

CELEBRATION!!

10th Anniversary Year

CAPTAIN'S LOG

Fall/Winter 1984





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paying attention to which department each handles. When in doubt, forward
the material to the Editor.

Thank you



ABOVE: The 990 Astrojet....quiet, comfortable, dependable....is the most advanced jet airliner in commercial aviation, so stated this airline issued post card. (AA card T151-128)

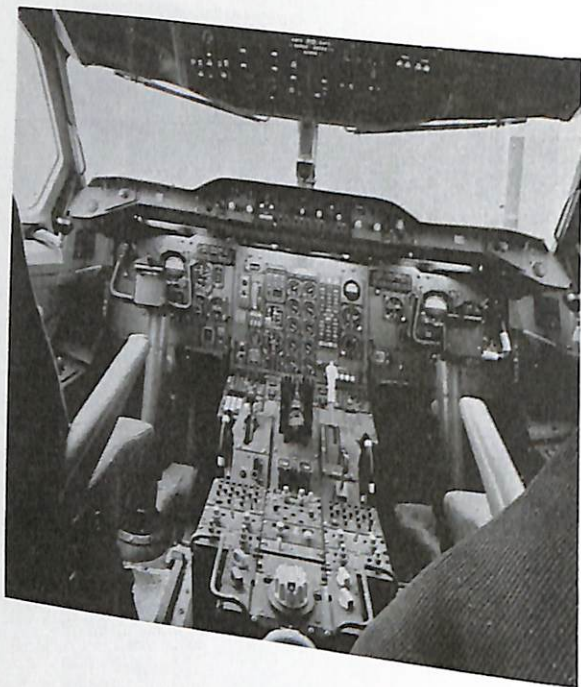
CAPTAIN'S LOG

FALL/WINTER 1984

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Cover photo: Ports-Of-Call's
Coronado Fifty-nine Charlie on
final for 26 Left at Stapleton
Int'l., April 24, 1984. She is
now stored at Marana. Aviation
World photo by Peter Black.



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

As reported in the last issue, this is the combined Fall/Winter issue of the LOG. I am certainly sorry that we had to do things this way, but it was the only way to get back on schedule for 1985. You will find the 1985 membership renewal included with this mailing, along with the information for the 1985 convention to be held this summer in San Jose.

Due to the extra work involved with mailing the LOG out first class by those requesting and paying for such service, it has been decided to cease this service starting in 1986. In 1986 all LOGs will be mailed via the mailing permit. We will make every attempt to make sure the west coast members receive their LOG at the same time those in the east do. Air mail delivery will still be available to those living outside the U.S.

In the Editor's column last issue I indicated that those having refunds coming would receive them with this issue of the LOG. Giving additional thought to this idea, it was decided to send out the refunds in separate envelopes, since the magazine envelope is not sealed and it would be a time consuming task to separate the refund envelopes from the non-refund ones. Sometime during this first quarter of 1985, I will be sending out the refunds that you have coming to you. For those of you that are new to the Club, the refunds referred to involve money Club members sent to support a Club party at the 1984 Airliners International convention plus money that some members have overpaid on their memberships.

It is my sad duty to report the death of another Club member. I was informed by Jon Procter that Mr. Allan Koplar, Club member number 1114, past away in late December. Mr. Koplar, as those that attended the 84 convention will remember, operated the "post office" that was set up in the lobby of the hotel, selling the special convention first day cover. Allan was a wealth of knowledge on aviation and the postal side of it and he will be missed by all those that knew him. Allan

was looking forward to the 85 convention and was once again planning to operate a postal station. I wish to extend to the Koplar family, on behalf of the World Airline Hobby Club, our deepest sympathies.

With regards to the 1985 issues of the Captain's Log, it is being planned to feature the DC-3 and the history of Pan American Airlines. Club member Hal Rounds has volunteered to do the co-ordinating of the Pan Am history and our International Editor, Joop Gerritsma will co-ordinate the history on the DC-3. If you have material that you can share with either of these gentlemen please contact them at the following addresses: Hal Rounds, 6601 Spring Creek Drive, Olive Branch, MS 38654; Joop Gerritsma, P.O. Box 776, Welland, Ontario, Canada L3B 5R5. All material that is sent in will be returned to their owner when finished with.

While we are on the subject, Club member Drew Eubanks has volunteered to do the history on United Air Lines. If you have any material that you think Drew might be above to use, please drop him a line. His address is: Drew Eubanks, 31 Chestnut Avenue, Clarendon Hills, IL 60514.

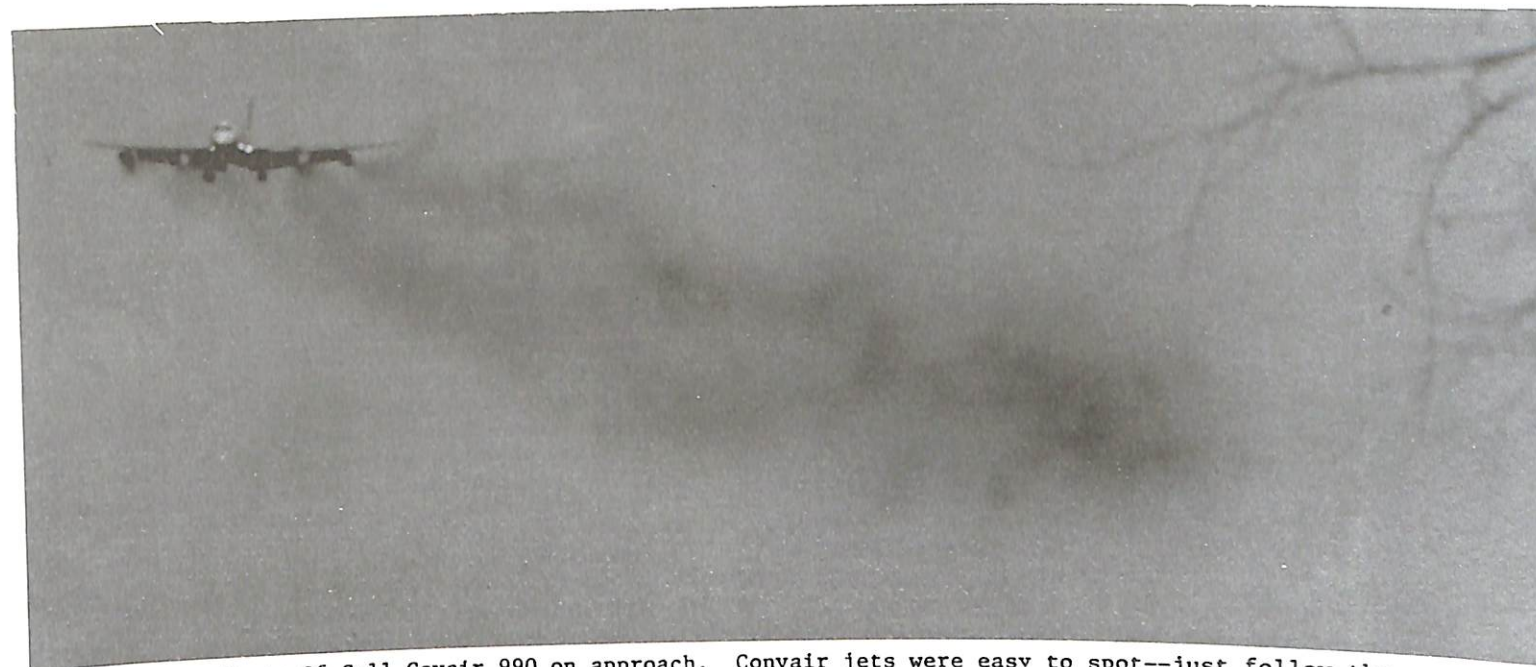
If you are interested in doing some work for the LOG, please drop a line and we will see if we can work it into the schedule.

In the last issue there was a notice about the Jet-Set operation in Puerto Rico. While I had quite a response from Club members, the Postal authorities in PR have been very silent. I wrote the chief postal inspector in PR but as of this writing have not received an answer. Perhaps a relative of Mr. Alsina? From the 20 or so letters that I received, it seems that during the early and middle part of 1984 is when orders ceased being filled. I did receive a letter from a Club member that lives in Puerto Rico indicating that Jet-Set did indeed go out of business and Mr. Alsina is no longer to be found. What can be done at this time to get back the money of Club members is not known. I will again try to contact the postal authorities in PR and perhaps we will be able to get a straight answer on what is going on. In the meantime, I would still like to hear from others that have dealt with Jet-Set in 1984 and did not receive what they ordered. This is not a dead issue, not by a long shot. Please keep me advised if you learn anything.

I would like to thank those Club members that signed up a new member before the end of the year. While this was about 2% of the total membership, it is at least a start. Once again I would like to ask each and every one of you to sign up just ONE new member, in 1985. I am sure that each of you runs into one person during the course of the year that would be a potential WAHC member. Your assistance in this project would be greatly appreciated.

I can think of nothing else that must be covered at this time. I would like to remind most of you that it is now time to renew your membership. A renewal form is enclosed for those that have not yet renewed for 1985. Cut off date for inclusion on the 1985 membership roster will be March 1, 1985. If we do not have your renewal by then, you will not be listed in the official Club roster for 1985. Be governed accordingly. Remember--if you are planning to move, send in a change of address to Club HQ.

Until next issue, which I hope will be mailed out on schedule--happy collecting!



ABOVE: Ports-Of-Call Covair 990 on approach. Conqair jets were easy to spot--just follow the smoke! Photo by author.

Denver's Travel Club

Ports-Of-Call

by

PETER BLACK

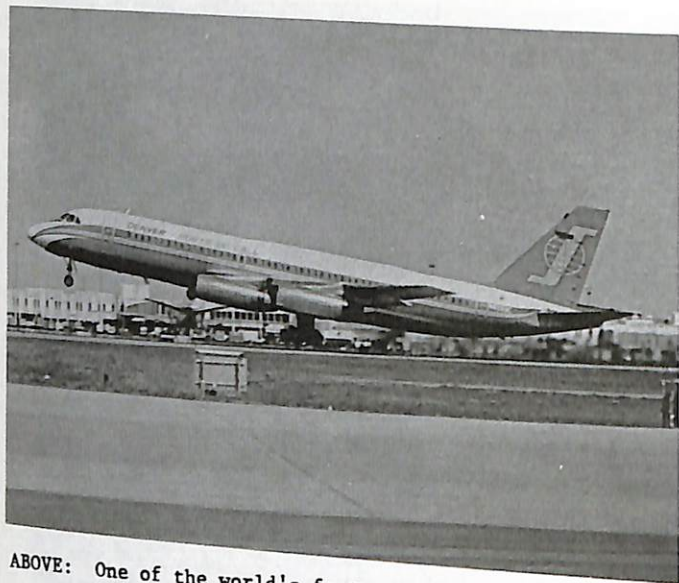
When is an airline not an airline? When it is a Part 123 Travel Club. What??? A travel club. Many years ago, a new section, Part 123 was added to the Federal Air Regulations of the United States which permitted private, non-profit travel clubs to operate large aircraft to transport club members. In the early 1960s, U.S. airlines were disposing of fast, large, long range, late model piston engine airliners for hardly more than the scrap value of their aluminum. Several travel clubs sprang into being to take advantage of this situation. A few have survived, but only one has thrived: Denver's Ports-of-Call. This article will take a close look at this unique operation.

In 1964, a group of Coloradoans established Ports-of-Call as a non-profit Part 123 Travel Club, and bought a Douglas DC-7 for a very low price. After flying one or two trips, the club was in financial trouble had headed for extinction. Larry Turrill, a successful home improvement contractor was looking for a new line of work, and in a short time, the club was on its way to becoming the most successful of all 123 Travel Clubs. Membership in the club grew, and another DC-7 was added. Then a Lockheed Electra, and in 1973, when the club was nine years old, the first jet joined the fleet, a Conqair 990A. The sturdy 990 had been maligned by most airlines that owned them, but for POC, the 990 was the right aircraft, at the right time, for the right price. The arrival of the jet made the club's trip faster and more convenient than

those of the major airlines, at least to most destinations. And, prices were usually far lower. At the time, Denver was underserved by the airlines flying there, and international flights from the Mile High City were virtually non-existent. Members could now board a modern, fast jet airliner, and fly nonstop to many popular destinations in the United States, Mexico and the Caribbean. With stops enroute, the 990 became a frequent visitor to Europe, and also became a round-the-world traveller. More 990s were added to the fleet as membership grew, and eventually a total of 7 were purchased, while the DC-7s and Electra were retired.

The success of POC did not go unnoticed by the airlines that served Denver, and to put it mildly, it was a thorn in their side. The Federal Aviation Agency began a program of ultra-close scrutiny of POC's flight operations, while the Civil Aeronautics Board began looking very closely at the membership and economic side of the club. Many of the other travel clubs were violating the regulations that governed them with impunity. Some were even selling tickets like scheduled airlines, and the authorities put a number of these violators out of business. Ports-of-Call maintained a clean operation and thrived. They didn't have to violate the regulations to keep alive.

Despite the reliability of the 990, late in the 1970s it was decided another type of aircraft should be added to the fleet. Based on price and aircraft availability, the Boeing 707 was chosen, and 3 707-123Bs were purchased from



ABOVE: One of the world's fastest airliners, the Convair 990A is part of the all-jet fleet of Denver's Ports-Of-Call travel club. Aviation World, Inc. post card.

of the club by word of mouth. The club is strictly forbidden to advertise, but does have monthly open-house parties at which prospective new members can learn about the club and sign up.

Each month, a newsletter is mailed to all members, detailing the trips available at that time, and even those that are sold out, but have a waiting list. Very careful management gives POC a load factor of 94.6%. Trips operate just about anywhere the club thinks it can put together a successful trip. Trips are usually available as a flight only, or with a complete package of hotels and sightseeing, but circumstances sometimes require a package-only restriction. The yellow and blue jets of POC operate to destinations as close to Denver as Las Vegas, and to such exotic places as Easter Island, Tahiti, Luxor, Egypt, and at least yearly, around the world. And, at least once a year, there is a mystery trip. It is a mystery trip because members do not know in advance where they are going; only what to pack, when they leave, return, and what it costs. If you doubt such trips are popular, a couple of years ago it took 4 146 seat 990s to carry all the members that signed up. They went to the Bahamas. Only one country has ever denied POC landing rights—Austria. Still, the trip operated, but landed in nearby Budapest, where, no pun intended, the red carpet was rolled out for POC, and the members were bussed to Vienna. Subsequent trips to Vienna have included a few nights in Budapest.

On the operational side, POC has about 190 employees, including some 23 pilots. All flight engineers are required to be airframe and engine mechanics also. There are about 50 people in administrative capacities, and the rest are in the other jobs required by an airline: flight attendants, mechanics, ramp service, etc. Regular in-flight service, just as one would expect on a major airline, is standard. Meal service is offered, and is billed as equal to or better than that found on regular airlines. One item not found on POC aircraft is beer. This is because when a trip goes somewhere, the airplane usually sits on the ground at the destination until the group is ready to return, and there would be no way to keep the beer cold in a hot parked airplane. Crews are moved around between flights, but the airplanes usually sit on the ground. Flight planning is through Continental Airlines' com-

American Airlines. By mid-1984, six 707-320Bs and one -320C had joined the fleet, and a single 727-100 had also been purchased for trips into short-runway airports. But there was a problem with the 707. Like the 990, it would be grounded at the end of 1984 unless it could somehow be quieted. Legislation, in the form of Part 36 of the FAR's saw to that. For the 990s, there was no hope. There were too few of them for anybody to work out a hush kit. The 707 was another story. Still, there were no projects actively under way which would result in the required noise reduction to keep the 707s flying. The DC-8 sixty series had a conversion available involving a new, quiet engine, but while Boeing developed and flew a 707 with the same engine, the GE/SNECMA CFM-56, the program got no further than a single aircraft, known as the 707-700. That aircraft was converted back to a -320 series aircraft, and the 707-700 program ended. A few years before, however, Boeing had developed a "Noise Reduction Nacelle" for the 707 under contract from the U.S. Government. A Texas company, Aviation Technical Support, based at Waco, obtained the plans and data for the Boeing nacelle, and offered a conversion kit for the venerable 707. What they lacked was adequate financing. POC saw an opportunity to bring its fleet into compliance with the new regulations, and backed the project. The club would receive favorable delivery positions for the nacelles, and had a chance to recoup its investment if enough other 707 operators bought the hush kits. Without the quieted 707s, POC's fleet would be reduced to a lone 727 at the stroke of midnight, December 31, 1984, and the only alternative would be wide body jets of re-engined DC-8s at a fleet cost in excess of \$100 million. The first modified 707 is expected by the end of 1984, and POC expects to fly the 707 past the year 2000!

To be eligible to fly on a POC trip, you have to be a member of the club. There are absolutely no exceptions to this rule. One becomes a member by paying an initiation fee to join, plus a yearly membership fee. Memberships are available on both a single and family basis. Currently, there are over 68,000 people entitled to go on club trips. Most are from Colorado as all POC trips originate at Stapleton International, but surprisingly, there are members living in 43 states, and 8 foreign countries. All of these members have heard



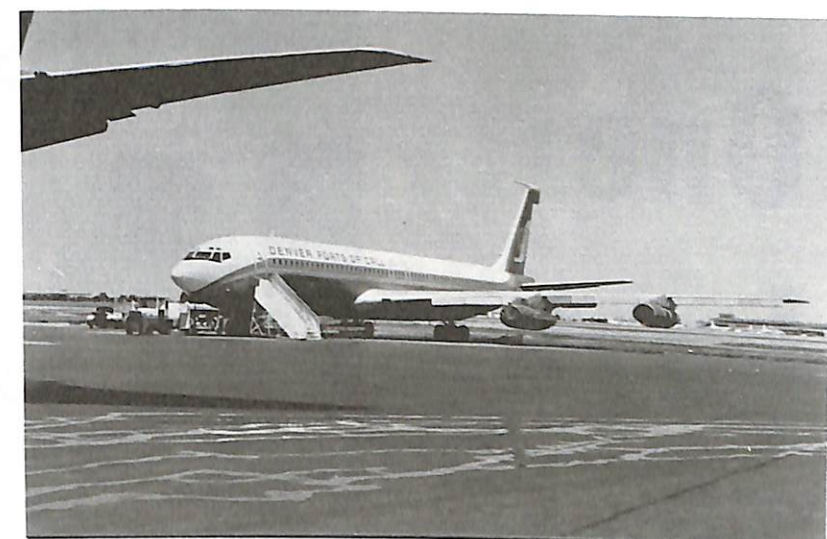
ABOVE: The highly popular Boeing 727 is the one of the latest additions to the all-jet fleet of Ports-Of-Call travel club. It seats 125 passengers and can operate into smaller airports than the club's larger four engine jets. Aviation World, Inc. post card.

puter system, but POC handles their own dispatch and flight watch. They also do all of their own maintenance except engine overhauls, which are contracted out. This is a tall order for a small operation, but on a recent visit to POC's hangar at Stapleton, I found a newly arrived, ex-American Airlines 707 undergoing a D-check (major overhaul), and a few days later the ship looked like new.

The club's facility at Denver consists of their administrative offices, hangar, and private terminal. The terminal is equipped with customs facilities, which are sometimes made available to airlines for inbound international trips that for some reason do not want to use the usual customs facilities at Stapleton's main terminal. A large parking lot is available to members, and there is no charge for parking while a member is out on a POC trip. Not being a common carrier, there are no security checks required to board a POC flight.

Recently, POC has made the headlines in the travel and aviation press. POC has been operating a limited number of charters for professional and college sports teams, and for politicians (They even took Jesse Jackson to Havana) and the Civil Aeronautics Board, in its twilight, has tried to put POC out of the charter business. As of this writing, two U.S. District Courts have ruled that POC can operate its charters. To avoid difficulty in the future, POC has filed for an operating certificate under Part 121, the same as all major airlines. The club has no intention to operate as a regular airline, but 121 status would permit them to do just about anything they please with their aircraft.

As this issue goes to press, POC has 8 active 707s, with the remaining pair parked in Waco awaiting the new nacelles, the 727, and a single active 990. The other 990s are both now parked at Marana. To sum up, Ports-of-Call is a slick, well run organization that has succeeded where others have failed, largely because of good, effective management, and adhering to high standards throughout their organization.



ABOVE: POC's Boeing 707 prior to a travel club trip to a sunny vacation spot. Photo by author.



ABOVE: Close-up of tail logo of Denver's Ports-Of-Call travel club. Photo by author.



ABOVE: The dependable and popular Boeing 707 is now the mainstay of the all-jet fleet of Ports-of-Call. Aviation World, Inc. post card.

One Last Time

by

PETER W. BLACK



Captain Cal Sefton, POC Chief Pilot, pointing out light aircraft traffic inbound to Stapleton. Photo by author.

June 6th was a cool day in Denver, visibility was 75 miles. Fellow WAHC member Al Minich and I walked across the crowded Ports-of-Call ramp to our Turbo Centurion camera ship smiling like 2 Cheshire cats. As we taxied out, we had to thread our way between the 707s, one of which we would rendezvous with in a few minutes over Pikes Peak, and a pair of Convair 990s parked on the other side of the ramp. We were smiling because we found out a few minutes before that we would have another rendezvous, this time with a 990. We had just been invited to go along on the final training flight for 990 crews, scheduled for July 1st.

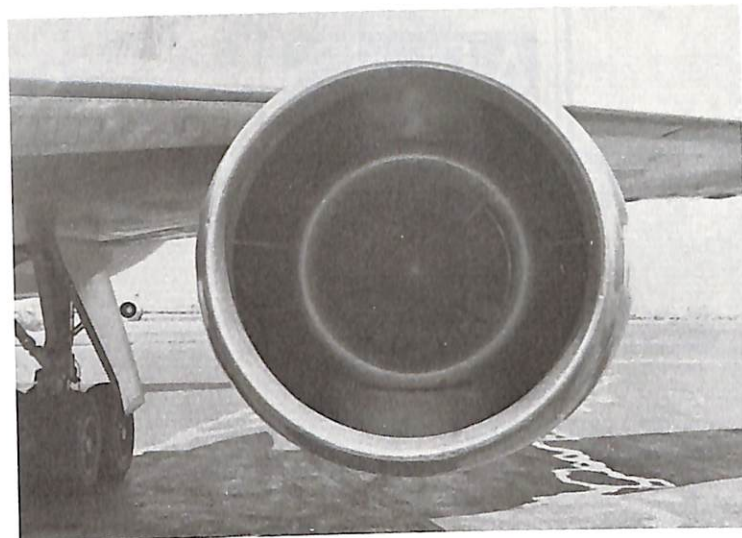
The three and a half weeks went quickly, and a week after the Airliners International 84 convention ended in St. Louis, we found ourselves back at Ports-of-Call's private terminal at Stapleton International. There were 6 POC 707s on the ramp, one 727, and off to one side a pair of Convair 990s. Directly in front of the terminal was a third 990, N8356C, shining in the early morning sun. This 22 year old veteran's impeccable condition giving no hint as to her age. In the pilot's lounge we met the 4 pilots scheduled for training and the FAA Examiner going along to oversee the flight. A little after 8 A.M. we boarded 56 Charlie.

We were lightly loaded, grossing 221,500 lbs off the ramp, approximately 60,000 of which was Jet A fuel. Aboard were 5 POC pilots, a flight engineer, an FAA Examiner, four WAHC members (all associated with Aviation World, Inc.), a representative of APC Aviation Publications of the U.K., and a jack. POC Chief Pilot Cal Sefton started the number three engine, then number four. There was a slight delay as both number one and two showed low

oil quantity, a problem quickly remedied by ground service. In a couple of minutes we were on our way. Because of the very small main gear tires on the 990, the taxi to runway 35L was rougher than on most other aircraft, but it didn't seem to matter. It had been more than 20 years, January 10, 1964 to be exact, since I had last flown on a 990, an American Airlines trip from Detroit to Idlewild. Early Sunday morning is one of the few quiet times at Stapleton, and we received an immediate takeoff clearance. Captain Sefton called for takeoff power, and the four General Electric CJ-805-23B Aft Fans, known for their extremely rapid spool-up, were at full thrust in about six seconds. Acceleration was rapid, and a few seconds later we were airborne, turning South over Denver, heading for the training site: Pueblo Municipal Airport.

On the way to Pueblo, I interviewed one of the pilots going to be checked to get some background on the 990 for some articles that will appear in other publications. Captain Cliff Schwartzbaugh, a pilot with POC for 7 years, had started flying the 990 for the now defunct Modern Air Transport, a supplemental carrier with bases in Miami and West Berlin. 56 Charlie was an old friend, having also flown for Modern Air, and best known for a trans-polar round the world flight flown in 1968, in the course of which it became the first jet airliner ever to land on the Antarctic continent, and fly over both the North and South poles. For this trip 56 Charlie had been dubbed "Polar Bird".

We covered the 105 air miles to Pueblo in 23 minutes, and our first landing was a bit hard, but that's normal for a 990 as the small, highly loaded wing gives almost no ground-effect cushion. The nose wheel was lowered onto the runway, but neither the spoilers or reversers were deployed. Takeoff



The General Electric CJ-805-23B Aft Fan found a home on only one production aircraft—the 990. Essentially it is a GE J-79 turbojet (Same as on the F-4 Phantom, F-104 Starfighter, B-58 Hustler, and in civil form, the Convair 880,) but with a single stage, free floating aft fan attached to the tailpipe.

power was applied instead. The 3 non-pilots aboard had never experienced a touch-and-go before, but they would have 7 more before the morning was over.

The training program called for each of the 4 pilots to make 3 landings—2 touch-and-gos and an ILS approach followed by a landing to a full stop. Also included was a "V1 cut" where one engine is cut just after the airplane is committed to takeoff and the takeoff continues on 3 engines. Five minutes after our first landing, we touched down again; another touch-and-go. This time we yawned to the left just before liftoff as the number 1 engine was cut and we proceeded on the three remaining engines. The pilot made a very quick recovery and we lifted off smoothly. The number 1 engine was brought back to normal power and back in the pattern again, we



"Flight Attendant" Mike Marsh serves coffee to Amy Hems, Circulation Manager of APC Aviation Publications of England.

set up for an Instrument Landing System approach, which was then executed flawlessly. Landing to a full stop, we turned off the runway and came to a stop on the ramp. We noticed a group of people behind a chain link security fence waving at us and taking pictures. The yellow and blue aircraft of Ports-of-Call are very familiar visitors to Pueblo, but we wondered if they knew they were seeing a 990 for the last time, or even if they knew what a Convair 990, America's rarest breed of jetliner, was. Pilots changed seats, and we were off for another round of 2 touch-and-gos, an ILS approach and a V1 cut. POC had provisioned the aircraft with an ice chest full of cold soda, and one operational coffee maker. Mike Marsh was pressed into service as an impromptu cabin attendant, and one of the POC first officers managed to find a carton of those familiar little foil bags of honey roasted peanuts.

