

WORLD AIRLINE HOBBY CLUB

CAPTAIN'S LOG



CONTRIBUTIONS WANTED

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

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

PUBLICATION DATES

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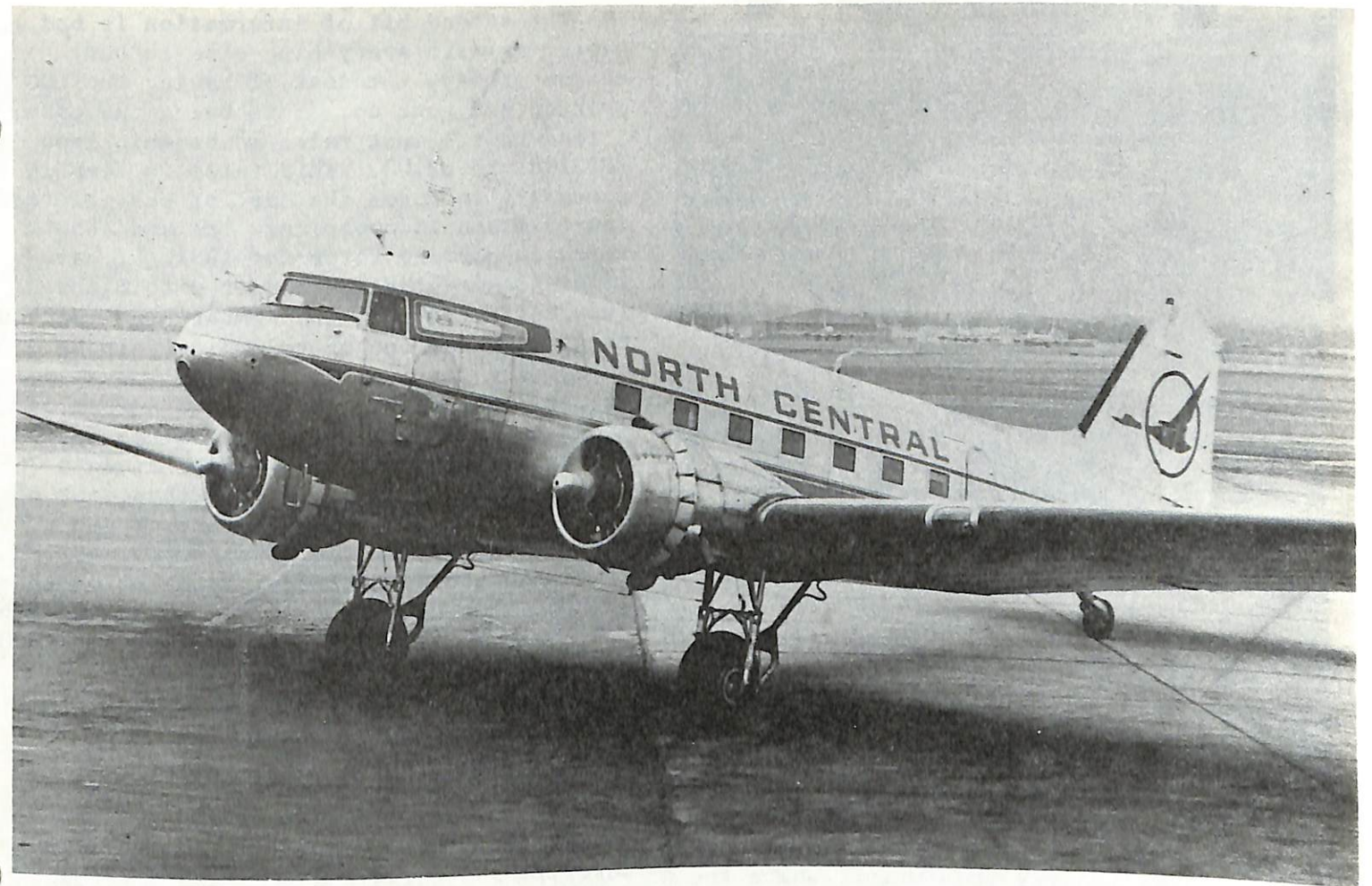
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Thank you



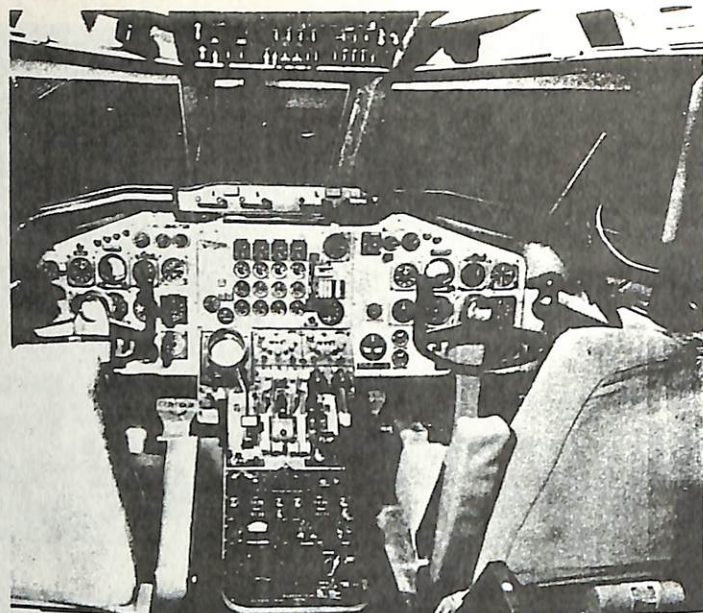
CAPTAIN'S LOG

FALL 1980

FLIGHT MANIFEST

.....from the left hand seat.....	2
World's Airliner (DC-3 Story).....	3
Doing What We Do Best (American A/L)....	15
Around the World of Airline Schedules...	22
Air Transport In Europe-Part 9.....	29
Model Shop.....	36
Decal Capers.....	39
Post Card Corner.....	43
Sticker Chatter.....	46
Airliner's International '80.....	48
Flight Exchange.....	51
Membership News.....	52

Due to all the other good material in this issue, the "this, that and other stuff" column will not appear but will be continued in the next issue of the LOG.



...from the left hand seat...

The "Airliner's International '80" show is over, but it will not soon be forgotten. Over 240 collectors were treated to the largest display of airline memorabilia ever assembled under one roof. Many new friendships were made and many old friendships were renewed as collectors bought, sold and traded their way through the three (four if you count Thursday) days of our fourth annual meeting. The fellows from Miami, where the 1981 affair will be held, will have a tough time topping what took place in Detroit this past July. Good luck fellows!

For additional information on what took place in Detroit, please turn to page 48 of this issue of the LOG.

Several important bits of information are included with the column this issue. The first is good news. Gary Dolzall, a Club member, will become the Editor of the CAPTAIN'S LOG, beginning with the Spring issue, 1981. A profile on Gary will appear in the next issue of the LOG. While Gary will be taking over the editorial duties, I will still continue to handle ALL membership activities. Gary will be working with the various other editorial people on the staff of the LOG and will not be burdened with all the details of collecting fees, roster changes, changes of address and the many other small jobs that must be handled. I hope you all give Gary the great support that you have given me over the last five years. Gary has some new, fresh ideas and I am looking forward to working with him.

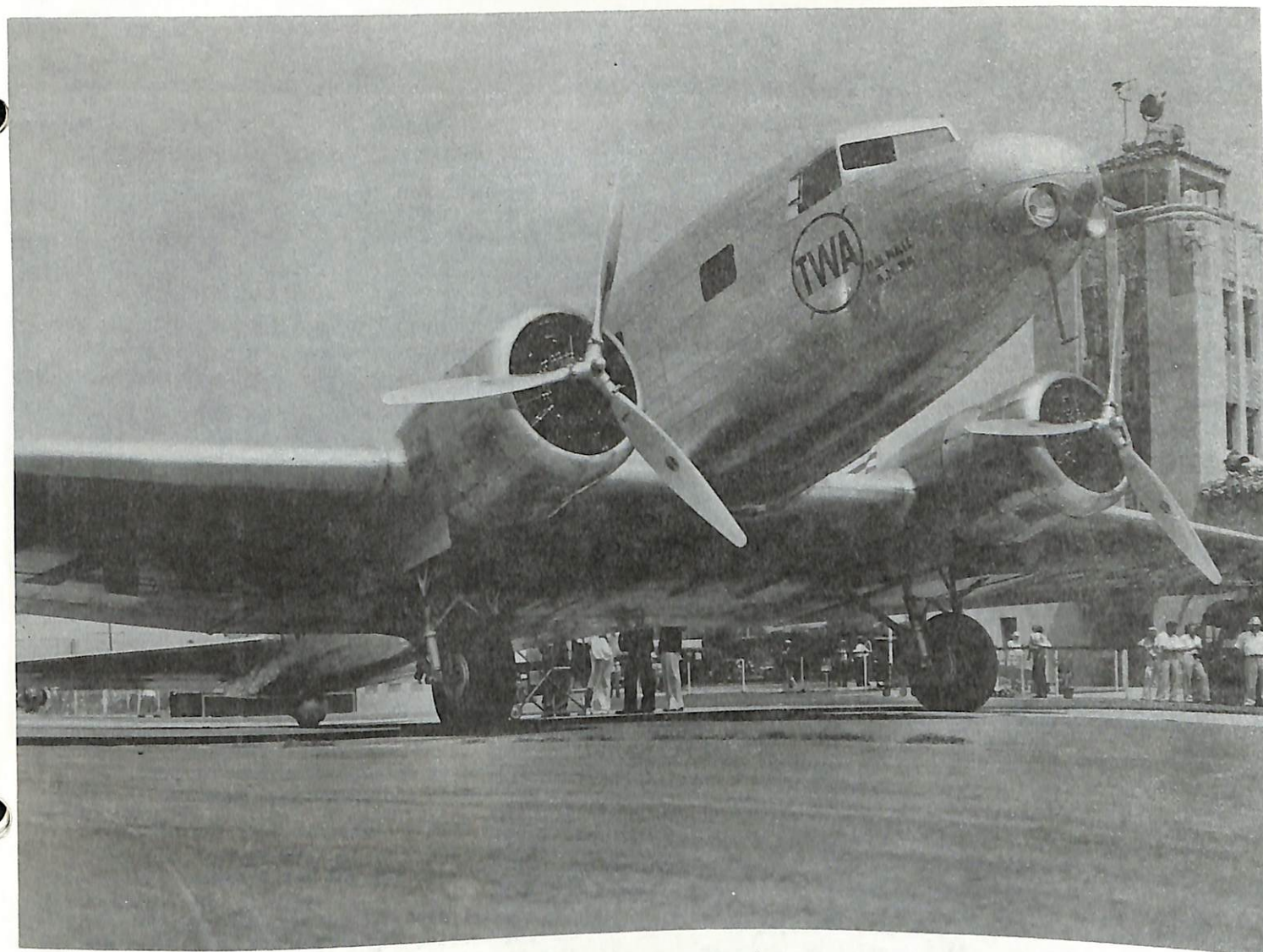
The second bit of information is bad news. As with everything else in our economy today, the cost of having the LOG printed has gone up. This being the case, I find that I must raise membership fees for 1981 by \$2.00. This raise in fees is necessary to cover the cost of the printers increase and to cover the "talked about" raise in postage rates for 1981. I have tried to keep the LOG budget within the fees collected from the membership. Without this increase, one of two things can be done. The first is to decrease the size of the LOG, cutting down on the number of pages and printing cost. The other option would be to print the LOG three times a year instead of four. I hope that most of you will accept the increase so we can continue to grow as we have in the past. I will be happy to answer any question that anyone might have on this increase. Remember, all memberships expire on DECEMBER 31, 1980. The Winter 1980 issue of the LOG will be mailed in early January, as usual, and will be the last one you will receive on your 1980 membership.

This issue of the LOG was fun for me to put together since it features two of my favorite subjects--the DC-3 and American Airlines. The DC-3 story has a lot of nice pictures, as does the American story. Our International Editor continues his trip around Europe with some information on Finland, Iceland and Ireland. Our modeling section has some nice info on making some nice DC-3 kits as well as some comments on some of the new stuff coming out. Pete Black presents some nice post cards this issue along with some facts on what is happening in the world of card collecting. As I stated above, I enjoyed doing this issue and I hope you enjoy reading it.

It's not too early to start saving your pennies for the 1981 convention to be held in Miami next June. Before you know it the time will pass and it will be time to start packing for the trip to the "Sunshine" state. A lot of nice things are being planned by Bruce and his committee and I am sure you do not want to be left out. Start making plans--now!

Until next issue--happy collecting!

Paul



WORLD'S AIRLINER

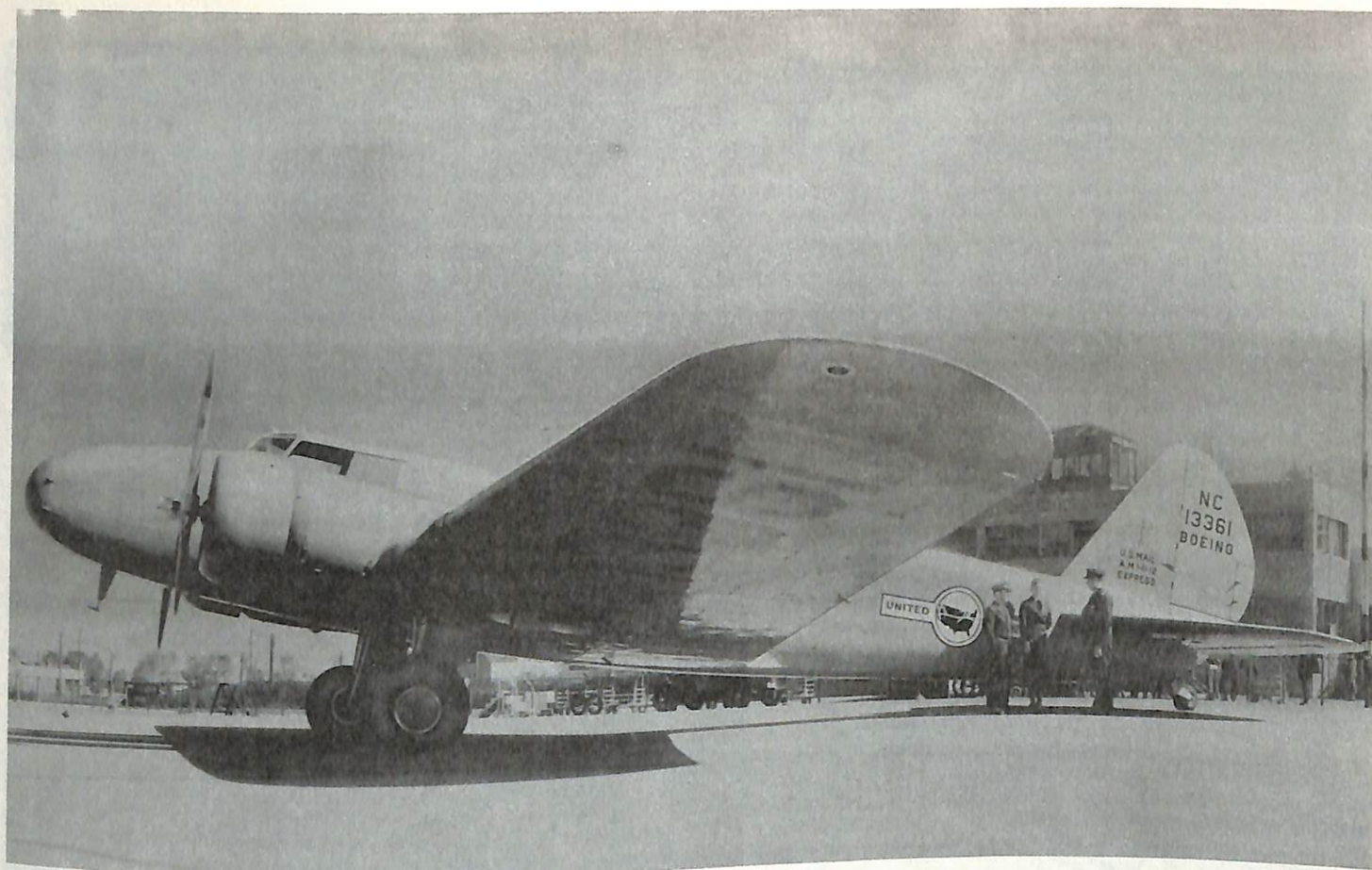
by
PAUL COLLINS

"The airplane that taught the world how to fly," is the title that was bestowed upon the DC-3 by many operators that have flown this aircraft since its birth in the mid-1930's. Of course in the some 45 years during which the DC-3 has been in operation it has received many titles, but the one mentioned above best describes the effect that this one aircraft has had on the air transportation picture of the world. Probably the only landing strip that a DC-3 has not touch down on is one being constructed at this very moment. But you can bet as soon as the concrete is dry it will not be to long before a DC-3 or its counterpart, the C-47, will be making tire marks on that new concrete.

The story of the DC-3 has been told many times by those much more knowledgeable on the subject than I profess to be. I will endeavor, however, to present to you the facts as I have read and heard on this wonderful mode of transportation.

Air travel in the United States through the mid-1920's was accomplished mainly by an assortment of aircraft designed mainly to carry mail first and passengers second. This all changed in the late 1920's when Ford built the first of their famous Tri Motors and Boeing came out with their Model 80 and 226. These aircraft were developed and produced for passengers, with the mail taking second billing. The Model 80 could carry up to 18 passengers in very nice comfort. The Ford could handle 10 to 12 passengers. Not very many considering what a 747 carries around the world today!

The airlines purchased as many of the new aircraft as the manufacturers could make. However, they were still not satisfied with the product. The airlines wanted aircraft that could carry more passengers, longer distances and at a greater speed and comfort.



ABOVE: The competition: The Boeing 247D of United Air Lines shown here at Chicago Municipal Airport. United photo via Drew Eubanks.

Ford, at this time, did not have a better idea but Boeing did--the Model 247. The Boeing 247 was of all-metal construction, the entire exterior having a light alloy skin. Another innovation was the provision of pneumatic rubber de-icing boots on the wing and tail leading-edges. Powered by two Wasp radial engines, each developing 550hp at 5,000ft, the 247 had accommodation for 10 passengers and carried a crew of two pilots and a stewardess. Sixty-one of this type were built, 59 of them as part of the UAL order and the other two for Luft Hansa, the German carrier. There were 13 Model 247Ds built with the original 247s being upgraded to D standards at a later time. The 247 was the airplane that later manufacturers had to beat in design and performance to get airline orders.

About the same time that the 247 was being placed in production, Donald Douglas was hand crafting what became known as the DC-1 (Douglas Commercial). This aircraft came about because Jack Frye, VP at what was known then as Transcontinental and Western Air wanted an aircraft that would compete with the 247 and that would give his company the edge in attracting what was becoming a flying public. Frye sent Douglas the specs in a letter and after consulting with his staff, he took up the challenge to produce the airplane Frye wanted.

The fledgling Douglas Company, struggling to survive in the general economic depression of the day, eagerly accepted the challenge and their talented staff, which included future greats such as Dutch Kindelberger, E. E. Raymond, Harry Wetzel and Lee Atwood, proceeded to design the DC-1 configuration. Only two weeks after receiving the TWA request, their design proposal was presented to the airlines executives, who included Jack Frye and chief technical adviser, Charles Lindbergh.

Both were highly impressed with the advanced design concept, and in five weeks a contract between Douglas and TWA was signed.

Detail design drawings began to flow out of the engineering department and into the shop. Soon the aircraft began to take shape and in June of 1933 the complete assembly was pushed out of the hangar and onto the parking ramp.

The DC-1 made its maiden flight from Clover Field, Santa Monica, California, on Saturday, July 1, 1933 with Chief Pilot Carl Cover in the left cockpit seat. The ship was a beautifully streamlined, gleaming aluminum, low winged, twin engine craft with retractable landing gear, a single vertical fin and no external struts or wires.

In establishing the initial specification for the airplane TWA VP Jack Frye and tech adviser Lindbergh had inserted a near crushing requirement that the aircraft be capable of taking off on one engine, fully loaded, from the highest altitude airport in the airline's system. This airport happened to be the one at Winslow, Arizona, with an elevation of 4,500 feet.

With the DC-1 loaded at about 18,000 pounds, company pilot Eddie Allen, with TWA pilot D. W. Tomlinson in the right hand seat, revved up the engines and began the take-off roll. As the ship became airborne, about half way down the runway, Tomlinson cut the switch on the starboard engine, Allen applied full throttle to the port engine and the DC-1 shuddered a bit but continued climb. He leveled off at 8,000 feet, enough to clear nearby mountains, and flew on to Albuquerque, 280 miles away. The DC-1 had successfully passed the seemingly impossible requirement imposed by Frye. On



LEFT: As orders poured in for the DC-2, Douglas organized a production line to make the most efficient use of their minimal factory floor space. Behind this 1934 DC-2 fuselage assembly line can be seen the line for Army Air Corps parasol winged O-34 observation planes.

BELOW: Ron Fleishman submitted this PR photo by TWA promoting their western service using a DC-3 with the name "Apache Thunderbird". Can you vision the same type promotion by TWA on their 747SP service?

the basis of the impressive performance reports TWA placed an order for 25 of the new transports for \$1,625,000. These models were designated as DC-2s and had 10 feet greater wingspan than the DC-1, and a larger fuselage, capable of holding 14 passengers rather than the original 12 capacity.

The DC-1, of which only one was constructed, continued to perform for Mr. Douglas. The aircraft established a number of speed records and did much to promote the sale of the DC-2. The aircraft eventual was sold by Douglas and after changing hands several times, met its fate in Spain.

The DC-2 gave TWA the edge it needed to attract passengers from the other airlines. Red ink turned to black in a short time. The competition realized that they would also have to make the trip to sunny California and meet with Mr. Douglas.

The most popular transcontinental trip over TWA was that of the SKY MASTER leaving New York a half hour before midnight and landing in Los Angeles late the next afternoon, thus giving the passengers a daylight view of the great Southwest in all its colorful splendor and the marvels of nature which could normally be seen only by spending days of tedious ground-borne travel. Such scenic wonders as the great meteor crater, The Sky City of Acoma, the Painted Desert, the Petrified Forest, the Grand Canyon of Arizona and Boulder nee Hoover Dam were presented to full view from the cabin windows of TWA planes between Albuquerque and Los Angeles. Today, we take this type of travel for granted, but 45 years ago,



it was a memorable experience, and since the DC-2 was not pressurized, and flew at much lower altitudes, far more country could be seen from its passenger windows.

Orders for the new transport piled up. Before long she was the prime mover in the fleets of Eastern Airlines, American Airlines, Pan American, Grace Airways, Western Airlines, Braniff Airways, Northwest Airlines, and she had been sold to foreign carriers such as K.L.M., CLS and Swiss Air Lines. Altogether DC-2s went to the airlines of 12 nations.

At home, there were also orders from the Army Air Corps, and she became both personnel transport and cargo plane for the newly organized air transport squadrons. In one role, at Fort Benning, Georgia, as the C-39, she carried aloft the first U.S. paratroopers.

Altogether, in one version or another, there were 138 of the DC-2s built in Santa Monica.

Douglas, himself, was pleasantly surprised, "I remember early in the program," he reminisces, "I told Frye that I felt we might build fifty of the planes, but that would just about saturate the market. Then, when we passed that mark, I remember telling Raymond, one day, that it looked like we might make 100 of the ships. But, honestly, I couldn't see going beyond that figure."

"Now, looking back, it was never nicer to have been wrong."

One of the first of the new and stronger airline companies to come into being following the Air Mail Act of 1934, was American Airlines, Inc., and outgrowth of the old American Airways. Newly elected president of American was Texas-born Cyrus Rowlett "CR" Smith, who had made a reputation for himself as a leader in the development of air passenger service with Texas Air Transport and Southern Air Transport, doing well as interstate airline operators.

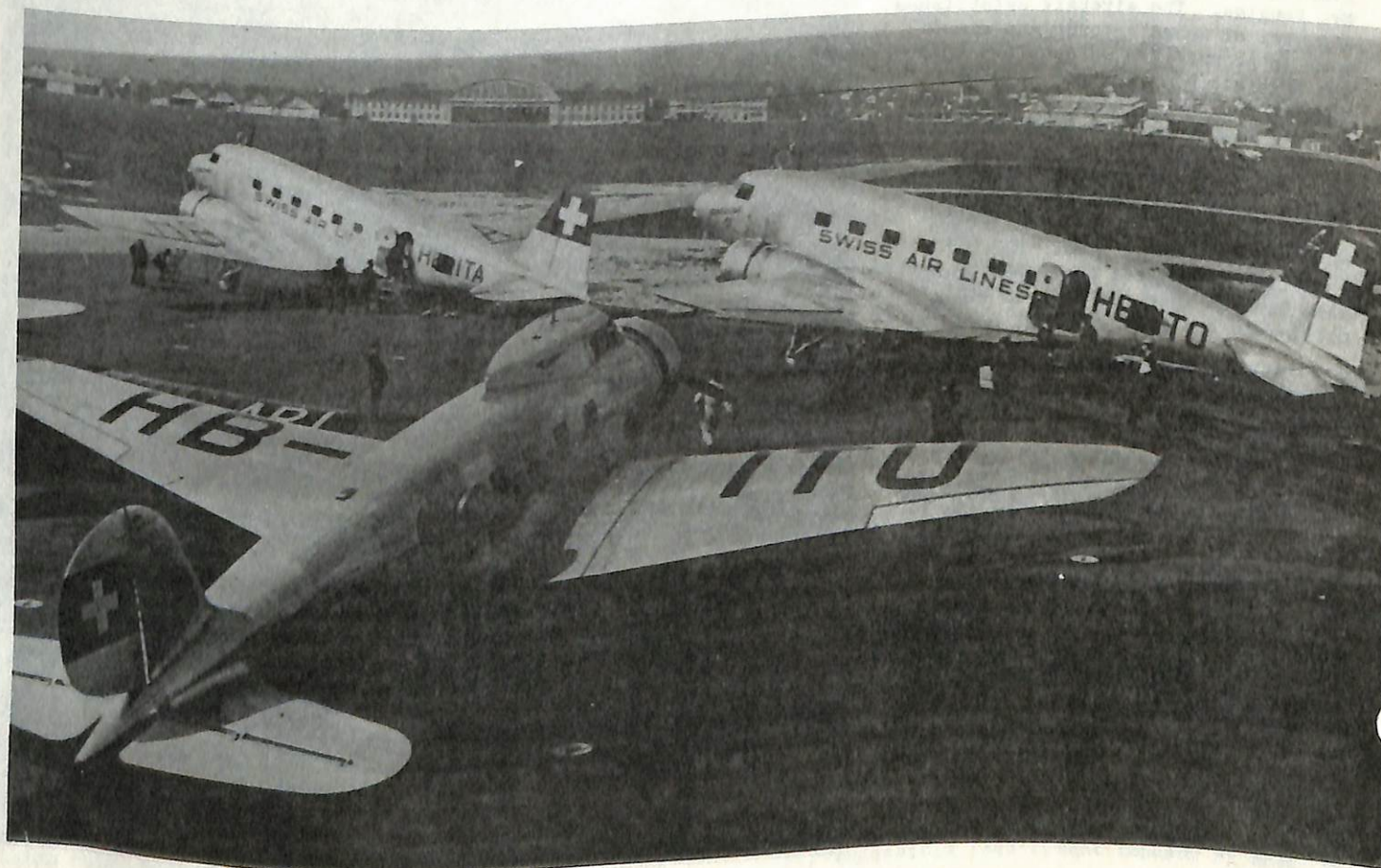
His first act was to fight for a new mail contract and he won. The Post Office Department awarded American a third airway, coast-to-coast across America, the southern route. He was in the ring with the heavyweights---United and TWA. To stay in competition he ordered 15 Douglas DC-2 airliners, and the famous American Airlines' "Flagship Fleet" was born.

