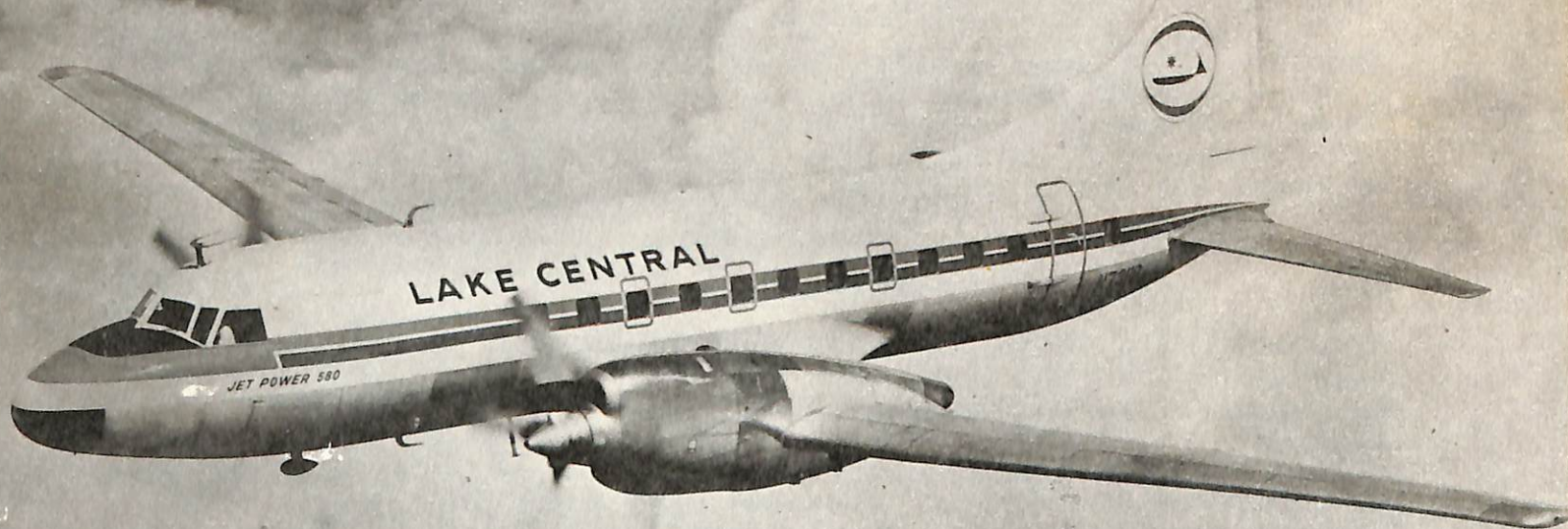


CAPTAIN'S LOG

SUMMER 1979



FRONTIER AIRLINES
CONVAIR TWINS
MODEL SHOP
JR. WINGS

CONTRIBUTIONS WANTED

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

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

PUBLICATION DATES

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The CAPTAIN'S LOG is send 3rd Class mail, so please allow ample time for delivery.

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CHANGE OF ADDRESS

Please report any change of address promptly to the Publication Editor. Improper address will result in member not receiving his copy of the CAPTAIN'S LOG since the 3rd class postage rate does not allow for forwarding. If it is necessary to send another copy of the LOG to someone that has not reported a change of address, the member will have to pay the postage.

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Thank you



A Convair Metropolitan flown by Sabena, one of many European carriers using this type of aircraft. Photo from collection of Fred Erdman.

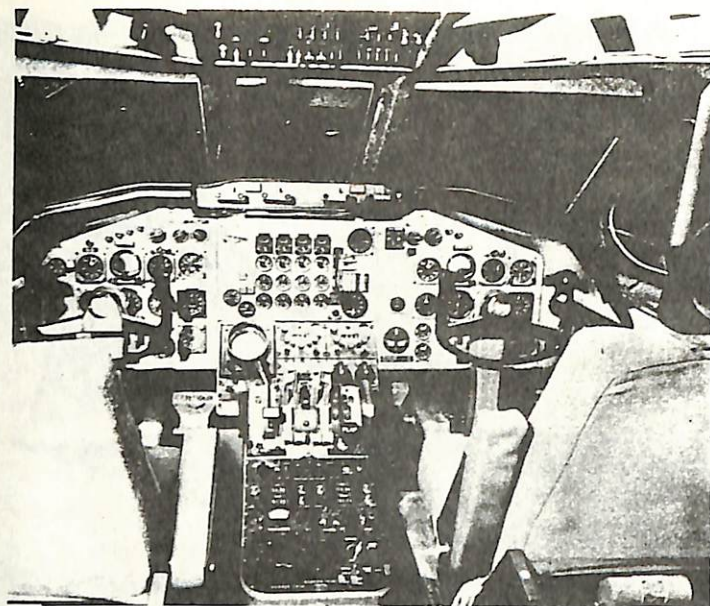
CAPTAIN'S LOG

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Cover photograph from the files of both Tom Kalina and Fred Erdman. I would like to thank both Tom, Fred and Ray Mattox for the pictures of Convair aircraft appearing in this issue of the LOG. Also a BIG thanks to Terry Waddington and Stephanie Gardiner of Douglas Aircraft Company for the nice extras enclosed with this issue of the LOG.



...from the left hand seat...

The third annual Airliners International convention is now history. With over 170 collectors on hand, the meeting has to be termed a great success by all those in attendance. The next convention will be held in Detroit, Michigan on the week end of July 18, 1980. This meeting should attract over 200 collectors. With the interest in the hobby growing as fast as it is, I am sure the Detroit bash will attract some of our Club members from the continent, which can only add to the prestige of the meeting and the Club itself.

I would like to send out a big THANK YOU to the Dallas convention committee under the leadership of George Cearley. It is a real undertaking to assume the responsibility of hosting a convention. The Dallas people did a super job. The responsibility now rests on the shoulders of the Detroit convention committee. Good luck to them!

A number of groups expressed interest in hosting future conventions. Washington, D. C., Miami, Florida, and San Francisco, California had representatives at the business meeting expressing a desire to host a future convention. If you wish to host a convention, please contact me, Paul Collins, so I can inform you how to go about presenting your city at the next (1980) convention business meeting. It was decided at the business meeting this year not to vote on convention sites by mail, but by vote of those attending the convention. See the article on the convention in this issue of the LOG.

I realize that the end of the year is still four months away, but I am now going to start my campaign to get you folks to send in your 1980 Club dues. I was very optimistic last year thinking that all I had to do was mention that dues should be mailed in and all of you would send in your checks. Well, a lot of you did and a lot of you didn't. Maybe renewal time is to close to Christmas. I don't know, but something has to be done to get you people to send in your dues so some type of budget can be set up the first of the year to cover the cost of printing the LOG. This type of planning could not be done this year since almost half of you did not pay your dues until the first quarter of the year had almost past, or even later, much later, in some cases.

The next issue of the LOG will be out sometime in December, hopefully before the Christmas rush at the post office. This issue may be a combined Fall-Winter 1979 issue so we can start off 1980 caught-up. The next issue will feature the Boeing 707/720 and National Airlines. The issue could be extra large because there is a wealth of information on the aircraft to be featured. George Cearley has already sent in his article on the 707/720 and National. Don Thomas has forwarded to me a almost complete set of labels that National has issued over the years. I am sure that our model editors will come up with some super information in their departments. The post card editor has promised some real nice samples of Boeing and National cards. Our International Editor, who has been very busy with other interests, will furnish us a column in the next issue. All in all, with our other regular features, it should be a SUPER issue. If you have any complaints about a combined issue, let me know. If too many of you do not wish a combined issue, we will stick to the present format.

One last comment on the convention. I really enjoyed meeting so many of you, especially those that were attending their first meeting. I only wish that I had more time to speak with each of you, but I wanted to collect material for my collection also! I heard of no one that was not enjoying themselves. One collector got so excited over some items he found, he past out! (Not really, but he did cause some concern and was not injured, thank goodness.) See you all in DETROIT next July!



Aircraft of the three carriers that merged on June 1, 1950 to form Frontier Airlines. The aircraft pictured belong to Phoenix-based Arizona Airways, Challenger Airlines of Salt Lake City and the main carrier in the merger, Monarch Air Lines of Denver. All photos courtesy Capt. C. A. Stevens.

ROCKY MOUNTAIN HIGH



by
PAUL COLLINS



The three carriers that initially formed Frontier Airlines, Arizona Airways, Challenger Airlines and Monarch Air Lines started business in much the same manner and in the same general region. Following World War II there was a number of surplus aircraft available for the "little-guy" to purchase and start passenger and freight service in areas that formerly did not have such service, for various reasons.

One of these reasons, and a mighty big one, was the terrain over which these carriers operated. The airlines mentioned above were operating mainly in the states of Arizona, Utah, New Mexico, Colorado, Nebraska and Wyoming. Not exactly the Northeast corridor! Passengers and freight were separated by many miles of desert waste land and the expansive range of the Rocky Mountains. This was not an area were you would believe someone would start any type business, little lone a airline. Following the War, the airline industry was still trying to pick up the pieces of a business that was just starting to thrive in the late Thirties, thanks to a certain aircraft known as the Douglas Carrier dash Three.

All three carriers, that were to later form Frontier, just happened to be using surplus C-47 aircraft modified back to the DC-3 configuration on their routes. (See photo above.) For the area over which these airlines were flying, they could not have picked a better suited or abler machine to perform their task. The DC-3 history is legend, having served its country well during a War that was to develop the use of aircraft in every way possible to move men and material. But that's another story.

The story of all three of airlines involved run about the same. Due to the limit amount of space we have, let us take a brief look at the operations of just one of these carriers--Monarch Air Lines. Monarch was founded by Ray Wilson, a aviation enthusiast from his college days at the University of Illinois. Ray joined the Army ROTC and was selected for a six-week course as an air-observer. After this experience in flying, he was never again satisfied to be doing anything else.

Ray tried his hand at various tasks following his college years until late in 1935 he decided

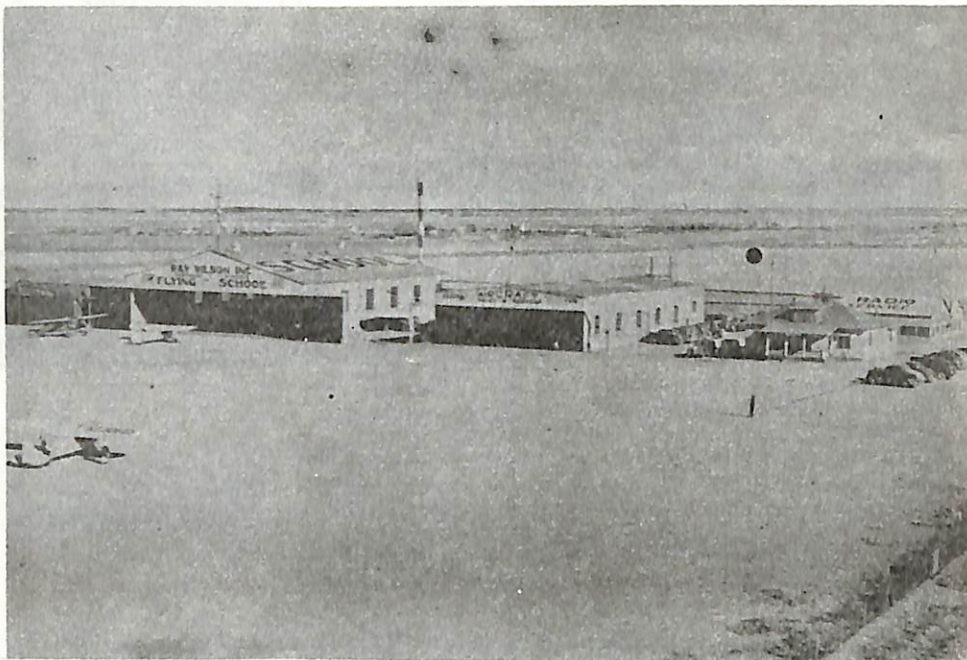
he had all the pilot ratings and certificates he needed to teach aviation, so he re-built several old Curtiss-Wright airplanes, leased the Park Hill Airport and opened the Ray Wilson Flying School, the first government-approved flight school in Colorado.

It was a busy and burdensome period for Wilson, running his new business and supporting a wife and three children. But he was doing the work he loved best.

He was also thinking ahead. There was a need for faster transportation over the rugged mountain passes, and Wilson was in a prime position to set up scheduled air service to Rocky Mountain towns.

Until this time, pilots wondered whether the mountains could be flown safely. Flatlander pilots, underestimating the very dangerous and unpredictable winds and sudden weather, were continually flying into the jagged peaks. But Wilson's 10 years of flying experience in Colorado had made him mountain-wise and his ability to safely navigate the peaks gave him the confidence to apply to the Civil Aeronautics Board in 1939 for a basic mountain route. Before the CAB had time to act on his application, World War II intervened, and instead of being skipper of a new airline, Ray Wilson found himself the operator of an Army contract pilot school, one of many civilian flying schools operating around the country to train pilots for wartime flying.

Wilson was awarded a contract to train pilots and was moved to Chickasha, Oklahoma. Almost everyone in the Denver operation followed Wilson to Oklahoma. The first class of 50 cadets was received in October, 1941, and by the time the ground and flight school was disbanded in July, 1945, thousands of pilots had learned to fly under Wilson's supervision.



ABOVE: In 1935 Wilson leased the Park Hill Airport northeast of Denver and opened the Ray Wilson Flying School.

With the war over, Wilson returned to Denver. He had been asked to come to work for several major carriers, but he still wanted his own airline. He asked the CAB to review his 1939 application, and in March, 1946, he was granted authority to carry passengers, property and mail on a route from Denver to Albuquerque to Salt Lake City, with intermediate stops.

He called his new venture "Monarch Airlines."

Wilson started out with two pilots who had worked with him at Chickasha, and two C-47 Army surplus planes, converted into DC-3s. Monarch flew anything that came along. The first flight carried a single passenger, a soldier returning home from the war, and a crew of three from Denver to Durango, Colorado. They never made their destination. The airport at Durango was closed because 40 inches of melting snow was fast turning its dirt runway into a mud pond. Wilson knew at the beginning it wasn't going to be easy!

After one year of operation, Monarch was carrying more freight than any other feeder line in the country. However, while doing so, it was also spending more than it was taking in due to high overhead expenses. Basically the problem was that it cost more to operate aircraft in the mountains than it did elsewhere. On flat land, a pilot could take off and go straight to his destination; but the DC-3s could not climb fast enough to go directly over the mountains. They needed to circle to gain altitude and then, for passenger comfort, circle in descent. This maneuver, "circuitry", as it was called, meant higher operating costs.

