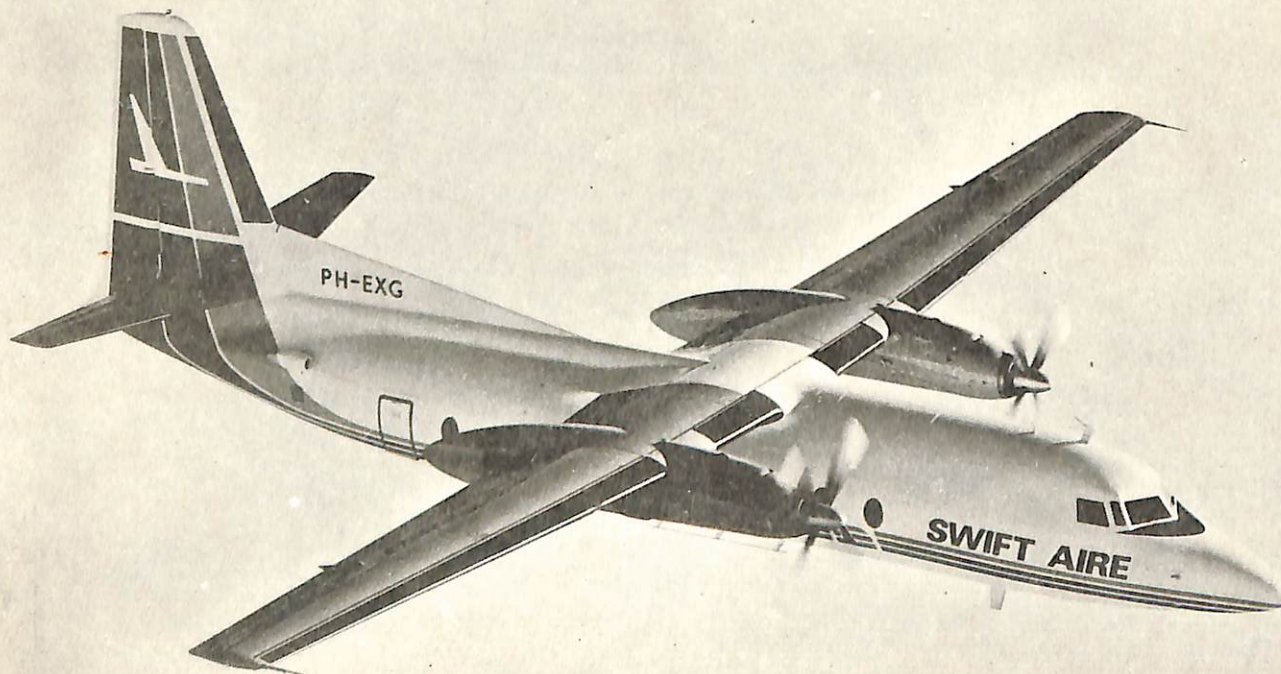
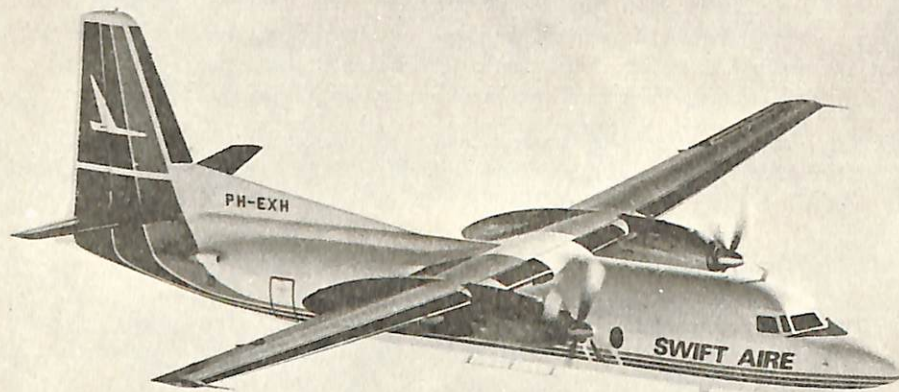


# CAPTAIN'S LOG

*Spring 1982*







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CHANGE OF ADDRESS:

Please report any change of address promptly to the WAHC President. Improper address will result in your not receiving a copy of the CAPTAIN'S LOG; third class postage rate does not allow for forwarding. If it is necessary to send an additional 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 all 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, 3381 Apple Tree Lane, Erlanger, KY 41018.



3381 APPLE TREE LANE, ERLANGER, KENTUCKY 41018

March 22, 1982

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Dear World Airline Hobby Club Member:

Back in 1974, when I first conceived the idea of the WAHC, I established several goals that I wanted the Club to reach. The first, of course, was to establish the Club and reach out to those interested in the collecting of airline memorabilia. I think that we have partially reached this goal. The second goal was to establish a yearly convention where those of a like interest could get together and enjoy each others company and have a good time engaging in the hobby. I believe that the convention held this past year in Miami has made that goal a reality. The convention this year in California will certainly confirm this feeling. The final goal was to make the Club magazine, the CAPTAIN'S LOG, a magazine of "newsstand" quality. This goal has not been reached as yet and this is the reason that I am writing to you at this time.

When I first started the Club and published the LOG, I was the only one writing the articles. Over the next several years, I was able to obtain the assistance of several interested people that became "staff" members. When Gary Dolzall became Editor, in 1981, he added several additional writers to the original staff. Today I believe we have an excellent group of people writing articles for the LOG.

While I believe those on the staff have been doing a very good job, I feel that they could do better. To give them that little "extra incentive", I would like to see the LOG become more like several of the good airline magazines that have been on the market. I am sure a lot of you remember Airliner's International and Airline Quarterly, both excellent publications, but sadly, no longer being published. Currently, I feel that Propliner is the best example of an airline magazine available to the airline enthusiast. Both Gary and I would like to see the LOG equal or better the quality of Propliner. To do this, we will need your help.

To improve the format of the LOG, the way we would like it to be, will take additional capital in excess of that which we are receiving in membership fees. To improve the format, advertise in other publications to promote the Club, and have additional money to pay for possible legal and other fees, we will have to go to you, the Club member, for help.



