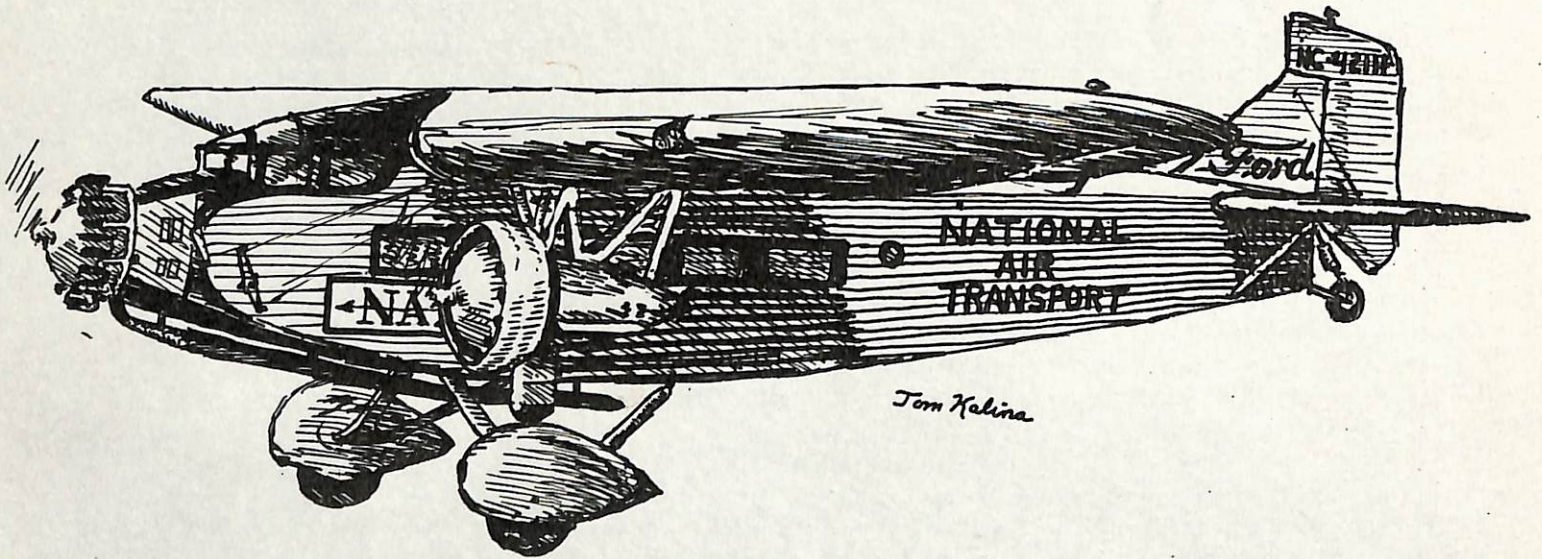




CAPTAIN'S LOG

VOI. II NO. 4

JAN.-MARCH 1977



FORD TRIMOTOR 5-AT-C

CONTRIBUTIONS WANTED

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

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

PUBLICATION DATES

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

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

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

CHANGE OF ADDRESS

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

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Please send material that you wished published to any of the people listed above, paying attention to what department they handle. Any material you have doubt about as to what category they belong in, please forward to the Editor. Thank you.



NC-413H Model 5-AT-C. Photo taken September 26, 1930 at the factory. Shows the original markings for National Air Transport (NAT). This plane was sold to Pennsylvania Air Lines in November of 1933, and to TACA Honduras in January of 1936. Powered by P & W Wasp engines developing 420 HP each. Larkins photograph.

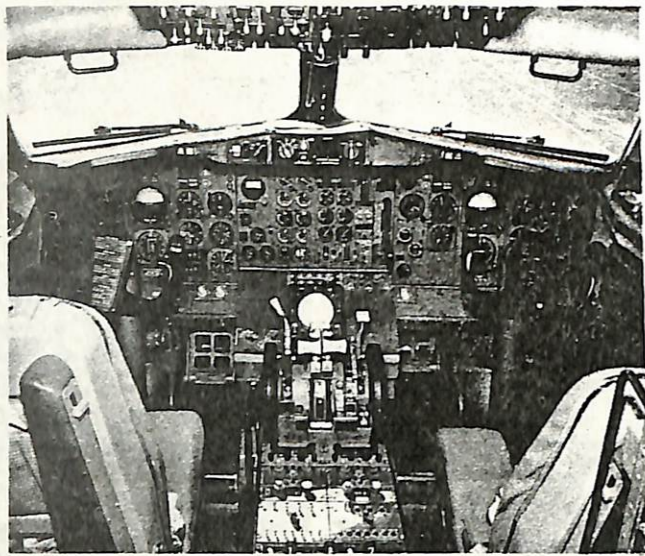
CAPTAIN'S LOG

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January-March 1977

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Cover drawing of NAT NC-421H by staff artist, Tom Kalina. Another fine job.



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

Sorry for the delay in your receiving this issue of the "Log", and the only one to blame is the Editor. I hope the contents of this issue makes up for the disappointment of a late issue.

The material on the Ford Trimotor is quite extensive as is the story by Jeff Matera on TEXAS INTERNATIONAL. Also the special topics editors have come up with some good material for their columns this issue. John Moore, Harry Harteveltd, Steve Kenyon, and Frank Lichtanski have all done a fine job this issue.

By the time this issue of the "Log" reaches you, Convention time will only be four months away. While this might seem a long time, it will pass quicker than you think. If you are planning on attending this meeting, please send in the questionnaire that appeared in the last issue of the newsletter so the convention committee can get started on making the necessary arrangements for the display area and the bus trip to Dayton. Your co-operation in this regards is very important.

I will try to have a rough outline of the convention program in the May issue of the newsletter. So far it looks like there will be plenty of slide shows going on and a lot of models, post cards and schedules on display. Awards of some type, not yet decided upon by the committee, will be given for best displays in a number of categories. So if you have a display, please bring it with you.

Mr. Joop Gerritsma, of Welland, Ont. has been given the title of International Editor. His job will be to cover the foreign scene (foreign to the U.S.) in any way he see's fit to do. I would like all of you that have material dealing with foreign carriers and foreign made aircraft, to please send your material to Joop who in turn will forward it to me for publication. It will be his job to edit the material, if need be, or just send it on to me the way it is received.

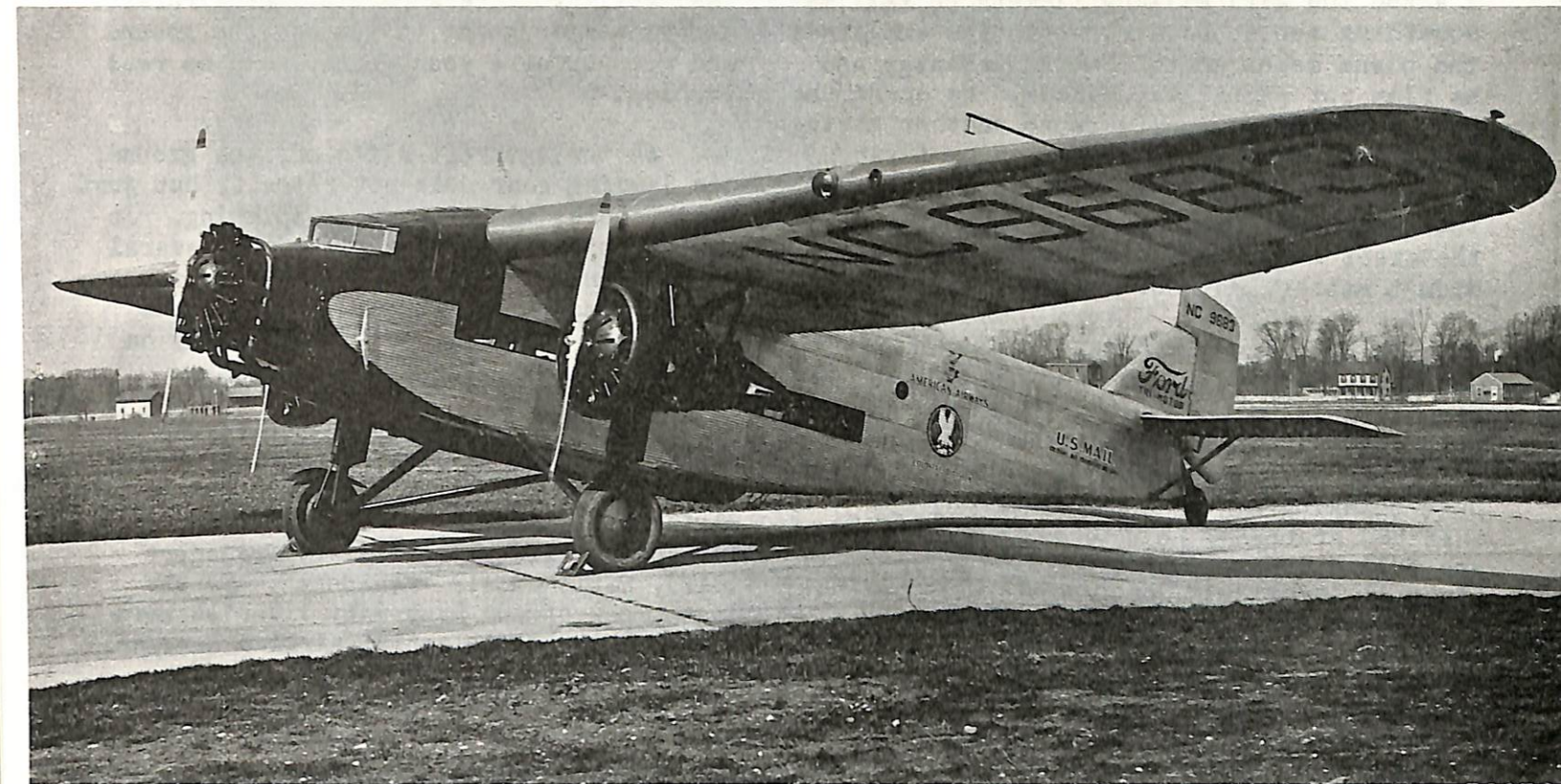
Mr. Gerritsma has had quite a bit of experience coving the European carriers and has an extensive collection of photos and books on the area. He will also be coving Asia, South and Central America, Africa, Middle East, and anywhere else, outside of the United States, that a/c are flown in commerical service. Joop has been telling me how much I need his service that I have decided to really put him on the "spot" so to speak. With support from you people out there, I'm sure he will be one fine International Editor.

I have not been able to find a photography editor as yet, but have been in correspondence with a member than might be interested in the job. More on this in the next issue of the "Log". In the meantime, I would appreciate hearing from you members with regards to the type of column you would like to see a photography editor do. Please write with your suggestions.

Included with this mailing of the "Log" is the 1977 Membership Roster. On the back page of this booklet, you will find the Club's financial statement for 1976. This includes operations from April 1, 1976 thur March 1, 1977. Anyone having any questions about this statement, feel free to write me, the Editor. I am trying to keep our "books" as best I can.

The next issue of the "Log" will feature the Lockheed Constellation and PACIFIC NORTHERN AIRLINES. Anyone having some good photos of the Connie are requested to send them in for publication. This article will mostly be a "picture" type format, since most of us know the facts and stats on this fine old bird.

Happy Collecting,



Those Fabulous Flying Fords

The first Ford Trimotor, as we know it (Model 4-AT) was test flown on June 11, 1926. The first time that I had a opportunity to fly in a Trimotor was in July of 1976--almost fifty years to the day--later!

On July 25, 1976, the wife, daughter and myself attended the Dayton Air Fair at Dayton, Ohio. The three of us, along with approximately 99,997 others, were in for quite a day of plane watching and just plain old plane looking. On the program was the Snow Birds, the Blue Angels, the Army's Silver Eagles and Golden Knights, plus a RAF Vulcan and the USAF's new A-10 and F-15. What more could you have asked for, right?

Right in the middle of the program page was listed, in bold type "Airplane Rides All-Day". Being the nosey type, I thought I would stroll over to the area where the airplane ride concession was. Nothing to exciting. A few small aircraft

a bi-plane and a helicopter or two. Then I saw it--taxiing toward the area in which I was standing. A large three engined aircraft. As it came closer, I finally realized what it was that I was seeing, and now hearing. It was a Ford Trimotor! What a beautiful sight and sound.

It was then that I noticed the sign hanging on the fence: Ford Trimotor Rides-\$10.00 for 10 minutes. Needless to say I pulled out the old wallet to see what kind of financial situation I was in. Hiding behind several old one dollar bills was a beautiful \$10 bill. Well, I walked up to the girl selling the tickets and obtained my pass to a glorious trip upon the silver bird sitting in front of me.

I didn't make it on the next trip, but that was alright. I knew he would be back shortly and I would get my turn. Anyway this gave me a opportunity to watch the "Goose" waddle down the apron toward the runway.

While waiting for the Ford to return, I asked the girl selling tickets to tell me something about the aircraft. She explained the plane belonged to "Chuck" LeMaster and he flew out of Ottawa, Kansas. He spent the summer going from one show to another giving rides on one of the last remaining flyable Trimotors. She did not know much more than that, such as when the a/c was built and the exact model type. But then, it really didn't matter, not then.

In about twenty minutes the "Tin Goose" was again unloading its passengers and this time I would be one of the lucky 18 folks to go up. I can't really explain the feeling I had when I climbed into that old bird. Just thinking of the thousands of others that had grabbed a hold of that door frame and pulled themselves up into that aircraft. Since at least 1933, people had been flying in this airplane. Forty three years of service, at least.

After entering the aircraft you had to walk up a almost 45 degree slope to get to your seat. Spartan interior, to say the least. Plywood paneling for the interior. The seats--well anyone traveling on the cheapest tourist charter would have thought he was paying to much! The seats were of canvas on a metal frame, which didn't look to comfortable. But once I sat down, it didn't make any difference. All I could hear was the roar of the left engine, which I was sitting next to, and the nose engine. The right engine was shut-down while passengers were boarding.

All passengers were now aboard and the door was closed. The Captain now started the right engine and in no time at all the big ship was turning and moving down the taxi way to the main runway. The old bird is as noisy as they say it is. If you were going any distance at all you would need cotton for your ears, or something to cover them.

As soon as the Captain turned onto the runway he wasted no time in pushing the throttle all the way forward. As you sat there listening to the roar of the three motors, you could almost feel the strength that Mr. Ford had built into the airplane. You could also understand why this aircraft had been around so long. It had character, character that you don't find in the likes of a 707 or a 727 or DC-10. To fly in a

Trimotor is a personal thing. You almost feel as if you are a part of the aircraft. You know it's going to get off the ground and get you where you're going, with no real problem.

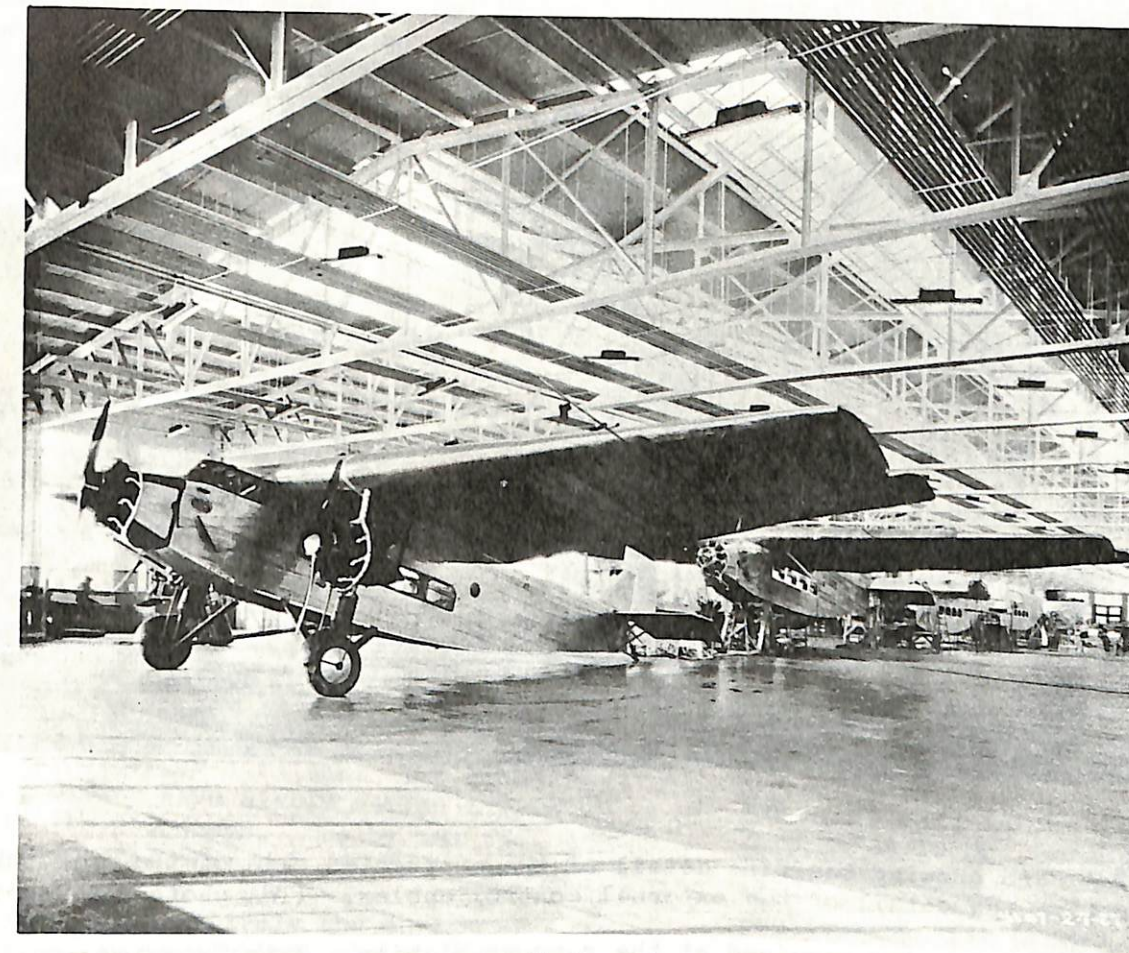
As the aircraft lifts off the ground, the landing gear does not retract, but just hangs there, with the wheel spinning. It will continue to spin until after several minutes into the flight. The vibration you feel makes you wonder if this plane really was built so that it could fly on just one engine. You wonder....

Fifty years ago this aircraft was "the" passenger airliner. Over the years such names as Maddux Air Lines, Curtiss Flying Service, Transcontinental Air Transport (TAT), Colonial Air Transport (CAT), National Air Transport (NAT) are just a few of the many many liveries worn by the Trimotor in actual airline service.

The first Trimotor, Model 4-AT-A was registered as NC-1492 and was used by the Ford Company. This particular model was finished in June of 1926. The last Trimotor was rolled out in June of 1933 and was a model 5-AT-D and went to Pan American Airways. In between these two aircraft and additional 197 Trimotors were constructed along with about 12 other experimental aircraft.

According to most records, Mr. William Stout was the one person that got the Ford family interested in investing their money in the aviation field. Mr. Stout was responsible for the first three "Air Transports" that were constructed. Then, around 1925, the Ford's and Stout had some differences of opinion, and Ford in turn bought complete control of the Stout Metal Airplane Company, keeping Bill Stout on the payroll.

