a University and do have access to such measuring devices, I find a scale and calipers perfectly adequate for most models. Please read the conversion article completely before attempting the conversion.

The length of the kit as it comes from the box is about 28.1 cm. This is about 11.1 in. (All these calculations were done to four significant places on a computer and then rounded off. This may not have been useful, but it sure was fun!) At 1/128 scale (which checks out) the radome nose (part #4) is 4.9 ft (call it 5 ft). The problem at this point is to get a handle on how much to take out to make the L-749 fuselage.

Using photos, I estimated the length of the little nose piece to be about 2 ft (this is on an aircraft without radar). This means, then, that the parts from the Revell kit (parts #2 and #3) must be shortened from 109 scale ft to 93 scale ft. (Not counting the 1 inch, which at this scale is about the same as the thickness of paint put on the model). The difference between these two is, then, 16 scale feet, or 1.57 inches. (Call it 4 cm.) The next problem is to determine where to remove the 4 cm. A careful look at photos will indicate that more must be taken from the front than the back, but how much? Careful scaling from Swanborough's drawings indicates that one should remove 1.68 cm from the back and 2.32 cm from the front. Do not forget the thickness of the saw blade!

Converting the fuselage: Because the diameter of the fuselage forward of the wing is relatively uniform for a considerable distance, it is relatively easy to remove the needed section. (See diagram 1) One should cut from just forward of the leading edge to the forward edge of the second row of rivets (see diagram 2). Removal of the necessary part from the rear section is somewhat more of a problem because of the very rapid taper of the fuselage aft of the wing. One can remove the section immediately aft of the wing root back about 1.7 cm. In fact, however, I do not recommend this approach for the resulting fuselage joint will require a formidable amount of sanding. If you decide to do it this way, be careful to align the fuselage so as to minimize the sanding. A better way perhaps, at least in terms of the amount of sanding necessary, is to remove the sections as indicated in diagram number one. Discard parts B and D, bend part C so as to minimize the amount of sanding you will later have to do--out where it meets part A and in where it meets part E. Also, save the discarded parts--you never know!

Some general comments on the conversion:

Obviously each person will find what works best for them in doing this type of conversion, but I will comment on what I have found to work. I saw the fuselage sections out before I glue the fuselage halves together because I find that it is

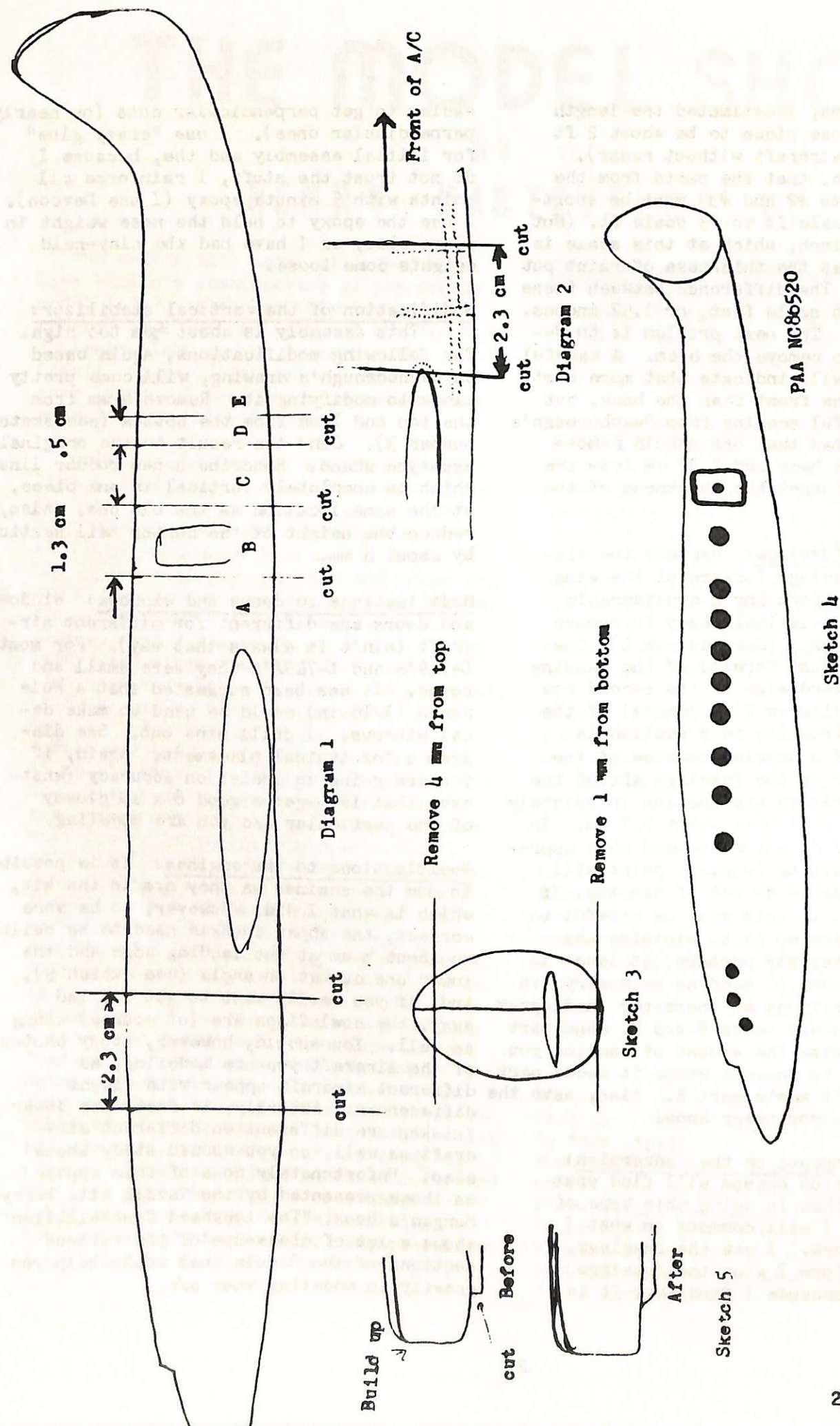
easier to get perpendicular cuts (or nearly perpendicular ones). I use "crazy glue" for initial assembly and the, because I do not trust the stuff, I reinforce all joints with 5 minute epoxy (I use Devcon). I use the epoxy to hold the nose weight in place also, as I have had the clay-held weights come loose.

Modification of the vertical stabilizer:

This assembly is about 1/2 cm too high. The following modifications, again based on Swanborough's drawing, will come pretty close to modifying it. Remove 4 mm from the top and 1 mm from the bottom (see sketch number 3). Sand the result to the original egg-type shape. Rescribe a new rudder line, which is completely vertical in one piece, at the same location as the old one. Also, reduce the height of the center tail section by about 4 mm.

