



CAPTAIN'S LOG

VOL. III NO. 3

WINTER 1977



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

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.

The CAPTAIN'S LOG is sent 2nd Class mail, so please allow ample time for delivery.

The CAPTAIN'S LOG is the official publication of the WORLD AIRLINE HOBBY CLUB. Current membership fee is \$10.00 per year for US and Canadian members and \$12.00 for all others. Please add \$5.00 additional if you wish air mail delivery (foreign members only). Make checks and money orders payable to "World Airline Hobby Club". Send dues to the Editor.

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



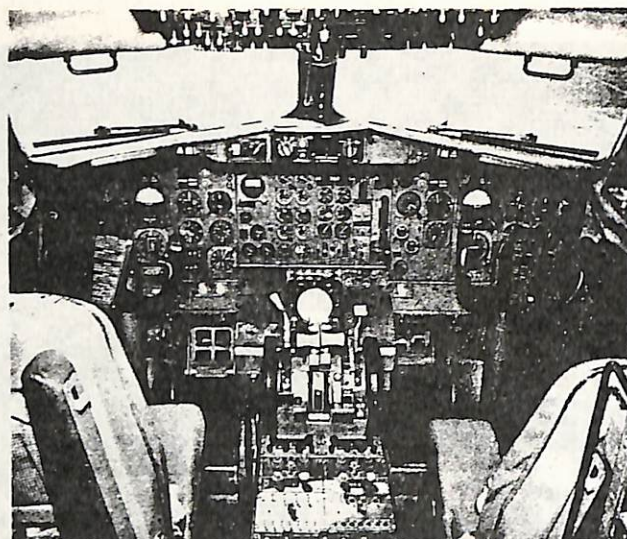
CAPTAIN'S LOG

VOLUME III, Number 3
Winter 1977

FLIGHT MANIFEST

....from the left hand seat.....	2
L.188 Electra--You gotta believe!	3
Model Shop-L.188 Electra.....	12
Air Transport in Europe-Part 2.....	16
The Airway to Everywhere-Part 2.....	27
Around the World of Schedule Collecting.	32
Post Cards.....	38
Air Lines.....	42

Cover photograph courtesy Karl Smalley. Although Capital did not fly the Electra in the color scheme shown, at least to my understanding, it certainly makes a nice picture.



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

A belated Merry Christmas and a Happy New Year to all WAHC members and their families. May this be the biggest and best year yet for the Club and yourself.

We have a lot going for you this issue starting out with coverage on the Lockheed Electra L.188 followed by the continuing series on the international scene. This issue Mr. Gerritsma covers British Airways. Model editor Dave Minton gives us a little insight into modeling a L.188 and Marion Pyles continues with his story of Allegheny Airlines. Starting this issue, George Cearley and Brooks Camp will give us some tips on collecting schedules and a listing of what items have been published by various airlines over the years.

Due to some communication problems, Decal Capers will not be included with this issue of the LOG. Hopefully we can pick up on this feature in the next issue. Pete Black will give us some tips on collecting post cards this issue and we will continue to print some of the cards appearing in the Douglas Post Card catalog. Also check the back section of this issue for material that formerly appeared in the quarterly newsletter. The editorial staff will appreciate hearing from any member that has suggestions on how the appearance of the CAPTAIN'S LOG can be improved. Please feel free to drop the editor a line. After all, this is YOUR magazine and Club.

It's not too early to start thinking about attending the convention in Toronto next year. Before you know it July will be here and you won't be ready! Start now to make your plans. And don't forget that the Club will be sponsoring a DC-3 charter from Cincinnati to Toronto. See the newsletter section on additional info about this charter. Should be a ball!

I had hoped to include in this issue a story on the cargo carriers of the world. But due to the coverage on the L.188 I've decided to hold off on this story until a future issue of the LOG. I would like someone to volunteer to do profiles of the featured aircraft for future issues of the LOG. Several members sent in quite a number of photos of the L.188 but due to cost, we can't print them. However, if someone were available to draw profiles, these extra pictures would not be going to waste. Do I have a volunteer?

I have recently started a "local" group collectors meeting for members in the Cincinnati area. Perhaps we can start a section of the LOG that will be devoted to the activities of such groups. I know there is a active group in Dallas and I think one has been started in Chicago. The Minnesota area and California area should be able to come up with some group interest. Drop me a line with your thoughts on this subject.

Included with this issue of the LOG is a souvenir reprint from "air line pilot" magazine that was distributed on Western Airlines. The copy your receiving is from Western via employee Jack Stowers. The reprint includes stories on the M-2 Mailplane and Charles Lindbergh. Jack thought that members of the Club would find the articles interesting. I did and I am sure you will also. Our thanks to Jack and of course Western.

I have enclosed a new membership application with this issue of the LOG. The membership roster will be completely up-dated the first of year and I want to be sure I have your correct address and have you listed in the correct fields of interest. Please return the application as soon as possible. It will be appreciated. Till next time--happy collecting.



Aotea, a Tasman Empire Airways Lockheed L-188 Electra.

L.188 Electra — You gotta believe!

BY
PAUL COLLINS

You gotta believe! And believe they did. After several tragic accidents gave the Lockheed L.188 a reputation that she would find hard to shake, the airlines banded together with the manufacturer to prove to the traveling public that they had a aircraft that was more than airworthy and one that could be trusted.

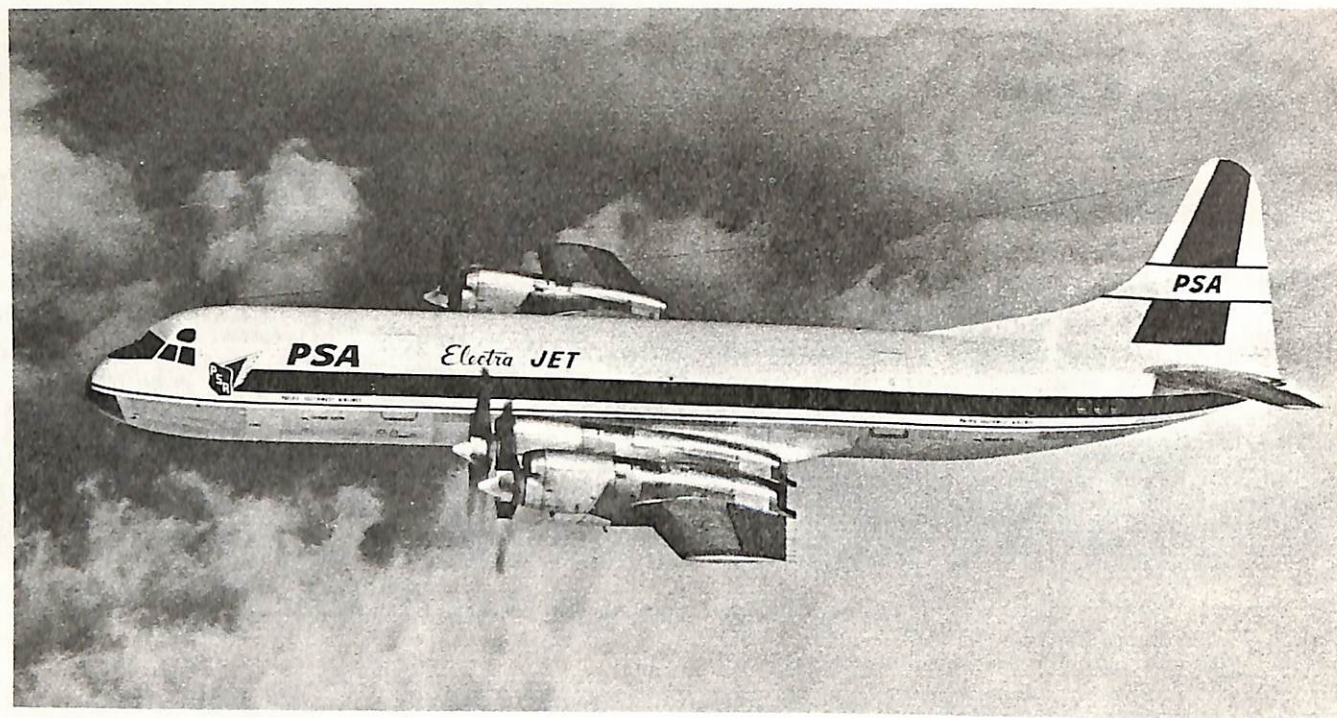
For those of you that have studied the histories of airlines and airliners, the story behind the Lockheed Electra L.188 is well known. For those of you that haven't, a brief review is in order.

In 1954, Lockheed offered American Airlines a high-winged aircraft with four Dart or Eland engines, but the aircraft proved too small for their intended use. The following year American issued its detailed requirements to the U.S. industry at large. This time Lockheed came up with its plans for a scaled-up version of the CL-130, the L.188 Electra.

American quickly ordered 35 aircraft and Eastern followed with a order for 40. A year after its announcement the Electra had attracted orders for a hundred and twenty-eight aircraft, and this total had risen to a hundred and forty-four by the time the first prototype was flown on December 6, 1957.

Two basic models were developed, the L.188A, the first of which was delivered to Eastern in October of 1958, and the L.188C which had increased fuel capacity and increased gross weight and seats, from 74 (standard) to 99 (high density). The first recipient of the L.188C was Northwest Airlines.

At the beginning everything went as expected during the breaking in period for a new airliner. Then in late 1959 things began to happen that gave the aircraft a very bad reputation.



ABOVE: An original PSA Electra. The window cheat line and tail design as well as all lettering is red. Photo courtesy Jack Stowers.

BELOW: A Northwest Orient Airline Electra L.188C. Northwest used the Electra on it's Minneapolis-Seattle route and New York-Florida routes. Photo courtesy of Jack Stowers.

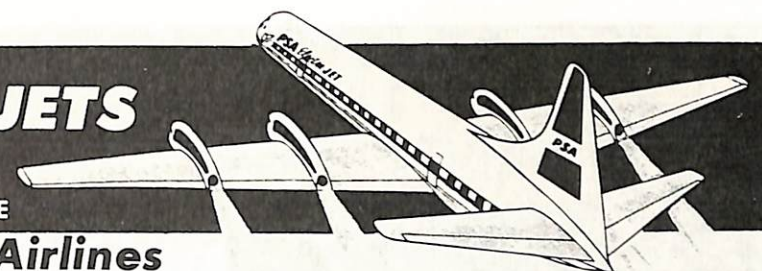


ALL JET FLEET

PSA *Electra* JETS

THE NATION'S LEADING
INTRA-STATE AIRLINE

Pacific Southwest Airlines



EFFECTIVE OCTOBER 1, 1961

GENERAL OFFICES: LINDBERGH FIELD, SAN DIEGO, CALIFORNIA

Hugh N. Wood
Vice President-Sales

Kenneth G. Friedkin
President

J. Floyd Andrews
Vice President

Local California Time

SCHEDULES

DAILY—MONDAY THRU THURSDAY

Northbound	723	749	109	123	229	349	531	603	649	759
Lv SAN DIEGO	7 15	7 45	10 00	12 35	2 20	3 45	5 30	6 00	6 45	7 40
Ar LOS ANGELES (International)	8 05	8 20	10 20	1 00	2 40	4 05	5 45	6 15	7 00	8 00
Lv LOS ANGELES	7 40	7 55	10 35	1 15	3 20	4 20	5 50	6 25	7 10	8 15
Ar LOS ANGELES (Burbank)	7 55	8 10	10 50	1 30	3 40	4 40	6 10	6 40	7 25	8 30
Lv LOS ANGELES	8 15	8 30	11 10	1 45	4 00	5 00	6 30	7 05	7 40	8 45
Ar SAN FRANCISCO	8 35	9 05	11 35	2 10	4 20	5 20	6 50	7 20	8 05	9 15
Southbound	706	734	106	156	244	346	536	600	714	756
Lv SAN FRANCISCO	7 00	7 30	10 00	1 00	2 45	3 45	5 30	6 00	7 10	7 55
Ar LOS ANGELES (Burbank)	8 25	8 40	11 00	2 00	3 55	4 55	6 30	7 00	8 10	8 55
Lv LOS ANGELES	8 00	8 15	11 00	2 15	4 10	5 10	6 40	7 10	8 20	9 05
Ar LOS ANGELES (International)	8 15	8 30	11 15	2 30	4 25	5 25	6 55	7 25	8 35	9 20
Lv LOS ANGELES	8 35	9 05	11 35	2 45	4 40	5 40	7 10	7 40	8 50	9 35
Ar SAN DIEGO	8 55	9 25	11 55	3 05	5 15	6 15	7 45	8 15	9 25	10 10

FRIDAY ONLY

Northbound	723	749	109	133	119	229	203	401	429	509	543	709	743	741	859	949
Lv SAN DIEGO	7 15	7 45	10 00	12 00	1 00	2 00	4 00	5 45	6 00	7 05	7 45	8 55	9 45			
Ar LOS ANGELES (International)	8 05	8 20	10 35	1 20	1 35	2 20	2 25	4 20	5 05	6 10	7 05	8 05	9 00	9 55	10 45	
Lv LOS ANGELES	7 40	7 55	10 35	1 25	1 40	2 30	2 35	4 25	5 10	6 15	7 10	8 10	9 05	9 55	10 45	
Ar LOS ANGELES (Burbank)	7 55	8 10	10 50	1 35	1 50	2 40	2 45	4 30	5 15	6 20	7 15	8 15	9 10	10 00	10 50	
Lv LOS ANGELES	8 15	8 30	11 10	1 40	1 55	2 50	2 55	4 40	5 25	6 30	7 25	8 25	9 20	10 10	11 00	
Ar SAN FRANCISCO	8 35	9 05	11 35	2 00	2 15	3 05	3 10	5 00	5 45	6 50	7 45	8 45	9 40	10 30	11 20	
Southbound	706	734	106	116	156	204	306	356	400	546	600	634	746	836	854	936
Lv SAN FRANCISCO	7 00	7 30	10 00	1 00	2 00	3 00	3 45	4 00	5 45	6 00	6 30	7 40	8 30	8 55	9 30	
Ar LOS ANGELES (Burbank)	8 25	8 40	11 00	2 00	2 55	3 55	4 40	5 00	6 45	7 00	7 30	8 40	9 30	10 05	10 30	
Lv LOS ANGELES	8 00	8 15	11 00	2 15	3 10	4 10	4 45	5 00	6 45	7 00	7 30	8 40	9 30	10 05	10 30	
Ar LOS ANGELES (International)	8 15	8 30	11 15	2 30	3 25	4 25	4 55	5 10	6 55	7 10	7 40	8 50	9 40	10 15	10 40	
Lv LOS ANGELES	8 35	9 05	11 35	2 45	3 40	4 40	5 15	5 30	7 15	7 30	8 00	9 10	10 00	10 35	11 05	
Ar SAN DIEGO	8 55	9 25	11 55	3 05	4 00	5 00	5 45	6 00	7 45	8 00	8 30	9 40	10 30	11 05	11 35	

SATURDAY ONLY

Northbound	723	749	919	129	133	159	209	349	519	603
Lv SAN DIEGO	7 15	7 45	9 15	11 00	12 00	2 00	2 20	3 45	5 00	6 00
Ar LOS ANGELES (International)	8 05	8 20	9 50	11 35	12 35	2 25	2 45	4 05	5 20	6 25
Lv LOS ANGELES	7 40	7 55	10 35	12 35	1 35	2 50	3 10	4 20	5 35	6 40
Ar LOS ANGELES (Burbank)	7 55	8 10	10 50	12 40	1 45	3 00	3 20	4 30	5 45	6 50
Lv LOS ANGELES	8 15	8 30	11 10	1 45	2 45	3 55	4 15	5 25	6 40	7 45
Ar SAN FRANCISCO	8 35	9 05	10 50	2 05	3 05	4 15	4 35	5 45	6 55	8 00
Southbound	706	734	926	104	136	146	214	346	644	716
Lv SAN FRANCISCO	7 00	7 30	9 20	10 00	11 30	1 15	2 15	3 45	6 30	7 15
Ar LOS ANGELES (Burbank)	8 25	8 40	10 20	11 00	12 30	2 15	3 15	4 45	7 30	8 15
Lv LOS ANGELES	8 00	8 15	10 20	11 10	12 40	2 30	3 30	4 55	7 40	8 25
Ar LOS ANGELES (International)	8 15	8 30	10 35	11 25	12 55	2 45	3 45	5 10	8 00	8 45
Lv LOS ANGELES	8 35	9 05	10 55	11 35	1 05	2 50	3 50	5 20	8 10	9 00
Ar SAN DIEGO	8 55	9 25	11 05	11 45	1 15	3 00	4 00	5 30	8 20	9 10

SUNDAY ONLY

SUNSET ONLY																	
Northbound																	
	903	109	133	229	203	401	429	509	543	709	743	741	859	949	153	149	163
Lv SAN DIEGO	9 00	10 00	12 00		2 00	4 00			5 45			7 45					
Ar LOS ANGELES (International)	9 25	10 20			2 25				6 10	7 05			8 55	9 45		10 45	11 45
Lv LOS ANGELES	9 40	10 35	12 25	2 20	2 40		4 20	5 05	6 25	7 40	8 35	9 00	9 55	10 45	11 05	11 45	12 45
Ar LOS ANGELES (Burbank)	9 25	10 20	12 15	2 20	2 40		4 20	5 05	6 10	7 05			8 55	9 45		10 45	11 45
Lv LOS ANGELES	9 40	10 35	12 40	2 40	2 40	5 15		6 05	7 20	8 05	8 35	9 00	9 55	10 45	11 05	11 45	12 45
Ar SAN FRANCISCO	10 35	11 35	1 35	3 20	3 35		5 20	6 05	7 20	8 05	8 35	9 00	9 55	10 45	11 05	11 45	12 45
Southbound																	
	906	114	156	204	306	356	400	546	600	634	746	836	854	936	126	110	124
Lv SAN FRANCISCO	9 00	11 00	1 00	2 00	3 00	3 45	4 00	5 45	6 00	6 30	7 40	8 30	8 55	9 30	10 20	11 10	11 30
Ar LOS ANGELES (Burbank)	10 25	11 55		2 55	3 55		4 00	5 45	6 00	6 30	7 25	8 30	8 55	9 30	10 20	11 10	11 30
Lv LOS ANGELES	10 00	12 10	2 00	3 10	4 00	4 45		6 45	7 00	7 30	8 40	9 30	9 55	10 30	11 20	12 10	12 30
Ar LOS ANGELES (International)	10 15	12 25		3 25	4 15		4 30	6 30	6 45	7 15	8 25	9 15	9 40	10 30	11 20	12 10	12 30
Lv LOS ANGELES	10 35	12 35		3 35	4 25		4 45	6 45	7 00	7 30	8 40	9 30	9 55	10 30	11 20	12 10	12 30
Ar SAN DIEGO	10 35	12 35		3 35	4 25		4 45	6 45	7 00	7 30	8 40	9 30	9 55	10 30	11 20	12 10	12 30

Light Face—A.M. Bold Face—P.M.