At this time, Harold Hicks, who had designed racing boats for Edsel Ford, was made chief aviation engineer of a newly formed Airplane Division of the Ford Motor Company. Tom Towle and later three young M.I.T. graduates, Otto Koppem, John Lee and James McDonnell (familiar name?) were hired and put to work on a design concept that Henry Ford had come up with for a trimotor.



Six months after first 4-AT completed tests, Ford had turned the factory into an assembly line for producing the planes. Here are some of first models moving into final assembly. Note different wing tip configuration and window and landing gear changes, enclosed cockpit. (Ford Archives Photo)

"I did the first three-view drawings," Towle declares, "employing a different wing and fuselage configuration. The others came along a little later and, working together, we came up with the finalized version of what was to become the "Tin Goose" in its popular profile.

Designated the 4-AT because it was the fourth model type of the "Air Transport" series, the design resembled the original Stout "Air Pullman" trimotor about as much as a "pelican resembles a partridge".

There were approximately 78 of the 4-AT's constructed. Within the model there were a number of variations. These differences were in horsepower ratings of the different motors used, change from open cockpit to enclosed, wing construction and several other modifications.

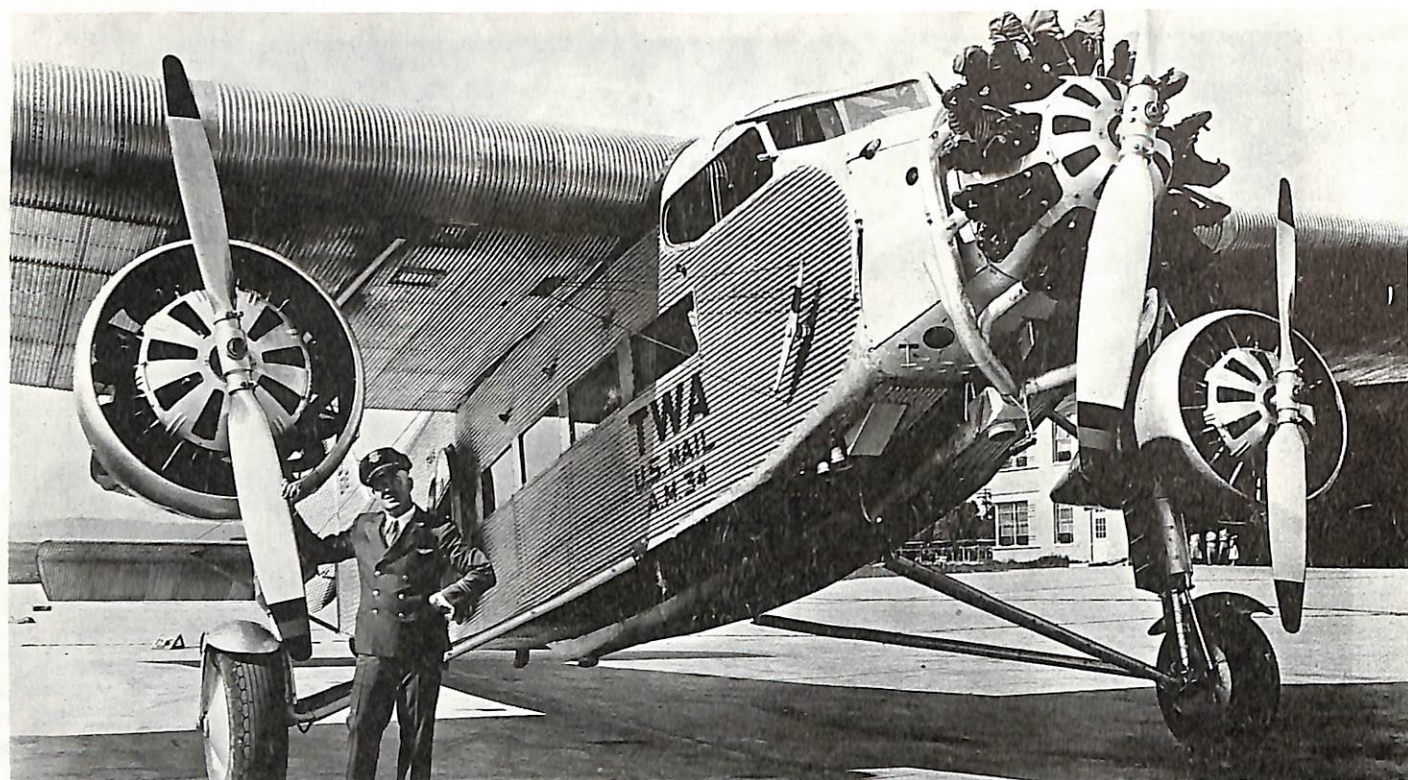
The 4-AT served many airlines and was also purchased as corporate aircraft by many companies. To list just a few: Standard Oil Company, Royal Typewriter

Company, The Texas Company, Nekoosa-Edwards Paper Company and Reid, Murdoch & Company.

Everything was going O.K. until some of the larger users of the Trimotor needed more capacity because their business was increasing. No problem. Ford had the answer in the 5-AT model, the same basic design as the 4, but larger.

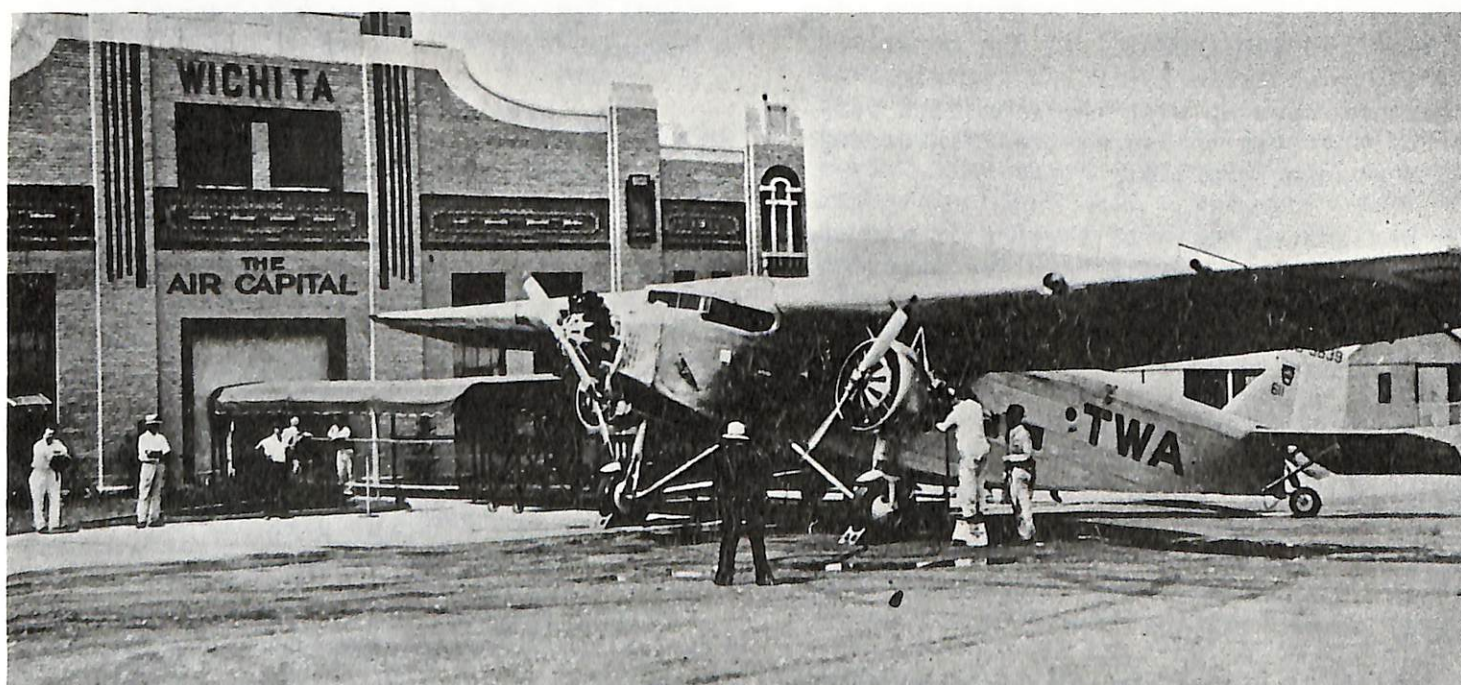
The 5-AT-1 was bought by Pratt & Whitney Aircraft Company of Hartford, Connecticut, a logical purchaser since the new plane was powered with P&W engines. The powerful trio of WASP engines developed a total of more than 1200 horsepower, which permitted a larger airframe, and provided improved performance.

The 5-AT model had a wing span four feet longer than the 4-AT and was about two feet greater in fuselage length. But increased cabin space permitted carrying 13 to 15 passengers, compared to the 11 the 4 carried. Even more important were



ABOVE: A TWA Ford showing the fine detail of the corrugated skin of the Trimotor. Also notice the detail of the external control cables. (TWA photo via Gerritsma)

BELOW: A TWA 5-AT-B being serviced at the ramp at Wichita. This Trimotor was originally sold to Maddux Airlines and was constructed in 1928. Registration on this Ford is NC-9639. (Gerritsma photo)



improved performance figures. The larger Trimotor could carry a payload of 3800 pounds almost double that of the 4-AT. She was five to ten miles per hour faster, but operating costs remained proportionately the same. The 5-AT model sold for \$55,000.

Foreign orders began to pile up along with domestic orders. The "Tin Goose" was beginning to make their home in all corners of the world. In Europe, Asia, Africa, Australia, Central and South America they were common sights at air terminals. It has been said that in a world and a period when just about everybody owned one, or had heard of the Ford Model-T automobiles, there were some isolated spots, where the name Ford was synonymous with "airplane."

Then, in the early thirties, came a revolution in aircraft design with the advent of the Boeing 247, twin-engine, low-wing, high-speed (200-mph) 10-passenger transport planes, and the Douglas DC-1, 12-passenger airliner. The cumbersome, slower Ford simply couldn't keep up with the newcomers. One by one the airlines phased them out of the picture.

It was not entirely the equipment evolution, or revolution, either, because Ford had already shut down the production line for the 4-AT and the 5-AT models before the first Boeing or the first Douglas had flown in airline service. Altogether there were 198 Ford Trimotors produced in one configuration or another in the seven years between 1926-1933 that Henry Ford was in the airplane manufacturing business. Each in its own way contributed to the advancement of air transportation.

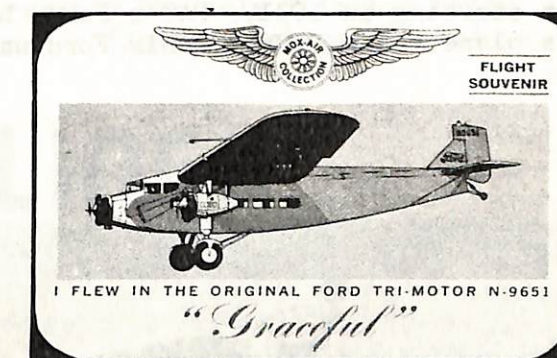
However, because the airlines were finished with the Fords, they were not put to pasture to be forgotten. By no means what-so-ever! Barnstormers, independent carriers, foreign freight carriers, and individuals were all in the market to purchase the Fords from the airlines.

The Trimotors were seen every where, just as they had been when flying the airline routes, only this time they had different names painted on them and they were performing different jobs. They were now carrying freight, fighting fires, and hauling businessmen in their own private aircraft. Not too much different than what they were doing for the airlines.

Several of the Trimotors are still flying today. The LeMaster (N414H) Ford that I had a opportunity to fly at Dayton last year. This is a model 5-AT-C and was constructed in September of 1929. The Trimotor of Island Airlines (N7584) which is a 4-AT-B and was constructed in September of 1928 and reported to be the oldest Ford still flying. Johnson Flying Service of Missoula, Montana has two Fords and Gaylord Maxon of Santa Monica, California has a Ford that he gives rides in. There may be other Trimotors now flying, but I have no record of them at present.

The history of the Fords will continue until the last of this hardy bred can no longer "waddle" down the runway. Until then the book on this great aircraft can not be closed.

My thanks to Mr. William T. Larkins and Mr. Douglas J. Ingells for their assistance in providing material for the articles on the Ford Trimotor. For additional information on the Ford refer to Mr. Larkins book, "The Ford Story" and the Profile Publication, number 156, and Mr. Ingells publication "Tin Goose".



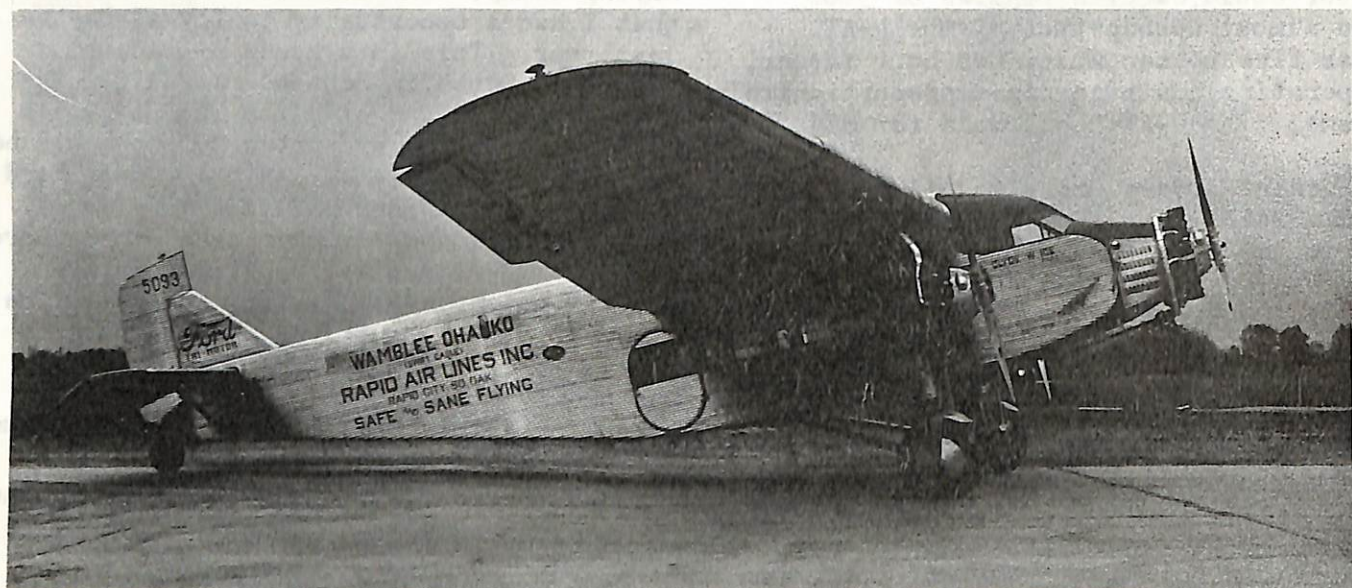
THE
FORD
TRI-MOTOR

this is to certify that

was co-pilot on a flight of
AMERICAN AIRLINES'
Ford Tri-Motor
N9683

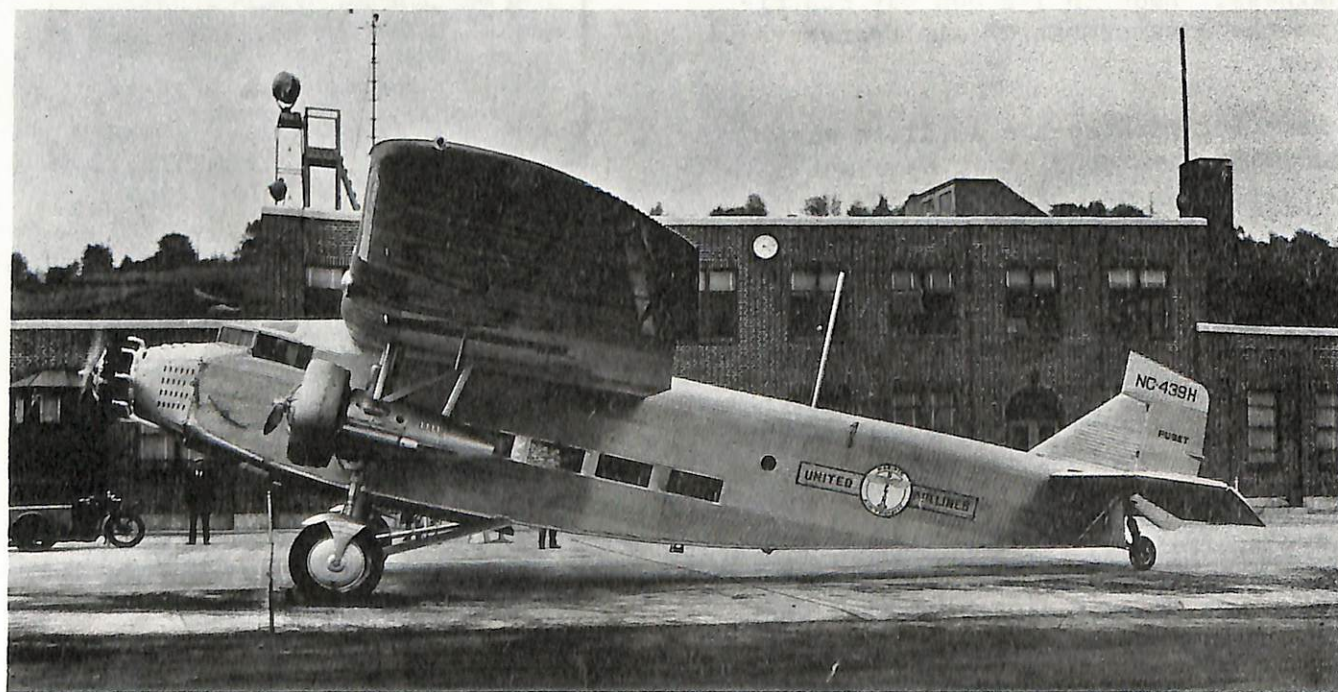
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CAPTAIN



ABOVE: Model 4-AT-B. Photo taken May 15, 1928 at the factory. Rapid Air Lines flew this Ford between Rapid City and Watertown, South Dakota from May 1928 to March of 1931. This plane crashed April 17, 1942 near Metz, Missouri while being delivered to Alaska Star Air Lines. Was powered by Wright J5s of 220 hp each. Larkins photo.

BELOW: Model 5-AT-D. Photo taken at Boeing Field, Seattle, Washington about 1934. The 5-AT-D's were flown on the San Francisco-Seattle route of Pacific Air Transport starting in 1931. PAT's Fords had individual names painted on the rudder, this plane being PUGET. This Ford was sold to SCADTA Colombia in April of 1935. Photo from Larkins collection.



N7584 model number 4-AT-38 will be 50 years old in 1978. This a/c was originally purchased by Robertson Aircraft Corporation. Currently the only Trimotor being flown by Island Airlines. (Island Airlines Photo)

ISLAND AIRLINES

WHERE THE "TIN-GOOSE" FLIES

The history of Island Airlines goes back to 1929 when a barn-storming pilot named Milton Hershberger decided he could make a go of an air freight service to the islands. Hershberger started the operation with two Monocoupes, high-wing monoplanes, and some early Waco biplanes. There was also an old five-place Standard--the work-horse--a biplane with an open cockpit in the front which carried four passengers, two abreast seating, facing each other. The pilot sat in a single-place cockpit in the rear. Later, in 1935, Hershberger got a fleet of five Ford Trimotors, and the line became Island Airways. From then on, the "Tin Goose" became a familiar profile in

the skies over the island region.