One of the ways that Gary and I have talked about is the offering of "life" memberships to those interested in investing in the Club and the LOG. Another method is to get various airline orientated companies to invest in the Club. I think that a combination of both will be necessary to obtain the financing we need to obtain the goal that I set back in 1974.

I would like to make the following offer to you, the Club member, to help at this time. I would like to see 20 or more members/companies, invest \$300.00 in the Club for a 24 month period. You notice I say invest, not give or donate to the Club. I firmly believe that within this two year time period we can reach the goal I set in 1974, and return to you your investment. With your investment, you will become a "life" member of the Club. Of course, if you wish, you can leave your money in the Club, with the option to have it returned to you whenever you wish after 24 months. This will be up to you. I know that money at the present time is hard for some of us to come by. I also know that a number of you are in a position to help us reach the goal I set back eight years ago. I want to hear from you on this proposal.

The World Airline Hobby Club has come a long way in the seven years we have operated. We can go a lot further in the next seven years with the help of each and every Club member. If you can't invest the amount of money mentioned above, you can promote the Club at every opportunity that you have and obtain new Club members. The time has come to decide if we will continue to grow at the pace we have been or to go "all out" and really start signing up new members--by advertising in other publications and by promoting the Club at every opportunity. To do this, advertise and promote, it will take money and a professional looking LOG to attract new members and interest those in the airline business. It's up to you, the World Airline Hobby Club members, to choose the direction that we will take.

I would like to hear from any member that is interested in becoming a life member of the Club and investing \$300.00 in the future of the WAHC. Write to Paul Collins, President, World Airline Hobby Club, 3381 Apple Tree Lane, Erlanger, Kentucky 41018. I will be happy to answer any questions that you might have.

Best regards,

*Paul F Collins*

Paul F. Collins  
President  
World Airline Hobby Club



Above: Qantas Armstrong Whitworth FK-8 G-AUDE was a member of the original Qantas air mail fleet of 1922. Joop Gerritsma details the story of Qantas beginning on page 12 of this issue of the CAPTAIN'S LOG. Photo: Qantas.

# Spring 1982

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Cover photo: Swift Aire of California was the first U. S. carrier to receive Fokker F.27 aircraft. PH-EXG and PH-EXH Series 600 aircraft are seen on a test flight over Holland. Photo: Fokker.





Left: Republic DC-9 N960N is away from its position "at the gate" at Milwaukee (MKE) and is headed for Runway 19R for its take-off. Photo: Gary Dolzall.

## At the gate

THIS ISSUE I have the pleasure of passing along some excellent news about several matters. First, effective with this issue we welcome a new contributing editor, Richard Koran. Dick is an American Airlines captain, and he is now our wings editor, too. I know that a lot of you are interested in wings, badges, et. al., so be certain to read the first installment of 'Wings & Things' in this issue.

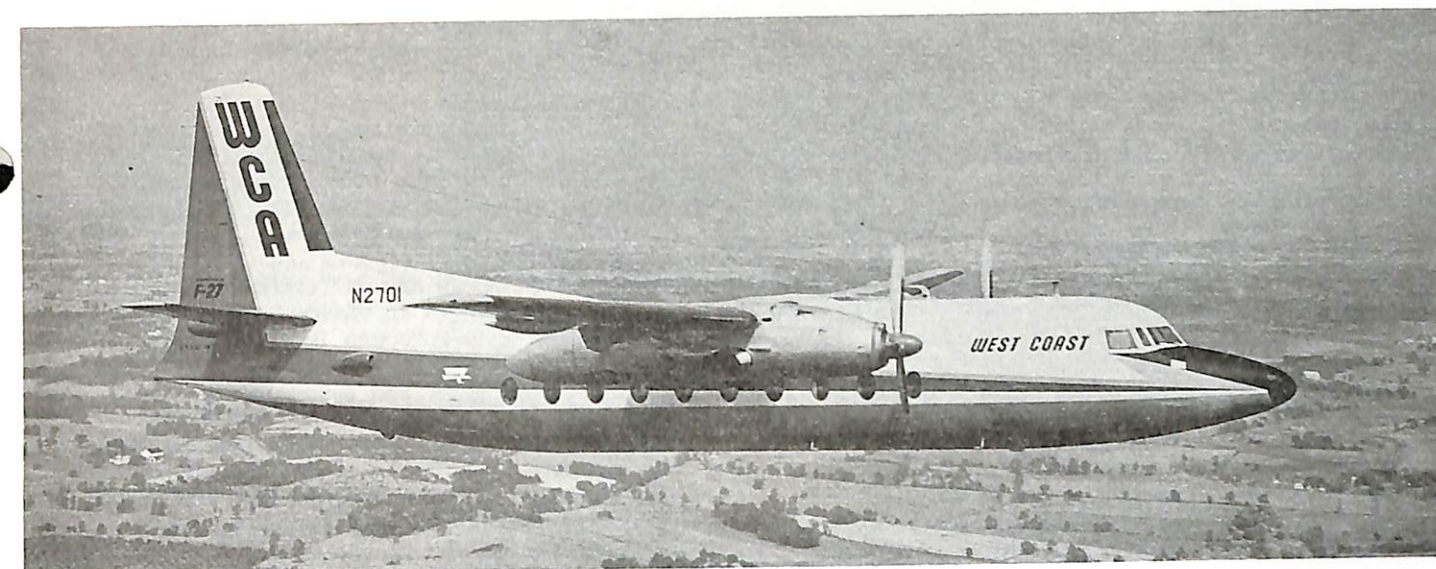
Second, I'd like to make a few comments about our future plans for the CAPTAIN'S LOG. The WAHC is experiencing a solid membership growth, and we are hopeful that this growth can be further spurred by continued improvement of the LOG. We've made some important strides already, but more importantly, we plan to upgrade the LOG significantly within the year of 1982. We plan to provide you with magazine of high-quality reproduction and content. And we ask your help. How? Well, of course, I'm always pleased to hear from potential contributors (of articles or photographs). But each and every member can help us by passing the word about the WAHC and the CAPTAIN'S LOG. If you know of someone interested in commercial aviation, tell them about the WAHC and the CAPTAIN'S LOG. Give them the club's address and have them join us, or write for additional information. Word of mouth is a strong promotional vehicle, so please do your part to make the WAHC grow. With membership growth, each and every one of us will benefit.

