

# CAPTAIN'S LOG

*Winter 1981*





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Publication Dates:

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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.



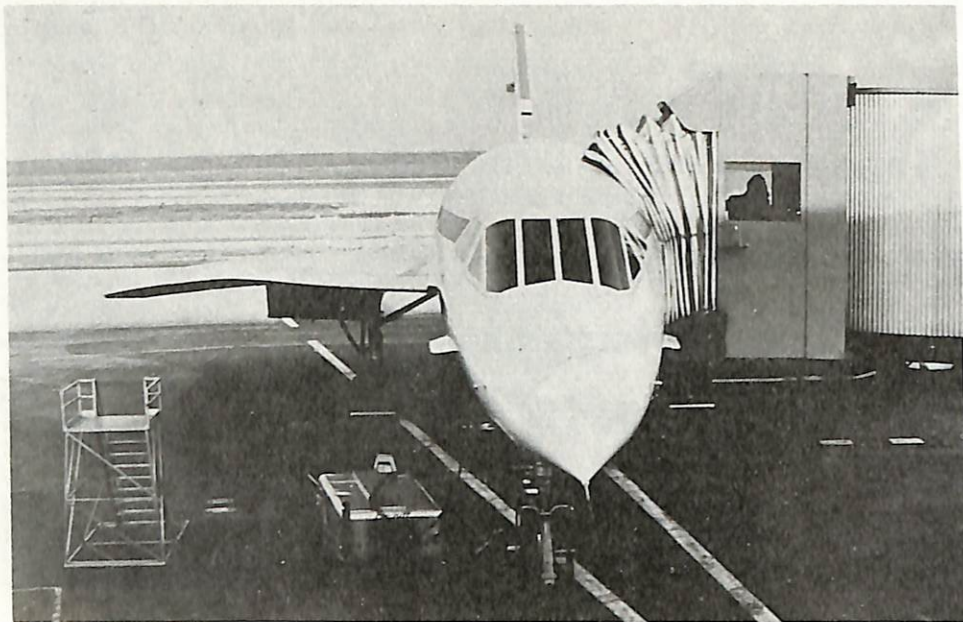
Above: Air France Caravelle III F-BJTL at Hanover, Germany on May 1, 1968. Joop Gerritsma photo. See page 14 for Joop's detailed Caravelle feature.

# Winter 1981

## FLIGHT MANIFEST

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Cover photo: Who among our membership wouldn't jump at the opportunity to set foot in a scene such as this. The date is April 13, 1957; the location, La Guardia Airport, New York. Northeast DC-3 N65136 occupies the foreground in this scene, with another NE DC-3, an Eastern Connie and Martin, and a Capital Viscount also readily visible. Photo: Gary W. Dolzall collection.



At 7:30 a.m. on the morning of May 27, 1979, Braniff Flight 188 waits "at the gate" at Dallas-Ft. Worth (DFW). Ready for Braniff's non-stop DFW-IAD segment is British Airways Concorde N94AB. After arrival at Washington, she'll fly on to London Heathrow. Gary W. Dolzall photo.

## At the gate

EACH YEAR, the Winter issue of the LOG is held past its December 15 mailing date so that it won't become buried in the Christmas mail rush; that's the primary reason you're receiving Winter '81 now--early in 1982. But we'll admit to being a little tardy with this issue, too. During the holiday season distractions come all-too-frequently. We hope you'll understand.

We're considering a slight change in the schedule of the LOG to get away from holiday conflicts and also to improve the LOG's timing in relation to the International Convention each June. This change would mean the LOG would be mailed one month earlier each quarter, i.e., it would be mailed in February, May, August, and November. We'll keep you posted, and in the interim would welcome any comments, pro or con.

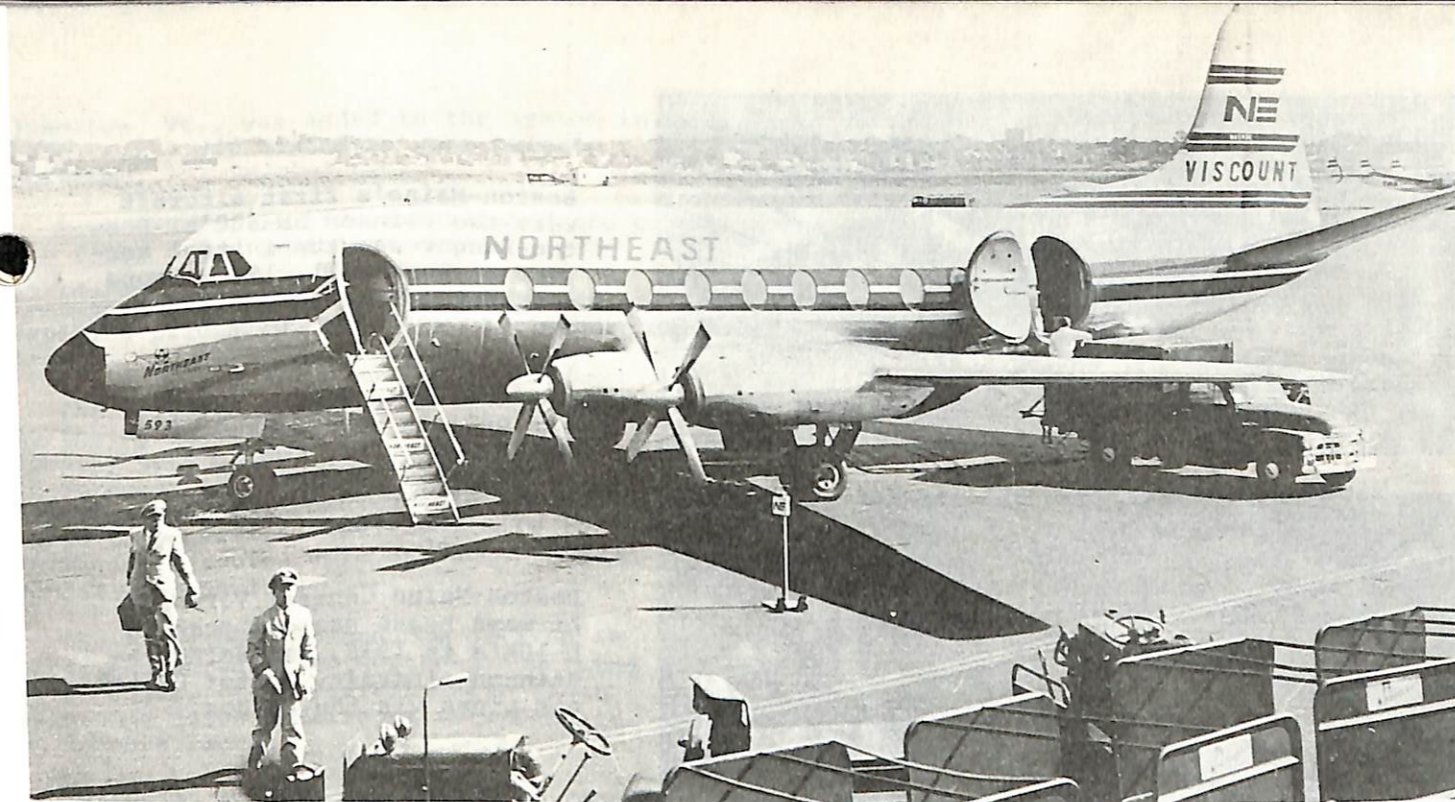
With my first year as LOG editor now completed, I'd like to thank all the members and especially the contributing editors of the LOG for their help. For a bunch of guys working on a strictly volunteer basis, the staff puts in a lot of hard work and I appreciate it very much. And speaking of appreciation, I've been remiss in not having previously mentioned one person who has been instrumental in the preparation of the LOG in the past year: Tom D'Amico, of Double D Associates in Menomonee Falls, Wis. Tom has performed a great deal of specialized photographic work for us which has allowed us to bring you

many of the photos featured in the last four issues. Thank you, Tom.

A word or two on upcoming issues: Our plan to include airport features in the LOG (the first example being John Irby's feature on Tampa International in the Summer '81 issue) has resulted in a good deal of favorable mail. For those of you looking forward to more airport reports, they will return in the next issue of the LOG, and should be a more-or-less regular column thereafter. We're also planning to begin our photo section next issue: please, if you have quality black and white photos or color slides, share them with us. All original material will be returned.

Finally, no editorial in these pages would be complete without an admonishment to make your plans for the International Convention! This year's meet in California will be an exceptional, exciting event for every airline enthusiast. Make your plans to attend and we'll hope to see you there.

Gary Dolzall  
Editor



The flight is over and the crew heads for the terminal, leaving Northeast Viscount N6593C behind. NE introduced Viscounts in August 1958. Photo: Dolzall collection.

## Northeast Airlines - Wings of New England

GEORGE CEARLEY

THE ORIGIN of Northeast Airlines can be traced to an agreement between two New England railroads and Pan American Airways. On July 20, 1930, the Boston & Maine and the Maine Central Railroads jointly organized Boston-Maine Airways, Inc. The airline sought the services of Pan American, which was interested in preliminary and experimental survey flights in New England and Canadian maritime provinces. Pan American was beginning preliminary work with the long term idea of providing transatlantic service. Boston-Maine Airways began operations on August 1, 1931, with PAA providing aircraft, service, and management. The Boston-Maine route was from Boston to Portland and Bangor, Maine. PAA continued on to Calais, Maine, St. John, New Brunswick, and Halifax, Nova Scotia. These operations were later discontinued in 1932.

Boston-Maine resumed air operations with the first scheduled flight being August 11, 1933. Two Stinson SM-600 tri-motor aircraft were used and each carried eight passengers. The first flight was over the Boston-Bangor route. Headquarters were located in a hanger in a field at Scarborough, Maine. Flights were operated under contract to National Airways, whose backers included Paul Collins, an early day air mail pilot; Amelia Earhart, the renowned aviatrix; Sam Solomon, a pioneer airport operator; and Eugene Vidal, a West Point alumnus who had

been with Transcontinental Air Transport. On October 27, 1933, a feeder line through Vermont from Boston was inaugurated in association with Central Vermont Airways, founded by the Central Vermont Railroad. That winter the headquarters were moved to Boston. On March 20, 1934, the Vermont route was extended from Burlington, Vt., to Montreal. As a result of the new air mail contract route awards in 1934, National Airways was awarded Air Mail Route 27 (AM27) between Boston-Bangor via Portland and Augusta, Maine, and between Boston and Burlington, Vt., via Concord, New Hampshire and Montpelier, Vt. Also added were Waterville, Lewiston-Auburn, Caribou, Millinocket, Houlton, Presque Isle--all in Maine, and Manchester, N.H. Ground facilities in northern New England were often primitive with unpaved runways, no lighting for night flying, and inadequate or non-existent weather and communications facilities. Winter weather also posed hazards to flying. The airline, though, survived in spite of these negative factors.

In 1936, Lockheed L-10A Electras were added to the fleet and these all-metal planes had replaced all the Stinson Trimotors by 1940. Boston and Maine Airways the following year, on March 1, 1937, purchased the assets of National Airways as well as its air mail contract, White River



Boston-Maine's first aircraft were two Stinson SM-600's. Boston-Bangor was the initial service on August 11, 1933. Photo courtesy of George Cearley.



Boston-Maine Central Vermont Airways began use of Lockheed L-10A's in 1936, replacing the Stinson aircraft. Photo: Delta Air Lines via the author.

Below, left to right: 1936 Boston-Maine ad promoted the carrier's new Lockheed aircraft and provided a route map. Boston to Bangor flight time was 96 minutes; Cover of December 1939 Boston & Maine schedule reveals company's rail, air, bus interests. 1937 timetable has shadow of L-10A flying across New England farmland. All illustrations from the George Cearley collection.

**Winged COMFORT**

**New Lockheed Electra Planes**  
 - provide the fastest, most modern means of transportation in Northern New England. Scientifically soundproofed cabin - cushioned reclining chairs - restful color scheme - individual ash trays - reading lights and ventilation control. Two pilots. Two-way radio.

**Route Map with Flying Times**  
 BOSTON-MAINE CENTRAL VERMONT Airways

OCTOBER 1, 1939 (Eastern Standard Time)

**BOSTON AND MAINE**  
 MODERN TRANSPORTATION

**RAIL AIR BUS**

OCTOBER 16, 1937  
 Eastern Standard Time

**BOSTON-MAINE AIRWAYS**  
**CENTRAL VERMONT AIRWAYS**

PASSENGERS  
 U.S. MAIL  
 AIR EXPRESS

**"Always On Time"**

*The Fastest, Modern Way*  
 TO TRAVEL IN  
**NORTHERN NEW ENGLAND**  
 and CANADA

Junction, Vt., was added to the system in 1939. Early day hostesses wore pilgrim uniforms.

Boston-Maine in 1939 established one of the first pilot training courses in the U.S., at Burlington, Vt. This was at the instigation of the U.S. government and for training pilots for the national defense program.

The railroad sold its airline interest to the Atlas Corporation in 1940 and the company became known as Northeast Airlines in November of that year. The CAB had determined that railroads should not be allowed to control air service. Also in 1940, Northeast's routes were extended to Moncton, New Brunswick.

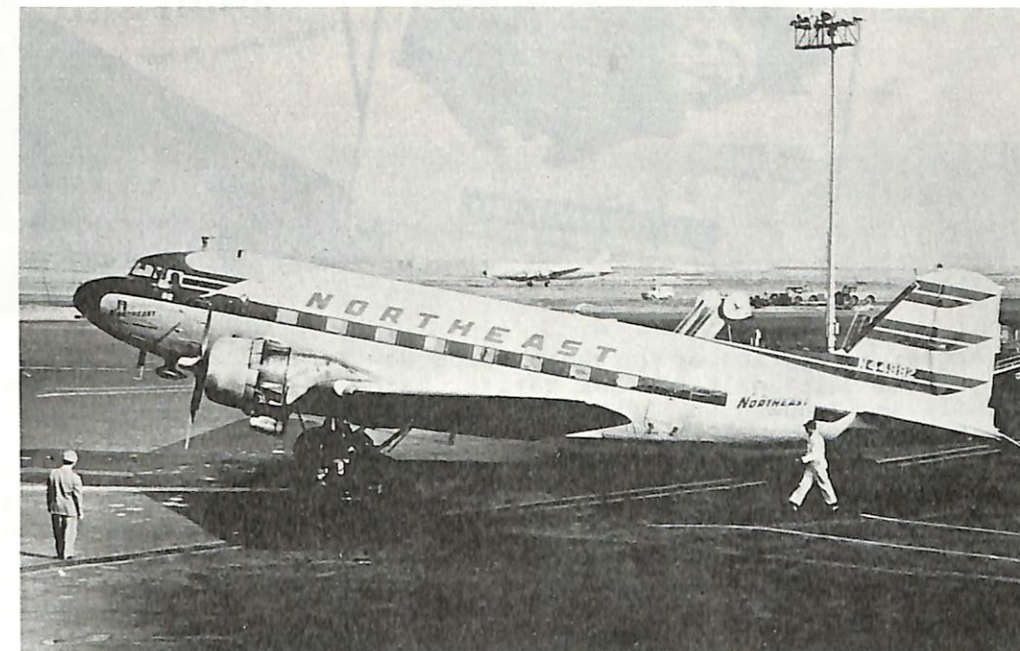
The first DC-3 joined the airline in 1941, and during 1942 Northeast operated five Douglas DC-2 aircraft. Also about this time Stinson Reliants were operated on Vermont routes.

Northeast achieved an admirable record flying for the Air Transport Command during

during World War II. Navigational aids and radio stations were set up and operated by Northeast personnel in the Arctic and the carrier's pilots flew planes to Labrador, Newfoundland, Greenland, Iceland, and Scotland. The pioneer flights across the Atlantic were flown by Captain Milton Anderson, a company Vice-President and the man who as chief pilot flew the first scheduled flight of Boston-Maine on August 11, 1933. The experiences of these Northeast employees were told in Ernest K. Gann's novel, *Island in the Sky*.

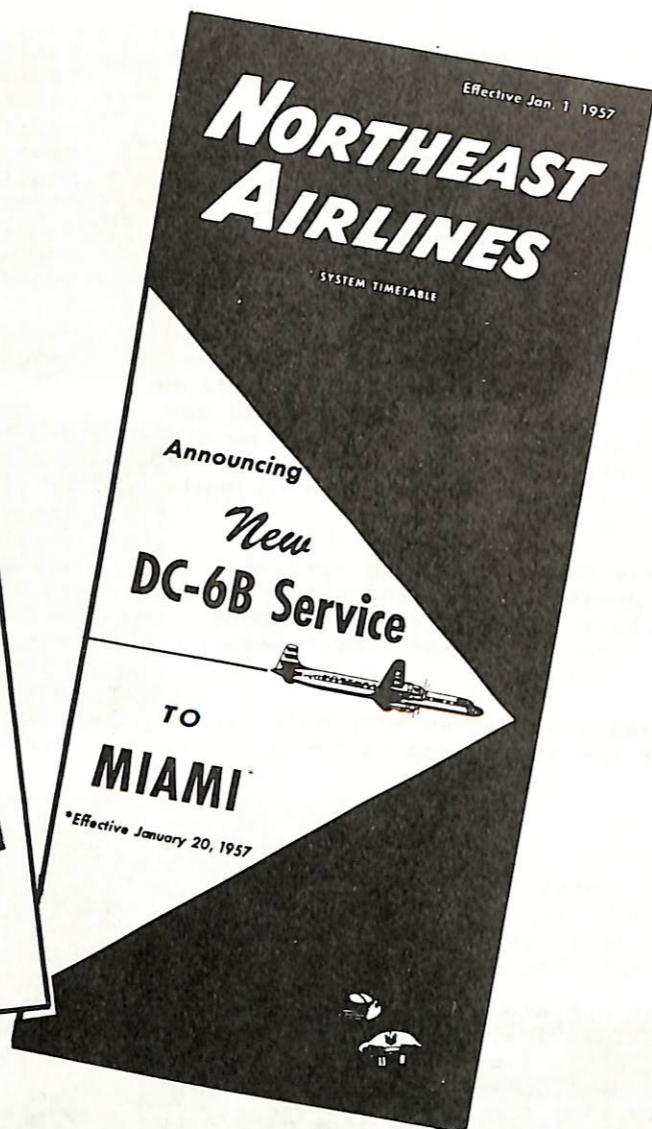
On June 12, 1944, Northeast was authorized to fly non-stop between New York and Boston, and also via Worcester, Waterbury, Providence, and New Bedford to New York City. Mayflower Airlines was acquired on January 5, 1945, and the cities of Springfield, Hyannis, Provincetown, Martha's Vineyard, and Nantucket were added to the Northeast system. In 1946, Northeast was awarded routes to 21 additional New England points with inauguration of service spread out over eight years through 1954. DC-4's joined Northeast in 1946, and Convair 240's arrived in 1949.

Northeast operated its first DC-3 in 1941 and the aircraft served NE long and well. Here, N44992 carries the classic "Pilgrim head" motif of Northeast in a scene from the mid-1950's. Photo: Gary W. Dolzall collection.



DC-4's joined Northeast in 1946. In August 1946, Northeast DC-4 NC86556 was captured on film at New York's La Guardia Airport. Photo: Gary W. Dolzall collection.





Above: Transition of Northeast from New England carrier using DC-4's as its flagship to East Coast-Florida carrier using DC-6B's is illustrated by November 1, 1946 and January 20, 1957 timetables from the George Cearley collection.

These were days of hardship for Northeast, and the carrier struggled to survive with its many local-service seasonal routes in New England. Merger possibilities were discussed with several carriers including Delta Air Lines. Northeast continued as a small New England carrier through the early 1950's and then in 1956 received a new hope for survival.

In September 1956, the CAB authorized Northeast to fly between the northeast and Florida. This route award transformed the carrier from the status of a small New England regional carrier to a trunk line. Northeast had a new lease on life and the hope for becoming a non-subsidized, profitable carrier. Traffic was projected to increase and allow for a third carrier to compete with Eastern and National, already established in the New York-Florida markets. The certificate granted by the CAB was a temporary one, and would be subject to renewal after a period of five years.

Northeast, which was operating only Convair 240's, Douglas DC-3's, and Curtis

CW-20's at the particular time, quickly looked around for new equipment. NE soon leased two DC-6A's from the Flying Tiger Line. Another ten DC-6B's were delivered in the spring and summer of 1957. The leased DC-6A's entered service January 20, 1957, between Boston, New York La Guardia, and Miami. Eleven days later, on February 1, a DC-6A, N34954, took off from La Guardia and crashed on Riker's Island just north of the airport. This crash was the subject of a book by Alvin Moscow, *Tiger on a Leash*. The crash gave Northeast some initial bad publicity on its Florida route and led to a government investigation of the Northeast pilot force, and whether or not there was a sufficient pilot training program. Also, it would be revealed with time that there was insufficient traffic for a third carrier between the northeast and Florida, and financial losses were soon incurred.

Initially anticipating success over its new routes, to utilize better equipment, and to improve its competitive status on commuter routes, Northeast ordered five



Northeast Convair N90666 ends a journey, rolling toward the terminal building at New York's La Guardia Airport on October 11, 1958. Photo: Dolzall collection.

DC-6B's joined the Northeast fleet in 1957. N6580C is seen here at New York's Idlewild Airport (now JFK) on April 12, 1958 easing away from a snowy apron. Photo: Gary W. Dolzall collection.



Curtis and Northeast were not exactly synonymous. Nonetheless, NE was a Curtis operator, as this photo of CW-20 N1381N indicates. Photo: Delta Air Lines via the author.



prop-jet Bristol Britannias with service projected to begin winter 1957-58. Northeast later cancelled the Britannia order in part due to delays on delivery dates and a general loss of interest in the aircraft. Instead, an order for ten Viscount 798D's was substituted and the first aircraft was delivered on August 8, 1958. An ex-Capital Viscount 745 was also operated for a time. The Viscounts entered service August 21, 1958, in the major markets of the northeast and served for a short time to Florida in early 1959. At first, traffic gains in the Boston-New York-Washington market were quite good and Northeast's market share improved from 8% to 35%.

However, the great success with the Viscount was to be short-lived, lasting only a little over two years. The failure had little to do with Northeast itself. On April 30, 1961, Eastern was to introduce the now-famous Air Shuttle in the same markets where Northeast had done well with the Viscount. Heavy losses were sustained in 1959, and merger negotiations began with Trans World Airlines. Howard Hughes, who controlled TWA through the Hughes Tool Company of Houston, Texas,

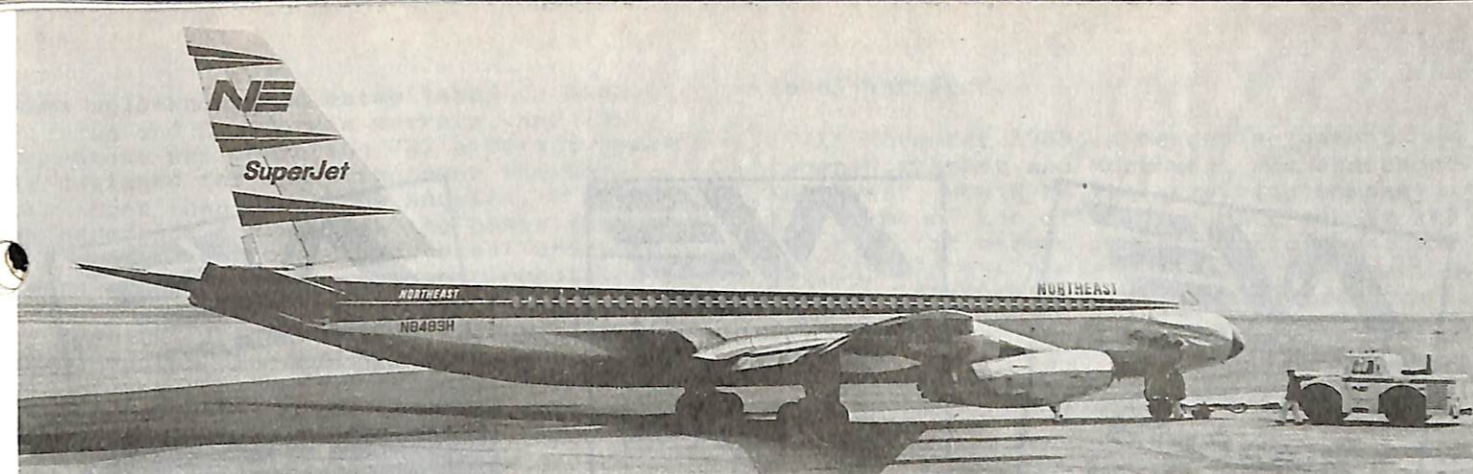
Below: Northeast did not own either the Bristol Britannia or the 707 but each played a role in its history. Northeast ordered five Britannias and intended to introduce them in the winter of 1957. However, the order was cancelled and Viscounts were ordered. Northeast did operate a 707--leased from TWA--on the New York-Miami route beginning December 17, 1959. Two illustrations: George Cearley collection.

came into the picture. Hughes Tool began making substantial loans to Northeast in anticipation that a merger would be approved between TWA and NE.

