

# CAPTAIN'S LOG

VOL. IV NO. 3

WINTER 1979



## VICKERS VISCOUNT



# CONTRIBUTIONS WANTED

Anyone who wishes to contribute articles, pictures, or other items of interest to the membership are invited to do so. The CAPTAIN' 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, modeling, insignia and the international scene 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 send 3rd Class mail, so please allow ample time for delivery.

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Thank you



United Airlines Viscount V 745, registration N7408 c/n 106. From Gerritsma photo files.

## CAPTAIN'S LOG

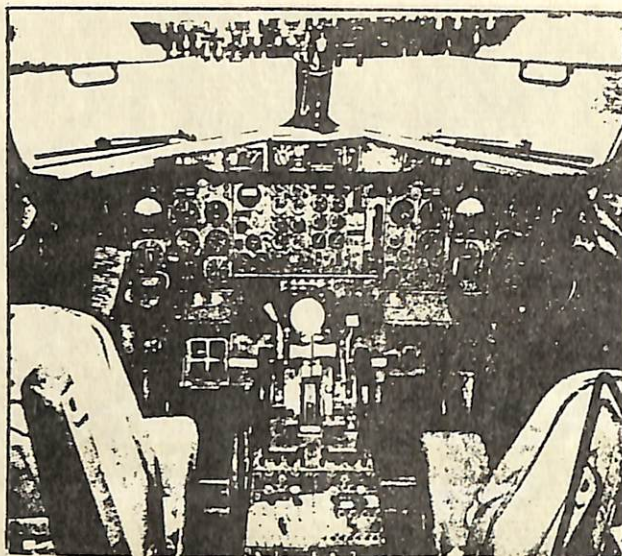
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Cover photograph from the files of our International Editor, Joop Gerritsma. The TWA L-1011 post card courtesy of member Ron Fleishman and the Delta napkins from member Ed Taylor.





...from the left hand seat...

DALLAS--get ready, here comes the World Airline Hobby Club, and associates. The dates set for this years "Airliners International" are July 13, 14 and 15. I hope all of you are making plans to attend this years get together. From correspondence received so far, I can see that this years convention will have quite a number of dealers and collectors attending that did not attend the first two meetings. There should be plenty of "goodies" for every taste of memorabilia collecting! For additional information on the convention, see the notice on the inside of this issue of the "LOG".

This year I would like to have a business meeting for members of the WAHC so we can discuss some important issues facing the Club in the immediate future. One matter of importance is the setting up of a procedure to handle the selection of sites for future conventions. We have gone about this in a haphazard manner and it has caused some problems and bad feelings. I think there is a better way to handle it and I wish to receive your help.

With regards to the 1980 convention, I would like to hear from anyone that would be interested in hosting the meeting next year. One thing to keep in mind before you stick your neck out, know of at least five or six others in your area that can assist you in working the convention. One person can not handle it by themselves. I can vouch for that!

If possible, I would like to see us vote on a location for next years convention as well as the site for the 1981 affair. So if you have a interest in hosting a meeting, please give me your name and the area you represent. I would like to have this information before the next issue of the "LOG" which should be mailed sometime in May.

For 90% of you, your membership expired on midnight, December 31, 1978. So far I have only received renewals from about one-fourth of you. The membership fee has remained at \$10.00 for U.S. and Canadian members and \$12.00 for all others (with \$5.00 extra for air mail outside the U.S.). To get out the next three issues of the "LOG" this year I will need your financial support. I urge all of you that have not sent in your dues to do so as soon as possible. My thanks to those of you that have sent in your money. It's through your support that this issue of the magazine is now in everyones hands.

At the request of the U.S. Postal Service, we now have a third class mailing permit. This will save us a few bucks on mailing costs. At the business meeting in July, we will discuss the pros and cons of becoming a nonprofit organization. This will reduce our mailing expense even more. Also the question of incorporating will be discussed. Since we are growing, a bit faster than I had though, these are important questions that must be answered.

In closing this editorial, I would like to urge all of you to sign up a new member this year. To have the nice big magazines with lots of pictures, we need additional funds. If you need membership forms, drop me a line and I will send you some. I will assist you in anyway possible to obtain new members. Lets all try to sign up just ONE new member. Your help will be appreciated.

Finally, I would like to thank member Pete Krey for helping me put the "LOG" together. It's rather a boring job walking around a table several hundred times plus listening to my corny jokes at the same time. Maybe thats why Pete walks so fast! Anyway, thank you Peter for all your help.



the **Jet-prop**

**VISCOUNT**

by

Joop Gerritsma

From the dense jungles of the Amazon region to the plains of Australia; from the busy New England area to the desolate stretches of the Saharan desert; from the Arctic circle to the tropics, the British Vickers Viscount has flown there, serving with literally hundreds of major and minor airlines.

Yet, very early in its life it looked like the Viscount, the featured airliner in this issue of the CAPTAIN'S LOG, was doomed and destined to become a failure because nobody wanted it!

The story of the Viscount started in 1942. Britain was fighting for its very survival and its industry turned out war equipment, including aircraft, as fast as

it could. Yet, even under these circumstances there were people in the aviation industry who were looking forward to the day when there would again be peace and civil air routes would again cover the globe. One of these persons was Lord Brabazon of Tara, heading a government committee studying the future equipment needs of British airlines once the war would be over.

One of the recommendations Lord Brabazon put forward called for a 24-passenger airliner powered by four turbine engines driving propellers and to be used on high-density European services.



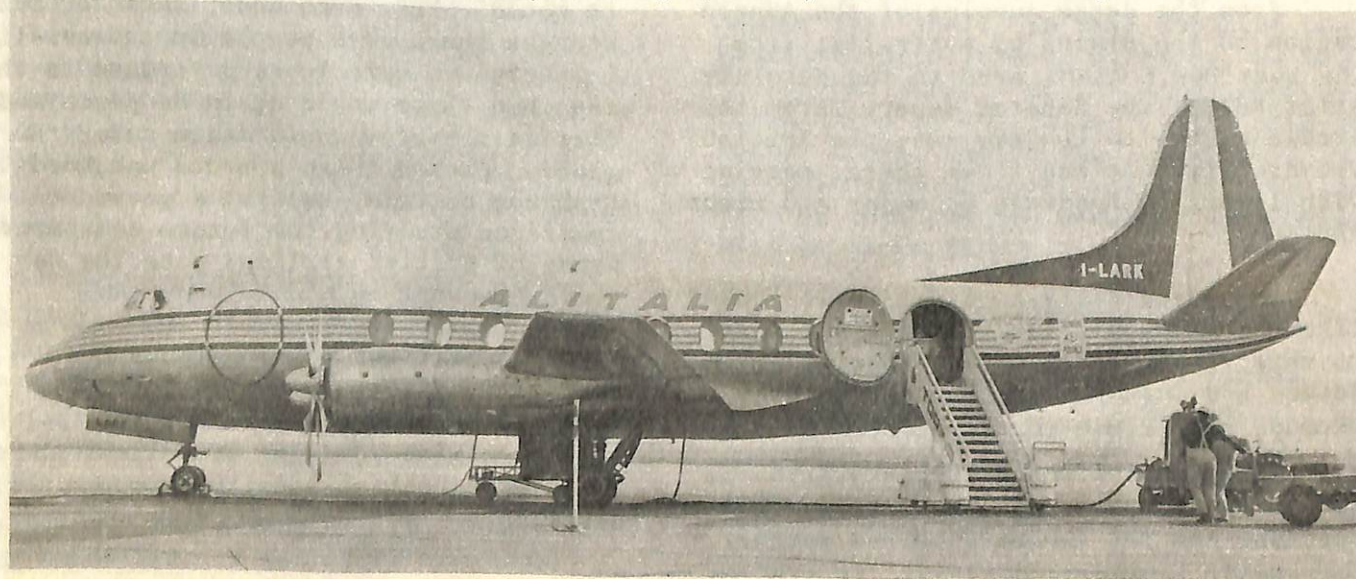
Vickers' chief designer, Rex Pierson, picked up the challenge and in the summer of 1945 presented plans to the government for an aircraft that, after several major changes, would lead to the 32-passenger VC-2 Viscount V.630 with pressurized fuselage (not originally foreseen). The originally proposed name of Viceroy was dropped as being too hot politically following the 1947 independence of India from Britain. India had been governed in name of the King by a Viceroy.

The maiden flight of the prototype (G-AHFR) took place July 16, 1948, but despite successful test and demonstration flights, an expected order for 20 from British European Airways, early sponsors of the project, did not materialize. BEA instead chose the 40-passenger Airspeed Ambassador with two piston engines. It considered the Viscount too small for its needs.

Both prototypes were taken over by the government, which, through the Ministry of Supply, owned them, and the second prototype was converted to have two pure jet engines for high-altitude military research.

Vickers, however, pressed on and financed the construction of a third prototype, the stretched V.700 for 53 passengers and more powerful Rolls Royce Dart propjet engines than the V.630 had. Registered G-AMAV, it flew for the first time on August 28, 1950 and BEA was interested again.

BELOW: Viscount V.785, Alitalia, I-LARK, c/n 329, taken at Turin by author.



Following the issuing of a certificate of airworthiness (the first ever to be issued to a turbine powered airliner anywhere in the world), BEA put the V.630 into trial passenger operations between London and Paris and Edinburgh and Paris for 26 days during July and August 1959. Passengers flocked to the new aircraft and it did not take BEA long to realize that after all it had a winner on its hand. G-AHRF carried 1,815 fare-paying passengers during that period, and within months BEA signed for 20 V.701, the production version of the V.700.

However, after the initial success, it seemed the well had run dry and it would be fifteen months later before more orders came in: Aer Lingus ordered four V.707 and Air France 12 V.708. Vickers assigned a new model number to each customer, according to the modifications required and the equipment chosen by the customer, much the same as Boeing would do later with its jet liners.

Another seven months passed before the next order came in: six V.720 for Trans Australia Airlines, in June 1952.

The big breakthrough came in November 1952, when Trans-Canada Airlines ordered 15 V.724, incorporating more than 200 changes to allow for American equipment to be installed.



ABOVE: Viscount V.757, Trans Canada Airlines, CF-THI, c/n 270, at Ottawa, Ontario, January, 1970. This aircraft is preserved in National Aero. Collection.

BELOW: Viscount V.814, Intra Airways (a current operator), G-BAPG, c/n 344, at Staverton, England, March 1978.





Trans-Canada became the first operator of turbine airliners on the North American continent when it started Viscount service Toronto-New York April 4, 1955. Vickers never looked back again. The order book grew bigger and bigger and delivery times became longer by the week, to the point where a second production line had to be opened in a new plant at Hurn, to complement the Weybridge plant. Most orders came from small airlines, and from air forces for their VIP flights. But even many orders for twos and threes add up quickly.

But the biggest scoop was yet to come. In June 1954 Vickers announced to the world that Capital Airlines, one of the largest local service airlines in the U. S. had ordered three V.744 as an initial order. And two months later, Capital ordered 37 V.745s, followed by another 20 in December. Three more V.745 aircraft were ordered in December 1957 and June 1958 to replace the two remaining V.744 and one V.745 that had been lost. Yet another order, for 15, was anticipated by Vickers and construction had started on these, but the order was never confirmed and the aircraft went to other operators. Four of them were included in a 1958 order for nine V.798s for Northeast Airlines.

In the interval, Vickers had introduced the V.700D series, with more powerful engines. Customers ordering this sub-version had their model numbers suffixed with a D (e.g. eight V.756D for Trans Australia). Another sub-version was the V.770D, an "Americanized" V.700D.

In 1952 Vickers proposed another stretch of the Viscount, adding 13 feet 3 inches to the fuselage. With uprated Darts, this V.800 was to carry 86 passengers. The higher payload, however, was at the expense of the cruising speed, which was down to not quite 300 mph from the 326 mph for the V.700D and just over 300 mph for the V.700 standard version.

BEA immediately ordered 12 production machines as V.801. But the stretch was soon considered to be too great and redesign resulted in a V.800 for 65 passengers in a fuselage longer by 9 feet 3 inches over the V.700/770. In April 1953 the original BEA order for 12 was changed to 12 V.802, with another ten ordered later on.

Another market that had proved difficult to enter was cracked in June 1955 when KLM Royal Dutch Airlines, operating U. S. aircraft exclusively since the DC-2, ordered nine V.803s. Other, smaller orders followed from various carriers until BEA bought 19 V.806 types with more powerful engines, in January 1956.

The final major order came for Vickers when Continental Airlines in the U. S. ordered a dozen V.812 in December 1955, with three more added shortly thereafter.

Two other customers who had previous orders now ordered the V.800. Aer Lingus bought four V.808 and Trans Australia purchased two V.816s. Aer Lingus many years later would also take over KLM's fleet of nine V.803, after they had been replaced by the DC-9 by the Dutch carrier.

Another U. S. carrier, California Eastern Airlines, planned on ordering eight V.823, but the company never received the route licenses it had asked for, and the order was never placed.

The closing chapter in the Viscount order book came when CAAC of Communist China ordered five V.843. These Viscounts were to be the last off the production line.

In all, 438 Viscounts were built. There were 287 Series 700 aircraft and 151 Series 800 aircraft. Of these, 105 various models remain in service all over the world. A very few are still in operation with the original owners, but by far the most Viscounts built have since changed hands many times. They continue to haul passengers with smaller airlines on secondary routes.

# [NOW! VISCOUNTS!]



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## BAHAMAS AIRWAYS

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It can safely be said that without the pioneering spirit of Vickers, its chief designer Rex Pierson and his successor Sir George Edwards, the Viscount, and indeed the propjet airliner, would not have taken such an important

place in the development of air transport. And as the Viscount is playing out its role, many successors are still going strong. The Fokker F-27 Friendship and the Ilyushin Il-18 being the most noteworthy examples of these.

BELOW: Viscount V.707, Aer Lingus at Shannon, Ireland in 1954. Registration is EI-AFW, c/n 31. All photographs in this article provided by the editor, Mr. Joop Gerritsma.







SP-LVC of LOT Polish Airlines Series 804 c/n 248



4X-AVF of ARKIA (Israel) Series 831 c/n 402

(All photos on this page from the files of W. T. Richards, Windsor, England)



VQ-GAB of PEARL Air Series 804 c/n 248 (see above)



G-AOYN of CAMBRIAN Airways Series 806 c/n 263



ZS-CDT of SOUTH AFRICAN Airways Series 813 c/n 346



G-AOYL of NORTHEAST Series 806 c/n 261



## E X A L T E D R O Y A L T Y

### A Y A N K E E L O O K A T A B R I T I S H S U C C E S S

It always fascinates me when I am able to make a comparison between foreign-produced products and domestic items. There is always a difference; sometimes it is subtle--sometimes it is most pronounced. Yet any such comparison must be accomplished with complete objectivity and without bias.

In the instance about to unfold, there really was no race. Our neighbors across the Atlantic Ocean, achieved a remarkable transformation which left the remainder of the world somewhat agast and breathless. Fortunately, every nation has the right to develop itself, its society, and industrial might in any direction most advantageous to its own individual economy. Thus it was as our British contemporaries succeeded in producing a very remarkable and successful triumph. They developed a most reliable and serviceable turbo-prop mode of commercial air transport.

Having spent some time on the British homeland, I can vouch with personal authenticity their production methods; their assembly lines; and, their marketing processes. They have convinced me their products will never suffer a loss of prestige on either foreign or domestic soils.

So it should come as no surprise to anyone that I was extremely pleased to be asked to do another article on another of their international aircraft. This being the second in a series, this writing will deal with a very dependable and trustworthy carrier--the Vickers Viscount. It had quality, stamina, and a record of perserverence. It all began in 1945 and today, some 33 years later, our subject still fills the skyanes.

It's durability and remarkable prestige reminds me of the good old workhorse--the DC-3. Both aircraft entered an era of unknown beginnings and endings. Each developed their own individual private rights, and each have demonstrated their characteristics that more than fulfill the dreams and fantasies of their designers and engineers.

And so it came to pass that mankind had once again proved his own ingenuity and accomplished the unbelievable. Consequently, it stands to reason: there is only one genuine measurement of value--technical progress. It is truly a situation where Nationalistic pride and restrictions have no place among aviation endeavors which have become so revolutionary and completely international.

The era ushered in by the advent of the gas turbine powered transport brought about an entirely new environment. Gone was the sound of popping pistons and clouds of smoke as the aircraft departed their hallowed ground at the passenger ramp. These sights and sounds were replaced by the compressor whines and kerosene odors characteristic to the new breed of motivating propellants destined to project airborne travelers across continents.

From the passenger standpoint, this new turbo-powered device brought about an even greater level of passenger comfort than any predecessors before her. It instilled a completely new sense of travel security under its reduced noise and vibration levels. It transported people across nations at speeds heretofore unattainable. To the business man, it was a Godsend; to the



vacationing traveler, it spelled luxury; and, to the airlines, it would provide increased profits.

Economically, this newly created device would eventually revolutionize competing rate structures, time tables, and maintenance and operating costs. Bearing a basic design of greater profits, it surpassed even the most vivid expectations as airline after airline witnessed their red ink turn to black. Observe a classic example. For eight and one half years, British European Airways operated under terrific losses. After the acquisition of the new turbo-props (the Viscount) and within a short period of time, the airline reported a net profit to her public. Nor was this a single example. Similarly, other domestic and non-domestic airlines filed financial reports showing substantial gains in their profit columns.

Let us go back to the beginning so we can get a clear understanding of what came about to bring this new era aircraft into being.

Following the cessation of hostilities of World War II, Great Britians far and wide clamored for a transport which would be new in concept and engineering practices. It had to be one which would re-establish Great Britian's prestige and heritage among aviation circles. This demand had previously been pre-echoed by several design teams and so it was natural for the Vickers design crew to pick up the cry and pay heed.

The official recorded date of beginning for the Viscount is April, 1945, although, turbo-prop designs existed prior to this date. Anyway on this date in 1945, history reveals that Mr. R. K. Pierson started the development of an unpressurized airframe with four turbine engines. This design was changed one month later as specific requirements were issued by the Brabazon Committee and confirmed by the Ministry of Supply under numbered directive 8/46. These specifications called for a 24 seat short/medium range transport for European routes, and the engines were to be four turbo-props.

The receipt of these directives required Mr. Pierson to change his original design to a pressurized double bubble type fuselage very similar to the Boeing stratocruiser familiar to most of us. In September of the same year, Mr. Pierson was promoted to chief engineer for Vickers and design responsibility for the project became the obligation of Mr. G. R. Edwards who changed the fuselage appearance to that now seen; i.e., the circular-section fuselage with oval windows. Referred to as a Vickers type 453 V.C. 2, the project progressed to a point where two prototypes powered by Armstrong Siddeley engines were ordered by the Ministry of Supply on March 9, 1946. These units began life as model V.609s but were short-lived. A reorganization of thinking changed the Ministry's two prototypes (G-AHRF and G-AHRG) to types V.630s with four Rolls-Royce Dart engines. A third V.630 being financed by Vickers was equipped with four Napier Naiad engines and reclassified as a V.640. By this time the models had received a name. The chosen endearment became VICEROY, however, this too was short-lived.