Last issue I mentioned that we might be changing the publishing schedule of the LOG slightly, and this will become fact. Beginning with the next issue (Summer 1982) we will be moving the publication dates of the LOG up one month from our current mailing schedule listed on page 2. That means the next issue of the LOG will be mailed approximately May 15, and (post office willing) will arrive before the International Convention. In particular for those of you planning to attend the convention, we think you'll find the Summer '82 issue interesting and useful.

And that brings me to my final point; now is the time to make your plans to attend the Airliners International 1982 Convention. Mark the dates on your calendar, June 24-26, 1982. And call Delta or American or Republic or whatever your choice of airline, and make your travel reservations. Convention Chairman Terry Waddington has put together a superb package for all of us, and I'm certain you'll find the experience of 'LA in 82' a great one.

*Gary Dolzall*

GARY DOLZALL, EDITOR



Above: West Coast Airlines was the world's first F.27/F-27 operator, placing its first aircraft in service in 1958. N2701 is Fairchild's first production aircraft. Fairchild photo.

## A Success Story - The Fokker Friendship

JOOP GERRITSMA

IN PRODUCTION since 1956 with nearly 750 sold world-wide, the Fokker F.27 Friendship and its licence-built versions, the Fairchild F-27/FH-227, have become the western world's best-selling prop-jet airliner, the best-selling western European airliner ever, and the only post-World War II non-American airliner built under licence in the U. S. And although Fairchild halted production in 1968 after 207 aircraft had been built, Fokker is still building two aircraft a month and expects to keep building the F.27 until the better part of this decade is ended.

Continuous improvements over the years have kept the F.27 in the forefront and many airlines have re-evaluated the economics of the aircraft against that of other propeller aircraft and even small pure jets. The F.27 has in recent years even seen a renaissance in the U.S., with several airlines buying new (Swift Aire, Golden Gate, Mississippi Valley), or second hand (Pilgrim) aircraft.

Fokker, of course, had been a major builder of airline aircraft in the 1920's and early 1930's, when aircraft like the F.III, and single-engined and tri-motor F-VII's were built in seven European countries and the U.S., while the F.10, Universal, and Super Universal were in widespread use in the U.S., Canada, and Japan. The F.10/F.10A series was in service with airlines like Western Air Express, Transcontinental

and Western (TWA), Pan American, and American Airlines. It was therefore not surprising that after World War II, a restructured Fokker Aircraft looked at the airliner market to make a comeback. "Fokker will span the world again" read the slogan in advertisements in aviation magazines and newspapers. That prediction (or was it only a feeble hope) has become a reality. Fokker is in the world market to stay, and the F.27 Friendship started it all.

### DEVELOPMENT STARTS

Development of the F.27 started as a DC-3 replacement in 1950. Previous to that, Fokker had surveyed all European airlines operating the DC-3 about their requirements for a modern replacement. The result of this survey was Project 275, a shoulder-wing aircraft with two Rolls Royce R.Da-3 propjets and carrying 28 to 32 passengers. P.275 looked much like the pre-World War II piston-engined F.24 for 24 to 36 (in high density configuration) passengers. Four of these aircraft were under construction for KLM Royal Dutch Airlines in 1940 and Fokker had aimed the type at replacing the DC-2 and DC-3. But World War II decided otherwise. The F.24 died and the rest is history.

Fokker had chosen the short-haul and feeder line market to make its comeback, because the Americans already had a firm grip on the long-haul market (DC-6, Constella-



tion) and the medium haul market (Convair 240, Martin 202), with the British Vickers Viscount coming up strong too in the latter market. That left the short-haul market, in which about 1000 DC-3's were still in service in 1950, with airlines around the world, not to mention air forces.

Construction of two flying and two non-flying prototypes, financed by the Dutch Institute for Aircraft Development, began in 1953. The first of these, PH-NIV, c/n 10101, made its maiden flight from Schiphol Airport, Amsterdam, on November 24, 1955. While this 28-passenger prototype was still under construction, Fokker decided to stretch the F.27 by three feet to accommodate 36 to 40 passengers and the second prototype, PH-NVF, c/n 10102, was built with the longer fuselage, making its first flight January 31, 1957.

Early in the development program, the Fairchild Engine and Airplane Corp. had become interested in the F.27 and a licence agreement with Fokker was signed in 1956, under which Fairchild was to build the F.27 for North, Central, and South America, except Brazil, where Fokker had its own plant at the time. (For Fairchild F-27 development see later).

Fokker received orders for 14 aircraft in 1956, and production was begun. Trans-Australia Airlines signed for six on March 9; Braathens SAFE of Norway ordered two on June 26, Aer Lingus of Ireland placed an order for five the following day, and one was ordered by the Philippine Air Force as a VIP aircraft later that year. First deliveries took place on November 19, 1958 to Aer Lingus (EI-AKA and EI-AKB, c/n 10105/6). Braathens received its first on December 20 1958, TAA on April 6, 1959, and the Philippine Air Force as 59-0259 "The President" on September 2, 1959. Fokker sold 15 more Friendships--in 1957, but as the aircraft had been named--in 1957, but only eight were sold in the following year and continued production of the aircraft was in serious jeopardy. But in 1959 the order book began to swell again, and Fokker has never looked back. Of the total of nearly 750 Friendships sold, 206 were sold and built by Fairchild, the remainder by Fokker.

