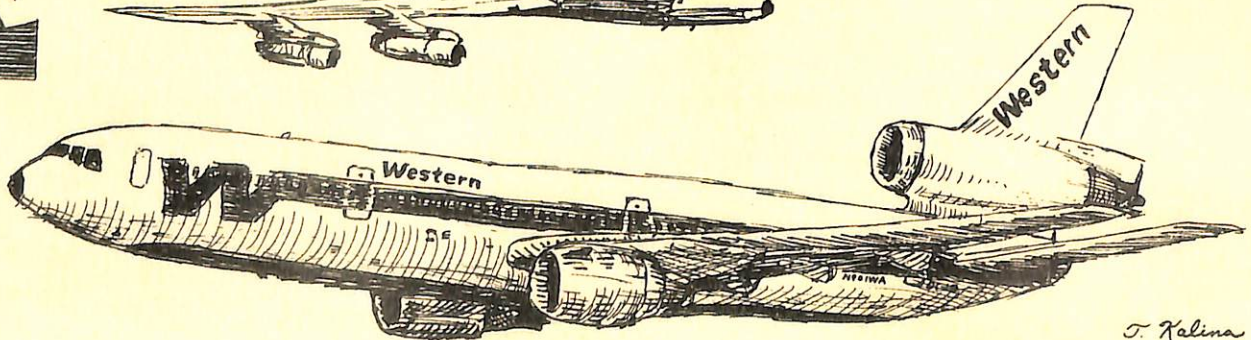
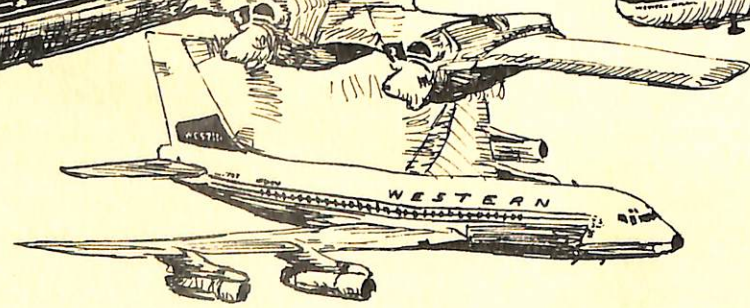
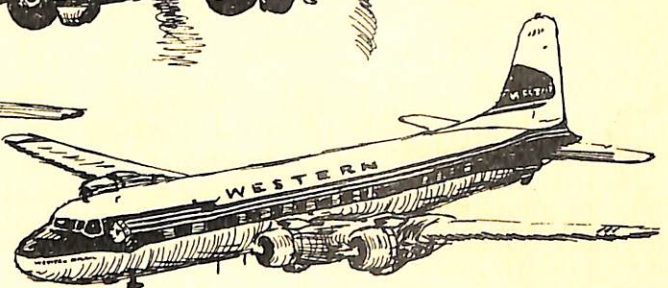
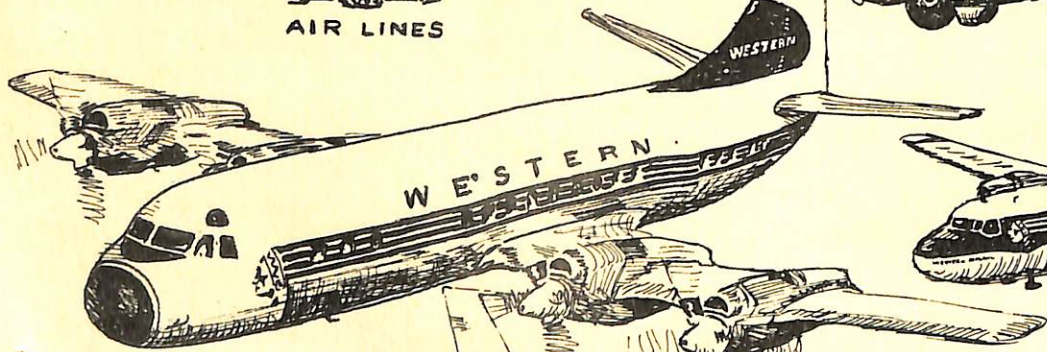
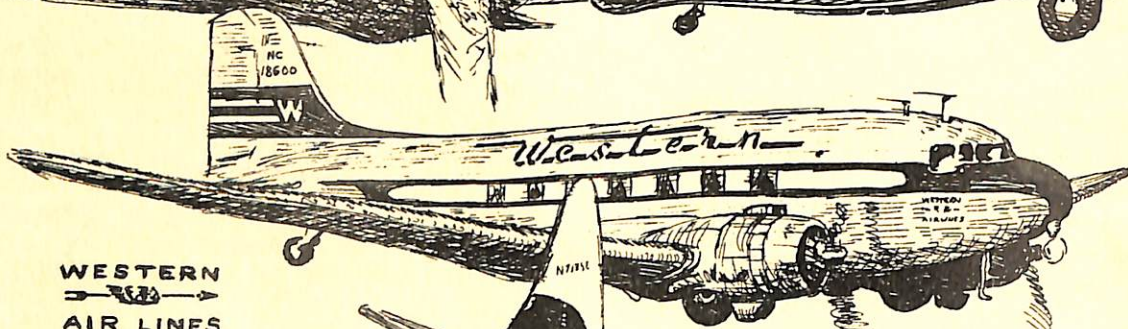
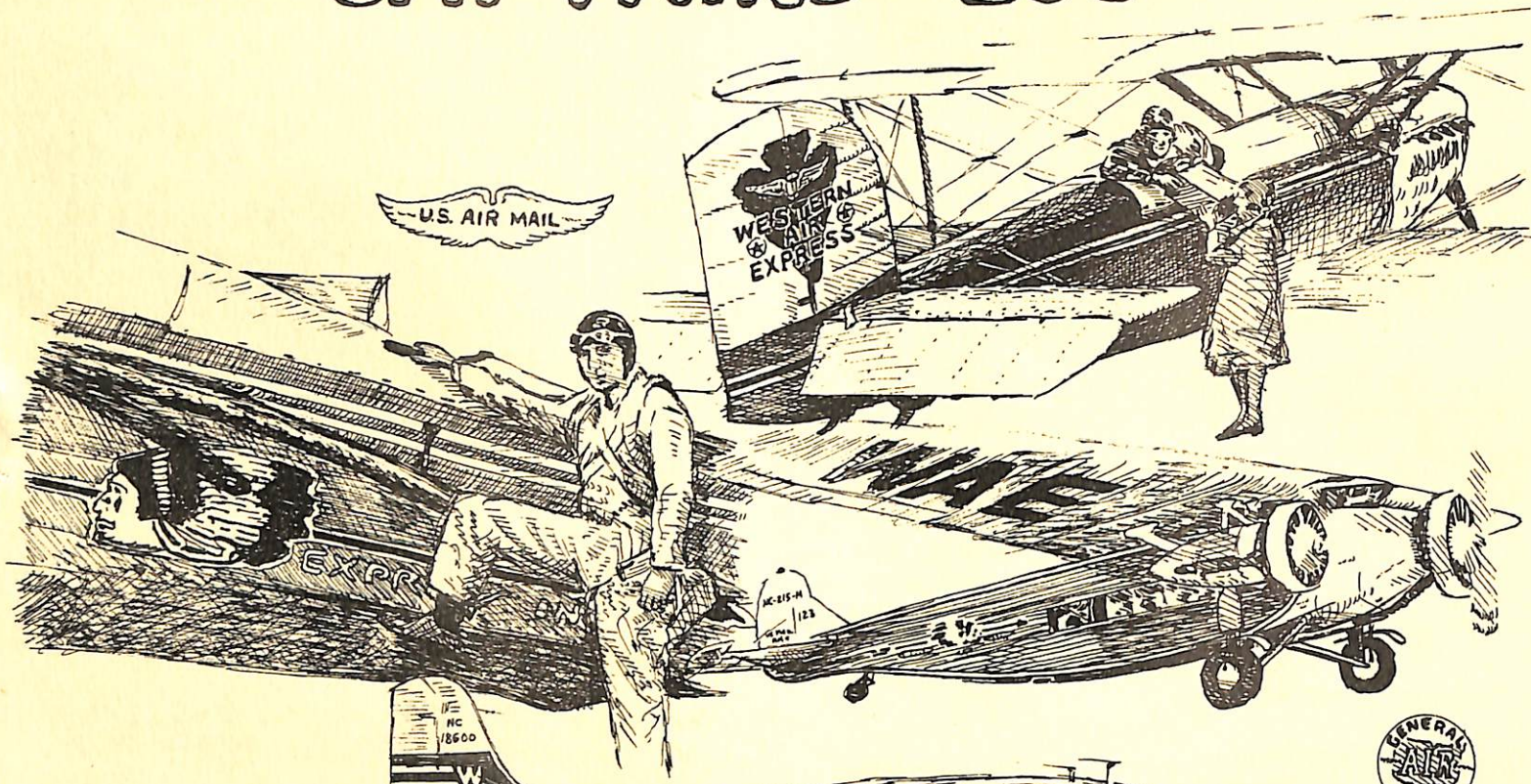


CAPTAIN'S LOG



T. Kalina

AVIATION COLOR PHOTO 2218 North Junett, Tacoma, Washington 98406 has a very nice selection of post cards for the collector. Also available are photographs, if that's your thing. Write A C P for a sample and their current list.

VICTOR SIXTY-SIX PRODUCTS P.O. Box 83, Santee, California 92071 has airline hobby kits for sale along with decals and a monthly newsletter giving info on what is happening in the modeling world for the airline buff. Current goodie is a model of the Martin 4-0-4. This is a vac-u-form kit in 1/72nd scale and is a real beauty in TWA livery. Price is \$7.95 plus fifty cents for handling. Subscription fee for the V-66's Airline Modelers Newsletter is \$4.50 per year and well worth it.

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

AIR JET ADVANCE MODELS, INC. 1001 East 28th Street, Hialeah, Florida 33013 has a large selection of finished "agency" type airliners. Drop them a line for their current listing of aircraft and prices. Then when ordering, mention that your a member of the World Airline Hobby Club and receive a 15% discount on your order.

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

WINGS OF PROGRESS c/o Dean Slaybaugh P.O. Box 2782 South San Francisco, California 94080 offers high quality slides/photos on over 7,000 airliners. You name it, Dean should have it on his list. One buck will bring you their latest catalog plus supplements and sample slide. I can personally state that Dean does real good work. Drop him a line and tell him that the World Airline Hobby Club sent you!

VHF SUPPLIES Noble Corner, Great West Road Hounslow, Middlesex TW5 OPA England has a variety of material available for the airline buff. Models, photos, post cards, books, etc. Write them for their current list. Ask about their "Airliners" booklet (which is now available for V-66 Products) which is a color printed publication.

FOX MILITARY EQUIPMENT CO. c/o Alan E. Beckman 16 W. 331 Jackson Street, Hinsdale Illinois 60521 offers a catalog for \$2.50 containing a assortment of international airline wings and other related flying insignia.

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

The Editor has a number of current, 1974, 1975 issues of the Official Airline Guide (AOG) that he will pass on to those members that would like to have a copy. These are all North American editions. Anyone that would like to have a copy, send the Editor \$1.00 for postage and handling. The book will be shipped by United Parcel.

Captain Renaud Enterprises 4 Hilltop Terrace, Long Valley, N.J. 07853 has available for \$5.00 a set of 23 sketches of the aircraft flown over the years by Eastern Airlines. I have not seen this set of drawings yet, but understand that they are well worth the five dollars.

ATP-Air Transport Photography, P.O. Box 2891, So. San Francisco, California 94080 has just mailed their June 1976 catalog (\$1 worldwide) listing thousands of photo/slides, Revell models and decals, Micro-Scale decals plus a number of other goodies. Also available is the new monograph on the Martin 2-0-2/4-0-4 for \$3.89 plus 50¢ postage in the USA and \$1.90 overseas, (catalog free when ordering monograph).



CAPTAIN'S LOG

VOLUME 2, NUMBER 1 APRIL-JUNE 1976

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COVER: Tom Kalina's art work again covers the front of our journal. The art work depicts a number of aircraft flown during the history of Western Airlines. Another job well done Mr. Kalina.

Hughes Airwest post card courtesy Herb Lineberger
Orgy Air post card courtesy Ian Wallis



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

Western Airlines, a very popular carrier during the last several months, has just celebrated its 50th anniversary. Just about every airline orientated publication has done a article on this carrier. Why should we be any different? Our lead article this issue is about Western and contains a number of real good photos. **HAPPY BIRTHDAY WESTERN AIRLINES!**

The Concorde has come--and gone, but will be visiting Washington several times a week, either from London or Paris. What effect this aircraft will have on the industry we will only be able to wait and see. Will it fade into oblivion or will the other large carriers in the world jump on the band wagon and get involved in the super-sonic world of the Concorde. For an interesting look into what might happen in Europe during the coming years in the field of aviation, be sure to read Mr. Gerritsma's article "Europe Looks Ahead". It will certainly give you something to think about.

While Western Airlines was celebrating their fiftieth anniversary, the World Airline Hobby Club could claim one year of existence. This issue of the "Captain's Log" starts Volume II. The "Log" has come a long way since that first issue last June. I'm sure that most of you will agree to that. At the time this is being typed, the membership stands at 99. I would have really liked to have had that 100th member, but I still think we have done real well.

I hope that this year we will be able to double our membership. It will take some effort on the part of all of us, but I think we can do it. Jim Scroggins will be promoting

promoting the Club at the Las Vegas meeting in July, and I will be doing the same thing at the IPMS convention at Dallas. Hopefully these two meetings will provide us with a number of new members. Of course, I'm still counting on each and every member to sign up a new member. Remember, I'm just asking you to sign up one member during the coming year, and our membership will double.

In this issue of the "Captain's Log" we have hit on a number of different areas of collecting. I would like to see volunteers come forward to become editors of the different sections of the "Log". We need a editor for models, photography, post cards, miscellaneous, and several other fields. If you have the time and desire to take on the responsibility of one of these areas, drop me a line and we'll see what we can work out.

It is hoped that the photos in this issue of the "Log" will turn out better than those in the last issue. The printers devil got into the last issue reversing negatives and switching pictures to the wrong pages. I hope we have gotten rid of this little fellow.