Smith knew, however, that offering the same type of equipment as his competitors over a longer, less populated route, wasn't exactly the key to success. Something new was needed.

For Smith the "something new" was a DC-2 sleeper, on the order of the Curtiss Condor biplane still being flown on American routes. Smith reasoned that with a little more wing and a fatter fuselage, the "rubber airplane" could be developed into a sleeper and thereby be one up on the competition, namely United and TWA.

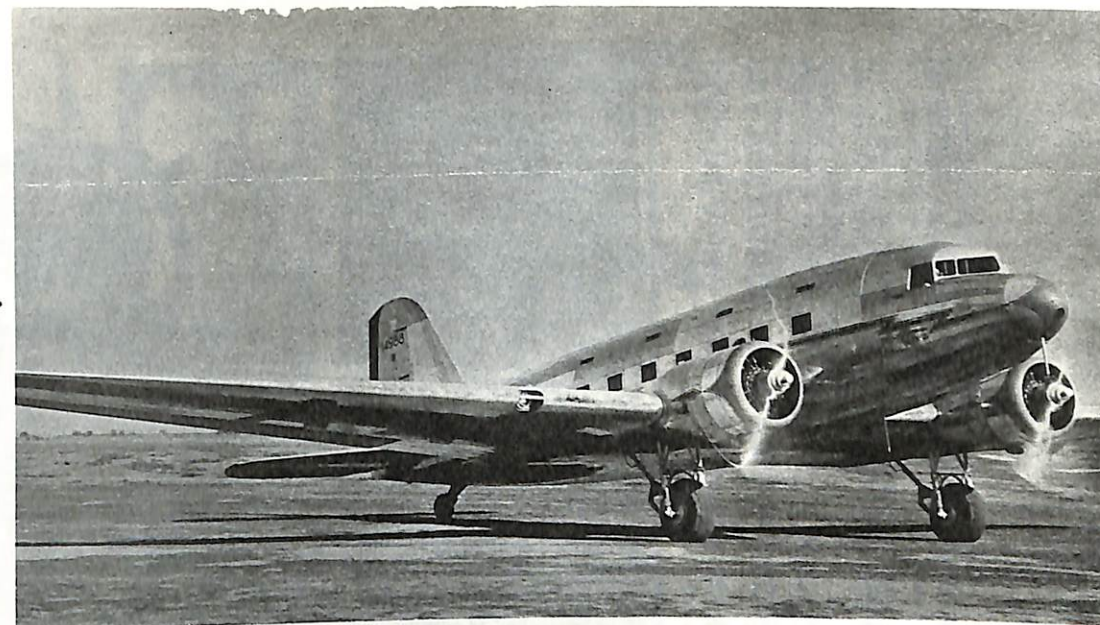
Smith presented the idea to Douglas but found him a little cold to the idea. Douglas explained to Smith that he was having a hard time in keeping up with orders for the DC-2.

BELOW: A number of DC-2s were sold to foreign carriers. Here we see two DC-2s of Swiss Air Lines.



DOUGLAS SLEEPER TRANSPORT

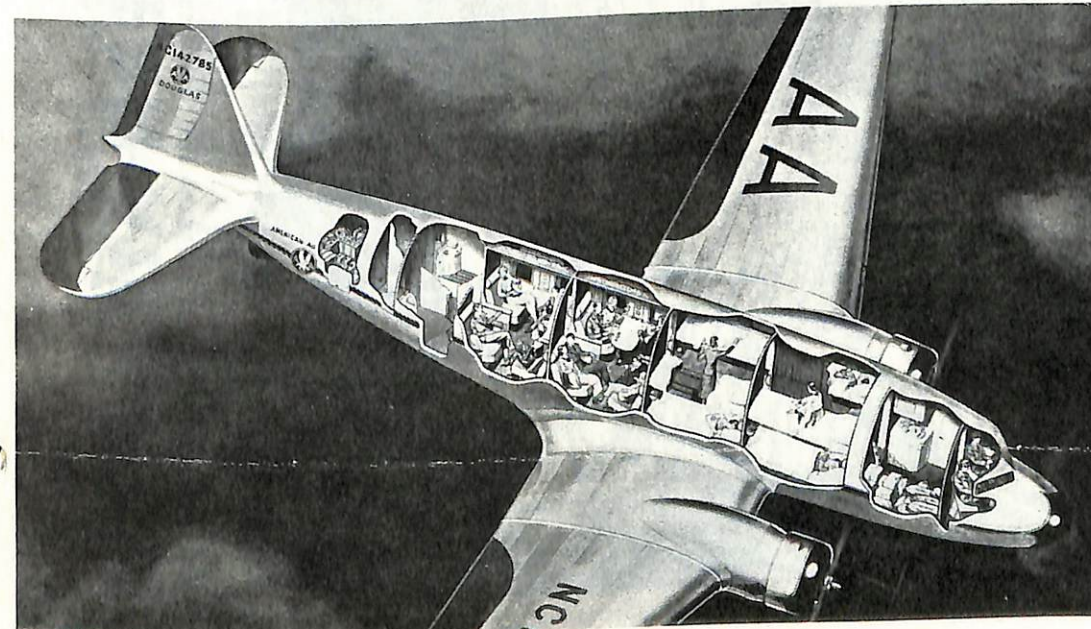
The spacious fuselage and the 95 foot wing are constructed principally of high strength aluminum. The aircraft is equipped with a retractable landing gear of advanced design. Two supercharged engines develop a total of 1860 H.P. With only one engine in operation, the transport can still maintain level flight at 7,300 feet.



Smith was not about to take a no answer from Douglas. He continued to call Douglas long distance to plead his case. Finally CR told Douglas that he would purchase 20 of the aircraft, sight unseen, if Douglas would undertake the offer. Douglas finally gave in. With 400 engineers and draftsmen and 3500 drawings later the finished product was rolled out and made its first flight on December 17, 1935. The aircraft was designated DST which meant Douglas Sleeper Transport.

For her day, the DST was a colossus. In the advertisements of the time travelers were invited to fly on the "giant" Douglas Sleeper. The DST has 14 berths as a Skysleeper in one of three configurations. Another was the 21 passenger dayplane which became the popular DC-3. And there was also a 14-passenger (Skylounge) which had chair-car accommodations, wider, more plush seats, more leg room. Each model set a new high in sheer luxury and comfort aloft for the air traveler.

The new design did everything CR Smith had hoped it would do. It put American ahead of all other airlines in passenger comfort and on-time arrivals. Again the airlines beat a path to



DOUGLAS SLEEPER TRANSPORT

The passenger salon provides sleeping accommodations for sixteen. Each passenger seat in the day time and each berth at night has an individual window, ventilator, reading light, call button and other conveniences. Air ducts in each compartment provide a sufficient flow of warm, pure air to maintain a temperature of 70 degrees when the outside temperature is as low as minus 20 degrees.

sunny California to visit Mr. Douglas.

The DC-3 was just what the airlines had been looking for. Coast to coast flight time was cut to 15 hours eastbound, 17 hours westbound, the simple construction of the aircraft cut down on maintenance cost and mechanics could change an engine, when necessary, in a couple of hours. Its no wonder that her acceptance by the airlines of the time was phenomenal. Even insurance companies took a different look at the safety aspects of flying. For the first time, air travelers could buy \$5,000 worth of trip insurance for 25 cents, the same rate that applied to travel by bus or train or ship.

Air traffic more than doubled in the two years after the opening of the DC-3 service, taking the airlines a long step forward on the road to solvency. CR Smith speaking at a businessmen's gathering in New York City said, "The DC-3 freed the airlines from complete dependence upon government mail pay. It was the first airplane that could make money just by hauling passengers."

Just about every domestic airline was getting on the DC-3 bandwagon. United, Eastern and Braniff all

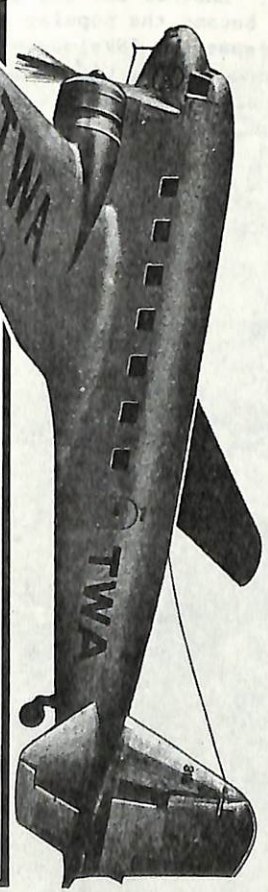
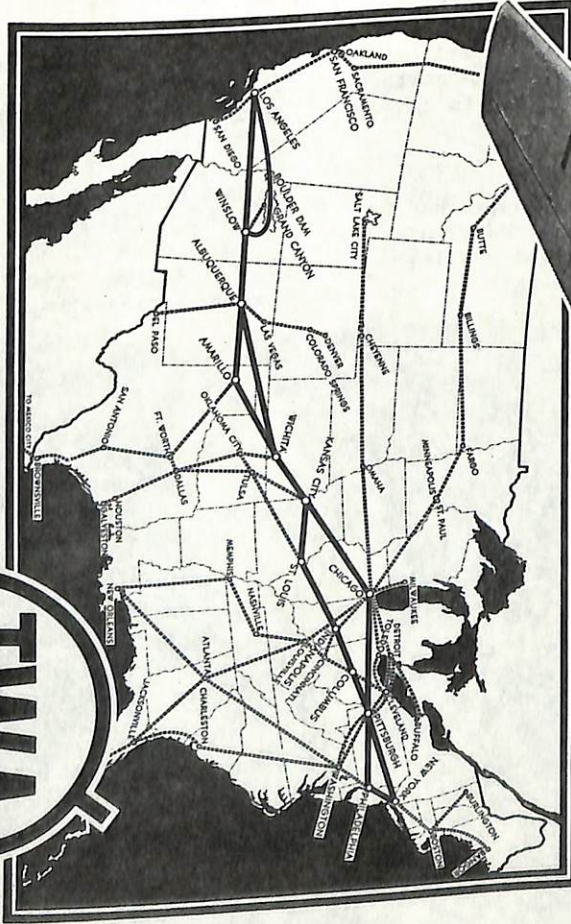


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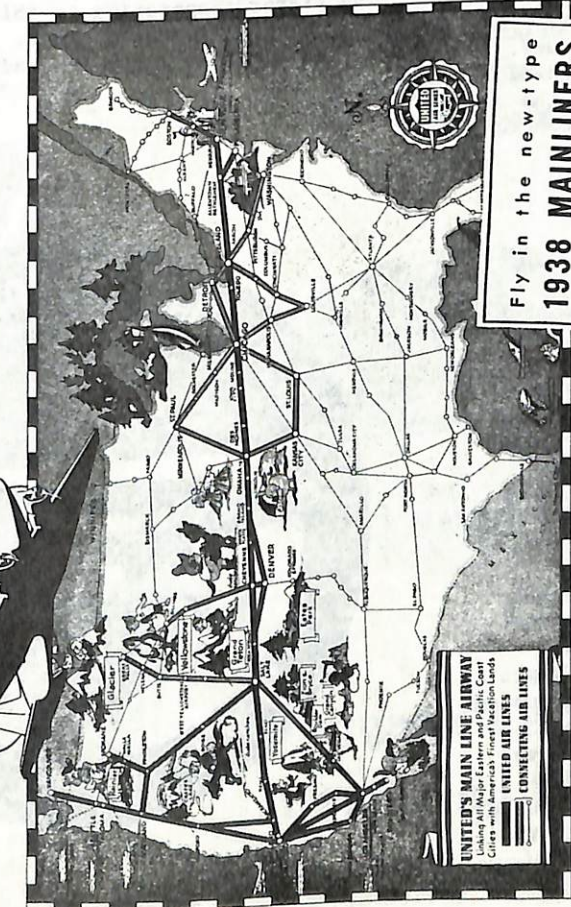
INAUGURATING SERVICE TO THE WORLD'S MOST COLORFUL PLAYGROUND—GRAND CANYON NATIONAL PARK

Again setting the pace in the development of air travel TWA "The Lindbergh Line" is very happy to announce that effective July 20, 1935, service will be offered between Winlow, Arizona, and Grand Canyon National Park through connections with Grand Canyon Airlines, Inc., thus affording an opportunity for transcontinental passengers to view the world's

most majestic spectacle from the ground as well as the air.

An air hostess with long experience in this western playground will be in attendance during the passenger's visit through the Canyon, assuring the visitors of a program of delightful activity and fascinating interest.

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acquired DC-3s. In South America Panagra (Pan American Grace Airways) replaced its slow and noisy Ford Tri-Motors, Panair do Brasil with its large Sikorsky S.42 flying boats reverted to land planes, while the Electras and Lodestars of Linea Aeropostal Venezolana (LAV) disappeared in a huge modernization program. All those the now familiar DC-3.

By 1938 the DC-3 was carrying 95 per cent of all commercial airline traffic in the U.S.A. alone, and was in service with 30 foreign airlines throughout the world. By 1939, 90 per cent of the world's airline business was being flown in DC-3s.

On 13 December, 1941, the DC-3 and its military counterparts, the C-47, C-32, C-33, C-39 and the C-53 went to war. The Douglas aircraft proved that they were not only capable of carrying military brass but could and would carry everything from mess-kits to cannons. As it did in commercial service the DC-3 proved it could take it, but that's another story that we'll cover when we do a history of the Military Air Transport Service.

In the aftermath of the great conflict there was a sudden surge in the use of air transport. Airlines saw and realized a tremendous up-surge in traffic. More and more persons were taking to the airliner as a preferred means of travel over the Greyhound Bus, the railroad and other modes of transportation except the automobile. There was definite need for a new, improved, short-haul airliner to replace the DC-3. Some said it couldn't be done.

Douglas tried twice--and failed both times!

The first attempt was the so-called "Super DC-3." In principle, the idea was quite simple: Take the original DC-3 and puff it up a little bit, bigger fuselage, more wing, more horsepower. As it turned out, according to M.K. Oleson, chief engineer on the Super DC-3 project, with all the improvements the airplane emerged sixty per cent all new airplane..

It was true, the "Grand Old Lady of the Skies" was all gussied up and ready to go to the ball. Fate, or, perhaps it was progress, destined her to be a wallflower. Despite the fact that she could carry ten more passengers than the 21 passenger DC-3, and was almost 50 mph faster at cruise speeds, the Super Three simply didn't sell to the airlines. Only three of the planes were sold to one carrier, Capital Airlines. The Navy purchased 100 of the Super Three modified and designated as the R4D-8. It was the end of production for the Douglas Commercial Three. After two decades of turning out the DC-3 in numerous versions, Douglas shut down the line.

The second failure by Douglas to replace the DC-3 was the building of the DC-5. The Five "sort of looked like a DC-3" only it had a high wing design, which may have been its main fault. There were only twelve built. One was sold to W.E. Boeing as his personal aircraft. Four of the aircraft went to K.L.M. and the remainder to the U.S. Navy and Marine Corps. It was the end of an era for the Douglas Company. They would not work on another twin-engine aircraft until the DC-9 was put on the drawing boards.

Over the years, many aircraft manufacturers have claimed that their aircraft was the one that replaced the DC-3. I will have to disagree with all of them. Replacing the DC-3 is like someone trying to replace the wheel--it will never happen. How can they claim they have replaced the Three when there are still as many flying today, in various type services as there are types that have supposedly replaced it! If you replace something it means that the original item is done away with. The DC-3 has not been done away with. It is still being utilized not only in this country, but just about every country in the world. When the last DC-3 is scrapped, then and only then will it be "replaced" and then by several different types of aircraft because one type will never fulfill all the jobs that the DC-3 accomplished in its lifetime. I rest my case.

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The pictures appearing in this article came from a number of different sources. Fred Erdman, Ray Mattox, McDonnell Douglas and others.



USN-181



UST-42



USA-50



USU-45



USA-169



Baggage Labels
Depicting DC-3's



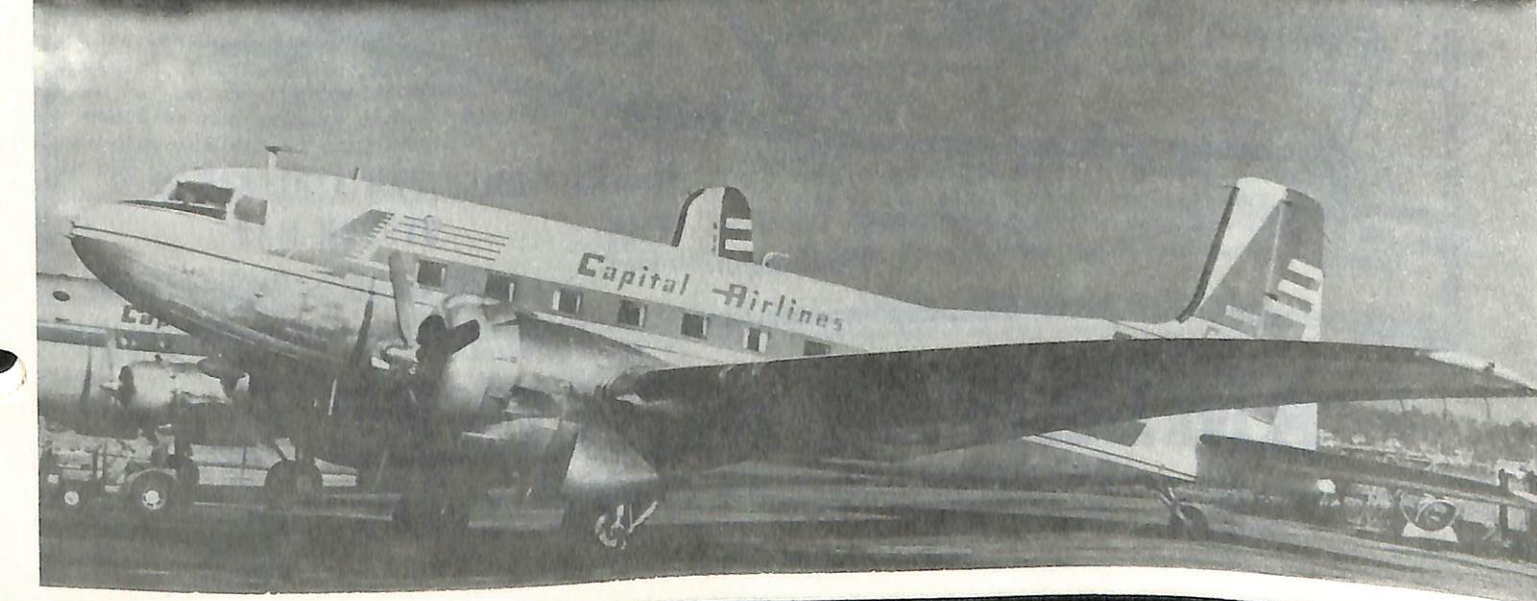
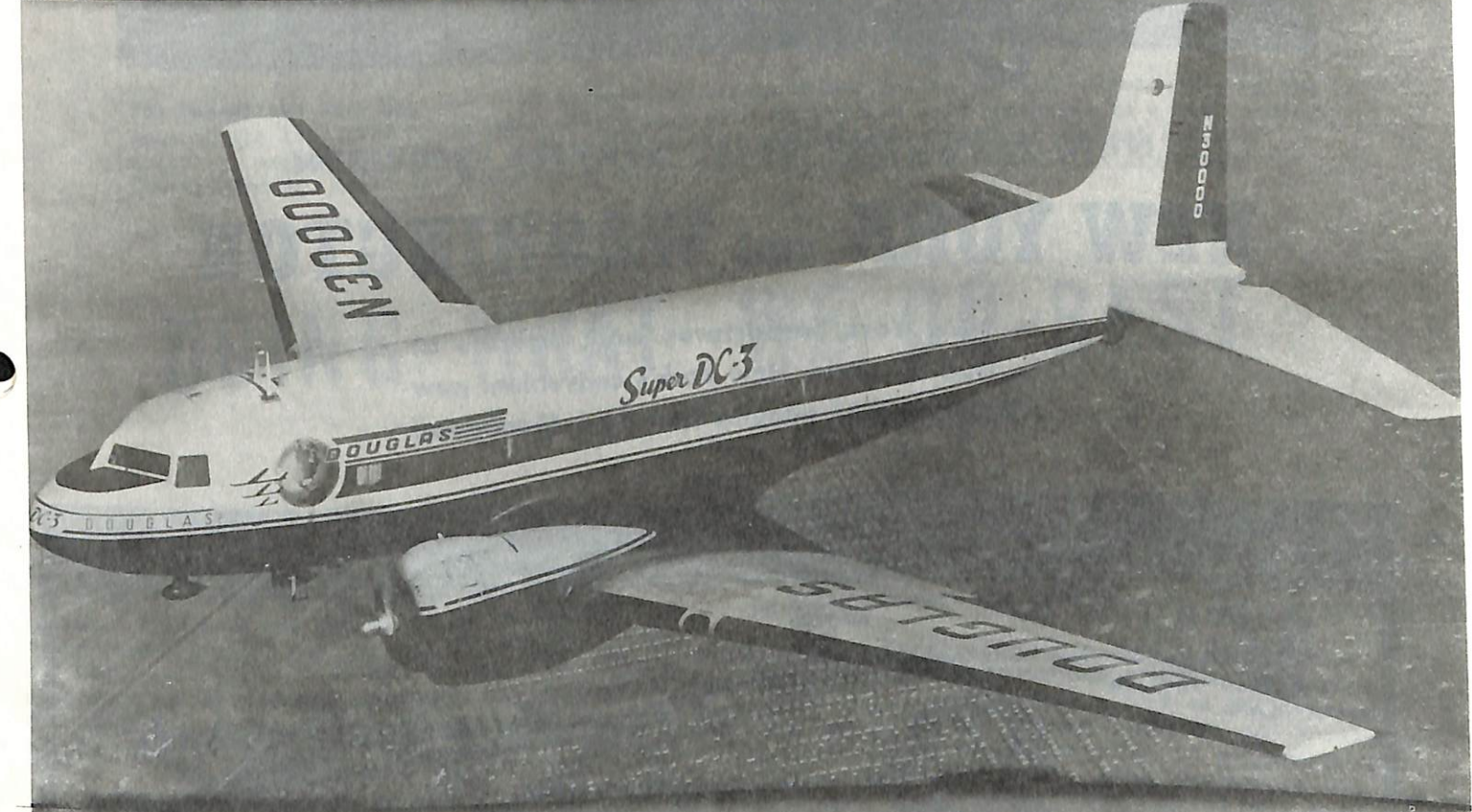
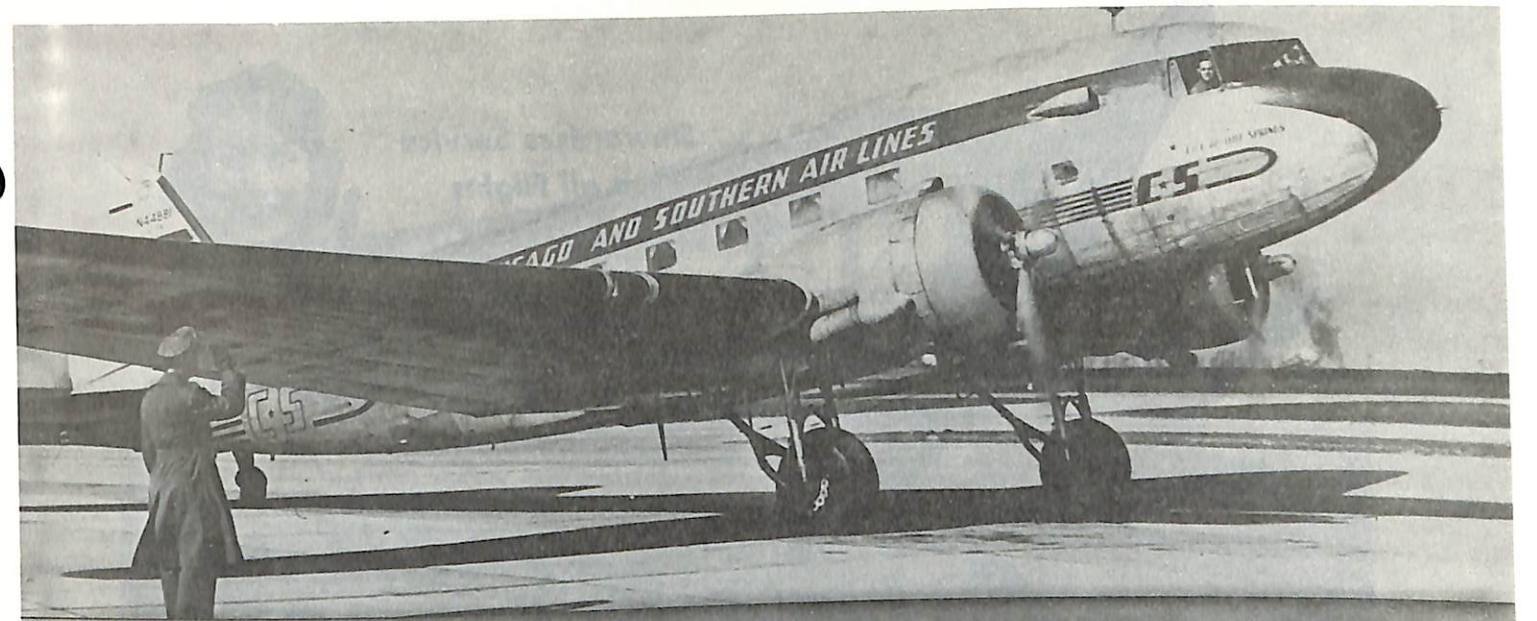
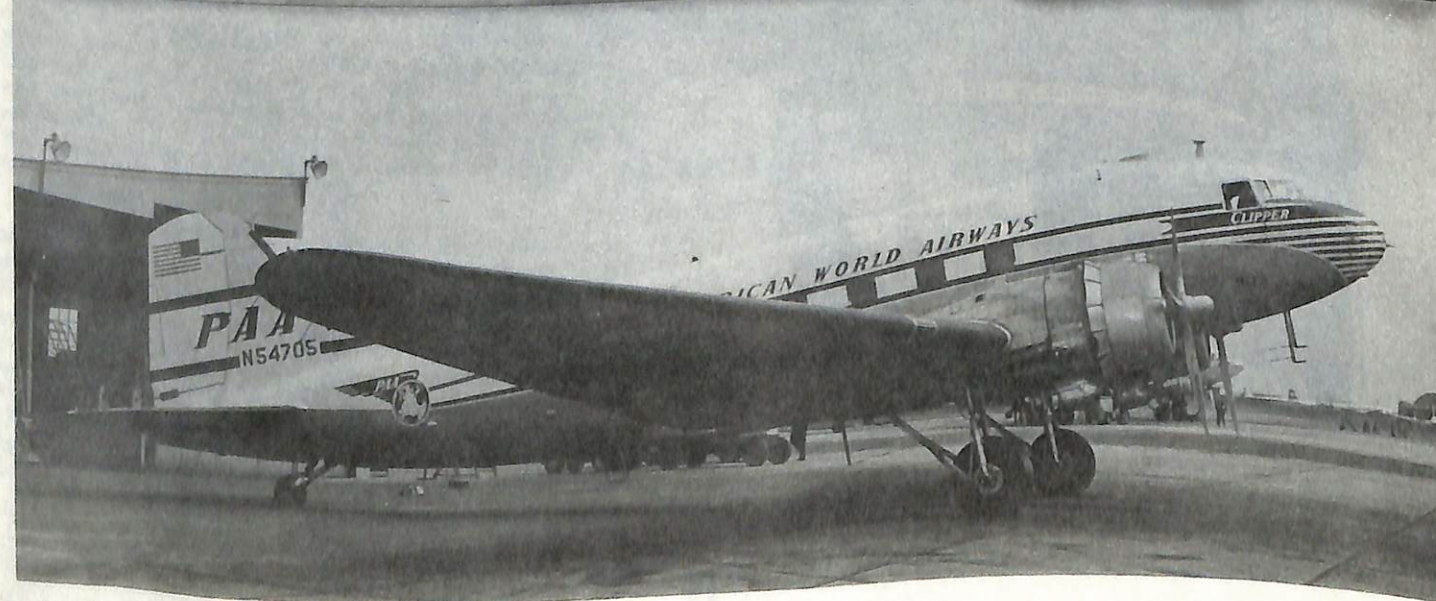
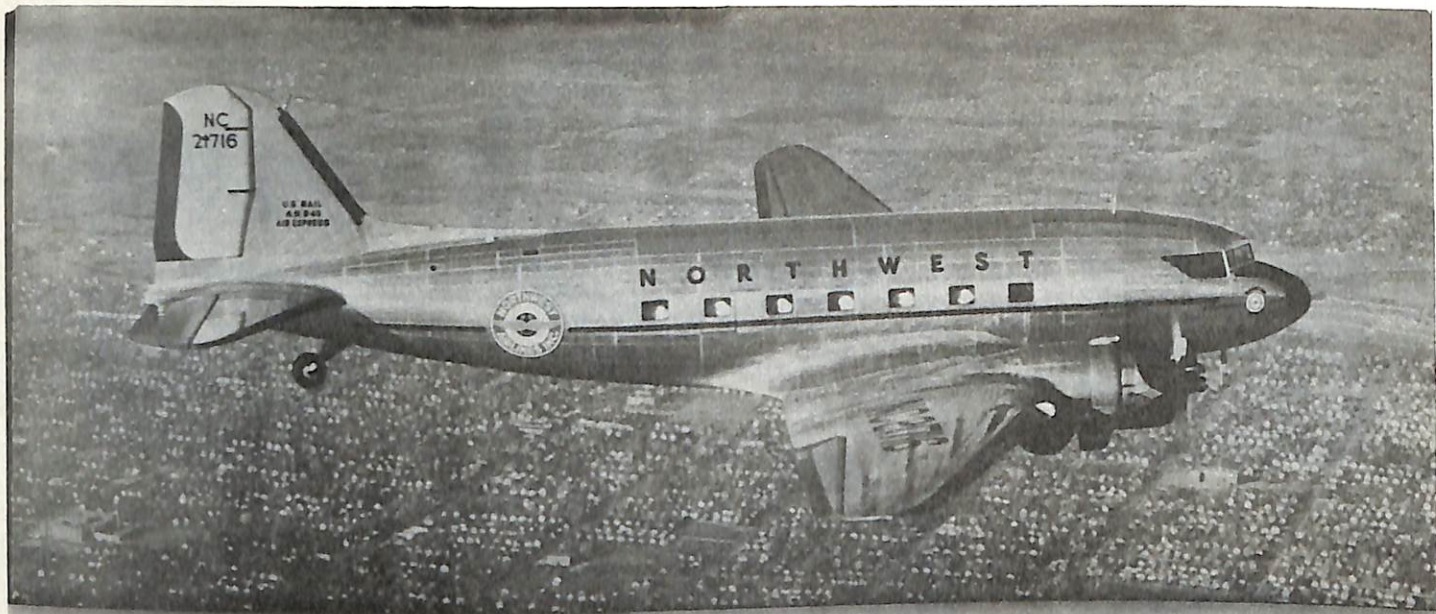
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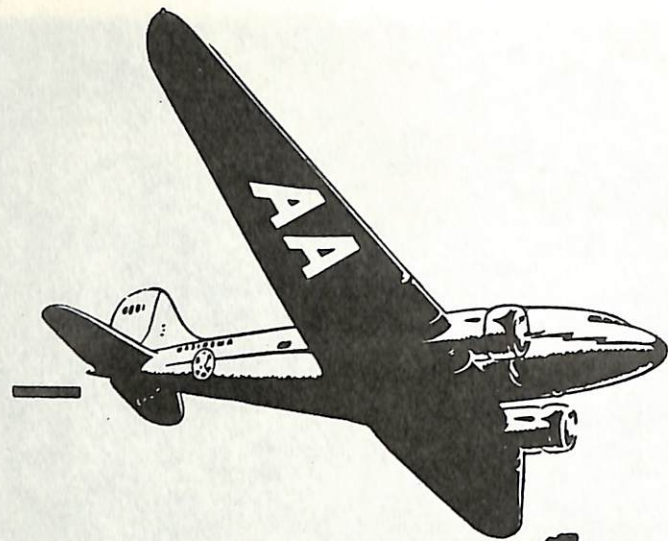