After about the 6th landing, the smell of burning rubber began to fill the cabin. Nothing to worry about. We were burning rubber each time we touched down, and with calm winds, the smoke was



Clockwise from top right: Al Minich, Peter Black, Bill Demarest, Mike Marsh.

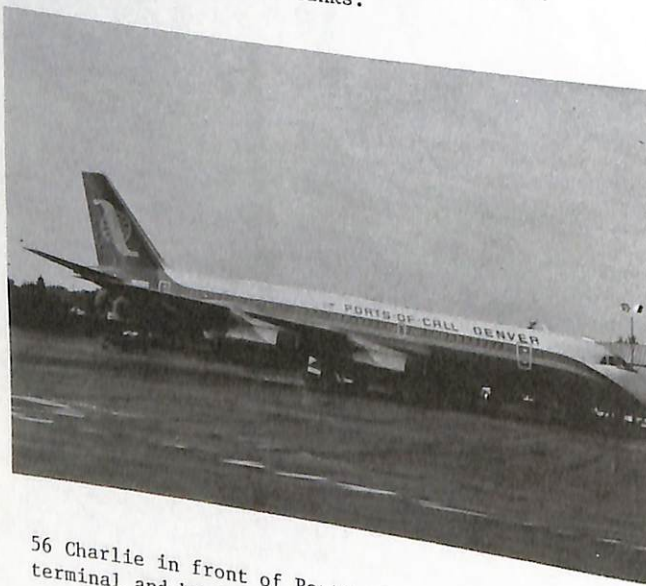
hovering over the runway. Each time we landed, the pressurization systems' air scoops, under the fuselage, were picking up some of the smoke. The burning rubber also accounted for the mechanic, 7 spare tires and jack! The two remaining pilots took their turns, and when the last one had finished (They all had done very well), we pulled onto a taxiway and stopped. I was invited to ride jumpseat back to Denver. The FAA examiner was now in the left seat, and Chief Pilot Sefton in the right seat. The same flight engineer had been at the panel all morning. One last time we started down Pueblo Municipal's runway 26R. Almost empty, with most of our fuel expended, we accelerated like a rocket. Climbing quickly to 11,000 feet and maintaining 300 knots indicated, we made it back to Denver in only 18 minutes. Turning on a short final, we landed on 26L, the runway usually used by arriving heavy jets, and adjacent to POC's facility. The combination of reverse thrust and powerful brakes (including a nosewheel brake) brought us to a slow taxi little more than half way down the runway, and we taxied very slowly back to the POC ramp and shut down the airplane. We had been aboard the

aircraft for a little more than 3 hours, and had spent 2 hours 23 minutes acutally airborne. We had made 13 takeoffs and landings, and had burned about 48,000 pounds of fuel, and many bags of peanuts.

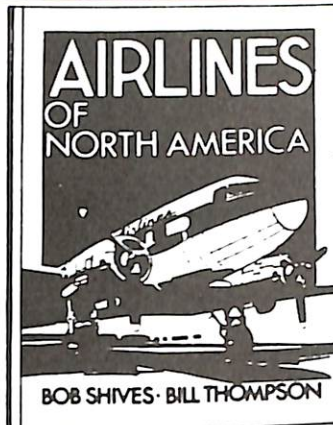
We stayed a while, shooting videotape and a series of technical photos of the aircraft. Then we left. We all knew that the events of the morning would never be repeated. Our mood was dampened a bit by the knowledge that bureaucracy, in the form of noise and smoke emission regulations will ground POC's 3 990s as we ring in 1985. We had been accorded a rare privilege indeed to fly the 990 one last time. It was an experience we would not soon, if ever, forget.



The 990's unique Anti-shock bodies (ASBs) were designed to reduce drag at high Mach numbers. They also serve as fuel tanks.



56 Charlie in front of Ports-of-Call's private terminal and headquarters facility at Stapleton.



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As usual there are many illustrations of timetables, route maps, logos and service marks, in-flight folders and advertisements.

Books may be ordered from: George W. Cearley, Jr., P.O. Box 12312, Dallas, TX 75225. Price is \$12.00 each plus \$1.00 shipping and handling.

AROUND THE WORLD

of Airline Schedules

THE SCHEDULE COLUMN FEATURES THE CONVAIR 990.



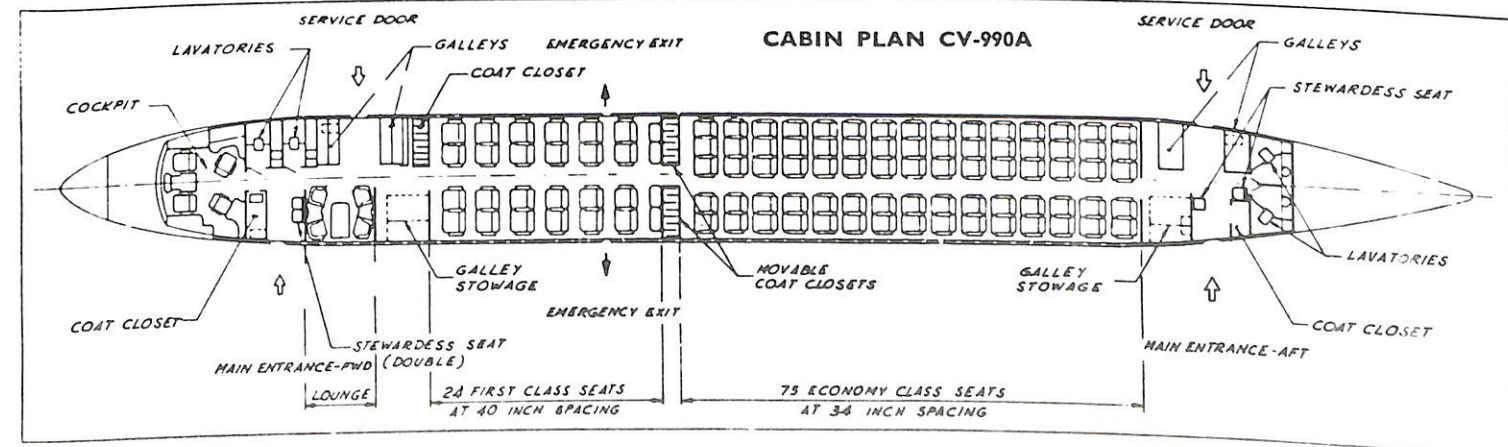
INDONESIA—SINGAPORE—THAILAND—INDIA—PAKISTAN—U.A.R.— ITALY—THE NETHERLANDS

WESTBOUND	GA 894	GA 892
	Monday FY	Friday FY
	CV-990A	CV-990A
Djakarta dep.	18.00	18.00
Singapore arr.	20.00	20.00
Singapore dep.	*20.50	*20.50
Bangkok arr.	*22.20	*22.20
Bangkok dep.	23.10	23.10
	Tuesday	Saturday
Bombay arr.	*01.20	*01.20
Bombay dep.	02.10 ^m	02.10 ^m
Karachi arr.	03.15 ^m	03.15 ^m
Karachi dep.	04.15	04.15
Cairo arr.	06.50q	06.50q
Cairo dep.	07.50q	07.50q
Rome arr.	—	09.50s
Rome dep.	—	10.40s
Amsterdam arr.	10.20	11.45
	Tuesday	Saturday

EASTBOUND	GA 893	GA 895
	Wednesday FY	Sunday FY
	CV-990A	CV-990A
Amsterdam dep.	12.00	12.00
Rome arr.	14.55s	—
Rome dep.	15.45s	—
Cairo arr.	19.30q	18.05q
Cairo dep.	20.30q	19.05q
	Thursday	Monday
Karachi arr.	02.40	01.15
Karachi dep.	03.40 ^m	02.15 ^m
Bombay arr.	05.35 ^m	04.10 ^m
Bombay dep.	*06.25	*05.00
Bangkok arr.	11.40	10.15
Bangkok dep.	*12.30	*11.05
Singapore arr.	*15.00	*13.35
Singapore dep.	15.50	14.25
Djakarta arr.	16.45	15.20
	Thursday	Monday

* No local traffic between SINGAPORE—BANGKOK v.v. except own stopover passengers
BOMBAY —KARACHI v.v.
BOMBAY —SINGAPORE v.v.

q = Until April 30 incl. and from Oct. 1 times at Cairo one hour earlier.
s = Until May 27 incl. and from Sep. 24 times at Rome one hour earlier.



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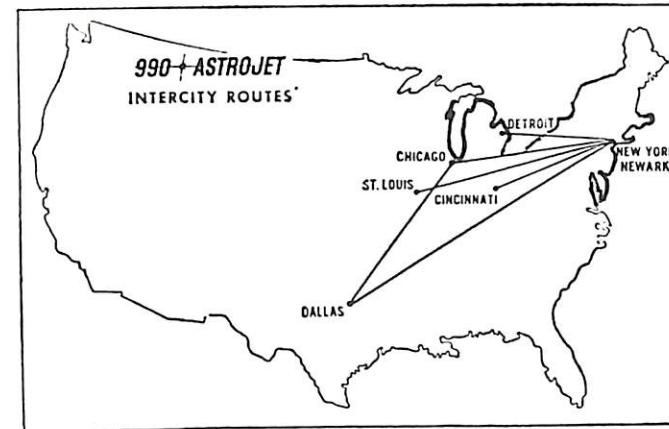
SYSTEM SCHEDULE

GOLDEN NUGGET JETS



Effective: June 1, 1967

AMERICAN AIRLINES



Between New York and Detroit

JET ONE WAY—(First Class) \$38.35—(Coach) \$31.65—(Plus Tax)

Flight No.	Leave NEW YORK	Arrive DETROIT	Freq- quency	Stops	Type Aircraft	Class	Meals
	AM	AM					
57	8.00 Newark	8.22	Ex. Su.	NS	ASTROJET	F/R	B
*921	9.00 N.Y. Int'l	9.33	Ex. Su.	NS	ASTROJET	F/R	B
111	11.25 N.Y. Int'l	11.58	Daily	NS	ASTROJET	F/R	L
*923	1.30 N.Y. Int'l	2.03	Daily	NS	ASTROJET	F/R	L
45	3.15 N.Y. Int'l	3.48	Daily	NS	ASTROJET	F/R	G H
*931	5.40 N.Y. Int'l	6.13	Daily	NS	ASTROJET	F/R	D
*927	6.45 Newark	7.07	Ex. Sa.	NS	ASTROJET	F/R	D
*925	8.00 N.Y. Int'l	8.33	Ex. Sa.	NS	ASTROJET	F/R	G H
83	9.30 N.Y. Int'l	10.03	Daily	NS	ASTROJET	F/R	

Between New York and St. Louis

JET ONE WAY—(First Class) \$68.20—(Coach) \$54.00—(Plus Tax)

Flight No.	Leave NEW YORK	Arrive ST. LOUIS	Freq- quency	Stops	Type Aircraft	Class	Meals
	AM	AM					
125	9.30 N.Y. Int'l	10.45	Ex. Su.	NS	ASTROJET	F/R	
*995	3.00 N.Y. Int'l	4.15	Ex. Sa.	NS	ASTROJET	F/R	G
97	6.10 N.Y. Int'l	7.25	Ex. Sa.	NS	ASTROJET	F/R	D

Between New York and Chicago

JET ONE WAY—(First Class) \$54.75—(Coach) \$43.70—(Plus Tax)

Flight No.	Leave NEW YORK	Arrive CHICAGO	Freq- quency	Stops	Type Aircraft	Class	Meals
	AM	AM					
101	8.00 N.Y. Int'l	9.05 O'Hare	Ex. Su.	NS	ASTROJET	F/R	B
65	9.00 N.Y. Int'l	10.05 O'Hare	Daily	NS	ASTROJET	F/R	B
51	10.00 N.Y. Int'l	11.05 O'Hare	Daily	NS	ASTROJET	F/R	
*905	11.00 N.Y. Int'l	12.05 O'Hare	Daily	NS	ASTROJET	F/R	L
33	12.00 Newark	12.46 O'Hare	Daily	NS	ASTROJET	F/R	L
*913	1.00 N.Y. Int'l	2.05 O'Hare	Daily	NS	ASTROJET	F/R	L
29	2.00 N.Y. Int'l	3.05 O'Hare	Daily	NS	ASTROJET	F/R	G
67	3.00 N.Y. Int'l	4.05 O'Hare	Ex. Sa.	NS	ASTROJET	F/R	G
35	4.00 Newark	4.46 O'Hare	Daily	NS	ASTROJET	F/R	G
43	5.00 N.Y. Int'l	6.05 O'Hare	Daily	NS	ASTROJET	F/R	D
87	6.00 N.Y. Int'l	7.05 O'Hare	Ex. Sa.	NS	ASTROJET	F/R	D
47	8.00 N.Y. Int'l	9.05 O'Hare	Daily	NS	ASTROJET	F/R	G

Between Chicago and Dallas

JET ONE WAY—(First Class) \$67.10—(Coach) \$52.95—(Plus Tax)


Flight No.	Leave CHICAGO	Arrive DALLAS/ FT. WORTH	Freq- quency	Stops	Type Aircraft	Class	Meals
	AM	AM					
123	10.15 O'Hare	11.12 Dallas	Daily	NS	ASTROJET	F/R	
29	3.40 O'Hare	4.37 Ft. Worth	Daily	NS	ASTROJET	F/R	S
59	6.00 O'Hare	6.57 Dallas	Daily	NS	ASTROJET	F/R	D

*—990 ASTROJET.

AMERICAN AIRLINES INAUGURATED ITS CONVAIR 990 SERVICE ON MARCH 18, 1962, BETWEEN NEW YORK INTERNATIONAL AIRPORT AT IDLEWILD AND CHICAGO O'HARE FIELD. THE SCHEDULES ON THIS PAGE WERE EFFECTIVE APRIL 29, 1962, AND INCLUDE SERVICES AS OF THAT SPRING BETWEEN NEW YORK-CHICAGO, NEW YORK-CINCINNATI, NEW YORK-DALLAS, NEW YORK-DETROIT, NEW YORK-ST. LOUIS, AND CHICAGO-DALLAS. ALL 990 FLIGHT NUMBERS ARE IN THE 900 SERIES AND ARE PRECEDED BY AN ASTERISK.

AMERICAN WAS THE FIRST AIRLINE TO TAKE DELIVERY OF THE 990, JANUARY 7, 1962, AND SWISSAIR WAS THE SECOND, ON JANUARY 12, 1962. HOWEVER, SWISSAIR ACTUALLY BECAME THE FIRST AIRLINE TO OPERATE THE 990, IN FEBRUARY, 1962.

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Gültig ab 29. März 1965

SWISSAIR

1. November 1969 — 31. März 1970
1^{er} novembre 1969 — 31 mars 1970



2. Ausgabe Winter — 2^e édition, hiver

Flugplan Horaire

Between New York and Cincinnati

JET ONE WAY—(First Class) \$46.25—(Coach) \$37.35

Flight No.	Leave NEW YORK	Arrive CINCINNATI	Freq- quency	Stops	Type Aircraft	Class	Meals
	AM	AM					
289	7.10 LaGuardia	9.50	Daily	1	DC-6	F	B
*941	8.55 N.Y. Int'l	9.45	Daily	NS	ASTROJET	F/R	B
*943	12.00 N.Y. Int'l	12.50	Ex. Sa.	NS	ASTROJET	F/R	L
*947	5.00 N.Y. Int'l	5.50	Daily	NS	ASTROJET	F/R	G H
71	7.30 N.Y. Int'l	8.20	Ex. Sa.	NS	ASTROJET	F/R	G H

Between New York and Dallas

JET ONE WAY—(First Class) \$106.05—(Coach) \$83.20

Flight No.	Leave NEW YORK	Arrive DALLAS/ FT. WORTH	Freq- quency	Stops	Type Aircraft	Class	Meals
	AM	AM					
85	9.20 N.Y. Int'l	10.35 Dallas	Daily	NS	ASTROJET	F/R	C
29	2.00 N.Y. Int'l	4.37 Ft. Worth	Daily	1	ASTROJET	F/R	G S
*989	2.20 N.Y. Int'l	3.35 Dallas	Daily	NS	ASTROJET	F/R	S h
55	3.25 N.Y. Int'l	6.25 Dallas	Daily	2	ASTROJET	F/R	S h
25	6.25 N.Y. Int'l	7.40 Dallas	Daily	NS	ASTROJET	F/R	D h
691	1.00 LaGuardia	4.15 Dallas	Daily	1	ELECTRA II	T	

ARGENTINA—BRAZIL—CHILE—COLOMBIA—DOMINICAN REPUBLIC—MEXICO—PANAMA—
PARAGUAY—PERU—UNITED STATES—URUGUAY—VENEZUELA

And Iguassu Falls Services

FLIGHT NUMBER	811	815	855	855	855	855	855	855	855	863	801	801	837	823	827/835	823	835	311	313	897	
CLASS OF SERVICE	F/Y	F/Y	F/Y	Special	F/Y	Special	F/Y	F/Y	F/Y	Special	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	Y D3	Y D3	ALL CARGO SH	
AIRCRAFT	990	990	707	707	707	707	707	707	707	990	990	990	DC8	DC8	707	707	707	TU	WE	TH	FR
Hours from G.M.T.	MO	WE	MO	MO	TU	WE	FR	TH	FR	SA	SA	SU	TH	SU	TH	SA	SU	WE	SA	TH	FR
LOS ANGELES	Lv 20 00	Ar 20 00																			
NEW YORK (Kennedy Airp.)	Lv 20 00	Ar 11 00																			05 30
MIAMI	Lv 20 00	Ar 11 00																			
MEXICO CITY	Lv 23 59	Ar 23 59																			
PANAMA CITY	Lv 05 05	Ar 05 05																			
BOGOTA	Lv 07 15	Ar 07 15																			
LIMA	Lv 10 30	Ar 08 35																			
SANTO DOMINGO	Lv 10 30	Ar 08 35																			11 00
CARACAS	Lv 10 30	Ar 08 35																			12 30
BELEM	Lv 17 40	Ar 16 30																			22 30
RIO DE JANEIRO (Galeao Airp.)	Lv 17 40	Ar 16 30																			00 10
SAO PAULO (Viracopas Airp.)	Lv 18 10	Ar 17 50																			06 30
SAO PAULO (Congonhas Airp.)	Lv 18 10	Ar 17 50																			09 30
CURITIBA	Lv 19 30	Ar 17 50																			09 30
IGUASSU FALLS	Lv 19 30	Ar 17 50																			09 30
PORTO ALEGRE	Lv 19 30	Ar 17 50																			09 30
ASUNCION	Lv 19 30	Ar 17 50																			09 30
SANTIAGO	Lv 19 30	Ar 17 50																			09 30
MONTEVIDEO	Lv 19 30	Ar 17 50																			09 30
BUENOS AIRES (Ezeiza Airp.)	Lv 19 30	Ar 17 50																			10 30
MONTEVIDEO	Lv 19 30	Ar 17 50																			13 30

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Flights 811/815 stopover rights Mexico/Panama City.
Flight 801 no traffic rights Santo Domingo/Caracas.
B—Breakfast L—Lunch D—Dinner
S—Snacks, refreshments or beverages served.
*Santo Domingo service temporarily suspended

707—Boeing 707 Intercontinental Jet
990—Convair 990-A Intercontinental Jet
DC8—Douglas DC-8 Jet
LE—Lockheed Electra II Turbo-Prop
SG—Super Constellation 1049-G
SH—Super Constellation 1049-H
C2—Convair 240
D3—Douglas DC-3

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VARIG JETS TO SOUTH AMERICA

VARIG'S SCHEDULES BETWEEN NORTH AND SOUTH AMERICA IN 1965. NOTE 990 SERVICE BETWEEN MIAMI, LOS ANGELES, AND SOUTH AMERICA. THREE 990'S WERE DELIVERED TO VARIG, ALL ON MARCH 1, 1963. EACH OF THESE THREE AIRCRAFT WAS ORIGINALLY ORDERED BY REAL AEROVIAS BRASILIA.

REPORT FROM THE FIELD

by
JIM "JET" THOMPSON

Stapleton International Airport

This issue, to go along with the story on Denver based Ports-of-Call and their Convair 990, I decided what better airport to cover than their home of Stapleton International Airport. This is one of the major airports in the world, let alone the U.S. According to some of the latest reports, Stapleton is the seventh (7) busiest airport in the world, and with an elevation of 5,330 feet above sea level is the highest hub airport in the country.

The airport is named for former Mayor Benjamin F. Stapleton. Back in the beginning, some called it "Stapleton's Folly." Return with me now to those thrilling days of yesteryear, when airplanes were still a thing of wonder and amazement. Very few people saw a future for them. However, when an "aeroplane" was in the area and flying around, large crowds would gather to watch.

Denver Mayor, Ben Stapleton, back in 1928, began to see a need for an air field for the Denver area. He figured that if the growing aviation industry would focus on one airport in the area, it would have a much better chance of being part of the future national aviation picture. After gaining the help of Charles Vail, the Manager of Improvements and Parks, together they layed down the necessary groundwork.

There was much opposition to the idea from the start. Many felt that the city had no right to build a facility that would be a commercial venture. On the other side of the dispute they felt that the airport is as properly included within park purposes as tourist camps and other recreational objects!

After getting the measure passed along and approved, Mayor Stapleton and Mr. Vail selected a site for the airport. The location they decided upon was called the Sand Creek site or Rattlesnake Hollow. This was seven miles from downtown and many of the local folks felt this was too far away. Despite all this, the city purchased 640 acres of sagebrush and began work on what many people began to call "Stapleton's Folly." The cost for the land was \$143,000.

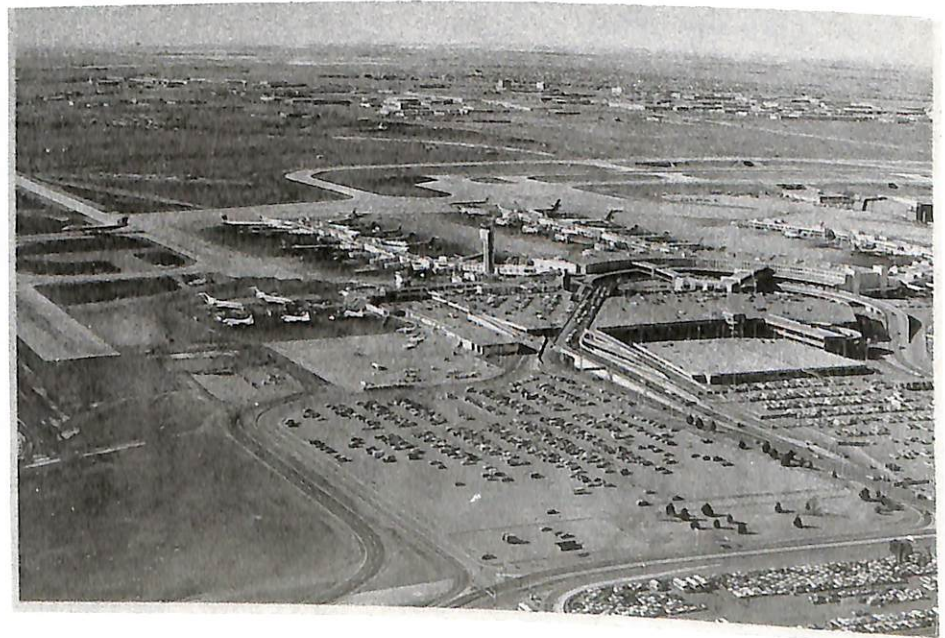
On October 17, 1929, Denver Municipal Airport was dedicated during a four day celebration. An estimated 50,000 people were on hand to see the Governor turn the switch on to activate the new lighting system. Mayor Stapleton, who dreamed up the airport and was the leading force behind the construction, missed the dedication due to being sick with pneumonia!

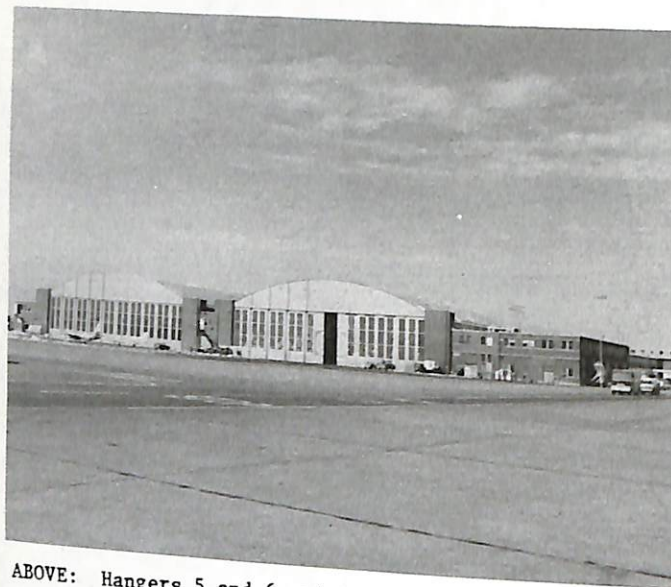
From the beginning it boasted of a "first." The airport boasted of having a one of a kind landing light system. The landing light sent out a beam of light six feet high across the field in a 180 degree arc. When the landing pilot had the light in his eyes, he knew he was six feet off the ground.

The original airport consisted of four gravelled runways, one hangar, a two-story terminal building with sleeping rooms upstairs for pilots, a fire station and one ambulance. Three airlines had office space; Mid-Continent Express, Western Air Express and U.S. Airways, Inc.

Mid-Continent Express was flying between Denver and El Paso; Western Air Express was operating the Cheyenne-Denver-Pueblo route and U.S. Airways flew the Denver-Kansas City route.

A year later the airport was paying for itself and had 30 takeoffs and landings each day. The city decided to build a second hangar at the field and looked toward the future. Things stayed the same for five years until 1935 when a control tower was built and curbing was constructed on the streets going into town. You must keep in mind that during this five year time span, the nation was in the heart of the Great Depression.





ABOVE: Hangers 5 and 6, pictured above, originally used by United and Frontier plus a few other airlines. They are still used by several regional airlines. They may be torn down in the near future for new terminal expansion. Photo by Al Minich.

The next year, 1947, new mayor James Newton, reviewed the plans and threw them out saying it was too expensive and that Denver had yet to feel the postwar aviation boom. A proposal was brought forth to move Stapleton farther out into the country. It received little support and after a few newspaper articles it just disappeared and was never brought up again. Later that year an instrument landing system and improved approach lighting was installed.