ALL FLIGHTS SUPER ELECTRA JET.

Los Angeles
↕
San Francisco
\$13⁵⁰
PLUS TAX

San Francisco
↕
San Diego
\$19⁸⁵
PLUS TAX

San Diego
↕
Los Angeles
\$6³⁵
PLUS TAX

SAN DIEGO
Lindbergh Field
CYpress 8-9811

LOS ANGELES/BURBANK
Lockheed Air Terminal
HOLLYWOOD 1-9851

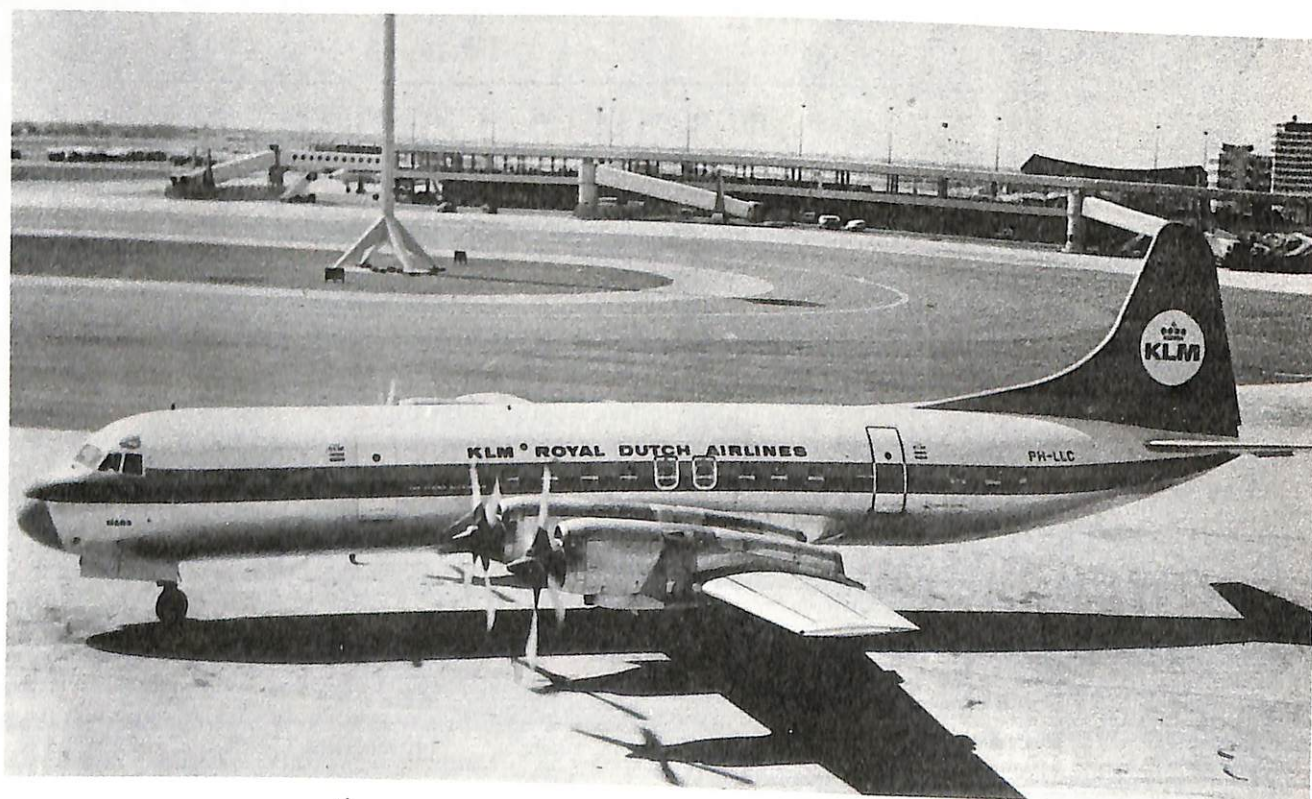
LOS ANGELES
International Airport
HOLLYWOOD 1-9851

SAN FRANCISCO
International Airport
212 Stockton
EXbrook 7-6200—Juno 3-0931



ABOVE: A Eastern Electra making a landing approach. Possible land site is Miami. Photo submitted by Fred Erdman of the International Airline Museum.

BELOW: A KLM Royal Dutch Airlines L.188C Electra II caught at Amsterdam on 14 April, 1968. Photo by Joop Gerritsma.



AMERICAN AIRLINES

America's Leading Airline



A crash in New York's East River, which was blamed by CAB investigators on a combination of inadequate runway aids, variable weather during landing approach and pilot error.

Then came two tragic accidents, when Electras literally broke up in mid-air near Buffalo, Texas, and Tell City, Indiana. In both cases 97 persons were lost.

These accidents, as explained by engineers after exhaustive tests by Lockheed, were caused by: "A unique coupling of forces and reactions without precedent in aviation history. The coincidence of three basic elements at the same time were: speed in excess of 400 miles per hour; previous damage to an engine mount strut; and the existence of a critical rhythmic resonant response to the structure, which could easily be developed by gusts or very rough air."

Wobble or gyrations of powerplant, further weakening of nacelle framework, transmission of accelerated engine-propeller oscillation to the wing structure, combined to tear the wing from the plane.

Number four accident involved an Electra striking a new construction dike and turning over during a landing at New York's LaGuardia Airport. All passengers and crew walked away.

The fifth accident in the string occurred 24 seconds following initial takeoff roll from Boston airport, when an Electra plowed into an enormous cloud of starlings and crashed in the water. Sixty-two persons died and 10 survived. FAA reported that impact of the birds and engine ingestion resulted in the loss of power and speed during the climb-out.

The East River, New York, and Boston accidents were just that--accidents that



American Airlines L.188 with airstairs extended. When the stairs were extended as shown in this photo, the door would roll into the top of the aircraft.



ABOVE: A Trans International Airlines L.188C Freighter. This is a former KLM Electra (ex-PH-LLH). Note large cargo doors and "rounded props." Lion Films photo.

BELOW: A Braniff Electra II in early company color scheme.



Lockheed Turboprop Electra was transition plane from propeller driven to pure jet transports, exceeded 400 mph.

DEPENDABILITY
...FROM THE
GROUND UP

EASTERN AIR LINES

could have happened to any type aircraft. But the other two losses were not that easy to explain to a worried public. Airlines using the Electra started to lose revenue and in return stopped publicizing their Electra routes. Also, the FAA, after the discovery of what had caused the two aircraft to disintegrate, imposed a speed restriction on all Electras. This of course added additional costs to those operating the aircraft.

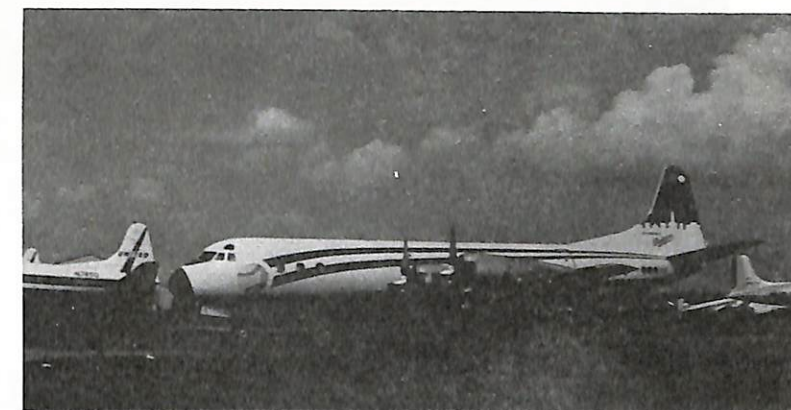
To make a long story short, the defect in the wing and nacelle was corrected and the aircraft was again certified as air-worthy. The public was made aware of this fact by a campaign by the airlines and the aircraft manufacturer. American Airlines started the campaign by sending representatives to the various cities served by the company. They would talk to groups and just about anyone else that would listen about the structural safety of the L.188. They did a good job. The Electra was again accepted by the traveling public and the airlines that participated in the campaign gained a better insight into what the public wanted in air transportation.

During the mid-sixties, the Electra was replaced by many of the trunk carriers that were using them with the pure jet aircraft that were now coming on the market. Such aircraft as the DC-9, the BAC 1-11s, the 727s and eventually the 737s were all placed in service by the major trunk lines. Eastern was an exception. She kept her Electras to run a shuttle service between closely located cities on the east coast.

As in the past, when a new type aircraft came on the scene, it did not mean the older aircraft vanished from sight and use. This certainly was the case with the Electra. As the major trunk lines sold and traded off the L.188, regional carriers, travel clubs, foreign carriers and cargo carriers picked up on this sturdy aircraft. If you take the time to page through the current issue of the



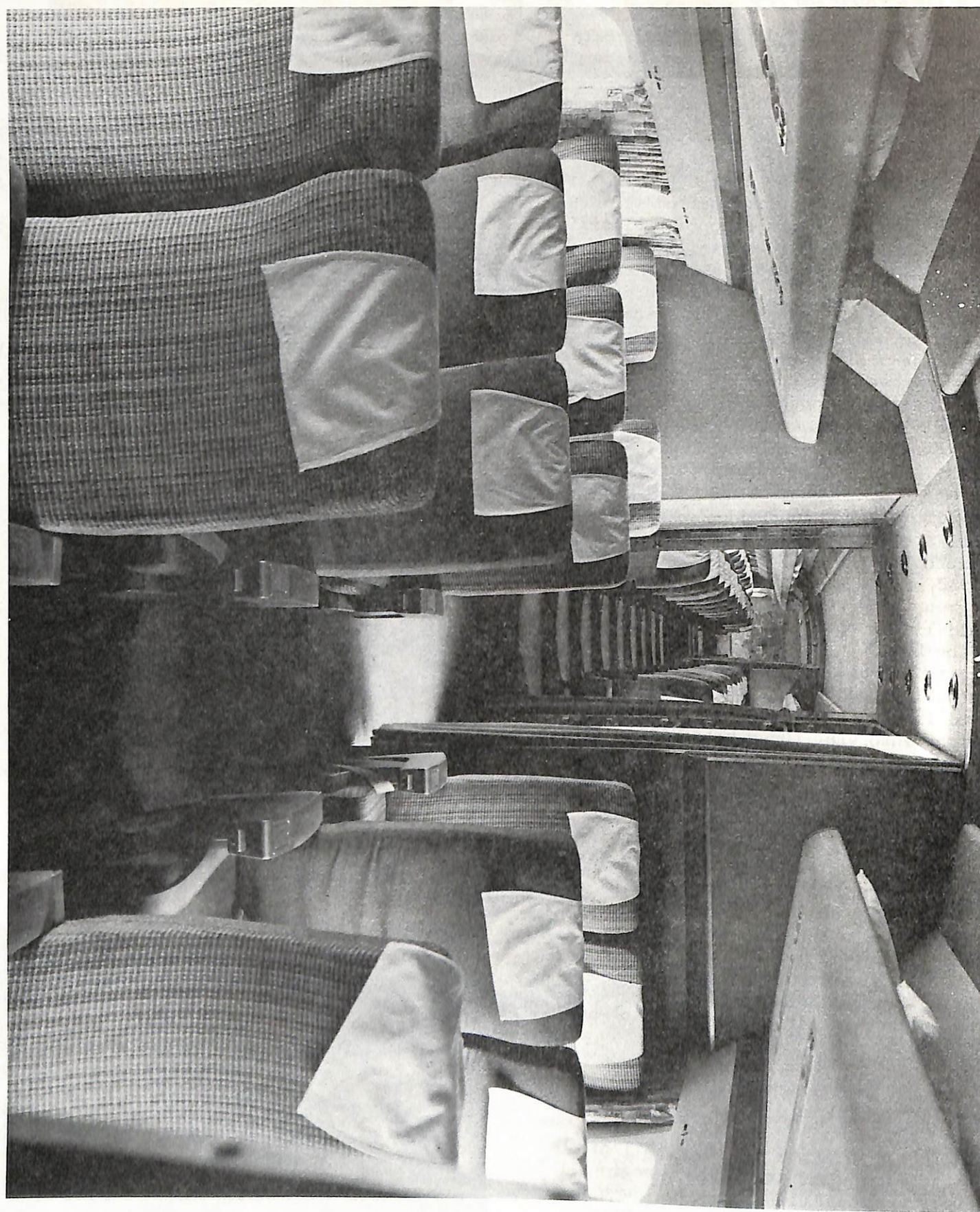
Schillelagh Travel Club. Dick Hurley photo.



Dodgers Baseball Club. Int'l Museum of A/L photo.



SAHSA Cargo Electra. George Kinney photo.



Interior of an American Airlines Electra. American Airlines photo courtesy Jim Cline.

BRANIFF *International* AIRWAYS



JP you will find a number of Electras on the roster of many carriers, performing as a passenger carrier or freight hauler.

The Electra L.188 was a new concept in air power for the U.S. as it was developed in the fifties. It was the first U.S. designed and built turboprop. Already on the market and being flown by American carriers was the Vickers Viscount. This a/c was purchased by Capital Airlines, Continental Airlines, T.C.A. and a number of others. Of course we all know how Capital went bankrupt and United became the proud owner of the Viscounts.

The airlines that used the L.188 liked them, the crews liked them, and the passengers were satisfied with the speed in which the aircraft got them to their destination, although they had to stand a little strain on their hearing because the Electra was noisy. The major trunk carriers disposed of the aircraft because the pure jets offered more speed and comfort for the customer. It was a case of "keeping up with the Jones's."

It has been 20 years since the prototype of the Electra first flew in December of 1957. Today the L.188 is playing a new role. Many of them have been converted to freight carriers. A large freight door has been cut into the forward section of the aircraft with a smaller door being cut into the rear fuselage. (See photo of Trans International Electra included with this article. Also notice the "rounded" props on this aircraft.) This is a hearty breed of aircraft that will be on the flight scene for a number of years to come.

There has been a rumor that Lockheed might go into production of the Electra once more. Not likely, but what a great coup for Lockheed who certainly could use the business. We will be watching for future developments on this "rumor".

Some Current L.188 Operators

Nordair, Ltd.	3 L.188As
TAME	4 L.188Cs
SAHSA	2 L.188As
Fred Olsen	3 L.188As
Air Florida	3 L.188Cs
Eastern	* 14 L.188As
Evergreen Int'l	3 L.188As
McCulloch Int'l	3 L.188As
Trans International	9 L.188Cs
Zantop Int'l	8 L.188s (6As 2Cs)
Hawaiian Airlines	5 L.188s leased from Zantop Int'l
Air Manila	2 L.188As
LACSA	2 L.188Cs (Freighter)
Ansett of Australia	4 L.188As (Freighter)
TACA Int'l	2 L.188As (Freighter)
LAP	1 L.188A 2 L.188Cs
Fleming Int'l	1 L.188A 2 L.188Cs

* Recently sold

Over 90 Electra registrations in the current issue of the JP

I would like to thank Jack Stowers, George Kinney and Joe Turner for sending in pictures and material that have appeared in this article. Additional information that appeared in this article was obtained from the February, 1961 issue of FLYING magazine from a article by Lou Davis. Information on the L.188 was also obtained from CIVIL AIRLINERS by Ken Munson. The next issue of the LOG will feature the VC10. Anyone having photos and tech data on this aircraft is invited to send it in.

AIRFIX MPC ENTEx MODEL SHOP

REVELL MONOGRAM HAWK FROG AURORA

Modeling the L.188
by
Dave Minton

There are available several different models of the Electra. This does not include "ticket counter" types of models, of which there are also several--rather, it includes only kit or "scale" type models. The several models that I know about are:

Revell (255) Electra	1/115	AA
Revell (255) Electra	1/115	Varig
Revell (255D) Electra	1/115	Dodgers
Coma/Aermec (4011)	1/144	KLM
Dubena	1/200?	Garuda
Victor-66 Conversion	1/115	AA
Victor-66 Conversion	1/115	EAL o/c
J & L	1/72	WAL

Of these kits I have never seen the Coma, but can provide the following brief reviews of the rest of them.

Dubena: Kit is quite small and I don't recall the scale, so the above figure is just a guess. Could be somewhat smaller. The surface detail is somewhat overdone and not entirely correct, probably would be best removed. The fit is also not particularly good. Decals are also no good, but some of the decals from the very small Entex airliners could be used--for example EAL n/c.

Revell: Kit is pleasing in size because of scale, but is somewhat of a bastard scale. Fit on the kit is fair, although seams and wing joints require work. Some of the surface detail seems quite heavy. The landing gear is weak and hard to level. Fit around the props and spinners is not very good,

nor does it look right, so requires some work. The props and spinners are put together in much the same way as the props and spinners from the Revell Connie kit. Decals are usable, although brittle with age and require some considerable care. The Varig decals do not seem quite as yellow as the Dodger and AA decals in the several kits I have seen--but in any event all are quite thick. The kit is probably much to valuable as just that--a kit--so that most people would not build one.

V-66 Conversion: This is a vacuum-formed fuselage and decals, either AA or EAL o/c to go with the Revell P3A kit--this latter is also becoming somewhat hard to find, however. The fuselage is formed in 60 thousands plastic, which makes drilling out the windows, if you



decide to do it, somewhat of a chore, but in every other respect, the thickness is a blessing. It adds considerably to the structural integrity of the model, especially in the wing fuselage joint. In addition to the changes in the fuselage, you will have to make changes in the wing and tail, as noted in the rest of the article. The photo of the EAL Electra shows a completed V-66 conversion kit.