#### A CLOSER LOOK

The F.27 was built with versatility in mind and this remains one of the strongest selling points. The aircraft is not only suitable to operate from modern, well-equipped airports, but can just as easily operate out of primitive strips. And for real rough surfaces, Fokker can deliver the F.27 with a special rough-field undercarriage as a customer option. Large hatches in the fuselage and wings and large engine nacelle panels make for easy accessibility and maintenance, even on remote airstrips with few facilities. In addition, Fokker maintains a 24-hour spare part supply service, and will send out personnel to repair damaged aircraft on location. In one case several years ago, a Fokker party nearly rebuilt a Burma Airways F.27 that had crashed and

broken its back, among other serious damage to the fuselage.

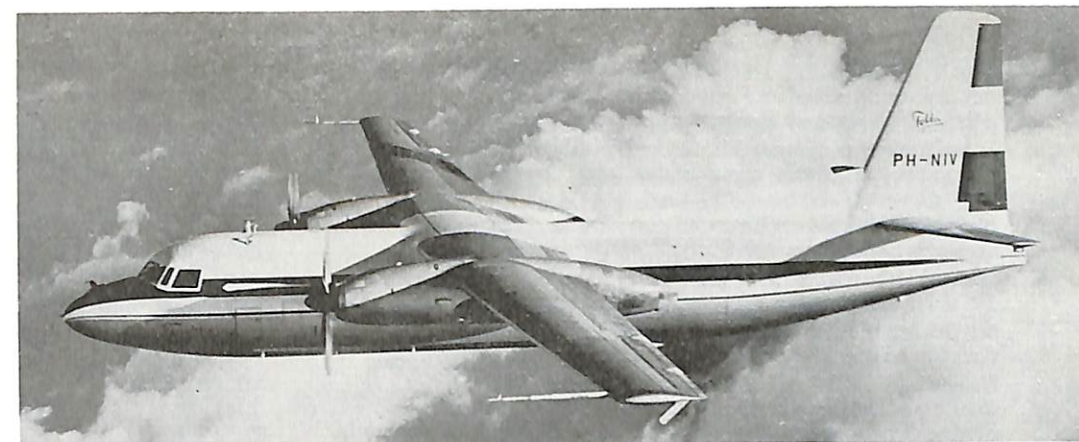
Independent development and improvement of the basic design by Fokker and Fairchild led to aircraft that look similar outside, but have major differences. For one thing, Fokker F.27's are built on metric gauge and Fairchild aircraft on American-Imperial gauge. Then there are differences in equipment installed and in various systems. Fokker uses mainly European (mostly British) equipment and systems, while Fairchild used American equipment and systems. The result is that Fokker parts will not fit a Fairchild aircraft, and visa versa. Crews checked out on one aircraft cannot fly the other without additional training and a new check-ride, as THY Turkish Airlines found out when it operated both the Fokker F.27 and the Fairchild F-27 at the same time. The continued production of the Fokker aircraft has made it decidedly more desirable in the second-hand market, as parts are easily obtainable.

The F.27 fuselage is of semi-monocoque construction and the wing is built as a cantilever torsion cell with two spars and stressed skin and stringers. Each wing consists of a center section with non-detachable engine nacelles, and detachable outer-wing panels containing integral fuel cells. In addition, two pylon tanks can be hung under the outer wings to increase maximum range, and Fokker has frequently used this feature to ferry aircraft over long distances on demonstration and delivery flights. However, only a few aircraft have these pylon tanks installed as permanent equipment. The aircraft owned by Caltex as a VIP transport, and the Philippine Air Force machines are among those. Indonesian Air Force cargo F.27's also have the long-range pylon tanks. The fuel cells in the wings feed only the engine on their own side, but cross-feeding in an emergency is possible. Standard installation for refueling is from the top of the wing by gravity, but pressure refueling points in the rear of the engine nacelles can be installed as a customer option. Many of the latest Friendships are now equipped with one-point refueling through the starboard nacelle as standard.

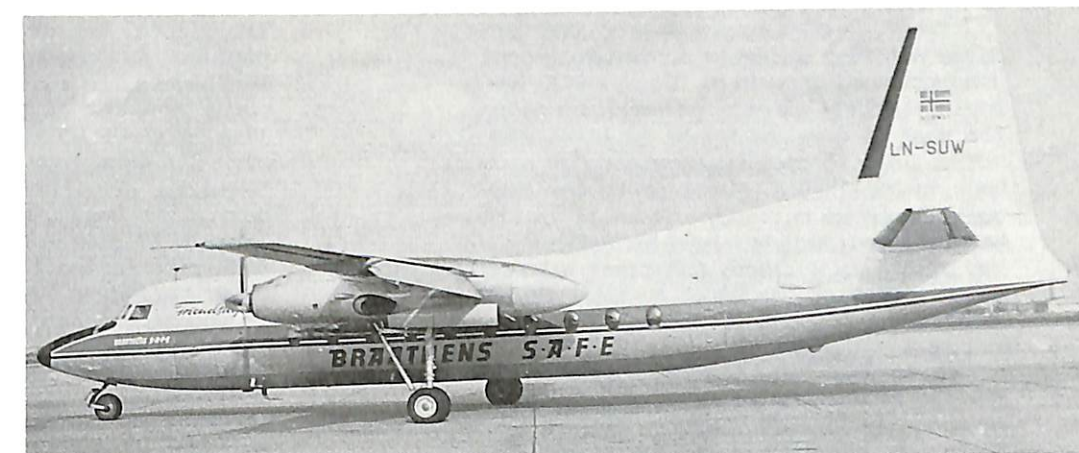
In designing the F.27, Fokker chose the high-wing layout because it allows a continuous floor for easy loading of large items. It also does away with expensive ground equipment. Fairchild aircraft even have an integral steps in the passenger door on the port side. Passengers soon come to appreciate this high-wing layout for the unequalled view of the terrain below.

The F.27 is quite unique in several aspects. To begin with, Fokker developed a system of metal-to-metal bonding for some primary structures, instead of using the more conventional rivetting. It was calculated that bonding saved about 15% of the empty structural weight without loss of strength. Glass fibre structures are also used extensively in the aircraft. Glass

Taking a test flight above the clouds is the short-fuselage F.27 prototype, PH-NIV. Fokker photo.