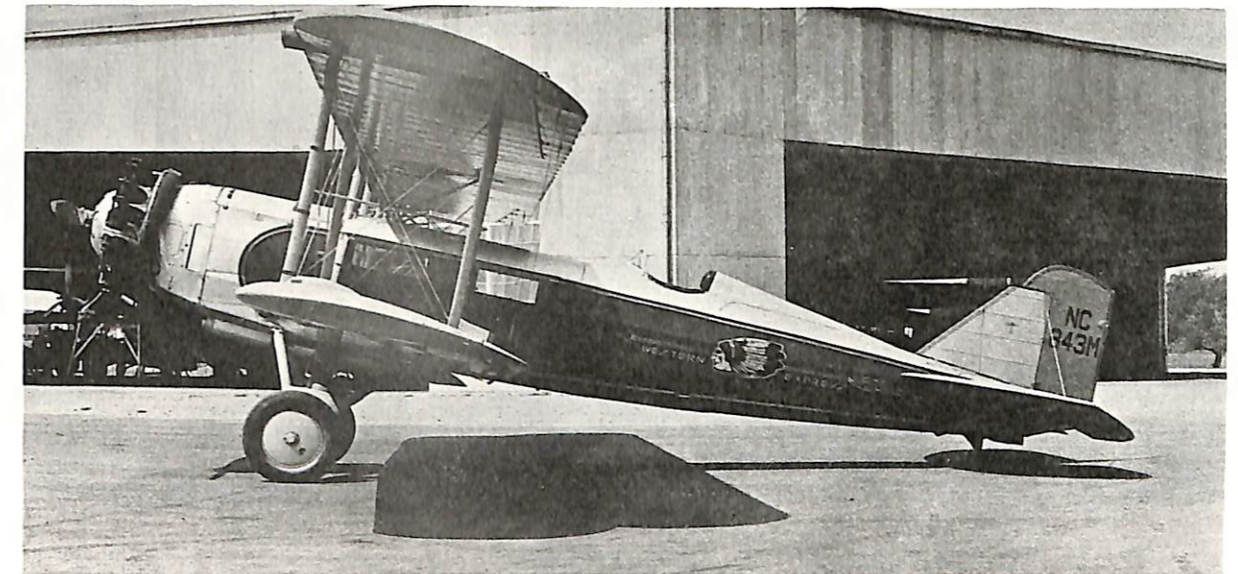
I hope to meet a number of you at the IPMS convention in Dallas in July. I would also like to attend the meeting in Las Vegas, but just don't have the time or money. I am still interested in setting up a convention for strictly airliner enthusiasts for next year. This get together would be for all the organizations and not just members of the World Airline Hobby Club. Anyone with ideas in this regards, feel free to write me and let me know your thoughts.

The idea of a Club jacket has been dropped. Some type of a patch is now in the works, and will advise you of the type and price when the design has been worked out.

I would like to thank all of you that have supported this operation during the first year of existence. I hope that you continue this support during the coming year and that the "Log" and newsletter "Air Lines" continues to improve in size and content. With your continued support we can really make something of this organization that we can all be proud of.

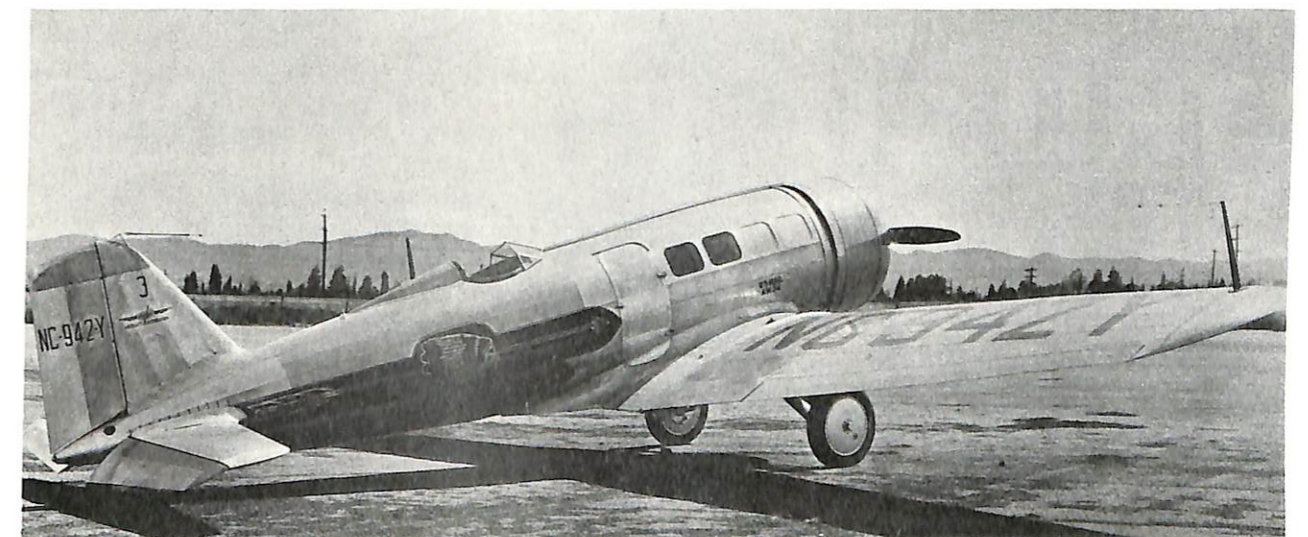
Happy Collectors
Paul

WESTERN AIR LINES



ABOVE: Boeing Model 40-B-4 - era 1930. Western Airlines photo

BELOW: Northrop Alpha - era 1930. Western Airlines photo





Western Airlines



WESTERN AIR LINES, the only survivor of a handful of airlines that pioneered commercial air transportation in the U. S. in the mid-twenties, is America's senior airline today.

Western was incorporated on July 13, 1925, with headquarters in Los Angeles, where they are located today.

The first flight took place on April 17, 1926, leaving Los Angeles for Salt Lake City via Las Vegas. Western, which was then called "Western Air Express", used open-cockpit Douglas M-2 aircraft, powered by a single Liberty engine.

That first route gave Los Angeles its first transcontinental air service, and put Southern California on the air mail map.

Aviation was in its infancy in those days and there was a certain amount of bravado attached to facing the elements in the open-cockpit planes. Standard equipment for passengers

was a flying suit, goggles, gloves, parachute and lots of courage.

Much to everyone's surprise, when 1926 came to a close, Western had a net profit of \$28,674.19. And by October 1927, Western became the first airline in history to pay a cash dividend to its stockholders.

In 1928, the Guggenheim Foundation chose Western to set up a "model airway" between Los Angeles and San Francisco (then served through the airport at Oakland). It was to incorporate the latest in technical perfection and passenger safety and comfort.

With a loan from the Foundation, Western purchased three Fokker F-10 tri-motor aircraft. This permitted passengers to sit in comfortable wicker chairs inside the cabin and be served meals by a steward (the first flight attendants in

WESTERN AIR LINES

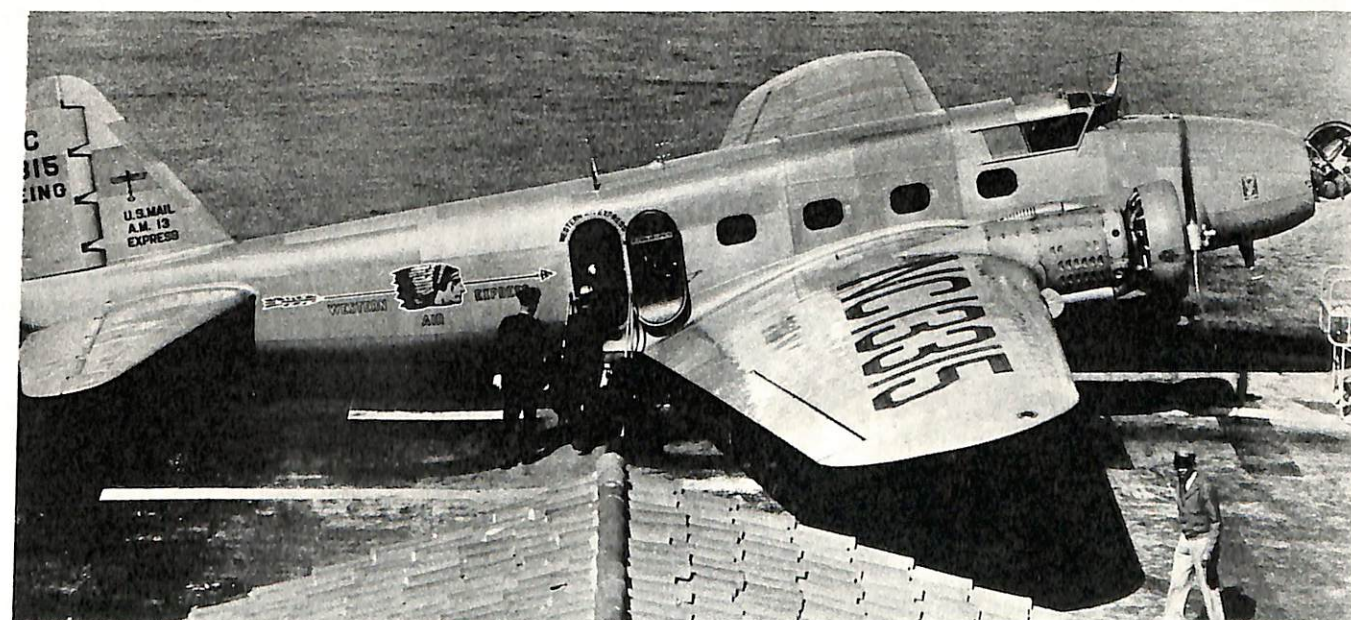


ABOVE: Douglas DC-3 - era 1937

Western Airlines photo

BELOW: Boeing 247D - era 1935

Western Airlines photo



WESTERN AIR LINES

U. S. domestic service). No longer did they have to bear the burden of a sack of mail in their laps or have to worry about not being allowed aboard because there was too much mail, which took priority over passengers.

A series of weather stations was set up along the route, the first time any airline had ever done so.

Because commercial aviation was a new industry, much of the improvement in the "state of the art" was up to the airlines themselves. Western was a leader. It contributed many firsts to the industry--some of them technological developments soon adopted as standard by other airlines and the government.

Under the guidance of Herbert Hoover, Jr., son of the president, Western developed the first air-to-ground radio, in cooperation with Thorpe Hiscock of Boeing. That was in 1929.

A year later, Western introduced the Fokker F-32 aircraft to commercial airline operation. It was a four-engined plane capable of carrying 32 passengers--by far the largest airliner in the world at that time. Though the plane didn't prove economical and was soon replaced, it did give the public a glimpse of things to come.

A young Western cargo clerk with a yen for weather forecasting joined the company. His name was Irving Krick. He developed the air mass analysis system of weather forecasting which proved remarkably accurate. Soon Western was known as "The Airline With Perpetual Tailwinds".

During the first five years of the airline's existence, it grew steadily. A series of mergers finally made it the world's largest airline in 1930, with routes stretching 15,832 miles.

One of the most important contributions Western made to commercial aviation was the use of the directional radio compass for air navigation. This instrument became the prime

navigational instrument for nearly 30 years and is still used today.

There were other firsts: Western was the first to successfully attempt inflight television; first airline to complete 10 years of operation without a single passenger fatality; and was first to introduce half-fares for children.

But the airline had its ups and downs. In 1934, the Post Office Department cancelled all airmail contracts. Many airlines went out of business. Western, which in 1930 had consolidated all but its first route (Los Angeles-Las Vegas-Salt Lake City with a San Diego spur added) managed to keep going. The other half of the consolidation went on to become today's TWA.

Slowly, things got better. The DC-3 aircraft came on the scene and passengers replaced mail and freight as the prime source of revenue. To reflect this change, Western changed its name from "Express" to Air Lines in 1941.

World War II stripped the company down to three DC-3s and a couple of Lockheed Lodestars. But Western was given two important missions: to train pilots for the military, and to fly men and material to Alaska in the famous "Sourdough Operation."

In 1944, a merger with Inland Air Lines expanded Western in the Rockies and into South Dakota.

It was also the year Western applied for new routes to Hawaii, to compete with Pan American.

On January 1, 1947, Terrell C. Drinkwater became president of Western. A lawyer from Colorado, Drinkwater was also educated in Hawaii and hoped that his airline would secure rights to the Islands.

But the company was in financial difficulty. Drinkwater accepted the challenge and began a policy of "constructive contraction". At one stage, the company had

WESTERN AIR LINES



ABOVE: Douglas DC-6B - era 1952

Western Airlines photo

BELOW: Douglas DC-4 - era 1946

Western Airlines photo



WESTERN AIR LINES

to sell aircraft tires to meet the payroll. It worked and soon the airline inched back into the black.

The early fifties saw the introduction of the Douglas DC-6B. Western eventually bought 31 of them. The company's routes stretched along the entire West Coast and in 1957 were extended to Mexico City. They went as far east as Minneapolis/St. Paul.

In 1960, Western entered the Jet Age with the leasing of two Boeing 707s. It was also the year that a White House decision to delay international route awards in the Pacific prevented Western from operating new domestic routes to Hawaii that the company had been awarded by the CAB in the first Transpacific Route case.

After years of litigation, the entire case was set aside and Western's awards withdrawn. A new case was started and the whole transpacific route pattern was re-investigated.

On January 4, 1969, Western once again won routes to Hawaii, and finally, 25 years after first seeking the Hawaii routes, links the Islands with direct service to major cities throughout the West.

Western also brings Hawaii its first direct air link with Alaska--to Anchorage. Western secured routes to Alaska by merging with Pacific Northern Airlines in 1967, thus extending the carrier north of Seattle/Tacoma to nine cities in the 49th state.

From that first 600-mile route to Salt Lake City, flown with open-cockpit biplanes, Western now serves 42 major cities--from Anchorage in the North to Acapulco in the South and Honolulu in the West to the Twin Cities in the East. All of its planes are jets with the most recent jet being the wide-bodied Douglas DC-10.

Western has written a proud heritage in aviation history across the skies of America.

This history of Western Air Lines has been provided thru the courtesy of the Public Relations Department of Western Airlines.

WESTERN AIRLINES

FIFTIETH ANNIVERSARY CELEBRATION

On April 17, 1976 Western Airlines celebrated its Fiftieth Anniversary as a major air carrier. The main disappointment of the festivities was the inability of the reconstructed M-2 Mailplane to recreate its first flight. The Douglas ship was damaged during certification tests at Los Angeles several days before it was to retrace its historical flight.

Festivities were to begin at 6:30 A.M. with music and entertainment provided by the "Sopwith Camel" Barbershop Quartet and the El Modena High School Band...home of Fred W. Kelly Memorial Stadium. (Fred Kelly was Western's first pilot.)

The official program began at 7:00 A.M. with speeches by Ray Silvius, Vice-President of Corporate Affairs, Western Airlines; Dominic P. Renda, Executive VP, Western Airlines; Senator Ted Stevens; Congressman Glenn M. Anderson; Arthur F. Kelly, President, Western Airlines; and Donald Douglas Sr.

On display for visitors were a number of antique cars, a DC-10, a Boeing 727 and a Boeing 247D.

It is the wish of this writer that Western will still be around and flying to celebrate its one hundredth birthday on April 17, 2026. I wish I will be around to help them celebrate!

Paul Collins
Editor "Captain's Log"

The pictures appearing with this article were purchased from Western Airlines at a very reasonable price. There are about 30 8" x 10" photos in the set and depict all the aircraft Western has flown over the years. From the M-2 thru the DC-10, all are clear and worth having in your collection.

