



CAPTAIN'S LOG

Fall 1981





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Changes of Address:

Please report any change of address promptly to the WAHC President. Improper address will result in the member not receiving a copy of the CAPTAIN'S LOG since the third class postage rate does not allow forwarding. If it is necessary to send another copy of the LOG to members who have not reported a change of address, the member will be required to pay postage costs.

Contributions Welcome:

Anyone wishing to contribute articles, photographs, or other items of interest to our membership is welcome to do so. The editor welcomes inquiries on ideas for articles.

Flight Exchange:

The CAPTAIN'S LOG will publish members' wants, trades, and offerings concerning the history of airlines and airliners. These will be published in "Flight Exchange." All material for "Flight Exchange" should be sent directly to the WAHC President.



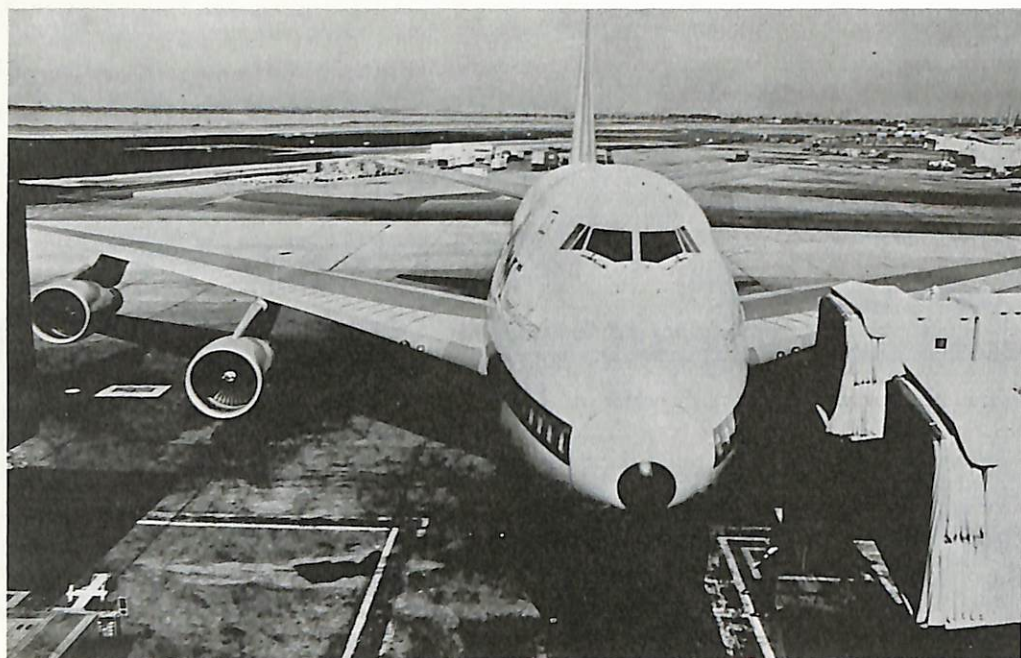
Above: Aero Perlas, Panama HP-747, a DHC-6-300 in a Karl Kramer photo. Joop Gerritsma provides an in-depth story on the DHC-6 "Twin Otter"--the international commuter airliner from Canada--beginning on page 24.

Fall 1981

FLIGHT MANIFEST

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Cover photo: Braniff 747SP N603BN in a flight scene courtesy of Braniff International. The story of the Boeing 747SP begins on page 5.



Pan Am Boeing 747SP N536PA, the Clipper Lindbergh, eases up to its position "at the gate" at John F. Kennedy International Airport (JFK) in New York. Date: July 12, 1981. Photo by Gary Dolzall.

At the gate

ONCE AGAIN this issue I have the pleasure to announce two new members to the CAPTAIN'S LOG editorial staff. George Hamlin will be taking the helm of a new column on slide photography and collecting, *The Slide Collector*. And Keith Armes will be covering airline dining service--china, silver, et. al.--in his new column, *The Tray Table*.

George brings to his column the knowledge of a skilled photographer and avid slide collector. I'm certain many of you have noticed some of his photo work which has appeared in the LOG recently--it's a mere sample of the stunning airline photography he's done around the world. Through his column, George will, I'm certain, increase the purpose and pleasure of our slide collecting.

Keith, a new member to the WAHC, is certainly no novice when it comes to the matter of airline dining service. Keith has an extraordinary collection of dining service items himself, and is employed as Pan American's Manager-Dining Service Data Programs.

And one final quite note on our columns, you'll notice that effective with this issue, Schedules Editor George Cearley's columns will be named On Time.

Although convention coverage appeared in our last issue (and also appears elsewhere in this issue), I want to take this opportunity to congratulate and thank all those who made Airliners International '81 such a success. Each successful convention helps this hobby we enjoy mature and grow, and the Miami group most certainly put together an extraordinary event. Our hobby owes them a heart-felt thanks.

Beginning with the next issue of the LOG, we're planning on setting aside a few pages to feature members' photography. This photo section will, of course, be open to all members and we hope to present an interesting selection of airline scenes. If you have some creative airline photos, views of an unusual airliner, historic shots, etc., we welcome your contributions. We prefer to receive black and white prints, however we can also work well from color slides. If you send us a slide we will keep it only long enough to copy it for black and white use and will return it promptly. Black and white prints will be retained in our files until publication.

Gary
Gary Dolzall
Editor



With the standard 747 the "City of Everett" in attendance, the roll out of the 747SP on May 19, 1975 offered evidence of the difference in size of the two Boeing sister aircraft. This 747SP--which became Pan Am N530PA--is depicted in full Pan Am livery on page 10 of this issue. Above photo courtesy Boeing.

The Boeing 747SP

GARY W. DOLZALL

IMAGINE THAT you've settled into comfortable window seat 15A on Pan Am 747SP N536PA, the Clipper Lindbergh. You peer out the ample window to watch the bustle at New York's John F. Kennedy International Airport (JFK). It is nearing 12 noon, and you're a ticket-holder on Pan American Flight 801, soon to be bound from JFK to Tokyo, Japan--6750 miles in 13 hours, 35 minutes; across the Pacific and the international dateline at 45,000 feet. Nonstop.

Such a journey is the magic of Boeing's long-range, special performance widebody airliner, the 747SP. Announced by Boeing in August 1973, the SP fills several niches in the airline market. First, the SP--47 feet shorter and 50,000 pounds lighter than a standard 747 and seating approximately 110 less passengers--is Boeing's competitor for the long and thin markets which do not have the traffic to merit a standard 747 operation. The 747SP burns 20 percent less fuel than a standard 747 and according to Boeing its

operating costs per-mile are equivalent to that of the long-range trijets, the Lockheed L-1011-500 Tristar and McDonnell Douglas DC-10-30.

Second, the 747SP is an aircraft that lives up to its special performance tag. With a maximum range of 6900 miles, the ability to cruise at 6000 feet higher than most airline traffic, and a maximum design speed of Mach 0.97, the 747SP has opened up a number of previously unattainable non-stop routes.

As seems to be the tradition with Boeing intercontinental aircraft, Pan American was the first customer for the 747SP, ordering ten aircraft in September 1973. As the first SP took shape in the massive hall at Everett, Washington it became apparent to all who looked on that the SP was--in a number of ways--different from its bigger sister. Besides its shorter length, the most obvious difference in the SP was (and is) its tail fin, which was extended five feet. A double-hinged rudder



Left: Shorter length, taller tail, and simplified wing are all evident in this 747SP construction view taken inside the massive hall at Everett, Washington where Boeing builds the 747 (and now the 767 also). Photo: Boeing.

replaced the 747's single-hinged version. On its wings, the 747SP sported simpler and lighter single-slotted flaps in place of the 747's triple-slotted versions. Weight-saving measures were followed throughout and the first 747SP's weighed in at 660,000 lbs. (maximum take-off weight). Four Pratt & Whitney JT9D-7A engines, each supplying 46,950 lbs. of thrust provided the SP's potency. Nonetheless, Boeing noted that of the parts replaceable on a airline's flight line, the 747SP had 90 percent in common with standard 747's. SP handling characteristics were designed to duplicate those of the basic 747, meaning that pilots could easily settle into the cockpit seats of either the basic 747 or the SP as required.

No 747SP prototype was constructed, and the first production SP was rolled out on May 19, 1975. This aircraft, painted red, white, and blue and carrying the Boeing name was appropriately registered N747SP for its first flight on the fourth of July, 1975. The first four SP's constructed--all destined for service with Pan American--took part in testing and demonstration for Boeing prior to their introduction in airline service and the SP was certified by the FAA on February 4, 1976. N747SP (which carried construction number 21022) became Pan Am N530PA, and was delivered on April 25, 1976. Actually though, the fourth SP constructed, Boeing N40135, was the first to be delivered to Pan Am--as N533PA on March 5, 1976. Before turning in its Boeing colors for those of Pan Am, N40135 had mounted an impressive month-long, 18-country, 72,000 mile demonstration tour which included a 7200-mile non-stop sector from Mexico City to Belgrade flown in 12 hours, 56 minutes. Pan Am inaugurated SP services on April 26, 1976 with a Los Angeles-Tokyo flight.

It soon would become apparent that the SP's long-range abilities would place it in the public limelight on a number of occasions.

By the time SP production was under way, other carriers were in line for the Boeing airliner. Iran Air was the second carrier to see its 747SP roll out of the Everett plant, that occurring on November 11, 1976, and by mid-1976 Boeing's SP also wore South African Airways and Syrianair colors. South African's first SP (ZS-SPA) placed itself in the history books by setting a distance record on its delivery flight, Everett to Cape Town, South Africa--10,290 miles non-stop in 17 hours, 22 minutes. May 1976 was a time when SP's were in the news: Iran Air began Tehran-New York services with its SP, SAA introduced its SP's on routes to Europe, and Pan Am sponsored an eastbound around-the-world adventure from New York to Delhi to Tokyo and back to New York in little more than 46 hours. Syrianair introduced its first SP (also its first 747 of any model) in June 1976, operating between London and Damascus. Syrianair's second SP followed in July 1976.

In early 1977, China Airlines (Taiwan) became the fifth 747SP owner when its first SP (B-1862) was delivered on April 6, 1977. The aircraft began service on the airline's San Francisco-Taipei, Taiwan route. In October 1977 the limelight again returned to Pan Am and SP N533PA. In honor of the airline's 50th anniversary, the well-traveled SP took off on an around-the-world journey, departing from San Francisco, flying over the North Pole to London, then to Cape Town, over the South Pole to Auckland, New Zealand, and finally back to San Francisco. It was a journey of 26,706 miles accomplished in 54 hours, 7 minutes.

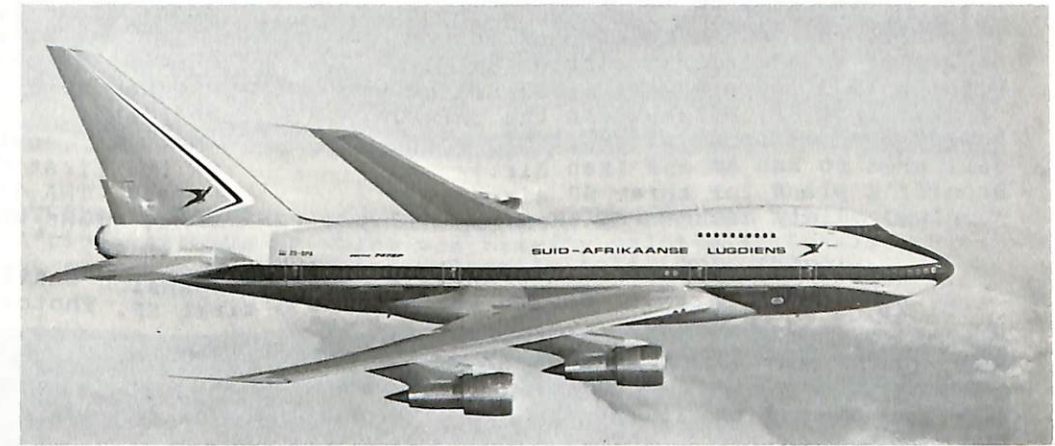
Pan Am 747SP-21 N536PA rolls away from the terminal at John F. Kennedy International Airport on July 12, 1981. Aircraft, the "Clipper Lindbergh" is operating Pan Am flight 801, a 6750-mile non-stop from JFK to Tokyo. Photo by Gary Dolzall.



Second carrier (after Pan Am) to receive the SP was Iran Air. Third of four SP's delivered to Iran Air was EP-IAC--the Khuzestan --seen here landing at London's Heathrow Airport in October 1979. Photo by Gary Dolzall.



South African Airways 747SP ZS-SPA--delivered on March 19, 1976--was the first of six SP's to enter service with SAA. Aircraft set a record with a 10,290-mile non-stop delivery flight from Everett, Wash., to Cape Town, South Africa. Flight time: 17 hours, 22 minutes. Photo: Boeing.



Final member of the original four purchasers of the SP to receive its first aircraft was Syrianair. YK-AHA arrived on May 21, 1976; was followed in July by YK-AHB. These two SP's remain the only 747's of any type to operate for Syrianair. Photo: Boeing.





Above: Fifth operator of the SP, Taiwan's China Airlines, has placed three SP's in the order book of Boeing. B-1862 arrived in April 1977. Photo: Boeing.

Undoubtedly, the most unusual 747SP so far constructed rolled out of Everett in May 1978. Registered HZ-HM1, the aircraft was ordered by the Saudi Arabian government as a VIP aircraft (and reportedly, a flying hospital) for Saudi King Khaled. In addition to its unusual mission, this SP was also distinctive in being the first SP equipped with Rolls-Royce RB.211 engines. HZ-HM1 was painted in a scheme nearly identical to that carried by regular Saudia airliners.

The late 1970's were rather slow years for 747SP deliveries, although orders were looming from several sources. After the appearance of the Saudi government's aircraft, the SP did not appear in the colors of an additional carrier until October 1979, when Braniff took delivery of its first SP, N603BN. (In the interim, however, additional aircraft had been delivered to Pan Am and Iran Air.) Braniff's plans for three SP aircraft revolved mainly around its then-expanding

Pacific services from Los Angeles to Honolulu, Hong Kong, Seoul, and Guam, however the SP's also made appearances on routes into South America. Braniff's financial straits of the early 1980's caused the abandonment of the Pacific routes and at least one SP sat stored at Boeing in Braniff's orange colors until another purchaser could be found.

For the airline enthusiast fond of the 747SP, the decade of the 1980's has so far proved extremely interesting. In February 1980, CAAC (of the People's Republic of China) took delivery of the first of three 747SP's it had placed in Boeing's order book. Clear evidence of the normalizing of relations between China and the U.S., the CAAC SP's connect China with San Francisco and New York, and also fly a Peking-Sharjah (U.A. Emirates)-Frankfurt-London (Gatwick) route. One month after delivery of the first CAAC aircraft (B-2442), U.S. carrier TWA joined the 747SP fold. Like CAAC, Trans World held orders for three

Below: 747SP's keyed Braniff's Pacific-expansion until financial woes caused the airline to retreat. N603BN was Braniff's first SP. Photo: Braniff International.



Three 747SP's joined the fleet of the People's Republic of China's CAAC beginning in February 1980. Aircraft serve both San Francisco and New York in the U.S., London (Gatwick) in the U.K., and other locations. Photo: Boeing.

Closely following CAAC as an SP operator (and also ordering three aircraft) was TWA. N58201, seen here at Los Angeles (LAX), was the first SP delivered to TWA, that occurring on March 21, 1980. Photo by George Hamlin.



Luxair? No, don't look for this Luxembourg carrier among 747SP owners. Luxair LX-LTM is actually a South African Airways SP which was briefly painted in Luxair colors for a planned joint service. Reasons were primarily political. Photo: Dolzall collection.





Sticker from the Don Thomas collection.

SP's. TWA's purchase of the SP gave it the ability to reach into the middle east with non-stop routes from the east coast of the U.S., however these routes have not yet been inaugurated. TWA introduced its SP services on its Boston-Paris route (and is currently operating them on West Coast-Washington, D.C.-Paris schedules), and has reportedly found that the economics of the SP compare favorably on the North Atlantic route with those of its Lockheed L-1011's.

1981 has seen the inauguration of new SP services on three carriers: Korean Air Lines, Qantas, and Saudia. Korean Air Lines placed an order for two SP's as part of a massive 747 order for standard 747's, freighters, and SP's. The two Korean SP's operate on a route from Seoul to Dhahran and Jeddah, Saudi Arabia, and also a Seoul-Anchorage-New York schedule. The new SP's for Qantas and Saudia (two for each carrier) merit special mention in that they are powered by Rolls-Royce RB.211 engines rather than the various series Pratt & Whitney JT9D-7 engines that have

powered all previous SP's except the Saudi government aircraft. 747 users of the Rolls-Royce RB.211 claim that the engine results in approximately 6 percent less fuel consumption than earlier JT9D engines. Saudia's SP's operate on an alternate-day basis with Pan Am SP's on the two carrier's joint New York--Dhahran, Saudia Arabia services. And on the other side of the U.S., Qantas 747SP service operates out of Los Angeles to Townsville and Brisbane, Australia via Honolulu.