USA-177



CA-44





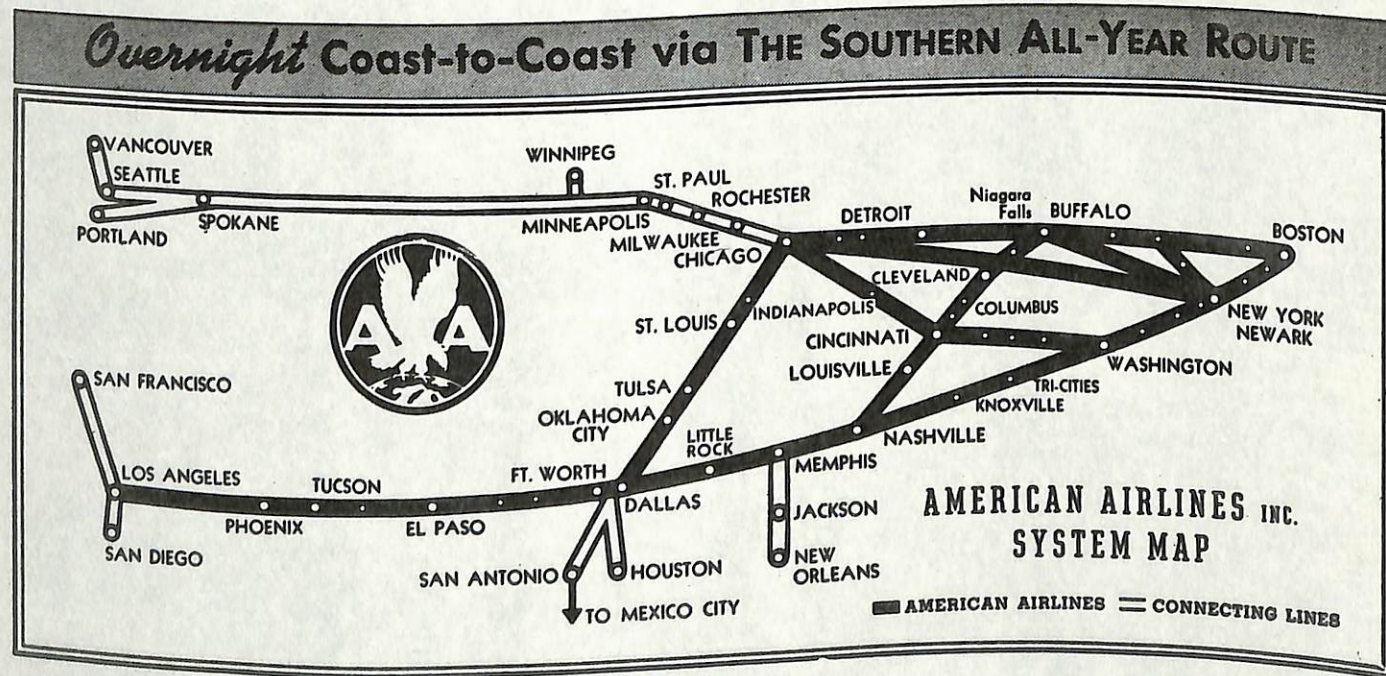
Stewardess Service
on all Flights



Go American

NEW FREQUENT DAILY SERVICE BETWEEN NEW YORK and WASHINGTON

In New York, departures and arrivals at
La Guardia Field, New York's convenient new
Airport only 35 minutes from Mid-Manhattan



AMERICAN AIRLINES Inc.

ROUTE OF THE FLAGSHIPS



The DeHavilland DH-4 had been a WW I two-place attack bomber and observation plane. Flying the mail in the late 1920's, it had a single seat with the forward seat converted to a mail compartment. It was in this type of plane that Charles Lindbergh flew the first airmail between Chicago and St. Louis for Robertson Aircraft Corp., a predecessor of American Airlines.

DOING WHAT WE DO BEST

by
RAY MATTOX

In the beginning the colors were maroon and silver. The aircraft were DH-4 DeHavillands and the Chief Pilot was Charles Lindbergh. He had selected Phil Love and Tom Nelson as his assistants on CAM-2 which was the mail run between St. Louis and Chicago. At 0550 on April 15, 1926, Robertson Aircraft Corporation launched what was to become the leader of domestic air transportation between mid-1930 and mid-1960.

"America's Leading Airline" was the corporate theme and it was by that yardstick that all other carriers measured their own progress. Many men had vision, fortitude and gut feeling that the nation was on the threshold of a service that one day would be the primary mode of transportation. There were leaders in each company, but there was only one Cyrus Rowlett Smith. Mr. C. R. was a people's man and "American" was his airline and life.

Between 1926 and 1930 the ancestry of American Airways was developed by the forming of AVCO (Aviation Corporation) from the network of small airlines. Colonial, Gulf Coast, Robertson, Embry Riddle, Universal and Interstate Texas were some of the carriers that were part of AVCO.

American Airways acquired Standard Airlines from Western Air Express in 1930 and immediately offered a transcontinental route. In 1931 a 32 hour coast to coast schedule was offered using Ford Tri-Motors.

The name Errett Lobran Cord is most often associated with the Cord automobile. The man was one of the financial "Wonder Boys of Wall Street." Cord was in and out of many ventures, and holding controlling interest in a number of companies, including Century Airlines. As an example of his holdings, the Vultee V-1A was created by a Cord subsidiary and became the last single engine aircraft to serve American Airlines. This plane could cruise in excess of 200 mph while carrying eight passengers.

The Directors of AVCO purchased the Century conglomerate with Cord receiving a seat on the Board. In 1932 Cord controlled AVCO and he moved the Company headquarters from New York to Chicago. In 1934 he appointed Mr. C. R. Smith President.

In May of 1934 American introduced sleeper service between Los Angeles and Dallas. This came about through meetings between Smith and Ralph Damon, who was President of Curtiss-Wright of St. Louis. American ordered six of the Curtiss



AMERICAN AIRLINES

America's Leading Airline



Condor sleepers. As a "dayplane" the aircraft could seat 15 and as a sleeper could handle 12. Later Smith purchased one additional "dayplane" to give American a total of seven of these aircraft that had the model number AT-32A. This was the last fabric covered biplane to be built for commercial operation in the U.S.

In 1933 American Airways offered fast, direct trans-lake service between Detroit and Cleveland using a Sikorsky Amphibian. The trip could be made in 55 minutes with the aircraft carrying nine passengers and a crew of two.

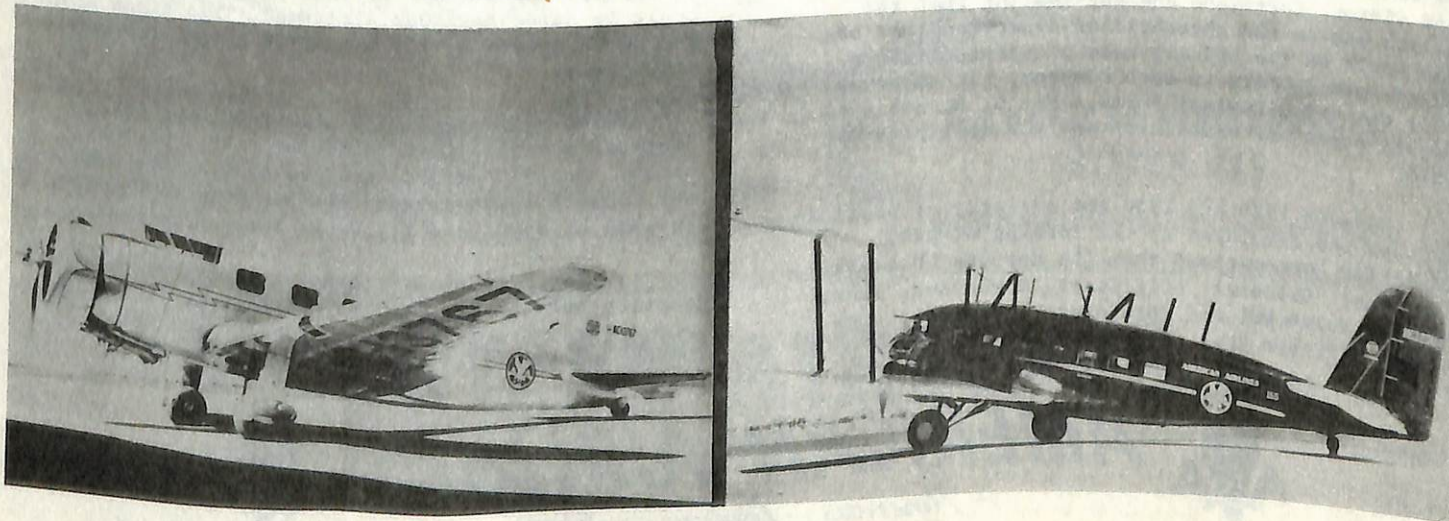
The DC-2 was placed in service on December 2, 1934. This aircraft incorporated many new innovations that had recently been developed. According to C.R. Smith, however, the airplane had one major drawback--it only seated 14 passengers. Smith proposed to Douglas that the aircraft be widened, stretched and the horsepower be increased. Douglas was having a hard enough time filling all the orders for the DC-2 without taking on another design. In the long run Smith's prodding won out and Douglas developed the DC-2 into a new aircraft designated the DC-3--and thus began the great "American Love Affair."

The first DST (Douglas Sleeper Transport) and a variation of the DC-3, was delivered to American on June 8, 1936. Initially Smith ordered 10 of the aircraft but later upped this total to 37. Finally an airliner had been developed which would allow operators to use black ink instead of red.

The DST/DC-3 was the most luxurious airliner of the time. For the businessman there was even a portable typewriter carried for those last minute letters that had to be taken care of. Everything was provided for the traveler who chose to fly on the DST. Today Japan Air Lines is trying to bring back some of those glorious days as they offer sleeper service on some of their Boeing 747's.

From an operational standpoint, a new approach to the problem of ice forming on the leading edges of wings and tail surfaces had been devised. Rubber de-icer boots, placed along these surfaces, could be expanded by air during flight, thus cracking and removing any ice that had formed. Since American operated mainly South and West, they elected to remove these devices in May and replace them again in October, with the exception of a few aircraft

BELOW: The last single-engined aircraft to be flown by American was the Vultee V-1A



assigned to permanent Northern operations. The removal of the de-icer equipment allowed the aircraft to increase its speed. This is why some pictures of American DC-3's you see some aircraft with de-icers and some without.

During the early days of DC-3 service, the various airlines operating the aircraft tried to out do each other in promoting their service. American was able to offer "Exclusive Connecting Airline Service to the Air Ship Hindenburg." American DC-3's would meet the giant air ship at Lakehurst and then proceed to carry her passengers on across the United States, in sleeper comfort.

In the spring of 1942, American Airlines went to war. The "Flagship Fleet" was reduced from 79 aircraft to 41. Even C. R. traded his business suit for a set of "OD's" and the wings of a Colonel. He was to become Executive Officer of the Ferrying Command which later became known as the Air Transport Command. Along with C. R. went an additional 1900 American employees.

During the period 1942 through 1944 records were set that only a couple of years before would have seemed totally impossible. It was an AA pilot on military leave that sat in the seat of the lead transport plane which spearheaded the invasion of France. Many of the stewardesses joined the Air Evacuation Unit of Army nurses. The first woman on Guadalcanal was a former AA stewardess.

Even with its fleet reduced, the Company expanded its regular commercial service to carry record numbers of passengers and cargo. Mechanics worked harder to keep the planes in the air more hours per day. Pilots hours were increased from 85 to 100 per month. Mail, express and passenger figures leaped to unprecedented heights.

At LaGuardia AA trained 1018 AAF mechanics. Additional schools were established in Chicago and Burbank. Six hundred pilots were given transition cross-country type airline training in transport planes. In Ft. Worth, AA turned out 1300 Naval air transport pilots. AA trained its own crews to fly and maintain the Douglas C-54's (DC-4's) and the big Consolidated C-87's, which was the cargo version of the B-24 bomber.

American, Pan Am, United, T.W.A., Braniff, Eastern and all the other scheduled carriers did
BELOW: The Curtiss-Wright Condor model AT-32A of which American had seven in service.

more than their share to assist the war effort. It is said that the war advanced aviation in the U.S. by some 10 to 15 years. It well may have. From the war effort came new aircraft and new technology that under "normal" conditions may have taken years to develop. But for the airlines, the war ended and it was back to competition with one another. The race was on once more to obtain the best aircraft and the best routes and forget about the last four years.

In the spring of 1946, American placed into service the Douglas DC-4. Initially this order had been placed in 1940 for a 1942 delivery. A total of 49 DC-4's were used in scheduled service by American, of which 20 were front-end loaders and the rest either rear-end loaders or freighters. It was also during this period that the C-47's were making the transition from OD back to being shining DC-3 "Flagships."

In April of 1947, AA placed into service the new DC-6. While having the lines of the DC-4, that was about the only thing the two aircraft had in common. The DC-6 held 10 additional tons, flew 50 mph faster, and carried 58 passengers all in pressurized comfort. American placed 50 of these aircraft in service.

The time had come for the Grand Old Lady (DC-3) to be turned out to the pastures of local carriers and feeder airlines. To pick up where the Three left off American purchased 75 Convair 240's. These aircraft were used to serve cities east of a line from Chicago to Dallas. The only time they were on the west coast was when they were leaving the factory or on a charter flight.

With experience, gained from the war, the potential of the air cargo market had been realized. It is of historical note that the first central air cargo hub operation of consequence in this country was inaugurated in 1946 by American Airlines. A contract air cargo division was established at Rosecrans Field at St. Joseph, Missouri with a fleet of cargo DC-4's operating from June 1946 for a period of 12 months. Starting out with a fleet of



ABOVE: The Convair 240 that American purchased to use on the routes that the DC-3 had formerly flown is pictured in this American post card (T-152C).



ABOVE: Over the years American has produced a number of very nice post cards featuring their aircraft. The message on the reverse of this card (T-151A) reads: There's no substitute for speed when you're in a hurry.

six DC-4's it soon increased to a fleet of nine. American operated out of St. Joe to most of the major cities of the U.S. and on to points overseas in Europe, South America and Asia. The fleet operated on an all-cargo full plane-load basis.

The site at St. Joseph, Missouri was dictated by planning to be as close to the geographic center of the U.S.A. as possible, and to also provide a mid-continent refueling stop to allow coast to coast operations of the DC-4. Today we see the success of this concept being employed by Federal Express. Question--Was American Airlines just thirty years too early? Or should they have had the courage of their original convictions and stuck with the hub concept?

Another interesting chapter in the annals of American Airlines was AOA (American Overseas Airline). Back in 1937, American Export Lines, Inc. began survey flights in order to log weather and navigation aids. Its first aircraft was ordered in 1938, a 15-ton Consolidated Model 28 Flying Boat (PBY-4). The routes to be flown were selected to supplement the services of the steamship line.

The first non-stop transatlantic commercial flight was made in June, 1942, using the new Vought-Sikorsky VS-44 Flying Boats. These four engine aircraft could carry 40 passengers with a range of 3,000 miles. A new commercial record from New York to Europe of 14½ hours was established along with other "firsts" including trained nurse-stewardess service on all flights and cooked full-course meals aloft.

Following the war, American Export Lines was required to give up their "airline" and American took over the service. In October of 1945 fifteen Douglas C-54's replaced the VS-44's. Two DC-3's were used between Stockholm, Helsinki and Frankfurt. The AOA Flagships all carried the same colors as those of their sister ships; an orange lightning bolt along the silver fuselage. On September 28th, 1945 AEA Directors voted to change the Company name to American Overseas Airways.

The spring of 1946 brought the first of the Lockheed Model 049 Connies on line. With this aircraft AOA offered its famous "Mercury Service." AOA was setting a standard of safety and luxury on the North Atlantic with more than 15,000 crossings since the early days of the PBY's.

On August 17, 1949, American began service on its AOA routes with the Boeing 377 Stratocruiser. This aircraft was the 747 of its day. Eight of these giant aircraft were purchased by American and were finally sold to Pan Am in September of 1950 when AOA went out of business. Pan Am purchased all routes and equipment for \$17 million.

There are many common threads which run through Mr. C. R.'s airline, but none were closer to his heart than his love for shinning silver airplanes, trimmed in international orange and bonnet blue. During a scheduled visit to Tulsa's maintenance overhaul facility in the 1950's his loyalty to these colors were tested. As usual the slide rule boys of the marketing department were looking for new ideas with BIG impact. While standing on the Tulsa ramp discussing facilities expansion, a DC-6 was rolled out all painted up in nice light and dark blues. C.R. took one look at it and said, "Get that airplane back into it's original colors and fire the S.O.B. who's idea it was!"

Another common Mr. C.R. story took place in Memphis during the thirties. The agent was pre-occupied with a non-business telephone call while a passenger inquired about a flight departing the city. Mr. Smith looked up the desired information for the passenger along with answering other questions. After concluding the telephone conversation the agent inquired about C.R.'s experience and asked, "Do you work for the airline?" Mr. Smith replied, "Yes, I do--but you don't!"

In December of 1951, AA placed an order for 25 Douglas DC-7s which were needed to compete against TWA's L1049 Super Connies. Two years later, on November 29, 1953, this new DC-7 service offered, for the first time, non-stop service coast-to-coast in less than 8 hours. During this period American



ABOVE: An AOA Boeing 377 Stratocruiser which was used on the European routes is pictured above. This is a post card produced by Aviation World. (N90941 c/n 15957)

offered air routes of 10,000 miles, serving 77 cities with 195 modern aircraft.

The year 1953 would be the last time American would introduce a piston aircraft into service. The DC-6B proved to be the most successful of all the Douglas series from the DC-4 through the DC-7. This was due mainly to its lower operating cost and the reliable R-2800 Pratt & Whitney engines.

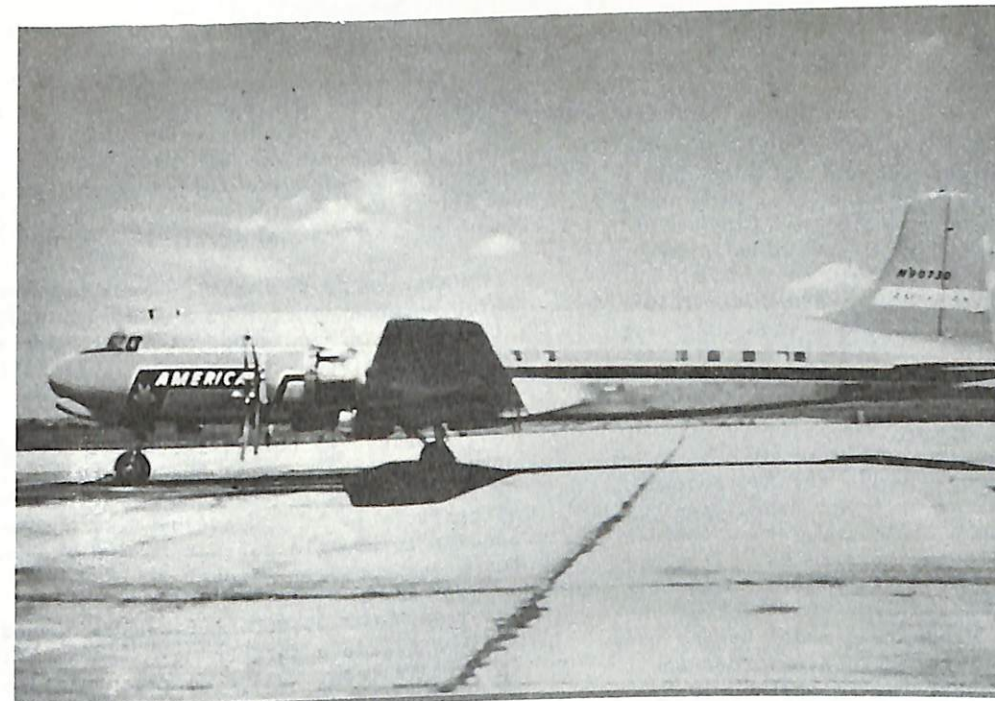
On the west coast much was taking place in the design and lay-out rooms of Lockheed and Boeing. Up until now there had not been a 400 mph airplane. The DC-7 cruised at 365 mph but that had been the limit. The men at Burbank, with their L-188 Electra design and turbo-prop jet engines would soon offer a plane that, for the first time in aviation history, provide power beyond the normal operating needs of the aircraft. American placed an order for 35 of the L-188's which entered service in January of 1959.

Futher north at Seattle, a basic design called the Dash 80 (707 prototype) was taking shape. This aircraft, when eventually placed in airline service, would provide luxurious coast-to-coast travel in 4½ hours, carrying 100 passengers at nearly 600 mph. American received an initial order of 25 of these aircraft and began service with it on January 25, 1959. Later on these aircraft would be up-graded with new turbofans which offered more power, less fuel consumption and cleaner air due to the elimination of the water kits.

And additional order was placed with Boeing, but this was for the model 720. This was a variation of the basic 707 design and was used to meet the needs of a shorter haul market. The 720 proved too large to really capture the market waiting to be tapped in the smaller population areas. The engineers at Boeing went back to the drawing board and came up with a new design using a cluster of three jet engines on the rear of the aircraft. The Boeing people had observe Haviland aircraft. Boeing used the proven fuselage design of the 707, added a "T" tail and produced the most popular jetliner of the 1970's. This was, of cours, the 727.



ABOVE: American Airlines has operated a total of 56 of this version of the 707 along with the 720 model and the larger 707 Intercontinental. This is another Aviation World post card.



ABOVE: This picture shows the color scheme that the marketing boys had devised to "surprise" C. R. Smith with. Surprise him they did, and it also cost one of them their job! This picture is probably the only one of its kind. The original belongs to Mr. Paul Kent at the American Airlines Museum located in the terminal building at Tulsa, Ok. Be sure to visit the Museum if you are ever in Tulsa and you will be pleasantly surprised. My favorite item is the large model of the Trans Carib DC-8--just super.