WESTERN AIR LINES



ABOVE: Boeing 707 - era 1960

Western Airlines photo

BELOW: Boeing 737 Twinjet - era 1968

Western Airlines photo



FLIGHT EXCHANGE

The FLIGHT EXCHANGE section of the "Captain's Log" provides a place where members may list items they have for sale and for trade. They may also list items they are looking for. There is no charge for this service, but please keep your requests brief.

Tom Kalina, 16W531 57th St., Apt. 4, Clarendon Hills, Ill. 60514 has for sale a Revell DC-7C in Swissair livery; RSL Classic Britannia in BOAC colors; and a Monogram DC-3, a original TWA. Send separate bid for each model before July 30, 1976.

Jim Scroggins, 6457 Alta Drive, Las Vegas, Nevada 89107 wants photos, clippings, slides or whatever of any airline or charter a/c operated out of Nevada. Especially interested in Las Vegas hotels. Jim has airline kits, post cards, time tables, etc., for trade. Ask for list.

George W. Cearley, Jr. 4449 Goodfellow Drive, Dallas, Texas 75229 is looking for one of the following in 1/15th or 1/25th scale, cut away approximately five to 10 feet in length: DC-6B; DC-7; L-188; 707 or DC-8. Terms are cash sale, no trades. George is also looking for Braniff, Delta, National and Eastern timetables for 1959 thru 1961. He has many tt's for trade from 1960 thru 1976 and some older. Write him for particulars.

Leonard Wallis, 38 Linlake Drive, St. Catharines, Ontario Canada L2N 2M3 has for sale large size post cards (5 1/2" X 7") in color of Allegheny Airlines; two different cards (DC-9 and BAC 1-11) in old discontinued color schemes. Shipped first class mail with cardboard liner. Two dollars per dozen postage paid, for U.S. and Canadian orders. Free Orgyair DC-3 post card included if you mention you saw this ad in the "Captain's Log."

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 is looking for any material dealing with the DC-3. He is interested in slides, photos, pictures, manuals, schedules with DC-3s on them or in them, plus anything else you can name. He would also like to receive any baggage stickers that the airlines are currently using, plus bumper stickers. Has no trading material, so will buy at fair price.

THE EDITOR would like to thank all those that have sent in material to be published in the "Captain's Log" and "Air Lines" the monthly newsletter. If the material that you have sent in has not appeared in print as yet, it is being held back until needed. If you have written the Editor about a certain item or question please write again, as I believe all correspondence has been answered. I would also like to inform you at this time that the monthly newsletter, beginning in July will become a quarterly newsletter. Publication of the newsletter will be July, October, February and May. This has become necessary due to the small number of people placing ads in the FLIGHT EXCHANGE section. The purpose behind the newsletter was to establish a place where members could list items for sale and trade and also list their wants. If you do not wish this service to be provided, perhaps the newsletter will be dropped completely. Let me know your thoughts on this please.

News

ALLEGHENY AIRLINES

Washington National Airport Washington, D.C. 20001

ALLEGHENY LIBERTY FARE EXTENDED FOR SIX MORE MONTHS

WASHINGTON, D. C. -- Allegheny Airlines' unique Liberty Fare unlimited travel plan has been extended by the Civil Aeronautics Board through November 15, 1976.

Introduced in May 1975, Allegheny's Liberty Fare has been extremely popular with individuals and family groups vacationing throughout the domestic Allegheny system, which includes nearly every major Bicentennial point of interest.

The Liberty Fare offers unlimited air travel on Allegheny for 7 days for \$135, 14 days for \$155 and 21 days for \$185. The only restrictions are that a Liberty Fare exchange order must be purchased at least seven days prior to the start of the trip, trips must originate on flights departing before noon on weekdays but anytime on weekends, only one stopover may be made at each city and travelers may not return for a stopover at the point of origin for at least three days after beginning their Liberty Fare trip.

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NEW ALLEGHENY CAMPAIGN STRESSES SIZE OF AIRLINE

WASHINGTON, D. C. -- During the week of May 17 Allegheny Airlines will launch a major new marketing campaign, including widespread advertising built on the theme, "It Takes A Big Airline...It Takes Allegheny."

The theme was chosen after research conducted by the J. Walter Thompson Co., Allegheny's new advertising agency, showed that public impression of an airline is heavily influenced by perceived size of the airline.

"We found that 'big is better' in public perception of airlines," according to Harry T. Chandis, Allegheny vice president-marketing. "We also found that Allegheny is misperceived by a large percentage of the public as being a small airline, when in fact this is not true by any measurement."

Allegheny's size will be illustrated to the public through advertising messages such as:

"It Takes A Big Airline to Fly Over a Million More Passengers a Year Than Pan Am."

"It Takes A Big Airline to Operate More Daily Flights Than TWA."

"It Takes a Big Airline to Fly to More American Cities Than American."

"It Takes a Big Airline to Operate One of the World's Largest Jet Fleets."

Much of Allegheny's new campaign will be presented through the television media, a first for Allegheny. Some television spots will feature Howard DeSilva, a noted Broadway actor, as Ben Franklin.



ABOVE The Airbus A-300, now in full production with future development planned. (First production craft for Air France, F-BVGA, at Paris-Orly France June, 1975)

BELOW Dassault Mercure 100 to be developed into stretches Srs. 200. (Srs. 100 F-WTCC seen at Paris-Le Bourget, June 1973.)



EUROPE LOOKS AHEAD

Photos and Text
by
Joop Gerritsma

Ever since the end of World War II, three decades ago, European airlines have done most of their aircraft shopping at the American supermarkets of San Diego, Burbank and Seattle. And so did the rest of the western world outside North America. International competition in most cases merely meant a battle among Convair, Douglas and Lockheed, with Boeing joining in with the introduction of jet airliners in the Fifties, and Convair dropping out some years later.

But things never remain the same very long in aviation. The Europeans have learned their lesson and are designing an entirely new generation of airliners that are certain to challenge the American supremacy, not only in European markets, but also in Africa, Asia and Latin America. The Big Three of American airliners manufacturing may very well come to dislike names like Concorde, Airbus, Mercure, Trident and Fellowship before the next ten years have become history. Already they have lost sales in two parts of the world to the European Airbus wide-body.

The new activity in Europe stems from two factors. The first is a report by experts who say that between now and 1985 airlines on the old continent will need about 1,800 new aircraft to replace current types and to expand services. Two-thirds of these, 1,200 aircraft, will be for short and medium-haul routes, while only about 600 are required for intercontinental and long international services.

TO GET AFTER 1,200 PLANES

It is this requirement for 1,200 short and medium-haulers that the Europeans are after in the hope of recapturing the home-market and a substantial chunk of the other markets as well. They are in the process by no means ruling out sales to North American airlines. As these words are written, the Boeing 727-300 has been put on ice for

for the time being and at least one U. S. airline, Braniff, has expressed more than passing interest in the Airbus as an alternate.

PAST EUROPEAN SUCCESSES

Of course the European industry has seen a number of successes since the end of World War II. The British Viscount and One-eleven, the French Caravelle and the Dutch Friendship have sold well in the United States as well as in the rest of the world. They penetrated the U. S. market because nothing comparable was offered on this side of the Atlantic and the Friendship was even produced under license by Fairchild-Hiller as a result. Pan American and Capital Airlines (now merged into United), even ordered the de Havilland Comet, but these were never delivered, the orders for these planes being cancelled following a series of fatal crashes of Comets during the early and mid-Fifties.

But for the rest it has been an American game all over the western world. (The Russians and their allies have always done things on their own and are therefore excluded from this account, although Boeing, Convair and McDonnell-Douglas have all sold aircraft to communist countries in the past.)

The second factor that has given the European airliner industry a new sense of direction and confidence was a joint specification by Air France, British Airways and German Lufthansa for a short-to-medium-haul airliner for intra-European services, and carrying 200 passengers. Following this, a study group composed of airline and manufacturers representatives concluded that Europe has the best chance of successfully competing with the Americans with a 170-210 seater, called for now Type A which fits the above specification, and with a smaller type, called Type B, for about 110 passengers. The latter is to replace the many older

DC-9's, Boeing 727's and 737's, BAC One-elevens, HS Tridents and Sud Caravelles which will all have to be replaced in the late Seventies or by 1980 at the latest.

THE DEVELOPMENTS

Manufacturers in Britain and in France are in the main participants in this effort to design aircraft for Europe's future needs. Aircraft builders in other countries are invited to share in development and research costs, and later on in production.

In Britain, Hawker Siddeley is working on a Type A aircraft called the Trident 4 and based on its present Trident trijet, which is in service with British Airways and with some other airlines, among these the state airline of Red China. Trident 4



The present Concorde will remain only Western SST for some time.
(First prototype F-WTSS at Paris-Le Bourget, May 1971)

variants studied include one with two-tonne engines (either the U.S.-French CFM-56 or the U.S. JT10D) and with two fuselage lengths under consideration; a version with a Trident fuselage combined with wings based on the Airbus wing (Hawker Siddeley is a partner in the Airbus consortium, for which see later). A third proposal is for an enlarged Trident with three refanned Rolls Royce Spey engines of the type that power the present Trident.

British Aircraft Corporation is working on a Type B aircraft based on the One-eleven. Powered by two CFM-56 engines this One-eleven Srs. 800 will be four feet longer

than the Srs. 500, currently in production, and will carry 144 passengers. The CFM-56 engine, incidentally, is a project for a ten-tonne-thrust engine which is jointly being developed by General Electric in the U.S. and SNECMA in France.

With the plans of the British Labor government to nationalise the aircraft industry now being implemented, the future of these projects remains uncertain at this time.

FRANCE AHEAD

French designers are at the time of this writing further advanced with their plans for new airliners than their British counterparts. At Dassault, designs for a Type B aircraft center around the Mercure 100, ten

of which are in service with the French domestic airline Air Inter. In its present form the aircraft is not a success, with Air Inter the only customer, but Dassault has great hopes for the Mercure 200. This variant will get two CFM-56 engines and a fuselage seven feet longer than that of the Srs. 100 to carry 142-160 passengers instead of 132. Dassault claims that development of this Srs. 200 aircraft will cost only \$230 million to \$270 million, far less than of any other type proposed so far, and the aircraft could be available three years from the day go-ahead is given. The company has approached Lockheed and McDonnell-Douglas to join in the development (and, one suspects,

also to get easier access to the lucrative United States market.)

Aerospatiale, co-builder with BAC in Britain of the Concorde SST, is proposing the A.S.200 as a Type A aircraft. Actually this A.S.200 involves an entire family of aircraft. The proposals include a twinjet for 120-180 passengers (more of a Type B aircraft, actually), a trijet for 150-210 passengers and a longer-range version with four engines for 180-220 passengers. Engines in all three cases would be CFM-56's or JT10D's. Aerospatiale is looking to other European manufacturers to share in the development and production.

THE AIRBUS...

Already in production, the Airbus wide-bodied twinjet is so far the most successful airliner to sprout from European co-operation. It is built by firms in five countries and it outsold the combined sales of the L-1011 and the DC-10 during 1975 with orders from Europe, Asia and South Africa, in traditionally American markets.

Current versions of the Airbus are the A300B2 with basic seating for 281 passengers. This variant is in service with Air France and German Lufthansa, and the longer range A300B4. The A300B1 has now been dropped from the lineup. This aircraft had a longer fuselage than the B2, but only two, serving as the Airbus program prototypes, have been built. Several more variants are currently under development. They include the A300C convertible passenger-cargo version, which is otherwise identical to the B4; the A300B9, a 322-passenger version of the B4; the A300B10 for 210-220 passengers in a shorter fuselage and in direct competition with the A.S.200; the A300B11, which is essentially a four-engined B10 with ten-tonne engines (CFM-56/JT10D).

The Airbus has the distinction of being the latest of European-built airliners to fly services on the North American continent. Air France has based the type at New York for its fun to the French Caribbean island of Martinique. It is likely that Europe will concentrate on development of the Airbus, since the type is already in production and in service.

The future development of yet another successful European airliner, the Dutch Fokker Fellowship, built by partners in three countries, under the designation F-28-2, was discussed in an earlier issue of the "Captain's Log." It is expected that this F-28-2, in whatever form it may emerge, will play an important role in air traffic in the Eighties and beyond.

No account on the future of the European airliner industry is complete without reference to the Concorde supersonic transport, which started commercial, revenue-earning services with Air France and British Airways on January 21. So far only these two carriers have placed firm orders for the \$130 million aircraft. Air France is to operate four and British Airways five. Provisional orders for another seven have been placed by the governments of Iran and Red China for those countries' national airlines. Beyond these 16 aircraft, the future of the Anglo-French superplane seems to be clouded. There is no question that most major world airlines would want the plane. But it is equally certain that none of them can afford it. A scheme whereby airlines can lease complete Concorde or only part of the capacity on a certain route, is more and more talked about. It would foresee in a pool of aircraft purchased by the British and French governments and also partially financed by British Aircraft Corporation and Aerospatiale, the builders of aircraft. Airlines can then lease from this pool and would not require the heavy investment involved in buying one or more aircraft themselves.

But the present Concorde is only the beginning. During the next ten years the aircraft likely will be developed into a longer-range, higher capacity plane with better fuel economy resulting from so-called variable-cycle or "flow switch" engines which may be developed at a cost of some \$1,000 million jointly by the United States and Britain. These engines are also expected to cut down on the current noise level emanating from the four Rolls Royce/SNECMA Olympus engines in the present a/c.

Also, the Concorde will also almost certainly be the only long-range airliner to be developed in Europe during the ten



ABOVE Plans to develop the BAC One-eleven are in doubt at the moment.
(G-ASJI of British United at Rotterdam Holland, 1966.)