Modifications to doors and windows: Windows and doors are different for different aircraft (ain't it always that way). For most L-749's and L-749A's they were small and round. It has been suggested that a hole punch (3/16 in) could be used to make decal windows. I drill mine out. See diagram 4 for typical placement. Again, if you are going to insist on accuracy (whatever that is)--get a good 8 x 10 glossy of the particular a/c you are modeling.

Modifications to the engines: It is possible to use the engines as they are in the kit, which is what I did. However, to be more correct, the upper intakes need to be built up about 1/4 mm at the leading edge and the lower one cut at an angle (see sketch 5). And, if you really want to get carried away, the cowl flaps are (of course) wrong as well. You should, however, study photos of the aircraft you are modeling, as different aircraft appear with slight differences. Actually, in fact, the lower intakes are different on different aircraft as well, so you should study these also. Unfortunately none of them appear as those presented by the Revell kit. Terry Morgan's book, "The Lockheed Constellation" shows a lot of close-ups of the various sections of the Connie that would help you greatly in modeling your a/c.



Modifications to the nose: If you are building a radar version, use the kit nose. It is not exactly right (a little too long) but it will do. For a non-radar version, push the Monogram DC-3 nose into some clay, fill up the resultant cavity with epoxy and epoxy the result to the nose of the conversion.

Kits of the Connie presently available:

Monogram #7591	Super G	1/131	MATS
Revell H-158	Super G	1/128	Lufthansa
Revell H-167	Super G	1/128	TWA o/c
Revell H-167	Super G	1/128	Varig o/c
Rareplanes (v-f)	Super G	1/72	TWA o/c

For the Varig and Lufthansa versions of the Connie, try Airline Publications and Sales Ltd. The blue in the Lufthansa version appears too light to me. Available from Scalemaster (via V-66) are reprints of the original EASTERN decals (Revell).

Suggestions for decals: The following have been measured for the conversion just described:

- Use kit decals to make TWA version in o/c. These will have to be cut down. Typical registrations are N91201 to N91212.
- Use logos from Airfix Boeing 727 TWA for fuselage and logos from Entex L-1011 TWA for tail logos (these are a little small) to make late TWA scheme. Entex sheet shows gloves in gold while Airfix sheet is in yellow.
- Use new Scalemaster sheet for PAA version. Tail insignia will be a little large. Use number N88861.
- Use Micro Scale sheet 44-4 for WAL version. Insignia (logos and cheat lines) are a little small as given on the sheet. For this version one would have to expand the insignia.
- Use new Scalemaster sheet for EAL meatball version. This is what I did. The letters which read "Fly Eastern Airlines" are blue with a red

outline. To remedy this I simply took the kit decals as supplied and painted dark blue in the middle of the letters. Typical registrations: N121 (use two decal sheets).

The following have been measured for the Monogram Super G. Unfortunately I did not have time to build one before this article was finished.

- Use Micro Scale sheet 44-6 for EAL hockey stick version. Typical registration N6237G.
- Use Airfix Trans Canada Vanguard sheet. Letters are a little fat and one will have to make new tail devices.

General comment: Micro Scale makes some excellent RR decals which may be useful for some versions of the Connie (as well as other aircraft).

Selected Bibliography with comments:

Airliners No. 11 Published by Airline Publications and Sales Ltd. Eng. PP 11, 12. Color profile and B & W photo of Trans European Airways G-AHEL (L-1049).

Marson, Peter J. ed. Super Constellation, Airlines and Airliners No. 9. Produced by Brian Tomkins, VHF. Contains 14 color profiles and 49 B & W photos, including some of various details. Production list of all Super Connies.

Marson, Peter J. Lockheed Constellation, Airlines No. 8. Produced by Brian Tomkins, VHF. Contains 8 color profiles and 28 B&W photos. Some close ups and some tech data. Production list for models 049 to 749A aircraft.

Morgan, Terry. The Lockheed Constellation, Arco Publishing, New York, 1967. B&W picture essay on all version of the Connie, text and captions barely adequate. (Example: photo shows Iberia EC-AMP (L-1049G) "San Juan", caption reads "Iberia flew Connies well into the 1960's".)

Decal Capers

BY

STEVE KENYON

In the last issue I briefly discussed paints--the types, brands, flat vs glossy, and the thinning process. In review, I recommended using enamels since they provide a wider selection of available pre-mixed colors; are easier to work with saving time, money, and effort; and, if necessary, errors and mistakes are much easier to correct (no painting mistake is easy to do over; but enamels are easier than any other). I also suggested the use of flat types of paint from the beginning to the end of your decorating project simply because they offer considerably greater flexibility and adhesion to plastics than most glossy paints. The transition from a flat or matte finish on your model is attained by making your last coat one of glossy clear varnish. It adds the luster and shine you want and provides a protective coat to the entire model as well as the decal.

The importance of properly thinning the paint and testing its consistency before application to your model was the final discussion. Here I suggested a rough rule of thumb to use. It amounted to 75 per cent paint and 25 per cent thinner. However, the precise amount of thinning depends on the color and brand being used.

There are, no doubt, as many ways to paint models as you have kits awaiting construction. If trial and error has developed your techniques to your satisfaction, then continue to use them. On the other side of town, though, may be someone who is still floundering. The following paragraphs are intended for the reader who is still looking; or who has just joined our proud fraternity; or, may just want to refresh his memory. Anyway, I will talk about painting techniques next.

The actual preparation of your model for painting should now be finished: holes, cracks, seams should be filled and sanded; all blemishes should be removed and the model thoroughly cleaned by using a detergent and warm water. (Note: consider wearing a pair of rubber gloves

while handling your model during and after the cleaning stage. They will preclude having a greasy finger print appear at a most inopportune time.) If you are satisfied with the unpainted finish of your model then you are ready to begin painting it.

How you paint your model falls into one of two categories--that is, brushing or spraying. Each has advantages and disadvantages as you will discover; actually, in most situations, you probably will use a combination of both, unless you are married strictly to a brush.

Brush painting is by no means a difficult task although it requires the proper brush for the job. There is an old saying, "never send a boy to do a man's job." Likewise, don't try to paint with a 00 brush when you should be using a $\frac{1}{4}$ " chisel shaped brush. I might add that brush painting also requires a steady hand (don't tackle fine detail after a night on the town).

If you intend to paint your model with a brush, use only the best possible brushes. They should be made of Russian sable since these types are very soft and extremely flexible. They don't shed bristles either. Brushes made of Russian sable are more expensive than others on the market, but with proper care, they will last longer and will give you greater satisfaction with your finished product. If you use cheap brushes, be prepared to accept loose bristles on your paint job, brush marks, and the inability of the brush to bend or curve when you really need it.