BELOW: The advertising card you see below came out of a American Airlines "seat packet" from 1960. Please note the price for the Revell Electra. \$1.00! For \$5.00 you could get one completely finished. This offer was also good for a model of the 707, for the same price. If we only knew then what we know now! The seat packet in which this card was contained was sent in by Club member Bill Demarest who found it at a flea market. The packet also contained a very nice American route map and a offer to purchase an American Airlines new jet-flight bag for only \$2.00. In my collection of American Airlines memorabilia I have two additional packets, one from 1959 and the other from 1950.

P. Collins

**POWER
SPEED
COMFORT**




Business Reply Card Details
Skyway Models • Dept. AA
P.O. Box 66396
Los Angeles 66, California

See Other Side For
AMERICAN AIRLINES 707 JET FLAGSHIP

"Exciting Souvenir Of Your Flight"



**JET-POWERED
ELECTRA FLAGSHIP**

ONLY \$100 PREPAID

Completely assembled \$5.00 prepaid

The Electra, perfect partner for the 707, has been scaled from official blueprints. Designed with full window detail, engraved control surfaces, moveable props, loading doors, 11½" wingspan, colorful decals, and complete with handsome swivel base permitting flexible mounting in various positions.

Revell
AUTHENTIC KIT
Easy To Assemble— Lots Of Fun

Fill out coupon on other side and mail in envelope. Enclose Check, Cash or Money Order. (\$1.00 Extra for Mailing Outside U.S.A.)

This aircraft entered service with American on April 12, 1964. The -223 series, which provided an increase from 118 seat to 139, entered service in the spring of 1968.

Not too long after the introduction of the L-188 Electra, a replacement was being sought to serve the short-haul market with a pure jet. The British Aircraft Corporation had produced a twin-engine aircraft having retractable steps, it's own APU equipment and could carry 75 passengers at a cruise speed of 540 mph. This aircraft was the BAC 1-11 and American initially placed an order for 15 but later increased this order to 30. Service began on March 6, 1966.

Convair, of San Diego, had built 65 CV-880 passenger jets, trying to grab some of the market from Douglas and Boeing. While the 880 design was not as successful as they had hoped, the engineers believed they could improve on the design and attract additional customers. This new version, called the CV 600, intrigued American with its claims of greater speed and shorter operating room. The production model became known as the CV 990 and American placed an order for 25 with options for additional aircraft. Only 20 of these aircraft were received by AA because the plane did not live up to the promises that the Convair engineers had made. A modification program produced the CV 990A which was put into service by American in March of 1962.

Many attempts were made through the years of post war expansion to merge with other carriers. Included in the talks to merge were Eastern, Western, Continental and a few others. Trans Caribbean (TCA) needed financial support in 1968 and 1969. American provided this support during this period and with Presidential approval, took over TCA operations during the winter of 1970/71.

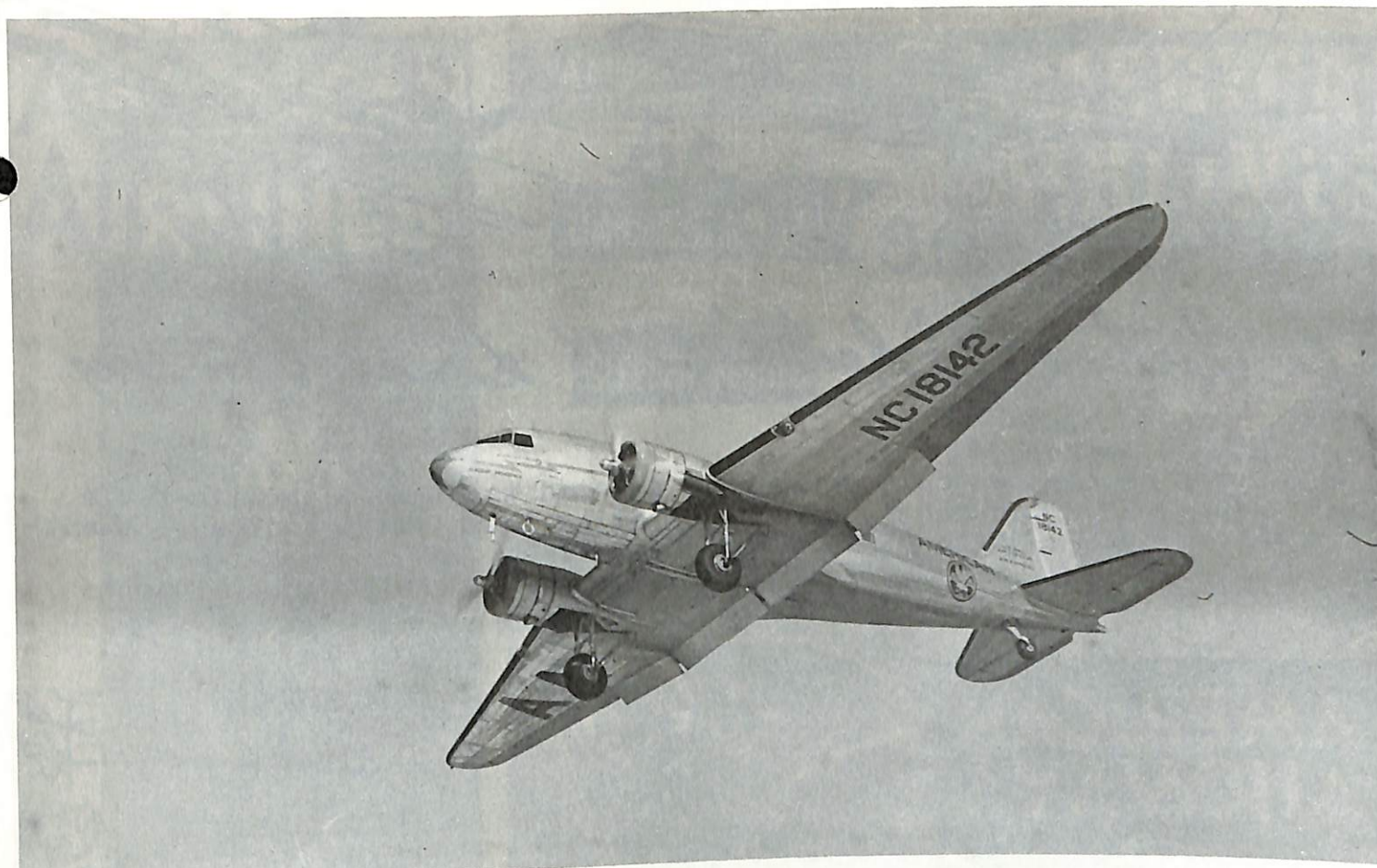
In the early 1970's, American began service with the Boeing 747. Boeing had engaged in the most exhaustive testing program ever devised by an airplane manufacturer to develop the safest aircraft to be produced. American began service, with a leased aircraft from Pan Am, on March 2, 1970. Later 747 freighter service was introduced which provided lift capabilities never dreamed of, especially back in 1946 when AA started their "hub" cargo operation.

American's second wide body jet was the DC-10 which entered service on August 5, 1971. The DC-10 offered the close-in operation to some airports that was not available to the 747. This aircraft is still the main "big" jet of American's fleet.

American is now awaiting the second generation of the wide bodies. AA has placed an order for 30 of the Boeing 767 with an option on 20 more. This aircraft is to be powered by G.E.'s CF6-80. It will provide twin-aisle service to 200 passengers after being delivered in October of 1982.


Today over 35,000 American employees work to make your trip a safe and pleasant experience. As the slogan goes: "We're American Airlines, Doing What We Do Best" and that's run an airline!

The author wishes to express appreciation to American Airlines for publication of various articles over the years. He also wishes to thank R.E.G. Davies, J. Roger Bentley and Robert Fabris.



THE AIRCRAFT THAT MADE THE "FLAGSHIP FLEET" FAMOUS. THE DOUGLASS DC-3, THE FORD TRI-MOTOR, AND BOEING 727.





Around the World Of Airline Schedules

By
George Carley

The entire schedule article is devoted to timetables with route maps and advertisements therein depicting the history and development of Dallas/Fort Worth-based American Airlines, Inc.

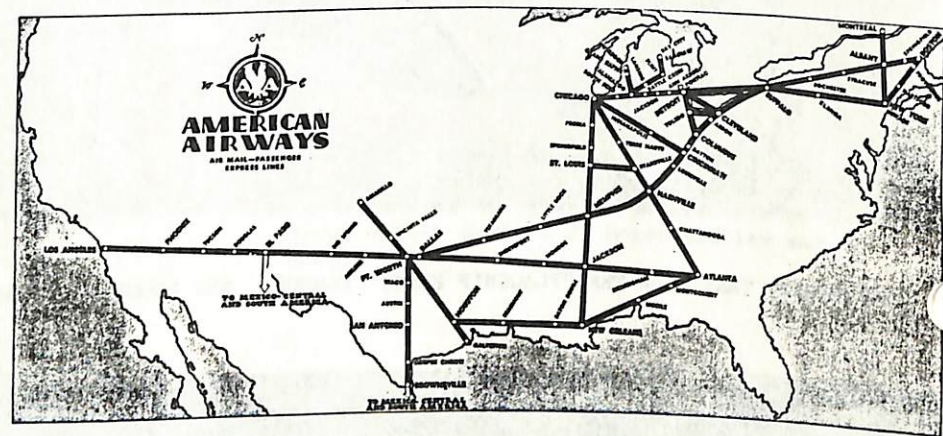


AMERICAN AIRWAYS
TIME TABLES

Coast to Coast
Canada to Mexico

PASSENGERS
MAIL EXPRESS

COVER OF THIS AUGUST 6, 1933, TIMETABLE SHOWS FORD 5-AT-C TRIMOTOR AND AMERICAN LOGO WITH EAGLE PERCHED ON GLOBE.



SYSTEM MAP OF AMERICAN AIRWAYS IN THE SUMMER OF 1933 SHOWING THE AIRLINE'S ROUTE STRUCTURE PRIOR TO THE AIR MAIL CONTRACT DISPUTES OF 1934.



ROUTES OF AMERICAN AIRLINES, INC., AS OF APRIL 1, 1936.

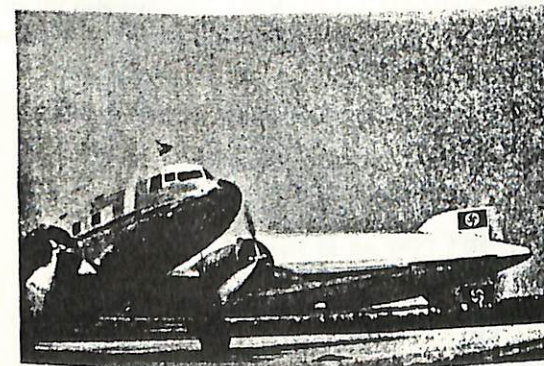
AMERICAN AIRLINES



SYSTEM TIME TABLES

OCT. 1
1934

AMERICAN AIRWAYS BECAME AMERICAN AIRLINES, INC., AFTER THE AIR MAIL DISPUTES OF 1934 IN ORDER TO QUALIFY FOR NEW AIR MAIL CONTRACTS.



AMERICAN PROVIDED CONNECTING SERVICE WITH THE HINDENBURG ZEPPELIN IN 1936 AND WAS TO HAVE HAD THIS SERVICE AGAIN IN 1937. THIS AD FROM THE APRIL 25, 1937, TIMETABLE PREDATES BY ONLY TWO WEEKS THE HINDENBURG CRASH ON MAY 6, 1937, WHICH, AS THIS AD STATES, WAS TO HAVE BEEN THE INAUGURAL DATE FOR EAST-BOUND SERVICE TO GERMANY IN 1937.

AMERICAN AIRLINES INC. 

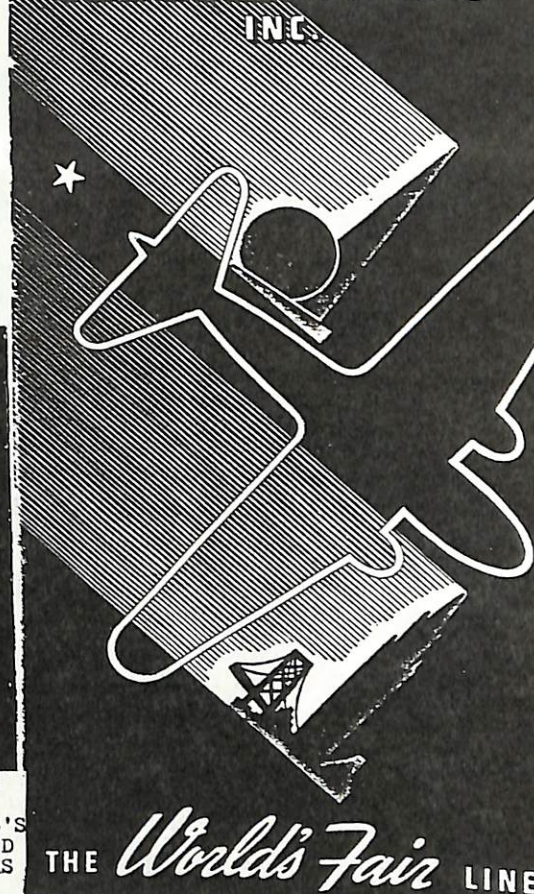
TRANSCONTINENTAL

SLEEPER PLANES



THIS NOVEMBER 1, 1940, TIMETABLE SHOWS THE FLAG WHICH WAS PLACED ABOVE THE COCKPIT ON TOP OF THE FUSELAGE OF DC-3'S WHILE THESE AIRCRAFT WERE ON THE GROUND AT AIRPORTS. HANDLING OF THIS FLAG WAS A RESPONSIBILITY OF THE COPILOT.

AMERICAN AIRLINES



THE *World's Fair* LINE

COVER OF APRIL 28, 1940, TIMETABLE FEATURING A SILHOUETTE OF THE DC-3 AND A DRAWING OF THE TRYLON AND PERISPHERE, SYMBOLS OF THE 1939-40 NEW YORK WORLD'S FAIR.

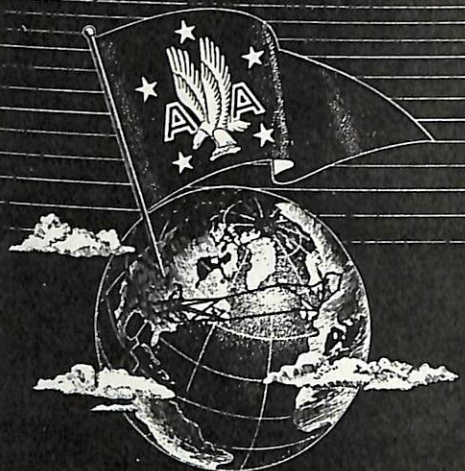
● Again this year American Airlines, with its exclusive connecting service with the Airship Hindenburg, will provide all-air service from all points in the United States to all points in Europe. The first eastbound flight of the Hindenburg leaves Lakehurst May 6th. Thereafter, at scheduled intervals through November 2nd, 18 round trips will be made. See details of this and other world-wide air services on Page 8.

VACATION AIR TOURS... Every summer American Airlines renders another very important service to vacation travelers. Vacation round-trip air tours which help you to see much more and go much farther in less time... bring distant national parks, playgrounds, resorts, scenic spots, vacation cities, within a few hours of your home. Make this summer's vacation one that will live long in your memory! Your travel agent or your American Airlines' representative will gladly furnish details.

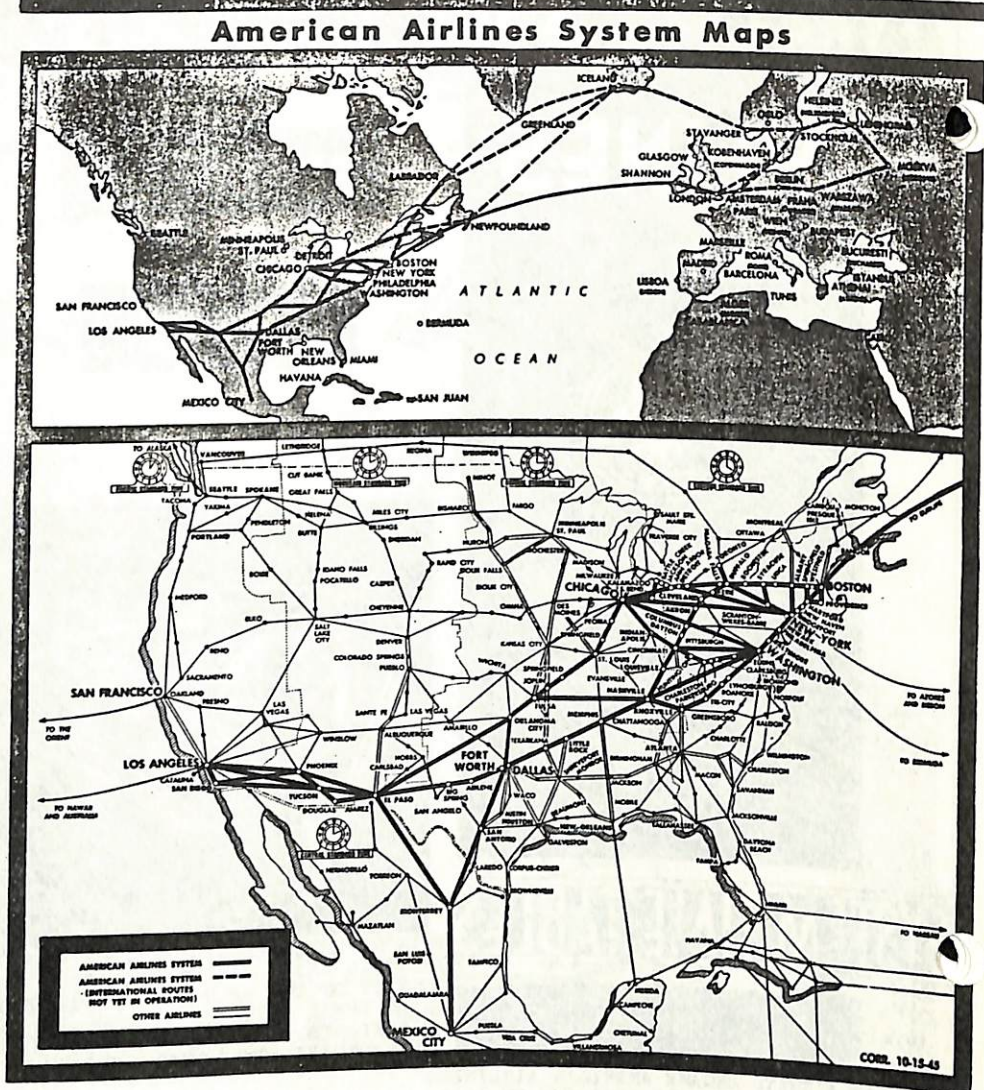
NOVEMBER 1, 1945

THE NATIONAL AND INTERNATIONAL
AMERICAN AIRLINES SYSTEM

COMPLETE SYSTEM SCHEDULES



ROUTE OF THE *Flagships*



ON OCTOBER 24, 1945, AMERICAN EXPORT AIRLINES MADE THE FIRST SCHEDULED TRANSATLANTIC FLIGHT VIA A NON-AMPHIBIOUS AIRCRAFT. ON NOVEMBER 10, 1945, AMERICAN EXPORT CHANGED ITS NAME TO AMERICAN OVERSEAS AIRLINES, INC. ITS MERGER WITH AMERICAN AIRLINES WAS FINALIZED ON DECEMBER 5, 1945, BUT HAD BEEN APPROVED BY THE CAB JUNE 1 OF THAT YEAR.

U. S. A. - England

	178 Sun.	174 Mon.	175 Tu-Th.	175 Wed.	180 Fri.	179 Sat.
WASHINGTON (EST) Lr						
PHILADELPHIA Lr						
NEW YORK International Airport Lr						
BOSTON (EST) Lr						
GANDER (LT) Lr						
SHANNON (EST) Lr						
LONDON (LT) Lr						

U. S. A. - Ireland

	178 Sun.	174 Mon.	174 Tu-Th.	172 Wed.	180 Fri.	179 Sat.
WASHINGTON (EST) Lr						
PHILADELPHIA Lr						
NEW YORK International Airport Lr						
BOSTON (EST) Lr						
GANDER (LT) Lr						
SHANNON (EST) Lr						
LONDON (LT) Lr						

U. S. A. - Scandinavia

	178 Sun.	174 Mon.	174 Tu-Th.	170 Sat.
NEW YORK International Airport Lr				
BOSTON (EST) Lr				
GANDER (LT) Lr				
REYKJAVIK (KEFLAVIK) Lr				
SHANNON (EST) Lr				
LONDON (LT) Lr				
OSLO Lr				
COPENHAGEN Lr				
STOCKHOLM Lr				
HELSINKI (LT) Lr				

U. S. A. - Scotland - Holland - Germany

	178 Sun.	174 Mon.	174 Tu-Th.	172 Wed.	180 Fri.	179 Sat.
WASHINGTON (EST) Lr						
PHILADELPHIA Lr						
NEW YORK International Airport Lr						
BOSTON (EST) Lr						
GANDER (LT) Lr						
GLASGOW Lr						
LONDON Lr						
AMSTERDAM Lr						
FRANKFURT Lr						
BERLIN (LT) Lr						

Complimentary meals are served on all flights at regular meal hours. In addition, snack service is available on all flights. U-Lockhead Constellation Flagship. A-This portion of flight operated with DC-3 equipment. B-Four Engine Flagship (DC-4 equipment). C-This portion of flight operated with Constellation Flagship. D-This portion of flight operated with Constellation Flagship. E-This portion of flight operated with Constellation Flagship. F-This portion of flight operated with Constellation Flagship. G-This portion of flight operated with Constellation Flagship. H-This portion of flight operated with Constellation Flagship. I-This portion of flight operated with Constellation Flagship. J-This portion of flight operated with Constellation Flagship. K-This portion of flight operated with Constellation Flagship. L-This portion of flight operated with Constellation Flagship. M-This portion of flight operated with Constellation Flagship. N-This portion of flight operated with Constellation Flagship. O-This portion of flight operated with Constellation Flagship. P-This portion of flight operated with Constellation Flagship. Q-This portion of flight operated with Constellation Flagship. R-This portion of flight operated with Constellation Flagship. S-This portion of flight operated with Constellation Flagship. T-This portion of flight operated with Constellation Flagship. U-This portion of flight operated with Constellation Flagship. V-This portion of flight operated with Constellation Flagship. W-This portion of flight operated with Constellation Flagship. X-This portion of flight operated with Constellation Flagship. Y-This portion of flight operated with Constellation Flagship. Z-This portion of flight operated with Constellation Flagship.

BULOVA - official WATCH for The American Airlines System

AMERICAN'S TRANSATLANTIC SERVICE AS OF DECEMBER 1, 1949.

EFFECTIVE DECEMBER 1, 1949

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. - AMERICAN OVERSEAS AIRLINES, INC. AMERICAN AIRLINES DE MEXICO, S. A.

COMPLETE SYSTEM TIMETABLE



Ask about the **Mexico City SIDE TRIP** ONLY \$59 EXTRA

ROUTE OF THE *Flagships*

BASIC TIMETABLE COVER DESIGN FROM THE LATE 1940'S THROUGH FALL 1960.

EFFECTIVE NOVEMBER 1, 1953

AMERICAN AIRLINES

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

COMPLETE SYSTEM TIMETABLE

ANNOUNCING

THE NONSTOP *Mercury*

LESS THAN 8 HOURS

NEW YORK TO LOS ANGELES

on AMERICAN'S new

DC-7 FLAGSHIP

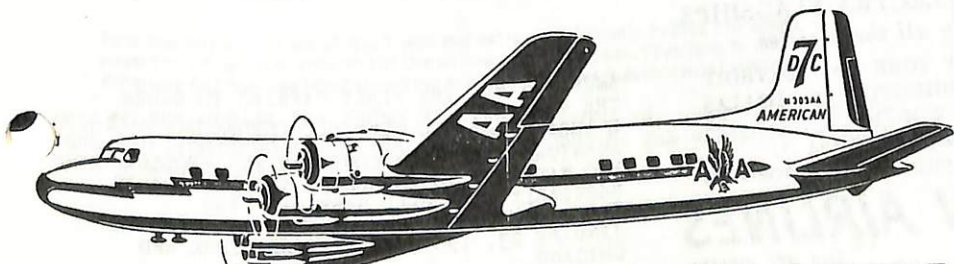
AMERICA'S LEADING AIRLINE

COVER OF NOVEMBER 1, 1953, TIMETABLE WITH ADVERTISEMENT FOR UPCOMING DC-7 SERVICE. AMERICAN WAS THE FIRST AIRLINE TO ORDER AND OPERATE THE DC-7.

DC-7 THE NONSTOP Mercury

Beginning November 29, American's new DC-7 Flagship will fly you cross-country in under 8 hours—three hours less than existing flight times. This unmatched travel time is made possible by the 365 mph cruising speed of the fastest piston-powered transport in the world. With the new DC-7, American sets a new standard for service between Los Angeles and New York.

Add to the speed of the DC-7 Flagship, many new developments designed specifically for your comfort—special soundproofing, newly designed seats, and an air conditioning system that works on the ground as well as in the air. Make your reservations now on the finest, fastest Flagship ever, The Nonstop Mercury.



NEW YORK - LOS ANGELES UNDER 8 HOURS

EFFECTIVE APRIL 1, 1962

AMERICAN AIRLINES

SYSTEM TIMETABLE



America's Leading Airline

TIMETABLE ARTWORK APPEARING ON SCHEDULES FROM FALL 1960 TO FALL 1962.

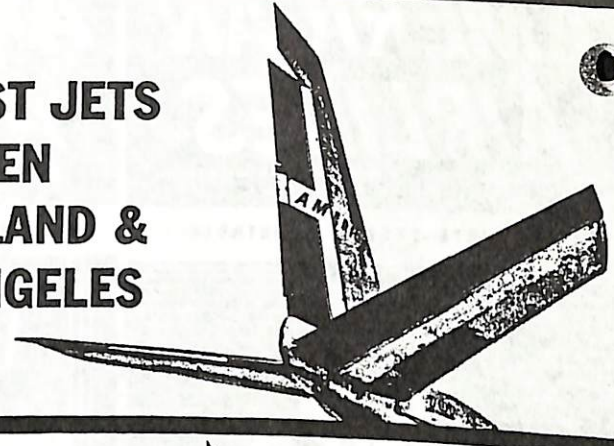
From NEW YORK to LOS ANGELES

AMERICAN ANNOUNCES:

TABLE 1	FIRST CLASS SERVICE									
	Mercury Service (77) +8-707 3	The Mercury DC-7 701	The Mercury DC-7 705	The Mercury DC-7 709	The Mercury DC-7 703	Mercury Service (77) +8-707 7	The Royal Coachman DC-7 671	Royal Coachman Service (77) +8-707 3		
New York (LaGuardia)	EST Lv									
New York (Herald Square)	EST Lv									
New York (Grand Central)	EST Lv									
Los Angeles (Hart Field)	FST Ar									
		L 9.45	L 10.00	L 12.00	L 2.50	D 4.00	D 6.15	L 9.30	L 9.41	
		AM Feb. 14	AM Feb. 14	(Overseas 12:01 PM Mondays)		AM Dec. 23	AM Dec. 23	AM Feb. 14	AM Feb. 14	
			\$4.00	\$6.00	\$8.30	\$10.00	8.45	3.30	12.11	
		NON-STOP	NON-STOP	NON-STOP	Via Dallas	NON-STOP	NON-STOP	NON-STOP	NON-STOP	

AMERICAN WAS THE FIRST AIRLINE TO OFFER NONSTOP COAST TO COAST JET SERVICE WHEN IT INAUGURATED FLIGHTS WITH 707-123'S ON JANUARY 25, 1959, BETWEEN IDLEWILD AND LOS ANGELES. AMERICAN WAS THE SECOND AIRLINE TO OFFER DOMESTIC JET SERVICE (FOLLOWING NATIONAL) BUT THE FIRST AIRLINE TO USE ITS OWN RATHER THAN LEASED JETS IN U.S. OPERATION. AMERICAN'S 707'S WERE THEN POWERED BY PRATT & WHITNEY JT3C-6 ENGINES REQUIRING WATER INJECTION.