Northeast leased a 707-331 from TWA in 1959 for service on the New York-Florida route. Service with the new intercontinental 707, N761TW, began December 17, 1959, between Idlewild and Miami.

Deliveries of Convair 880's to TWA were delayed by financial difficulties of that carrier. The Convair Division of General Dynamics in San Diego eventually leased six of the CV-880's destined for TWA to Northeast. Initial CV-880 service was over the Boston-Philadelphia-Miami route December 15, 1960. The leased 707 remained on the New York-Miami run for a short time longer. CV-880 service between Idlewild and Miami came later.

During the winter of 1960-61, Howard Hughes was forced to give up his controlling interest in TWA, and merger talks with TWA ceased. In 1961, a merger proposal among the carriers Braniff, Northeast, and Northwest was discussed then later dropped.



Above: Convair 880's originally slated for TWA joined the NE fleet in 1960 when TWA was experiencing financial woes. First NE CV-880 service occurred on the Boston-Philadelphia-Miami route on December 15, 1960. Photo: Gary W. Dolzall collection. Below right: October 30, 1960 timetable introduced in grand manner upcoming CV-880 services to Florida. Timetable: George Cearley collection.

Creditors mounted pressure on Northeast for the payment of overdue loans. James Austin, President of Northeast, approached Hughes again with the idea that Hughes Tool buy Northeast from its major stockholder, the Atlas Corporation. The CAB gave its approval and Hughes took control of Northeast in mid-1962. Whether or not Hughes kept Northeast depended upon whether or not the government would allow Northeast to continue to fly to Florida.

Later in 1962, the CAB decided to terminate Florida authority as well as Northeast's commuter routes from Boston to Philadelphia and Washington. The result would be a much-weakened regional carrier confined to operating in New England. Thus, Northeast would be back to its structure of previous decades. The board's action was followed by a flood of support from New England citizens, civic groups, and political leaders. Northeast employees rallied behind the company, gathering 250,000 signatures on a petition presented to the U.S. Congress. The U.S. Department of Justice filed a motion to reconsider the decision, and the U.S. Court of Appeals in Boston granted a stay allowing Northeast to continue to fly to Florida, Washington, and Philadelphia.

Plagued by increasing financial difficulties and monetary losses in 1963, Northeast initiated steps to divest itself of Viscounts and CV-880's. The ten Viscounts were auctioned off to other carriers and the six leased CV-880's were returned to Convair. However, Howard Hughes then leased Northeast another four CV-880's which the airline would keep until 1968. Additional DC-6B's were acquired to replace the Viscounts.

The fight to retain Florida service continued into the summer of 1965. Two of the CAB members who had opposed Northeast's service to Florida went on to other positions. Heartened by this turn of events, the Storer Broadcasting Company, which owned TV and radio stations in major U.S. areas, sought control of Northeast. The head of the company, George B.

**On the Wing**

**BRISTOL BRITANNIA**

**"Whispering Giants"**

THIS WINTER ON THE  
**BOSTON-NEW YORK-FLORIDA ROUTE**

NEW KING of the EAST COAST AIRWAY . . . the fastest, largest, quietest jet-props to be in domestic service this coming year! Indeed, "Whispering Giants" will introduce a new era in fine air travel . . . and underscore the scope of the tremendous expansion now current at NEA, one of America's twelve original scheduled airlines.

**NE**

**NORTHEAST**

DECEMBER 1, 1959

AIRLINES

Newest, biggest, fastest jet between

**BOEING Intercontinental**

**707**

**JET**

**NE**

**NORTHEAST**

October 30, 1960

AIRLINES

STARTING THIS WINTER... CONVAIR

**880**

**JETS**

WORLD'S FASTEST JETLINERS... TO FLORIDA



Above, left to right: Timetable introducing Chicago, Cleveland, Detroit services in 1969; timetable announcing non-stops to Los Angeles (also 1969); and final NE timetable, dated July 1, 1972. All from George Cearley collection.

Storer, had long wanted to enter the area of commercial aviation and gain control of an airline. Storer acquired Northeast by purchasing the majority of stock held by Hughes Tool Company. The CAB later reversed its previous position and awarded Northeast a permanent certificate to fly to Florida.

The new ownership initiated steps to give the airline a new image and to modernize the existing fleet. Northeast's new yellow and white scheme with black titles and black NE logos--known as the "Yellowbird" scheme--was a marked change from the older red, white, and blue scheme. The new scheme was introduced on the cover of the September 7, 1966 timetable. This was part of the campaign to create a better public image of Northeast and improve customer service. A familiar Northeast advertisement at this time included the phrase "Catch a Yellowbird, Let Luxury Happen to You."

In addition to its new image, a fleet updating program was begun. Orders were placed for DC-9-10 and DC-9-30 aircraft, for 727-100's and 727-200's, and for FH-227's. The new aircraft were destined to replace older DC-6B's, DC-3's, and Convair 880's then in service. Northeast be-

came the first operator of the 727-200 when it placed the aircraft in service over its routes December 14, 1967. A Convair 990-30-5 was leased from Fred B. Ayer, a large New York aircraft brokerage firm, from January 20, 1967 to April 30, 1968. The aircraft, N5612, was known as Flagship Rita and formerly belonged to American.

In the late 1960's, Northeast developed a more competitive spirit and was granted several new routes. Northeast entered into competition in the late 1960's with Eastern and American. Northeast more than equalled America's frequency, providing 33 Boston-New York flights per day, 26 of those flights were jets, using DC-9-30's and some 727 equipment.

In 1968, Freeport and Nassau in the Bahamas were added to the Northeast system, and the following year Bermuda was added to the system as well as a route extension from New England to Cleveland, Detroit, and Chicago. Also, Northeast was granted a Miami-Los Angeles route in 1969 as a result of the reopened southern transcontinental route case. Several objections to this award arose and included: (1) the fact that Northeast was unknown in the west, (2) Delta and National already operating other southern transcontinental routes,

were well-known and established in both Florida and California markets, and (3) Northeast was operating 727 aircraft real-ly designed for operation over shorter distances than Miami-Los Angeles. The CAB defended its decision on the basis that it was a move to shore up Northeast and help improve the carrier's economic condition.

Despite its acquisition of new aircraft, the adoption of a new image, and the opening of new routes, Northeast's financial woes continued in 1969. Increasing expenses seemed to be affecting Northeast more than its competitors. The revitalization and expansion programs may have been too much too soon. Decreasing revenues were coupled with rising expenses. Several economy moves were initiated and the CAB approved a proposal to transfer short stage length routes in New England to several different third

level carriers.

In November 1969, a merger agreement between Northeast and Northwest was announced. Northwest would be the surviving company. All terms of the offer were made public and the plan fit merger criteria laid down by the CAB and the Department of Transportation. A merger between the two carriers was approved on December 31, 1970 by the CAB. However, the Board excluded the Miami-Los Angeles route awarded in 1969. Northwest withdrew its proposal March 10, 1971.

Delta immediately offered a proposal for a merger of Northeast into the Delta system. The proposal was approved by the Board of directors of both carriers within a period of two months. On August 1, 1972, Northeast's fascinating history came to a close when the carrier merged into Delta.

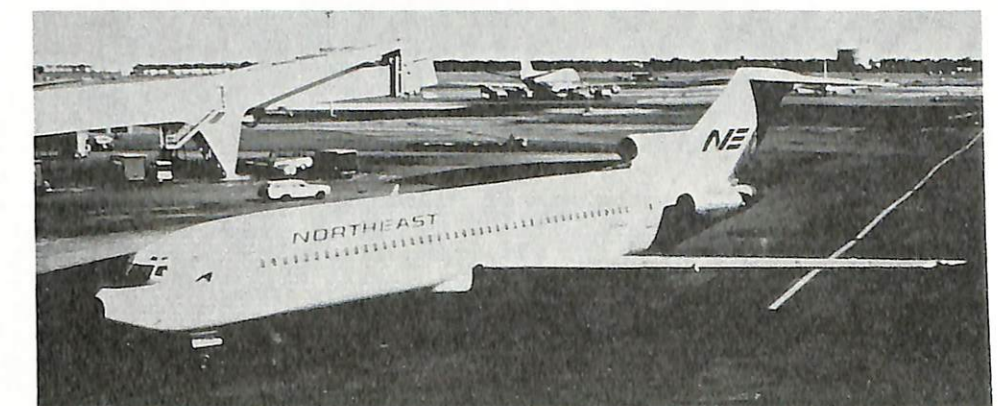
Rare photo of lone CV-990 operated by NE, N5612, in Yellowbird colors at Kennedy International Airport, New York. The aircraft operated for NE from January 1967 to April 1968. Photo from a black and white post card courtesy of Jon Proctor.



Northeast DC-9-15 N8953U sits in the company of Allegheny CV-580 N5820 at La Guardia Airport. Aircraft was leased to Delta prior to merger and was sold in 1971. Photo from a black and white post card courtesy of Jon Proctor.



Northeast was the first operator of the 727-200. N1644 is depicted here after the NE-Delta merger (notice the Delta "Widget" on the fuselage) at Kennedy International Airport. Photo by George Hamlin.





Thanks to United, U.S. passengers had the opportunity to experience the Caravelle. UA introduced the Caravelle in 1961. Here, Caravelle N1004U is seen in 1964. Photo: Gary W. Dolzall collection.

# The Caravelle Story

JOOP GERRITSMA

FRIDAY, JULY 14, 1961 was a proud day in the annals of the French Aviation industry and indeed the French nation as a whole. For on that day, which is Bastille Day in France, comparable in importance to the American Fourth of July, the Caravelle jetliner entered service with the largest airline in the western world, United Air Lines.

United's first Caravelle service was between New York and Chicago on the airline's Executive Flight for businessmen only (no women were allowed on these flights). The Caravelle flying this service, actually the airline's fourth, N1004U, c/n 89, had been christened Ville de Paris by the wife of the French ambassador to the United States, Madame Nicole Herve Alphand, during ceremonies at Idlewild (now JFK) Airport, New York, immediately before its departure for Chicago.

The Caravelle immediately won wide acclaim from United passengers and it was not long before the type was flying to destinations all over the eastern and southeastern segments of the airline's network. During its nine years with UAL, the Caravelle served places as far west as Omaha, as far east as Hartford-Springfield, and on a north-south line from Minneapolis-St. Paul to Miami.

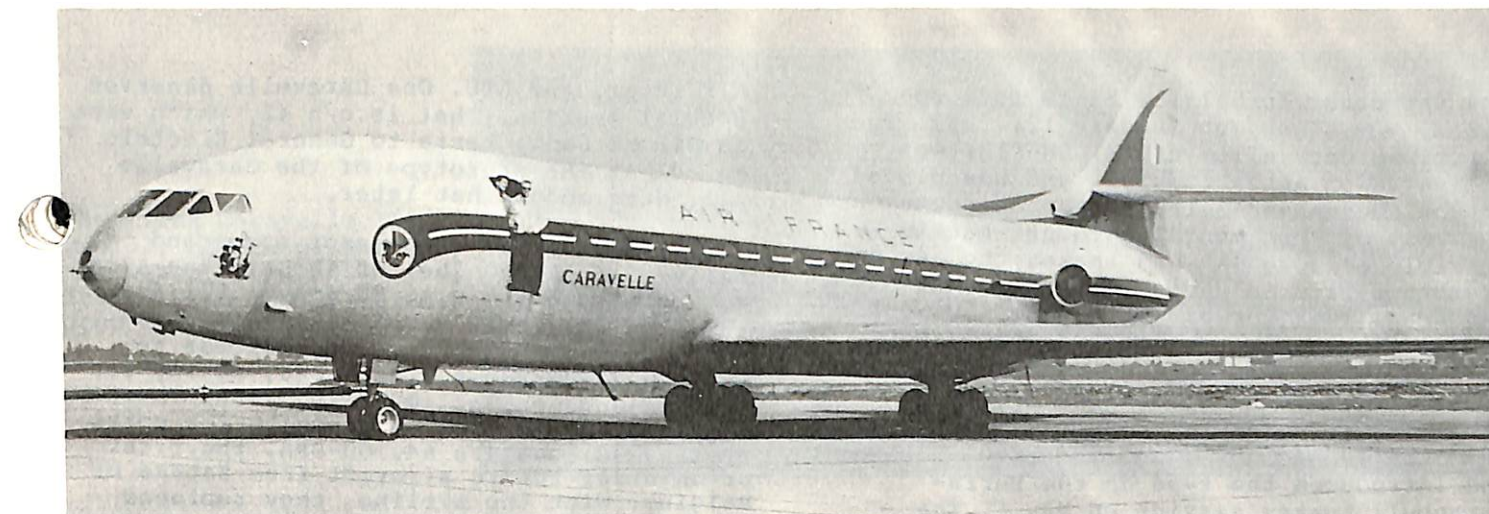
With the start of the winter schedule on October 25, 1970, United withdrew its Caravelles and by then, the 20-strong fleet had carried an estimated 10,284,029 passengers a total of 6.5 billion passenger miles during 330,790 flying hours over 117,374,952 airplane miles, or 4,713 trips around the world.

The history of the Caravelle, of course, began much earlier than February 25, 1960, when United placed its \$68 million order for 20 aircraft, the largest sale the plane's builder had ever concluded with a non-French airline.

Following the end of World War II, it was the Americans who dominated the western air transport market with thousands of surplus C-46's, C-47's, and C-54's. The French soon realized that in order to get a foothold in this market, they had to come up with something pretty special. The British were gambling with the Comet long-haul jet services (see the CAPTAIN'S LOG, Summer 1981) and the French decided the short- and medium-haul market was also ripe for a turbine aircraft.

As a result, on October 12, 1951, the Secretariat Generale a l'Aviation Commerciale et Civile (SGACC) issued a specification for such an aircraft, carrying six to seven tons of payload at 330 knots over a distance of 1000 to 1200 miles. In issuing the specification, the SGACC had in mind a requirement by the national French airline, Air France, for a fast and modern aircraft for its important North African services where France still had several colonies, and for services to the Middle East where France also had extensive commercial interests.

Several designs were submitted, but the X.210 proposal by Sud Est designer Pierre Satrie was judged the most promising. This was a proposal for a trijet, powered by 6000 lbs. French Atar jets clustered at the tail of the fuselage like the later Boeing 727. Satrie argued that this revolutionary method of placing the engines have many



Above: The original Caravelle, prototype c/n 01 F-WHHH at Toulouse on the day of its roll-out, April 21, 1955. Photo: Air France via the author.

advantages over the under-wing or wingroot designs. These advantages have been discussed extensively elsewhere and we do not need to go into them there. But another unique feature of the Caravelle does need some explanation.

In order to speed up the design and prototype construction, Sud Est purchased from de Havilland in Britain two complete nose sections of the D.H. Comet. These were grafted onto the fuselage of the two flying prototypes, and it was hoped by Sud Est that the commonality of cockpit layouts of the two aircraft would make Comet operators choose the Caravelle for their short- and medium-haul requirements. But as it turned out, very few airlines operated both aircraft, as we shall see later.

Meanwhile, Rolls-Royce in Britain had developed a 9000 lbs. thrust version of its Avon engine, and since the French experienced development problems with the Atar, Satrie was asked to redesign the X.210 using two Avons instead of three Atars for the same total thrust. The revised design was submitted in July 1952, and it was approved two months later. Construction of two flying and two static test airframes was authorized by the Ministry of Aviation on January 3, 1953. At that time, the designation was changed from X.210 to SE.210 and the name Caravelle was given to the aircraft. This was a throwback to the Caravelles of the 15th and 16th century, sleek

and fast sailing ships that plied the French trade routes across the Mediterranean to North Africa and the Middle East.

The first Caravelle prototype, c/n 01, F-WHHH, made its 41-minute maiden flight on May 27, 1955, powered by two 10,000 lbs. thrust Avons. In November 1955, Air France announced it would order 12 aircraft, with options on another 12. The actual order was signed on February 3, 1956.

The second Caravelle, c/n 02, F-WHHI, made its first flight on May 6, 1956, and on May 23 the type received its French C of A. On that same day, the first prototype was turned over to Air France for a series of route trials, during which 209 flights were made, most of them carrying cargo between Paris and Algiers. But one day's flights stand out a little more. On August 28, 1956 the aircraft made two round trips Paris-Casablanca, Morocco with all four flights being made on one engine! At the end of a 28,000-mile sales trip to South and North America by F-WHHI in April to June 1957, the Caravelle became the first commercial jetliner to land at New York's Idlewild Airport (the 707 and Comet were at that time still banned from Idlewild under anti-noise regulations).

SAS Scandinavian Airlines System had become the second buyer of the Caravelle, but it became the first carrier to operate a passenger revenue service with the type.

Right: Awaiting passengers in Amsterdam on September 8, 1968 is Caravelle I LN-KLI. SAS was the second buyer and first operator of the Caravelle. Joop Gerritsma photo.





The SAS order for six, with 19 more options, was signed on January 12, 1957. The first SAS Caravelle, c/n 3, LN-KLH, was delivered on April 10, 1959 and was placed on the Copenhagen-Beirut, Lebanon route on the 26th of that month. This had become possible because SAS had leased the second prototype from Sud Aviation during March and April 1959 for crew training (Sud Est and Sud Quest had amalgamated on March 1, 1957 to form Sud Aviation).

Air France had received its first Caravelles, c/n 2 F-BHRB and c/n 1 F-BHRA, on March 19 and April 2, 1959 respectively, and introduced the type on the Paris-Istanbul, Turkey service on May 6. The third customer for the Caravelle, and also the third operator was the Brazilian airline Varig, which had ordered two aircraft and received its first, c/n 10, PP-VJC, on September 16, 1959, introducing it on the Miami service on December 7 and on the New York service on December 19, 1959.

These first Caravelles were of the Series I version, of which 20 were built; nine for Air France, six for SAS, and two each for Varig and Air Algerie, with one, c/n 19, retained by Sud for development flying for the Series III. These Series I Caravelles were powered by the Rolls-Royce R.A. 29/I Avon 522 of 10,760 lbs. thrust. The same power output was delivered by the Avon 526 of the Caravelle IA, of which 12 were built. The first one of these, c/n 21, OH-LEA, went to Finnair on February 18, 1960 and entered the Helsinki-Stockholm service on April 1. Of the total Series IA aircraft built, five went to SAS, three each to Air France and Finnair and one each to Air Algerie and Royal Air Maroc.

At this time, Caravelle series numbers were tied to the development stages of the Avon engine, and with the development of the R.A. 29/3 Avon 527 of 11,400 lbs. thrust, the next Caravelle was the Series III, of which 78 were to be built, more than any other series. In addition to these, all Series I and IA aircraft were re-engined to become Series III's during 1960-61. The one exception was c/n 14, OY-KRB, of SAS which was written off at Ankara, Turkey on January 19, 1960. It was the first Caravelle lost in an accident.

As mentioned earlier, Sud had retained Caravelle I c/n 19, F-WJAK, for Series III development flying, and the first production Series III was c/n 33 for SAS (but leased to Swissair as HB-ICW on delivery). The first Caravelle III to be delivered, however, was c/n 35 which went to Alitalia as I-DAXA. It was the first of 14 for the Italian carrier and went on the Rome-London route on May 23, 1960.

It would go too far for this account to mention in detail all Caravelle III operators. Of the main users, Air France took delivery of its first Series III aircraft, c/n 37, F-BHRM on June 3, 1960. Other aircraft went to SAS, Air Algerie, Royal Air Maroc, Air Liban, Tunis Air, Finnair,

Air Inter, and LTU. One Caravelle deserves special mention. That is c/n 42, which went as N420GE Santa Maria to General Electric to act as the prototype of the Caravelle VII. More about that later.

With an extra compressor stage and delivering 12,200 lbs. of thrust, the Avon engine became the R.A. 29/6 Avon 531 and the next Caravelle version therefore was the Series VI. Once more, c/n 19 was re-engined to serve as a test bed, making its first flight on September 10, 1960. The first Caravelle VI-N (N standing for noise suppressed) was c/n 64, OO-SRA, the first of an order for 10 aircraft from Sabena of Belgium. With the airline, they replaced CV-440's on major European routes, and DC-6B's and DC-7C's on longer European and Middle East services. Other VI-N aircraft went to Alitalia, Aerolineas Argentinas (which also took the prototype, c/n 19), Indian Airlines, Yugoslav Airlines, and Middle East Airlines. In total, 53 Series VI-N Caravelles were built.

Following the 1957 sales tour through the U.S., Sud had concluded an agreement whereby the firm Republic would represent the French company in the U.S., and would even start a production line if orders warranted it. But interest in the Caravelle remained nill in North America, convinced as the airlines were that a pure jet was uneconomical over short stage lengths. However, in January 1959, the Lockheed Electra propjet entered service with American Airlines and Eastern Airlines and Sud renewed its efforts to sell the Caravelle in the U.S. United Air Lines and TWA were picked as the main targets since neither airline was yet committed to a specific type to replace the Convairs, Martins, and DC-6 aircraft serving the short- and medium-haul routes.

The Republic agreement had lapsed by that time and Sud sought an agreement with another manufacturer. Douglas was a natural, since United was expressing interest in the Caravelle VI-R and wanted to trade in a number of DC-6 and DC-7 aircraft on the Caravelles. The Caravelle VI-R would be equipped with 12,600 lbs. thrust Avon 532R engines (R standing for reverse thrust). But the agreement with Douglas went further than just a sales agreement. Douglas was interested in starting license production at Santa Monica if enough orders were received. At that time, the company had its own short-haul twinjet proposal in the DC-9, but there were also serious problems with the production of the DC-8. Douglas therefore shelved its plan for the DC-9 for the duration of the agreement with Sud. But when the agreement expired at the end of 1961, Douglas went full-speed with the DC-9, competing directly against the Caravelle.

United placed its order for 20 aircraft with 20 more options on February 25, 1960. More than 200 minor changes were embodied in the Caravelle VI-R to satisfy the FAA. Outwardly, the major differences were the

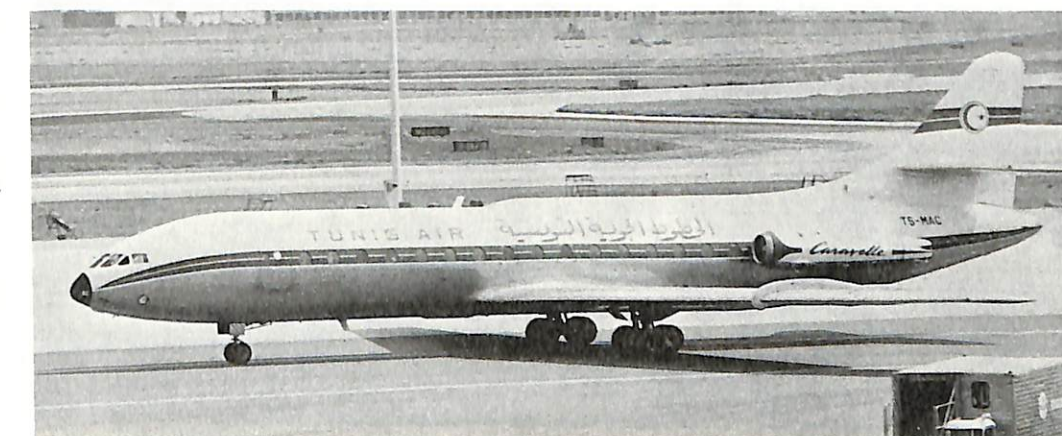
The first Caravelle III, c/n 33, HB-ICW of Swissair rests at Turin, Italy, February 25, 1968. Joop Gerritsma photo.