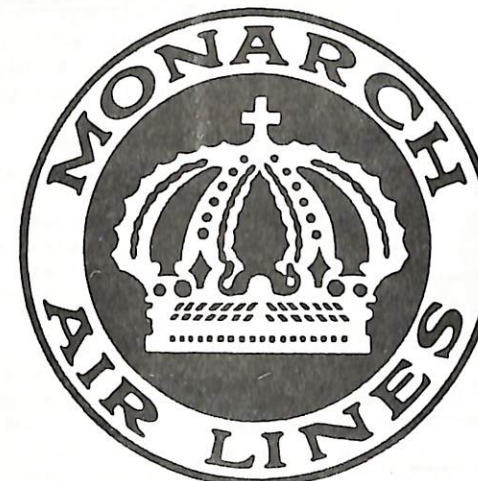
LEFT: Arizona Airways served many small cities in the state it was named after. Here we see passengers boarding at a unnamed station.



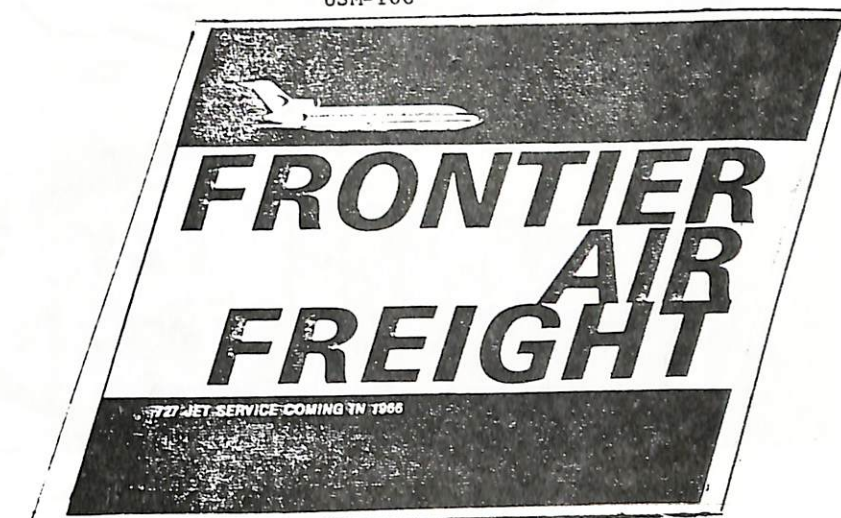
USM-165



USM-166



USM-167



USF-191



USF-190



USF-177

CENTRAL AIRLINES

NOW FLYING RADAR CONVAIRS



USC-105



USA-435



USF-164



USF-160



USF-163



Monarch was losing \$15,000 a month. Wilson went looking for help and found it in multi-millionaire Harold Darr of Chicago. Darr, for 51 per cent of the stock in Monarch and the title of president, agreed to pay off the indebtedness and assume the bank loans then in existence. Darr retained Ray Wilson as executive vice president and general manager of operations. This was a very good move on Darr's part because Monarch, under Wilson's leadership, continued to grow.

In 1949, Wilson suggested to Darr that several other carriers should be purchased to increase the route structure and cut down on operating expenses. The carriers that Wilson had in mind were Arizona Airways and Challenger Airlines. Both carriers at the time were in similar financial positions--poor. Darr agreed and the three pioneer local airlines merged, giving birth to a single new carrier. It was called "Frontier Airlines." Not quite the Frontier we know today, but almost.

The merger took place on June 1, 1950 and the combined companies became the new monarch of the western skies, serving a network of 40 cities in seven states with a fleet of 12 DC-3s.

Frontier added 28 more cities to its routes by 1956, and Durango's La Plata Airport was air-linked to just about every terminal from Montana to the Mexican border.

By the end of the decade, Frontier's flights were getting smoother as the airline began phasing in pressurized Convair 340s, capable of carrying passengers at higher altitudes. Meanwhile Frontier continued to grow, and in 1964--with operations expanded to 11 states--it was time for another aircraft upgrade.

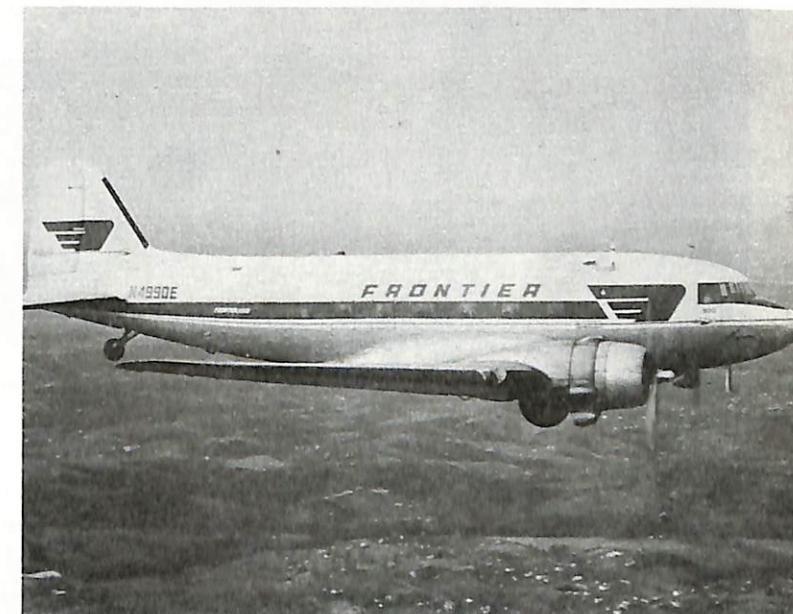
Frontier's "new" aircraft was still the Convair 340, but converted from piston-power to propjet-power and redesignated the Convair 580. With this multi-million-dollar modification, the 580's were able to operate more efficiently at high-altitude airports, flying faster and carrying more passengers (50 on the 580 vs. 44 on the earlier model).

Two other key events in Frontier's history took place around the time of the DC-3s demise. First, in 1967, Frontier merged with Central Airlines of Fort Worth--leading to a combined route system extending through 14 states. Then in 1969, Frontier began putting Boeing 737 jetliners into its fleets and community leaders started looking at runway improvements, electronic landing aids and other facilities needed to make their airport jet-capable.

If that Durango-bound soldier 31 years ago on Monarch Airlines could have looked into the future, he would likely have found it hard to believe that he was destined to become the first of 40 million people carried by Frontier over the years. Nor would it have seemed possible that Frontier's hops between Denver and Durango would stretch out to more than 100 cities in 18 states spanning two-thirds of the way across America and from Canada to the Mexican border.

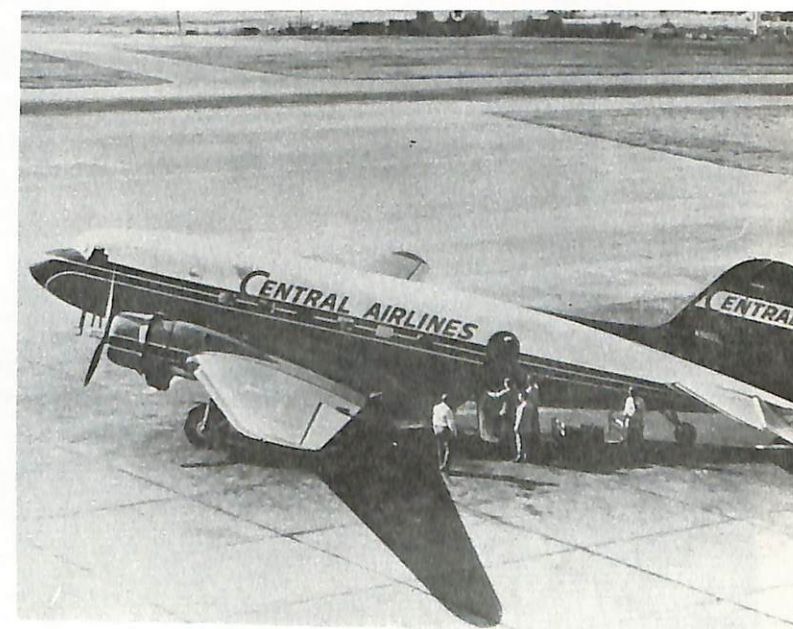
Today, Frontier is one of the most progressive regional carriers in the United States. With over 32 737 jetliners and some 20 plus Convair 580's that serve over 100 cities in the U.S. and Canada. Routes are no longer limited to the Rocky Mountain area where the carrier had its start many years ago. The new color scheme adapted by the airline recently certainly fits in with its desire to lose identity as an airline that serves one area. Best to you Frontier in the years ahead, you earned it.

I would like to thank Captain C. A. "Chick" Stevens of Frontier magazine for allowing me to use material that has appeared in various issues of this fine in-flight magazine. Captain Stevens provided me with several dozen photos, all of which I wish I could have used in this article. Congratulations to all those on the Frontier magazine staff for doing such a fine job each issue.



ABOVE: Frontier DC-3 in first color scheme of new airline.

BELOW: Central Airlines in their early color scheme. Note name of airline on top of left wing surface.





ABOVE: A Frontier Convair 340 at one of the carriers many stops in the Rocky Mts.

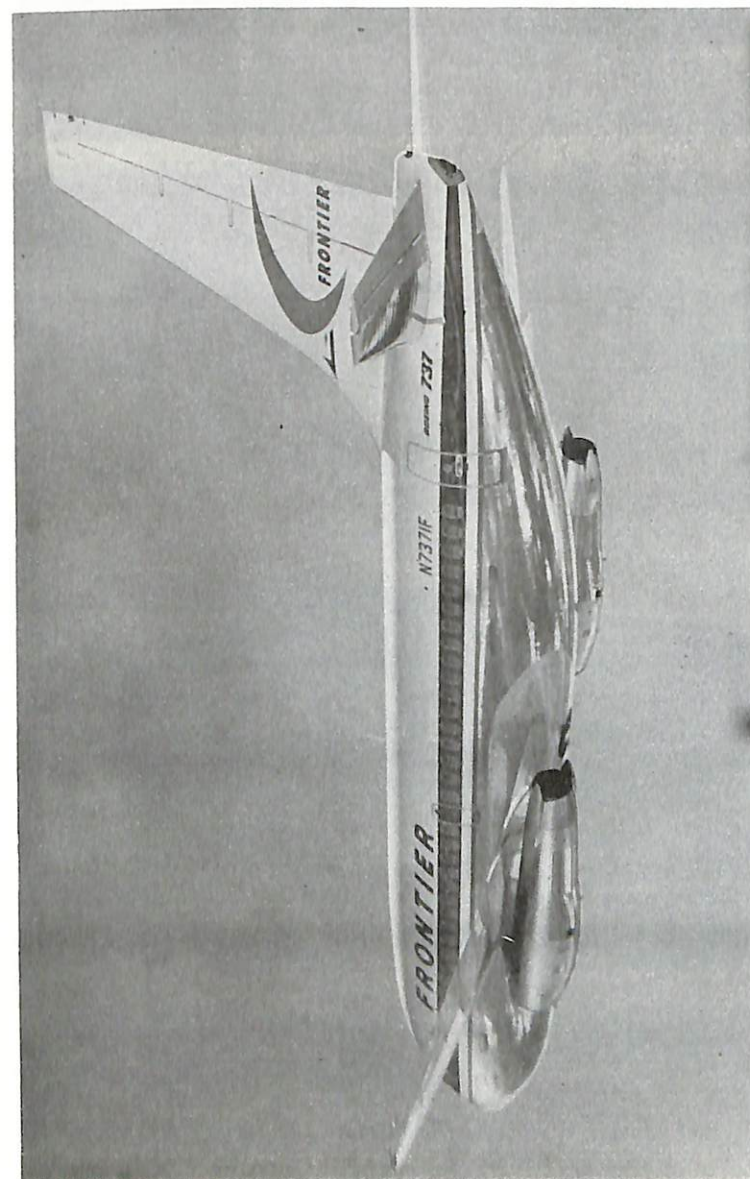
BELOW: Pictured here is one of several Boeing 737 Frontier leased from Aer Lingus. Story has it that Frontier used these aircraft on flights into Vegas!



GOOD BY
OLD

FRONTIER

AIRLINES



discover
the new
Frontier

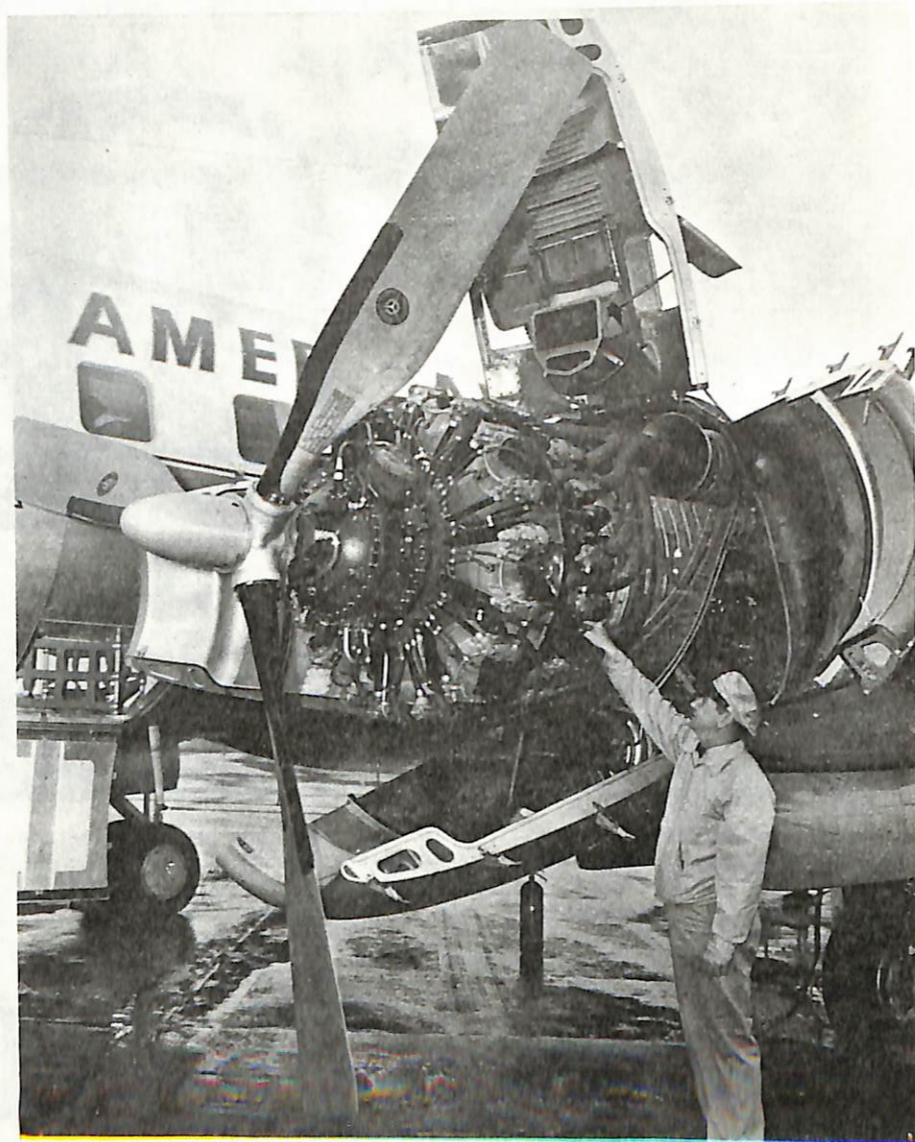
or Convair 240A. All of the 75 Convairliners ordered by American Airlines were of this outline. A Type B provided an integral stairway beneath the rear end of the fuselage, similar to the Martin 404. Such were the type operated by Western Airlines. The third option, Type C, offered a standard door opening on the port side just aft of the wing. Examples of the 240C could be found in the fleet of twenty originally flown by Pan American.