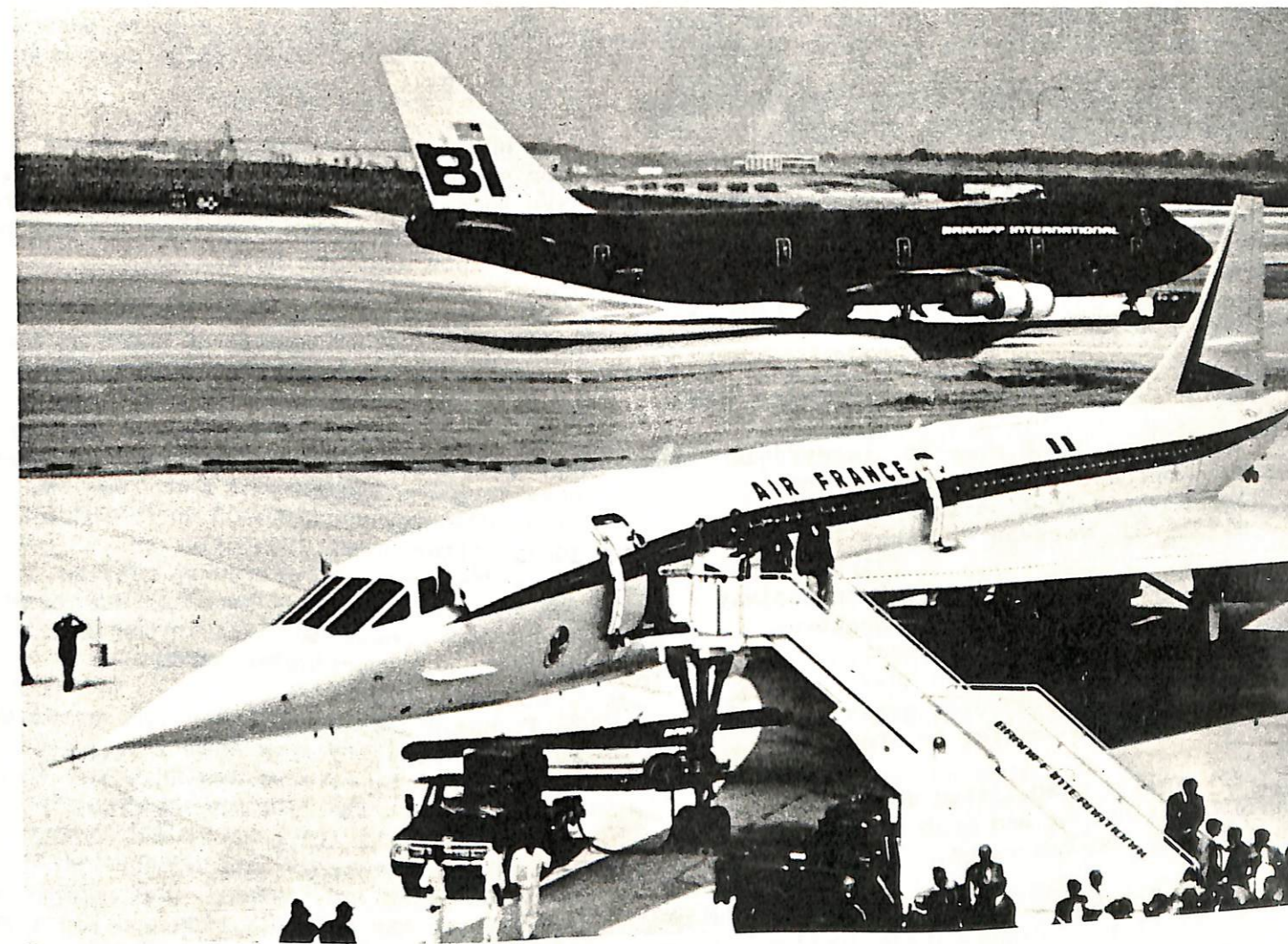
BELOW The Hawker Siddely Trident in its present form will be developed into
a twinjet with ten-tonne engines. (Trident 1 G-ARPJ at London, Fall, 1970)



years under review. With the Americans firmly established in the long-haul, wide-body field with present and future variants of the Boeing 747, Lockheed TriStar and McDonnell-Douglas DC-10, the European study group has concluded that Europe at this time cannot finance the launching of such an aircraft.

As said before, things never remain the same very long in the dynamic field of aviation and some of the aircraft types discussed above may never get farther than the drawing board, if indeed they even get that far. Yet other requirements and other

types may emerge from the design bureaus in Europe. There will also be the interaction between Europe and the United States, with each having to counter the competition by the other. But if there is anything certain, it must be that Europe has embarked on a course of more self-sufficiency in future requirements for its commercial airliners. Already the American Big Three have lost some important orders and they can no longer automatically count on dividing among themselves the billions spent by European and other airlines each year on new equipment. More than ever before during the last three decades a new power in aviation will make itself felt. Americans--beware!



The BIGGEST meets the FASTEST at Dallas-Ft. Worth. While on static display last year, while on tour, Braniff's 747 takes a backseat to the Air France Concorde. Braniff photo.

POST CARDS

The collecting of post cards seems to be a growing area of popularity among air-line memorabilia collectors. New, reproduced, and old airliner cards are turning up every time you turn around. This being the case, I would like to see someone take on the responsibility of becoming the post card editor for the "Captain's Log." Anyone interested in the job, please contact the editor at your soonest opportunity.

I recently visited the Air Force Museum at Dayton, Ohio and noticed a number of good post cards showing various military a/c. Also available now from the Museum are books, both military and commercial aviation type, models, 90% military, and various other kinds of memorabilia. Write to Air Force Museum Foundation, Inc., P.O. Box 33572, AMC Branch Wright-Patterson AF Base, Ohio 45433 for their current listing of material available.

In the last issue of the "Log" I ask members to send in lists of the ten favorite cards. Several members took the time to make a listing of their favorites and also of cards they would like to see, or find, as the case may be.

Len Wallis submitted the following list:

1. Mackey DC-6B over Ft. Lauderdale coast
2. Northeast DC-6B over the coast
3. Invicta DC-4 on apron
4. U. S. Overseas Airlines DC-6B in flight
5. Transair (Canada) DC-4 on taxiway
6. Colonial DC-4 over Manhattan
7. Panagra DC-8 over coast
8. Delta Golden Crown DC-7
9. Olympic DC-6B over ocean
10. KLM DC-4 taxiing to stop

Mr. Wallis also listed some "honorable mentions" since he had such a hard time pick-in out only ten favorites. This list include:

Ozark Convair 240 Trans-Canada DC-4M
North Star Trans-Canada Lockheed Lode-stars
BOAC Comet Continental CV-240
CP Britannia Capital DC-4 or Capital Viscount or Connie Lake Central DC-3
Eastern DC-3 and hundreds more!

Elliott Epstein submitted a list of his ten favorite aircraft that he has seen or would like to see on a card. His list includes the following:

1. C-46 (if there is one??)
2. Boeing 307
3. Boeing 377
4. Convair (various prop types)
5. Convair 880
6. Convair 990
7. Connies-all series
8. DC-7 - all series
9. DC-6 - all series
10. DC-4

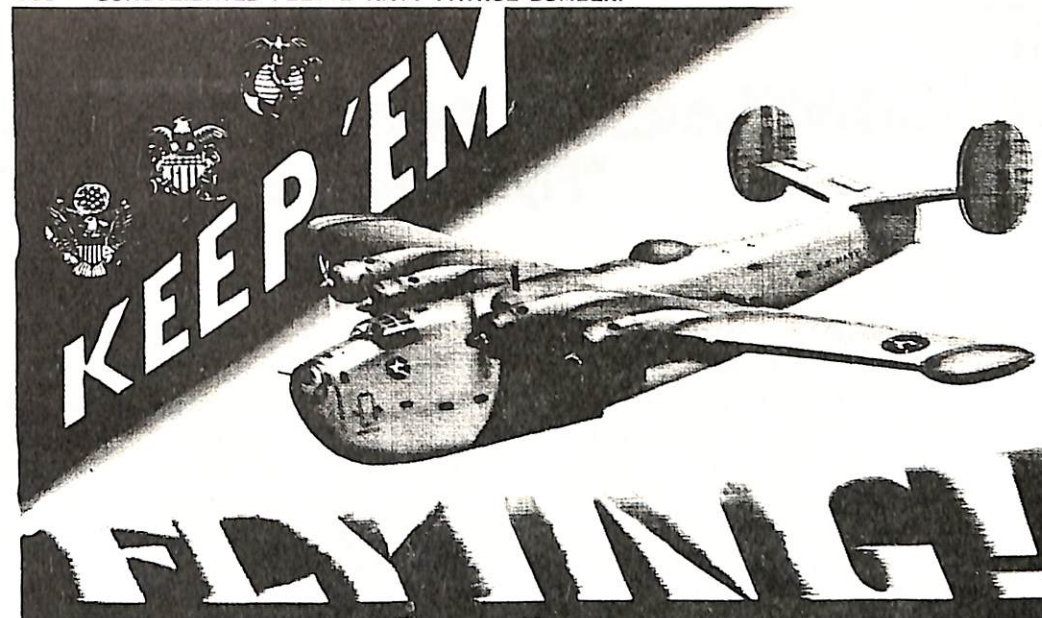
Mr. Epstein lists as his prize possession his Universal DC-8, Trans Caribbean DC-8 and BWIA 727 cards.

I would like to receive other lists from members. Perhaps a few members would like to send in some of their "older" cards for publishing. Please drop me a line to let me know what you have.

Len Wallis reports that the post card showing CP Air's "Empress of Rome" on the ground at Toronto International in front of terminal One is now even more sought after than previous. Not only is the card out of production, but the plane is out of service. The "Empress of Rome" was the first DC-8 delivered to CP in February 1961. After 30 million miles and 58,800 hours airborne, the craft was retired in April, 1976. The true aviation purist will notice the Mohawk BAC 1-11 in the background on this particular card.

I obtained three military type cards at at recent military show that I attended. They seem to be of a series that was printed during WW II. The front has a drawing of the a/c with the Army, Navy, and Marine insignia in the upper left corner with the notation "Keep 'em Flying. (see next page)" The reverse has a front, side and top view of the a/c on the message side of the card. The cards were printed by Longshaw Card Co., Los Angeles, Calif. Anyone have any comments on these cards? The three I have are numbered 952, 953 and 955.

953 CONSOLIDATED PB2Y-2 NAVY PATROL BOMBER.



Consolidated PB2Y-2 Navy Patrol Bomber Number 953 in series

Upper left corner is red with yellow lettering while the bottom is blue with white lettering. The upper right is white. Would appreciate hearing from other collectors that may have other cards in this same series.

MARTIN

2-0-2 and 4-0-4

I recently recieved a copy of the monograph on the Martin 2-0-2/4-0-4 series of aircraft by Richard Hurley (author) and Clinton Groves (editor/publisher) and was quite impressed with the fact, figures and photos contained within the covers.

As Mr. Groves points out at the beginning of the book, it seems that all monographs on aircraft have come from England. Why, he asks, has no monograph every been published on the Martin's? I really enjoyed his answer. A Martin outside the Western Hemispher is about as rare as a Trident in Nashville. Every other mass produced airliner has made it to England's shores in some number, the Curtiss Commando C-46s, the Electras, the Tri-Stars, just to mention a few. The Martin's are home grown and it seems, home flown.

Mr. Hurley starts us out with some historical information on the Martinliners and then goes into the production listing onf the 2-0-2

series, listing the construction number and then proceeding to give a list of owners and final disposition of the particular aircraft in question.

While some of the photos could have been a little clearer, the majority are sharpe and contain liveries of many air-lines I have never heard of or seen. Some examples are the California Central Airlines 2-0-2, the Martin Company 4-0-4, the Eastern 4-0-4's, Pacific Air Lines 4-0-4 and Marco Island Airways.

I found the monograph to be quite interesting and easy to read and follow. If you are interested in fleet listings and like to follow the history of a certain type a/c, they the Martin monograph is a necessity that you must have for your library.

(See ATP advertisement for address/price.)



TRANS CARIBBEAN AIRWAYS

"Flying Island"

Trans Caribbean Airways was organized in 1945 by O. Roy Chalk, who in addition to being its founder became its President and Chairman of the Board of Directors. During the early years of the company, operations were limited to the non-scheduled and supplemental fields, with heavy concentration in the New York-Puerto Rico market until 1958. In March of that year in what the Civil Aeronautics Board signaled as a "historic step" in the progress of the U. S. Airline industry, Trans Caribbean was awarded a Certificate of Convenience and Necessity with authority to operate unlimited regular scheduled service between New York and San Juan, Puerto Rico.

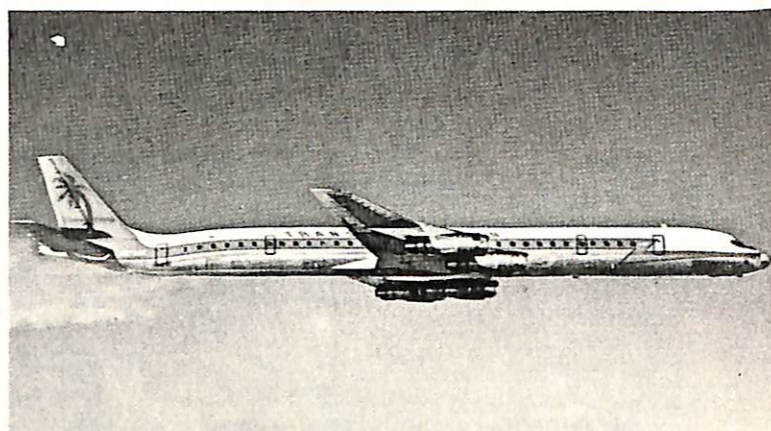
On January 19, 1960 this authority was extended by means of an Exemption Order authorizing continuation of the airline's operations from San Juan on to Aruba in the Netherlands Antilles.

In November of 1966, the original Certificate granted to the company in 1958 became permanent and in May of the following year Washington, D.C. was incorporated as a co-terminal with New York into the permanent Certificate.

Aside from the granting of the Certificate authorizing regular scheduled operations in 1958, there is no question but that the additional authority conferred on the company by the Order of the Civil Aeronautics Board, approved by the President of the United States on November 26 of 1970, was one of the most significant events in the 25 year history of the company

Partly because of its origin, but also because of the policy established and pursued by its founder-president, in addition to its regular scheduled services, Trans Caribbean engaged in a variety of other types of air carrier operations and related activities in the field of communications, including publishing, radio and TV.

Trans Caribbean conducted extensive charter operations, with special flights into the Caribbean and elsewhere carrying social, religious, civic and other organizations. A Boeing 727 aircraft in an all-cargo configuration supplemented the freight capacity available on scheduled passenger flights and especially performed valuable



"Flying Island" DC-8 of Trans Caribbean

missions during a dock strike by carrying emergency cargo to islands then served by the carriers route system. Volume operations were conducted for the Military Airlift Command over the Atlantic and the Pacific as well as the Caribbean. The Company also had made a practice of renting or leasing equipment under varying conditions to other air carriers, both foreign and domestic. The company's all-fanjet fleet of aircraft was customized to meet the requirements of each particular type of operation by using the most appropriate aircraft. Aircraft utilized in regular scheduled service was in conventional passenger configuration with cargo below deck and capable of optimum operating economy at ranges of 500-5,000 miles. All of the aircraft however could be cargo configured,

with some of them transporting up to forty tons of freight. As part of this philosophy, Trans Caribbean sometime served as the airlines' airline, performing operations which for one reason or another, could not be performed by other carriers. During 1970, a regular trans-Atlantic cargo service was conducted under contract for a major European Carrier. For these reasons Trans Caribbean was sometimes called "America's Most Versatile Airline."

The "Flying Island" fleet consisted of three series-61 Douglas DC-8F "stretch" aircraft, three standard DC-8F's and three Boeing 727-100C's. In May and June of 1970, the fleet was to be increased with the addition of two

more 727's of the -200 series and by the end of the following year with a Boeing 747.

Trans Caribbean pioneered in the field of low-cost air travel. Innovations for which the company was responsible were the \$45 night fare between New York and San Juan which "triggered" the development of Puerto Rico as a Caribbean hub and the \$35 round trip excursion between San Juan and Aruba or Curacao. Despite modest increases to fares in the area, the general level, especially in the New York-Puerto Rico market, is well below the average prevailing in the continental United States. In volume of operations, Trans Caribbean was the seventh largest U. S. overseas and international carrier when taken over by American Airlines in 1971.