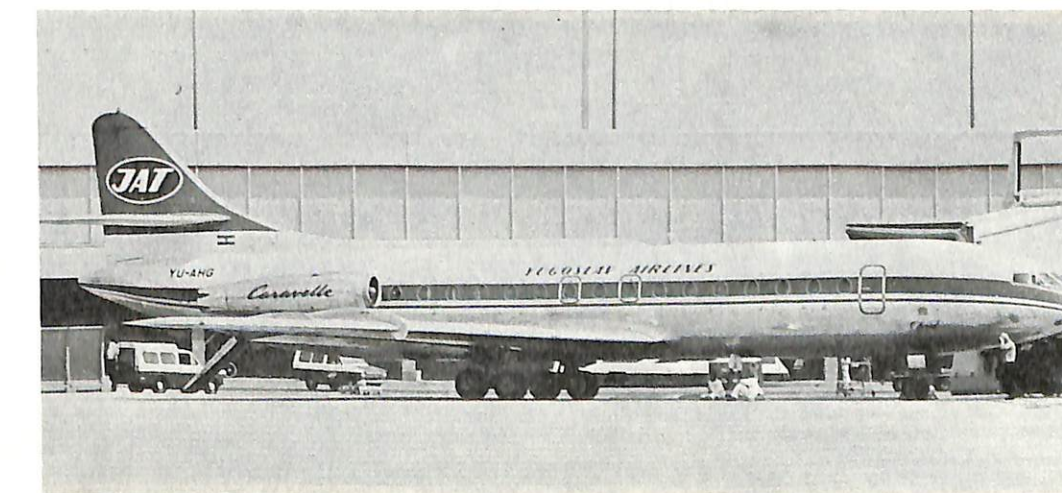
Alitalia was an important Caravelle operator. I-DABM, a Caravelle III, sits in Amsterdam on May 19, 1966. Joop Gerritsma photo.



Tunis Air was one of the first Caravelle III operators. TS-MAC, c/n 207, rolls past at Amsterdam, 1971. Joop Gerritsma photo.



Yugoslavia was the only eastern-block European country to host its own Caravelles. JAT Caravelle VI-N YU-AHG sits at the gate at Amsterdam in 1973. Joop Gerritsma photo.





The city of Sao Paulo in Brazil forms the backdrop for Cruzeiro do Sul Caravelle VI-R PP-CJA in June 1972. Photo: Gerritsma collection.



Still flying in Colombia for Aerocesar (formerly TAC), Caravelle VI-R HK-1811 carries c/n 138. Aircraft is depicted here at Bogota on October 10, 1976. Photo: Gerritsma collection.



Iberia of Spain was another Caravelle VI-R operator. Surrounded by ground equipment, Iberia EC-ARJ is pushed back on rainy May 10, 1968 at London Heathrow Airport. Joop Gerritsma photo.



A Super Caravelle, Finnair OH-LSD prepares for departure from Amsterdam in June 1977. Joop Gerritsma photo.

larger cockpit windows for better visibility, the slightly domed cockpit roof for more headroom, triple-section spoilers on both wings and--on most Series VI-R aircraft--the deletion of the dorsal fin that housed communications aerials. These were placed inside the fuselage. Nonetheless, some Caravelle VI-R aircraft did retain the dorsal fin. The landing gear of the VI-R was also reinforced, as were several main structures, to take advantage of the increased power of the Avon 532R. These reinforcements were also found on the Series VI-N.

Of the Series VI-R, a total of 56 were sold, and besides United, the aircraft went to main users such as Iberia, TAP of Portugal, Panair do Brazil, Cruzeiro do Sul, LAN-Chile, and Austrian Airlines. One VI-R, c/n 138, was ordered by the Garrett Corporation, with the registration N210G, as a traveling showcase. But with the death of Phil Garrett, the plans fell through and the aircraft was never delivered. It was stored at Toulouse following its July 31, 1963 hand-over date and was eventually sold to Iberia.

Clearly, the Caravelle reached its peak with the Series VI-N and VI-R, but several more versions were proposed, and a few even went into limited production. As mentioned, in December 1959 General Electric bought a Series III Caravelle, c/n 42, N420GE, as a development aircraft for the Caravelle VII aimed at the U.S. market and specifically at TWA. This Caravelle VII was to be powered by two 16,000 lbs. thrust GE CJ-805-23C engines and would have a significantly better performance because of the more powerful engines. The fuselage would also be stretched by just over three feet.

The GE aircraft was handed over on July 10, 1960 and it made an extensive U.S. sales trip before being re-engined with the GE engines in November and December 1960. The aircraft made its first GE-powered flight on December 29, 1960. American, National, and TWA showed strong interest, along with some non-U.S. airlines. In the middle of 1961, the Series VII was renamed the Series 10A and in September TWA ordered 20 with options on 15 more for delivery from January 1963 onward. An American Airlines order for the Series VII/10A came close to a signature also, but this order went to the Boeing 727 instead. As it turned out, the TWA order was eventually cancelled because of financial problems the airline was experiencing and because of hesitation in ordering modern equipment on the part of the airline's owner, Howard Hughes. Caravelle c/n 63 was set aside as the Series VII/10A prototype, and so confident was Sud about the TWA order that production of five aircraft had been started. These were eventually completed as Series VI aircraft for other customers. The prototype was completed and was renamed Caravelle Horizon A, but no orders were placed.

With another new engine type, the P&W

JT8D engines of 14,000 lbs. of thrust, the Horizon A became the Caravelle 10B or Horizon B. Aimed again at the U.S. market (although none were sold in that market), 20 Series 10B1R aircraft were built and 22 10B3 aircraft were constructed. The former was also called the Caravelle 10R and main users were Iberia with nine, and LTU with four. Other airlines bought one or two examples. The first order for the Horizon B, or Super B, however, had come from Finnair when it placed an order for six (later increased to eight) Series 10B3 aircraft. Sterling Airways of Denmark bought 12, and more went to Alia of Jordan (one) and Syrian Arab Airlines (two).

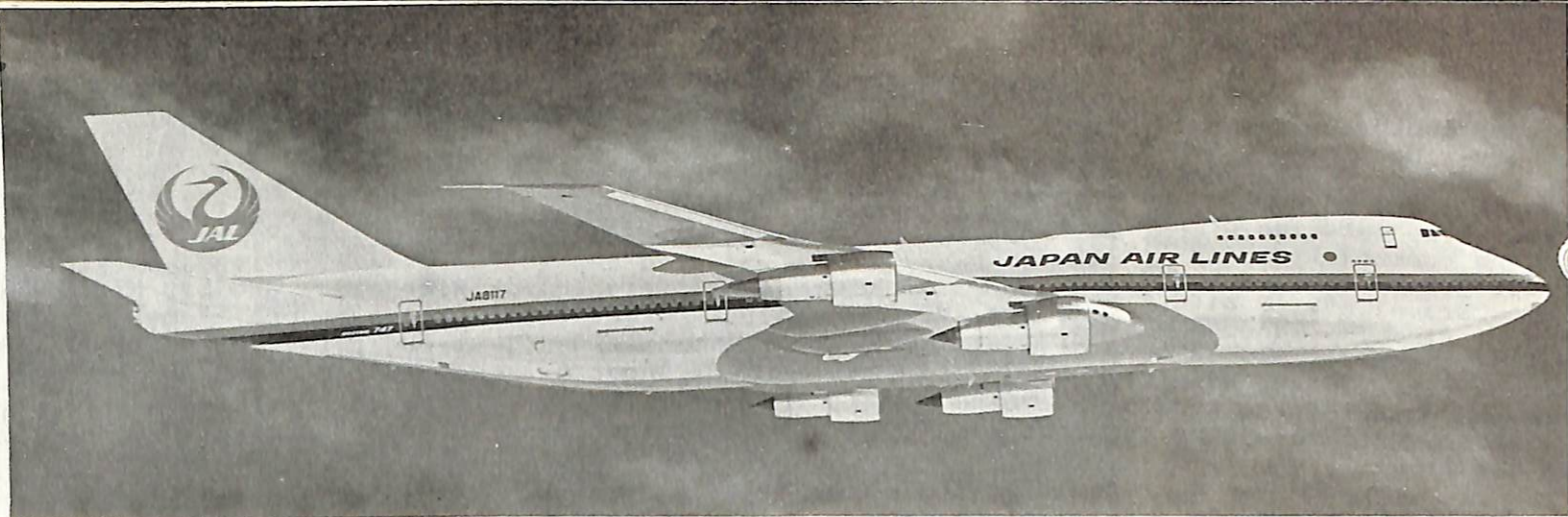
Next in production was the Caravelle 11R, a mixed cargo/passenger version of the Series 10R (10B1R) featuring a large cargo door in the forward fuselage, which was extended three feet. Powered by the P&W JT8D-7R, six were built, with two each going to Iberia, Air Congo, and Air Afrique.

The final production Caravelle was the Series 12, of which 12 were built for Sterling (seven) and Air Inter (five). This final Caravelle version differed from the Super B by having a stretched fuselage and a stretched undercarriage.

In total, 282 Caravelles were built, including the two prototypes (all prototypes for the different versions were eventually sold to airline customers). This is by no means a large production run, certainly not by U.S. standards. But that is not the real significance of the Caravelle. The real significance lies in the fact the French dared to go where no one else had dared to go at the time: pioneering a jetliner for short- and medium-haul services when the jet was still believed to be uneconomical for such services. The French also pioneered the position of the engines mounted at the rear of the fuselage, a design copied in many countries since then. And with only Vickers (the Viscount) and Fokker (the F-27 and F-28), Sud shares the distinction of having sold a major airliner type to a U.S. carrier.

One thing hoped for by Sud did not become a reality. That was the previously mentioned expectation that Comet operators would also order the Caravelle because of the commonality of cockpit layouts. As it turned out, Aerolineas Argentinas, Egyptair, and Middle East Airlines were the only carriers that operated both types at the same time. Air France and Aeromaritime also operated both types, but not at the same time.

Today, many Caravelles remain in service. They have been withdrawn from the air routes of all the major carriers by now, with Air France holding out until early 1981. Nonetheless, the Caravelle continues to well serve many smaller airlines.



In only a few decades, Japan Air Lines has positioned itself as one of the world's major carriers. JAL operates both the standard 747 and the high-density, short-range 747SR illustrated above (JA8117). Photo: Boeing via the author.

# Japan Air Lines

JOOP GERRITSMAN

CIVIL AIR transport began in Japan in 1922-23 when three airlines started newspaper, mail, and express services out of Osaka, the country's largest city and a major industrial center and seaport. Passengers were rarely carried by the three companies: Japan Air Transport Research Institute, East-West Regular Air Service, and Japan Air Lines Company.

In 1928, East-West and Japan Air Lines amalgamated under government sponsorship to form Japan Air Transport Company, or Nihon Koku Kabushiki Kaisha (N.K.K.K.). The new airline received some observation planes from the army and continued the services of its predecessors. Regular passenger services began in July 1929, when JAT took delivery of a fleet of single-engine Fokker Universals from the U.S. and tri-motor Fokker F-VIIb's from Holland. The first service was over the Osaka-Tokyo route and took 4 1/2 hours, including one hour for ground transport at each end. But even at this, it compared favorably with the 12-hour trip by the fastest express train then in service. The air service proved immediately successful and in the years that followed, passenger services proliferated throughout the land of the Rising Sun. In the mid-1930's, the Fokker fleet was gradually replaced by Douglas DC-2 and Lockheed L-14 airliners from the U.S., while toward the end of the decade the Japanese aircraft industry produced the modern Nakajima AT and Mitsubishi MC airliners.

Although primarily civil airlines, JAT and the other airline companies in the country were, toward the end of the 1930's, more and more often called upon to perform resupply flights for the Japanese army which was at war in Manchuria in China and in southeast Asia, where the Japanese were forging a colonial empire.

In 1938, plans were afoot in Japan to link Tokyo and Berlin through the air, flying along the southern route through India and the Middle East. Two four-engine Heinkel He.116 airliners were imported from Germany in 1938 by International Airlines for the flights. But before the service could begin, this company and Japan Air Transport were merged to form Japan Air Lines which was then reorganized in 1939 as Greater Japan Air Lines. As the first step toward establishing the Berlin service, Greater Japan started services to Bangkok in 1940, but the outbreak of World War II halted all further plans. Greater Japan, together with other airlines, were absorbed by the army to form an air transport division.



Stickers from the Don Thomas collection.



## A NEW BEGINNING

Following the end of World War II, the Allies banned all flying by Japanese nationals in the country. But in 1951, this ban had been relaxed sufficiently to allow for the formation, on August 1, of Japanese Air Lines as a private venture to start domestic air services. However, the Allies still banned the use of Japanese crews, and JAL therefore contracted with Northwest Airlines of the U.S. to supply planes and crews. Domestic services started on October 25, 1951 and in the following few months most of Japan's major cities were linked by air. Japanese Air Lines had a virtual monopoly on these domestic trunk services until March 1958 when the government allowed All Nippon Airways to start domestic trunk services in competition with JAL.

Japan signed a treaty with the Allied powers in 1953, and on October 1 of that year, Japanese Air Lines was reorganized as Japan Air Lines or Nihon Koku Kabushiki Kaisha (N.K.K.K.). The government took a 50% interest in the new JAL, which was later reduced to the present 44.3%. JAL soon embarked on an aggressive expansion policy, the results of which can be seen today at virtually every major airport in the world. The red-and-white JAL aircraft, with the head of the Japanese crane on the tail, are a common sight from Moscow to New York, and from London to Sydney.

## ROUTES AND AIRCRAFT

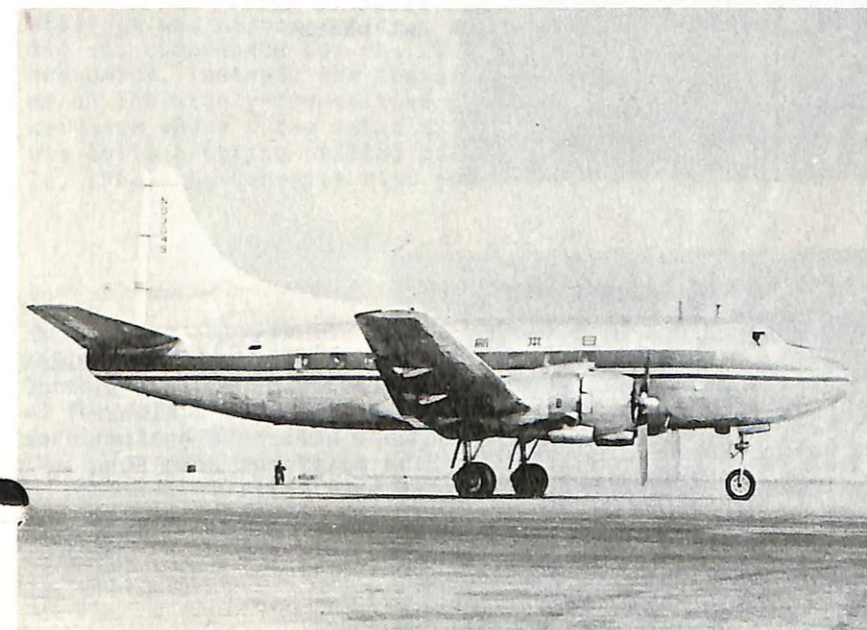
Services started on the Tokyo-Osaka route on October 25, 1951 with three Martin 202's and one DC-4 leased from and crewed by Northwest Airlines. NWA provided the DC-4 and crew, while it leased the three Martins with crews from Transocean Airways for JAL. The Martins, of course, were ex-NWA aircraft and had been sold to Transocean in

the summer of that year. Two more Martins were added in 1952 and JAL also started services to Fukuoka and Sapporo, thus linking the country's four largest cities. But when JAL placed its own aircraft, four C-54 Skymasters and two DC-4's in service on October 1, 1952, the six Northwest planes were returned. JAL would add three more DC-4's and two more C-54's in the following four years, and on November 18, 1952 JAL even ordered two de Havilland Comet II jetliners. These were never delivered.

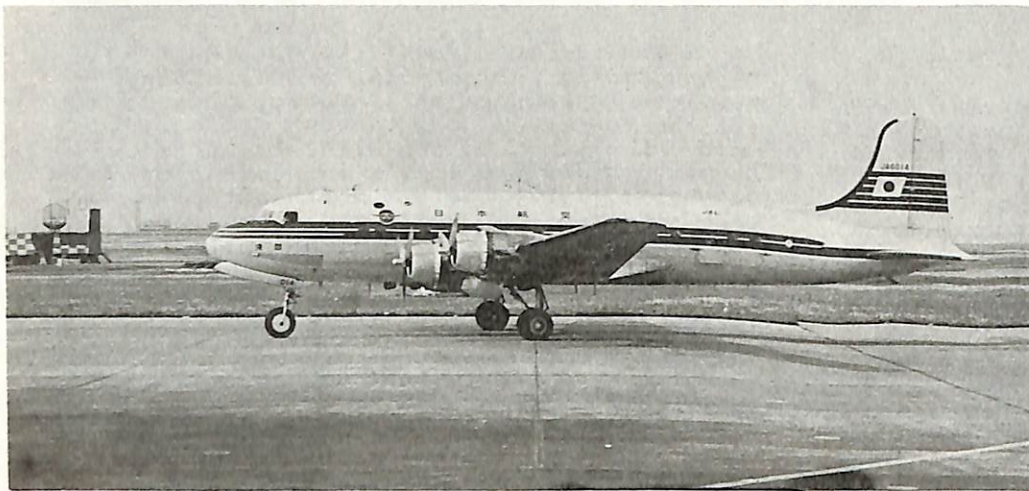
March 1953 saw the introduction into service of one DC-6A converted to DC-6B standards. Initially used on the domestic trunk services, it and two more that followed in August and November were really intended for the trans-Pacific service to San Francisco via Honolulu which JAL had been granted by the U.S. after the signing of the treaty. The San Francisco service was started in February 1954, and in September of that year JAL also began Tokyo-Okinawa services.

The first of six JAL DC-6B aircraft was delivered in September 1954, and went on the trans-Pacific service. Four DC-7C's were ordered in 1954 for 1957/58 delivery (a fifth was purchased second-hand in 1962). These aircraft also went on the trans-Pacific services upon delivery. On December 5, 1955 JAL ordered four DC-8 Series 32 jets for 1960 delivery. Eventually, the airline would operate 50 different DC-8's, including Series 32, 33, 53, 55, 55F, 61, 62, and 62F. Among the Series 61's were several bought second-hand from Eastern Air Lines in 1971 for the domestic trunk services.

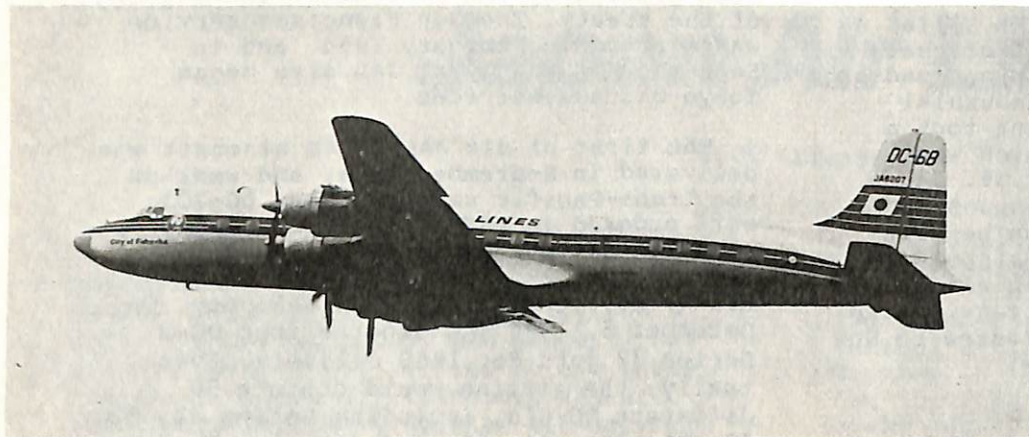
JAL began Tokyo-Honolulu-Los Angeles service in May 1959, and Tokyo-Seattle service in July, both with DC-8's. In February 1960, JAL and Air France began a



After World War II, Japanese Air Lines began service in 1951 with three Martin 202's and one DC-4. All four aircraft were leased from and crewed by Northwest. The Martins were ex-Northwest aircraft the carrier had sold to Transocean Airways and then leased back for the service. JAL photo.



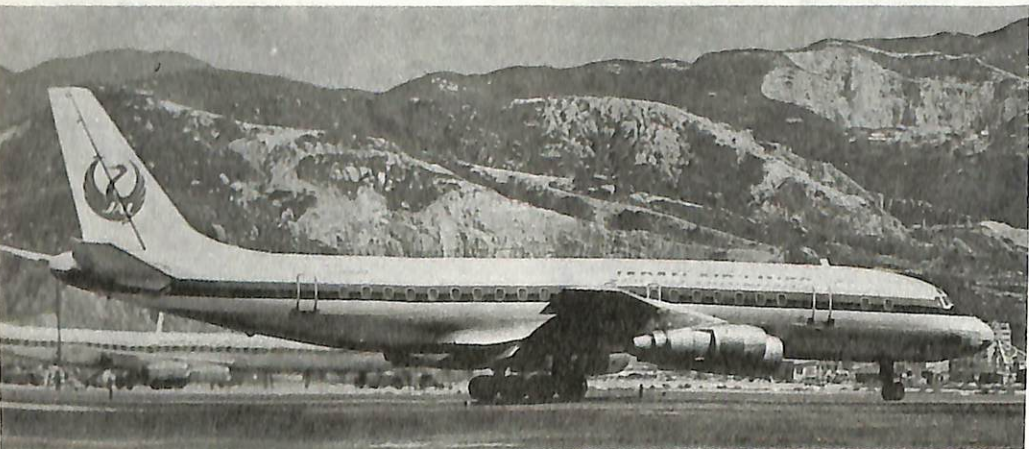
C-54's and DC-4's were JAL's first owned aircraft, arriving in 1952. JA8014, "Asama" was one of the first JAL craft. JAL photo.



First modern, long-haul aircraft operated by JAL were DC-6B's such as the "City of Fukuoka," seen here in flight. Registration is JA6207. JAL photo.



Trans-Pacific service was the duty of DC-7C's on JAL. JA6301, the "City of San Francisco," was the first to arrive in 1957. JAL photo.



The jet age arrived on JAL in 1959 with DC-8-32's. DC-8-53 JA8008's sleek shape contrasts against the cliffs of Hong Kong in this April 1972 scene. Photo: Gerritsma collection.

joint Tokyo-Europe service over the North Pole with Air France 707's. JAL insignia were added to the aircraft, and JAL provided the cabin crews.

The DC-8 rapidly replaced the DC-6B and DC-7C on the trans-Pacific services and the big piston aircraft in turn replaced the DC-4/C-54 aircraft on the domestic services. Two DC-7C's were converted to DC-7F freighters to look after that part of JAL's business. The three DC-6A's had earlier been rebuilt to freighter standards and were used to carry mail around Japan.

The DC-8 went on the trans-Pacific services on August 12, 1960 and by November had completely replaced the DC-7C on the passenger runs. From November 1, the jets also went on the twice-weekly Hong Kong service and the following day DC-8's inaugurated Tokyo-Anchorage-Seattle jet service on the trans-polar route.

Japanese air traffic grew by 30% to 60% on all major routes during the early 1960's. In 1963, for instance, there were more than 30 Tokyo-Osaka round-trip services a day, flown by JAL and All Nippon Airways. Most of JAL's services were flown by DC-6B and DC-7C aircraft, and it is no wonder that JAL ranked 23rd among the major airlines in the world, although it was only 10 years old.