Brushes come in a variety of shapes and sizes and are available at any reliable art and crafts store or counter. If your budget will stand the expense, I recommend obtaining these sizes: No. 1, 2, 0, 00, 00000, and a $\frac{1}{8}$ " and $\frac{1}{4}$ " flat brushes.

These rules and techniques, if followed, should aid you immeasurably.

1. Brush or stroke in one direction only; don't scrub back and forth.
2. Never go back over a partly dry area. Let it dry thoroughly before applying a second coat.
3. If brush marks appear, thin your paint a bit more.
4. Use the right brush for the size and shape of the job.
5. Use a $\frac{1}{4}$ " flat (chisel) brush to cover large areas such as the wings, tail surfaces, and the fuselage.
6. Use a flat tip brush to paint to a line. Conversely, use a fine pointed brush to paint a line.
7. Use a finely pointed brush with bristles $\frac{3}{4}$ " or more long for lines and other fine work.
8. If you intend to dry brush or provide a stippled effect, cut all but approximately $\frac{1}{8}$ " of bristles from an old no. 1 brush and use it.
9. To provide stippled effects, dab with the brush much like you would if you were stenciling. Don't stroke as you normally would.
10. Paint will dry rapidly on a brush so always have a bottle of brush cleaner handy and use it frequently. KEEP THAT BRUSH CLEAN!
11. Thin paints with compatible thinners. If you aren't familiar with the actions of using various thinners, play it safe and use one recommended by the manufacturer.
12. Never overdo the thinning process or else streaks will appear.
13. Stir your paint well and at frequent intervals. Any time lapse permits the color pigments to settle and subsequent dippings into the paint bottle will produce various shades of the same color.

14. If you are stirring your paint and you find it impossible to completely dissolve any lumps, discard the can or jar and buy another. You are asking for trouble if you don't.

15. Brush care: (in order)
- a. clean thoroughly with thinner
 - b. wash with soap and water
 - c. pull to its original shape (flat or point) and let dry.

Our remaining category is spray painting. Here again there are two categories. One is the aerosol (self-contained) can and the other is the airbrush. Since I don't have too much to say about using the aerosol can, let me get it out of the way first.

Spraying with the aerosol can is the simplest form of spray painting, but it is also the most expensive. It is the most convenient; however, it is also the most wasteful. It lacks precision and offers very little control since you can't regulate the pressure or nozzle opening. On top of these disadvantages, you must tolerate a high degree of overspray to keep from having paint runs and blobs at the end of each sweep across your surface being sprayed. You must also maintain a uniform distance from the object being painted to maintain a given consistency. The larger the model, the more difficult this is.

I don't mean to ignore them, but discretion and good judgement must be used. Personally, I use them (spray cans) but in this manner. I buy the aerosol cans because it is an economical way of buying larger quantities of precolored paints and they add an additional variety of colors to choose from. It is also an excellent way to store paints since they are sealed from the outside elements. To use a given color, I merely spray a small amount into an open container (usually a separate mixing bottle--one that fits my airbrush) and I'm ready. One additional advantage to the aerosol can and that is that the consistency of the paint is readily useable in an air brush without further thinning (unless you are defining extremely fine

detail with a Paasche Model H). On occasions, I also use cans of flat or glossy clear lacquers as a final finish coat.

At the present time, the widest selection of aerosol types are produced by Testors and Pactra. As far as I can tell, they are both of equal quality. Using one over the other depends solely on the color desired and if its available by the manufacturer of your choosing. The one exception to the "equal" quality referred to above is Testors Chrome Silver. In my opinion (and many others as well) it is the best on the market.

One word of caution should be given at this point, and this applies both to using the aerosol can as well as the airbrush. Make certain your parts to be painted are securely attached to a piece of paper or cardboard before beginning to spray. If they aren't fastened down, you'll wind up finding a piece(s) missing or lost because the air blast has blown them away. Use a double sided tape or ordinary masking tape with the sticky side out. I prefer using rubber cement myself since the cement is easily cleaned off the parts without danger of stripping the paint.

The remaining paragraphs will be devoted to air brushes and some techniques for their use. If your efforts are to be worthwhile and your model become a realistic object of sheer beauty then I recommend owning an airbrush and learning how to use it. Owning and using an airbrush means that you are on the road to achieving first class work. It does not, however, mean or guarantee an instant masterpiece. Like so many other things, perfection takes time and much practice.

Contrary to popular belief the airbrush is not the answer to all painting ills. On the other hand, it does cure 95 per cent of them. Suffice to say that the modern modeler is limited in attaining his ideal finish only by his knowledge of his equipment, material and his techniques.

Most air brushes will function with almost any liquid you may want to try, providing the fluid is thin enough. Obviously, any paint you may use will require thinning,

and the amount of thinning required will be considerably more than we used for brushing. Here again I recommend you start with a 75/25 ratio and experiment. If your chosen ratios do not work well, keep gradually thinning the paint until you find the best solution. NOTE: Make records of the proportions for each best solution for every color and brand. These records will save you valuable time in the future. Bear in mind that paints and thinners must be measured just as the corner druggist measures prescription.

The source of air pressure for airbrushes may be provided by a variety of items such as compressor, canned freon, a unit attached to a vacuum cleaner, or a cylinder of CO/2 gas (used at soda fountains). Since some brushes operate at low pressure while others use a high pressure, a pressure regulator and gauge are advisable. Also, if you are using a compressor or the vacuum cleaner, it is wise to have a water (moisture) trap installed between the brush and the regulator valve. This is especially important if you are painting in areas of high humidity or in an air conditioned room. Water spots really create problems.

I use both the compressor and the CO/2 tank. Both suit my all-a-round pursuits; however, the CO/2 tank is noiseless and does not need a moisture trap, is portable, and provides a smooth uniform flow of air. The compressor on the other hand requires electrical service and provides a pulsing source of air in most miniature compressors use a diaphragm to provide the pressure. My connecting hoses and fittings and fittings on the airbrushes and the air sources are of the same size so any of my guns may be used with any source.

There are many number of good airbrushes on the market today with prices ranging anywhere from \$10.00 to \$60.00 depending on their individual merits. Several excellent brands are manufactured under such trade names as Binks, Badger, and Paasche. The last one named offers the greatest latitude of use and functions. It is also the most expensive. In so far as my own work bench is supplied, I have three Badgers; a Binks; and, a Model H Paasche, but please don't

think it is necessary to have three or four air brushes to be a serious modeler. One is sufficient. I use all of mine at different times for different tasks depending on the accuracy and control I will need.