Production of the Model 240 ran until 1958, during which time 176 copies were built for civil customers while an additional 395 models were manufactured for the military. In USAF markings, Convairs were known as T-29 aircrew trainers and C-131 transports. Those C-131's assigned to aero medical evacuation squadrons were commonly referred to as Samaritans. In US Navy and Marine colors the Convairs became R4Y1's and R4Y2's. All total, 571 versions of the Model 240 were produced.

Following the success of the Convair 240 came an improved variant of the same basic aircraft type. Designated as a Model 340, the new design was a somewhat stretched version of the 240 with more efficient R-2800-CB16 engines for better performance. The wing span was increased by 13 ft, 7 inches while the fuselage was lengthened 54 inches in two sections: 1 ft, 4 in. ahead of the wing and 3 ft, 2 in. aft. Also, the main passenger door was relocated to the port side of the forward fuselage area. With these alterations, the Convair 340 could accommodate 44 passengers in a typical four abreast interior layout.

The prototype of the Convair 340 flew for the first time on October 5, 1951. It received its FAA type certificate on March 28 of the next year, the same day that first customer delivery was made to United Airlines. Production lasted for another three years with a total of 317 Model 340's constructed. Two hundred and nine of these aircraft were initially delivered to domestic and overseas airlines. The remaining aircraft went to other customers, including several large corporations who used them as executive transports.

Discussions with various operators inevitably led Convair to create the Model 440 Metropolitan. Using the basic airframe of a 340, the Metropolitan incorporated many detail refinements. These included more powerful R-2800-CB17 engines, better cabin soundproofing and, on most aircraft, weather radar. For passenger accommodation, the Convair 440 could seat 44 people in a First Class layout, 52 in a Tourist arrangement, or 56 in a High Density configuration. The extra room in the Tourist and High Density interiors was provided by removing the catering provisions for hot meals. Under the performance figures, the Convair 440 could cruise

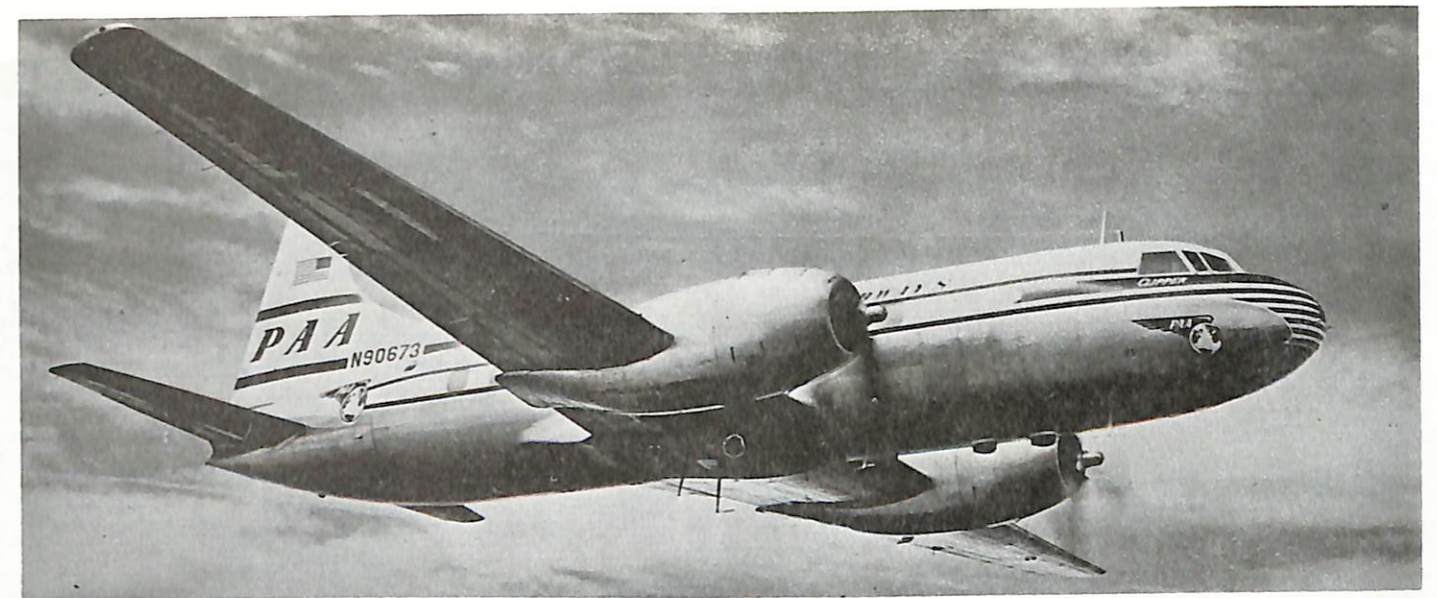


ABOVE: One of the unique features of American Airlines' Convair Flagships is the ease of maintenance. Here a mechanic demonstrates the "orange-peel" cowling which exposes the entire engine in an instant which makes any part of it quickly available for inspection. American Airlines photo from the collection of Ray Mattox.

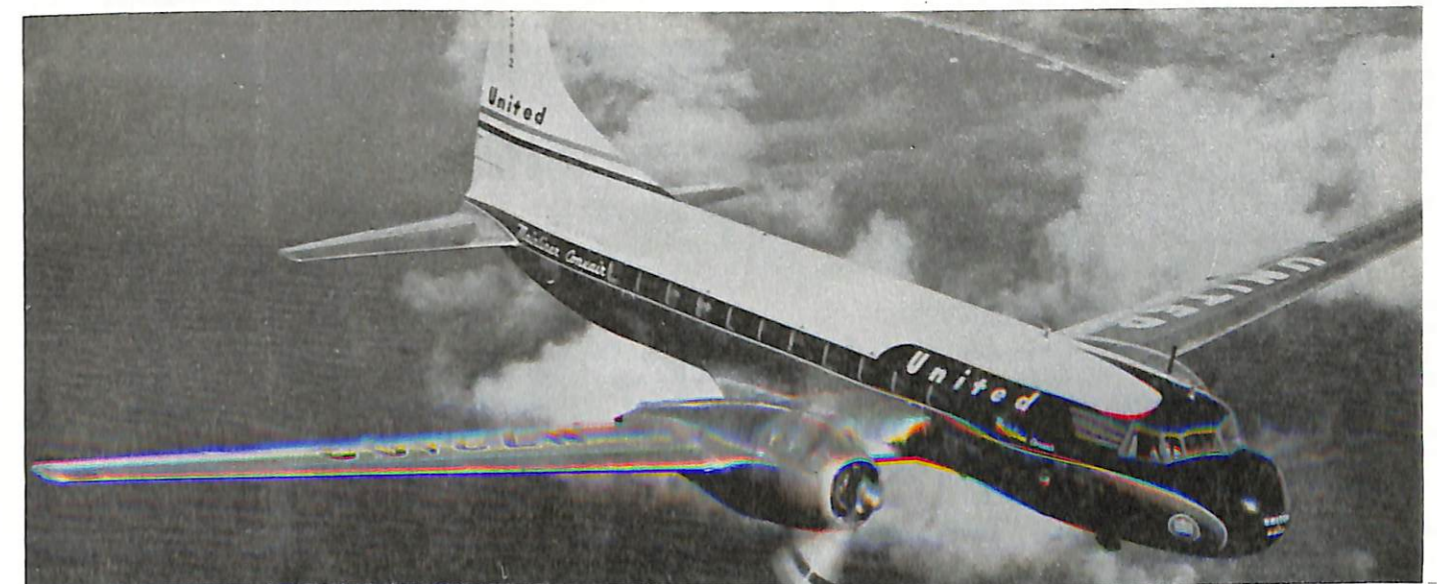
280 mph at maximum take-off weight of 49,100 lbs. Dimensions of the Model 440 were identical to the 340 except for the additional fuselage length created by the radar nose.

It is interesting to note that the first Metropolitan, which first flew on October 6, 1955, was actually converted Convair 340. In fact, many 340's were eventually upgraded to 440's as was the case with the 340's operated by North Central Airlines. However, not counting the first 340 conversion, no fewer than 179 Metropolitans were turned out at San Diego before production was phased out during the Spring of 1958. Major operators of the Convair 440 at that time included Eastern, Iberia, SAS, and Linjeflyg.

By the mid 1950's, there was much interest in extending the useful life of the Convair Twins by converting them to turboprops. Re-engining



Above we see a nice in-flight shot of a Pan American Convair 240. Photo from Tom Kalina



A Convair 340 of United Airlines makes a nice picture over water. Photo from Tom Kalina



A favorite airliner scheme is seen here on a Mohawk Convair 440. Photo from Tom Kalina



The Convair 540, equipped with the Napier Eland engines. World Airline Hobby Club file photograph.



The Convair 580, equipped with Allison 501 engines. World Airline Hobby Club photograph.



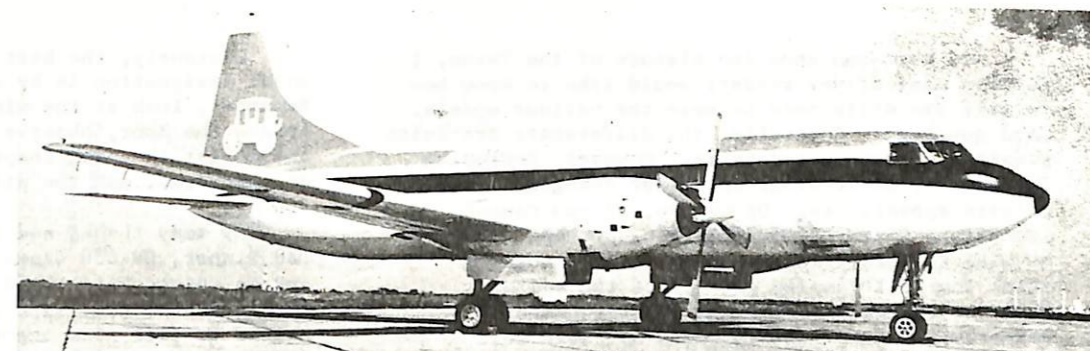
The Convair 600, equipped with Rolls-Royce Dart engines. Convair photo from collection of Tom Kalina.

existing equipment with turbine engines would improve the Convair's performance, economy and competitive appeal. There are three basic series of turboprop Convairs designated according to the type of powerplant. These are the 540 with Napier Elands, 580 with Allison 501's, and 600 and 640 with Rolls-Royce Darts.

The first such conversion, known as a Convair 540, was made in 1955 by Napier in England using a Convair 340 and two Eland turboprop engines. This was the only such aircraft converted by Napier, and it was eventually leased to Allegheny Airlines in 1959, registered as N340EL. A second similar conversion was made at Santa Monica for Napier by the PacAero division of Pacific Airmotive, this time using the airframe of a Convair 440. It was widely demonstrated as N440EL before being sold to Butler Aviation. Five more Convair 540 conversions purchased by Allegheny were made by AirResearch from 340 airframes and were registered N540Z to N544Z respectively.

Production of the 540 was continued by Convair's Canadair Division at Toronto. Here, Canadair manufactured ten new aircraft for the RCAF as CC-109 Cosmopolitans, also known as Canadair CL-66's. During the production of this order, the company also converted three existing 440 airframes which became known as Canadair 540's. The first two Canadair 540 conversions eventually went to Quebecair while the third ship was retained by the company as a demonstrator. Delivery of the last RCAF CC-109 in 1961 brought an end to the 540 series, giving a total of only twenty such aircraft: ten from new construction and ten from conversions.

Without a doubt, the most popular turboprop Convair is the 580 conversion offered by PacAero. The Convair 580 is constructed from either the 440 design or the 340 airframe that has been upgraded to 440 standards. Tail control surface area is increased slightly and a pair of 3,750 shp Allison 501D-13 turboprop engines are mated to the wings. The result is a 50-plus passenger



SMB StageLines placed the first of the 15 Convair 600s it acquired from Texas International into service July 24 after completion of a cargo conversion which included installation of a foldout cargo door. Five more CV-600 freighters will be operational on SMB's cargo routes in the U.S. Midwest by mid-October. Another three will be converted later, and six will be sold. The conversions are being performed by Evergreen Airlines and Hamilton Airmotive, and the CV-600s will replace some of the SMB's DC-3s and Beech 18s.

airplane with outstanding performance that can carry a maximum payload of 12,500 lbs. and cruise at 350 mph.

The first Convair 580 was certificated in April, 1960. However, it was not until June, 1964, that the model entered airline service with Frontier Airlines. Today, over two dozen 580's still provide the short-haul, short-field needs of Frontier's rugged system. Likewise, an almost equal number of 580's can be found doing the daily chores around the Great Lakes for the newly merged North Central Airlines, properly known now as Republic Airlines. In order to supply vital air service to smaller communities, Republic has stated that their Convair 580's will be around for at least another four years.

Another favorite with passengers and operators is the Convair 600 and 640. Installation includes a couple Rolls-Royce Dart RDa.10 powerplants of 3,025 shp and either the 240 airframe to create a 600 or the 340/440 series to form a 640. In the case of the Model 240, additional strengthening of the structure is necessary to handle the increased powerplants.

On November 30, 1965, Central Airlines became the first carrier to operate the Convair 600 while Caribair became the first 640 operator a month later. Currently, examples of 600's can be seen flying the Detroit-Cleveland-Columbus passenger shuttle for Wright Airlines or hauling cancelled checks and small package freight for Midwest-Airborne. A number of ex-Texas International 600's are now flying the night skies for S.M.B. Stage Lines. One of the largest operators of the Convair 640 is Zantop International, the big auto parts carrier at Willow Run Airport in Detroit.