In April 1961, JAL and Air France opened a joint service to Europe along the southern route through India and the Middle East (the Silk Route). Again, Air France 707's were used. On June 7, 1961, JAL started trans-polar DC-8 service via Anchorage. Seeking to make an impact on the southern route to Europe then dominated by European carriers using DC-8 and 707 aircraft, JAL ordered five Convair 880/22M's. JAL hoped the Convairs, with their superior speed, would outfly the competition. The first JAL CV-880 entered service October 4, 1962, but one year later, on October 1, 1963, the Convairs were already replaced by DC-8's after it was discovered that superior speed did not compensate for the CV-880's poorer economics. Instead, the Convairs were placed on the highly-competitive domestic trunk services where a few extra miles an hour was still a strong selling point. On April 15, 1964, the Convairs also inaugurated a

JAL's first Convair 880 entered service on October 4, 1962. Ordered for southern route service to Europe, the CV-880's soon were put in domestic services and flights to Seoul from Tokyo. CV-880 JA-8022 was named "Matsu." JAL photo.

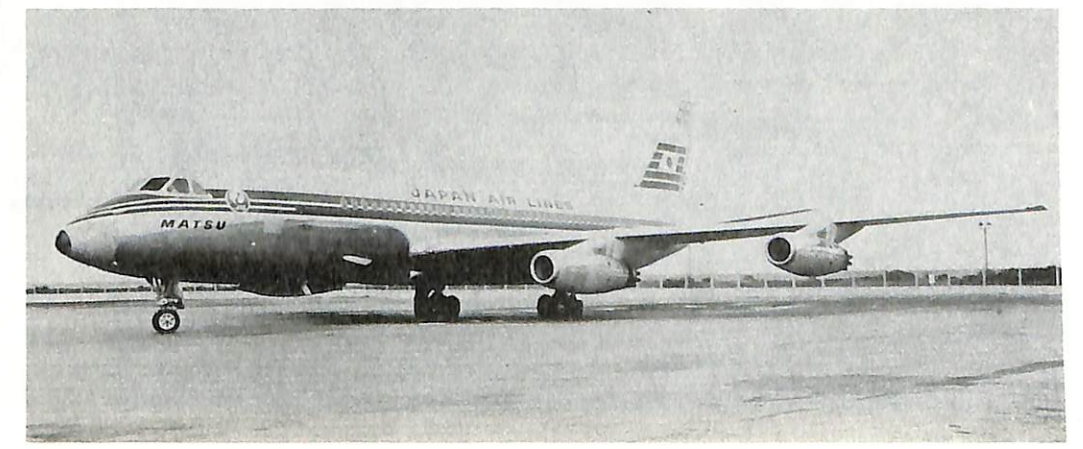
joint JAL/Korean Air Lines' Tokyo-Seoul service. Economics notwithstanding, JAL ordered three more CV-880's in 1963 and obtained another one in 1966 when it took over the domestic trunk services of Japan Domestic Airlines.

#### EXPANSION CONTINUES

Daily service to Europe began April 1, 1965, with three flights taking the southern route and four the trans-polar route. The same day, JAL also inaugurated three weekly mixed cargo/passenger DC-8F services across the Pacific to the U.S. (these in addition to the 10 weekly passenger services it already operated). Before this, in 1964, JAL had taken options on five U.S. supersonic transports then being developed by Boeing. Six Boeing 727's were also ordered that year for domestic services. The 727's entered service on August 1, 1965, replacing the DC-6B and DC-7C aircraft that were still serving along with the CV-880's. As more of the trijets were delivered, they released the CV-880's for the Korea and Hong Kong routes.

On July 1, 1966, JAL took over the one domestic trunk route service operated by Japan Domestic Airways, which linked the airline's northern and southern networks. In the deal, JAL also took over JDA's lone CV-880 (as mentioned earlier) and two Boeing 727's. That year, the JAL fleet stood at 11 DC-8-50's, two DC-8-50F's, four DC-8-30's, seven CV-880's, nine 727's, and five DC-6B's (backup aircraft for the domestic services and for domestic cargo services). On order were three Boeing 747's, three DC-8-62's, and options had been taken on three Concorde and five Boeing SST's.

November 1966 finally saw the inauguration of JAL Tokyo-New York service via Honolulu and San Francisco. A planned around-the-world service was one step closer to reality. In that same year, JAL formulated plans for Tokyo-Moscow service across Siberia, to be operated jointly with Aeroflot. This service started on April 20, 1967 with Aeroflot Tu-114 giant propjets which carried the JAL logo and name on the nose. March 1, 1967 saw the extension of the Tokyo-New York service across the Atlantic to London, where it joined up with



the service from Tokyo along the southern route and over the North Pole. JAL thus became one of only five airlines in the world with an around-the-world service. From Tokyo, the world traveler could choose a westward route through Anchorage to San Francisco and beyond, or an eastward journey through Anchorage to London, the Middle East, and India.

#### OTHER NEW SERVICES

Expansion continued unabated and in the years that followed, JAL added several new services. Hong Kong-Tokyo-Vancouver-San Francisco-Mexico City on September 1, 1968; Tokyo-Hong Kong-Manilla-Sydney on October 1, 1969; a trans-Siberia service via Moscow to Paris on March 20, 1970, and to London in May of the same year; to Guam in October 1970; to Rome and Frankfurt in April 1974; to Peking in September 1974; and Tokyo-Peking-Tehran-Europe on April 1, 1975. On the debit side, JAL halted services to Taipei, Taiwan on the same day it started Peking services when the Communist Chinese government made it a condition for JAL's entry into Peking. The Taipei service is now operated by Japan/Asia Airways, a subsidiary of JAL, which we will cover later in this story.

Traffic congestion at Haneda Airport, Tokyo, in 1970 forced JAL to withdraw its 727 aircraft from the domestic trunk services because more capacity was necessary but no additional landing slots were available. The 180-seat 727's were replaced by 215-seat DC-8-61's, several of which were acquired from Eastern in the U.S. (where they had been replaced by 727's!).

In 1975, JAL received its first DC-10-40 (the fleet now totals 15 aircraft), while the first Boeing 747 had started JAL service to North America in 1970. JAL also purchased the 747SR especially for its

high-density domestic trunk services. The fleet in 1981 stood at 21 747-200's, four 747-200F's, 10 747-100's (including one 747-100F), seven 747SR's, 17 DC-10-40's, 13 DC-8-61's, 12 DC-8-62's (including four DC-8-62F's), one DC-8-50, and two 727-100's. Also in the fleet are three Dassault Falcon business jets which are used for crew training.

Destinations served in 1981 included Tokyo, Osaka, Niigata, Sapporo, Fukuoka, Kagoshima, and Nagoya in Japan; numerous points in Asia and the Middle East; Australia (Sydney); New Zealand (Auckland); North America (Anchorage, Vancouver, San Francisco, Los Angeles, and New York); Central America (Mexico City); South America (Rio de Janeiro); and Europe (London, Paris, Amsterdam, Copenhagen, Hamburg, Frankfurt, Zurich, Rome, Athens, Madrid, and Moscow).

#### JAPAN/ASIA AIRWAYS

Japan/Asia Airways is in many respects a unique airline. It is a wholly-owned subsidiary of Japan Air Lines, formed on August 9, 1975 for the sole purpose of linking Japan with Taiwan and points beyond. When JAL suspended service to Taiwan and began serving Peking as previously mentioned, it created a political uproar on the part of Nationalist Chinese in Taiwan. One year later JAL, with the backing of the Japanese government, founded Japan/Asia Airways to maintain air services from Japan to and via Taiwan. Japan/Asia started with two JAL DC-8-50's in JAL colors except for the title and logo on the tail. At present, the airline links Tokyo, Osaka, and Okinawa with Taipei, and continues on to Hong Kong and Manilla on some of these services. The fleet includes two DC-10-40, three DC-8-61, and two DC-8-50 aircraft.



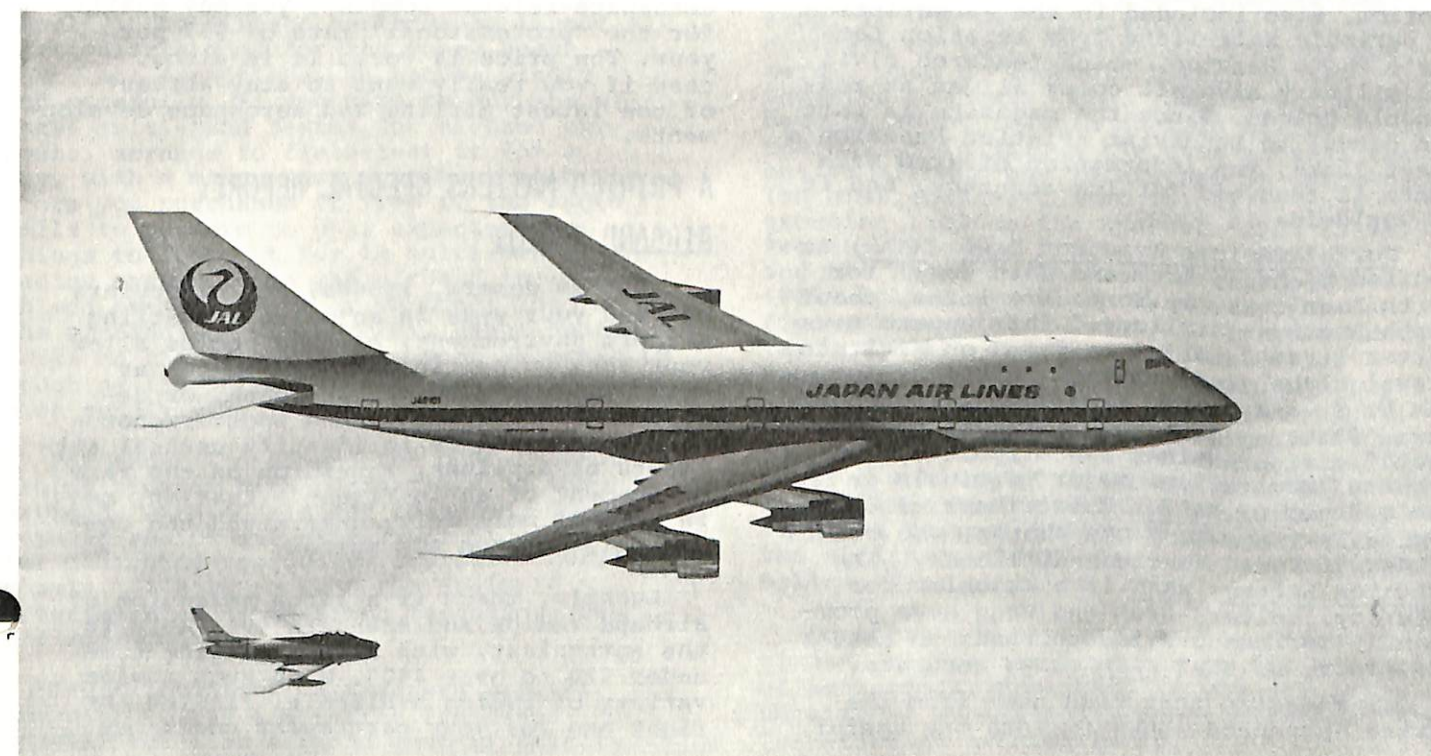
Boeing 727's began serving JAL domestic routes on August 1, 1965. Although JAL's 727 fleet once numbered nine aircraft, the need for larger capacity has pushed them out of JAL domestic services. Today, only two JAL 727's remain, including JA8326, the "Kumano." JAL photo.



Above: Douglas aircraft have played a great role in JAL's history. DC-8 Series 32, 33, 53, 55, 55F, 61, 62, and 62F aircraft all have flown for JAL. DC-8-61 JA8042 is tied to a tug at Osaka in March 1977 while serving the Tokyo-Osaka route. Photo: Gerritsma collection.



Above: Latest DC- aircraft to join JAL is the DC-10-40. JA8531 is on take-off in this McDonnell Douglas photo. Below: A chase plane keeps a watch on a test flight of JAL's first 747, JA8101. Photo: Boeing.



# Printed Matters

JOHN IRBY

AS PROMISED last issue, I'll cover two publications which are useful in keeping up-to-date on fleet news and changes.

Aviation Letter is edited by Bo-Goran Lundkvist to update his readers on a wide-range of civil and military aviation matters. The magazine includes sections on airline route and equipment news, aircraft casualties, a reader's information request column, news from major airframe manufacturers around the world, and a classified ad section. Also included in the subscription is periodic sale-lists from Aviation Letter's Photo Service, which features civil and military aircraft color slides at reasonable prices. Since the magazine is part and parcel to Lundkvist Aviation Research's fleet lists, the information offered each month is renowned for its accuracy, and it is worldwide in scope.

North American Aviation News (NAAN) is edited by Bruce Drum and John Wegg "For North Americans, by North Americans, about North American airlines." This superb newsletter gives detailed up-dates on airlines, travel clubs, and air taxi operators in the U. S. and Canada each month. Route news, fleet up-dates, "Airline of the Month" mini-profiles, and airport spotter's reports from various major terminals is the make-up of NAAN. Subscribers also are sent sale-lists from DDM Photos, who offers slides of North American airliners. Like Aviation Letter, NAAN is a stickler for accuracy. Editors Drum and Wegg even prominently correct previous errors, no matter how minor, so that NAAN stays accurate.

One magazine that ties news from the entire aerospace industry into one useful,

neat, quick-reading package is the weekly Aviation Week & Space Technology (published by McGraw-Hill, William H. Gregory, editor, 1221 Avenue of the Americas, New York, NY 10020). For the airline executive or enthusiast, the weekly Air Transport section and "Airline Observer" column are must reading for up-to-the-minute news and feature stories. At a \$47 per year subscription price for non-aviation professionals, AW&ST is not cheap. However, if you are an airline employee or work for an aerospace-related company, you may qualify for the "professional" rate of \$37 per year. The price is worth it in either case if you really want to stay abreast of the latest airline and aerospace developments.

## A PRINTED MATTERS SPECIAL REPORT:

### AIRBAND RADIOS

Just as camera, lenses, and binoculars can aid your eyes in enjoying a bustling airport environment, airband radios allow your ears to participate in the fun as well. Tuning in tower, approach, or departure control allows the spotter/photographer the chance to identify unusual airliners or airlines, eavesdrop on the rare excitement of an in-flight situation, and in general more fully understand the complexities of the ATC system.

Luckily, there is a large selection of airband radios and scanners available to the enthusiast, with prices ranging from under \$20 to over \$400. With such a wide variety of radios available, finding the right one for your particular needs may

not be easy. Although most of these types of radios cover the airband frequencies of 108Mhz to 137Mhz (some scanners require the user to buy specific frequency crystals for each channel to be scanned--more about that later), they vary widely in features, performance, and price.

If you are looking for the store to start your search for your airband radio, I believe that Radio Shack is a very good place to begin. Radio Shack has airband radios in all prices ranges from \$19.95 pocket portables to a digital-programmable scanner that can monitor up to 20 airband channels at once for a cool \$399.95. One of the "best buys" in airband radios available is the Radio Shack "Jetstream Mini" pocket portable model that sells for \$19.95. The "Mini" offers full access to the airband frequencies, plus standard AM radio, an earphone and a telescopic antenna. The "Mini" does an adequate job of bringing-in nearby airport frequencies and its small size is ideal for traveling. The "Mini" does have drawbacks, however. At busy airports, where airband frequencies tend to be jammed close together, the "Mini" suffers from an inability to select a specific channel without interference from ones adjacent to it. The "Mini" cannot be expected to tune-in enroute centers that are located far away either. Line of sight is about it for the "Mini." But for \$19.95, the "Mini" not only offers a low-cost access to the airband, it is also simple and portable to boot--it's an ideal "first" airband radio to test your interest in this segment of the hobby.

There are many multi-band radios in the \$35 to \$200+ range that offer the airband in combination with other radio bands like AM, FM, CB, and SW. These all-in-one radios vary widely in quality and features, and usually, the airband performance is not particularly good for the money spent. There are exceptions, so choose wisely and carefully. If you plan to buy one of these multi-band radios for airband purposes, arrange to field-test it for a day, with a money-back agreement with the store you purchased it from if the radio fails to perform to your expectations. Things to look out for in multi-band radios operating on the airband include "bleed over" from FM or TV bands into the airband (or visa-versa), vague tuning marks on the airband dial, poor selectivity (such as the "Mini" suffers from), and poor sensitivity.

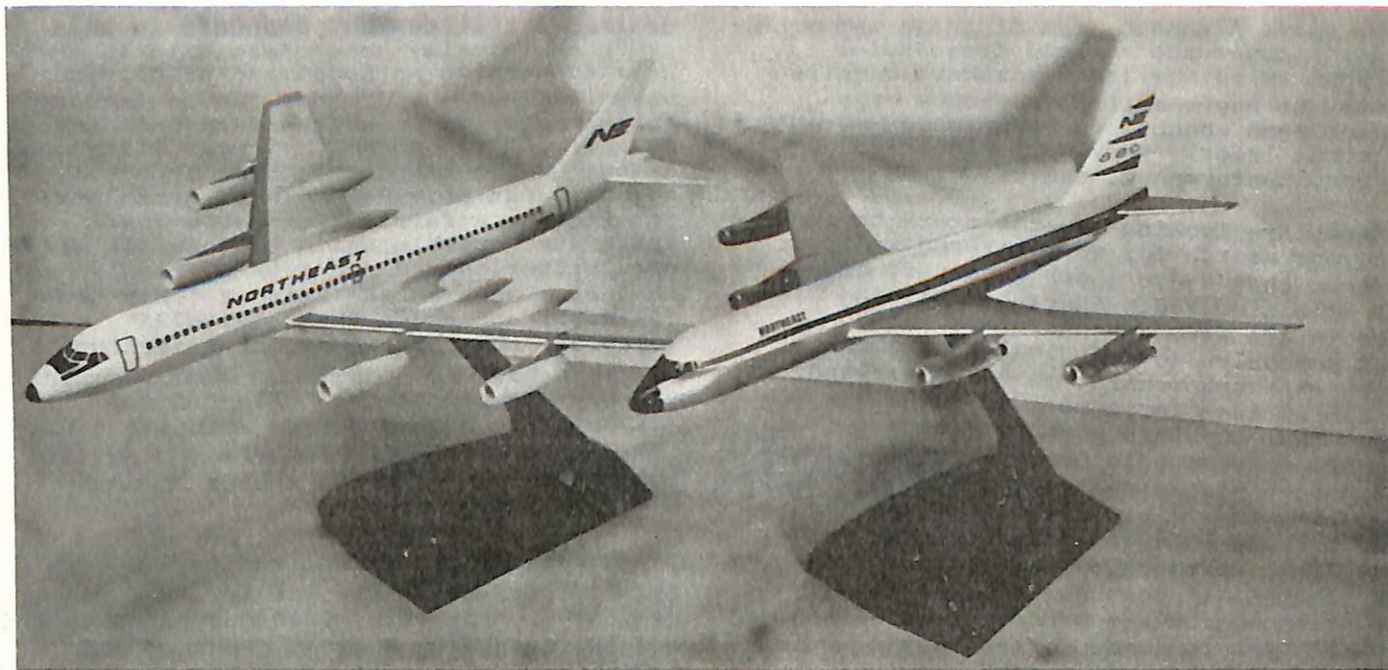
For those who demand the best, scanner radios provide high performance on the airband, with convenient features. Note, scanner radios are expensive: \$130-\$250 for dedicated-frequency, crystal-controlled models. \$279.95 to \$450 for digital-programmable, synthesized frequency-controlled models.

Crystal-controlled scanners require the user to buy a specific frequency crystal for each airband channel that is

desired for listening. Scanners in this group can usually accommodate 6 to 16 channels (depending on model and price) and have flawless performance due to lack of tuning vagaries or adjacent-channel interference. If you do most of your listening at one or two airports, these types of scanners can provide you with great performance at a fairly reasonable cost. There are portable units that run on standard batteries and can scan up to six channels, such as the Bearcat "Thin Scan" (\$129.95) and Radio Shack "Pro-20A" (\$149.95) that are ideal for traveling or field use. For mobile or home use, the Regency Communications "Flight Scan" (\$179.95) is a good choice with its capacity to scan up to 16 channels and ability to use both home AC and mobile DC power without adapters.

The ultimate airband radios, in both performance and price, are the several digital-programmable, frequency-synthesized models offered by Bearcat, Regency, and Radio Shack. These scanners can perform with the same precision as the crystal-controlled scanners, but require no user-purchasing of crystals and they can scan the entire airband straight out of the box. All of the models in this category have LED digital frequency readouts, keyboard channel entry for channel access, outboard jacks for external antennas and speakers, automatic squelches to reduce sensitivity and increase selectivity in busy airports, and the ability to be used in your home or car without the need for adapters. The user can pre-program between 16 and 20 channels into the memory of these scanners and recall them at any time by merely pushing the scan button. Or perhaps you only want to listen to one channel, say the tower, then you merely push the manual button until you locate the channel and stop. If you want to listen to, say, five channels of your 16-channel program, you merely push a "lockout" button on the unwanted channels, etc. The Bearcat models have an added feature that is called "scan-search," this allows the user to scan the entire airband and locate new or unknown (to him) channels. Good values in this grouping include the Bearcat "220" (\$299.95), Regency "Digital Flight Scan" (\$279.95), and the Radio Shack "Realistic Pro-2020" (\$299.95). If you shop carefully you can find substantial discounts off these prices (around 30%). Check your local Yellow Pages under Radio Communications Equipment & Systems to find names of local Bearcat, Regency, et. al. dealers. It should be pointed out too, that these programmable radios offer a variety of listening possibilities in addition to the airband. For example, with the Bearcat "220" can can listen in on the airlines, railroads, marine operations, police, fire, weather, etc.

So there you have it, a wide range of airband radios and scanners to fit any need or pocketbook. Remember, if you are going on airport expeditions, don't miss half the fun--take an airband radio!



A large number of decals are available for modeling Northeast aircraft. Yellow-bird markings, as applied to a CV-990, are from Micro-Scale. Old Northeast colors, applied to a CV-880, are from a Gene Hooker set. Photo: David Minton.

## Model Shop

DAVID MINTON

FOR MODELING the Caravelle, there are a large number of choices available. We've listed this selection in the usual format.

The Lindberg kit, molded in white plastic, comes with 17 pieces, including a two-piece stand. The front windscreen is engraved in the plastic, but the cabin windows are provided only by the decal. The decals do, in fact, have a close shade, but because the light blue outline is wide, the overall color appears incorrect. The model is typical of the other Lindberg offerings in the series, with generally poor outline and a difficult fit.

Of the remaining kits which I will comment on (Airfix, Frog, and Revell), the Airfix kit is probably the most accurate in scale. The actual aircraft measures at 105 ft., 1/4 inch in length and 112 ft., 6 3/8 inches in span. The Airfix kit, molded in the typical gray plastic, scales at 105 ft. long and 111.75 ft. in span (all measurements taken using my usual steel ruler, dividers, and HP-45). There are 44 pieces in the kit, including all of the clear parts for the cabin windows and front windscreen. No stand is provided in the recent Air France re-issue. The front windscreen braces are raised too much. These can be sanded down, and the windows re-polished using either Blue Magic or toothpaste. Sand down after gluing in place on the model. The fit of the parts is not particularly good, especially at the wing root, horizontal tail, and all the

cabin doors. Some sink holes are evident, particularly around the nose reinforcement slot. Trailing edges and gear doors are overly thick. The engine exhausts, which do not match any of the photos I have, may be intended to represent the actual exhaust without the silencer. Anyway, they appear quite strange on the model. Several interesting decals are available for this model, including the UAL scheme from ATP and Indian Airlines n/c from Jet Set System.

The Revell kit, molded in either white- or cream-colored plastic, comes with 47 parts but no clear pieces. The white-colored versions generally are from the U.S. and the cream-colored versions from England. Although I have not seen one, it would be a good bet the model was issued with the type S stand at some time, because of the slot in the lower fuselage and the circle on the decal sheet. The cabin windows are not drilled out as is the front windscreen. The model scales with a span of 113 ft. and a length of 100 ft. (for a photo of the built Revell model, see the Summer 1981 Model Shop). There are two particularly difficult problems with the fit of the kit: (1) the horizontal tail, which is one piece, is too wide at the center. (2) The entire nose of the model is one part. There is a distinct and noticeable bulge in the fuselage where this part fits to the rest of the model. It is possible to sand this down, but then all the surface detail must be restored. There are

Right: Airfix Caravelle model, with Thai o/c markings. These markings were made from two of the Starline SAS CV-990 sheets. The extra letters and the roundel on the fuselage were hand painted. Photo: David Minton.



also some sink marks in the fuselage which are a bit hard to fill.