Qantas, apparently, is rather proud of the newest member of its fleet. In addition to the usual Qantas markings, the aircraft sports an ample-sized SP-insignia lettered on its fuselage. And proud Qantas should be, for it is a member of a select group (11 carriers plus the Saudi government) that operate or have placed order for 41 of the airliner that is billed as the the aircraft designed to fly higher, faster, and farther than any other airliner in its class--the 747SP.



Left: After beginning life with great pomp as the first 747SP constructed (see page 5), Pan Am N530PA settled into the rigors of everyday service. Here, six years after being built, N530PA lifts away from New York (JFK) in July 1981. Photo by Gary Dolzall.



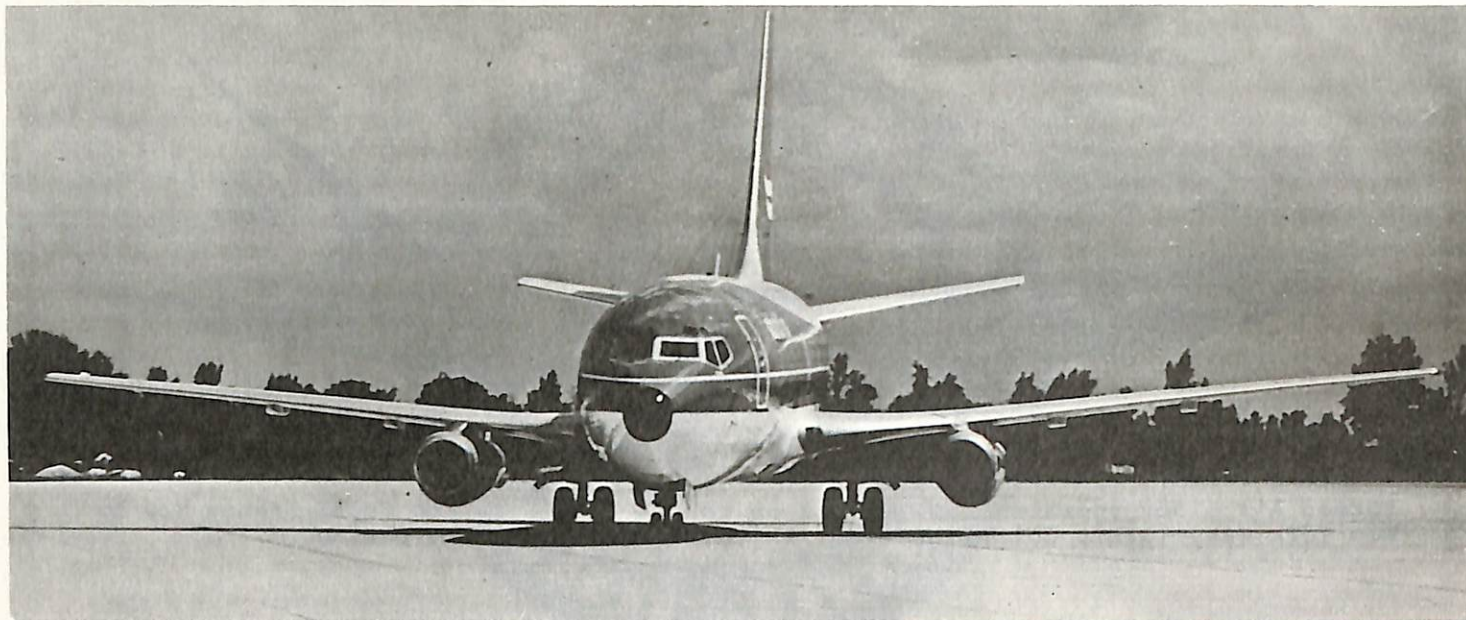
Korean Air Lines operates two 747SP's on routes from Seoul to Saudi Arabia and to New York City (JFK). Colors are red, white, and blue. Photo: Boeing.

Following the precedent set by the 747SP ordered by the Saudi government for King Khaled, Saudia Airlines' two 747SP's were ordered with Rolls-Royce powerplants. Here, HZ-AIF pulls away from the Pan Am Terminal at New York JFK. Aircraft operates on a New York-Dhahran service. Photo by Gary Dolzall.



Qantas, the "all 747 airline," placed two 747SP's in Boeing's order books. Rolls-Royce RB.211 engines power the aircraft. Seen below, VH-EAA can currently be found operating on Qantas' relatively new Los Angeles-Honolulu-Townsville-Brisbane route. Photo: Boeing.





Symbolic of the manner in which Air Florida tackles its competition--head on--an Air Florida 737 taxis toward the terminal at Tampa (TPA). Photo by John Irby.

Air Florida

JOHN IRBY

A FEW HUNDRED YEARS ago, sea pirates once cruised along the southern Florida coastline raiding slower, gold-laden Spanish Galleons. Following their raids on the Spanish ships, the sea pirates would often seek the sheltered waters of Biscayne Bay to dock and count their loot.

Today, an airline named Air Florida sends its fleet of jetliners on routes along the Florida coastline and across the seas to raid hundreds of thousands of new passengers from the planes of the financially-hobbled major airlines. When Air Florida's "pirate jets" fill their seats in distant cities, they often return their "bounty" of passengers to their home airport of Miami International--very near the Biscayne Bay that once harbored the sea pirates! And like the old sea captains who once spoke in anger and fear of the notorious pirates, Bluebeard and Jean Lafitte, modern major airline executives must be finding their own voices quivering with rage when they speak of Air Florida's chief officers, Ed Acker and Eli Timoner.

THE EARLY YEARS

Air Florida was originally modeled after the very successful jet commuter airline, Pacific Southwest Airlines (PSA). The blueprint for Air Florida called for its operation of large jet aircraft over short-haul intrastate routes. The airline's founders, headed by now-president Eli Timoner, thought that such major Florida

cities as Miami, Orlando, and Tampa were sufficiently distant to generate a substantial commuter market. At the time of Air Florida's formation, Eastern and National Airlines were filling jets at high fares on their intra-Florida routes and with poorly-timed flights. Air Florida proposed to fly those same intrastate commuters at lower fares and on more-frequent, prime-time schedules to capture the market.

In September of 1971, Eli Timoner brought the paper airline to life by incorporating Air Florida. However, problems in getting a state transportation franchise, securing lines of credit and obtaining suitable jet aircraft caused the airline's start-up of services to be delayed until September of 1972. At that time, Air Florida began daily service on two routes: Miami-Orlando-St. Petersburg/Clearwater, and Miami-St. Petersburg/Clearwater-Orlando. These services were flown with a lone Boeing 707-331 that was leased (then later bought) from Pan Am.

Like the beginnings of the major airlines back in the 1920's and 1930's, Air Florida's early operational days were colorful and chaotic. Operations were lean and loose with flight attendants doubling as ticket agents and mechanics loading their aircraft with baggage. The airline needed to get maximum utility from each employee as well as its aircraft and mechanical equipment. Early on, Air Florida chose to emulate more than just the

intrastate route service patterns that PSA is so famous for; it was also given to duplicating certain aspects of PSA's inflight "services" that got the west coast airline dubbed the unofficial nickname "Pacific Sex Airlines." Eli Timoner's entrepreneurial nature had gotten the better of him when he handed his original female flight attendants a uniform that consisted of red "hot pants" and a "Seminole Indian" headband, the two sometimes separated by an Air Florida tee-shirt. To help lure the much-sought-after business passenger, flight attendants served inexpensive cocktails that were limited only by the short duration of the typical Air Florida flight. And while the beleaguered flight attendants were dodging the amorous desires of passengers, they were expected to sell Air Florida tee-shirts over the 707's p. a. system!

With only one aircraft (the Boeing 707) to service three cities, schedule delays were epidemic for Air Florida. Since the

707 was a long-haul aircraft that was not designed for short-haul, high-cycle duties (not to mention its thirst for Jet A fuel), it was simply not doing the job for Air Florida and the airline was forced to shop for new equipment in 1973. What that shopping trip turned-up in 1973 was a pair of Lockheed L-188C Electra's. They were obtained on a lease-buy deal and put into service in March of that year, replacing the 707. Later, in 1974, a third Electra was purchased and the three turboprop airliners served on Air Florida's intrastate routes until 1977.

LOSING MONEY AND ALTITUDE

The years from 1973 until 1977 were consistent money-losers for Air Florida. Due to restrictive CAB route regulations, Air Florida was confined to operating entirely within the state of Florida. Obtaining interstate and/or international routes or even being able to perform the usual commuter airline function of being able to interline passengers with the major airlines was denied Air Florida--severely limiting its growth potential. To lure passengers off of Eastern's 727's and on to its Electra's, Air Florida's fares had to be set low--sometimes unprofitably low--on the few routes that it was allowed to fly. Sometimes, even a completely-full Electra could not turn an operating profit for the struggling airline when such fare tactics were resorted to.

As the losses began to mount, so did the problems with Air Florida's creditors. Unable to anticipate the high maintenance costs that its aging Electra's required and crippled by the doubling of fuel costs after the 73-74 OPEC oil embargo, Air Florida began to ride its creditors to the point that the airline was refused fuel services unless Eli Timoner personally guaranteed payment for the airline. The airline's embarrassment continued when, in the mid-1970's, employees were given the choice of taking drastic pay-cuts or being laid off. If Air Florida's troubles weren't enough during those weak years, the Florida Public Service Commission (the state agency that regulated Air Florida) publicly criticized its poor on-time performance and misleading ads that promised passengers "All jet! All the time!" Actually, of course, turboprop Electra's were flying.

Despite these problems, Air Florida's management pushed to keep the airline alive. One survival move was the leasing of an ex-Trans Australia Airlines Boeing 727-76 from International Air Lease of Miami in December of 1976. It was hoped that the trijet, along with moving from St. Petersburg to Tampa on the main route, would put Air Florida on an even keel with airlines like Eastern, which in turn would allow them to raise fares to profitable levels. The coming of the 727 also saw the introduction of a gaudy new paint scheme that caught the fancy of many Florida businessmen since the airline's

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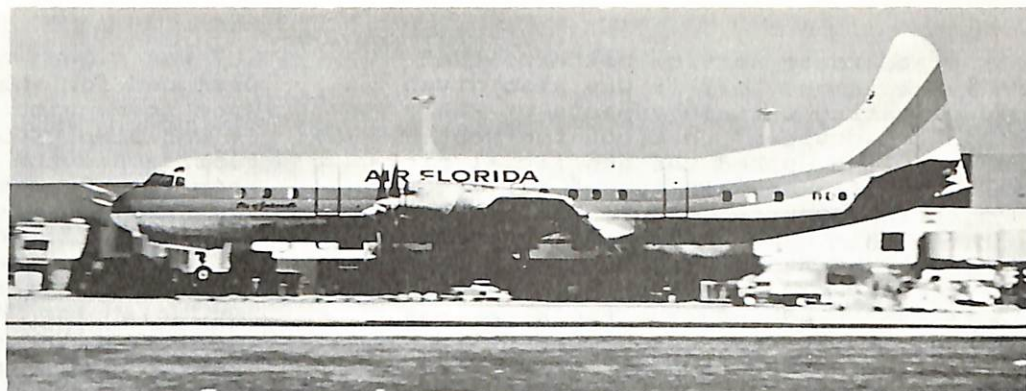
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Above: Air Florida's September 1972 timetable depicting its first aircraft, the 707. From the collection of Matt Rodina.

Right: One of three L-188 Electra's Air Florida operated after its Boeing 707, N25AF comes in for a landing at Miami (MIA). Aircraft carries the name "City of Jacksonville." Photo by Jay Selman.



Left: First aircraft to wear Air Florida's blue and orange scheme honoring the University of Florida was the carrier's lone 727, N40AF. After serving Australian carrier TAA, this 727 operated for Air Florida, then moved on to Continental. Scene by Jay Selman is on take-off from Miami (MIA).

new colors were the orange and blue of the University of Florida!

While the bright-looking 727 attracted some new passengers to the airline, by the end of the first quarter of 1977, the wolf was at the door once more due to financial problems. There simply wasn't a large enough cash flow at Air Florida to satisfy its creditors in a timely fashion. It was fast becoming evident that bankruptcy and liquidation would be the airline's fate in 1977, but, unknown to the airline's management, a financial "hero" was coming to the rescue!

ED ACKER TO THE RESCUE

Ed Acker, Air Florida's rescuer, came to the airline with an established reputation in the airline industry. In 1964, Acker was a Dallas investment counselor who helped organize a financial coup which saved the then-ailing Braniff Airlines. Later, Acker was invited by that airline's new CEO, Harding Lawrence, to become President in the new Braniff regime. In 1975, however, Acker resigned from Braniff to take a non-airline CEO position with a major New York-based corporation. Despite this move, Acker was still very much interested in the airline industry and began to look for attractive airline investments during his brief stint with the New York company.

By 1977, Acker's search for new airline investments showed Air Florida to be a good candidate for the sort of financial "rescue mission" that he had organized for Braniff during the previous decade. Acker felt that Florida's explosive population growth could provide the weak airline with

success--provided that the financing could be arranged to allow the airline to survive and grow. Acker's meetings with Eli Timoner revealed that the two men had similar philosophies and goals when it came to running an airline, so Timoner was offered the airline's number two management spot under Acker's reorganization plan. With a group of Texas investors behind him, Acker began the financial bailout of Air Florida in the Spring of 1977, and became Chairman and CEO of the airline while Eli Timoner remained on as President.

To put money in the bank for the airline, Acker arranged a major stock issue with each share costing only 50¢ (that same share of stock would bring between \$16 and \$17 today). The group of investors that Acker invited in then bought over four million shares of the newly-issued stock to provide the airline with over \$2 million in needed cash. In order to keep that newly-gotten cash in the bank for growth needs, Acker and Timoner convinced the airline's creditors to convert much of Air Florida's debt into equity in the reorganized airline. To re-assure the financial community of their professionalism, Acker and Timoner lured several "hungry" managers from such major airlines as Eastern, Continental, and Braniff with offers of stock options and rapid advancement with Air Florida. Finally, with cash in the bank and open lines of credit, the airline began a search for more suitable jet aircraft to replace the old Electra's and leased 727.

INTRASTATE SUCCESS

As could be expected, Air Florida's

equipment search wasn't an easy one. The type of aircraft needed by the airline was the popular and hard-to-find-used Douglas DC-9 or Boeing 737 twin jets. Buying these desirable aircraft new was out of the question due to their steep \$8 million to \$10 million price tags, and finding serviceable used equipment was challenging due to the seller's market that existed in used jet transports at that time. When some used DC-9's or 737's could be found, Air Florida was forced to bid against regional airlines to get them.

Air Canada was in the process of a fleet-rationalization program in 1977 that included the disposal of several DC-9-15F twin jets which were being offered for sale or lease. Air Florida's managers traveled to Montreal to purchase five of the ex-Air Canada DC-9-15F's and they also signed options for the remaining DC-9-15F's when the Canadian airline chose to phase them out completely in 1980. Air Florida took delivery of its first DC-9 during August of 1977 and the remaining four followed it into service by the Fall of that same year.

No sooner than the DC-9's had been added, National Airlines unintentionally handed Air Florida an opportunity to expand its intrastate route network in late 1977 and early 1978. National petitioned the CAB to drop many of its intra-Florida routes at that time and shifted the 727's used on those flights to feed its developing hubs in Houston and New Orleans. Although the CAB didn't grant Air Florida a certificate to take over some of the essential service routes that National had deleted, the Florida Public Service Commission quickly granted permission to Air Florida to add those (and other) routes. By early 1978, Ft. Lauderdale, Daytona Beach, West Palm Beach, Gainesville, Pensacola, and Panama City were added to Air Florida's existing cities of Miami, Tampa, Orlando, Tallahas-

see, and Jacksonville.

In order to provide services to the six new cities, Air Florida's fleet of DC-9's were flown on intensive schedules. In spite of their heavy utilization, however, the 90-passenger twin jets provided speed and reliability that the Electra's couldn't approach on high-cycle services. The DC-9's not only improved Air Florida's passenger appeal, they also improved the carrier's on-time performance (which one wag once described as "sometime performance") over the Electra years.