It is interesting to note how history can affect so many facets of life--even down to the simple one like a name. In 1947, the granting of independence to India caused a slight diplomatic misunderstanding and so the name of VICEROY was changed to VISCOUNT.

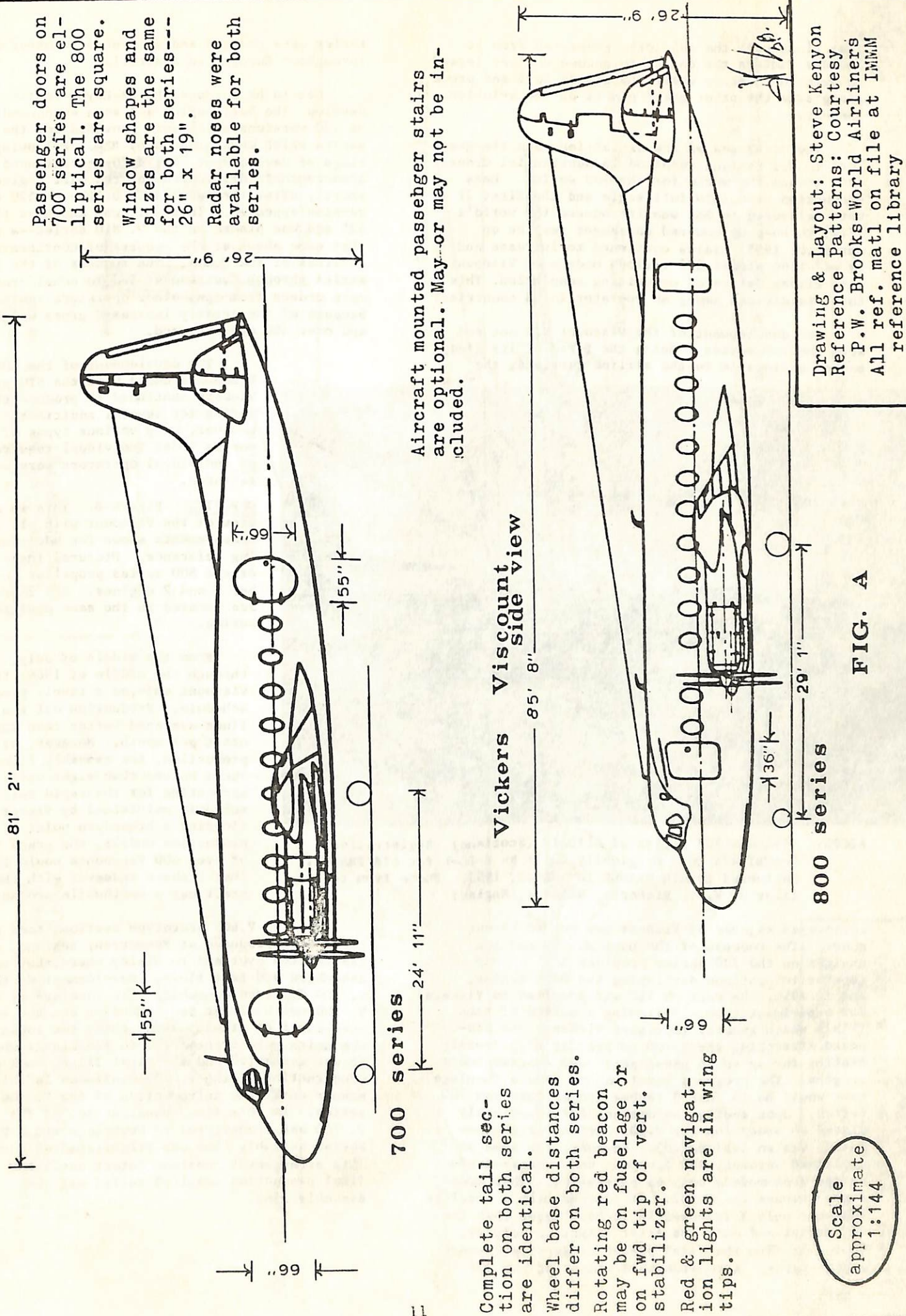
Primary construction on the Viscount began in December, 1946 but it was approximately a year and one half later (July 16, 1946 for the Viscount registered as G-AHRF) before the first prototype achieved its maiden flight and some additional subsequent air time. The initial flight was under the direction of J. Summers and G. R. Bryce and it announced to the world the arrival of the first turbo-powered aircraft. Work progressed as scheduled until suddenly, and without reasons, the Ministry instructed BEA, which was to be the recipient of the two prototypes following certification, to cancel it's order. But Vickers was not to be undone. The design crews reassembled to their drafting tables and soon had a Viscount model 700 on the boards. This model was designed to carry 53 passengers, and upon seeing it, BEA's interest was reawakened. Thus construction on the first 700 model began under specification number 21/49 and was given a registration number of G-AMAV.

\*\*\*\*\*  
Opposite: Figure A. The two side views are presented on the same sheet so a comparison may be made. Dimensions are listed for all important aspects for assistance to modelers. Special notes are listed in case of any questions.  
\*\*\*\*\*

In the meantime, the first prototype was subjected to a rigorous program of certification for passenger duty. On August 19, 1949, it received a restricted license which eventually became unrestricted and the aircraft was loaned to BEA to use for one month during the summer's peak traffic in July, 1950. It remained in continuous use and accumulated nearly 1,000 hours of experimental flying before being written off. Interment was in the tropics at Khartoum on August 27, 1952.

During the same period of time, the second prototype was diverted to the R.A.F. for military research flying. The four Dart engines were replaced by two Rolls-Royce Tay turbojet engines and the aircraft made its first flight under RAF markings as VX217 on March 15, 1950. It was extensively tested until the following September where it was shown and demonstrated at the Farnborough airshow. Following its debut at the show, it was disassembled and re-equipped with power controls which ultimately were used on the Valiant bomber. Direct in line with this stage of experimental testing, Boulton Paul Limited acquired the aircraft for testing their electronic control systems. After this period of activity ended she was retired.

The fate of the third prototype was somewhat different. Since it never really entered a production phase, the components intended for it were used in the construction of the first V.700 prototype. Given a registration number of G-AMAV, it endured an exhausting series of displays and exhibitions throughout the world. As a fitting finish for her, she was entered in the England-New Zealand air race bearing the proud name of "Endeavour". Under the command of Chief Flight Captain W. Bailie of B.E.A.C., she proudly withstood the grueling torture of such an undertaking. She performed flawlessly as she covered 11,795 miles in 40 hours and 45 minutes and recorded an official average speed of 290 mph. This magnificent





feat along with the publicity generated from it awarded Vickers the chance to become another legend in aviation history where she stands tall and proud along side the other great giants of the aviation industry.

The successes of the exhibitions and the great race to New Zealand resulted in substantial orders from around the world for the 700 series. Mass production went into full scale and the first 27 were delivered to BEA who introduced the world's first turbo-prop powered passenger service on April 18, 1953. Sales continued to increase and by mid-1960 almost 300 various models of Viscounts were either delivered or waiting completion. This total is divided among 40 operator in 33 countries.

The development of the Viscount did not end with the 700 series. Being the first of its kind, and so acceptable to the airline carriers, the



ABOVE: Viscount 708 series of ALIDAIR (Scotland). Registration G-ARBY c/n 10. Originally built as F-BGNL for AIR FRANCE. Delivered to AIR FRANCE in August, 1953. Photo from the files of W. T. Richards, Windsor, England.

advantages enjoyed by Vickers was not to be cut short. The success of the Dart Mk 505 and 506 engines on the 700 series provided Rolls-Royce impetus to continue developing the Dart engine, and in 1954, the Dart Mk 510 was supplied to Vickers for experimentation. Following a period of time trials which greatly impressed Vickers, she proposed stretching the V.700 to provide high-density seating for up to 86 passengers over shorter route lengths. The proposed model was to have a fuselage that would be 13 feet 3 inches longer than the 700 series. Upon seeing the design, BEA immediately placed an order for the V.801 series (as the new design was so designated). However, for some unexplained reasons, BEA changed, and requested the design accommodate only 65 passengers. This model change became the V.802. It emerged with a fuselage that was only 3 feet and 10 inches longer than the 700 series and made its first flight on July 27, 1956. It flew the first passenger service seven months later. A considerable amount of the 802

series were ordered and delivered to other operators throughout Europe and Australia.

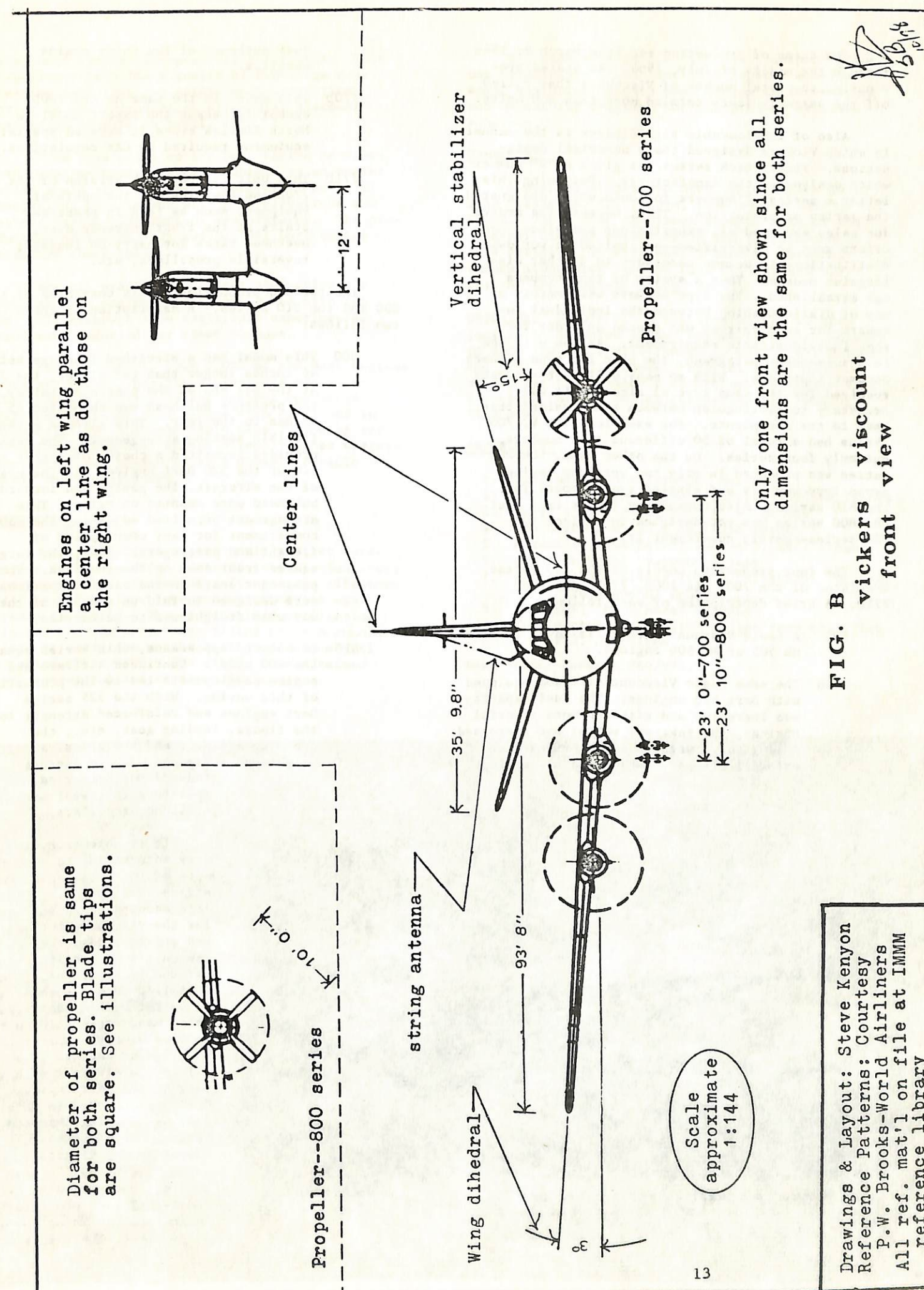
Not to be outdone, Rolls-Royce continued to develop the Dart engine and soon announced the Mk 520 versions which were provided for the V. 806 series which were ordered by BEA. Following this stage of development, Rolls-Royce continued to advance their development of the Dart engine and shortly after the appearance of the Mk 520 another version appeared. This unit was known as the Mk 525 and was placed on the V. 810 series--a series that came about at the request of Continental Airlines of the U.S.A. The success of the 810 series through Continental led to considerable more orders from many other operators--mainly because of the greatly increased gross weight and over 400 mph airspeed.

The development of the 800 series Viscounts ended with the 810 series. Vickers continued to produce the 800 series for several additional years; however, only various types of the series under individual requirements of individual operators were manufactured.

OPPOSITE: Figure B. This is a front view of the Viscount with all important measurements shown for additional modeling reference. Pictured inserts are of the 800 series propeller and number 1 and 2 engines. All four engines are located in the same position on all series.

From the middle of July, 1948 through the middle of 1964, the Viscount enjoyed a lively production schedule. Production off the assembly lines averaged better than three aircraft per month. However, at peak production, the assembly lines produced better than eight units a month accounting for the rapid delivery schedule maintained by Vickers. Considering a breakeven point of 75 production models, the grand total of over 400 Viscounts would indicate that Vickers endeavor with the aircraft was a worthwhile project.

The two V.609 prototype sectionalized structures were produced at Foxwarren, England, then transported overland to Wisley where they were assembled and test flown. Development of the V. 700 differed somewhat. The fuselage of the V. 700 was built at South Marston and the wings were built at Itchen. From these two locations, the units were transported to Brooklands where it was assembled and the first flight took place. Construction of the V. 700 continued in this manner until the introduction of the V. 800 series. At this time, construction of the V. 700 was transferred to Weybridge and a V. 800 series assembly line was established at Hurn. This arrangement remained intact until the final production model(s) rolled off the assembly line.



Only one front view shown since all dimensions are the same for both series.

FIG. B vickers viscount front view

Drawings & Layout: Steve Kenyon  
Reference Patterns: Courtesy P.W. Brooks-World Airlines  
All ref. mat'l on file at IMMM reference library



The dates of production ran from March 9, 1946 through the middle of July, 1964. As stated previously, the total number of Viscounts that rolled off the assembly lines totaled more than 400 units.

Also of considerable significance is the manner in which Vickers designed their numerical designations. First, each series was given a "V" number which designated the manufacturer. Following this letter a series of numbers followed which designated the series of production. Then, because the orders for sales exceeded all expectations and since these orders were so diversified--as applied to worldwide distribution--it became necessary to further distinguish models. Thus a system of type numbers was established. The type numbers were merely a way of distinguishing between the individual requests for each carrier who placed an order for some individualistic requirement. As you will see in a subsequent paragraph, the need for type numbers becomes important. With so many different requests received for the same type of aircraft it was necessary to distinguish between the versions that went to the recipients. For example: The V. 700 series had a total of 50 different type numbers, but only four series. On the other hand, the 800 series was produced in only two versions having seven type numbers and sixteen type numbers for the 810 series. Also noteworthy is the fact that the 800 series was not designed to replace the 700 series--merely complement it.

The four production models of the 700 series consisted of the 700, the 700D, 770D, and the 771D. A brief description of each follows:

700 A basic Viscount with Rolls-Royce Dart Mk 505 or Mk 506 engines.

700D The same basic Viscount airframe equipped with Dart 510 engines. The fuel capacity was increased and with the more powerful engines, the take-off weight was increased. A long range version was provided with external slipper tanks beneath the wings

just outboard of the outer engine nacelles.

770D This model is the same as the 700D except it became the export model to North America since it carried special equipment required by CAA regulations.

771D This unit is the plush version of the 770D and contains all the optional equipment such as fold-in passenger stairs at the front entrance door; overhead racks for carry-on luggage; reversible propellers, etc.

The two 800 production models consisted of the 800 and the 810 series. A description of these two follows:

800 This model had a stretched fuselage being 46 inches longer than her sister, the 700. At the aft end of the passenger galley, the pressure bulkhead was relocated 65 inches to the rear. This allowed a very flexible seating arrangement. The engines provided permitted a choice of either the 510 or the 520 Dart engine. In the nose of the aircraft, the pantry and forward bulkhead were mounted on rails. This arrangement permitted adjusting the cabin compartment for any combination of freight and passengers. Thus, the large square front door on the fuselage. The passenger seats in the cabin compartment were designed to fold up and out of the way when freight was to be carried.

810 In outward appearance, this series equals the 800 model. Continued airframe and engine developments led to the production of this version. With the 525 series Dart engines and reinforced strength to the floors, landing gear, etc., the cruising airspeed and the gross takeoff weight was increased. These factors induced North American operators to invest many millions of dollars.

It is noteworthy and very interesting to also take note of the Rolls-Royce Dart engine development. Prior to its acceptance as the power for the Viscount, the engine had proven itself through many hours of grueling tests. For the first flight, it was installed in the nose of a Lancaster bomber. Satisfactory performance then induced the manufacturer to replace the two regular engines of a Wellington aircraft with a pair of the Dart engines. This was achieved to obtain data on handling characteristics. This successful operation led Vickers to re-engine two DC-3s (British Dakotas) registered as G-ALXN and G-AMDB (see photo left) respectively. These two aircraft, under the colors of

BEA, were used on European freight routes. This experience gave BEA a wealth of knowledge concerning operating and maintenance activities prior to the introduction of regular Viscount passenger service in April, 1953.

From this point on the Dart engine development program concentrated on obtaining an engine which would provide a large reserve of power for operations at airports with high elevations and others having high ambient temperatures. The production of the Mk. 525 and Mk. 541 Dart series attained these goals.

For all practical purposes production and further Dart engine development ended with the Mk. 541; although some additional experimentation was conducted for other reasons.

At last report, over 2,000 of the Dart engines were produced. This figure includes spares and replacements ordered by the various operators. Replacement parts as a single item continued in production for a considerable time following termination of the Dart engine assembly lines wherein the engine was assembled as a useable article ready for installation.

#### RETROSPECT:

The introduction of the world's first fare-paying turbine powered aircraft--the Viscount--was the superlative of the day. It provided milestones of "firsts" as it whined and whistled its way around the world. The astronomical utilization figures and the many, many flying hours accumulated place it among the worthy leaders of commercial aviation transports. Few others have attained such successful and enviable positions.

The impact it left on the air transport scene was certainly a first, and its legends embedded among historical papers must become an interesting and worthwhile research for the serious aviation scholars.

#### COMMENTS:

A special thanks and deep appreciation go to Dean Slaybaugh, Terry Love, Gene Hooker and Don Truax. These four gentlemen sent me much of the material used as reference in the preparation of this article. To each one, I send my personal thanks along with that of Paul Collins and the rest of the "Captain's Log" staff.

OPPOSITE: Figure C. A top view of 1/2 of each (mainly to conserve space) series is shown; mainly, to show the basic differences in wing construction and trim tab differences. Special notes are included for the modeler's reference. The dash line (---) on the 700 series represents the landing flap area.