J & L: This kit suffers some problems which would not be easily corrected. It is formed in plastic which is fairly thick, perhaps 40 thousandths, but even so the plastic has been pulled thin in some places, especially around the engine nacelles. The surface detail is very light, but also ranges from sparse to inconsistent. Also, on the kit I got, the bottom detail appears to have been filled with sand before the model was formed (Ah well, where is the sand paper?). The fit also requires a lot work, because of the relatively large size of the model and that it easily warps. The most glaring and difficult problems, however, appear in the area of the nose and fuselage. The nose appears somewhat bobbed and the rear of the fuselage, below the tail, is much too deep, which tends to make the plane look dumpy. This last error would require the most work to repair. The props and spinners provided in the kit appear to me to be at best useless, but the parts



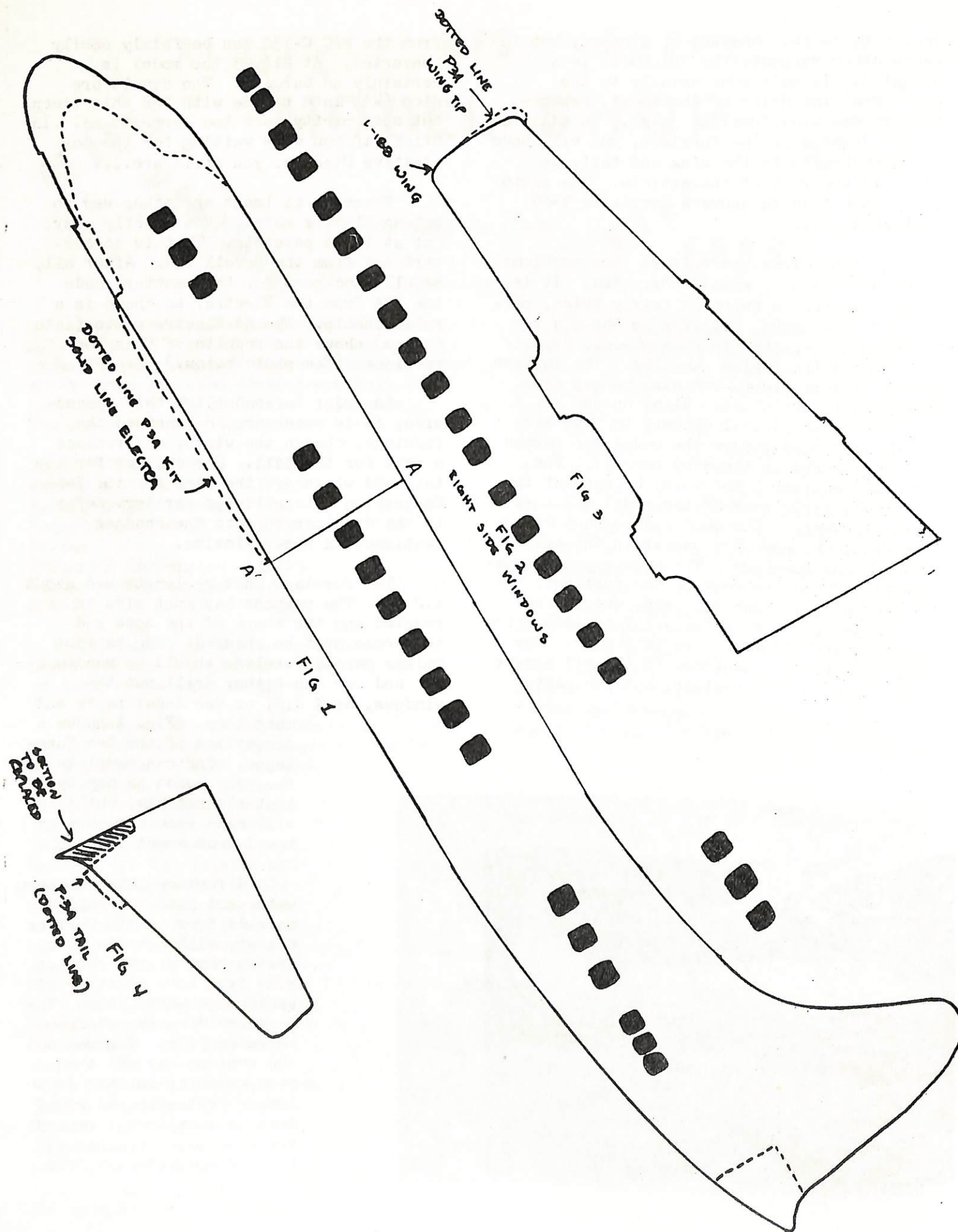
from the MPC C-130 can be fairly easily converted. At \$13.95 the model is certainly no bargain. The decals are nice (WAL late scheme with the thin lines) but seem pretty much too large to me. In brief, if you were waiting for the definitive Electra, you still are....

There is at least one other way to get an Electra model. Not exactly easy, but at least possible. That is to convert one from the Revell P3A. After all, Revell (Lockheed for that matter) made the P3A from the Electra, so there is a relationship. The AA Electra photo (late colors) shows the results of this conversion. (See photo below.)

In order to accomplish this conversion, it is necessary to lengthen the fuselage, change the wings, and replace a part for the tail. The changes for the tail and wings are the same for the V-66 Conversion kit mentioned earlier. Refer to the drawings to note the changes mentioned in the following.

The fuselage must be lengthened about 1.2 cm. The weapons bay must also be removed and the shape of the nose and tail cone must be changed. The various bulges on the fuselage should be sanded off and one can either drill out the windows, as I did, or use decal paper and make them. Fig. 1 shows a comparison of the two fuselages. One can complete the conversion in any way that pleases him, but I will make some comments on how I went about it.

I replaced the MAD boom with part from the engine nacelle from an ITC Curtiss Condor, although I'm sure that a bomb of the correct size from some military kit would also work. Also, the part could be shaped from balsa or pine. I sawed out the weapons bay and then readjusted it so that it no longer protruded and glued it back in place. I reused the same piece because it had the correct curvature



and was easy to find. The extra 1.2 cm. must be added forward of the wing-fuselage joint. I did this by sawing the model in half at point A-A (see diagram) and then adding sections from another P3A kit, again because it had the correct curvature. However, because of the weapons bay on the other kit, I again could not simply add a section, so I had to quarter the fuselage and add sections of sections. The corrected nose section could again be carved from wood. I decided to try something similar to what I did on the Connie, so I sliced the nose of the P3A from the windscreen forward, something like baloney, and the reglued the nose together, leaving out every other section. I then sanded and green stuffed until I got more or less the correct shape. I still am not completely satisfied with the result, but I got tired of sanding so I went ahead and finished it. The pattern for the windows is shown in Fig. 1 and Fig. 2. It is also necessary to change the front windscreen and the eyebrow windows, refer to the photos for these changes. For all of the fuselage joints I reinforced them with epoxy on the inside.

To correct the wing, fill the slot in the lower right wing and remove all pylons from both wings. Reshape the wing tips as per Fig. 3. The wing should be painted with panels in light gray (similar to FS 36440) as shown in the photo of the Eastern L.188. The horizontal tail may be used as is, with a small piece to replace the part as shown in Fig. 4. The trim tab must also be removed. The small tabs on the vertical tail should also be removed.

Spinners, props, wheels and gear may be used as they are--but be careful with the gear. A lot of work, but makes into a nice model.

The choice of schemes for the Electra is pretty large. Some fairly easy to do suggestions are as follows: (1) AA o/c use V-66 decals; (2) EAL o/c use V-66 decals; (3) BI late scheme, can be done in med blue (N9702C), tan (9710C) and orange (N9706C)--use decals from MPC SST kit; (4) BI o/c use Flight 501 B-707 decals; (5) Air California n/c use Micro Scale B-737 decals--a little small; (6) PSA o/c use Scalemaster decals; (7) PSA n/c use Micro Scale L-1011 decals--a little large; (8) Ansett use Australian IPMS decals for F-27; (9) AA Astrojet--use

Revell B-727 decals, a little small; (10) EAL n/c use Micro DC-9 decals, a little small. There are dozens of other possibilities.

For references on the Electra, there is not a lot to offer. Several publications show one or two pictures, but not very many show any more than that. One suggestion is Air Classics Fall 1975 issue, it has several pictures of various Electras--mostly factory.

NOTICE NOTICE NOTICE NOTICE

Air Jet Advance Models, Inc. has raised their prices on all their models. They also no longer honor the Club's 15% discount. It looks like they have increased all their prices by about \$3.00 per model. The 707, DC-7, DC-8, Connie, and Convair are now \$12.95 each plus 50¢ shipping. The 727, 737 and DC-9 are \$11.95 plus 50¢ shipping. The DC-10 and L-1011 are \$15.95. The 747 now goes for \$16.95 and the Concord remained at \$30.00. They also offer a Federal Express F-20 for \$25.00.

Micro-Scale is now offering a sheet of decals for the DC-3. I understand the decals will fit the Entex DC-3 and other models in that scale. Victor 66 now have these decals on hand, so drop Steve a line and place your order now.

No news about the 1/48th scale DC-3 from Monogram. Anyone hear anything else about this model? When they come out with it--if they ever do--I'll take 50 of them!

If you have photos of your models, please send them in for publication. Please give description of the model as best you can. We all like to see what the other guy is doing. Pictures will be returned after publication.

AIR TRANSPORT IN EUROPE

PART 2

by
Joop Gerritama

This is the second part of a continuing series in which our International Editor takes a look at the history and present status of the airline industry in Europe. The most difficult part in writing this series is not what to use, but what to leave out, since we can only offer limited space for this material. Therefore we will not publish long lists of fleet registrations. They are covered extensively elsewhere, in particular in the annual JP and AIR BRITAIN fleet list publications. Present-day activities are also widely covered in many publications and therefore the emphasis in this series will be on the history of the various companies. Only the major airlines will be mentioned, mainly for space reasons. Within these limitations, North American readers will get an insight in the past activities in Europe otherwise not easily available on this side of the Atlantic and therefore less well known.

UNITED KINGDOM

First World War hostilities ended in November, 1919, and the following April the British Government lifted wartime restrictions on civil flying. Almost immediately a number of commercial airlines started operating over domestic and continental routes. The three major lines were Air Transport & Travel, flying to Paris and Amsterdam, Handley Page Transport (Paris and from there on to Switzerland) and the Instone Air Line (Brussels, Cologne). Early in 1921 AT&T suspended services and its assets were taken over by the Daimler Airway, which extended the Amsterdam service to Hanover, Germany.

In a few short years, thousands of people used the new mode of transportation, but the situation soon turned sour when heavily government-subsidized French airlines started to inflict heavy financial losses on these pio-

neer British airlines. In 1924 the government stepped in and formed Imperial Airways to take over the assets and operations of these three firms and the British Marine Air Navigation Company, which flew domestic coastal routes.

Until the mid-Thirties Imperial Airways did little in expanding its European network, sticking to the Paris service and some destinations in Germany, Switzerland and Central Europe. Instead it concentrated efforts on linking the motherland with the Empire in Africa, Asia and Australia and by the outbreak of the Second World War in 1939, Imperial air routes ran through Europe to the Middle East and Persian Gulf area, the Indian subcontinent and on to Hong Kong and as far as Sidney, Australia. In Cairo, Egypt, a branch line split off to continue along Africa's east coast all the way south to Durban in South Africa. Another branch, this one from Khartoum in the Sudan, reached across the width of the continent to Nigeria on the west coast. In 1939 Imperial Airways also had started an experimental North American service across the Atlantic, but the beginning of the war put an end to that.

Despite this initial lack of interest in building up an extensive European network, it should not be forgotten that during the years that passengers in the United States were still riding in twos and threes on mail bags in narrow, cramped compartments, Britons and other Europeans were travelling in great comfort, seated in wicker chairs in heated cabins and served by stewards, between the capitals of the old continent. In 1923 British airlines flew about thirty scheduled services a day across the English Channel,

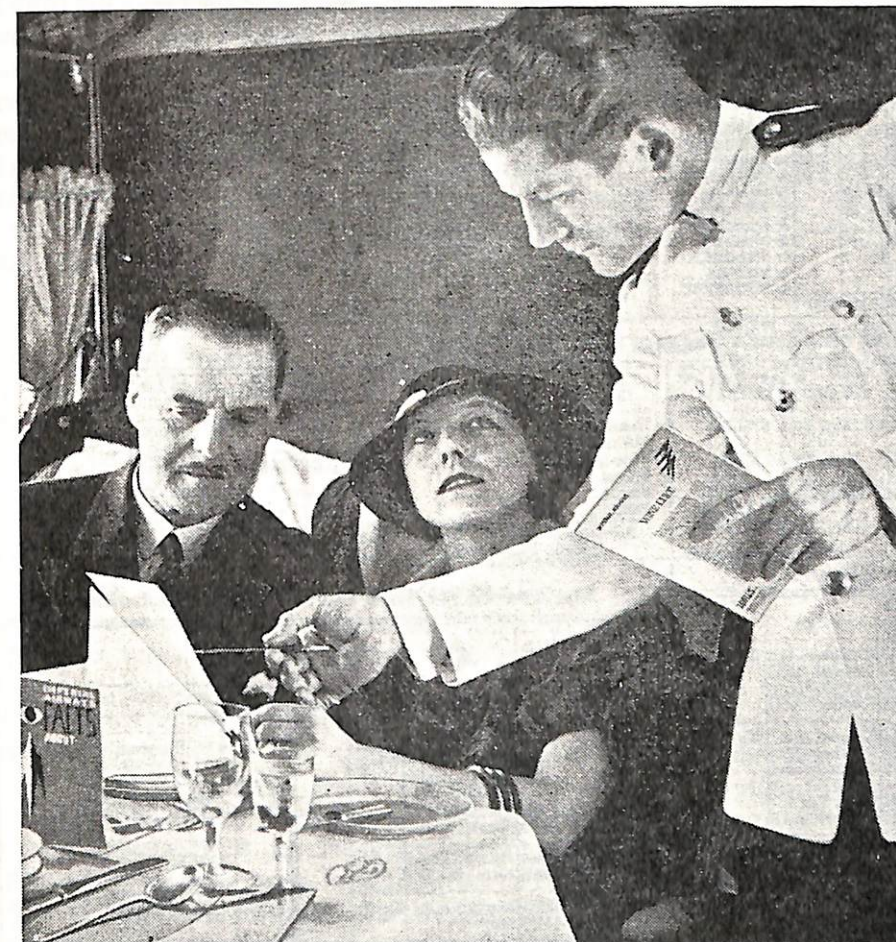
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FARES:

from London to Paris, £4 15 single and £7 15 return, Brussels £4 single and £6 16 return, Cologne £5 10 single and £9 7 return, Basle £7 10 and £12 15, Zürich £8 2 and £13 16, Halle/Leipzig £9 and £16 4, Prague £13 and £23 8, Vienna £15 and £27, Budapest £17 and £30 12, Le Touquet single and Sunday excursion fare £3 15, return £6

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LONDON—INDIA—MALAYA—AUSTRALIA London-Calcutta: Service twice weekly leaving London and Paris on Saturdays and Tuesdays, arriving at Alexandria on Mondays and Thursdays, Baghdad Tuesdays and Fridays, Karachi Thursdays and Sundays, and Calcutta on Fridays and Mondays, 6½ days after leaving London. London-Brisbane: By the service which leaves London every Saturday, as far as Calcutta schedule as above, arriving at Bangkok on Saturdays and Singapore on Sundays, and Brisbane on Thursdays, 12½ days after leaving London.

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PARIS—Airway Terminus, Rue des Italiens; phone Talbot 6050-1-3-3 (day and night). Cables "Flying" Paris; principal travel agents.

London-Paris (Town to Town Terminus)

Daily	Daily	Daily	exc. Sun.	1	exc. Sun.	Daily	Daily	Daily
AM	AM	PM	PM	Lv. LONDON	PM	PM	PM	PM
8 15	11 45	3 15	6 15	Ar. PARIS	12 30	3 30	6 30	10 00
11 45	3 15	6 15	9 45	Lv. PARIS	9 00	12 00	3 00	6 30
AM	PM	PM	PM	Ar. LONDON	AM	PM	PM	PM

London-Basle-Zurich (Airport to Airport)

Daily	Daily	Mins.	(Imperial-Swissair)	2A	Daily	Daily
AM	PM			Lv. LONDON	PM	PM
9 10	1 45	0		Ar. BASLE	12 50	7 00
12 40	4 45	440		Lv. BASLE	9 40	3 20
1 25	5 25	489		Ar. ZURICH	9 00	2 30

London-Belgium-Germany-Czechoslovakia-Hungary

(Imperial Airways Services and Connections, operated in conjunction with the national air companies of Belgium, Germany, Czechoslovakia and Hungary)

exc. Sun.	Daily	exc. Sun.	exc. Sun.	exc. Sun.	Daily	exc. Sun.	Daily	exc. Sun.	(Airport 2 to Airport)	exc. Sun.	Daily	exc. Sun.	exc. Sun.	Daily	exc. Sun.	Daily	exc. Sun.
AM	AM	AM	PM	PM	PM	PM	PM	PM	Lv. LONDON	PM	PM	PM	PM	PM	PM	PM	PM
8 30	8 45	8 45	1 00	2 45	2 45	2 45	6 00	6 00	Ar. BRUSSELS	12 05	1 10	2 10	3 10	8 20	8 20	9 20	9 20
10 45	10 15	10 15	2 40	4 05	4 05	4 35	8 00	8 00	Lv. BRUSSELS	12 40	1 45	2 45	3 45	8 40	8 40	9 40	9 40
12 10	12 10	12 10	3 50	5 05	5 05	5 35	8 00	8 00	Ar. COLOGNE	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
12 05	1 45	7 10	7 10	7 10	7 10	7 10	10 30	10 30	Lv. COLOGNE	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
12 05	1 45	7 10	7 10	7 10	7 10	7 10	10 30	10 30	Ar. BERLIN	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	Lv. BERLIN	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
4 15	7 20	7 20	7 20	7 20	7 20	7 20	7 20	7 20	Ar. MUNICH	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
PM	PM	PM	PM	PM	PM	PM	PM	PM	Lv. MUNICH	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
PM	PM	PM	PM	PM	PM	PM	PM	PM	Ar. PRAGUE	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
PM	PM	PM	PM	PM	PM	PM	PM	PM	Lv. PRAGUE	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
PM	PM	PM	PM	PM	PM	PM	PM	PM	Ar. VIENNA	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
PM	PM	PM	PM	PM	PM	PM	PM	PM	Lv. VIENNA	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40
PM	PM	PM	PM	PM	PM	PM	PM	PM	Ar. BUDAPEST	1 10	1 15	2 15	3 15	8 40	8 40	9 40	9 40

Fares and Excess Baggage from LONDON to

	One Way	Round Trip (15 Day)	Round Trip (60 Day)	Exc. Bagg. per kg. (2.2 lb.)
Antwerp	£ 3.10.0	£ 5.19.0	£ 6.6.0	£ 0.0.6
Basle	7.10.0	12.15.0	13.10.0	0.1.4
Berlin	10.10.0	18.18.0	18.18.0	0.1.7
Brussels	3.10.0	5.19.0	6.6.0	0.0.6
Budapest	16.0.0	28.16.0	28.16.0	0.2.5
Cologne	5.10.0	9.7.0	9.18.0	0.0.10
Frankfurt	7.7.0	13.5.0	13.5.0	0.1.1

	One Way	Round Trip (15 Day)	Round Trip (60 Day)	Exc. Bagg. per kg. (2.2 lb.)
Hamburg	£ 8.15.0	£ 13.10.0	£ 13.10.0	£ 0.1.2
Munich	10.17.0	18.18.0	18.18.0	0.1.7
Paris (a)	4.10.0	£ 7.10.0 (a)	8.0.0 (a)	0.0.6
Prague	11.0.0	19.16.0	19.16.0	0.1.8
Vienna	13.15.0	24.15.0	24.15.0	0.2.1
Zurich	8.2.0	13.16.0	14.12.0	0.1.5

(a)—Special Midweek Return, £ 6.6.0; Outward—Mon., Tues., Wed.; Inward—Wed., Thurs., Fri.