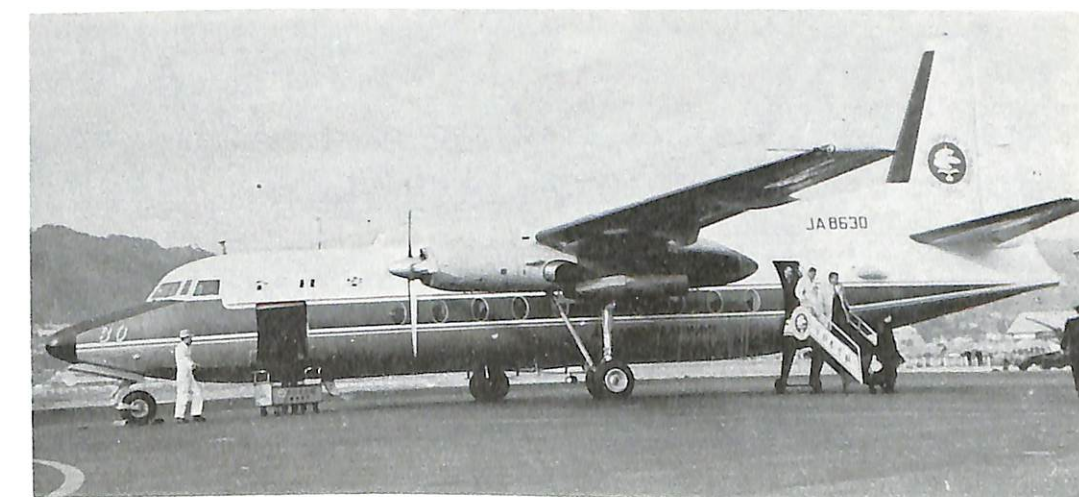
An early F.27 operator was Braathens SAFE of Norway. Series 100 LN-SUW is taxiing out at Rotterdam, Holland in March 1966. Joop Gerritsma photo.



First carrier to place an order for the F.27 was Australia's TAA. VH-TFL, the "William Lawson," is a Series 200 aircraft at rest at Melbourne in 1965. Gerritsma collection.



Japan's All Nippon Airlines operated a large fleet of F.27 Series 200 aircraft. JA-8630 carries c/n 10252. Gerritsma collection.





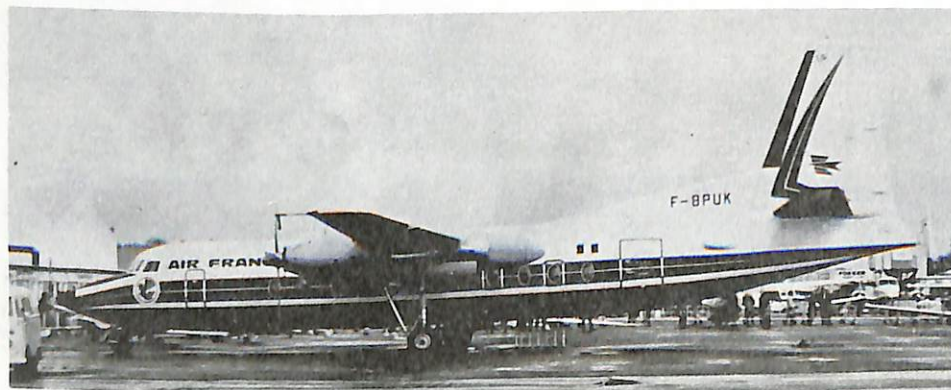
fibre components include the nose cone, entire wing leading edge, the trailing edge of the wing center section, the fairings between the wings and the fuselage, the ends of the engine nacelles, the leading edges of horizontal and vertical tailplanes and the undercarriage doors. For undercarriage retraction, Fokker chose a pneumatic system rather than the then-commonly used hydraulic system. Pneumatics had never been used in the aircraft industry for an aircraft of the F.27's size, although it had been tried on smaller aircraft. Advantages are a quicker retraction of the wheels in case one engine fails on take-off, and because no fluids are used, it is clean, light, and fireproof.

The F.27 also became one of the first large aircraft built by an international consortium of companies. Today, with even Boeing seeking foreign partners to share the risk of developing and building new aircraft, this is nothing special, but it was back in the 1950's. Major parts for the F.27 continue to be built by companies in France, Belgium, and Germany, besides Fokker's own two plants in Holland. But final assembly and test-flying continues to take place at Amsterdam.

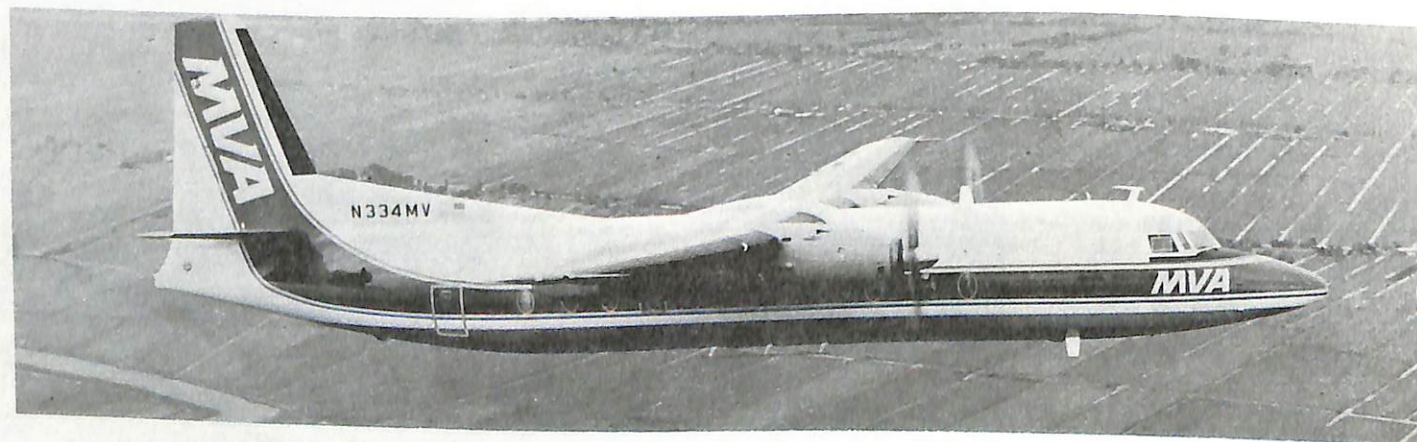
Fokker had rejected the piston engine for the F.27 as being too heavy for the power it developed. The pure jet had not advanced enough yet to be economical on short stages. That left the propjet and Fokker chose the Rolls Royce Dart for a variety of reasons. First, the engine was in world-wide operation and had proven to