#### REFERENCES:

1. Airliners Since 1946--K. Munson
2. Jane's, All The World Aircraft--various issues
3. World's Airliners, The P. W. Brooks
4. The Aeroplane; July 18, 1958 issue
5. Aircraft Illustrated; February, 1972 issue
6. Aviation Week; various issues
7. Pictures and slides from D. Slaybaugh, T. Love, D. Truax and G. Hooker
8. Drawings; Hawk Model Company
9. Continental and Capital photos from the files of J. Gerritsma

Next issue--Convair 880/990.



AM708 B.E.A. AIRCRAFT - DART DAKOTA 1953  
Photograph: Courtesy British European Airways

Pamlin Prints  
Croydon





# AIR TRANSPORT IN EUROPE

## PART 5

by  
Joop Gerritsma

This is the fifth 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. 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.

### THE BALKANS

The five nations in the extreme southeastern part of Europe are commonly referred to as the Balkan states because of their geographical location in and around the Balkan mountain range, an inhospitable environment for most forms of transportation, and especially for the primitive aircraft in the early days of air transport. This, and the basically agricultural societies of the peoples there with their limited needs for travel beyond the immediate community, is responsible for the late entries into the annals of air transport of the countries involved: Yugoslavia, Rumania, Bulgaria, Albania and Greece.

Albania to this day doesn't even have its own commercial airline, although this is as much due to the political and

economic isolationism of the country as to the inhospitable environment. The only known Albanian airline to operate in the country, was dissolved before the Second World War. What air transport takes place in the country today, is carried out by the small transport wing of the air force, and by foreign carriers operating into Tirana, the capital.

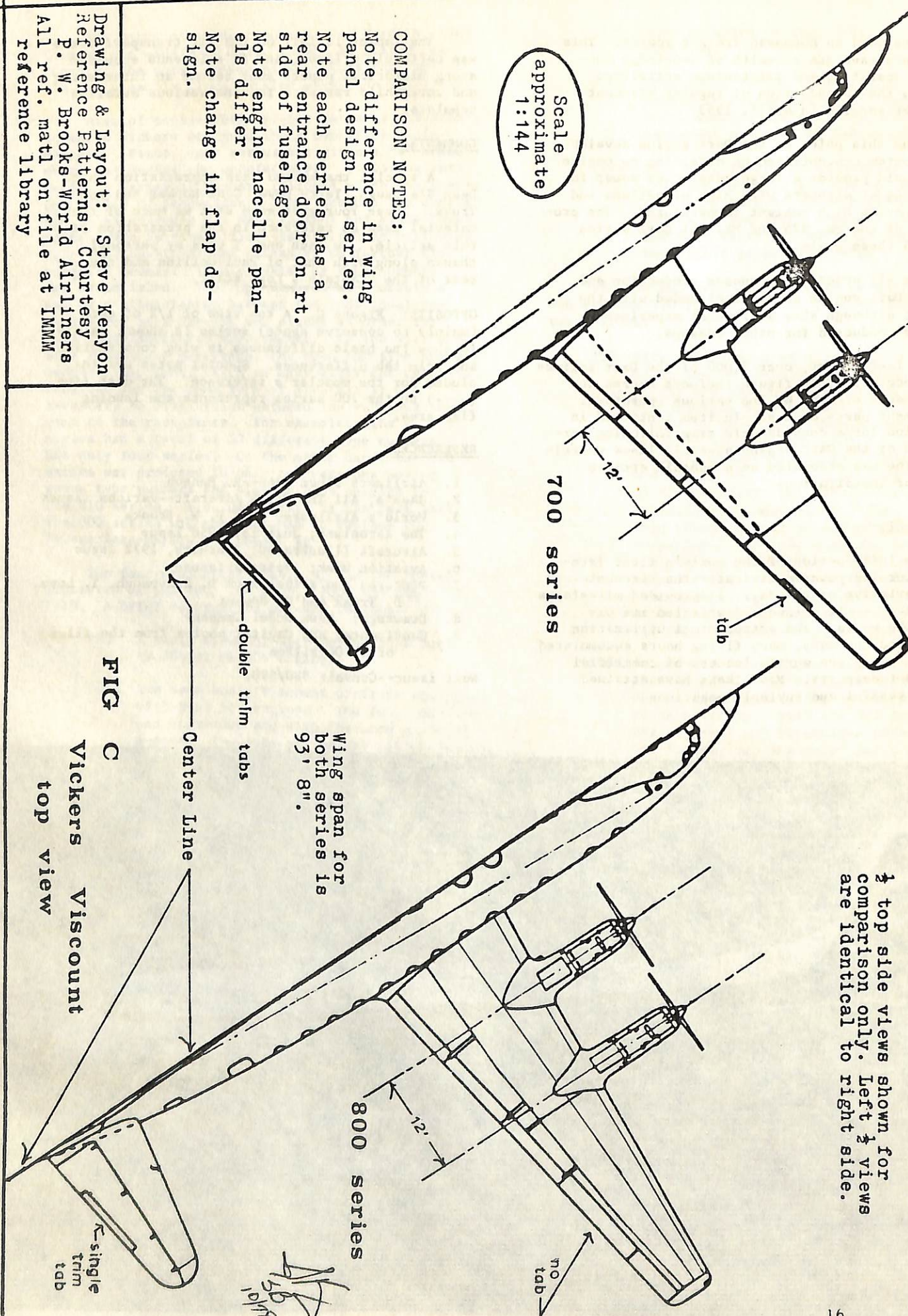
### YUGOSLAVIA

The first airline in Yugoslavia was formed in 1927 and was named Aeroput. Operations began between the capital of Belgrade and Zegreb, the country's second largest city, with four French Potez 29 biplanes for a crew of two and five passengers in an enclosed cabin. Two more planes were added later.

Aeroput started international operations in 1930 to Salonika (now Thessaloniki) in Greece, and Vienna, the capital of Austria. More domestic services were added in the thirties, but progress was slow, with no more international services added.

At the outbreak of the Second World War Aeroput's fleet consisted of four Lockheed L-10 Electras, two French Caudron Goelands, two British D.H. Rapides and two Spartan Cruisers, also from Britain. The Cruisers had three engines, the other types two, and none carried more than ten passengers.

After the war the government formed Jugoslovenski Aerotransport (JAT) with some captured Luftwaffe Ju-52/3m planes, which were soon replaced by C-47s from war surplus stocks. Another airline,



Drawing & Layout: Steve Kenyon  
Reference Patterns: Courtesy P. W. Brooks-World Airlines  
All ref. matl on file at IMMM reference library





### AEROTRANSPORT

JUSTA, owned jointly by the Yugoslavian and Russian governments, also began operations, using Soviet LI-2 aircraft (Russian-built version of the DC-3). It opened services to surrounding East European capitals, but was disbanded in 1948 when Yugoslavia broke its close relations with the Soviets. JAT remained the only carrier for many years, but progress was slow and the DC-3/LI-2 remained its main equipment, flying a modest domestic and regional network, until 1953 when Convair CV-340s were acquired for expansion to Western Europe.

Two new DC-6Bs followed in 1958, and some Russian IL-14 twin-engined airliners replaced the DC-3s on domestic and regional services. French Caravelle jets were added from 1962 on, enabling JAT to further expand its services and increase frequencies to many destinations in Western Europe and the Middle East.

From 1970 on Boeing 707s began to arrive at Belgrade, first a number of leased examples, and later new ones bought from Boeing. Four 707-320C aircraft are now in service.

Routes were opened to the Middle East and North America, and a fleet of 5 Boeing 727s and 13 DC-9s has since replaced the Caravelles. Two DC-10 are soon to be delivered.

Baggage sticker of JAT from collection of Don Thomas.

Yugoslavia is the only communist country in Eastern Europe that has allowed more than one airline to exist in the country, other than token charter subsidiaries of the state airlines.

JAT has a charter subsidiary, Air Jugoslavia, which uses JAT aircraft as required. It was formed in the late 1960s. There are also three more airlines, two of them state-owned:

Aviogenex is the air transport division of the state-owned General Export Organization. Formed in 1968 as Genex Airlines, it operates passenger and cargo charter flights to Western Europe and the Mediterranean. From the start Aviogenex has operated Russian TU-134 twinjets, or which it has six at the moment. An option on two TU-154 trijets some years ago was never taken up.

Inex-Adria was formed in 1960 as Adria Aviopromet (Adria Airways) and started charter operations with four ex-KLM DC-6Bs, carrying tourists from Western Europe to Zagreb. Present fleet consists of two DC-9-50 and four DC-9-32 a/c.

Pan Adria dates back to 1961 and was formed by the government to operate domestic passenger and night postal services. At present it operates to ten Yugoslav cities, in addition to the extensive postal operations. Pan Adria also operates some domestic and international charters, and does agricultural flying. Present fleet consists of four FH-227B, three CV-440 (no longer operational) and three Aero Commanders. Thirteen Piper Pawnees are used for agriculture operations.



Caravelle

During the 1920s the Rumanian State Airlines carried out some infrequent services to the main cities in the country with WW I De Havilland D.H. 9 and Ansaldo aircraft. But real Rumanian airline activity started only in 1932 when the government formed Linili Aeriene Romane Exploatate cu Statul (LARES) with a number of German Junkers F-13 aircraft and at least one French Farman Goliath "giant airliner" to operate domestic services.

Soon after a competing airline was formed by the French aircraft builder Henri Potez, whose CIDNA airline of France flew services from France to Rumania. This Societe Anonyme Roumaine de Transports Aeriens (SARTA) used five twin-engined Potez 56 six-passenger aircraft on domestic routes, mainly bridging the 500 mile distance from Arad, on the Hungarian border, to Constanta on the Black Sea, via the capitol of Bucharest.

LARES was re-organized in July 1937 and took over SARTA.

An intensive program of fleet modernization saw another Potez 56, two DC-2, and some Lockheed L-10s added, followed by more Potez 56, and Italian Savoia Marchetti Sm.83s and British DeHavilland D.H. 89s. The network increased correspondingly, with Athens, Milan, Berlin and Warsaw being served by the time the Second World War broke out in 1939. In that year there were 43 aircraft in the fleet, also including five Junkers.

Following the war a new company was formed in 1946. This Transporturi Aeriene Romana Sovietica (TARS) was owned jointly by the Rumanian and Russian governments and operated domestic and East European services with, of course, LI-2 aircraft. The Soviets withdrew from TARS in 1954 and the airline was renamed Transporturili Aeriene Romine (TAROM), its present name.



LARES baggage label from the collection of Don Thomas.

Three years later the LI-2 was replaced on major routes by the Ilyushin IL-14, followed by the four-engined propjet IL-18 in 1962. This IL-18 enabled expansion to both Eastern and Western Europe. London was added in 1963, after almost all the capitals on the continent had been reached. Routes were also opened to the Middle East. More new equipment followed with the twin propjet Antonov AN-24 serving the domestic network from 1967. British BAC One-eleven 400 twinjets were ordered in 1968 for the longer international services, and more IL-18s were acquired.

Three Boeing 707-320C were ordered in 1974 for transatlantic services, and two long-range IL-62 jets were also added. The BAC One-eleven fleet grew to seven aircraft before five newer One-eleven 500s were ordered in 1976. The AN-24 fleet was increased dramatically during the past three years, reaching 30 units by 1978. Seven TU-154 trijets at present operate the longer European services, while three of the older BAC 1-11s were transferred to the charter subsidiary LAR (see following).



TAROM'S present fleet includes: 4 Boeing 707-730; 4 IL-62; 7 TU-154; 9 BAC One-eleven 400 & 500; 12 IL-18; 31 AN-24 (including one AN-27 freighter); and 10 IL-14. However, the status of the IL-14 is unknown and they may be in storage only.

#### Other airlines

Linilili Aeriene Romane (LAR) was formed in 1976 to fly international passenger and IT flights. Operations started in December of 1975 with three ex-TAROM BAC One-eleven 400.

#### BULGARIA

Almost no airline operations took place in Bulgaria before the Second World War. In 1928 Bounavad operated some regular services between the capital of Sofia and the Black Sea resort of Varna, via Ruschuk, but no other details are known.

A 1939 listing of the world's airlines in the British magazine FLIGHT mentions the Rodni Krile Aeronautical Company of Sofia. But, FLIGHT adds: "No services operated".

After the war, probably in 1946, the government formed Bulgarshe Vasdusne Sobstenis (BVS) to operate domestic services between the main cities with the Russian LI-2.

All BVS services and fleet were taken over in 1949 by TABSO, a joint Bulgarian-Soviet airline, and domestic and international services were slowly expanded. But it was not until 1957, three years after the Soviets had withdrawn from TABSO, that modern aircraft in the form of the Ilyushin IL-14 were bought. International services at that time were only flown to neighboring communist nations.

Further fleet modernization came in 1963 with the addition of two IL-18 propjets. By 1968 eleven of this type were in service, together with 7 IL-14.

With the IL-18, and three Tupolev TU-134 twinjets added in 1969, TABSO began to expand outside the communist world to Western Europe, North Africa

and the Middle East. Seven Antronov AN-24 twin propjets were added on the domestic network.

In 1969 TABSO was renamed Balkan Bulgarian Air Transport.

Two TU-154 trijets arrived in 1973, to be increased to ten by 1978, and international services were further expanded. Now, most capitals and many other main cities in Western Europe, North Africa and the Middle East are served.

Apart from the ten TU-154s, there are 11 TU-134, eight AN-24, five YAK-40 short-range trijets, six IL-18 and one AN-10B freighter in the fleet.

#### Other airlines

Bulair was formed in 1968 to operate charters and inclusive tour flights from the West to the Black Sea resorts, in collaboration with Balkan. AN-12 and IL-18 were used. But Bulair was re-integrated with Balkan in 1972.

#### ALBANIA

The smallest and least significant of the Balkan states, Albania, has a very short airline history. Adria Aero Lloyd was formed on February 1, 1927 as a subsidiary of German Lufthansa to operate some domestic services, linking up with the Lufthansa network in neighboring countries. In July 1927 the airline was taken over by the Italian airline SAM. Renamed Societa Adria Aero Lloyd, services were integrated with SAM's services to Italy. When SAM became part of Ala Littoria in 1934, the Albanian operations, which extended to North Africa at the time, disappeared as a separate entity. Up to this day they have not been resumed. Tirana, the Albanian capital, remains being served by a handful of foreign airlines.

#### GREECE

In Greece, air transport started in 1931 with the formation of Helliniki Eteria Enaerion Synghionion (HEES). Services started with four three-engined Junkers G-24 aircraft, linking Athens with the mountainous northwest of the country, near the Albanian border. Later three Junkers JU-52/3m were added, and by

AN-24B LZ-ANG c/n 03408 of Balkan Bulgarian at Sofia, Bulgaria. This photo was taken in September of 1978.



TU-154 LZ-BTA c/n 024 of Balkan Bulgarian at Paris in August of 1971.

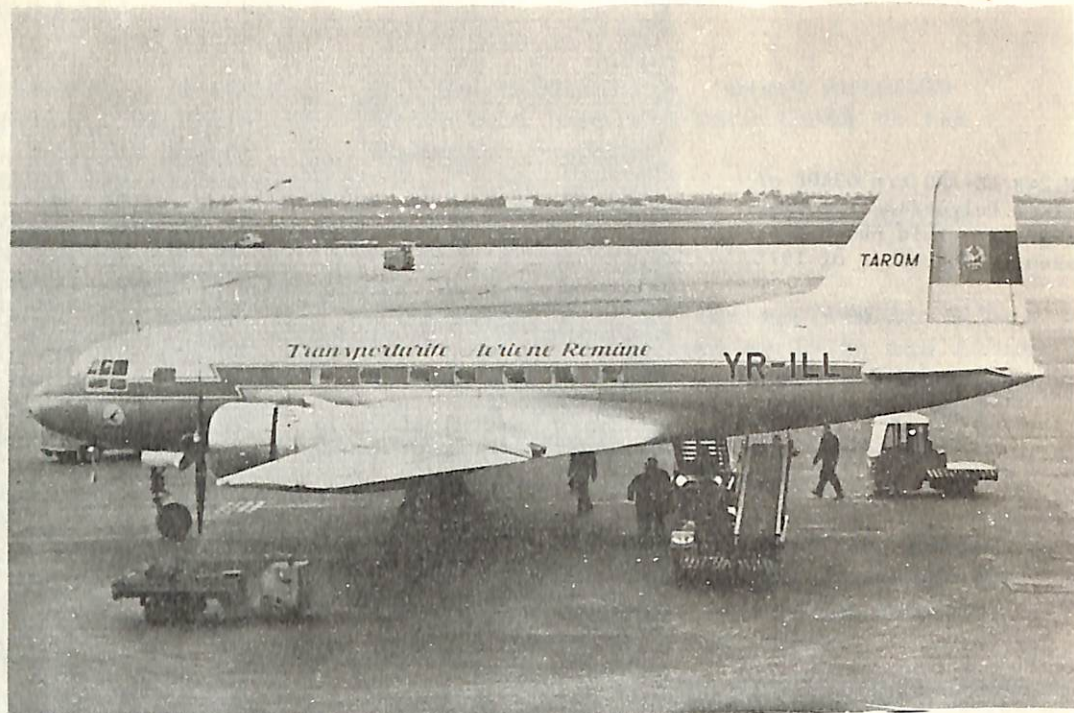
IL-18 LZ-BET c/n 8904 of Bulair at London, about 1970. This aircraft is now again with Balkan.



All photographs in this article were taken by the author, Joop Gerritsma.



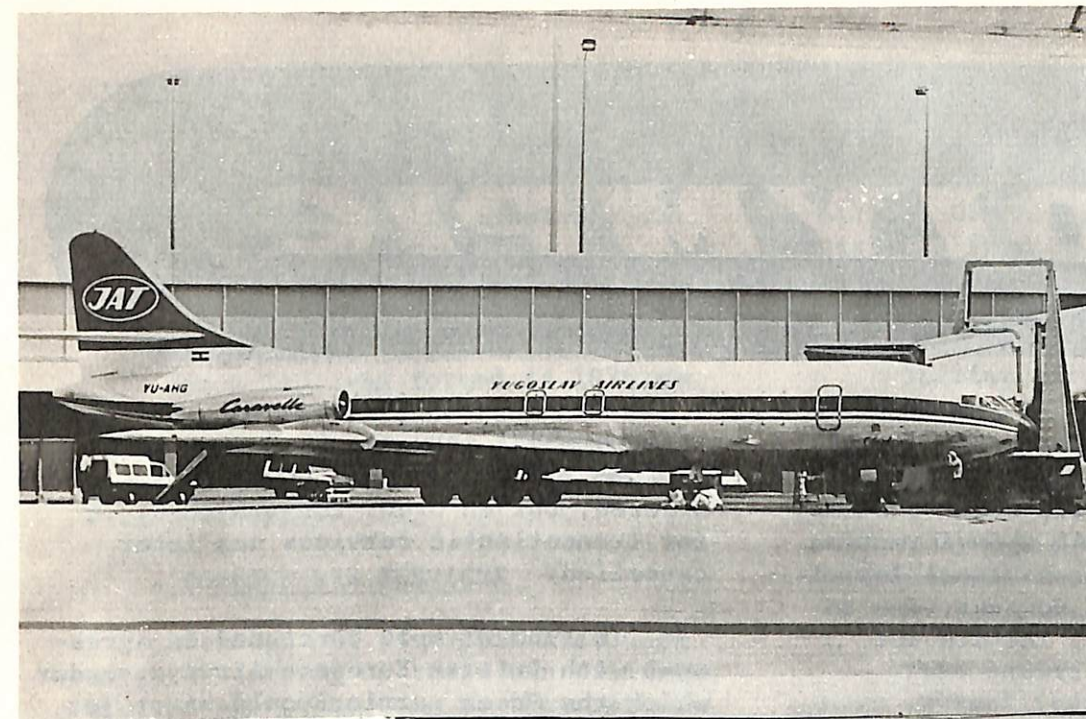
IL-14 YR-ILL c/n 14803072 of  
TAROM at Amsterdam, May 1961.