To fill the seats of the DC-9's, Air Florida began a two-tier fare structure called "Sweet and Simple" fares. For routes that didn't require fare cutting due to lack of competition, the airline merely charged the going day coach rates. For competitive routes like Tampa to Miami, however, the "Sweet and Simple" fare was 50% below day coach and had no qualifying restrictions. Thanks to these fares, Florida travelers could commute by air economically for the first time. As a bonus in late 1977, the CAB finally allowed intrastate "jet commuters" to interline passengers with the major airlines and this gave Air Florida another brand new market to tap.

ROAD BLOCK TO SUCCESS

With the new jets, aggressive management; money in the bank, and healthy passenger boardings, Air Florida entered 1978 confident that they would gain a first-ever operating profit, but then the carrier ran into a competitive road block.

Eastern Airlines and Southern Airways both noticed that Air Florida was stealing passengers from their once-successful Miami to Tampa (Eastern) and Orlando to Miami (Southern) flights. By the middle of 1978, the two airlines moved to



Left: Purchase and operation of ex-Air Canada DC-9's springboarded Air Florida toward success. DC-9-15 N70AF, shown departing Miami (MIA) in March 1980, began its career with Continental, then moved to Air Canada and Air Florida. Photo by Gary Dolzall

halt Air Florida's new-found success by slashing fares below profitable levels on intra-state routes in Florida. Eastern bottomed-out at \$19 one-way on the Miami-Tampa trip, and Southern offered an off-peak fare on its Orlando-Miami "mini-shuttle" of only \$15 one-way. With the profits of its two major routes stripped away, Air Florida had to choose between losing money again or temporarily suspending those routes until its competitors backed-off--they chose the latter option.

After reportedly obtaining secret memoranda that Eastern circulated detailing plans to "low-fare" Air Florida out of business, the beleaguered airline attempted to bring anti-trust action against Eastern in federal court. The government, however, refused to hear the case. Dejected, Air Florida's management feared that they would be bankrupted by this intrastate fare war and were perplexed by the government's indifference to their plight. Fate, however, would soon deal the struggling airline another major opportunity to succeed in 1978.

FROM INTRASTATE TO INTERSTATE

From his days as Braniff's president, Ed Acker had many contacts in Washington, D.C. who were involved with the CAB, FAA, and Congress. When Air Florida attempted to sue Eastern, those contacts in Washington hinted strongly that the Jimmy Carter Administration was about to push a law through Congress that would create a free market environment for the airline industry to operate in. They advised Air Florida to make plans for adding interstate routes so that the airline could take quick advantage of the free route entry provisions of the proposed law. Acker and Timoner returned to Miami and put their managers to work on this interstate route "hunch" for the airline could do little else but gamble for its existence in light of the lost intrastate business. On October 24, 1978, that gamble paid off when the Airline Deregulation Act was signed into law by then-President Carter.

On October 25, 1978, the day after the new law was signed, Air Florida applied for the unused route authority on the Miami to Washington D.C. (Dulles Airport) route with the CAB. Although the CAB was skeptical that Air Florida could do the job on that or any other interstate route, they were intrigued by the airline's proposal of a \$53 one-way fare, and novel in-flight meal services that consisted of foot-long hot dogs and canned bear for a nickel. The CAB granted Air Florida temporary authority on the Miami to Dulles route with the provision that they had only six weeks to start services on the route or lose the newly-found authority.

December 14, 1978 was the red-letter day for Air Florida's first interstate service. A pioneering group of Dulles to Miami passengers boarded Air Florida's DC-9 on

that day and were surprised at how much friendly, professional service their \$53 tickets had bought on the inexperienced but eager-to-please airline. Soon, thanks to word-of-mouth and newspaper advertising, Air Florida's Miami--Dulles flights were flying at or near capacity, this despite Air Florida's then using the least popular of the three Washington-Baltimore area airports. Today, Air Florida has moved to popular National Airport and is now the third most flown airline on the busy Washington to Miami corridor.

Air Florida quickly snapped-up an opportunity to gain access to the Bahamas and the Florida Keys, both popular tourist destinations, by buying Key West-based Air Sunshine in November 1978. Air Florida converted several of the Air Sunshine DC-3 and CV-440 propliner flights in the Bahamas to DC-9 jet routes and offered low promotional fares to fill the added capacity. The DC-3's and CV-440's were then concentrated on the Miami to Marathon Key and Key West routes, providing the "anchor" for what was to later become the Air Florida Commuter third-level route contract program.

In early 1979, Air Florida decided to "bite the Big Apple" by adding the cut-throat Miami/Ft. Lauderdale/West Palm Beach to New York (JFK) routes to its system. This move was viewed as "suicidal" by many airline experts, however, Air Florida leaned on unrestricted low fares and careful flight schedule timing to successfully lure passengers from Eastern's L-1011's and National's DC-10's on these routes. Other cities added during 1979 included Philadelphia, Toledo, and Houston (Hobby).

After deregulation, Eastern and Southern allowed their intrastate fare war against Air Florida to subside since they now had more pressing route matters to attend to. Air Florida had no sooner gone interstate than they found demand returning on the intrastate routes as well. The five DC-9's were not enough to satisfy the growing route system. Due to a maintenance contract with Air Canada that could put one of the DC-9's out of service over two weeks with the ferry and customs hassles during a scheduled overhaul, the need for more equipment was further increased. Once again, Air Florida was forced into a determined search for more twinjets.

In December 1978, Aer Lingus offered a Boeing 737-200 for a short-term lease to Air Florida, so the hungry airline merely painted out the Irish airline's titles and put the green jet to work. When word reached Miami in early 1979 that Singapore Airlines was going to dispose of its fleet of Boeing 737-112's, Air Florida executives immediately flew to Singapore to buy the much-needed 100-passenger jets. While waiting for the Singapore jets to arrive, IteL, an aircraft leasing agency, informed Air Florida of the availability of a brand-



Left: Air Florida's acquisition of Boeing 737's began a colorful procession which has not ended. Air Florida 737 N80AF wears the colors of Irish carrier Aer Lingus, complete with Shamrock on the tail. Photo: Al Rodriguez, Lawrence Monroe collection.

new Boeing 737 that they would offer them on an attractive long-term lease. This aircraft was dealt for and Boeing 737-209 Advanced N37AF arrived in Miami on January 31, 1979 sporting a brand-new blue and green Air Florida color scheme to go with the airline's more worldly image. Many more 737's were leased from Frontier, United, Air California, and Nordair. Several of the United 737's that Air Florida leased were later bought in 1980. Finally, Air Florida bought brand-new 737-2T4's directly from Boeing in 1979-80, and have more due for delivery in 1981-82. Currently, Air Florida is one of the world's best customers for new 737-200's and is being courted to join US Air and Southwest Airlines in purchasing the upcoming 142-passenger Boeing 737-300 program.

THE BATTLE FOR BRITAIN

It might have seemed that Air Florida would have been so preoccupied with its new interstate routes and buying of new short-haul jets that they would have ignored the "big" airline goings-on surrounding the Pan Am-National merger--but that was not the case.

When the CAB tentatively approved the Pan Am-National merger, it stipulated that

Pan Am would have to give up the very successful National route, Miami to London Heathrow, in the deal. Suddenly, this coveted route had come up for grabs at the very time a favorable U.K. Pounds versus U.S. Dollars exchange rate was attracting thousands of British tourists to Miami, the state of Florida, and the U.S. Every major American airline with existing operations in Miami applied with the CAB for the route, however, when tiny Air Florida applied for the route too, laughter was loud and long among airline industry "experts."

On its initial bid from the Miami to London route, Air Florida offered National Airlines and the CAB a plan to purchase National's European route network and long-haul DC-10-30 jets. Neither National or the CAB seriously entertained this offer and Air Florida was forced to devise another strategy to obtain the route.

A significant break occurred in favor of Air Florida when the British aviation authorities announced that any "new" airline servicing the Miami-London route would have to use London's Gatwick Airport rather than Heathrow, which National was using. This move caused many of the major U.S. airlines to drop from bidding for the route and pushed Air Florida clos-



Left: Air Florida 737 N46AF drifts in to touch down at Miami (MIA). This aircraft, a Series 100 737, still wears the colors of Singapore Airlines in this March 1980 scene. Photo by Gary Dolzall.

er to the top of the candidates that remained in the chase for the profitable route. Air Florida was quick to tell the CAB that it would be interested in serving Gatwick rather than Heathrow and they could compete effectively against Heathrow-based British Airways due to their lower cost structure. The CAB, however, was not convinced that Air Florida could adequately service the route and it ignored the tiny airline's bid once again.

If the CAB would not take them seriously, perhaps the people who flew Air Florida every day would. During 1979 and 1980, Air Florida waged its "Battle for Britain" advertising campaign that centered on ads and posters of a sexy model in an "Uncle Sam" suit saying: "I want you to join Air Florida's Battle for Britain!" In fine print, the ad copy urged Air Florida's passengers to sign petitions supporting Air Florida's bid for the Miami to London route. At every ticket office and airport counter, on every plane and at every boarding gate, petitions were shoved in front of passengers by eager Air Florida employees. Captains were encouraged to make "editorial" comments on their aircraft's p. a. systems urging the passengers to sign up. Flight attendants handed out stickers with the "Battle for Britain" slogans emblazoned in blue or red and they would often bend the ears of any passenger who wanted to know how Air Florida planned to "serve the people" on the Miami-London route. When Air Florida's lawyers piled the thousands of signed petitions on the desks of surprised CAB members, they thought sure that the route would be theirs. The CAB was impressed by the petition campaign, but they were worried about Air Florida's lack of large aircraft and long-haul route experience and stated those worries to the airline's frustrated representatives.

Air Florida's brass figures that the best way to get the experience that they lacked was to lease a long-haul jet and fly European charters to and from Miami. In early 1980, an Icelandic Airlines DC-10-30CF was sub-leased for the potential charter flights. To get the seats filled, Air Florida sent marketing representatives over to visit every major European tour operator who was interested in sending their clients to the sunny bargain land of Florida. By offering significantly lower per-seat fares than other supplemental carriers, Air Florida came away from its European sales effort with two very large contracts with England's Intrasun and Germany's Furst Ferien, the former contract being one of the largest contracts (in terms of dollars) ever signed for non-military charter work. By the Spring of 1980, Air Florida had begun DC-10 charters from Miami to Dusseldorf, Zurich, Brussels, Manchester, Frankfurt, Shannon, London Gatwick, and Prestwick.

As Air Florida began to obtain long-haul, large-aircraft experience on the

European charters in the Spring of 1980, Pan Am handed the aggressive airline its first opportunity to fly scheduled services to Europe by dropping the Miami to Amsterdam route in early 1980. Air Florida quickly applied for the route, plus an extension to include a stop at Brussels. The CAB, lacking any other major airlines to bid on the route, granted Air Florida the Miami-Brussels-Amsterdam route and the two European governments involved quickly agreed. On June 5, 1980, Air Florida began its first scheduled trans-Atlantic service with a once-weekly flight on the Miami-Brussels-Amsterdam route. Air Florida continued to honor its charter commitments on the Amsterdam and Brussels segments by allowing the tour operators to occupy blocks of the 380 DC-10 seats on the scheduled flights, insuring the airline profitable operations regardless of how many tickets were sold for the normal scheduled operation.

With its charters going well and success building on the scheduled European flight, Air Florida began to look much more attractive to the CAB as a candidate for the Miami-London route. But some backtracking is required to finish the "Battle for Britain" story.

When the British aviation authorities barred any new U.S. airline from using Heathrow Airport, the CAB bitterly objected. After sparring back and forth on the Heathrow issue, the two regulating parties agreed to allow Pan Am to keep the Miami-Heathrow route under a "grandfather" clause since it already had substantial operations at Heathrow and it had purchased National Airlines. In return for Pan Am keeping the Miami-Heathrow route, the CAB agreed to grant Miami-Gatwick exclusively to Laker Airways for one year (running from the Spring of 1980 to the Spring of 1981), after which an American airline could be added on that portion of the route to compete against Laker. This news was a minor set-back to Air Florida for Laker would prove to be a formidable opponent with its low-fare, low-overhead "Skytrain" DC-10 services that had proved so successful in New York and Los Angeles.

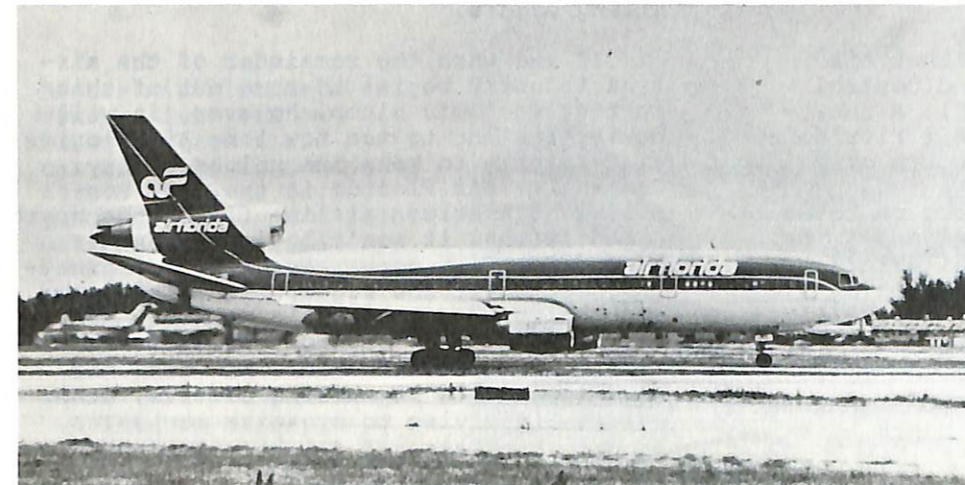
Air Florida looked-on with envy as Laker scored 80 percent-plus load factors on the Miami-Gatwick route during the summer of 1980. Despite Laker's smashing success, however, Air Florida had the trump cards that would help put the successful finishing touches to its Battle for Britain. 1.) Air Florida got the British tour operator, Intrasun, to agree to purchase large blocks of seating if Air Florida was awarded the U.S. half of the Miami-Gatwick route. 2.) Air Florida then surprised the CAB by proposing to offer first class seating on its London flights. The latter proposal pleased the CAB for it was hoping for one of the Miami-Gatwick airlines to provide full two-class services. With the offer of first class service, long-haul experience, and pre-

sold coach seating, the CAB awarded Air Florida the U.S. half of the Miami-Gatwick route during November 1980 and called for its service to begin by March (but was later delayed until April) of 1981.

Having only one DC-10, and that being in full utilization, Air Florida needed at least two more long-haul jets to satisfy its European route obligations. The used DC-10 market was bountiful in 1980, however prices tended to be too high for Air Florida. In early 1981, Air Florida closed a deal with Transamerica Airlines to lease its fleet of DC-10-30CF's for 12 years with option to buy. The three aircraft deal called for delivery of two DC-10's in the winter of 1981 and the remaining DC-10 to join Air Florida's fleet in 1982. However, actual delivery of the first ex-TIA DC-10 was delayed until mid-March, just barely in time to be put in service on the London route on April 4, 1981.

The ex-TIA DC-10's have been repainted in Air Florida's blue and green colors and have also been refitted with "Upper Class" first class seating sections. Air Florida's "Upper Class" service is unique in two ways. For starters, it offers full first-class seating and services at below the competing airlines' "business class" fares. But to clinch the deal for the "Upper Class" passengers, Air Florida offers free Rolls-Royce limosine service to those passengers when they are in London to get to and from the airport! Response to Air Florida's "Upper Class" service has been excellent so far and gives them a major weapon to combat Sir Freddie Laker's tough "Skytrain" competition.

With the "Battle for Britain" won, Air Florida has set-out to add other European cities to its trans-Atlantic network. This summer, Shannon Ireland was added as a scheduled destination with twice-weekly service. Dusseldorf, Paris, Manchester, and Prestwick are currently under application for Air Florida scheduled services. All in all, Air Florida not only has won the battle it waged to serve Britain, it has also been successful in selling Florida to all of Europe as well.



Left: Hard evidence of the victory in Air Florida's "Battle for Britain" is Air Florida DC-10-30CF N101TV. On long-term lease from Transamerica, N101TV is seen here arriving at MIA as Air Florida flight 201 from London in June 1981. Photo by Gary Dolzall.