be reliable. Then there was its compatibility with the engine in the Vickers Viscount, and also, Rolls Royce was willing to modify the Dart to suit Fokker's requirements. The major modifications wanted by Fokker was a lowering of the gear ratio to allow for the larger props on the F.27. In selecting the Dart, Fokker hoped that many airlines operating the Viscount on medium-haul services would select the F.27 for their short-haul operations, and for low-traffic periods on medium-haul routes. And there were several major airlines that did just that. Aer Lingus, Trans Australia, THY Turkish Airlines, and NAC of New Zealand (now Air New Zealand) were among them.

Normal crew complement for the F.27 is two pilots, but provisions for a flight engineer can be made as a customer option. Passengers are seated four abreast, with an extra seat for a flight attendant. During the life of the F.27 the maximum passenger capacity has gone from 32 in the prototype to 56 in the stretched Series 500 and FH-227. During the years, several airlines with large F.27 fleets have replaced their older, high-time Series 100 and 200 aircraft with newer versions. The older aircraft were put on the second-hand market where they were eagerly snapped up by smaller airlines, proving formidable competition for Fokker in its efforts to sell new aircraft. But so desirable is the F.27 on the second-hand market that Fokker has also taken many older models back in trade for newer ones, or for its F.28 twinjet, and after refurbishing had no trouble at all selling them.



Left: Air France "Postale de Nuit" night air mail F.27 Series 500 F-BPUK sits at Hanover, W. Germany in April 1970 on a Fokker demonstration tour. Below: Short-lived F.27 operator in the U.S. was Mississippi Valley. Air France photo, Joop Gerritsma; MVA photo, Fokker.



#### FAIRCHILD F-27/FH-227

As early as 1952, the Fairchild Engine and Airplane Corp. of Hagerstown, Md., had shown great interest in the F.27. It considered the aircraft ideal as a replacement for the many DC-3's still in service with the local-service airlines in the U. S. As a result, Fokker and Fairchild signed the licence agreement of April 1956 under which Fairchild would build the F.27 for the Americas, as discussed earlier. Initial expectations seemed justified when Fairchild quickly received orders for four aircraft from West Coast Airlines, three from Bonanza Airlines, and seven from Piedmont Airlines. In all, Fairchild sold 22 F-27's in 1956 and 23 in 1957. It was a Fairchild F-27, operated by West Coast Airlines, which operated the first F.27/F-27 scheduled service ever, on September 27, 1958. The 1958 sales slump that hit Fokker also came to haunt Fairchild. Only 16 aircraft were sold that year. But worse was still to come, as fewer than ten aircraft were sold in each of the following five years. Sales picked up again in 1965 when 60 F-27's were sold, but dropped to ten sales in 1966 and 13 in 1967. The following year, Fairchild therefore decided to halt production. Production had earlier been halted in 1960, but had resumed in 1961, initially only to build the F-27F VIP version. However, more airline sales were also made.

In 1961, Fokker had proposed a stretched version of the F.27, but no orders were placed for this Series 500 aircraft until 1966, when Air France ordered 15 as DC-3 replacements for its highly successful and busy "Postale de Nuit" night airmail system. Fairchild, meanwhile, had picked up Fokker's idea and on January 27, 1966 flew the first prototype of the stretched FH-227, which is 6½ feet longer than the F-27 (by comparison, the F.27 Series 500 is only five feet longer than the F.27 standard). Mohawk Airlines, Northeast, and Piedmont became the biggest customers for the FH-227, with smaller numbers sold to other operators.

One popular belief must be laid to rest here. It is often said that the F.27 was developed from a 20-24 passenger Boeing project, the Boeing 417, of 1948. Even well-known aviation writer Robert Serling wrote as late as 1961 that Boeing sold its preliminary design and wind tunnel test results to Fokker. The excellent 1969 Air-Britain monograph on the F.27 also states this. But it is not true, and Boeing has never claimed it is. It is a fact that Boeing and Fokker in 1950/51 discussed the possibility of Boeing building the then-projected Fokker twin under licence in the U.S. for the North American market, while late in 1951 there were discussions about Fokker building the aircraft and Boeing lending its name and marketing experience, as well as offering "consulting design services." But Boeing became occupied with the construction of much larger aircraft and terminated all discussions with Fokker in January 1952.

#### F.27/F-27/FH-227 VERSIONS

Right from the start of production, Fokker and Fairchild continuously improved the aircraft. Experience was exchanged freely between the two companies and a new version developed by one was soon matched by a nearly identical version from the other. Following is a short description of the many versions--built and not built--that have appeared in the past 17 years. First the Fokkers, and then the Fairchilds.

**F.27 Series 100**--First production version. R. Da-6 Mk 514-7 engines of 1670 h.p. Radar nose optional. 40 passenger. Introduced 1958.

**F.27 Series 200**--As Series 100 but 2140 h.p. R. Da-7 Mk 536-7R engines. Radar nose optional. 44 passenger. Introduced 1958.

**F.27 Series 300**--Combi-plane version of Series 100 with large freight door in port forward fuselage, reinforced door. Sometimes call "Freightship." Introduced 1958.

**F.27 Series 300M**--Military version of Series 300. Two large dispatching doors, one on each side of rear fuselage. Also with forward cargo door. Nine built for Royal Dutch Air Force. Radar nose optional. Introduced 1960.