IL-62 YR-IRB c/n 21305 of TAROM  
at Paris in May of 1973.

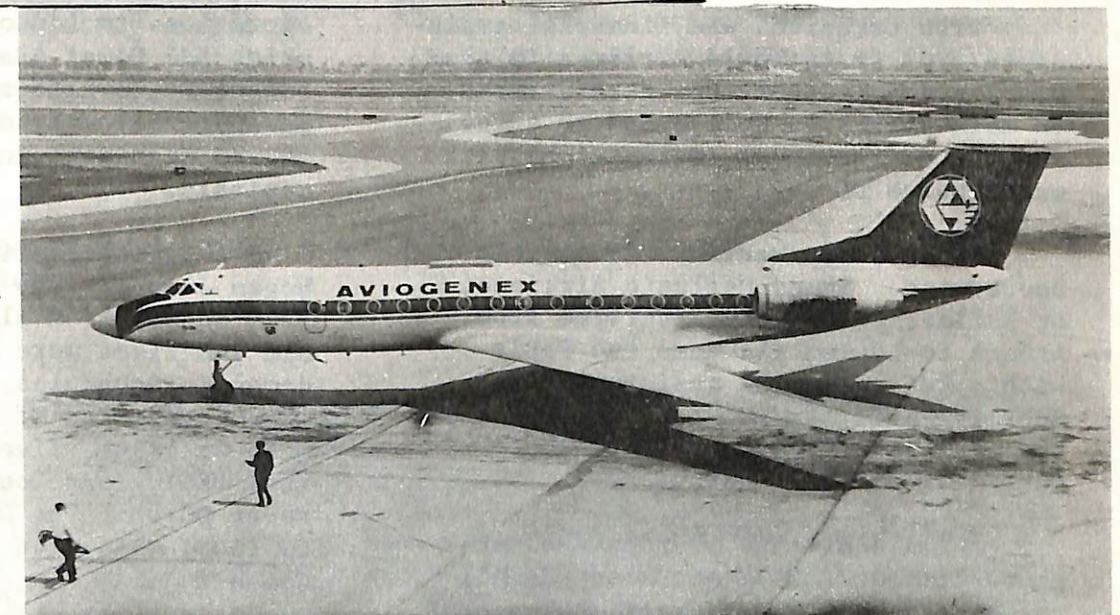


BAC 1-11/400 YR-BCF c/n 168  
of LAR at Prague in September  
of 1978.



LEFT: Caravelle 6N with  
registration of  
YU-AHG, c/n 233 of  
JAT taken at Amsterdam  
in 1972.

RIGHT: TU-134 registered  
YU-AHS c/n 0921 of  
Aviogenex taken at  
Amsterdam in February  
of 1971.



LEFT: DC-6B c/n 43551 and  
registered YU-AFD of  
Inex-Adria at Brussels  
in July of 1969.





# OLYMPIC

A I R W A Y S

1939 HEES operated five domestic routes, linking five provincial towns with the capital of Athens with the seven Junkers. Operations ceased in 1940 upon formation of the Technical and Aeronautical Exploitations Company (TAE). However, due to the outbreak of the War, TAE did not start operations until 1946.

With technical and financial assistance from Trans World Airlines in the U.S., scheduled services were started to main cities in Greece and to a few nearby international destinations with war surplus DC-3s.

In 1947 another airline started operations. Named Hellenic Airlines, or Hellas, it started a service from Athens to London via Rome and Paris with a DC-4 and with assistance from Scottish Aviation in Britain. DC-3 services to eastern Mediterranean destinations were also started.

A third airline, Eoroporike Metaphore Ellados (AME), operated a small network with light aircraft, but was of minor significance.

Faced with heavy financial losses, the three airlines merged under government pressure in 1951 under the banner of TAE, but losses continued and three years later TAE was on the brink of liquidation by the government. In 1955 TAE was formally taken over by the government. In 1956 the airline was bought by Greek shipping tycoon Aristotle Onassis in return for an air transport monopoly for 20 years, later extended to 50 years. The TAE fleet at the time was one DC-4 and 14 DC-3s.

Renamed Olympic Airways, the company started domestic operations on April 6, 1957. Soon DC-6Bs were chartered and

international services in Europe started in June 1956. Four new DC-6B were ordered, but an order for two DC-8 for transatlantic services was later cancelled.

In 1960 Olympic concluded an agreement with British European Airways, under which the Greek carrier would start jet operations to London in pool with BEA, using BEA Comet 4Bs. Eventually Olympic bought its own four Comets. Rapid expansion followed and by 1965 Olympic served most West European and Mediterranean capitals.

A transatlantic service to New York began June 1, 1966 with three Boeing 707-320C and by 1968 all that remained of the old TAE fleet were six DC-3 for certain domestic schedules. The rest of the fleet consisted of three 707s, with three more on order, five Comets (one leased from BEA), four Boeing 727-200 on order, seven DC-6B. The DC-3s were soon to be replaced with five NAMC YS-11A from Japan.

Services began in 1972 to Australia and in 1973 the first Boeing 747 was ordered.

A crisis situation existed in 1974 when Onassis withdrew after having suffered heavy financial losses with Olympic Airways and all operations were terminated in December. They restarted in January, after government intervention.

At present wholly owned by the government, Olympic Airways operates to more than 23 cities in Europe, Africa, Asia, Australia and the U.S. A service to Toronto, Ontario, Canada is planned for the near future. Present fleet is two Boeing 747, six Boeing 707, seven Boeing 727, four Boeing 737 and six YS-11. Olympic also ordered two Airbus

A300 and options on three more. The two will be delivered early in 1979. Nine smaller aircraft (Skyvan, Islander, Pipers, Alouette helicopter) serve remote airstrips in the mountains and islands surrounding Greece.

## Other airlines

Afrek Ltd. was formed in 1976 to operate charter flights from Athens. Fleet is two Britannias, one Piper Navajo, one Cessna 337 and one Enstrom F-28 helicopter.

## FOREIGN AIR SERVICES

Although all five countries were late in starting up their own airlines, air transport had come to them rather early. The Italian military operated a mail service between Italy and Albania as early as May and June 1917, and in 1918 and 1919 also to the Greek

island of Corfu. The French operated a regular mail service from Athens via Salonika and Constantinople to Rumania in 1918 and 1919. In 1922 the French airline CFRNA (later CIDNA) started services from Paris to the Balkans when it reached Belgrade, Bucharest and Constantinople (now Istanbul).

Italian airlines opened services to Albania in 1927 and Greece in 1929. And all through the 1930s the airlines of England, France, Holland, Germany and Italy served various Balkan capitals, either directly or as stops on their empire routes.

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This series will continue for the next several issues as our International Editor visits other "foreign" countries. Mr. Gerritsma hopes you have enjoyed the trip so far.

BELOW: Comet 4B SX-DAL "Queen Olga" c/n 6438 of Olympic Airways at Amsterdam, April of 1966.



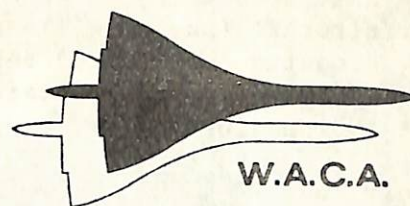




GOES TO

by

Paul F. Collins



The 11th Annual General Assembly of the World Airlines Clubs Association (WACA), was held at the Hyatt Regency Hotel in Vancouver from the 8th to 14th October, 1978. This assembly, which was hosted by the Vancouver Interline Club, attracted nearly 500 interliners from around the world. The World Airline Hobby Club was represented at this meeting by your Editor, Paul Collins, through the efforts of Club member Fabrizio Girelli, the General Manager for Canada of Alitalia.

For those of you that do not know what a "interline club" happens to be, I will try to explain, in the simplest of terms. A hypothetical situation: The employees from various airlines in the Cincinnati area, such as American, Delta, TWA, Allegheny, Piedmont, Eastern and North Central meet and form a local interline organization. The purpose of forming such a Club will be so that members of the various airlines can meet socially, by having parties and other types of meetings and to participate in community affairs. By participating in community events, interliners can inform members of the community what the airlines are and how the airlines help in support of the local and general area surrounding the airport/city economically. Also, interline club members are always promoting air travel, whether it be on their home carrier or that of a fellow members airline. Most interliners are good ticket sellers.

After organizing on the local level, the Club can apply to the World Airlines Clubs Association for membership. If approved, the Club will join with some 60 other Clubs located all over the U.S. and many foreign cities.

The World Airlines Clubs Association WACA was formed following a meeting of airline club representatives in Cannes, France in April 1966. The Riviera Airlines Club had invited the representatives to discuss the formation of a world body which would unite and promote the activities of interline clubs throughout the world. A caretaker committee was elected and WACA was officially constituted in March, 1967.

The Association has enjoyed a steady growth in both its membership and the scope of its activities. (Ed. note. While attending a portion of WACA's meeting, the delegates in attendance were discussing obtaining a United Nations charter so that interline clubs could aid and assist all people, no matter what their race, social standards, religion or politics might be. I was quite impressed with the scope and intensity of the discussion of the various delegates. The main thing that really impressed me was the fact that these delegates were from all over the world. More on this later.) Today most of the world's major interline clubs are members of WACA and thousands of airline employees from all five Continents have been given the opportunity of uniting in friendship, good fellowship and mutual understanding. Member clubs receive an excellent response to their invitations for overseas interliners to visit them. WACA sports tournaments are enthusiastically supported. The Association's annual general assemblies have become major international interline occasions enjoying civic sponsorship and attracting press, radio and television coverage.

The membership of the Association is composed of Airlines/Interline Clubs whose individual membership is taken from within the Civil and Commercial Airline Industry.

WACA serves to:

unite, advise and co-ordinate the activities of the Airlines/Interline Clubs throughout the world;

Publicise, encourage, promote and extend the Airlines/Interline Clubs movement;

adjudicate in all disputes between the Airlines/Interline Clubs whenever its arbitration is requested;

unite the members of the Airlines/Interline Clubs in friendship, good fellowship and mutual understanding;

encourage active participation in all activities demonstrating to the public the important contribution the International Airlines are giving for better understanding among the people of the world;

introduce free discussions on all subjects of interest to civil and commercial aviation;

and

promote air transportation as a mode of travel and promote better service to the travelling public.

I hope that this gives you a idea of what interlining is about. If you work for a airline in a area where there is a interline Club, and you don't belong, I think you might be missing out on a lot of fun and fellowship that you could not find or buy anywhere. To those of you that belong to a interline Club, drop me a line and perhaps we can start a column, if the response is great enough, on club activities. This note also goes out to WAHC member that host local club meetings and wish to report on what is happening airline-wise in their area.

WAHC/WACA= F U N

You may be wondering, by this time, what the World Airline Hobby Club was doing at the WACA in Vancouver. The Club was invited to set up a display of airline memorabilia for the delegates at the convention. Through the efforts of member Fabrizio Girelli, your editor,

packed up several suitcases of material and a number of display boards and made his way to Vancouver. (I might add that the WACA procedures committee was very generous in providing a airline ticket from Chicago to Vancouver, hotel and meal expenses. For all of this I wish to thank them.)

The display that was set up on Wednesday, October 10, consisted of poster boards, notebooks of photos, labels, post cards, and other miscellaneous items, models and display cases of various collectables.

During the time that the display remained up, just about every delegate to the assembly viewed it at least once. A great many returned for second and third looks at the "goodies" on display. Some of the comments made, "I didn't know anyone collected this stuff" and "I remember flying in a DC-3" or "I remember when we flew a DC-7."

The response to the display by delegates was very good. But I think I had a more enjoyable time talking with the various representatives from all the countries attending the meeting. I had the opportunity to talk to a pilot for MEA, a steward for British Airways, a ticket agent from Frankfurt, a mechanic from the Caribbean, just to name a few. The way all of these various nationals got along was super. Oh, yes, we did get several new members out of the group, plus I was able to make a few contacts for material and additional members.

The fellowship that I shared with airline employees from all over the world gave me an insight into airline operations that I had no idea existed. Its too bad that employees in all trades/businesses in the world can't get together once a year and discuss problems that are common to them. Perhaps it would put all the governments in this old world of ours to shame. People to people--its the only way to go!

The 12th Annual General Assembly of WACA will be held in Hong Kong. If any one from WACA reads this, I have my bags packed and will be ready to go!!



# HAWK MONOGRAM AIRFIX MPC ENTEX REVELL FROG AURORA MODEL SHOP

by  
DAVE MINTON

In modeling the Vickers Viscount one may choose from among several kits. While many of these are no longer easily available, at least two may be obtained from either ATP or Victor 66. This article will cover a brief review of the Hawk, Griffin, and ex-Lincoln--now ATP, kits. There has been a review of the Griffin kit in a past issue of Scale Modeler and a few brief comments and philosophizing about the Faller kit in issue number 45 of Gate 66. Before developing a kit critique, I will list those kits with which I have some familiarity, giving decals and scale where known, and suggesting a trade value:

the tail, especially on all trailing edges. The flash on the spinners between the prop blades is quite difficult to clean up without damage to the blades. The fuselage seam needs a lot of work to get it into a satisfactory finish, particularly on the top. And, as usual, the wing to fuselage joint is especially difficult to manage and get the correct dihedral on both wings. For the tail, this problem is obviated by the fact that the entire horizontal tail comes in one piece. The finish of the rest of the parts, for the most part, is fairly good.

Viscount 700				Viscount 800			
Atama	1/96	Vasp	20.00	Frog	1/96	BEA	20.00
Lincoln, Kadar, IM	1/120	BEA	4.00	Frog	1/96	NAC	25.00
ATP	1/120	Northeast	4.00	Frog	1/96	KLM	30.00
Sebel	1/144	BEA	10.00	Faller	1/100	Lufthansa	10.00
Hawk	1/96	Capital	25.00	Coma	1/144	BEA	15.00
Hawk	1/96	UAL	25.00	Viking	??	Prototype	7.00
Hawk	1/96	Northeast	35.00	RUMOR: There is some talk that Hawk will reissue the Vickers Viscount. When is only a guess. Airfix may also issue a Viscount.			
Hawk	1/96	Continental	25.00				
Griffin	1/144	Capital	5.00				

The Hawk kit, aside from being more rare than either of the other kits here considered, is also the largest and most detailed. The kit here reviewed comes in Continental markings. The kit is molded in silver gray plastic and has relatively little flash, however the joints for the parts to the plastic trees are quite large and must be cleaned up before assembly can progress. There is more flash around

The windscreen and nose parts are correct for most 740 types. And the props are the correct squared off blades. The spinners seem a bit narrow and perhaps not quite long enough. The gear doors are a bit heavy. The external antennas are much too large and not shaped correctly. The surface detail is petite, mostly made up of raised lines. For the most part, comparing it

to several photographs, it appears relatively meaningless, especially the rivets around the doors. The exhausts are incorrectly sized but fairly properly located. Surface detail on the wing is most interesting, but does not appear to relate in any way, except for ailerons, to real aircraft. The gear provided is somewhat heavy, but can be used, and is an advantage, especially if the nose is weighted.

The model scales to very close to the advertised scale, being short in length and span by perhaps a cm or less, somewhat more in length than span. The decals provided can be used--or the model can be painted in the early gold tail markings, using most of the decals provided in the kit. I have an interesting photo of one gold tailed Viscount with prop tips painted red on the port side and yellow on the starboard. Of course, in order to be entirely correct



A Viscount 764D series of VANPAC CARRIERS. The colors on this aircraft are: a all white fuselage, wings and nacelles. The window cheat line is blue with white stars. This is underlined by a thin red stripe. On tail, the red stripe is on top of the blue band with white stars. Registration is N906RB c/n 184. Photo from collection of Eric Kolesar. Taken in early October of 1978 when aircraft was being used as a charter by singer Dave Mason.

one would need TWO Hawk kits and have to convert to a series 800 as Continental did not fly 700s, although Northwest, Capital and United did.

The Hawk kit is also the only one of the three to come complete with gear and props, unless you count the hints given in the Griffin kit. When completed it looks perhaps the best, being ever so slightly on the squatty side when viewed from above.

The Lincoln kit, more recently available from International Models of Nevada and Kadar in Hong Kong, has recently been re-released by ATP of San Francisco, with Northeast (U.S.) decals. The model photographed is in the ATP decals on the Kadar kit. The decals from the Griffin kit can also be made to fit, but they are just a little small. Aside from being relatively cheap and available, this kit has little to redeem itself as compared to the Hawk kit. It does, with some effort, make up into a very nice display model. While there is little flash on the kit, the fit is very difficult and requires filling and sanding at nearly every joint, especially the upper fuselage seam. The kit is molded in medium silvery gray plastic. The surface detail, of which there is very little, is deeply entrenched, to say the least, and could best profit from being filled and rescribed. It is not very correct anyhow. As a construction note here--a little device that I purchased from MAC Hobbies, is a small 5 inch length of dowel with a cork tipped needle in one end and which I find excellent for rescribing details. Otherwise, use a No. 11 X-Acto blade. Perhaps the worst feature of the kit, if it has a worst feature, is the propellers. It

suffers from the same problem as the aforementioned Hawk kit in that there is a terrible amount of flash between the blades. The blades, aside from being incorrectly shaped for most Viscounts, are also quite fragile and make it therefore nearly impossible to clean up the spinners. I took the blades completely



off of the spinners on mine, cleaned up the spinners, and glued the blades on with Weld On 3 (available from Mail Call Models). As already mentioned, the kit has no gear, so to the spares box for that. The cabin windows are also not drilled out. I drilled out mine and used Micro Krystal Kleer in them. On the other hand, the front windscreen is drilled out, but because it was not correct for the version I modeled, I filled it in and used the decal, which comes with the Northeast sheet. There are a lot of other details one might correct were one interested in making the kit especially more accurate; for example, the shape of the spinners, the location of the exhausts, the shape of the engine nacelles, and the shape of the nose, to name just a few. And one could use two of the kits and with some work make up an 800 series. Another interesting construction note here is that when painting black de-icer boots, such as the type on the props here, over Spray-n-Plate, or some similar metal paint, use an acrylic black and avoid picking up silver and mixing it with your de-icer boots.