The Convair Twins may never earn the famed reputation that the Douglas DC-3 enjoys in the public's memory, but they shall be quietly celebrated each working day by those who own and fly them. It must be remembered that the DC-3 was called upon to handle all sorts of route structures while the Convairliner was specifically designed for short-haul systems. In comparison to its early competitors, namely the Ilyushin Il-12, the Vickers Viking, and the Martin 202, the Convair Twins have proved to be the most durable and most adaptable. These viable airplanes have played a major role in the development of air transportation and will continue to do so for many years to come.



Now that you know the history of the Twins, I suppose many of you readers would like to know how to tell the difference between the various models. Good question. Basically, the differences are quite simple and easy to recognize. However, confusion is added by conversions and minor changes to the outward appearances. Of course, if you cannot identify a Convair from a Martin, perhaps it would be wise to select another hobby. (Ed. note: I think Tom is trying to get rid of the editor. While at DFW with several other Club members recently, he (the Editor) could not even tell the difference between a DC-8 and a 747!)

First, let us separate the pistons from the turboprops. If you are unable to distinguish between the sleek nacelle lines of a turbine engine and the open faced cowling of a radial engine, try counting prop blades. Piston powered Convairs all have three bladed props, either Hamilton Standard or Curtiss Electric. The turbines, on the other hand, all have four-bladed propellers.

One very obvious way of singling out a 240 from the other models is by locating the main passenger door. Both the 340 and 440 were built with the stairway on the left forward fuselage side, whereas the 240 has its entrance on the right forward fuselage side or in the tail section as mentioned previously. Another useful clue is to count the number of cabin windows. The Convair 240 has ten windows on each side while the 340/440 series and later versions of the C-131 have at least eleven windows. In addition, the Convair 240 has a much shorter wing span than any of the other models.

The other helpful hints in separating the three basic models are nose shape and engine exhaust design. The 240 and 340 were initially constructed with rather blunt noses, whereas the 440 came equipped with a longer, more handsome looking radome. Trouble arises, however, when weather radar is installed in earlier models. In some cases, such as American's Convairs, the nose is modified with a small cone-like addition. In others, such as United's 340's, a completely new 440-type nose is installed. To avoid this confusion, observe the engine exhaust design. The 240 and 340 were built with dual circular exhaust stacks, while the 440 was manufactured with a rectangular exhaust housing for cabin soundproofing. A word of caution, though. The exhaust systems of the 240/340 series could be modified in several ways including the rectangular shape. Many 340's and C-131's have this type of modification. Moreover, many 340's could be upgraded to 440 standards with long nose, square exhaust housing and all. (Now, your no longer confused--are you?) But do not be discouraged, for under this circumstance it is entirely correct to call it a 440! RIGHT!

The turbine powered Convairs are a little easier to distinguish. The 580 has the unique engine nacelle design taken from the Lockheed Electra plus four huge paddle blades for props. The 540, a rare bird to find, has its Napier Eland engines contained in nacelles similar to the Dart powered Convair. However, the round exhaust housing of the 540 terminates at the wing trailing edge, unlike the flatten oval shaped exhaust of the Convair 600/640 which protrudes midway in the upper wing nacelle. Also, as mentioned before, only a 240 airframe can make a Convair 600. Any other model with a pair of Darts makes it a Convair 640.

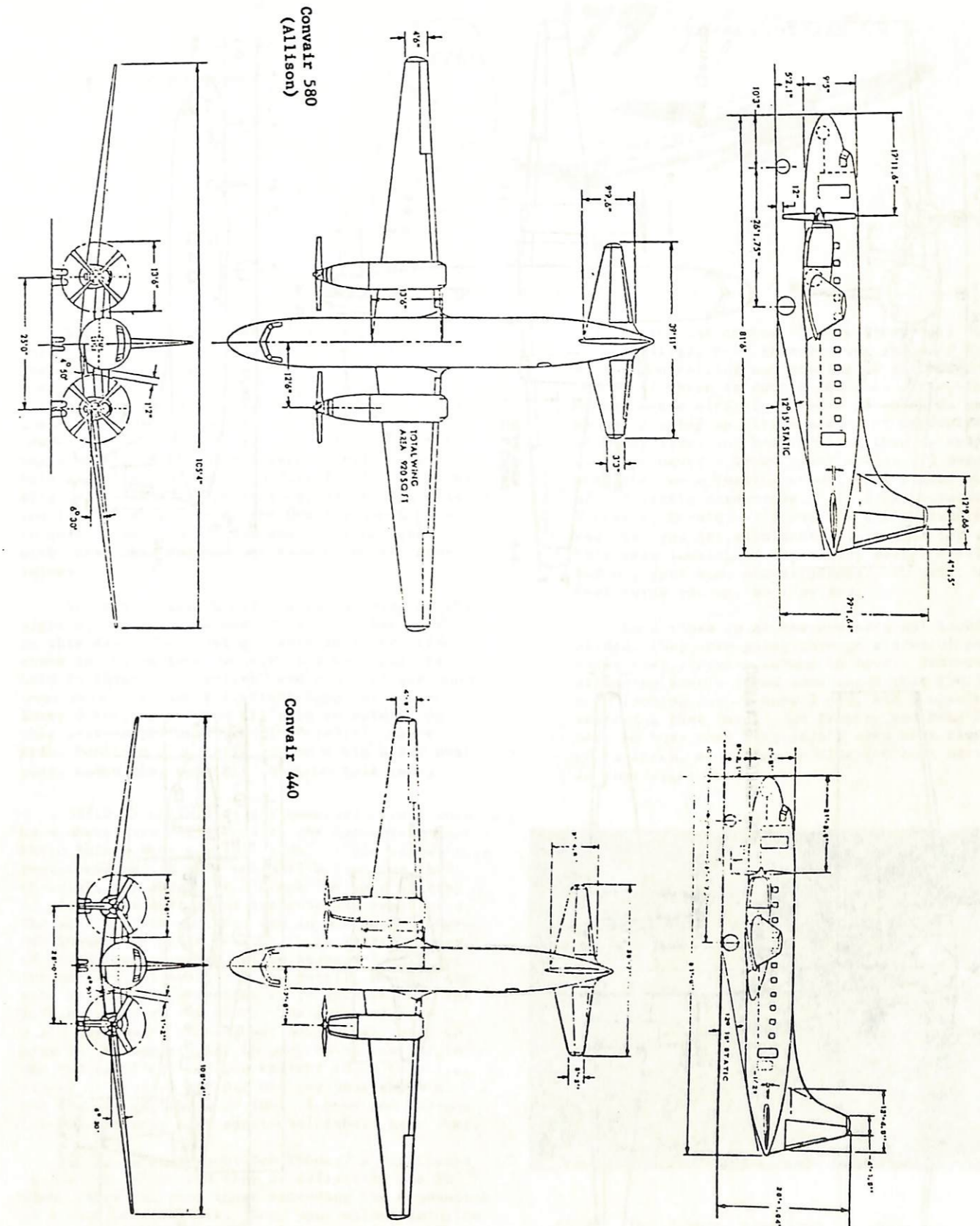
Obviously, the best way of discerning the correct model designation is by a combination of all methods. Remember, look at the wing span, count the windows, locate the door, observe the exhaust stacks, and do not forget the nose shape. If all these indications do not work...ask the pilot!

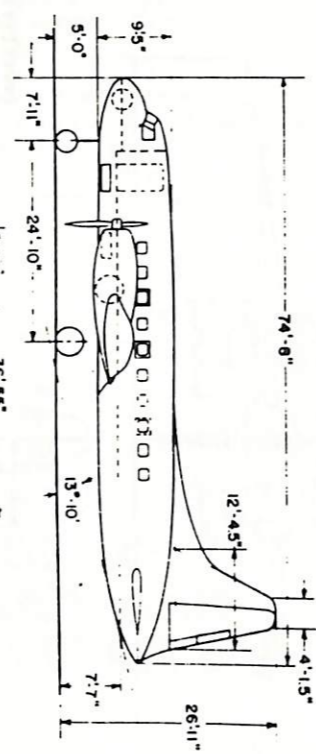
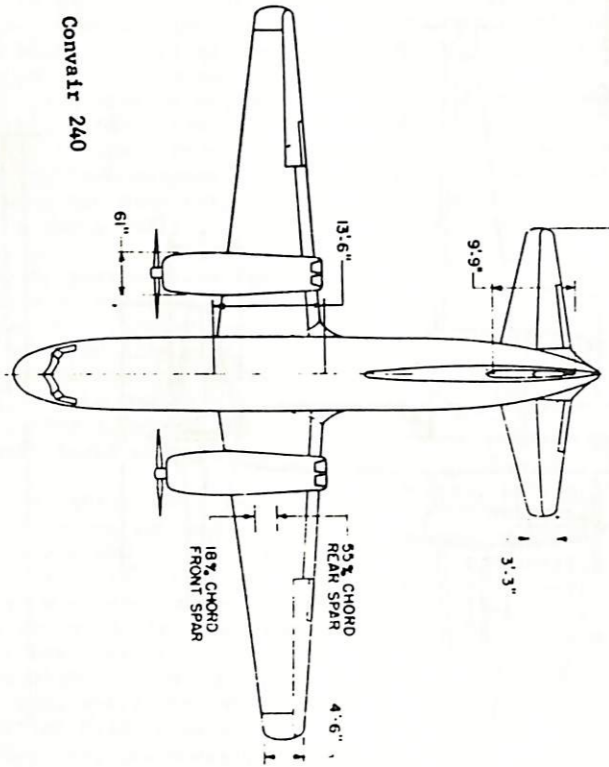
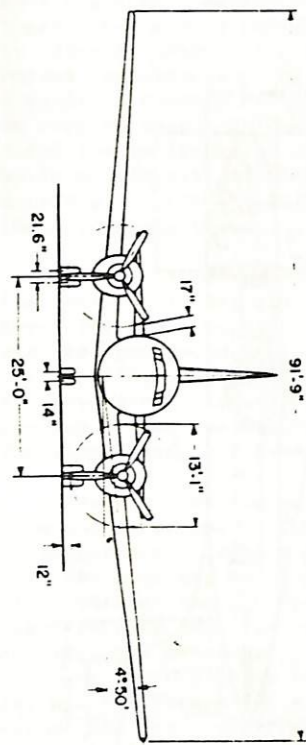
My many thanks and sincere appreciation to Dan Sinner, CV-600 Captain for Midwest Air Charter, and to George Wiederhold, former CV-240 pilot with American Airlines. The information they supplied helped to fill some important gaps in the following references used for this article.

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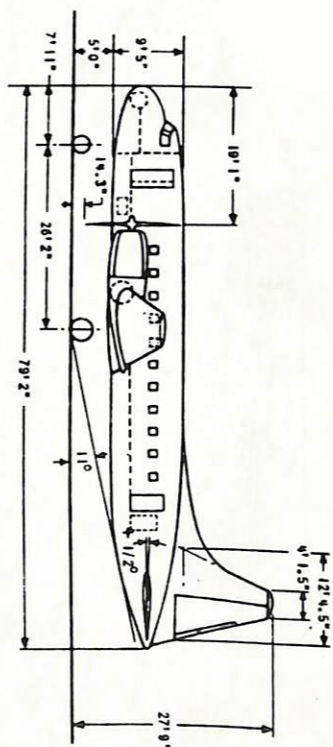
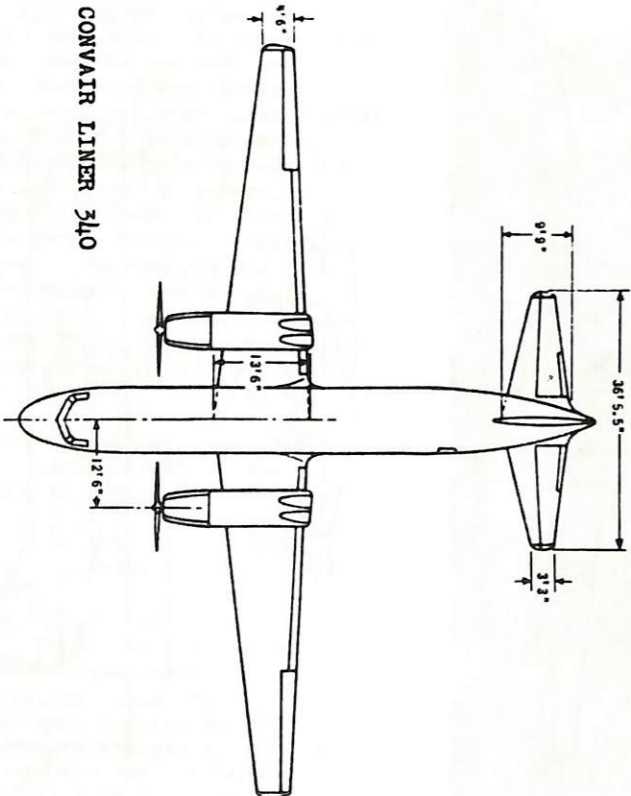
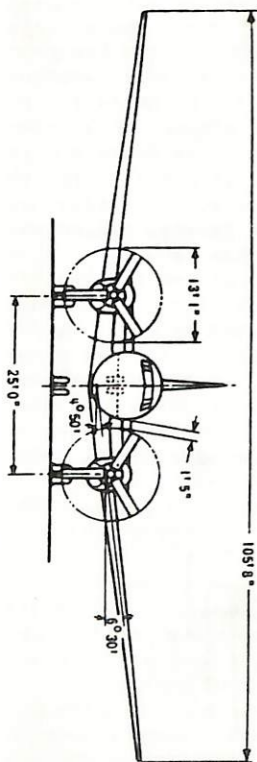


ABOVE: The view of a Convair 240 cockpit. American Airlines photo from collection of Ray Mattox.





CONVAIR LINER 340



airlines International dallas
'79 July 13, 14, 15th

by
PAUL COLLINS

They came from Atlanta, Brooklyn, Cincinnati, Detroit, Chicago, Seattle, San Diego, Toronto, San Francisco, St. Louis, Miami, Dallas, just about every point on the compass. They brought with them slides, post cards, baggage labels, models and just about every other type of airline memorabilia to trade, sell and give away. I'm talking about the third annual "Airliner's International" convention held in Arlington, Texas on July 13, 14 and 15 of this year. Over 170 collectors, along with friends and family, showed up at the Quality Inn Cibola to enjoy a week-end of fun and "togetherness" with those that enjoyed the same hobby as themselves.

During the course of this first full day of activities, much interest was shown in the buying and selling and trading of SLIDES. I wonder if there is such a thing as slide-elbow or slide-eye-strain! I never observed so many people picking up little pieces of cardboard with negatives in them, holding them up and smiling--never a frown--just smiles. I wondered what they were smiling about, so I picked up some of the little cardboards. All I saw were Connies, Electras, DC-4's, -6's and 7's and a mixture of various type jet airplanes. I thought for sure they were looking at some Dolly "Pair-ton" slides, but no, just some old airplanes. Oh well, what ever turns you on, so they say.