Then, in September of 1953, Ralph Dietrick, who had been running a small airline from Sandusky, Ohio to Kelly's Island and Canada's Pelee Island, negotiated the purchase of the entire island-hopping venture from Hershberger. Mr. Dietrick, a World War II flight instructor and air transport command pilot, changed the name to Island Airlines. For a while, until 1962, home base was at Sandusky. Then the operation was moved to the Municipal Airport at Port Clinton. Dietrick at the same time sold the Kelly's Island and Pelee Island operations. In 1972,

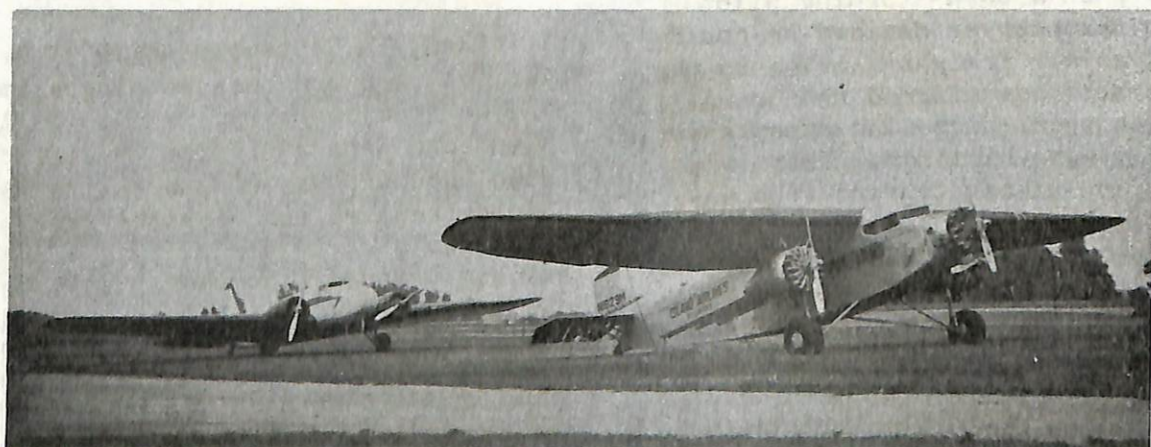
Mr. Dietrick sold his interest in the corporation known as Sky Tours, Inc. The operations continued as before, however.

In 1969 the larger 5-AT Trimotor was sold to a western investor. Only very recently was the a/c heavily damaged in a mishap. The Boeing 247 that the Company flew for a number of years was sold in 1968 to LeMasters Enterprises of Ottawa, Kansas. It is my understanding that this aircraft is now for sale. The other 4-AT was damaged in a landing accident in 1972 at Put-In-Bay and remains in storage at this time (N7684).

Island Airlines provides a much needed service to the people that live on the islands of Lake Erie. During the winter months, the Airline is the only link between these people and the mainland. During the summer the airline brings hundreds of vacationers to the islands. Also the airline services the many wineries that are located on the islands.

the world's shortest airline

Home base for the Airline is located on South Bass Island, which is located between the airport at Port Clinton and the remaining islands served by the Airline. While weather would seem to play an important part in the operations of the airline, only a handful of days have been lost to bad weather over the years. This is due to the low operating ceiling of the Trimotor. The saying goes, if you can see the top of the Perry monument, located on the island, then there is enough ceiling to operate! That's cutting it close.



Island Airlines "big Ford" at right is capable of carrying 17-passengers. Behind the trimotor is Boeing 247-D, the type which first replaced the Fords on the airlines in the '30s. Until 1968 Island Airlines owned this Boeing, one of the last known to be in existence.

The Airline is operated on various seasonal schedules with the only requirement for flying is to purchase your ticket and be ready for boarding 10 minutes prior to take off. The current fare for a round-trip on the Trimotor is \$11.00. A real bargain considering your flying on such a vintage aircraft. The complete trip from Port Clinton to North Bass Island is 34 miles (both ways). This makes Island Airlines the world's shortest airline, and is advertised as such.

At the South Bass Island facilities of Island Airlines you will find a motel, swimming pool, snack bar and souvenir shop. Available at the souvenir shop are models of the Trimotor, airline patches, decals and other items that would be of interest to the memorabilia collector.

Over the years, the Airline, and especially the Fords, have carried a large variety of merchandise to and from the islands. A big item with the carrier is the transportation of cartons of bottled wine from the wineries to the mainland. Once an emergency generator had to be transported to the island until power cables used to service the islands was repaired. To feed the generator, the Fords in service at that time, hauled 4,000 gallons of fuel oil in fifty-gallon drums.

When there was a death on the islands, the Fords would haul the deceased and the entire funeral party to the mainland cemetery. One funeral required five trips to accommodate the whole party.

There was another time, the airline would have been better off if it had refused to fly one shipment. They got a call from one of the wineries that a big shipment was coming by motor freight to the home base at Port Clinton. Important! Rush! When the shipment arrived, it was so bulky that it filled up the entire airplane, more than once. They had to shuttle back and forth half a day to complete delivery. The airline really lost money that day. The shipment didn't weight much. It consisted of huge cardboard cartons of corks for the champagne and wine bottles. Total weight--less than 500 pounds. Total revenue--less than \$5.00. The going freight rate at the time of the delivery was 1¢ per pound!

Between the "regulars" that use the airline daily and the vacationers that come during the summer and winter, the airline does not have to worry about passengers. Probably with just the revenue from those just wanting to fly the last remaining Ford Trimotor in commercial service, the Airline could do alright. The Airline has purchased a number of items in the past to help keep it's "Tin Goose" flying. With a little love and care, Island Airlines will be flying its Ford for many years to come.



ISLAND AIRLINES

Shortest Airline in the World

WINTER FLIGHT SCHEDULE

November 1st thru May 15th

Subject to Change Without Notice

PUT-IN-BAY

MONDAY THRU SATURDAY SCHEDULE

Lv. Port Clinton	(Sat. Only)	Lv. Put-in-Bay
8:15 A.M.		8:30 A.M.
9:00 A.M.		9:45 A.M.
11:45 A.M.		1:15 P.M.
4:00 P.M.		4:45 P.M.
9:00 A.M.	SUNDAY	9:45 A.M.
11:45 A.M.	SCHEDULE	1:15 P.M.
2:15 P.M.		3:00 P.M.
4:00 P.M.		4:45 P.M.

CHECK IN TIME 10 minutes prior to advertised flight time ALL schedules.

BAGGAGE — 4c lb. Over 25 lbs.

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.....

NORTH BASS —MIDDLE BASS

Lv. Port Clinton	Lv. Island
9:00 A.M.	9:20 A.M.
4:00 P.M.	4:20 P.M.

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Thanksgiving, Christmas & New Year's Day
9:00 A.M. 9:45 A.M.

4:00 P.M. By Reservation Only 4:20 P.M.

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2½ Miles East of Port Clinton on Rt. 2
Phone 734-3149 Put-in-Bay 285-3371

Reference for this article on Island Airlines obtained from the book, "Tin Goose" by Douglas J. Ingells and from information provided by the Airline.

La Paloma, carried the TTA emblem on the side of the aircraft. The emblem consisted of a Spanish bird flying out of a map of Texas. The emblem bore colors of light blue (lower background) dark blue (Texas outline and bird) and yellow (upper background). The top fuselage was painted in, what a TTA spokesman called, "a cool white top". There was a small cheat line of blue and yellow over the windows and the familiar star of Texas on a blue background on the tail. Horizontal stabilizers and wings carried blue and yellow trim, and of course a Texas flag.

From that very first day of operation, TTA struggled to survive. Not only were they competing with Braniff, Mid-Continent, American, C & S, Eastern and Continental in the larger towns, but they had competition from two other locals. Pioneer was serving the central section of the state and Central was serving the northern half. TTA was the only feeder to have such competition before it began operation, and the existing situation between local service carriers in the country.

This is an important fact to consider because it did not allow for quick expansion into other Texas markets. To this day, the results of this competition are still having their effects. McKaughan's plan was to try to serve communities which were either oil, cattle, or timber areas. Next he had to build up these areas which were, in some cases, remote due to inadequate roads. He was also hoping to lure service men in remote military installations started during WW II. He then began to promote the west Texas dude ranch area near Uvalde.

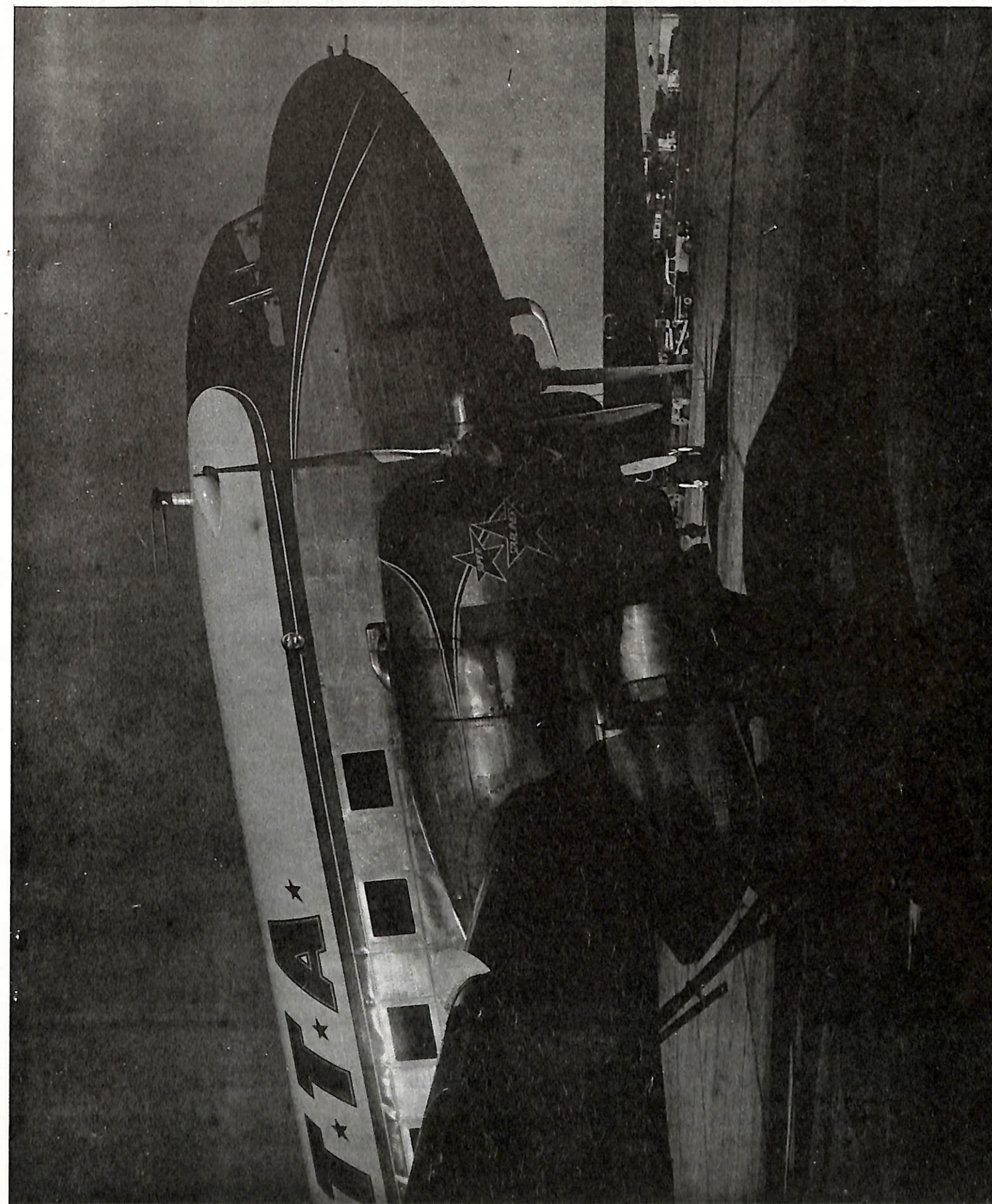
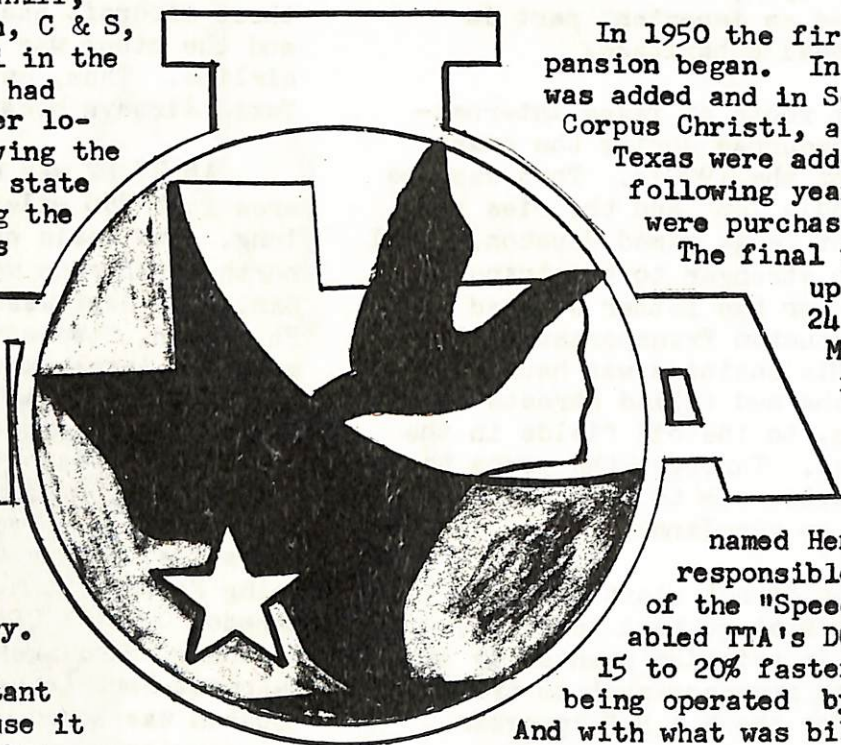
As a result of the fierce competition in Texas, service was never started to Van Horn, Stephenville, Corsicana, Bay City and Freeport. His troubles began in the cities too, such as the case with Brownsville in the Rio Grande Valley of Texas. In 1947 Brownsville was being served by Pan American, Braniff and Eastern. Brownsville did everything it could, even publicly denounce TTA, to discourage it's citizens from flying the airline so it would leave town. (This was to become a permanent sore spot with McKaughan.) During the 1963 route case in which both Eastern and Braniff were wanting to pull out of Brownsville, TTA refused to serve the town and still doesn't even today!

In 1950 the first route expansion began. In July, Beeville was added and in September, Pecos, Corpus Christi, and Alice, all in Texas were added. During the following years more DC-3's were purchased from American.

The final total would add up to 25, of which 24 were from AA.

McKaughan's engineering department helped him a little in the "speed race".

A TTA engineer, named Henry Erdman, was responsible for the design of the "Speed Kit". This enabled TTA's DC-3's to perform 15 to 20% faster than other 3's being operated by other carriers. And with what was billed as the fastest DC-3's flying, TTA renamed it's fleet the "Super Starliners". At this time too the planes were outfitted with a 24 seat passenger configuration but could only carry 23 because one seat was used for the stewardess. As each DC-3 was re-outfitted, the yellow was replaced by white on the tail and red on the fuselage. Upper stabilizer and wing surfaces also had red in place of yellow. Finally the engines carried the words "Super Starliners" on the outboard side of the engine cover. (See photo on next page.)



During this early period there were two notable individuals helping McKaughan get his "sying machine" off the ground. John Connally, the future Texas governor, was legal counsel, and Lamar Muse, now president of TI's intra-state rival Southwest Airlines, was secretary-treasurer.

During 1951 the company dropped Laredo, Brownsville and Crystal City. It added Tyler and Nacogdoches. In 1952 TTA dropped Palestine. And so, as will be evidenced throughout the article, it was a constant game of dropping and adding.

In 1953 the first significant and major breakthrough came in the Southeastern states area route case. By this time most of the trunks began to receive newer and faster equipment. They had realized that local carriers could do the job they were designed for, and they needed longer routes, with larger payloads, to make the newer planes profitable. Delta-C & S wanted to pull out of Pine Bluff, Ark., Longview and Tyler, Texas in addition to other smaller communities in the South and Mid-west. American wanted out of Texarkana. The result was that TTA expanded to three southern states. Routes awarded were Tyler to Texarkana, Hot Springs, Little Rock, Pine Bluff; Dallas to Tyler, Shreveport via Longview and Marshall, Texas; Shreveport to Magnolia, El Dorado, Camden, Pine Bluff, all in Arkansas; and Pine Bluff to Memphis via Stuttgart and Helena, Arkansas.

Meanwhile in Texas, the company dropped Nacogdoches and Alice, while it expanded into the "Hill Country" of central Texas. The new route was from San Antonio to Brownwood via Kerrville and Brady. And in a real "present" for McKaughan, he was awarded the right to serve the state capital in Austin on a route from Dallas to Tyler to Bryan/College Station to Austin to San Antonio. And with all this going on, TTA was given its permanent certification in 1953. Certainly Earl McKaughan had climbed above "Tree Top Level"!

During the next several years Trans-Texas was beginning to gain momentum although the airline survived mainly on subsidy. TTA never gained a foothold in El Paso because of the heavy competition by American and Continental, which at that time were required to make only one stop and that was in Midland. TTA gave up

trying to make dude ranches a big tourist attraction when, in March of 1954, it dropped Del Rio, Eagle Pass and Uvalde. However, in Dallas and Houston, the airline was beginning to penetrate the high density market as evidenced by new route awards in 1956. On what was to be a continually profitable route, TTA now received non-stop authority from Dallas to Beaumont-Port Arthur, and one-stop service to Houston, thus eliminating two extra stops.

In addition to this, new service from Ft. Worth to Austin, from the new Greater Southwest Airport in Ft. Worth was inaugurated. Braniff pulled out of Laredo in 1956 thus allowing TTA to reappear as the only carrier. Also a new route from Tyler to Austin via Waco and Temple, Texas was added. Meanwhile, out of the state, new service to Lafayette from Shreveport via Lake Charles was begun.

An effort, too, had begun to upgrade its in-flight service, with the addition of longer routes. The slogan, "Starliners through Dixie", appeared on the airplanes, although Texas hospitality ruled. In the beginning, Earl dressed his stewardesses in cowgirl outfits, complete with cowboy hats and boots. Now the style had changed to a more modern 1950's look, but the uniforms still had many western frills.

In 1957 the second round of dumping cities by the trunks occurred, and this time, strengthened by more profitable route structures, TTA published an ambitious proposed route system. New cities in west Texas like Midland-Odessa, Big Spring, Abilene, Wichita Falls, and Oklahoma City that would link up to Dallas-Ft. Worth and El Paso, were planned.

On the eastern side of its system, TTA, in competition with Southern (which wanted desperately into the Houston market) bid on new service to New Orleans, Alexandria and Monroe, La. to east Texas. Another route proposed would link Alexandria to Nashville via Natchez, Miss., Jackson, Columbus, Florence-Sheffield-Tuscumbia; Memphis to Nashville via Jackson then on to Tri-Cities. Also included would be Little Rock to St. Louis via Jonesboro, Arkansas. The purpose of the last route was to give TTA one-stop authority on the Little



Hostess uniform-1956

Rock-St Louis run and the same held true on the Memphis to Nashville run. However it backfired on them in the case of Little Rock-St Louis. TTA was requested by the CAB to run only to Jonesboro thus giving TTA another subsidy route it did not need or want. The case lasted almost two years.