MORE INTERNATIONAL SERVICES

Air Florida's international route quests have not only focused on Europe, they have also taken aim at the lucrative routes from Miami to cities in the Caribbean, South and Central America as well. Since Miami is considered a major hub airport for those regions, Air Florida wanted to take advantage of this status to strengthen its hold at its home airport by applying for many of these Latin American and Caribbean routes. Thanks to regional pull-backs by such majors as Braniff and Pan Am, Air Florida has added routes to Jamaica, Haiti, the Dominican Republic, Honduras, Belize, Costa Rica, and the British West Indies. Air Florida is a major force now in those markets. Another move on the international route scene has been Air Florida's adding of the Chicago O'Hare-White Plains, N.Y.-Hamilton, Bermuda route. This route is aimed at tapping into the wealthy suburban New York custom of vacationing in Bermuda, without forcing those vacationers to drive into New York City to fly there. Air Florida had to fight anti-noise groups in White Plains to be allowed access to the Westchester County Airport, but the flight has paid off with healthy load factors on the 737's both to Chicago and Bermuda. Air Florida also plans to add a Miami-Bermuda route later in 1981 when it takes delivery of five "white-tail" Boeing 727-227 Advanced trijets (originally intended for Braniff but not taken up and recently sold to Air Florida by Boeing). These 727's will also be used on Air Florida's Latin/Caribbean services, replacing the limited capacity 737's which will be returned to domestic duties.

MERGER ATTEMPTS

Air Florida's expansionist tendencies have led them to attempt several mergers with larger and smaller carriers. Already mentioned is its purchase and absorption of the Key West commuter, Air Sunshine in 1978. In 1979, Air Florida purchased over 4 percent of Piedmont Aviation's stock as it toyed with a possible hostile takeover of that successful regional airline, however, that stock was later sold for a sub-



Left: At Tampa (TPA) Air Florida DC-9 N50AF displays yet another of Air Florida's varied color schemes. This scheme is that of Air Florida controlled intra-Texas airline, Sun Air. Photo by John Irby.

stantial profit in 1980. The attempt to buy National's international routes has been mentioned before also. Most recently, Air Florida purchased controlling interest in the new intra-Texas airline, Sun Air, and it is transferring several of its DC-9-15F's over to that operation in support of the new airline. But the most interesting takeover attempt has to be Air Florida's offer to pull Air California out of bankruptcy over the last several months.

When Westgate California, Air California's bankrupt parent company, was forced by a federal judge to liquidate its assets so that the creditors might be satisfied, Air California, the company's only successful division, was offered for sale to the highest bidder. With Air California's new fleet of Boeing 737's, a solidly profitable route network, and an excellent maintenance department as attractions, Air Florida was quick to enter the bidding for Air California's control. Air Florida planned to operate Air California as a separate division, yet the two airlines would share aircraft, crews, and maintenance as demand required. Ed Acker, however, scoffed at the suggestion that his airline was buying Air California to become a trans-continental carrier by fully merging the two companies.

At first, it had appeared that Air Florida had successfully gained control of Air California in early 1981. A court-order audit, however, showed Air Florida's offer to be below the actual worth of Air California's assets and the judge rejected the bid, forcing the auction to continue. When the second round ended, Mr. William Lyon, a California real estate developer, out-bid Air Florida by over \$10 million to gain control of Air California (which became known as Air Cal). Since Air Florida held a substantial block of stock in Air Cal during the final bidding, it will come away with good profits in the exchange of ownership, however.

As this goes to press, Air Florida has just purchased over 9 percent of Western Airlines' stock. It is not known if Air Florida plans a merger with Western, or if they are making another investment. Still in all, Air Florida's stock market antics have been profitable enough to aid in its financing of new jets and the opening of new destinations to its service.

TROUBLES AHEAD?

There are many explanations for Air Florida's recent success. However, the main factor has been its ability to hire low-wage, non-union labor to fly its planes, load its baggage, maintain its equipment, and service its passengers. It is estimated that an Air Florida pilot earns 58 percent less than his unionized counterparts and flight attendants are earning up to 63 percent less than they would with the major airlines. Since the major airline industry is in an economic slump at this time, Air Florida has been able to hire many major airline employees that have been laid-off due to this bad climate. With an Air Florida DC-10 captain earning less than one of Eastern's DC-9 captains, it is no mystery how the airline can become competitive against the ailing majors.

If and when the remainder of the airline industry begins to come out of this current economic slump, however, it will be interesting to see how long Air Florida will be able to keep the unions at bay. Currently, Air Florida is the only non-unionized American airline flying the North Atlantic. And it won't be long when Air Florida's DC-10 crews may become disgruntled over their low wages when working the prestigious North Atlantic market. ALPA, the airline pilot's union, has targeted airlines like Air Florida, New York Air, and PSA for its organizing efforts. Other unions are trying to organize mechanics, baggage handlers and flight attendants.

In short, Air Florida's growth could be slowed down by labor union organizers and the strikes that they will certainly call.

Another potential trouble spot is the lack of permanent gate facilities at the airline's principal airports. For example, Air Florida was forced into underwriting the high costs of two gates at Orlando International's terminal complex, this despite Air Florida's small presence in Orlando. The airline is also in the process of taking over abandoned Pan Am gates in Jacksonville, following the latter airline's reduction of services in that city. In Tampa, Air Florida's second major hub city, the airline can only lease one gate solely for its own use. The remainder of the gate space that is required in Tampa must be rented from United or Northwest when those airlines are not using their gates, which is usually at times other than peak air traveling hours. In Chicago, New York (LGA), and Washington D.C. (DCA), Air Florida is leasing gate and counter space from American Airlines on a short term basis. But the worst airport facility situation for Air Florida exists at its home base in Miami where the carrier has no permanent gate assignments. Through complicated arrangements with the Dade County Aviation Authority and various airlines, Air Florida's jet dock at whatever gates that come available at any given time of the day. In Miami, it is a common sight to see Air Florida's jets being double or triple parked outside gates designed for one aircraft during peak hours. With a new \$1 billion terminal expansion program underway at Miami, Air Florida will most likely be forced to underwrite a substantial portion of the new gates that will be added. The money that would be required of Air Florida to underwrite that bond issue could stifle its plans to buy more new aircraft or expand into new markets. But the airport facility problem for Air Florida has a "Catch 22:" They can't afford not to have permanent gates at Miami and continue to develop that airport as the major hub which is at the heart of Air Florida's plans for continued success.

AIR FLORIDA COMMUTER

When Air Florida purchased Air Sunshine in 1978 and took over its routes in the Florida Keys and the Bahamas, it found those non-jet routes to be a valuable feed to its Miami jet flights--especially the new interstate routes to New York and Washington. Although Air Sunshine was completely absorbed into Air Florida's main jet operation, the die was cast for the development of a third-level feeder system under the Air Florida corporate umbrella. At first, Air Florida attempted to continue to fly Air Sunshine's DC-3 and CV-440 aircraft on such routes as Miami-Key West and Miami-Marathon, however, this was soiling its "all-jet" image that was so important to the airline. Later, Ocean Reef Airways was contracted by Air Florida to fly the Miami to Marathon route with a de Havilland (Canada) Twin Otter while the Key West-Miami runs were flown with Air Florida's 737 jets.

By the latter-half of 1980, the decision was made to seek another contract commuter, Air Miami, and have that airline fly a new route for Air Florida, Miami-Ft. Myers-Tampa, with de Havilland Herons. Air Miami also stepped in to aid Ocean Reef Airways on the Miami-Marathon route when independent commuter, PBA, entered that market as a competitor during 1980. In early 1981, Air Miami added the Miami-Naples-Tampa route for Air Florida with Cessna 402B's, upgraded the Miami-Ft. Myers-Tampa run to new Casa C-212 turbo-prop airliners and took over the Miami-Marathon route entirely from Ocean Reef Airways.

Late 1980 also showed Air Florida's 737 flights to Key West to be suffering from over capacity on off-peak hours. Generally, the early morning and early afternoon flights would require the jets, but the other frequencies were flying fairly empty. When Sarasota-based commuter, Florida Airlines, nearly folded in 1980, it needed all the help it could get to survive and Air Florida gave it. Air Florida and Florida Airlines signed an

Right: Air Florida's venture into the commuter airline field has resulted in Cessna 402B's (such as depicted here) and Casa C-212's wearing Air Florida titles. Photo: DDM Photos, John Irby collection.





In recent months Air Florida's DC-9's, originally painted blue and orange, have begun appearing in the carrier's current green, blue, and white colors. Here, Air Florida DC-9 N73AF begins its take-off roll at MIA in June 1981. Photo by Gary Dolzall.



Another recent addition to Air Florida's carousel of color has been leased Air Europe 737 G-BMSM. In this scene, aircraft still sports British registration. Photo: DDM Photos, Lawrence Monroe collection.



Backbone of the Air Florida fleet now--and in the future--is the Boeing 737. N42AF illustrates Air Florida's attractive scheme as it awaits duty at MIA in March 1980. Photo by Gary Dolzall.

agreement to have the latter airline fly its Martin 404's on the off-peak Miami-Key West flights and to add several Bahamian Out Island services to Miami, Ft. Lauderdale, and West Palm Beach in 1981 for Air Florida. Recently, Florida Airlines' traditional route, the Sarasota-Ft. Myers-Miami route, has also been added to the Air Florida Commuter network. Air Florida had ordered two 50-passenger DHC-7 STOL commuter airliners for use by Florida Air-

lines so that the aging Martins can be retired later this year. Today, the airline that helped deny Air Florida from using the "Florida" prefix in its radio call-sign many years ago (Air Florida's call-sign is "Palm") is now an integral part of its organization--is it sweet revenge?

Later this year, Air Florida wants to greatly expand its commuter contract program to include 11 more smaller Florida cities and will also probably add more contractors to fly those new routes. The commuter program may also help Air Florida to achieve a long desired goal of establishing an hourly shuttle between Miami and Tampa using its jets on peak-demand flights and commuter turboprops on lower demand flights. At any rate, the Air Florida Commuter program will assure the airline a substantial presence in Florida, perhaps second to none.

THE WORLD'S FASTEST GROWING AIRLINE

Sometimes, statistics can tell a successful airline's story in a nutshell. For example:

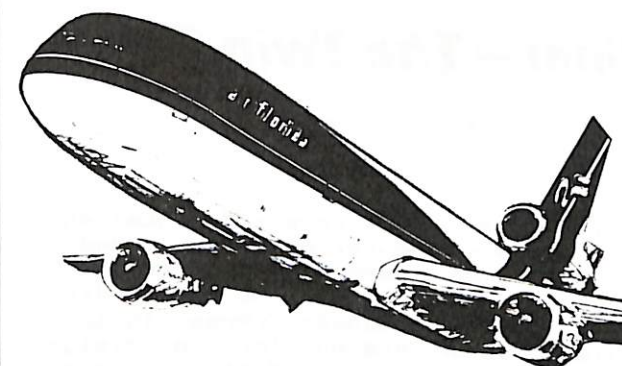
1. In 1980, Air Florida reported net profits of over \$5 million. This is more profit than its larger Miami neighbors, Pan Am and Eastern made in 1980 combined.
2. In 1972, Air Florida served three cities in one state; today, it flies to 43 cities in nine states and 13 countries.
3. Up until 1976, Air Florida had only three turboprop Electras in its fleet. In 1981, Air Florida has in service or on order, 21 Boeing 737's, five Douglas DC-9's, and four McDonnell Douglas DC-10's. It also has use of three Casa C-212 and two Cessna 402 commuter airliners of Air Miami, and three Martin 404's of Florida Airlines (with two Dash 7's on order).
4. In 1976, Air Florida boarded 200,00 passengers. By the end of 1981, Air Florida will have boarded over two million passengers on its scheduled flights and added hundreds of thousands additional passengers on its charter flights--an over 1000 per cent increase!
5. Air Florida's employment rolls have swollen from just a few hundred during the mid-1970's to over 1600 in 1981. At this time, Air Florida is among the most active airlines in the industry in hiring new employees.

Without question, this once tiny "pirate airline" has grown to be the very model of a modern, major (post-deregulation) airline!

Effective July 1, 1981

Air Florida

SYSTEM-WIDE
FLIGHT SCHEDULE



Introducing
New Service to
**BERMUDA
SHANNON**
(Ireland)

Additional New Service to
Charleston, S.C. and Savannah, Ga.
And New, Expanded Service to
New York from Miami and Tampa

Above: July 1, 1981 Air Florida schedule depicts the carrier's pride--the DC-10--and introduces new international and domestic services. Schedule from the John Irby collection.



Carrying construction number 427, DHC-6-300 C-GNDN stayed in its home land to work for Canadian carrier Nordair. Photo by Robert McIntyre in May 1976.

International Commuter Airliner—The Twin Otter

JOOP GERRITSMAN

FROM THE RAGGED fjord-lined coast of Norway to the wide-open plains of the American midwest and south; from the South American Andes mountain range to the islands of the Pacific, and from the North and South Poles to the tropical jungles of Africa, air travelers everywhere are familiar with and rely on the Twin Otter commuter and light transport aircraft for fast and reliable transportation from where they are to where they want to go.

More than 700 Twin Otters have been delivered so far to customers around the world, and the demand for this sturdy and reliable little aircraft remains so strong that many more will find their way from the Toronto, Ont., Canada plant before the production line stops. It is estimated that 1000 Twin Otters is no longer an unrealistic production target. Since the Twin Otter's first flight in 1965, other aircraft in the same class have been designed and put into production. Aircraft such as the Beech 99, Bandeirante, Metro, and others all have captured a share of the market, but none has been able to gain the popularity of the little twin from Canada so far.

To be fair to the other types, it must be said that timing was on the side of the Twin Otter. It went into production just as the U. S. commuter airline industry started its explosive climb toward respectability and acceptance in the public eye. Suddenly, there was a large new market for a sturdy,

simple, and reliable under-20-seater and soon American commuter airlines joined operators from around the world in the queue at the sales window of the de Havilland Aircraft of Canada Company in Toronto. The results were not long in waiting. The first Twin Otter was delivered in July 1966, no. 100 left Toronto for the Sudan in February 1968, the 200th aircraft went to Aero Commuter Airlines of California in January 1969, and no. 500 was for Metro Airlines of Houston, Texas in July 1976. That makes for a production average of 50 aircraft per year, or about one a week. Now, five years later, another 250 aircraft have been delivered and earlier this year DHC announced it had a backlog of orders for 65 aircraft, the biggest backlog for the program's history.

Studies leading to the Twin Otter started about 1955 when DHC realized that its nine-passenger Otter, successful as it may have been, had one major drawback: its single engine. And that in a time when there were other aircraft on the market with about the same load carrying capabilities, but powered by two engines. It was obvious that many operators and even more passengers preferred the added safety offered by a twin, especially in remote and difficult terrain where a total loss of power would almost certainly lead to total disaster.

One of the earliest proposals for a twin-engined successor to the Otter was

merely an Otter with two 600 hp P&W R-1340 piston engines under the wing, instead of one of the same type in the nose. But this aircraft, projected with a fixed landing gear and a gross weight of 13,000 pounds, did not offer a significant improvement in payload over the Otter, and design work continued. This led eventually to an aircraft of 28,500 pounds gross weight, powered by two P&W R-2000 piston engines of 1450 hp each. Designated DHC-4 Caribou, this aircraft went into production in 1958, but was obviously too heavy an aircraft for the market DHC had been aiming for. A total of 307 Caribou aircraft would be built, but all of these went to the military, with the U. S. Army taking 164.

With no suitable engines available, the plans for a twin-engined Otter replacement went to the backburner for some years, until United Aircraft of Canada (the Canadian subsidiary of Pratt & Whitney) developed its PT6 lightweight turboprop engine in 1961. DHC quickly became familiar with the new engine when it engineered for UAC the installation of a PT6 in the nose of a UAC Beech 18 flying testbed, and later installed two PT6 engines in underwing nacelles of an Otter of the Royal Canadian Air Force for the Canadian Defense Research Board.

The result was that by late 1962, DHC was again working on the design of an Otter replacement, since it had been proven that the saving in weight by using two PT6's instead of two piston engines would enable the company to design within the parameters it had set. These parameters included the ability of the aircraft to operate anywhere in the world without extensive and expensive ground equipment; to be simple to maintain (allowing it to operate out of remote airfields); to have STOL capabilities to operate out of short and unprepared airstrips; to be capable of operating from land, snow, and water; to have tricycle landing gear for ease of ground handling; and to have a productivity at least 60 percent higher than that of the Otter. This alone meant a capacity of at least 14 passengers.

With all this in mind, DHC designers and engineers set to work in April 1963, planning an aircraft with a take-off weight of 10,000 pounds, a payload of 5500 pounds, and a capacity of 14 passengers and two crew members. The official go-ahead for

Right: DHC Twin Otter demonstrator CF-UCD, c/n 5, is a DHC-6-1. Depicted here at the Hanover Air Show in Germany in May 1966, this aircraft later went to Intermountain as N7705. Joop Gerritsma photo.



detailed engineering drawings was given in November of the same year, and production of five prototypes/pre-production aircraft was started. Since management had stipulated that no extensive wind tunnel testing was to take place (to keep development costs low) it was resolved that any problems would have to be identified during flight testing of the five prototypes. There turned out to be hardly any problems. Assembly of the first Twin Otter started in January 1964 and by this time it had been decided to seek certification for a gross weight of 10,500 pounds instead of 10,000 pounds, without any additional structural strengthening being required.