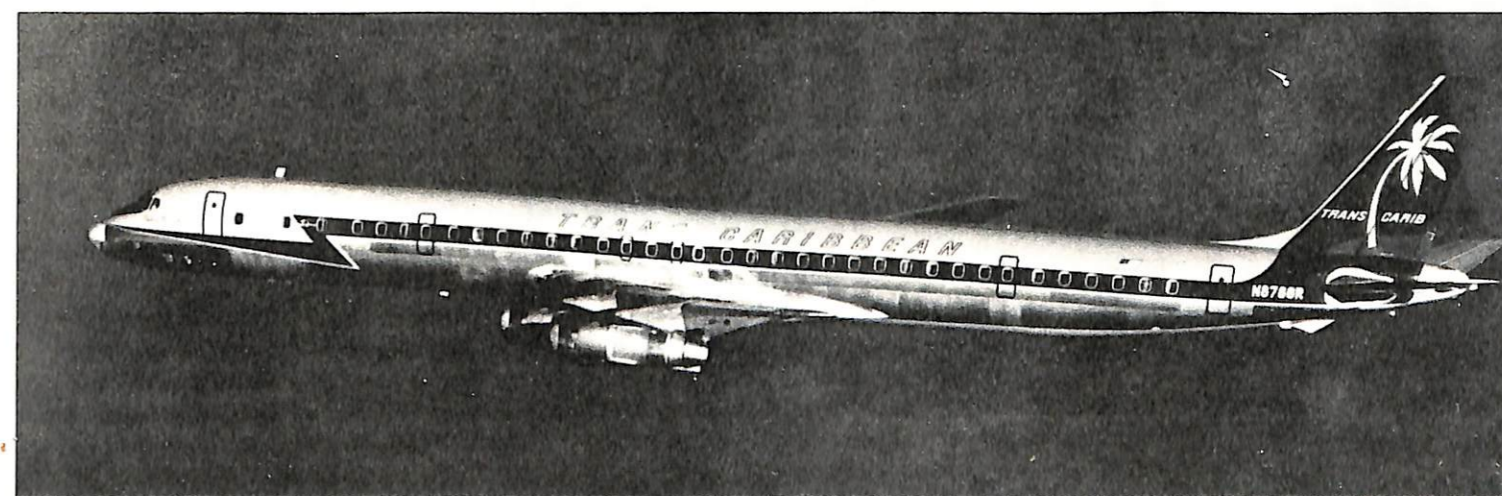


PHOTO ALBUM

OZARK AIRLINES

DC-3 Taken at Peoria,
Illinois, 4-22-62.
Reg. N134D C/N 11731
Photo: Paul O. Stevens



PACIFIC NORTHERN AIRWAYS

C-54E Taken at McCarren
Field, Nevada Sept. 1957
Reg. N3934C C/N 27243
Photo: Paul O. Stevens



CONTINENTAL AIRLINES

DC-7B Taken at Peoria
Illinois, 7-11-63
Reg. N8214H C/N 45525/
958
Photo: Paul O. Stevens



PHOTO ALBUM

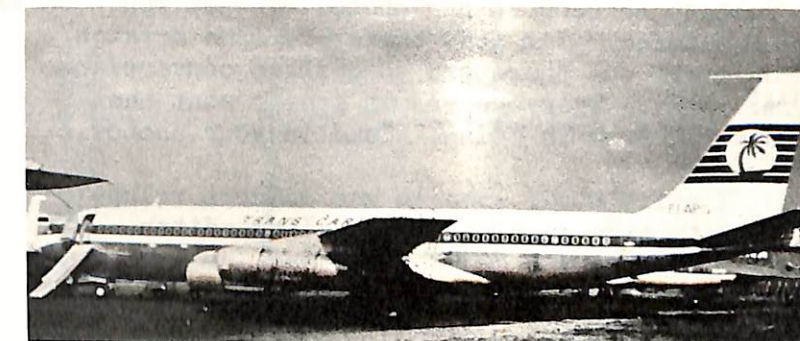
AEROFLOT

Ilyushin IL-62 Taken at O'Hara
Field Chicago, Illinois
Reg. CCCP-86698
Photo: Ron Kluk



TRANS-CARIBBEAN

Boeing 707-348C Taken at JFK,
New York, New York
Reg. EI-APG (Leased from Aer Lingus)
Photo: Joe Turner



NORTH CENTRAL

Convair CV-580 Taken at O'Hara
Field Chicago, Illinois
Reg. N7530U (Ex Lan Chile)
Photo: George Kinney

THE MODEL SHOP

The model section was in deep trouble this issue until member George Cearley sent in material on converting a Revell 1049 Connie into a L-749. The following two pages give some suggestions on this conversion. Anyone also having similar type material that they would like to see published, please forward to the editor at you soonest opportunity.

Jim Scroggins has sent in a list of decals that he has or has seen over the years. This issue we will begin a listing of this material with the hope that you other modelers will be able to add to the list. It might take several issues to complete the listing, but I think we will be around that long to complete it. The listing follows the above mentioned article on the L-749.

There will be no Model Showcase this issue because you modeler's seem to be reluctant to send in any photos of what you are making. I'm sure there are some scratch builders out there and some sharp conversion modelers. Everyone enjoys seeing what the other fellow is doing. Send in your photos.

I still would like to see someone volunteer to take over as the modeling editor. This is a very crowded field and I'm sure one of you would make a good editor. Do I have a volunteer? With the increase in airline models coming from the manufacturer's and new decals being printed every time you turn around, this area of collecting should really be buzzing from now on. Victor 66 has a wealth of material available for the modeler, as well as VHF Supplies in England. ATP also lists some model kits and decals. Those of us that like to model can't complain of having no material available to us on the market at this time.

ATP's new catalog, put out by Clinton H. Groves (see advertisement on back cover), lists some new releases from Micro-Scale. These are sheet numbers 44-13 containing windows and doors, sheet 44-14A doors, hatches, arrows in black, white and grey while sheet 44-14B contains the same in red, white and blue. Sheet 44-15 is for the DC-10-30 series and contains the liveries of Thai Int'l, ONA, both complete with tripes and doors. Sheet

44-16 is for the Comet IV series and has the colors of Olympic, Mexicana, BOAC and Middle East.

Also listed as coming soon are BAC 1-11, Air Jamaica DC-9, more 1/72 sheets and a 1/144 Caraville sheet.



The above photo, taken by Jim Scroggins, April 17, 1976 at McCarren Airport in Las Vegas, would be the subject of a interesting diorama. The Western 727, the modern day workhorse of the airlines meets the first "airliner" the Boeing 247D. The models used would be the Williams Brothers 247 and perhaps a Aurora 727, with modifications. Something to think about. Anyone want to give it a try?

IPMS National Convention

I'm sure that most of us know by now that the National Convention of IPMS will be held in Dallas on July 16, 17 and 18th. Those that would like additional info on the goings on should write:

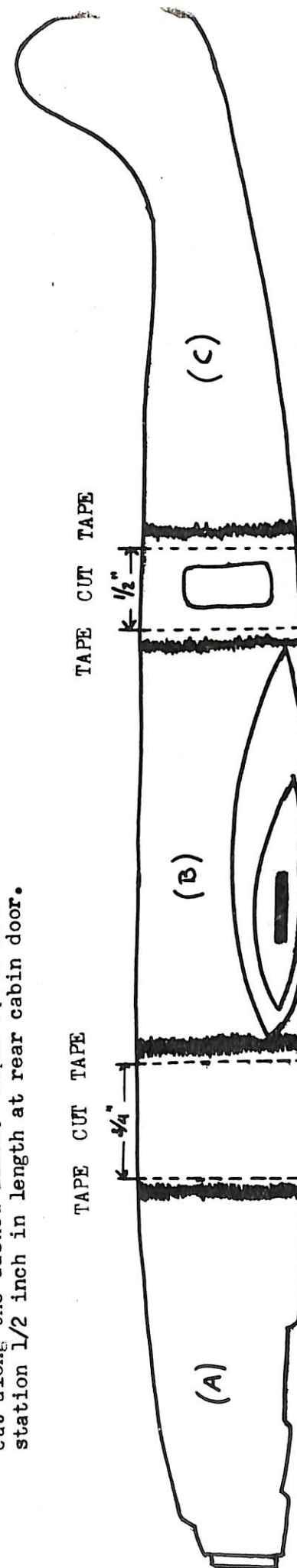
IPMS/USA National Convention
North Central Texas
3608 Blue Oak
Irving, Texas 75060

Member George Cearley is planning on having a mini-airliners convention at his home, 4449 Goodfellow, Dallas, Texas 75229, starting late on Saturday afternoon and continuing into the wee hours of Sunday morning. All interested in attending this get together, drop George a line.

Building an L-749 "Constellation"

From Revell Connie Kit H-167

- (1) Assemble fuselage halves. Allow to dry.
- (2) Using masking tape, mark off a station on the forward fuselage 3/4 inch in length. Using an "X-Acto" saw, cut along the dashed lines. Repeat procedure for station 1/2 inch in length at rear cabin door.

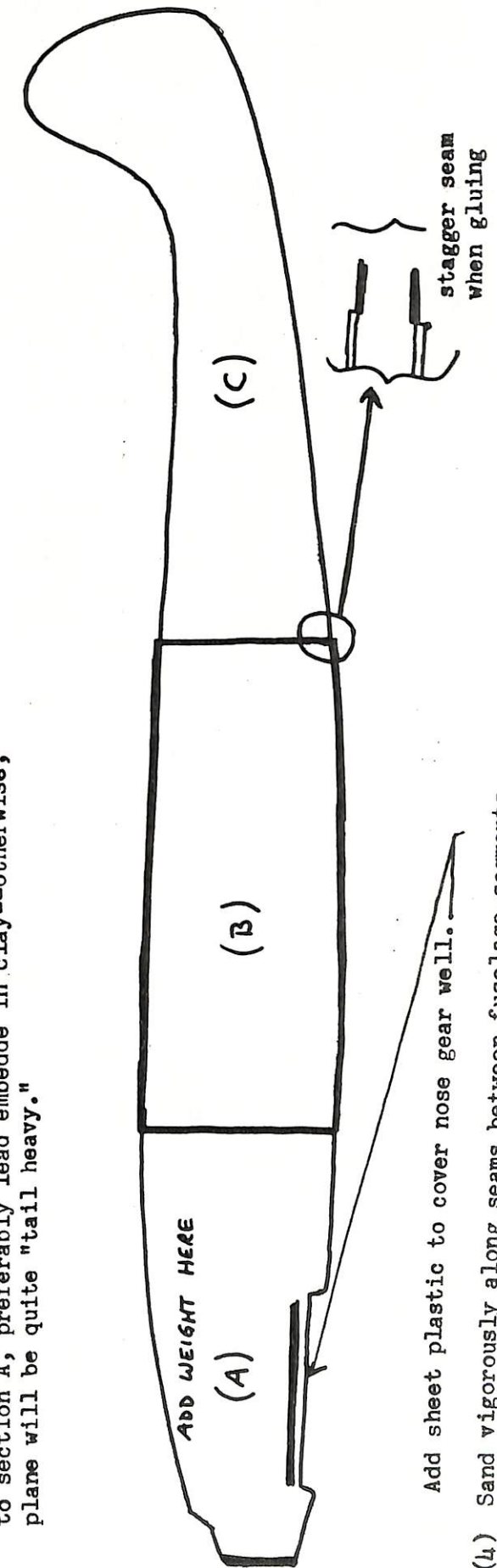


DISCARD

DISCARD

- (3) Reassemble segments A, B, and C. First add HEAVY weight to section A, preferably lead embedde in clay--otherwise, plane will be quite "tail heavy."

(25)

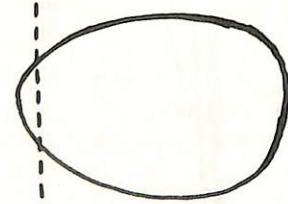


Add sheet plastic to cover nose gear well.

stagger seam when gluing

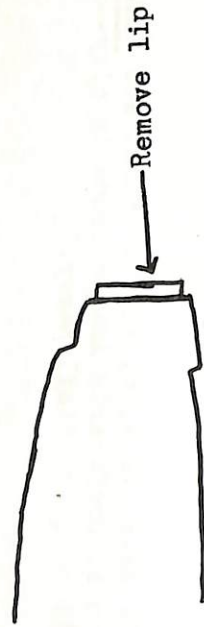
- (4) Sand vigorously along seams between fuselage segments A, B, and C, using coarse grain wet sandpaper first.

CUT
TOP

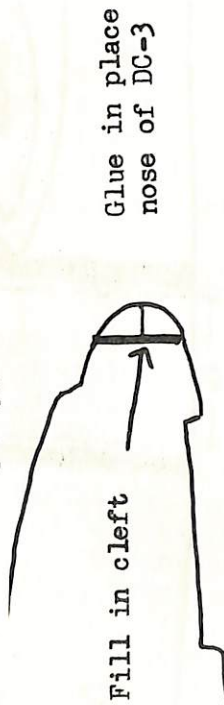


(5) Remove 3/32 inch from the top of each vertical stabilizer as shown.

Reshape--rounding top of stabilizer.



(6) For pre-radar L-749 only remove lip of plastic at nose. For blunt nose, use the nose from a Kader (IM) DC-3. Fill in cleft in nose with putty.



(7) Use main gear struts and wheels from the Monogram Connie. They are stronger and are needed due to heavy weight added to model.

REFERENCES

- Morgan, Terry Len, The Lockheed Constellation, Arco Publishing Co., New York, 1967
- Clymer, Floyd, From Jenny to Jet, Clymer Publications, Los Angeles, 1963, pgs 166-167
- Davies, R. E. G., Airlines of the U.S. Since 1911, Putnam Books, London, 1972
- Munson, Kenneth, Airliners Since 1946, MacMillan Co, New York 1972, pgs 128-131
- Green, William, Observer's World Aircraft Directory, Butler and Tanner, London, 1961 pgs 255/7

(8) Engines and wings require no modifications. The Revell kit actually is not an L-1049G but an L-1049A. The L-1049A had the same engines as the L-749, not employing the turbo-compounds as on the "C" and "G" models.

(9) For painting, window configurations, etc., refer to photo of the particular aircraft being modelled. To make windows, use a 3/16 inch hole punch and taking a sheet of colored decal paper, punch out desired number of windows.

The decals in the Revell kit may be cut down and used for the TWA L-749.