FASTEST JETS BETWEEN CLEVELAND & LOS ANGELES



FASTEST JETS BETWEEN ST. LOUIS & LOS ANGELES



Quick as you can say American... you're aboard the 707 Jet Flagship (Model 720)... American's newest addition to its jet fleet. You can leave Cleveland at 6:30 p.m., arrive in Los Angeles by way of St. Louis at 8:30 p.m. This American jet service is the fastest way to get there. Westbound from St. Louis, you can leave at 7:15 p.m. and arrive nonstop in Los Angeles at 8:30 p.m. This is 25 minutes faster than any other airline. (All times local.) For reservations, call your Travel Agent or American... first choice of experienced travelers.

AMERICAN INTRODUCED THE BOEING 720 ON JULY 31, 1960, ON ITS ROUTES BETWEEN CLEVELAND, ST. LOUIS, AND LOS ANGELES, AND WAS THE SECOND AIRLINE TO FLY THE 720. AMERICAN'S 720-023'S AT THE TIME WERE POWERED BY FOUR LIGHT WEIGHT PRATT & WHITNEY JT3C-7 ENGINES NOT REQUIRING WATER INJECTION.

Fly the Electra America's Fastest most comfortable Jet-Prop Airliner



AMERICAN'S JET POWERED ELECTRA FLAGSHIPS Now serving all these cities

- BOSTON • NEW YORK • DETROIT
- CHICAGO • WASHINGTON • DALLAS
- FT. WORTH

... and coming soon to TULSA ST. LOUIS, PHILADELPHIA, BUFFALO, TORONTO

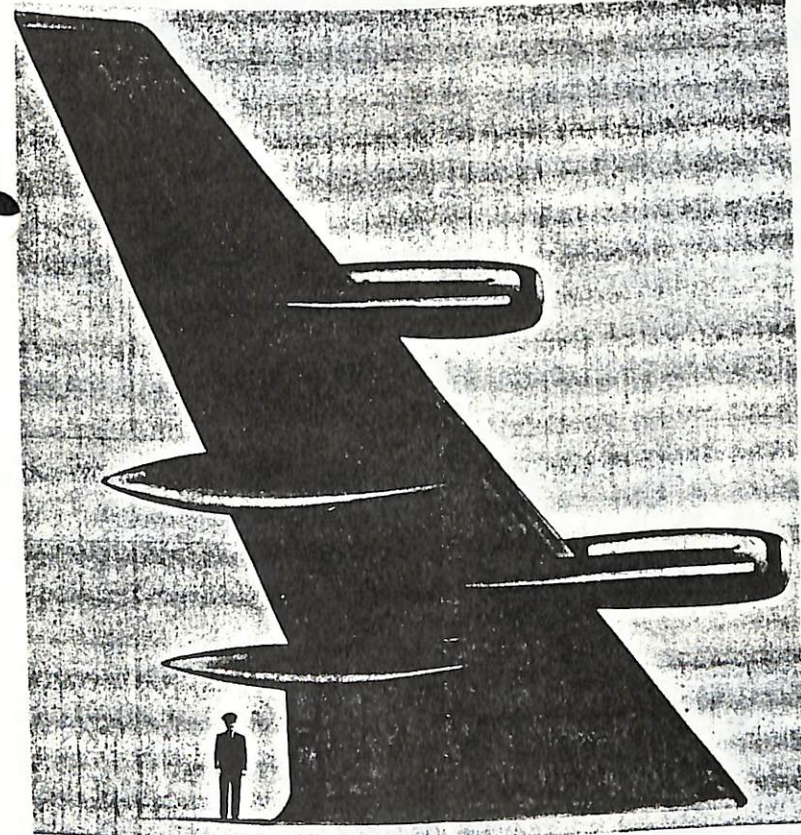
AMERICAN AIRLINES THE JET AIRLINE

707 ASTROJETS

Why fly ordinary jets when you can fly Astrojets?

You might wonder what makes our Astrojet so high and mighty. Look at the engines above. The big one on the bottom is a fan-jet. Fan-jets are 30% more powerful than ordinary jets—and the only kind our Astrojets use. Your take-offs are faster, speeds are higher, and arrival times are shorter. Our Astrojet was the first fan-jet in the business (Feb. 1961). It brought Jet Age: Stage II to commercial aviation. So it's no wonder that other airlines are now changing to fan-jets, too. But this isn't a change you can make overnight. And meanwhile, American has the only fleet in the country with fan-jet engines on every jet we fly. So if you want to be sure your flight is a fan-jet just ask American when the next Astrojet's going your way.

AMERICAN INTRODUCED THE TERM "707 ASTROJET" FOR ITS 707'S AND 720'S POWERED BY PRATT & WHITNEY JT3D TURBOFAN ENGINES. AMERICAN WAS THE FIRST AIRLINE TO OFFER FANJET-POWERED AIRCRAFT SERVICE IN THE U.S.A. 24 OF ITS 707'S AND 10 OF ITS 720'S WERE REFITTED WITH TURBOFANS, WHILE 15 720'S AND ONE 707 WERE DELIVERED AS FANJETS IN 1961.



What's new in jets?

Four engines on one wing? No. Those two extra aerodynamic bodies are speed capsules, designed to smooth out the airflow at high speeds. They help to make American Airlines' new 990 Astrojet the most advanced jet in commercial aviation.

AMERICAN INTRODUCED THE CONVALR 990 ON MARCH 18, 1962, BETWEEN NEW YORK AND CHICAGO AND WAS THE FIRST AIRLINE IN THE WORLD TO OPERATE THIS AIRCRAFT TYPE.

TIMETABLE COVER DESIGN FROM LATE 1962 THROUGH EARLY 1968 INCLUDING SIMPLIFIED EAGLE LOGO AND NEW AMERICAN TITLES.

AMERICAN

SYSTEM TIMETABLE EFFECTIVE APRIL 24, 1966



AMERICA'S LEADING AIRLINE

American Airlines

Timetable March 2, 1970

Starting March 2

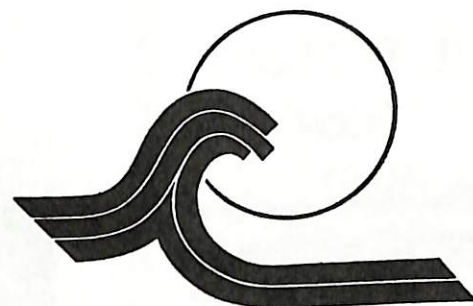
747

Astroliner Service Coast to Coast

AMERICAN INAUGURATED ITS FIRST 747 SERVICE ON MARCH 2, 1970.

American Airlines

Effective March 2, 1971

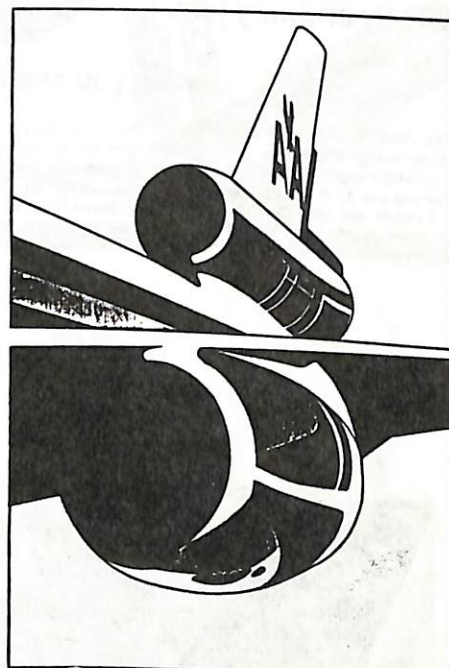


American Airlines endless summer now includes the former routes of Trans Caribbean Airways. Next trip to the Caribbean, discover why it's good to know you're on American Airlines.

AMERICAN BEGAN OPERATING ROUTES OF TRANS CARIBBEAN ON MARCH 2, 1971.

American Airlines

Domestic and International Timetable
Effective September 13, 1971



American Airlines DC-10 LuxuryLiner
The newest member of our LuxuryLiner fleet.
Now between Chicago and Los Angeles.

THE WORLD'S FIRST DC-10 SERVICE WAS INTRODUCED BY AMERICAN ON AUGUST 5, 1971.

If any one member of the club has any suggestions, ideas, or materials they would like included in the schedule section of The Captain's Log, please submit these to George Cearley, Jr., 4449 Goodfellow Dr., Dallas, Texas 75229, phone (214) 353-0540.



AIR TRANSPORT IN EUROPE

PART 9

by
Joop Gerritsma

This is the ninth part of a continuing series in which our International Editor takes a look at the history and present status of the airline industry in Europe. The most difficult part in writing this series is not what to use, but what to leave out, since we can only offer limited space for this material. Therefore we will not publish long lists of fleet registrations. They are covered extensively elsewhere, particularly in the annual JP and AIR BRITAIN fleet list publications. Only the major airlines will be mentioned, mainly for space reasons. Within these limitations, North American readers will get an insight in the past activities in Europe otherwise not easily available on this side of the Atlantic and therefore less known. This issue we will take a look at Finland, Iceland and Ireland.

FINLAND

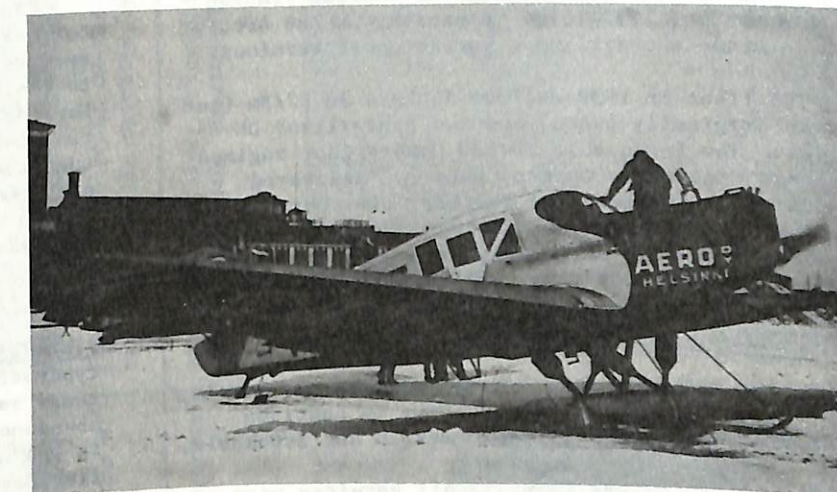
For Finland, air transport is essential. The country has vast open spaces between its population centers, with few roads connecting them; the capital city of Helsinki is in the far south, a long distance away from most parts of the nation; the weather in the winter is very inhospitable and there are thousands of large and small lakes scattered about the country, making surface travel a circuitous affair. Also, Finland is "across the sea" from most of Europe, with the Baltic Sea and the Gulf of Finland separating it from all but the Soviet Union in the east. There are also small common borders with Norway and Sweden in the far north, well within the Arctic Circle.

The first Finnish airline, Aero O/Y, started operating in March, 1924 when it opened a service from Helsingfors (now Helsinki) to Reval in Estonia, across the Gulf of Finland. In June a service to Stockholm in Sweden followed. Both services, flown with single-engined, four-passenger Junkers F-13 aircraft, replaced long and arduous trips by boat (in summer) or horse-drawn sled (in winter, when the Baltic and the Gulf are frozen over).

A service to Königsberg in Germany (now Kaliningrad in the USSR) followed soon, but was abandoned after a few years in favor of expanding domestic services and to further develop the all-important Stockholm service. The service to Königsberg had linked up there with the early German air service to and from Berlin. By 1931 the Aero O/Y fleet consisted of four F-13 aircraft.

In 1932-33 one three-engined Junkers G-23 was added, mainly for the Stockholm service. This G-23 could carry nine passengers, and like the F-13, operated on skis in the winter or floats in the summer.

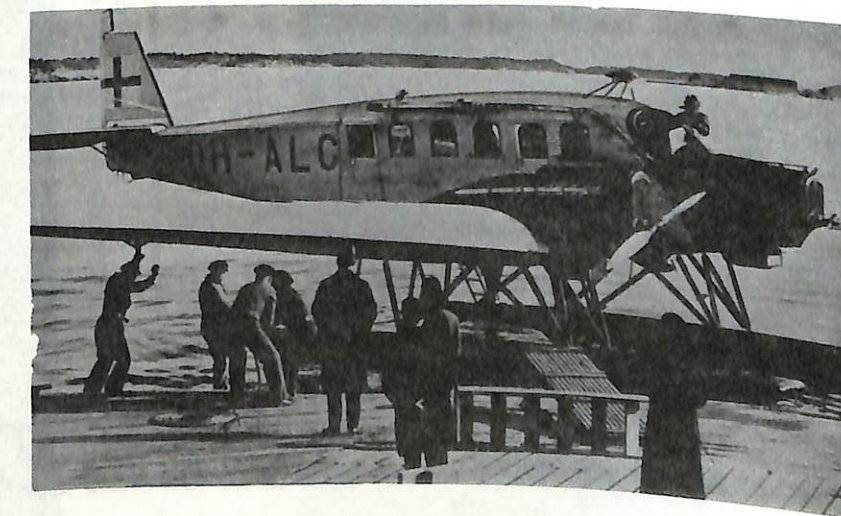
Domestically, Petsamo on the Arctic Ocean was linked by air to Helsingfors in the late 1930's, but when this port city and the area around it was



ABOVE: Junkers F-13 were the first aircraft of Finnish Aero O/Y in 1924. K-SALF is illustrated on skis. Floats or wheels were used in the summer.

(NOTE: All photos in this article by the editor, unless otherwise noted.)

BELOW: A Junkers G-23 was added to Aero O/Y fleet in 1932-33 for the Stockholm service.





ABOVE: During WW II, Germany delivered two former Czech DC-2's to Aero O/Y. OH-DLB is illustrated.

taken over by Russia following the Russian-Finnish "winter war" of 1939-1940. Rovaniemi on the Arctic Circle became the airline's northernmost terminus.

The fleet in 1939 was two Junkers Ju-52/3m (out of five originally owned) and two DeHavilland DH-89 Rapides. Two Focke Wulf Fw-220 Condor four-engined airliners ordered in Germany were not delivered because of the outbreak of the war. But Germany did supply an addition to the fleet in 1941 when it sold two Douglas DC-2 to Aero O/Y. These had been captured by German troops when they over-ran Czechoslovakia. After seeing service with Lufthansa for a short time, they were sold to Finland.

During the war, Aero O/Y was allowed, by Russia, which occupied parts of the country, to continue domestic service and service to Berlin and Stockholm.

Following the war in 1945, all services were halted by the Allied powers, not to be resumed until 1947, when one of nine Dakotas in the new fleet re-opened the Stockholm service. Other domestic and foreign destinations followed soon, and in the early 1950's the airline started trading as Finnish Airlines. Both this and the name Aero O/Y appeared on the aircraft. The name Finnair was adopted officially in 1968, when the Finnish government took a majority financial interest in the airline. Dual Finnair/Aero O/Y titles were also carried, for a short while.

From 1953 on the Dakotas were replaced by Convairliners on most foreign services. They continued to serve, however, for many more years as freighters, flying all over Europe. The Convairs opened a Helsinki-Moscow service for Finnair, and on April 1, 1960 the airline's first Caravelle entered service, flying Helsinki-Stockholm. Soon all intra-European services were flown with the French twinjet and the Convair was used mainly on the domestic network. Even there they have now been replaced by jets, with only one Convair service remaining.

ABOVE: Finnair Convair OH-LRA shows the dual name of Finnish Airlines-Aero O/Y in the 1950's.

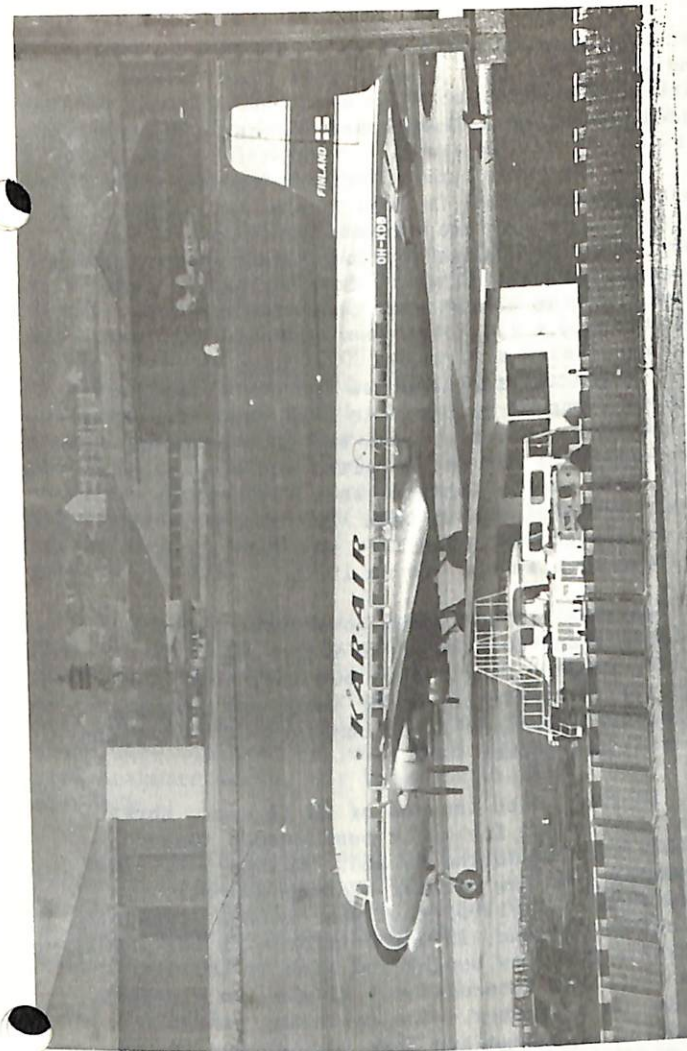
Today, Finnair flies an extensive domestic network with DC-9 and Caravelle, and maintains service to most west and east European capitals, to the Middle and Far East and to Montreal and New York in North America. The present fleet is two DC-10-30; three DC-8-62 (two of which can be converted to cargo); 12 DC-9-51; nine DC-9-14/15; eight Caravelle 10B; one CV-440 and two F-27-200 are on order and a Bandeirante is leased out to Finnaviation (see below).

OTHER AIRLINES

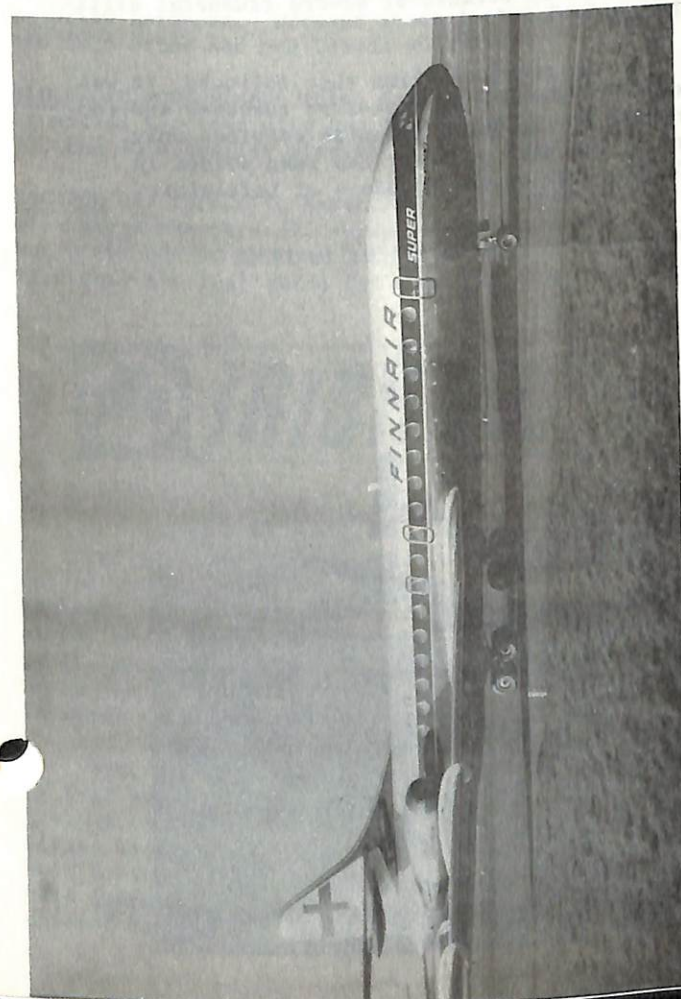
FINNAVIATION was formed last year to fly commuter-type services with Helsinki as a hub. Some of these services are former Finnair services abandoned when the CV-440 was phased out. Fleet is two Bandeirantes, one Dassault Falcon jet, five Cessna 400 series and some small twin and single engine aircraft.

KAR-AIR was formed in 1957 as an aerial survey company, but soon began to operate domestic scheduled services, and also some international charters. The airline operates the world's only operational swingtail DC-6B freighter, which flies a scheduled freight service to England for Finnair twice a week. World-wide charters are flown with one DC-8-51. A DC-3 and a Bandeirante are used for geological survey work. Another Bandeirante is leased to Finnaviation.

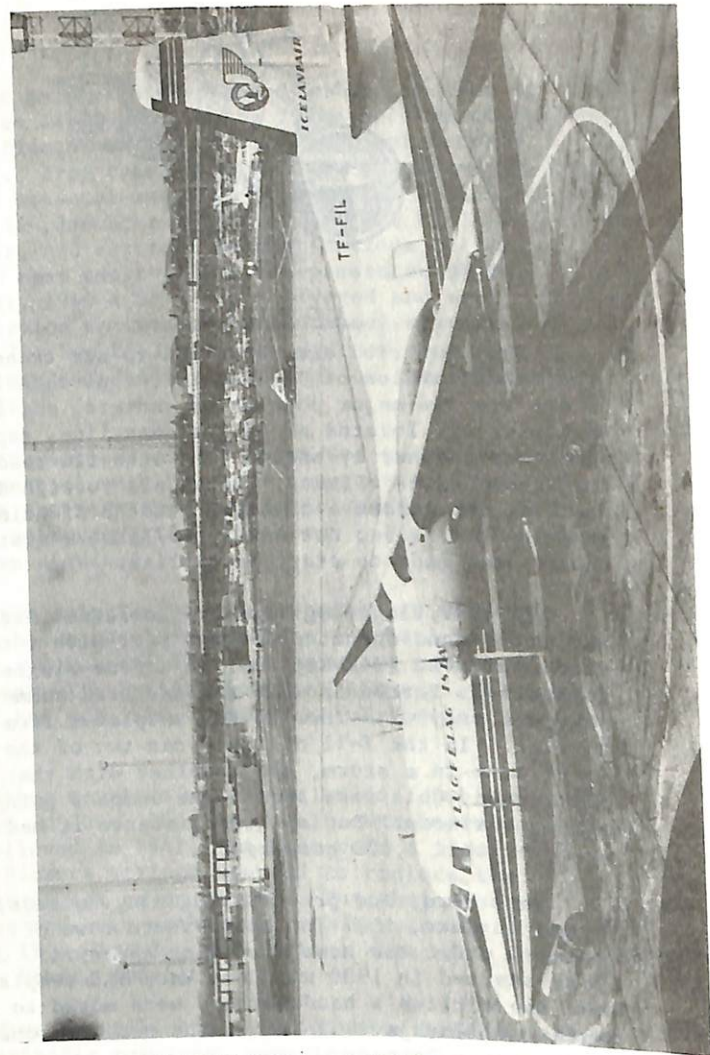
SIIMES AVIATION is another young commuter airline based at Helsinki and operating six leased Cessna 400 series aircraft and a few smaller types on scheduled and air taxi services.



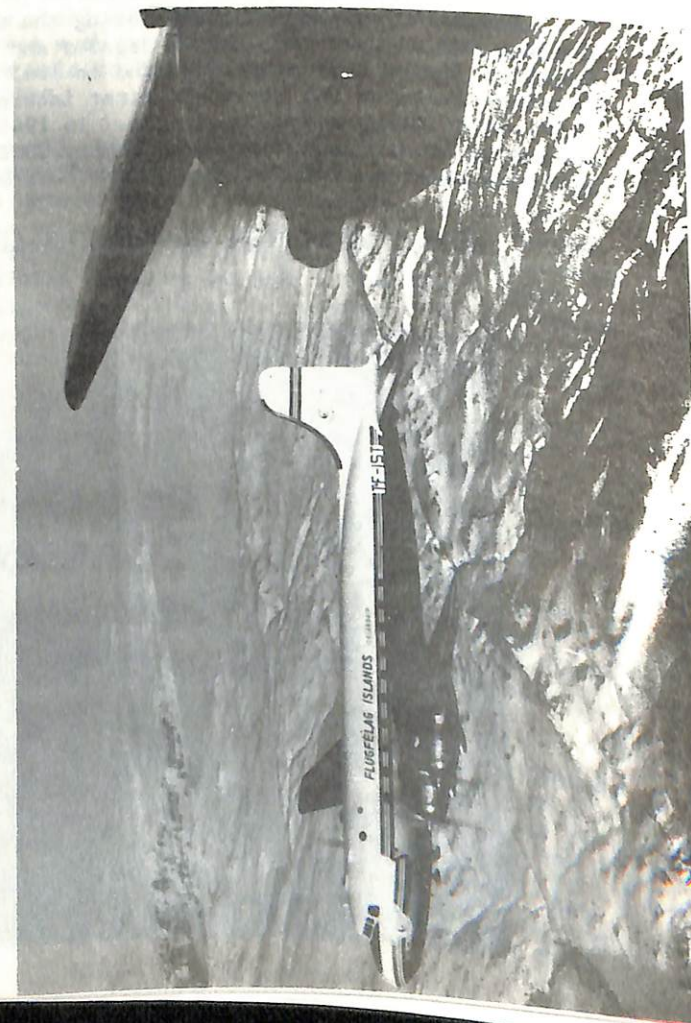
ABOVE: Kar Air DC-6B OH-KDB is sister ship of swingtail DC-6B OH-LDA operated by the airline.



ABOVE: Finnair Super Caravelle 10B OH-LSA "Helsinki" is one of eight in service. Seen here at Amsterdam in 1967.