The Paasche features making it desirable to own and use are: adjustable nozzle sizes; adjustable air pressure; separate paint cups; and, special cleaning tools. Using it under varying conditions and with various paints is indeed a great pleasure; however, this is not to degrade the Binks and Badger because they are good in their own capacities.

The airbrush relates to the serious modeler like a tube bender does to a plumber. Both are invaluable. Consider your air brush a delicate tool and treat it as a fine drawing instrument. Through it your fantasies materialize into reality. It is not difficult to master; but it does take practice.

The use of the airbrush does not mean a lot of time is saved. The actual spraying is fairly quick but much more preparation is needed than for brush painting. The most essential operation is careful masking since the thin paint will work its way into every part of the model not protected by masking tape, liquid mask, or a combination of both. If you are using masking tape, several widths should be available and make certain that you burnish all tape edges before you begin your spraying operations. Nothing causes a modeler to cuss more than to remove the masking tape and find that the paint has run beneath the edges.

These several items should help you perfect your own techniques.

1. Thin all paint for use in an airbrush and keep records of the ratios.
2. Always test your spray pattern before spraying your model.
3. Strain all paints through a piece of nylon stocking to prevent lumps of paint entering the airbrush.
4. Wash your model with warm water and a mild detergent before spraying to prevent peeling.

5. Handle your airbrush exactly like a brush.
6. Use the least air pressure possible. Too much air creates excessive overspray while too little air causes rapid drying and paint flakes.
7. Keep your air brush clean. Dismantle it between each painting session and thoroughly clean with thinner (lacquer thinner is good for this as well as cleaning your paint jars--less expensive too if bought in quart or gallon quantities).
8. Spray thinner through the brush until clear thinner appears before changing colors. This prevents a muddy look.
9. Spray several thin coats and don't try to cover the surface with one heavy coat on the first spraying.
10. Spray lighter shades or colors first, if possible.
11. It is usually best to put on a primer coat before applying any color coats. This is especially true if you have used "green stuff" as filler. All pastel colors require a base coat of white to make them full of sparkle and luster.
12. Gently spray in overlapping strokes and turn the work several times to insure complete coverage (a cradle on a Rubbermaid lazy susan makes an ideal turning device).
13. Start and end your spray off the surface to be covered unless you like splatters, runs, and cuss words.
14. Don't panic if you make an error. Using number 600 wet/dry sandpaper, sand the correction needed under running water. Dry thoroughly and then re-spray.
15. Don't tilt the brush to extremes or try to paint upside down; turn your work instead.
16. Just REMEMBER: practice makes perfect. Get a lot of practice on those pieces of scrap plastic before your dreams are shattered.

Listed below are planned forthcoming articles:

1. Next we will paint an actual model complete with plans, dimensions, patterns--the works.
2. We will publish a personal interview with a fellow modeler who uses household kitchen foil to decorate his models.
3. A subsequent article will tell how to use an opaque and slide projector to decorate and obtain true scale patterns.
4. A personal interview with a professional photographer who shoots only aircraft. We'll steal his secrets and share.
5. Interdispersed with these items will be more articles on do-it-yourself decals using actual models as the real McCoy.

As you can see, these columns will keep me busy from now until dooms day. But you subscribers deserve the best we are humanly capable of providing so on with the show!

Request for information:

A vac-u-formed C-46 kit appearing in late 1972 or early 1973. It was manufactured by a USA firm whose name is unknown. It carried an Air Haiti decal and was in 1:72 scale. The kit came in three pieces; fuselage w/fin and rudder; wing with engine nacelles; and tail piece with lower portion or rear fuselage.

Does anyone have information on this kit?

The corrections for the decal listing will be in the next issue of the "Log". If you have any corrections to the listing, please contact Steve Kenyon and give him the information.

Our list of decals continues. Remember the question mark and the asterik together (?) requires confirmation of information. Anyone having the information, please get in touch with me as soon as possible.

Airline name	Mfgr	Acft Type	Scale	Cost	Remarks
Flying Tigers	Williams	Commando	1:72	1.75	o/c
Flying Tigers	Micro Scale	B-707	1:144	75¢	n/c
Flying Tigers	Air Jet Adv.	Boeing 747	1:200	1-2	current
Flying Tigers	Air Jet Adv.	DC-8-63	1:200	1-2	current
Forces Armees Canadiennes	Airfix	Boeing 707	1:144	3-5	current
(Listed since acft is Prime Minister's acft.)					
Frontier	Air Jet Adv.	CV-580	1:144	1-2	current
Frontier	Air Jet Adv.	Boeing 727	1:200	1-2	current
Frontier	Air Jet Adv.	Boeing 737	1:200	1-2	current

-G-

Garuda	Revell (usa)	CV-990	1:144	5-7	o/c
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-H-

Hawaiian Air	Micro Scale	DC-9-30	1:144	75¢	current
Hughes Air West	Aurora	DC-9	1:72	1-2	o/c
Hughes Air West	rowler	DC-9	1:144	2-3	current
Hughes Air West	Micro Scale	DC-9-30	1:144	75¢	current
Humber Awys	Airfix ?*	N.B. Islander	1:72	2-3	o/c

Airline name	Manufacture	A/C Type	Scale	Cost	Remarks
-I-					
Iberia	Tom Hollywood	DC-10-30	1:164	1-3	current
Iberia	Revell	DC-9	1:144	3-4	current
Icelandair	Micro Scale	Boeing 727	1:144	75c	current
Imperial A/L	Airfix	H.P.-42	1:144	2-3	o/c
Inex-Adria	Tom Hollywood	DC-9-30	1:164	1-3	current
Inex-Adria	Tom Hollywood	DC-9-30	1:100	1-2	current
Interflug	VEB	AN-12	1:100	2-3	current
Interflug	VEB	IL-18	1:100	2-3	current
Interflug	VEB	TU-154	1:100	2-3	current
Invicta Intl	Airfix	Vanguard	1:144	3-4	o/c
Iraqi	Micro Scale	Boeing 707	1:144	75¢	current
Israel A/L	Starfix	Boeing 707	1:288	2-3	current

-J-

Japan A/L	Entex	Boeing 727	1:100	2-3	current
Japan A/L	Entex	Boeing 747	1:144	2-3	current
Japan A/L	Bandia	YS-11	1:72	4-5	current
Japan A/L	Micro Scale	Boeing 747	1:144	75¢	current
Japan A/L	Marusan	DC-7	?	4-5	o/c
Japan A/L	Revell (usa)	DC-8	1:144	3-4	current
Japan A/L	Koga	Boeing 727	1: ?*	3-4	current
Jersey A/L	Airfix	heron	1:72	3-4	o/c
Jersey A/L	Frog	H.P. Hearld	1:72	3-4	o/c