**F.27 Series 400**--Combi version of Series 200. First version with radar nose as standard equipment. Introduced 1961.

**F.27 Series 400M**--Military version of Series 400, similar to Series 300M. Four to Sudan Air Force.

**F.27 Series 500**--Stretched version, 4 feet, 11 inches longer. Introduced 1961, not built until 1966. Built with and without large forward freight door. R. Da-7 Mk 536-7R engines of 2140 h.p. 52 passengers. Currently in production.

**F.27 Series 600**--As Series 400 but without all-metal, watertight freight floor. Currently in production. 44 passenger. Introduced 1958.

**F.27 Series 600RF**--Series 600 with rough-field undercarriage.

**F.27 Series 700**-- One retrofitted with large cargo door for Trans Australia Airlines. Now in service with Icelandair.

**F.27 Series 800**-- Initial designation for Series 600RF.

**F.27 Maritime**--Medium-range patrol aircraft based on Series 600. Currently in production.

**Friendship-de-Luxe**--Corporate or military VIP version of any F.27 version.

**F.27M**--Sometimes used to denote Series 300M, 400M.



F.27MS--Project for short-field, aft-loading military freighter version with integral ramp in rear fuselage. Not built.

P.301--STOL version with four PT6A-50 prop-jets. Looked remarkably like the later DHC Dash-7. Not proceeded with by Fokker.

P.305--Projected fanjet version with engines slung under the wing and original Dart engine nacelles retained for under-carriage retraction.

F-27--Initial Fairchild production version. Similar to F.27 Series 100.

F-27A--Similar to F.27 Series 200, but with lower-rated (1870 h.p.) R.Da-7 Mk 528-7E engines. Introduced in 1958.

F-27B--Combi version of F-27 with large cargo door in forward port fuselage. Delivered to Northern Consolidated Airlines, October 1958. Similar to F.27 Series 300.

F-27E--Fairchild version of the F.27 Series 500. Not built. Also used as designation for projected version with R.Da-8 engines without water-methanol injection. It was reported that Eastern Air Lines was to order 30. Not built.

F-27F--Corporate VIP version of the F-27A. Introduced 1961. Optional extra fuel tank available. R.Da-7 Mk 529-7E engines of 1950 h.p. Cabin air intakes located on top of fuselage ahead of fin, instead of two scoops, one on each side of aft fuselage. Fairchild claimed this gave 18 mph speed advantage. Take-off weight increased.

F-27G--Combi version of F-27F to succeed F-27B. Reinforced floor and forward cargo door as in F-27B. Increased fuel capacity giving increased range. Submitted to USAF but not ordered. Also called M-258G.

F-27H--Short-field version of F-27F with double-slotted flaps. Submitted to USAF

not not ordered. Also called M-258H.

F-27J--As F-27F but with more powerful R. Da-7 Mk 532-7 of 1990 h.p. Introduced 1965 and ten built for Allegheny.

F-27M--High-altitude version of F-27J with larger-diameter props. R.Da-7 Mk 532-7N engines of 1990 h.p. Two built for Lloyd Aero Boliviano in 1968 and delivered 1969.

M-258J--As M-258H (see F-27H) but without cabin pressurization and with tail loading doors. Submitted to USAF but not ordered.

M-258K--As M-258J but with GE T-64-8 prop-jets instead of Darts. Offered to USAF and Navy, but not ordered.

F-27II--Initial Fairchild designation of stretched F-27. Redesignated FH-227 in September 1964 when Fairchild became Fairchild-Hiller. R.Da-7 Mk 532-7 engines of 1990 h.p.

FH-227--see F.27II.

FH-227B--FH-227 with higher weights and structural strengthening and other modifications, including larger props. Introduced 1966.

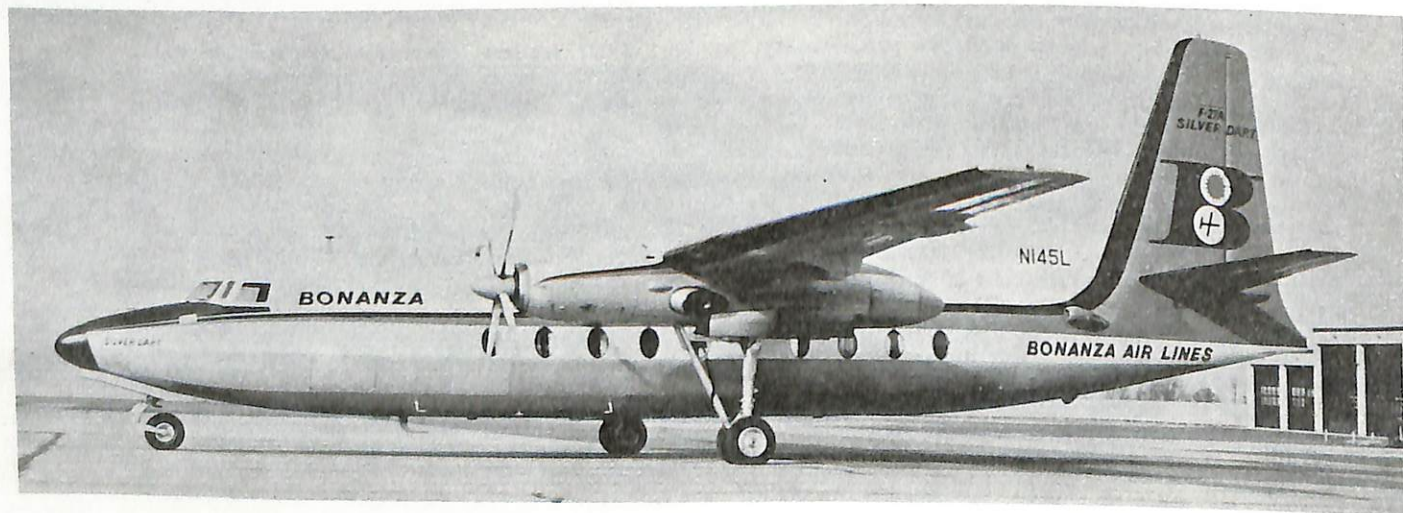
FH-227C--Modification of FH-227 with larger props and some other features of FH-227B, but with the original FH-227 weights. Not built, but some existing FH-227's modified.