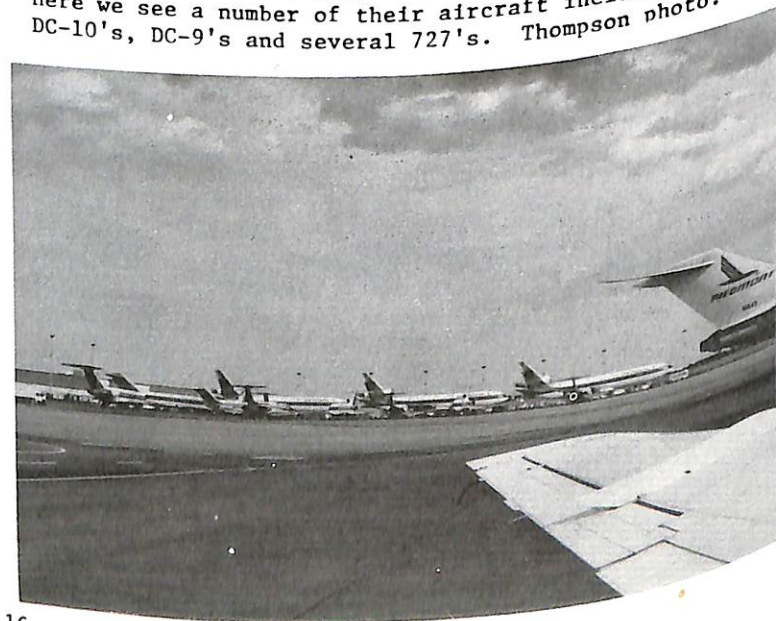
Denver's newspapers, local politicians and airport officials came to the aid of the airport later that year. The newspapers stated that the airport was "weak in every aspect" and "airline officials now classify Denver's air facilities in the lowest bracket and from mediocre to the poorest service in the country." Denver had lost its status as one of the premier airports in the country. Everyone, except the mayor, seemed to realize that Stapleton needed to be expanded. Finally, in September, after much heated debate, Mayor Newton appointed a committee to study the situation at Stapleton and make new suggestions on improvement.

The year 1948 brought some discussion about moving the commercial airline flights to Lowry Air Force Base and make Stapleton a General Aviation airport. Shortly thereafter more federal funds were obtained for expansion at Stapleton and this idea was dropped.

Shortly after this work began, United Air Lines announced plans to build an operating base across the street from the terminal building. They signed a 30 year lease thus insuring Denver's key role in the future plans of the largest airline in the country.

As for terminal expansion, a south wing was the first thing added and then a north wing after that. In 1953, W. A. Patterson, the President of United, turned a silver key to unlock the door to United's new \$1,284,000 operating base. The following year, 1954, the original terminal building was replaced. It had been the middle section of the terminal at that time.

BELOW: Stapleton is home for Continental Airlines. Here we see a number of their aircraft including DC-10's, DC-9's and several 727's. Thompson photo.



A new six-story control tower was completed in June of 1953. It replaced the octagonal tower that had been built back in 1941 to replace an even smaller tower at that time.

By 1955 the airport construction was completed, just in time for Trans World Airlines to start service there. The airport planners told the city officials that the airport was ready and equipped to handle any anticipated growth for the future.

Denver ran into the same problem in the late 50's that many other airports did. Suddenly the jet age had arrived, sooner than what anyone had thought. Just two years after being completed, Mayor Will Nicholson told the airlines that they would have to finance a \$20 million (dollar) expansion program to prepare Stapleton for the jet age.

The airport had been looking toward more expansion and found that the only direction they could grow would be North onto the Rocky Mountain Arsenal land. The first request for land had been made in 1954 for 252 acres. This request had now grown to 3,000 acres in 1958.

On March 13, 1957, Denver was introduced to the jet age without fanfare or notice. Tex Johnson, chief test pilot for the Boeing Aircraft Company, made an emergency landing in a snowstorm with one of the companies new 707's. He had been on a flight from Chicago to Seattle and developed a problem. It would be two more years before Denver would finally see it's first scheduled jet service.

The following year, 1958, saw Mayor Nicholson tell the Federal Government that Stapleton Airport would ultimately need ALL OF THE ARSENAL LAND and Buckley Field for future expansion and growth. On April 7, 1959 the original 252 acres of land that had been requested five years earlier was turned over to the airport. This was now considered too small for the proposed north-south jet runway. The city had requested, by this time, an additional 405 acres just for the runway.

BELOW: One of a number of visitors to Stapleton is this DC-10-30 of Condor of Germany. Thompson photo.



ABOVE: Denver is also home to our featured "airline" in this issue, Ports-Of-Calls travel club. Here we see one of their Convair 990's. Thompson photo.

Six months later, in October, the Army decided to give the airport 623 acres, but 218 acres of that could only be used for air-space (easement) rights. By February 26, 1960, when the land was officially turned over to Stapleton, it had shrunk to only 427 acres of the promised 623. This was enough thought, added to the 252 acres that they had received the previous year, to build the jet runway. The runway was finally opened at the end of 1962, just eight years from the time the first request for land was made.

The jets though did not wait for the runway to be built. On May 6, 1959, Continental Airlines started the first scheduled jet service to Denver with a Boeing 707. The plane left with only 93 passengers on board due to weight limitations the jet had to go by to use the shorter runway. The flight did set a record for carrying the most people on one flight out of Stapleton. A year later United inaugurated DC-8 service to Los Angeles.

Tragedy struck at 11:35 a.m. on July 11, 1961 when a United DC-8-12 (N8040U) just twenty-five days after delivery and with only 124 hours flying time, suddenly veered off the east-west runway after landing, and struck a 30-inch concrete slab that was part of a new taxiway under construction. Sixteen passenger and the driver of a construction truck died in the worst and, so far, only tragedy recorded at Stapleton.

As a result of the crash, two new fire-fighting trucks were added to the fleet and a twenty bed firestation was built.

Even as construction was underway on the new north-south jet runway, Denver Mayor Richard Batterton knew that Stapleton needed more land for future runway construction. In October of 1961 the GSA declared 1,355 acres of the Arsenal as surplus. The land was broken into two parcels, one of 881 acres and the other of 474 acres. They were located on either side of the jet runway now under construction.

The airport was to face the same red tape that hindered them on previous occasions. After three years of delay, the land was put up for sale. The airport was only able to purchase 805 acres on the west side of the jet runway. This was not enough land to build the larger runway that they wanted, but it was a start.

In order to cut some of the costs from the new proposed runway, they decided to build it north of Interstate 70. This way they would not have to build an expensive bridge over the freeway. This, of course, meant moving the runway farther north into the arsenal.

Meanwhile, back to 1962. A new 14-story control tower was constructed. In 1964, along with the purchase of the government land, construction of concourses B and C were begun. On October 17, 1964, the airport name was changed. The airfield will now be known as Stapleton International Airport. This was also the 35th anniversary of the airport.

In March of 1967 a new 100 million dollar expansion master plan was released. The plan called for building a new D concourse, more parking, strengthening and lengthening the present runways and for building a new jumbo jet runway beside the present jet runway. As you can tell by now, the airport was constantly being expanded and remodeled.

Shortly after the plan was made public, the airport ask for 415 acres of land in the arsenal just for the runway expansion. The total land request was for 6,500 acres. A year later the request was still being reviewed and rumors were that the Army would be closing down the arsenal. Denver officials amended their request and stated that they wanted to go on record as asking for the entire 18,000 acres of land in the arsenal. They also said that for now they would settle for 600 acres for the new runway. This was up from the original 415 acres requested the previous year.

Just as things were beginning to move smoothly, Adams County officials moved in to stop everything. They wanted Stapleton moved from the area and all expansion shut down. They thought that if they did not block the construction of the jumbo jet runway, their action would be construed as an acceptance of the 1967 master plan, which they totally were against.

In spite of this new opposition, the Army announced it would sell Denver 651 acres to build the new runway. The land deed was handed over on November 24, 1969, and, as usual, was not for the amount of land promised. The city only received 622 acres, but this was enough when combined with the other land they had received several years earlier, to build the new jet runway.

After much corresponding back and forth between Denver and Washington, the easement rights were granted again. The runway was finally completed in 1975. So fourteen years from the time the idea was first presented, the project was finally completed. This was also the same year that concourse D was opened.

On May 12, 1978, just three years after the latest construction was completed, Mayor McNichols announced a study to select a new location for the

airport would begin. The study began in 1979 and was completed a year later. Six sites were selected, two of which were on some of the arsenal land. Finally, three years later in July of 1983, after many more studies and much opposition by Adams County officials, the proposal to expand onto the arsenal was approved by the government.

Today, Denver Stapleton International has four major runways. The two north-south runways are 11,500 and 12,000 feet long. The main east-west runway is 10,004 and the other is 7,026 feet. A 4,846 foot long taxiway can be used as a fifth runway for much of the general aviation aircraft and the DeHavilland Dash 7's.

United, Frontier and Continental airlines have large hangars on the field. Stapleton is the home base for Frontier. They, along with United and Continental, all have a major "hub" operation at Denver. American Airlines is looking to develop a major "hub" operation here also. The airport, along with American, is looking at construction of a third east-west major runway.

The following airlines and aircraft are currently being operated at the airport:

Convair 580	Frontier Commuter and Aspen
DeHavilland Dash 7	Rocky Mountain Airlines
SA226TC Metro	Trans Colorado, Pioneer, Air Midwest, and Continental Commuter
Beech C-99	Centennial Airlines
DeHavilland DHC-3	Twin Otter Rocky Mt. Airlines
Boeing 737	Frontier, USAir, Southwest, United
Boeing 727-100	United, Frontier Horizon, Piedmont, and Continental
Boeing 727-200	United, Wien, Piedmont, Delta, Eastern, Braniff, USAir, American Northwest, Continental, Western, Mexicana and TWA.
Boeing 747	United
Boeing 757	Eastern
Boeing 767	United
DC-9-10	Continental and Republic
DC-9-30	Continental, Republic and Ozark
DC-9-80	American, Continental, Frontier and TWA
DC-10	Continental and United
DC-8-71	United
L-1011	TWA

I would like to thank Mr. Richard Boulware, the Public Affairs Officer at Stapleton International Airport, for supplying me with information on the airport. Material received included: "Highlights of Stapleton's History" by Robert R. Stapp and also "An Airport in Place--Stapleton International Airport's First Fifty-Five Years of Growth" by Jeff Miller. Photos were supplied by Captain Al Minich. My thanks to everyone involved.



Cherry Blossom Pacemakers

by
Dick Hurley

A Look Back At Piedmont's YS11 Era

THE NEED

By the mid-1960's aircraft manufacturers were busy courting the regional carriers with their new short haul jets. It was in 1966 when Piedmont, after intensive review of all the competitors, selected the Boeing 737 as their route structure began to expand in favor of such equipment.

The ink had hardly dried on the jet order when a batch of ten Fairchild-Hiller FH227Bs were bought for additional capacity and to replace the older and smaller F27s.

The most acute need, however, still existed. The mainstay of Piedmont's fleet were trusty and sturdy Martin 4-0-4s. As 1950s era airframe and engine times increased, so did maintenance costs. An increase in revenue capacity plus the desire to become all jet powered compelled the way towards a replacement aircraft. Other prerequisites were

demanding. Most desirable was a fleet with compatible airframe times and an aircraft which could maintain Piedmont's rigorous schedules which guaranteed high utilization. This aircraft would also have to be able to operate into nearly all stations with relatively little operational restrictiveness for the loads required.

THE DECISION

During this time many prospective airline aircraft visited Piedmont in Winston-Salem, N.C. There were many alternatives such as Convairs with Allison or Rolls Royce engines, more Fairchilds, a combination of these, even more jets or something new. What airliner would have good payload capabilities, good field performance, a relatively low break even factor, be turbine powered and be preferably new?

In October 1965 an aircraft being marketed by Charlotte Aircraft was demonstrated for Piedmont. It was built by Nihon in Japan who was looking for a good order in the U.S. It was the YS11, a new, low winged, 60 passenger turboprop powered by uprated Rolls Royce Dart turboprops. It had good field performance and the aircraft's profile obviously picked up some very favorable votes.

ABOVE: YS11A-500 N189P, c/n 2002 taken at DCA in August of 1979. Photo by R. J. Hurley.



LEFT: YS11A-205 with delivery registration number JA8695 photographed at HNL. This aircraft later became N189P (c/n 2062). Photo taken in September of 1968. From the collection of R. J. Hurley.

Just aft of the forward cargo bins was the right engine with its large Dowty Roto 14'6" diameter prop which was so high that its height exceeded that of the fuselage. Unlike the propeller on the Allison D501 engine, this did not have a real reverse position. It could only go into a ground fine (neutral) state for braking. The powerplant was most conspicuous with the distinctive RR emblem on the cowling. Along the wing was a deicing boot as was on the horizontal and vertical stabilizers. The beacon lights were center fuselage on the top and just aft the trailing edge of the wings on the belly.

used as an entrance for catering. Forward of it was the wing. Under it, forward of the flaps and inboard of the engine, was the fueling bay. By opening the door, the gauges would activate. This was the central fueling point and in the same area was the water methanol port. This was used to cool the engines and thus enjoy extra power. Both fuel and water could be put in overwing if necessary. A danger to refuelers existed during the hot months when high water loads were needed. Attempts to completely fill up the water tank led to it overflowing out of the wing beyond the engine and a drenching of such.

Ahead of the port engine was the forward airstairs. These integral steps retracted into the cabin and were controlled by a flight attendant at the top of the steps through a control box with an armature with set positions. Under the flight deck was another control switch for external operation of the steps. In this area, also, was a communications jack point and the external power receptacle. It was covered by a door which latched shut.

INTERNALLY

Two flight attendants hosted 50 to 60 passengers. The crew seats were on the flight deck door

A most pronounced external feature was the APU. It was attached to the lower fuselage just aft the starboard wing. When fired up it was very audible and hot. It ran off the aircraft's fuel and while it offered warming for the agents in the winter, it was oppressively hot in the summer. Temperatures sizzled around the rear of the aircraft and made working the rear cargo bin very exhausting. This was the largest cargo area on the aircraft, divided by a moveable set of posts and webbing. The 1200 and 2000 pounds of cargo could be loaded in this area.

On the port side of the aircraft, the first feature at the rear was the aft service door,



RIGHT: YS11A-500, N162P c/n 2052 photographed at DCA in August of 1979. This aircraft was painted in the final color scheme to be applied to Piedmont's YS11s. Photo by R.J. Hurley.

COLOR SCHEMES

During its term the YS11 fleet had three color schemes (A,B and C).

LOCATION	A and B	C
Window Cheat Line	Blue (Finch 643-3-62)	Blue (s.a.Munsell 5 PB 4/10)
Window Stripe Lines	"	N/A
Tail Stripes And Lines	"	N/A
Tail Logo		Blue (s.a.Munsell 5 PB 4/10)
Titles On Fuselage and Tail	Red (Finch 643-3-36)	Red (Finch 643-3-36)
Nose Cone	Blue (Finch 443-3-2468)	Blue (s.a. Munsell 5 PB 4/10) Partial Only - Rest White
Door Frames	French Gray (Dupont 83-1131 s.a. Munsell N5.0)	French Gray (Dupont 83-1131 s.a. Munsell N5.0)
Fuselage (Upper) and Tail	White	White
Subwindow Stripe	N/A	White
Belly	Metallic	Metallic

The main difference between scheme A and B was the deletion of the word "Airlines" in the titling on the fuselage in B.

Color References - YS11 by Ching-Chiku Rin

SPECIFICATIONS

- SPAN - 104'11.8"
 - LENGTH - 86'3.4"
 - HEIGHT - 29'5.8"
 - WING AREA - 1020 sq.ft.
 - CABIN - WIDTH - 8'10"
 - HEIGHT - 6'6"
 - WHEEL BASE - 31'2.6"
 - PASSENGER CAPACITY - 58 to 60
 - PAYLOAD - 11,720 lbs.
 - SERVICE CEILING - 20,000 ft.
 - CRUISE SPEED - 250-260 knots
 - WHEEL BASE - 31'2.6"
 - MAX T/O WT - 55,100 lbs (Note 1)
 - MAX LANDING WT - 52,900 lbs
 - MAX ZERO FUEL WT - 48,500 lbs
 - FUEL CAPACITY - 8,000 lbs (1,332 US Gallons)
 - WATER METHANOL CAPACITY - 110 Gallons
 - POWERPLANTS - 2 Rolls Royce Dart Mark 542-10 (3,060 hp ea)
 - CREW - 2 Cockpit, 2 Flight Attendants
- Note 1 - Originally 54,000 lbs

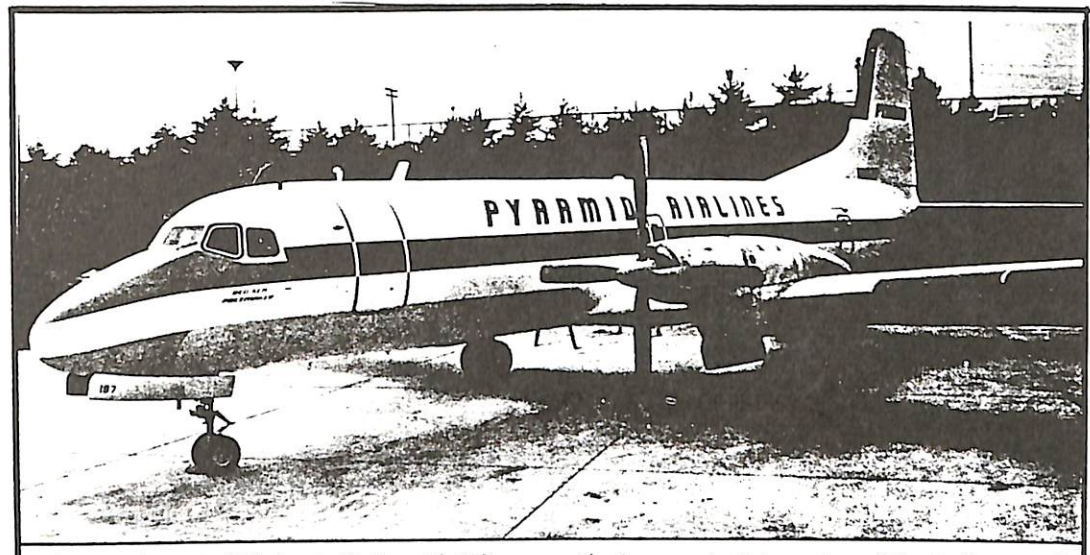
N-NO	C/N	PIEDMONT YS11 INVENTORY			I.S.	NAME	HISTORY
		MFG DTE	DEL DATE				
N156P	2050	12-22-67	5-16-68	5-19-68	(Suffixed Pacemaker)	WFU 8-06-78 - To Pinehurst 9-13-78	
N158P	2051	12-19-67	6-12-68	6-17-68	Cherry Blossom	WFU 1-29-79 - To Pinehurst 2-03-79	
N159P	2057	2-15-68	8-19-68	8-24-68	Tidewater York River	WFU 11-18-77 - To ATC Inc 2-05-78 for Pyramid AL	
N162P	2052	12-27-67	6-28-68	7-03-68	New River	WFU 9-05-79 - To Pinehurst 9-07-79	
N164P	2053	1-22-68	7-12-68	7-17-68	Potomac	WFU 9-04-79 - To Pinehurst 9-05-79	
N169P	2056	2-15-68	7-31-68	8-06-68	Albemarle	WFU 1-29-79 - To Pinehurst 2-11-79	
N187P	2061	3-05-68	8-31-68	9-08-68	Long Island	WFU 3-14-78 - To ATC Inc 5-06-78 for Pyramid AL	
N189P	2062	3-21-68	9-19-68	9-22-68	Cherokee	WFU 9-04-79 - To Pinehurst 9-07-79	
N214P	2075	9-05-68	11-28-68	1-13-69	Neuse River	WFU 12-10-79 - To Pinehurst 12-14-79	
N218P	2077	11-20-68	4-01-69	4-03-69	Roanoke Valley	WFU 12-21-79 - To Pinehurst 12-27-79	
N219P	2109	6-11-69	10-01-69	10-13-69	Pamlico	To PBA 8-31-82	
N224P	2112	6-24-69	10-22-69	10-26-69	Grand Strand	WFU 11-30-80 - To Pinehurst 12-05-80	
N245P	2113	7-02-69	10-30-69	11-01-69	Croatan	WFU 7-31-80 - To Pinehurst 8-05-80	
N247P	2114	7-10-69	11-10-69	11-12-69	Old Hickory	WFU 11-30-80 - To Pinehurst 12-02-80	
N254P	2117	7-25-69	11-14-69	11-21-69	Pee Dee	WFU 7-18-80 - To Pinehurst 8-01-80	
N257P	2118	8-06-69	12-04-69	12-10-69	Santee	To PBA 7-31-82	
N259P	2119	8-14-69	12-16-69	12-26-69	Shenandoah Valley	To PBA 5-07-82	
N268P	2120	8-22-69	12-22-69	1-02-70	Great Smokies	WFU 8-14-79 - To Pinehurst 8-15-79	
N269P	2121	8-30-69	12-23-69	1-09-70	Ohio Valley	To PBA 6-82	
N273P	2122	9-10-69	1-16-70	1-28-70	Peach Tree	Leased To Norconair 4-29-82 to 8-01-82	
N274P	2126	10-13-69	2-06-70	2-15-70	Tennessee Valley	To PBA 6-01-83	
N264P	2040	3-	-75		Yajima	To PBA 6-82	
N265P	2046	3-	-75		Ito Tai	Not Used In Service - (x-LANSA OB-R-895) - Parts Aircraft (Series 120)	
						Not Used In Service - (x-LANSA OB-R-907) - Parts Aircraft (Series 126)	

Note: All Ships Except N264P & N265P Delivered as YS11A-205s, then converted to YS11A-500s.

CURRENT DISPOSITIONS (As of August 1984)

PIEDMONT I.D.	CURRENT OWNER	CURRENT I.D.	NOTES
N156P	Airborne	N910AX	1
N158P	"	N911AX	1
N159P	PBA	N159P	2
N162P	Airborne	N912AX	1
N164P	"	N913AX	1
N169P	"	N914AX	1
N187P	PBA	N187P	2
N189P	Airborne	N915AX	1
N214P	"	N916AX	1
N218P	"	N917AX	1
N219P	PBA	N219P	2
N224P	Airborne	N918AX	1
N245P	"	N919AX	1
N247P	"	N920AX	1
N254P	"	N921AX	1
N257P	PBA	N257P	1
N259P	"	N259P	1
N268P	Airborne	N922AX	1
N269P	PBA	N269P	
N273P	"	N273P	
N274P	"	N274P	

NOTES: 1 - Obtained via Pinehurst Airlines
 2 - Obtained via Pyramid Airlines
 PBA is Provincetown-Boston Airline



Look again. Instead of Piedmont, it's Pyramid Airlines. They've gone to Cairo and are flying in Egypt as the Nile River and Red Sea Pacemakers. This is the second of two YS-11s the Company has sold.

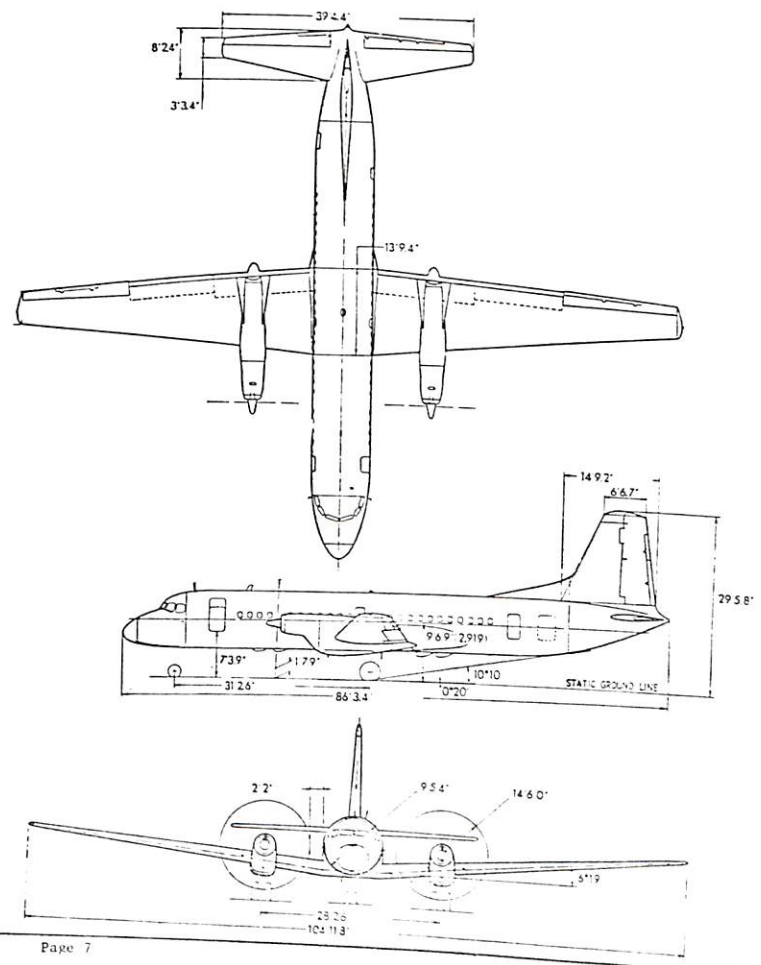
facing rearward with another on the lavatory bulkhead in the side service entryway facing forward. A small hangup closet was in the forward entryway to the left, a magazine rack just on the right. A sliding curtain was draped in the aisle to cut off the cabin, retaining the comfort level from outside weather. Once installed, the APUs tended to be a noticeable annoyance in the rear of the cabin. To the left rear, across from the lavatory, was the galley. It was along the emergency exitway and through here a flight attendant had to open a folding door into the rear cargo bin to secure the evacuation chute prior to take offs and after landings. It gave one a chance to also say hello to whatever animal friends were riding in the rear. All seating was two-two abreast.

TIME FLIES OUT

In 1978 Piedmont was mandated to pace the times. A new era was unfolding. Deregulations consequential effect was expansion into the long sought new frontiers while much of the old system became subject to intense scrutiny to conform with the new airline. This led to the deletion of many smaller stations as commuters took over. These rapid changes led to the demise of the YS11 activities with Piedmont.

The trend began in February and May of 1978 when a set were sold to ATC for Pyramid Airlines in Egypt. A confirmation on the sale of a large batch to Pinehurst Airlines was announced as the new system was developed further. These aircraft were to be converted for all cargo operations and eventually went on to Airborne. The last real number wound up with PBA as had, interestingly enough, many Piedmont Martins.