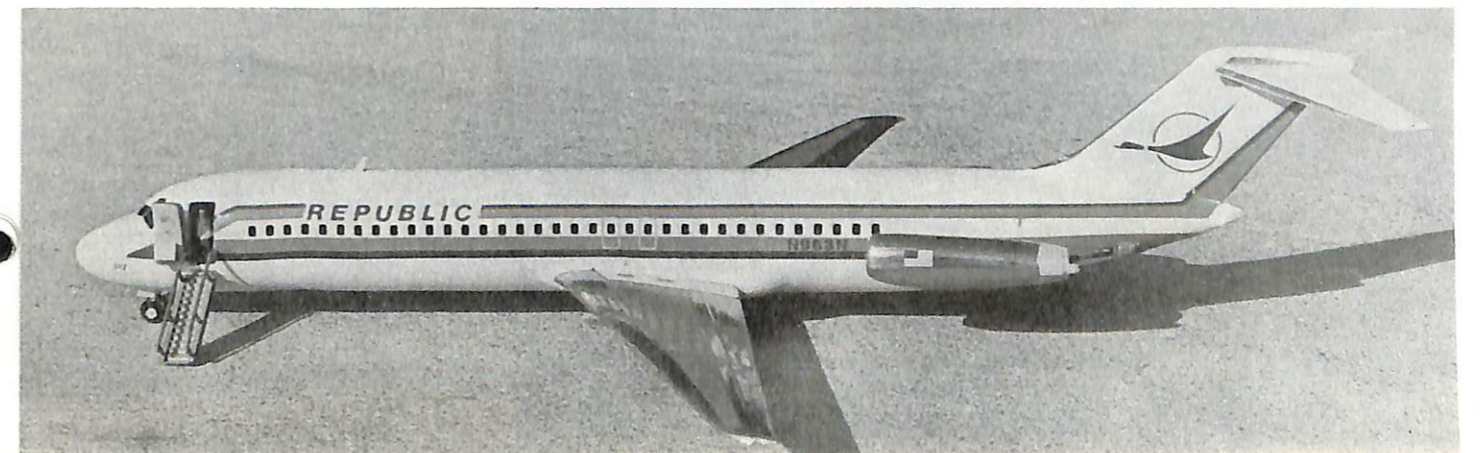
The Frog kit, molded in 30 gray parts, has a four-piece black stand and a clear front windscreen. This kit scales to a span of 113.5 ft. and a length of 102.5 ft. On the whole, the model has a good fit, except for the engine nacelles. There are few sink holes. There is, however, a lot of flash and some prominent mold marks. Surface detail, which is mostly incorrect, is rather deeply etched except for the cabin windows which are not represented on the fuselage. These are on the decal sheet. The decal is nice, but the light blue is purple in shade. Besides the kit decals, you can choose from Gene Hooker's selection of 1/96 offerings: Austrian, Air Inter, SATA, Sterling, and Transavia (two themes). Most of these are also available on the same sheet for the 1/144th scale Airfix kit. About the best reference for modeling ideas on the Caravelle (except for some good photos in Aviation Journal, No. 10) is Profile No. 180.

To model aircraft of Northeast, you can choose from a large number of decals. Included on the same Gene Hooker decal sheet mentioned above are both 1/144 and 1/134 (Revell conversion) in the old colors. From Micro-Scale comes Yellowbird markings with the 1/144 CV-880 and sheet 44-11, which gives the 727 Yellowbird. And from ATP comes a sheet which covers Yellowbirds, including a Delta widget, for the DC-9-30 and 727-100 and 727-200.

Speaking of ATP, new from Clint are a bunch of decals. For the DC-9-30 comes a very nice, well-registered Republic sheet. For the 1/144 L-188 Electra are a couple of oldies; Northwest in Regal Eagle markings and Eastern, in the meatball markings. The Eastern sheet is printed with separate colors; while this does make it a bit harder to put the decals on the model, the results allow for much more even separation of the colors than if they were all printed in one decal. Clint keeps trying the hard ones and keeps giving good results. Also available from ATP are a new set of Delta markings for the DC-8-51. These are from Big 1 decals in Texas and are very nice. The cheat line is provided with the decal sheet. The holes for the windows are on the cheat line, but there are no silver rims. These are unfortunately very noticeable on the actual aircraft. You can probably make up the difference using the ATP decal with the windows and doors. Otherwise, the markings are complete as provided. And you can do this model with or without the overwing escape routes.

New from Jet Set in Puerto Rico are a number of decals. The decals for the Air France fleet, shown in this issue and mentioned in the last issue, are now available. It turns out that there are numbers for all of the sheets. The colors are good and the decals go on easily. These sheets are produced in the U.S., even though their name, Transfers 1' avion, might lead you to think that they have

Below: Latest decals from ATP Incorporated are for the Republic DC-9-30. These decals are well registered and go on easily. Model/photo by ATP, Inc.



CARAVELLE--LIST OF KNOWN MODELS

Aeros	1/246		N/A	N/A	-
Airfix/Craftmaster	1/144	1-74	UAL	8.00	-
Airfix	1/144	3177-8	Air France	5.00	+
Cona/Aermec	1/114	4001	Alitalia	15.00	-
Faller	1/100	1958	Swissair	7.00	-
Frog	1/96	357	Air France	10.00	-
Frog	1/96	367	Swissair	15.00	-
Lindberg	1/180	412	Air France	5.00	-
Lindberg	1/180	454	Air France	10.00	-
Lindberg	1/180	553	Air France	12.00	-
Lindberg	1/180	568	UAL	15.00	-
Revell	1/96	184	SAS	6.00	-
Revell	1/96	184	SAS and Swissair	10.00	-
Revell	1/96	241	SAS	6.00	-
Swana/Tokyo Palmo	1/169	157	Air France	15.00	-
VEB	1/100	N/A	Air France	7.00	+
Heller	1/125	430	Air France	9.00	+
Novo	1/96			announced	
Lindberg/Necranisa	1/180			announced	

some French blood. The latest sheet from this company is for Air Canada aircraft. Markings are provided for the 727-200 and DC-8-61/63. The cheat line comes complete for the 727, but you will have to make some modifications to do either of the DC-8's; all of the required parts are on the decal sheet, though. Registrations are also provided for any of these. You will have to make some changes in the tail piece if you decide to do a Series 63. And finally, from Jet Set Decals, the long-awaited Braniff decals have arrived. These include separate sheets which give the Easter egg markings for the 1/100 DC-8-62, 1/144 silver 747, 1/144 DC-8-62, 707-227, 720-027, DC-8-31/55F, 727-227, 727-100, 707-320, and the BAC-111--nine decal sheets in all. For these decals, the instructions are complete, giving not only the usual Braniff wing colors for each version, but also the required fuselage colors, including variations in repainting for each of the N-numbers. The flags are printed in two separate parts, with the stripes being presented separately from the stars to help minimize some of the problems with registrations that we all know and love so well. These decal sheets do not provide for any of the window markings, but you can make up the

difference using the respective ATP sheet.

Finally, the new Hasegawa 1/200 A-300 kit is on the street. Also, Airtec has reportedly issued a 747SP conversion for 1/144 scale. Unfortunately, I have not yet seen it. While I do not generally spread rumors, I have heard from a reliable source that Testor's expects to issue the Hawk airliners, C-131, CV-880, and Viscount among them, in FY-83.

Finally, a personal note: For years I have written in the dark. I didn't receive good comments; I didn't receive bad comments. Recently, however, I have started receiving a lot of positive feedback (and a bit of the other, too). I am amazed and delighted. Please continue! I do ask one favor: If you write to ask questions on modeling, please provide an SSAE or postcard for my reply (Editor's note: Please provide this courtesy to all of the contributing editors). If you have photos of your models, please send them to me so we can include them in a future issue. I am happy to say that we have received several photos, many of which are included this issue. Of course I'm not surprised, but it's nice to actually see how many fine modelers we have out there!



Left: New decals from Jet Set include Transfers 1/avion markings for most of the Air France fleet, including the 1/144 747 pictured here.



Above: From the collection of Dennis E. Claus comes this L-1011 based on the 1/100 Entex model. All markings are hand-painted. Model/photo by Dennis E. Claus



Above: Also from Dennis' collection is this 1/100 scale Entex Boeing 747. Again, Dennis hand-made the TWA markings. Photo/model by Dennis E. Claus.

Right: From the collection of Steve Robinson comes this excellent Hawk C-131 finished in old Braniff colors using the ATP decal sheet. Shooting the photo on a ticket jacket is a nice touch. Model/photo by Steve Robinson.



Left: Also from Steve Robinson is this superb Airfix DC-9-30 in 1/144 scale. The decals used on this model are from the Fowler series, although the wing walks come from the ATP set. Model/photo by Steve Robinson.



# Post Card Corner

JON PROCTOR

THIS YEAR (1981) certainly is closing out with the title "airline postcard banner year." A large number of airline issues, continued production by other publishers, plus a completely new publisher, has produced a multitude of fresh collectibles in 1981; let us hope that 1982 is equally fulfilling.

There are so many new issues this time that we're listing them rather than mentioning each here. Just a note to add that the overall quality of many of the new cards has been outstanding. Probably the best examples are among those illustrated: UTA's new 747 combi, and a Tyrolean Dash 7, both airline issued. We have also seen some re-issues of airliners which have been previously published, i. e., a very

nice pair of DC-10's from the airlines of Condor and Korean.

One correction from our last column is in order. We stated a Cyprus 707-123B card was available. Infact, it is a 707-320B, and has proven to be quite rare.

Certainly one of the most romantic airlines of the glory days which has since disappeared was Northeast. One of my most memorable experiences with NE was my only ride on the carrier, non-stop from Miami to Los Angeles in a 727-100; a six-hour ride, thanks to high performance, maximum fuel conservation procedures. Quite a number of postcards exist of Northeast subjects. All I know of are listed.

## RECENT POST CARD RELEASES

### From the airlines:

UTA 747-Combi  
Tyrolean DASH-7  
Korean DC-10-30  
Condor DC-10-30 & 737 (2 cards)  
Austrian DC-9-81 (landing shot)  
Air Botswana L-100/30 Hercules  
Hapag-Lloyd 737  
DLT HS-748  
TDA A-300  
Air New Zealand 747 (large card)  
Cathay Pacific 747 (large card)  
Scheduled Skyways Metro  
Altair F-28 (both std. and large size)  
Trans-Central Metro  
Air Mauritius Twin Otter  
Air Polynesie Twin Otter  
AVIOGENEX TU-134A  
MALAYSIAN DC-10-30 (yellow background)  
Olympic 747 (peel-off sticker)  
PIA 707-320B & F-27 new colors (2 cards)

### From Charles Skilton (UK):

British Airways Chinook Helicopter  
Linflug F-28  
Laker A-300  
Dan-Air 737

### From Aviation Hobby Shop:

Royal Air Maroc 737  
Ethiopian 707-320B

### From Aviation World:

Air Florida DC-10-30  
Aeromech Bandeirante  
Air Guinee 737  
Pilgrim F-27, Twin Otter & Beech 99 (3 cards)  
TWA 049 Connie at Pima Air Museum  
Southeastern Commuter Nomad  
Mid-Pacific YS-11  
Delta L-1011-500

### From Fokker/VFW:

Altair F-28  
Air New Zealand F-27  
East West F-27  
NLM F-28

### From Editions P.I. (France):

Air France 747 with G.E. engines  
Air France 747F  
Air France F-28  
Air France A-300  
Air France Concorde (landing shot)

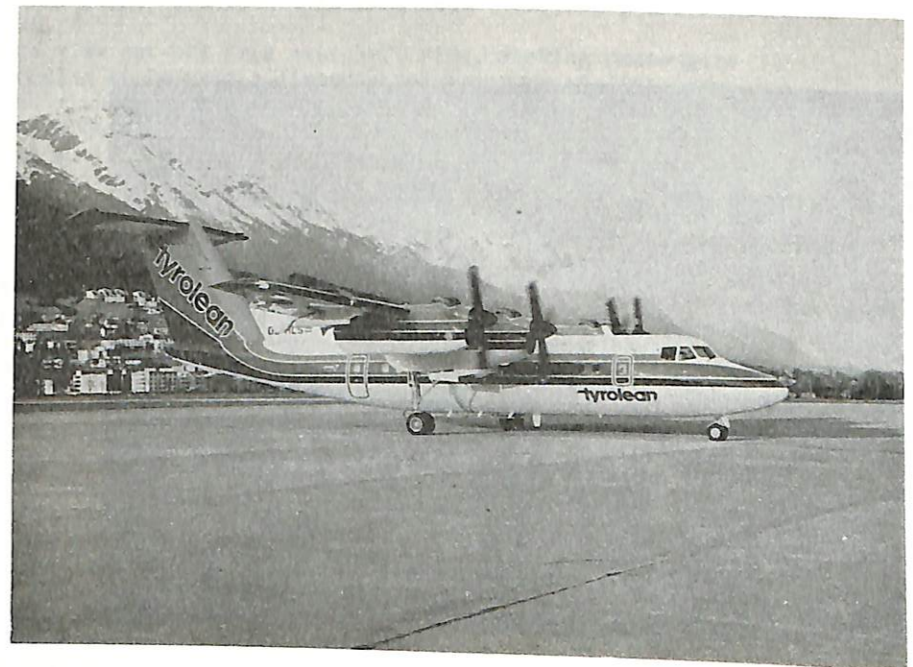
### From miscellaneous sources:

Air Tahiti Twin Otter  
Polynesian HS748 (at Somoa)  
Peoplexpress 737  
Arabia 737  
Singapore 727-200  
Air Djibouti 737  
American Eagle 707  
Wien Alaska 727  
TAA (Australia) A-300

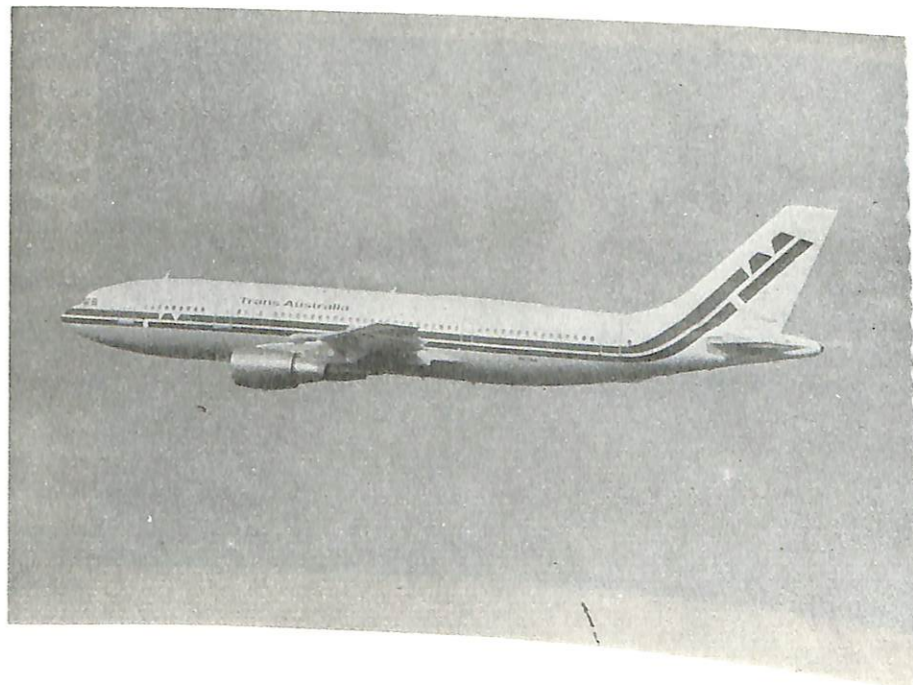
Right: A beautiful aerial view of UTA 747 F-BTDG decked out in the carrier's blue, white, and green is available in this UTA issued card.



Right: Magnificent is the only word for this morning sun view of a Tyrolean Dash-7 at Innsbruck. Card is a Tyrolean issue.



Right: From Nu-Color-Vue in Australia comes the first issue of TAA's new A-300B-4, VH-TAA. Livery is white with orange and blue stripes.





Above: PSA DC-9-80 N924PS is the subject of this PSA issued post card.



Above: Thanks to Fred Hems for this card from Great Britain of British Airways 737 G-BGDA



Left: the Fairchild FH-227 operated in Northeast colors and later for Delta. This aerial view comes from a card issued by the Int'l Airlines Museum.



Left: Aviation World issued this card of Northeast DC-9-31 N970NE in Yellowbird colors.

## NORTHEAST POST CARDS

- DC-3 - - - - - Ground shot at Martha's Vineyard; color linen. 2 different cards.
- - - - - Close-up shot with 3 stewardesses on steps; B/W airline issue.
- - - - - Ground shot at Portland, Maine; color linen.
- - - - - Ground shot at Hyannis, Mass; color linen.
- - - - - Ground shot with passengers loading; B/W airline issue.
- - - - - Ground shot at Fitchburg-Leominster, Mass; color chrome.
- Convair 240 - - - - - Airborne right-hand view; B/W Enell series.
- - - - - Airborne right-hand view; color flat airline issue. (Four issues of this card were published, with the rear caption reading "For over nineteen years...", "eighteen years", "seventeen years", etc.)
- - - - - Ground view, left-hand side at New Bedford, Mass; color linen.
- - - - - Airborne left-hand view over Cape Cod; color chrome airline issue.
- - - - - Ground view, right-hand side with crew and passengers unloading; color chrome airline issue.
- DC-4 - - - - - Ground view right-hand side at Portland, Maine; color linen
- DC-6B - - - - - Airborne right-hand view over Long Beach, CA; color chrome airline issue. \*
- - - - - Ground view cut-off from over left wing, showing passengers unloading at LaGuardia Airport; color chrome airline issue.
- - - - - Ground view cut-off - forward portion of plane from under left wing, with flight crew; color chrome airline issue.
- - - - - Ground shot at Portland Maine; color chrome.
- - - - - Ground shot at Hyannis, Mass; color chrome.
- - - - - Ground shot at Philadelphia, with "Greetings from PHILADELPHIA INTERNATIONAL AIRPORT" on front; color chrome.
- - - - - Airborne right-hand view over Miami; B/W non-airline.
- FH-227 - - - - - Airborne left-hand view from below; color joint airline-Fairchild-Hiller issue.
- - - - - Airborne left-hand view from above; color chrome non-airline (Two different issues of the same view; one close-up).
- - - - - Ground shot at LaGuardia Airport; B/W non-airline.
- Viscount - - - - - Airborne left-hand view; color chrome Vickers-Armstrong issue. (Two different issues believed to exist of the above).
- - - - - Airborne over Massachusetts coast; B/W non-airline.
- (All the above cards standard size; props in "Skylark" colors; FH-227s "Yellowbird")
- Boeing 727-100 - - - - - Airborne right-hand view in Skylark colors; standard size color chrome; non-airline.
- - - - - Airborne left-hand view from above in Yellowbird colors; standard size color chrome airline issue.
- - - - - Airborne right-hand view over Miami Beach in Yellowbird colors; standard size color chrome airline issue.
- - - - - Airborne left-hand view at sunset in Yellowbird colors; large size (6X9) color chrome airline issue.
- Boeing 727-200 - - - - - Airborne left-hand view with mountains in background in Yellowbird colors; standard size color chrome airline issue.
- Convair 880 - - - - - Airborne left-hand view in Skylark colors climbing; large size (6X9) with writing on front of card; color chrome airline issue.
- - - - - Airborne right-hand view in Skylark colors climbing; standard size color chrome; non-airline.
- - - - - Interior shot of first class lounge; large size (6X9) with writing on front of card; color chrome airline issue.
- - - - - Airborne right hand view landing in Yellowbird colors; B/W non-airline; standard size.
- Convair 990A - - - - - Ground shot at Kennedy Airport in Yellowbird colors; B/W non-airline; standard size.
- Douglas DC-9-10 - - - - - Ground shot at LaGuardia Airport in Yellowbird colors; B/W non-airline; standard size.
- Douglas DC-9-31 - - - - - Airborne right-hand view in Yellowbird colors; standard size color chrome; non-airline.
- - - - - Ground shot at Portland, Maine in Yellowbird colors; standard size color chrome; non-airline.

\* - Two slightly different versions of this card exist; one with the A/C in level flight; the other show it climbing (repositioned negative); it has also been reprinted in continental size.

# On Time

GEORGE CEARLEY

THIS ISSUE in "On Time" we feature a number of classic Northeast timetables, and a complete list of known Boston-Maine and Northeast timetables. Additions to this list would be welcome.

Also, beginning with this issue we will be setting aside some space in this column to feature interesting and unusual

new timetable releases. We hope that this will help our timetable-collecting members to obtain significant new timetables. If you see new timetables which merit inclusion in this column, please pickup an extra copy and forward it to us for inclusion. If only one copy is available we will gladly return all timetables after use in the first-available issue.

**NE**  
**NORTHEAST**  
AIRLINES  
Effective August 1, 1958

Boston • New York • Washington  
Philadelphia • Montreal

**JET-PROP**  
**VISCOUNT**  
SERVICE

Starts  
August  
21

## NORTHEAST AIRLINES--LIST OF KNOWN TIMETABLES

### BOSTON-MAINE

- 1931- Aug. 16
- 1933- Aug. 11
- 1934- Jun. 30
- 1935- Jul. 23
- 1936- May 1, Jun. 26, Sep. 27
- 1937- Jul. 1, Aug. 1, Oct. 16, Dec. 1, Dec. 22
- 1938- Feb. 1, Apr. 1, Apr. 24, Jul. 1, Aug. 1, Sep. 25, Oct. 1
- 1939- Jan. 1, May 1, Dec. 1
- 1940- Jan. 1, Apr. 28

### NORTHEAST

- 1941- Aug. 1, Nov. 1
- 1942- Apr. 1, Oct. 15, Nov. 1
- 1943- Apr. 1, Aug. 1, Nov. 1
- 1944- Jul. 1, Oct. 23
- 1945- Apr. 1, May 1, Jul. 1, Oct. 1, Nov. 19
- 1946- Feb. 1, Jun. 20, Nov. 1
- 1947- Jan. 8, Mar. 1, Jun. 27, Sep. 28
- 1950- Mar. 1, Oct. 26
- 1951- Dec. 1
- 1952- Apr. 27, Jun. 25, Jul. 26, Sep. 28
- 1953- Feb. 11, Apr. 26, May 27, Jun. 18, Jun. 23, Sep. 27, Nov. 1
- 1954- Jun. 24, Dec. 1
- 1955- Apr. 24, Jun. 23, Sep. 13
- 1956- Jan. 1, Mar. 1, Apr. 1, Apr. 29, May 20, May 29, Jun. 21, Jul. 15, Sep. 15, Oct. 1, Oct. 28
- 1957- Jan. 1, Feb. 1, Mar. 1, Apr. 28, Jun. 1, Jun. 27, Sep. 15, Oct. 1, Oct. 27
- 1958- Jan. 15, Mar. 1, Apr. 27, Jun. 1, Aug. 1, Sep. 3, Oct. 1, Oct. 26
- 1959- Feb. 1, Apr. 26, May 17, Jun. 26, Sep. 15, Oct. 25, Dec. 1
- 1960- Jan. 1, Feb. 1, Apr. 24, Jun. 24, Sep. 13, Oct. 30, Dec. 15
- 1961- Feb. 1, Mar. 1, Apr. 30, Jun. 25, Sep. 11, Oct. 29, Dec. 15
- 1962- Mar. 1, Apr. 29, Jun. 1, Jul. 9, Sep. 10, Oct. 28
- 1963- Feb. 1, Apr. 28, Jun. 1, Jun. 28, Oct. 27, Dec. 18
- 1964- Feb. 1, Mar. 1, Apr. 26, Jun. 12, Jul. 9, Sep. 11, Oct. 25, Dec. 3
- 1965- Jan. 15, Apr. 25, Jun. 1, Jun. 17, Sep. 13, Oct. 31, Dec. 15
- 1966- Apr. 24, Jun. 24, Sep. 7, Oct. 1, Oct. 30, Dec. 16
- 1967- Jan. 4, Mar. 1, Apr. 30, Jun. 16, Aug. 9, Sep. 11, Oct. 29, Dec. 15
- 1968- Jan. 7, Mar. 2, Apr. 28, Jun. 13, Sep. 9, Oct. 1, Oct. 27, Dec. 15
- 1969- Feb. 1, Feb. 16, Mar. 14, Apr. 15, Apr. 27, Jun. 1, Jun. 26, Sep. 14, Oct. 26, Nov. 1, Dec. 14
- 1970- Jan. 6, Mar. 1, Apr. 26, Jun. 1, Jul. 1, Sep. 15, Oct. 25, Dec. 10
- 1971- Feb. 1, Apr. 25, Jul. 1, Sep. 15, Oct. 31
- 1972- Feb. 1, Apr. 30, Jul. 1

**TABLE A EASTERN DIVISION**  
**BOSTON-PORTLAND-LEWISTON-AUGUSTA-BANGOR-CARIBOU-MONCTON**

No. 6	No. 4	No. 2	Miles	Airport to Airport Standard Time Same as War Time	No. 1	No. 3	No. 5
Daily P.M.	Daily P.M.	Daily A.M.		E.T. Ar	Daily A.M.	Daily P.M.	Daily P.M.
6.30	9.30	9.30	96	Lv BOSTON, MASS.	8.57	9.12	9.12
7.23	10.23	10.23	123	Lv PORTLAND, ME.	8.15	8.30	8.30
xx	xx	xx	154	Lv LEWISTON-AUBURN, ME.	xx	xx	xx
7.49	10.49	10.49	154	Ar AUGUSTA, ME.	7.35	7.50	7.50
7.56	10.56	10.56	171	Lv AUGUSTA, ME.	7.28	7.43	7.43
xx	xx	xx	171	Lv WATERVILLE, ME.	xx	xx	xx
8.34	11.34	11.34	217	Ar BANGOR, ME.	7.00	7.15	7.15
8.35	11.40	11.40	276	Lv BANGOR, ME.	6.43	6.45	6.45
xx	3.15	xx	276	Lv MILLINOCKET, ME.	xx	2.43	2.43
9.22	12.22	12.22	331	Ar HOULTON, ME.	5.56	1.56	1.56
9.27	12.27	12.27	371	Lv HOULTON, ME.	5.51	1.51	1.51
9.48	12.53	12.53	371	Ar PRESQUE ISLE, ME.	5.30	1.30	1.30
xx	xx	xx	384	Lv CARIBOU, ME.	xx	xx	xx
xx	5.45	xx	440	Ar MONCTON, N. B.	xx	xx	6.15
P.M.	P.M.	P.M.		A.T. Lv	AM	P.M.	P.M.