BELOW: Fokker F-27 Friendships now operate most domestic and some European services for Flugfélag Islands.



BELOW: TF-IST was one of two Flugfélag Islands DC-4 to operate European services in Forties and Fifties.



ICELAND

Few countries are so suited to air transport as the island-nation of Iceland in the north Atlantic. There are few major population centers, and the ones existing are located along the coastline, separated from one another by barren land with few roads, and an inhospitable climate. Also, all foreign destinations are across a sizeable stretch of Atlantic Ocean. Yet it was not until 1937 that a sustained effort was made to start an airline.

In 1919 Flugfélag Islands (Icelandic Airlines) was formed and operated for one year with a two-passenger AVRO 504K biplane. A second Flugfélag Islands was formed in 1928 and operated summer services only with four Fokker seaplanes from 1928 to 1931. In the fall of that year two of the aircraft sank in a storm, and together with the depression, this resulted in the company going out of business. During its existence it had carried no fewer than 2,600 passengers.

The third, and present Flugfélag Islands, was formed in June, 1937 in the northern town of Akureyri under the name Flugfélag Akureyri. Operations started in 1938 with one Waco YKS seaplane. When the airline's headquarters were moved to the capital of Reykjavik in 1940, the name was changed to Flugfélag Islands.

Domestic services expanded during the war. Another YKS, a Beech 18, two DH Rapides and a Catalina flying boat were added and in 1945 the Catalina operated the airline's first international services to Glasgow and Copenhagen. In 1946 two converted Liberator bombers were chartered from Scottish Airlines for the Glasgow service, but these

were replaced by the airline's own DC-4 in 1948, and London and Oslo flights were also started with this aircraft. After a second DC-4 was added, services to Sweden and Germany followed.

The DC-3 had entered service on domestic routes in 1946, and in 1952 Flugfélag Islands, or Icelandair, as the company was by now known for its international services, took over all domestic services flown by Loftleidir, when the latter went to concentrate on trans-Atlantic traffic only.

Icelandair replaced its two DC-4 with two Vickers Viscount propjets in 1957, and also added two DC-6B for international and some domestic services. The Dakota, Catalina and some smaller types made way on domestic services for the Fokker F-27 Friendship from 1965 on and in 1967 the first jet, a Boeing 727, was delivered, followed by a second one in 1971.

In 1973 the Icelandic government ordered Icelandair and Loftleidir to merge under the holding company Flugleidir, but they both continue independently under their own names. Icelandair's present fleet consists of two Boeing 727 and five Fokker F-27.

In 1944, with the end of WW II near, three Canadian-trained Icelandic businessmen founded another airline on the island. Called Loftleidir (Skyways), the new carrier started domestic operations in April of that year with a Stinson Reliant floatplane, in competition with Loftleidir. In 1947 a DC-4 was bought and with it Loftleidir made its first international flight, to Winnipeg, Canada, on a charter. The following year a scheduled Copenhagen-New York service was opened via Reykjavik and Gander but it was suspended during 1950-52 because of severe financial difficulties.

In the reorganization that followed, it was decided to suspend all domestic services and concentrate on the North Atlantic services only. Part of the cash problems had been solved in 1951 when two of the founders of Loftleidir,

Kristinn Olsen and Alfred Eliasson led a party which salvaged a USAF C-47 from an iceflow on the island and flew it back to Reykjavik. It was sold a few weeks later at a handsome profit.

In 1953 Loftleidir started to sell its "lower and slower" transatlantic flights on DC-6B aircraft, and soon received the nickname "Hippy Airline" as a result of the clientele making up most of its passengers. But these services were unquestionably a big success. In the first season, 5,100 passengers were carried, 11,000 a year later and in 1973, 20 years after their inauguration, these services carried 300,000 passengers a year between North America and Europe. To avoid problems with the national carriers of European countries also flying across the Atlantic, Loftleidir established its European base in tiny Luxemburg, a nation with no ambitions to start transatlantic services itself.

Of course, Loftleidir was not in a financial position during the sixties to buy jets, like all other transatlantic airlines had done, so she replaced her DC-6B fleet with the Canadair CL-44 propjet between 1964 and 1968. But from 1970 on these were replaced by jets, DC-8-63 initially leased from Seaboard World, but later Loftleidir's own aircraft.

Loftleidir is now part of Flugleidir, the Icelandic holding company, which also controls Flugfélag. The present Loftleidir fleet is one DC-10-30F and four DC-8-63F and also owns Air Bahama, Cargolux and Eagle Air.

OTHER AIRLINES

ARNARFLUG/EAGLE AIR was formed in 1976 to operate world-wide charters. In 1978 Loftleidir bought a majority interest. Present fleet is two Boeing 720, two Twin Otter and one Cessna 404 Titan.

FLUGFELAG NORDURLANDS flies domestic charter and scheduled services with two Twin Otters, one Beech 18, and some smaller aircraft.

ISCARGO was formed in March 1972 to operate world-wide cargo charters and currently operates one Electra, one DC-6A one DC-6B, one Twin Otter and two B.N. Islander, the last three for domestic cargo work.



IRELAND

The need for air transport with other parts of Europe is fairly obvious for the island-nation of Ireland. It is separated from Britain by the often stormy an tempermental Irish Sea and from the continent by the North Sea, not exactly a sedate lake either, or by the Atlantic Ocean, depending on the direction in which your travelling.

Yet, for the first 16 years after the end of WW I it was the early British airlines that flew to Ireland and it was not until May, 1936 that Aer Lingus Teoranta was formed by the British carrier West Coast Air Services. West Coast itself had been formed to exploit the holiday traffic market created by the Isle of Man in the Irish Sea.

The partnership operated under the name of Irish Sea Airways until the Irish holding company of Aer Rianta was formed and took over control in 1937. From then on Aer Lingus continued to operate seasonal services from Dublin to London with a 12-passenger DeHavilland DH-86 biplane airliner, and services to destinations on the British west coast with a six-passenger DH-84. In April, 1940 a DC-3 was delivered and went into service on the Dublin-Liverpool service on May 7. Two DC-3 had been ordered, but the second was not delivered because of the outbreak of WW II.

Services across the Irish Sea to Manchester and Liverpool were operated intermittently all through the war, and the London service was reopened on November 2, 1945 after a fleet of C-47 had been acquired.

From July 2, 1946 to September 1, 1956 Aer Lingus had a complete monopoly on the Dublin-London and Dublin-Liverpool services under an agreement with British European Airways after the latter had acquired 40 per cent of the Aer Lingus shares.

Other services were soon added. Dublin-Paris started in June, 1946 and Dublin-Manchester-Amsterdam followed in 1947. In that year a fleet of seven Vickers Vikings started to replace the Dakotas on the major routes. But they were no success and were withdrawn from service by the end of 1948, leaving the airline once more dependent on the Dakota (DC-3).

Five Constellations, originally intended for transatlantic services, went into service on the London run in November, 1947, and later to Rome. They were withdrawn the following month because they proved much too big for the available traffic. They were sold to British Overseas Airways, Corp. in May, 1948.

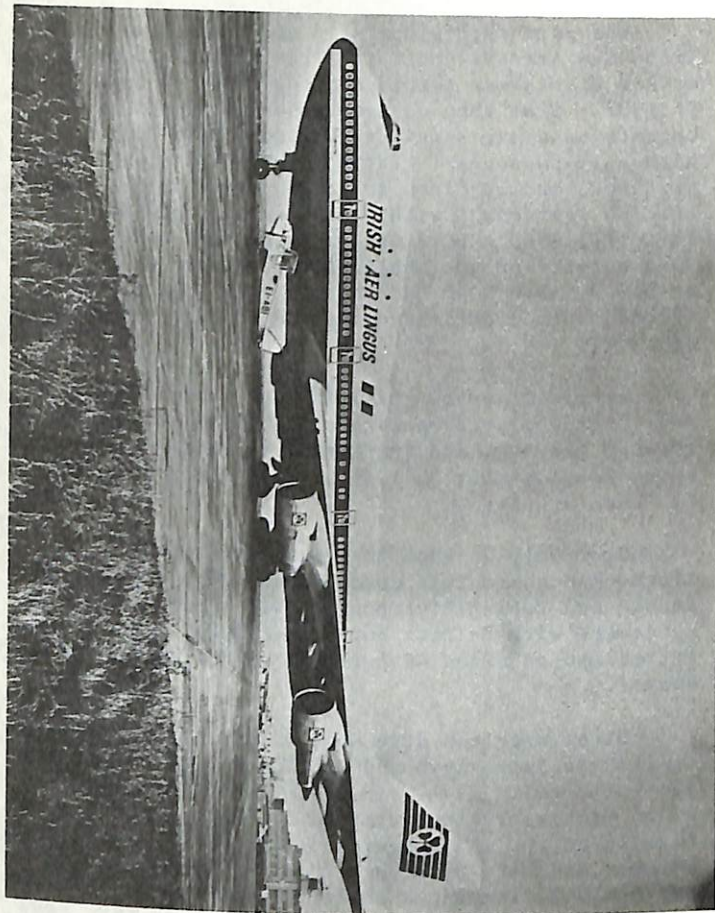
In April, 1954 the Dakotas were finally replaced when the first of four Vickers Viscount propjets entered service on the London, Paris and Amsterdam services. Aer Lingus was only the second airline in the world to operate this advanced design, after British European Airways. Five years later, the airline became the third customer for the Fokker F-27 propjet, five of which were ordered. The first entered service in 1958, the first in Europe to do so.

In the early fifties Aer Lingus also operated a fleet of four Bristol 170 Freighters, a cargo aircraft with a bulbous nose with two clamshell doors. However, the airline used them primarily as high-density passenger aircraft plying "airbus-style" services across the Irish Sea to Britain.

During the same period, the pilgrimage center of Lourdes in southern France was added to the network and with nearly all of the Irish population being Roman Catholic, this remains an important destination for the carrier.

In 1947 a second Irish airline had been formed, especially for North Atlantic services to connect the motherland with the large Irish populations in the U.S. This airline, Aerlinte Eireann, ordered five Constellations. However, the plans were abandoned and the Connies went to Aer Lingus. But on April 28, 1958 a New York service was started by Aerlinte Eireann with Super Connies chartered from

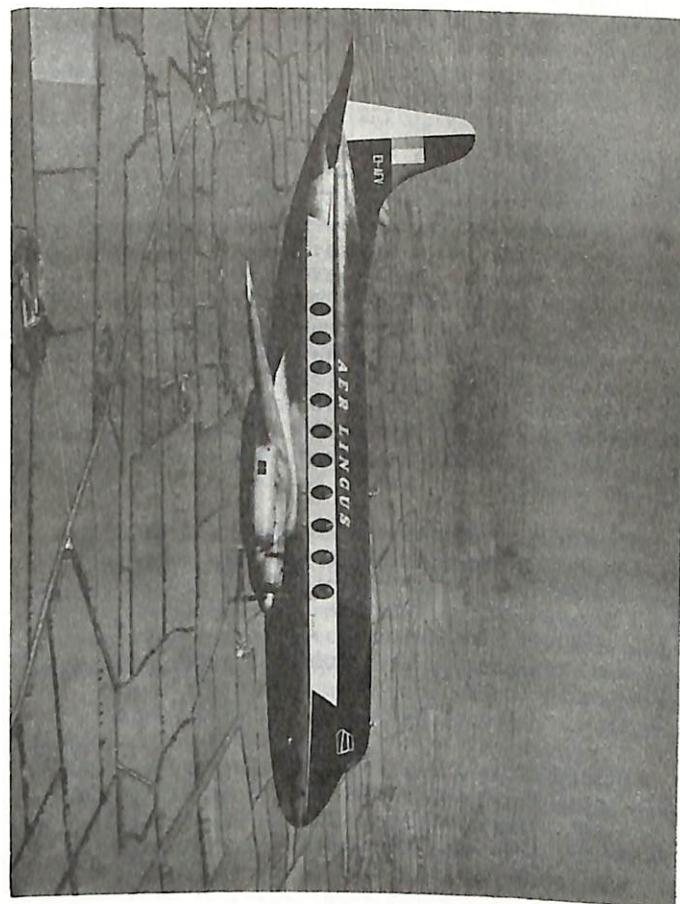




UPPER LEFT: Vickers Viscount 707 series, and later also 808 and 803 series aircraft, took care of Aer Lingus European network most of the Fifties and Sixties.

ABOVE: Bulbous Bristol 170 was in use on high-density services across the Irish Sea to U.K. west coast in early Sixties.

LEFT: Aer Lingus Boeing 747 lends scale to superimposed DH-84 biplane for six passenger, the airline's first aircraft in 1937.



Seaboard and Western Airlines. Later, Boston was included in the service and in December, 1960, the Super Connies were replaced by the airline's own Boeing 720's. The Boeing 707 Intercontinental was ordered later and both Aer Lingus and Aerlinte Eireann started operating under the common name Aer Lingus-Irish International. The company even placed an order for the American SST's.

During the early 1960's, Aer Lingus operated two Aviation Traders Carvair conversions of the DC-4. This strange-looking aircraft had been bought for "deep penetration" car ferry services into the heart of Europe (mainly Switzerland).

The real change in fleet composition started to take place in 1965 when four BAC 1-11 twinjets replaced the Viscounts on the major European services, later to be replaced by the Boeing 737. The One-elevens, however, continue to serve faithfully on less important European and British services.

Today, Aer Lingus flies to 10 British destinations from three centers in Ireland, and to 10 continental destinations, as well as to New York, Boston, Chicago and Montreal in North America. The present fleet is three Boeing 747 (one leased to British Airways), four Boeing 707, 13 Boeing 737 and four BAC 1-11's.

OTHER AIRLINES

AER ARRANN operates domestic charter and scheduled commuter services from Galway with four B.N. Islanders.

AER TURAS was formed in 1962 to operate world-wide passenger and cargo charters from Dublin, and operations started in 1963. Mainly four-engined Douglas aircraft (DC-4, DC-7C) were in use in the early years, but later Bristol Britannias were used extensively. Current fleet one Britannia and one Canadair CL-44J.

AIR TARA/GUINNESS PEAT AVIATION is not an airline, but an aircraft leasing firm. It has about 10 aircraft in its name, mainly Boeing 707 and 737 leased to various carriers.

BELOW: EI-ACS was one of five Constellations bought for aborted plans to open Irish Aerlinte Eireann Dublin-New York service in 1947.



CLYDEN AIRWAYS operates two Dakota freighters on U.K. and continental charter services since 1978. It also operates scheduled mail services from Dublin to Manchester.

IRISH HELICOPTERS operates one Sikorsky S-61N and a number of smaller helicopters on offshore oil exploration work.

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NEXT ISSUE: The BENELUX countries of BELgium, the NETHERlands, and LUXemburg.



HAWK AIRFIX MPC ENTEX
 MONOGRAM REVELL
 AURORA FROG
MODEL SHOP

by
 DAVE MINTON

Because of the wide variety of kits and scales available, to say nothing of the enormous numbers of schemes which can be applied to the model, building the DC-3 can be quite a rewarding experience. It is entirely possible to build a collection of several hundred models which would contain nothing but the DC-3 in various different markings. Listed below are the known DC-3 models in existence, with some indication of the availability (+ means available, - not available) and some idea of the value.

There are also available two different models of the DC-2, one coming from J&L Models and the other from Execuform Models. Both of these kits are still available and both are vacuum-formed kits. The J&L model comes with very fine surface detail on the bottom portion of the kit and the Execuform comes with no surface detail. While I have built neither of these kits, I have built others from both of these manufacturers and would say that the J&L kit is the better one for the money, particularly as it comes with a very good decal sheet, giving both U.S. Marine and TWA markings. The Execuform

Manufacturer	Kit	Scale	Decal	Value	Available
Airfix	C-47 483	1/72	Silver City	10.00	-
Airfix	C-47	1/72	RAF, USAF	7.00	+
ATP	DC-3	1/100	Eastern	5.00	+
ATMA	DC-3 3220	1/90	Varig	25.00	-
Italaerei	C-47	1/72	USN	7.00	+
Int'l. Model	DC-3	1/100	Sabena	4.00	-
Kader	DC-3 3912	1/100	Sabena	4.00	-
Lincoln	DC-3 111	1/100	Sabena	6.00	-
Monogram	DC-3 PA-9	1/90	TWA	20.00	-
Monogram	C-47 PA-147/148	1/90	USAF	12.00	-
Monogram	R4D	1/90	USN	3.00	+
Monogram	C-47	1/48	USAF	15.00	+
MPC	C-47	1/72	Pan American	10.00	-
Nitto	DC-3 426	1/100	TWA/NJA	10.00	-
Entex	DC-3	1/100	N. Central	7.00	+
EKO	DC-3 5021	1/150	SAF	????	?

kit, on the other hand, comes with information on how to convert to a DC-1, but there are no TWA markings for the finished product. Each of the models can be made into a great piece, but the effort necessary to complete the Execuform version would be considerably more than that for the J&L. The only real question about the J&L kit is why did they put so much detail on the bottom and not on the top?

Because of a recent move and the fact that all my kits are presently packed, some of the details regarding the exact kit markings and kit numbers are not currently available to me, but I can provide this information to any reader on request.

The Monogram kit has been available in a number of different versions and not all of them are listed. The value of the kit depends on the rarity of that particular version. In the TWA markings, which were provided in more than one package, the kit is most rare. In addition to the above listed kit, PA-9, the same model was also packaged in various boxes, such as MGP-4, MGP-5, MGP-6 and MGP-11. MGP-5 was perhaps the most interesting of these as it contained both the TWA Connie and the TWA DC-3. This same kit was also available in Bonanza markings, but was not distributed in retail outlets.

In the military version, kit PA-11 was the first of the releases, this was in OK plastic as opposed to the silver-gray of the TWA version. This particular version came with paratroops and was one of the few models of an aircraft where the picture on the box top was vertical rather than horizontal. Most of the others where the picture ran vertical were either rockets or space craft, such as the XF-108 or the Bomarc. In later

versions, this same kit was released as a "Puff", with the gatlings, in a camouflaged version, with tan paint sprayed on the OK plastic, and most recently in silver-gray again with the Navy decals. As with the airliner version, the military model was also packaged with other kits in MPC-7.

The I.M., Kader, Lincoln, and ATP kits are all the same and except for the ATP kit, all come with the same decals, which are totally useless. The ATP kit, which is very nicely boxed in a box which holds the model and is in full color, also comes with an excellent EAL decal sheet. All of these kits, as well as the Nitto and Entex 1/100 kits can be decaled with the new Micro Scale decals (newer than the kits) which include markings



ABOVE: ATP 1/100 DC-3 with Micro Scale Delta decals and EKO 1/150 DC-3 with decals from ATP Connie and Scalemaster Viscount.

for Delta, Western, and Eastern Provincial. Of these kits, the Entex version is much more finely molded and builds into a more scale looking model with less effort than the others, except for the Nitto kits, which I have never seen and can therefore not evaluate. In general, the fit of the Entex kit is much better, although some effort and work is required around the wing root area. Also, by comparison to the Kader kit, the model does not give the over-all heavy appearance, which is caused on the Kader kit by the thicker trailing edges, the heavier surface detail, and the bulkier landing gear. The plastic from the Entex kit is somewhat harder than the Kader kit, allowing a easier time for a metal finish. In my case, I put the Delta markings on the Kader kit and the AA markings on the Entex kit. The Delta version is pictured, alongside the EKO 1/150 DC-3 with decals from the ATP Connie. I was unable to complete the pictures of the AA version in time for publication, but these will appear at a later time. The AA decals used came from the old Victor 66 decal sheet (actually from several old V-66 sheets, as the quality of the color separation required much piece work to obtain good results).

The Kader kit also requires much more filling of seams and sink marks than the Entex version, again with the wing root area being particularly bad. Also on the Kader kit, the engine nacelles require some considerable work to obtain good appearance. The dihedral of the two kits is noticeably different, with the Entex kit tending to come out somewhat flat while the Kader kit tends to come out somewhat high. Generally speaking, the Entex kit results in a more scale looking model as the details presented on the model are more in keeping with the size of the model, while the Kader results in a more real looking model, because the DC-3 is actually a fairly bulky airplane and the Kader makes into a fairly bulky model.

Comparing the Airfix and Italaerei models, the Airfix comes out as the more bulky version. And the Airfix has the more significant problems with the fit. In addition, the Airfix and Italaerei are both military versions and would require some modifications to civil DC-3 standards. One should be extremely careful in this however, because the DC-3 and C-47 have flown in hundreds of different markings, both civil and military, so the best bet is pictures of particular aircraft you are interested in modeling. This is especially true for aircraft which flew after the end of WW II. I have built never version of the model presented by Airfix or Italaerei, so cannot comment beyond generally noting the difference in

appearance. Besides the somewhat heavier appearance of the Airfix kit, the Italian version tends to be a bit slab-sided by comparison; but the treatment of the nose by the Italian kit looks better than the Airfix area. The MPC kits is the same kit is the same kit as the Airfix one, save the markings and plastic. The MPC is in white plastic and comes with decals as already noted, while the Airfix kit is in gray plastic. The Airfix plastic is harder and therefore better for a metal crown. The decals from the MPC kit are extremely difficult to use.

I have built neither of the Monogram kits, but the 1/48 scale kit appears very nice. Certainly, as the recent models displayed at various of the IMPS contests have demonstrated, the model makes up into an exceptional piece. Very briefly, to convert the 1/48 C-47 to a DC-3, the main problems one would have to note and change are as follows: (1) the cargo door (2) add a passenger door (3) add a baggage compartment door (4) add a window on the left side at the point indicated on the Monogram kit (5) remove the astrodome on the top of the model (6) convert the engines to whichever version you want to model (7) convert the landing gear, again depending on the version. If anyone out there is interested in actually completing this conversion, which I intended to do for this article, I have available very complete notes on how to do the model and will be glad to provide Xeroxed copies to any reader interested for three stamps (to cover costs) and SASE. Otherwise, perhaps I will cover this conversion in a later article, as I certainly intend to complete it. One good reference is Vol. 7 No. 7 of "NEWS", the publication of the West Michigan Chapter of the IMPS, again I can provide copies of this article to anyone interested. The article is not copyrighted and the IMPS chapters invite the modeler to share the information.

The EKO kit comes already assembled and requires some work in order to make into a collection standard, but as can be seen from the picture, the results are very pleasing and it will fit in very well with a 1/144 scale collection. I have never seen the ATMA kit, but there have been rumors that Brazil may someday reissue it.

On the new goodies front, I have not seen the Hasegawa airliners yet, but have been told they are extremely nice and there is a popular rumor that Mico Scale may do some decals for them, using the already completed artwork for decals previously issued. Airtec has marketed a foam fuselage for



ABOVE: Revell 1/144 L-100 Hercules with decals from various sources. This was the feature a/c in the Summer issue of the LOG.

a 1/144 series 200 Boeing 727 and a L-188. The fuselage is designed to fit very well with the Airfix kit, (or probably the Revell kit, although I have not tried it yet) and goes together with a minimum of effort, certainly much better than the vacuum formed conversion. I am in the process of building one presently and will comment more fully in the next article. The 1-188 is molded in one piece and comes with decals for the windows and metal props. Many of the ATP decals can be made to fit it, including the BAC 1-11 AA, the PSA and Air California sheets, and other decals can also be used. For example the decals from the Northwest Stratocruiser. It also appears that ATP will market some very interesting decals for this model, or the vacuum formed version. All of the above mentioned decals and models are available at ATP except for the Hasegawa airliners, which I do not know if ATP will carry or not, but they should be readily available as they are marketed by Minicraft.

I received only about 20 responses to my question about decals, so I am going to run it one more time. If the response is no better this time around, we will forget about the survey altogether. See the last issue of the LOG for details. Your participation will be appreciated.

MEMBERS: PLEASE SEND IN PHOTOGRAPHS OF YOUR MODELS TO THE LOG EDITOR SO THEY CAN BE PUBLISHED IN THE MAGAZINE. WITH THE PHOTO PLEASE INCLUDE INFORMATION ON WHAT MODIFICATIONS WERE NECESSARY, THE TYPE MODEL USED AND THE DECALS USED. IF YOU HAVE MADE AN UNUSAL MODEL OR A PARTICULARLY DIFFICULT MODEL, SEND IN PHOTOS AND DESCRIPTION OF HOW YOU WENT ABOUT CONSTRUCTION. SHARE YOUR KNOWLEDGE AND EXPERIENCE WITH YOUR FELLOW CLUB MEMBERS.

THANK YOU
PAUL F. COLLINS
EDITOR, CAPTAIN'S LOG

3014 ABELIA COURT
SAN JOSE, CALIFORNIA 95121

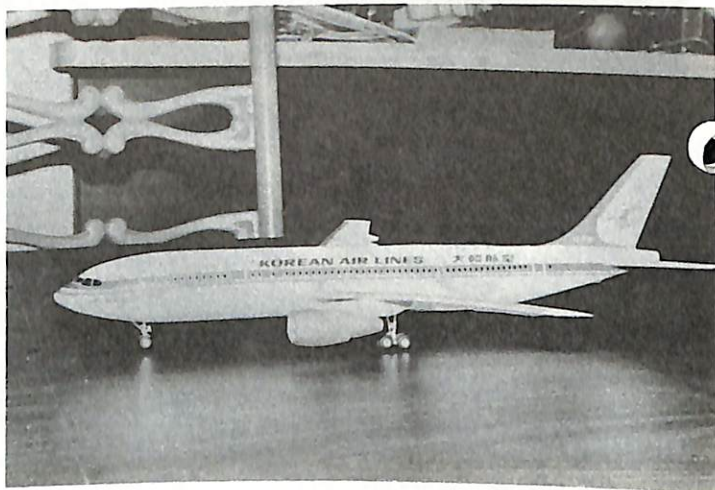
ATP

Owned and Operated by
Clinton H. Groves

ATP

Clint Groves has been a friend of the modeler for a number of years by providing super decals, a wide selection of models and numerous other items that just could not be found in the local hobby shop. Clint has also been a good friend to the World Airline Hobby Club for the last several years. Through Clint's efforts a lot of people have become aware of the Club, and in turn, have written for additional information and eventually have become members. This little note, Clint, is to let you know that your efforts on behalf of the WAHC are greatly appreciated.

ATP will be happy to send you a copy of their catalog for \$1.00. The catalog lists decals, models, post cards, books, finishing products, and miscellaneous plastic products in which to store your slides, pictures and cards. The latest decal, produced by ATP, is a sheet for the Gulf Air 737. This is a super sheet. A lot of new sheets are being planned for 1980/81 so be sure to write to the address above and get your ATP catalog NOW.



ABOVE: Here is a nice Airfix 1/144 A-300 Airbus in Korean Air Lines (VHF decals) colors. This type aircraft was featured in the spring, 1980 issue of the CAPTAIN'S LOG.

DECAL CAPERS

by
STEVE KENYON

Over the years the DC-3 has been seen in just about every airline color scheme. For this issue, I have chose two very colorful examples that will depict both an airline and an air freighter. The airliner will be Mohawk's Gas Light Service and the freighter will be SMB Stage Lines. While the subjects may look difficult, if you follow my instructions you should not have much trouble completing a nice model for your display shelf.

FIGURE 1

This is our most illustrative and most colorful design for the DC-3. A broad red cheat line appropriately inscribed with white scroll designs appears on each side of the fuselage and engine nacelles. Appearing on the vertical stabilizer/rudder is the outstanding "gay nineties" gas light--appropriately achieved in black, white and yellow (flame).