On March 15, 1982, the YS11 operations ceased as well as the propeller/turboprop era for Piedmont out of North Carolina. It was on that day that flight 950 terminated at Winston-Salem, NC, ending quite an era. As the crew deplaned, another chapter was finished in Piedmont's history. No longer would the cities, valleys and skies of this system abound with the sounds of Piedmont propeller aircraft. The all-jet age was here.



Sticker Chatter

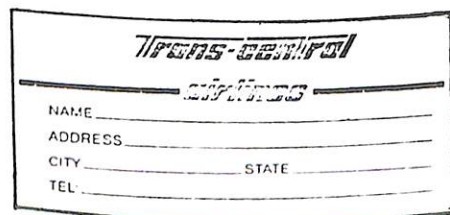
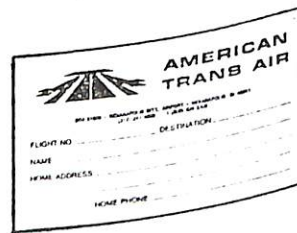
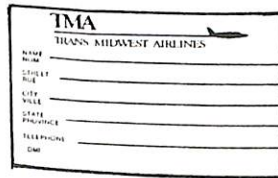
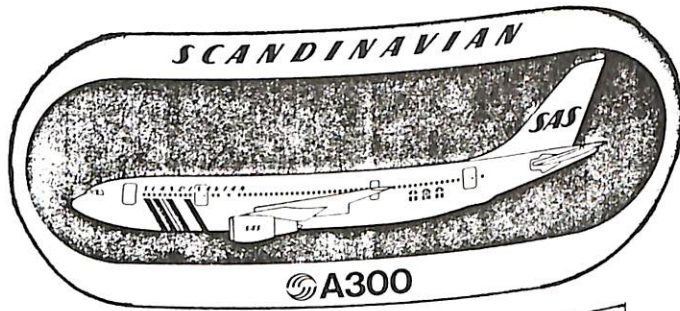
by
DON THOMAS

First off I would like to say that I really enjoyed meeting so many of you at the convention in St. Louis. Paul Collins did a fine job describing the activities of the convention in the last issue of the LOG.

In late August and early September I visited England and Holland for two weeks. It was great to visit Dave Rowe and John Ellis, the two most avid air label collectors in the WAHC's European Section. Visiting the various airline offices in London with Dave, we picked up a number of new labels. BWIA was as generous as usual, with four items, including the 1974 (10 years old!) label, "Inauguration of service London/Barbados/Trinidad/Guyana," and "Conferences/Incentives/" At AIR PACIFIC, Fiji's airline, we got a couple of new ones: "We are Fiji," white on blue and "Come on--Fly," both illustrated herewith. SAS was pushing it's new color scheme, which included a reprint of their A-300 label, different from the previous one.

In Europe especially, aircraft manufacturers are producing lots of new labels advertising their aircraft. There are so many that Dave, John and I discussed issuing a new catalog listing them. Our Air Transport Label Catalog is getting too bulky now with all the new airline baggage labels. A catalog of these manufacturers' propaganda labels is called for. Since the WAHC Europe members seem to be aware of many more of these new stickers than we in North America, I believe they are the ones who should list and edit the catalog, as a WAHC Europe venture. We then could make reductions of their photocopies, and do the printing on the AFA's new equipment at Elgin, IL. We could continue to list U.S. labels produced by Boeing, McDonnell-Douglas, Lockheed, Consolidated, Curtiss, Sikorsky, P & W and other, and cross-reference them in the new catalog. Airbus Industries has more than 40 labels for the A-300 and A-310, and more coming out. Aerospatiale of France, Dornier of Germany, Fokker of Holland, DeHavilland of Canada, British Aerospace and Rolls-Royce of Britain, Embraer of Brazil, and many others are producing labels as well as aircraft, all the time. Most of them are large sized. Some, like British Aerospace, have dozens of new ones out in the past year for various airlines, all beautiful, as are the A-300 and A-310 labels.

We also discussed editing a separate section for airport labels, which Europe, especially Germany and England, is producing in great variety. Most of our airport labels are from airport gift shops, but overseas their airport authorities actively promote use of their airports with stickers and other publicity.



Both Dave and John use looseleaf albums for their collections. The pages are the static type used in photograph albums, and they seem to have no trouble with them. I had previously recommended that these not be used, as in hot climates, like in Miami, the glue had deteriorated and some cards and labels stuck to the pages. The clear glassine sheets make for a nice display, however. Picture cutouts, clippings, and post cards are included for each airline, along with airline histories cut out from reference booklets. Best collections I have ever seen. I'll never find time to update my collection that way. Keep up the fine work Dave and John.

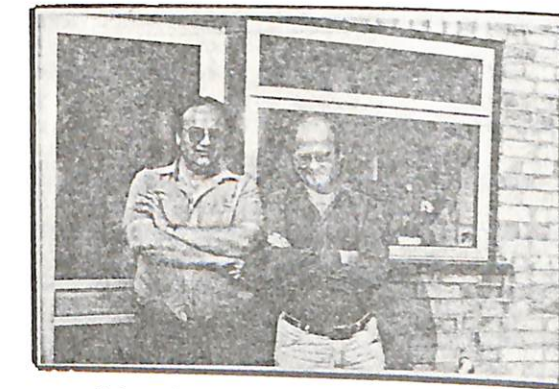
"Flight Radio Navigator--Adventures with Pan American Air Ferries--1942." This is the title of the 17-page illustrated article in the Summer issue of the Journal of the American Aviation Historical Society, which I wrote recently. It tells a story which as far as I know has never been told before, this being a more or less secret operation early in WW II before the Army Air Force took over ferrying of all aircraft. In the same issue is a story comparing the Sikorsky S-42 to the Short S-23 for the early Transoceanic flying, as done by Pan American and Imperial Airways. Copies of the Summer, 1984 issue are \$2.50 postpaid, from AAHS, 2333 Otis St., Santa Ana, CA 92704. Membership in AAHS is \$25 a year, which includes quarterly Journals as well as quarterly Newsletters. When you write for the Summer issue, also ask for additional information on AAHS.

We understand McDonnell-Douglas is no longer printing their series of DC-9 and DC-10 labels. Our friends at Travel Affairs have lost their jobs. However, someone in Japan, perhaps a hobby shop, is reproducing the DC-10 labels and probably others, in a smaller version, 55 X 79 mm instead of the original 73 X 103 mm version. Also they come on shiny cream paper with many different ones on the same sheet. I can't say how many, as I have only seen them after they were cut off, out there is Iberia, AeroMexico, Air Afrique, Singapore Airlines, and Overseas National. No doubt there are many more. Would appreciate word from Japan on these labels and would like to acquire a set for the catalog record.

The BIL of the new Braniff is illustrated. A collector in England sent it in, and he must have got it from a collector in the U.S. WE COULD USE A LITTLE SUPPORT LIKE THAT OURSELVES. If you come across a new item, please send a copy in for the files. If possible, 100 copies would be better so we could use them for the New Issue Service of the A&ALCC (AFA).

John Wegg of Finnair sends in 100 of the new Finnair labels used in the British Isles--blue on white. In British collection I saw three or four Finnair labels I had never seen before. One was a flower and "I like Finnair," in blue and red, while another was printed in Japanese or Finnish. One was "Non-stop flight to Europe 1983," in large and small sizes. Any one have any extras?

TMA (Trans Midwest Airlines) is a small commuter airline serving Ohio and West Virginia. Jerry Bunch sends in their BIL and a timetable. There are so many new airlines that they are having a job finding names for themselves. New BIL's besides Trans Midwest are Trans-Central



John Ellis (left) and Dave Rowe (right) pose outside John's back door in Nottingham.

and American Trans Air. Midway Express, which is what Midway is calling its new airline, the former Air Florida, has a contest for people to think of a better name for the new airline.

Braathens-S.A.F.E. or Norway has a nice label showing tail of a plane with Norwegian flag. This item is illustrated.

A colorful mask is pictured on Airlanka's new label from Sri Lanka, the new name for Ceylon. (I haven't visited Ceylon since 1929!) What's that you say--that was before you were born? Kids, I have been around!!!

I have a Deutsche Lufthansa folder "Instructions for Passengers" dated 1936. These instructions reveal what flight was like in those days: Example: Opening the exterior door as well as leaning out of the window or throwing articles from the plane is prohibited. (I believe the same rule is still in effect covering our 747s and DC-10s.) The instruction also mentioned that cotton wool, in order to deaden sound, was at your disposal in all aerodromes, without extra charge. (We will have to look into that....)

"Compare/New York Air" from that carrier, and "Take the Metro to New York" of Metro International are two more new labels illustrated.

Until next issue--happy collecting!

The Tray Table

by
KEITH ARMES

In this issue we will feature several items including one of the finest (if not the finest) sets of airline china and glassware ever used.

Regent Air was formed to cater to the wealthy traveler with nothing but the finest in amenities. Their diningware certainly fits in with this philosophy. It is composed of spode bone china and hand cut heavy lead crystal glassware along with Kirk Stieff silverplate. The Regent Air symbol is displayed on all pieces except the salt and pepper shakers. A single complete place setting is said to run for over three hundred dollars.



As a followup to the last issue several more Eastern Air Lines glasses have surfaced. Matching the Eastern water glass pictured in the previous issue is a smaller V style glass. The same style glasses have also been found with the *AE* logo

which was used for only a short period. The next question is whether the same types were produced with the hockey stick logo--anybody know?



Finally, as most of you know, Air Florida went bankrupt making instant collectables out of their diningware. Unfortunately, the glassware and silverware used for the shortlived "upper class" service was not logoed. However, Air Florida's china was nicely marked and was even a quality product from Noritake. Pieces include a dinner plate, salad plate, and coffee cup and saucer. All pieces are solid white with the Air Florida name and logo on the back.

WHAT'S NEW DEPARTMENT:

Delta Air Lines is coming out with new china-ware which will be featured in a forthcoming issue.

Thanks again for the nice letters being received and remember...happy collecting.

Post Card Corner

by
PETER BLACK

Since our last issue, a number of new post cards have appeared. A few are airline issues, but most are from independent publishers. All Nippon and El Al now have cards of their 767 aircraft. Cathay Pacific has issued new cards of their L-1011 and 747, but both are partial views. TEA-Trans European Airways has put out a card of a 737 in the air, and Orion Air, the British charter airline has a nice night shot, also of a 737, printed for them by Skilton. British Air Ferries has a beautiful card of their brand new color scheme on a Viscount, airborne. Balair of Switzerland has released an oversize card of a MD-82 (DC-9-82), and Austrian Airlines has two MD-82 cards, one of the aircraft and one of the cockpit. SAS has issued cards of 3 aircraft in their new color scheme: the DC-9, DC-10 and 747. KLM has a new card of an airborne A-310 and VASP of Brazil has a card of an A-300.

On the home front, National Airlines has just issued a card of an artist's profile view of a 747, and Wrangler Aviation, Blue Bell's in-house cargo airline has 3 large size cards of their Canadair CL-44 freighter. This is one of the very few companies that carries company freight around in their own aircraft rather than executives. Horizon Air has a nice card of an F-27 airborne over Seattle.

From England, Charles Skilton has new cards of British Airways L-1011-500 and 747 in the "British" livery. APC has four new issues: TMA 747, Cyprus A-310, Dan Air Viscount and Trans Australia CV-240. Aeroprint of Sweden has a number of new cards including an SAS DC-8-63 in the new color scheme, Scanair DC-8-63 and A-300, also in their new color scheme, and a Greenland-air Dash 7. Fourcolour of New Zealand has four new cards: a beautiful Air Pacific BAC-111 in the latest color scheme, a Mt. Cook DC-3, Air New Zealand 737C, and Air New Zealand F-27 in the orange and red color scheme. A new British publisher, deVoyle Litho has two new cards, a Northwest DC-10 and an Air Bridge Vickers Merchantman, which is very similar to a previously issued German card. Fisa of Spain has several new cards, all from Heathrow Airport, including a Saudia TriStar, Pan Am TriStar, and Alia 747 in the original color scheme.

AeroGem has just released their second batch of airline post cards, including a SIPA 707, Northeastern A-300 and DC-8-62, Air Florida Commuter CV-580, Transair Canada 737, American BAC-111, Reeve Electra, Wien 727-200 and Midwest Express DC-9. Aviation World has a card of a Pan American Boeing 314 Clipper on the water, made from a 1941 photograph, and API and Whitehead Fotocards have come out with a nice Federal Express 727-200.

We have received samples of 9 color cards made in West Germany under the label "Airborne Postcard." These are standard U.S. post card size prints, but the back is not in any post card format, and just has data on when and where the photo was taken, and identifies the aircraft shown. In the opinion of this editor, they do not qualify as real post cards, but rather as photos. Your comments on this would be appreciated.

I have received several letters asking if the publishers mentioned in this section print subjects other than post cards. Those that are known to do so include: Charles Skilton, Editions PI, FISA, Fourcolour, Dixon, Dexter Press, Edition Photoglob, Beringer and Pampaluchi, Aeronautica of Australia, and Aviation World.



South Pacific Island Airways Boeing 707, produced by AeroGem Post Cards.



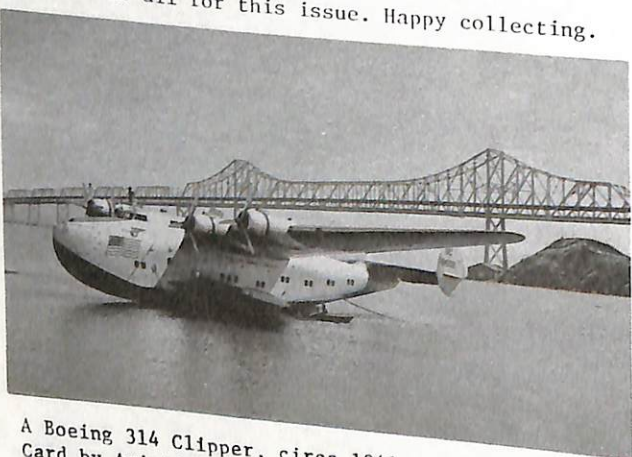
Aspen Airways CV-440 in post-Super Bowl colors in 1978. The "Go Orange Crush" refers to the Denver Broncos Football team. Mary Jane RR Specialties.

In talking to several collectors recently, the subject of storing post cards came up again. Several of us have a number of cards in our collection that were cut down, apparently to fit album pages, by a previous owner of the card. This seriously detracts from the value and desirability of the card, and should be avoided at all costs. The best way to store an oversize card is to mount it on a sheet of paper using photo corners (available from any art supply store) and insert the paper in a page protector, or a vinyl page made for an 8 1/2 x 11 photo. These are also available from art shops, and from 20th Century Plastics, the major source of vinyl album pages used by post card collectors.

Late news has just arrived that Finnair has a set of large art cards of their historical aircraft, Tunisair has a card of their new A-310, and Sterling of Denmark has a new DC-8-63 card.

There have been three post cards of this month's cover feature—Ports of Call Travel Club. The first was an oversize card of a CV-990 over Denver, followed by a 990 and a 727, both produced by Aviation World. In the next few months, both a 707 and Lockheed Electra should appear from independent publishers. Travel Clubs that operate under part 123 of the Federal Air Regulations are not allowed to advertise, and must be very careful about their promotional material. In one case, a club was told by the Feds to stop handing out post cards to non-members as the message on the back of the card was considered to be advertising. The club was threatened with being cited for a violation of the regulations if they did not comply. Other known travel club cards include a CV-990, Electra and CV-990 plus Electra card from Nomads, an Ambassador 720, and Atlanta Skylarks 720.

That is all for this issue. Happy collecting.



A Boeing 314 Clipper, circa 1941, of Pan American. Card by Aviation World.



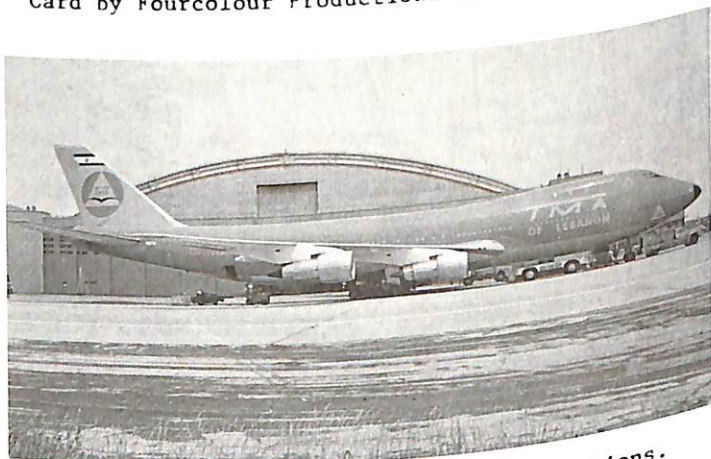
A Bandit of Air Florida Commuter (now defunct). Post card by Manche Post Cards of Brazil.



Airline issue El Al Boeing 767.



An Air Pacific BAC-111 in its latest color scheme. Card by Fourcolour Productions of New Zealand.



TMA 747 freighter. Card from APC Publications.



British Air Ferries Viscout. Airline issued card.



Orion Airways 737. Airline issue card printed by Skilton.



Egyptair 737. Card by Michel Moskal Post Cards of Belgium.

KEFLAVÍK AIRPORT ICELAND



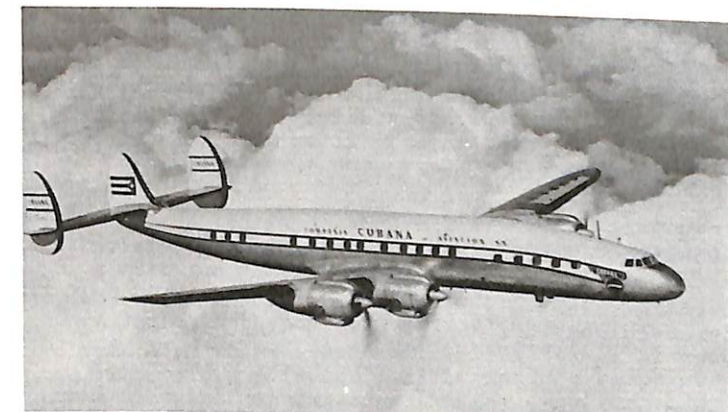
Airport card from Keflavik showing Icelandair 727-100, 727-200 and DC-8-50. Solarfilma card.



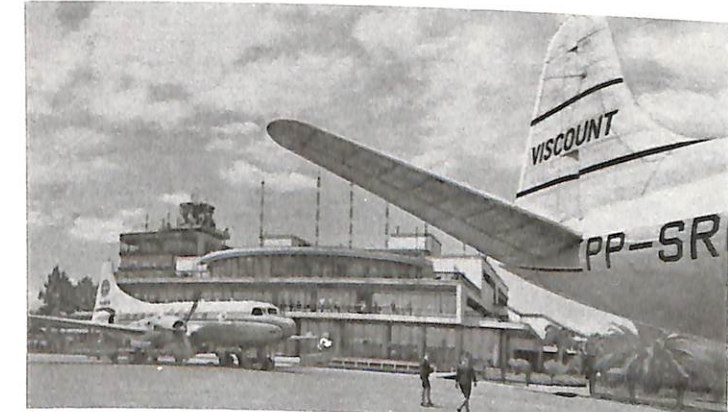
Saudia TriStar at Heathrow at night. Card by FISA of Spain.



DC-8 of T.A.E. arriving at Prestwick in May of 1976. Card by Midland Printing Services, England.



Cubana L.1049 Super Constellation. Card by The Aviation Hobby Shop of West Drayton, Middx.



Airport scene at Sao Paulo, Brazil. Very nice card printed by Ambrosiana, Sao Paulo.



Multi-aircraft card depicting airlines serving Heathrow Airport. Card by FISA of London.

Airline Happy Hour

by

AL S. TASCA

This series of articles will pertain to that great little collectable, the swizzle stick.

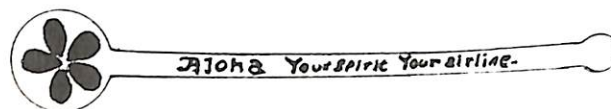
All of you that are already collecting these items know that the field is wide open. I myself know of only a few people that specialize in them. Because of this, the availability is high, while the cost is low. From time to time, I will also be covering other related items such as cocktail napkins and coasters. In this article, I hope to acquaint the collector with some very basic and possibly overlooked information.

Swizzle sticks can come in a variety of shapes and sizes, such as a plain flat one with printed writing to a raised lettered one with a detailed logo, figurine, etc., for the top. Some are even shaped like the item they are promoting such as an aircraft. The shank can come in many shapes, as can the bottom. Usually the bottom is round or bubble shaped, but some are pointed so they can double as a pick. Many sticks come in sets such as different colors, different sizes, different destinations and some have a matching small pick. They can also be one or two sided.

When collecting sticks, keep one thing in mind. Just because they look alike doesn't mean that they are. I have identical sticks that are with and without writing, identical sticks with writing in a different place on the shank, identical sticks in one or two sided versions, identical sticks with different bottoms and identical sticks with color variations. If you should choose to become an avid collector, variations will not only add to your collection, but enhance it as well. Also know your logos and initials, as many sticks have no other identification on them.

Here are some tips on collecting. Along with you "have" list or diagrams, carry a small ruler for checking sizes as some sets have different size sticks, or for checking the position of the writing. Also keep track of what color/color combinations you have and try to find out what colors they come in so you know what you are missing. Whenever I'm in doubt, I buy it anyway because your average stick usually will cost no more than twenty five cents and you can always use it as a trader. Keep in mind that prices will vary, such as at our annual convention, so shop around for the best deal. Also make sure that you have a good supply of traders with you.

The following illustrations will assist you in identifying the various types of sticks mentioned in the article. If you have any material that you would like to share with the membership through this column, please feel free to write.



This is the plainest type of stick. Flat, one sided and with printed logo and writing.



This is a Western stick without any writing on it at all. This shows how important it is that you know your logos.



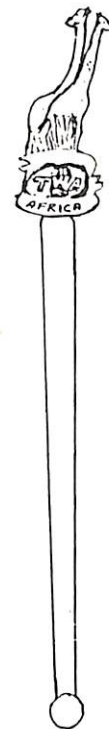
This one shows you exactly what it is. An airline stick.



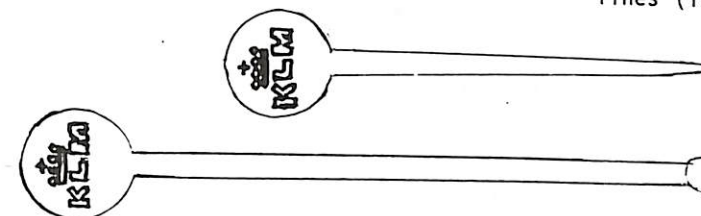
This flat two sided stick comes in three variations that I know of. The one shown plus one with the name further up on the shank and one with a slogan on the reverse side of the shank instead of the name.



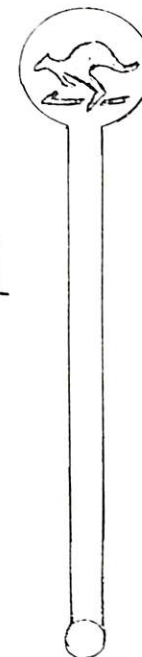
This double pointed pick is two sided with a picture of the destination on the reverse side. It comes with and without the name on the shank.



This illustration shows how detailed a stick can be, even to the cut out area between the giraffes legs. It also shows a destination, and the blue ones of the set have a color variation.



This is a one sided stick/pick combo from KLM. To my knowledge, only the stick has a raised logo and writing.



This flat plain two sided stick with a bubble bottom has no writing on it at all. Only the logo tells you that it's Trans Australian Airlines (TAA). Again, know your logos.



NEW CARDS FOR THE COLLECTOR

The International Airline World Publishing Co. has produced over 150 Historical Collector Post Cards. Only 500 copies of each of these cards is being printed. The cards represent many aircraft and color schemes never before printed as post cards. There are eight different paint schemes on the Air Florida Electra alone. If your interested in getting in on purchasing this set of cards, write to the following address for additional details.

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Aviation Art Museum

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ST. PAUL, MINNESOTA 55116
(612) 291-7925

The Aviation Art Museum is offering the following 16" X 20" prints at the unbelievable price of 80¢ each (if you buy 12 or more)! They are moving and do not want to take these prints with them so they are selling them at this super price. The prints are \$1.00 each and the Museum will pay postage.* Here is the list of prints still available.

UNITED AIRLINES
Douglas DC-7
Douglas DC-4
Boeing 720
Boeing 377
Boeing 247D
Boeing 40
Convair 340
Ford Trimotor
Caravelle
Swallow
Viscount 745

CAPITAL AIRLINES
Lockheed Connie
Viscount 745
Douglas DC-3
Douglas DC-4

PAN AMERICAN
Boeing 314
Boeing 377

NORTHWEST A/L
Boeing 747
Boeing 727-200
Boeing 707
Douglas DC-10

AMERICAN A/L
Douglas DC-10
Ford Trimotor
Caravelle
BAC 1-11
Convair 990
Boeing 707
Boeing 727-200
Curtiss Condor

PENN CENTRAL
Stinson Trimotor
Douglas DC-3

*Canada add \$1.00
*Int'l add \$2.00

THE WORLD'S AIRLINES

by

JOOP GERRITSM

SPANTAX

CYPRUS AIRWAYS

Cyprus Airways, founded jointly by the Cypriot government, British European Airways, and private interests, started operations October 6, 1947, with a BEA Dakota between Nicosia and Athens. From there the Dakota continued as a BEA flight to London. By April, 1948 Cyprus Airways had three Dakotas of its own and was operating its own services to destinations in Greece, Turkey, Lebanon, Palestine and Egypt. The Athens service was extended to Rome, but still continued as a BEA flight to England. BEA introduced Ambassadors on the route in 1952 and Viscounts the following year. In 1956 the service was extended eastward to Tel Aviv under Cyprus Airways charter.

Political upheaval in 1958 resulted in BEA taking over all Cyprus Airways services. Cyprus became an independent republic in 1960 and in 1965 Cyprus Airways was revived when it leased two Viscounts for its Mediterranean services. The airline bought its own jets, Hawker Siddeley Trident (two in 1969 and two in 1973) for its European routes. A BAC One-Eleven twinjet was leased also.

All services came to a standstill with the Turkish invasion of the northern part of the island in July 1974. This also trapped the fleet (three Tridents and the leased One-Eleven) at the Nicosia airport, which was in the Turkish zone.