The activities "unofficially" started on the night of the 12th, as many collectors had arrived on this day. The evening events included slide shows in the various "suites" and some parties, held in those same "suites" and other places, wherever more than two collectors happened to meet. Sorry Steve, no Diamond Lil's to entertain you this year--maybe next year in Detroit! Maybe Erik, Donnie and Ron will put on a big blast next year, since they were all so quiet this year.

When those in attendance were not looking at slides, they were going through stacks of post cards that everyone seemed to have. Everyone attending surely found some cards that they had been looking for. I know I did, and I wasn't really searching that hard. Jon Proctor and Pete Black were so busy that they didn't even have time to go to lunch, or anywhere else for that matter! Is that right Jon?

Official activities got underway Friday morning, as members were registered at the Convention Center. While things were a little slow, it did allow those registered to get into the hall and set up their material. By about ten o'clock the pace started to pick up as just about everyone was registered. The most activity noticed was in one corner where Don Thomas was again selling those little pieces of sticky backed paper called baggage labels for two-bits (\$.25) each! If you recall, Don did the same at last years meeting in Toronto and had the busiest table at the show. The same was true again this year. Nobody but nobody was going to pass up the opportunity to pick up on the bargains Don had to offer. If you collect these beautiful pieces of history and did not get your share at the convention, shame on YOU! I hope Don did not run out and will have additional labels next year.

While talking about Don Thomas, a big thanks to Don for taking the task of collecting the 5% Texas sales tax from those attending the convention as a bussiness venture. Don, your volunteering to handle this matter was greatly appreciated. Hopefully in the future, we won't have this type of problem.



ABOVE: Don Thomas, Alan Folz and Doug Abbey browse through some of the many items for sale and on display.



ABOVE: Bob Kopitzke, AA instructor on the 747, gives Jim "Jet" Thompson and Erik Kolesar some facts and figures on the "big" bird.

There was one item of interest at the meeting this year, not so much for sale or trade, but, being worn by those attending the meeting. This item was "airline-type" T-shirts. You could "Fly Mohawk" take a "Capital Viscount" or fly a "Sun Bird" if you felt the spirit move you. Perhaps at next year's meeting we could have a T-shirt (wet or dry) contest. If you are planning on attending next year, be sure to bring your favorite body cover!

After you waded through the slides, post cards, baggage labels and models, you had the task, if you were interested, in diving into all the other miscellaneous items that were being offered. These items included schedules, bag tags, ticket envelopes, advertising material, and just about anything else that the airlines have used. Air sick bags were not, I repeat, not one of the hotter items. Maybe next year, right Terry!

Things kind of slowed down around the dinner hour and some folks drifted off to pursue other activities. The schedule collectors had their meeting and a general business meeting was held at nine o'clock for all those wishing to attend. The results of this meeting will be found in a section at the end of this article on the convention activities. I would like to request that all of you read the article on what took place at this meeting as it will have some effect on how future convention sites will be selected and some other procedures will be handled in the future.

After the business meeting some folks returned to the convention center to continue activities that were interrupted by dinner and other functions. Others gathered around the pool for some refreshments and conversation. About midnight, the sandman and the humidity started to break up the little groups and end what was a very delightful day. Everyone needed some rest because Saturday would bring a full day of activities that would require considerable strength and endurance. End day one!



ABOVE: Larry Potoski, winner of the banquet contest sponsored by Jon and Pete, receives his reward. Larry scored on six out of a possible 12 correct answers.

Saturday morning started off quite slowly, mainly because not everyone took an early call from the front desk. In fact, I don't remember seeing some folks until around noon time. Where were you Steve?

Additional collectors arrived on Saturday morning and were registered. By early Saturday every table in the convention center was taken. Trading, buying and selling picked up where it had left off the previous evening, even more so with the arrival of the "new blood" so to speak!

For those attending the convention, two side trips had been planned by the convention committee. On Friday, a photo tour of DFW was conducted for those interested in taking pictures at the airport. On Saturday, arrangements had been made with American Airlines for tours of their flight training center. Several bus loads of those attending the convention took advantage of this offer and were quite pleased with the tour. I would like to thank those that arranged the DFW photo tour and the AA Flight Academy tour. Also a big thanks to AA for opening their gift shop at the Academy so various items of memorabilia could be purchased. I believe that those taking the tour just about bought everything in the shop!

Activities came to a halt about five o'clock so those that were going to the banquet could go back to their rooms and freshen up a little. The cash bar was to open at six-thirty for those that desired to have refreshments prior to their meal. Some 140 members, friends and family attended the banquet and participated in the activities immediately following. Prior to the banquet meal being served, Jon Proctor and Pete Black conducted an airline quiz. If you got more than two answers correct, you were doing good. The winner of the contest was, of all people, Larry Potoski of Allegheny fame. Good guessing Larry!



RIGHT: Bob Woodling receiving his award for best model in "twin-engine-jet" class.

LEFT: Bob Woodling receiving his award for best model in "jumbo-jet" class.



ABOVE: Aris Pappas receives his award for best model in the "four-engine prop" class.



ABOVE: Ray Mattox winning his third straight trophy, in a row, for best general display of show. Super display!



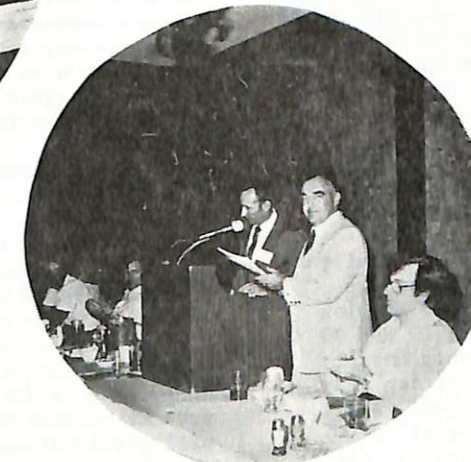
ABOVE: Jon and Pete, finishing first and second in the post card display contest receive their award from George Cearley.



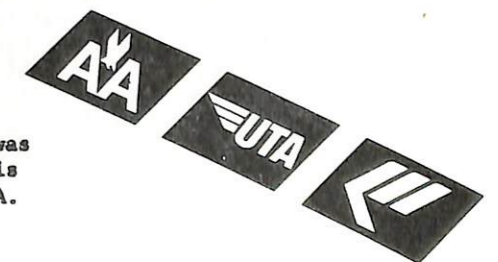
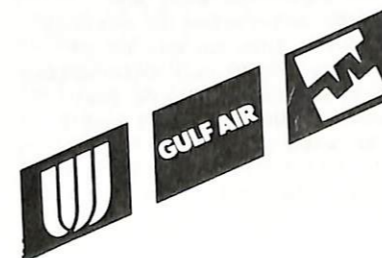
ABOVE: Bob Woodling's 747SP which won for Bob the "Best of Show" award. He was working on this model at last year's convention!



ABOVE: The Monogram C-47 large scale model done in SMB Stage Lines color scheme. Model by Bob Schindler. Nice work Bob.



ABOVE: Mr. George Hof, American Airlines, was the guest speaker at the banquet. Here he is being introduced by Bob Kopitzke, also of AA.



The banquet meal was served and disposed of hurriedly. I was not planning on making any type of comment on the banquet meal, but it was really so bad that a comment is necessary. I am sure there was no intent on the part of the convention committee to short-change those attending the banquet. But you can bet one thing--it was the last time I attend a banquet without first knowing what is going to be served. I am sure the Detroit convention committee has already decided to print their banquet menu in advance, especially if they want a large attendance. My apologies to members of the Texas convention committee if this paragraph happens to rub any of them the wrong way. However, it is my feelings that you, the committee, owe all those attending the banquet an apology. When one thinks of TEXAS they sure as HELL don't think of chicken, potato salad and beanie-weenies! So much for the banquet.

Following the meal, the guest speaker, Mr. George Hof of American Airlines, was introduced and gave a very interesting presentation on airlines entitled, "Yesterday, Today and Tomorrow". Mr. Hof is in flight operations and is assisting Boeing on its new aircraft flight deck layout.

Following Mr. Hof on the program was the presentation of awards to those having the best models, photographs, slides and miscellaneous displays. For each of those receiving a first place in their classification, they were awarded a plaque in the shape of the state of TEXAS. Those in second or runner-up positions received a ribbon. Trophies were given to those having the best model on display as well as the best general display. In this latter category, Ray Mattox won the award for the third straight year. Ray's display consisted of wings, patches, buttons and just about everything Club members are interested in collecting. What are you planning for next year Ray?

Following the banquet activities, some folks returned to the convention center for some last minute trades and sales. The room was kept open until after midnight. It had been a long day so those that went to the convention center did not stay long. End day two!

For the most part, day three was get-away day for most of those attending. While there were some final trades being made, most of the morning hours on Sunday was spent saying good-bye to the new friends we had made and to old friends that we would probably not see again until next year. Except for the problem mentioned above, the people attending the show this year had a delightful time and enjoyed several days of being in the airline memorabilia capitol of the world. Congratulations are in order to George Cearley and Al Canales and the other members of the convention committee. Good work and thank you from all those attending "Airlines International Dallas 79". Let us now turn our support to the Detroit convention committee that will be hosting "Airliners International 80" on July 18, 19 and 20 at the Hilton Inn located next to Detroit Metro Airport. Plan on being there because it can only be bigger and better than anything so far! Start saving those bucks and collecting material to trade and sell. I'll be looking forward to meeting all of you.

SUMMARY OF BUSINESS MEETING
FRIDAY, JULY 13, 1979
ARLINGTON, TEXAS

A business meeting was held on the evening of July 13, 1979 at the Convention Center. The purpose of this meeting was two-fold. First, we needed to establish a permanent procedure for voting on convention sites. Second, a meeting of members of the WAHC was necessary so the Editor could feel out the membership to see if there was anything that they wished changed in how the Club was being operated.

The meeting was held in a very informal manner, everyone present being able to speak his or her mind on the subject matter at hand. As stated above, the first item to be considered was the procedure for selecting future convention sites. After considerable debate on the subject, it was agreed to (1) have a business meeting on the Friday evening of the convention week-end (2) have presentations by those groups wishing to host a future convention and (3) voting by those present at the BUSINESS MEETING on the future site of the convention. Since we have a mixed-bag of organizations co-sponsoring the convention, voting will not be limited to those with membership in the WAHC, but by all those present supporting the convention then in progress. This system seemed the fairest of the several proposals put to those present.

The second question on the agenda was how well was the editor doing his job of getting the Log out and if he needed additional assistance in performing his duties. The answer seemed to be that the Editor was doing a good job, so he was given a vote of confidence by those present. He was asked if assistance was needed in getting the Log out and the answer to this question was in the negative. The Editor stated that several local Club members were assisting him in putting the Log together and stuffing envelopes, which were two of the biggest jobs he had to do, next to actually typing and laying out the Log.

A question was also raised on whether the Club needed officials to help the Editor operate the organization more efficiently. After some serious discussion it was agreed that officers, at this time, would serve no useful purpose. The question on Club officers will surely be brought up again at future business meetings as the Club grows in membership.

EDITOR'S NOTE: I would like to thank all of you that attended the business meeting and helped make the above decisions. I think Joe Turner counted 85 in attendance at the convention center. The question on how to pick a future convention site was an important one, and now those that might be interested in hosting such an affair will have a idea on how to go about it. ANYONE wishing additional information on hosting a future convention, please feel free to contact me (tele. 606-342-9039) and I will gladly discuss it with you.

HAWK AIRFIX MPC ENTEX REVELL
MONOGRAM AURORA MODEL SHOP FROG

by
DAVE MINTON

Modeling the Convairliners offers one a fairly wide choice of possibilities, provided one is willing to go to some extent in working up a nice model. Several of the possibilities are listed below:

Air Jet Advance	580	1/144	Frontier	+	8.00
Bush	440	1/150	SAS	-	10.00
Air Tech	240	1/72	WAL	+	14.00
Faller	440	1/100	Lufthansa	-	12.00
Dubena	440	1/247	Swissair	+	4.00
Hawk	240	1/128		-	15.00
Hawk	C-131	1/128	MATS	-	10.00
Lindberg	R4Y	1/165	Navy	-	10.00
Ventax	440	Small	????	-	?????
+ = available - = not readily available					

A brief review of those models with which I have some familiarity follows, except for the Hawk kit, which will suffer a more extensive review, under the assumption that it will be the most frequently modeled, particularly if Testors does ever get around to re-issuing it. Also, of interest Lindberg of Mexico is currently studying the R4Y molds, with an eye toward re-issue. Unfortunately, I have never seen this kit, only the original box, but the scale does make it seem attractive for a 1/144 collection.

The Air Tech model, of which I have not yet received a copy, is made of expanded foam, with cast metal props and wheels. The model, I believe, comes in two major parts, similar to the Martin 404 and L-188. The L-188 mentioned in the last issue finally arrived. Included was a separate decal sheet containing the windows and doors. More on this kit in a later issue.

The Faller kit is molded in several colors, mostly gray, and is made up of some 32 different parts. The span checks at 108.3 ft (33m) and a length of 82.1 ft (25m), this as compared to the actual aircraft with a span of 105.3 ft (32m) and a length of 81.5 ft (24.8m). There are no engines included in the nacelles, which are large enough to easily show such a detail, and the little red propellers, while having a generally acceptable blade shape, are otherwise downright funny looking. The clear parts are quite heavy and the cockpit

windscreen appears a bit wide and too flat. The surface details are raised, too much, and for the most part seem somewhat arbitrary, save for the flying surfaces. The general outline of the fuselage is wide, hence the aircraft appears overall squatty looking, and this is not at all helped by the radar nose, which is much too sharply tapered. The outline of the wings, on the other hand, is quite possibly the best of all of the kits reviews, particularly in the area along the leading edge between the engine nacelle and the fuselage. The fit of the parts starts out bad and thereafter very quickly deteriorates. Some flash is present and nearly every seam will have to be filled. An interesting feature of the Faller kits, in general, is the assortment of parts one often finds in their boxes, for example something like three upper right wing halves, two upper lefts, and no other. So, if you are planning building your copy, check out all of the parts carefully before you begin. Usually, you can find someone



ABOVE: Convair 440, registration N4815C taken in late April of 1976 by Dick Hurley.

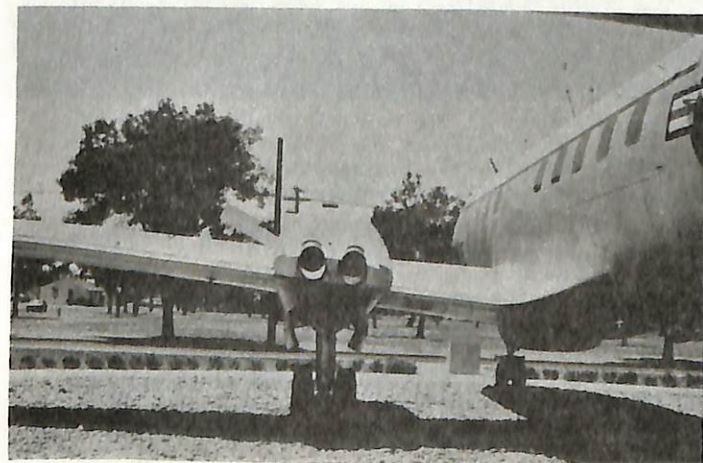
with the missing parts if you advertise through the usual channels. Good luck!