-K-

Kawasaki Mfr Co	Tamiya	Boeing VTOL 107 II	1:100	2-3	current
KLM	Airfix	DC-9-30	1:144	2-3	current
KLM	Revell (usa)	DC-8	1:144	3-4	current
KLM	Revell (usa)	DC-9-30	1:144	3-4	current
KLM	Frog	Viscount	1:144	4-5	current

Korean A/L	Tom Hollywood	DC-9-30	1:164	1-2	current
Korean A/L	Airline Publ. (England)	Airbus A300	1:144	3-5	current

-L-

Laker's Skytrn	Airline Publ.	DC-10	1:144	2-3	current
Laker's Skytrn	Micro Scale	DC-10	1:144	75¢	current
Lloyd Intl	Tom Hollywood	DC-8-63F	1:164	2-4	current
LTU (German)	Air Jet Adv.	L-1011	1:200	1-2	current

Airline name	Manufacture	A/C Type	Scale	Cost	Remarks
Lufthansa	Airfix	Boeing 737	1:144	2-3	current
Lufthansa	Airfix	Boeing 747	1:144	2-3	current
Lufthansa	Lindberg	Boeing 707	1:250	1-2	current
Lufthansa	Revell (GB)	Boeing 727	1:144	2-3	current
Lufthansa	Revell (GB)	Boeing 707	1:144	2-3	current
Lufthansa	Revell (GB)	Spr Connie	1:144	2-3	current
Lufthansa	Faller	CV-440	1:100	2-3	current
Lufthansa	Revell (Ger)	DC-10	1:144	3-4	current
Lufthansa	VHF (England)	Boeing 727	1:100	4-6	current
Lufthansa	VHF (England)	Boeing 737	1:100	4-6	current

-M-

Martinair	Aurora	Boeing 747	1:156	2-3	current
Mexicana	Revell (usa)	Boeing 727	1:144	3-4	current
Mexicana	Micro Scale	Comet IV	1:144	75¢	current

More with the next issue. See you then.

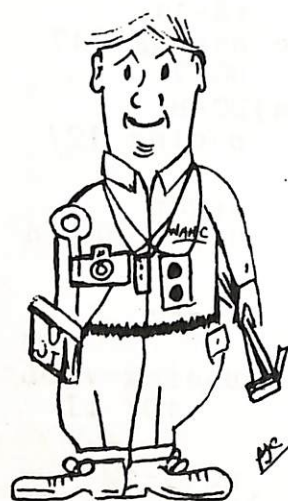
SK

Around The Airports

Since the convention is going to take place at the Greater Cincinnati Airport (CVG) I thought we would take a look at the possibility of getting some good plane shots.

CVG is still one of the few airports that have a observation deck from which you can get some good pics. The deck is located at the far end of Terminal A and costs one thin dime to enter. The deck overlooks the Piedmont ramps on one side and the Eastern-Allegheny-North Central on the other. Directly across from the deck is the American terminal and there is always some activity in that area. With telephoto lense, you can pick up traffic moving from the Delta and TWA terminals. (See diagram on next page of terminals)

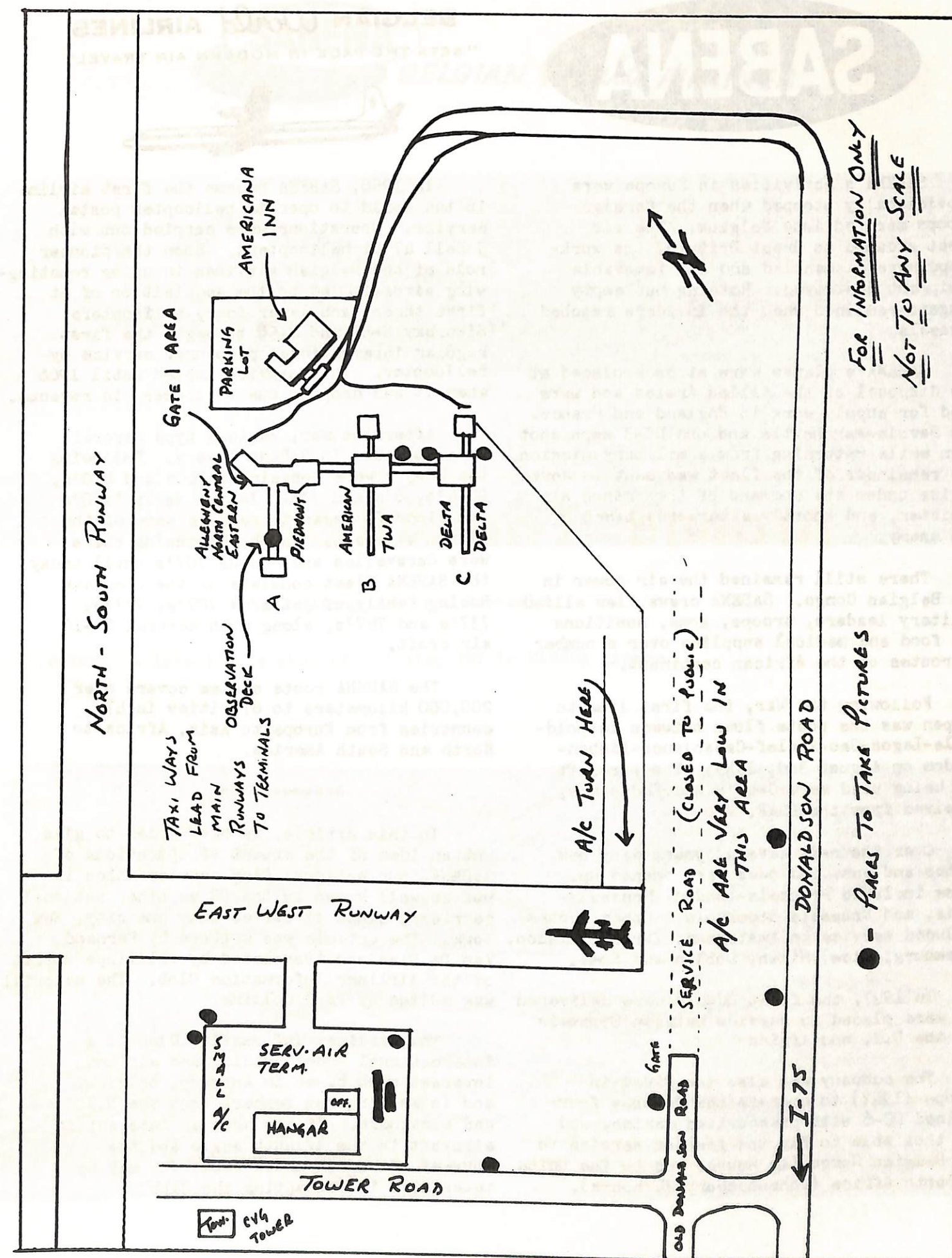
In addition to taking shots from the observation deck, there are areas by the terminals where you can do some shooting,



but it will have to be done through a screen fence. However you can get some good shots of Delta and TWA equipment in this manner. (See diagram.)