Operations resumed from Larnaca in the south in early 1975 and for the next four-five years a variety of leased aircraft was used. They were four Viscounts, two DC-9-14, a DC-8-52, a Bristol Britannia, two or three One-Elevens, two Boeing 720s and two all-cargo DC-6s. A Canadair CL-44 freighter was owned for a short time. The airline ordered its own One-Eleven 500s (two in 1976 and one in 1978) and the leased jets were replaced with four ex-American Airlines Boeing 707-123B.

Cyprus Airways now operates from the new Paphos Airport in the southwest to ten European and eleven Mid-East destinations and recently took delivery of two Airbus A310s for its European services. One more A310 is on order. Other aircraft in the fleet are the four ex-AA 707-123Bs and three One-Eleven 500s. Four Airbus A320s are on order and four on option.

Ex-American Boeing 707-123B, registration 5B-DAL, c/n 17631. Gerritsma photo.



Spanish charter airline Spantax is the only major airline in the world still operating the Convair CV-990A Coronado. It has six in active service and six more withdrawn from use (2) or on standby duty only (4).

Spantax (for Spanish Air Taxis) was founded in 1959. Operations started in December with two three-seat Austers, a five-seat Oxford twin and a nine-passenger Anson twin, all of British manufacture. A DC-3 was bought in 1960 in support of oil drilling operations in the Spanish Sahara desert from the Canary Islands, off the "bulge" in western Africa.

Spantax also began to develop the emerging group holiday traffic between Britain and the Canary Islands and two DC-7Cs were leased from Sabena for this in 1963. By 1976 seven DC-7Cs were in service. A scheduled DC-3 service between the Canary Islands and Mauretania in West Africa was operated from 1962 to 1965. Five DC-4, a DC-6, and a DC-6B (swingtail freighter) were also in service during the late 1960's.

Spantax bought its first CV-990A in 1967, from American Airlines, for the European holiday routes. More AA aircraft and several from the Swissair fleet brought the total to 12 Coronados in 1975. They also pioneered Spantax's trans-Atlantic charters in 1972/73 but were replaced by two ex-Trans Caribbean DC-8-61CF's in 1973. At present a DC-10-30CF leased from Swissair, is also on these services. DC-9's, in service on the European routes alongside the Convairs during 1975/73, have been replaced by Boeing 737-200's.

For many years Spantax operated scheduled services within the Canary Islands on behalf of Iberia, initially with Dakotas, but later with Fokker F-27's and DHC Twin Otters. Lately a DHC Dash-7 was flying some of the services to small airports. However, Iberia has taken over these services and Spantax has sold its F-27's and Dash-7. Today the airline concentrates on inclusive tour and general charter flying in Europe and to North and South America. The fleet is composed of a DC-10-30 CF, three DC-8-61 (two of them -61CF models), six active CV-990A and four 737-200. A Hughes 500 helicopter is also in the fleet.

Convair CV-990A, EC-BJD, c/n 30-10-23. Gerritsma photo.

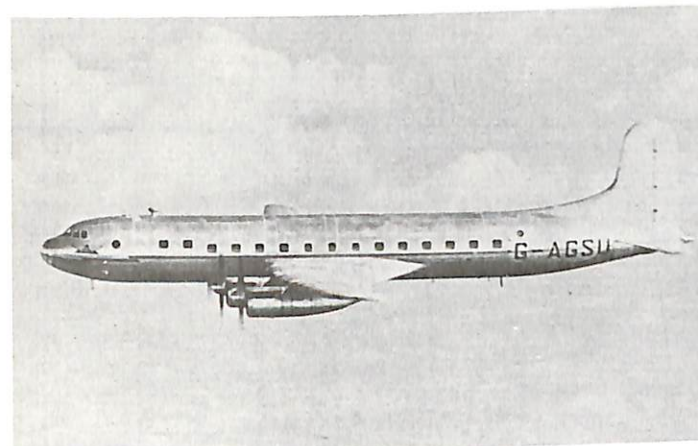


Gone—

By JOOP GERRITSM

But Not Forgotten

Avro Tudor



ABOVE: The prototype Tudor 2 (G-AGSU) first flew on March 10, 1946. Photo from Gerritsma collection.

The Avro Tudor was one of the so-called "interim" types of airliners developed in Britain during 1943-45 as stop-gaps to get the nation's airlines flying again after World War II. They were intended to serve only as long as it would take to develop, build and deliver modern aircraft in the late 1940's.

The Tudor even saw service in North America when a small Canadian airline used one for a short period in 1952 to fly meat from Toronto to the West Indies and come back with fresh fruit.

But the Tudor's was a life plagued with aerodynamic problems, changing customer requirements, the death of its chief designer in a crash of a prototype and a couple of mysterious disappearances in the Bermuda Triangle.

The prototype Tudor, G-AGPF, first flew on June 14, 1945 and was the first British airliner with a pressurized fuselage. Its wings were based on those of the Avro Lincoln heavy bomber and it was powered by four 1,770 h.p. Rolls-Royce Merlins, the same engines that powered the famous Spitfire fighter and Lancaster bomber of WW II fame.

Two main versions were developed, the short-fuselage, small-payload, long-range Tudors 1, 3 and 4, and the long-fuselage, big-payload, short-range Tudors 2, 5, 6 and 7. British Overseas Airways Corporation (BOAC) ordered 21 Tudor 1 aircraft (24 passengers in a fuselage 79 feet 3 inches long) and 79 Tudors 2 (80 passengers in a fuselage one foot greater in diameter and 101 feet 4 inches long). The airline intended to use

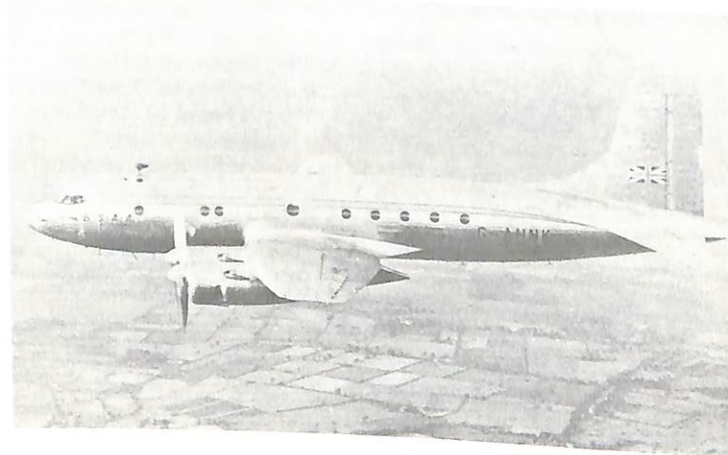
the smaller aircraft on its trans-Atlantic and other long nonstop services, while the larger Tudor 2 would go on the multi-stop Empire routes to Southern Africa and East Asia, operated in pool with South African Airways and Qantas.

The Tudor 1 prototype and the two development aircraft that followed suffered from serious aerodynamic problems, which were corrected. However, BOAC demanded that another 340 or so changes be made before it would take delivery of its 21 aircraft. After more talks, BOAC finally cancelled its order in April 1947.

The prototype Tudor 2 (G-AGSU) also underwent the required aerodynamic changes following its first flight on March 10, 1946. But when it appeared the aircraft was overweight and underpowered, BOAC reduced its 79-plane order to six. In an effort to solve the problems, Avro substituted four 1,715 h.p. Bristol Hercules radials for the heavier liquid-cooled Merlins in the first production Tudor 2 (G-AGRX) but this proved not successful. With its new engines, the aircraft became the only Tudor 7.

Two of the Tudor 1 aircraft already under production were completed as nine-seat government VIP aircraft under the designation Tudor 3 and the remaining ones were to be completed as Tudor 4 (32 passengers in a 85 foot 3 inch fuselage) for British South American Airways. Only six had been delivered to BSAA and were in

BELOW: This Tudor 4 (G-AHMK) was used by British South American Airways until several of the aircraft were lost under never-explained circumstances over the Bermuda Triangle.. Photo from Gerritsma collection.



service when within a year, two disappeared over the Bermuda Triangle under never-explained circumstances. After the second disappearance the Tudors were withdrawn from passenger service and used for freight work only.

Only five Tudor 2's were completed and they became Tudor 5's when they were configured for 44 passengers. But they too were used for cargo services only.

Several Tudor 4 and 5 series saw service during the Berlin Airlift but they were withdrawn after the airlift was finished. During the emergency they did sterling service, hauling everything from fuel to food to construction materials.

Two of the five Tudor 5's remained in service until about 1959 on various government trooping

charters to the Middle and Far East and in 1952 a small British aircraft refurbishing and maintenance company, Aviation Traders, bought about a dozen Tudor 4 and 4B aircraft, installed four 1,810 h.p. Merlin 623 engines, put 42 seats in some of them and placed them in service with its associated company, Air Charter London, Ltd. They were used on passenger and freight services and various charters within Europe and to West Africa, but by 1960 none remained in service.

Only 31 Tudors were built, and only one of these, a Tudor 5, made it to North America. It had been bought in 1952 to haul cement for the Quebec, North Shore and Labrador Railway. Formerly G-AKCA, it became CF-FCY in Canada, but was found to be too big for the small airstrips along the construction sites. The aircraft was taken over by Lome Airways of Toronto and for a short period, hauled meat to the West Indies, back-hauling fruit.

LISTENING IN ON THE AIR TRAFFIC CONTROL SYSTEM

by

Harry F. Panitch

One way to broaden your airline interests and at the same time enjoy hours of excitement is to monitor the radio communications of the Air Traffic Control System. With the skies crowded with thousands of aircraft, it is the job of the Air Traffic Control System to prevent midair collisions and to maintain an orderly flow of traffic in the nation's skies. Aircraft communication with controllers includes such information as the aircraft's position, its altitude, and weather conditions. In addition, ATC coordinates the departures, arrivals, and ground control procedures at all the major airports. ATC facilities include both Control Towers in all major and medium sized airports across the nation, and Air Route Traffic Control Centers located at 20 sites throughout the country.

To begin monitoring the Air Traffic Control System, you need a radio that receives the VHF aero band. The aero band lies just above the FM band in the frequency spectrum and spans 108-136 MHz. Radios that receive the VHF aero band are not hard to find and are generally inexpensive. For example, Radio Shack produces an aero band portable called the "Jetstream Mini" for under \$20. There are also many multi-band portable radios which include the aero band.

When starting to monitor the aero band, keep in mind that the two main places to monitor are the Control Towers and the Air Route Traffic Centers. Start out by tuning between 118 and 128 MHz. Here you will find frequencies used by your local airport. Some of these frequencies include the Tower, which coordinates takeoffs and landings; Approach and Departure controls, which help guide incoming aircraft to the field and guide departing flights into the nation's airways; and the weather information, which reports wind velocity, altimeter, and other field conditions. Monitoring all of these frequencies is often

very exciting and never dull. From time to time, close calls will occur and you can hear them as they happen. In over five years of monitoring, I have heard countless "go-arounds" (situations where the pilot aborts the landing and goes around to try again), and three near disasters. I especially recommend taking a VHF radio when visiting a large airport like JFK, LAX or LaGuardia; the transmission chatter is constant and is often very exciting to listen to.

Also interesting to monitor are the transmissions between the Air Route Traffic Control Centers and aircraft flying at high altitudes. Once an aircraft has left the airspace "controlled" by the airport it has taken off from, it is then switched over to a "Center." As an aircraft makes its way across the country, it is "handed over" to different controllers who each "control" a small sector of airspace. Thus, each "Center" has many different frequencies to oversee all of its sectors of airspace. To monitor these transmissions, try tuning between 129 and 136 MHz. It is rare to hear the controller's end of the conversation unless you are near a "Center," but it is always possible to hear the aircraft's transmission because high altitude transmissions are audible for a radius of over 300 miles on the ground. When monitoring these frequencies, expect to hear many aircraft "check in" one after another. For example, an aircraft might report: "TWA 551 is with you at Flight Level 350 (35,000)." Other kinds of transmissions include position reports and flight weather conditions.

If you haven't yet listened in on the Air Traffic Control System, pick up a VHF radio (if you don't already own one), and start listening! The frequencies listed above have a lot to offer in the way of excitement, and they add a whole new dimension of interest to the adventuresome airline hobbyist.



AIR ATLANTA

by

BRIAN R. DUFFY

The airline born to serve business, Air Atlanta, was officially dedicated June 15, 1982, the day it received certification from the CAB. The idea for the company, however, was incorporated the previous year by Atlanta attorney Michael R. Hollis.

Hollis, former Vice-president of finance for the Oppenheimer & Company, Inc. of New York, had originally intended on establishing a low-cost, no-frills airline like People Express. Plans had indicated low-fare service from Atlanta to Memphis, Nashville, Raleigh/Durham and Tampa would be operated.

These plans, however, were made prior to the infamous PATCO strike. It, combined with intensive marketing research, convinced the company's founders that a discount airline was not what Atlanta or the travelling public needed.

According to research gathered by the Cargill, Wilson, and Acres advertising firm, the market was right for an airline that would cater strictly to

the widely-ignored needs of the business traveler. Their information showed that people who fell in this category were looking for convenient schedules, guaranteed seating, streamlined service from the check-in to baggage claim, and an environment that was conducive to work in. That is exactly what the executives at Air Atlanta established their airline around.

After the carrier's management had firmly set this "theme" for the airline, they searched for an aircraft that would suit their special needs. Officials looked for an airliner that was ideal for flights of two and a half hours or less, an aircraft that could be easily reconfigured for a moderate amount of passengers, and something that was not terribly expensive. After research and analysis, Air Atlanta decided to utilize the Boeing 727-100. Each aircraft is currently being leased for \$57,000 per month for a purchase price of \$1.5 million. An additional \$1 million was spent for each aircraft's refurbishment.

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the Bermuda...
circumstances. All...
Tudors were withdrawn from passenger...
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The airline plans to expand service in the near future to cities within two and half hours of Atlanta. Some likely candidates include: Houston, New Orleans, Chicago, Pittsburgh, Washington, and Raleigh/Durham.

One of the reasons Air Atlanta feels it is so successful is because of the type of scheduling it offers passengers. According to company officials, they are not concerned with scheduling flights so they arrive conveniently for a connection. The airline is based in Atlanta, and they... Atlanta with their flights. This, they... better for passengers, as they can plan... so they will avoid lengthy air

I would like to give a special thanks to Ms. Carol Bivins of Air Atlanta who provided the necessary material to write this article. Also a big thanks to Susie Latvala for her help in the proof-reading of this article.

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Thomas Junod, "Air Atlanta Searches For a Soft Underbelly," Airline Executive, April 1984, pp. 20-22.

LISTENING IN ON THE AIR TRAFFIC CONTROL SYSTEM

by

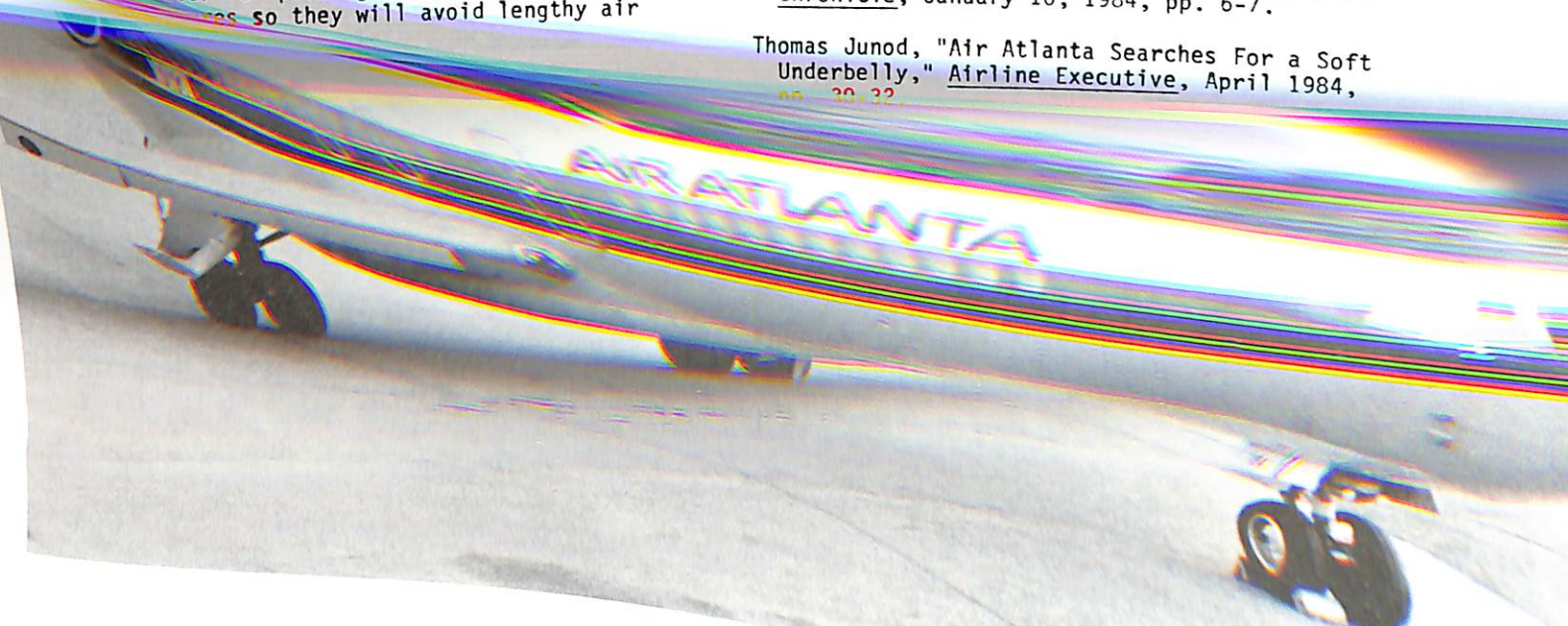
Harry F. Panitch

One way to broaden your airline interests and at the same time enjoy hours of excitement is to monitor the radio communications of the Air Traffic Control System. With the skies crowded with thousands of aircraft, it is the job of the Air Traffic Control System to prevent midair collisions and to maintain an orderly flow of traffic in the nation's skies. Aircraft communication with controllers includes such information as the aircraft's position, its altitude, and weather conditions. In addition, ATC coordinates the departures, arrivals, and ground control procedures at all the major airports. ATC facilities include both Control Towers in all major and medium sized airports across the nation, and Air Route Traffic Control Centers located at 20 sites throughout the country.

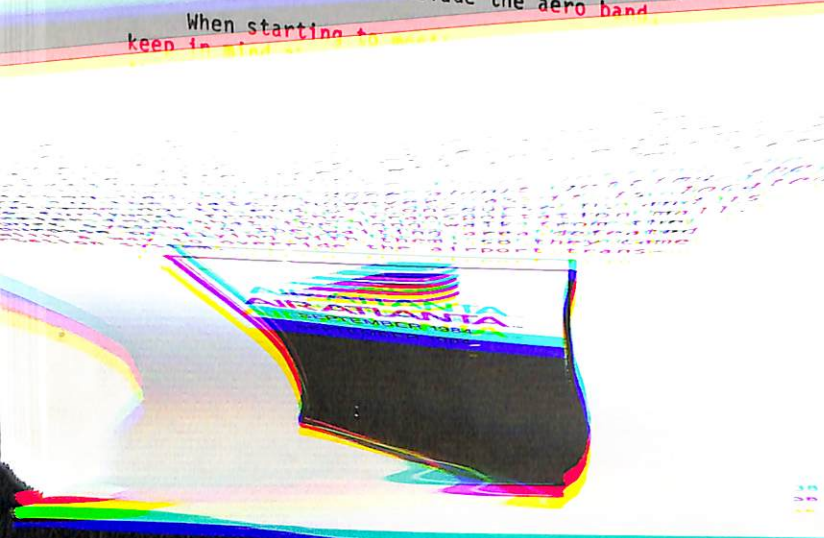
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AIR ATLANTA logo



Born To Serve Business

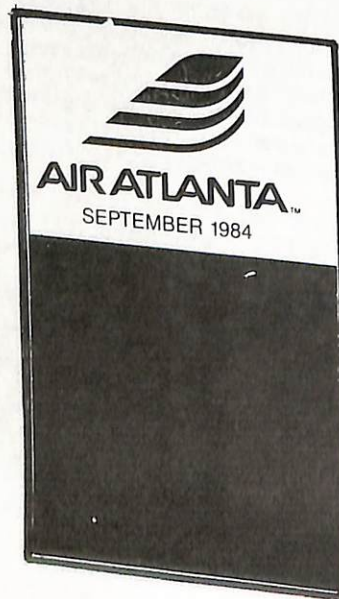
For this, the planes were sent to the United Airlines' maintenance facility in Denver. Each plane was capable of being fitted for 129 passengers, but Air Atlanta filled them with only 88 seats; 20 in first class and 68 in coach. The cabin was decorated in a mixture of burgundy, dark blue and gray. These colors, according to the company, promote a contemporary and sophisticated look.

Air Atlanta selected its employees as carefully as it selected its aircraft. To fill the ninety available flight attendant positions, the carrier had to labor through 6,000 applications to find the persons best qualified for the job. Company pilots, many from Continental, came to the airline with experience, with average flight time being approximately 13,000 hours.

Company mechanics averaged around 22.9 years of service before joining up with the new company. Management, too, had a reputation for experience, with previous airline experience averaging about seventeen years.

Organization of the gate area was done with care, in order to preserve the company's image. To provide an area that was ideal to work in, all three of their waiting areas were enclosed with glass. To further appeal to their customers, they installed complimentary telephones, provided Wall Street journals, and distributed free coffee and soft drinks to all departing passengers. Plants, plush carpeting, and comfortable seating all complemented the gate area which is decorated in their traditional colors.

Something had to be done about getting the passengers to the gate, however, as it is located at the extreme north end of Concourse D, and is the gate furthest from the transportation mall. The carrier felt that the long walk from the transport system to the waiting area defeated the purpose of flying with them, so they came up with a way to override the airport transportation system.



Air Atlanta purchased buses to carry people directly from the check-in point in the north terminal at Hartsfield to their gates on Concourse D. This was quite an expenditure for the airline because X-ray machines had to be purchased, security guards needed to be hired, and bus drivers had to be employed, but everyone at the airline thought it was necessary in order to preserve the image it was trying so hard to sell.

With everything finally set to go, Air Atlanta had its inaugural flight Wednesday, February 1, 1984. The fledgling flight left Atlanta that morning for Memphis with many passengers on board, including members of the press, and Atlanta Mayor Andrew Young, who praised the airline for bringing jobs and revenue to Atlanta and the state of Georgia. He also proclaimed the day "Air Atlanta Day" in honor of the occasion.

Passengers on the inaugural flight were served a delicious meal just as they are today. A typical "snack" as the airline puts it, may include fresh shrimp, avocado salad, Eggs Goldenrod, fresh rolls, and hand-rolled butter pats. These edibles are not served on typical airline plastic, either; they are served on real china, with real crystal to match.

Air Atlanta also offers other services that appeal to the business traveler. One of their most popular and well-commended is that of the roll-on valet. Passengers hang their garment bags on the valet instead of struggling with them in the overhead bins. This saves time during both embarking and disembarking, as passengers don't have to worry about finding a spot to put their bag or having to claim it after the flight.

The carrier also has a "frequent flyer-type" program for their VIPs. It is called the Founder's Club, and although it does not have as many travel awards for frequent flyers as other airlines, it does offer some services other airlines don't. A Founder's Club member can upgrade to first class for \$10 to \$20, depending on the fare, or can upgrade free provided there's a seat left in the appropriate cabin when it's time to board.

After joining the program (automatic after one one-way flight), passengers are given a Companion Certificate, so the next time they fly Air Atlanta they can take someone along with them at no charge. The first member in the Founder's Club was President Reagan, who actually received his membership before the carrier started service. It was presented to him after he delivered a message of praise for the airline at an Amway convention in Atlanta.

Officially, Air Atlanta is an international feeder for Pan Am. This means Air Atlanta flights arrive at Pan Am's Worldport at JFK, and also that passengers can get their boarding passes and luggage checked through to their final destination in Atlanta.

The airline plans to expand service in the near future to cities within two and half hours of Atlanta. Some likely candidates include: Houston, New Orleans, Chicago, Pittsburgh, Washington, and Raleigh/Durham.

One of the reasons Air Atlanta feels it is so successful is because of the type of scheduling it offers passengers. According to company officials, they are not concerned with scheduling flights so they arrive conveniently for a connection. The airline is based in Atlanta, and they only feed Atlanta with their flights. This, they feel, is better for passengers, as they can plan flight departures so they will avoid lengthy air traffic delays.

Another reason people at Air Atlanta are happy is because their service costs the same as Delta's and Eastern's; these two airlines are, of course, the carrier's biggest competitors. On three fares checked, first class, non-restricted economy, and a super saver with travel midweek, from Atlanta to Memphis, Miami, and New York, all were identical.

This may prove harmful, though. If their business really starts to pick up, Delta and Eastern might just start some heavy competition with the fledgling carrier. There isn't too much that can compare with Air Atlanta's exclusive service, however, so management may not have to start worrying quite yet.

I would like to give a special thanks to Ms. Carol Bivins of Air Atlanta who provided the necessary material to write this article. Also a big thanks to Susie Latvala for her help in the proof-reading of this article.

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Photo #1: CSA operates YAK-40's, such as OK-HEQ, on its short haul routes. Hrnčirik photo.



Photo #2: Syrianair TU134, YK-AYD, visits Prague. Note hard to see CSA example in the background, under tail of Syrianair aircraft. Hrnčirik photo.

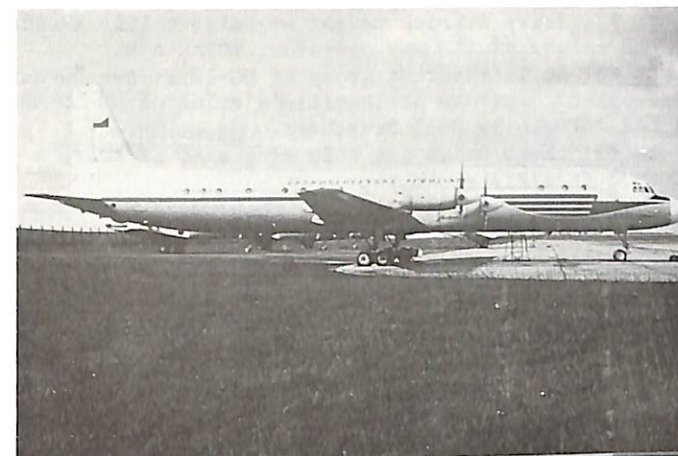


Photo #3: Roughly equivalent to the L-188 Electra, the IL-18 has been a mainstay of CSA's medium haul routes for years. Hrnčirik photo.



Photo #4: Another IL-18, SP-LSG of LOT-Polish. Hrnčirik photo.