The Griffin kit is vacuumformed in white plastic at about 30/thousands and is fairly interesting in that the upper fuselage and wings are one piece while

the lower fuselage and wings are another. This obviously eliminates the problem of joining the wing to the fuselage--but on the other hand, it creates its own type of difficulty. Namely, that of correctly lining up a relatively complicated joint. Again, I recommend Weld On 3, since it was made especially for vacuum formed models. Once completed, however, it would seem to be a very strong joint and not require the amount of internal bracing common to this type of model, especially around the wings.

As with the Kadar kit, the Griffin kit comes without gear and in this case there are also no props. I thought about the props from the Kadar kit for the Griffin kit, and I think there is some possibility they could be made to work because they are, as already mentioned, somewhat small for the Kadar kit. I did not scale the Griffin kit, by the way, but it is advertised at 1/144. The Kadar kit scales at about 2/tenths of a cm short in both span and length, which probably explains why you sometimes see it advertised at 1/121 instead of 1/120, the more common scale given with it. One could also try building up the props using the hints given in the Griffin kit, but the results of this, as shown in the Scale Modeler article, were quite a bit humorous looking.

Here is another Viscount livery that would be easy to do. This is a 808C series having a white top, red center stripe and what looks to be a gray bottom. The wings are silver as is the horizontal tail assembly. Lettering is in the same color as window stripe. Registration is G-BBDK c/n 291. Picture is a post card from Coincat V. German Aviation Society. Card no. 3.



There are several excellent references for this aircraft and a very large number of schemes which can be put on a model. Besides Capital and Northeast, one can use late Capital marks, United, Trans Canada, Air Canada, and the two Continental schemes already mentioned, to name a few of the North American schemes. And, of course, there are many others, particularly European and African, British Colonies and the many charter carriers. Some of the best resources for details of the aircraft are in Air Britain's monographs on both the 700 and 800 Viscounts, the

Profile on the 700s, #72, and Green and Swanborough. Also, Dean Slaybaugh has a lot of slides and there are available from various sources many post cards. Handbook of the Vickers Viscount by P. St. John Turner and published by Ian Allen is a tremendous source for information on the complete Viscount series.

Altogether an important airliner, which one can fairly easily add to your collection. Happy modeling!

\*\*\*\*\*  
WANTED WANTED WANTED WANTED WANTED WANTED WANTED WANTED

In the next issue of the LOG we will be doing a feature on the wings given to "kids" on airlines. If you have a extra copy of any domestic or foreign wings, please send them in to be included in the article. If you do not have a extra copy, please make a drawing of wings you have in your own collection and send it in with a written description. Need "Future Pilot", "Future Flight Attendant", and "Junior Crew Member", plus any other type you may have. In the same field, I am looking for the red and white stripe badge used on most airlines to identify kids traveling without an adult. Anyone having any of the above are requested to send it to: Editor, Captain's Log, World Airline Hobby Club, 3381 Apple Tree Lane, Erlanger, Kentucky 41018.

\*\*\*\*\*

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DEALER INQUIRIES INVITED



# DECAL CAPERS

by  
STEVE KENYON

The writing of this article heralds the close of another year's production for the "Captain's Log." It seems like only yesterday that the inception of the World Airline Hobby Club had its beginning. I, for one, have had a busy year, and I hope that 1979 will be even busier and just as successful as 1978. May I take this opportunity to wish each and every one of you a very Happy New Year. May I also take the same opportunity to express my heart-felt and deep appreciation to all who have written and commented on my articles. It is gratifying to know they are appreciated and these congratulatory messages provide the impetus for me to continue for another year. I know the remainder of the "Log's" staff also join me with their best wishes for the new year.

I would like to deviate from my normal format for a moment and spend a little time discussing some related items which assist in producing better models and decrease the time spent in making liveries.

The first article worthy of mention is a device I have used for a good many years. It is a painters' striping tool. It consists of a number of various size wheels attached to a bottle holding the paint. With a little practice and experience, this aid will simplify the process of pin striping on your models. My work bench contains two of them and they have proven invaluable.

The various wheels contained in the kit will provide stripes as narrow as 1/64 through almost unlimited widths depending upon individual desires and demands. Contained with the unit is a guide and when used with a straight edge or french curve there is no end to the markings that may be achieved. The bottle is standard--that is, it will

hold one ounce of paint and has a standard screw neck which permits having several so a variety of colors may be mixed and be ready for each application to finish your model.

Originally, I purchased my first unit from the Wndell Manufacturing Company of Chicago. Recently, I discovered that a firm by the name of Brookstone Company, Peterborough, New Hampshire, 03458, USA, has the item for sale. The cost is most reasonable for the kit you receive. The firm mentioned is a special mail order house for hard-to-find tools and their catalog exhibits a considerable number of useable tools for us modelers. In reply to a very recent inquiry I directed to them, I was advised that if you write to them and mention your a WAHC member, they will be most happy to send you a catalog free of charge.

Another item from this same firm worthy of mention is a set of micro-files. How many times have you found yourself in a position where you needed to smooth out a root joint or some other very small place but your existing files were too large to adequately accomplish the job? These micro files are only 2½ to 3 inches in length but are produced from the finest steel and really retain their sharpness. I guarantee you they will fill all your requirements.

The balance of my diversionary discussion will deal with the subject of slides. Recently, a very good friend of mine announced he was going into the slide business. I encouraged him to be prolific with his coverages and, today, he has established himself. Residing in Northern California, he has sufficient latitude for airports where he can obtain excellent slides. Furthermore, he is an excellent modeler and knows what portions of the aircraft to photograph

that will appeal to the modeler. I can vouch for the quality of his work plus I also know his integrity if of the highest order. I recommend you try his services. If you put a 15 cent stamp on an envelope and address it to Don Truax, P.O. Box 393, Cedar Ridge, Calif. 95924, you might be pleasantly surprised.

One point further and then we shall go on with the article on the Viscount. I would like to compliment my friend and associate modeling editor, Dave Minton, for his excellent work and writings on the actual model kits, decals, and conversion techniques. There is no easy ONE way to superb modeling. You, as the individual, must choose those ways that satisfy your tastes and desires. After all, that's the reason you model and that's the reason I model. In retrospect, Dave comes as close to being the perfect modeler as I can find. He thoroughly loves airliners, and as you can see from his articles, diagrams and pictures, he is a perfectionist. His techniques are the best I've discovered so I listen to him. Anyway, what I started out to say was that I am very pleased to leave the reviews to him and in this manner, I don't find too much duplication. On the other hand, I will try, from time to time, bring you or present to you information on mechanical devices and painting techniques which enhance Dave's presentations of modeling. If we continue to function together in this fashion, hopefully, between the two of us, we may present some ideas which will be helpful to the general reading audience.

Now on to the subject of this article.

Being world wide in scope, it is only natural that from time to time we present articles on various international aircraft. And so it is my extreme pleasure to be able to exhibit another in the series of foreign aircraft--the Vickers Viscount.

The Viscount rapidly became an international figure following its birth and introduction. First and foremost, it was the first turbine powered passenger aircraft in the world. Secondly, it was not a product of someone's doodling; instead, it was a production of careful and

wise designs mixed with integrity and high respect. Its format was destined to become one of the great legends of commercial aviation. It required no predecessor, yet it was followed by many attempts to capture the resultant glory it was exposed to. In my opinion, its happening was second to the DC-3 for both enveloped us in two different eras and both provided entirely new environments in which we were fortunate to reside and observe the changes brought about by each.

The beginning of the Viscount is officially recorded as occurring in 1945. While this may not be the true origin, it is still the period of time we must deal with and this discussion will proceed from that time forward to today.

Probably the most workable model of the aircraft is Hawk's (if you can find one). The kit is easy to work with, and although it left a lot to be desired (by the perfectionists), it was a fair representation of the aircraft. The Frog kit in 1/96 scale was also fairly representative but it too had its discrepancies. Hopefully, Airfix will come to our rescue and produce a model that provides all the qualities modelers desire.

I have, for this issue, deliberately selected examples of past history for our work. They were selected on the basis of color and ease of construction. Since they are colorful and are representative of an era gone by, I am sure you will be proud to exhibit them among your other airline models. They present much color and add a delightful visual contrast to the present day models most of us have put on the shelves.

The first example (refer to Fig. 1) is one of a kind. This airline was operated by a private venture based at the City of Havesue located on the Colorado River (USA). It was used, primarily, to ferry passengers to and from various points to this community to encourage land sales. It is rather unique in that it uses two shades of blue for the markings. The cheat line, one half of the vertical stabilizer and the bottom of the fuselage are painted in dark blue (created by using a royal







blue paint lightened with seven drops of white). The balance of the aircraft is painted white with the exception of the radar nose which is light blue (use any color of light blue since the nose color has faded over the years and you'll be correct for any given period of time). Note that the engine nacelles are painted with the same dark blue color and there is a stripe of the same dark blue running the full width of the wing behind the engine nacelles. Also, the wingtips have a triangular blue tip. The blue stripe behind the engine nacelles is both on the top and bottom of the wing as well as the triangular wedge on the wing tips. The cockpit windows are not outlined with any other color than the dark blue of the main cheat line. The two windows designated as escape hatches are outlined with a rather broad white oval outline and the door outlines are dark blue, white, dark blue. Note also that the leading edge of the horizontal stabilizer is also painted dark blue. The main cheat line ends directly beneath the rear tips of the horizontal stabilizer. The airline name, HOLIDAY AIR OF AMERICA is in dark blue.

The vertical stabilizer is dark blue up to the point where the rudder begins. The rudder is white from top to bottom including the small fixed portion beneath the rudder. A winged logo is superimposed on the two colors of the vertical stabilizer and rudder. The large outer circle of the logo is dark blue and the outlines of the wings and printing on the logo are also blue. The printing on the logo reads "City of Havesue". The remaining black line through the logo is the rudder hinge outline. Superimposed beneath the logo is the American flag. Note that it rests entirely on the dark blue background. The registration number is white and appears in medium sized letters beginning on the fish-back portion of the vertical stabilizer. It is also noteworthy to observe that the pitot tube is painted in two colors; i.e., dark blue and white. The centers of all the wheel rims are also painted dark blue.

Figure number 2 is also representative of a bygone era. HARRISON AIRLINES is a has-been of the Alaskan area, although it is still representative of the era in which we saw the Viscount provide vital services to outlying districts and territories.

This model is very simple to decorate. The main cheat line covering the windows is red and runs from a circular point on the nose to a straight line back to just in front of the horizontal stabilizer. The bottom half of the aircraft is silver or natural metal while the balance is white. The wings, engine nacelles are also silver. The vertical stabilizer is the same color red as the main cheat line. However, it has a white stripe that runs around the entire length of the rudder. Note that there is no registration number on the aircraft. Whether this is by design or painted out after retirement is unknown. The photo's used for reference showed it as designated in the figure. The special items to pay attention to are these: the front antenna over the cockpit is a blade antenna while the VHF antenna toward the rear of the aircraft is of the bent wing type. There are no VHF antennas on the bottom of the fuselage; only the string (clothesline) antenna as shown in the drawing. Note also that the anti-glare panel is white and the red rotating hazard light has been moved to the top of the fuselage center. The black radar nose has been omitted.





The name of the airline is in light blue, italicized (slanted) letters with lower case presentation. Note also that the eyebrow windows have been deleted, while the 4th, 6th and last window (counted from the nose) are denoted as escape hatches as indicated by their white outlines. And speaking of white, note that the props and prop domes are also white. One last item: the door outlines as they pass through the main cheat line are white. There is no red outline above and below the cheat line, only the shadow of the door outline (blacken it with a #2 lead pencil).

Harrison Air is now active in the Canadian area and makes periodical flights to the United States.

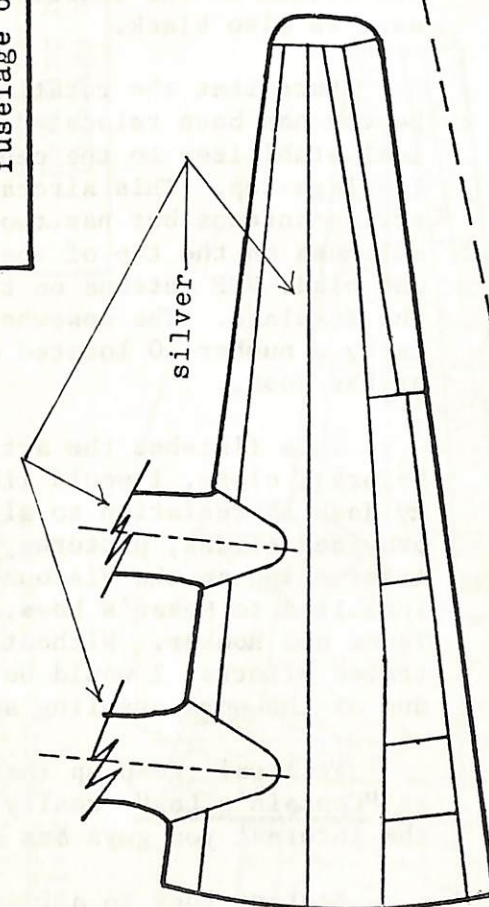
#### MODELER'S NOTES:

1. Not all airlines carry string antennas. Some airlines carried two string antennas. VHF antennas located at various places.
2. Series has 12 windows on left side & 13 on right side.
3. Front pass. door much wider than rear.
4. Rotating red beacon either on top of fuselage or fwd tip of vert. stabilizer.

photos and slides used as references provided by  
Dean Slaybaugh  
Portland, Ore.

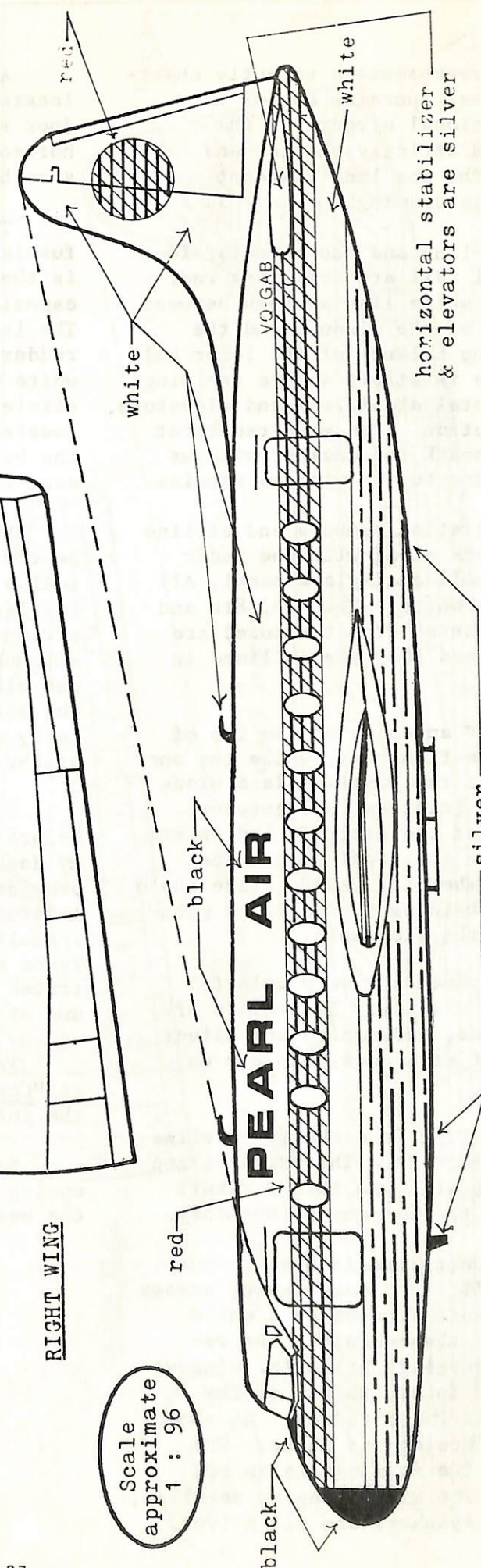
	red		white		silver		black
all colors glossy							
COLOR CODE							

wings, engine nacelles, prop blades and hubs are silver



RIGHT WING

Scale  
approximate  
1 : 96



VICKERS VISCOUNT  
series 800

FIG. 3

Drawing: Steve Kenyon  
Scale: Intl Model Aircraft Ltd.  
All ref matl at IMMM files.



Figure 3 represents a recently chartered airline that operates out of the Nassau International airport in the Bahamas. It is strictly charter and operates with the one lone Viscount depicted in this drawing.

The cheat line and the circular logo on the vertical tail are brilliant red. A rather broad white line appears between the lower half of the windows and the wing roots. The balance of the lower half of the fuselage is silver as are the wings and the horizontal stabilizer and elevators. One note of caution: the main red cheat line passes beneath the cockpit windows so a white border to the windows remains.

The registration numbers and airline name are in black along with the radar nose and the small anti-glare panel. All wheel drums are white. The 6th, 8th and 9th windows (counted from the nose) are escape hatches and they are outlined in white.

The two VHF antennas on the top of the fuselage are fishhooks, while the one at the bottom of the fuselage is a blade type. A string (clothesline) antenna adorns the top of the aircraft and enters the cockpit from the right side. The registration number is VQ-GAB. (See photo of this aircraft in section dealing with the history of the Viscount).

Figure 4 presents a very colorful addition to any display. The colors of black, chartreuse, red, white and silver really stand out well once they are on the model.

ALIDAIR LIMITED is a charter airline based in Great Britain. The registration number is G-ASED although this aircraft is no longer on the company's inventory.

The main cheat line is black; runs from nose to tail; and, once again, passes beneath the cockpit windows so a white border surrounds the cockpit. The remainder of the fuselage below the windows is chartreuse as is two thirds of the vertical stabilizer and rudder. As shown, the top of the fuselage is white. The airline name on the fuselage is in red block letters. The wings, engine nacelles, props, and prop spinners are all silver.

A registration number, G-ASED, is located just forward of the rear entrance door and is in black. Note that the horizontal stabilizer and elevators are also black.

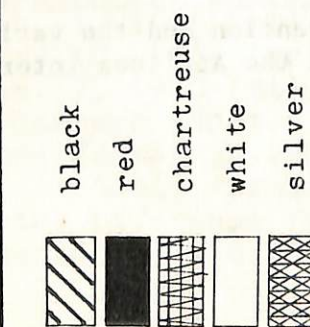
The insigna on each side of the fuselage just below the cockpit windows is the British Union Jack colors and especially designed in the pattern shown. The logo on the vertical stabilizer and rudder is a stylized A consisting of a white circle with two tails as shown. The circle is superimposed on a black stripe located equal distance from the top to the bottom of the stabilizer. The radar nose is also black.

Note that the rotating red hazard beacon has been relocated from the vertical stabilizer to the center of the fuselage top. This aircraft carries no string antenna but has two fish-hook VHF antennas on the top of the fuselage and one blade VHF antenna on the bottom of the fuselage. The nosewheel doors both carry a number 10 located at the front of the door.