During 1957, 1958 and 1959, TTA did some more "house cleaning". In 1957 they dropped Coleman, Texas, in 1958, Bryan-College Station and Beeville, Texas. In 1959 Brady, Waco and Temple in Texas and Helena and Stuttgart in Arkansas. In August of 1958 the 1957 route case was settled and by the same time in 1959 many cities were added to the system. In June of 1959 the first segment of cities were added including New Orleans to Morgan City, Lafayette, Lake Charles, Beaumont-Port Arthur to Houston. This had been and old Eastern route. A new route including Alexandria, La. from Lafayette continuing on to Little Rock via Monroe and El Dorado and Jackson to Alexandria via Natchez was begun as well as to Ft. Polk from Shreveport and Lake Charles. After 12 years of trying, new service to Midland-Odessa commenced.

At this time, when other airlines such as Bonanza were converting over to jet prop equipment, (F-27's) McKaughan resisted. He insisted that these new planes were not right for his system nor was he in the financial position to invest in them. However, the financial picture was becoming a little more "rosy" as more major non-stops such as Houston to the Rio Grande Valley and San Antonio to the Rio Grande Valley at Harlingen were awarded.

In 1960 two original cities were dropped in west Texas, Marfa-Alpine and Ft. Stockton. Also gone were Kerrville in Texas and Morgan City, Louisiana.

By the beginning of 1961 Earl McKaughan had begun to make a little bit of profit for TTA and, now in his 60's, was beginning to think of retirement soon as his son R. E. McKaughan, Jr. joined him.

As he aged, so did his fleet of 30-year old DC-3's. Traveling by air was more common place now, as business soared

the like stormed the CAB. Statements like "This city can look forward to the poorest air service of any community of like population in the United States." Major competition of TTA was Central and Frontier. And by the time it was over, TTA was a major part of the economy in every major Texas city (except Whicita Falls which came a few years later). The new routes expanded TTA's area by some 65%. This was Earl McKaughan's dream come true. The banner of Texas flew high as TTA proudly proclaimed "TTA serves the Great Southwest Best".

New service awarded as a result of the Southwestern Area Route Case commenced in June of 1964. Added now were New Mexico, Amarillo, Lubbock, Big Spring, Abilene, Waco, Temple and College Station-Bryan in Texas. But probably the greatest assets were in the list of non-stops added. Those included Austin-Dallas, Corpus Christi-Houston, San Antonio-Houston, Lake Charles-Houston and the "grand prize of them all" Dallas-Houston. The Dallas-Houston run had been the sole possession of Braniff for many years and even other trunks had been asking for it for years as well. It is a high density commuter route much like Boston-New York. You can see now why Earl McKaughan was "riding high"!

With the need now to improve service and compete with the trunks "head to head", TTA once again was faced with the problem of improving service. With the addition of 14 new cities at one time, this was doubly hard. TTA chose to convert it's fleet of Convair 240's to Rolls-Royce Dart propjets called the Convair 600.

McKaughan ran an employee contest to name the new bird. It was to be called the "Silver Cloud 600". Now on a crash program McKaughan hurried into the jet age. TTA was now profitable, it was making money and hoping to break the subsidy which the government hoped it could do also. In 1965 the airline finally began to retire it's ageing DC-3's whose final paint job was similar to the Convairs.

New non-stops were awarded in 1966 including Dallas-Little Rock and Little Rock-Memphis. Baton Rouge was added in June of 1966.

Faced once again with faster service by the trunks on many of it's routes with pure jet equipment at the beginning of 1966, TTA was presented with another crises. They, along with the remaining local service carriers, were going to have to "get jets or get out". It seemed that the public demanded it. But unlike the situation in the early 50's and 60's, the trunks were not handing down any of their old equipment except for DC-7's, 6's and Cennies. These planes, with their high load capacity, could not operate profitably on any local route. And the paint on the trunks new short range jets (DC-9, BAC-111, and Boeing 727's) had hardly dried. The trunks were eating the locals up with these new planes. McKaughan knew that not even the "Silver Cloud 600" would do the job.

In January of 1966, a group from Douglas Aircraft flew into Houston International (Hobby) Airport, home base of TTA, with the prototype of the new DC-9 (Series-10). McKaughan was taken for a test flight on the craft (N1301), and for the first time he decided to buy brand new equipment for his airline. The Boeing Company was trying to sell the 727 to TTA in hopes it could convert them over to the new 737 series later. However neither of the companies could meet TTA's demand for quick delivery. In the end Douglas won out.

TTA officials desperately pressed pressed Douglas for a air craft but with Delta and Eastern buying up so much of the production it was nearly impossible. TTA had hoped it could get into the air with jets by the end of "66". Then during the summer of 1966, TTA officials got a call from Douglas saying they would have a plane ready by September. The TTA officials were elated!

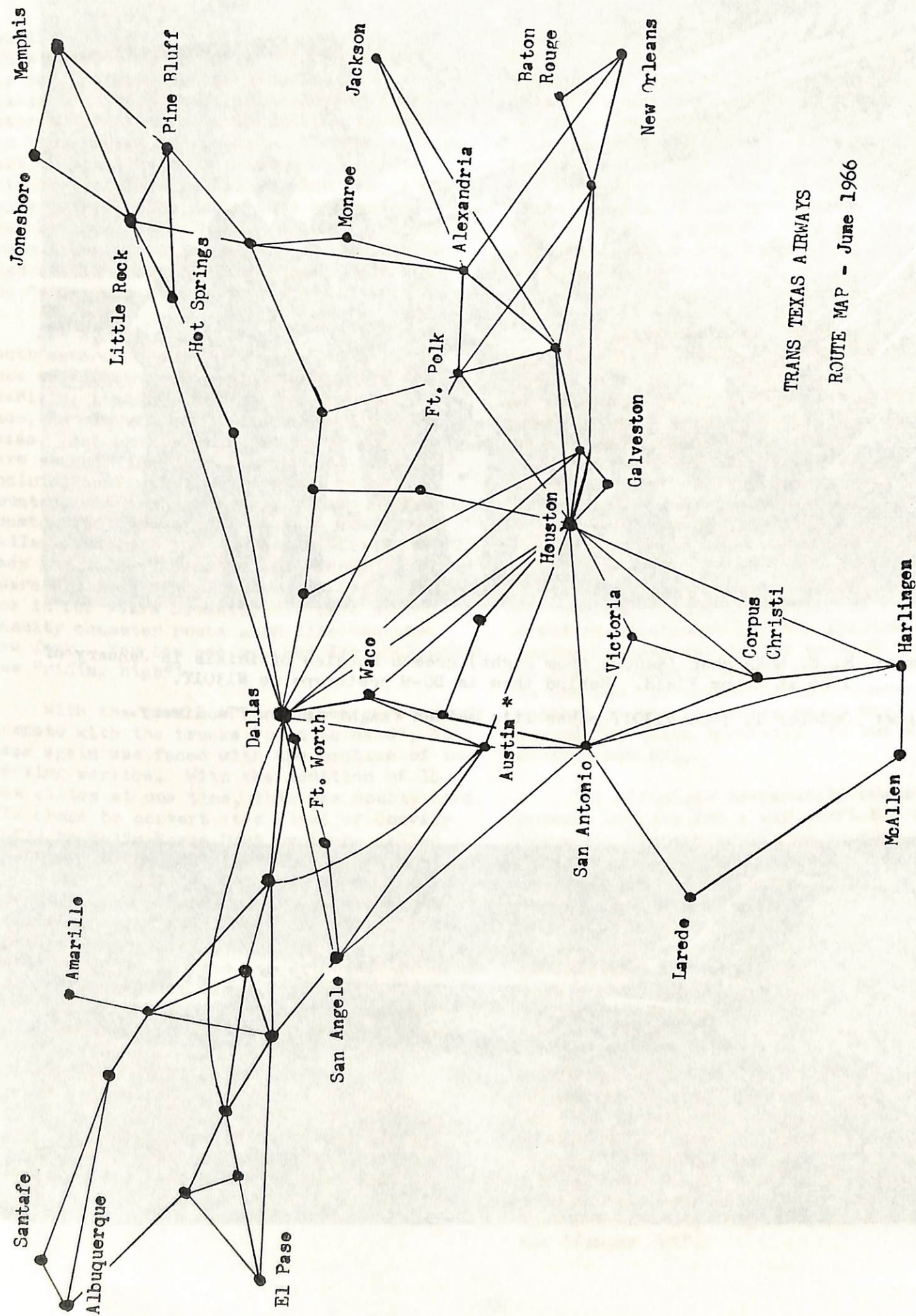
On October 1, 1966, the first DC-9 service, in a new TTA paint job, was inaugurated from Houston to Dallas. The configuration called for 20 first class and 45 coach seats. The first DC-9 used was numbered N1301T. You guessed it, the prototype that was sent down months earlier! This aircraft is still in operation today as the "City of Lafayette." But back in 1966, Flight 911 was known as the "Pamper Jet".



Above: R. E. McKaughan (second from right) greets Douglas officials in January of 1966 at Hobby Field. Behind them is DC-9 prototype no N1301T.

Below: October 1, 1966 N1301T makes it's maiden flight in new TTA livery.





TRANS TEXAS AIRWAYS
ROUTE MAP - June 1966

It was during this tremendous period of growth Earl McKaughan decided that he had had enough. He would turn over the reins to his son Earl Jr. Outside financing from new sources was needed. A group of investors who previously had the control of Central Airlines offered to buy out McKaughan and make the airline stock available to the public. The group, headed by Carl R. Poland, and named Minnesota Enterprises, officially took over in October, 1966 and retained Earl Jr. as President.

During 1966 talks had begun by the state departments of Mexico and the United States. Trans Texas was the recipient of a route award from the negotiations. Route K, San Antonio to Monterrey via McAllen, a former American route, and Houston to Tampico and Veracruz via Harlingen, a former Pan Am route, gave TTA it's first international service. These routes began operation on February 1, 1967. But during 1967, the company lost money due in part to the government decrease in subsidy. This was the omen for many turbulent years ahead.

In 1968, the government, in an effort to decrease the subsidy payments, granted TTA further non-stop authority. The last large community in Texas came into TTA's fold, Wichita Falls, was added in June. The former Braniff route gave air service from Dallas to Amarillo via Wichita Falls. Other important non-stops added were Houston to Shreveport, Amarillo to Dallas, Shreveport to New Orleans, Dallas to Hot Springs, Dallas to Santa Fe, and Austin to Lubbock. Meanwhile, another bold expansion plan came when service was proposed to Los Angeles, San Francisco, Oakland, Las Vegas, Phoenix, Miami, Tampa, Atlanta, Kansas City, St. Louis, Chicago, Detroit, Cleveland, Columbus, Dayton, Indianapolis, Cincinnati, and Louisville. Also in 1968 the closing of the Fort Worth Greater Southwest Airport meant the end of separate air service to Ft. Worth.

This massive effort became the norm by all the local airlines, which were now being termed as regionals. TTA thought of itself as a trunk carrier. Howard Hughes made an attempt to buy the airline and to merge it with other regionals in an attempt to strike back at TWA. Along with these efforts came the end of the McKaughan era when Earl Jr. resigned in August. A former financial officer for Bonanza, R. J. Sherer became President.

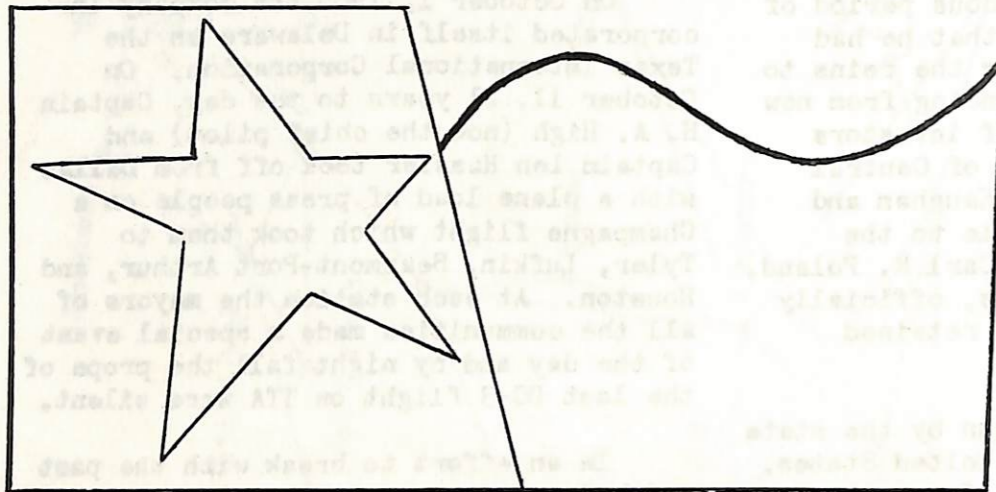
On October 1, 1968 the company incorporated itself in Delaware as the Texas International Corporation. On October 11, 21 years to the day, Captain H. A. High (now the chief pilot) and Captain Len Hassler took off from Dallas with a plane load of press people on a Champagne flight which took them to Tyler, Lufkin, Beaumont-Port Arthur, and Houston. At each station the mayors of all the communities made a special event of the day and by night fall the props of the last DC-3 flight on TTA were silent.

In an effort to break with the past and bring a jet age look to TTA, the first of the company's 11 DC-9-10's was painted in a unique scheme. The livery featured a three-prong purple stripe on the tail, merging into a single stripe at the rear of the fuselage and extending the entire length of the airplane. A gray stripe served as a cheat line along the windows and the remainder of the aircraft was white except the bottom of the fuselage and the wings. The letters TTA remained on the engine necklace. New uniforms were also given to the stewardesses in honor of the event.

During 1969 the results of the Northwest-Southwest Route case began to unfold. Every trunk line along with every regional carrier had bid in the competition. In June of 1969 service began from Denver to Amarillo, San Antonio, Lubbock and Houston all non-stops. TTA was also granted non-stop authority to shreveport and Austin from Denver. It was also given new non-stop routes from New Orleans to San Antonio, Houston to New Orleans, Jackson to Houston, and San Antonio to Midland-Odessa. These new routes put it in direct competition with Continental, Eastern and Delta. However, these efforts failed to pull the airline out of its financial slump. More planes were need also.

McDonnell-Douglas began delivery of four of its new DC-9-30 aircraft. And on April 1, 1969, the company "bid a fond farewell" to Trans Texas Airways, officially renaming the line Texas International Airlines, now the last remains of Earl McKaughan were gone.

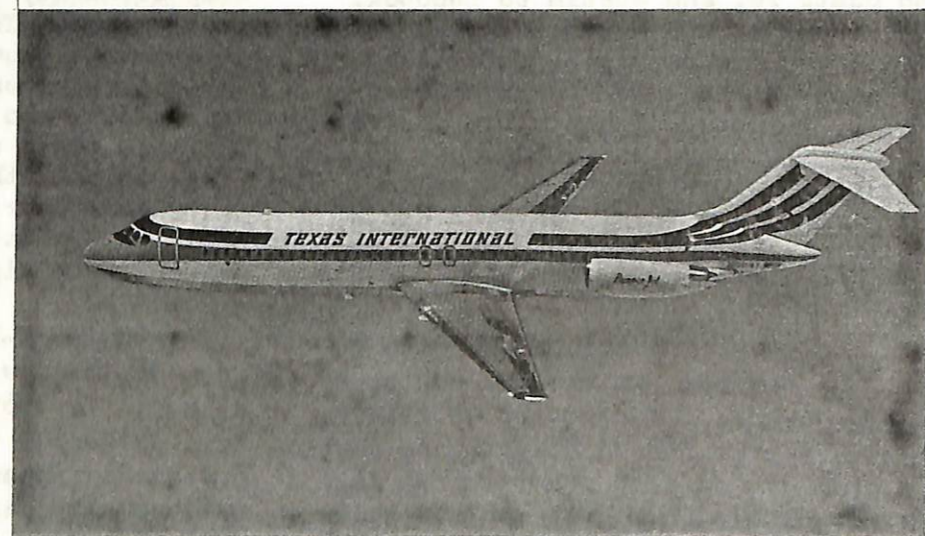
The route structure of Texas International had changed vastly during 1969 emphasizing increased payloads and speed



The new logo consists of a white star on a blue field and a red wavy banner with a white open top.

to increase profits to help the airline sustain itself. As with the case 10 years earlier, when the trunks turned over the shorter hauls to the locals, the locals, now regionals, were faced with the same problem. Many cities 75 to 150 miles from larger communities were unable to provide adequate loads due to the fact that the Interstate system and many good roads made it more economical to drive to the larger hub airports. This coupled with the fact that it was too costly to operate large planes such as the DC-9 short distances, brought about a new route crisis.

For several years the emergence of many commuter or third level carriers carrying 2 to 15 passengers at a time had occurred around the country. Operations in Texas such as Bison, Air Texas, Rio Airways, Davis and Amistad had tried but failed to bring commuter service to the state. TIA in hopes of following the lead of Allegheny, introduced commuter service in March of 1970 using two 15 passenger Beech 99 aircraft. The first day runs were Dallas to Tyler, Lufkin and from Galveston to Houston and Victoria.



So long TTA-Texas International first paint job 1969-1973.

Another year brought another new president when former director of the FAA Aeronautical Center, W. Lloyd Lane became the airlines fourth head man. TI was able to get new non-stop service from Salt Lake to Houston via Denver. Under Lane's leadership the airline got back on its feet for a while but an industry wide slump in air travel during the fall helped stop the recovery.

The airline had continuing good performance in Mexico and in a bold move, applied for service from Dallas to LaPaz, Mazatlan, Puerto Vallarta and Guadalajara. And from Houston to Mexico City, Merida, Acapulco and Cozumel.

In 1971, additional new service was granted, non-stops from Houston to Monterrey and a big surprise, Dallas to Los Angeles via Albuquerque began. Additional Beech 99 service, now called "Skylark" was begun in Arkansas.

Even after the new route awards TI was in financial problems again. The Hotel Tropicana in Las Vegas, was purchased by the Minnesota group in 1968, and for a while operated at a modest level

of profit. The airline could not find itself in a good position to run a hotel and the airline too. In 1971 the hotel became a financial burden. Meanwhile staring TI right in the face in its own backyard, was the newly certified intra-state Southwest Airlines, flying high frequency cut-rate fare service to Dallas from Houston. Also Houston to San Antonio and Dallas to San Antonio. These were some of TI's most profitable routes. By September, Lane was gone and TI was fighting for its life.

In April of 1971 two management consultants, Robert Carney and Francisco Lorenzo were at work trying to pick TI up from financial ruin. Lorenzo and Carney started a company known as Jet Capital Co. They were quoted in Texas Monthly Magazine as saying "We formed it (Jet Capital) as a meaningful platform for successful participation in the exciting but beleaguered field of air transportation." Before they came to TI they had made an attempt at buying into Mohawk but "it got away from them" due to the efforts of Allegheny. With the tremendous pressure and speculation that any day another airline would try and buy out TI, the "Wiz Kids" as they were called, arranged for some \$20 million in deficit financing. And in a series of moves were given the right to buy controlling interest in TI. In September Lorenzo was named President and Carney VP.