The Slide Collector

By George W. Hamlin

SLIDE SELLERS:

In conjunction with our listing, in the Spring issue of the LOG, of individuals and organizations selling duplicate slides, we have learned that IAPS of Switzerland, headed by Thomas M. Kolb, also is offering these items. They recently issued an extensive catalog of older airliners subjects with worldwide coverage, including many from North America. While the majority of items listed date from the early and mid-1970's, a substantial amount of material from the 1960's is included as well.

Slides can be ordered individually, with a minimum order of 20. Further information is available from:

Thomas M. Kolb
Violaweg 71/Box 293
CH-4303 Kaiseraugst
Switzerland

PRAGUE:

In place of a vintage feature in this issue, we are including an interesting series of shots provided by member Svatopluk Hrnčirik, a technical supervisor with CSA in Prague, Czechoslovakia. While some in the membership may have had the opportunity to travel in Eastern Europe, we suspect that not many have been able to obtain ramp shots while they were there!

As can be seen in the accompanying photos, Russian-built aircraft are frequent visitors at Prague, although Western products are also represented. Our thanks to Svatopluk for sharing this material with us.

While on this subject, however, we feel that it is necessary to point out that special caution should be used when photographing airliners outside Western countries, particularly with reference to the USSR and its allies. Plan to seek permission from local authorities, preferably in advance of your visit; avoid taking shots of military aircraft, even if a public observation deck is provided, and photography of airliners seem to be tolerated.

Our hobby is not well understood in many parts of the world, and, when security concerns are considered, means that there may be no tolerance for photographing aircraft of any sort at some of the locations. It is also important to recognize that laws and regulations vary widely between countries, and that some are quite harsh. It is not impossible that taking photographs of airliners could, in some areas, subject an individual to detention, arrest or imprisonment.

We have stated these cautions not to create an atmosphere of fear, but rather, to help avoid serious problems before they occur. In short, be cautious and courteous, comply with authorities and, if you are in doubt, not shooting (difficult as that might be!) may be the best way to avoid problems.

EAR PROTECTION:

This might seem like an odd subject for a column on slide collecting, but, at least for those who take slides themselves, it is a matter of some importance.

Most photographers who are employed in the airline industry probably are aware that exposure to the noise generated by aircraft engines can lead to hearing loss, particularly if exposure is frequent, or of long duration. The connection with slide shooting occurs when we stand on an active ramp, or, at some locations, even sites such as observation deck or parking garage, and are exposed to significant amounts of noise. Contrary to what some believe, it is not necessary for jet noise to become painful prior to its causing damage--significant hearing loss can occur without any overt symptoms at the time.

If you have any occasion to shoot in close proximity to aircraft which are operating, include some form of ear protection (plugs, muffs) with your camera equipment, and use it! That way, you won't have to miss that once in a lifetime shot while you've got your hands over your ears.

SHARPNESS:

From time to time, we continue to see some examples of slides which, at first glance, look terrific but, when examined under magnification

Photo #5: Balair's DC-9-80 is representative of visiting Western aircraft at Prague. Hrnčirik photo.



or projected, prove to be fuzzy. Aside from problems with focusing, which is especially critical when long focal length lenses are being used, the principal cause seems to be camera movement.

This can result from a number of factors, including failure to hold the camera steady, wind, poor planning with a moving subject, etc. The best way to correct the problem, short of using a tripod, is to utilize as high a shutter speed as is possible under the circumstances. Although loss of depth of field is of some concern, this problem should be minimal, especially with the 50/55mm lenses employed for much of our shooting. Additionally, it helps to remember that extreme depth of field becomes meaningless if camera shake causes the resulting image on the slide to be blurred.

Photo #6: Al Moniz sent this nice shot of Air Canada's 747 Combi C-GAGA at Toronto, in colors reflecting its lease to Air National.



PHOTOS:

Thanks for continuing to provide us with a variety of interesting material to share with the rest of the membership. By the way, when you send slides and prints for possible use in the LOG, we assume that they need to be returned; please indicate if they are extra, and do not need to be returned. If you have a shot of an unusual subject, or a nice one of a common subject, why not consider submitting it?

Until next issue, happy shooting.

Photo #7: Jerry Stanick caught ex-Delta L-1011 N701DA in the colors of its new operator, TOTAL AIR.

Photo #8: An interesting group of DC-10's: two "Great Pineapples" next to Air Pacific's colorful DC-10-30 at LAX. Photo by Noel Schachner.

Photo #9: Norb Raith got this nice shot of Emery's DC-8-73 (N792FT) at ATL.

Photo #10: An excellent shot of both Ozark's DC-9-34 (N928L) and a United 767 at San Diego. Photo by Richard Bell.

Photo #11: Keith Gaskell caught Ethiopian's colorful 720B (ET-APB) at London Heathrow.

Photo #12: Forbes' Boeing 727 carries a striking green and gold livery. Photo by Udo Schaefer at Newark.



#10



#11



#12



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1985 AIRLINERS INTERNATIONAL PHOTO CONTEST

Entry Information

1. All photos and slides must be received at the registration table between 12:00 NOON and 4:00 PM Friday preceding the contest & 8:00 AM to 11:00 AM on Saturday; contest day. Entries will be displayed prior to and following judging. Exact location of the display room and times of display and judging will be announced at a later date. Judging will take place after spectators are cleared from the room. Winning pictures will be on display at the conclusion of the banquet. Winning slides will be projected for all to see during the banquet.
2. A maximum of 3 entries may be submitted per contestant in each category. No identifying marks other than the contest entry number shall appear on the picture or slide.
3. No sweeps will be allowed. i.e. No one person shall win first, second and third prizes in any single category. It is possible, however, for a person to win two prizes in a single category.
4. Neither Airliners International 1985 or the World Airline Hobby Club will be responsible for the loss or damage to any entry.
5. Anyone can enter so long as they are a registered participant of Airliners International 1985 except those judges associated directly with this contest.
6. Although the finalists will know who they are in advance, actual ranking will be held secret until the banquet.

Picture Information:

Enter a slide or photo of any aircraft in actual airline service. The photos do not have to be mounted but are limited to a maximum of 8 X 10 inches in size.

Categories:

- A. Color enlargements up to 8 X 10" in size.
- B. Black & White enlargements up to 8 X 10" in size.
- C. Photographic slides
- D. SPIRIT OF FLIGHT..To be chosen from among the entries in A-B & C above.
- E. BEST SALON AIRLINER-one prize for any size mounted, framed or custom photograph.

Rights:

All winning entries will be featured in the next Captain's Log after the Convention. Entering the contest constitutes permission to publish. Winning entries will be returned to their owners after publishing.

****LOSING ENTRIES MUST BE PICKED UP AT THE REGISTRATION TABLE PRIOR TO THE BANQUET--UNCLAIMED ENTRIES BECOME THE PROPERTY OF THIS CONTEST****

Wings & Things

by
DICK KORAN

Well, if you haven't heard--the Detroit Tigers won the World Series! Bless you boys!!! Sparky Andersen did it again!

I know that the opening remarks about the Tigers have nothing to do with wings--and things--but, you see, I am quite proud of the Detroit area and its history as well. The early days of aviation in Southeastern Michigan include many stories having something to do with the airline business and the pioneer days of air travel, including a few of the early aircraft as well. A few airports, too, including a large grassy area for the Ford Tri-motors that is now that Company's test track for cars. Nearby is the Dearborn Inn, the first lodge built specifically for those early air travellers.

With this issue's emphasis on travel clubs, we have Nomads right out at Detroit Metropolitan Airport. In business for quite a few years, Nomads have a beautiful 727 for their world-wide trips. Many Nomad pilots are Captains for American Airlines and they fly their club trips on days off or during vacation periods. Nomads pilots, however, do not wear a uniform as such--a blue blazer and a shirt with epaulets seems to fit the bill in that regard. They don't wear a wing (yet!) but have an oval, matte-finished, pin with a silver Viking ship highlighted in the center usually worn as a tie tack.

I have four travel club wings in my collection, three of which are identified under their photographs. The fourth remains unknown at this



AIR HOLIDAY: A gold-finished wing with both matte and brushed surfaces. This travel club pilot wing was given to me in the 1970s. At that time, AIR HOLIDAY was flying a Lockheed Electra.

time, but, perhaps someone will recognize it. The Air Holiday wing is from a fellow Air National Guard pilot, Bob Saggau. He flew that club's Lockheed Electra back in the early 1970s. The Jolly Voyager pilot wing was acquired from a west coast collector and I have no personal story to go with it. A very fine wing, however. The best story has to do with the German Travel Air wing. While in Germany with the Air Guard operating out of Rhein-Main Air Base, Frankfurt, I met a number of the Atlantis crewmembers who had officer club privileges at the base. One of these fellows suggested, when asked about wings, that I go to the small town of Kelsterbach, close to the airport, and visit a tailor shop there where these guys acquired their uniforms. I made the short trip and was handed a few sets of wings from airlines no longer in operation. The Travel Air pilot wing was one of them--and I acquired the wing around 1973 or 1974.

While on a Denver layover, I contacted Ports-of-Call and spoke with their operations office regarding their wings. They did not keep any supply and acquire their wings only on demand. I have since sent for their wings for my collection from a local Denver badge and trophy shop. Unfortunately they will not be displayed in this issue of the LOG. The wing is done, however, on a United blank (silver finish) and the Ports-of-Call insignia--stylized "S" through globe design--is fixed to the wing's center.



JOLLY VOYAGERS: A travel club based somewhere on the west coast used this silver wing that utilizes a 10K gold finish on the front surfaces only. Black enamel in the center accents the letters "JV". This wing is marked Tienson, Berkeley on the reverse.

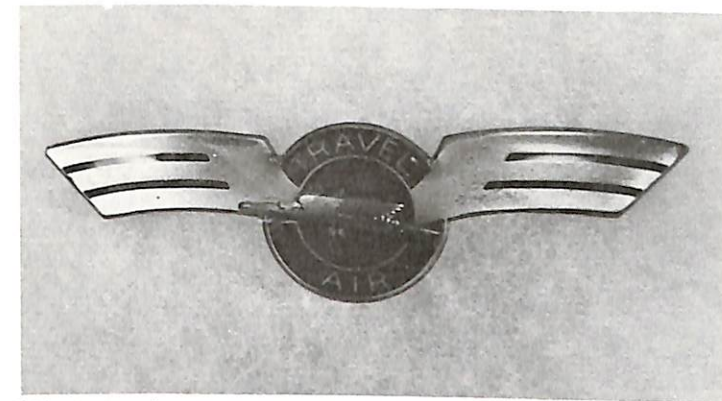
Since travel club wings are a little short in my collection, I decided to photograph some of the wings of various supplemental and charter operators for this issue of the LOG. I hope you enjoy them as many are older carriers and some of the wings are the older types used. One pilot wing shown is the Universal Airlines prototype--a new wing for them in late 1967 that was never used. WAHC member Dr. Charles Quarles sent me a copy of an article illustrating this new wing (and hat badge, stewardess hat badge) and describing it for the airlines employees. The article went on about the "newly designed wing devices (being) delivered by the L. G. Balfour Company of Attleboro, Mass." You will note that my Universal prototype was produced by GEMSCO of New York. According to the company flyer, the new Universal wings were to have come into use late in 1967, but, to the best of our knowledge, they never made the scene.

A few letters have come to me asking for more coverage of kiddie wings. I will try to do that in the new year, along with the Pan American items we are going to concentrate on in 1985. Hopefully, I will be able to get some help as I don't have many kiddie wings to display. If some of you readers who have these wings and would like to share them, please contact me and they will make their way to these pages. The old ones would especially be nice--so get in touch.

If you readers don't know it yet, R.E.G. Davies' new book, "Airlines of Latin American Since 1919," is now available. Those of us who enjoy the history that goes along with the wings in our collections have been waiting for this great book. By the time you read this column, my copy will be on the book shelf, courtesy of the Christmas Spirit! Smithsonian Institution Press, Washington, D.C., has the book and Ron Davies has outdone himself again. For your information, Mr. Davies is now Curator of Air Transport at the National Air and Space Museum. Great work Ron!

I have been planning on doing a column story on how wings are made in one of the future issues of the LOG. Frequently, there have been questions relating to the various manufacturing techniques, types of wing finishes and so on. I will find the time one of these days but, in the meantime, I am going to present some information on the various finishes on wings that may prove interesting to you. This information was put together by J. Duncan Campbell, of Harrisburg, Pa. A friend of mine, Mr. Campbell is one of the premier World War I wing and badge collectors in our country. He is author of "Aviation Badges and Insignia of the United States Army, 1913-1946," retired Director of the William Penn Memorial Museum, and, a Fellow of the Company of Military Historians. He also authored two other books on military history and badges published by the Smithsonian Institution and has done considerable work with a number of other museums and research institutions. Collecting old aviation wings since 1927, Campbell concentrated on badges and insignia worn by pioneer military airmen. He shares some of his technical expertise with us here.

GILDING: This is the process of applying a gold (or gold color) finish to brass to change its appearance. Historically, a gold finish was applied using an amalgam process involving mercury and fine gold. Later, other chemical means were



TRAVEL AIR/GERMANY: This unusual wing was acquired in the early 1970s near the Frankfurt airport from a uniform tailor shop. The wing has a light blue center with an eagle-like device across the shield. The wing surfaces have a gold finish with light blue surface lines.



UNKNOWN: This finely made bullion wing remains unidentified over the past few months. Perhaps one of our readers will be able to identify it. The wing is all gold wire on a brown background. Accents of red/white/brown thread are used in the center shield as well as in the "helmet-like" upper design. Any ideas???



UNIVERSAL AIRLINES prototype wing: A silver wing with blue and yellow enamel device in the center. Made by GEMSCO of New York, the wing features a traditional design that incorporates Universal's logo. This wing never "flew" to the best of my information.



SATURN AIRWAYS: an early supplemental air carrier that expanded its service capability with the merger in 1965 with AAXICO. The wing is silver with white and light green enamel work in the center. Made by Balfour.



AMERICAN AIR EXPORT & IMPORT COMPANY (AAXICO): Founded in 1945 and participated in scheduled cargo service; became AAXICO in 1956 and was a large C-46 operator and eventually completed a merger with Saturn in 1965. This wing is a GEMSCO Sterling piece with black enamel in the center.



AMERICAN FLVRS AIRLINE CORP.: Founded in 1949, this supplemental was issued certification for carriage of persons and baggage by the CAB in the mid-60s. This wing is sterling by Haltons.

used to add a gold surface to brass or other base metals. The Romans dipped iron spears in copper solutions to give them a gold color; however, today gold finishes are applied to base metals by electro-plating. When the bright gold finish has been applied, it is said to have a "gilt" surface.

ELECTRO-PLATING: In a solution containing the salts of the metallic element to be applied (gold or silver), the object to be plated is placed on the cathode (-) and the metallic element (gold or silver) on the anode (+). When a current is passed between + and -, metallic particles will be transferred to the object to be plated. This can be controlled to give the object any desired thickness or plating. Although perhaps hard to believe, ornaments can be given a gold plating at no great cost if the thickness of the plating is held to a minimum.

POLLED GOLD: This statement, marked on the reverse of metallic ornaments indicates that the ornament was made using a metal laminate of two sheets: a thick sheet of base metal (usually brass) and a thin layer of sheet gold. The two layers are bonded by the fusion of metals. The two sheets are laminated by being compressed between rollers (in principle like the old-fashioned washing machine wringer) while under great heat, below the melting point of either metal.

ACID TEST: Ornaments so marked have been sufficiently gold-plated to resist discoloration by acids. It is an advertising statement to indicate the ornaments have been heavily gold plated.

BRASS: The metal most used to make gold plated or gold color ornaments, is a mixture of copper and zinc. The mixture can be greatly varied to make different colors and strengths. For die stamping, an accepted "mix" for badges is 70% copper and 30% zinc, giving great ductility (ease of forming). This "mix" is also used for firearms' cartridge cases. Soft brass can be as high as 90% copper and 10% zinc; hard brass would be 55% copper and 45% zinc--the extreme allowed mixture.

BRONZE: A metal also used in making badges and ornaments, is a mixture of copper and tin. Again, within limits, the ratio of copper and tin can be varied according to the desired end qualities of color and strength.

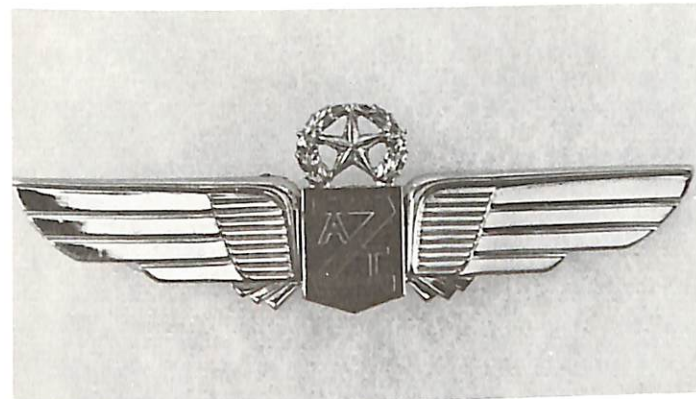
STERLING: A minimum of 92.5% pure silver in the alloy.

COIN SILVER: A minimum of 90% pure silver in the alloy.

"880": A mark often seen on European silver ornaments meaning 880 parts per 1,000 are silver, or 88%.

GERMAN SILVER: A mixture of copper, nickel and zinc.

DIE STRIKING: In die striking (or stamping) badges and ornaments, the metal used may be gilded after the object has been struck and pins and clasps are applied. Coin and Sterling silver are hot plated, unless with gold.



ZANTOP AIR TRANSPORT: Zantop was one of the supplemental carriers that differed from the others in that it specialized in transporting auto parts from the Detroit area (see Summer 1984 issue of LOG). The wing has a silver finish with a red and black enamel center.

BURNISHING: Almost a lost art in 1984. The burnishers uses a bloodstone mounted on a wood shaft (like a pencil) and, by using strong pressure, sharply compresses soft silver by his motions over a badge or ornament. These "highlighted" areas where the silver has been compressed will remain bright silver for years after the unprocessed areas of the same badge have become black with age.

While taking with Campbell about various means of highlighting wings, I mentioned the many wings we see these days that have a matte finish with a polished edge. Duncan indicated that matte wings can be either gold or silver. The surface that has been highlighted has been buffed bright, usually with a heavy cloth. He thought that perhaps the gold surfaces that are highlighted might have been done with jewellers rouge. Some of these techniques will be explained, one of these days, when I can get to Balfour for the tour and article on wing production techniques. Many thanks to Duncan Campbell for his contributions to the LOG.



NORTH AMERICAN AIRLINES: One of the early "no frills" air carriers operating in the early 1950s. Operating a popular service with the general public, NAA prospered with its cheap air fares. In 1957, North American's time ran out in the battle against the certificated air carriers and the CAB. The wing is makred Maco and is gold filled.



CAPITOL INTERNATIONAL AIRWAYS: One of the growing supplemental carriers, Capitol developed extensive tour group business as well as inclusive tours. This wing has a gold finish and uses a center devise with silver North and South American continents on it, similar to the U.S. Marine emblem.

Before I close, I would like to also acknowledge, again, our member Don Thomas. Don sent me his PAA Ferries wings and badges for inclusion in the next LOG. They included his U.S. Navy wings for his service as a navigation instructor after his service with Ferries came to an end. For those of you with continued interest in PAA Ferries, Don wrote a fine 17 page article, with photos, that appeared in the Summer issue of the Journal of the American Aviation Historical Society. If you would like a copy, send \$2.50 (postpaid) to: AAHS, 2333 Otis Street, Santa Ana, CA 92702. Remember, specify the Summer 1984 issue of the Journal. Don's article, "Flight Radio Navigator--Adventures with Pan American Air Ferries--1942," should be "required" reading! Thanks Don!

More wings to come. Write and share some of your wings and badges. I am always happy to photograph your items for the LOG. Let me know what you have so we can "show 'em off!"



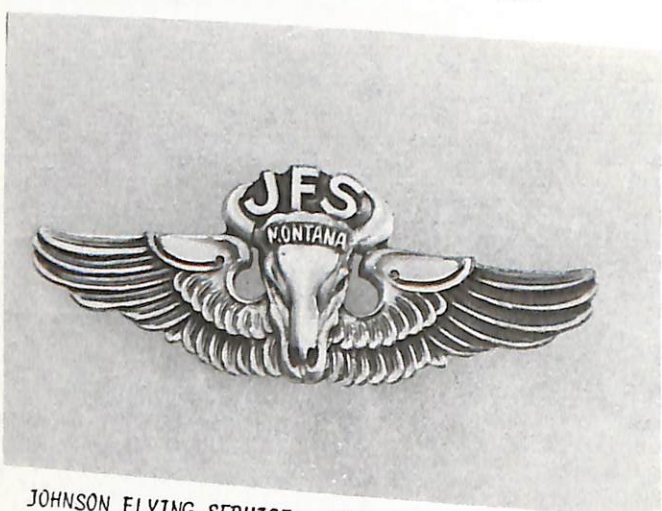
TRANS CARIBBEAN AIRWAYS: One of the better areas for non-sked business was the Caribbean and TCA was one of the steady carriers in this market. TCA maintained low fares into this area and eventually got a scheduled certificate from the CAB in 1957. Having enjoyed limited success, TCA fell on hard times and eventually merged into American Airlines late in 1970. The wing is 14K gold, with a blue and gold center device.



OVERSEAS NATIONAL AIRWAYS: Another supplemental air carrier with roots in the 50s and early contractual flying. In 1960, ONA became the "biggest and most respected non-sked airline in the business" according to founder George Tompkins. The wing is silver with the enamel center done in white with red and blue triangles and silver letters.



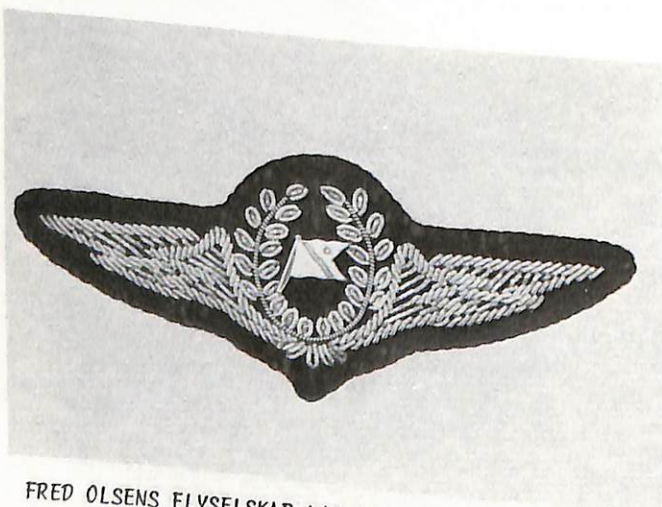
SOBELAIR (BELGIUM): Societe Belge de Transports par Air SA was formed in 1946 to fly charters, mainly within and to the Belgian Congo. A subsidiary of Sabena, Sobelair operates charter and IT flights. The wing is gold wire with black backing for wear. The center is black/yellow/red with a very distinctive crown with similar gold wire and colors in thread.



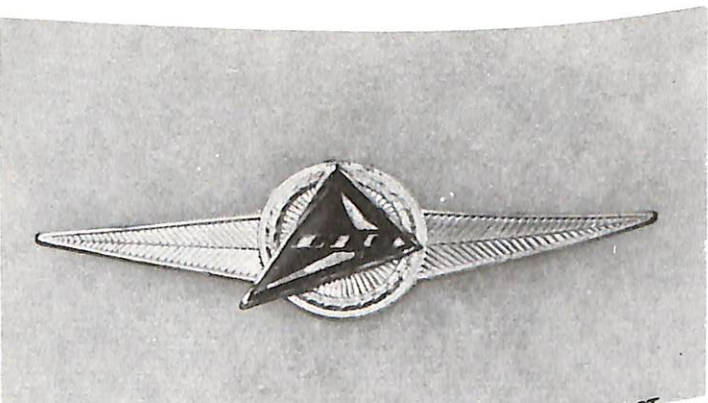
JOHNSON FLYING SERVICE: JFS was a supplemental carrier that became an expert in forest fire control. This is JFS's first wing and is an LGB Sterling piece.



MONARCH AIRLINES LTD. (U.K.): A charter and inclusive-tour flights operator from the U.K. Monarch also flies world-wide charters from Luton including flights to Europe and Mediterranean resorts. A gold wire wing device on black cloth backing for wear.



FRED OLSENS FLYVESKAP A/S (NORWAY): This carrier is one of three main charter operators in Norway, concentrating on both passenger and freight charters. The wing is gold wire on black backing and has a small white and blue enamel flag in the center.



LTU-LUFTTRANSPORT-UNTERNEHMEN GMBH & CO KG (WEST GERMANY): LTU was formed in 1955 as Lufttransport Union but changed its name in 1958. LTU concentrates on charter and IT flights from Dusseldorf. This wing is silver (there is also a gold version) with a blue/gold center and is one of the first used by LTU. Their present wing is gold wire with a red/white center.

THE MODEL SHOP

by
DAVE MINTON

In this issue of the LOG, I will feature the DC-2, which is the fore-runner to the DC-3, and will also spend some time discussing the model contest at STL as well as the rules for the contest to be held in SJC this coming June. We will also have the usual introduction of the new things I know about and some photos of models sent in by our members.

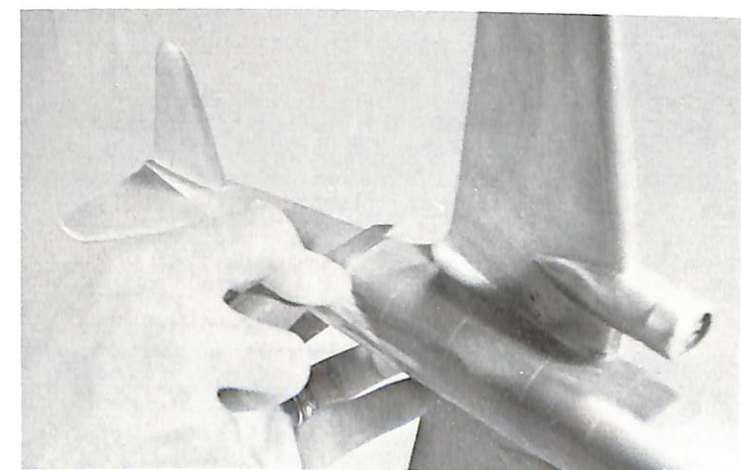
There are only two kits of the DC-2 available, to my knowledge, and both of these are vacuum-formed. I do not have a current cost listing on them, but listed below, in the usual manner, is the information I have available:

Execuform	1/72	DC-1&2	No decals	\$12.00 +
J&L	1/72	DC-2	TWA decals	12.00 -

The Execuform kit is still available, but the J&L kit is not. There were only a few differences in the two kits. Both were pressed in about 40 thousands plastic, both made with white styrene, and both scaled out pretty closely to 1/72, if you built them correctly. Detail wise, the J&L kit is the better one, since it has more surface detail and, in some cases, came with cast metal props. If it did not, you could use the props from a B-17 or a DC-3 kit with pretty much the same results. The Execuform kit comes with a better sheet of instructions and more detailed drawings of both the DC-1 and the DC-2, and conversion notes are included in the instructions which allow you to easily make a DC-1 from the DC-2 kit. The J&L kit, in this aspect, is not as good as the Execuform kit.