On April 29, 1965, the first DHC-6 Twin Otter, as the aircraft had now officially been called, was rolled out of the plant and with DHC chief test pilot Bob Fowler at the helm, took to the air for its maiden flight on May 20, under the registration CF-DHC-X.

World-wide interest in the new aircraft had been great all through its design stage and at the end of 1965 DHC announced it had received firm orders for 13 aircraft from five customers. Four of these aircraft were for airlines: two for Trans Australia Airlines for use on its services in the hinterland of Papua/New Guinea, and one each for Montreal-based charter airline Rodair and Boston-based commuter airline National Executive Flight Service. (Incidentally, neither of the last two carriers ever took delivery of their Twin Otters.) The other nine Twin Otters were for the Ontario Government, which bought one for its forest fire fighting fleet, and for the Chilean Government which bought eight for operations in the Andes mountain range by the air force.

The Series 1 Twin Otter, comprising the five prototype/pre-production aircraft, was awarded its Canadian type certificate on April 7, 1966 for a gross operating weight of 11,000 pounds, or 1000 pounds more than originally planned. The FAA ticket for the U. S. followed on June 22.

Twin Otter c/n 4, a Series 1 aircraft, was the first to be delivered to a customer. As CF-OEG it went to the Ontario Government on July 18, 1966. The other four Series 1 aircraft were retained by DHC for test and development flying for some time, until no. 3 went to Northern Consolidated Air-

lines as N4901 in February 1967. No. 2 went to Aero Commuter as N856AC in November 1967, and no. 5 went to InterMountain as N7705 in April 1968. The original Twin Otter, c/n 1, CF-DHC-X, was never sold and was until recently standing outside the DHC plant at Downsview Airport.

Following the five Series 1 aircraft were 110 Series 100 Twin Otters, the first production version. It differed mainly from the first five aircraft in having an increased gross weight of 11,579 pounds, allowing up to 17 passengers instead of the 14 in the Series 1. The first Series 100 was delivered to Trans Australia Airlines. This aircraft, c/n 6, had registration VH-TGR and was turned over to TAA on July 29, 1966.

Air Wisconsin was the first U. S. owner of a Series 100 when it took delivery of c/n 13, N4043B, in October 1966. This Twin Otter sadly met its end when it collided with a North Central CV-580, N90858, over Lake Winnebago, Wisconsin on June 29, 1972, and crashed. The second U.S. Series 100 Twin Otter was Pilgrim Airlines N121PM, c/n 13, also delivered in October 1966. In all, about 35 Series 100 Twin Otters were delivered to U. S. airlines, 50 more to airlines in other parts of the world, and the remainder went to other operators.

Among customers for this first production version were, in addition to the two already mentioned, Aero Commuter, Cable Commuter, Skylark and Catalina Airlines (all part of Golden West since 1969), Hawaii Jet Aire, Houston Metro, Northern Consolidated, and some other, smaller commuters.

To comply with market demand, DHC quickly applied for and received certification for float and ski operations with the Twin Otter. This led to a rather unusual test flight procedure for float-equipped aircraft. Since DHC's Downsview plant is several miles from the closest body of water, newly completed float aircraft took off from the Downsview runway with the aid of a wheeled dolly on which they were placed. On lift-off, the dolly stayed behind and the Twin Otter flew to Lake Ontario, where it landed at the seaplane base of the Toronto Island Airport in the mouth of the Toronto Harbor. From there the normal pre-delivery test flights were made.

The Series 200 Twin Otter, certified on March 28, 1968, represented the first major change to the basic design. Main difference with the earlier versions was a 70 percent increase in the available baggage space, obtained by enlarging the compartment in the rear of the fuselage behind the cabin, and by adding a longer nose cone, which added 2.5 feet to the fuselage length. But the longer nose was not fitted to float-equipped Twin Otters of the 200 Series, for it was deemed that the pilot or ground personnel would have

too much trouble getting access to the nose, balancing on the tip of the float. Float-equipped Series 200 Twin Otters therefore retained the blunt nose of the Series 100. This policy was later changed and since then, several Series 200 and all Series 300 aircraft have the longer nose.

This time it was an American carrier that took delivery of the first aircraft of the new series, when Tradewinds and Western Airlines, operating as Westernair, took delivery of c/n 116 as N594MA on April 9, 1968. It should be noted that the first delivery of the new Series 200 aircraft was made less than one month after certification. Between April 1968 and October 1969, when the Series 300 Twin Otter went into production, a total of 115 Series 200 aircraft were to be built, with the last one, c/n 230, going to LADE, the airline branch of the Argentinean Air Force, as T-87.

American carriers took delivery of a total of 64 new Series 200 Twin Otters, with airlines elsewhere taking about 26 and the remainder going to non-airline operators. Among American carriers buying the aircraft were again the constituent airlines of what is now Golden West, but also Suburban Airlines, Houston Metro, Sun Airlines, New York Airways, Wein Consolidated, and several others. Like has been the case with the Series 100, many resales in later years have drastically altered the list of names of operators from the initial list.

Whereas the Series 100 and 200 both were powered by the UAC PT6A-20 engine of 584 eshp, the new Series 300 Twin Otter had two 652 eshp UAC PT6A-27 turbines, or an increase of 73 eshp per engine. As a result, the maximum take-off weight of the new version was again increased, this time to 12,500 pounds (the top limit under the then-in-effect FAA regulations), while the seating capacity went up to 20 passengers (19 in the U. S. because of a FAA ruling that says aircraft carrying 20 or more passengers must also have a flight attendant).

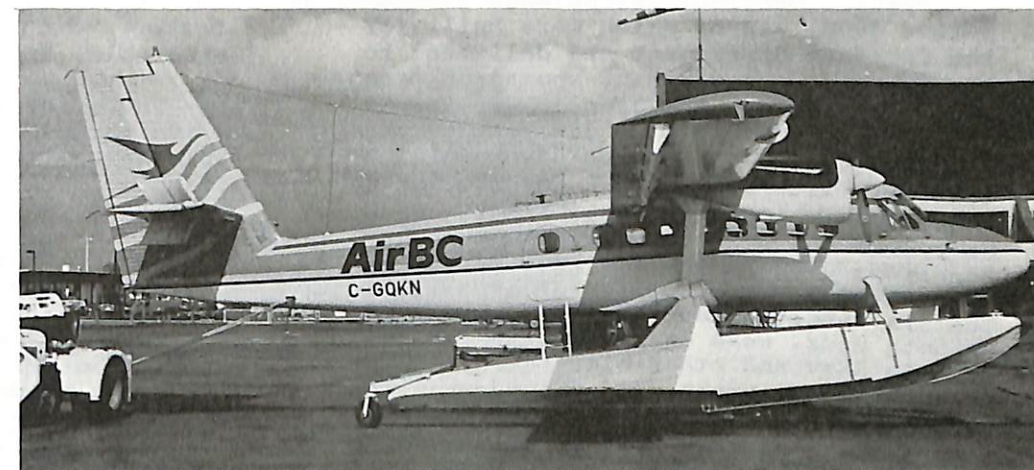
Although DHC did receive certification for the Series 300 on April 25, 1968, less than a month after certification of the Series 200, the new version did not go into production until early 1969, with the first delivery being made to the Arabian American Oil Company (ARAMCO) as N660MA in April 1969. The first airline Series 300 was c/n 235 and went to Interior Airways as N6868 in May.

Other than the engine change and the new interior cabin arrangement, the Series 300 can be distinguished from its predecessor by the presence of an escape hatch on each side of the cabin near the front, and the addition of vortex generators to the leading edge of the top of the tailfin in addition to those already fitted at the T-junction of the vertical and horizontal

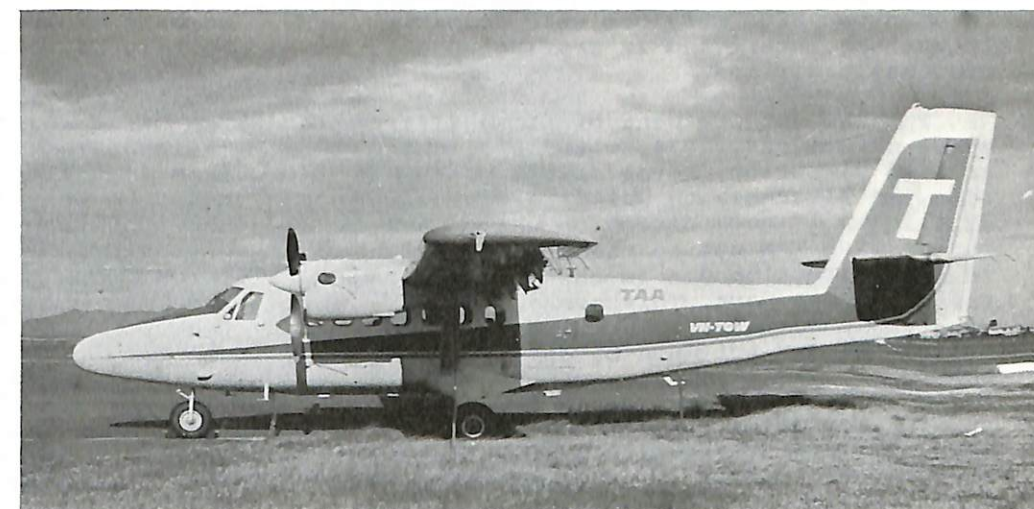
Golden West N950SM, a DHC-6-100, began its career with Skymark and is seen here at Long Beach, Calif., in July 1969 in early Golden West colors. Joop Gerritsma photo.



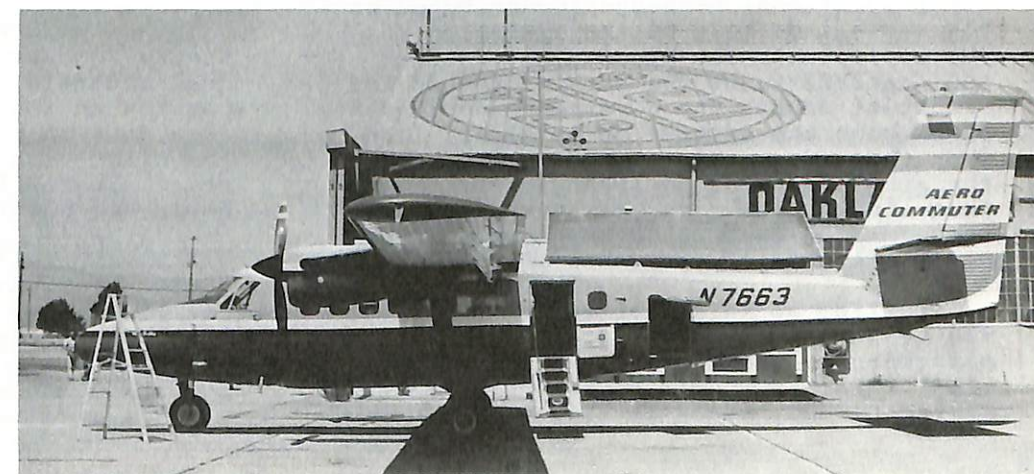
Still in the colors of its previous owner, Surinam Airways, Air BC C-GQKN rests at Vancouver, B.C. in March 1981. Aircraft is a DHC-6-100. Glen Etchells photo.



At Mackay, Queensland, Australia in July 1976, TAA VH-TGW shows off the lines of a DHC-6-200. Aircraft carries construction number 120. Joop Gerritsma photo.



Aero Commuter (now part of Golden West) operated this DHC-6-200, N7663, captured on film at Oakland in July 1969. Joop Gerritsma photo.



tail surfaces. Of course, the Series 300 is also fitted with the new long nose introduced on the Series 200.

So far, no other changes have been made and the Series 300 remains in full production. It serves with nearly all major and most of the medium-sized American commuter airlines, and around the world. But Twin Otters of all versions are also used extensively for military transport and search and rescue missions, geophysics survey work, oil exploration, aerial photography and surveillance of coastal waters.

Special mention must be made of the Series 300S, six of which were built for the Canadian Government and delivered to Air Transit, a government-sponsored demonstration airline. Air Transit was formed in the spring of 1974 to demonstrate the feasibility of downtown-to-downtown STOL transport with the new DHC Dash 7. The route over which this feasibility was to be proven was between Ottawa's downtown Rockliffe Airport and the huge parking lot in Montreal, once the site of Expo 1967. The six aircraft, and the landing sites on both ends, were equipped with the latest in RNAV and other electronic and navigation equipment, and the government had decided to keep the ticket price artificially low by extending subsidies to cover any deficits. The government stated that its prime concern was to demonstrate to the world that downtown-to-downtown STOL services were feasible. It was not interested in setting up a profitable airline.

The new service went off to a flying start on July 24, 1974, with 16 flights in each direction, seven days a week, but soon the frequency on workdays was up to 30 flights in each direction while weekend service was cut to eight daily flights in each direction due to the low load factors on those days. This proved the service was used mainly by businessmen and diplomats, and not much by the traveling public.

The low fares, coupled to the fact the aircraft were fitted with only 11 seats instead of the normal 19 or 20 (to simulate Dash 7 seating pitch), eventually led the government into a bottomless financial pit. Every additional passenger contributed to the overall deficit of the operation. Therefore, with the success, acceptance and feasibility of the service not in the slightest doubt, the government decided to close down the service on April 30, 1976 when the budget ran out four months before the scheduled closing in August of that year. During its time, Air Transit had reached load factors on the short (126 miles) flights of more than 60 percent.

Earlier we said that the Twin Otter was designed with ease of production, maintenance, and operation foremost in mind. This has proved to be wise decision-making by DHC, since it is this ease of

maintenance and operation without ground equipment that has endeared the Twin Otter to its many customers in all parts of the world. That, and the efficient world-wide spare parts service maintained by the company.

The Twin Otter, as we all know, is a high-wing, strut-braced, fixed undercarriage aircraft. The wing struts and fixed undercarriage, although having a slight effect on performance such as cruise speed and range, allow for simpler and lighter construction and require little maintenance beyond the capabilities of small out-back operators. The main wheels have disc brakes and the nosewheel is hydraulically steerable, and is self-centering in flight.

The aircraft's two UAC PT6A propjets drive three-bladed feathering and reversible Hartzell propellers of eight feet diameter. Being reversible is an important feature for landings on short strips. The engines are fed from two tanks, each with four interconnected flexible fuel cells, located under the cabin floor, with the front tank feeding the starboard engine and the rear one the port engine. In emergencies cross feeding from these tanks is possible. Not having the fuel in integral wing tanks contributes to the simplicity of the wing structure.

Although the Twin Otter was based on the Otter, and DHC had set as one goal that as many of the Otter jigs and tools were to be used as possible, this turned out different. The fuselage of the Twin Otter retains the same cross section as that of the Otter (width is 63.2 inches, height 59 inches) but the overall length went from 44.5 feet to 49.5 feet. The same happened to the wing. Although the airfoil of the two wings is the same, the structure of the Twin Otter wing is completely different from that of the Otter wing, and the Twin Otter wing has a span of seven feet more, 65 feet.

The wing's flap/aileron system, so important on a STOL aircraft, is hinged with five hinge arms on the lower surface of each wing and a unique feature is that when the flaps are lowered, the ailerons also extend, by half the movement of the flaps, to improve low-speed handling.

The two crew members have in front of them a Y-shaped central control column with dual controls, while an overhead console carries engine and propeller controls. There is a door in each side of the cockpit, so the pilots can enter and leave the aircraft without having to walk through the cabin, or climb over each other's seats.

Flying controls are manually operated through cables and rods with manual trim for the rudder and elevator, and electric trim for the left aileron.

While the Series 1 Twin Otter was certified for 14 passengers, the subsequent

increases in the gross weight of the aircraft allowed up to 17 passengers in the Series 100, 18 in the Series 200 and 20 in the Series 300, all within the same fuselage and without additional strengthening.

With the production run getting closer to the 1000 mark with every passing day, there is no doubt the Twin Otter will still be around as the 20th century turns into the 21st century nearly 20 years from now. It can truly be said that the Twin Otter has become the DC-3 of the commuter airplane set. What higher compliment can one pay to a hard-working aircraft?



Above: Rocky Mountain N361V, a DHC-6-300, at Denver, Colo., March 1977. Left: At Maseru, Lesotho in December 1979 7P-LAB, a DHC-6-300, awaits its next flight. Both photos, Joop Gerritsma.



DHC-6-300 YV-28C of Aeropostal of Venezuela carries construction number 521. Photo taken in Caracas in October 1978. Joop Gerritsma photo.



At Ottawa, Ont., Canada in October 1975, Air Transit CF-CSU carries construction number 352 and is a DHC-6-300S. Joop Gerritsma photo.