The Dubena kits, molded in white plastic, is made up of 27 parts, including five straight pins. No use for the straight pins is suggested by either the model or the directions! Very interesting, those Czechoslovakian models. The fit is terrible. The surface detail, both of raised and lowered type,

is much too heavy for the kit scale. The scale checks at 1/247 for the wing and 1/257 for the length. The general outline is fairly acceptable, for the size of the model, although one could square off the vertical tail surfaces at the tip. The wing, between the fuselage and the engine nacelle, has problems at the trailing edge one could not easily remedy. For if one were to cut away to achieve the correct shape for the wing, then the wing would no longer fit correctly to the fuselage. The gear is much too heavy. And the model comes with extra decals, like the Russian kits, and probably for the same reasons, from the looks of them. My Faller kit has no decals and I have therefore not commented on them.

The Air Jet Advance kit comes in nine parts, when you can get one, three are black plastic fuselage, wings and nacelles, and the vertical tail, two are the sometimes silver and sometimes black propellers and two are the black plastic stand. There are two finishing nails in the kit, I assume to use for attaching the props. There is no gear, and the kit is now available in either old or new Frontier color schemes. The decals are quite good, but thick. None of the parts even remotely threaten to fit very well; it will take a lot of sanding and filling and filing to achieve satisfactory results. There are flash and mold marks on all of the parts, particularly the props. The large cavity in the belly, for the stand, will have to be filled in the event you opt for a gear down version. I filled mine with sheet plastic chunks and Weld-On 3. The weight can be added to the nose by drilling a large enough hole in the location for the nose gear, putting the weight in the cavity, then filling with putty and sanding back to the proper shape. Simplest is to add the gear and gear doors and paint black in the location of the wheel wells; of course, if you are really a glutton for punishment, it can be done by cutting and shaping with your knife.

In general, the outline of this model is correct, with the exception of that very critical area along the leading edge between the engine and the fuselage. Also, as this is a manufacture type of display model, there is absolutely no surface detail. Particularly neglected are the engine nacelles. Neither the intakes nor the exhausts are drilled out.



The Hawk model, which will be reviewed in the C-131 version, comes in about 28 gray plastic parts. No nails or pins are included! Surface detail is generally raised and the fit of the parts mostly satisfactory, although filler will have to be used--most often in the upper-lower engine nacelle joint. Some very specific comments follow: (1) the front edge of the vertical stabilizer appears slightly over-rounded and should be a bit higher; (2) the tail cone is not quite pointed enough for most versions; (3) the left rear door is too small and should have external hinge fairings; (4) the scribed vertical rudder is the wrong shape, should be straighter; (5) the angle of the cockpit windscreen is somewhat shallow, the center windows need be moved just slightly back; (6) the center windscreen reinforcement is overly thick and should be straight instead of curved (see photo #2 below); (7) the wing tips are too rounded at the trailing edges; (8) the oft mentioned (by me) angle from the engine nacelle to the fuselage along the wing leading edges is incorrect; (9) ailerons are also incorrectly indicate; (10) the side cockpit windows are too small and too high; (11) the engine nacells are too small in cross-section and should be built up, particularly along the top, engines might be taken from Crown B-29; (12) tips of the horizontal tail are incorrectly rounded and the trim tab generally wrong; (13) exhaust shroud appears somewhat small, with no pipes and finally (14) the wing seems a bit small in cross section near the engine nacelle.

Of course, there are a host of other problems, especially with the gear, wheels, and the like details. Even so, the aforementioned corrections should relieve most of the obvious problems. The model scales to a length of 87.5 ft (26.7m) and a span of 95.75 ft (29.2m) as compared to the dimensions of the actual aircraft of 81.5 ft (24.8m) and 105.3 ft (32.1m). Lengths may vary for those aircraft that have the various type nose cone and radar units.

DETAIL PHOTO 1: Shows the correct structure for the main gear and the location of the exhaust pipes, which are pretty hard to find in pictures, if you want to convert the Hawk Kit.

DETAIL PHOTO 2: Shows front gear, engine nacelle and prop, windscreen.



If you are wondering, it is quite easily possible to make a Hawk model into a 580 version. Gate 66 offered a rather lengthy and complete article on this particular conversion in issue #38, which I believe is still available from Steve Mason. Very briefly, the nose should be extended, engines taken from a Revell Orion, re-do the exhausts, and lengthen the fuselage to include a couple of more windows. And I have not checked this out particularly closely, but with the re-issue of the Revell F-27, it may be possible to do a 600 series using the engines and props from that kit.

References for the Convairliners are aplenty. I understand someone in England will have a new book available soon which will cover all models of this aircraft. In addition, some fairly handy and usefull references I can suggest are: FROM JENNY TO JET by Clymer, and R.E.G. Davies venerable book, AIRLINES OF THE UNITED STATES SINCE 1914. Both of these have several photos of various Convairliners, including BI, WAL, Continental and Northeast. Also AIRLINERS have several photos and drawings, including in particular in issue



#16, Aspen N73104. Photos of foreign Convairliners are more than plentiful, particularly in WORLD AIRLINE FLEETS and FLEETS MONTHLY, this latter which has in issue #19 an excellent photo of the new Frontier colors on a 580.

Coming up for review next issue will be the Boeing 707/720 models. A lot to work with here!

There are some new goodies to mention. Clinton Groves (ATP) has released new decal sheets, all of which are very good, but perhaps the best is the EAL sheet for the 727 "Golden Falcon." The registration on this sheet is wonderful, and extra white lines are included in the event one need dress the cheat lines, which in the case of my sheet was not necessary. Also available are Northeast in "yellow bird" markings, which actually could be used on several aircraft but is intended primarily for the narrow bodied late jets. Certainly no less in quality are sheets of Air California in the new colors and the same for PSA's most recent scheme. And last but certainly not least, the NWO sheet for the narrow body jets; the colors on this sheet are quite striking. In addition, we may expect for the recently reissued Caravelle from Airfix a sheet (UAL) and for the soon to be reissued BAC 1-11, also perhaps one (AA)?

Spreading of reissued Airfix, they are showing up all over the place. The Caravelle and VC-10 are now available from England, and the DC-9 (Delta), 727 (AA n/c), L-1011 (TWA), and 737 (UAL) are now available in this country. The only one of these I have seen is the DC-9. The kit is basically the same as the release from England, save it is molded in white plastic. The decals, by Scalemaster, are super, but do not include wing walk escape routes. These routes are included with the new ATP decals and also with the decals from a new manufacturer called Runway 30. The decals from this company are all white and black, include all wing walks, windows and enough N numbers to do any of the old Braniff two tone "Flying Colors" with the white separation line. Both my decal sheet and my DC-9 were purchased from Brookhurst Hobbies.

I have already mentioned the J&L DC-2 in the last issue, but it is apparently out of production at the moment pending some problems with the props, which are cast in white metal. Next from them may be, according to some various rumors I have heard, a 1/72 Boeing 720, possible Continental. Novo, by the way, according to what Bob Archer tells me, will do a C-141 in the near future. Not exactly an airliner, but certainly a transport. One could do a diorama version with lots of civilian South Vietnamese hanging out of the wheel wells--OUCH!

Ron Ferrera, of RFV Imports, has very kindly sent me a copy of the recently issued Revell F-27 in Bonanza markings. This same model should soon be available in Ozark markings. The model is the same old Revell F-27 in 1/94 scale, done in white plastic. The molds are perhaps somewhat old, so there is a bit of flash on nearly every part. This flash, by the way, represents some of the thinnest sheet plastic you can obtain, particularly because

LEFT: Hawk model built with kit markings. Its an airliner, really. Ask any one who flew on MATS.

BELOW: Revell Lodola F-27 Bonanza awaiting final details and decals. Kit also now available in Ozark markings.



it is relatively hard, and should be saved for detail work, such as wheel wells and cockpits, wing fences and vortex generators. Decals for the Bonanza kit are same as previously issued. We can be looking for some additional material to be coming from our friends south of the border. Until next issue, and the 707/720, happy modeling.

PROFESSIONAL PHOTOGRAPHERS

by

Bill Manning

What have professional photographers got to do with us and our unassuming hobby of modeling and photographing different airliners of the world? We don't have the pressures or the deadlines of the professional and if we fail to capture the shots on the first try our jobs will not be in jeopardy. Watching a professional, however, can be a great learning experience for most of us even if we don't have his eye or his arsenal of equipment.

The working photographer will arrive at the scene ready to work. His cameras will be around his neck or over his shoulder. They will be hanging by unobtrusive narrow straps that don't get in the way every time he picks a camera up. He uses two or more cameras; not so he can use black and white and color film at the same time--although there are exceptions--but in order to have different lenses at his immediate command. Bayonet mount lenses are quick to change but sometimes they are not quick enough, and that could mean losing your shot as the plane flies off into that gorgeous sunset.

The professional will have pre-selected the lenses he expects to need the most and they will be mounted on the cameras ready for use. The cameras will be minus the protective leather cases in order to ease and speed the film changing hassel. What if you should drop your camera, without its' case, onto the very hard concrete, you ask? Don't do that! Even if you keep the case around the camera, dropping it on the concrete will probably result in a trip to the camera repair man. Very expensive!

The professional will have his lenses hooded. Useful gadgets, lens hoods; they not only reduce lens flare but they also protect the front element of the lens in the even of a not too serious crash into the concrete, etc.

The professional will have a camera bag hanging from one of his shoulders to carry the other necessities of the job, such as extra lenses, light meters, flash units, filters and film. Pros use huge amounts of film. Even when they're not using motor driven cameras they use up film like magic. Many will carry fifty or sixty rolls with them for an action assignment; but they don't take a lot of shots in the hope of getting a few good ones. They take a lot of shots in the hope of getting a lot of good ones.

While your watching the professional handle all that mouth-watering equipment; take the time and notice how he is dressed. The clothing will probably be casual and clean, but not necessarily new. Wearing comfortable clothing makes it easier to climb a ladder or fence or whatever in order to get a clear shot of just the right angle that often makes the whole photograph come alive. If your wearing older clothes you might not be quite as hesitant about dropping to your knees or even stretching out on your stomach, if necessary, to capture just the right view for that shot you always wanted!

There is much to be learned by observing professional photographers at work, for they have already made all or most of the mistakes that most amateurs continue to make, occasionally. By emulating and or adapting some of the techniques of the pro, out own photos can take a small step up in quality; maybe even a giant leap!

Next issue we will get into the selection of equipment and see if we can't put together a camera outfit that will be adequate for just about anything you would like to photograph but still won't flatten your wallet. Until then, remember; cameras were built to be used, so get out there and start clicking away.



Here we see three different photos of the same aircraft type. When out shooting, the photographer must be ready to catch the aircraft in all positions. The in-air shot could just have well been made after the undercarriage had been tucked away. Equipment and location, of course, play an important part in such a picture. The action shot in the center also requires you being in the right place at the right time with the right equipment. The bottom photo needs little explanation. We all have this type.



this, that and other stuff

This column, for this issue only, will be a catch-all for a bit of miscellaneous collectable material. We had no volunteers to act as guest post card editors, so this item, as well as BIL's and what ever else I find on the desk will be included.


Aviation World, Inc. of Bethel, Conn. has published a card that collectors have been waiting for--the Delta DC-10. This card should make a nice addition to your collection. The International Airlines Museum (Fred Erdman) has printed a very nice 727 card depicting a pre-yellowbird Northeast aircraft. We can be looking for additional cards from this source in the future. Keep up the good work Fred! Transavia Holland has a real nice card of the Boeing 737 out. I don't know if this is a new card or just new to me. I picked my copy up at the convention in Dallas. E.T.W. Dennis & Sons Ltd. have come out with eight new cards that really have a nice appeal. Several of the cards are: a ONA DC-8; Singapore 747; Caribbean Air 707 and a British Caledonian DC-10. These cards are of very good quality and I will be looking forward to additional items from this publisher. Cargolux has come out with several cards on their "new" 747 aircraft.

Post Card collectors at the convention this year had a BALL! I never had any idea that there were so many of you that collected those little pieces of cardboard with a picture on them. It seemed like everyone present had at least a handful of cards for trade while some had boxes full. I don't think anyone went away from the meeting without finding several cards on their most wanted list. I even found a few 727 cards that I have been looking for. Best find--Northeast 727--SUPER!

This past week I received Volume I of the INTERNATIONAL AIRLINE POSTCARD CATALOG from Bill Demarest featuring the DC-8. Bill has cataloged 120 DC-8 cards and has really done a very fine job. The catalog is of the xerox type and each card is presented in full size with number and description. Next in Bill's series will be the DC-9. This has been quite an undertaking on Mr. Demarest's part and he should have the support of card collector's everywhere. You may contact Bill by writing him at 102 Tall Timbers Road, Glastonbury, Conn. 06033. Super job Bill!

With this issue of the LOG we will start the first of a series on cataloguing Boeing 727 cards. This will be a section of the LOG that you can take out and place in a folder of its own. I will appreciate any comments you have on this system of presenting catalogs and possibly we can use the same system for other items we will be presenting in future issues of the LOG.

I was able to pick up some additions to my BIL collection at the convention. Some of the nicer items are presented in the column to the right. Anyone having some extra BIL's are requested to send them in to the editor.



NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 PHONE _____ AREA CODE _____ NUMBER _____
JET MOHAWK AIRLINES

Somali Airlines

NAME _____ : الاسم _____
 ADDRESS _____ : العنوان _____
 Telephone _____ : التلفون _____
خطوط الجووية الصومالية

NAME _____
 HOME ADDRESS _____
POLYNESIAN Airlines



PUT
A TAG ON
YOUR
BAG

It was noted at the convention quite a bit of interest in the collecting of airline bag tags. A number of those attending had bundles of these items for trade or were just giving them away to all takers. I would appreciate knowing if anyone has any CAPITAL, MOHAWK, old AMERICAN, NORTHEAST, DELTA, TWA, PAN AM or other carriers bag tags for trade, sale or the giving. Please advise the Editor.

There was also quite a bit of swapping of ticket envelopes of various carriers. Anyone having extra envelopes is requested to send same to the Editor so they may be cataloged for future reference. Please check those "junk" boxes that you have in your closets. Labels, BIL's, bag tags, ticket envelopes and other such material is the type of memorabilia that must be saved. As mentioned in a previous article, it is my desire someday to have a place where all this material can be displayed for all to enjoy. PLEASE HELP!