Several other areas provide good locations for getting some in-air shots. The one I know best is the east end of the east-west runway. Aircraft buzz this area very low on landing and take-off. Also some good landing and take-off pics can be obtained from the Serv-Air terminal. This is the small aircraft terminal located directly across from the main airline terminals. (See diagram.)

A side trip could be arranged for those that wish to go to Lunken Field in Cincinnati. This was the original airline Terminal for Cincinnati and served as such until 1948 when the Boone County facility was opened. Lunken has a great number of private and biz a/c.



SABENA

SABENA's activities in Europe were provisionally stopped when the foreign troops marched into Belgium. The air fleet escaped to Great Britain, the workshops were dismantled and all immovable equipment destroyed. Nothing but empty hangers remained when the invaders reached Brussels.

SABENA's planes were at once placed at the disposal of the Allied Armies and were used for supply work in England and France. Two Savoia-Marchettis and one DC-3 were shot down while returning from a military mission. The remainder of the fleet was sent to North Africa under the command of the French Air Minister, and shortly afterwards taken by the enemy.

There still remained the air power in the Belgian Congo. SABENA crews flew allied military leaders, troops, arms, munitions and food and medical supplies over a number of routes on the African continent.

Following the War, the first line to reopen was the route flown between Leopoldville-Lagos-Gao-Aoulé-Casablanca-Lisbon-London on August 3rd, 1945. The aircraft now being used were C-47's and Lodestars, received from the USAF.

Over the next several years many new routes and some old ones were opened up. These included Brussels-London, Brussels-Paris, and Brussels-Stockholm. Other routes included service to Amsterdam, Zurich, Lisbon, Luxemburg, Nice, Milan, Dublin and Rome.

In 1947, the first DC-4's were delivered and were placed in service between Brussels and the U.S. and Africa

The company was also the first in Europe (1947) to operate the famous four-engined DC-6 with pressurized cabins, and was thus able to fly the fastest service to the Belgian Congo (16 hours) and to the Union of South Africa (Johannesbur, 24 hours).

BELGIAN World AIRLINES

"SETS THE PACE IN MODERN AIR TRAVEL"



In 1950, SABENA became the first airline in the world to operate helicopter postal service. Operations were carried out with 3 Bell 47 Di helicopters. Soon the pioneer role of the Belgian airlines in using rotating-wing aircraft led to the acquisition of at first three, and later four, helicopters (Sikorsky S-55 and S-50) to begin the first regular international passenger service by helicopter. This service lasted until 1966 when it was dropped due to losses in revenue.

After the war, various type aircraft have operated in SABENA livery. Following the DC-3's were Convair CV-240s and 440's, DC-4's, 6's and 7's. In the early 1960's jet aircraft began to replace some of the piston aircraft. In the beginning there were Caravelles and Boeing 707's until today the SABENA fleet consists of the complete Boeing family of jet a/c: 707's, 727's, 737's and 747's, along with several DC-10 air craft.

The SABENA route system covers over 200,000 kilometers to 67 cities in 47 countries from Europe to Asia, Africa to North and South America.

In this article, we have tried to give you an idea of the extent of operations of SABENA, our national flag carrier which is not as well known in the US as other national carriers, since it serves only one city, New York. The article was written by Fernand Van De Plas and translated by Phillippe Morlet of the Airliner Information Club. The material was edited by Paul Collins.

The Airliner Information Club is a international model building and airline interest club based in Antwerp, Belgium, and is seeking new members from the U.S. and elsewhere. If you have an interest in aircraft in the 1/144th scale and the current European model news, you may be interested in contacting the Club.

SABENA

BELGIAN World AIRLINES

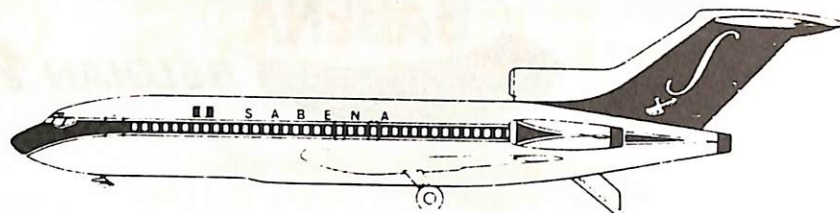


Above: A Douglas DC-7C taking off from Brussels.

Below: A late 1960's shot of a Boeing 707 in SABENA livery.



SABENA



BELGIAN WORLD AIRLINES

The "Societe Anonyme Belge D'Exploitation de la Navigation Aerienne" or in short SABENA, was founded on May 23, 1923. The initial capital invested was 6 million Belgian francs (\$125,000 dollars, at the present rate of exchange) with the main share holder being SNETA, which operated the first aircraft in Belgium following WW I, the Belgian government and the area known as the Belgian Congo, which has played a large part in the history of SABENA.

A part of the SNETA fleet was allotted to SABENA in order to start their flights. These aircraft were: 4 De Havilland-9s. 3 Rumpler C-IV, 1 Farman "Goliath", 4 Bleriot Spad 33 and 1 Ansaldo A/300C.

Soon after these ex-military aircraft were converted for civil use, some additional heavier a/c were purchased. This included Handley Pages W.8F trimotors.

The new airline was based on the aerodrome of Haren (near Brussels). A number of new buildings were constructed to house the operation and to cope with the new traffic.

The first service was inaugurated on April 1, 1924 with twin engine aircraft linking Brussels with Rotterdam and then back to Brussels and Strasbourg, France. Later, on April 10th, it was extended to Basel, Switzerland. Additional services were started on the 14th of April when the trimotors were delivered.

On February 12, 1925 the first Handley Page, "Princes Marie-Jose", flown by Edmont Thieffry and Leopold Roger inaugurated the first service between Belgium and Katanga in the Congo. Soon after this successful flight, a route network was opened linking Belgium and the Congo region with various destinations within Africa.

On the European routes, new lines were opened to such places as London, Paris, Amsterdam and Koln (Germany).

As these new routes were opening up, new aircraft were being added to the fleet. Coming into service were the Fokker F-VII and the Junkers JU-52/3M.