This finishes the article; however, before I close, I would like to express my deep appreciation to all who have provided slides, pictures, and written information on the Viscount. I am deeply indebted to Messrs Love, Slaybaugh, Truax and Hooker. Without their concentrated efforts, I would be on the short end of the worm crawling south!

Fellows! Keep up the good work--we at "Captain's Log" really are appreciating the interest you guys are showing.

Best of luck to all in the forthcoming New Year. May your modeling be the best ever.



COLOR CODE

Scale  
approximate  
1 : 96

RIGHT WING

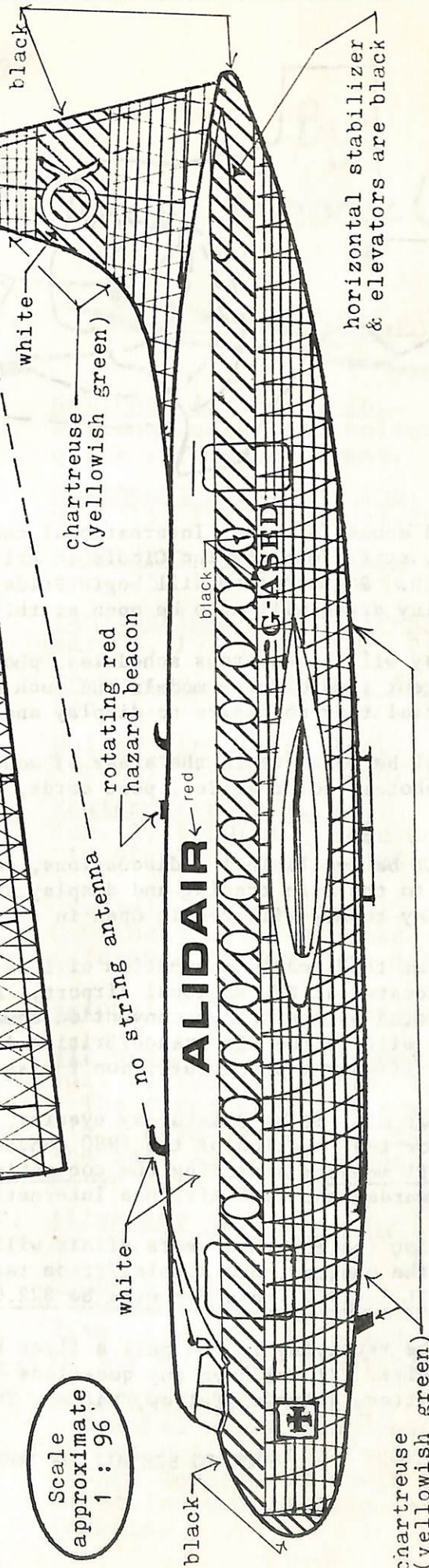
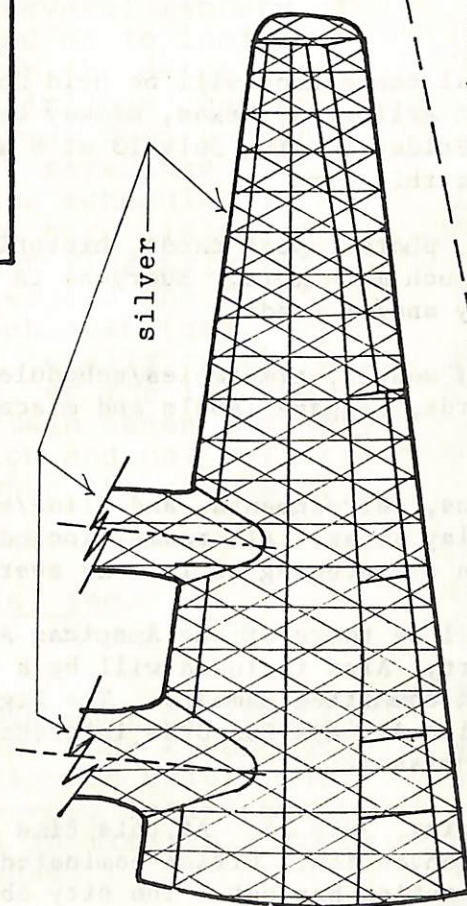
wings, engine nacelles,  
props, & prop domes are  
silver

silver

photos and slides used  
as references provided  
by  
Dean Slaybaugh  
Portland, Ore.

#### MODELER'S NOTES:

1. Not all airlines carry string antennas. Some airlines carried two string antennas. VHF antennas located at various places.
2. Series has 12 windows on left side & 13 on right side.
3. Front pass. door much wider than rear.
4. Rotating red beacon either on top of fuselage or fwd tip of vert. stabilizer.



VICKERS VISCOUNT  
series 800

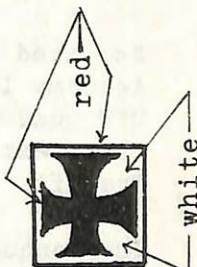
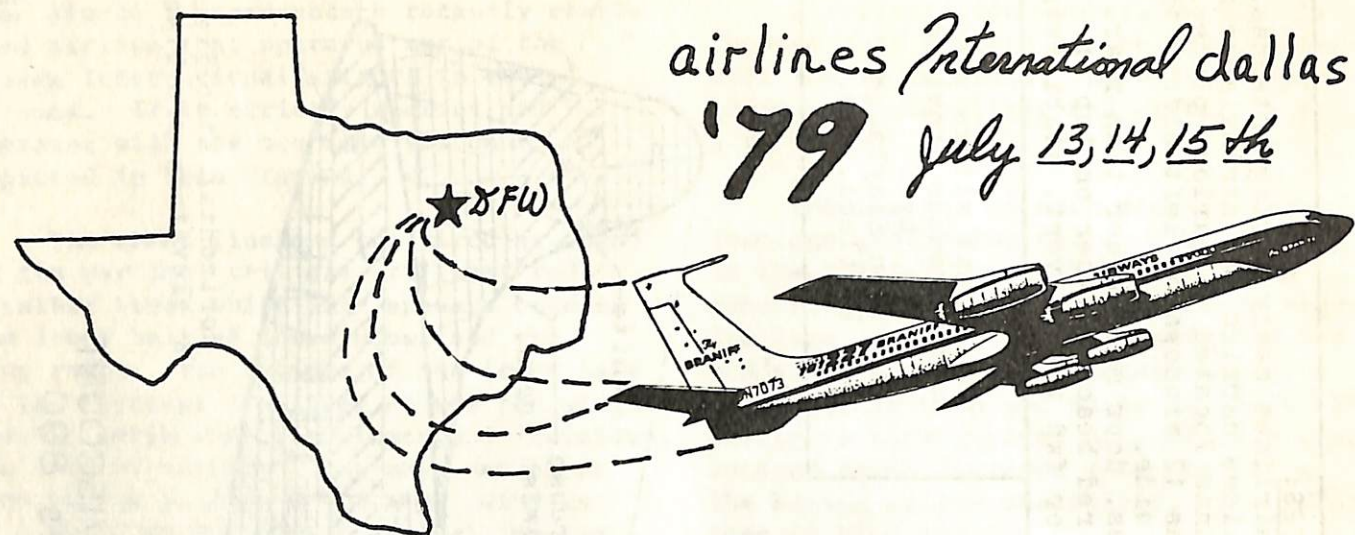


FIG. 4

Drawing: Steve Kenyon  
Scale: Intl Model Aircraft Ltd.  
All ref matl at IMMM files.





The third annual Airlines International convention will be held July 13 through July 15, 1979, at the Quality Inn Cibola in Arlington, Texas, midway between Dallas and Fort Worth. Registration will begin Friday morning July 13 at 8 a.m. The trading and display areas will also be open at this time.

On display will be numerous schedules, photos, post cards, historical memorabilia, travel agent type display models and much much more. Everyone is invited to bring any material they so desire to display and/or trade.

There will be contests in the areas of models, timetables/schedules, black and white & color photos, color slides, post cards, baggage labels and miscellaneous general display.

Rooms will be available for discussions, refreshments, and slide/movie shows in addition to the main trading and display areas. All rooms, including the trading and display rooms, will remain open in the evening as late as everyone wishes.

Featured at this year's convention will be tours of the American Airlines Flight Academy located at DFW Regional Airport. Also included will be a photo tour of DFW conducted by one of the convention committee members. The big feature at DFW this year will be the Air France/British Airways Concorde interchange flights with Braniff. If you're a photo buff, don't miss it!

The banquet will be held Saturday evening, July 14. At this time nominations will be made for the location of the 1980 convention. Cities nominated will then be voted upon by all members attending the convention banquet. The city obtaining the most votes will be awarded the 1980 Airlines International.

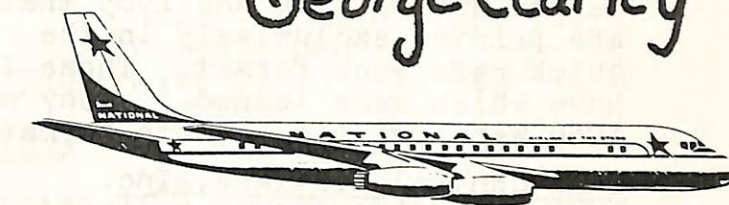
Registration fee for this year's affair will be \$18.00 for the whole package which includes the banquet, one display/trade table and the general registration fee. After APRIL 1, 1979, this fee will be \$22.00. GET YOUR REGISTRATION FEE IN EARLY!!

You will be receiving in the mail a flyer telling about the convention and the various fee schedules. If you have any questions at all, please contact the Airlines International "79" Committee, 4449 Goodfellow, Dallas, Texas 75229.

HOPE TO SEE ALL OF YOU IN DALLAS IN JULY!

# Around the World OF AIRLINE SCHEDULES

By:  
George Cearley



In this winter's issue of the Captain's Log, I'll be continuing the survey of regional airline schedules. Also several members of the club have asked me to include some information on the dates when the various U.S. airlines changed their schedule format from columnar timetable to quick reference. I have researched the schedules in my own collection and have listed the last known columnar timetable (tt) for a given carrier and the first quick reference schedule (qr). My collection is not totally complete for some airlines, so the information given in certain cases may only be an approximation and not reflect the exact dates when the change of format occurred.

## Trunk Carriers

American Airlines, Inc.

Mar. 4, 1968 (tt); May 1, 1968 (qr)

Braniff Airways, Inc.

Mar. 5, 1969 (tt); July 5, 1969 (qr)

The April 27 and June 2 schedules showed U.S. service in quick reference format; however, Latin American service remained in timetable format in these two issues.

Continental Air Lines, Inc.

Aug. 1, 1967 (tt); Oct. 29, 1967 (qr)

Delta Air Lines, Inc.

Dec. 15, 1970 (tt); Feb. 1, 1971 (qr)

Eastern Air Lines, Inc.

Feb. 1, 1961 (tt); Apr. 1, 1961 (qr)  
Aug. 10, 1964 (qr); Oct. 25, 1964 (tt)  
Jan. 7, 1970 (tt); Apr. 26, 1970 (qr)

Eastern adopted the quick reference format in 1961 then returned to a timetable format in 1964. The quick reference format again appeared in 1970.

National Airlines, Inc.

National uses both columnar and quick reference format.

Northeast Airlines, Inc.

Sep. 11, 1967 (tt); Oct. 29, 1967 (qr)

Northwest Airlines, Inc.

Apr. 25, 1971 (tt); Oct. 31, 1971 (qr)

Pan American World Airways, Inc.

Mar. 1, 1971 (tt); Apr. 25, 1971 (qr)

Trans World Airlines, Inc.

Dec. 11, 1968 (tt); Jan. 15, 1969 (qr)

United Air Lines, Inc.

Apr. 27, 1969 (tt); Jun. 1, 1969 (qr)

Western Airlines, Inc.

Jun. 1, 1969 (tt); Thru Oct. 25, 1969 (qr); Apr. 1, 1969 (qr).

Capital, C&S, Colonial, and Mid-Continent never adopted the quick reference format, nor did Pioneer.

## Regional Carriers (Cont'l U.S.A.)

Air West/Hughes Air West

Jul. 1, 1969 (tt); Feb. 1, 1970 (qr)

The first Hughes Air West schedule I have is Jan. 1, 1971, while the last Air West schedule is dated July 1, 1970.

Allegheny Airlines, Inc.

Jan. 2, 1964 (tt); Feb. 1, 1965 (qr)

Bonanza Airlines

My last Bonanza timetable is dated Apr. 24, 1966 and is still in the columnar timetable format.

Central Airlines, Inc.

Central never abandoned the columnar timetable format, although several of their last schedules are printed in both formats.



Frontier Airlines, Inc.  
Oct. 27, 1968(tt); Apr. 27, 1969(qr)

Note: I have several schedules issued during 1964 and 1965 that are printed exclusively in the quick reference format. Those I have which were issued in 1967 and 1968 were printed in both formats.

Lake Central Airlines, Inc.  
Oct. 1, 1964(tt); Jan. 4, 1965(qr)

Mohawk Airlines, Inc.  
Nov. 14, 1960(tt); Sep 25, 1961 (qr)

North Central Airlines, Inc.  
Jun. 15, 1969(tt); Oct. 25, 1970(qr)

Ozark Air Lines, Inc.  
Apr 28, 1963 (tt); Dec 1, 1964 (qr)

Piedmont Aviation, Inc.  
Sep. 4, 1962(tt); Oct. 1, 1962(qr)

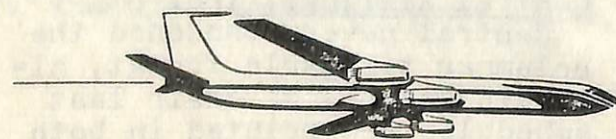
Southern Airways, Inc.  
Mar. 1, 1963(tt); Apr. 28, 1963(qr)

Trans-Texas Airways, Inc.  
Aug. 1, 1961(tt); Apr. 29, 1962(qr)

West Coast Airlines, Inc.  
My issues from July 1, 1962 thru Aug. 1, 1963 are printed in quick reference format. The Oct. 27, 1963 is solely a columnar timetable. All remaining issues until the merger into Air West are printed in both timetable and quick reference format. Pacific used both formats in 1967.

The information above on some of the regional carriers is sketchy in places. I would appreciate hearing from anyone having more exact or complete information, particularly on Frontier, Mohawk, North Central and Ozark.

Since the featured airline of this issue is Capital, I have included a section dealing with timetables from this carrier. This follows the survey of regional airline schedules.



Below is the continuation of the survey of regional airline schedules covering those of Hawaiian Airlines, Lake Central Airlines, Mohawk Airlines, North Central Airlines (and Wisconsin Central Airlines), Ozark Air Lines, Pacific Air Lines (and Southwest Airways), and Piedmont Aviation. I wish to thank the following persons for comments and suggestions and help with the preparation of the schedule lists: Mary Cearley, Ed Cousens, Bruce Drum, Glen Etchells, Alan Folz, Don Garner, Brian Gustafson, Mike Kaeser, David Keller, Kenn Lafargue, Frank Lichtanski, Jerry Marlette, Robert Morris, Kurt Niedrauer, Larry Potoski, Randy Reid, Perry Sloan, Rich Teehan, John Terry, and Bob Van Hemert.

#### Hawaiian

1952 - Jan 7  
1955 - Sep 6  
1962 - Jun 18  
1963 - Sep 3  
1965 - Sep 7  
1966 - Jan 3, Jun 13, Sep 6, Nov 1  
1969 - Jun 6  
1970 - Jan 5, Jun 8  
1971 - Apr 1, Jun 15  
1972 - Jul 1  
1973 - Apr-May-Jun, Jun 15, Nov 1  
1974 - Feb 15, Oct 1  
1975 - Jul 1, Oct 26  
1976 - Jun 15, Sep 8, Oct 31  
1977 - Apr 24, Oct 30  
1978 - Apr 30

#### Lake Central

1953 - Apr 26  
1955 - Jul 1  
1957 - Apr 1, Apr 28, Oct 27  
1958 - Mar 1, Jul 1, Sep 8  
1959 - Jan 1, Apr 26  
1960 - Apr 24, Jul 1, Oct 30  
1961 - Jan 1, Apr 1, Apr 30, Jun 1, Jul 1, Aug 1, Sep 1, Dec 1  
1962 - Jan 2, Jun 1, Sep 1, Oct 28, Dec 1  
1963 - Jan 2, Apr 28, Jun 1, Aug 14, Oct 27

#### Lake Central (Cont'd)

1964 - Jan 5, Apr 26, Jul 1, Oct 1, Oct 25  
1965 - Jan 4, Apr 25, Jul 1, Sep 1, Oct 31, Dec 1  
1966 - Jan 3, Feb 1, Apr 24, Jul 1, Aug 1, Sep 6, Dec 1  
1967 - Feb 1, Apr 1, Apr 30, Jul 1, Aug 15, Sep 1, Oct 1, Oct 29  
1968 - Jan 3, Mar 1, Apr 28

#### Mohawk

GS=Gen Sked CAB \*=Robinson

1952 - Feb 14(GS)\*, Jul 1\*, Sep 28 (GS)  
1953 - Apr 26, Nov 15  
1954 - Jun 7  
1955 - Jul 1, Sep 7, Dec 1  
1956 - Apr 15, Sep 5, Dec 1  
1957 - Jun 20, Aug 1  
1959 - May 4, Jul 7, Dec 1  
1960 - May 16, Jun 23, Nov 14  
1961 - May 15, Sep 25, Dec 11  
1962 - Apr 7, Jun 21, Aug 20  
1963 - Jan 7, Apr 28, Jul 1, Oct 27  
1964 - Feb 1, May 1, Jun 15, Sep 20  
1965 - Jan 15, May 15, Sep 15, Dec 1  
1966 - Mar 1, Apr 24, Jul 1, Sep 15, Dec 1  
1967 - Mar 1, Apr 30, Jul 15, Sep 6, Oct 29  
1968 - Jan 4, Apr 1, Jul 15, Dec 3  
1969 - Feb 1, Apr 1, Apr 27, Jun 1, Oct 26, Dec 1  
1970 - Feb 1, Mar 1, Apr 26, Jun 1, Jul 1, Sep 26, Oct 1  
1971 - Apr 14, Apr 25, Aug. 1, Sep 15, Oct 31  
1972 - Feb 1, Apr 1

#### North Central

(Formerly Wisconsin Central; name change occurred Dec. 16, 1952)