A visual change occurred immediately. The red, white and blue had returned. The corporate logo was a characterized waving Texas flag, an updated version of the one McKaughan had proudly flown in the 50's. The tail of the aircraft had the Texas star in white, outlined in blue, with a blue stripe starting at the rear of the fuselage running along the top of the aircraft. A break in the blue line appears over the windows where "TEXAS INTERNATIONAL" is inscribed in black. A red cheat line extends the length of the plane on the window line. The entire aircraft is painted in white except the lower fuselage and wing

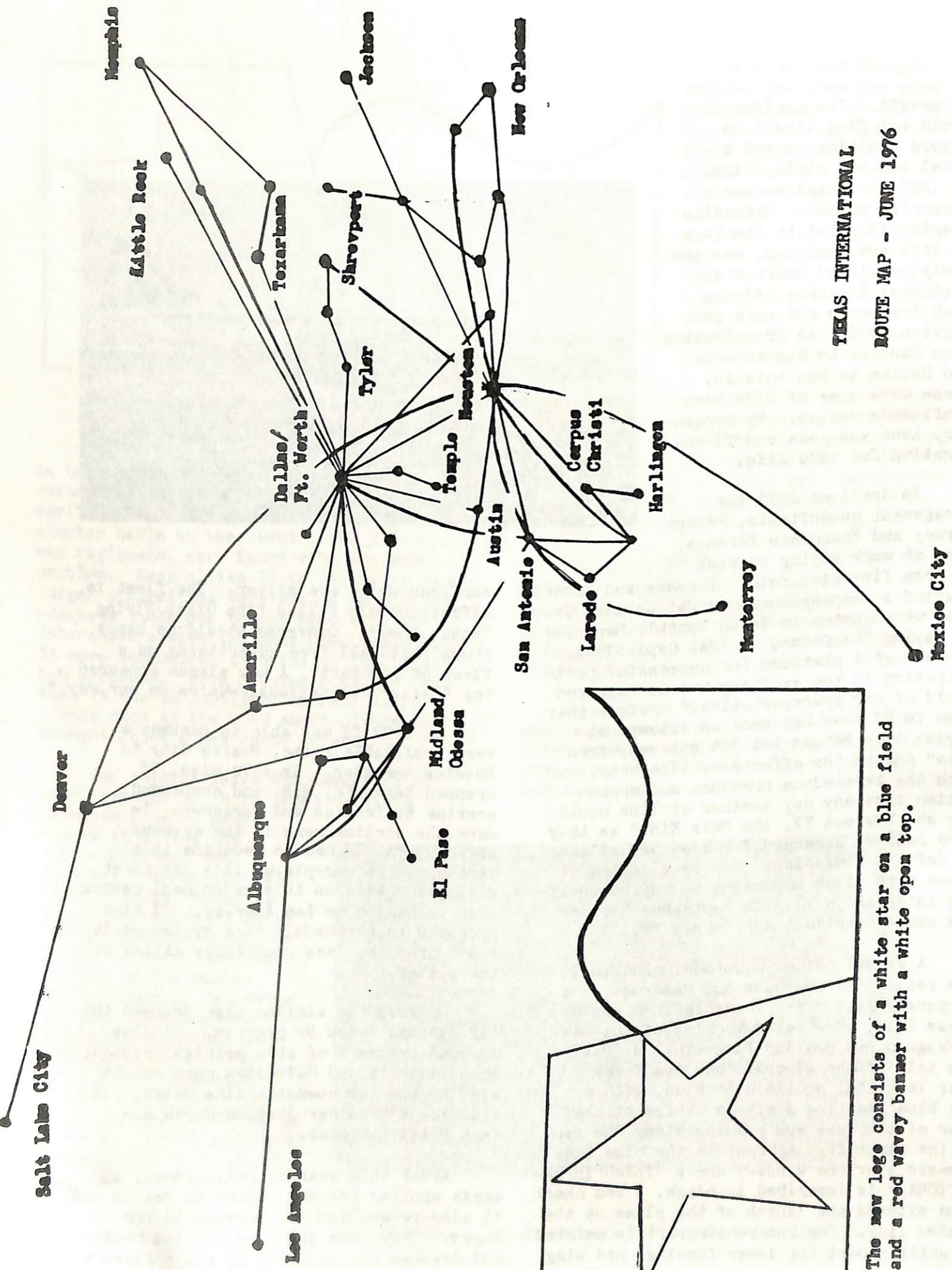


surfaces which are silver. The fleet is affectionately called "The Giant Flying Tennis Shoe". Converse should be happy about that--all free advertising on a fleet of aircraft! A new slogan appeared too "Texas International--We're on our way."

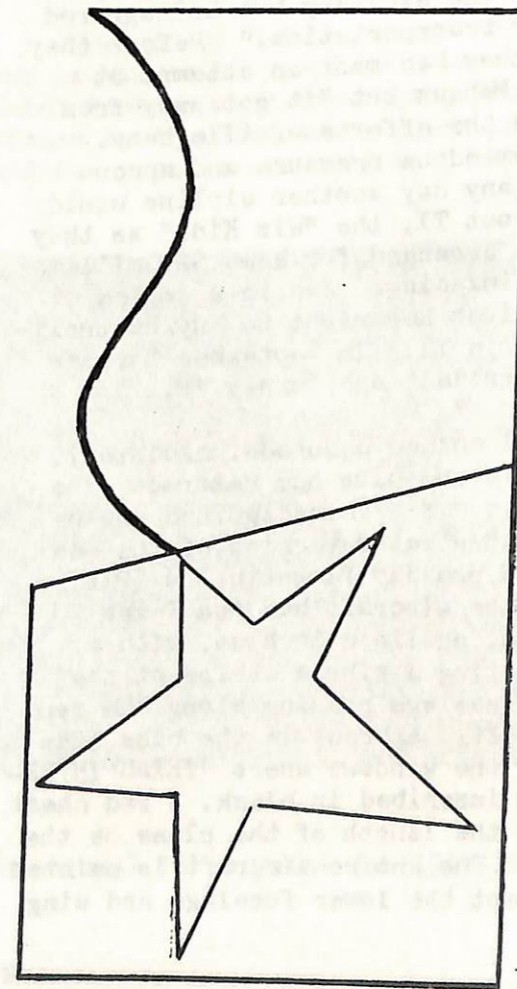
In 1972 TI was able to maneuver a very profitable route, Mexico City to Houston non-stop. In 1972 also, TI dropped Santa Fe, N.M. and suspended service to Tampico and Veracruz. To make the airline work in the economy of the 70's, TI had to redefine its strategy. It redeployed its jet fleet giving emphasis on its major haul routes such as Dallas to Los Angeles. TI also prepared to reschedule its system so it could drop the less profitable cities on the system.

By 1973 the airline also dropped the ill-planned Beech 99 program. It also dropped two more of its original cities, when Victoria and Galveston were handed over to the new commuter line Metro. It also dumped College Station-Bryan and Fort Polk, Louisiana.

After this year of realignment, TI again applied for new routes to Mexico and it also re-applied for service to Las Vegas. They once again restructured routes and devoted the majority of their fleet to



TEXAS INTERNATIONAL
ROUTE MAP - JUNE 1976



The new logo consists of a white star on a blue field and a red wavy banner with a white open top.

major route service. This realignment had caused some unusual and unbalanced peak times at minor stations. Early morning and late evening flights were the norm with no other activity during the day. This prompted TI to hire only part time employees to work on the hours preceding the flight. It also followed the practice of split-shifting in many cities. TI was heading for a show down with the unions. In November 1974, right before Thanksgiving, the unions struck.

TI held out and did not return to service until February of 1975. Helped by the mutual aid pack (MAP) set up by the airlines, TI embarked on getting back on its feet. The strike only accelerated the inevitable. With subsidy levels remaining at pre energy crises level of 1973, TI began to shutdown service to non-profitable cities.

TI began to resume service, but it never has fully resumed to pre-strike levels. By the end of the year TI had dropped Big Springs, Lufkin, and Pine Bluff. It dropped

non-stop service from San Antonio to Denver, San Antonio to Salt Lake, San Antonio to New Orleans, Lubbock to Denver, Jackson to Houston, and on down the line. By 1976 the list of dropped cities included Tampico, Veracruz, Temple and Brownwood, and more are due to follow.

One note of encouragement, however, is that TI will make a profit in 1976 and it's continued restructure program is certainly the key. Creeping up on it's tail is the continued threat of Southwest Airlines, who has just been awarded new routes to many major Texas cities. As a result of the 1974 strike, SW picked up a stronghold in the Rio Grande Valley. However, TI's new leadership is strong in its effort to keep TI from merger and return the airline to the proud efforts of Earl McKaughan.

Check the latest issue of jp airline-fleets for the complete listing of all aircraft currently being flown by TI.

I would like to thank Jeff for a fine job on this indepth look into the operations of Texas International. Jeff would like to send a special note of thanks to Mr. Jim Cassady, Staff Vice-President of Employee Relations of TI for his information and pictures used in this article. Mr. Cassady is known as the airlines unofficial historian, starting work for TI in 1954 and working in various positions until becoming District Sales Manager for New Orleans in 1960. He became corporate V.P. in 1965.



Artist conception of proposed TTA Boeing 727 tri-jet.

PHOTO ALBUM

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Enjoy the new DC-4 Dixieliner service on your next trip North or South between the Great Lakes and the Gulf.

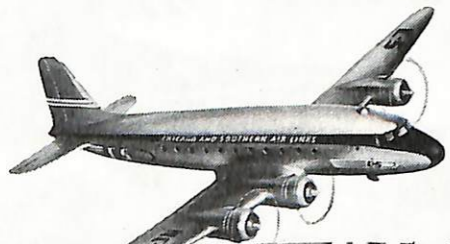
DC-4 Dixieliners serving Chicago, St. Louis, Detroit, Memphis, New Orleans, Houston.

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Want to be alone? Draw drapes make this a completely private compartment aloft.



Handsome lounge grouping amidships. Just the thing for your favorite foursome.



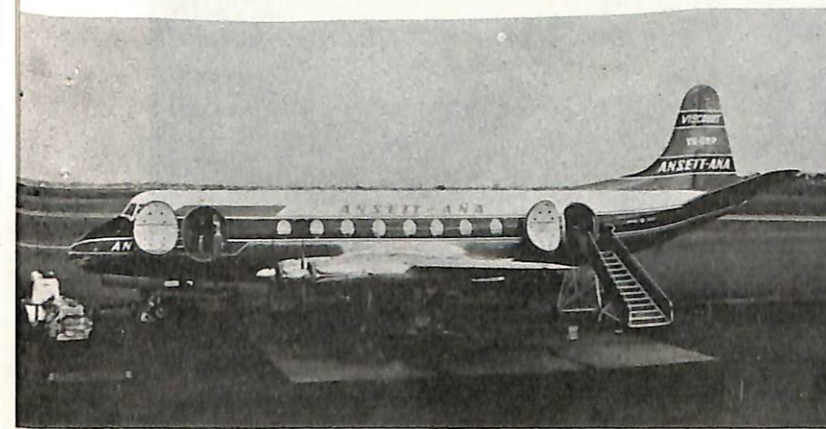
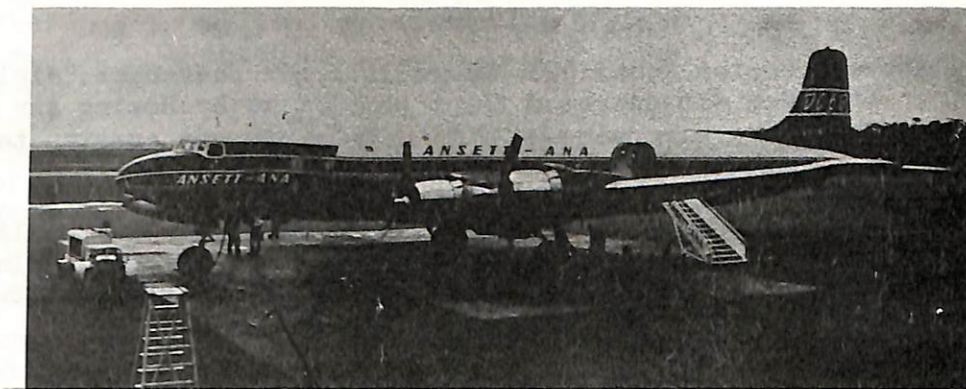
Freshen up in these bright, spacious lavatories, complete in every detail.



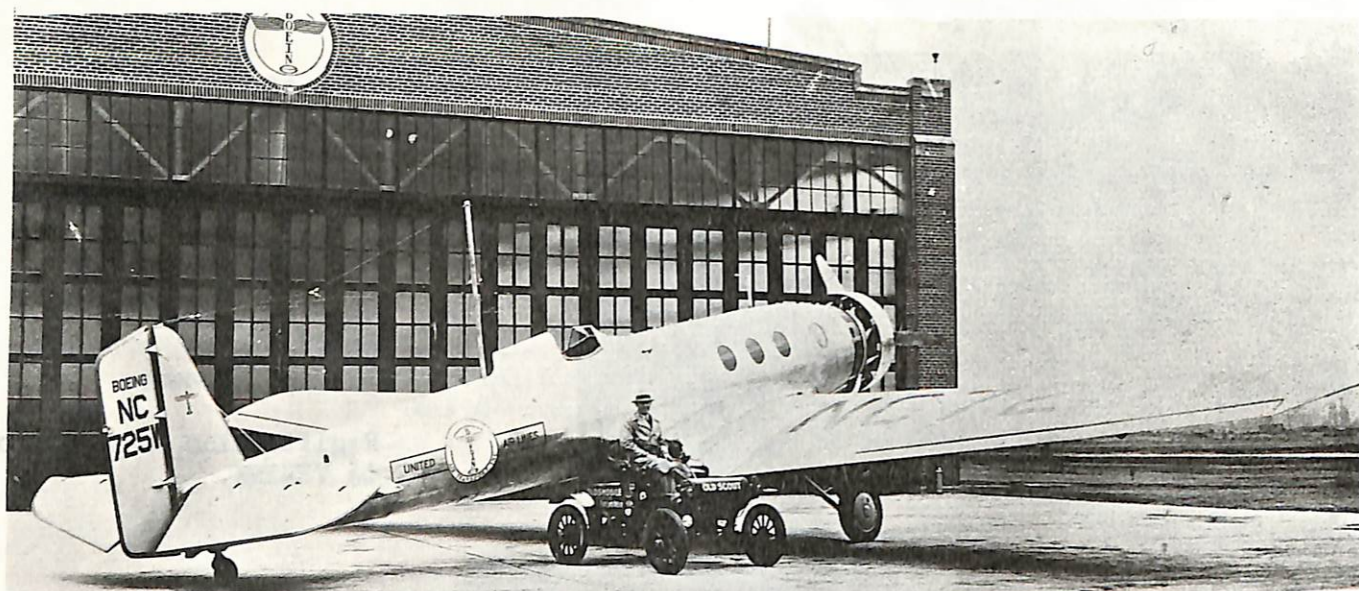
DC-4 of Ansett-ANA taken July of 1969 at West Beach, Adelaide South Australia by Mr. G. Goodall. Real nice view of a DC-4. Note prop under rear of a/c. Photo, as all on this page, provided by Geoff Thomas.

Registration on this a/c is VH-INX.

DC-6B of Ansett-ANA taken July of 1963 at West Beach, Adelaide, South Australia. This photo as the others on this page, taken by Mr. G. Goodall. Registration on this a/c is VH-INT

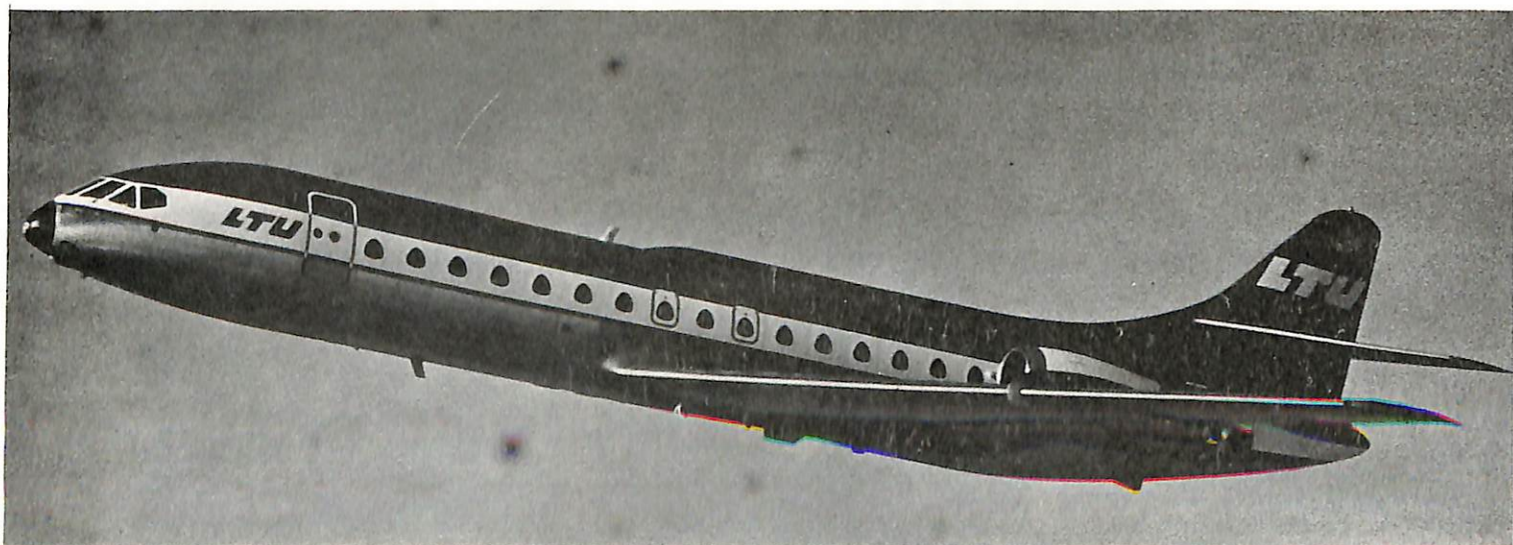


Viscount of Ansett-ANA taken in June of 1963. Registration on this a/c is VH-RMP. Good view of the "big" doors on this a/c in comparison to those on U.S. made aircraft.



Above: Boeing Model 221 Monomail, a six passenger "airliner" of the early thirties. This a/c was operated for a short time by Boeing Air Transport. Registration on this rare bird was NC-725W. Only one was constructed.

Below: A Aerospatial (SUD) SE.210(R) Caravelle in the livery of the West German charter carrier LTU (Lufttransport Unternehmen). In addition to this Caravelle, LTU flies with four others of the same make plus two Lockheed L-1011 Tristars.



KEEPING TIMETABLES . . . some new ideas for an old problem

Anyone who has picked up a handful of timetables soon finds out that they fit very nicely into a jacket pocket or desk drawer. The problems begin when you pick up some more and have to find a place for the old ones. Sooner or later the desk gets full and the search begins...

First, the shoebox is the logical place to put them. It can be put back into the closet or beneath the bed and everything is fine again. Except then the shoeboxes begin to pile up. At this stage, you have become a full-fledged tt collector and the commitment must be made.