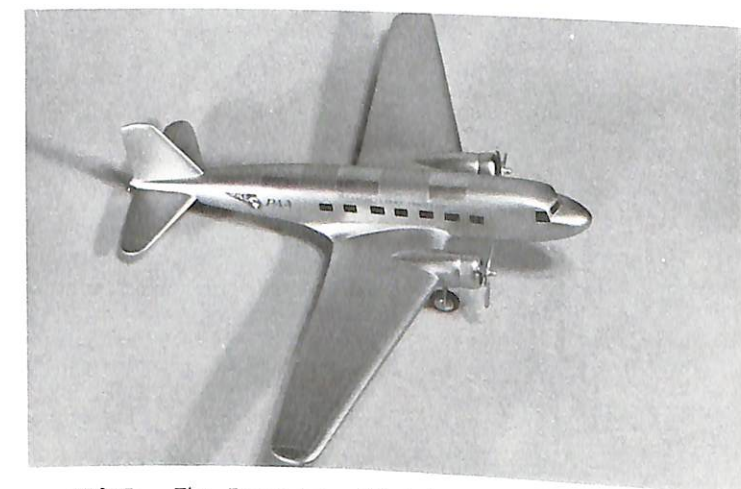
In terms of the fit of the parts, the Execuform kit suffered from the usual problems associated with vacuum-formed kits about the trailing edges and locations of the horizontal tail surfaces. I have not yet built the J&L kit, but I have built others of their vacuum-formed line and have found them to be easy to build with a good fit overall. I suspect that the DC-2 kit will go together easily when I get around to building it. And, while it is true that the surface detail on the DC-2 kit from J&L is much better than that of the Execuform kit, curiously the detail is much better on the bottom of the plane compared to the top. Further, it is not really very hard to scribe lines on the Execuform kit, to add some measure of detail to it.

Some interesting notes on the Electra were sent in after the last issue by Mr. Bob Keller. In particular he noted that the Dubena kit scales to 1/242 and that Victor-66 did in fact release a second version of the Electra conversion, this one with Eastern Airlines meatball decals. He also notes that the new Itallarie Herkie comes with four bladed props. According to one of the advertisements I have seen, it appears to come in Blue Angels markings. Finally, most of you will be interested to know that Starline Discount Hobbies will now take Visa and Master Card.



ABOVE: Using a long bladed knife, it is pretty easy to scribe detail lines around a fuselage or engine nacelle by wrapping the blade around the model, etching as you go. Use the blade itself as a guide to the straightness.

In the new goodies department, there is not a whole lot to report. My book is finally available from Kalmbach. (See advert in this section of LOG.) While I think it would be inappropriate for me to review it, I will be happy to include someone else's review in the next issue. Briefly, the book is divided into six sections: (1) the introduction to airliner modeling, (2) tools and material, (3) assembly, (4) painting, (5) decals, and (6) corrections and conversions. The book costs \$6.95, plus postage and tax where applicable, and you can get it by writing to me or Kalmbach or visiting your local quality hobby supply shop.



ABOVE: The Execuform DC-2 built from the box, with the addition of engines and props from an Airfix/MPC B-17 kit. PAA Grace markings are from the MicroScale sheet for the Ford Tri-Motor and window decals hand made.

In the other new goodies department, the Hasegawa 1/200 Boeing 737 has been released in Southwest (of Japan) markings and is now available. The Nitto 1/100 Boeing 767 is available in United, All Nippon Airways and Ansett markings and sells for about \$35.00, depending on your source. The Airfix VC-10 model has been re-released, with new RAF camouflage markings, under wing refueling drogues, and a slightly revised window pattern. IPMS has released the Eastern Airline (meatball) markings for the Heller Connie at about \$5 per sheet, plus postage. ATP, Inc., has announced that the following decals should be available in the relatively near future: American West 737/100-7200/300; Air 1 727-200; TWA 747-100 SP and MD-80; a Delta sheet that will "cover the whole fleet;" and United delivery colors for the Stratocruiser, DC-6B and CV-340 in 1/144. ATP also reports some start-up difficulties at Atlantic Models, so if you are waiting for one of their kits or conversion kits, be patient, please.

The rules for the San Jose model contest are included in total for you to consider. If you have any recommendations or suggested changes, please forward them to me and I will see that they are considered by the contest committee for inclusion in the rules. The biggest changes from the rules used last year are in the categories, with the elimination of two of them. In particular, at the last contest, we found that the numbers and types of entries in the "out of box" and "decal only" conversion were about the same types of models in the same types of markings, so these categories have been combined for 1985. Otherwise, the rules are pretty much the same as they were last year. The numbers and the qualities of the models in the contests continues to improve year after year, so we are on the right track. If you have any questions about the contest or the contest rules, please feel free to write and talk with me, but please include a SASE, so that I can get an answer back to you.

1985 AIRLINER MODEL CONTEST RULES

1. Any person may enter any number of models in any category or categories. A person need not be present at the contest in order to enter models or win. Each model entered must be the sole work of the individual under whose name it is entered. Entry fees for proxy models are the same as regular entry fees.
2. Any model that has previously won a First, Second, or Third in one category at any previous Airlines International contest can not be re-entered in that same category again. Eligibility of any model will be at the determination of the Contest Committee.
3. Judging of the models will be done by three judges, and will be based on a point system, where each model will be awarded a number of points, from zero to ten, by each judge. At the conclusion of the judging, all of the points accumulated by each model will be added, and a First, Second, and Third place will be determined by the point rating. In case of any ties, the judges will be invited to reconsider their evaluation, and if the points stand, then the contest director will cast one point for one of the models in the tied category.

4. The registrar, judges and contest director will make up the contest committee. They will determine the eligibility of any model to enter the contest. The judges and the contest director will have the final say for which category any model may be entered.

5. No one except the judges may enter the model display area during the judging. No winning model may be removed from the model display area until after the model display area is closed on the night of the awards banquet.

6. Models may be made from any type of material. A special award, determined by the judges, will go to the best display type of model, (display as in airline ticket counter model). Judging will be based on workmanship, finish, authenticity, detail and realism. Consideration shall be given to the degree of difficulty in completing a conversion, modification or correction, including handmade decals, or other artwork, and on the quality of the original kit.

7. For purposes of this contest, a kit conversion represents a significant change in the model, as converting a 747-200 to a 747-300, or a DC-7 to a DC-6. Conversion kits, or other kits, can be used to convert models. In the non-conversion category, a kit must be made from a commercially available model. It may be converted by use of different decals, but it may not be converted in any other way. It may be corrected.

8. No person will receive more than one place, First, Second or Third, per category, unless there are no other or insufficient other entries in that category. Thus, for example, in the event that a model entered by a person whose has a model already nominated for first place, is nominated for a second or third place, than second or third place will automatically go to the next model, which on the point system has sufficient points, and which was not entered by the person whose model has already been nominated for first place. In the event there are no other entries, or insufficient entries, in a given category, a person may win all three places, provided he or she enters at least three models in that category.

9. Categories and scales for the contest are as follows:

SCALE	CATEGORY
ANY	Diorama
ANY	Junior (under 12 years of age)
ANY	Conversion (or vacuumed-formed)
ANY	Out-of-box (or decal only conversion)
ANY	"Flights-of-Fancy" (this category allows your imagination to go wild)
1/99 or LARGER	Props
1/100 or SMALLER	Props
1/125 or LARGER	Jets
1/126-1/149	Jets
1/150 or SMALLER	Jets

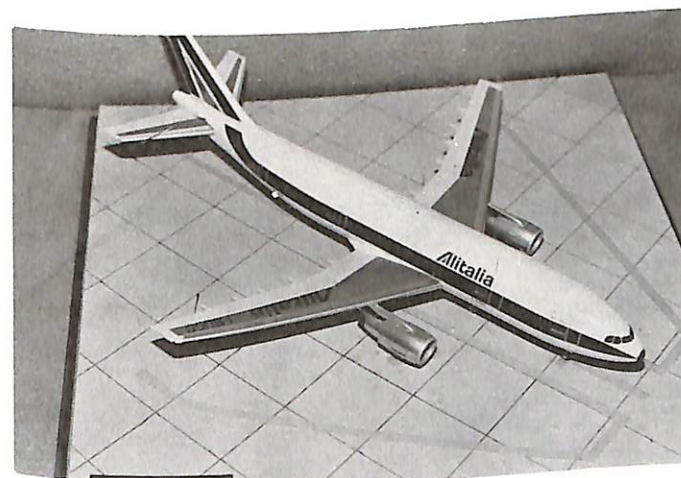
In addition to the categories above, there will be four "Best of" awards. "Best of Show" will

be determined by vote of the people who attend the convention, and will be determined by a single ballot vote, worth a single point for each person(s) who register. This ballot may be cast for only on model entry. The model which receives the most points will be awarded "Best of Show." Awards for "Best Detailed Model," "Best Ticket Counter Model," and the "Best Theme Model," will be awarded by the judges. The theme model for this contest is the Douglas DC-3, but may also include the DC-1 and the DC-2.

10. Military and civil aircraft of any nation may be entered, provided it can be proved they are related to airline history. This would, therefore, include aircraft from MATS, NATS, MAC, and so forth. Borate bombers and racing planes may also be entered, when it can be proved they were used by civil carriers for commercial purposes, and provided they also appear in the contest in civil markings. Military aircraft are not eligible, if they were used or supported by a carrier, but never appeared in civil markings--for example, a B-25 such as modified by TWA during WW II, but not flown by TWA, would not be eligible; but a Consolidated Coronado, such as flown by Pan American, would be eligible.

If you have any questions or comments on these contest rules, please contact Dave Minton, 302 Durham Court, Benicia, CA 94510. Please be sure to include a SASE for your answer.

MODEL GALLERY



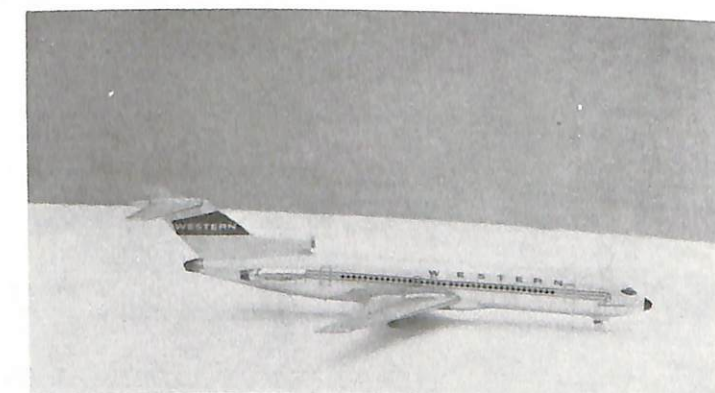
ABOVE: An Airfix 1/144 Airbus Industries A-300, finished in Alitalia markings using decals from a variety of sources, including MicroScale, JSS, and ATP, Inc. Model and photo by Eugene L. Jacobi.



ABOVE: MPC 1/144 Douglas DC-9-30 finished "out of the box" with new antennas and decals. The decals are from ATP, Inc. Model and photo by Eugene L. Jacobi.



ABOVE: A 1/200 conversion of the Hasegawa 747-200 to a 747-300. Conversion was done by Roger Cook and the model was finished by Dean Slaybaugh. Decals are from the Hasegawa kit, and Dean warns that they come off the paper hard. Model and photo by Dean Slaybaugh.



ABOVE: Here we have a 1/200 Western Airlines, in the old colors, Boeing 727-200, from the Hasegawa kit. The decals are from the MicroScale sheet for the 1/200 737, except for the fin flash, which came from the 1/144 decal sheet. Model and photo by Dean Slaybaugh.

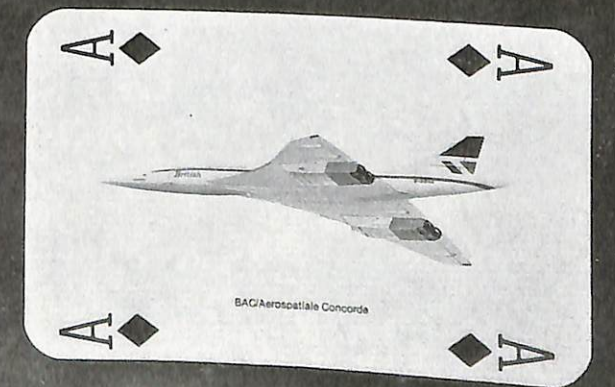
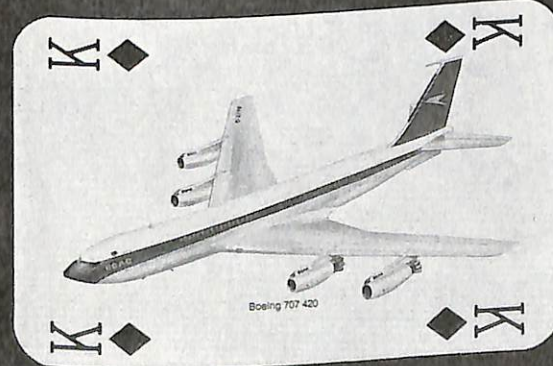
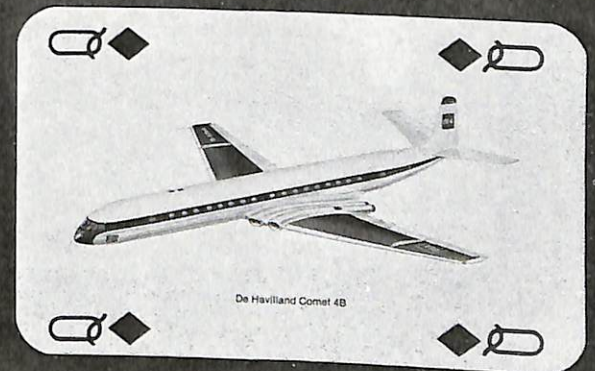
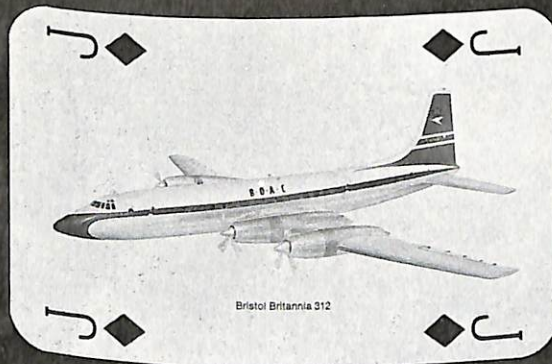
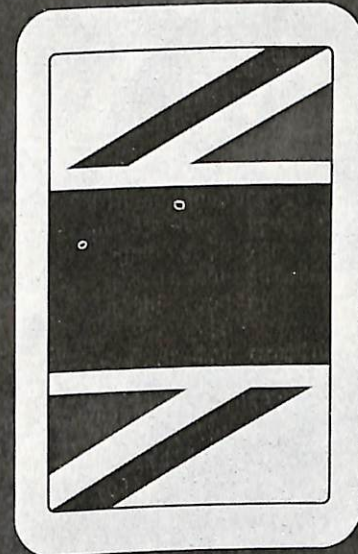
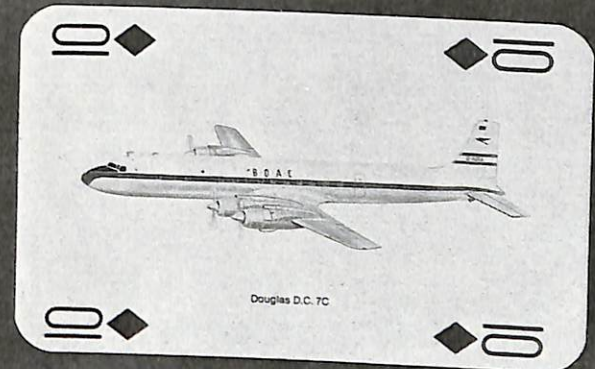
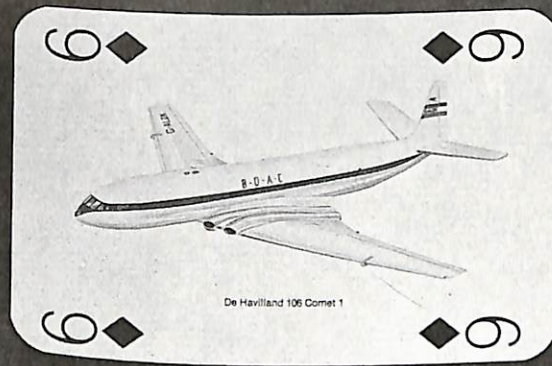
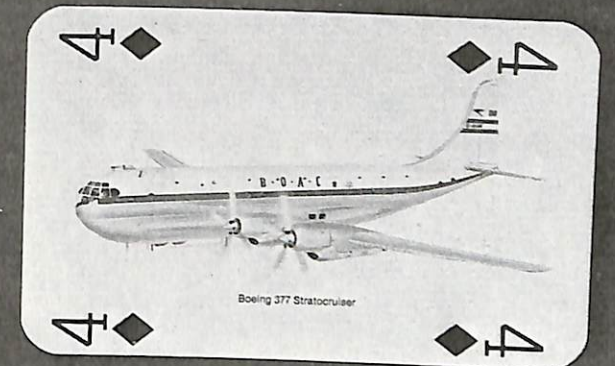
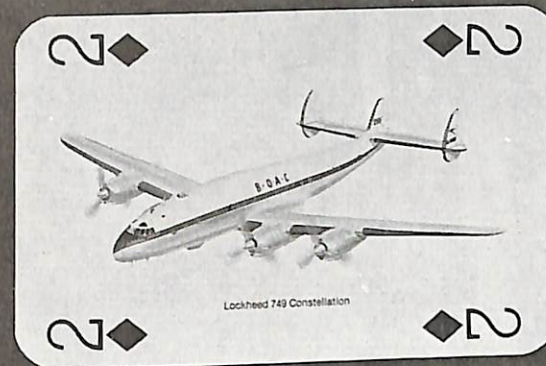
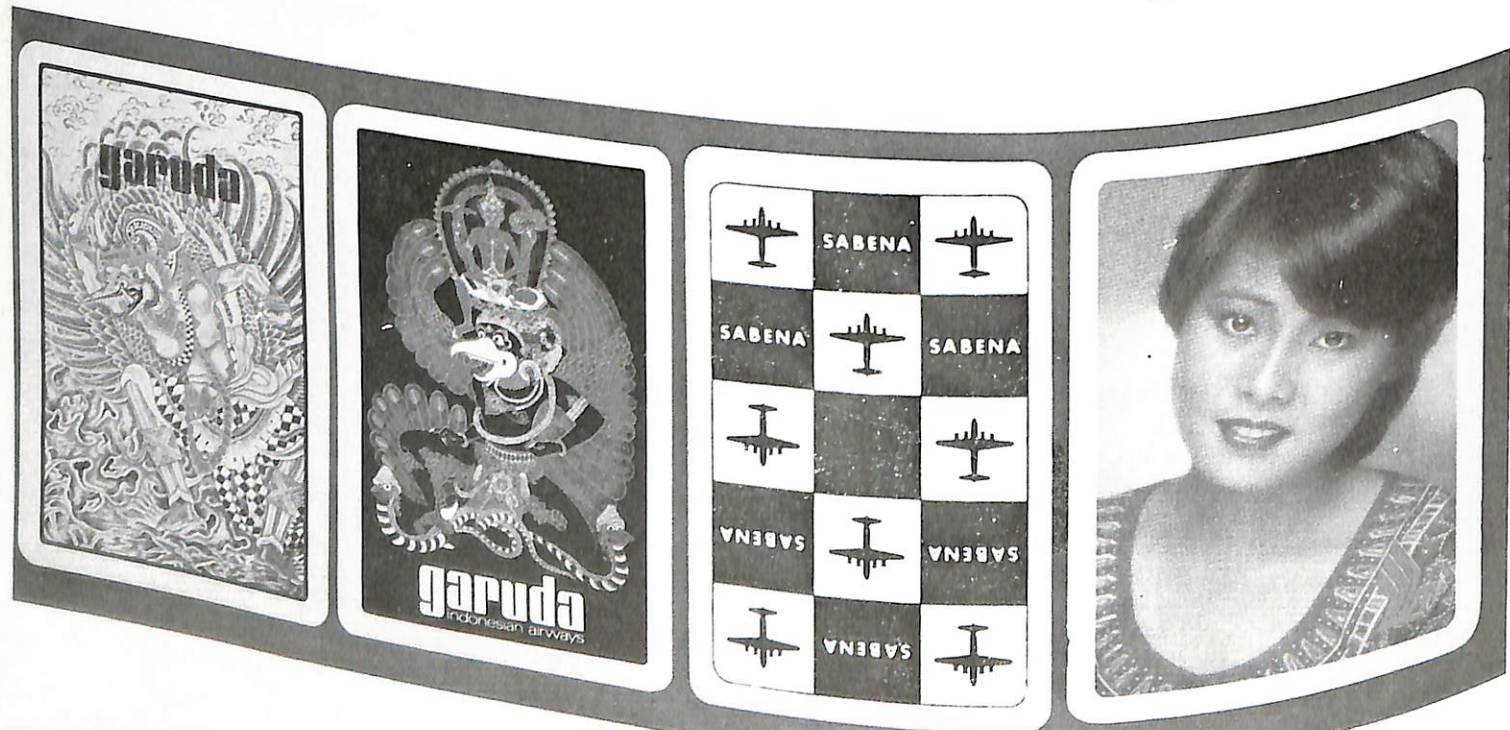
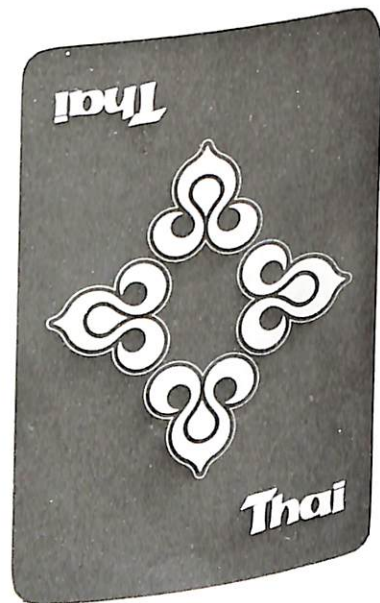
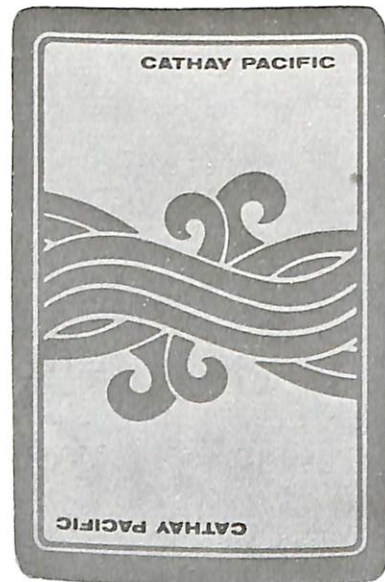
AIRLINE PLAYING CARDS

by
TOM DRAGGES

We will pick up where we left off with the last issue of the LOG by continuing the series on British Airways. If you remember British Airways published a deck of cards featuring all the various aircraft that they have flown over the years. We did Clubs and Hearts last time now we will finish up with some selections from the Spads and Diamonds. If you are interested in purchasing a deck or two of these very interesting cards, contact Aviation World, Inc.

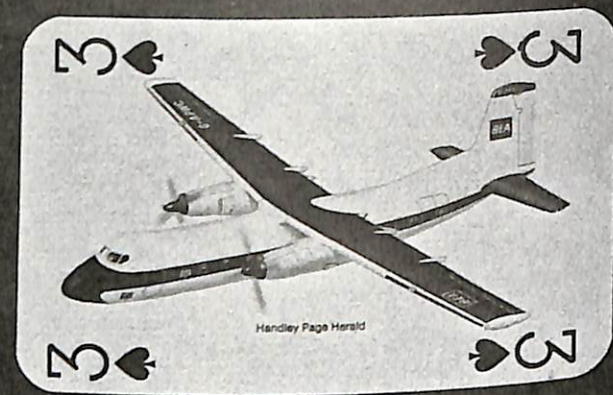
The only new decks to come to my attention since the last issue are a pair from Ozark Air Lines featuring the city of San Deigo, with two color variations.

Member Trevor Davis, of Australia, has sent in a number of cards that have not been featured in this column. I would like to thank Trevor for his willingness to share his dupes with the Club. Several of the Garuda cards that he sent in are illustrated below along with several other items. If you are a card collector, it would certainly pay you to drop Mr. Davis a line, along with a list of your traders. I am sure you will be able to work out some type of trade. We will be featuring additional cards from Trevor in future issues of the LOG.