**REFERENCES**  
 xx Service temporarily suspended account airport conditions  
 xx Service temporarily suspended  
 Equipment, 21 passenger Douglas D.C.3's all flights. Stewardess service  
 A.T. Atlantic Standard Time  
 E.T. Eastern Standard Time

Call Northeast Airlines Boston, East Boston 4100 — Portland 2-6546 — Augusta 1676 — Bangor 7314 — Houlton 2254 — Presque Isle 4661 — Montreal, Walnut 1112 — Burlington 780 — Montpelier 915 — New York City, 230 Park Ave., Murray Hill 6-7743.  
 Or any agent of the Boston and Maine, Maine Central, Bangor and Aroostook Railroads or Central Vermont Railway, any Tourist or Travel Bureau or Hotel Porter.  
 All seats are reserved. Reservations will not be made except on purchase of ticket or exchange order.  
 Any Western Union or Postal Telegraph Office will arrange Air Reservations and Deliver Tickets without extra charge.  
 At Boston direct connections are made for N.Y., the West and South. For further information address D.A. Duff, Gen. Sales and Traffic Mgr., Commonwealth Airport, Boston, Mass.

**NORTHERN DIVISION**  
**BOSTON - MONTREAL**

Miles	Airport to Airport Eastern Standard Time Same as Eastern War Time	Ar	Lv
44	Lv BOSTON, MASS.	Ar	Lv
63	Lv MANCHESTER, N. H.	Lv	Lv
150	Lv CONCORD, N. H.	Lv	Lv
184	Lv BARRE-MONTPELIER, VT.	Lv	Lv
184	Ar BURLINGTON, VT.	Ar	Lv
258	Ar MONTREAL, P. Q.	Ar	Lv

ONLY MAIL AND EXPRESS HANDLED ON THIS ROUTE

Call Your Nearest Air Line Office or Railway Express Agency for Information

EQUIPMENT — STINSON SR-8E ALL FLIGHTS

**NE**  
**NORTHEAST**  
AIRLINES  
Effective July 9, 1962

Welcome  
aboard,  
Howard  
Hughes!

Above: Northeast schedule of October 15, 1942 included Stinson and DC-3 aircraft. Next page top: Schedule of August 1, 1958 introduced Viscounts; next page bottom, July 9, 1962 timetable welcomed Howard Hughes. All three illustrations from the George Cearley collection.

Right: Northeast's CV-880 schedules as of April 30, 1961. By this time the leased 707 (see below) had been returned. Timetable: George Cearley collection.

### COMPLETE NORTHBOUND **880** JET SCHEDULES

Flight Number	46	54	40	34	56	58	80	86	84	82
Class of Service	First Class and Day Coach	First Class and Day Coach	First Class and Day Coach	First Class and Day Coach	First Class and Day Coach	First Class and Day Coach	Day Coach and Night Coach	Day Coach and Night Coach	Day Coach and Night Coach	Day Coach and Night Coach
MIAMI (E.S.T.)	L9:45	L12:00	L1:00	2:00	D4:30		10:00	11:45		12:45
FORT LAUDERDALE						D5:15				
TAMPA/ST. PETERSBURG				2:45					12:30	
CLEARWATER				3:15						
JACKSONVILLE				4:00						
JACKSONVILLE (E.S.T.)				D4:30						
BALTIMORE/WASHINGTON (E.D.T.) (Friendship Airport)	12:55									
PHILADELPHIA			4:15							
PHILADELPHIA			4:45							
NEW YORK (Idlewild)		3:25		7:30	7:55	8:35	1:25		3:45	4:10
NEW YORK (Idlewild)						9:15				
BOSTON			5:40			10:15		3:25		
BOSTON			6:15							
MONTREAL (E.D.T.)			7:10							

**NE** AM Light Face Type Indicates A.M. PM Bold Face Type Indicates P.M. Boeing 707 Jet. B Breakfast Service C Continental Breakfast D Dinner Service L Luncheon Service S Snack Service. All Times Shown are Local Times.

RECENT TIMETABLES

Right: All Nippon schedule of November 11, 1981 depicts carrier's 747SR pulling up to a truck-mounted stair. Timetable courtesy of George Hamlin. Below, left to right: September 1981 Braniff timetable is blue and carries BN's recent slogan, "Braniff strikes back." Courtesy George Cearley; "Take the Blue Plane," undoubtedly a pun on South Africa's famed "Blue Train" is the blurb of Air UK's Summer 1981 timetable; and American gave the Boeing 707 a well-deserved send-off on its September 9, 1981 timetable. Illustration courtesy George Cearley and George Hamlin.

**11** TIMETABLE  
1981 **NOV.**

航空代理店      イラスト おおば比呂司

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

### MONTREAL · NEW ENGLAND · NEW YORK · WASHINGTON · FLORIDA

105	403	301	605	111	607	109	71	609	315	305	115	711	311	117	629	611	307	199
Ex Su	Ex Su	Ex Su	T	T	T	F/T Ex Tu	F/T Ex Tu	TC	Ex Su	Ex Su	Ex Su	Ex Su	Su	Su	T	T	Ex Su	Ex Su
<b>707 JET</b>																		
<b>SOUTHBOUND SYSTEM SCHEDULE</b>																		
<b>AIR EXPRESS</b> For EXTRA SPEED VIA U.S. Scheduled Airlines CALL AIR EXPRESS division of RAILWAY EXPRESS AGENCY DOES NOT OPERATE DEC. 25, 26, JAN. 1 & 2																		
MONTREAL (E.S.T.) PRESQUE ISLE Houlton BANGOR Bar Harbor Waterville Augusta Rockland Lewiston-Auburn PORTLAND Burlington Newport Montpelier, Barre Lebanon/Hanover, White River Berlin Lacoma Concord Manchester Lawrence/Lewell, Haverhill BOSTON Fitchburg WORCESTER Keene/Brattleboro Pittsfield Hartford/Springfield Hyannis Nantucket Martha's Vineyard NEW BEDFORD/FALL RIVER Pawtucket/Woonsocket, Providence New London NEW YORK - La Guardia Gate 11 NEW YORK - International Idlewild PHILADELPHIA WASHINGTON JACKSONVILLE TAMPA/St. Petersburg/Clearwater FORT LAUDERDALE MIAMI (E.S.T.)																		
<b>NORTHEAST HAS MORE NON-STOP FLIGHTS BETWEEN BOSTON AND WASHINGTON THAN ANY OTHER AIRLINE</b>																		

Left: Initial 707 service between Idlewild and Miami effective December 17, 1959 is shown on this timetable sheet from the December 1, 1959 edition. Illustration from the George Cearley collection.

## BRANIFF SCHEDULES

### SEPTEMBER 1981

**BRANIFF STRIKES BACK!**

Braniff International

## air UK

Summer Timetable  
MARCH 29th to OCTOBER 31st 1981

### Take the Blue Plane

## American Airlines

Domestic and international timetable effective September 9, 1981

### American salutes the retiring 707.

# Airline Playing Cards

THOMAS DRAGGES

UNFORTUNATELY, my collection contains no cards from Northeast Airlines, but one of our members, Ed Cousens, furnishes us with some information about Northeast playing cards. NE had a number of decks; I'll mention two. One had the red Northeast emblem during the Sunliner/Superjet era. The other had the Northeast Yellowbird logo prior to the Delta-NE merger. Anyone who has additional information, contact me and we'll publish it in a future issue.

One interesting sidenote is that on Northeast's early jet services, the playing cards handed out were those of TWA. Why? Because the services used rented TWA aircraft stocked with TWA supplies.

I would like to again put out a request for samples of cards you may see (just a joker will do). We need additional material for future editions of this column, and I am planning to publish a catalog on the history of airline playing cards. I do hope to have it ready for the convention in June. Any donations will be greatly appreciated.

Now for some new decks that have appeared recently. Muse Air has cards available. They have a dark blue background with the Muse Air name written diagonally



Left: Muse Air's recently-issued blue and white card. Right: Piedmont's recent red, white, and blue card. Both courtesy Thomas Dragges.



across the card in white. I would like to know: have these cards appeared in other color combinations? Piedmont has a new deck. It has a white background with two half circles, the outer ring is red and the inner ring is blue. In the center of the card is an illustration of a Boeing 737 and Fly Piedmont. TWA has issued a new deck featuring its Ambassador service. The card is dark blue with a quarter-inch white border. There are two red quarter-inch lines running diagonally across the card, accompanied by gold pinstripes. In the center in gold print is the TWA name.

The final topic we'll cover is Western Airlines' decks, old and new. We're referring here to WA's deck with an illustration of what looks like a print box with wood frame border. Within the frame are the names of states and countries served by Western. At first glance you may not notice there is a new deck, but look close and you'll note that some of the place names have been rearranged. The most obvious change is that Great Britain has replaced Minnesota in the upper right corner. With Western's troubled (economically) services across the Atlantic, this revised deck could be a real collectors' item. Until the next time, happy collecting.

# Sticker Chatter

DON THOMAS

JOOP GERRITSMA's article on the Caravelle prompted a search by this writer for stickers featuring the famous French aircraft. I found darn few. Apparently, United--the only original American user of the Caravelle--never printed any gummed material advertising of the aircraft. If it did, I would like to see an example. Here are the stickers I discovered on the Caravelle: Air Algerie offered one (AG-15) which is illustrated, Finnair offered a small-sized label (FI-50), and Sabena offered two labels (BE-351, 362), again both rather small in size. Varig offered three labels, two of which are illustrated here. The other (BR-533) showed the Caravelle and Constellation in profile. Other large users of the Caravelle, such as Air France, SAS, Swissair, and Alitalia apparently never issued Caravelle label advertising, at least none that we know of.

As for Northeast, we know of more than 30 labels from this carrier. The first one was round and was identical to the Boston-Maine-Central Vermont earlier addition (both illustrated) with a pilgrim standing on an airplane. Of course the Northeast name replaced the previous name. Another early NE label pictured a DC-3 in orange and blue. Following that was a yellow square label (USN-181) showing a blue DC-3 coming head-on in the sky. Actually, two varieties of this label appeared; one was overprinted with a slogan 'is proud to present you with this New England product, and another without it. The logo next in use was the Pilgrim head over a wing, which was used until the jet age. Red, white, and blue labels with this design were issued with a variety of slogans such as 'The Yankee Fleet' (USN-188) and 'First in New England Skies' (USN-186). These are quite common. With the airlines' trend toward simplification of logos, Northeast changed its logo to a simple NE (USN-190, USN-228).

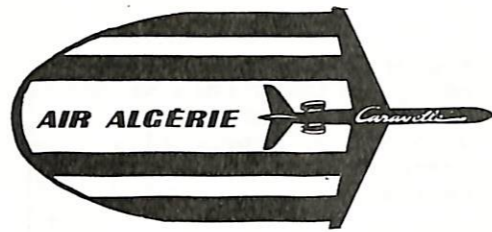
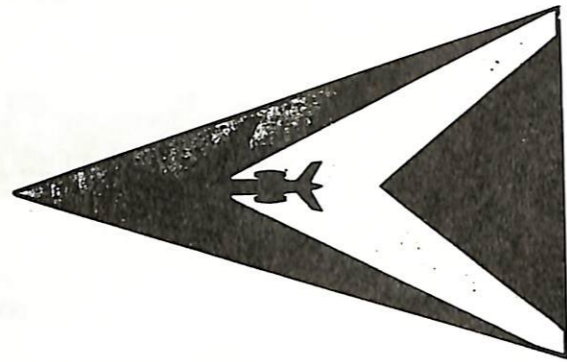
With the advent of the jet, some new labels were produced by NE. In December 1959, the Boeing 707 inaugurated service on the New York-Miami route, and a nice gold-trimmed adhesive label was produced in two sizes (USN-197, USN-198). A year later, a Convair 880 was used, and two nice adhe-

sives came out. One was a diamond-shaped, gold-trimmed example (USN-200) and the other was a rectangular one featuring a variety of colors (USN-199). A freight label picturing the CV-880 was also used (USN-226). Another attractive gummed label was for air cargo, which showed the routes flown (USN-225). Earlier, the Viscounts had been placed in service on several of the dense traffic routes of NE, but the only Viscount label we know of is the small gummed one, red on white (USN-201) illustrated here. Strange to say, although Northeast operated substantial numbers of 727's and Fairchild FH-227's, no label advertising of these aircraft is known. If there are any, please let this writer know about them, please.

New issues: Thanks to those members who sent labels or stickers which are new. It helps us all to know what to look for. Airlines often run out of an item before we even know about it, especially since many items are locally produced for regional or local use. These will be the scarce ones. Tery Love advises that Northwest began a massive advertising campaign in September, 'The world is going our way.' A bumper sticker is the first item he sends. Let us hope there will be some labels, also. David Melton sends a beautiful oval label in blue for DC-8 Series 70 flight crews. These may be hard to get from McDonnell Douglas, but not as hard as the new round 737 and 737-300 labels from Boeing, which are usually only given to prospective customers. Boeing also has another new label--the 707-700 with the happy airplane, blue on white. Michael A. Lucero sends us a new BIL from Pinehurst Airlines which is light green on white and comes in vertical strips. Michael is in the Air Force at Scott AFB in Illinois, and collects BIL's as well as time-tables. Joseph A. Romeo sends in a new item, a New York Air BIL which is all red. Al Starkweather sends in new Pratt & Whitney labels, which come in three sizes on the same sheet. They are dark blue on silver.


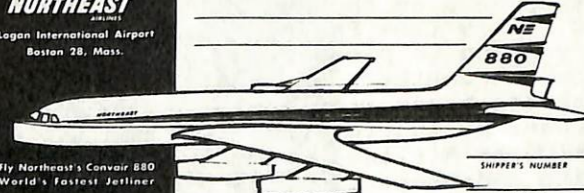
Anyone with access to a British Airways' office, salesman, or ticket counter, please ask about the Royal Wedding stickers. Ken

Sanford sends us a clipping from the British Airways News of last June, which says that a special British Airways Royal Wedding motif would be used in various ways. Of interest to us, the article says that stickers of all sizes will be used on windows, brochures, and ticket wallets. We have seen none of these yet and they were probably used only for a short time. Who can obtain these so that we can catalog them? A few more new odds' n ends: AirCal and Air Oregon have new examples of long-type BILS. Airbus now is putting out some A-310 labels to add to its series of A-300 labels. Swissair was the first, the aircraft appearing on a dark green background. Next came Kuwait Airways, with the aircraft appearing on a purple-blue background. An addition to the A-300 series is Saudia, with a light green background. This is for the A-300-600, a new version of the Airbus. And there's another new A-300 label, too, this one for Varig of Brazil. It features a yellow background. Finally, Avianca has a new sticker featuring its 747 as illustrated here.



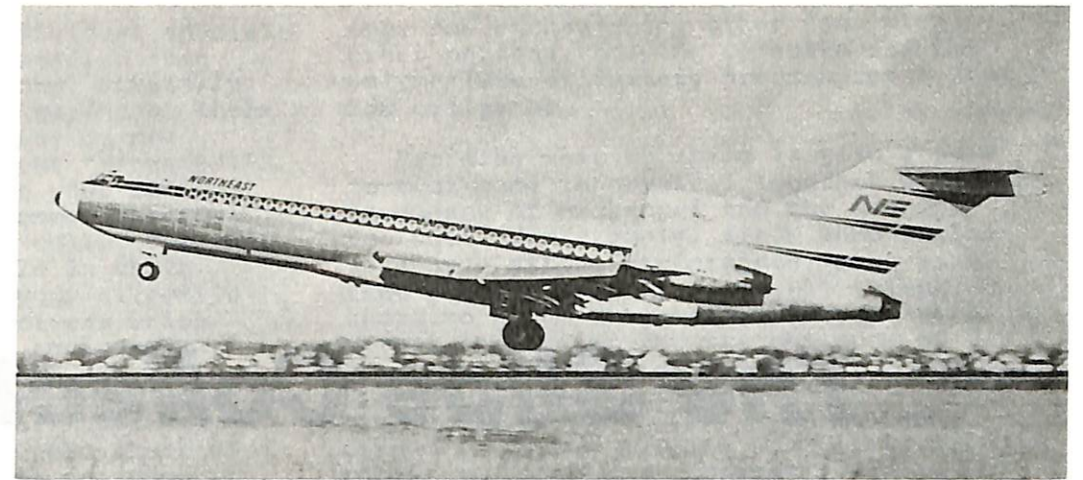
<b>THE IDEAL JET COMBINATION</b>	
<b>BOEING 707</b> ROLLS ROYCE <b>JET</b>	<b>CARAVELLE</b> ROLLS ROYCE <b>JET</b>
	
FLY <b>VARIG</b> INTERNATIONAL	FLY <b>VARIG</b> INTERNATIONAL



FROM:  Logan International Airport Boston 28, Mass.	TO: _____ _____ _____
	
Fly Northeast's Convair 440 World's Fastest Jetliner	



Right: Northeast's final generation of aircraft, the 727, DC-9, and FH-227 were curiously absent from NE promotional stickers. Here, NE 727 N1631 appears in a Delta Air Lines photo via George Cearley.



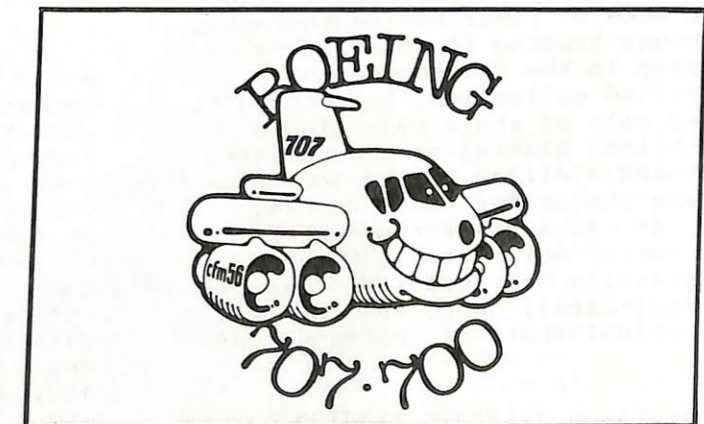
**AIR CARGO**

via...

**Northeast Airlines**



NAME _____	NUMBER _____	TELEPHONE _____	<b>AIRCAL</b> BAGGAGE I D TAG
ADDRESS _____	CITY _____	AREA _____	
CITY STATE _____	COUNTRY _____	NUMBER _____	
AL-10-REV 2-61			



# The Slide Collector

GEORGE HAMLIN

THIS ISSUE, we'll discuss some of the possibilities for adding to your slide collection other than by shooting your own material. Since few collectors can cover the entire rapidly-changing airline scene effectively with their own camera work, other sources may be of value in adding variety and depth to a collection.

The two primary means of doing this are trading and purchasing slides from others. We realize that many WAHC members are already quite familiar with these areas, but we feel a review of basics would be appropriate for those with less experience in the hobby. For those whose collections already include thousands of slides, please bear with us for a while!

## TRADING

Since the majority of collectors also do at least some of their own photography, we will discuss trading first. Trading is a natural step in the development of a more diversified collection, as opposed to one composed only of shots by a single person. In brief, trading is accomplished by shooting extra slides at the same time that you take photos for your own use, followed by an exchange of these extra slides with other collectors. (For now, we are considering only trading of originals, not duplicates; hence the need for multiple original shots of the same subject).

After obtaining suitable trading material--preferably identified as to location, date, photographer, etc.--the next step is to locate others with similar interests and begin exchanging. There are several

ways to accomplish this. One obvious choice is to use the "Flight Exchange" section of the LOG. Another possibility is a classified ad in another enthusiast publication, such as Aviation Letter or World Airline Fleets Monthly, both of which frequently contain ads from individuals interested in exchanging slides.

On occasion, you may meet other slide traders in person. This could occur, for example, while you are out shooting yourself. Enthusiast-oriented gatherings, such as the Airliners International Convention, or smaller local and regional gatherings, offer another good possibility. Finally, hobby shops which stock airliner kits in significant numbers may also provide leads, either through discussions with the proprietor or possibly by allowing you to post a small notice indicating your interest in trading airliner slides.

With these possibilities in mind, we would now like to consider some of the mechanics of trading itself, including what to trade, quantity, frequency, geographical coverage, etc. First, consider what you have to offer, as well as what you would like to obtain in return. It should go without saying that only slides of good quality should be injected into the trading process; similarly, recipients always should have the option of returning slides, in good condition, for any reasonable cause, such as poor quality, duplicate subject matter, etc.

With this out of the way, what about geography? If your interests are limited to North American carriers it would make little sense to trade with a European,

for example, unless that individual specialized in shooting U.S. and Canadian flag carriers at overseas locations. Similarly, collectors in the same area may have little to offer each other in the way of new material, although a different "viewpoint" can be a welcome addition to your collection, even for relatively common material. A related problem, for some collectors, is the lack of variety available in their area. For example, what if your airport's offerings consist of two carriers which operate only a few types of equipment? There are several ways to deal with this problem. One is travel. By shooting other subjects while on vacation or business trips to different areas, a good stock of trading material can be built up. Even if you don't have the option of getting to different locations, however, there are other alternatives. The smaller airport, where this problem is most-likely to occur, often is served by equipment not seen frequently at major hubs or, as discussed in the last issue, which may be difficult to photograph at those locations. Thus, your high quality shots of Frontier Convairs, for example, may be of considerable interest in Chicago, even though they are hardly unique in Colorado Springs. Even if this is true, though, how many will someone else want in trade? Ordinarily, the answer will be only a small number, but there are exceptions. Some slide traders are "fleet" collectors, trying to obtain every registration of a given type, or all examples in a specific carrier's fleet. These people may be interested in obtaining a number of your Convair shots if they include a variety of registrations.

Most collectors, however, are not fleet collectors, so what then? An alternative is trading on a low key basis, reflecting the limited variety which you have available. In some cases, others may be willing to take several shots of the same subject, which they will subsequently trade to other collectors. For example, you could exchange five Frontier Convair slides for five different slides from an individual on the east coast. The recipient may keep

one, and exchange the other four with other persons, helping to solve the low volume/lack of variety problem for a fellow collector.