1948 - Oct 1  
1949 - Jun 1

#### North Central (Cont'd)

1953 - Jan 1, Apr 4  
1955 - Sep.-Oct, Oct 30  
1957 - Mar-Apr, Apr 28, Jun 1, Jul 1, Aug 1, Sep 1, Oct 27, Dec 1  
1958 - Mar 1, Jun 1, Sep 2, Sep 28  
1959 - Apr 26, Jun 1, Jul 1, Aug 1, Sep 8, Oct 25  
1960 - Jan 1, Feb 1, Mar 1, Apr 24, Jun 1, Jul 1, Jul-Sep 5, Sep 6, Sep 25, Oct 30  
1961 - Jan 1, Feb 1, Mar 1, Apr 1, Apr 30, Jun 1, Jul 1, Sep 5, Sep 24, Oct 29, Dec 1  
1962 - Feb 1, Mar 1, Apr 29, Jun 1, Jul 1, Sep 4, Sep 30, Oct 28, Dec 1  
1963 - Jan/Feb, Apr 1, Apr 28, Jul 1, Sep 3, Sep 29, Oct 27  
1964 - Jan 1, May 24, Oct 25  
1965 - Mar 1, Apr 25, Sep 7, Oct 1, Oct 31  
1966 - Jan 1, Mar 1, Aug 1, Oct 30  
1967 - Jan 1, Mar 31, Aug 1, Oct 1, Dec 1  
1968 - Mar 1, Apr 28, Jun 7, Oct 27  
1969 - Jan 1, Mar 1, Apr 27, Jun 15, Sep 1  
1970 - Jan 1, Mar 1, Apr 26, Jun 12, Sep 8, Oct 25  
1971 - Jan 1, Apr 25, Jul 1, Sep 7, Oct 31  
1972 - Apr 30, Sep 5, Oct 29  
1973 - Apr 29, Sep 4, Oct 28  
1974 - Feb 1, May 1, Jun 7, Sep 3, Oct 27  
1975 - Feb 23, Apr 27, Jun 6, Sep 2, Oct 26  
1976 - Apr 25, Jun 11, Sep 7, Oct 31  
1977 - Jan 3, Apr 24, Jun 10, Sep 7, Oct 30  
1978 - Apr 30, Jun 9, Aug 1, Sep 5



# Ozark

1945 - Sep 15  
 1955 - Aug 9  
 1957 - May 1  
 1959 - Apr 26, Jul 1, Aug 1,  
 Oct 25, Dec 1  
 1960 - Jan 4, Feb 1, May 1,  
 Jun 1, Aug 1, Oct 1,  
 Oct 30, Dec 1  
 1961 - Apr 1, May 28, Jul 1,  
 Aug 1, Oct 1, Oct 29  
 1962 - Feb 1, Apr 29, May 27,  
 Aug 13  
 1963 - Jan 2, Apr 28, May 26,  
 Jul 1, Sep 3, Nov 25  
 1964 - Apr 26, Jun 1, Jul 1,  
 Aug 1, Oct 25, Dec 1  
 1965 - Feb 1, May 30, Jul 1,  
 Sep 1, Nov 30  
 1966 - Mar 1, Apr 24, Jul 15,  
 Aug 15, Oct 30, Dec 1  
 1967 - Feb 1, Mar 1, Jun 1,  
 Jul 1, Aug 1, Oct 1,  
 Oct 29, Dec 1  
 1968 - Apr 1, Apr 28, Jun 1,  
 Oct 27, Dec 1  
 1969 - Feb 20, Apr 27, Jun 1,  
 Aug 1, Oct 1, Oct 26  
 1970 - Feb 1, Apr 26, Jul 15,  
 Oct 1, Oct 25  
 1971 - Jan 15, Apr 25, Jul 15,  
 Oct 31  
 1972 - Mar 1, Apr 30, Sep 1,  
 Oct 29  
 1973 - Jan 15, Apr 29, Aug 1,  
 Oct 28  
 1974 - Jan 26, Apr 1, Jun 1,  
 Jul 1, Oct 27  
 1975 - Feb 23, Apr 1, May 1,  
 Aug 1, Sep 1, Oct 26  
 1976 - Jan 15, Apr 25, Jun 1,  
 Jul 1, Sep 1, Oct 31,  
 Dec 15  
 1977 - Feb 1, Apr 1, Jul 1,  
 Sep 7, Oct 30  
 1978 - Jan 15, Apr 1, Jun 1,  
 Sep 1, Oct 29

## Pacific Air Lines (Formerly Southwest Airways)

1947 - Sep 1  
 1948 - Sep 1  
 1956 - Dec 1  
 1958 - Aug 1  
 1961 - Oct 2

# Pacific/Southwest (Cont'd)

1962 - May 8  
 1964 - Apr 26, Sep 1  
 1965 - Oct 31, Dec 1  
 1967 - Apr 30, Oct 29  
 1968 - Apr 28

## Piedmont Aviation, Inc.

1950 - Jul 1  
 1951 - Aug 1  
 1952 - Aug 25, Oct 1  
 1953 - Feb 1, Apr 1, Dec 1  
 1954 - Sep 8  
 1955 - Jan 1  
 1956 - Jan 1, Mar 1, Apr 29,  
 Oct 28  
 1957 - Sep 4  
 1958 - Dec 14  
 1959 - Apr 26  
 1960 - Dec 1  
 1961 - May 1, Oct 1, Dec 1  
 1962 - May 1, Jun 25, Sep 4,  
 Oct 1, Oct 28  
 1963 - Mar 1, Apr 28, May 30,  
 Aug 1, Oct 27  
 1964 - Apr 26, May 31, Sep 7  
 1965 - Apr 25, Jun 6, Sep 6,  
 Sep 26, Oct 31  
 1966 - Apr 24, May 15, Jul 11,  
 Sep 1, Oct 1, Oct 30,  
 Nov 15  
 1967 - Jan 15, Mar 15, Apr 1,  
 Apr 30, May 15, Jul 1,  
 Aug 1, Sep 1, Oct 1,  
 Oct 29  
 1968 - Feb 1, Apr 1, Apr 28,  
 Jun 1, Jul 1, Aug 1,  
 Sep 1, Oct 1, Oct 27  
 1969 - Jan 15, Apr 1, Apr 27,  
 Jun 1, Jul 1, Oct 26,  
 Dec 1  
 1970 - Jan 15, Feb 15, Apr 26,  
 Aug 1, Sep 15, Nov 1  
 1971 - Feb 15, Apr 25, Jul 15,  
 Oct 1, Oct 31  
 1972 - Apr 30, Jun 20, Oct 29  
 1973 - Jan 9, Mar 15, Apr 29,  
 Aug 1, Oct 28  
 1974 - Jan 15, Mar 15, May 1,  
 Jun 15, Aug 1, Oct 27,  
 Dec 3  
 1975 - Jan 15, Mar 15, May 1,  
 Jun 1, Jul 9, Sep 3,  
 Oct 26

# Piedmont (Cont'd)

1976 - Jan 7, May 1, Jun 14,  
 Aug 1, Sep 8, Oct 31  
 1977 - Jan 15, Apr 1, Jun 14,  
 Sep 7, Oct 30  
 1978 - Feb 1, Mar 15, Apr 30,  
 Jun 15, Jul 15, Sep 6

Domestic and International Schedules  
 December, 1958

it's

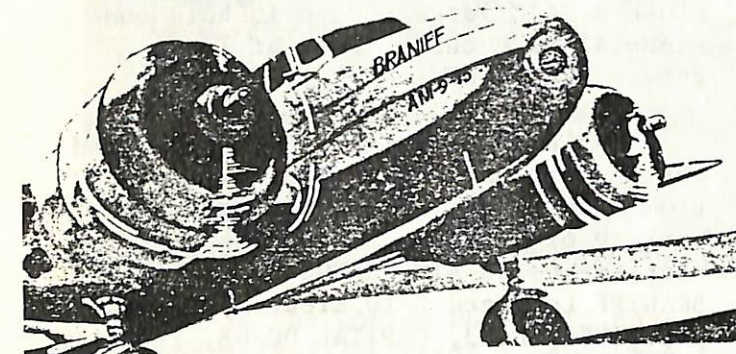


# BRANIFF

INTERNATIONAL AIRWAYS

incorporating MID-CONTINENT Airlines

TODAY'S AIRLINER 1935



**BRANIFF**  
*one-11*  
**JET**

**NATIONAL**  
 AIRLINE OF THE STARS

EFFECTIVE JANUARY 23, 1959

# AMERICAN AIRLINES

AMERICAN AIRLINES, Inc.  
 AMERICAN AIRLINES DE MEXICO, S.A.

COMPLETE SYSTEM TIMETABLE  
 QUICK REFERENCE INDEX ON PAGES 2 and 3



Now **4 1/2**  
 Hours Coast to Coast

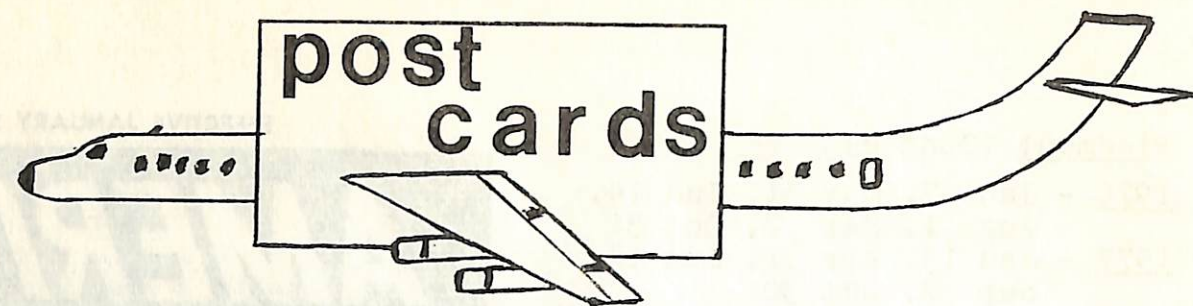


on the  
**707**  
**JET FLAGSHIP**

*America's Leading Airline*

American's first jet service timetable.





FROM THE EDITOR: For the last several issues of the LOG we have not had very much to report in the area of post card collecting. One problem has been that we had more material than we could handle in the last two issues. Another problem was getting material from John Moore, our post card editor. This was not John's fault, he was just snowed with other projects. This being the case, he has decided to resign as post card editor. I certainly hate to lose Mr. Moore, I hope he sends us some material from time to time. Do we have any volunteers for editor of the post card section of the LOG? If you're interested, drop me a line. The following is the last article that Mr. Moore sent in. His material is followed by that of Pete Black.

While too many airlines have stopped printing post cards, thankfully Dexter Press in West Nyack, New York continues to produce a number of good airline post cards, as "stock cards". These are cards that end up in gift shops, drug stores, souvenir stands and the like. You cannot purchase from Dexter, but it is good to know that these cards are still available, and may pop up at any time. Keep looking, Pete Black reports on these cards, still printed and sold by Dexter: BRANIFF old orange BAC-1-11 and 747; UNITED DC-8-61 in old colors; TWA 747 in old colors. Also DELTA L-1011, Western DC-10, Continental DC-10, last two in new colors, plus TWA 747 and United DC-10 in new colors. An interesting card is Dexter's National DC-10 N60NA with the name "Barbara" on the forward fuselage crown. What makes this card unusual is that the retoucher took the entire third engine off the aircraft! A slip of the airbrush and you have an interesting addition to your collection!

A new publisher, AIRNAUTICA, of Sydney, Australia, has published several cards of current Australian aircraft, and has reprinted some cards of older air-

craft. These are available from Aviation Color Photo in the U.S. Coming soon in this series is an EAST-WEST AIRLINES DC-3, and QUANTAS DC-4, as well as an ANSETT DC-9, with more on the way. FLYING TIGER has a new 747 card, standard size available from their HQ at Los Angeles Int'l Airport. TAROM, the Romanian airline, recently had a large amount of post cards available at their new Manhattan ticket office. I would suggest you write them for any post cards they may have available. Some will be lucky, some will not, it is hard to figure how these requests vary so much. I've seen the same letter generously answered with a number of cards, that latter is not even answered. And I'm sure this has happened to many of you. Address: TAROM, 200 East 38th Street, New York, New York 10018. Always enclose a SASE large enough to hold continental size cards, with at least 26¢ in stamps affixed.

An interesting series of black and white photo post cards are available from Pete Black. These show a wide variety of aircraft, including such rarities as an AIR FRANCE Comet 1A, BRANIFF Lockheed L-10 Electra, CHICAGO & SOUTHERN DC-3, CAPITAL DC-6B, IMPERIAL AIRWAYS Supermarine Sea Eagle (a 1927 flying boat that actually LOOKS like a boat), a NORTHEAST AIRLINES Convair 990A, and many many more. Four random samples, all different, and list of what is currently available are one dollar. Contact Pete Black, 84-01 Main Street #427, Briarwood, N.Y. 11435.

Airline postcard collecting is still growing--and fast. Cards thought common a few years ago are common no more, and are going for unreal prices, mostly unjust and over-inflationary. I get notes from readers asking for names and address's of sources for cards,

and this is difficult to answer. I think the new collector is best to get into a circle of trading with other collectors. Even though I do not do trading to a great extent myself, I still think it is one of the best ways to get a new collection started. My un-trading is my own fault, because I do not seem to get the time to keep up-dated trade and want lists available to others, and this is a MUST. The other thing, is to go out on a limb, mail a nice selection of not too uncommon cards to another collector, and ask for a batch in return. Once you establish mutual trust, this is an excellent way to go. I mention "mutual



This is the QANTAS DC-4 card published by Aironautica of Australia. The cards I have seen from this company are of high quality and worth having in your collection. (Editor)

trust" because an advanced collector friend, Dave Musikoff, had an experience of losing several valuable cards, when a correspondent got a bit ahead on cards, and "went silent", or became unavailable regardless of Dave's attempt to run him down. I'm sure this is the exception, but it just may be worth noting. I have found most collectors and hobbyists a great bunch, and have had no unfortunate experiences myself. Perhaps it is the people that write me that think "I'm the silent one", because I am always so behind on my

correspondance. But I will eventually get back to you, and appreciate your patience!

Another method for ANY collector is to ADVERTISE. Advertise here in the "Captain's Log", or advertise in any hobby or collector publication you can find. Any antique publication is excellent. Try Collector's News, the Antique Trader, Collectibles Monthly, or any of the many you can find in a specialized magazine stand in most cities. Most of these have post card sections, and the usual rule is that you advertise for "approvals" which

means that when people or dealers send cards to you, you purchase what you want and return the rest, being sure to pay all postage both ways. Believe me, it is worth it, and this method has brought me my finest and most rare cards. You usually end up dealing with someone that has an altogether different interest in cards, and once he or she knows you collect airlines, they will be on the lookout for your wants, while they are looking for their category of post cards. You will also be able to help your "pen pal" to collect cards in their area of interest. Each party will benefit from the arrangement.

Another route is the flea market, antique show/antique store search. Although it is a bit more time consuming, it can bring great finds, usually in batches. This is where the oldies will show up, and unless the dealer is a post card dealer exclusively, the prices may very well be cheap. Good, old, and rare cards are worth the effort!

CARGOLUX has two new cards (airline issue), a CL-44J (swingtail) and a DC-8-63. They are undersize, measuring 3 3/4 by 5 inches. (See CARGOLUX label elsewhere in this issue of the "LOG".)



This concludes my tenure as the post card Editor for the "Captain's Log" so I wish everyone good luck in tracking that "rare" card that you have been searching for for years. Keep in touch.

by  
Pete Black

Black and white cards are much cheaper, and you can negotiate the size of your order with the printer; you are not locked into a 3,000 minimum. It is most practical to print four B&W cards at the same time on a standard 8½x11 sheet of kromekoat card stock, and then cut the sheet into four standard 3½x5½ cards. This wastes a minimum amount of paper. Prices vary widely from printer to printer, but one person I know says he had 1,000 sheets (4,000 cards total) run for \$65.00 recently.

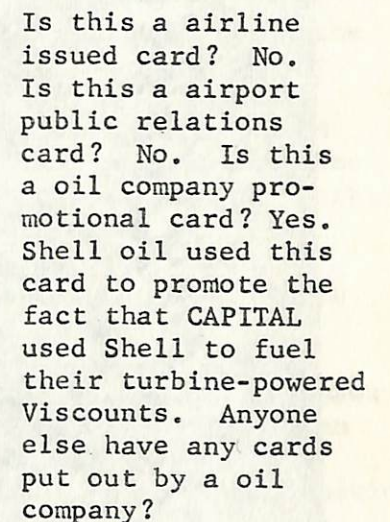
These are available from Porters Camera Store, 2208 College Street, Cedar Falls,

Large size cards usually have a specific purpose: Lengthy notices are sometimes printed on the back, they are given out for wall decorations, the printing salesman pushed the large size to earn a larger commission, etc. Braniff thinks their long cards (sometimes called Panorama Cards) give them the biggest airplane for the best cost (it does!). The small sub-size cards save money, especially on large orders. The familiar standard size card (3½x5½) is still the most popular size printed, although they have almost vanished from the ranks of the post cards that are put out on racks for sale to the public. Still, most cards are printed for advertising purposes, and here the standard size is still the most popular. Few U.S. airlines have printed the Continental size, and in the most recent round of U.S. airline issued cards, there are no Continentals. Their cost, around 33% higher than the standard size, probably accounts for this.

So, for now and the near future, most foreign cards will probably show up in Continental size, while U.S. issued cards will continue as mostly standard, with a few strange sizes here and there.

Another source of curiosity is the widely varying thickness and quality of the card stock on which foreign cards are printed. In this country we take for granted a steady supply of high quality paper products. This is not the case in most of the rest of the world. Paper is not made in too many countries, and most countries have to

A new source of post cards is the International Airline Museum, 10 West Possum Road, Springfield, Ohio 45506. Send a check or money order for \$5.00 and you will receive an assortment of 20 airliner post cards-some new, some old, some jets, some props, but all of high quality.



CAPITAL  
ticket  
coupon  
issued on  
4-11-61  
Pittsburgh  
Miami for  
\$58.96.

**Each passenger should carefully examine this ticket, particularly conditions on the next page**



11 Convair 240's



1955

## THE AIRWAY TO EVERYWHERE

### PART V

By Marion C. Pyles

Mohawk Airlines inaugurated the nation's first scheduled, inter-city helicopter service on an experimental basis in 1954. The service was between Newark and Sullivan County in the Catskill Mountains. The test proved that helicopters could be operated as effectively as fixed wing aircraft, but the lack (at the time) of a heliport with better access to the New York metropolitan area precluded continuing the service.

By late in 1954, Mohawk was listed by the CAB as the only Local Service carrier which had qualified on all 15 points established by the board as requirements for permanent certification.

On July 1, 1955, Mohawk became the first local service carrier to introduce the post-war pressurized cabin Convair 240 transports to the public. Each of the Convairs carried 40 passengers and three of them began operating Mohawk's high density segments. In September, a fourth one was added. With this addition, Mohawk had in a little more than a decade increased its fleet from two monoplanes to four Convairs and eleven Douglas DC-3's.

Public demand kept growing and in March 1956, Mohawk bought seven more Convair 240's from Swiss Air Transport. Later in August 1956, the CAB announced its decision to extend Mohawk's route system from Buffalo to Erie, Pa. and Detroit, Michigan. This extension provided new airline service and a major western gateway for the central New York cities on Mohawk routes. Service to the new segments was added on December 1, 1956.

Spring had arrived in 1956 with a curtain of pure white snow over the Mohawk system. Death and destruction were dominant. Mohawk operations were only spotty along the Route of the Air Chiefs, but they averaged 40% higher than the year previous.