The early and mid-30's saw great strides being made in SABENA's service. In 1931, an important line called "Baltic Air Express" was opened, linking London to Antwerp-Essen-Hamburg-Kopenhagen-Malmö. In 1932, this was extended to Berlin and Dortmund.

In 1933 SABENA was looking for new aircraft. The choice narrowed down to three different types. These were the Dewoitine, the Caproni and the Savoia-Marchetti S-73. The decision was made to purchase the S-73 for its great luxury. Four of the aircraft were ordered.

In 1935 air travel knew a great boom, and summer flights were operated to Lille (France), Ostend and de Zoute (Belgium coast). The "Baltic Air Express" got lengthened to Stockholm and was baptised "Nord Air Express".

1938 saw a new aircraft in service, the Savoia-Marchetti S-83, a bigger model derived from the S-73. This was the first retractable gear aircraft to be added to SABENA's fleet.

The last aircraft aircraft to be ordered before the outbreak of WW II were DC-3's, equipped with Wright "Cyclone" engines. They were assembled at the Fokker factory in Holland.

EDITOR'S CORNER

This column will be a little about lot of different subjects. On the following page I have used a post card that I found recently at a flea market. It's the TWA Super-G Connie. While the message on the front of the card, the same message appears in French on the reverse. Does anyone else have a card like this in their collection? In addition to the message in French, it has airmail markings around the edges. I have also used the Capital A/L card drawn by Roy Anderson. Does anyone have a "real" card of this beautiful bird? I would be interested in obtaining one for my collection along with a Capital DC-3. Anyone out there help me?

Bob Feld, out insignia editor has sent in another page of airline patches. I would like to thank those of you that have sent Bob material, but I sure there are a lot more of you out there that have a lot of material that we can use. Please send Bob a drawing, photo, xerox copy or the patch so he can get it cataloged. This is no easy job and Bob can use all the help he can get.

Hopefully someone will take on the job of cataloging the various airline wings that are worn by the various members of airline crews. I would like to hear from anyone that has a large collection of these wings to see if we can't get something started in the "Log" on letting members know what is available and the possible price on such items. Any takers?

A number of you have taken the time to pick up some baggage tags for me from the different airlines. I have not been able to answer all of your letters, so I will take the time now to do so. I still need quite a few tags for the display I am making for the convention. I would appreciate anyone living near a airport to check them out and send me just one of each baggage tag available. This will really help out on the boards I am preparing for the convention. Your assistance will be greatly appreciated.

Things in the schedule collecting area have been a little slow of late. I did pick up some Mohawk material from Fred Erdman a short while ago. Which reminds me. Fred is again supporting the SST Museum in Kisseemee, Florida. He recently took a number of articles down to the museum for display. Of course Fred's section of the building is called the International Airline Museum. I will be printing additional information on this operation as Fred feeds me the info. This is going to be a "growing" thing down in Florida. Fred has soon good ideas and has the contacts to get some "oldie-but-goody" aircraft into the museum for display. More on this in the next issue of the "Log".

The 5th annual edition of Paul K. Martin's "The Airline Handbook" is now available. This book is loaded with facts on just about every airline in the free world and some parts of the world that's not so free. The book sells for \$7.25 in the U.S. and can be obtained by writing P.O. Box 3694 Cranston, Rhode Island 02910 care of The Airline Handbook Company.

From Steve Mason and the folks at Micro Scale comes the news of some new sheets of decals for the modeler. Sheet 44-25 is for the DC-8-61 United (n/c) and National (o/c); 44-26 L-1011 Tristar in Gulf Air and Cathay Pacific; 44-27 is for DC-8-20 and has Pan American and Eastern "Golden Falcon" jet; and sheet 44-28 Boeing 737 Frontier and PSA's old colors. Price has gone up to \$2.50 a sheet on these new items. Victor 66 will be selling all four sheets for \$8.50, a savings of \$1.50 over the individual price. Drop a line to Steve for a list of other goodies he has.

For future issues of the "Captain's Log" I am looking for material on SEABOARD WORLD, TRANS INTERNATIONAL, FLYING TIGERS, WORLD AIRWAYS, and the Curtiss C-46, all Caravelle's and Viscounts. What have you got????? Drop the editor a line.

In Flight with TWA ...

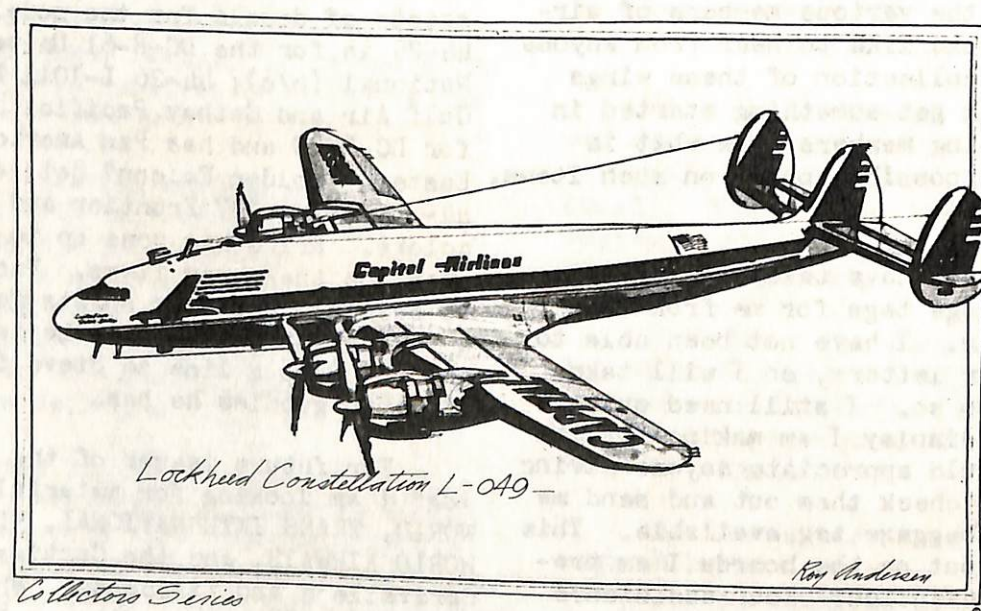
TWA
SUPER-G
CONSTELLATION

You enjoy outstanding comfort aloft as you fly smoothly in TWA's giant Super-G Constellations, the latest word in swift, modern passenger aircraft.