England-Egypt-East Africa-South Africa

Read Down	Mins.	3	Read Up	Read Down	Mins.	Read Up
We Fr Sa (d)	0	So'hampton, Eng. Marcellus, Fr.	Fr Mo Tu	Fr Mo Tu	3415	Khartoum, Sud.
619	619	Marcellus, Fr.	Th Su Mo	(d)	3840	Malakal, Sud.
989	989	Rome, Italy	Sat	Tu	4438	Pt. Ball, Ug.
1303	1303	Brindisi, Italy	Sat	Tu	4644	Kisumu, Ken.
1672	1672	Athens, Gr.	Sat	Tu	5080	Mombasa, Ken.
1672	1672	Alexandria, Eg.	Sat	Tu	5273	Dar-es-Salaam, Tan.
2259	2259	Alexandria, Eg.	Sat	Tu	5494	Lindi, Tan.
2375	2375	Cairo, Egypt	Sat	Tu	5844	Mozambique P.
2375	2375	Wadi Halfa, Sd	Sat	Tu	6359	Beira, PEA (b)
2375	2375	Wadi Halfa, Sd	Sat	Tu	6874	Lourenco Mar.
3415	3415	Khartoum	Sat	Tu	7161	Durban, Nat (c)

a—Kisumu for Nairobi and other points served by Wilson Airways services, a company in association with Imperial Airways.
b—Beira for Salisbury, Bulawayo and other points served by Rhodesian and Nymaland Airways Ltd., a company in association with Imperial Airways.
c—Durban for Cape Town and other points served by South African Airways (S. A. R. & H.).
d—Service leaving Southampton Friday terminates Kisumu Sunday.
e—Service departing Karachi Saturday and Monday operates via Jodhpur, Delhi, Cawnpore and Allahabad in conjunction with Indian Transcontinental Airways.
f—Tuesday and Friday service for Calcutta operates via Allahabad, Cawnpore, Delhi and Jodhpur in conjunction with Indian Transcontinental Airways.
g—Singapore-Brisbane service operated by Qantas Empire Airways, a company in association with Imperial Airways.

EQUIPMENT

London-South Africa: Four-engined Empire Flying Boats (Smoke Room).
London-Singapore: Four-engined Empire Flying Boats (Smoke Room).
Karachi-Jodhpur-Delhi-Cawnpore-Ahmedabad: Atlantic Class four-engined air liners.
Singapore-Brisbane: Four-engined Diana Class airliners.
Khartoum-Kano-Accra: Four-engined Diana Class airliners.
Alexandria-Baghdad-Basra: Four-engined Hannibal airliners.
Bangkok-Hongkong: Four-engined Diana airliners.

West Africa

Read Down	Mins.	Read Up	Read Down	Mins.	Read Up
Sun	0	Khartoum, Sud.	Sat	1722	Kano, Nig.
231	231	El Obeid, Sud.	Tues	1846	Kaduna, Nig.
563	563	El Fasher, Sud.	1935	1935	Mifina, Nig.
757	757	Geneina, Sud.	2243	2243	Lagos, Nig.
Mon	757	Geneina, Sud.	Fri	2243	Lagos, Nig.
1275	1275	Port Lome, FEA	Tu We	2497	Accra, G. C.
1409	1409	Makurdi, Ni.	Th We		
1722	1722	Kano, Nig.			

New York-Bermuda

Service operated in conjunction with Pan American Airways, See Table 100, Page 82.

England-Egypt-Iraq-India-Malaya-Australia

Read Down	Mins.	4	Read Up	Read Down	Mins.	Read Up
We Th Fr Su	0	So'hampton, Eng. Marcellus, Fr.	Th Su Fr Mo	Mo Th	6285	Calcutta, Ind.
624	624	Marcellus, Fr.	Th Su Fr Mo	Mo Th	6955	Rangoon, Bur.
1005	1005	Rome, Italy	Th Su Fr Mo	Mo Th	7326	Bangkok, Siam.
1358	1358	Brindisi, Italy	Th Su Fr Mo	Mo Th	7326	Bangkok, Siam.
1748	1748	Athens, Greece	Th Su Fr Mo	Mo Th	7906	Panang, Mal.
1748	1748	Alexandria, Eg.	Th Su Fr Mo	Mo Th	7906	Panang, Mal.
2335	2335	Beira, Iraq	Th Su Fr Mo	Mo Th	8297	Singapore, M.I.
3490	3490	Basra, Iraq	Th Su Fr Mo	Mo Th	8322	Securabaya, N. E. I.
3835	3835	Bahrain, Ar.	Th Su Fr Mo	Mo Th	9322	Securabaya, N. E. I.
4135	4135	Dahab, Om.	Th Su Fr Mo	Mo Th	10639	Darwin, Aus.
4135	4135	Dahab, Om.	Th Su Fr Mo	Mo Th	11426	Karumba, A.
4875	4875	Karachi, Ind.	Th Su Fr Mo	Mo Th	11842	Townsville, A.
4875	4875	Karachi, Ind.	Th Su Fr Mo	Mo Th	12276	Chartersville, A.
5312	5312	Raj Samand, I.	Th Su Fr Mo	Mo Th	12560	Brisbane, A.
5582	5582	Gwalior, Ind.	Th Su Fr Mo	Mo Th	15032	Sydney, Aus.
5582	5582	Gwalior, Ind.	Th Su Fr Mo	Mo Th		
5828	5828	Allahabad, Ind.	Th Su Fr Mo	Mo Th		
6285	6285	Calcutta, Ind.	Th Su Fr Mo	Mo Th		

Baghdad Service

Read Down	Mins.	Read Up	Read Down	Mins.	Read Up
Tues	0	Alexandria, Eg.	Fri	0	Bangkok, Siam.
308	308	Lydda, Pal.	We Fr	620	Manila
873	873	Baghdad, Iraq	1275	1275	Hongkong
1150	1150	Basra, Iraq			

Hong Kong Service

Read Down	Mins.	Read Up	Read Down	Mins.	Read Up
Tues	0	Alexandria, Eg.	Fri	0	Bangkok, Siam.
308	308	Lydda, Pal.	We Fr	620	Manila
873	873	Baghdad, Iraq	1275	1275	Hongkong
1150	1150	Basra, Iraq			

Specimen Fares from LONDON to

	One Way	Round Trip		One Way	Round Trip
Alexandria	£ 40	£ 72	Hongkong	£ 160	£ 288
Baghdad	62	111.12	Karachi	85	153
Brisbane	160	288	Khartoum	70	125
Cairo	42	75.12	Lagos	108	189
Calcutta	108	194.8	Nairobi	109	195.4
Delhi	96	171	Singapore	136	280.16
Durban	126	226			

while in that same year the only American airline that transported exclusively passengers, folded because of lack of demand for its services.

Meanwhile, nearly three dozen private airlines sprang up in Britain during the late Twenties and early Thirties to fill the domestic void left by Imperial Airways. Some of these lines also operated scheduled services to Continental coastal states. But weak finances formed powerful deterrents against expansion and during the final years before the war, the government once more stepped in and sponsored the formation of British Airways. It took over the domestic services of several of the private lines and also was granted rights to western and north-western European destinations.

The government took a further step in 1939 and formed British Overseas Airways Corporation, incorporating Imperial Airways and British Airways. But by now war was imminent and BOAC would have to wait until 1946 before it could develop.

Part of the reason the British airlines were falling behind their Continental counterparts can be found in the aircraft they had to use. They started out much as every other European airline of that time: by using converted bomber aircraft. Single-engined deHavillands for two to four passengers, often seated in open cockpits, and twin-engined Handley Page bombers carrying about six passengers in relative comfort (the converted bomb bays), did just fine during the initial years. But then the Continental lines soon graduated to comfortable, cantilever Fokker and Junkers monoplanes, specifically designed for the carriage of passengers in enclosed cabins.

The British manufactureres, however, came out with near-endless series of mere improvements of the war-time bombers. Single-engined biplanes like the deHavilland DH-18 and 34, BAT FK-26 and Bristol 62 were vast improvements over the old DH-4 and 9 bombers, while the multi-engined Handley Page W-9, 9 and 10, deHavilland DH-66 and Armstrong Whitworth Argosy definitely had an edge in comfort over their bomber-predecessors, but they still compared poorly against the Fokkers and Junkers. When Holland's KLM Royal Dutch Airlines was flying the DC-2, the most-modern type in Imperial Airways'

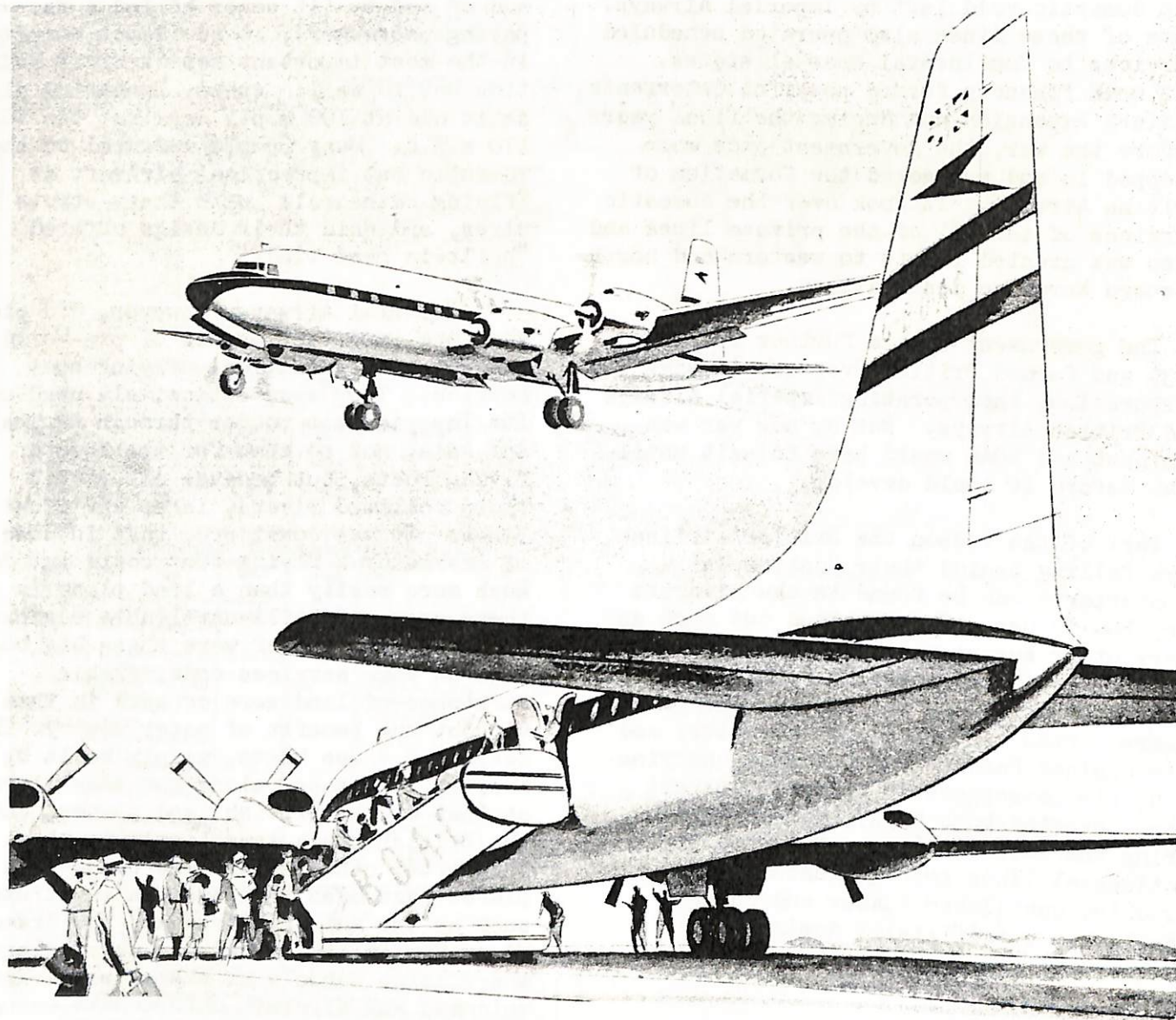
fleet was the Short Scylla, a four-engined, fabric-covered biplane with fixed undercarriage. And while the famous Handley Page HP-42 four-engined biplane, mainly used on the Paris run and in the Middle East, may have set a level of passenger-comfort that would not be out of line for today's Jumbo Jet set, and of safety (it never killed a fare-paying passenger), it could not compete in the most important aspect civil aviation has to sell: speed, lumbering along as it did at 100 m.p.h. against the DC-2's 170 m.p.h. Many people referred to those romantic but impractical aircraft as "flying cathedrals" with their struts and wires, and said their design offered "built-in head wind."

Imperial Airways, however, did pioneer one important aspect of pre-World War Two civil aviation: flying boat service. They were extensively used on its Imperial air routes through Africa and Asia, not so much for the love of flying boats, but because all routes flown followed rivers, lakes and coast lines. It was considered that in case of emergency a flying boat could put down much more easily than a land plane in these years of still-unreliable engines. So highly thought of were these big boats that on some services considerable stretches of land were crossed in them, without the benefit of water nearby. The design of these boats, mainly built by Shorts, progressed along the same lines as that of the British land planes, and the British stuck tenaciously to them, long after other lines were using land planes even over long over-water stretches such as the Mediterranean and the dreaded Timor Sea in the Indonesian archipelago, where large schools of sharks would have welcomed any aircraft unfortunate enough to be downed.

It was not until the last few years before the Second World War that modern designs began to emerge from the British drawing boards. Types as the Bristol 142, deHavilland DH-95 and 99, Armstrong Whitworth Ensign and Short FC-1 looked very promising, as did the Short G-class flying boat. Even the earlier Short C-class flying boat looked decidedly modern alongside the contemporary Boeing 314. But a little man with a black moustache and a constantly raised hand in Berlin inter-

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BRITISH OVERSEAS AIRWAYS CORPORATION



Meet the two Best Sellers in the World!

The Britannia (shown with passengers boarding just before take-off) is the world's largest, fastest, most luxurious jet-prop airliner—a worthy addition to "The finest equipment in the air." Now in service between London and South Africa, Switzerland, Turkey, Pakistan, India, Singapore and Australia, it's the choice of the traveller who insists on the ultimate in speed and luxury.

The swift DC-7C (aloft) is now operating the only overnight through service between San Francisco and London. BOAC 7-C Speedbirds also offer the world's fastest, non-stop flights between New York and London. Round-the-World passengers may now start East or West on a DC-7C from New York, connecting with the Britannia in London or Sydney.



ABOVE: Britannia Airways Boeing 737-204 G-AVRO. Photo by Joop Gerritsma.

BELOW: Dart Herald 214 G-BDZV of British Air Ferries.
BAF photo via Joop Gerritsma.



vened and for six years the entire British aircraft industry donned a military uniform to turn out thousands and thousands of fighters, bombers and other military planes. BOAC would continue operating a number of services for the military. They were courier service to neutral Sweden (across German-occupied Norway!) and to Portugal (operated for the by KLM, which had gone in exile in 1940). They used specially-adapted bombers (history repeating itself!) like the DH Mosquito, AW Whitley, Consolidated Liberator (in Asia) and a number of DC-2 and DC-3 aircraft that had escaped from Holland after the German onslaught. BOAC also had a big part in the trans-Atlantic ferry services, bringing crews back to North America after they had flown warplanes to Europe.

When the 1939-1945 holocaust ended, British airlines had to start from scratch. Unlike their brethren in the United States, which had kept at least a skeleton or air service operating, the British had nothing: no routes, no aircraft and a severely decimated staff, many of which had died during the war, had gone into other lines of work or had reached retirement age by the time the war was over. To organize the recovery, the Conservative government of the day decided to completely nationalize the airline industry. BOAC was to reinstate services to the Asian and African parts of the Empire, a new company, British South American Airways, was formed to serve Latin America and New Zealand-Australia on a westward route, and the European and domestic division of BOAC was made to stand on its own feet as British European Airways.

Expansion was fast. In a few years BEA covered Europe and soon became the largest carrier on the Continent. BOAC, which absorbed BSAA in 1949, re-established itself in the rest of the world. BEA pioneered the highly successful Vickers Viscount prop-jet and opened a new era of air travel when it started flying this type aircraft in early 1953. BOAC became the world's first jet airline when it started services with the deHavilland Comet on May 2, 1952 on its South African service. And on October 4, 1958, BOAC beat Pan American when it introduced the improved Comet IV on the trans-Atlantic run, with Pan Am's 707 following on the 26th of the same month.

British aircraft builders did better during the post-war years than they had before the conflict. The Viscount became a world beater, of which 450 were built and sold all over the world, from the British Isles to Red China, from the United States to small African countries. Even today, some 30 years after its emergence, it is still widely sought by small airlines around the world. The Comet, although soon left behind by the Boeing 707 and Douglas -8, became a success in its improved -4 version. The Britten Norman Islander has a solid corner on the market for small feeder liners in underdeveloped areas and it is also in use in some densely populated areas of the U.S.

Other types were less successful. The Vickers Viking, a twin-engined airliner slightly larger than the DC-3, was sold to BEA and some other airlines, but was intended only as an interim aircraft, till more modern designs could be developed. The Airspeed Ambassador, a beautifully streamlined high-wing aircraft in the Convair class, was regarded by many as superior to the latter, but it was killed by deHavilland when it needed production facilities for the Comet. The Handley Page Hermes was sold only to BOAC. It was a plane in the DC-6 class and served well, but it could not compete against the overwhelming marketing and production resources of the American firms. The bulbous Bristol Freighter became world-known for its cross-Channel car ferry flights. It sold to a number of other countries as well.