You move up to larger boxes. When they fill up you find that they're so heavy an army of men couldn't budge them. In desperation the tts are once again put into smaller boxes and the whole process is repeated. Finally, after several round you have no idea of just what is where; or for that matter, you don't even know just what it is you have or don't have. As the mismatched boxes of every shape and size pile up around you, you think to yourself, "there must be a better way."

Unless you have unlimited space and money, don't count on it. But there are a few things you can do to make storing tts less of a chore. First, decide on a system and stick to it. Whether it be filing all tts by date, by carrier, by region, or whatever, don't just throw everything into a box and let it all go at that.

Next, standardize on the size box you use. Small and medium sizes are better than large ones. Remember large ones weigh a ton when they're full. Though not necessarily cheap, I have standardized on the R-Kive #725 file box which

measure 12" wide x 15½" long x 11" deep. These heavy duty boxes come with tops and holes on the side for easy lifting. They hold up very well and are available at any stationary store.

Grocery or liquor store boxes also may be used, but these tend to be larger and not as strong overall. Infestation may also become a problem.

Then, devise an index or file system and mark all your boxes accordingly so you can keep track of what's going on. You may wish to store away boxes of tts that you don't refer to very often. Choose a storage location where the temperature is constant. Avoid damp areas and store your tts in a cool, dry place if possible. This will retard odors and disintegration of the paper.

Within each box, it also helps if you bind groups of timetables together using paper strips. Rubber bands can tear the paper. Also, save those plastic produce bags from the grocery store. They make excellent bags for long term storage for groups of tts within each box. They not only keep out moisture and odors, but unwanted paper-eating pests as well.

Another good way to subdue unwanted moisture and odors is to sprinkle baking soda on the bottom of the box. Charcoal broken up and wrapped in hole-punched foil also serves the same purpose.

Finally, individual tt covers of clear mylar or plastic are available in several sizes. These covers are especially useful in preserving old and worn tts which may become worn from over handling.

This is by no means the only way to keep and store your timetables. We didn't even look at what to do with OAGs and the like. That will be the topic of a future article. But we did, hopefully, give you some new ideas to an old problem.

On Schedule

by Frank J. Lichtanski

We are happy to present to you in this issue of the CAPTAIN'S LOG the first complete new issues list of North American timetables for both 1975 and 1976. These lists were compiled with your help and it is hoped that your support will continue in order to continue this project into the future.

Only trunk, regional, and a few other selected carriers are listed. The multitude of air taxi and commuter air carriers throughout the US and Canada would certainly create quite a task for anyone wishing to list all timetables for all airlines.

To make the new issues list a success again in the future, we need to know of any new issues you come across. Please also let us know of any issues you have which do not appear on these lists.

An ongoing project at this time is the North American Airline Timetable Compendium listing all timetables issued by trunk and regional carriers and their predecessors. This list is about 60% complete and your help is needed in filling in many missing dates. Please send any information or lists you have either to Perry Sloan or to me. Right now we have no plans to publish the Compendium as it currently runs close to 30 pages. It is hoped that we can send it to you one or two pages at a time as part of the LOG in the future when it is more complete.

Coming us soon in this column will be articles on storing timetables, foreign language timetables, and different timetable formats.

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NEW ISSUES 1975

<u>Air California</u> 1/ 2/75 4/ 1/75 7/16/75 9/ 3/75	<u>Air New England</u> 1/ 1/75 2/23/75 6/ 1/75 10/15/75 12/15/75	<u>American</u> 1/ 7/75 2/23/75 4/15/75 6/ 1/75 8/ 1/75 9/ 8/75 10/26/75 12/10/75	<u>Delta</u> 2/23/75 4/ 1/75 5/ 1/75 6/ 1/75 7/ 1/75 8/ 1/75 9/15/75 10/26/75 12/15/75	<u>Hawaiian</u> 7/ 1/75 10/26/75	<u>Hughes Airwest</u> 2/23/75 7/ 1/75 9/ 3/75 10/26/75 12/13/75	<u>National</u> 1/31/75 4/15/75 7/ 1/75 9/ 1/75	<u>New York Airways</u> 12/ 1/75	<u>Nordair</u> 4/27/75 10/26/75	<u>North Central</u> 2/23/75
<u>Air Canada (NA)</u> 1/22/75 2/23/75 4/27/75 7/ 1/75 9/15/75 10/26/75 12/15/75	<u>Alaska</u> 1/15/75 5/15/75 6/ 1/75 10/ 1/75	<u>Braniff</u> 2/23/75 5/15/75 9/ 1/75 10/26/75 12/ 1/75	<u>Eastern</u> 2/23/75 5/ 1/75 9/ 3/75	<u>Eastern Provincial</u> 4/27/75 10/26/75	<u>Frontier</u> 1/15/75 2/23/75 4/15/75 6/ 1/75 9/ 8/75 11/ 7/75	<u>CP Air</u> 4/25/75 10/26/75	<u>Air Canada (US)</u> 1/22/75		

<u>North Central</u> (contd) 4/27/75 6/ 6/75 9/ 2/75 10/26/75	<u>Southwest</u> 12/ 1/75	<u>Air Canada (NA)</u> (contd) 12/15/76	<u>Continental</u> (contd) 9/13/76 12/10/76	<u>North Central</u> 4/25/76 6/11/76 9/ 7/76 10/31/76
<u>Northwest</u> 2/23/75 4/27/75 6/ 5/75 9/15/75 10/26/75 12/17/75	<u>Texas Intl</u> 2/23/75 6/ 1/75 9/ 7/75 12/ 1/75	<u>Air Canada (Intl)</u> 3/ 1/76 4/25/76 6/12/76 9/12/76 10/31/76 12/15/76	<u>CP Air</u> 2/ 1/76 4/25/76 10/31/76	<u>Northwest</u> 4/25/76 6/ 1/76 8/ 1/76 9/13/76 10/31/76 12/15/76
<u>Ozark</u> 2/23/75 4/ 1/75 5/ 1/75 8/ 1/75 9/ 1/75 10/26/75	<u>Transair Ltd</u> 6/ 1/75 10/26/75	<u>Air New England</u> 2/18/76 4/25/76 6/ 1/76 7/ 1/76 8/ 1/76 9/15/76 10/31/76 12/15/76	<u>Delta</u> 2/ 1/76 3/ 1/76 4/25/76 6/ 1/76 7/ 1/76 8/ 1/76 9/15/76 10/31/76 12/15/76	<u>Ozark</u> 1/15/76 4/25/76 6/ 1/76 7/ 1/76 9/ 1/76 10/31/76
<u>Pan Am</u> 2/23/75 6/15/75 9/16/75 12/20/75	<u>TWA</u> 1/ 6/75 2/23/75 5/ 1/75 6/15/75 8/ 1/75 9/ 8/75 10/26/75 12/ 1/75	<u>United</u> 1/ 7/75 1/31/75 3/ 2/75 5/ 1/75 6/13/75 9/ 3/75 10/26/75	<u>Alaska</u> 1/15/76 6/ 1/76 9/15/76 10/25/76	<u>Eastern</u> 1/10/76 5/10/76 9/ 8/76 9/ 8/76 rev 12/ 8/76
<u>PSA</u> 4/ 4/75 6/16/75 7/21/75 9/ 8/76 10/27/75	<u>Western</u> 1/ 8/75 2/23/75 4/27/75 7/ 1/75 9/10/75 10/26/75	<u>Allegheny</u> 3/ 1/76 4/25/76 6/ 1/76 10/31/76	<u>Eastern Provincial</u> 4/25/76	<u>Pan Am</u> 4/25/76 9/14/76 10/31/76
<u>Pacific Western</u> 6/15/75 10/26/75	<u>Wien Air Alaska</u> 11/17/75 12/26/75	<u>Aloha</u> 1/15/76 (118) 6/ 1/76 (119) 9/15/76 (120) 9/ 7/76 (121) 11/ 7/76 (122) (?)	<u>Frontier</u> 1/15/76 4/25/76 6/ 1/76 green 6/ 1/76 gold 9/15/76 10/31/76 (193) 6/15/76 (194) 9/ 8/76 (195) 10/31/76 (196)	<u>Pacific Western</u> 1/18/76 6/ 6/76 9/12/76
<u>Piedmont</u> 1/15/75 3/15/75 5/ 1/75 6/ 1/75 7/ 9/75 9/ 3/75 10/26/75	<u>American</u> 1/ 5/76 3/ 2/76 4/25/76 6/10/76 7/15/76 9/13/76 11/ 1/76 12/14/76	<u>Air California</u> 1/ 5/76 4/12/76 7/14/76 9/ 8/76 11/ 1/76	<u>Hughes Airwest</u> 4/25/76 7/ 1/76 9/15/76 11/ 1/76	<u>Piedmont</u> 1/ 7/76 5/ 1/76 6/14/76 8/ 1/76 9/ 8/76 10/31/76
<u>Quebecair</u> 1/13/75 4/13/75 10/19/75	<u>NEW ISSUES 1976</u>	<u>Wien Air Alaska</u> 11/17/75 12/26/75	<u>National</u> 1/ 6/76 5/15/76 7/ 1/76 11/15/76	<u>Quebecair</u> 4/25/76 6/27/76
<u>SFO</u> 10/26/75	<u>Air California</u> 1/ 5/76 4/12/76 7/14/76 9/ 8/76 11/ 1/76	<u>Air Canada (NA)</u> 3/ 1/76 4/25/76 6/12/76 9/12/76 10/31/76	<u>Braniff</u> 5/ 1/76 7/15/76 9/ 1/76 10/31/76	<u>National</u> 1/ 6/76 5/15/76 7/ 1/76 11/15/76
<u>Southern</u> 3/ 1/75 6/ 1/75 10/15/75	<u>Continental</u> 2/15/76 4/25/76 6/ 1/76 6/21/76	<u>Continental</u> 2/15/76 4/25/76 6/ 1/76 5/24/76	<u>Nordair</u> 2/16/76 4/25/76 5/24/76	<u>SFO</u> 6/ 1/76
				<u>Southern</u> 4/ 1/76 8/ 1/76 10/31/76
				<u>Southwest</u>

<u>Texas Intl</u>	<u>TWA</u>	<u>United (contd)</u>	<u>Wien Air Alaska</u>
Summer 1976	1/ 5/76	9/ 8/76	4/ 1/76
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<u>Transair Ltd</u>	8/ 1/76	<u>Western</u>	
4/25/76	9/ 9/76	1/15/76	
5/25/76		3/ 1/76	
9/12/76	<u>United</u>	4/25/76	
10/31/76	3/ 2/76	7/ 1/76	
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	6/ 1/76	10/31/76	

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Around The Airports

BY
JOE TURNER



The most logical place to do airliner spotting is at a airport, however, with the current political climate the airplane spotter appears to have been lumped in the "same pie" as the hi-jacker and terrorist. Viewing decks have been padlocked and security fences have been put up at almost all major airports. Airport designers have, for the most part, decided that airports are for arriving and departing and not watching, so most of the newer facilities have no viewing decks or open rooftops.

However, things are not as bleak as they may look. There are still a number of places where you can do some spotting. Being an airline employee (Braniff Int'l.) I get to travel a lot and usually I make it a point to spend a day at the local airdrome where ever I visit. This article, and several future ones, will list some of the places to visit, and not to visit. We will start at Tokyo International and end our trip, of all places, Moscow. So-- if your ready, the "fasten your seat belt" sign is lite and the Captain is easing the

the throttle forward--and we're on our way, to the far east.

First stop on our itinerary is Tokyo, Japan and a visit to Tokyo International Airport. This airport has excellent facilities for the airliner spotter, but within the next year or so the whole operation will move to Narita, a new airport now under construction.

To get to Haneda, the present airport, you can take one of the airport busses from the major hotels or at the Tokyo station. The best way to go, as I've found out, is to take the Japanese railway to Hamamatsucho Station or the Tokyo Subway to Daimon stop, then the Monorail to the airport proper. The Monorail goes along the harbor and gives you a good view of the service area of the airport. Under no circumstances drive a car. The main road south from Tokyo goes past the airport and the traffic problem is something like you've never seen--even for a New Yorker like myself! Don't drive!

Once at the airport, access to the viewing decks cost 50 yen. The fee to gain entrance to the entire facility is 100 yen and this includes a museum, plus restaurants, and many gift shops that sell food, toys, models, cards and other items of interest. There are two sit-down restaurants and a couple of snack bars.

The runways at the airport are laid out in a L shape. One runway parallels the short leg of the L about 100 yards from the building while the main runway parallels the long side of the L and is about 300 yards away from the terminal building. There are three fingers reaching out from the main terminal. As a concession to security, however, they are enclosed by a chain link fence, but this does not interfere with taking photos since there are many gaps that have been

pushed in the fence by other airliner buffs.

In addition to the gates at the terminals, the main parking area for aircraft is between the terminal and the main runway (see below). The a/c are parked at right angles to the terminal, but the viewing area extends along the whole terminal top allowing you to get side shots of most of the aircraft. There is a large freight and parking area starting at the far end of the terminal but it is very hard to get shots of parked airliners. For most picture taking, a 135 or 200 mm telephoto lense is required.

So much for Tokyo. Next stops on our trip will be Hawaii, Dallas-Ft. Worth, and then on to New York and JFK. Only the biggies folks. I'll let someone else handle all points in between. See you.

Below: A long and short ALL NIPPON AIRWAYS Boeing 727 wait at the terminal to pick up passengers. If you look real close in the background you will see two JAPAN AIR LINES Convair 880's. What a treat! This is a picture post card of Tokyo International Airport. No manufacture is listed on the card.



THE MODEL SHOP

BY

HENRY HARTEVELDT III

Beginning with this issue of the "Captain's Log" Mr. Henry Harteveldt will start his tenure as the model editor. So with this brief intro--take it away Henry!

Thank you Paul, and hello to all you modelers out there. Welcome to this, the first of many columns on modeling that I hope to do for the "Log". Shall we get on with it.

The purpose of this column will be to provide a "meeting place" so to speak where everyone in the Club will be able to benefit from each other in constructing model airliners. The column will be dealing with the building of the many different airliner kits available to the airline hobbyist and related constructing activities. In the future issues of the "Log" you will find, I hope, something that will benefit your enjoyment of building airline model kits.

Most of us, including myself, have been building model planes of one type or another, for quite some time. Organizations such as the WAHC (that's us folks), V-66, Scale Modeler and others provide the modeler with the typical model construction notes (i.e. - don't get glue on the clear windows, fill the seams, etc.). Hence, most of us don't want to see more of the same. Building a stock airliner, out of the old box, is relatively straight forward and does not offer much of a challenge. This is why I have chosen not to deal with the usual construction problems. But don't get me wrong, if someone writes in with a construction hint, or has a question about a certain step in building a certain model, I will gladly answer it, and if worthwhile, will also publish the question and answer in this column. As stated, the purpose of this column is for all modelers to share their knowledge and pool our experiences so we can all have the "showroom" model sitting on our shelf. Right?

Which brings me to a very good point. This column may be written by me, but it is being written for you! So--if you have any ideas that you would like to see incorporated into the column, please write and let me

know your feelings. I will be using several different formats to start with, until I can get the feel of what type information you folks are interested in receiving. So please bear with me if I happen to make a few little mistakes.

I would be interested in compiling a list of airliner kits available to the model builder, much like Steve is doing with the decals. To make such a listing will take the assistance of you readers out there. Unlike Steve, I don't run a museum that is loaded with material, so if we miss a kit or two, drop a line and let me know.

I would also appreciate hearing from you if you should happen to hear of a "rumor" going around about the release of any new airliner kits. The current one going around is that Airfix will be coming out with a 747 SP kit, but no release date as of yet. Can anyone verify this one? Whatever happened to the "large" scale DC-3 that Monogram was going to come out with? Drop me a line and we will try to sort out the fact from fiction.

One additional item that I would like you to be thinking about until I send in another column is the displaying of our completed models. As we all know, the real airliners are parked at terminals or in hangars--not on shelves. So, if we have any airport architects out there, or even non-architects who have been constructing their own model terminal buildings and such would be good enough to send in your plans or suggestions, perhaps we could all find some realistic to display our models. Of course these airports need not be based on the real thing. I would have a seizure if I tried to model TWA's JFK terminal! When sending in ideas and plans, please state scale and list of materials used. This would help us all greatly.

That about does it for my introductory column. We will finish up with two kit reviews by Paul Collins on the two Ford Trimotor kits now on the market, since this airplane is our Classic Aircraft this issue. Anyone desiring to do some kit reviews for this column if certainly welcome to do so. The Classic Aircraft in the next issue of the "Log" will be the Connie. Be governed accordingly. Until next time then--happy modeling.

MODELS IN REVIEW

The Monogram Trimotor is by far the easiest of the two models being reviewed to construct. The model is simple to construct and there are plenty of areas where you can add a great bit of detail to make this one a real nice model. Decals are provided to do a version of the ISLAND AIRLINES Ford still being flown on Lake Erie.

I decided to construct my models the way Mr. Ford did the real thing. I made three models at one time, using the assembly line method. I first constructed the two fuselage halves, leaving out the windows until later. I then added the stabilizer and landing strut and stabilizer strut. This all finished, I then glued the wing sections together and set them aside to dry. After they had dried, I glued the wing to the fuselage body. At this stage I then sprayed the entire a/c with Testor's silver both on the inside and out.

All parts go together quite well, with little or no flash to remove. The only filling needed is around the windshield area, and with enough trimming, you might not needed it even here.

After the Silver Testor's paint had dried, I then added the widows in each side of the fuselage then glued the bottom section of the fuselage to the rest of the a/c. The fit here is great. I then followed the kit instructions to finish the model.

I did not use the Island Airways decals, but Micro Scale sheet 44-8 which contains decals to do a Pan American Grace, Southwest Air Fast Express and a Texaco VIP Transport Trimotor. They all turned out very nice.

The Airfix Trimotor does not lend itself to "assembly-line" construction. This would be the model for the serious modeler to detail, because the model has a lot of detail included in the kit. To list just a few items: a complete interior with seats and floorboard, bulkheads and pilot and co-pilot's. The cockpit includes seats, dash and control console. The corrugated aluminum skin is also detailed nicely.

On this kit, I followed the instructions provided to the letter. I didn't want to make any mistakes. As with the Monogram model, this kit has very little flash to remove and the parts go together very well. You must take your time when constructing the engine nacelles, as they are a little tricky.

The decals provided in the kit are for a American Airlines 5-AT-B Ford that was restored in 1962 by American for the Worlds Fair. This is the same a/c that now hangs in the National Air Museum in Washington, D.C.

All in all, the Trimotor models, either the Monogram or Airfix, will make a nice addition to your collection. If you have the patience to rig up the external control lines on this a/c you will have a model to really be proud of. I don't remember the price on the Airfix model, but the Monogram goes for anywhere between \$1.37 up to \$1.87, depending on where you are buying. (Just found the Airfix price--\$3.69.) I would say the price difference is just about right for what your getting in detail in the Airfix kit.

If you get a chance this summer, and your in the northern part of Ohio, stop at Port Clinton and take a ride on Island Airlines Trimotor, you'll be sorry if you don't. With only a small number of these air craft left, it won't be long until there will be none left. What a shame!

Remember--next issue we will be featuring the Connie. Anyone wishing to do a review on any Connie models, please do so and send them in. Thank you.

Decal Capers

BY
STEVE KENYON

Well, here I go again, uncertain whether the format and content of this column justifies continuation since it is too early to receive feedback. Meanwhile I'll proceed as programmed in hopes someone among my readers derives some benefit from the exposure.