The example was a heroic one in that February 1956 figures ran 60% ahead of the same period in 1955 for passengers boarded. This increase came in spite of one of the lowest completion factors for any period to date. This month became the first time in Mohawk history that the February total had exceeded that of January, in spite of the fact that 16 of the 29 days were termed "bad weather" days. Mohawk also boarded

1,000 passengers on a single February day for the first time and did it five more times before March arrived.

On September 5, 1956, Mohawk flew its inaugural flight to Glens Falls, New York. Not quite a year later, on June 20, 1957, Mohawk began non-stop service between Syracuse and New York, marking the first time the CAB had certificated a local service carrier in direct competition with a trunk airline over such a high density segment.

Early in July, Mohawk service was extended to Ogdensburg, New York, on the western end of the St. Lawrence Seaway area.

On November 3, 1958, Mohawk moved into its new \$3 million maintenance base and headquarters at Utica-Rome, New York. The three story, reinforced concrete structure with 139,000 square feet of floor space represented the most modern operating plant in the nation of an airline of comparable size.

Due to the rapid expansion of Mohawk Airlines, four new Convair Metropolitan 440's were purchased on July 16, 1959. This is the first time in the local service airline history that a carrier had re-equipped twice. Another 440 was added to the fleet two months after the first 440's were purchased.

Another signal to mark Mohawk's emergence in the aviation field was the fact that its stock was accepted on the American Stock Exchange on July 31, 1959.

On December 1, 1959, service was inaugurated into New York International Airport (then Idlewild, now John F. Kennedy International Airport) and brought to three the number of airports served in the New York City area by Mohawk.

On May 16, 1960, Mohawk added flights from Providence to Central New York cities and instituted for the first time non-stop service between White Plains and Boston. On June 23, it inaugurated service to Cleveland, Ohio, from Utica-Rome, Syracuse, Ithaca, and Elmira, New York through Olean, and Jamestown, New York. This was the first time Olean



ever had airline service and also marked the first time Mohawk served Jamestown.

\*Special thanks for this segment go to former Mohawk stewardess Nancy (Hahn) Nance who furnished me with a great deal of

Mohawk information including a Stewardess Manual and several newspaper accounts of this era. A more detailed Bibliography of this entire work will follow the concluding installment which will probably appear in the summer of 1980 issue of the "Captain's Log".



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#### FIRST ERLANGER MEETING A SUCCESS

On November 11, 1978, a meeting of airline memorabilia collectors was held at the home of Paul Collins in Erlanger, Kentucky.

Invitations were sent out to all local Club members and those within easy driving distance of Cincinnati. Invitations also went out to all Club members that work for airlines within one hour flying time of CVG.

Arriving early for the meeting was Joe Turner (Braniff) who drove in from New York and spent several days, taking in all the sights and enjoying some Southern hospitality. Don Barnes (Allegheny) arrived the night before and attended a military collectors meeting at the motel he stayed at.

Arriving on Saturday morning were Erik Berhart and Donnie Head (Delta), Jim Thompson and Marion Pyles (Allegheny), Ray Mattox (American) Fred Erdman from Springfield, Ohio and son Robert, Gene Hooker from Columbus, Phil Brooks, Steve Robinson and Bob Taylor of Indianapolis. Also on hand were about seven local Club members.

During the course of the day, post cards were traded, slides sold and traded, and many slides went through the old projector. Refreshments were served by Mrs. Collins to everyone's enjoyment. Another such meeting is planned for April. If you wish to receive an invitation, drop the editor a note with your name and telephone number.

# FLIGHT EXCHANGE

LANNY ROPKE, 201 Birchwood, Williamsville, N.Y. 14221 has two Revell (H-270) Flying Tiger DC-8-61 models for trade or sale--make offer. Lanny is looking for old American Airlines items.

KURT NIEDRAUER, 3789 Menlo Ave #212, Los Angeles, Calif. 90007 needs some decals for Entex or Otaki 1/144th C-5A. Several sets needed. All letters will be answered.

LEALLAN HENNEBERG, RR 1, Box 149K, Platte City, Missouri 64079 has AIRJET models for sale. All are new and in original boxes. Mr. Henneberg states that his prices are below AIRJET price list, so drop him a line for complete listing.

KARL SMALLEY, 5232 Curtis, Dearborn, Michigan 48126 wants anything having to do with CAPITAL AIRLINES. He has a 10/25/59 Northwest TT to trade for any CAPITAL TT. He also needs postcards of jets of American carriers in early color schemes. For these he will trade from his vast supply of dupe cards. Your list for his.

MARK HARRINGTON, 2717 South Maple Ave., Rapids City, S.D. 57701 is looking for ANYTHING having to do with the L-188 Electra. He is willing to purchase or trade for these items. He is also interested in trading postcards.

ROGER MYERS, 11814 Coverdale Road, Fort Wayne, Indiana 46809 is interested in any photos, news stories, post cards or what have you on the following airlines: Pacific Seaboard; Chicago & Southern Airlines; and Boston and Maine Airlines. Roger has available for sale or trade some arcade cards of military aircraft. Write him for details.

JERRY SOLTIS, 31 Vern Lane, Buffalo, New York 14227 has for sale Aero Mini Co. precision die cast metal toy airplanes, at below regular prices. Last remaining stock of this defunk company. Eleven different models--ten commercial airline types, one military. All in mint condition and boxed. Send SASE for list.

GEORGE CEARLEY, JR., 4449 Goodfellow, Dallas, Texas 75229 is looking for numerous system tt's of domestic carriers, mainly from the early 1960's. Also George has a number of plastic model airliner kits that he is selling for another party. Drop George a line if you have any late 50 or early 60 schedules for trade and if you are interested in purchasing some nice model kits. The kits will be by bid sales only.

BRUCE KOEHLER, 226 Uhlan Court, Santa Barbara, Calif. 93103 is selling airline stickers, not ordinary stickers, but a magnetic sticker. You can place these on steel desks, cabinets, lamp bases or anything that is made of steel. The ones currently available are WESTERN (Flying W), HUGHES AIRWEST, APOLLO, SWIFT AIRE, DELTA. All 25¢ except APOLLO which is 75¢. Send Bruce a letter telling him how many you want. (Sample sent to editor (WESTERN), looks nice and will make nice decorations.)

PAUL COLLINS, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 is looking for post cards of the following DC-10 aircraft: SINGAPORE; JAPAN AIR LINES; VARIG; IBERIA; FINNAIR; TURKISH AIRLINES; GARUDA; SABENA; ~~UFA~~; PHILIPPINE AIRLINES; AIR AFRIQUE; UNITED; AEROMEXICO; ~~NORTHWEST ORIENT~~; SCANDINAVIAN SAS; AIR ZAIRE; PAKISTAN INT'L; OVERSEAS NATIONAL; AIR SIAM; VIASA; ~~TRANS INTERNATIONAL~~ and ~~WORLD AIRWAYS~~. He will buy or trade or accept contributions. This is for a WAHC display. Also needed is the DC-10 sticker of DELTA airlines put out by Douglas in their DC-10 series.



FLIGHT EXCHANGE  
(Continued)

JERRY SOLTIS, 31 Vern Lane, Buffalo, New York 14227 will let go to the person making the best offer on a Revell Kit of the DC-7 Mainliner, "United Flight 707", Airport Scene.

MIKE MCGOWEN, 7332 E. South Xenia Circle, Englewood, Colorado, 80112 has Boeing 737 Flight Manual, covers all aircraft systems including Avionics, Electrical, Hydraulics, Pneumatics and Power Plant. Many systems have fold out diagrams and charts. Everything you wanted to know about the 737 mechanically from the pilot's viewpoint. The book is going for \$9.00 plus \$1.00 for postage. Also available are 10 Boeing 737 Flight Handbooks covering aircraft limitations, emergency procedures, normal operations and pilots check list. This book is \$5.00 plus \$.50 postage.

THE AIRLINE HANDBOOK 1979 is now available for \$8.75 (US & Canada-\$10.00 all others). This is the 6th annual edition and is bigger and better than any previous issue of this fine informative handbook. The book contains over 150 aircraft photographs, hundreds of carrier logos, commercial aircraft tech data and over 350 pages. Send now to Airline Handbook 1979, Box 3694, Cranston, R.I. 02910.

ROBERT ERDMAN 140 W. Possum Road, Springfield, Ohio 45506 is offering a "grab bag" or airline memorabilia for \$5.00. This bag of "goodies" will consist of OAGs, books, post cards, ticket folders, luggage tags, photos, slides, playing cards, etc. There will be something from airlines no longer in business in each bag. There could be one item worth more than \$5.00 to you in the grab bag. Send in for yours--now!

FRED ERDMAN, 140 W. Possum Road, Springfield, Ohio 45506 is thinking about reproducing the Junior Pilot wings of U. S. airlines no longer in business. The wings will be sold in a display case that will hold 36 wings altogether. The airlines that will be made first are Lake Central, West Coast, Pacific, Bonanza, Central, Mid Continent, Chicago & Southern, Capital, Northeast, Pioneer, Mohawk and Colonial. The wings and case will cost \$19.95 plus shipping. If your interested in such a project, drop Fred a line.

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COMING UP IN THE NEXT ISSUE OF THE "CAPTAIN'S LOG" WILL BE A FEATURE ARTICLE ON THE CONVAIR 880/990 SERIES. THIS WHOLE ISSUE WILL BE DEVOTED TO THE 880/990. HOPEFULLY WE WILL BE DOING A HISTORY ON TWA, IF WE CAN WORK IT IN. IF YOU HAVE ANY UNUSUAL PHOTOGRAPHS OR STORIES ABOUT THIS SERIES OF AIRCRAFT, PLEASE SEND THEM INTO THE EDITOR. ALL MATERIAL WILL BE RETURNED AFTER USE.

IF YOU HAVE A AIRLINE OR AIRCRAFT THAT YOU WOULD LIKE TO SEE FEATURED IN THE "LOG" PLEASE DROP THE EDITOR A LINE AND LET HIM KNOW YOUR WISHES. THIS IS YOUR MAGAZINE, LET US KNOW WHAT YOU WANT TO SEE AND READ ABOUT!

CHECK YOUR MEMBERSHIP NUMBER (LOOK ON ENVELOPE THIS MAGAZINE CAME IN) TO SEE IF IT IS BETWEEN 1 and 292. IF IT IS, AND YOU HAVEN'T SENT YOUR DUES IN AS YET, PLEASE DO SO AS SOON AS POSSIBLE. MEMBERSHIP FEES ARE THE SAME AS LAST YEAR--\$10.00 U.S. AND CANADA \$12.00 ALL OTHERS (\$5.00 additional for air mail outside U.S.).

THE 1979 MEMBERSHIP ROSTER FOLLOWS ON THE NEXT SEVERAL PAGES. IF THERE IS A MISTAKE IN YOUR ENTRY, PLEASE NOTIFY THE EDITOR AS SOON AS POSSIBLE. THANK YOU.

GATE 66, P.O. Box 83, Santee, California 92071, has a lot to offer the airline modeler. A great monthly newsletter full of modeling tips and ideas, great offers on models, decals, books and other goodies. Steve Mason works GATE 66 so drop him a line to find out what is happening. Tell him the World Airline Hobby Club sent you.

The Ontario Aviation Enthusiasts Society, Box 72, Malton P.O., Mississauga, Ontario L4T 3B5, offers a monthly newsletter full of interesting airline-biz jet stats and facts. Subscription rate is \$9.50 for U.S. and Canada. Also available are books, photos, slides, post cards and other very interesting items.

AIRLINERS INTERNATIONAL, Box 9271 Olmsted Falls, Ohio 44138 offers the following: Airfix, Heller, decals, vacuforms, Revell imports, Entex, VEB plasterart, Nitto, Airtec, Spray-N-Plate, Micro Scale products, Rareliners and much more. Most complete stock of airliner kits and decals found anywhere--write for free list.

John B. Hayes operates Aircraft Publicity Bureau out of 2483 Costilla Avenue, Littleton, Colorado 80120. For \$1.25 John will send you a sample of the high quality items he has for sale, plus his current catalog.

Dean Slaybaugh, 6881 S. E. Alberta, Portland Oregon 97206. Our newest addition should be in the mail in October using a new format, listing hundred's of new slides including a large number of military a/c. The old catalog will not be completely revised before late next year but will accept orders from the old till then. Please send one dollar to get on our mailing list and we do guarantee any order from stateside will be delivered in 3 weeks or less, overseas will of course run some what longer.

IF YOU HAVE A PRODUCT OR SERVICE THAT YOU WOULD LIKE TO ADVERTISE IN THE "LOG", PLEASE SEND IN YOUR COPY TO THE EDITOR. NO CHARGE FOR THIS SERVICE.

R.V.F. Hobby Imports, 417 South Verdugo Drive, Burbank, California 91502 (new address) is importing airliner kits from Czechoslovakia, Mexico, and Brazil. They also have profile publications, airline decals, and South American post cards. Send now for free list of items to Ron V. Ferreyra, who is the head guy at R.V.F IMPORTS.

35mm Color Slides from the Picture Sample three slide set TORA! from the movie and current TORA! catalog--\$1.00 (1978). TORA! Or you may receive a set of 5 colored slides of old airliners and catalog. 35mm color slides of Military & Airliners, antique, former military and amateur built a/c, race and aerobatic a/c and aero-space slides. Send to: Thompson Productions, P.O. Box J668, Beecher, Illinois 60401.

Air Pix, operated by Allegheny's best (?) Marion Pyles, offers some really great airliner and military slides for the collector. For a copy of the current Air Pix catalog, send one buck (\$1.00) to P.O. Box 75034, AMF, Cincinnati, Ohio 45275.

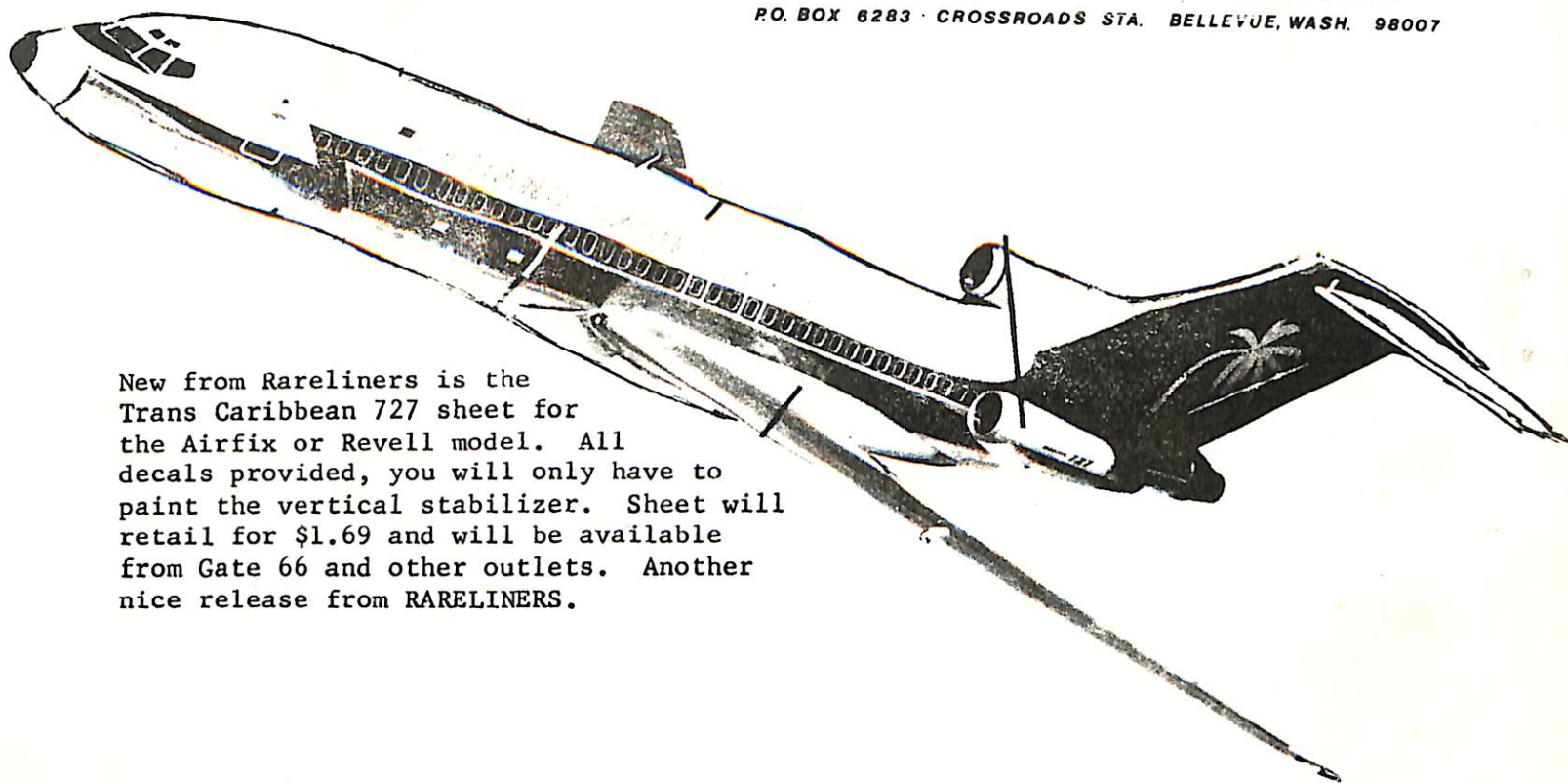
AVIATION-LETTER: This is a 24 page monthly magazine with worldwide coverage. Detailed info on the history of individual aircraft (mainly commercial and civil) & airlines, accidents and much more. Send for FREE copy. Also A-L Photo Service: Top-quality Kodachrome 25 slides of commercial, military, private and biz-jets. Thousands of aircraft. Only ORIGINALS. Send for free list to B.G. Lundkvist, P.O. Box 1106, Edison, N.J. Zip 08817.

AVPIX UNLIMITED offers 35mm aircraft slides of airliners, military and civilian types. Send \$1.25 for latest catalog and sample slide. Please specify your member of WAHC. P.O. Box 10685, Jefferson, Louisiana 70121.



# **RARELINERS**

R.O. BOX 6283 · CROSSROADS STA. BELLEVUE, WASH. 98007



New from Rareliners is the Trans Caribbean 727 sheet for the Airfix or Revell model. All decals provided, you will only have to paint the vertical stabilizer. Sheet will retail for \$1.69 and will be available from Gate 66 and other outlets. Another nice release from RARELINERS.

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## **LAAS**

## **AVIATION NEWS AND REVIEW**

"LAAS INTERNATIONAL" was formed as the London Amateur Aviation Society in 1961 by a small group of enthusiasts and historians. The group has now grown into the largest society of its type in Europe, with world-wide membership now touching 5,000 members.

The Society's main interest is the current events of today's Aviation plus publishing aircraft monographs as well as Civil Aircraft Registers of various countries. Current membership fee is \$12.00 per year, includes 12 issues of the monthly magazine "Aviation News & Review. (Sample copy \$1.00) For additional information contact Mr. Gerry Lowther, 10 Devon Road Luton, Beds., LU2 ORH, England