Member Brian Gustafson, 14930 Egan Lane, Miami Lakes, Florida 33014, has volunteered to become the Post Card Editor of the LOG. Brian works (?) for DELTA and has a very extensive collection of airline post cards. Please help Brian by sending him information on new releases, and if possible, send him samples. The next issue of the LOG will feature the 707 and National

Air Lines. Brian has promised he will present some super 707 cards and some of the good old National material. I will be looking forward to seeing what he has to offer. Good luck Mr. Gustafson!



ABOVE: Metal badge promoting Avianca's 747 Jumbo jet service. Colors: Red, Black letters, aircraft, white circle background.



STICKER CHATTER

by
DON THOMAS

DELTA AIR LINES - 50 Years of Service, in the last issue was a great story. Huff Daland Dusters became DELTA AIR SERVICE in November, 1928, and in 1930 the name was again changed to DELTA AIR CORPORATION, and the line concentrated on dusting operations as the mail contract in the area was awarded to another company. However, in 1934 when all mail contracts were re-distributed, the line was renamed DELTA AIR LINES and the original routes from Dallas and Fort Worth to Atlanta and Charleston were resumed.

Illustrated below is a real pioneer baggage label, from DELTA AIR SERVICE. This was in use about one year, and was unknown to collectors until recently discovered in an old desk at DELTA headquarters. Color is black and orange. It is the only known copy. It will be listed as USD-74 in an addenda to the Air Transport Catalog.

Note that the USD-75, the first label of DELTA AIR LINES, also follows the triangular shape, which soon gave way to diamond-shaped and round DELTA labels. The DELTA AIR SERVICE label, incidentally, said "SPEED-SAFETY-COMFORT". The DELTA AIR LINES



replacement reads "SPEED-COMFORT-CONVENIENCE".

Our Club should be able to come up with more such discoveries. Surely there are some labels, long forgotten because most were actually used on baggage, which eventually wore out and was thrown out. Few people saved labels in those days; it would only be by chance that such an item was tucked away in a desk, pasted in a scrapbook, or on an ancient suitcase. Let us know if you find anything.

The PACIFIC SEABOARD AIRLINES label of 1933 (see upper right) also illustrates the changing picture in this line, later absorbed by DELTA. Switching from the Los Angeles to San Francisco route, to the Chicago-New Orleans route in early 1934 on acquiring a mail contract, the airline name was changed to CHICAGO & SOUTHERN AIR LINES, with no immediate change in the label design, except a change of name.

The change of BOSTON MAINE-CENTRAL VERMONT to that of NORTHEAST AIRLINES is well shown in the last CAPTAIN'S LOG with USB-22 and USN-180 illustrated.

The only label showing the takeover of NORTHEAST by DELTA was a small one, coming in a sheet enclosed in the Delta Digest, an employee magazine, in the August 1972 issue. On the front cover is shown the DELTA rooster and owl with their arms around NORTHEAST'S Yellowbird in the middle, under a banner "WELCOME TO DELTA". The little stickers were similar. The merger was consummate on August 1, 1972.

DELTA'S 50th Anniversary label measures 32mm in diameter. Color is gold on very dark blue.

Besides DELTA, there are a number of other airlines celebrating 50th Anniversaires with labels or stickers. (What's the difference, you ask? Same thing. I think that collectors of paper call them labels, and other airline hobbyists call them stickers.) FAUCETT of Peru has one in Spanish in gold and green color, and a different type in English, gold on gray, 1928-1978. Last year was their 50th.



LOT, Polish Airlines, has four types of 50th Anniversary labels out this year. The small one shown is dark blue on gold, and there is a larger rectangular one with the same design. A larger rectangular one in blue and white says "Half a Century in the Sky", and a reverse peelable windshield sticker says the same thing, but is in the shape of a plane with gold wings. All are available at their New York City office.



The nice-looking CIVIL AIR TRANSPORT schedule pictured in the last issue of CAPTAIN'S LOG dated 1962, brought back memories. I worked in Taiwan for two years, 1961-1963, and flew on the Mandarin Jet several times. It was a lovely ship; all decorated inside with red and gold and black. CAT was very proud of its Mandarin Jet until it crashed about 1964 and the line was discontinued some time thereafter. CHINA AIRLINES became the national airline of Taiwan (Formosa).

Pictured above is the baggage label used for the Mandarin Jet -- a gold dragon on a red background, a very attractive gummed label. It is listed in the Air Transport Label Catalog as CH-176. See below for additional information on the various catalogs now available. If you are into label collecting the catalogs will be a valuable asset in identifying all the various labels available.

The NORTH CENTRAL and SOUTHERN merger is now a fact; the new name is REPUBLIC AIRLINES. They are already out with an adhesive label -- sort of a small size bumper sticker type. (Illustrated below in full size.) The color of this sticker is medium blue with white lettering. Also available is a round emblem with the "double-ducky" and the wording "My Kind of Airline--REPUBLIC AIRLINES". A sample of the new airlines BIL is illustrated else where in this issue of the Log. No doubt we will soon have additional propaganda labels from this "new" carrier, so be on the look-out for them.



AIR TRANSPORT CATALOGS

The AIR TRANSPORT LABEL CATALOG is still available, listing all known labels to 1978, fully illustrated. Price of the Canada-Caribbean Section is \$2, the Alaska-Hawaii-P.R. Section is \$2, and the continental United States Section is \$6.

Other Volumes are: Vol. I Europe \$10; Vol. II Great Britain, Ireland and Australia/Asia \$4; Vol. IV Latin America \$5; and Vol. V Asia-Africa \$5.

You may even order a large number of the labels from: CATALOG, P.O. Box 269, Brookfield, Ill. 60513 or from Don Thomas, 837 Majorca, Coral Gables, Florida 33134.

(See Don's ad in the FLIGHT EXCHANGE column of this issue of the LOG for some good bargains on older paper labels.)

New member Brian Gates of England has sent in some new items from CARGOLUX of Luxembourg; all of them publicizing their new 747 service. (See next page.)

Another collector is on the ball--we have received a new ALLEGHENY AIRLINES Baggage Information Label (BIL) 82mm x 48mm (smaller than their former ones). It is red and black and comes singly, with a red and black decoration in the lower left corner. Sent in by Joseph J. Gula, who sent in a hundred of them to the New Issue Service in Washington for distribution to collectors. Joe also reported a new label from Quebec, a round dark blue and white one for AIR FECTEAU. Good work.

BOEING, who has been publicizing their future 757, 767 and 777 aircraft, has already come out with a colorful round smiling-face label featuring the BOEING 757. It is white, brown, orange and black on a blue background with orange border. This was sent in by John Nortum of Seattle, headquarters for BOEING. Now lets see who first comes up with 767 or 777 labels. Until then, see you all next issue.

On the next page are some new labels (at least to the editor Paul Collins) that were obtained at the convention in Dallas this year. If you have any EXTRA labels, bumper stickers, BIL's please send a copy to Paul. He is working on a display for the Club and would also like to have a copy of all labels for the Club file. Hopefully, someday in the future, there will be a airline museum that will be able to display such material for all to enjoy. Your assistance on this project will be greatly appreciated. Send all items to World Airline Hobby Club, 3381 Apple Tree Lane, Erlanger, Kentucky 41018.



CENTRAL
 FLY THE NEW **CONVAIR** SUPER NORTHWEST QUINCY-ALL radar-equipped
TTA Convair Service
CONVAIRS
TRANS-TEXAS airways.

KLM SWISSAIR
 Metropolitan

LAKE CENTRAL

KEAL now... fly the finest plane in its field
THE super-convair 340

AAA **BRANIFF** **BRANIFF International Airways**

SAS

CRUZEIRO DO SUL **Canadian** **Delta**
NORTHEAST AIRLINES **Pacific** **SABENA**
MID-CONTINENT AIRLINES **ALLEGHENY** **HAL** **HAWAIIAN**
AVENSA **MOHAWK** **LUFTHANSA**
it's BRANIFF INTERNATIONAL AIRWAYS

LACSA **OZARK** **PAA**

WESTERN AIRLINES

28th ANNIVERSARY
 Experience Inspires Confidence
EASTERN AIR LINES

MORE SUPER CONVAIR 340'S

Around the World
 OF AIRLINE SCHEDULES
 by: **George Cearley**



















This entire schedule article will be devoted to the twin-engine Convairliners.














DOMESTIC SOUTHBOUND SCHEDULES EFFECTIVE MARCH 15, 1953

READ DOWN

EQUIPMENT: FLIGHT NUMBERS:	DC-4 403	Convair 23	Convair 11	DC-3 19	DC-6 25	Convair 21	DC-3 29	DC-4 15	DC-3 169	DC-3 123	DC-6 603	Convair 395	DC-6 31	DC-4 35	DC-3 141	DC-3 171	DC-3 191	Convair 351	DC-3 57	Convair 61	DC-4 53	DC-6 55	
MINNEAPOLIS-ST. PAUL (CST) Lv	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Watertown..... Lv												7 25			6 45		7 15	10 00					
Huron..... Lv																	8 35						
Mitchell..... Lv																	8 45						
Sioux Falls..... Lv																	9 22						
Sioux City..... Lv																	9 37						
Sioux City..... Lv															7 19		8 35						
Rochester..... Lv															7 29								
Rochester..... Lv															7 53								
Austin, Minn..... Lv															8 19								
Mason City..... Lv															8 59								
Waterloo..... Lv																							
CHICAGO..... Lv					1 50												8 15					11 45	2 25
Moline..... Lv																							
Burlington..... Lv																	9 41						
JES MOINES..... Lv																	9 36						
DES MOINES..... Lv																	10 05						
Atumwa..... Lv																	10 33						
Quincy..... Lv																	11 22						
Norfolk..... Lv																							
OMAHA..... Lv																							
OMAHA..... Lv																							
Lincoln..... Lv																							
St. Joseph..... Lv																							
KANSAS CITY..... Lv																							
KANSAS CITY..... Lv																							
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St. Joseph..... Lv																							
KANSAS CITY..... Lv																							
ST. LOUIS..... Lv																							
Topeka..... Lv																							
WICHITA..... Lv																							
WICHITA..... Lv																							
Joplin..... Lv																							
TULSA..... Lv																							
TULSA..... Lv																							
Ponca City..... Lv																							
OKLAHOMA CITY..... Lv																							
OKLAHOMA CITY..... Lv																							
Muskogee..... Lv																							
Ft. Smith..... Lv																							
DALLAS..... Lv																							
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SAN ANTONIO..... Lv																							
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BROWNSVILLE..... Lv																							
Texarkana..... Lv																							
Shreveport..... Lv																							
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NEW ORLEANS (OST) Ar																							

Braniff was the first airline in the world to operate the Convair 340. The schedules shown above are from the March 15, 1953, Braniff timetable.

	Pan Am #4 Metal-Safety Pin Back 2 1/2 inch x 1 inch Master Pilot (Decal) Gold, blue Time: ??		United Airlines #9 Metal-Safety pin back 2 1/2 inch x 3/4 inch Future Pilot (see #1) Burnt gold, black Time: ??
	Pan Am #5 Metal-Safety Pin Back 2 1/2 inch x 1 inch Stewardess (Decal) Gold, blue Time: ??		United Airlines #10 Metal-Safety pin back 2 1/8 inch x 3/4 inch Future Pilot (Decal) Silver, red, white, blue Time: ??
	Seaboard World #1 Plastic-Pin back 2 3/4 inch x 7/8 inch Seaboard logo Gold, black Time: ?? Manufacturere sample?		United Airlines #11 Metal-Safety pin back 2 inch x 5/8 inch Future stewardess Silver, black, red, blue Time: ??
	Southern #1 Plastic-Pin back 2 3/4 inch x 5/8 inch Southern logo Gold, blue Time: Present		United Airlines #12 Metal-Safety Pin back 2 inch x 3/4 inch Future Pilot Silver, red, blue Time: ??
	Texas International #1 Plastic-Pin back 2 5/8 inch x 5/8 inch TI logo Grey, silver, red, blue Time: Present		Wien Air Alaska #1 Plastic-Pin back 2 5/8 inch x 3/4 inch Wien logo Grey, silver, blue Time: Present
	Trans Int'l Airlines #1 Plastic-Pin back 2 5/8 inch x 3/4 inch Junior Flyer TIA logo Silver, green Time: Present		Western #2 Metal-Safety pin back 2 1/8 inch x 5/8 inch Jr. Stewardess Gold, red Time: ??
	Trans World Airlines #6 Metal-Safety pin back 1 7/8 inch x 3/4 inch Junior Hostess Red, silver Time: ??		Western #3 Metal-Safety pin back 2 1/8 inch x 5/8 inch Jr. Pilot Gold, red Time: ??
	Trans World Airlines #7 Metal-Safety pin back 2 1/8 inch x 1 1/8 inch Junior Pilot (Flat) Gold, red Time: ??		Western #4 Plastic-Pin back 2 1/2 inch x 3/4 inch Jr. Stewardess Gold, red Time: ??
	Trans World Airlines #8 Metal-Safety pin back 2 1/8 inch x 1 1/8 inch Junior Pilor (Ridged) Gold, red Time: ??	Corrections for pages 44/45 in Spring, 1979 issue.	
	Trans World Airlines #9 Metal-Safety pin back 1 3/4 inch x 1 3/4 inch Junior Hostess(see #5) Gold, white, red Time: ??	<ol style="list-style-type: none"> Continental #2 Metal-tin Safety pin back National #1 Metal-Safety pin back Gold, orange Ozark #1 Also comes in silver, green T.W.A. #2 Does not come in silver (for numbering purposes this will stnd.) United #7 Metal-Safety pin back Silver, black United #8 Metal-Safety pin back Silver, red, blue T.W.A. #1 Issued in 1978 T.W.A. #2 / #4 Issued in 1965 (Note: metal wings were used up to 1978 when the new plastic issue come into use. This info from Ron Fleishman.) 	