In 1972 came the latest major surgery into the affairs of the state-owned BOAC and BEA when the government merged them into one British Airways, together with their associated companies. Today BA covers the globe. From ambulance flights in northern Scotland to supersonic Concorde flights to Washington and New York, from helicopter flights to resupply oil drilling rigs in the North Sea to Boeing 747 and Lockheed L-1011 flights to the far corners of the world, British Airways is there. It carried more than 13.5 million passengers in 1975 to and from 200 cities in more than



ABOVE: BAC One-eleven 500FG G-AOYP of British Caledonia Airways.
British Caledonia photo via Joop Gerritsma.

BELOW: Sikorsky S-61N B-BCEA of the helicopter division of British Airways.
BA photo via Joop Gerritsma.



B.O.A.C. BRITISH OVERSEAS AIRWAYS CORPORATION **SPEEDBIRD** OVER THE ATLANTIC...

75 countries. It is Europe's biggest airline, and the eighth biggest in the world.

Operations are divided among a number of divisions. The European division serves Europe and northern Africa and Israel. The Overseas division serves the rest of the world. The Regional division looks after the services in Scotland, the Channel Islands and in Wales. British Airways Helicopters is responsible for all helicopter operations, including Europe's only scheduled helicopter service, between Penzance and the Scilly Islands, in England's southwest. British Airtours and British Overseas Air Charter fly European and intercontinental charter services. The fleet includes types from the small Bell Jet Ranger helicopter to the Concorde supersonic jet, from the twin-turboprop HS-748 to the mighty 747 and the Lockheed L-1011.

Since the end of the Second World War, several dozens of independent airlines have started up, disappeared again, merged with others or in one form or another still survive. Their operations range from oil support work with aircraft as small as twin-engined Piper Aztecs to the low-cost Skytrain services between London and New York by Mr. Freddie Laker's Laker Airways with DC-10 aircraft. A short rundown of the major independent carriers currently operating follows.

IAS CARGO AIRLINES began operations in 1967 with cargo charters to Africa, the Middle East, Far East and Australia. It is the only British airline operating the DC-8, of which it has three, in addition to one Canadair CL-44D freighter.

AIR ANGLIA, formed in 1970 with the merger of three charter firms, operates scheduled services domestically and to a number of European destinations with a fleet of seven F-27 and seven Piper twins, also available for oil charter work.

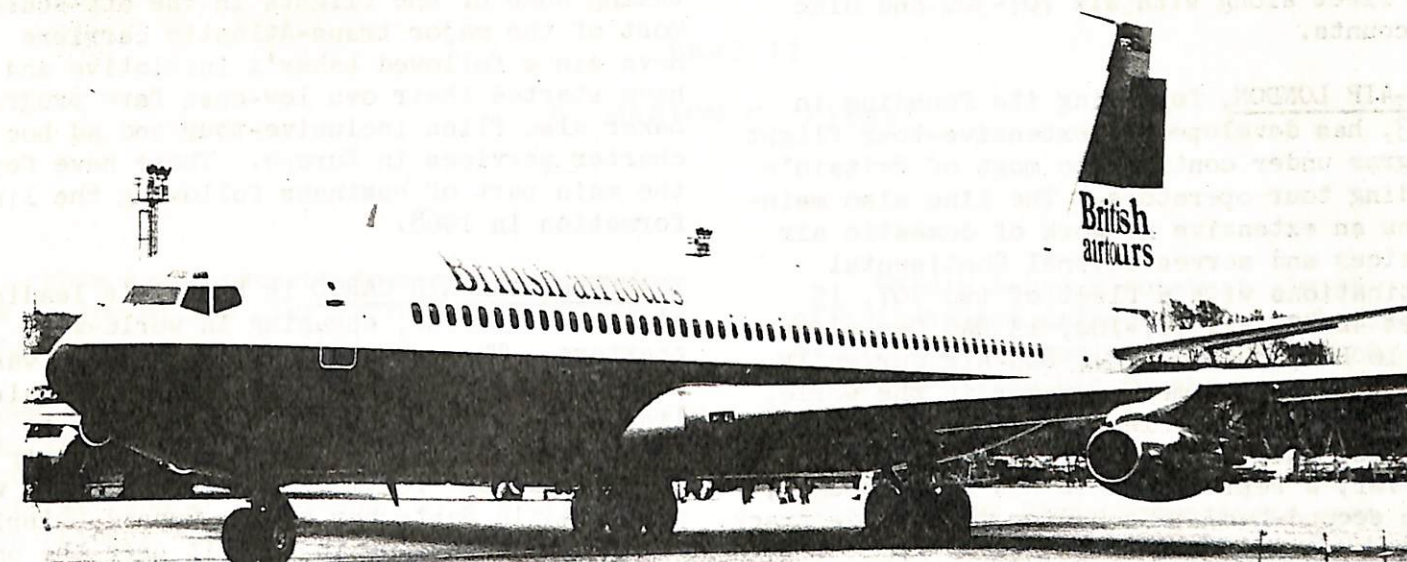
AIR BRIDGE CARRIERS started in 1972 to provide ad hoc charter services in Europe and to the Middle East. It also operates scheduled domestic freight services. Fleet is three Argosy, one Viscount and one Merchantman.

BRITANNIA AIRWAYS is one of the major passenger charter carriers in Britain. The fleet has grown from Constellations in 1962 to 17 Boeing 737-200s today.

BRITISH AIR FERRIES, led by the dynamic T. D. Keegan, was formed in 1963 in the merger of Channel Air Bridge(1959) and Silver City Airways(1948) under the name British United Air Ferries. Both CAB and SCA operated cross-Channel car ferry services on a large scale. In the merger they became part of British United Airways, but BAF is now no longer part of BUA. Emphasis today is on scheduled services from Britain to the Continent with eight Herald propjets. All Carvair vehicle ferry aircraft were phased out some years ago.

BRITISH CALEDONIAN AIRWAYS resulted from a merger of British United Airways and Caledonian Airways in 1970. BC soon built up a substantial European, South American and African network as the second designated U.K. flag carrier besides BOAC and BEA. It is still adding new routes to its network and also engages in passenger charter flights and world-wide cargo flights. This year it added two DC-10-30 aircraft to its fleet, mainly for North American services.

BRITISH MIDLAND AIRWAYS founded in 1947 as Derby Airways, operates scheduled passenger and cargo services domestically and to the Continent, as well as charter services. BMA also specializes in wet-leasing 707 and Viscount aircraft and providing operational, technical and managerial expertise under contract to other carriers. BMA also is the only U.K.



ABOVE: Boeing 707-436 G-APFD of British Airtours. BA photo via Joop Gerritsma.

BELOW: Laker Airways "Skytrain" DC-10-10 G-AZZC. Laker PR photo.



airline operating the DC-9, a Series 10, in its fleet along with six 707-320 and nine Viscounts.

DAN-AIR LONDON, following its founding in 1953, has developed an extensive-tour flight program under contract to most of Britain's leading tour operators. The line also maintains an extensive network of domestic air services and serves several Continental destinations with a fleet of two 707, 15 Comet 4B/4C, six 727-100, 13 BAC One-eleven and 16 HS-748 aircraft. Dan-Air currently is the largest Comet operator in the world, having bought the fleets of several other airlines when these they phased out the a/c. However, a replacement is now being sought, with second-hand 727s having the inside track.

LAKER AIRWAYS has been in the news lately because of its controversial low-cost Skytrain London-New York services, which started on September 26 of this year following a long struggle with both U.K. and U.S. licensing authorities. Four DC-10-10 a/c are to be

used during peak periods, with two 707-1200 taking some of the flights in the off-season. Most of the major trans-Atlantic carriers have since followed Laker's initiative and have started their own low-cost fare programs. Laker also flies inclusive-tour and ad hoc charter services in Europe. These have formed the main part of business following the line's formation in 1968.

TRANSMERIDIAN AIR CARGO is Britain's leading all-cargo airline, engaging in world-wide charters. The company, until recently, was headed by T.D. Keegan, a legend in U.K. airline industry, known for his abilities to make commercial airline services pay their own way without relying on subsidies. It was purchased in September by the Cunard Shipping Line. TAC is unique in that it uses the only Conroy CL-44-0 conversion of the Canadair CL-44D freighter in the world. This conversion makes the aircraft look like a miniguppy. Other aircraft in the fleet include seven standard CL-44, while two DC-8-50F are on order.



Conroy Canadair CL-44D of Transmeridian Air Cargo, still with U.S. registration N447T before certification in Britain. Photo by Joop Gerritsma.

THE AIRWAY TO EVERYWHERE

PART II

By MARION C. PYLES

This is an excerpt from the declaration of policy of the Civil Aeronautics Act of 1938:

"In the exercise and performance of its powers and duties under this Act, the Authority (Board) shall consider the following, among other things, as being in the public interest and in accordance with the public convenience and necessity -

The encouragement and development of an air transportation system properly adapted to the present and future needs of the foreign and domestic commerce of the United States, of the Postal Service and of the national defense."

All American Aviation was the only and therefore successful bidder on two Pick-Up routes posted by the Post Office Department over and through a treacherous area known to the early air mail pilots as "Hell's Stretch". It extended 1,140 miles criss-crossing the mountains of Pennsylvania and West Virginia. This was an area where even driving a car was slow and sometimes dangerous. The Pick-Up was sure to be tested over this most difficult terrain for safety, efficiency and for its value as a postal utility. The experimental route was awarded for a period of one year.

During this first year of operation which had its maiden flight on May 12, 1939, All American flew 438,145 miles and made over 23,000 pick-ups. Triple A hauled 75,000 pounds of mail while completing 91.6% of its schedules. This was a remarkable feat even by the standards of the seventies. AAA even demonstrated night pick-ups on a regular schedule successfully for several weeks during this historic first year.

Postmaster General Farley announced to Congress that the All American experiment "demonstrated conclusively that the pick-up can provide improved air mail service".

All American's organization of 1940 included 29 employees with all the Executive, Operations and Flying personnel thrown in the count. They also provided part-time employment for 48 others, who were station messengers at the towns served by this unique service.

Triple A had a constant aim of efficiency and safety in the organization. My friend Vic Yesulaites carried this dedication with him to the bitter end.

All the Triple A pilots were veterans boasting thousands of hours in the air. They all had "blind flying" ratings and the sky clerks or Pick-Up operators were licensed airplane and engine mechanics.

The company had five airplanes at this time. All were standard Stinson Reliants (SR-10C's) powered by the 260 horsepower Lycoming radial engine. Each airplane had two-way radio communication through regular CAA (Civil Aeronautics Authority) communications stations and through American Air Lines and TWA over which position reports of the Air Pick-Up planes were constantly reported. Triple A charted the courses of their aircraft constantly through their own radio facilities at the operations office.

Major overhauls of the Stinsons were accomplished between every 350 and 400 hours of operation. The Pick-Up equipment at air stations were periodically inspected and serviced as well.

The following excerpt from the "Air Feeder Program" was submitted by President Richard C. DuPont to both the Post Office Department and the CAA:

"Commercial aviation will never fully perform its function as a 'public convenience and necessity' until the benefits it provides in the swift transportation of mail, express, and passengers, are extended directly to every section of the country. Everyone is paying for this service, and it is manifestly unfair to deprive them of it when a practical means of providing it is available".

"Beyond the orbit of the airways in what might be called the twilight zone of our air transportation system, are thousands of small but nevertheless important and progressive cities that are anxiously seeking direct air service. Proportionately, their need is greater than that of larger cities because local trans-

portation facilities are usually inferior, and they are further removed from sources of supply. The next great expansion of commercial aviation lies beyond this frontier".

Dick Du Pont went on to propose twin-engine aircraft on the Pick-Up routes which in addition to mail and express would also carry passengers to certain of these small communities.

On the 22nd of December, 1939 as Triple A's part in this proposed new program, an application was filed with the CAA for a permanent certificate including the carriage of passengers on six air Pick-Up routes throughout Pennsylvania, West Virginia, New York, New Jersey, Delaware and even Ohio. The certificate would cover 125 communities in six states. Most of the original 58 cities were included in the application as well as 99 other communities which would benefit from nearby pick-up service.

Hearings on the application for permanent routes began before the Civil Aeronautics Authority in February of 1940. Many favorable comments were made by witnesses before the CAA. Postmaster Farley transmitted a report to Congress urging continuation of the service on a permanent basis. All American's experimental contract ran out on May 13, 1940 or the same day that Postmaster Farley sent this message. Last ditch efforts made to save the Pick-Up failed and sadly the Pick-Up was grounded.

Failure of the CAA to act on the request for a permanent certificate tied with the Post Office Department recinding its call for bids on new contracts caused the grounding. The bureaucratic red tape that still winds itself through air transportation in the '70's was in action. The Post Office Department opted out by saying that under the law authorizing a test of the system, they had no jurisdiction over it once it had passed the experimental stage and the CAA in all its wisdom denied its jurisdiction over the new service so long as the Experimental Airmail Act remained in force. One newspaper headline read: "Success Kills U. S. Airmail Pick-Up Service".

As soon as the CAA published its report of adversity, Congressmen from the various states served by the Pick-Up immediately organized at a group meeting for restoration

of the service. On the 21st of June, the House passed a bill repealing the Experimental Airmail Act and the Senate passed it the next day. The bill also specifically invested the Civil Aeronautics Authority with jurisdiction over the newly-developed form of air transportation. The bill was signed by President Roosevelt on July 5 removing any doubt about the CAA's power to act.

On the 22nd of July All American was granted a certificate of public convenience and necessity for five Pick-Up lines for the transportation of mail and property. The CAA rejected without prejudice Triple A's application to carry passengers on Pick-Up planes until the system had been thoroughly tested.

The CAA's rejection of Triple A's passenger carrying application didn't hinder developmental work in this direction. Company officials intended to acquire a twin-engine passenger plane with which to conduct experiments. The Lockheed Saturn was being specifically developed and designed to provide both Pick-Up and passenger service. During those bleak days of the grounding, All American held its organization together and would be ready to go whenever the CAA made its decision. They were right. The new certificate became effective August 12, 1940.

All American's new permanent Pick-Up routes were inaugurated on August 12, 1940 with even more gusto than the experimental start up on May 23, 1939. There were more cities being served under the new certificate and the celebration was justified.

Service was begun only on three of the five new routes. The three routes chosen to be served were the ones to the cities and towns served on the experimental routes. These were where ground stations were already installed and any new stations on these routes could be quickly erected. There were no missed Pick-Ups on this day for all the pilots and mechanics had a full year of experience behind them. They were true professionals when those first trips departed Pittsburgh and Philadelphia.

The new service was finally started up on the remaining two routes on November 12 and December 12. Part of the

delay had been because of slow delivery of new equipment due to the National Defense Program. The Pick-Up system had been refined to a much better level by this time.

The hooks trailing wildly behind the Stinsons on a 55 foot cable had been replaced by a 15 foot arm which retracted into the fuselage. Accuracy of the Pick-Up was greatly improved while the height of the ground station had been lowered to 20 feet from the original 40 feet. In 1941, these stations which were now portable would be lowered even more to 14 feet following experiments at the Buckhannon, West Virginia station. The mechanic no longer had to reel in the load because it was operated electrically. Deliveries were also made by tripping an electrical switch in the cockpit.

Representative Jennings Randolph (now Senator) from Elkins, West Virginia (this writer's hometown also) was the supporting voice in Washington of the Pick-Up. On the first anniversary of the Pick-Up he had this to say:

"In this first year of service on a permanent basis, remarkable results have been achieved in performance and in developing the air mail patronage in the communities served".

"The system has completed over 92 per cent of its daily schedules, flying approximately 693,727 miles and making over 32,000 pick-ups and deliveries without losing a single piece of mail or express and without a serious flying mishap. Of importance and significance is the surprisingly large increase in air mail volume in the communities on the routes which can be attributed directly to the establishment of the service. Since permanent establishment, the volume has increased over 47 per cent at the 54 points which were on the experimental system, and 93 per cent at the 53 additional points on the present Pick-Up lines. Individual increases have ranged from two to over 1,000 per cent."

"It was further disclosed that, excluding the three terminal points of Pittsburgh, Philadelphia, and Harrisburg, the 106 cities on the Air Pick-Up lines which, incidently, serve more points than any other airline in the country, are dispatching an average of 254,223 pieces of mail a month. The three terminal points are dispatching an average of 161,021 pieces of air mail a month via pick-up, making a grand total of 415,244 pieces".

On this Happy Birthday in 1941, All American Airways boasted 61 full-time employees as well as 73 mail messengers in the field.

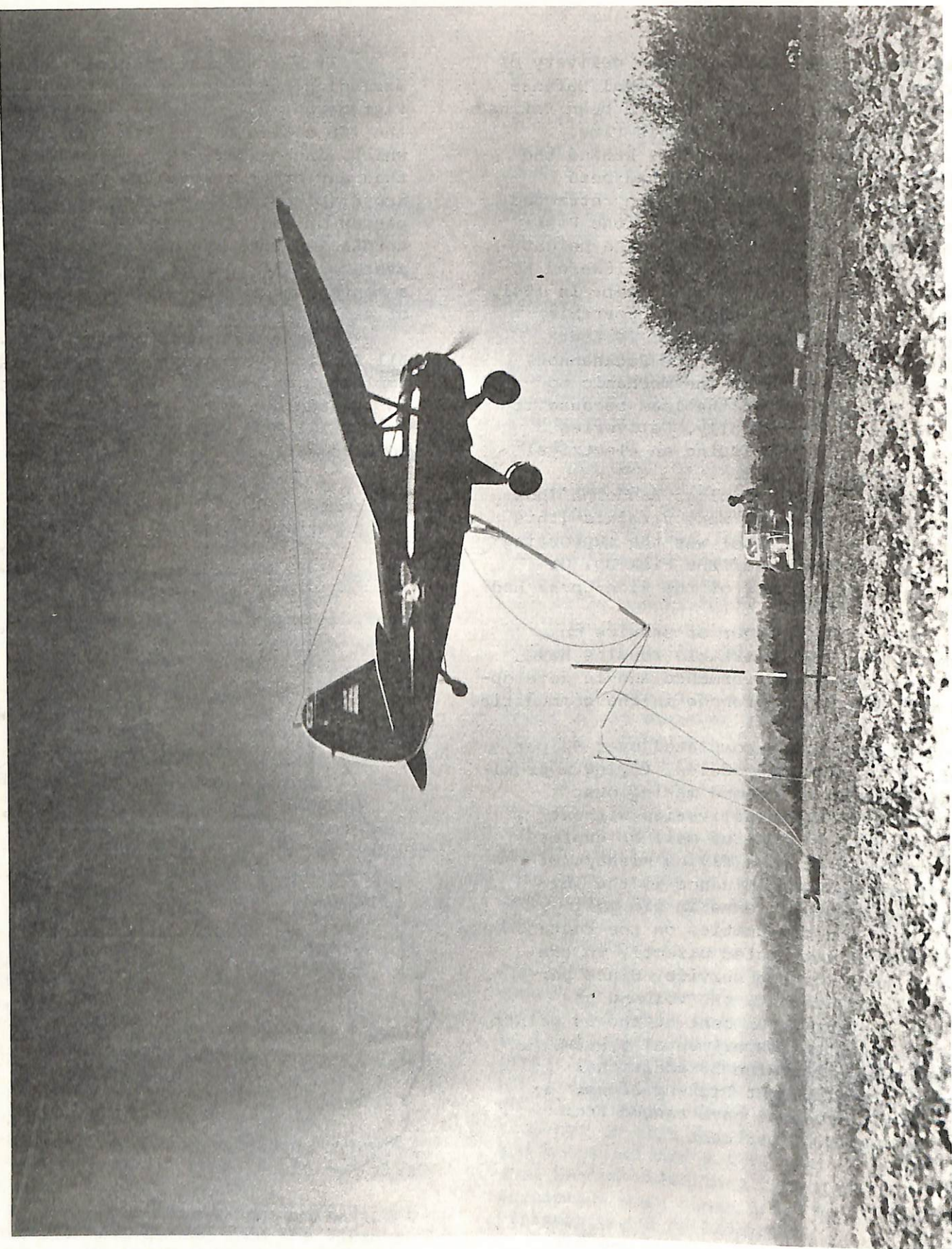
NEXT: The Airway to Everywhere goes to war.