Deciding what to trade is also a subject of some importance, together with the frequency of exchanges and the quantity included. For example, since some collectors have strong preferences, make sure that you are not offering only telephoto shots to a ramp shot collector, or visa versa. Inquire if you are not sure of someone else's preferences--most people will make their preferences known readily. Timing and quantity fall into the same category; in the absence of clearly defined rules, the courteous treatment with which you would like to be treated should suffice. When beginning an exchange, it's probably best to start out with modest quantities (10-20 is certainly reasonable, less is not uncommon) several times per year, unless both parties are quite prolific in their shooting. It is possible to make adjustments later, as a clear trading pattern emerges between individuals. For example, I personally trade with some collectors on a frequent basis with three to five slides per time; others are on a "batch" basis, with larger quantities going back and forth three or four times a year.

It is probable that you will experience delays from time to time as your trading progresses, since most of us have responsibilities such as jobs, school, family, etc., which sometimes conflict with hobby activities. In addition, it is important to remember that every person you trade with is different, and the pace and volume of trading can vary considerably--on your end as well as theirs.

A final aspect to be considered before closing out our discussion of trading is the question of how many slides to shoot for trading purposes. Budget is an important factor here, since most of us don't have unlimited funds for film and processing. Aside from not straining your finances,



Left: the airline world is huge and varied. Unless one travels to Japan, for example, there's little chance of photographing an All Nippon 747. Trading and purchasing original slides is one way to cover the diverse airline world. Photo by George Hamlin.

there are no real rules, but a good rule of thumb is to be able to supply your regular trading parties (or anticipated needs, if you're just starting out) plus a few additional extras, particularly if the subject matter is unusually interesting. When you are just starting out in the trading process, consider first developing a few steady exchanges, rather than trying to cover the entire world, unless you have sufficient material and correspondance time to support a large volume.

#### PURCHASING ORIGINAL SLIDES

Since not many people will be able to trade extensively enough to cover all their areas of interest, which could cover the entire world, an alternative is needed to obtain those items which you are unable to acquire in trade. There are several good services run by other enthusiasts which can help in this area, by providing high-quality slides for sale at reasonable prices. Although this is generally a more costly mode of acquisition than trading, it does offer the opportunity to obtain a wide variety of subject matter, without the personal involvement and responsibilities of trading.

It will be necessary, in discussing this aspect of slide collecting, to be in the position of recommending specific individuals and groups which sell slides. In the interest of fairness, we would like to list, eventually, all services which offer airlines slides for sale which are generally available. Our listing of these services here does not constitute a blanket endorsement, however, and we would like to hear of any problems or dissatisfaction experienced by members in dealing with organizations. Where there appear to be significant problems (as opposed to isolated personal disputes), we will report the difficulties in future issues, to alert others to potential problems. In short, we will list these businesses on a "good faith" basis, until shown otherwise. In practice, we expect problems in this area to be few, as most slide sellers we are familiar with are quite reputable. A final comment on this subject, though--allow sufficient time when buying with these dealers, particularly overseas operations, since most are operated by other collectors on a part-time basis, and mail time can be considerable.

Three services which offer a wide variety of subject matter are Aviation Letter Photo Service (ALPS), DDM Publications (Offered in conjunction with the North American Aviation News), and Choice Aviation Fotos (CAF) of Australia. ALPS offers selections from around the world, including North American subjects. DDM's lists concentrate on extensive coverage of operations on this continent. CAF, as might be expected, specializes in South Pacific and Asian subjects, although coverage overlaps on all three lists to some extent, due to the wide ranging operations of many carriers. (A recent DDM list, for example,

included an Aer Lingus 747 on a visit to MIA).

All three of these organizations issue lists on a regular basis, from which you can select and order including payment with the order. Information contained in the lists includes carrier, type, and registration; location, date, and photographer are also indicated in some instances. Almost all offerings from these sources are 50 mm ramp shots, although a few views taken from observation decks are sometimes included. Addresses for these three groups are as follows:

Aviation Letter Photo Service  
B. G. Lundkvist  
5975 N.W. 28th Street  
Sunrise, Fla. 33313

North American Aviation News  
Box 72, Malton P. O.  
Mississauga, Ont., Canada L4T 3B5

Choice Aviation Fotos  
P. O. Box 258, Oakleigh  
Victoria, Australia 3166

In addition to these services which produce lists on a regular basis, there are others which offer slides on an "approval" basis. For those of you not familiar with this system, the seller sends a selection of slides for the buyer to examine, with the latter retaining those which he wishes, and returning the others. Payment is made either with the slides being returned or, in some cases, in advance, by setting up an account with the seller which is reduced as slides are purchased. Two sellers operating on the approval basis are EMCS and Christian Volpati, both of which offer slides primarily from European locations. Details regarding their services can be obtained by contacting them directly, at the addresses below:

EMCS  
5 Mill Close  
Broom, Alcester  
Warwickshire, England

Christian Volpati  
14, Hamean de la Garenne  
95670 Marly la Ville, France

Before closing this time, we would like to invite you to share the names and addresses of slide services other than those listed here, together with a brief description of subject matter, price, etc. One of the aims of this column is to promote slide collecting as an aspect of the hobby, and to enable our members who are slide collectors to have as wide a selection as possible. At the same time, we want to encourage the availability of slides for collectors by helping to provide a broad base of potential customers.

Until next time, when we'll cover some additional aspects of trading, including a discussion of non-current material, good luck in shooting, collecting, and trading.

## The Tray Table

KEITH ARMES

IN KEEPING with this issue's feature airline, I will cover a few of the dining service items left to us by Northeast. Also mentioned will be some items to be on the lookout for.

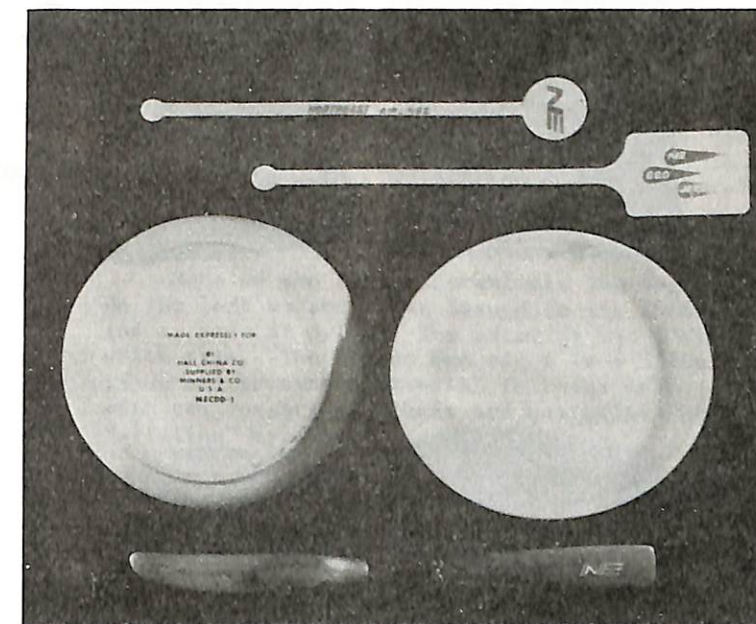
At the time of the merger with Delta, Northeast was using a simple but clearly identifiable first class china setting. This set included a dinner plate, salad plate, salad bowl, and bread and butter plate. The china was all white with the exception of the distinctive Yellowbird, which was clearly emblazoned on top. The backside was marked as being made expressly for Northeast Airlines by Hall China Co. The Northeast Airlines part of the inscription is actually in yellow print.

Glasses and silverware at the time carried the NE symbol. Silverware was engraved and produced by several manufacturers including Oneida. I have been unable to find any items prior to these, so those of you who have let us know.

Northeast, as many other airlines have done, used a variety of swizzle sticks to promote various aspects of the airline. A good example of this is the CV-880 stick shown in the accompanying photo.

#### NEW ITEMS

The most sought after (and thus the hardest to find) is the Saudia Airlines first class silverware. It is silverplate with gold inlay, a rarity for sure in these days of stainless steel. Another item that is easily attainable is the Laker Airways snack-tray liner. It has a beautiful picture of a Laker DC-10 on it, and can actually be framed. British Caledonian has come up with elaborate paper coasters advertising its destinations. And finally, Braniff is using swizzle sticks shaped like surfboards to promote its Hawaii service. Hang ten anyone?



Above: An attractive setting of Northeast china, silver, and swizzle sticks. Square ended swizzle stick features CV-880 aircraft. Photo by Keith Armes.



Left: British Caledonian has recently been using this elaborate set of paper coasters featuring attractive destinations. Above: Also from Britain, Sir Freddie Laker has come up with this attractive snack-tray liner. Both photos, Keith Armes.





# This, That & Other Stuff

PAUL COLLINS

As promised, this issue we will be taking a look at the world of airline flight bags. I would like to thank all those that took the time and effort to send in samples of the various items that will be appearing in this article. Unfortunately some items arrived at Club headquarters to late to be photographed for use in the article. Also some of the items did not photograph very well and had to be left out. All items will be returned to their rightful owners as soon as I am able to box them up and get them to the post office.

Of all items that the airlines have given out for promotional purposes, the flight bag is, by far, the most useful. It will not be the intent of this article to follow the history of the flight bag, but to look at it from a collectors point of view, looking over all the various types and styles of bags that the airlines have provided the traveling public.

As I mentioned in the last paragraph, the flight bag is the most useful item that the airlines have used to promote their particular company. You can use a flight bag initially for what it was intended, to carry your miscellaneous items on your airline flight. After the flight, however, the bag can be used as a beach bag, a diaper bag, a school bag, a picnic lunch bag, a laundry bag, and the list goes on and on. I think you get the idea.

When we use the term "flight bag" a number of different items can be seen in our minds. There is no one standard type of flight bag. Using a catalog from Air-Tex, one of the largest manufacturers of flight bags and travel accessories, there are at least six different styles of bags. The following illustrations will be used to describe the various styles and shapes of the "flight bag."



The first type we will look at is what is know as the "charter bag" and perhaps the most common of the early flight bags. Here we see two PAN AM bags. The one on the left has the PAN AM logo on the front and the "Chevrolet-Nassau 1971" on the back. The bag on the right has the PAN AM logo in two different sizes, the largest one on the rear. These are vinyl bags measuring 15" X 10" X 6".



The next style bag we will look at is the "slimline" bag which derives its name from the fact that it is really slim, being only 4 to 5 inches wide. Here we see, on the left, an Air-Tex NORTHWEST ORIENT bag that is red with darker red NW logos. The reverse of this bag has another row of logos at the top. The bag on the right was made by the Bearse Mfg. Co. and features the DC-10 on one side and the 747 on the other. These are also vinyl bags and the measurements are approximately 10" X 14" X 5".



The third style bag is the "jumbo jet" bag. This is the biggie that you can just about stuff anything and everything into. These are large bags that measure 13" X 7" and 15 inches tall. The ALASKA bag on the left is of woven fabric laminated to a vinyl backing. Super bag! The PSA item on the right is nylon laminated to a vinyl backing. The PSA bag is red with white and gold trim. This bag was purchased at Long Beach Airport along with a HUGHES AIRWEST bag and a WESTERN bag. Both items illustrated above are made by Air-Tex.



The fourth popular design is the "beach bag" illustrated here by the NORTHWEST item and the AMERICAN bag. NORTHWEST used several different designs of the bag shown here on the left. Along with the "Regal Imperial Service" there was also a bag using the logo shown on the slimline bag. This bag also came with its own pair of sun glasses! The bag is about eight and one-half inches high and six inches in diameter. The AA item is just a little taller at 12 inches and is seven inches "square", instead of round. Both items are very nice.

Two additional styles, which I don't have illustrations for are the "style tote" which is similar to the "jumbo" bag but has two large web handles and trim, and the "Jr. Airline" bag, which is an authentic miniature of the original airline bag. These are the small bags that come with candy, or some type of toy inside of them.

This covers the six main styles of flight bags, but there are additional items that we can get, from the airlines with their logo on them. We can get garment bags, sports duffels, tennis bags, racquet covers, attache/portfolio cases, ski covers, ski boot bags and golf bag covers. Along with these items there is the all-popular airline T-shirt (which will be a feature in future column) and beach towels.

The remainder of this article will be devoted to the various flight bags send in by Club members or purchased for the Club display. I had hoped to take the bags to the convention in California next year, but at this time space will be at a premium and I don't think I will be able to take them. More on this in a future issue of the LOG.



Here we see two different era TWA bags. On the left we see a bag issued in the 1960s and is made of nylon. The color is red with white trim. The bag on the right is a 1970s issue and is canvas material in beige color with red lettering. These are basically the "slimline" type bags.



Pictured here are two AMERICAN items that represent two different time periods. The bag on the left is a very recent issue and was received several months ago. The color is just a slightly darker shade of beige than the TWA item above, with the logo in red and blue. The bag on the right is a little older issue and is dark blue in color with a white band with the airline name in red and blue. Again both items are of the "slimline" style.



On the foreign side, the AEROMEXICO bag features the airlines logo with a DC-8 on one side and the Company name and DC-9 on the other. The bag is orange and white with lettering and designs in black. The FINNAIR bag is somewhat plain, and comes in white and light blue. Both bags are in the "slimline" style.



ALITALIA is represented in the collection with bags from two different time periods. On the left we have an older "charter" type bag that is blue with white trim and lettering. On the right is a current issue ALITALIA bag that is white with green sides. Lettering is in black. This bag is a version of the "slimline" style.



Illustrated above are two very nice items from France and England. On the right we have an interesting bag from AIR FRANCE, which is completely white with blue trim and lettering. The bag measures 17 inches by 10 inches high and is four inches wide. The bag also comes equipped with two zippers! A plastic insert maintains the shape of the bag. The BRITISH AIRWAYS bag is in the "slimline" style, the color is dark blue with white trim and lettering. On the reverse of this bag is the 1977 Queen's Silver Jubilee logo. This is a very attractive bag.



CSA is represented by these two items from Club member Pete Black. The bag on the left is like the "slimline" style but is more on the "square" side. The bag is blue and trim is white, as is the lettering and design. The bag on the right is completely different than anything we have seen so far. The bag is made of leather, has a snap at the upper right hand corner that closes a side pocket, the colors are red with white lettering and corner. This is a very sturdy bag.



One of the most unusual items that I received was this LUFTHANSA bag which is designed somewhat like a ladies handbag. The bag is "Lufthansa blue" with yellow trim and lettering. The TRANS CARIBBEAN is somewhat smaller than the "charter" style bag and is teal blue in color. The lettering is in blue and the palm tree and trim is orange.



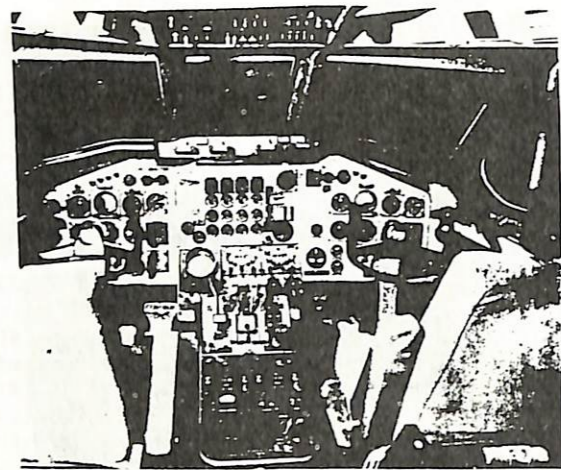
Another item from Pete Black is this bag from LOT POLISH AIRLINES. This is also not your standard designed bag. The material is blue cloth with black trim and silver design and lettering. The IRISH INTERNATIONAL AIRLINES is a "charter" style bag and is green with gold and white lettering and design.



I was not able to use all the bags that were sent in by members for this article. I would, however, like to make note of those that did take the time and make the effort so this article would be successful. The following members sent in one, and in some cases, more than one item: Jerry Soltis; Pete Black; Fred Hems; John Chivers; Pierre Langlois; Joe Turner; Dean Slaybaugh; Mike Witt; Terry Love; Don Thomas; Ray Mattox; Jerry Marcus; Ron Suttell; Tom Dragges; Katie Childs and non-member C. R. Lackie.

I would be interested in receiving photographs (black and white, any size) of any unusual items that you might have in your collection. I would also like to hear from you regarding what you would like to see featured in this column. Until next time--happy collecting.

I WOULD STILL LIKE TO RECEIVE A GULF AIR FLIGHT BAG--IF THERE IS SUCH AN ITEM!



...from the left hand seat...

Paul Collins

This is the second part of a series on what it takes to put on a national convention, such as the "Airliners International" meeting. In the last issue of the LOG we covered getting the committee together and assigning jobs to the various committee members. This time we will take a look at picking a convention site.

The selection of a convention site is very important to the success of the meeting. A number of items must be taken into consideration when choosing an establishment to host the big event. I will try to cover many of the items, but you will find that you will run into different situations in different sections of the country, with regards what the facility will give you and what you will have to pay for.

First off the site you select must have considerable floor space to provide you with enough table space. Since the size and attendance at the conventions has been growing at a considerable pace, you should be looking at a site that can provide for 100 tables or more. Consideration should also be given to having enough space that tables will not have to be taken down on the afternoon of the day of the awards banquet to make room for said banquet. This means that there must be room for the displays and trade area as well as a banquet hall. This being the case, quite a number of establishments will not be able to handle out convention.

Once the site has been found that can accommodate the size of our convention, dealing with the sales department of the facility begins in earnest. Everything that you, the committee, and the sales manager agree upon should be put in writing so that there will be no misunderstanding when actual convention time rolls around. This is not meant to mean that the facility people are out to cheat you, but your understanding and the understanding of the facility manager might not be the same. If it is in writing, there can be little doubt of what is to be obtained at no cost to the committee and what must be paid for.

Having talked with other committee chairman in the cities where our previous conventions have been held, there is considerable differences in what is "given" to you by the facility and what you have to pay for. Most convention halls will give you the use of the hall on the day that you have a meal planned, such as our awards banquet. The other days of the convention must be "paid" for in some manner.

If your holding the convention at a motel/hotel, one way to pay for the convention facilities is to put so many people in the motel rooms. As an example, last year in Miami, to obtain use of the display room, the committee had to fill 100 rooms per day to obtain use of the facilities convention hall. If they did not meet this commitment they would be required to pay \$1,000 per day for its use. It is very important that the type payment to the convention facility be clearly understood before you sign any paper or agree to anything. This will be the most important decision you make because it will have a direct effect on what you will base your registration fees. If you must pay an actual cash rental on the display hall, you must set your registration fee high enough to cover the cost. If you can get the hall by filling so many rooms, then you can reduce the amount of your registration fee. If at all possible the room commitment plan should be obtained if this is the policy of the motel/hotel where you are planning on holding the convention.

Once the room policy has been established, it will be necessary to negotiate with the sales department for the hundred and one other items that you will need during the course of the convention. Of course the biggest item will be the tables that will be used in the meeting hall. Some facilities will provide the tables at no charge, since the tables belong to the motel/hotel. Others do not own tables and will have to rent them from an outside source, and they in turn will charge you the rental fee. Make sure you understand if you have to pay for the use of the tables. If you have to pay, then make sure your registration fee covers the cost of the tables. One additional item to watch out for is if there is an additional charge for table covers. Again it is the policy of some places to allow use of table covers at no charge and others will charge a fee for the use of table cloths. Make sure you get all of this in writing, just so there will be no question on convention day.

Now that the table question has been settled, find out from the sales manager what else the hall has that can help you put on a super meeting. Is there a separate room that you can use for slide shows and movies? Does the motel/hotel provide you with a public address system that can be used to make announcements during the course of the meeting? Is there a signboard outside the facility that can be used to advertise the convention? Will the sleeping rooms be blocked in one section of the motel/hotel so all those attending the convention will be near to one another? Can the committee set up an information booth in the lobby of the motel/hotel? Can the registration desk be set up outside the display room and will there be enough room at the check in desk so as not to create a mob scene?

As you can see there are many details that must be worked out between the convention committee and the sales department of the convention site. It will be up to your banquet committee to work with the staff of the motel/hotel to obtain the best deal possible on the awards banquet. This is also an area that you must be very careful in. Get in writing everything that you are told you will receive at the banquet. Have a complete understanding between the committee and the banquet manager, do not leave anything to just a verbal agreement--you will come out on the short end if you do!

The main disadvantage that we have in putting on a convention is that we are amateurs dealing with professionals. We are definitely at a disadvantage. However, if you are careful in your dealings and try to get everything put in writing, you should come out even. We will continue this series in the next issue of the LOG.

## Flight Exchange

The FLIGHT EXCHANGE section of the LOG is provided to give you, the Club member, a place to buy, sell and trade your duplicate items and find the material that you have been looking for. Send in your list of wants and disposals, but please keep them short and to the point. Send to: Flight Exchange, 3381 Apple Tree Lane, Erlanger, Ky. 41018.

After you have placed an ad in the FLIGHT EXCHANGE column, please have the courtesy to answer any and all inquires that you receive.

Jerry Soltis, 31 Vern Lane, Buffalo, New York 14227 is looking for a Pan Am travel poster from the 1950's or earlier, preferably of Rio de Janeiro, but other cities are okay too. He will buy or trade.

Larry Myers, 268 Millers Woods Road, Boonville, New York 13309 has for sale EMPIRE AIRLINES pilot wings for \$10 each. He also has the new EMPIRE souvenir pin which is a likeness of Empire Airlines F28 in company colors...also \$10 each.

Paul Ginsburg, 1250 Los Altos, Long Beach, California 90815 (213-433-7938) wants Jr. wings and badges. Will trade or buy. Has large selection of foreign and domestic items. Also has post cards, pins, real wings, stickers, playing cards, etc., to trade for Jr. wings.

Ted Keener, Port Columbus Historical Society, P.O. Box 19813 AMF, Columbus, Ohio 43219 is in need of several models for a display at Port Columbus...Aurora #359, United 737; J&L Vacform Stinson T and U; Hawk C-130A for conversion to Convairliners. Contact Ted and get the wheels rolling.

Daniel C. Wilhoft, Jr., 240 Walton Avenue, South Orange, New Jersey 07079 is looking for current system timetables for New York Air, Catskill, Danbury, Qubecair, Time Air, Bar Harbor, Pilgrim, Mississippi Valley, Burlington Airways, Air Panama, Aviateca, Avianca, Lanica and Thai International Airlines.

Richard J. Neyland, 714 Sierra Street, El Segundo, California 90245 is looking for the following post cards: Garuda DC-9-32, Aeronaves de Mexico DC-9-15 or DC-8-51 (standard size), Olympic 720B and Nigeria Airways 727-200. Can offer a Standard Airways DC-9, Aeromexico DC-9-32, or a number of other rare cards as traders.

Len Wallis, 38 Linlake Drive, St. Catharines, Ontario, Canada L2N 2M3 trading or selling: OAGs 1965 and newer; Bradley HS-748 color prints (large); Interflug IL-18 model unassembled in box; 50th Anniversary Aeroflot prints; CPAir Historical prints; EA, WA, AA, UA, DL, TW playing cards; many recent schedules. WANT: slides, post cards. Also selling AA employee estate. Write and state wants/trades. Call at 1-416-934-8062 after 20:00 EST.

Mike Devor, 4220 Bon Homme Road, Woodland Hills, California 91364 is looking for emergency procedure cards. Needs North Central and Southern very badly. How about some help!

Pat Murphy, 1559 North Emporia, Wichita, Kansas 67214 has for sale set of "Airline Quarterly" (except for Vol. 1 #4) but includes 2 specials--15 issues total for \$35.00; Western and United histories for \$8.00 each; Ford Trimotor manual--\$3.00; Tin Goose history for \$3.00. Postage is included.