	Air Canada #1 Plastic-Pin back 2 3/4 inch x 7/8 inch Air Canada logo Gold, red Time: Present		Viasa #1 Metal-Safety pin back 1 1/2 inch x 3/8 inch Junior Air Club Orange, silver Time: Present
	Avianca #1 Plastic-Pin back 2 1/2 inch x 7/8 inch Avianca logo Grey, silver, red Time: Present		TAA #1 Metal-Safety pin back 2 1/8 inch x 3/4 inch Junior Flying Club Gold Time: ??
	Aerolineas Argentinas Plastic-Pin back #1 2 3/4 inch x 3/4 inch Aerolineas logo Gold, blue, black Time: Present		TAA #2 2 1/2 inch x 5/8 inch Plastic-Pin back Junior Flyer Gold, blue, white Time: ??
	Aero Peru #1 Plastic-Pin back 2 5/8 inch x 3/4 inch Aero Peru logo Gold, red Time: Current		Ansett ANA #1 Metal-Safety pin back 2 1/2 inch x 1/2 inch Junior Flying Club Silver, blue Time: ??
	Alia #1 Plastic-Pin back 2 3/4 inch x 1 3/8 inch Alia logo Gold, red Time: Current		BOAC #1 Metal-Safety Pin Back 2 inch x 3/4 inch Junior Flyers Club Gold Time: ??
	Lanica #1 Plastic-Pin back 2 3/4 inch x 7/8 inch Lanica logo Gold, yellow, blue Time: Current	This concludes the insignia for this issue, however, the listing will continue in the next issue. If you have any insignia not listed, please send a sample or xerox copy to the Insignia Editor so we can account for all such items issued by the Airlines.	
	SAS #1 Plastic-Pin back 2 3/8 inch x 1 inch SAS Hostess Blue, gold Time: Present	As stated at the beginning of this article, we will need the help of ALL Club members if this type of article is to continue. Please look through your material. If you have a wing that has not been classified as yet, send it in to Bob Feld-or the Editor. WE NEED YOUR HELP! Thank you.	
			HELP! Can you identify the item pictured here. It is 1 1/2 inch x 1 1/2 inch and is white, black and silver. This item has a screw back. Advise Editor if you know what company this insignia represents.

TWA 50th YEAR - 1976 BICENTENNIAL COMMEMORATIVE PLATE

Member R. Chad LeBeau, 4645 F Country Lane, St. Ann, Missouri 63074 has in his possession a number of these china plates commemorating the 200th birthday of our country. Issued by TWA Navigation Club in 1976, the plate is a very limited edition, complete with one of the three Bicentennial coins affixed. Mr. LeBeau is offering this fine plate to Club members for \$10.00 and at that price is a real bargain. This plate would make a very nice addition to any airline buff's collection. Send money order (no checks, please) to the address above. (Editor note: Mr. LeBeau sent me a copy of the plate for inspection. If you are interested in this type of airline memorabilia, don't pass up this opportunity of own one of these plates. Its value can only increase over the years.)

SWIFT AIRE LINES

The History of an American
Commuter Airline
by

I.E. Quastler

Reading this history of Swift Aire Lines reminds me of all the histories I have read on how all our present day trunk carriers had their beginnings. However, there is one big difference. While most of the other histories were done by those that had to dig back into old records and find some "old-timers" to get information from, Mr. Quastler was able to observe the operations and meet the people that were making the history of Swift Aire.

The author stated that in the beginning of his project he was going to be objective in his writing of the history. However, somewhere between the beginning and the end, he got to know the people and the problems of the airline all too well, and his objective view became interlaced with a personal view that many of us never see in the day to day operations of a airline.

Swift Aire Lines was the brainchild of Charles G. Wisewell. While quite a number of airlines were started by men who received flying experience during the "Big War" (W.W. II), this was not the case with Mr. Wisewell. While in the contracting business, he took flying lessons and learned to fly so he could travel from one job to the next. This was a necessary way of travel because many of his construction projects were in areas not readily accessible by other means.

From this association with flying, Mr. Wisewell started thinking about starting a air service in the San Luis Obispo area of California. From here on, the history of Swift Aire is like that of many other airlines. Not being a airline orientated person, Wisewell had to start from scratch, learning the rules and regulations of running a airline.

As with most business start-ups, there was the question of financial support. The airline started on the total sum of \$50,000!

From this point, the history takes on the problems of routes, type of air craft to be used and additional employees. The first routes were simple as were the first air crafts--Piper Navajo's. In addition to these problems were those of finding space at the various airports to serve their expected customers. This, as you will read, was not always a easy task to accomplish.

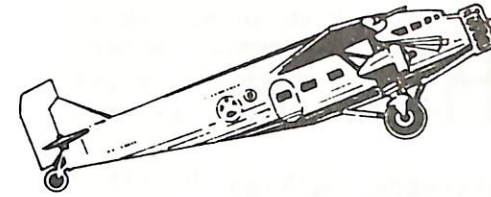
Swift Aire was developed as a commuter airline and remains that even today. From the small twin-engine Piper Navajo's, that were perfect for beginning operations, to the Nord's that are now flying the carriers routes, continued growth has been possible through the wise selection of the proper air craft to do the job. Some consideration is now being given to F-27's and FH-227 equipment. A decision on these airplanes will be made shortly.

For the airline buff this history is both interesting and informative. You have the opportunity to meet the people and problems that airline people run into every day. It really doesn't matter if your a Swift Aire Line or a United Air Line. The problems are the same, only on a different scale. Decisions must be made and the right action taken, if not, your in a lot of trouble.

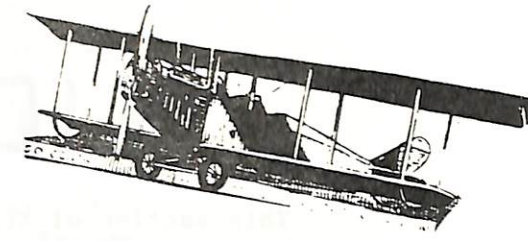
Mr. Quastler, after he becomes personally known to the airline and its people is able to give us the glimpse of airline operations that we might not otherwise have. This book should be recommended reading for all those taking some type of course in college dealing with airlines. Well worth the \$5.50 per copy. (See ad inside back cover.)

Next issue we will review: Cambrian British Airways, History of Cambrian Airways, the Welsh Airline From 1935-1976 by T. G. Staddon.

AMERICAN AIRLINES MUSEUM



3800 N. Mingo Road
Tulsa, Oklahoma 74151



TULSA MUSEUM PRESERVES RELICS
TELLING STORY OF AA'S HERITAGE

PAUL KENT
Curator

KAY HANSEN
WALTER G. KIRST
Directors

In the midst of the hustle and bustle of activities at TUL is located the American Airlines Museum. The museum contains a collection of aviation memorabilia, gathered over the last 50 years, telling the story of 86 air carriers, some of them nothing more than one-man, one-plane carriers. They each had one thing in common, however. All were to become part of American Airlines.

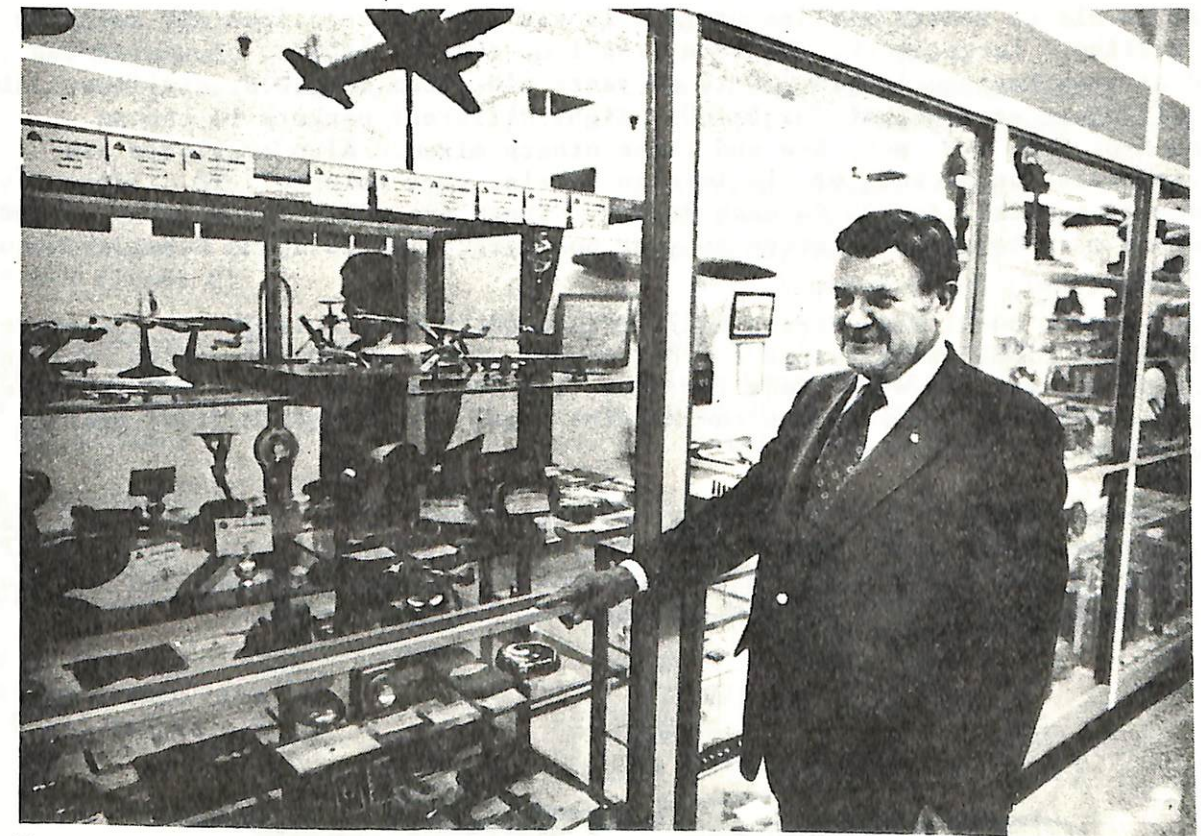
The AA museum contains thousands of different objects, including the actual wings worn by the first AA stewardess, Mae Bobeck, and a leather flight suit worn by mail pilots in the open cockpit days. There are thousands of photographs--many from C. R. Smith's personal collection. Of sepcial interest is the only known collection of every one

of the 45 different types of airplanes flown by American over the years.

The museum is the brainchild of retired AA employee Paul Kent. Started in 1969, two years before Mr. Kent retired, the museum has now grown into the single most significant collection of historical items relating to AA.

Several items of interest that are Mr. Kent's favorites are the desk that C. R. Smith used and a collection of first-day postage stamp covers commemorating nearly every inaugural flight in commercial aviation.

The museum is opened to the public and you are invited to stop in when at Tulsa. You may write to the address above to obtain a time schedule when the museum is open.



Paul Kent, curator of the AA museum, admires a collection of AA memorabilia and treasures that has been gathered over the last 50 years tracing the history of American.

FLIGHT EXCHANGE

This section of the LOG is for members and other interested parties to list items that they have for sale or trade. Please keep the list short and to the point. Address all requests to the Editor.

Joel B. Kluka, 2351 Pecan Court, Pembroke Pines, Florida 33026 is looking for AMERICAN & DELTA timetables, circa 1952 plus DELTA, UNITED, CONTINENTAL, BONANZA and NORTHERN CONSOLIDATED AIRLINES early 1960's. Willing to purchase or trade. All letters answered.

John Roby, 3703CL Nassau Drive, San Diego, California 92115 has tons of airline literature available. Drop Mr. Roby a line and let him know your specific needs.

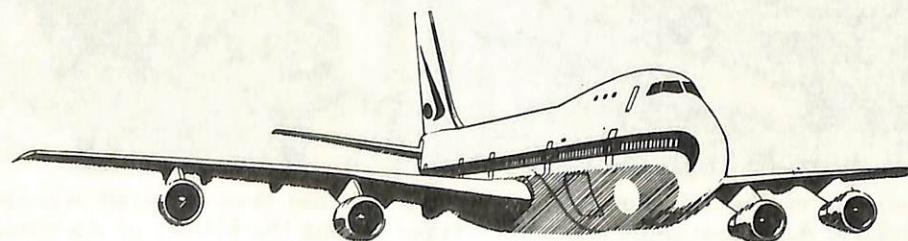
Rudy Bowling, 14665 Chamy Drive, Reno, Nevada 89511 is trying to expand Braniff collection. Interested in any items pertaining to Braniff Airways before 1970. Rudy doesn't have much trade material so he would rather purchase items, if possible. Also interested in any books on commercial aviation.

Martin Hirshfield, 17197 Ave. de Santa Ynez, Pacific Palisades, Calif. 90272 buys and trades commercial airline wings (pilot, co-pilot, stews, purser, engineer, etc.) both domestic (U.S.) and foreign.

Don Thomas, 837 Majorca, Coral Gables, Florida 33134 will fill your "want" list on old or modern airline baggage labels and stickers from any country or airline. Large stock. Will buy, sell or exchange labels. Don also has old airline baggage labels, 30 to 40 years old, from many U.S. airlines, 10 different each packet for \$2.00. Eight different packets to choose from A-C, C-D, E-N, N-S, S-W and three others mixed. Also available are seven different packets of old foreign labels, very colorful, 10 different items to a packet for \$2.00 each packet. These are great for starter collectors and add much color and history to your postcard, timetable and other aeronautica displays.

Peter Black, 84-01 Main Street #427, Briarwood, New York 11435 has for trade UNITED AIR LINES pilot wings and hat emblem, also UNITED stew wings, all in mint condition, and will trade for same from any airline except TWA and Allegheny. These are the real thing, not the kiddies type. Please write first stating what you would like to trade.

Jim Thompson, 37 N. Everett Avenue, Columbus, Ohio 42213 has for sale Allegheny bag tags with the speed wedge logo. Following cities available--STL, CVG, PIT, YUL, BUF & ALB. 25 for \$1. Allegheny cocktail napkins with the red and blue speed wedge logo, \$3.00 per package (approx. 350 to a package).



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

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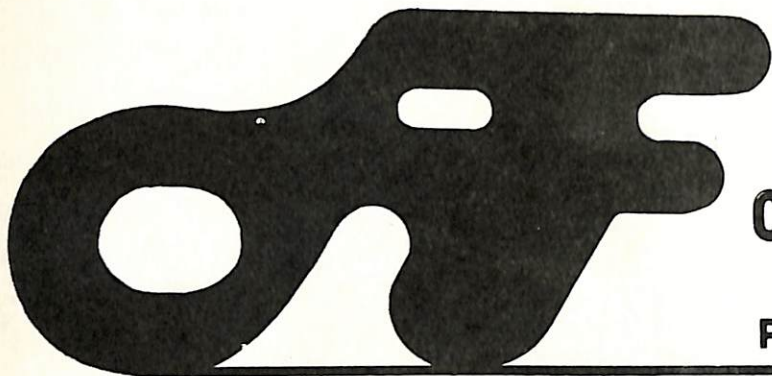
Commuter Airlines Press, P.O. Box 15064, San Diego, Calif. 92115 has recently published a 126 page paperback entitled SWIFT AIRE LINES, 1969-1979. This is a readable, detailed history of the fifth largest commuter airline in the U.S., including many maps, charts, and photos of airplanes. Has received some very excellent reviews. \$5.50 per copy (Calif. residents add 6% tax); overseas airmail \$1.80 extra. All orders sent out within 24 hours. Recommended by WAHC.

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