Map of AAA Original Air Pick-Up Service May 12, 1939



Left to right, Congressman Jennings Randolph, 3 postal employees, Norm Rintoul and Dr. Lytle Adams.



One of AAA's Stinsons making a pickup somewhere along the extensive mail route.

Around the World

OF SCHEDULE COLLECTING

Beginning with this issue of the Captain's Log, George Cearley and Brooks Camp, two WAHC members from Dallas, will be assuming the role of schedule editors.

George is a 30 year old college instructor in biological sciences with a B.S. from S.M.U. and an M.A. from Southwestern Medical School. He has authored seven publications and books in the areas of biology and anatomy and physiology. One of George's hobbies is commercial aviation in which he became interested in 1959. His collection includes 130 built plastic models, 17 display models in the two-six foot range, 2000 post cards, 5000 flight announcements from Love Field, Dallas, from the period 1958-74, 2500 timetables, plus many photos, posters, books, magazines and pilot manuals. His collection has appeared in the Americal Collector, April 1977; the Sunday Scene Magazine of the Dallas Morning News; the Lone Star Book of Texas Records, and on KPRC-TV, Channel 2 in Houston.

Brooks is a 33 year old airline marketing representative for Frontier Airlines. He formerly was a tariff agent and assistant supervisor in reservations for Delta. He received a B.A. from the University of Texas and an M.B.A. from Texas Tech. He has traveled extensively throughout the world and speaks four languages. He became interested in aviation in the early 1950's and began collecting schedules in 1955. His timetable collection now numbers in excess of 3000. He also has a number of unusual and rare postcards and baggage stickers.

by
George Cearley
Brooks Camp

George's timetable collection includes 2500 schedules representing 353 airlines from 1929 to the present. He has 1569 U.S. schedules, 134 Canadian, 266 Latin American and Caribbean, 294 European, 154 Asian, 50 Australian and 33 African. These include schedules from 150 U.S., 13 Canadian, 48 Latin American and Caribbean, 69 European, 38 Asian, 20 Australian, and 13 African airlines.

Brooks' collection includes 3200 timetables from 1933 to the present. He has been collecting schedules (primarily U.S. domestic) for the past 22 years and is on the mailing lists of all U.S. carriers. Of his 3200 schedules only 100 are international. Thus his collection is quite complete and extensive for U.S. carriers for the past two decades.

We have numerous duplicates available for trade. Please contact us at our home addresses for lists of these duplicates and your wants.

George would like to trade for schedules of U.S. trunk airlines especially in the 1959-62 period.

Brooks is interested in any U.S. schedules prior to and including 1955.

Why Collect Timetables?

The airline schedule is a valuable historical document for the airline enthusiast and historian. A representative collection of schedules from a carrier through the years allows one to trace the history of that airline in terms of trends in airline marketing procedures, tariffs, equipment types and aircraft utilization on various routes, route expansions and deletions, seasonal changes in service,

and trends in airline advertising campaigns. For example, the article by Jeff Matera on Texas International Airlines which appeared in the Jan.-Mar. '77 issue of the Captain's Log was written to a large extent based on data obtained from Texas International and Trans-Texas timetables in his collection and ours.

In addition, the timetable serves as a tangible reminder of days gone by in commercial aviation or as a memento of past days of plane watching at the airport.

The Format of the Timetable

Format is either linear or quick reference or some combination of both. In the linear schedule there are a series of vertical columns each of which is marked off for a single flight or one flight that directly connects to another. In each column usually there appear, in addition to flight number, aircraft routing from city to city, equipment type (often indicated by a symbol or first digit of the flight number), classes of service, meals, and, of course, arrival and/or departure times in each city.

In recent years there has been a trend to abandon the linear format in favor of the quick reference type. Few quick reference schedules show aircraft routings (flight itineraries) and aircraft types used on individual flights. Two notable exceptions are Delta and Northwest. The quick reference schedule is generally easier for the travel agent and air traveler to use, but is not as valuable to the airline enthusiast and historian as it does not generally show flight itineraries and equipment. One airline which has both a complete quick reference and linear schedule under one cover is National.

Types of Timetable Editions Issued

System timetables (covering an airline's entire route structure)

are issued in linear but more often quick reference format. City quick reference editions are issued by many carriers. Most, if not all, airline enthusiasts are probably quite familiar with the two above types. However, other types of schedules are and have been issued such as joint timetables by two carriers as Delta/Air New England; British Airways and Pan Am for West Berlin; British Airways/Swissair for UK-Switzerland service, etc. Also an airport or city may issue a schedule covering all airlines and their services such as London's Heathrow and Gatwick timetables and Tokyo's schedules. In addition, consolidated airline schedules were issued in the late 20's and early 30's which contained all schedules for airlines operating in the U.S. at that time.

Special Issues of Timetables

Emergency issues of timetables were printed during the fuel shortage. Others include those printed following the conclusion of an airline strike in which only partial service had been restored. Examples include Eastern, August 23, 1962, and Northwest, December 17, 1970. Another interesting example is a series of three schedules issued by Delta in 1961. Delta issued a timetable including newly inaugurated southern transcontinental routes, effective June 11 through July 31, 1961. On June 20 a new schedule was issued effective through August 31 superseding that of June 11. Then on August 1 a timetable was issued effective through September 30 and superseding the June 20 schedule.

The Timetable as an Indicator of Trends in Airline Promotion

There has generally been a shift of emphasis from promoting equipment to areas or cities served. Now advertising campaigns tend to "push" the destination more than the aircraft the passenger rides in

getting to his place of business activity or vacation. Many timetable covers once showed aircraft or portions of them. These included Delta, National, Braniff, Piedmont--to name a few.

There is also a trend toward simplifying logos. They are less elaborate and detailed. The use of birds in logos has been generally deemphasized or abandoned. American had its eagle which has now been greatly simplified; Capital, its nighthawk; Delta its flying D (the D issuing three feathers from its left top margin); Northwest, a phoenix with a compass on its abdomen pointing northwest; and Continental, its thunderbird. One of the most interesting and elaborate uses of a bird logo and aircraft livery (paint scheme) was Eastern's duck hawk (falcon). Early Eastern schedules and folders show the logo as a red, highly detailed falcon streaking across a dark blue eclipsed sun with the bird leaving a bluish gray trail behind. Emanating from the sun was a red glow and bright rays. The logo was simplified to a red falcon on a dark blue circle with a light blue field behind the falcon's body and wing. The latter appeared on Eastern's schedules until early 1960. The current Eastern logo, adopted in 1964, is a greatly simplified version of this earlier form. The fuselage markings on Eastern aircraft up to and including the Electra (L-188) were actually an elongate representation of a falcon's wing with the root of the wing on the forward fuselage and the tip near the horizontal stabilizer.

Another practice now almost abandoned is the naming of individual flights and services featured on aircraft. National 707 and DC-8 first class was named Jet Star Service, Electras and DC-7B's 5-Star Service; day coach service was "Sunlight Club Coach" and night coach,

"Starlight Club Coach". These service marks were related to National's use of the star motif on aircraft and the slogan "Airline of the Stars" which was dropped when Maytag bought out Baker's interest in National in 1962. United in 1955-56 had several names for transcontinental as well as other services. Idlewild to Los Angeles and San Francisco early morning nonstops were known as "The Advance Continental" and midday nonstops "The Continental". Eastbound LAX-IDL was "The Hollywood" and SFO-IDL, "The New Yorker". Other flight and service names in the 1950's and early 60's included, to name a few, American's Blue Ribbon Air Coach, Capital's Congressional and Representative, Braniff's El Dorado (DC-7C) and El Conquistador (DC-6), Delta's Royal Service (DC-7), Northwest's Imperial Service and Coronation Coach, etc.

Individual flights in linear schedules were once marked off in different colors with the brightest and most noticeable color representing the airline's newest aircraft. Fewer colors are now generally used in printing the body of the schedule although the cover may vary from quite simple to one with a multicolored photograph. Logos on covers are simpler--as Delta's Greek delta or "widget", and Northwest's stylized jet tail superimposed on a circle.

Blurbs may appear now as in the past in the schedule that feature service highlights, as those on the back cover of Braniff's.

National's sunburst logo, or sun king, emphasizes the fact that National serves tourist areas as Florida and California with warmer and more sunny weather throughout the year. The new slogan "Watch us shine" serves to emphasize this.

In this issue of the Captain's Log we are beginning a survey of U.S. airline schedules, starting with several trunk carriers. Listed below are schedules and their effective dates for American, Braniff, Capital, C&S, Colonial, and Delta. The list is reasonably complete for the last 20 years. However, we would appreciate greatly any information anyone could provide us on the effective dates of schedules as those listed below include only those timetables in our collections.

American

1933 - Aug. 6
 1934 - May 5
 1940 - Apr. 28
 1950 - Nov. 1
 1953 - Mar. 1, Nov. 1
 1955 - Apr. 24, Sep. 25
 1956 - Apr. 29, Dec. 7
 1957 - Aug. 30, Sep. 29, Nov. 3
 1958 - Apr. 27, Jun. 1, Oct. 26
 1959 - Jan. 23, Mar. 14, Jun. 1
 Jul. 5, Aug. 7, Sep. 8
 Sep. 27, Oct. 25, Dec. 1
 1960 - Jan. 3, Feb. 14, Apr. 24
 Jun. 1, Jul. 9, Aug. 1
 Sep. 25, Oct. 30, Dec. 1
 1961 - Feb. 5, Apr. 30, Jun. 11,
 Aug. 13, Sep. 24, Oct. 29
 Dec. 1
 1962 - Feb. 4, Apr. 1, Apr. 29
 Jun. 3, Jul. 1, Aug. 1
 Sep. 4, Oct. 28, Dec. 1
 1963 - Jan. 6, Mar. 10, Apr. 28
 Jun. 1, Aug. 1, Sep. 8
 Oct. 27
 1964 - Jan. 15, Apr. 26, Jun. 1
 Jul. 1, Oct. 25
 1965 - Jan. 3, Mar. 2, Apr. 25
 May 23, Jun. 28, Aug. 1
 Sep. 7, Oct. 1, Oct. 31
 Dec. 5
 1966 - Jan. 16, Mar. 6, Apr. 24
 Jun. 5, Jul. 5, Aug. 7
 Sep. 21, Oct. 30, Dec. 1
 1967 - Jan. 4, Feb. 12, Mar. 26
 Apr. 30, Jun. 4, Jul. 5
 Aug. 1, Sep. 5, Oct. 29
 Dec. 12
 1968 - Jan. 14, Feb. 2, Mar. 4
 Apr. 7, May 1, Jun. 9

1968 - Jul. 7, Aug. 11, Sep. 16
 (Cont.) Oct. 27, Dec. 8
 1969 - Feb. 9, Mar. 30, Apr. 27
 Jun. 1, Jul. 7, Aug. 3
 Oct. 1, Oct. 26, Dec. 1
 1970 - Jan. 11, Jan. 31, Mar. 2
 Apr. 26, Jul. 1, Aug. 1
 Sep. 14, Oct. 25, Dec. 1
 1971 - Jan. 11, Mar. 2, Apr. 25
 Jun. 4, Jul. 6, Sep. 13
 Oct. 31
 1972 - Jan. 10, Mar. 12, Apr. 30
 Jun. 1, Sep. 11, Oct. 29
 Dec. 15
 1973 - Mar. 2, Jul. 1, Aug. 1
 Sep. 15, Oct. 28, Dec. 1
 1974 - Jan. 7, Mar. 2, May 1
 Jun. 15, Aug. 1, Sep. 9
 Oct. 27, Dec. 1
 1975 - Jan. 7, Feb. 23, Apr. 15
 Jun. 1, Sep. 8, Oct. 26
 1976 - Jan. 5, Jun. 10, Sep. 13
 Nov. 1, Dec. 14
 1977 - Jan. 11, Feb. 11, Apr. 24
 Jun. 9, Sep. 1

Braniff

1935 - Nov. 1
 1940 - Oct. 1
 1941 - Apr. 27, Nov. 1
 1945 - Mar. 1
 1947 - Mar. 15
 1949 - Aug.
 1951 - Feb., Mar.
 1952 - Apr. 14, Dec.
 1953 - Mar.
 1955 - Apr. 24, Jun. 15, Aug. 18
 Sep. 25
 1956 - Jan. 1, Feb. 15, Apr. 29
 Aug. 15, Oct. 20
 1957 - Feb. 1, Jul. 20, Sep. 10
 Oct. 27
 1958 - Feb. 1, Apr. 1, Apr. 27
 Jun. 15, Sep. 2, Nov. 1
 1959 - Mar. 1, Jun. 15, Sep. 1
 Oct. 1, Oct. 25, Nov. 16
 1960 - Jan. 4, Feb. 1, Mar. 10
 Apr. 24, May 22, Jul. 5
 Sep. 6, Oct. 30, Dec. 1
 1961 - Jan. 15, Apr. 30, Jun. 15
 Sep. 5, Oct. 29
 1962 - Feb. 1, Mar. 16, Apr. 29
 May 27, Jul. 1, Sep. 4
 Oct. 29, Nov. 19

Braniff (Cont'd)

1963 - Jan. 1, Mar. 1, Apr. 26,
May 26, Jul. 1, Sep. 3
Oct. 27
1964 - Jan. 17, Apr. 26, May 24,
Aug. 1, Sep. 8, Oct. 25
1965 - Jan. 10, Apr. 25, Jun. 1,
Jul. 1, Aug. 1, Sep. 7,
Oct. 1, Oct. 31, Dec. 1
1966 - Jan. 2, Apr. 24, Jul. 5,
Sep. 1, Oct. 30, Dec. 1
1967 - Jan. 8, Feb. 1, Mar. 15,
Apr. 30, Jun. 13, Jul. 1
Sep. 5, Oct. 29, Dec. 1
1968 - Jan. 1, Apr. 28, Jun. 1,
Jul. 1, Oct. 27
1969 - Jan. 6, Feb. 1, Mar. 5,
Apr. 27, Jun. 2, Jul. 7,
Sep. 1, Oct. 26, Dec. 15
1970 - Jan. 15, Apr. 26, Jun. 1,
Oct. 26
1971 - Apr. 25 (Spr/Sum); Jul. 1
(Sum/Fall), Fall/Win.
1972 - Jan.-Apr.; Spr/Sum; Sep. 15,
Win. 72/73
1973 - Spr/Sum, Sum, Fall/Win 73-74
1974 - Win/Spr, Spr, Sum, Fall,
Win 74/75
1975 - Spr, Sum, Fall, Fall/Win,
Win 75/76
1976 - Spr/Sum, Sum, Fall, Win
1977 - Win/Spr, Spr, Sum, Fall/Win

Capital

1952 - Jun. 1
1953 - Mar. 1
1955 - Aug. 14, Sep. 25
1956 - Jan. 3, Mar. 1, Apr. 3
Jun. 5
1957 - Aug. 1, Sep. 1
1958 - Jan. 7, Feb. 1, Jun. 1,
Sep. 12
1959 - Jan. 1, Mar. 1, Apr. 26,
Oct. 25
1960 - May 1, Jul. 10, Sep. 25,
Oct. 30
1961 - Mar. 1, Oct. 30

Central - - 1935 - Oct. 1

Pennsylvania - 1936 - Jan. 1

Pennsylvania Central -

1936 - Nov. 1, 1942 - Apr. 1

C & S

1935 - Nov. 15
1940 - Jan. 1
1946 - Jul.-Aug.
1952 - Jun. 1
1953 - Jan. 5

Colonial

1942 - Oct. 5
1948 - Aug. 8
1952 - Apr. 25
1955 - Jul. 16, Oct. 30

Canadian Colonial - 1938 - Oct. 7

Continental

1937 - Aug. 15
1947 - Nov. 1
1952 - Sep. 28
1953 - Jan. 5
1954 - Jul. 15
1955 - Jul. 1
1956 - Jan. 15, Apr. 1, Apr. 29,
Wint 56/57

1957 - Apr. 28, Jul. 8, Sep. 27,
Oct. 27

1958 - Jan. 20, Jun-Jul, Aug. 1
Sep. 1, Sep. 28, Dec. 1

1959 - Feb. 1, Apr. 1, Apr. 26,
Jun. 8, Sep. 27, Nov. 15

1960 - Feb. 11, Apr. 24, Jun. 19,
Sep. 25, Oct. 30

1961 - Feb. 11, Apr. 30, Jun. 11,
Sep. 24, Oct. 29

1962 - Feb. 1, May 31, Jul. 13
Aug. 24, Oct. 28

1963 - Feb. 1, Mar. 1, Apr. 28,
Jul. 1, Oct. 27, Dec. 1

1964 - Jan. 27, Mar. 1, Apr. 26,
May 24, Jul. 29, Oct. 25

1965 - Apr. 25, Jun. 1, Jul. 7,
Oct. 31

1966 - Mar. 1, Apr. 24, Jun. 30,
Sep. 8, Oct. 30

1967 - Feb., Mar. 1, Apr. 1, Apr. 30,
Jun. 13, Aug. 1, Oct. 29,
Dec. 1

1968 - Mar. 1, Apr. 28, Aug. 1,
Oct. 27

1969 - Apr. 27, Jun. 2, Aug. 1,
Oct. 26

1970 - Feb. 1, Oct. 25, Dec. 1

Varney

1936 - Dec. 15

Continental (Cont'd)