This decor first appeared in 1960 and was widely accepted by the commuters who used Mohawks services during the period of 1960 to 1962. The service was extremely popular, featuring 5c cigars and beer for the same price!

The broad fuselage cheat line began at the nose of the aircraft and continued aft to the end of the aircraft ending at the tip of the tail cone. Superimposed on this cheat line was a thin pin strip of orange/sand color. This same design also appeared on the outboard side of each engine nacelle. Designed onto these cheat lines was a scroll designed white pattern of an especially stylised "M" (lying on it's side) with patterned additional outlines. Here, I would suggest that you obtain some additional reference material such as pictures or drawings which will depict the exact style of these scroll patterns. Since I know of no decals which may be used, these scroll patterns will have to be painted on free hand using an 00000 brush. You will have to exercise extreme care while painting the scroll work since it makes the entire pattern to be displayed. Take your time and don't hurry. Patience is a virtue here that will pay off. However, don't despair if your first attempt does not satisfy you--touchup is the mark of distinction and you'll be surprised at the finished results.

The most interesting part of the design is the lamp superimposed on the vertical stabilizer area. I found it necessary to draw the design on some type of rather heavy paper/carboard and then transfer it to frisket paper. When I made my transfer to the frisket paper, I cut away the inside so my paint would transfer only to the outlines of the lamp since it is in black. A word of caution here: be patient because you are working with very small lines and care must be exercised to make certain your design is transferred exactly as you originally drew it. An alternate way of designing the lamp is to cover the vertical stabilizer with masking tape and then use a brand new #11 Exacto knife

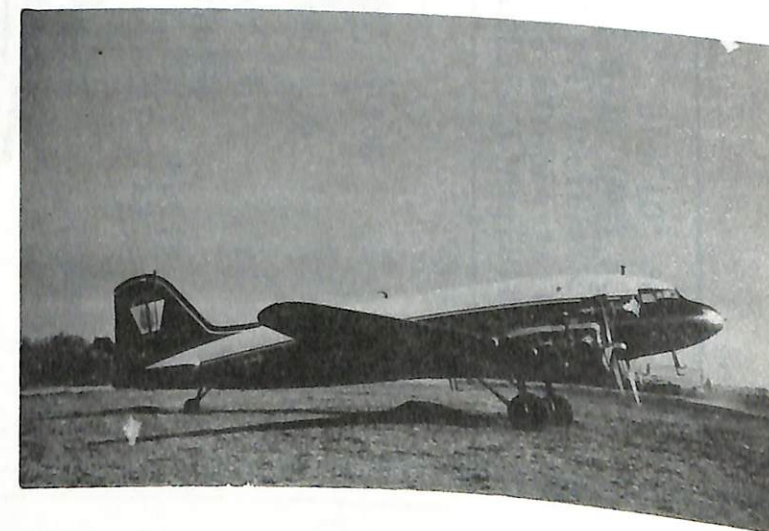
blade and cut out your lamp pattern. Again exercise caution to make sure you have an inside picture instead of an outside cut. If you don't you are in for a lot of resanding and repainting!

The lettering, "Gas Light Service" was put on my model using Tuscan Graile print from one of the many dry-letter decal systems. The word, "MOHAWK" was provided from dry-letter decals using Helvetica outlines. As an alternative, you may use free hand and directly paint your letters on the sides. Just make sure you haven't been out with the boys, the night before. The gas light service letters are in black while the letters depicting Mohawk are black outlined letters.

The correct registration number for the aircraft is N406D and it appears in small black Tuscan Graile print on the vertical stabilizer just above the small "balled" arm beneath the gas lamp (refer to the drawing).

The aircraft carries a full compliment of deicer boots and the anti-glare panel is flat black. The lower half of the aircraft is natural metal (aluminum) while the top half is white except the vertical stabilizer. This area is red with a thin white pin strip following the forward outline of the stabilizer. The horizontal stabilizer and elevators are natural metal as is the lower fuselage. The engine nacelle and the tops and bottoms of the wings are also natural metal.

The windows above the anti-glare panel (up to the last large slider window are outlined with black while the large slider is outlined in white). The passenger windows are outlined in orange/sand pin strips.



ABOVE: This is a photo of the GAS LIGHT aircraft without titles, but still showing the scroll work and lamp on the tail section. Photo from Joe Turner.

NO SCALE;

MOHAWK'S "GAS LIGHT SERVICE"

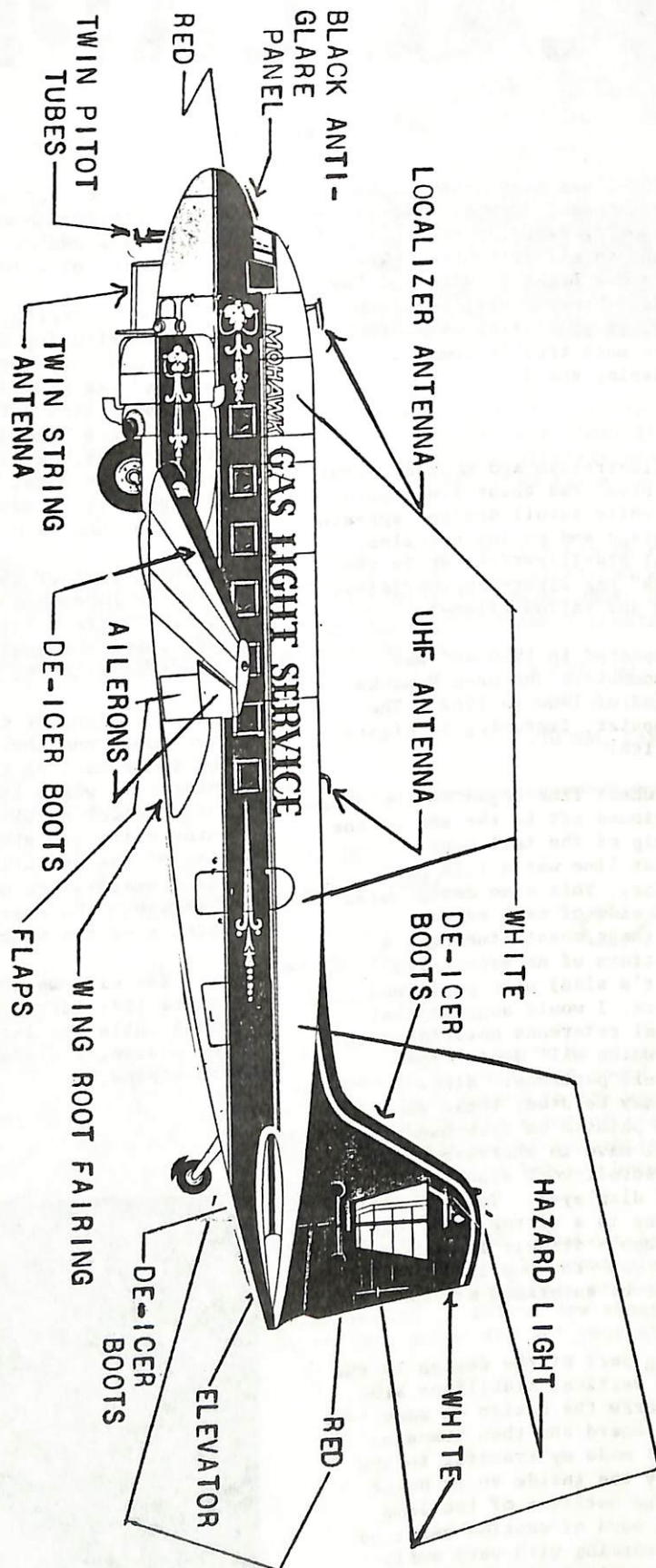


FIG. 1

DC-3
REG: NO. N409D

THE REFERENCE MATERIAL USED FOR THIS EXAMPLE IS AIRLINERS NO. 5. ALL REFERENCE MATERIAL ON FILE WITH IMM REFERENCE LIBRARY. RIALTO, 1980

NOTE: FOR A COMPLETE COLOR SCHEME REFER TO THE WRITTEN EXPLANATION.

I would also like to remind you that the traditional twin pitot tubes have been removed and replaced with smaller twin pitot extensions--one on each side of the fuselage beneath the pilot's and co-pilot's windows and just slightly forward of their respective center lines.

The top of the fuselage contains a localizer antenna and approximately half way aft there is a VHF antenna. Beneath the fuselage there is a double string (clothes line) antenna. The red hazard light is at the top of the rudder as it is with other models of the DC-3.

Remember--for best results TAKE YOUR TIME!

FIGURE 2

This drawing depicts a freighter of SMB Stage Lines. As with the Mohawk DC-3, if you take your time and follow instructions you should have no trouble in completing a nice model. The only hard part about this livery is the stagecoach shown on the tail of the aircraft.

The airline name, SMB STAGE LINES is accomplished in gay nineties lettering available through dry transfer type letters. The word "Bobo" appearing directly beneath the pilot's left side window is done in free hand and apparently is the skipper's name. It is in black. The cheat line, engine nacelles, (but not the wings) lettering, stage coach and the anti-glare panel are in navy blue. You could use Pactra #4 here if you wish. The fuel caps and the front tips of the propeller blades are red.

On the engine nacelles (see photo) there is a long white rectangular arrow with orange pin strips. This arrow starts at the leading edge of the nacelle and extends rearward to the leading edge of the wings but does not extend onto the wings. The pin strips along the cheat line are orange and the exits are outlined in orange also. If you like, use Floquil RR 30 for your orange pin strips.

To paint the top and bottom sides of the wings and lower half of the fuselage use Pactra light blue thinned with approximately 1/3 white. Paint the remainder of the top fuselage, horizontal stabilizer, tail, and elevators white. The registration number, N41447, is white and appears on the cheat line just aft of the freight door on the left and right sides being superimposed on the navy blue cheat line. Walkways on both wings and adjacent to the wing roots are in flat black outlined in white. These walkways run from the leading edge to the trailing edge and then extend outboard from their respective centers to approximately 1/2 inch beyond the outboard side of the engine nacelles and midway between leading and trailing edges of the wings. These walkways roughly form the letter "T". The aircraft does not have de-icer boots except on the props. The propeller manufacturer's specification sign and logo appear on the blades of each propeller.

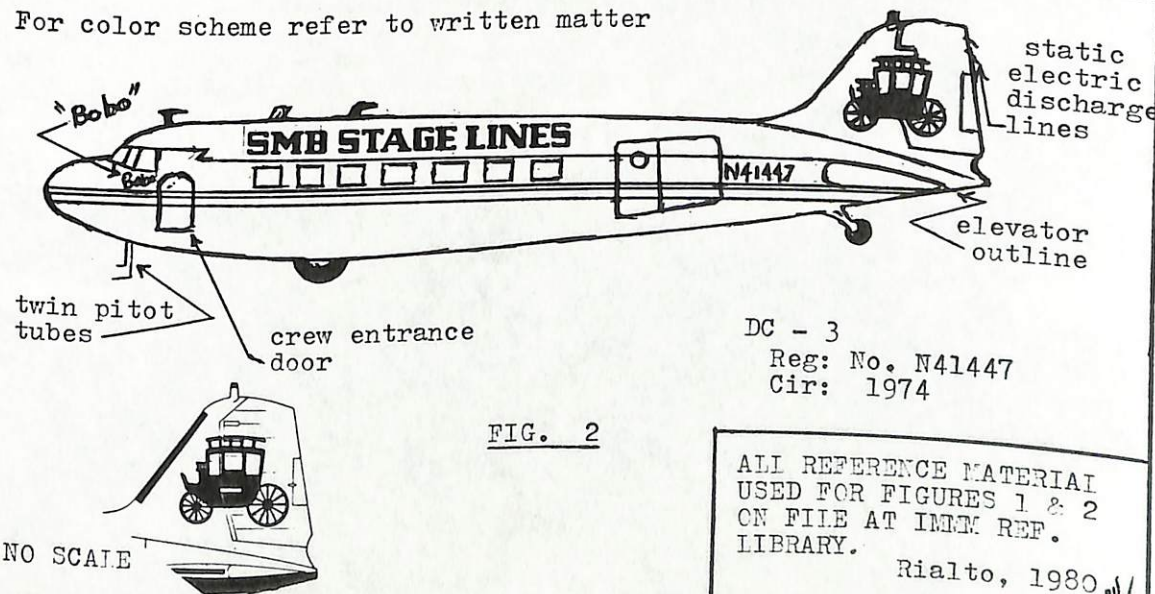
Don't overlook a little realism by adding two pieces of small thread to the rear edge of the rudder to simulate the static electricity discharge lines.

Good luck with your modeling. I sincerely hope that your efforts turn out to your expectations and that the visual appearance will be rewarding to you as it is to others. Until then, see you next issue.



Photos on follow page from Tom Kalina. Please make note of details of stagecoach and lettering; plus note red outline of crew door on forward fuselage.

For color scheme refer to written matter



DC - 3
Reg: No. N41447
Cir: 1974

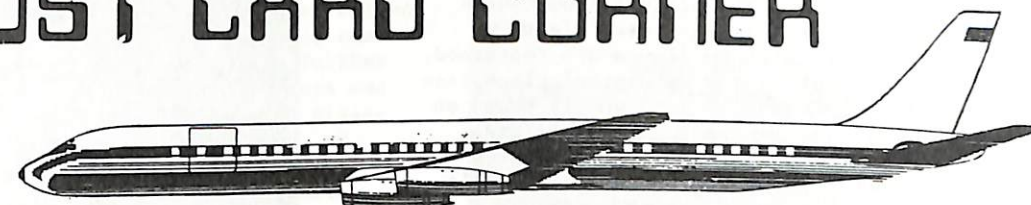
FIG. 2

ALL REFERENCE MATERIAL USED FOR FIGURES 1 & 2 ON FILE AT IMM REF. LIBRARY. Rialto, 1980

NO SCALE



POST CARD CORNER



by
PETER BLACK

The Airlines International '80 Convention turned out to be a bonanza for collectors in search of post cards new and old to add to their collections. Perhaps the most notable single happening for card collectors was that one very well known advanced collector decided to dispose of his equally well known trader box (or should I call it a trader carload?) for fair prices. By the time the Convention ended, several thousand good cards had found new homes at prices from 25¢ up, and many scarce and unusual cards went for 50¢ to \$2.00. I picked up over a hundred cards from this one source alone. Collectors fortunate enough to arrive Thursday night got the cream of the crop, for although the Convention did not formally open until 9 AM Friday morning, there was quite a bit of wheeling and dealing in the Conventioneers' rooms the preceding night.



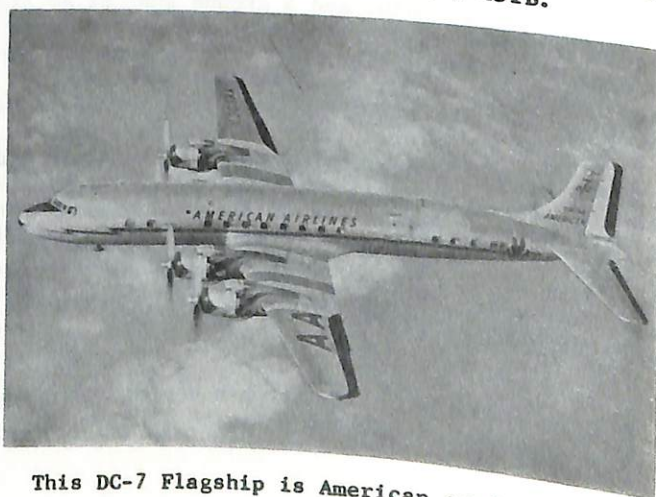
American Airlines DC-3 is featured on this Company issued card No. T-150A.

When the main convention room opened, numerous people appeared with various amounts of cards to sell and trade, ranging from one chap with four cards to the previously mentioned "big gun" with around five thousand cards. The activity at the opening reminded me of hungry sharks in a feeding frenzy. Just about everybody seemed happy with their new acquisitions, and some were so happy they had a hard time keeping both feet on the ground. Some of the cards I picked up were an airline issued Northeast FH-227, a linen Continental DC-7B, a UAT (Aeromaritime) DC-8, an Ariana DC-6B, and a Trans Texas DC-3 with a cowgirl-stewardess standing in front of the plane. The American Airlines issued cards to the right were also acquired. I traded off about 100 cards, and brought home about 300 new cards, but that total included some cards obtained for use as future traders. Several collectors fared better than I. One well known post card entrepreneur, Fred Erdman, and his International Airline Museum were selling cards hot and heavy at one end of the room, while at the other end Aviation World unveiled nine new cards including an American Overseas Stratocruiser, Northeast DC-9-31, Air Canada 727-223, Western DC-4, Great Lakes CV-440, TWA L-1011-1, and others.



This American Airlines DC-4 card was mailed in New York in 1947. AA card No. T-151B.

A delegation from the newly formed European branch of the WAHC arrived with some recently issued cards from the other side of the pond, including a Kuwait Airways 747 and a very nice new Gulf Air 737, both airline issued. While I have mentioned some big collectors and dealers, a significant contribution was made by many of the newer collectors with fewer cards. The joined right in and played a big part in the swapping, buying, selling, haggling, cooing and aahing, and having a good time in general. We can only hope that next year the Miami convention will be as fruitful, and personally, I am quite sure it will be.



This DC-7 Flagship is American card No. T-151-1.

Now, on to new issues. I am sorry to say that I have seen only one significant new airport card of a U.S. airliner since our last edition. This is a Republic Airlines 727-200. The picture from Canada is also bleak, except for this nice (see right) CP Air DC-10-30. As far as airline issues are concerned, Delta has another of their infamous 3-panel giant size cards (L-1011/727-200/DC-9-32). This one is based on drawings, not photos, and can be found in the seat pockets on most if not all Delta aircraft. Let us hope that this is the last of its species. Wouldn't a card of a Delta TriStar 500 be nice?

From overseas the picture is a bit brighter. In addition to the cards mentioned before, a most significant and welcome card comes from Philippine Airlines. Yes folks, after 20 years, PAL has finally issued a new card, a 747. Despite the turmoil in Afghanistan, Ariana has managed to produce two DC-10 cards. These were briefly available from their New York office in June, but recent letters to that office have gone unanswered. Charles Skilton & Fry, England's most prolific post card publisher, has several new cards out and more due for release soon. Out now, are a Singapore Airlines Concorde (!!!), a Braniff 747 in the current colors, an Air Canada 747 with red titles, and a very beautiful Air France A-300. The quality for which this publisher was originally known has returned.

Germany and Switzerland continue to be good sources of cards. Found recently at airports in these countries were cards of a Swissair DC-10 and DC-9-51 in that carrier's new color scheme, a Balair DC-8-63, a Condor DC-10, Aereolineas Argentinas 747, and various Lufthansa aircraft. One card that surfaced a year or so ago has reappeared, a Lufthansa Cargo 747. All these cards are airport cards from various publishers, and many will find their way to the U.S. shortly via dealers.

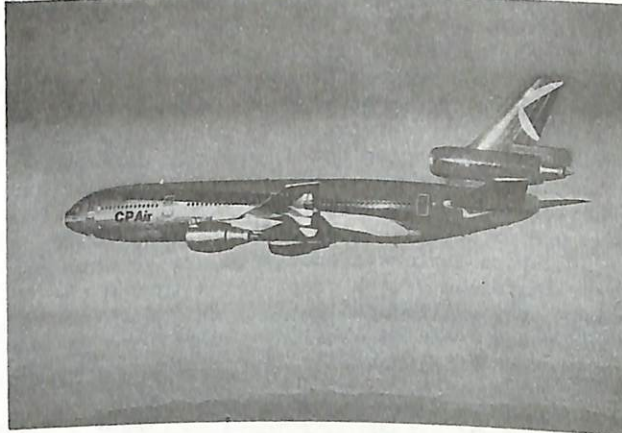
Several airlines have recently issued historical series of cards, including S.A.S., South African Airways, and Cubana. The Cubana set is particularly noteworthy in that it has some vintage types in addition to more modern ones obtained from their Russian benefactors. These cards have been filtering into collectors' circles for over a year now, primarily from overseas Cubana offices, as requests to their head office in the Caribbean "Workers' Paradise" go unanswered. While the quality of this set is only fair, it should prove a valuable addition to any collection.

One private European publisher that has put out numerous cards is Editions P.I. of Paris, France. Their more recent cards have their trademark, the Greek letter Pi in a circle on the face of each card. Recent offerings from this company include an Air Charter Int'l. 727, a Japan Air Lines DC-10, and a ground shot of an Air France Concorde at Charles de Gaulle Airport seen through some trees. They probably have issued at least 40 or so cards, but most that have come out ended up in collections and have been purchased off a rack as few dealers carry these cards. Another interesting French card that has reached these shores recently is not exactly new, but highly interesting. It is a DC-4 of Air France on the ground at an airport in Corsica. What makes this card even more unusual is the insignia of the French night airmail service on the rear fuselage. This card will be available from Aviation World shortly.

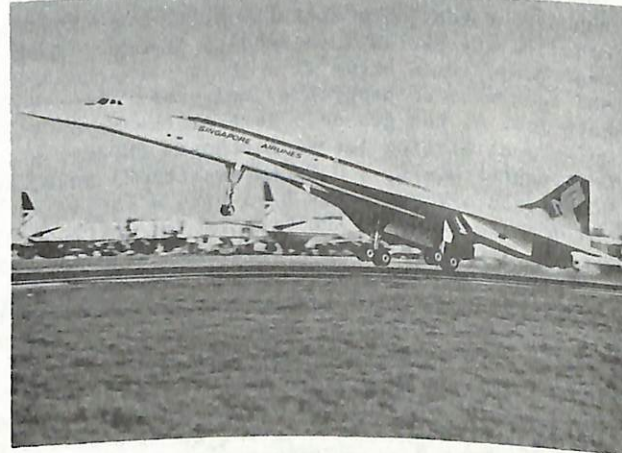
RIGHT: Braniff Int'l. Airways Boeing 747 produced by Charles Skilton & Fry.



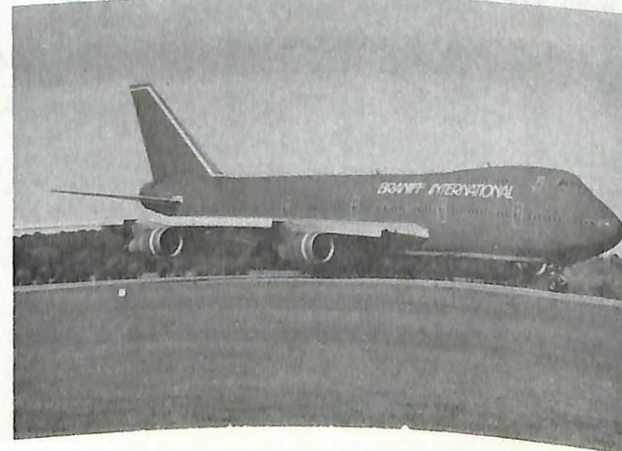
Republic Airlines 727-200 produced by Minnesota Frameable Print Company.



CP Air DC-10-30 card was produced by GRANDE, a Traveltime Product of Vancouver, B.C.



Singapore Airlines Concorde is another of a long line of Charles Skilton & Fry cards.



Saving the best news for last, there is at last a magazine for aviation post card collectors. Airline Publications and Sales Ltd. of Merry Olde England has started publication of a new quarterly magazine called, "Aviation Post Card Collector". The first issue, edited by Fred Hems, released in June, contained several check lists of cards issued by major publishers, and further check lists of cards of aircraft of British Airways and their predecessors. This magazine also accepts classified ads from collectors looking to trade, buy, or sell cards, and the ads are reasonably priced. The "Aviation Post Card Collector" is available by mail subscription from your nearest branch of Airline Publications and Sales. In the U.S., contact Airline Publications, 41B Luke Drive, Harrisburg Int'l. Airport, Middletown, Penn. 17057, for a subscription order form. If you are in a hurry, call AC 717-944-2571 during normal business hours (Eastern time). Volume 2 is scheduled for release in September, and will feature post cards of TWA and Lufthansa, as well as publishers listings for Solarfima, Movifoto (which should take several hundred pages!) and Editions P.I.

The next few months should yield a good number of new cards, however, as with the cards reported in this issue, most will be from private publishers or overseas airlines. But, least SOME airlines are publishing post cards.

Happy collecting!

(Editors Note: The CP Air card is available from Club member Tony Herben, P.O. Box 125, Watson Lake, Yukon Y0A 1C0, Canada.)

RIGHT TOP TO BOTTOM:

Air France DC-4 in Corsica. Produced by Editions GAL, 84 - Carpentras.

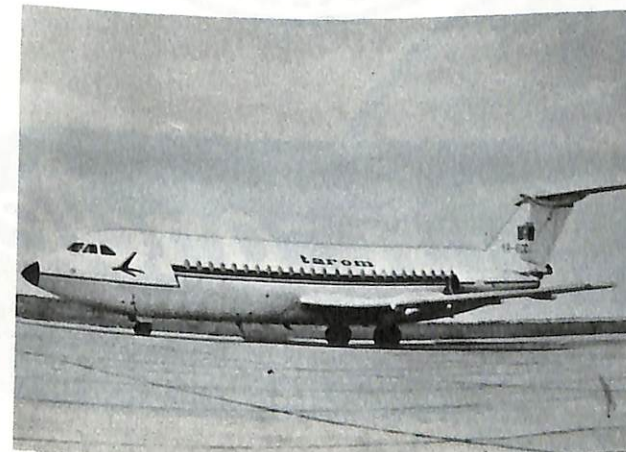
A Viscount of Guernsey Airlines. Airline card(?).

Interflug IL-62 produced by Bild Und Heimat.

An Interflug TU-134 on approach produced by same company as listed above.

BELOW:

A Tarom Romanian Air Transport BAC 1-11. This card was produced by the airline.



STICKER CHATTER

by
DON THOMAS

The Detroit convention was a great success. The committee there should be congratulated on the fine job they did. (Ed. note: A letter was sent from Club Hq. to the convention committee expressing the thanks of all those present for the fine job.) It is my understanding that they even practiced registration procedures and this is why everything went so smoothly on Friday morning.

Many exhibits this year were in glass frames or cases. This is as it should be. Although some exhibits look fine on large cardboard mounts, others appear best mounted under glass, especially the wings, patches, and baggage labels. This sticker department hopes to see more frames of air labels, ancient or modern, on exhibit in Miami next year. We will make sure some good labels will be offered as trophies for first and second awards. Labels and timetables go together well--the same logo usually appears at the same time on both label and timetable, and these display advertising or publicity changes with the years. Some guys get labels to go with their timetables, others, like myself, get timetables to go with my labels.

There were plenty of freebies being given out at the convention. The convention committee certainly did a fine job getting contributions from the airlines. There were several tables, just full of badges, stickers, schedules and various items of advertising material. The boys from OZARK did a fine job of handing out stickers, schedules, and "punch-out" OZARK DC-9's.

Speaking of freebies, BRANIFF has given up the Concorde--too expensive to operate. We were passing out the Concorde label (see right) at the convention. Anyone who wants one please send a self-addressed stamped envelope to Don Thomas, 1801 Oak Creek Drive, Dunedin, Florida 33528. Also available is the LUFTHANSA DC-10 sticker pictured at the right. The small DELTA sticker will also be sent, if requested.