Post Card Corner

JON PROCTOR

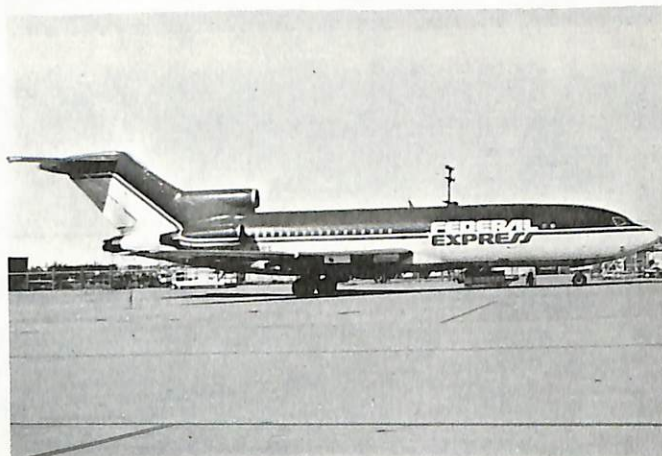
JUST A SHORT note to say how much I enjoyed meeting so many WAHC members at the convention in Florida. I think everyone will agree that it was a tremendous success, due in no small measure to the Florida clan, headed by Bruce Drum. The only letdown I experienced during the entire event was walking out the door at the end, and realizing that California in '82 is a whole year away!

New issues of cards have been overflowing during the past few months, with quite a few of them representing deliveries of new aircraft to customers around the world. In addition to those shown, the following are all fresh on the scene: Aviation World released several new cards at the convention, and will shortly add a Sunbird Cessna 402, Aeromech Bandeirante, and Air Florida DC-10. Coincat of Germany has turned out twelve new ones, including Federal Express 727C and 737C aircraft, Swift Aire Nord 262 and Heron, Rich International DC-6A and C-46, Maersk HS-748, plus shots of Pan Am's 727-235 and DC-10-10. From Skilton a nice airborne shot of an A-300 of SAS is out, along with an Austrian DC-9-32 and British Airtours 737. Coral Air of St. Croix has released a card of one of its Nomads. And the Aviation Hobby Shop in the UK continues to pound out new cards, this time of a Varig DC-10-30 as well as an Olympic 737. Editions P. I. of France has just issued a nice view of a Europe Aero Service 727-200. And from Manche Postcard in Sao Paulo, Brazil, seven new cards are on the market, representing the first effort in our area of interest by this country. Aviation World will shortly have these cards for sale in the U. S. It is always nice to see new companies in the airliner post card arena, and especially from areas not well represented up until now.

New airline issues just on the scene: Quebecair has a 737 card out in its attractive new colors. Cyprus Airlines has a 707-123B issue out, and TOA an A-300 card. And the Republic DC-9-51 and 727-200 cards are now available from the carrier. Nice looking shots, in long size cards. Braniff has

cards out in large size of its 747 (orange), 747SP (orange), and 727-200 (blue), although these cards are plain back jobs, so I guess they do not really qualify as post cards. But they look good in those binders, where only the fronts show anyway, right?

Many thanks for the nice letters received from members, giving us some updates on cards, ideas, etc. Keep 'em coming, please, and happy collecting!

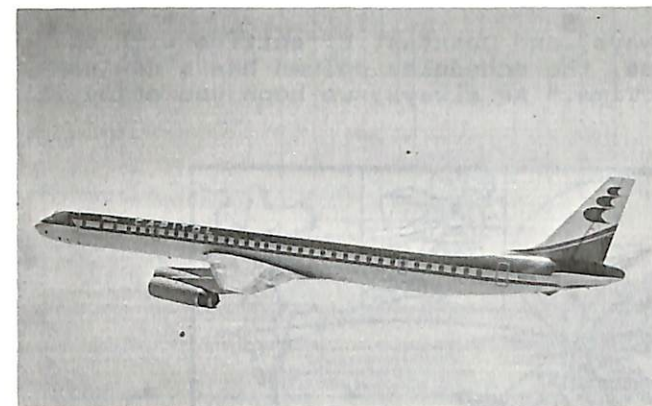


Above: Coincat's new release of a Federal Express 727 at Ft. Lauderdale. Below: One of Manche's new issues depicting Transporte Aereo Rioplantense's 707.

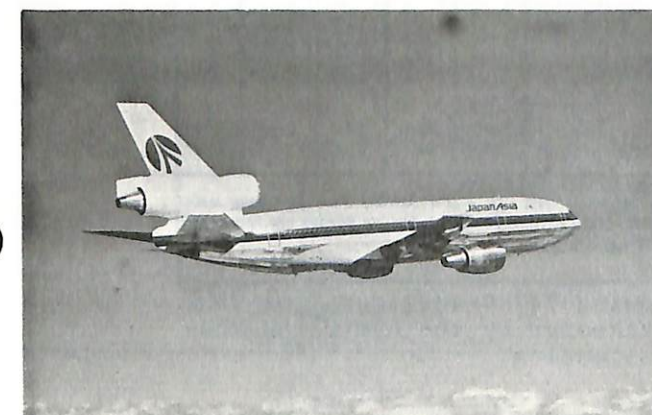


B747SP

Above: Korean Air Lines issue of its new 747SP. Below: Another airline issued card, this from Capitol International of its Super DC-8 in new colors.



Above: Air Cal issue of its 737 in attractive new color scheme. Below: Japan Asia DC-10-40. Titles are retouched on card as are clouds in scene.



Above: Cameroon Airlines has issued this card of the carrier's pride, 747 Combi TJ-CAB. Below: Aviation World's issue of a Transamerican L-188CF.



Above: One of a set of ten Frontier cards issued by LeAllan Henneberg. Convair CV-600 and 727-91 are depicted. Below: LOT issued card of its TU-134 aircraft.



rotary hand tool, I would suggest using a knife and making the upper cut in sections, not pressing very hard on the knife at any time, until you have cut completely through the fuselage. Then glue the model together, and after it is dry use a razor saw to make the vertical cuts, thus freeing the entire section. Be careful to make the cuts where you can make use of the windows, by cutting either along the forward or trailing edge of the window.

4. The rear fuselage must be reduced in length. This is probably the hardest part of the conversion. I did this by guess and by golly, but there is one thing to watch very carefully. The lower part of the fuselage does not change in angle from the original fuselage. The upper and side sections have a very distinct faring on them however, where they join to the rear part of the aircraft. The entire tail section will have to be raised slightly to retain the proper location of the horizontal stabilizer with the fuselage cross-section. The method I used to accomplish this was to remove the tail section just forward of the horizontal tail mounting section, and to slice up the rest of the fuselage somewhat like salami. Using photos as a guide, and measuring with dividers, I then assembled the "salami" sections to obtain the most accurate appearance. Some of the rear sections were used inside the main fuselage section to reduce the size of the hole so that the rear section could

Right: Boeing 737 in the Air Florida blue and green markings made by using the Jet Set System decal sheet #10. This photo and two photos on following page by David Minton.



Left: Model of Air Florida's 727. Model was constructed using the Airfix model and Jet Set System decal sheet #10. Photo courtesy of Jet Set System.

be glued to the rest of the model. For the rest, it was just putty and sandpaper, repeating this process about four times.

For the Hasegawa kit, the model is good, the fit of the parts good, causing little trouble, and the model is pretty accurate. You could convert it for the kit decals, Pan Am, by filling in the upper cabin windows which are not needed. There should be only three windows per side showing for a Pan Am 747-121. Otherwise, you could use some different markings, and there are a lot of these for 1/144 scale narrow bodies which will also fit the 1/200 747.

AIR FLORIDA

For modeling aircraft of the Air Florida fleet, there are two different decal sheets available. One, from Jet Set Decals, JS #10, can be used for either the orange/blue markings or the blue/green markings. This sheet provides only the tail and fuselage logos, with no exit doors or overwing escape markings. It can be used for 727/737 or DC-9. Only one aircraft can be done using this sheet, although several registrations are provided. The second set of markings comes from Gene Hooker, and it can be used to do either the Electra or 707 in both the raspberry red markings or the two-tone orange markings. Again, only fuselage and tail logo are provided.



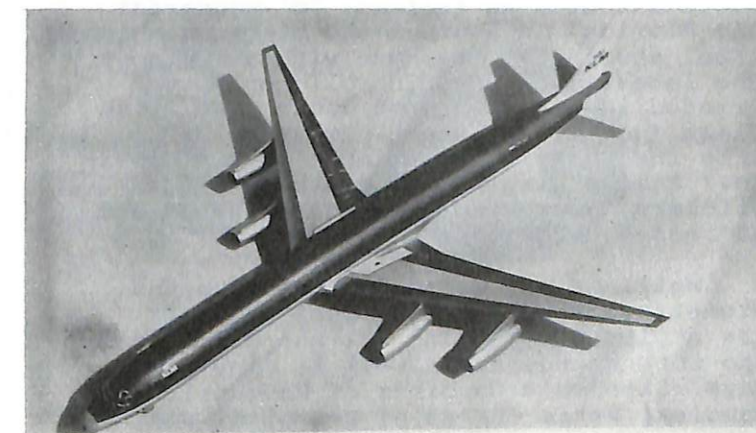
In the new goodies front, there are several interesting items available. From Jet Set Decals have come the following sets of decals seen in the VC-10 photo accompanying this article: The Air Malawi VC-10 sheet provides all of the markings, including the three-tone cheatline and the vertical tail, except for the tail cone. A front windscreen decal, with eyebrow windows, and thrust reverser decals are also provided. Registration is for 7Q-YKH. Two sets of 747 decals are provided, one for TMA's OD-AGC, complete with front windscreen and antiglare panel, but the cargo door is not provided. This could possibly be taken from an ATP sheet, but the size may not be the same. The other 747 is the recent black and white striped Avianca markings. This comes with the black and white cheatline, all doors, and alternate registration for either HK-2300 or HK-1716. There are also two sets of DC-8 decals released, these are for F-BIUY of Transports Aeriens Intercontinentaux (TAI) and for Panagra in the green and yellow. Both provide the complete cheat line and both are extremely nice looking sheets, with the TIA sheet being perhaps the best. And the last sheet seen is for Cameroon Airlines Boeing 737, again complete markings are provided. Registration is for TJ-CBA. All of the decals are well printed, easy to use, flexible and strong, and the colors are well represented. Some appear to have a white carrier under the color carrier, for example under the yellow of the Panagra sheet, and this appears to make it look a bit light, but on the model this would not be very obvious and would help reduce problems caused by the separation between the silver and white paint when decal sheathlines are light in color. The Cameroon sheet is from Mach 1, the DC-8 TAI and 747 Avianca from "Calcomanias Brabazon" and the rest from Jet Set Decals.

Just received are some new decals for the latest colors on the Air France fleet. These are from "Transfers L'Avion" and are not distinguished by any number, but each contains complete markings for one aircraft and either partial or adaptable markings for others. No door outlines are provided, these should be gray, and can be taken from

ATP or Micro-Scale decals. The first sheet has complete markings for the 1/144 A-300 (F-BVGI) and can be adapted to a 1/200 747 (F-BPVA), and can be used partially for a 1/100 707 or 737. The next sheet is complete for a 1/144 727-200 (F-BOJF) and can be partially used for a 1/144 707 and a 1/94 F-27. The next one is complete for a 1/144 737-200 (N-4522W) and almost complete for a 1/94 F-27 (F-BYAA). And the last sheet is complete for a 1/144 747 (F-BPVA) and adaptable for a 1/100 707 (F-BLCK). The difference between adaptable and partial is that the tail flash cannot easily be used for a partial but can be made to fit for an adaptable. In some cases, more than one fuselage logo is provided and in some cases the same one must be used for whatever model. The best guess is that only one model can be done from each sheet. And finally, I received proofs for eight different Braniff International sheets in black to do the Easter-egg markings. These sheets will fit everything except the Electra, and they can probably be made to fit that in 1/144. All of the above decal review samples courtesy of Jet Set Decals.

New from Revell/Lodola and RVF Imports is a re-issue of the short DC-8. This time Viasa markings for a Series 30 are provided. On the box top is a good drawing by Mike Machat showing to advantage the corrections which must be made for the pylons. The kit is molded in white plastic and the decal sheet provides the cheatline, with clear window spaces, but the orange is not quite dark enough. This is particularly noticeable on the white background.

Also new from RVF is a vacuum-formed conversion for converting the DC-8-61 to a DC-8-63. The conversion seen in the photo was accomplished by using Revell CV-990 engines, but the RVF conversion would lead to the same result. The engines come complete with pylons, but the text for the kit does not mention the necessary extensions in the wing tips. Also, both of the pylons, for the inboard and outboard engines, are given as the same, which is not correct. I will review this conversion kit in more detail in the next issue. Review samples courtesy RVF Imports.



Sticker Chatter

DON THOMAS

AIR FLORIDA is the airline featured in this issue. I remember when the airline started; when you could get a real cheap fare from Miami to Tampa or Orlando, and the stewardesses wore red hot-pants and headbands. The airline has come a long way since then. Besides routes to Washington, New York, Philadelphia, and Texas, it has regular charters to the West Indies, and now routes to Europe.

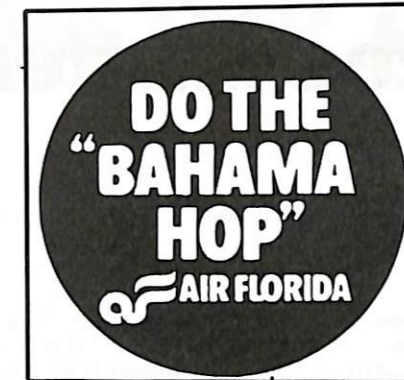
Air Florida's first labels were BILS, (baggage information labels). Double-printed ones were offered first and came in blue and white. These were replaced by orange and white labels, and finally the current offerings appeared, which are similar except the colors are now green and white.

When the airline acquired its DC-9's, McDonnell Douglas supplied DC-9 labels, like the round labels already in use. Both were white on orange, with the printing on the DC-9 label in very dark blue. A couple of years ago, "We KISS all over Florida" labels were used. Then Air Sunshine in Key West was taken over, after a label campaign "Air Florida and Air Sunshine--There's Romance in the Air," with white printing on a red heart. "Do the Bahama Hop," a white label on a blue background, advertised the Bahama services and was available at the same time. However, the biggest campaign featured "Join the Battle for Britain," pushing Air Florida's successful attempt to obtain a Miami-London route in the wake of the National-Pan American merger. Employees wore these stickers on their uniforms and pasted them all around the airports and travel agencies. The latest labels advertise the new Air Florida routes to Ireland. "O' Wonderful Air Florida" is a green and black on white label showing an Irishman with a red nose. The latest one comes in rolls and is printed in green on what looks like Irish linen (not illustrated). It says "It's time for an Irish experience on Air Florida." Anyone wishing one of these latter stickers, just send me a self-stamped and addressed envelope.

Well, it was quite a convention the organization had in the Miami area. It was a pleasure meeting all the old friends and correspondents as well as many new ones. Stephanie Gardiner of McDonnell Douglas, Katie Childs of Republic, and



NAME _____
STREET _____
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Stephen Lilly of Air Florida were among those who added to our collections. Peter Rentz came over from Germany; Dave Prins, KLM pilot, from Holland; Stan Baumwald, Northwest pilot had a table; Fred Hems and John Chivers brought along their wives from England, and Tom Conroy came with them. Thanks are due Bruce Drum and the Miami gang for the hard work which made this convention a success.

Dave Prins, as usual, had plenty of new stickers from KLM. The KLM label, "We're Dutch . . ." is different from a previous one. This one has a smaller figure of a man, with lettered placed differently. Watch out for these variations in labels which might at first glance appear to be the same. McDonnell Douglas, in addition to producing a large round Airlines International sticker for 1981, also came up with a few new stickers such as the LAN-Chile DC-10 sticker.

A new airline in the U.S. Virgin Islands is Coral Air. Its label features what appears to be a Kangaroo, which we always thought showed up only on Australian airlines' labels.

Many of our members are interested in only one airline, one or two countries, etc. Anyone wishing labels from a particular airline or country, especially the older labels from 1920 on, just write me with your wishes and I'll see what I can supply. Individual labels on want lists can be supplied (price varies depending on rarity), and I also have different packets available. Contact me for details.



Printed Matters

JOHN IRBY

OPEN UP A COPY of one of the three popular fleet list books for the first time and you will, perhaps, be disappointed. What you will find in such books is a compendium of aircraft listing for each airline (as is the case of "JP Fleets" and "World Airline Fleets") or each aircraft manufacturer (as the Lundkvist Aviation series offers) and not much else. Yes, at first glance, fleet lists appear to be pretty dry reading. However, if you would like to know more detailed and up-to-date information about the aircraft that your favorite airline is/has/or will be flying, the fleet lists become excellent reference materials to have on your book shelf.