Airline Decal Listing

DC-10		F-27			
Lufthansa	1/144	Revell	A.N.A.	1/72	???
Varig	1/144	Revell	Aer Lingus	1/72	Airfix
Swissair	1/144	Revell	TAA	1/115	IM
KLM	1/144	Revell	Bonanza	1/96	Revell
United	1/144	Revell	Northeastern	1/96	Revell
S.A.S.	1/144	Revell	Quebecair	1/96	Revell
Western	1/144	Revell	Pacific	1/96	Revell
American	1/144	Aurora	Westcoast	1/96	Revell
National	1/144	Aurora	Piedmont	1/96	Revell
Martin	1/144	VHF	Aloha	1/96	Revell
Laker Skytrain	1/144	VHF	Aer Lingus	1/105	CO-MA
National	1/100	???			
Philippine	1/100	???			
United	1/144	Aurora		SE-210	
Swissair	1/144	Aurora	Swissair	1/96	Revell
KLM	1/144	Aurora	S.A.S.	1/96	Revell
S.A.S.	1/144	Aurora	United	1/96	Lindberg
Delta	1/144	Revell	Air France	1/100	Lindberg
Continental	1/144	Mico-Scale	United	1/144	Airfix
Air New Zealand	1/144	Mico-Scale	Air France	1/144	Airfix
UTA	1/144	Mico-Scale	Alitalia	1/144	CO-MA
Alitalia	1/144	Mico-Scale	Suxssair	1/96	Frog
Thai Int'l	1/144	Mico-Scale	Air France	1/96	Frog
ONA	1/144	Mico-Scale			
L-1011		Viscount			
Delta	1/144	Revell	United	1/100	Hawk
A.N.A.	1/144	Revell	Continental	1/100	Hawk
A.N.A.	1/100	Otaki	Capitol	1/100	Hawk
British airways	1/144	Revell	Northeast	1/100	Hawk
British airways	1/100	???	Lufthansa	1/100	Faller
Air Canada	1/100	???	BEA	1/144	CO-MA
Eastern	1/144	Revell	BEA	1/120	IM
All Nippon	1/144	Revell	KLM	1/100	Frog
Lockheed	1/144	Mico-Scale	NAC	1/100	Frog
PSA	1/144	Mico-Scale			
British airways	1/144	Mico-Scale		DC-8	
Court	1/144	Mico-Scale			
Miscellaneous			Aeromexico	1/144	Revell
Electra	Varig	1/115	S.A.S.	1/144	Revell
Electra	Dodgers	1/115	Swissair	1/144	Revell
Electra	American AL	1/115	Aeronaves	1/144	Revell
Electra	KLM	1/144	United	1/144	Revell
CV-990	Eastern	1/144	JAL	1/144	Revell
CV-990	Garuda	1/137	Garuda	1/103	Aurora
CV-990	S.A.S.	1/137	Pan Am	1/103	Aurora
CV-990	Swissair	1/137	Delta o/c	1/103	Aurora
CV-990	Alaska A.	1/144	KLM	1/144	Revell
CV-990	Northeast	1/144	KLM	1/100	VEB
CV-990	Swissair	1/144	Air Canada	1/103	Aurora
			Pan Am	1/144	Revell
			Trans Canada	1/103	Aurora

(to be continued)

One interesting area of airline memorabilia collecting is that of airline time table collecting. For whatever the reason, it is hard to pass up a nice looking schedule at the airline ticket counter, or anywhere else they may be found. Some contain pictures of the aircraft currently being flown by the airline or beautiful color pictures of the areas that the airline flies to. The airline's logo sometimes cover the front of their time table. But the main item of the schedule, of course, is the routes the airline flies.

The routes in some schedules are listed in "tables" while others are listed by a strict city to city basis. Examples of both styles will be given on the next several pages. Along with the routes are listed, on some time tables, the cost of flying from point A to point B, the various services available on the route being flown, and other interesting miscellaneous items, differing from airline to airline.

From what I have seen, there is no set date for publishing a schedule. Some carriers publish monthly, some quarterly, some seasonally, some twice a year. Along with complete systems schedules, time tables are also published for individual cities which are referred to as "Quick Reference" time tables.

As in all fields of collecting, there is the "specialist." This is the guy or gal that collects either only the tt's of one certain carrier or one certain type of schedule. That is, collects only "QR" types or international or domestic tt's. Whatever they collect, there is plenty of material available.

In addition to the schedules published by the individual carriers, there is one "super" schedule. This is the "OAG" or the Official Airline Guide. This book is the Bible of the Travel Agencies and the ticket agents of the various airlines. It's no real challenge to move a passenger from point A to point B on one carrier. But it is a different story to get a passenger from point A to point B to point C to point D on a number of different carriers making a number of connecting flights. This is where the OAG really comes in handy. All airlines serving each city are listed in the OAG as well as all connecting flights to

CONTINENTAL



System Timetable

Effective Oct. 31, 1965



Golden Jets / 707, 720B & Intercontinental Fan Jets



Golden Jet / Douglas DC-9C (Beginning in 1966)



Rolls Royce Jet Powered Viscount II

all other cities. While not a simple task, the agent can find out what flights/connecting flights can get our passenger from point A thru to point D with the minimum of time loss and hassel, if that's the way he wants to go.

Of course the OAG is great for the traveler that wants to make out his own itinerary. Not only does the OAG list the times of the connecting flights, but lists the type of equipment that is flown on that particular route. Using the OAG last year, I was able to fly to Hartford, Conn. from Cincinnati utilizing four differnt airlines and flying on four different jet types. Going to Hartford I flew on TWA (Boeing 707) to JFK in New York with stops in Pittsburg and Philly. From JFK to Hartford, after laying over at New York for two hours of plane watching, I flew a Delta DC-8. On the return trip I flew Allegheny (DC-9) from Hartford to Washington's National Airport, with a hour lay-over for some additional plane watching and then on to good old CVG via American (Boeing 727). What a very enjoyable trip!

There are three different editions of the OAG printed. There is the North American Edition, the Worldwide Edition (formally the International Edition) and the All Cargo Edition. Aslo available from the same company is a Worldwide Cruise and Shipline Guide and a Travel Planner & Hotel/Motel Guide. The World wide Edition is interesting in that a number of the international carriers have their own section in the front of the book with their particular schedule, in table form, depicting their logo and sometimes a shot of one of the aircraft they are currently flying. Also listed with these schedules are the home office of the carrier and the various other locations of their ticket offices. This information can really come in handy.

What I have given you so far should be, I hope, enough to wet your appetite to learn a little more about the fascinating hobby of collecting airline tt's. The following pages will depict a page from the Septermber, 1946 issue of the Official Guide of the Airways and some xerox copies of tt's from the collection of George Cearley. I hope you find the following interesting and informative.

The editor would appreciate receiving any "extra" schedules you might have lying around and don't know what to do with. Thank you.

EFFECTIVE AUG. 16, 1963

EN VIGENCIA DESDE
16 DE AGOSTO DE 1963

BONANZA AIR LINES



the DOUGLAS



DC-9

-Another Great Name
to be added to Bonanza's all
Jet-Powered fleet!

In service early 1966. Subject to C.A.B.
and Department of Commerce approval.

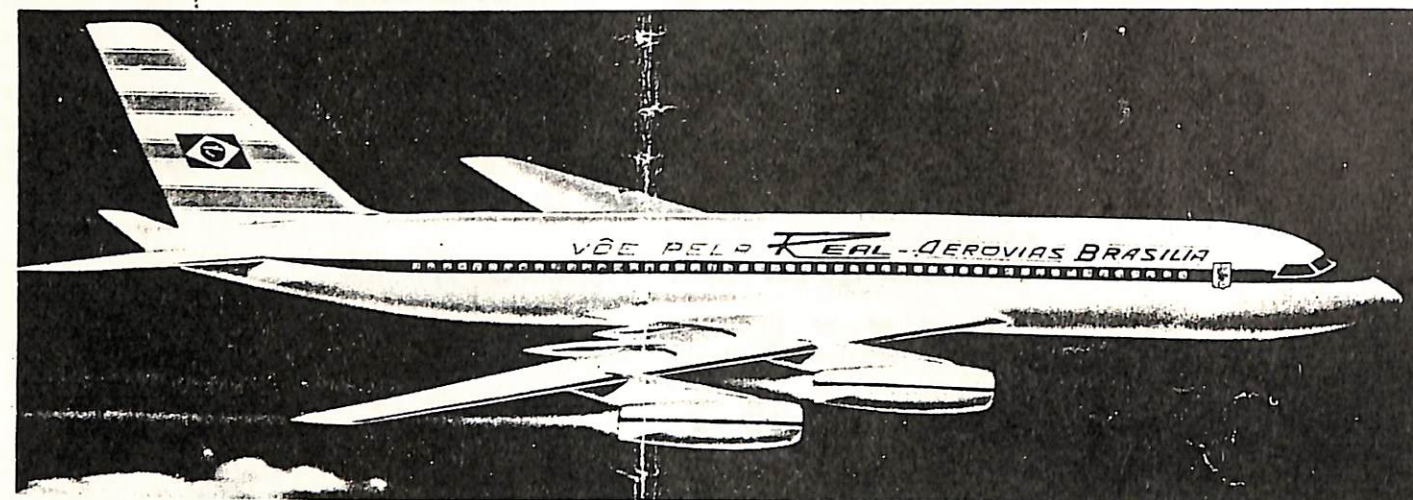
Serving the Sunny Southwest ...

ARIZONA - CALIFORNIA - NEVADA - UTAH

BONANZA

FIRST ALL JET-POWERED
AIRLINE IN AMERICA

The Convair 990 is powered by four General Electric C-466-2 turbo-propellers.



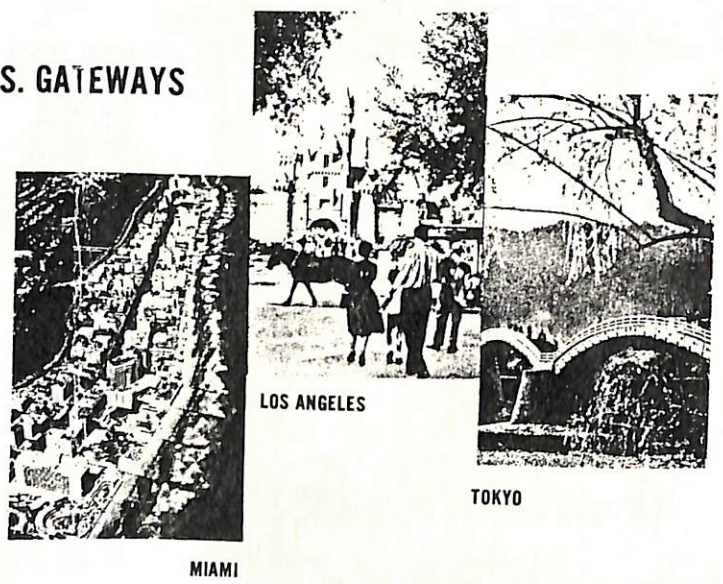
THE CONVAIR 990

In line with REAL Airlines' policy of providing the most advanced aircraft for its huge fleet, jet carrier service soon will be available—using Convair 990 Jetliners, the planes that are "years ahead for years to come."

REAL CONVAIRS TO SERVE LEADING U.S. GATEWAYS

REAL, the largest airline of South America, will provide Convair 990 service from the Miami and Los Angeles gateways to all South America, and from Los Angeles on our Orient route to Honolulu and Tokyo.

As with the continual expansion of its routes, REAL's addition of Convair 990 jets is designed to provide the international traveler with the finest air service available today!

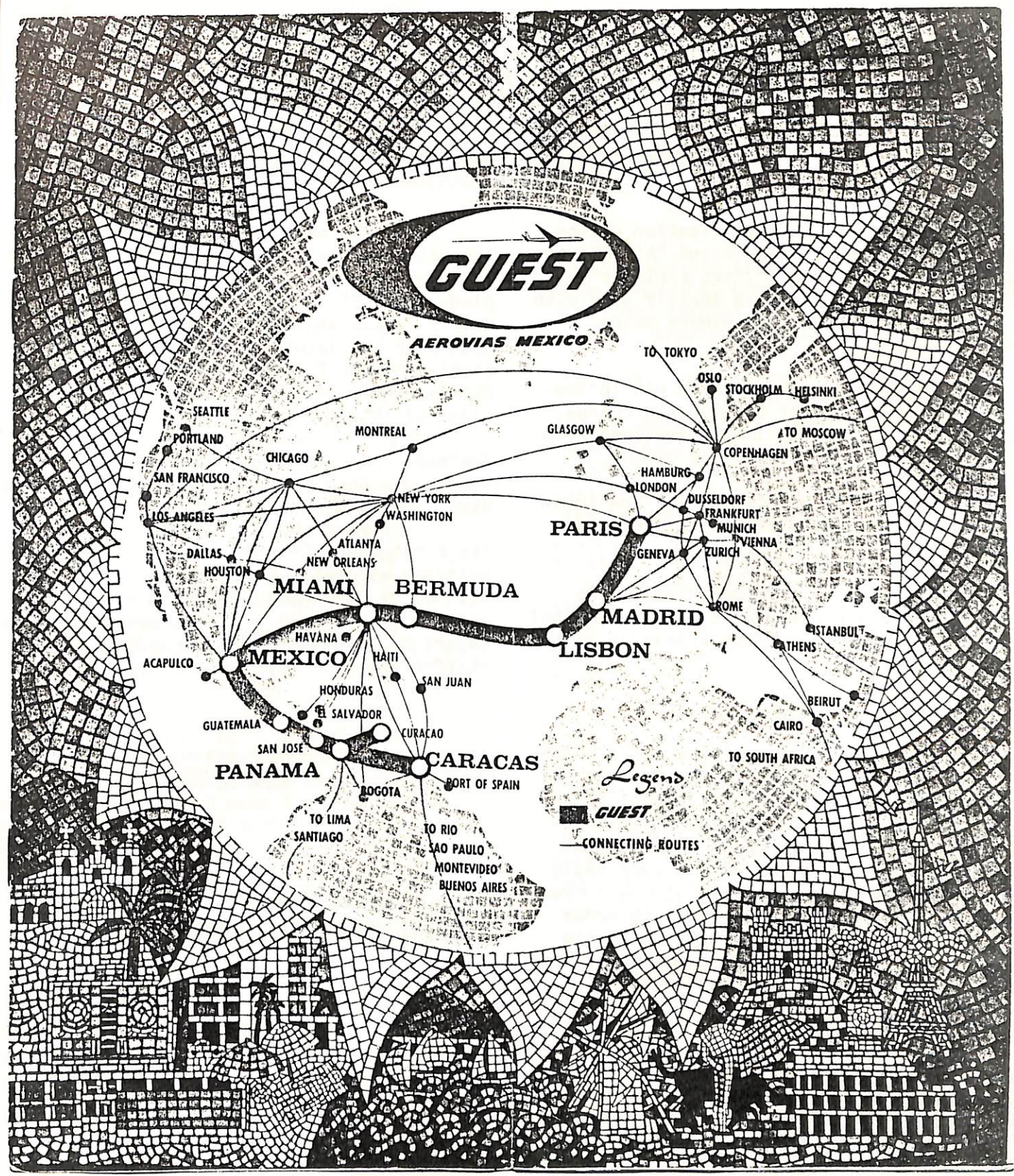


MIAMI

LOS ANGELES

TOKYO

Real Aerovias Brasilia Convair 990 showing artist's conception of livery for this aircraft. Varig and Real merged before the aircraft were delivered in 1962, thus only the Varig color scheme appeared on the actual aircraft. From July 1, 1961 tt.