The entire sum and substance of this installment will deal with paints and painting.

Right about now you are asking yourself, "why is he discussing paints and painting when his topic heading is decals?" My answer is somewhat elementary. It is necessary to have a basic understanding of paints, color, and painting techniques in order to realize that fantastic metal image of your golden eagle awaiting his turn to take to the wild blue yonder. It matters not whether you are using commercial decals entirely; painting your patterns directly to your model; making your own decals; or, a combination of all three. To do so requires starting at the very beginning.

PAINTS AND PAINTING:

So much has been stated orally and so much more has been written on these subjects that any real effort on my part to rewrite the volumes upon volumes of printed matter exposing the topic would be foolhardy. Instead, maybe I can condense and abbreviate so we arrive at some basic and uncomplicated rules which will help us all. At least the matter may be a refresher course to some. Along this respect, my remarks will be confined strictly to painting and decorating airplane models. Fortunately, there will be no unveiling of any earth-shattering secrets which would cause a revolution if revealed. And far be it from me to upset the sturdy bunch of modelers devoted to and entrenched in their own stylized techniques.

But among this growing fraternity of ours exists many novices, and, for that matter, some experienced modelers--all of

whom would like to expand their talents but are afraid to try for lack of adequate experience and know-how. It is toward these readers, primarily, that I project the following paragraphs in this and subsequent issues.

I'm sure you will agree with me that a model is accepted or rejected by the quality of its finish. Your construction may be accurate and clean and this is essential, but the single most important feature of your project is the paint job. Painting your model properly turns a ugly, naked beast into a breath-taking object of beauty and radiates self-confidence for the builder. It takes a great amount of patience and perseverance: ultimately, it becomes a science punctuated by trail and error until your skill is developed to perfection. Mastery of the basic principles provides fifty per cent of the right techniques; the balance is e x p e r i e n c e.

The first item for consideration is the type of paint to be used. Within the framework of types, I refer to enamels, lacquers, water colors, art board paints, etc. For our subject matter, I will deal only with enamels because they are best suited for use with styrene plastics. They do not attack the plastic as some other types will do. They are easily thinned, dry rapidly, and display a luster difficult to find in many of the other types. And equally as important is the ease which you may work with enamels without the fear of total devastation. Consequently, the majority of experienced modelers use enamels for their projects. As one of this majority I urge you to begin your painting career with them too. At least use them until some experience is gained and your techniques have become automatic reflexes. Then if you want to expand further and experiment with other types, be my guest.

From grade school forward, you learned about the color spectrum. And if, say, you took the basic colors of red, yellow, and blue plus white, you could create the colors of the rainbow. Maybe you recall mixing a

portion of yellow and blue together and the result was green; red with yellow became orange; etc. Now you can see that the variety of colors available is enormous and since you can mix colors, there is no limit to the variations possible. So if you're prone to be a complete "do-it-yourselfer", your task has just been made easier. All you have to do is go buy yourself a color wheel and the basic paints and start mixing. On the other hand, if you are one who dislikes untidiness or paint-splattered fingers, why not turn to commercial pre-mixed and pre-colored products.

Not too many years ago paints manufactured specifically for plastic models was almost unheard of. Today, it is an entirely different story. There are any number of different manufacturers who make hundreds of various colors available to the modeler. Such names as Floquil, Imrie/Risley, Polly S, Humbrol, Testors, Pactra--to name a few--all produce excellent products. Choosing a brand name to use is a matter of individual preference based on a knowledge of each's best qualities. For example: Probably, the most universally used silver is Testors. It contains very minute pigments and sprays or brushes easily. After application and drying thoroughly, (this is a very important term) it produces a hard metallic look that reflects the luster and color of the everyday example we see setting at the airport.

Fulfilling any individual color requirement from the vast options available is up to you and your tastes. All I can say is make your selection and then experiment with a scrap piece of plastic. After the paint has dried, if the color tone and hue pleases you and appears to match your reference material, then your selection has been satisfactory. If there is one cord of dissatisfaction, stop right there and select another brand. Once you paint your entire model it is most difficult to remove it. Be sure you are satisfied the first time.

Remember one thing: the color of wet paint always looks differently than it does after it has dried. So don't be too hasty in making your decisions.

As a matter of reference, my work bench contains a hundred or more bottles and tins of paint from various manufacturers. And I've looked at many other modelers paint cabinets also and they have found the same to be true: only experimentation provides the desired results for a given situation. Don't make work for yourself and waste time by having to remove and unwanted color!

Now to another consideration. Do we use a matte (flat) paint or a shiny (glossy) one? I look at it this way. If you model properly, then you should always overspray your entire model with a protective coat of one form or the other of clear varnish (either flat or glossy depending on the model and period of time it represents). This protective covering seals the paints and decals so they aren't subjected to the elements.

In the case of airliners, they are shiny. Therefore, start your painting with flat colors and finish with a glossy clear coat. You will save time, money, and effort in the long run; especially since the flat colors provide a greater selection of colors and are much easier to work with than glossy enamels. Of course there is always the isolated case where starting with a glossy enamel may be required. But believe me, at the moment, I can't think of a one (of course, I'll get tons of letters now arguing with me!).

One last consideration concerning paints. This one deals with the thickness of paint. I dare say quite a few of us rarely appreciate how the consistency of paint affects the out-come of any paint job. If we know, we tend to forget. Yet it is essential that we remember, or fine surface detail will be obliterated and there will be scores of brush marks or we wind up cussing out the airbrush. Thinners therefore, are an integral part of our modeling equipment.

To acquire the right consistency of paint for brushing or using in an airbrush again will require experimenting for your personal tastes. Paint should drip freely but not run from a brush: its consistency for use in an air brush probably

will require even a thinner mixture. It is no sin to spray three or four coats on your model to insure complete coverage

There is no hard fast rule to be followed for thinning your paint. The amount of thinner you use will depend mostly on the color you are using and the brand manufacturer. If you have an empty bottle available, thin your paint in it. Start with a small amount of paint and using an eye dropper put a few drops in with the paint. Stir this mixture very thoroughly and test with your brush or air brush on a scrap piece of plastic. If you are using a brush, the paint should drip, not run. If mixed for an air brush, the first spraying should show a fine covering on the plastic but not enough covering to completely hide the basic color of the plastic.

These are my rough rule of thumbs I follow when I thin my paints. If I am thinning for a brush, I will use a 75% paint and 25% thinner: if for my air brush I use either a 75/25 or a 50/50 ratio of paint to thinner. Which ratio I use depends upon the paint's manufacturer and color (some color pigments are bigger and heavier than others). Regardless of which

This issue continues with the decal listings. Just a reminder: A question mark (?) following the decal manufacturer's name or the scale means the item may need confirmation. If anyone has verification of the information, please get in touch with me for correction or confirmation. Also, you will note that some of the Micro Scale decals are priced at seventy-five cents (\$0.75). This is not the price for the entire Micro Scale sheet; merely, the price for each individual airline portion of the sheet. Now we continue.

Airline	Mfgr	Acft Type	Scale	Cost	Remarks
Braniff	Air Jet Adv.	B-747	1:200	1-2	Current
Braniff	Air Jet Adv.	B-727	1:200	1-2	Orange, green, blue, and red.
British Awys	Air Jet Adv.	Boeing 747	1:200	1-2	current
British Awys	Air Jet Adv.	L-1011	1:200	1-2	current
British Awys	Air Jet Adv.	Concorde	1:144	1-2	current
British Awys	Airfix	Boeing 707	1:144	1-2	current
British Awys	Airfix	vanguard	1:144	2-4	current
British Awys	Airfix	Boeing 747	1:144	2-4	current
British Awys	Airfix	Trident	1:144	2-4	current
British Awys	Micro Scale	L-1011	1:144	2-4	current

ratio I use, I always try it first before I start on the actual model. Such activity saves me a lot of grief and lose of temper!

In the next issue of the "Log", I'll discuss painting tools and associated supplies along with some techniques.

CONSTRUCTION TIP:

All pastel colors such as red, yellow, pink, light blue, etc., will appear more brilliant and gleaming if there is an undercoat of flat white beneath them.

TRADES---EXCHANGES AND SALES

Wanted: A GARUDA decal for a Revell CV-990 kit and a DODGERS decal for a Revel Electra kit. Send info to Steve Kenyon, 1453 Clark Avenue, Yuba City, California 95991

Included with this issue of the "Captain's Log" is a modelers survey sheet. I would appreciate your filling it out at your soonest opportunity and returning it to the address shown on the sheet. Thank you.

Airline Name	Manufacture	A/C Type	Scale	Cost	Remarks
Brit. Overseas	Hawk	Comet 4B	1:150	2-4	o/c
Brit. European	Lincoln	Viscount	1:144	1-2	o/c
Brit. Caledonia	? *	VC-10	1:144	2-4	o/c
	* believed to be Airfix--can anyone confirm?				
Brit. Trans.Co.	Airfix	F-27	1:72	3-5	o/c
Brit. United	Airfix	BAC-111	1:144	2-4	current
-C-					
Capital	Hawk	Viscount	1:144	3-5	o/c
Capitol	Air Jet Adv.	DC-8	1:200	1-2	current
Cathay Pacific	Air Jet Adv.	L-1011	1:200	1-2	current
Civil Air Trans.	Micro Scale	CV-880	1:144	75¢	current
Condor	Micro Scale	Boeing 747	1:144	75¢	current
Continental	Tom Hollywood	DC-9-10	1:100	1-3	current
Continental	Air Jet Adv.	Boeing 747	1:200	1-2	current
Continental	Air Jet Adv.	DC-10	1:200	1-2	current
Continental	Aurora	Boeing 747	1:156	1-2	current
Continental	Hawk	Viscount	1:120 app'x	2-4	o/c
Continental	Micro Scale	DC-10	1:144	75¢	current
Continental	Micro Scale	Boeing 727	1:144	75¢	current
Continental	Air Jet Adv.	Boeing 727	1:200	1-2	current
Continental	Air Jet Adv.	DC-9-30	1:200	1-2	current
Continental	Air Jet Adv.	Boeing 707	1:200	1-2	current
Continental	Tom Hollywood	DC-10-10	1:164	1-3	current
Continental	Tom Hollywood	DC-10-10	1:100	2-3	current
Court	Micro Scale	L-1011	1:144	75¢	current
CP Air	Micro Scale	Boeing 737	1:144	75¢	current
Cruzeiro	Revell(Brasil)	Boeing 727	1:144	3-5	current
Cruzeiro	Air Jet Adv.	Boeing 727	1:200	1-2	current
-D-					
Delta	Aurora	Boeing 747	1:156	1-2	current
Delta	Micro Scale	CV-880	1:144	75¢	current
Delta	Revell(USA)	DC-10	1:144	1-2	current
Delta	Revell(usa)	L-1011	1:144	1-2	current
Delta	Hawk	CV-880	1:120	2-4	current
Delta	Revell(usa)	DC-9	1:144?	2-3	current
Delta	Air Jet Adv.	Boeing 747	1:200	1-2	current
Delta	Air Jet Adv.	DC-10	1:200	1-2	current
Delta	Air Jet Adv.	L-1011	1:200	1-2	current

Airline	Mfgr	A/C Type	Scale	Cost	Remarks
Delta	Air Jet Adv.	DC-8	1:200	1-2	current
Delta	Air Jet Adv.	DC-9-30	1:200	1-2	current
Delta	Air Jet Adv.	Boeing 727	1:200	1-2	current
Delta	Tom Hollywood	DC-10=10	1:164	1-3	current

-E-

Eastern	Aurora	Boeing 727	1:96	1-2	current
Eastern	Entex	DC-8	1:100	2-3	current
Eastern	Revell	Electra	1:121	3-5	o/c
Eastern	Revell	L-1011	1:144	1-2	current
Eastern	Air Jet Adv.	L-749	1:144	1-2	current
Eastern	Micro Scale	DC-9-30	1:144	75¢	current
Eastern	Air Jet Adv.	Boeing 747	1:200	1-2	current
Eastern	Air Jet Adv.	L-1011	1:200	1-2	current
Eastern	Air Jet Adv.	Boeing 727	1:200	1-2	current
Eastern	Air Jet Adv.	DC-9-30	1:200	1-2	current
Eastern	AirJet Adv.	DC-9-63	1:200	1-2	current
Eastern	Air Jet Adv.	Constellation	1:144	1-2	current
Eastern	Tom Hollywood	DC-8-61	1:164	2-3	current
Eastern	Tom Hollywood	DC-9-30	1:164	2-3	current

-F-

Finnair	Micro Scale	DC-10	1:144	75¢	current
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(To be continued)

The response to this listing has really been great. You have caught me in some errors, as I had expected. I have also left out some airlines. The best way to add to the list and correct the errors that have appeared so far will be done thru a supplement to the June-August issue of the "Log". At that time all corrections and additions will be made. Please continue to send in any new releases and corrections you might find. Thank you.

jp airline fleets

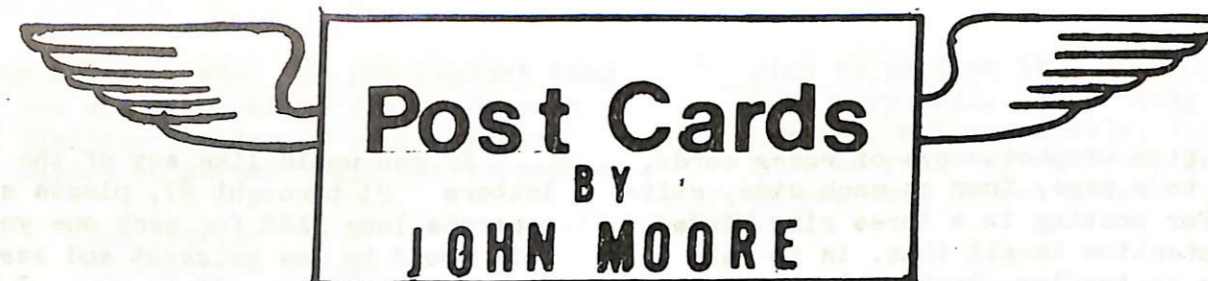
February, 1977

JP NEWSGRAM: The new JP AIRLINE FLEETS 77 will be out in mid to late May 1977. Greatly expanded. The US section alone has expanded from 201 US airlines in JP76 to over 300 US airlines for JP77! This year the JP will be sent out in order of receipt of orders. First come, first serve. This year we will allow people to prepay to insure an early delivery position. Do not pay now. More details to come.

Sincerely,

Bruce Drum

Bruce Drum
US Editor and Distributor.



Aviation Postcard Newsletter becomes the Post Card section of the "Captain's Log." There has been mixed reaction to this move, but certainly most of it has been favorable. I will still be mailing copies of this section to my former subscribers who are not now receiving the "Log", but I strongly urge you to consider joining this fine organization, the World Airline Hobby Club. Anyone having an interest in Airline post cards must have a interest in other phases of Airline memorabilia collecting, and this publication has it all! After a reasonable amount of time, I will discontinue direct mailing, and the newsletter will only be found in the "Captain's Log".

I feel it necessary to say a few words about myself, even though a good number of you know me fairly well. My interest in airline and other aviation postcards stems from a strong interest in all aviation. Once active in IPMS as an area coordinator many years ago, member of AAHS and Cross & Cockade, and founder of Twin City Aero Historians, but now finding myself concentrating on the airline memorabilia thing. I am primarily a collector rather than a historian, which accounts for my lack of technical knowledge. My interest lies in the rare and "used to be" material, and I confess that my friend Pete Black had to show me the difference between a DC-2 and DC-3! If an aircraft has more than two or three digits to it's correct nomenclature, I'm lost. The newsletter started because I was corresponding with a number of fellow collectors, and being lazy in writing, I just put all my thoughts in one letter, photo-copies it, and set a copy to each pen-friend. It started with a half dozen people, late in 1974, and the last newsletter, number 7, went to over 70 collectors in five or six countries.

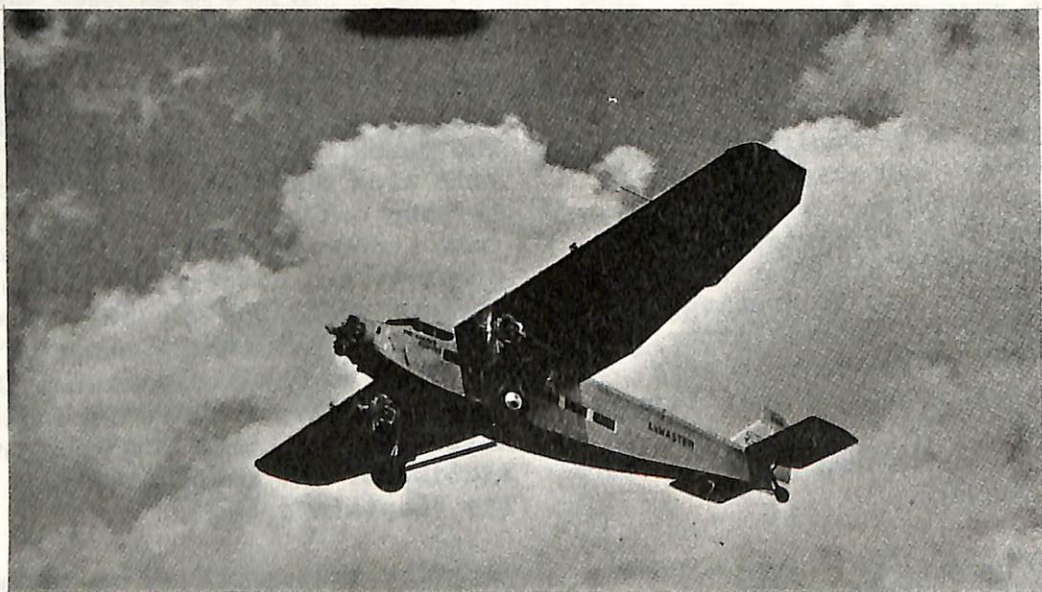
This section will contain all the information I can gather about airline post cards. I will be most grateful to any help you, the members, can give me, and consider myself only a clearing house of tips and info coming from you. If the editor can provide

the space, we will cover many areas. Hopefully, we can print copies of favorite cards that you may loan for just such a section. These should be fairly rare, or perhaps just extremely good cards from standpoint of the original photos, position, background, scarcity of aircraft or airline, etc. I consider "good" cards to not always be chosen for age; as some of the recent cards of contemporary jets can be outstanding. And then too, we must always consider that each of us has his own taste. I will try to print information of new issues, as well as tips on finding the golden oldies, dealers, other collectors, etc. As you can gather, it's going to be a hodge-podge of material!

I can report that the collecting of airline post cards is growing very very fast. New collectors are joining the ranks every week. Unfortunately, at the same time, cards are becoming more difficult to find, new cards are fewer and farther between, and most airlines and publishers are discontinuing the practice of issuing airliner post cards. So a word to the wise, don't pass anything up, and when you walk into that airline terminal in the boonies, or that old drug store in the middle of the desert, and see twenty or thirty cards the same, buy 'em all...with a little discretion of course. The cards will become trading material, with each duplicate bringing another card to your collection. Most collectors maintain a current trading list, some very complete and descriptive, with codes for various positions of the aircraft, etc. We will be publishing names of collectors desiring to trade duplicates, along with any terms they wish to include, or information. Also check the "Flight Exchange" section of the newsletter "Air Lines" and the "Captain's Log".