The recognized leader among the fleet list books is "JP Airline Fleets International" (edited by F. E. Bucher and U. Klee, published by Editions JP, Zurich, Switzerland, 1981 edition price \$16.75, with pocket edition, \$20.50. "JP Fleets" includes listings for 23,650 aircraft registrations, 2300 airlines, and 177 countries in its 1981 edition. Included in this year's edition is technical data for 313 aircraft and 125 beautiful color photos of airliners in the book's appendix. "JP Fleets" also has a section in its appendix that lists all known Boeing and Lockheed customer code numbers, a valuable plus when trying to trace the lineage of a Boeing 707 or Lockheed TriStar that has been passed from user to user over the years. For a slightly higher price, the large edition (for home reference) is supplemented by a 271-page pocket version that allows the field spotter to quickly identify some of the particulars of new or unusual airliners (airlines, C/N, and registrations of aircraft are all that's included in this issue). The large issue of "JP Fleets," however, can provide information about aircraft that are leased-in or -out by a particular airline, special aircraft configurations, dates that a particular aircraft was manufactured or converted from one type to another (such as CV-580's from CV-240's), and previous registrations worn by various aircraft. In short, "JP Fleets" provides the kind of "nutshell" information that makes researching your favorite airline a breeze!

The fast-growing challenger to "JP Fleets" as the fleet list is "World Airline Fleets" (edited by Gunter G. Endres, published by Airline Publications & Sales Ltd., Middlesex, England, 1981 edition

price, \$19.95, separate pocket edition, \$9.95). "WAF" includes much of the same information as "JP Fleets" about the individual airline fleets, plus short historical resumes on the airlines listed. Many black and white photographs are scattered throughout the book depicting various airlines and carriers. However, in light of the higher price than "JP Fleets" we wish these photos could have also been in color. "WAF" utilizes the North American Aviation News team of Bruce Drum, John Wegg, Brian Dunn, Glen Etchells, and Peter McRae to provide information for the North American airlines and they do a very accurate job of reporting those fleets' statuses. Editor Endres is an expert on the complicated goings-on of the Soviet Union's massive Aeroflot, and provides a large listing of its tremendous fleet in "WAF."

The next group of fleet lists are the 16 computer-generated airliner production lists of every major western airliner built since WWII (except the DC-3) produced by Lundkvist Aviation Research of Sunrise, Fla. Ranging in price from \$3.50 for the 32-page Boeing 747 production list to \$16 for the 140-page Curtiss C-46 list, the Lundkvist Aviation Research series provides C/N's, roll-out dates, first flights, delivery, and in-service dates, all subsequent sale and re-entry into service dates with new airlines, and information on crashes or service withdrawals of individual aircraft. The Lundkvist series is a perfect source for researching historical information on individual aircraft and was most helpful to me in preparing my Air Florida feature article in this issue. The beauty of this series, however, is that you can buy only the airliner list that you need, which can save research time and money.

KEEPING UP-TO-DATE

Since the fleet lists are only published once or twice a year and the airlines are busy changing routes and equipment in-between time, there are two low-cost ways to stay up-to-date: *Aviation Letter*, a monthly newsletter published by Lundkvist Aviation Research, Sunrise, Fla., annual subscription, \$14, and *North American Aviation News*, a monthly newsletter published by Brian Dunn, Mississauga, Ont., Canada, annual subscription, \$14 (U.S. or Canadian). I'll cover these publications in more detail next issue.

The Tray Table

KEITH ARMES

AS A FOLLOW-UP to the National Airlines feature in the last LOG, and my first column on airline dining service, I will try to point out some of the in-flight collectables that National left us. In this case I will deal with china, glasses and silverware of the 1960's and 1970's. I'll leave plasticware for another time.

At the time of the merger with Pan Am, National had two sets of china dining service settings; domestic and international. Both sets were produced by THC (Total Hospitality Concept). Each piece has a backside labeling which reads "Made for National Airlines by THC," followed by the part number. The international service is white with a silver band, while the domestic is an off-white (almost tan) with a gold rim. These pieces are still being used and will be until the last one breaks, so be on the lookout.

The glasses for both domestic and international services were the same and are no longer used. The last style to be boarded was the so-called "paper-weight bottom" type produced by Anchor Hocking. The set included only three types--wine, rock, and cordial--and were embossed with the distinctive Sunburst symbol. The cordial glass was also designed to be used as a jigger for mixing drinks inflight. This set was introduced in October of 1979, just before the merger, so very few were produced.

Silverware used at merger time was good old stainless for domestic service, but a beautiful, quality silverplate for international flights. The last domestic stainless was produced by Update Co. and is great for collecting as the date of production is clearly stamped on the back. This is followed by the initials NAL. The silverplate used was produced by Oneida Ltd. with the word National in block letters printed on the back. This silver was used throughout the 1970's starting with the initial London flights. A piece which is very hard to find is the cocktail (or oyster) fork, and was used in the middle 1970's to meet the menu requirements of oysters on the half shell.

Before the usual cost cutting and THC, National used more expensive china on both domestic and international sectors. The domestic was produced by Jackson China Co., which is clearly noted on the backside. The china was the same color as the domestic THC and was used throughout the early and mid-1970's. The international was the

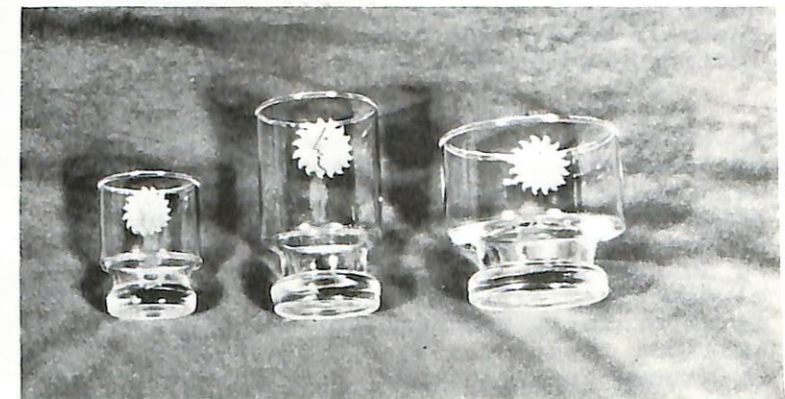
Rosenthal, again clearly noted on the backside. This was also white with a silver band.

Glasses used in the early and mid-1970's consisted of four types, the extra one being the large water glass. All had the Sunburst logo clearly embossed. Two styles of cordial glasses were used--a slanted type similar to the wine and water glass and the rounded type as shown in the accompanying photograph. Before these came the "stylized" N type of which I have been able to find only the rock glass. It is unique in that the N logo is actually stamped with the dark blue and red colors of the period.

Domestic silverware remained stainless throughout the 1970's. Before this, National used the so-called "baby spoon" silverplate which was called such due to its very small size. This came in two types. One had the word National on one side while the other was imprinted with only the initials NAL.



Above: Glasses used on international and domestic services by National in the early to mid-1970's. Below: Glasses used at the time of the NA-Pan Am merger. Both photos by Keith Armes.



The Slide Collector

GEORGE HAMLIN

SINCE PHOTOGRAPHY and--more particularly--slides of airliners are of interest to many club members we felt that addition of this column would be appropriate. Although we have a number of topics in mind, we would also welcome suggestions from you so that the column reflects the interests of club members involved in collecting slides. We hope that the column will fulfill several functions, including the exchange of information and stimulation of interest in this facet of the hobby, as well as providing additional outlets for those collectors who wish to trade or sell.

Pending an indication of specific topics which you would like to have included, we would like to cover some of "the basics." These include trading, storage, and display of collections, sources of airliner slides available for sale, duplicates versus originals, etc. While it will be necessary on an occasional basis to touch on some of the technical aspects of photography, especially when dealing with quality, we will not dwell on the mechanics of the photographic process, a subject which is covered amply elsewhere. For that matter, we recognize that it is possible to be an avid slide collector even without personal participation at the business end of a camera.

If you've read this far, there probably is no need to convince you that this aspect of the hobby offers a number of enjoyable areas of participation. Three of the main activities are photography, collecting, and display.

The first, of course, should be readily apparent--the majority of collectors shoot at least some material themselves, and are well aware of the joys and demands of photography. The collecting aspect includes, for example, the challenges posed by assembling a group of slides which includes examples of all carriers operating an aircraft type; the complete, by registration, fleet of a specific airline; or in a more artistic vein, examples of dif-

ferent color schemes. The truly ambitious collector could set out to acquire an example of every aircraft made by a specific manufacturer--Airbus might be a good choice for this one, however!

The final area, which we've termed "display" for purposes of convenience, encompasses all activities associated with the use of the collection once it is acquired. These might be publication, making and displaying prints, slide shows for groups of other enthusiasts, or, more simply, personal enjoyment. For many, this phase of slide collecting, particularly the possibilities for contact with others having similar interests, offers great satisfaction.

For the balance of this issue, we will discuss slides for their own sake, as objects. In order to address trading, showing, and other areas, it will be helpful to define more clearly just what we are discussing. In general, we will refer to 35mm, original, color slides. Although there are other sizes of transparency available, 35mm is universally available and widely accepted. While there is substantial interest in duplicates, especially of non-current material, we will restrict this discussion to originals to simplify matters.

A primary term associated with airliner slides is the term "ramp shot," often accompanied by the phrase "50mm." This description refers to a slide taken using the normal lens appropriate for the camera, from the side of the aircraft, from a position on the ground, or ramp. In general, the plane will fill most of the horizontal area of the slide. Ideally, the subject is photographed from a point opposite the center of the fuselage, with the registration visible on the finished slide.

While a seemingly minor matter to the photographer, as long as good composition can be achieved, the lens used and perspective chosen can be of great importance

to the collector, since many individuals have strong preferences concerning the type of slide which they will accept.

The ramp shot does have much to recommend it, but also suffers from a serious deficiency as far as many photographers are concerned. On the positive side, it can be said to present the aircraft in a close approximation of the way in which it would be seen under normal conditions if you were on the ramp. With good composition, perspective distortion is minimal. The drawback, of course, is gaining access to the ramp to take the photograph. In the early days of the airline industry (and hobby), operations were simpler, and the general public was often separated from aircraft only by a low level fence. Today, airport operations have become considerably more complex, and a new factor--security--has entered the picture. While the high fences and other measures associated with today's tighter security are truly the bane of the airline photographer, they are both necessary and not likely to disappear. The question, then, is how do we go about getting ramp shots under these conditions?

A number of smaller airports still offer opportunities for obtaining this type of pose. While this may seem to be of little consolation to those living near a large airport such as JFK, ORD, or LAX, the smaller fields should be kept in mind while traveling. Although there is less activity than there is at a large hub, these outlying reaches of the airline system are often served by smaller, older aircraft not often seen at the larger locations. Thus, a check of the proper airline timetables while passing an obscure air terminal may lead to an interesting shot.

Closer to home (assuming that, like many of us, you live in or near a large city), there are other options. Although the passenger terminal area itself may not offer any possibilities, there may be other areas on the airport, such as those used for cargo and maintenance, where the aircraft are more accessible. Occasionally,



Left: "Down-on" views, from such locations as observation decks and parking structures are available at many airports, and offer a pleasing perspective, showing more of the wing, engines, and top of the fuselage than ramp views. Here, New York Air DC-9 N536TX is seen at New York (LGA) on July 16, 1981. Photo by George Hamlin.

the access points to these areas, which are usually guarded, can be utilized. It's worth checking with the security employee to see if you can stand in the area briefly--many times the request will be granted, but, if it is not, abide by the guard's instructions.

Another possibility, where available, is the observation deck. Since the facility is usually located considerably above ground level, these shots are not of the "ramp" variety, even with a 50mm lens. They do, however, make available a different, and often pleasing perspective, which shows more of the wing, engines, and top of the fuselage than generally appears in the "classic" ramp shot. Unfortunately, observation decks have not fared well in recent years, as many existing ones have been closed, and few newly-built airports seem to include them.

An acceptable--and sometimes better--alternative is the multi-level parking garage located at many terminals. The catch is, in many cases though, that the parking structure is located at a considerable distance from the aircraft, rendering the 50mm lens virtually useless. This deficiency can be cured, however, by the judicious use of a telephoto lens, although a few words of clarification are in order.

Some collectors prefer only 50mm ramp shots, some even to the point of rejecting anything taken with a different lens. While we have no desire to change individual preferences, we do feel that telephoto work has been unnecessarily maligned in many cases, and also, that it offers a viable and valuable alternative in situations where a 50mm lens won't "reach." Part of the negative feeling probably stems from the natural development of the hobby, where the standard ramp shot evolved as "normal" and accepted in a past era where this type of photo was available to the average photographer.

Another reason, however, is the change

in perspective introduced--the "foreshortening" effect associated with telephoto lenses. This is most apparent when the aircraft being shot is at an angle to the camera. When the subject is perpendicular (such as a broadside shot of the fuselage) the perspective is close to normal. Many photographers and collectors do not find telephoto shots such as these objectionable; in fact, since long-lens photos are often made while the subject is on the taxiway or runway, there is much less chance of encountering the numerous pieces of ground equipment and vehicles which often clutter shots made while the aircraft is stationary on the ramp.

In addition to its utility in obtaining shots of distant aircraft, the telephoto also can be used to enhance the creativity of your photographs. Again, while some frown on anything other than the standard single aircraft pose, there is no reason (no matter what lens you are using) not to experiment with other formats, such as groups of aircraft, line-ups along a terminal concourse, sunsets, etc. Here, the foreshortening effect of the telephoto often can be put to good use in obtaining a slide of an aircraft which is visually interesting as well.

Before going on to trading, in the next issue, one other topic deserves at least a brief mention--quality. While the subject matter may be rare or otherwise interesting, a poor quality slide is of little interest, particularly if trading or sale is contemplated. In brief, a slide should be properly exposed, in good focus, and be sharp. The last factor suggests the

use of the highest shutter speed that the film/lens combination will permit, especially if the subject is in motion. Processing is another detail which warrants some attention. This is no place to economize, unless you are very sure that the results will yield the quality you desire. Most collectors seem to prefer the processing provided by the major film manufacturers, although this shouldn't deter you from using a good custom lab, or even your own processing if it pleases you. Be aware though, that many other collectors accept only manufacturer processing (primarily Kodak) in trade or for sale.

Finally, a word or two about identification. The old "who, what, where, when" applies here. A good collection is enhanced by a few labels, including the photographer's name, the location, and date, on each slide. And even if the registration appears in the slide it is wise to mark it as well. These identifications don't have to be lengthy, and a rubber stamp can aid the task considerably. Subject identification is good also, but a little less important since the subject matter of a good, dated slide can most often be identified later, especially if the registration can be read and/or has been labeled. While you may be content to rely on memory, as your collection grows this may become more difficult. If you decide to trade or sell, the information is, of course, important for the recipient, who may not know the pertinent details.

Next issue: Building your collection through trading and purchase of originals.

Right: Creative photos such as groups of aircraft, terminal scenes, and sunset views enhance any collection and in years ahead will recall much more about a certain period's airline environment than standard aircraft portraits. Here a trio of TWA 727's at New York LGA create a classic scene. Photo by George Hamlin.



This, That & Other Stuff

PAUL COLLINS

THIS COLUMN's feature on airline flight bags has been set back until the Winter issue of the LOG. I need to do a little more research and have a number of photos taken. If you have an "old bag" that you would like to see included in the article, please feel free to send it to me. I will pay postage both ways. The item will be returned to you after it has been photographed.

There was a wealth of miscellaneous items available to the collector at the convention in Miami. I was able to get away with about half of it! Post cards were everywhere, as were slides, models, china and silverware, labels, schedules, and just about anything else you can name. I was able to pick up some nice bumper stickers, so in lieu of the flight bag article, I will present you with a selection of bumper stickers from the Club's collection.

Under the heading of bumper stickers, you can include the newer type material that sticks to your window glass, and the sticky front stickers that go inside the window of your car or shop. The Club collection contains more Delta bumper stickers than those from any other carrier. One reason for this may be that Delta prints more stickers than other airlines. Another reason is our club's good standing with the Cincinnati Sales Manager of Delta, Mr. James. He has proved the club with a number of interesting Delta items and his efforts are certainly appreciated.

As with baggage labels, bumper stickers are often hard to come by. Most labels and stickers are used by the airline to promote service from one location to a certain destination. Unless you are at the originating station, you will miss out on that particular promotional label or bumper sticker. For instance, Delta recently started a number of new flights from its new "hub," Cincinnati. It issued a new bumper sticker calling attention to the fact that "Delta is Cincinnati's Airline." I'm sure that this sticker was not available at any other Delta station, and this is true of hundreds of other labels and

bumper stickers. I have a number of Delta Cincinnati labels for trade if any of you are interested. Also available are a number of different Delta stickers, so send me your list and we will do some trading. I would also appreciate hearing from you airline employees that might have access to a large number of bumper stickers so we could send them out with the mailings of the LOG. This would require a quantity of 500+. Please let me hear from you.