Please note new address for your Sticker Editor. This address is effective August 18. Any mail delay is due to packing, moving and unpacking.

We wish someone who works for BOEING could solve a problem for us. What kind of connection is there between Boeing and their customers in the printing of labels? Of course Boeing has its regular round red 707, 727, 737, and 747(SP) labels, and now similar ones in several colors for the new 757 and 767. All feature various funny faces or laughing airplanes. But the same faces appear on labels like the Royal Bruenei (see right) Gulf Air, Aloha Airlines, Luxair, etc. My question is--does Boeing print these labels, as Douglas does, for distribution to their customers? Or does Boeing

supply a suggested format? Or does the airline just copy the picture from a regular Boeing label? We see the regular ones plastered around at airports all over the world. Boeing salesmen to get around!

The art department at Douglas was kind enough to provide a sticker for the convention this year. The WAHC would like to thank Douglas for this item, as well as the other items supplied by them. I understand they have some additional surprises they're getting ready for 1981!

Below and on the following page are some examples of the stickers/labels available at the convention in Detroit. Until next issue, happy collecting and don't forget to send in any new issues so they may be included in catalog up-dates.





If you are a "serious" airline memorabilia collector and you were not in Dearborn, Michigan on July 24, 25, 26 and 27 you missed your best chance of seeing what Heaven is going to be like (if you get there). What had to be the largest exhibit of airline "junk" ever assembled under one roof, brought tears of joy and ecstasy to the those that had gathered to partake in the week-end activities.

Activities, as usual, began on Thursday, the day before the official meeting began. I arrived at the Ramada Inn about 1 p.m. and was greeted by a large number of "early-birds" that already had registered at the desk and had been to Willow Run taking pictures. Each year it seems that there are more and more of these "early-birds!" Maybe we will have to revise our convention plans in the future and start activities on Thursday.

After the evening meal and the sun went down, you could find little groups of these early arrivals, huddling around with boxes of slides, post cards, schedules, and the Lord only knows what else, trying to influence others to join their little groups to buy, sell or trade. I had to give up on this activity around midnight, but I understand the wheeling and dealing went on until the wee hours of the morning.

According to schedule, registration started at 9 a.m. sharp. I was about 25th in line, but it only took minutes before I was at the registration desk. The committee running Airliner's International 80 really had their act together. I didn't hear one grumble from anyone about having to stand in line to get into the trade area. (Applause for the convention committee.)

Once inside the room, it was a hard decision which way to go. As you entered the room there were three or four tables, completely covered with goodies that were FREE. Badges, bumper stickers, labels, schedules and loads of advertising material, all for the taking. And take most everyone did! Some more than once I might add (including myself).

While some of the other fellows were setting up their material I went to my own table to try and sell some of the goodies that I had brought with me, as well as peddle some Club jackets. Business was very good all morning. Post cards, labels and schedules were hot items, especially the Airbus labels. Third-level carrier schedules also were moving well.

Things were humming in every corner of the trade room by noon. Every table was covered with either slides, post cards, schedules, models or other items of memorabilia. In all honesty, it was overwhelming. I've never seen so much airline material in my life. Those in attendance could not get from one table to the next fast enough!

While all this trading and selling was going on, TV cameras were recording it all for the evening news. The results of this exposure to the general public was felt the next day when all kinds of folks showed up and joined in the action. The television people did a super job and seemed like they were enjoying the assignment very much. (Applause for the television crews.)

The trading area was closed about five o'clock so all those folks that missed lunch could at least have time for supper.

The next activity was scheduled for seven o'clock and that was the convention business meeting. The convention site for 1981 would be selected during this meeting. John Stewart chaired the meeting and accepted nominations from the floor on the site for the 1981 meeting.

Bruce Drum presented Miami, Howard Grant nominated California (Howard, I still haven't figured out where in California you wanted to hold the meeting!) and Paul Collins nominated Kentucky. After presentations on all three sites, those in attendance at the business meeting voted Miami the 1981 convention.

There were a number of questions presented at the business meeting concerning the convention. Most were handled quite well with no real problems developing. Someone suggested changing the name of the convention from "Airliner's International" to something else, but this was voted down, in a hurry. Several of those present suggested that a convention be held in the fall instead of the summer. After some debate, it was voted to maintain a summer date for the meeting since most people, especially those with kids, take their vacation during June, July or August. The meeting adjourned without any other debate.

Following the convention business meeting, a short Club business meeting was held. I am sorry that more Club members that attended the convention business meeting did not return for the Club meeting. No great earth-shaking announcements took place, but it would have been nice to have a larger participation by those Club members in attendance.

During the Club meeting, several of the European Section of the WAHC were introduced. Fred Hems and John Chivers were given a warm welcome by those in attendance. Both gentlemen said a few words and give us some idea of what is happening and going to happen with the European Section. John announced that the group will be publishing a newsletter that will be available to any WAHC member that wishes to subscribe. More on this in future issues of the LOG.

Also introduced at this time was Club member Nelson Hopkins, who came all the way from "down-under" in Australia. Nelson was on "tour" taking slides at various airports. I am sure that some of them will be showing up in his sales catalog shortly. Nelson operates Choice Aviation Fotos.

The only "big" announcement to be made by the Club President was that starting the first of the year there will be a new Editor for the CAPTAIN'S LOG. Club member Gary Dolzall has volunteered his services to the organization. Gary is currently working for Kalmbach Publishing and is the business manager of TRAINS Magazine. He has written a number of commercial aviation articles for other publications and I am sure that most of you have read some of his material at one time or another. Gary is looking forward to becoming Editor and I am sure he will do a super job.

I explained to those present that this does not mean that I will be doing less. Just the opposite is true. By having someone else take over the editorial duties, this will give me more time to promote the Club and handle all the duties that will include collecting membership fees and all other "extra" work. Gary will mainly be working with the staff of the LOG. I will continue to handle all membership activities.

The meeting closed after about 45 minutes and everyone headed for the pool and some liquid refreshments. The cash-bar did a brisk business while a airline T-shirt contest was held. I don't know the name of the winner, or if she even had on an airline T-shirt, but it didn't make any difference!

On Saturday morning, things started off a little slow, mainly because almost everyone had stayed up a little too late Friday night. But it wasn't long before the room filled up and buying/selling and trading picked up where it had left off on Friday afternoon. It was at this time the television exposure that I mentioned started to show itself. There were a lot of folks walking around and looking at all the good stuff to collect. If I heard the statement, "Gee, I thought I was the only person that collected this stuff," once, I heard it several dozen times. Over the week-end we were able to sign up some 25 new Club members! Much of the credit for this also goes to my wife, Pat, who stayed at my table and fielded most of the questions that those interested in joining the Club had. (Applause for my wife Pat.)

Activities continued at a brisk pace all day Saturday. When time came to close the room to prepare for the banquet, it was hard getting some people out of the area. It must be mentioned that the Detroit committee did an outstanding job, not only at the registration table, but all during the week-end. Inside the room there was always someone present if you needed help with a problem or just wanted some information. (Applause for the ENTIRE convention committee.)

The only problem with the banquet this year, if you can call it a problem, was that the banquet room could only hold 160 guests. If a larger room had been available, I am sure over 200 would have attended, especially after it was learned that the guest speaker was to be R. E. G. Davies.

Mr. Davies is Director, Market Development Special Projects for Douglas Aircraft Company. In 1972 he had published "Airlines of the United States since 1914" and prior to that he wrote, in 1964, "A History of the World's Airlines." He is currently working on a companion volume to his U.S. book, "Airlines of Latin America since 1914." It was on this subject that he spoke following a very nice banquet meal.

Following Mr. Davies on the program was the presenting of awards to those winning in the various contests that were held during the convention. A list of those winners follows this article. The judges certainly had a hard time deciding the winners. (Applause for all those that entered the contests, winners and runner-ups.)

Following the awarding of door prizes, the banquet activities ended and just about everyone adjourned to the trade room for some last minute trading. All-in-all it was a very delightful day.

Sunday morning found a large number of people checking out and leaving for the airport to catch early flights home. For some it was hard to say good-bye to new found friends and old friends. There were plenty of promises made to keep in touch until the meeting in Miami next year. Some will be kept, some won't, but the spirit of the convention will keep burning until it glows again down in the "Sunshine" state of Florida.

As I drove home, down I-75, I thought about the over 240 collectors that had gathered in Dearborn for our fourth annual convention. If we continue to grow during the coming year, as we have in the past, there should be over 300 collectors on hand in Miami next year. Considering that there were about 60 collectors at the first meeting in Cincinnati in 1977, we have come a long way. I am already looking forward to the trip down I-75 to Miami next year. I'll be there--will you?

MIAMI 1981

DIPLOMAT RESORT & COUNTRY CLUB
3515 South Ocean Dr.
Hollywood, Florida
33022

The 1981 edition of "Airliner's Int'l." will be held JUNE 26, 27, and 28 at the Diplomat Resort & Country Club in Hollywood, Florida. You will be receiving additional information on registration, rates and fees as it becomes available.

Bruce Drum is the convention chairman and all correspondence to him with regards to the meeting should be addressed: Bruce Drum P.O. Box 523082, Miami, Florida 33152

Please wait until you hear from the convention committee before you start writing asking about the meeting.

Thank you.

AIRLINER'S INTERNATIONAL '80

Contest Winners

Photo Contest

1st Class Color Prints

1 C. Stewart American 727 2 J. Selman Dan Air 707 3 C. Stewart Hamilton Metal
Liner

2nd Class Black & White Prints

1 J. Wegg Lufthansa Viscount 2 J. Wegg Catair Connie 3 J. Wegg PSA 727

3rd Class Color Slides

1 R. Kluk Eastern L-1011 2 D. Keller Frontier 737 3 P. Hogdon Great Western
CV 580

Model Contest

Class A 1/144 and smaller
Section 1 Wide Body Jets

1 B. Havilland Continental DC10 2 B. Moruska TWA 747SP 3 B. Havilland PSA L-1011

Section 2 Narrow Body Jets

1 A. Pappas Hawaiian DC-9 2 B. Havilland Eastern
DC-9 3 B. Havilland Hawaiian DC-9

Section 3 Propeller Aircraft

1 B. Havilland Eastern L.749 2 B. Havilland Mohawk CV440 3 M. Mayer HP 42

Class B 1/120 Propeller Aircraft

1 E. Kolesar Eastern DC-7B 2 R. Kasar Mexicana DC-7 3 T. Kalina Delta DC-7

Class C 1/100 Jet Aircraft

1 T. Sheets Eastern 727 2 P. Van Leeunen Balkan
TU-154 3 P. Van Leeunen Aviogenex
TU-134

Class D 1/72 and Larger Jet & Propeller Aircraft

1 T. Kalina TAT Tri Motor 2 D. Barnes American DC-3 3 P. Lundy UAL DC-3

BEST MODEL OF SHOW Tom Kalina TAT Ford Tri Motor Airtec Flight of Fancy Award
Aris Pappas Texaco DC-9

Artistic Merit Slide Marion Pyles and Bruce Johnson

BEST DISPLAY (GENERAL) OF SHOW Dick Koran (Wing Display)

Tom Kalina, for his efforts, won for the second time the Steve Kenyon traveling trophy.
Tom won the first Best of Show award at the first convention in Cincinnati in 1977.

Dick Koran won the World Airline Hobby Club trophy presented annually for the best general
display of interest. Dick broke the string of three in a row of Ray Mattox.

FLIGHT EXCHANGE

The FLIGHT EXCHANGE section of the LOG is provided to give you, the Club member a place to buy, sell and trade your duplicate items and find the items that you have been looking for. Send in your list of material that you have been looking for or trying to dispose of. The only thing I ask is that you keep your request short and to the point. I reserve the right to limit the size of any request.
Thank you.

E. J. Weldon, 1426 Cheyenne, Lewisville, Texas 75067 is selling a 20 year collection of airliner kits, including Electras, 880's, you name it, he has it. Send self addressed envelope for complete list and no serious offer refused.

Jean B. Hall, 12108 Otis Drive, Rockville, Maryland 20852 wants Junior pilot and Stew wings--especially from foreign airlines. Have domestic wings to trade, or will buy. Send description, tracing, price, markings, material and color.

Rick Aranha, 7720 S.W. 17 Street, Miami, Florida 33155 would like to buy and trade display models of both commercial and military aircraft. Also want to buy Airliners #6 and #11, and any issues of Airliners and Airliners printed in England. All letters answered.

Patrick McCollam, 540 North Florence St., Burbank, California 91505 would like to trade his whole collection of airliner models. He has most all U.S. and foreign kits. All unbuild and boxed. 707's, 747's, DC-3's, DC-10's, etc. Will trade for post cards and passenger emergency cards ONLY. Patrick is interested in trading emergency cards also.

Glenn R. Throver, 100 Bellefontaine Dr. #178, Lafayette, La. 70506 is looking for a Trans Texas CV 440 and CV 660, Sierra Pacific CV 580, Wright Air Lines CV 600 post cards to purchase. Also looking for all types of Convair prop cards, please send airline, publisher, type and card I.D. if marked.

D. C. Prins, Lt. Gen. Foulkeslaan 24, the Netherlands would like to contact collectors from all over the world wishing to exchange/buy/sell any or all of the following: Mint stamps of U.S., Canada, Australia, New Zealand, Pacific Island, China and Japan; Used commemorative stamps of the countries previously listed; F.D.C.'s entire world; Coins entire world; Registration labels; Old view-cards prior 1925; picture albums; ANYTHING about former Netherlands East Indies; postal seals, i.e. Christmas seals, etc.; and will be a mediator for selling or buying things you want from the Netherlands--ANYTHING.

Paul Taylor, Box 55206, Mather AFB, California 95655 is looking for anything Northeast, will purchase or trade. Paul is also looking for "Indianhead" Mohawk markings for BAC 1-11, Airfix.

Robert Trauer, RR #1, Box 292, Rising Sun, Indiana 47040 would like to trade the following listed timetables for airlines listed from the same time period: TT's for trade-Lake Central 1/9/67 4/28/68; American 4/6/67 5/9/67; Piedmont 1/8/67 30/4/67 15/5/67; Eastern 1/8/67 11/9/67 15/3/67; TWA 16/7/67 7/8/67; Continental 1/8/68; Delta 1/6/67 1/10/67. Airline schedules wanted from: Mohawk, Northeast, Air West, Frontier, Pacific, Bonanza, National, Central, and Texas International

John E. Chivers, Aircraft Research Int'l., 9 Chatley Road, Great Leighs, Chelmsford, Essex, England wants information and photo's on the Viscount and BAC 1-11 aircraft serving with airlines and private owners world wide. Any print you may have and wish to sell, please give all the following details--C/N, owner, registration and last owner. Good prices paid for good prints. Please send details, all letters answered.

Karl Smalley, will trade the following schedules for post cards: Mohawk 8/1/71 10/31/71 2/1/72 4/1/72; North Central 7/1/60 7/1/61 12/1/61; Lake Central 4/29/62; Caribair 7/1/71; Trans Caribbean 4/26/70; PCA Detroit pocket edition 5-1-46. If interested please send for my post card want list.

John Irby, 2896 Plaza Terrace Drive, Orlando, Florida 32803 will buy or trade for recent system TT's of TXI, Southwest and Hughes Airwest. John is also looking for someone in the Miami area to forward him or work with him on a history of AIR FLORIDA.

AIRLINES INTERNATIONAL 80, 5232 Curtis, Dearborn, Michigan 48126 advises they have a few cloth convention patches left for sale at \$2.50 including postage. We will include with each order a copy of the convention souvenir program booklet.

Paul J. Grosscup, 305 Gailridge Road, Timonium, Maryland 21093 is looking for antique aircraft toys or newer authentic aircraft toys such as DINKY or AEROMINI and will purchase same. Write Paul and let him know what you have.

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Liner

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MEMBERSHIP FEES DUE BY JANUARY 1, 1981

On December 31, 1980 all Club memberships will expire. Due to an increase in printing costs for the LOG, the 1981 membership fee for the World Airline Hobby Club will increase by \$2.00. This means that U.S. and Canadian members will be paying \$12.00 and all others will be paying \$14.00 for their 1981 membership. I have tried to hold down the increase as much as possible. Please understand that I did not want to increase membership dues but it was necessary so that we can continue to publish the LOG in the same manner as we have in the past. Your continued support will be greatly appreciated.

The Winter 1980 issue of the LOG will probably be mailed to members sometime after the first of the year. This will be the final issue due on your 1980 membership. With a new Editor for 1981, and new enthusiasm, we are hoping we can stick to our mailing schedule as listed in the LOG. Thank you for your patience over the last several years. We really do try to get the LOG out on time, but just can't seem to make it. Please bear with us. Thank you.

1981 Club Membership Fees Due January 1

U.S./Canada \$12.00
All others \$14.00 plus \$5.00 if air mail
delivery is desired.

FLIGHT EXCHANGE
(Continued)

Werner Hartman, 4793 Le Roy St., San Bernardino, Calif. 92404 is interested in contacting members that live near or work at Air Force Bases, Air NG Bases, Naval Air Stns., Air Museums and airports that would be willing to take slides and photographs. Mr. Hartman is establishing an outlet for authors, modelers and others that have need for a wide selection of aviation material. Please contact Werner at the above address to see if you can work out an agreement. All letters answered.

Aviation World, Inc. P.O. Box 188, Bethel, Connecticut 06801 announces Volume 3 of The International Airline Post Card Catalog featuring the Boeing 707/720. The Catalog will be printed by Xerography and contain over 270 illustrations and sell for \$5.00. Please send your order NOW to the address above to receive your copy. This is a LIMITED edition, so ACT NOW. Also ask for the current Aviation World post card list.

NOTICE NOTICE NOTICE NOTICE

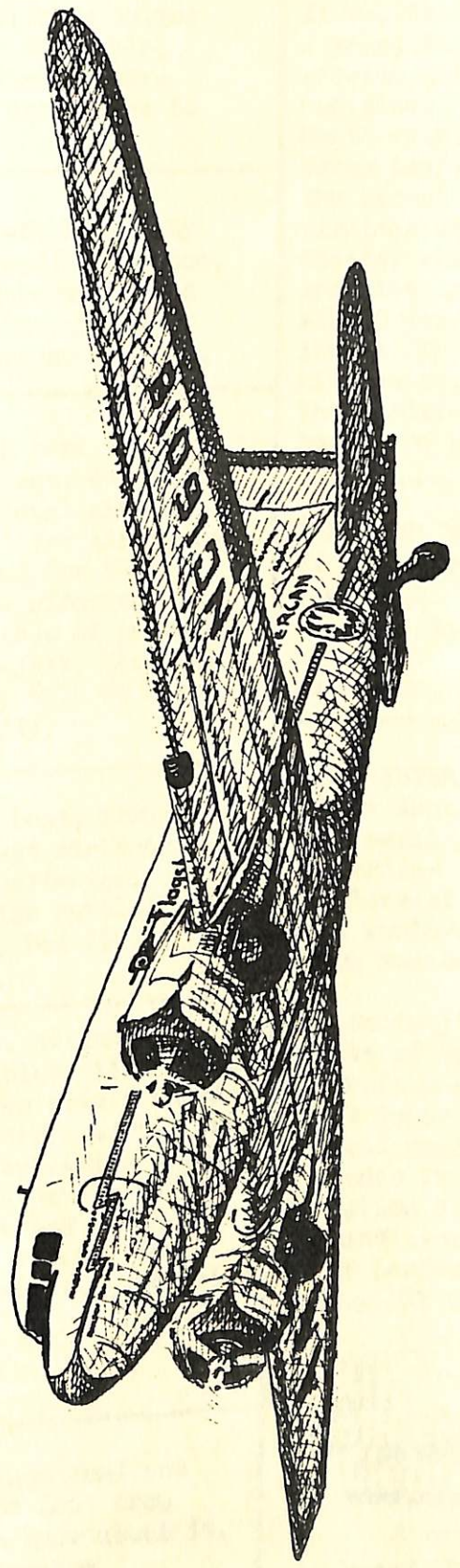
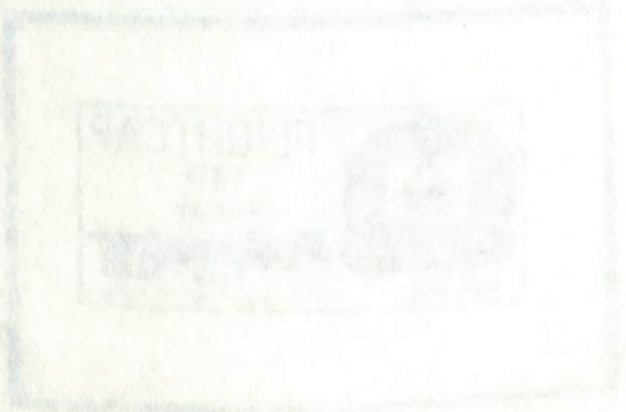
It is requested that all notices for the FLIGHT EXCHANGE column be sent in on a separate sheet of paper. Please include your name and address on all notices. It is also requested that you TRY to limit the size of your request, especially on requests for timetables and post cards.

It is requested that all those having advertisements in this issue of the LOG and wishing to have ads in future issues of the LOG submit new material for the Winter 1980 issue. The material now running WILL NOT be picked up automatically in the Winter issue. If you wish to have your ad in the next issue, have material in by DECEMBER 1, 1980. Thank you.



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Tom Malina

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

John B. Hayes operates Aircraft Publicity Bureau out of 1517 W. Briarwood, Littleton, Colorado 80120. For \$1.25 John will send you a sample of the high quality items he has for sale, plus his current catalog.

AVIATION-LETTER This is a 24 page monthly magazine with worldwide coverage. Detailed info on the history of individual aircraft (mainly commercial and civil) and airliners, accidents and much more. Send for FREE copy. Also A-L Photo Service offering top-quality Kadachrome 25 slides of private, military, commercial and biz-jets. Send for free list to B. G. Lundkvist, 5975 NW 28th Avenue, Sunrise, Florida 33313.

Air Pix, operated by USAir's best, Marion Pyles, offers some really great airliner and military slides for the collector. For a copy of the current slide catalog, send two bucks (\$2.00) to P.O. Box 75034, AMF, Cincinnati, Ohio 45275.

Aero Graphics, P.O. Box 28583, Atlanta, Ga. 30328 is operated by John Ficklen, III. John has a number of limited edition prints currently available for the collector. If you are interested in super-detailed aviation prints then Aero Graphics is what you have been looking for. Drop John a line and let him tell you about what he has in stock. You will find his material top quality. Tell him the WAHC sent you.

If you have a product or service that you would like to advertise in the LOG, drop the Editor a line and let him know about it. There is no charge for this service.

NORTH AMERICAN AVIATION NEWS (NAAN)
Looking for a good airline news magazine? If so, NAAN may be the answer. In over a year, NAAN has become one of the fastest growing all-volunteer aviation enthusiast magazine. We specialize in the airlines of North America. About North America, by North Americans. We keep you informed on the latest news concerning U.S. and Canadian airlines with airline and route news, fleets, changes and updates, profile articles on airlines and airport movements. \$14.00 yearly for the U.S. and Canada (12 issues) from: NAAN, Box 72, Malton P.O., Missisauga, Ontario L4T 3B5 Canada. DDM Photos/Slide catalogs and the latest in books are sent to regular NAAN subscribers.

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

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

The Society's main interest is the current events of today's aviation plus publishing aircraft monographs as well as Civil Aircraft Registers of various countries. Current membership fee is \$12.00 per year, includes 12 issues of the monthly magazine "Aviation News and Review." (Sample \$1.00) For additional information contact Mr. Gerry Lowther, 10 Devon Road Luton, Beds., LU2 0RH, England.



A monthly publication of ads and info for members of S.P.E.S.M.K.C. Pictures of rare kits, early information on reissues and rare kit price guides are included each month. One year subscription (includes membership in S.P.E.S.M.K.C.) is \$6.

JOHN W. BURNS • 3213 HARDY DR. • EDMOND, OKLA. 73034

BOEING

Our five Boeing-publications are still available, and selling briskly. If you want reliable information on the whole Boeing jet transport family **THIS IS IT!** A detailed history for each individual aircraft built, as well as registration index and line number index, which makes it simple to trace an aircraft even if you don't know the c/n.

*** BOEING 707 - 72 pages (\$ 7.00 /£ 3.20 / SKr 31.00) ***
*** BOEING 727 - 72 pages (\$ 7.00 /£ 3.20 / SKr 31.00) ***
*** BOEING 737 - 32 pages (\$4.00 /£ 1.85 / SKr 17.50) ***
*** BOEING 747 - 24 pages (\$ 3.50 /£ 1.60 / SKr 15.50) ***
*** BOEING C/N - 72 pages (\$ 7.00 /£ 3.20 / SKr 31.00) ***

Order from: LUNDKVIST AVIATION RESEARCH, INC.,
5975 NW 28th STREET, SUNRISE, FLORIDA 33313.

We would also like to announce the following publications:

*** DOUGLAS DC-6/DC-7 ***
*** DOUGLAS DC-8 ***
*** DOUGLAS DC-9 & DC-10 ***
*** DOUGLAS C/N ***

DOUGLAS

Classic Air Line Logos from Gene Hooker

1,000 SQUARE INCHES OF DECALS--FOR 32 AIRLINES--54 AIRCRAFT--122 DIFFERENT MODELS!
Gene Hooker is considering issuing this large selection of decals if the response is great enough. Some of the carriers to be offered: Aeroflot, Air Inter, Capital, Germanir, LOT, Northeast, SATA and United. Aircraft and scale: BAC 1-11 1/144, Electra 1/72 and 1/100, Caravelle 1/96 and 1/144, Stratocruiser 1/72 and 1/144 plus many others.

Gene will take orders at a special Convention offer of \$16 (after October 30, price will be \$20). For more information about this outstanding offer write to Gene Hooker, 46 East Eighth Avenue, Columbus, Ohio 43201.

This is a SUPER OFFER and is recommended by the World Airline Hobby Club.

AIRTEC offers the modeler a wide selection of material, either in kit form or in the completed form. Kits are available of the Electra in 1/72 scale with American or Air Cal decals; Convair 240, 1/72 scale with Western livery; and a Martin 404 in TWA decals. Factory finished display models include, among others, Electra, Boeing 707, Boeing 747SP, Convair 240 and the Martin 404.

AIRTEC has had displays at the last two Airliner's International Conventions and their material has been well accepted by those attending. Their 707 model is one of their most popular models. The Electra, in Air California livery, is just beautiful. For a list and order form, contact AIRTEC at 128 South Road, Enfield, Conn. 06082.



AVIATION POSTCARD COLLECTOR

Here is a NEW publication from Airline Publications in England for the serious postcard collector. This quarterly magazine will list postcard publishers, airline postcard lists, cards for sale and have available space where you can list cards you have for sale or trade.

This new quarterly publication represents the first serious attempt to record the aviation postcards published since 1909. It is intended that the editions of AVIATION POSTCARD COLLECTOR will build into a comprehensive catalogue of postcard Publishers list. In addition postcards representing aircraft of a particular Airline will also be listed.

The quarterly magazine sells for £1.00 (or roughly \$2.50 U.S.) and is available from: AIRLINE PUBLICATIONS, 41B Luke Drive, Harrisburg Int'l. Airport, Middletown, Pennsylvania 17057.

GET YOUR ORDER IN--TODAY