The editor wanted me to mention the upcoming catalog of airline post cards, and I can report that progress is slow (my laziness again) but thanks to Pete Black, this joint venture is definitely on the move. This catalog will simply be a

collection of photocopies of rarer cards, eight to a page, four on each side, suitable for posting in a three ring binder. The intention in all this, is to make it easier in trading, to be able to list a card by it's catalog number, and let the photo speak for it's self. Pete and I will probably make a mailing on this in about three of four months. Cost will cover expenses and little else, this being a labor of love. Pete has printed all of his DC-2s and 3s, and I am starting to print mine. At the same time, Pete is starting on his DC-4s, 6s, and 7s. Beyond that, I am not sure what we will be including, but at least all prop stuff will have priority. Connies, Convairs, Electras, etc. Eventually we will get into the jets, and at some point in time, the catalogs will eliminate a lot of the long descriptive material needed in your trade lists. We have about 60 DC-2s and 3s printed as of now. Once we have used all the DC-2s thru 7s that we have, along with those of Jon Proctor, Pete Bonesteel and a few other locals here, we will make a second printing of cards missed, hopefully of cards contributed by you, the readers, after they have checked the cards we have printed. Each card will be assigned a number, and a very short description as to type of card.



"The Kansas Clipper" is a very active Trimotor owned and operated by Mr. Charles "Chuck" LeMaster of Ottawa, Kansas. This is a model 5-AT-C, registration number N414H.

If you would like any of the newsletters #1 through #7, please send a separate long SASE for each one you desire. This would be the quickest and easiest way for me to get them off to you. I have copies of them all. They all are as much a mess as this one, but you may be able to find some bits and pieces of information to help your collection.

I recently received a fine, fairly long newsletter, in two parts, from a real pre collector, Leonardo Pinzanti, of Italy. One section consists of a quite realistic system of trading cards through a point set-up, which you can use to trade with Leonardo, or you may want to use it in trading with others. The other section, quite long, is titled "Post Card Hit Parade". Length and size of paper prohibits printing these in the "Log", but if you would like copies, I will copy them, and post them, for .50¢ or four .13¢ stamps, just to cover cost of copying and mailing. At the end of this article I will give you a few excerpts from this interesting "Hit Parade" to let you know what you will be getting.

If you are interested in series trading, you should contact one or all of the following, because they have complete trading lists, listing of cards they

want and collect, etc. Do not contact them unless you are prepared to follow through with a similar listing of your own, and have a desire to answer their correspondence.

Jon Proctor
87 Chestnut Street
Bethel, Conn. 06801

Dave Musikoff
6222 Cedros Avenue
Van Nuys, Calif. 91411

Robert Alexander
29620 Sue Road
Evergreen, Colo. 80439

Pete Black reports that four cards are available from Cathy Pacific, 548 5th Avenue, N.Y., N.Y., 10017, and one or two cards can be gotten from EL AL, 850 3rd Avenue, N.Y., N.Y., 10022. Use the usual discretion in writing, so that other collectors will not be turned down. Thanks.

Most post card collectors have a passing interest in other aspects of airline memorabilia. In future articles, I will be glad to comment on anything you may wish to read about. Let me know your interests, as well as information on the collecting of such things as timetables, schedules, baggage stickers, badges, you name it...even swizzel sticks. I have a small collection of trade cards, such as Wings cigarettes cards, Tepps gum, etc., but haven't done much collecting of these lately. For those of you interested in these, as well as first day covers, stamps, and the like, you should contact Orian Green, 3309 Broadway, Hollywood, Florida, 33021. Orian has an auction listing that he publishes every once in awhile, with many excellent items you can make bids on. Many good post cards also.

The Newsletter has a number of subscribers that are employed by the airlines, and hope that at some time, those of you that are able to, can make cards of your Company available for the membership. Perhaps for an automatic mailing with the "Captain's Log" or the newsletter "Air Lines".

That about does it for this issue. Please feel free to drop me a line and let me know what you would like included in this section of the "Log". All of the subscribers will appreciate any information or tips you may have that you want to share, and I will be

glad to publish it. As most of you know very well, I'm a lousy correspondent, but eventually, I do get back to you. My address, for those of you that do not have it is:

John Moore
2062 Sloan Street
St. Paul, Minn. 55117

POST CARD HIT PARADE

If you close your eyes and concentrate, it will be possible to see the first "hit". It is a nice B.707 of Aer Lingus parked on the apron at Dublin airport but, sorry, there is a Caltex truck refueling the plane, just behind it. Another one is an Aer Lingus B.720 on the apron also and in the background a Friendship in the very first green colors.

As we move a little bit to the west, we find a nice large card with a panoramic view of Amsterdam and just under your eyes a Viscount 800 in old "Flying Dutchman" colors. Down in South America Aeropostal printed a card of the first Viscount they got. MALEV of Hungary has an interesting TU-134 at Budapest airport and an Ilyushin 18 at Bruxelles. In the new destroyed Beirut airport, MEA shows to us three B.720s awaiting their passengers.

Northwest Orient amazed me with a DC-8 in a snowy Minneapolis airport and a sharp B.720 in the same place. To the north we find Trans-Canada, with a Viscount in the first colors (silver fuselage), a drawing of Trans-Caribbean DC-8 in the second livery for that company. Back to France again, this time with a sharp UAT DC-8 flying over the sea.

I think you get the idea of what Leonarde has put together. He has made a very nice story, so to speak, from a stack of his post cards. This might be something you would like to try. If you do, drop us a line with your "Hit Parade".

FLIGHT



EXCHANGE

Steve Clifton, 800 W. End Avenue, New York, N.Y. 10025 has for the trade the following plastic models: Hasegawa F104C (1/32), AMT Peterbilt 359 Tractor (1/25) MPC 1930 Bentley (1/12) Hawk San Francisco Cable Car, for models, postcards, photos, slides.

Rick DeMeis, 10714 Abercorn, Apt. 34E, Savannah, Georgia 31406 has a number of older baggage stickers for trade. Some of the airlines he has on his trade list are: Trans Canada, Trans Caribbean, Air Atlas Maroc, Trans Texas, Frontier to name a few. Rick is looking for the metallized or shiney paper stickers in trade. Drop him a line with what you have for trade. Also he is looking for early OAG's, and anything on Delta (C&S/NE) Colonial, Mohawk and Panagra.

J. Roger Bentley, 805 Malta Lane, Silver Spring, Maryland 20901 has a number of older OAG's of the World Wide issue, all in excellent condition and selling for \$5.00 each. The following are the ones still available on a first come bases:
 1957: June 1958: Feb/March/July/August/October/December
 1959: Feb/March/June/July/August 1960: August/September/November
 1961: Feb/March/May/September/October 1962: Feb/March/May/June/Aug/Oct/Nov/Dec
 1963: Feb/March/May/June/Sept/Nov/Dec 1964: Feb/March/May/Sept/Oct/Nov/Dec
 1965: Feb/March/May/June/Aug/Sept/Nov/Dec 1966: Feb/Aug/Sept
 1967: Jan/Feb/May 1968: Nov/Dec

Jay Pickering, Route #1, Pickering Road, St. Clairsville, Ohio 43950 would like to buy the following: Aero Mini's all-metal 1/239 scale models of--Boeing 707 in livery of Pan Am, American and TWA, DC-9 in TWA, Eastern and Ozark colors, DC-8 in Air Canada paint and American and United DC-10 and the following 727's--Pan Am, TWA, Northwest Orient, American, Braniff in Blue scheme and Red scheme. All Jay asks is a reasonable price and all in "like-new" condition.

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 is looking for any material having to do with the history of AMERICAN AIRLINES, FLYING TIGERS, SEABOARD WORLD, TIA, OZARK, and the following aircraft types: Lockheed Constellation, all models, Lockheed Electra, SUD Caravelles, all models, and VC10s, all models. This material is needed for future articles in the "Captain's Log" so any help you can give will be appreciated. All material will be returned to owner after article appears. I am still looking for anything having to do with the DC-3. Anyone having material on or about this a/c please drop me a line. I am also starting a collection of American Airlines memorabilia. Anyone having items that pertain to this carrier, please drop me a line. Thank you.

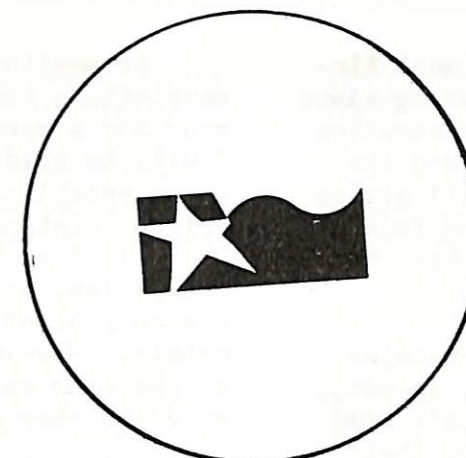
The FLIGHT EXCHANGE section of the "Captain's Log" and "Air Lines" is for your use, to list items you have for sale, trade or need for your collection. It was my hope, when I started the "Log" that this would be the most important section of the magazine. This has not been the case. I'm sure a lot of you have material you wish to dispose of and material you hope to find. List it in this section of the "Log" and "Air Lines". Make use of YOUR magazine and let it work for YOU. Thank you.

Paul

AIRLINE LOGO BADGES



McCulloch Int'l



Texas Int'l



NORTHWEST ORIENT

Northwest Orient



WORLD AIRWAYS

World Airways



ETHIOPIAN AIRLINES

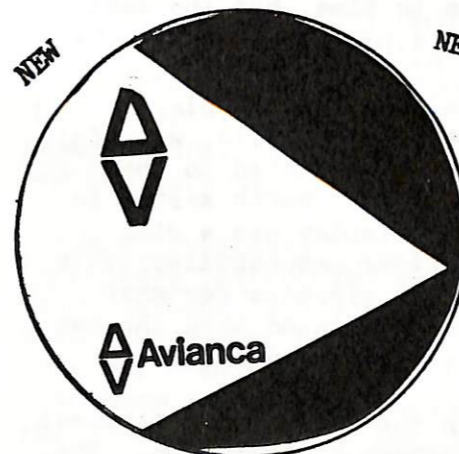
Ethiopian Airlines



KAC

KUWAIT AIRWAYS CORPORATION

KUWAIT AIRWAYS CORPORATION



Avianca

Avianca



AA

American



CONTINENTAL AIRLINES

Continental Airlines

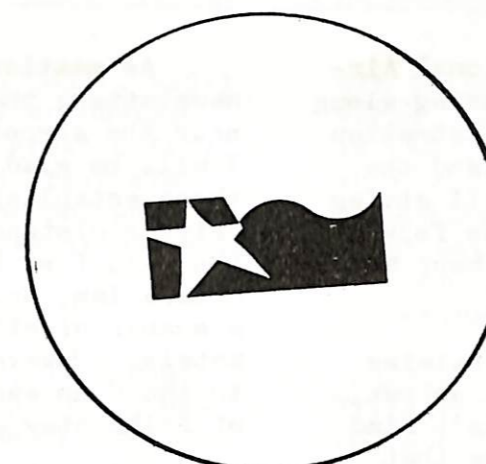
These Airline Logo Badges are made by the World Airline Hobby Club, and not the airlines depicted. They are approximately 2 1/4" round and come in the colors of the particular airline. Each badge sells for \$.50. In addition to the ones shown above are: TWA, Piedmont (o/c), CP Air, Air California, National,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

CONTENT
 DELETED
 DUE TO PRIVACY
 CONCERNS

AIRLINE LOGO BADGES



McCulloch Int'l



Texas Int'l



Northwest Orient



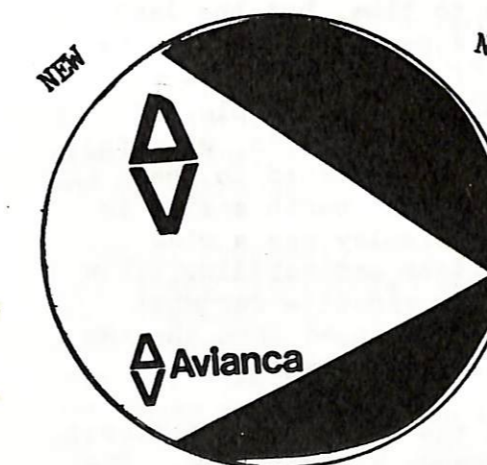
World Airways



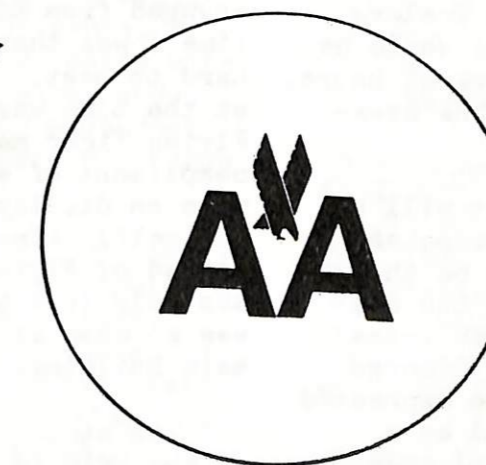
Ethiopian Airlines



KUWAIT AIRWAYS CORPORATION



Avianca



American



Continental Airlines

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

AVIATION INTERNATIONAL "77"

Plans for the first International Airline Enthusiasts Convention are moving along at a nice steady pace. The administration of the Greater Cincinnati Airport and the various airlines serving CVG are all giving their support to this meeting. The folks at the Americana Inn are excited about the meeting, almost as much as I am!

I have not had any luck in obtaining the service of a vintage aircraft, as yet, but I'm still trying. You just don't find these fellows under a rock! Anyone that would like to assist in this search is certainly welcome to do so. I'm looking for either a Trimotor, DC-3, DC-6 or DC-7, or any other aircraft that could be classed as "vintage" and that you think members would be willing to part with a few dollars to ride in. Drop the Editor a line if you have any suggestions or ideas. The LeMaster Trimotor will be engaged on the week-end of our meeting, so that particular a/c is out.

I am currently lining up some movies to be shown on Saturday evening, July 23, after the banquet/business meeting. These movies will run about two hours all total and will cover a number of things. Mainly I'm trying to obtain films from the airlines. So far American, Delta and TWA have "promised" their assistance in this regard. I have feelers out for other movies that I believe would be able to hold your attention for several hours. More on this in the next issue of the newsletter in May.

So far we have two groups that will be showing a continuous slide show during the day, Saturday, July 23. This will be the OAES group, which is co-sponsoring the convention with the WAHC, and the North Texas Aviation Enthusiasts, headed by Mr. George Cearley. A group from Chicago also expressed interest in showing slides, as well as a contingent of members from the Miami area. All individuals that are interested in showing their slides, please contact Mr. George Kinney 719 Dobson Street, Evanston, Ill. 60202 who will be programming the various individuals that want to show slides. There will be several areas on the concourse at the airport that will be set aside for such shows.

As mentioned in the last issue of the newsletter, there are other places to stay near the airport besides the Americana Inn. I will be glad to furnish you material on these establishments upon request. In close driving distance to the convention site you will find Howard Johnsons, Best Western, Ramada Inn, Holiday Inns (2) Scots Inn, and a number of other "chain" and "family" type motels. However, it will be of benefit to the Club and the meeting if the majority of folks stay at the Americana.

If enough members plan to take the trip to the Air Force Museum on Friday, July 22, and check into the Americana on Thursday, I think some type of entertainment can be set up for Thursday evening at the Inn. The Americana will provide us with a room for displays and general bsing each evening of the convention. So come prepared and bring notes-or what ever else you wish to bring.

The trip to the AF Museum should really put you in the mood for a week-end of "thinking aviation". This has to be one of, if not the best museum of it's kind in the world. Most of the a/c on display are inside and have been restored to showroom condition. The displays are changed from time to time, but the last time I was there, a new display would be hard to beat. Of particular interest at the time was a beautiful display of Flying Tiger material. Jackets, with full compliment of emblems attached to them were on display, a sight worth seeing in its self! Also on display was a wide varied of Flying Tiger memorabilia. This was only to wet your appetite for what was to come as you continued thru the two main buildings housing the museum.

As stated in the newsletter, the cost of the trip is unknown at this time. The only cost to those going will be for the bus fare. There is no charge to enter the museum. So, the more that sign up to go, the less will be the expense of chartering a bus to go. This is a trip the whole family will enjoy.

More news on the convention in the May newsletter. Think Convention "77"!

PLEASE SUPPORT OUR ADVERTISERS

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

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

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

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

Wings of Progress, P.O. Box 2782, South San Francisco, California 94080 is operated by Dean Slaybaugh and offers high quality slides/photos on over 7,000 airliners. You name it, Dean should have it on his list! Two bucks will bring you his catalog plus any supplements and a sample slide. I have dealt with Dean and can state that his work and slides are great. Drop him a line and mention that you are a WAHC member.

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

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

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

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

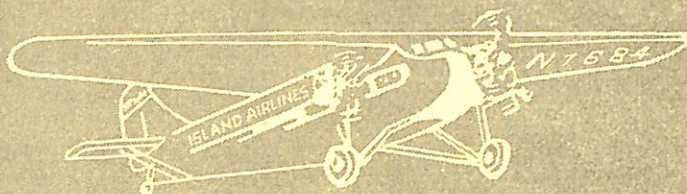
1976 Airline Handbook by Paul K. Martin, Department Z, P.O. Box 3694, Cranston, R.I. 02910 sells for \$6.25 including postage and is well worth the price. The material covered in this book is simply fantastic. If your a serious airline buff, this book is a necessity.

JP Airline-Fleets 76 is now available thru it's U.S. editor Bruce Drum P.O. Box 481082 Miami, Florida 33148. The JP lists by country and airline, each aircraft operated by registration number, exact aircraft type, serial number, former identities, names, addresses, photos and aircraft data. A real must for the serious collector.

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

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

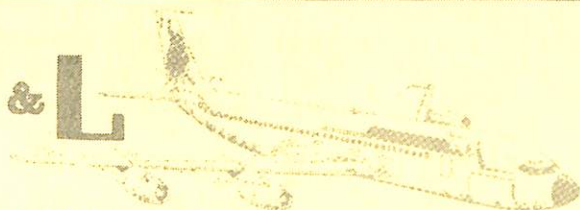
FLY THE
Ford
 TRI-MOTOR



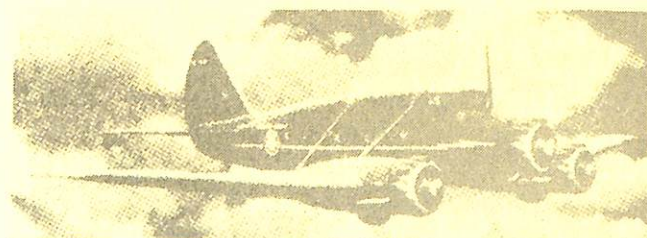
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1. Lockheed Electra @ \$13.95 ea. _____
2. Curtiss Condor @ \$9.95 ea. _____
3. Grumman Skyrocket @ \$3.95 ea. _____
4. SVA Ansaldo Scout @ \$2.95 ea. _____
5. Phonix D1 Scout @ \$2.95 ea. _____
6. SAAB J-29 @ \$3.95 ea. _____
7. Stinson "A" @ \$9.95 ea. _____

Sub Total _____
 Add 6% if Calif. Resident _____
 Add 10% Mailing and Handling _____
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NOTICE!

Watch for DC-4
 (Surprise Version Available Soon)