Getting back to the convention, a number of new bumper stickers were available, at least these were new to me. The Laker Skytrain item is unusual in that while the back is sticky, it is also contains the same message on the back. Place it on a window and you give the same message coming and going. One sticker that caught my eye right away was the Air Canada L-1011-500 label. And another favorite is the "Boeing-My Way," and also the "Flying Tigers . . . do it better" item. They both deliver the message.

Some additional messages that are expressed on bumper stickers are as follows: "We're Spreading Love Southwest Airlines," "JAL Cargo We Deliver the World," "Ozark Flies Your Way," "Catch Our Smile! PSA," "Kiss O'Hare Goodbye Jet Midway Airlines," "Our Fares Will Send You Flying. Trans-American Airlines," "Braniff gets you there with Flying Colors," "Seattle is an Alaska City Alaska Airlines," "We Have to Earn Our Wings Every Day Eastern," "Join Air Florida's Battle For Britain," "AA-It Takes Everyone to be Number 1."

Of course, there are plenty more, too! Wright Air Lines "Convairs to Cleveland," for example, is nice, as is "Continental's Proud Birds Move Their Tails to Miami" sticker. Most of American's bumper stickers are of a quite large variety. Island Airlines "World's Shortest Airline" featuring the Ford Tri-Motor is another of my favorites.

The best way I have found to display bumper stickers, other than on your car, is to cut a piece of fiberboard and then cover it with a sheet of colored poster

Delta is Cincinnati's Airline

board that you can purchase at most craft stores. I then edge the board with colored tape. I find that I can get from 15 to 20 bumper stickers on such a board. How do you display your stickers? Please write and give additional suggestions on how to display these items of memorabilia.

The next issue we will feature the flight bag article. Again, I would like to hear from you so I can get an idea on what you would like to have featured in this column. What do you have in your collection that is unusual that would interest club members? Drop me a line and let me know. Until next issue--happy collecting.

JALCARGO
we deliver the world



BOEING-MY WAY

FLYING TIGERS
...do it better 

Our fares will send you flying.
Transamerica Airlines 

Braniff gets you there with Flying Colors




AA It takes everyone to be Number 1

 **JOIN AIR FLORIDA'S BATTLE FOR BRITAIN**

 **KISS O'HARE GOODBYE**
Jet Midway Airlines

 **Ozark flies your way.**

 **CATCH OUR SMILE! PSA**

WE'RE SPREADING LOVE
Southwest Airlines 

WE HAVE TO EARN OUR WINGS EVERY DAY.  **EASTERN**

Airline Playing Cards

THOMAS DRAGGES

IT'S TIME once again for our lesson on airline playing cards so that we may improve our collections. First, though, I would like to say that I hope all of you that attended the Miami convention had a great time. Make it to Orange County next year--I'm planning to put on a display of airline playing cards.

I will not be able to keep with the main theme this month (Air Florida). As far as I know, Air Florida does not have playing cards. If it does, I would appreciate someone sending me a deck (or decks).

Instead, I will do a history of Japan Air Lines playing cards. This is for two reasons, first as you know, I work for JAL. Second, and most importantly, this October Japan Air Lines celebrates its 30th anniversary. I would like to take this time to wish JAL a happy anniversary on behalf of the entire World Airline Hobby Club.

The design of Japan Air Lines playing cards used between 1965 and 1976 was the same, except for a filler card used, and the packaging. There was a red, white, and gold deck, plus a black, white, and gold deck. Both had a checkerboard pattern with various characters in the squares. At the top of the card was printed Japan Air Lines and at the bottom was the JAL logo in the lower-left corner and Japan Air Lines printed in Japanese across the bottom. The filler card referred to above came in three different forms that I know of. The first (not illustrated) depicted a DC-8 in the air flying left-to-right across the length of the card. The DC-8 wears the old JAL colors. At the bottom right of this card is printed DC-8C Courier Japan Air Lines. The second filler card also shows a DC-8 in the air, again in the old color scheme. This time the DC-8 is pictured width-wise on the card. At the bottom of the card is printed DC-8 Jet Courier Japan Air Lines. The third card updated Japan Air Lines' fleet by picturing a Boeing 747 with the new color scheme. Japan Air Lines changed their color scheme in late 1969 and early 1970. JAL never changed the color scheme of the second filler card of the DC-8. The first filler card appeared in 1965 and ran through 1968. The second filler card was used between 1969 and 1972, and the

third card was used between 1972 and 1976. The decks between 1965 and 1968 came in slip cover-type cardboard boxes. The decks of 1969-1976 came in plastic boxes with a cardboard slip cover. The slip covers came in either red or black. On the back was a photo of either the DC-8 or 747 depending upon the year issued. The front of the box had a window in the top half which revealed the filler card inside. The bottom half of the box is printed with "Playing cards" and Japan Air Lines at the bottom. The side of the box has the name Nintendo Playing Cards, which is the Japanese playing card manufacturer.

For a short time between 1974 and 1976, Japan Air Lines also issued mini-decks of cards. These also appeared in red, white, and gold or black, white, and gold checkerboard patterns. The filler card on these decks was a smaller version of the Boeing 747 filler card. These decks came in a regular cardboard-type box.

The JAL deck depicted here with the weave pattern is white in background with the weave pattern being gold and blue. The JAL logo at the top and bottom-middle is gold. This deck was given away only to first class passengers about 1975. As far as I know it was a Canasta package giveaway.

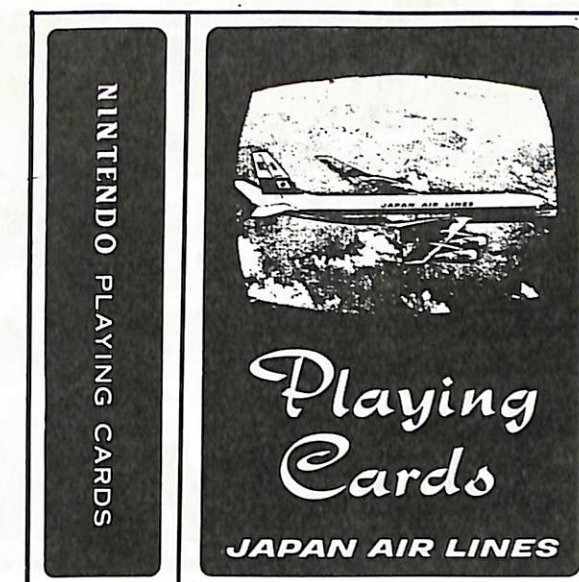
The current cards used by JAL are called the "Happy Coat" design, which has been used since 1976. These come either as a blue background deck or as a pink background deck. The Happy Coats have various design patterns. In the middle is the JAL logo in red, then Japan Air Lines in Japanese, then the same in English. These decks come in regular cardboard boxes but do not show the cards' design pattern on the outside of the box. The box appears in two colors, black with white and red stripes, or red with white and black stripes. Both have Japan Air Lines printed across the bottom, and the JAL logo on the side of the box.

Another deck I'd like to mention (not illustrated) is a first class deck. This deck is gold in background with red and blue Cranes flying diagonally across the cards. At the top and bottom of the cards is printed Japan Air Lines. This deck

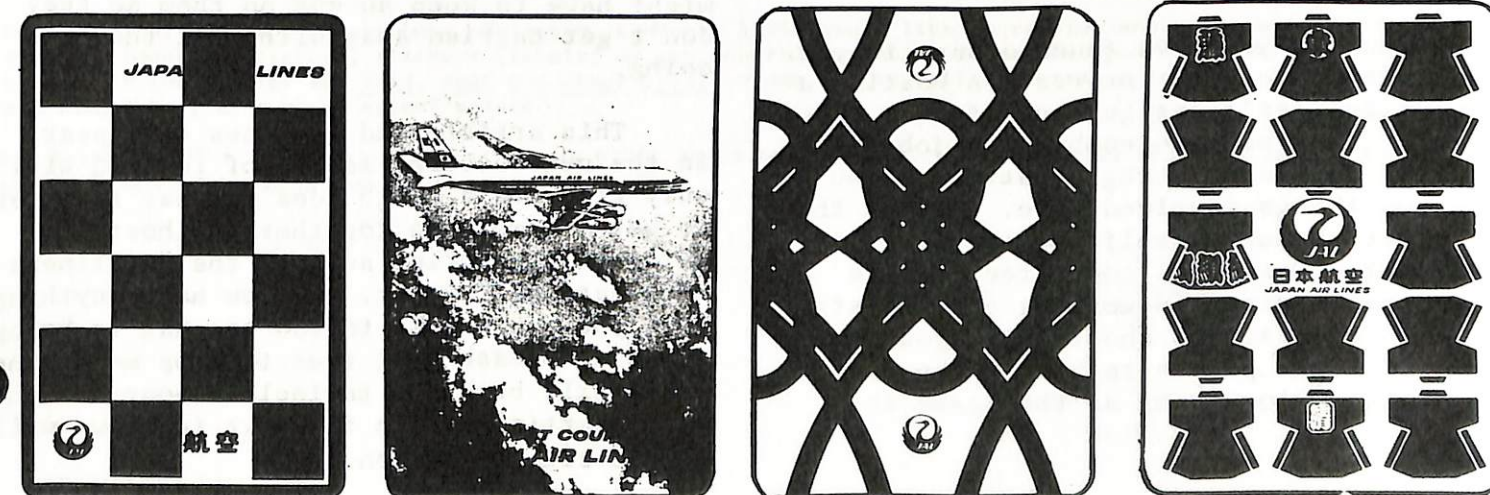
comes in a plastic box with a cardboard slip cover. The cover is red with Japan Air Lines printed across the bottom, and the JAL logo in the middle in white. This design appears on one side only. This deck is the current one issued to first class passengers, and was introduced in 1979.

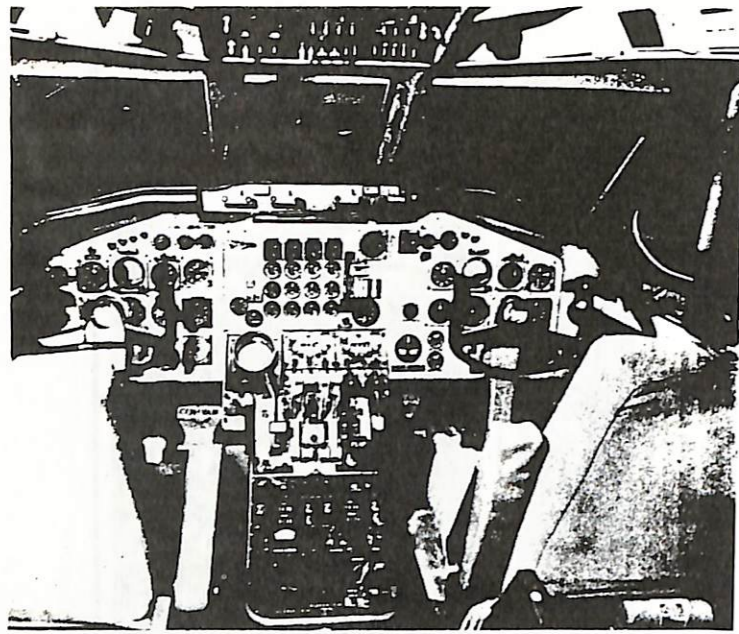
The final deck I wish to cover (also not illustrated) is an "unofficial" deck. It was made in the U. S. This deck was put out by the JAL Cargo sales department for its customers. The deck is red with a gold border. In the center of the card is the JAL logo in gold, and below the logo is printed "JAL Cargo" in gold print.

Above right: JAL card box with window revealing DC-8 filler card. Below (middle) left-to-right: Box depicting 747 (same as 747 filler card); Slip cover of current F-class cards; Box for current "Happy Coat" cards.



Below, left to right: Checkerboard cards which came in two versions; DC-8 filler card (second version); Weave pattern deck for first class passengers, circa 1975; and current "Happy Coats" card. All illustrations this page from Thomas Dragges.





...from the left hand seat...

Paul Collins

As mentioned in the last issue of the LOG, I will be covering some of the things that are necessary to host a national convention. Some of these items were mentioned at the business meeting in Miami, but I think all members should know what it takes to get a committee together and work all year towards a successful show.

One of the first and most important items for anyone wishing to host a convention is to find out how many others in his area has the same desire as he has. If you are the only one in your area that wants to host a convention--forget it! You can't do it yourself. A minimum of at least 5 others should be available if you want to get your idea off the ground. Along with these five you will need additional help as convention time draws near. Wives and friends will be needed to handle all the "little" things that take up a lot of time during the actual convention. More on this latter.

Assuming you have found others in your area that share your interest in hosting a convention, let's assign each of them some duties. Possibly the number one job is the handling of the mail registrations. You have two things involved here. One is the registration form itself and the other is the MONEY. While all committee members should be involved in working out registration procedures, you should pick your two most efficient people to handle the money and registration forms as they come in.

This should be their only duty, unless they possess some other talent that could help out in another area.

After the job of registration, most of the other jobs are all on the same level of importance. Mailing lists, business contacts, advertising, liaison between the committee and the convention site, liaison between the committee and the airline industry, obtaining awards, making decorations and banquet theme are all equally important. Of course, common sense should be used in assigning your committee jobs. If a person has a background in public relations, you know where he will be. If you have a member experienced with negotiating contracts, let him work with the people at the convention site, once it is selected.

After the various jobs are assigned, everyone should sit down together and rough out a plan for the convention. There will be a number of items that have to be purchased so don't keep it a secret that your brother-in-law is in the printing business, or that your father-in-law was a host/organizer of the last VFW convention held in town. Invite him to your next committee meeting, his experience could be of great help to YOU.

Once you have your committee together, set up a schedule of meetings. As chairman it will be your duty to see that all those assigned jobs are doing them. You may need to meet with some committee members more often than with others. It's your job to see that it all comes together in the end. Some members you will have to continually prod to get something out of them, while others will be so zealous you might have to keep an eye on them so they don't get carried away with what they are doing.

This article and the ones to appear in the next several issues of the LOG will only give you a rough idea of what it takes to get a committee together and host a national convention such as the "Airliners International" event. If you have anything that you would like to add to what is being written, please feel free to drop me a line and I will be happy to include your thoughts to the articles. In the next issue we will make a site selection.

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The CONVAIRS may be gone....

....but not FORGOTTEN!

IF YOU LIKE AIRLINE T-SHIRTS, you'll want one of a limited run of "Ex-Convair 580 Crew" shirts made mainly for former flight and ground crew members of this plane. Shirts are long wearing 50% polyester, with durable TRANSFER, featuring large lettering and a climbing Convair 580 in dark blue on a light blue material. Only \$5.00 per shirt plus \$1 shipping charge (each). Send order and make checks payable to B. M. Knizner, 5001 Seminary Road #1329, Alexandria, Virginia 22311. Please specify size M-L-XL only.

For you military types we now have available our new F4 PHANTOM shirt in black and yellow--same size and price.



Date: 24 June to 27 June

Location: Sheraton Newport
Newport Beach, Calif.

You will be receiving your registration packet for the 1982 convention in the next issue of the LOG. Start making plans now for the biggest airline memorabilia show ever to be held--ANYWHERE IN THE WORLD!

DATES ARE FIRM--MAKE IT A CALIFORNIA HOLIDAY

CONTENT
DELETED
DUE TO PRIVACY
CONCERNS

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| Transavia | Caravelle 1/96, 1/144 | | |
| Trans World Airlines | Constellation (partial conversion of Revell kit) | | |
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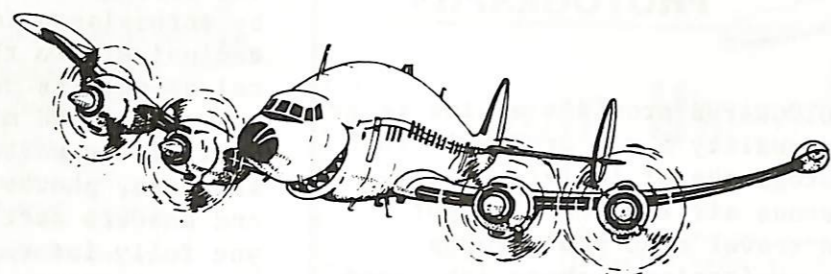
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The "europa news" this time around featured a number of nice labels, a story on the Supersonic Transports by Brian L. Asquith, and quite a bit on postcards by Bill Richards. If you want to keep up with happenings in Europe, a subscription to the "news" would be well worth the money.

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(The "I" mentioned above is Paul Collins)

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