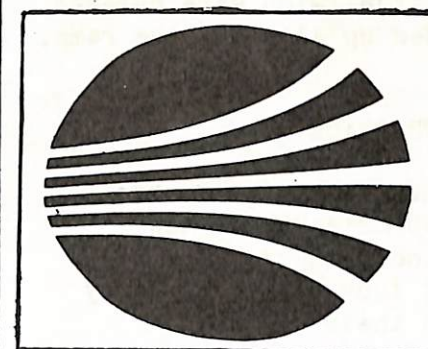
TWA
TRANS WORLD AIRLINES
U.S.A. • EUROPE
AFRICA • ASIA



Use your camera—remember your trip with pictures.



AIRLINE PATCHES by bob feld



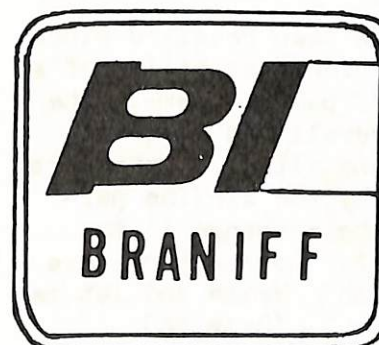
**CONTINENTAL
AIRLINES**

Approximate
2½" white
square with
black or red
emblem



CONTINENTAL AIRLINES

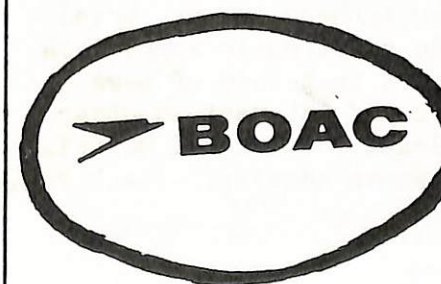
On a 3¼" white
oval shape with
a black border.
Airline name and
design in red.



**BRANIFF
INTERNATIONAL**

A 3" dark blue
square with
aquamarine
border and jet
stream, white
letters and
airline name.

BRITISH OVERSEAS AIRWAYS

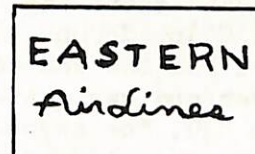


A 3 3/4" white
oval with dark
blue border,
design and
letters.



DELTA AIRLINES

On a 2 7/8" white
disc with gold border,
top arrow and airline
name in blue, bottom
arrow is red.



EASTERN AIRLINES

Light blue background
with dark blue letter-
ing.
Cut from pillow
headrest.



**NORTHWEST ORIENT
AIRLINES**

On a 3" white square
with red border, red
logo and lettering.



TRANS WORLD AIRLINES

A 3" red rec-
tangle with
white border
and letters.



UNITED AIRLINES

A 3/4" dark grey
oval. Shield in
center is red on
top with white star.
Bottom of shield is
blue with airline
name in white.

MOVING THE M-2

The Douglas M-2, rebuilt by Western Airlines just over a year ago, has been flown to the Smithsonian Institute to be placed in the National Air and Space Museum.

On April 18, the aircraft spent the night at Grand Junction, Colorado on its way to the museum. I had the chance to look this old bird over and was quite surprised that it was so BIG. For anyone that is interested, I have 15 color prints of the M-2. Please write for details.

747 COLLISION

The aircraft lost at Tenerife on March 27th are as follows:

Pan Am 747-121A c/n 19643 N736PA
KLM 747-206B c/n 20400 PH-BUF

ALASKA B-727

It was reported in the last newsletter that Alaska Airlines would rebuild the 727 that crashed sometime back. This information was in error. Alaska has ordered 2 B-727-200's for delivery in May 1978. They hope to start ANC nonstop to LAX and SFO service with them if CAB gives approval. Alaska is also in the midst of merger talks with Wien Air Alaska and that could help. This info from member Jeff Cacy.

EASTERN AIRBUS

Eastern Airlines will lease 3 A-300 Airbus widebody airliners from the manufacturers during their busy season this year. The airline will test the compatibility of this European airliner with its present equipment along its routes.
(Gate 66)

Does anyone have any photos of the non-white Eastern aircraft? Member Paul Collins saw one at CVG the other day but did not have his camera with him--shame!

ELECTRA HIT AT NATIONAL

On December 21, 1976, a van rolled into an Eastern Electra (N5523) at Washington's National Airport as it was departing the ramp area. The props on the right side of the L-188 were damaged, and the truck ended up all over the ramp.

"ULTRASPACE"

Braniff International has started equipping its DC-8-62's with a new interior design including leather seats and the wide-body look. They also may be adding this to their 727s.

Calder's last completed work is BI's Boein 727 which is titled "Salute to Mexico"--to be flying later this year. In style, this a/c is reminisced of the Calder Bicentennial 727 flying now. The colors are those of the Mexican flag, green, red, yellow and blue on a background of white. As with all of Calder's previous efforts for Braniff, no fuselage titles appear, just the signature of the artist painted near the nose on the port side.

Many comments have been received since our first mention of the possibility of a change in the Braniff paint scheme. The latest is that an overall new image is in the works, starting with a/c interiors, on to uniforms worn by the airline personnel, and finally to a change in the airline's paint motif. Does anyone have any latest information? Write and let me know--what you know. (Gate 66)

Martin Marlow, 820 Kennedy Avenue, Grand Junction, Colorado 81501 would appreciate hearing from members that know of news items that would be of interest to other Club members. Please forward all material to Martin at the above address. Thank you.

PLEASE SUPPORT OUR ADVERTISERS

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

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

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

Aviation Color Photo, 2218 North Junett, Tacoma, Washington 98406 specializes in post cards and has quite a listing available with a sample for only 35 cents. Price per card runs between 15 and 25 cents with a little more for the larger size cards. Jack Splinter, operator of ACP also does some trading, in older prop type a/c cards and photographs.

Air Pix Aviation Photography has a wide-spread collection of just about any type aircraft. They are heavy in airliners and experimental aircraft. Many warbirds also. A new catalog, much improved we will note, will make its debut at the Airline Convention in Cincy. Air Pix will be an exhibitor at the slide show. Catalogs will be free for the asking or write Air Pix, P.O. Box 75034 AMF, Cincinnati, Ohio 45275; send a buck for the catalog by mail.

Aircraft Publicity Bureau c/o John B. Hayes 2483 West Costilla Avenue, Littleton, Colo. 80120 is offering high-quality 35mm color slides of commercial and military aircraft. Send \$1.25 for catalog and sample slide. Kodak film and processing used exclusively.

Kit Collector's Clearing House c/o John Burns, 3213 Hardy Drive, Edmond, Ok. 73034 is the place to look for that rare model that you have not been able to find. If John does not have it, he can put you in touch with someone that does. Drop a line to John and he will fill you in on what is happening at KCC.

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

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

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

JP Airline-Fleets 76 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 serious collector.

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

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