Cover from a 1962 Guest Aerovias Mexico done in a beautiful multi-color mosaic pattern. The colors on this schedule must be seen to be fully appreciated. Guest later merged with Aconares de Mexico.



AER LINGUS · IRISH

"Aer Lingus" is an anglicisation of the Irish "Aer Loingeas", which means "Air Fleet". "Aerlinte Eireann" means "Irish Airlines". The word "Teoranta" which is legally used with the names of the companies, simply means "Limited".

Aer Lingus operates services within Ireland and from Ireland to Britain and Europe. Aerlinte operates transatlantic services from Ireland to the United States and Canada.

The services of both companies are integrated under the common marketing name "Aer Lingus-Irish".

The symbol of Aer Lingus-Irish is the Shamrock, Ireland's national plant, associated with St. Patrick's missionary endeavors in the fifth century.

The Story of Aer Lingus

Legend Irishmen were early voyagers on the Atlantic Ocean, if legends can be believed. St. Brendan, the Navigator, is reputed to have discovered the New World almost one thousand years before Columbus set foot there. Another piece of folklore tells how an Irish sailor who joined Columbus' crew at Galway jumped into the shallows in order to haul his Captain's rowing boat on to the beach and thus became the first member of the expedition to stand on American soil!

Fact Whatever the truth of these legends, the importance of Ireland's position astride one of the major trade routes of the modern world was long recognised, and since the advent of the Air Age, frequently demonstrated. Alcock and Brown, the first men to cross the Atlantic in an aeroplane, landed their converted Vickers Vimy bomber near Clifden, Co Galway, on 15 June 1919. Charles Lindberg, after his non-stop flight from New York to Paris in 1927 said: "I saw the hills of Ireland and knew that I had hit Europe on the nose...Ireland is one of the four corners of the world."

The first east-to-west crossing of the Atlantic did not take place until 1928. The "Bremen", a single-engine Junkers mono-plane took off from Baldonnel aerodrome in County Dublin at 5:23 p.m. on 12 April of that year and landed on Greenly Island, thirty eight-and-a-half hours later. Colonel James Fitzmaurice of the Irish Air Corps was co-pilot of this historic flight.

Ireland Takes Wing In April 1936, Aer Lingus was formed with an authorised capital of £100,000. On May 27th of that year the new airline inaugurated its first route from Dublin to Bristol. Its solitary aircraft, a De Havilland Dragon, piloted by Dublinman Captain O. E. Armstrong, carried a full load of five passengers whose departure was watched by the entire ground staff of 11 persons.

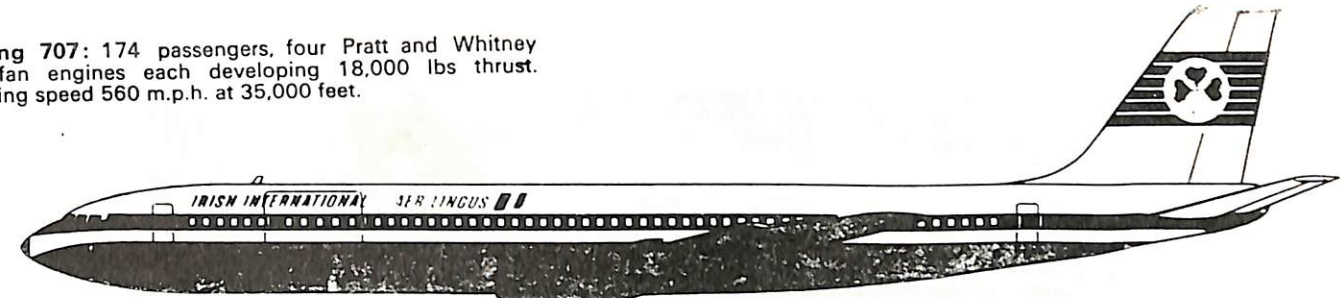
BAC—One-Eleven: 74 passengers, two Rolls-Royce Spey turbofan engines each developing 10,600 lbs thrust. Cruising speed 550 m.p.h. at 25,000 feet.



Later in the same year the service was extended to London. This route, as well as seasonal services to Liverpool and the Isle of Man, which were subsequently opened, comprised the company's route network until the outbreak of war in 1939. During the war, the Irish airline's operations were confined to a service from Dublin to Liverpool.

Post-war Expansion By 1948 Aer Lingus was serving London, Liverpool, Glasgow, Manchester and the Isle of Man and had established two routes to the continent from Dublin to Paris and Amsterdam.

Boeing 707: 174 passengers, four Pratt and Whitney turbofan engines each developing 18,000 lbs thrust. Cruising speed 560 m.p.h. at 35,000 feet.



In 1940, Aer Lingus had taken delivery of its first DC-3. As passenger and cargo traffic continued to rise, the DC-3 was proving inadequate to meet demands. In 1954 Aer Lingus took delivery of four Vickers Viscounts and they went into service on the London, Paris and Amsterdam routes. In the same year the Irish carrier opened its fourteenth route, that linking Dublin with Lourdes. In 1965 the first of four BAC One-Elevens was delivered. These aircraft went into service on the continental routes.

Transatlantic Service In 1958, two routes from Dublin through Shannon to New York and Boston were inaugurated. The service started with Super Constellation aircraft leased from Seaboard World Airlines. In 1959 three Boeing 720s were ordered and the first of these aircraft was put into service in December 1960. Subsequently the Irish airline ordered three additional Boeing Aircraft, this time the larger 707-348C model. Two new routes to Chicago and Montreal were inaugurated in May 1966 and a fourth 707-348C was acquired. In 1971 Aer Lingus took delivery of two Boeing 747 "Jumbo" Jets which went into service on the Atlantic routes. The company now operates two 747's and five 707's on the North Atlantic.

Ancillary Activities of the Airline A program of investment in ancillary activities has been embarked upon by Aer Lingus-Irish with the approval of the Irish government. It is expected that up to one-third of the airline's capital will be invested in this way. Current investments include the following.

The London Tara Hotel was opened in 1973. This, one of the biggest hotels in London, has 850 rooms and can accommodate over 1,800 guests. The airline has shares in two Irish hotel groups - Jury's Hotel Group and the International Airport Hotel Ltd., (Dublin Airport).

The company has also invested in wholesale tour operators, computer services, catering services, airport handling services and several other operations.

Training Aer Lingus training for other organizations has developed significantly and is making a worthwhile contribution to the finances of the airline. Ground school courses, simulator and flying training, pilot and engineering secondment have been provided for airlines and organizations from many countries. At home, the airline trains specialists from organizations in work study techniques, and plans to expand this facet of its activities further.

Current Air Fleet

Boeing 737-248/248C

There are two versions of the 737 aircraft, the 737-248 and the 737-248C. The first is essentially a passenger carrying vehicle while the second is the quick change cargo version which can be operated as a freighter. Aer Lingus has six 737-248 and two 737-248C with one on order.

Boeing 707-348C

The Boeing 707-348C is a convertible cargo/passenger aircraft that can carry more than 40 tons of cargo, 174 economy-class passengers or a combination of both cargo and passengers.

BAC One-Eleven

With the expansion of its Continental services, Aer Lingus modernized its passenger fleet by the purchase of four BAC One-Elevens. The first of these twin-jet aircraft was delivered in Mya, 1965. The BAC One-Eleven, in addition to accommodating 74 passengers, has cargo and luggage space for a gross volume of 534 cubic feet.

Boeing 737: 113 passengers, two Pratt and Whitney turbofan engines each developing 14,500 lbs thrust. Cruising speed, 585 m.p.h. at 35,000 feet.



Boeing 747

This aircraft is the largest ever built for commercial use. Its main passenger cabin is over 20 feet wide, with a smaller compartment immediately behind the flight deck providing additional accommodation. In normal operation, it is capable of carrying 150,000 passengers annually--more than half as much again as the biggest ocean liner afloat. Delivered in March 1971, Aer Lingus has two of these aircraft. One is currently being leased to Air Siam.

Retired Aircraft

F-27 "Friendship"

Aer Lingus was the first foreign airline to operate the F.27 "Friendship". The company ordered seven of these aircraft which gave excellent service until it was found necessary to replace them with the more spacious Viscount. "Friendships" were used mainly on the Company's shorter cross-channel routes.

Vickers Viscount 707 and 808

Aer Lingus was the first airline outside Great Britain to order the Viscount aircraft. Four of the original 700 series were purchased, the first of which went into service with the Company in March, 1954. These aircraft were sold subsequently and were replaced by the larger and faster 800 series.

Boeing 720-048

The Boeing 720-048 is the high-speed, medium range version of the famous Boeing 707. Three of these aircraft were bought by Aer Lingus as replacements for the Constellations which were leased from Seaboard World Airlines to inaugurate a trans-atlantic service in 1958. The Company took delivery of its first Boeing in November 1960.

98 Carvair

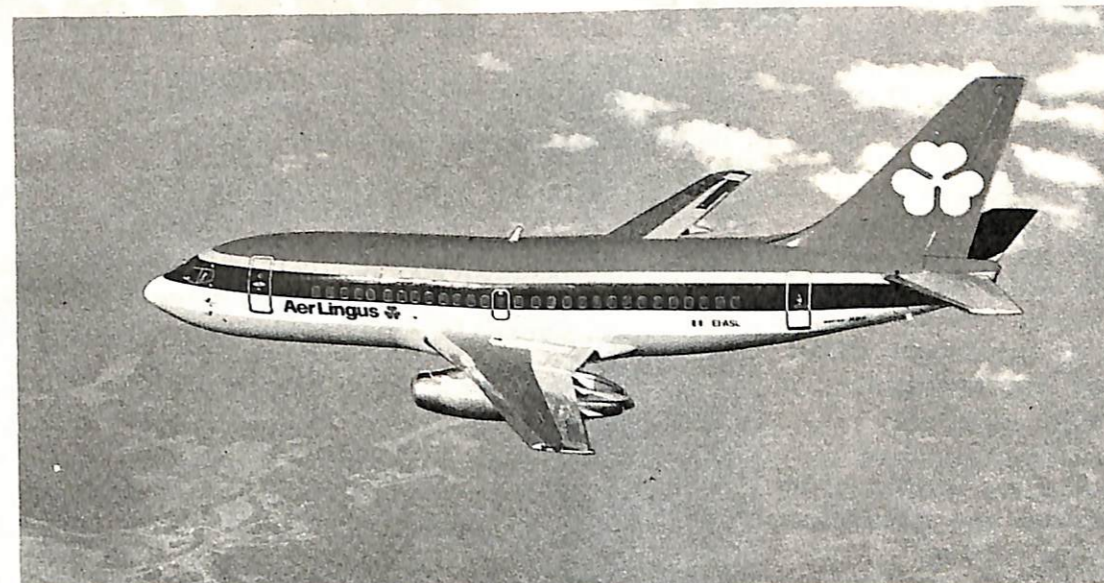
The growth of Irish tourism, which Aer Lingus-Irish did so much to foster, required the provision of car ferry facilities. To cater for this demand, the Company purchased a fleet of Carvairs. These spacious aircraft were a development of the famous "Skymaster" and were specially converted for this purpose. They each carried five cars of average size and also had accommodation for 34 passengers. When operated as a freighter, the Carvair carried eight horses or more than seven tons of bulky cargo. Carvairs were withdrawn from service in 1966 following the provision of adequate car-ferry facilities by the shipping companies.

Douglas DC-3

The DC-3 or "Dakota" was probably the best known aircraft in the world and, for many years, was the most widely used. Designed nearly forty years ago, the DC-3 set new standards for safety, reliability and passenger comfort. Nearly 11,000 of these aircraft were built, and many of them still in airline service. Aer Lingus took delivery of its first DC-3 in 1940.

De Havilland DH 84 Dragon

When Aer Lingus commenced operations in 1936, its entire "fleet" consisted of this aircraft. Named "Iolar" (Eagle), the Dragon inaugurated the Company's very first--and only--route from Dublin to Bristol on May 27th of that year, carrying a full load of five passengers! An interesting feature of this type a/c was that the wings could be folded back to facilitate easy storage. This aircraft is in one of the hangers at Dublin Airport.



Aer Lingus Boeing 737-248C in new livery A Skilton Post Card Series

AER LINGUS FLEET LIST

AIRCRAFT TYPE	REGISTRATION	NAME (English)	NAME (Irish)	PASSENGER ACCOMMODATION
Boeing 747-348	* EI-ASI	St Colmcille	Colmcille	393
	EI-ASJ	St Patrick	Padraig	393
Boeing 707-348C	EI-ANO	St Brigid	Brighid	174
	EI-ANV	St Enda	Eanna	174
	EI-APG	St Senan	Seanán	174
Boeing 707-320C	EI-ASO	St Canice	Cainneach	174
	EI-ASN	St Eunan	Adhamhnan	174
Boeing 737-248	EI-ASA	St Jarlath	Iarfhlaithe	113
	EI-ASB	St Albert	Ailbhe	113
	EI-ASC	St Macartan	MacCarthain	113
	EI-ASD	St Ide	Ide	113
	EI-ASE	St Fachtna	Fachtna	113
	EI-ASF	St Nathy	Naithi	113
	EI-ASG	St Cormac	Cormac	113
EI-ASH	St Eugene	Eoghan	113	
BAC One-Eleven	EI-ANE	St Mel	Mel	74
	EI-ANF	St Malachy	Maolmhaodhog	74
	EI-ANG	St Declan	Deaglan	74
	EI-ANH	St Ronan	Ronan	74

*Leased to Air Siam

delta air transport

by

F. Van De Plas and P. Morlet

Airliner Information Club

When one visits Antwerp local airport, he eventually recognises the architecture of the buildings, which reminds him of the fifties. In those days, "Super Sixes" and the "Connies" played an important part in the civil transport field.

BELOW D.A.T. DC-3 OO-VDF Center color: orange with a white top and black lettering.

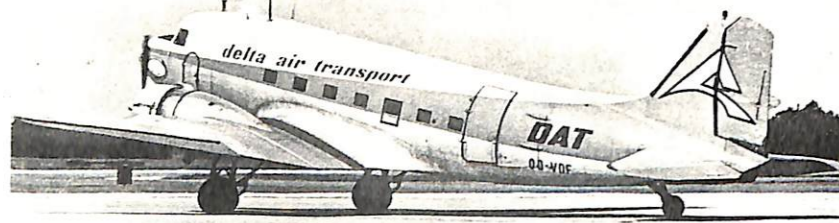


photo from A.I.C. public relations

The charter airline DELTA AIR TRANSPORT was established at this very old airport, which was constructed in 1930.

The airline was created by Mr. L. Van den Bergh, a businessman of Antwerp, on June 1st, 1966.

The operations started with aircraft of the lighter type such as the Cessna 337, U206A and the 210. The light aircraft were mainly used for air-taxi flights and local flights about the Antwerp Harbour.

Two Beechcraft "Queen Air" were eventually bought. They were to replace the Cessna's on the air-taxi trunk.

When SABENA decided to give up its well known helicopter flights to the Netherlands, the people of D.A.T. were hoping SABENA would grant them the flights on behalf of that airline.