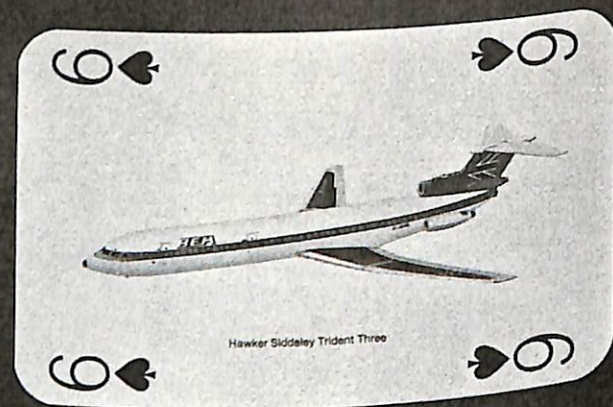
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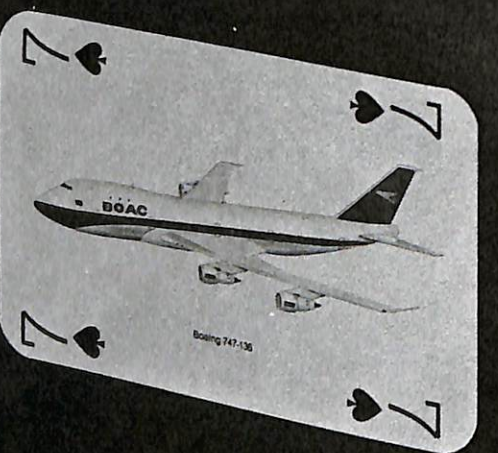
Handley Page Herald



Vickers Super VC10



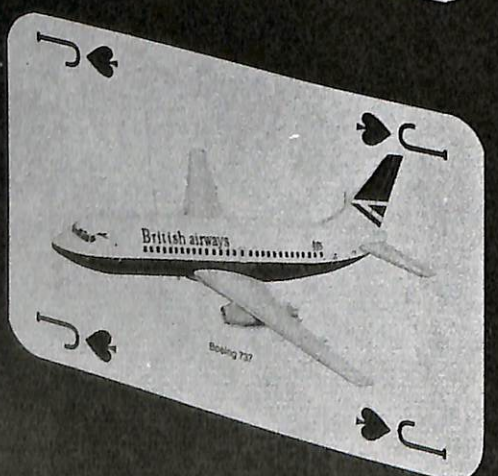
Hawker Siddeley Trident Three



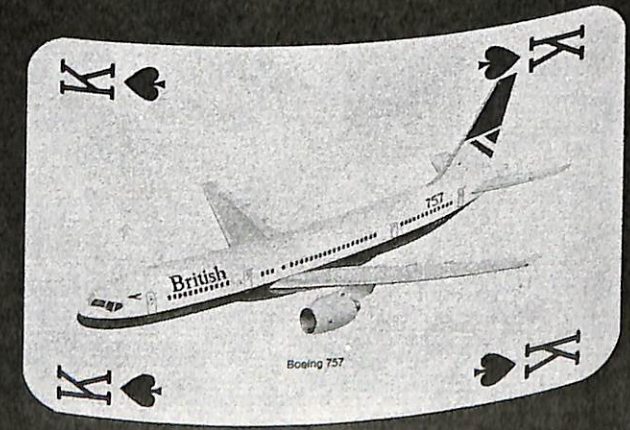
Boeing 747-136



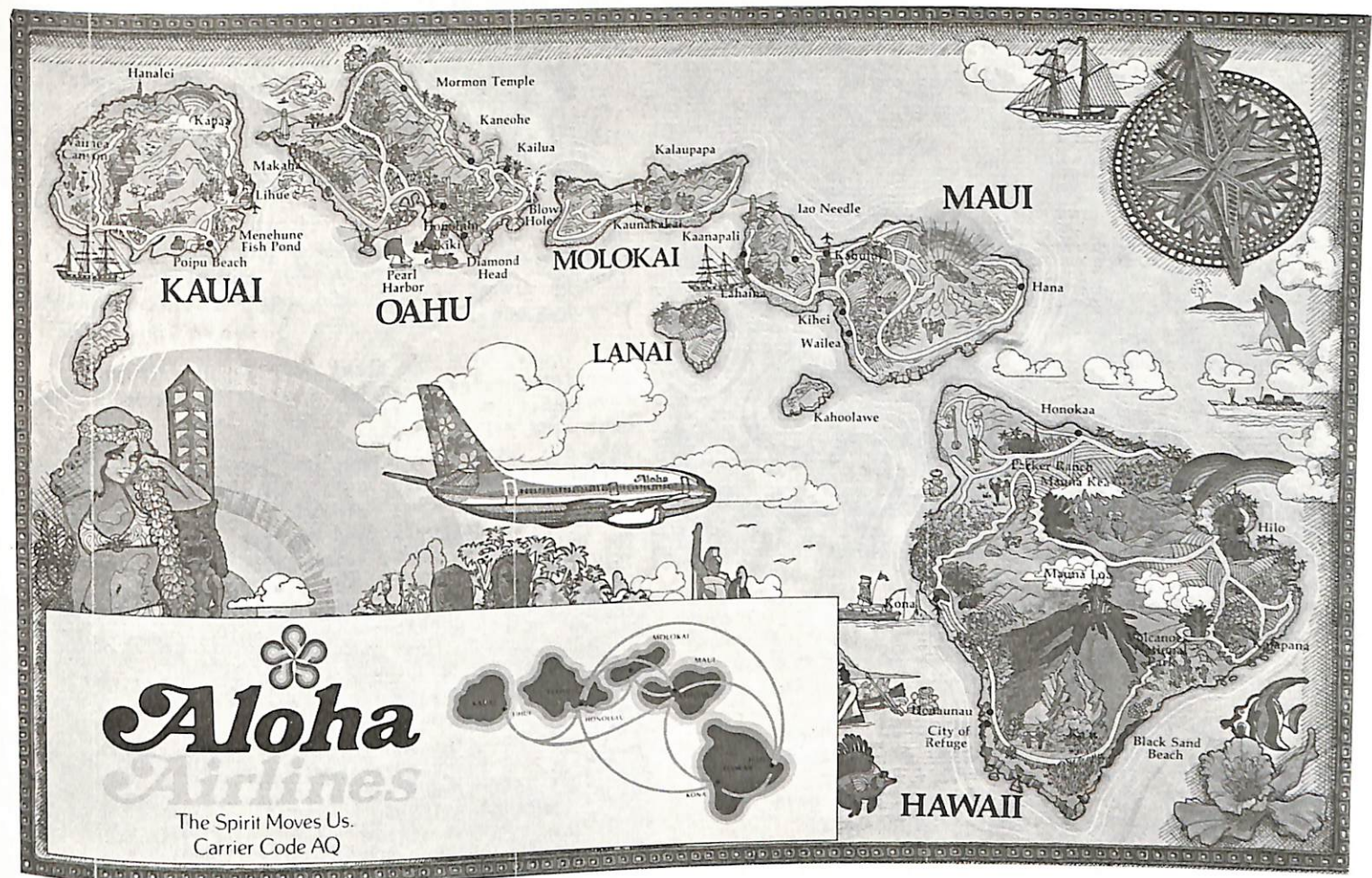
Lockheed Tristar L-1011-100



Boeing 757



Boeing 757



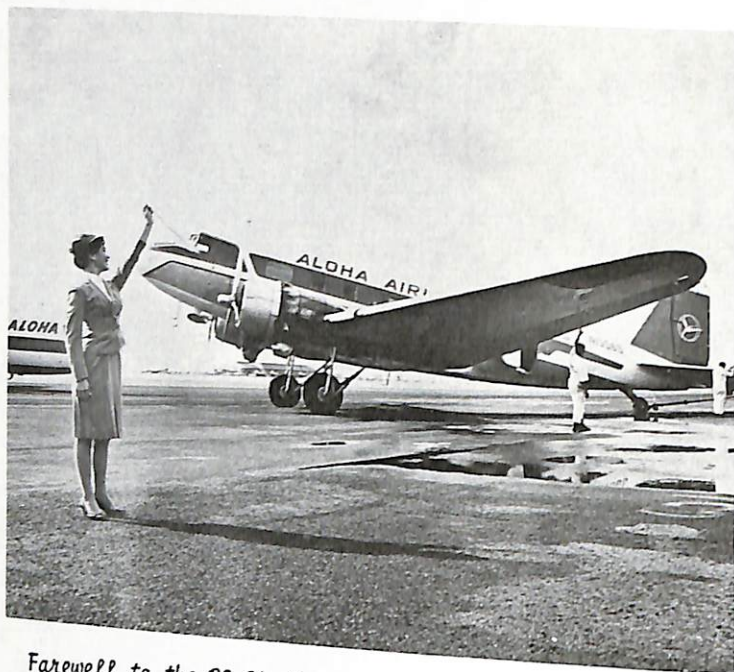
by
PAT MURPHY

HAWAII--an island paradise of palm trees, sandy beaches, small towns and larger cities on several islands. Hawaii is all of these and also the home of Aloha Airlines, an all jet-equipped carrier that links the major islands with fast and frequent service. First founded in 1946 as Trans-Pacific Airlines, Ltd. and equipped with several DC-3s, some of which were modified with large windows to allow better sight-seeing by the ever growing tourist industry, Aloha is today equipped with Boeing 737-200s exclusively for service to the major airports on Kauai, Oahu, Maui, Molokai, and the Big Island of Hawaii. The average flight time is 20 minutes, with the service to Hilo being about 45 minutes.

Throughout its more than three decades of service to the residents and visitors Aloha has been an innovative force in the airline industry. Following its founding in 1946, Aloha was instrumental in offering live music, in the form of ukeleles and musically-inclined flight attendants, on its inter-island flight service. In 1954 "PUKA" windows, as mentioned above, were installed on the aircraft, some of which had holes in them to enable better picture taking from the aircraft while in transit to another island.

In October 1958, plans were announced by airline officials that three F-27 aircraft had been ordered in order to offer even better service to Hawaiian residents and tourists, thus becoming the second US airline to offer turbine-jet service for its passengers. Later in 1958 the name of the airline was changed officially to Aloha, after many years of using the word in advertising slogans.

Continuing its quest to offer service in the island state, Aloha retired its last DC-3 in 1961, adding Viscounts in July 1963 to its F-27 fleet. In April 1966 Aloha added another British airplane type to its fleet in the form of BAC One-Elevens to offer the very best possible passenger and cargo service to the flying public. During the late 1960s, other changes were made by Aloha management, with F-27 retirement made in June 1967 and replacement of the One-Elevens by Boeing 737s during 1968-69, and a most important acquisition in the form of co-ownership (along with Continental and the United Micronesia Development) of Air Micronesia to provide service to the Trust Territories of the western Pacific region. This service was flown using a Continental Boeing 727. (As a side note this late 60s



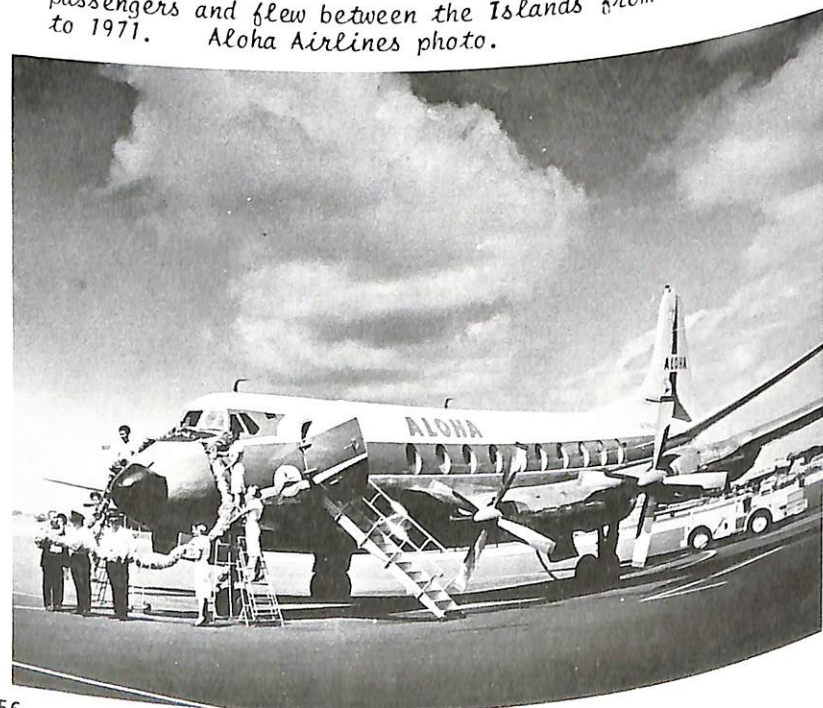
Farewell to the DC-3! In appropriate ceremonies, January 3, 1961, Aloha Airlines retired its DC-3s, the venerable workhorses which had served the airline for 15 years. Aloha Airlines photo.

found guilty of attempted monopolization and was ordered to pay Aloha \$4.5 million in damages, with \$1.85 million finally being paid in 1976. Also in 1976 a California company, International Air Service Company, Ltd. (IASCO), filed an attempt with the CAB to buy 50% or more of Aloha's open market stock. This was considered to be a hostile take-over attempt and Aloha filed an objection on January 24, 1977. A settlement and stock option plan was agreed to by both parties in March 1979, ending the take-over effort by IASCO. (Aloha exercised its option in June 1982 by buying over 250,000 shares of outstanding common stock.)

Today, with the fleet of 737-200s, Aloha operates service to Lihue, Kauai (the Garden Isle), Kaunakakai, Molokai (the Friendly Island), Kahului, Maui (the Valley Isle), and Hilo and Kona, Hawaii (the Big Island) from Honolulu International. Sales offices are maintained at all of the Hawaiian airports as well as some mainland airports, Canadian and Japanese airports, and has representatives in the Philippines, Guam, Taiwan, Singapore, Hong Kong, Thailand, Australia, Korea, New Zealand, Italy, West Germany, Holland, England, and the western coast of South America.

All of the Airline's employees are trained to exemplify the spirit of the word "aloha"--a word which has come to mean hello, good-bye, peace, friendship, and welcome. To the air traveller to the 50th state it also means comfortable, efficient, and quick service aboard an Aloha Funbird.

Aloha's first four-engine Vickers Viscount is dedicated in style with a gigantic flower Lei around its nose. The British-built aircraft carried 56 passengers and flew between the Islands from 1963 to 1971. Aloha Airlines photo.



period was the time that I was stationed in Hawaii as a Hospital Corpsman with the Navy at Barber's Point Naval Air Stations. Although I had the airplane-watching bug by this time I did not have the foresight to take pictures during my many trips to Honolulu International Airport, thus the pictures in this article are all from Aloha Airlines.)

By late 1971 Aloha had become an all-jet airline, having retired the Viscount fleet in September 1971, and operating the 737 fleet on its routes. To this 737-100 fleet was added two advanced model 737-200s in 1977. During this time of operating only 737s, Aloha was awarded the Boeing Company's Pride in Excellence Award for maintenance reliability of the 737s, this award coming on January 31, 1974. Three more advanced model 737s were added in 1982 to complete a modernization program begun three years earlier.

All of this history has not been without some problems for the airline. In 1947 a temporary injunction forced cuts in service to such a point that no profits were made by the airline. (I'm not quite sure, but I feel that the injunction was probably filed by Hawaiian Airlines officials in their quest to halt inter-island service by any other airline. See my note at the end of this article.) Not until February 17, 1949, when President Truman signed a five-year temporary Certificate of Public Convenience and Necessity, did full operations resume by the TPA fleet and final full-recognition of the airline came in 1956 with the signing of Public Law 741 by President Eisenhower. In 1972 Aloha officials filed a lawsuit against its biggest competitor, Hawaiian, for violations of the Sherman Anti-Trust Act. In 1975 Hawaiian was

(NOTE: I had hoped to be able to do a companion piece about Hawaiian Airlines, which at various times has flown the DC-3, Convairs, DC-6 and DC-9 aircraft, as well as give their side of the controversy concerning the 72-76 lawsuit, but have had no response from HA after several letters. Maybe one of the members from the 50th state can be of help.)

Reference material for this article has been obtained from the 1982 Press kit from Aloha Airlines and various issues of Aviation Weekly's Airlines of the World. Photos courtesy of Aloha.

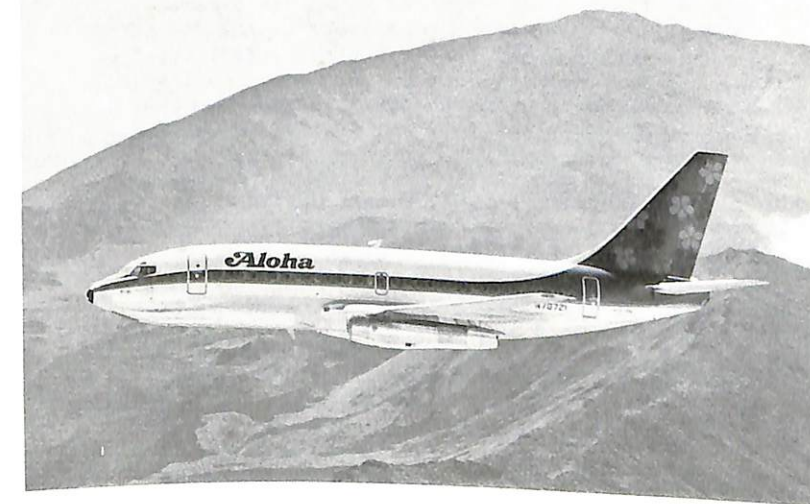


The F-27 was one of the best sightseeing aircraft ever to fly in Hawaii. Passengers loved it because of its high wing feature that allowed everyone unobstructed views of the Islands below. The F-27s flew from 1958 to 1967. Aloha Airlines photo.



BELOW: An Aloha Airlines Boeing 737 flies past the crater-filled summit of Haleakala, one of the world's largest dormant volcanoes. Haleakala, which means "house of the sun," is located on the island of Maui, one of five islands serviced by Aloha Airlines. Aloha Airlines photo.

The twin-engined, British-built BAC One-Eleven arrived in Hawaii from London, England on April 16, 1966. It flew until 1969 and was nicknamed the "Alohajet." Aloha Airlines photo.



The Book Shelf

"Splash of Colors," by John J. Nance, published by William Morrow and Company, New York, 1984, \$16.95, hardcover. Review by Jon Proctor.

The demise of Braniff International in 1982 certainly was one of the most emotional events in commercial aviation, especially to the airline employee and airliner enthusiast. Only a few years earlier it seemed incomprehensible for a major carrier to go under, especially one as colorful and established as Braniff. "Splash of Colors--The Self-destruction of Braniff International" tells this amazing story through the eyes of a Braniff employee. John Nance was a pilot with the company during its last seven years. His background also includes newspaper and broadcast experience, which is reflected in his excellent style of writing; I found myself constantly "seeing" in my mind the events he described.

Mr. Nance used the early pages of the book to give a short background of the carrier, describing its history and founders. From there he quickly moved on to the events leading to the actual demise of Braniff International. Finally, preparations for the startup of the "new" Braniff were briefly addressed. I was particularly impressed with the very graphic description of the final failing days of the carrier, and the actions taken to close it down. The author captured well the terror and shock felt by the employees as they came to realize that their company was indeed going to cease to exist. Certainly every airline employee should read the book for these few pages alone.

Unfortunately, Mr. Nance did a great deal of editorializing throughout the book, placing blame on specific employees and job categories, often without consideration for the opinions of those accused. Harding Lawrence, whose decisions played a major role in the failure of Braniff, is defended over and over again, while Howard Putnam, who lost in his attempt to rescue the company during its last few months, is summarily condemned, even for an honest answer to a reporter. Mr. Nance states that Putnam should have lied to save the company. Phillip Guthrie, Putnam's hand-picked Vice President of Finance, is referred to as "an insecure younger man" and infers that both Guthrie and Putnam were unqualified for their responsibilities. Yet he describes Lawrence's son Jim as "well qualified by education" for the position of Vice President for Pacific and Asia, at age 32 with no other airline experience!

Reading the book, it became obvious that Mr. Nance saw the carrier almost completely through the eyes of a pilot, and rarely considered the opinions or experiences of those in other job categories, with the exception of a few employees who he identified as relatives of Braniff pilots. His anger was vented at those he considered "responsible" for Braniff's downfall, with examples of non-caring attitudes, especially those of union

employees, except of course, pilots.... He even went so far as to implicate Braniff's advertising for having contributed to the cause of an Electra crash!

It is doubtful that any of the nine thousand-plus employees of Braniff could give a totally unbiased account of the event to which they were so closely involved. However, Mr. Nance takes his own opinions so far as to distort the story, which is indeed disappointing. While I would still recommend the book, I would also ask the reader to keep in mind that it represents but one person's opinion.

"An Australian Air Pictorial" and "A New Zealand Air Pictorial" published by Lodestar Press, P.O. Box 6154, Auckland, New Zealand, 1984. Review by Paul Collins.

These two books were received at Club HQ some time before Christmas and became a big hit with all that had the opportunity to see them. As you would be lead to believe, the two publications contain a picture record of the aircraft to be seen in New Zealand and Australia. Along with the domestic airlines that serve these two countries, there is a very good mix of the airlines that visit from other nations. There is also a very good mix of color and black and white photos in the two books.

The quality of the photos in these two publications is outstanding. In the Australian book there is a full page (8" X 5") picture of an Air Queensland DC-3 that is just beautiful. The photo of the Boeing 727 operated by Bloodstock Air Services is super as well. In the New Zealand pictorial there are two nice shots of former Air New Zealand DC-10s. One is that of Lan Chile and the other of LAM of Mocambique, a very attractive color scheme. This booklet also contains some other very nice color as well as black and white photos.

The text in the two books is limited, but then again, they are "pictorials" and that is the way it should be. I can highly recommend these two books for your airline library. You can write to the address above for their catalog and prices, or make an inquiry with Aviation World, Inc., which I understand will be handling the books in the U.S. Lodestar will be coming out with additional books of this type in 1985, so plan on getting yours early.

ROBERT SOKOLOWSKI, 202 E. Baseline Rd. Apt 272, Tempe, AZ 85283 is looking for older issue timetables of KLM and BOAC from the early and late 1960's. Please let me know what you have.

CONTENT
DELETED
DUE TO PRIVACY
CONCERNS

WALTER H. ANDREWS, 204 Ogden Avenue, Jersey City, NJ 07307 wants Falier Convair model plastic kit, bagged or boxed. Also wants Panagra de Newark DC-8; the Great Jet Set Zantops C-46, flying plus any book or slides of the World DC-3, Dennis C-46, Universal DC-8 and Zantops C-46, needing any pics of airlines operating out of here please feel free to write.

PHILIP G. PRETORIUS, 23802 Hilo Court, Valencia, CA 91355 is selling (NO TRADES!) part of his vast collection of Airliner display models. There are professionally built Travel Agent type models with stands and are in excellent condition. Most are 1/100 scale and there are 13 military models. Prices include UPS rates. No inquiries by mail. You are with me.

BOB FRISKNEY, P.O. East, Box 4069 Observer's World Airlines, an Informal History of the World, by Green and Swanhorn, Illustrated History of the World, by Green and Swanhorn, will be glad to sell you any of these books. Please give George a chance to buy/mark your trade.

BOB BRUYER, 34 William Penn Drive, Chambersburg, PA 17301 is looking for a wide selection of Aero Club models. Has a few but needs more--sorry, NO trades but willing to pay reasonable \$\$\$\$.

F. J. HOFFMAN, 998 Kings Road, Hartford, WI 53027 would like to buy an OAG from middle or late 1959. Blue or red edition. Will pay up to \$25 for a copy in GOOD condition. Will also pay all postage and handling as well as insurance. Please place in a protective container when you mail.

JOHN DOCKENDORF, 448 Meadow Drive, Camp Hill, PA 17011 has for sale a set of 10 different Series Puzzle Set in.

GEORGE D. STAIR, R.D. #2 Box 2404, Chambersburg, PA 17301 is looking for a wide selection of Aero Club models. He still needs a number of L-49 Connies, B-307 Stratofortress, Pan Am's 670 Flying Boat, DC-3, DC-4, DC-6, DC-7, DC-8, DC-9, DC-10, DC-12, DC-14, DC-16, DC-18, DC-20, DC-24, DC-26, DC-28, DC-30, DC-32, DC-34, DC-36, DC-38, DC-40, DC-42, DC-44, DC-46, DC-48, DC-50, DC-52, DC-54, DC-56, DC-58, DC-60, DC-62, DC-64, DC-66, DC-68, DC-70, DC-72, DC-74, DC-76, DC-78, DC-80, DC-82, DC-84, DC-86, DC-88, DC-90, DC-92, DC-94, DC-96, DC-98, DC-100. Please give George a chance to buy/mark your trade.

AL S. TASCA, 144th St., N.Y. Heights, N.Y. 11418 has for sale a set of 10 different Series Puzzle Set in.

WORLD AIRLINE HOBBY CLUB

CAPTAIN'S LOG

DIRECTOR OF OPERATIONS

Paul F. Collins

MEMBERSHIP CO-ORDINATOR

Marion Pyles

EUROPEAN SECTION

Fred J. Hems
Secretary/Treasure

PACIFIC SECTION

Marion Pyles
Membership Co-ordinator

POLICY

The WORLD AIRLINE HOBBY CLUB is open to all persons or groups interested in the collecting of airline memorabilia and the study of airlines and airliners. The CAPTAIN'S LOG is the official publication of the CLUB and contains stories on airlines and airliners and collecting the various items of memorabilia.

CONTRIBUTIONS WANTED

All members and interested parties who wish to contribute articles, pictures, or other material of interest to the membership are invited to do so. When sending in your material, please be sure to include your return address. All material, after publication, will be returned to the owner. The Editor welcomes ideas on material to be featured in future issues of the LOG.

PUBLICATION DATES

The CAPTAIN'S LOG is mailed quarterly to all members on approximately the 15th of January, April, July and October. Deadlines for material to be published is the first of the month prior to the mailing date. The CAPTAIN'S LOG is mailed by permit, so please allow ample time for delivery.

MEMBERSHIP FEES

U.S. & Canada	\$12.00 (\$5.00 more for First Class)
Europe	\$12.00 (\$8.00 more for Air Mail)
Pacific	\$12.00 (\$13.00 more for Air Mail)
South America	\$12.00 (\$8.00 more for Air Mail)
Central America	\$12.00 (\$8.00 more for Air Mail)

(Africa and Middle East same as Pacific rate)
(First Class and Air Mail optional)

Please send your membership renewals and new membership forms to the following: European goes to Fred Hems; all other will go to Club Headquarters in Cincinnati, Ohio. When sending in new memberships and renewals, please use the correct U.S. dollar amount. Please do not send foreign (to the U.S) money for your membership or checks drawn on other than U.S. banks. If you are joining the European Branch of the Club, please send Mr. Hems the equivalent of \$12/\$20 US in British pound notes. If you have any questions about method of payment, please contact Club Headquarters.

CHANGE OF ADDRESS--IMPORTANT

Members MUST report any change of address promptly to the Membership Co-ordinator in order to receive their copy of the LOG. The Postal Department WILL NOT forward permit mail. If we do not have your correct address you will not receive your LOG. In addition to not forwarding your copy of the LOG, the Postal Department destroys your copy of the LOG. To have another mailed to you, you must forward \$3 to cover the cost of mailing you a second copy. There will be NO EXCEPTIONS to this charge. Please keep the Club current on your address. Send all address changes to Marion Pyles, AMF Box 75034, Cincinnati, Ohio 45275.

THE FLIGHT EXCHANGE

The CAPTAIN'S LOG will publish members' wants, trades and items they have for sale. These request will be published in the "Flight Exchange" section of the LOG at no charge to Club members. Send this material to: Flight Exchange-Captain's Log, 3381 Apple Tree Lane, Erlanger, Ky. 41018. Please send such requests in on a separate sheet of paper, written or typed so it can be easily read.

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