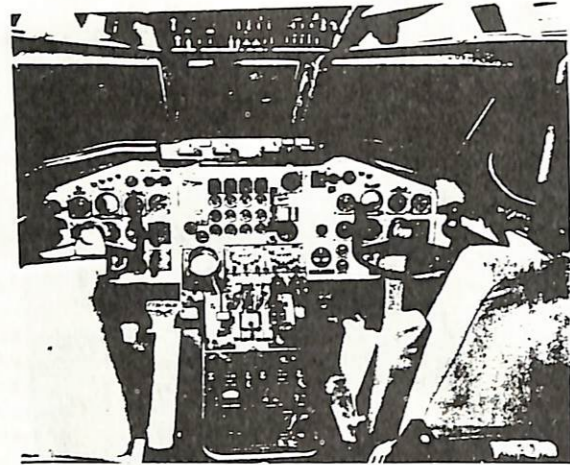
Jack Roderick, 361 Forest Meadows Drive, Medina, Ohio 44256 has the following books for sale: "Delta, the History of an Airline" 1979 503 p., well illustrated. Company sponsored book, good pix, covers NE and C&S histories--\$14.00; Serling's "From the Captain to the Colonel" 1980 535 p. illustrated. History of Eastern Air Lines. Great book--\$10.50. Please add \$1.00 for postage. WANT--Aircraft Profiles from #253 on up.

Don Gillmore, 25190 Mureland, Southfield, Michigan 48034 is looking for anything pertaining to Soviet Aviation. Interested in photos, post cards, books, magazines, etc. Wants both military and civilian in any and all national markings. Don can be contacted at 313-353-0347 if you have a really hot item.

Pierre Langlois, 4471 Rue Glendale, Pierrefonds, Quebec, Canada H9H 2L3, needs the following model kits: 1/144th Convair 880, or small scale Convair 340. Willing to pay top dollar. All inquires answered.

William D. Bourne, 2108 Windport Lane, St. Louis, Missouri 63141 is interested in obtaining any items regarding the history of Ozark Air Lines. Would like to find uniforms, photos, patches, schedules or any other type of memorabilia.

Michael McCasland, 805 Adcock, Monroe, La. 71201, has six PIEDMONT 737 cards to trade for ANY SOUTHERN or TEXAS INTERNATIONAL "Lone Star" post cards.



...from the left hand seat...

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DELETED  
DUE TO PRIVACY  
CONCERNS

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FIRST FOR BAY AREA

On September 19, 1981 the Bay Area Airline Hobby Club held their first convention at the Plaza Inn in Millbrae near the San Francisco Int'l. Airport. There were displays of aviation material and memorabilia that would surprise any airline employee.

From the early 1920's when the airlines were born the history of aviation material began to start flowing from aircraft models, patches, flight crew wings, timetables, schedules, badges, postcards, books and photos. All this and much more filled the convention floor for an enjoyable trade, swap, buy and sell, and general airline talk.

Many airlines participated in the way of door prizes which were given away through raffles held throughout the day. Also participating were the Airline & Airport News, the San Francisco Interline Club, and the United Air Lines Mainliner Store. The carriers who helped make this convention a success were: Aerolineas Argentinas, Aeromexico, Air Cal, PSA, Alaska, American, Braniff, CP Air, Continental, Delta, JAL, Lufthansa, Pan Am, Qantas, Republic, Singapore, Texas Int'l., TWA, United, Western, and World Airways.

With hundreds of visitors and participants in attendance, it looks hopeful that a chapter of the World Airline Hobby Club, which has members throughout the world, will become a reality for the San Francisco-Oakland Bay Area.

For information on the club and plans for future events, please contact: Mr. Thomas Draggas, P.O. Box 3212, San Mateo, California 94403 (Tele: 415-574-8111) or Mr. Howard Grant, P.O. Box 370, Mount Eden, California 94557.

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"WINTER WARMUP"

SUNDAY, FEBRUARY 14, 1982

The Southern Florida Airline Historical Association is holding a winter warmup mini-convention at the PAN AM INTERNATIONAL FLIGHT ACADEMY, 36th STREET, MIAMI INTERNATIONAL AIRPORT, MIAMI, FLORIDA (Across from McDonalds). Trading, selling, displays and slide shows will go on from 10:30 a.m. to 5:00 p.m. A small admission charge will be assessed but tables are free! (Limited, first come, first served.) For early birds our usual Saturday afternoon runway party will be held on the 13th at the parking lot just south of Runways 9L - 12 from 1:00 p.m. till 4:00 p.m. (Northwest corner of airport). Bring your chairs, cameras (and anything else).

Leave the cold, snow and rain behind and enjoy some warm Florida fun!

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OKI Jetliners to Hold Meeting

The OKI Jetliners will hold their first meeting of 1982 at CVG the first Saturday in March. If you would like to attend this meeting, drop a line to Paul Collins, 3381 Apple Tree, Erlanger, Ky. 41018 for additional information. Those that attend the OKI region meetings will receive a notice by mail about the middle of February giving time and location at CVG. All airline memorabilia collectors are welcome to attend.

FLIGHT EXCHANGE (continued)

Herman Lueckenotte, 2150 S. Ingram Mill Road, Apt 718, Springfield, Missouri 65804 needs sales literature, manuals, and other miscellaneous material on the BAC-11 and Fokker-VFV 614. Leads requested.

Bill Willson, 361 Queensbury St., Thousand Oaks, California 91360 wants to buy or trade airline flight crew wings and/or hat badges of any U.S. airline, past or present.

Jerry L. Sussey, 2913 Mossdale Drive, Antioch, Tennessee 37013 has for sale to the highest offer, two Lake Central agents hat badges "CBS" eye type; one earlier Lake Central stewardess lapel pin; two Mohawk gold chips; one Zippo lighter, new, with Allegheny Airline wedge. Jerry is looking for: Mohawk, Lake Central, Allegheny timetables and annual reports, all time periods.

Chris Elberfeld, 716 El Paseo, Ojai, Calif. 93023 is seeking anything pertaining to SAS--especially "SAS" yearbooks (any year) and timetables from the 60's and early 70's in particular. Also interested in KLM timetables of same time period. All letters will be answered.

Bill Demarest, 102 Tall Timbers Road, Glastonbury, Conn. 06033 is looking to buy aircraft emergency cards--any type, any airline, as he doesn't have any duplicates. He is also looking to buy or trade for postcards of the following aircraft (all airline issue): Air Vietnam 707 and 727; Sudflug DC-8-50; Saudia DC-9; Korean DC-9; and Saber Air DC-8-61.

Robert F. Dorr, Enbarsvagen 11, S-181 64 Lidings, Sweden has hundreds of 8 x 10 B&W glossy photos of commercial airliners from the 1930's to the present. Would like to dispose of these at no cost, or in exchange for military aviation material. In lieu of stamped, self-addressed envelope, please send check for \$1.50 for complete list. (NOTE: Mr. Dorr is not a member of the WAMC)

Richard N. Warren, P.O. Box 186 Three Rivers, California 93271-0186 has for sale a 1930's issued booklet/portfolio by United Air Lines containing 14 black and white glossy 8 x 10's of the DC-3, DST and DC-3 "Club" style interior aircraft. This portfolio is now quite rare and I would be interested in receiving an offer for this fine collection of photos. Please drop me a line if you are interested. (NOTE: Mr. Warren is not a member of the WAHC)

Celso L. S. Gomes Filho, Caixa Postal 680 Fortaleza - CE CEP. 60000, Brasil has 1/100 scale airline models for sale only. These are travel agent display models manufactured in Brazil. Models made by A. W. Vogelaar and are beautifully painted with display stands. Available are: Varig 747-200; Transbrasil, Varig, Cruzeiro and Pluna 727-100; Vasp, Aerolineas Argentinas and Lloyd Aereo Boliviano 727-200; Vargi 707-320; Varig Caravelle I; Aerolineas Argentinas 737-200; Varig and Cruzeiro A-300B4; Varig DC-10-30 and an Aero Peru L-1011-1. For additional information on these beautiful models, write to Mr. Filho at the address above.

FLIGHT EXCHANGE FLIGHT EXCHANGE FLIGHT EXCHANGE FLIGHT EXCHANGE FLIGHT EXCHANGE FLIGHT EXCHANGE

Kenneth L. Morris, 408 Dalmas Avenue, Glenolden, Penn. 19036 is looking for a source that sells wall plaques of insignia for TWA, Delta, American, Eastern and Pan American Airlines. If anyone knows of a company that makes such items, please drop Ken a line.

Michael Lucero, PSC NO. 1, Box 1818, Scott AFB, Illinois 62225 would like to hear from anyone knowing anything about former McCullough Int'l Air of Long Beach. Searching for anyone or a former employee that would have any type of picture or pamphlet on this airline. Will pay to have picture copied and pamphlets xeroxed and postage. Can anyone please help me? All letters will be answered.

Gilbert Guinard, 4660 de Bellechasse, Montreal, Quebec, Canada H1t 1Z3 would like to receive information about the old COLONIAL AIRWAYS that was making the New York-Montreal run in the early 1950's. Gilbert promises to answer all letters.

Dennis E. Claus, 2404 N.E. 52nd Terrace, Kansas City, Missouri 64118 is looking for the following models: Hawk's Viscount in Continental, Capital or United colors; Entex SAS DC-9 1/100 scale; and Aurora Hughes Airwest DC-9 (Kit #386). Please state price and condition in first letter.

Werner Hartman, 4793 Le Roy Street, San Bernardino, California 92404 has duplicate slide material of many out-of-date subjects. Items include Continental 707's, Trans Texas Convairs, United DC-8's, and many others no longer in operation with out-dated colors. All color slides. Sent on approval basis. All letters will be answered. Also have large selection of original military aircraft slides available.

Rick Aranha, 7720 S.W. 17th Street, Miami, Florida 33155 has for sale over 100 books on commercial aircraft and airlines. Send SASE for list. Rick would be interested in buying or trading for ANYTHING from his favorite airline--BAHAMAS AIRWAYS.

Harry Armstrong, 1480 Fay Road, lot 138, Holly, Loveland, Ohio 45140 is looking for a copy of the Boeing 747-100 or 747-200 AFM/Op Manual. Anyone having an extra copy is asked to drop Harry a line, he is really desiring to obtain a copy of this Flight Manual.

Bob Keller, 7131 Kermore Lane, Stanton, California 90680, has copies of the KIT COLLECTORS PRICING GUIDE--1981, written by Bob, available for \$10.00 each plus \$1.50 postage and handling. KCPG-1981 is 119 pages long, with over 130 box top photos, and chapters on how to manage and enjoy your collection. The most up-to-date and accurate kit pricing guide available today. It covers ALL modeling subject areas.

Wendell Murphy, 1059 S. Broadway, Lexington, Kentucky is looking for a 1950's era, Captain Eddie Rickenbacker's portrait that hung on all Eastern Air Lines station office walls. Also any airline uniform buttons, wings or hat badges.

Henry Tenby, 1226 W. 27th Avenue, Vancouver, British Columbia, Canada V6H 2B9 has a Plasticart 1/100 scale TU-134 in Aeroflot and an Airfix 707 in British Airways, 1/144 in European Boxart and wishes to trade for Airfix Vanguard or for Hawk or Frog Viscount. He is also looking for original slides of old colors of most major airlines, especially TWA, United and Western. I would be interested in exchanging with correspondants world wide also. All letters will be answered!

Alex McPhee, 11722 Kingsbridge Drive, Richmond, British Columbia, Canada V7A 4S1, has desk model of Grumman F7F Tigercat and needs Grumman Gulfstream 1 turbo-prop. For anyone interested in trading, please write or call me at 604-274-6205.

Burris DeBenning, 4235 Kingfisher Road, Calabasas, California 91302 is looking for a pair of wings from BRANIFF INTERNATIONAL and AIR NEW ZEALAND. If you have an extra of either item, please drop me a line. Burris is also looking for some Piedmont schedules that he will trade for.

Mort Munson, P.O. Box 1130, Union, Washington 98592 is looking for movies of prop airliners that can be put on VHS. He is interested in movies, sales promotions or whatever you might have available. He promises to answer all letters.

Steve Thomson, 3299 Victoria Street, Oakville, Ontario, Canada L6L 5T5, a new Club member, is interested in trading color photographs of commercial aircraft. He is interested in any DC-9-10 and 9-80 plus DC-9 freighters and any non-North American DC-9s. Steve also has an interest in DC-8s series 10 through 50, and several other types of aircraft. Drop Steve a line and let him know what you are interested in.

Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018 has safety instruction cards for the Super VC10 of British Airways for trade. This is an 8" x 11 1/2" plastic card. Will trade for other safety instruction cards for the Club collection. As you know this type aircraft is no longer in service with British Airways. Write and let me know what you have. I am still looking for a GULF AIR flight bag. Has anyone ever seen one? Please advise. Although not an airline item, I am looking for anything and everything having to do with the F-4 Phantom. This is a special project I am working on. If you have anything you wish to sell or trade, please drop me a line.

Steven Thomson 769  
3299 Victoria Street  
Oakville, Ontario  
Canada L6L 5T5  
A

Brian Worthington 777  
P.O. Box 848  
314 Braemar Place  
Corunna, Ontario  
Canada NON 1G0  
Collector

Hugh T. Coates 782  
394 Ainslie Street  
Winnipeg, Manitoba  
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Collector

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John and Maureen Woods 620  
16 Naseby, Hanworth, Bracknell  
Berks. RG12 4HD  
England

A-C-D-E-F-G-H-I  
Anything to do with the DC-3

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158 Boundary Road  
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England  
D-I (In-flight literature)

Vernon Cooper 622  
25 Albert Road  
Horley, Surrey RH6 7HP  
England  
D

Stephen Tandy 623  
Kaiser Strasse 38  
4000 Dusseldorf 30  
West Germany  
A-C-D (Trade A-D)

David Wilson 624  
9 Gossops Drive  
Gossops Green, Crawley  
West Sussex RH11 8HA  
England  
D

Michael E. Daves 625  
129 Forest Drive  
Lytham St. Annes  
Lancashire FY8 4PS  
England  
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Trade E-H UK airlines only

Ingo Gerdes 626  
Katrepeler Strasse 39  
D-2800 Bremen 1  
West Germany  
All classifications

Change of addresses and listing  
up-dates will appear in the 1982  
Official Club Roster. Please be  
sure to send in any change of  
address you might have.

Celso L. S. Gomes Filho 700  
Caixa Postal 680  
Fortaleza, CE CEP 60000  
A-C-D-F-G BRASIL  
TRANSBRASIL Flight Officer

Evan Gordon 766  
508 L'ttironelle  
157 Relly Street  
Sunnyside, Pretoria  
Rep. of South Africa 0002  
All classifications  
16 years old

Nelson Olivero 788  
4 Avenida 16-76 Zona 10  
Guatemala, Guatemala  
Central America  
A (Photos) - C-D-E-H-I

1981 Renewals

Jeff Matera 127  
110 S. Juanita #5  
Redondo Beach, Calif. 90277  
B-C-D-E-F

Timothy L. Parks 283  
2058 Rainbow Road  
Lexington, Kentucky 40503  
A-B-C-D-E-F-H

1982 RENEWALS

I would like to thank all members that have sent in their 1982 Club membership renewals. I would like to impress upon those of you that have not sent in your renewals that this will be the LAST issue of the LOG that you will be receiving unless you get your check/money order in by the 28th of February. The notice enclosed with this issue of the LOG will be the only notice that you will receive telling you that your 1982 membership fee is due. Please take the time right now and send in your check--before it gets lost and you forget about it. It is only through your membership fees that we are able to bring the LOG to you. We need the support of each and every one of you to continue the work we are doing.

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Redden Archives  
"The Bus Spot"  
18 Lambert Avenue  
Lynn, Mass. 01902

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- How to Tell if a Dealer has reasonable prices
- Why Prices of Certain Cards Skyrocket
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For your copy of the 1982 edition of the POSTCARD COLLECTOR send \$8.00 to:

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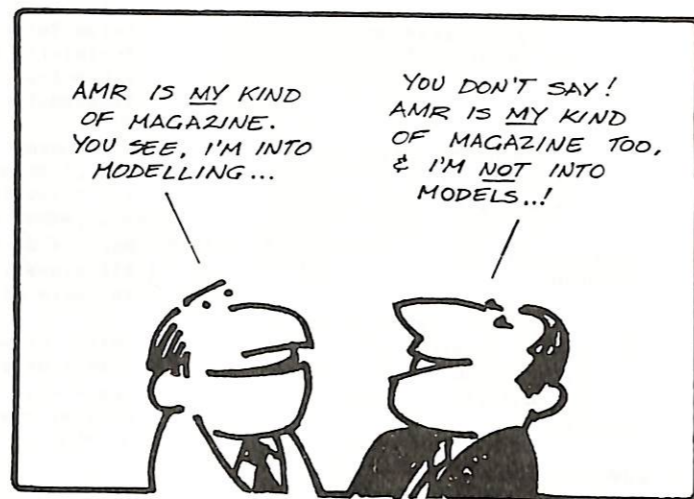
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4449 Goodfellow Drive  
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Tele: 214-353-0540  
214-352-2212

\*\*\*\*\*

There still remains a few copies of Mr. Cearley's first airline history book about Braniff Int'l. "Braniff-With a Dash of Color and a Touch of Elegance" is available from the author for \$15. The price of this book, plus the new one includes postage. Don't get left out, order both books now!



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AERO GRAPHICS

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

FLIGHT LINE NEWS

He's back! Dick Hurley is back in the publishing business with some new editions of FLIGHT LINE NEWS. After being in limbo for several years Dick is back putting out a super airline magazine.

The new series of magazines can be subscribed to by writing Dick at: Flight Line News, P.O. Box 17341, Dulles Int'l Airport, Washington, D.C. 20041. Price will be \$12.00 U.S./Canada/Mexico and \$16.00 for all other destinations. Write Dick now and start receiving these super mags.

AVIATION POSTCARD COLLECTOR

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

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

The quarterly magazine sells for \$1.00 (or \$2.50 U.S.). Write: Fred Hems, 74 St. Leonards Gardens, Heston, Hounslow, Middlesex TW5 9DH, England

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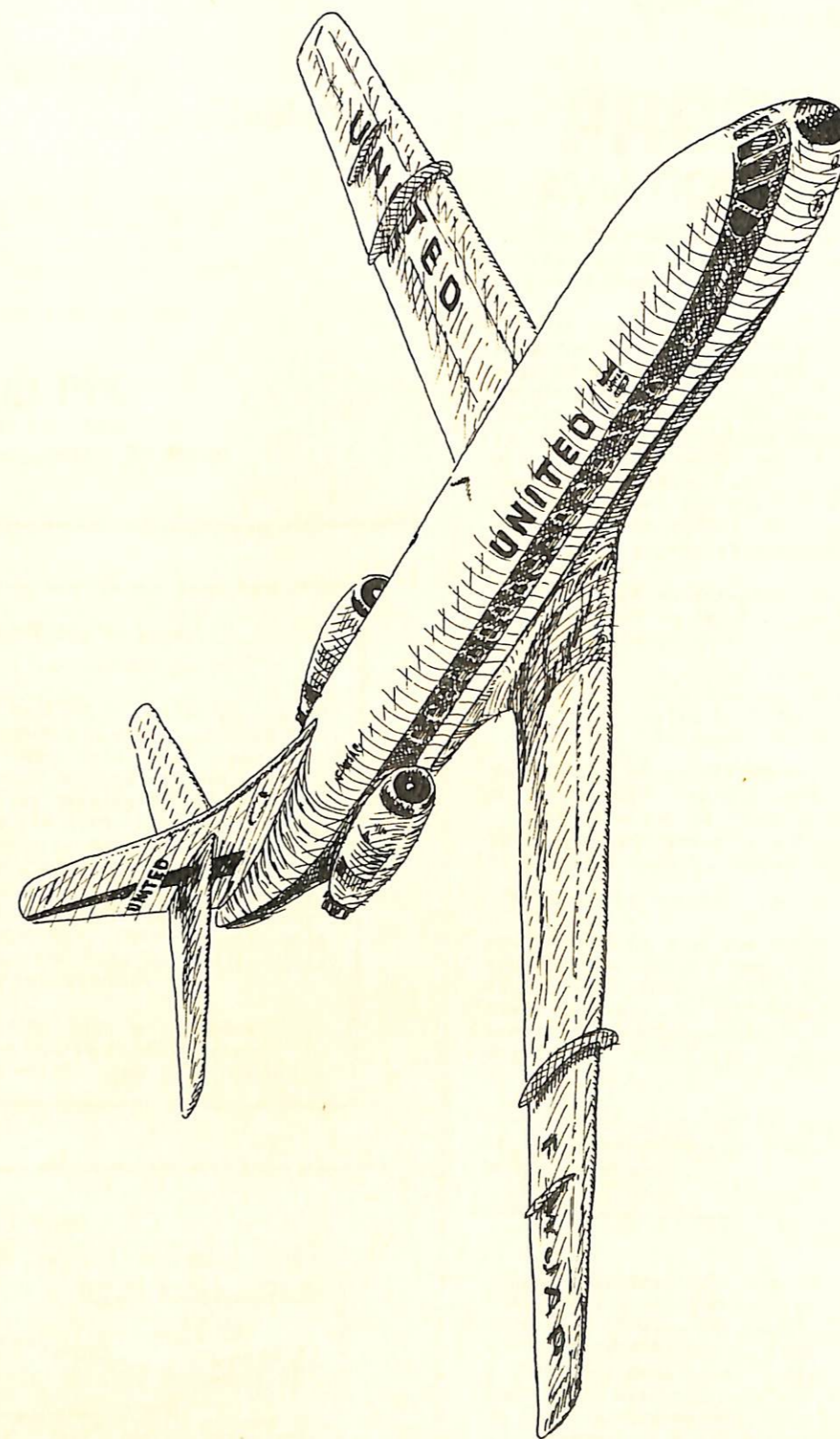
The Society's main interest is the current events of today's aviation plus publishing aircraft monographs as well as Civil Aircraft Registers of various countries. Current membership fee is £4.50 U.K. per year and includes 12 issues of the Society's publication, "Aviation News and Review" which features route updates, JP updates, bizjet updates and page after page of useful information. The Society also sponsors various trips. Quite a number of airport movements are also listed. Sample copy is available for \$1.00 from address listed below.

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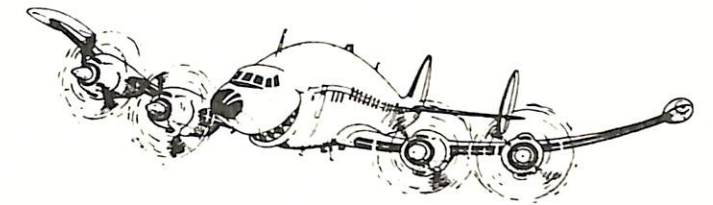
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To start your subscription to this fine magazine, send check or money order in the amount of \$19.00 to cover cost of magazine and postage to:

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Back issues of PROPLINER are available from Joe for \$4.00 each. Sample issue, if your interested, is available for \$4.50 which includes postage. If you buy one issue of this publication, you will surely want each and every copy. Subscribe today!

(Make checks and M.O. payable to J. J. Daileda.)

Mr. Daileda is also the agent for MANCHE POSTCARDS from Brazil. MANCHE has just come out with about 16 new cards that are just beautiful. Several examples: LanChile 737, Pluna 737, Faucett 727, Lineas Aeras Paraguayas Electra, Loide Aereo DC-6, 4 different Bandeirante types and a very attractive Varig Electra.

When writing to Joe about PROPLINER, inquire about his stock and prices on MANCHE POSTCARDS. You'll be glad you did!

AVIATION WORLD, INC., P.O. Box 188, Bethel, Ct. 06801, has available for the postcard collector Volumes 3 (Boeing 707) and Volume 4 (Boeing 727) of THE INTERNATIONAL AIRLINE POSTCARD CATALOG, a reference work of all known postcards of that particular aircraft. Price: (including postage) \$6.50 (U.S. and Canada) \$7.50 all others, for each volume. Also ask about our postcard list.

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737 UAL	DC-3 UAL, PEN, CAP
727-200 UAL & AAL	FORD TRI-MOTOR UAL & AAL
720 UAL	ELECTRA II AAL
707-120 AAL	CONSTELLATION CAP
377 STRATOCRUISER UAL	STINSON TRI-MOTOR PEN
247 BOEING UAL	SWALLOW UAL
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NOTE from Paul Collins, WAHC President.

I recently received copies of the prints advertised above. For a buck (\$1.00) each, they are a steal! I would highly recommend that you purchase a group of ten for \$10 plus \$3 shipping. They would make super gifts for anyone interested in aviation.