But by receipt of the license, B.I.A.S. (another Belgian airline) got the contract. The service, named "common market commuter service" was flown with a De Havillan "Heron" Mk I, painted in the SABENA livery. Soon after, however, B.I.A.S. had problems with the line and in turn, the contract was handed over to D.A.T.

The "Queen Air" (OO-VDD) was painted in the colors of SABENA and was flown to Rotterdam and Eindhoven.

Later in 1967 D.A.T. was to receive a contract from the Dutch, KLM, for the Brussels-Rotterdam and Antwerp-Amsterdam services.

It was soon realized that the "Queen Air" was too small and a more economical successor was searched for, that had to be rendable. It was decided to buy the Douglas DC-3.

The first aircraft was delivered in 1967, and came from SABENA. The aircraft used on the service to Holland, were to receive a KLM emblem. Later-on the "Dakotas" were painted in the orange style of D.A.T.

The DC-3's were used until 1973 on the various lines flown for SABENA and the Dutch KIM.



ABOVE: DC-6B in the new livery of D.A.T. (OO-VFG)

After 1973, the DC-3's were gradually replaced by the bigger CV-440, obtained from IBERIA. Five "Metropolitans" were placed in service. For the long distance flights, D.A.T. purchased the renown "Super Six" DC-6B. The first aircraft of this type came from B.I.A.S., this airline having decided to resume its operations in Belgium.

The DC-6B was used mainly for the "one day" journey's to London, Rome, Lourdes and Jersey. Herewith they acquired in the days of "all-jet" transport, a new rebirth among the passengers on D.A.T.

In 1971, D.A.T. was taken over by the Belgian shipping company, C.M.B. (the Compagnie Maritime Belge). Now it was the job of the DC-3's and 6B's to carry ship parts and seamen.

The present fleet of D.A.T. consists of two DC-6Bs and four CV-440s. Beginning this year Delta started flying a new route for SABENA from Brussels to Dusseldorf which was previously flown by the now defunct GENERAL AIR flying on YAK-40 aircraft.

The people at D.A.T. hope to replace the CV-440s with a more modern aircraft and the

turbo-prop NORD 262 seems to be the most likely choice. The aircraft would eventually be bought from the Danish operator CIMBER AIR, where six are in service. As of this writing, however, no replacement decision has been made. One limitation is the short runway length at Antwerp.

This has been a short history of an airline that should remind you of the days when flying was still something adventurous. The days when you could get up close, at the fence, and listen to the roar and grow of the Pratt and Whitney engines as they warmed up. It's getting harder and harder to do this, especially at the larger metro airports. It's a real blessing to find a small-out-of-the-way airdrome where you can still see the oil drip and flames belch from those old

piston engines. When this is no longer possible to do, we will know a era has passed.

The members of the Airliner Information Club would like to receive correspondence from other club members (WAHC members) with regards to the older a/c flown in this country. They also are interested in the older models. Contact any of the four Belgium members listed in the membership roster.

BELOW: First DC-6B in old color scheme. (OO-VGF)



Airline Playing Cards

Recently I had the opportunity to talk with Mr. Dick Race, Rules Consultant of the United States Playing Card Company with regards to the relationship between the Company and the transportation industry, the airline industry in particular. While not having the polish of an experienced interviewer, I ask Mr. Race if I could send him some questions concerning this relationship. He readily agreed to answer any questions I had. The following is the result of this "interview."

In this country, U. S. Playing Card has used as card names various means of transportation. For example, one of the popular brands of cards is Tally Ho, named after the very sporty and popular Tally Ho and Four Coach. Another extremely popular brand is Bicycle because at the time it was devised in 1885, the bicycle was the most popular means of transportation going.

Also, we have steamboat brands. This was done to indicate that these were the cards used on the steamboat line, where lots of professional card playing was done on the steamboats of the Ohio and Mississippi Rivers.

Also, there were railroad brands because of the long space of time between points, much card playing was done. Of course, later the railroads and the oceanic steamboat lines had cards of their own design depicting something of their own organization.

It only follows to reason that as the airlines developed, they would also pick playing cards as one of the items that they would assign to each aircraft for the enjoyment of their passengers.

We do not have a record as such, listing aircrafts and airlines cards, but a search of our records would indicate that Transcontinental and Western Airlines in 1936 was the first one to have a card designed for its own use. This was followed very shortly by Pan American in 1939, American and Eastern in 1946. We can find no record of any airline purchasing special cards for the years 1941 thru 1945.

I do not know whether this was by design or because they were unobtainable. Naturally during the war years The United States Playing Card Company had to divert certain of its items to a war produced item and therefore, we may have declined to take special orders. However, we did take our own Bicycle cards and call it Bicycle Spotter cards. On the face of each card, in addition to having the markings of the particular card, such as Ace of Spades, Deuce of Hearts, etc., we put the silhouette of a side view, bottom view, and front view of some of the major fighting crafts of the world. The Spades were American the Hearts were British, and the minor suits tended to be the enemy aircraft. This was done at the request of a member of the armed forces. He felt that since a lot of the pilots played cards while waiting to take-off they could use this time as a learning period by using the cards showing the different silhouettes of the common aircraft of the day.

Northwest Orient has just recently published a deck of cards, through us, showing a small picture on the face and a description of the picture in four languages, three oriental and one English. Such statements as "I need a doctor", "Call me a taxi", etc., are depicted to help overcome the language barrier. This is the most unusual deck we print for the airlines. All other cards printed for the airlines use the standard face and the back either has the emblem (logo) of the airline or some design used by that particular airline at the time.

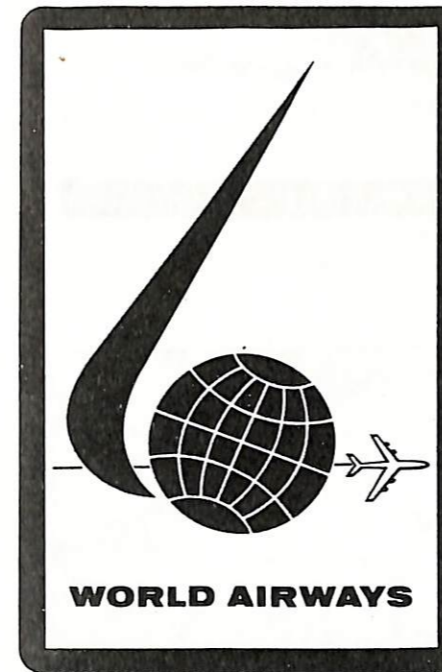
I could not say that any particular design has been more popular than any other one. The airlines used them to indicate their own symbolism as they felt about it at the time. I also do not know of any limited number printed for any airline as to make it a rare collectors item. The Northwest Orient Talking Cards are, to a certain extent, desired by collectors, primarily because of its difference in faces.

While not keeping a separate record on types of companies that order cards, I was able to go thru the files and find 267 different orders for the airlines and aircraft related industries. I'm sure the Chicago Playing Card Collectors, Inc., in Chicago would have a list of all airline issues. This would give not only those published by U. S. Playing Card, but those published by any other company also.

With regards to the Bicentennial, only United Airlines has had a card published with the wording Bicentennial or 200 Years incorporated in the design.

In closing, I would like to state that I am not sure that the airlines use playing cards for advertising purposes. I think they are meant to be a part of the aircraft its self, very much as you will find the silverware, or the eating utensils, the trays, the paper napkins, the headcovers, and any other appointment in the aircraft will have the emblem or symbol of that particular airline on them. Thus, the playing cards are symbolic of the airline on which they are flown, and they are available for the passengers use in flight.

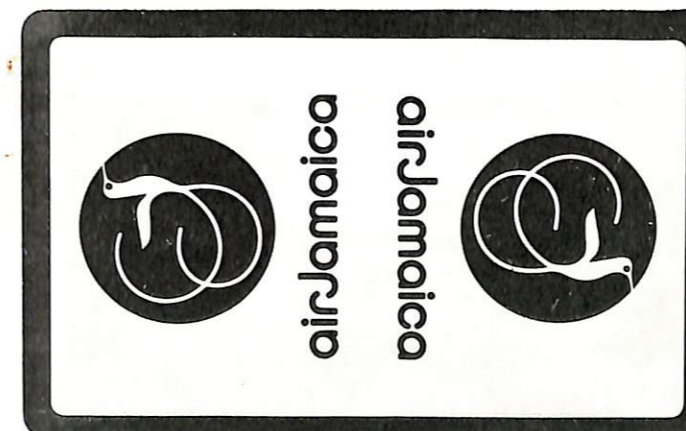
The following are examples of backings for airline cards from the collection of Bill Black



1973



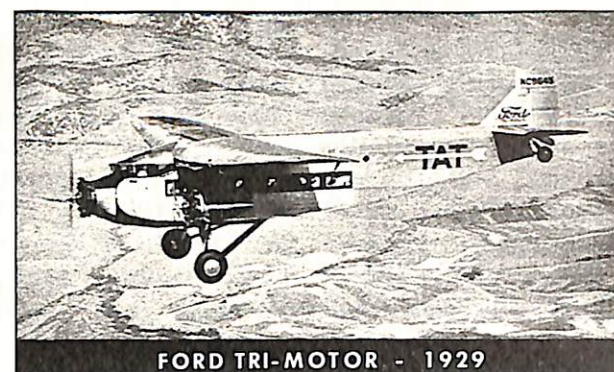
1974



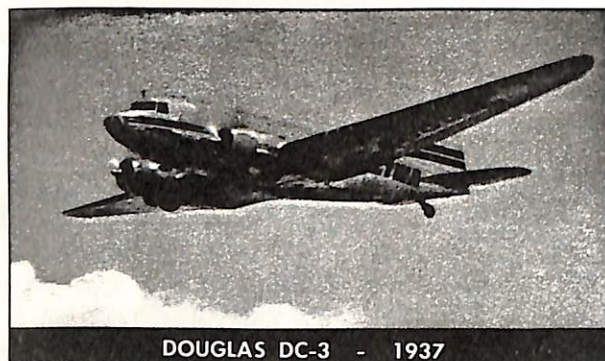
1974



Delta A F - 1969
Washington Poster - 1971
New Orleans Poster - 1969



FORD TRI-MOTOR - 1929



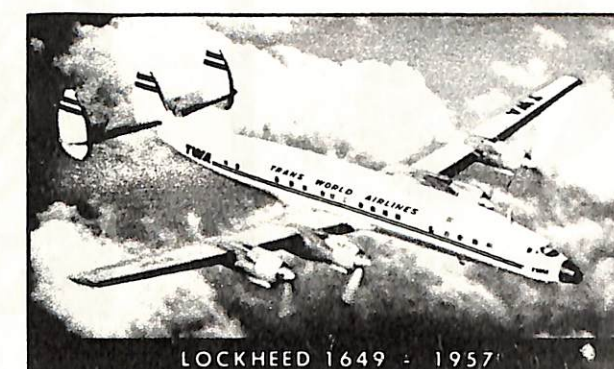
DOUGLAS DC-3 - 1937



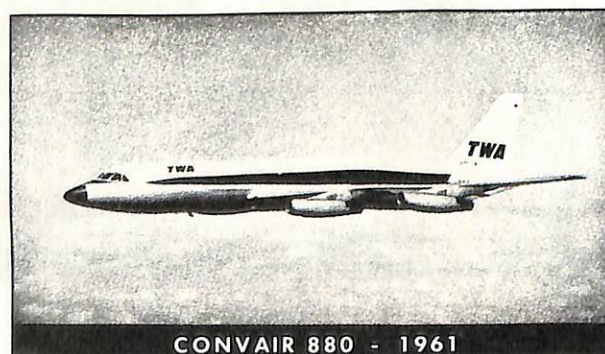
BOEING STRATOLINER - 1940



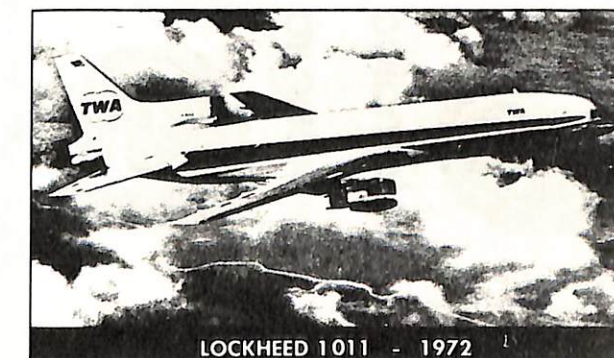
MARTIN 404 - 1950



LOCKHEED 1649 - 1957



CONVAIR 880 - 1961



LOCKHEED 1011 - 1972

CONTRIBUTIONS WANTED

All members and interested persons or groups who wish to contribute articles, pictures or other trivia of interest to the membership are invited to do so. The CAPTAIN'S LOG and quarterly newsletter AIR LINES will publish members wants, trades, requests and material concerning the histories of airlines and airliners. Interesting experiences that you have had on a airline will also be accepted for publication. Photographs and drawings will be published if of good quality and a full description is given of the photo or art work.

If possible, all material should be typewritten just as the articles appearing on the following pages. Since this material must be photographed for printing, it is important that the keys of the typewriter be clean and a new ribbon be used. Do not erase errors. Type correct material on separate piece of paper and scotch-tape over the error.

If sketches are submitted, they should be drawn on either good white paper or thin white card stock and be done with black India ink. Photographs should be of good quality, not being either too dark or light and can be of any size. When sending in articles, however, do not mix colored photos with black and whites for publication on the same page.

PUBLICATION DATES

The CAPTAIN'S LOG will be mailed quarterly to the membership on approximately the 15th of March, June, September and December. Cut off for receiving material to appear in any of the publications will be the 20th of the month before mailing date. Example: material to be published in the Jan-March issue must be received by the 20th of February or it will be held over until the next issue. The newsletter AIR LINES will become a quarterly publication also and be mailed to members on approximately the 15th of February, May, August and November. Material for this publication can be accepted up to the 10th of the month of publication. The CAPTAIN'S LOG is sent 2nd class by U.S. Mail so please allow ample time from approximate mailing date until you write inquiring where your copy is. The newsletter will be sent first class via U.S. Mail, so there should be no problem in receiving this publication.

CHANGE OF ADDRESS

MEMBERS MUST REPORT ANY CHANGE OF ADDRESS PLUS ZIP CODE PROMPTLY TO THE EDITOR. Failure to do so will result in their not receiving their copy of the CAPTAIN'S LOG and AIR LINES. Also it requires the paying of TRIPLE postage. In the future these additional postal charges will be passed onto the member failing to notify the Editor of any address change. Be governed accordingly if this applies to you.

CAPTAIN'S LOG and AIR LINES are the official publications of the World Airline Hobby Club. Editorial and publication office: Paul F. Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 (Tele 1-606-342-9039). For membership fee, you receive four issues each of the CAPTAIN'S LOG and AIR LINES, plus whatever else is available at a particular mailing. Current membership fee is \$10.00 per year for the U. S. and Canada and \$12.00 per year for all others. Make checks and money orders payable to "World Airline Hobby Club."