1971 - Mar. 1, Apr. 25, Sep. 12,
Oct. 31
1972 - Mar. 9, Jun. 1, Oct. 29
1973 - Jun. 1, Oct. 28
1974 - Feb. 1, Jun. 1
1975 - Jun. 1, Oct. 26
1976 - Feb. 15, Apr. 25, Jun. 1,
Sep. 13, Dec. 10
1977 - Apr. 24, Jun. 1, Sep. 7

Delta

1936 - Sep. 18
1938 - Aug. 1
1945 - Oct. 10
1946 - Jan. 15, Mar. 6 Jun. 1
1947 - Jan. 23, Sep. 9
1949 - Apr. 24
1953 - Mar. 1, May 1*
Jun. 1, Dec. 1
1954 - Apr. 25, Dec. 1
1955 - Apr. 1, Apr. 24, Aug. 1
Sep. 1, Oct. 30
1956 - Jan. 1, Feb. 1, Apr. 1
Jun. 1, Jul. 1, Sep. 1
1957 - Feb. 1, Jul. 1, Aug. 1
Oct. 1, Dec. 15
1958 - Mar. 1, Apr. 1, Apr. 27
Jun. 1, Jul. 1, Aug. 1
Sep. 1, Oct. 1, Oct. 26
1959 - Jan. 1, Feb. 1, Mar. 1
Apr. 1, Apr. 26, Jun. 1,
Jul. 1, Aug. 1, Sep. 1,
Oct. 1, Oct. 25, Dec. 1
1960 - Jan. 1, Feb. 1, Mar. 1,
Apr. 1, Apr. 24, Jun. 1,
Jul. 1, Aug. 1, Sep. 1,
Oct. 1, Oct. 30, Dec. 1
1961 - Feb. 1, Mar. 1, Apr. 30,
Jun. 11, Jun. 20, Aug. 1,
Oct. 1, Oct. 29, Dec. 15
1962 - Feb. 1, Mar. 1, Apr. 1,
Apr. 29, Jun. 1, Jul. 1,
Aug. 1, Sep. 1, Oct. 1,
Oct. 28, Dec. 1
1963 - Feb. 1, Mar. 1, Apr. 28,
Jun. 1, Aug. 1, Oct. 1,
Oct. 27, Dec. 15
1964 - Feb. 1, Apr. 26, Jun. 1,
Jul. 1, Aug. 1, Sep. 1,
Oct. 25, Dec. 16

Delta (Cont'd)

1965 - Feb. 1, Apr. 25, Jul. 1,
Sep. 1, Oct. 30, Dec. 1,
Dec. 15
1966 - Feb. 1, Mar. 6, Apr. 24,
Jun. 1, Jul. 1, Aug. 1,
Oct. 1, Oct. 30, Dec. 14
1967 - Feb. 15, Apr. 1, Apr. 30,
Jun. 1, Jul. 1, Sep. 1,
Oct. 1, Oct. 29, Dec. 14
1968 - Feb. 1, Mar. 1, Apr. 1,
Apr. 28, Jun. 1, Jul. 1,
Aug. 15, Oct. 1, Oct. 27,
Dec. 15
1969 - Feb. 1, Mar. 1, Apr. 1,
Apr. 27, Jun. 15, Aug. 1,
Sep. 8, Oct. 27, Dec. 17
1970 - Feb. 1, Mar. 1, Apr. 1,
Apr. 26, Jun. 1, Jul. 1,
Sep. 1, Oct. 25, Dec. 15
1971 - Feb. 1, Mar. 15, Apr. 25,
Jul. 1, Aug. 1, Sep. 13,
Oct. 31, Dec. 15
1972 - Mar. 1, Aug. 1, Sep. 15,
Dec. 15
1973 - Feb. 1, Mar. 1, Apr. 1,
Apr. 29, Jun. 1, Jul. 1,
Sep. 1, Oct. 1, Oct. 28
1974 - Jan. 7, Feb. 1, Mar. 1,
Apr. 1, May 1, Jun. 1,
Jul. 1, Aug. 1, Sep. 1,
Oct. 27, Dec. 15
1975 - Feb. 23, Apr. 1, May 1,
Jun. 1, Jul. 1, Aug. 1,
Sep. 15, Oct. 26, Dec. 15
1976 - Feb. 1, Mar. 1, Apr. 25,
Aug. 1, Sep. 15, Oct. 31,
Dec. 15
1977 - Feb. 1, Mar. 15, Apr. 24,
Jun. 1, Jul. 1, Jul. 28,
Sep. 15, Oct. 30

*May 1, 1953, through September 1,
1955, are Delta-C&S schedules.

The authors wish to thank the follow-
ing persons:

Mary Cearley, Bruce Drum, Alan
Folz, Pete Krey and Frank Stotts.



The usual editor of this column, John Moore, is away on an extended trip, so I am filling in for him until his return. Now down to business.

GULF AIR has recently issued a set of four beautiful cards of their Lockheed Tri-star. Three good exterior views and one cockpit shot. All are of very high quality, real photos, not retouched, and are Continental size. Available from GULF AIR, 245 Park Avenue, New York, NY 10017. SOUTHERN AIRWAYS has finally printed a card of a DC-9 series 30 in their current color scheme. The card is a large size card, but will fit in a business size envelope (#10), and is available from their PR department in Atlanta. AIR CALIFORNIA has just released a card of their 737 in flight over the California coast. It is standard size ($3\frac{1}{2} \times 5\frac{1}{2}$) and is available from their PR department. PAN AM has come out with four new cards: 747, 747SP, 727 and 707-321B. All are standard size and should be available from local PAN AM sales offices or their PR department in New York. Several other releases are NORTH CENTRAL DC-9-51 in standard size and a SOUTHWEST 737 in standard size available from the PR departments of the carriers mentioned.

I mention the size of the newly issued cards because it is a good idea to enclose a stamped, self-addressed return envelope with your requests. Standard size cards will fit into the $3\frac{5}{8} \times 6\frac{1}{2}$ envelopes available in most stationery shops and dime stores. There is a problem finding envelopes for Continental size cards, however. I get mine from the American Stationery Co. Peru, Indiana 46970. They have a free catalog, and the envelopes I use are from their "Distinctive Stationery Designs" and sell for \$4.60 plus 90¢ postage for 100 with name and address printed on the flap. The price paid per envelope is not as bad as a crunched or folded card.

One of the major questions in collecting airline post cards is why some airlines print post cards of some, but not all the different types of aircraft they operate. There are several answers to this puzzle, some of which I will try to explain. Did you ever wonder why no DELTA DC-10 card or EASTERN 747 card was printed? The airlines' "Marketing Policy" was the culprit here. Both airlines considered these aircraft as stopgap measures while Lockheed and Rolls-Royce worked out their financial problems, and finally got the Tristar into full production. In one case, DELTA actively blocked production of a DC-10 card citing the fact the DELTA widget is a copyrighted trademark (it appears prominently on the aircraft) and permission to reproduce this trademark would not be granted. This killed any chance of a DELTA card as they would not print one or let a commercial card printer do one either.

Many collectors "want lists" show Boeing 720Bs of PAN AM, ALIA, OLYMPIC and MIDDLE EAST AIRLINES. In all four cases the airlines involved already had 707s when they purchased second hand 720s. Both aircraft generally look alike, so there is no real reason to call attention to the fact that they have purchased some other airline's discards, regardless of the reasons for the deal. A commercially produced card, or "Airport card" as some people call them, might surface somewhere, but the chances are against it. Another source of wild goose chases is the leased aircraft. For example KLM leased a BAC-one-eleven some years ago and painted it in full colors. But KLM doesn't even keep photos of leased aircraft, let alone print post cards of them. An airport card is possible, but highly doubtful. Most post car photographers get the full

cooperation of the airline whose aircraft they wish to photograph, and any airline official would quickly steer him away from such an aircraft (in this case probably to the nearest KLM DC-9). But not all leased aircraft are painted in the renting airlines colors. NATIONAL AIRLINES became the first operator of pure jets within the United States by virtue of leasing a pair of 707s from PAN AM. Much fuss was made over these aircraft, but they were operated in full PAN AM paint without the slightest hint that they were in NATIONAL service. So, no NATIONAL 707 card. A similar case is the elusive SCANAIR 727 card. In this case the aircraft belonged to TRANSAIR, and again, no SCANAIR markings, no post card.

Still other reasons come into play to explain the lack of airline issued DC-9 cards from DELTA, EASTERN and TWA. Here, the DC-9 was a small aircraft going into service with an airline with a big plane image. DELTA even called themselves "the airline of the big jets" so despite substantial purchases of DC-9s, they were not heavily publicized. Airport cards are again possible, but this writer has no knowledge of any, except the DELTA multi-card.

These are just a few cases, and there are a lot of other reasons for missing cards, the main one being their cost.

An increasing number of post cards are turning up with totally blank back sides-no stamp box or dividing line. The MACKEY DC-6B currently being issued by the airline is an example. NORTHWEST also has a DC-10 and 747 with nothing on the back. Are these really post cards? I would have to vote yes. Probably some with full post card backs will turn up. The reason for the blank back is that airlines use these for small scale mailings, usually announcing new flights, new fares or new sales officials. The most usual recipients of these mailings are travel agents. By leaving the back blank when the color face is printed, small quantities can be distributed to various offices and they can have whatever they desire offset printed onto the card, while still getting quantity pricing on the very expensive color print.

One questions I find collectors constantly ask each other is how they keep their collections (or how they display their cards). I find most are mounted in albums

of various types. Post card dealers have loose leaf pages that can accommodate either standard or Continental size cards. Some collectors use the glue-less photo albums so popular these days, but a word of caution: The rubber cement-like substance that coats the base sheet can cause discoloration of cards over a long period of time. The cards are hard to remove after a long period of time also. Not all suffer from this drawback, but I have seen it on several occasions. I keep my collection in vinyl holders that fit standard 3 ring binders. I get mine from 20th Century Plastics, 3628 Crenshaw Blvd., Los Angeles, California 90016. Upon request, they will send you a free price list and a sample page, but you must specify that you want a sample of page V-35 for post cards or you will get a page for 35MM color slides. Each page holds 8 standard size cards. You get 50 pages and a binder, enough for 400 cards for less than \$20.00. Continental and large size cards are a slight problem because there is no special size page for them, but other photo holding pages can be used, just the fit will not be too snug. The price list shows many different size holders.

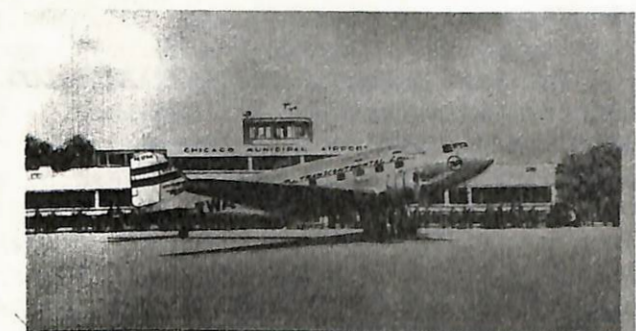
The last issue of the CAPTAIN'S LOG contained an extract of the Airliner Post Card Catalog recently started by John Moore and I. The initial pages cover 148 DC-2s and DC-3s and 140 DC-4s DC-6s and DC-7s. A few copies are still available from the usual editor of this column, John Moore (2062 Sloan Street, St. Paul, Minn. 55117) for \$2.00 by slow mail or \$3.00 by fast mail (if there is such a thing!). It is printed by Xerox and each card is shown full size, and is captioned with useful information about the card. Most important, each entry is assigned a catalog number in the same way as are postage stamps, coins, and other collectables. It makes trading a whole lot easier. If you want a copy, get a check off to John soon or risk disappointment!



D-050 Douglas DC-3 TWA Color linen Airline (see note A)



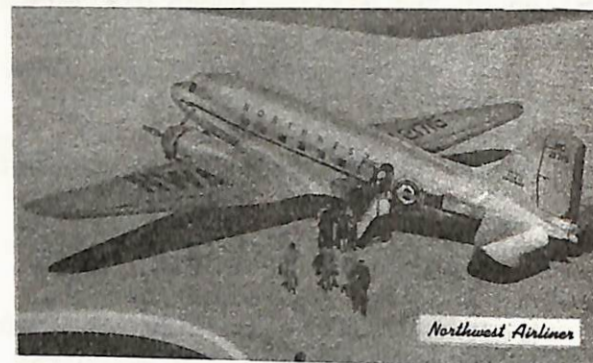
D-056 Douglas DC-3 TWA Color linen Non-airline



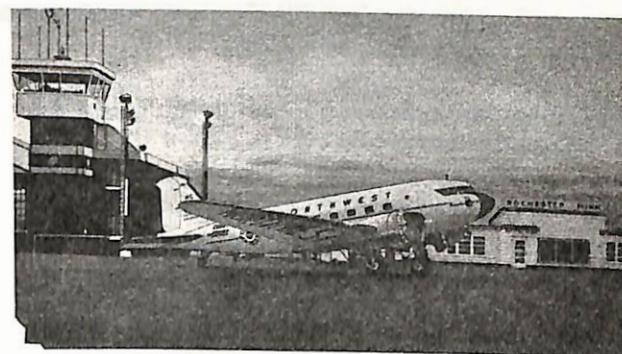
D-132 Douglas DC-3B TWA Color linen Non-airline



D-131 Douglas DC-3 TWA Color linen Non-airline



D-116 Douglas DC-3 Northwest Color linen Airline



D-046 Douglas DC-3 Northwest Color linen Non-airline



D-118 Douglas DC-3 Northwest Color smooth Airline



D-104 Douglas DC-3 Braniff Chrome Non-airline



Top flight... coast-to-coast

D-043 Douglas DC-3 Northwest Color smooth Airline



D-1043 Douglas DC-7C Northwest Chrome Non-airline



D-1042 Douglas DC-7C Northwest Chrome Airline



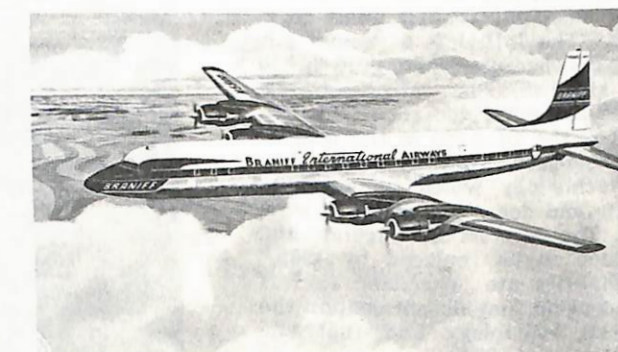
D-1040 Douglas DC-4 Northwest Color smooth Airline



D-1072 Douglas DC-6B Western Chrome Non-airline



D-1068 Douglas DC-6B Western Chrome Airline



D-1086 Douglas DC-7C Braniff Chrome Airline(drawing)

FROM THE EDITOR: This is the second series of Douglass post cards that are being reprinted from the catalog by Pete Black and John Moore. We will continue to print these cards until the complete catalog is finished.

Paul Collins is working on a Boeing 727 catalog and needs the help of all card collectors. He presently has a large number of 727 cards but he is sure that there are a lot more that he doesn't have. If you have a large collection of 727 cards send Paul your name and he will send you a copy of the list of cards he has. Also if you have some "rare" 727 cards he would like to hear from you.

Several new issues that have come across the desk in the last several weeks are (1) Nigeria Airways DC-10 (Airline), (2) TAA 727-276 in flight (Airline), (3) Cargolux Canadair CL-44 and (4) Cargolux DC-8 (both airline release) and (5) Intra Airways DC-3 (gp publication) and (6) Intra Airways DC-3 used in movie "The Eagle Has Landed"(gp publication).



NEWSLETTER

AIR LINES

A300 a quantum jump, says Eastern v-p

"THE A300 represents a quantum jump in technology," according to Dr Mort Ehrlich, vice-president planning for Eastern Airlines. "On a seat-mile basis it is 26 per cent more fuel-efficient than the 727-200 and six per cent more fuel efficient than the Lockheed L.1011. The technology of the A300 is unmatched by anything else currently available." Ehrlich was speaking to the Eastern Airlines magazine, *Falcon*. The handover of the first of four A300B4s at the end of last month represented the first delivery of a European airliner to a major US carrier for more than a decade.

Dr Ehrlich explained the background to the unique A300 lease agreement: "Right now, Eastern's fleet is not as competitive as it could be. We have too many 727-100s and QCs which are basically too small, too old, relatively fuel-inefficient and do not meet government noise regulations." The L.1011 is a "sound airplane" but, because traffic growth has been sluggish, "in retrospect, we ordered too many too soon." Ehrlich described the DC-9-30s in the fleet as "good, efficient, profitable" but they "use technology which is becoming obsolete and doesn't meet noise standards. The aircraft are ageing and will need to be replaced by 1985." The DC-9-50s are "excellent aircraft . . . but again they do not contain the advanced technology and fuel efficiency of the A300."

The A300s will be used on Florida-New York, and Eastern is examining ways of substituting A300s for L.1011s on other routes. The ability of the

European aircraft to carry 20 LD-3 containers makes its cargo characteristics "very exciting".

The A300B4s to be used by Eastern will have new 229-seat interiors. Seat pitch will be 36in in coach class—2in more than on the L.1011—and 40in in first class. Although the A300s are equipped for Category 3A landings, Eastern pilots are cleared to operate only down to Category 2.

The key to a firm follow-up order for A300s is product support. Says Paul Johnstone, acting vice-president operations service: "If I have a concern about the A300, it's not in the technical area. I just don't know if Airbus Industrie is set up yet to handle product support for an airline an ocean away. But that's what our

six-month evaluation period is all about." Johnstone observed that European airlines have been returning utilisations of 4½-5hr day. "We'll put our four A300s to an immediate test by flying each one at least ten hours a day." He did not think a US competitor would appear until 1982-84. "And the A300 is, right now, as good or perhaps even a little better than anything US manufacturers are suggesting—the 7X7, 7N7 or DC-X-200."

Eastern's first A300, ferried across the Atlantic on August 24 and officially handed over on August 30, has been used for pilot training. The remaining aircraft are due on October 24, November 15 and December 1



CONTENT DELETED DUE TO PRIVACY

FLIGHT EXCHANGE

David Keller, 8695 Link Avenue, St. Louis, Missouri 63121 has several hundred schedules for trade. Most are AL, AA, BI, DL, EA, FL, MX, OZ, SO and TWA. He has system timetables and STL quick reference schedules from late 1972 to present. He will trade for other in this same area. Also has postcards for trade.

Karl Smalley, 5232 Curtis, Dearborn, Michigan 48126 wishes to trade color slides of prop aircraft in current use. Have terminal postcards of DFW wish to trade for cards from other airports. Wants to know owner/operator of DC-6B N96039, DC-3 N56990 and C-46 N5131B. Need any info/photos on YIP from 1945-1960.

Ray Mattox, 83 Williams Road, Burlington, Kentucky 41005 is looking for any items covering AOA (1945-1950). He is also looking for AA stickers, timetables and postcards. Will trade.

George Minarik, 3227 Arthur Street, N.E., Minneapolis, Minn. 55418 has for sale the following airline kits: BEA & BOAC Comet IV, Air Canada and Delta L-1011, Western DC-10, all in 1/144 scale. Old Aurora Box art Airliner kits, decals for airliners. Also interested in trading POST CARDS, need older jet, prop and propjet types for collection. Have many traders. Send SASE or your list for mine.

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 the price and condition. Boeing 707 AA; DC-8 Air Canada and Eastern; Boeing 727 Pan Am, TWA, AA and Braniff in blue and 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.

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 is looking for anything having to do with the GULF AIR L-1011. He has unused soap wrappers for about 30 different airlines that he will trade for anything you have you don't know what to do with. He is still interested in anything having to do with the DC-3. **ANYTHING!**

The **FLIGHT EXCHANGE** section of the the **CAPTAIN'S LOG** is for your use. If you have sent a item to the column and have not seen it published, please resubmit your request. I have started a new filing system and hopefully it will work better than the old one. When sending in your requests to **FLIGHT EXCHANGE** please place your request on a separate sheet of paper so that it is not lost with the contents of a letter or other request. Thank you.

LOST--Two members have failed to report their change of address. Does anyone know the current address of Fred S. Gaines last known address P.O. Box 383, Marietta, Ga. 30061 or James K. McCarty, 1601A Sherry, Arlington, Texas 76101.

The Editor, yours truly, would like to hear from members that work for airlines that can obtain material that would be of interest to Club members. I am referring to such items as bumper stickers, luggage decals, badges and other promotional type material. A good time to pick-up on this material is when a promotion has ended and they are about to throw left over material out. Please drop the Editor a line if you can obtain such material.

AIRLINERS INTERNATIONAL CONVENTION 78

JULY 20 - 23, 1978

PLACE: SKYLINE HOTEL, TORONTO CANADA

FEATURING: Hundreds of exhibits and displays, by delegates and by professional companys open to the public daily.
Your chance to meet hundreds of fellow 'aviation nuts' from around the world!
Saturday evening banquet for delegates and guests featuring a special guest speaker and feature movie.

Plan now to be there. Set up your vacation dates now and plan a week in the Toronto area. Aviation photographers are particularly welcome. For more details on Convention activities write directly to: O.A.E.S. Box 72 Malton P.O., MISSISSAUGA, Ontario L4T 3B5 Canada - ATTN: Convention Committee

If you missed the '77 Convention, don't miss the '78 edition. For those who were at the '77 Convention, we KNOW you will be there!

BE THERE! JULY 20 - 23, 1978

FLY TO THE CONVENTION IN TORONTO VIA DC-3 CHARTER

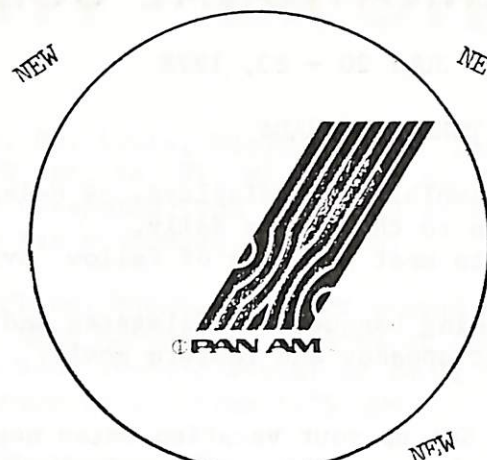
The World Airline Hobby Club will be chartering a National Jet Service DC-3 for travel to and from the convention to be held in Toronto. The DC-3 will leave Greater Cincinnati Airport on Thursday evening July 20 and return Sunday afternoon July 23. Round-trip fare will \$150.00 per person. I would like to hear from members that would be interested in going to the convention on this charter flight. Please, send NO money at this time. If demand is great enough, we could possibly charter two aircraft. If you have contacted me before on taking this charter, please write me again, just to keep the records in order.

As mentioned above, if the demand is great enough a second DC-3 could be used. It is possible that this second aircraft would depart Chicago to Toronto if there are enough people in the Chicago area interested in going plus other members coming from the west. So we can work out the details on this, please get your names in as soon as possible stating your interest and from what point you would like to depart.

AIRLINE LOGO BADGES



McCulloch Int'l



Pan American



Northwest Orient



World Airways



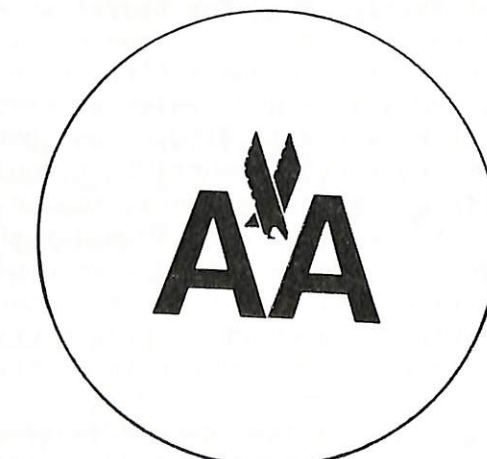
Ethiopian Airlines



KUWAIT AIRWAYS CORPORATION



Avianca

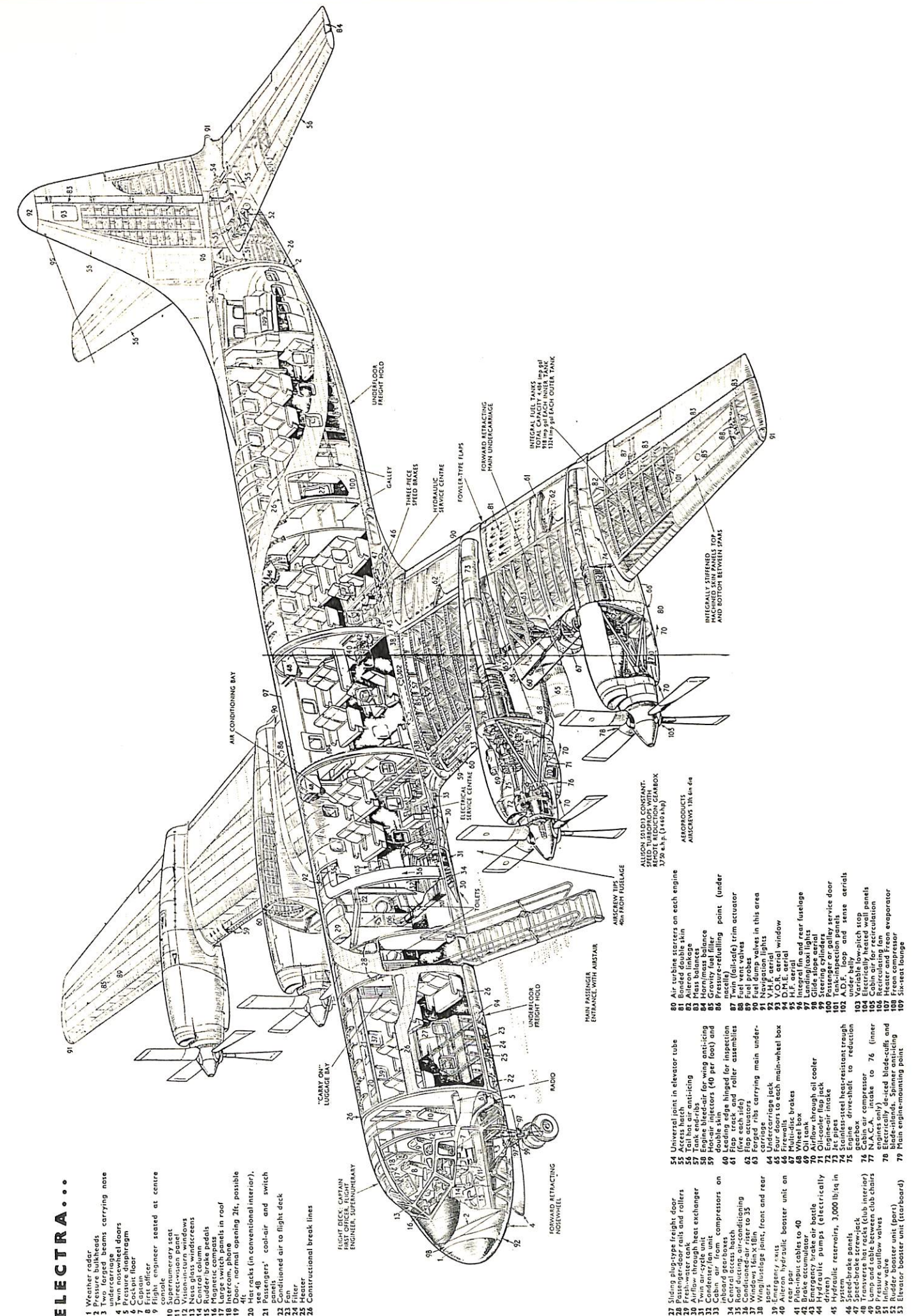


American



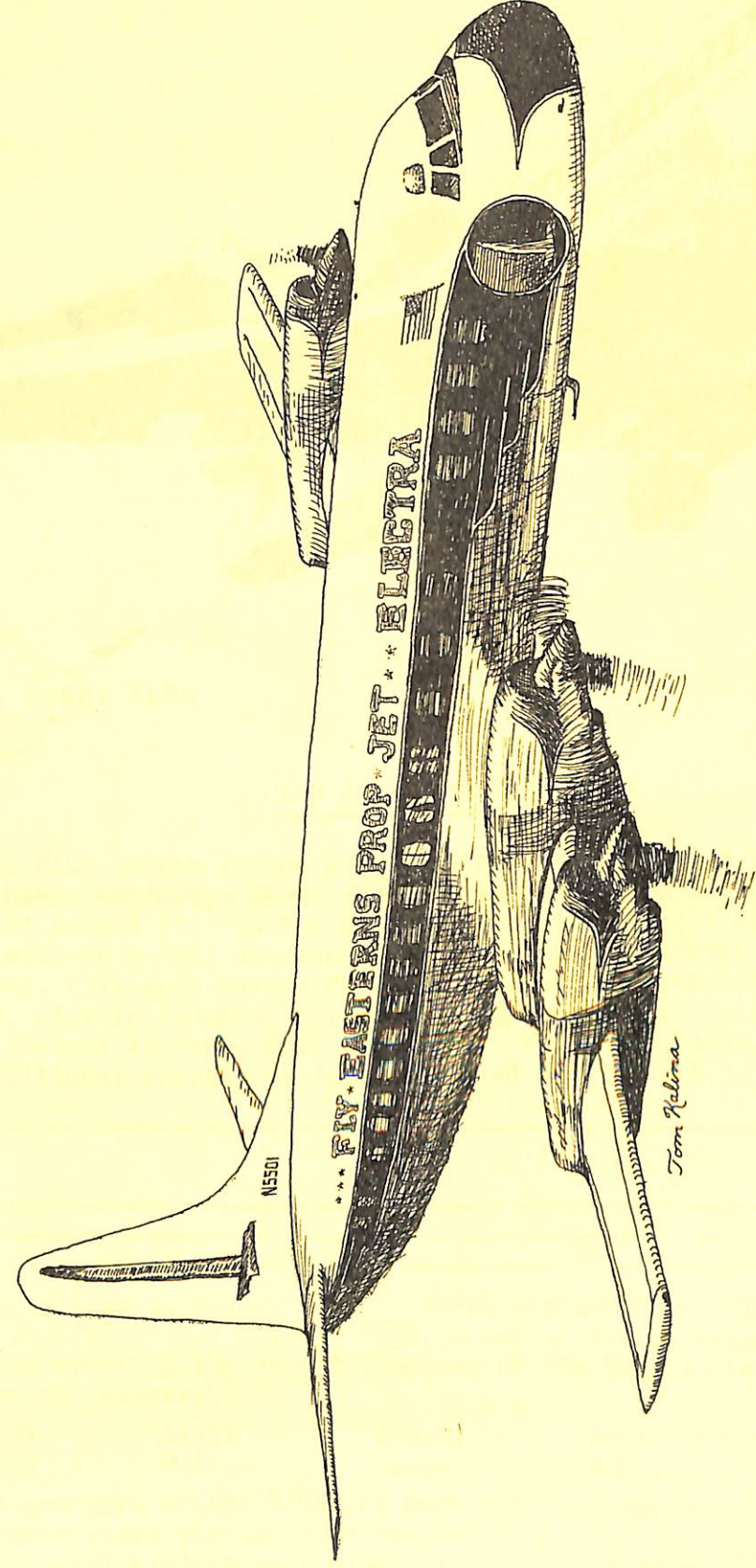
Continental Airlines

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



ELECTRA...

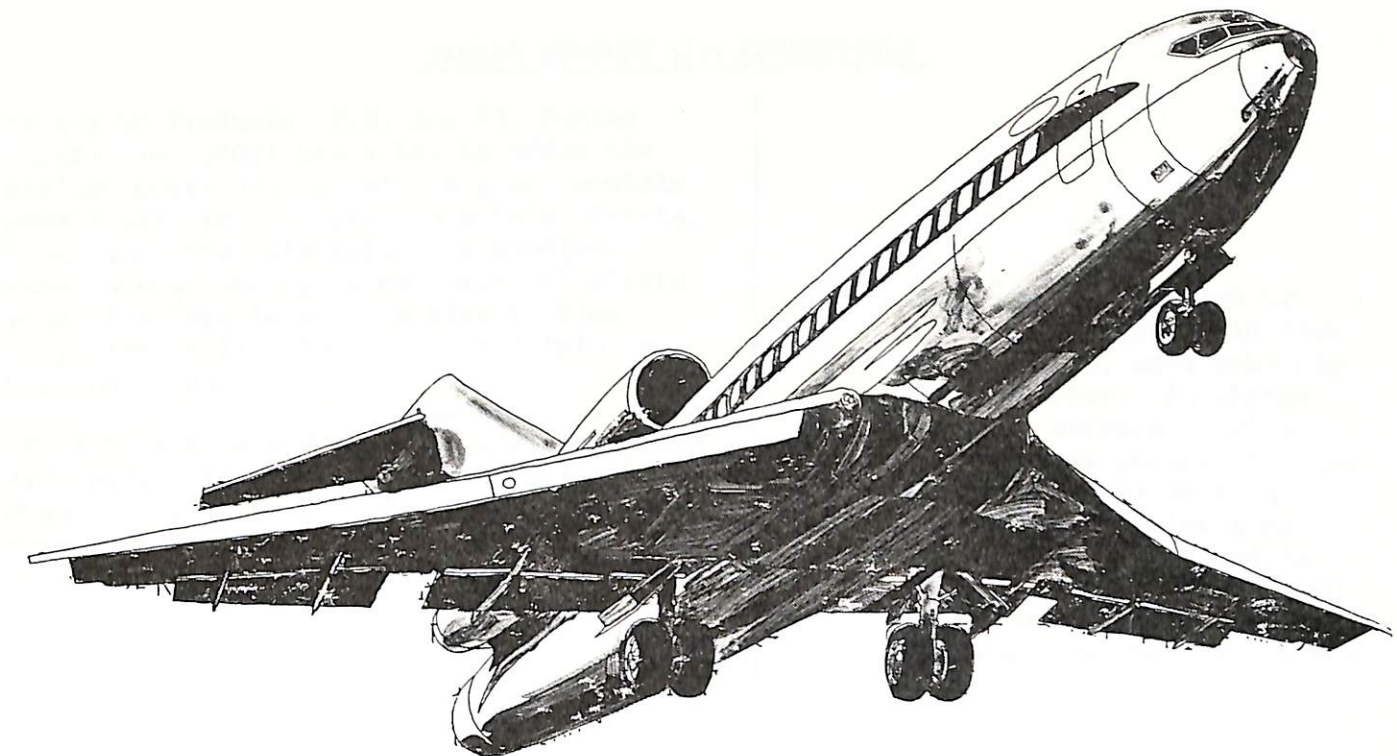
- 1 Weather radar
- 2 Two forged beams carrying nose
- 3 Undercarriage doors
- 4 Pressure diaphragm
- 5 Cockpit floor
- 6 First officer
- 7 Flight engineer seated at centre
- 8 Superannuated seat
- 9 Direct-vision panel
- 10 New glass windscreen
- 11 New glass windscreen
- 12 Control column
- 13 Magnetic compass
- 14 Large switch panels in roof
- 15 Door, normal opening 2ft, possible
- 16 see 48
- 17 Passengers' cool-air and switch
- 18 Fan
- 19 Conditioned air to flight deck
- 20 Heater
- 21 Construction break lines
- 22 Weather radar
- 23 Two forged beams carrying nose
- 24 Undercarriage doors
- 25 Pressure diaphragm
- 26 Cockpit floor
- 27 First officer
- 28 Flight engineer seated at centre
- 29 Superannuated seat
- 30 Direct-vision panel
- 31 New glass windscreen
- 32 New glass windscreen
- 33 Control column
- 34 Magnetic compass
- 35 Large switch panels in roof
- 36 Door, normal opening 2ft, possible
- 37 see 48
- 38 Passengers' cool-air and switch
- 39 Fan
- 40 Conditioned air to flight deck
- 41 Heater
- 42 Construction break lines
- 43 Weather radar
- 44 Two forged beams carrying nose
- 45 Undercarriage doors
- 46 Pressure diaphragm
- 47 Cockpit floor
- 48 First officer
- 49 Flight engineer seated at centre
- 50 Superannuated seat
- 51 Direct-vision panel
- 52 New glass windscreen
- 53 New glass windscreen
- 54 Control column
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