FH-227D--FH-227B fitted with R.Da-7 Mk 532-7L engines of 2040 h.p. Introduced 1968 and three built for Government of Mexico. A fourth aircraft was laid down but never completed.

FH-227E--Modification of existing FH-227 with uprated engine of the FH-227D.

Cargonaut--Cargo version of the FH-227 with large forward cargo door retrofitted on existing aircraft.

Below: Before being absorbed into Air West, Bonanza Air Lines operated 30 F-27A aircraft. N145L carries fleet name "Silver Dart" on nose. Gerritsma photo.



Fairchild developed the F-27B combi version of the basic aircraft. N4903, "Carl Ben Eielson," was the first such aircraft for Northern Consolidated of Alaska. Fairchild photo.



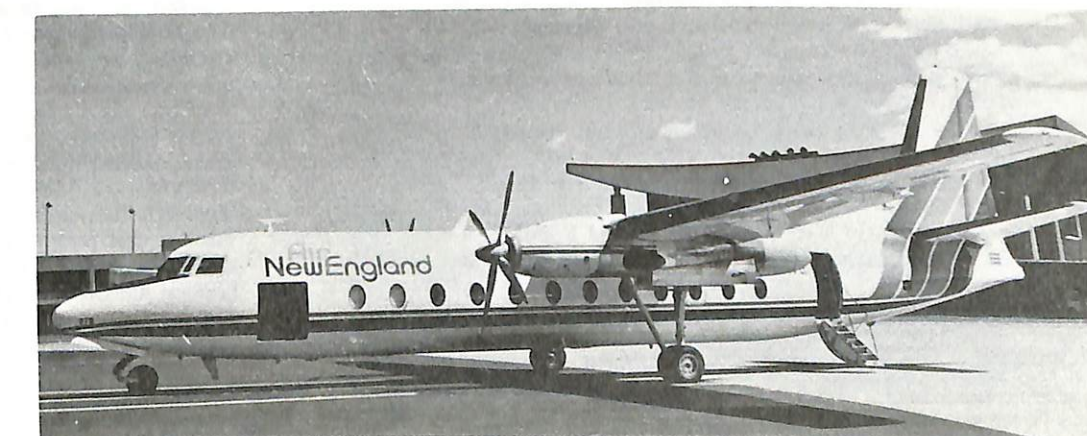
A former Bonanza aircraft, Air West F-27 N752L went on to serve Hughes Air West. View is at Santa Barbara, Calif., May 1970. Photo, Gerritsma collection.



Piedmont N710U is a Fairchild FH-227B. Aircraft is receiving a going-over in this October 1976 photo at Rivermore, Calif. John Wegg photo.



Recently-bankrupt carrier Air New England operated the FH-227. Here, in a scene at Boston, FH-227C N378NE awaits passengers in better days. Photo by Elliot Greenman.







Above: Short C-class flying boats made Qantas one-plane service to England possible in 1938. VH-ABF "Cooee" rests in the waters offshore of Sydney. Qantas photo.

## Qantas - Australia's International Flag Carrier

JOOP GERRITSMAN

QANTAS, or Queensland and Northern Territory Aerial Services Limited, was founded on August 19, 1920 by two young Australians, W. H. Fysh and P. J. McGinnis (both were former World War I pilots), and wealthy Australian grazier Fergus McMaster. The airline was officially registered November 16, 1920 with administrative offices at Winton, and operational base at nearby Longreach, both in the state of Queensland.

In June to August 1919, Fysh and McGinnis had, commissioned by the Australian government, travelled more than 1000 miles in a Ford model T car across the vast, empty and barren interior of Queensland and the Northern Territory between Brisbane and Darwin to survey the Australian portion of an air route between England and Australia. The trip convinced them that air travel was the only workable solution to the travel problems of people living in the interior, where geographic distances are great and roads, or even trails, are sometimes non-existent. For two years, Qantas survived on air taxi and joyriding work with two converted World War I biplanes; an AVRO 504K for two passengers and a BE2E for one passenger. Two years later, on November 2 and 3, 1922, Qantas opened its first scheduled service, a government-subsidized air mail contract for weekly flights between Charleville and Cloncurry with a night stop at

Longreach, and also serving four other points along the route. The distance of 577 miles was flown in two stages to avoid the searing mid-day summer heat. Four-hundred pounds of payload and 160 letters were on board and on the morning of November 3, before 6 a.m., Qantas' first passenger, 85-year-old grazier Alexander Kennedy, boarded at Longreach for Cloncurry. Kennedy had been persuaded to invest some capital into Qantas and had agreed on one condition: that he would get the first ticket. Fifty-three years earlier, Kennedy had pioneered the same route, overland by bullock wagon. Then it had taken him eight months, by plane it would take only three hours.

Qantas had bought three FK-8 aircraft for the mail service and its other work. Carrying one pilot and two passengers in open cockpits, the last FK-8 remained in service until March 1924. An Avro 547 triplane was also acquired but was never used. Fleet expansion and renewal in 1922-23 saw delivery of two de Havilland DH-4 and two DH-9 single-engined WW I day bombers, converted to carry two passengers in an enclosed cockpit. Because of this, they soon became known as "the aircraft with a lid." A WW I Bristol fighter biplane was used as an air ambulance during this period.

The first "real" airliner for Qantas



Radial-engine DH-50J was the first "real" airliner for Qantas. Seen here at its Eagle Farm Airport base in 1928 is aircraft "Atalanta." Qantas photo.

was the DH-50 for four passengers in an enclosed cabin. The pilot still sat outside, behind the cabin. Introduced in 1924, Qantas used eight DH-50A and DH-50J aircraft, seven of which were built in its own shops at Longreach. Whereas the DH-50A had a water-cooled 240 h.p. Puma in-line engine; the DH-50J had a 450 h.p. Jupiter radial engine. By 1925, Qantas was flying to seven destinations on a route roughly parallel to, but 300 miles inland from, the coastal railway along Queensland's Pacific coast. Several branch lines ran west from this railway into the Queensland interior and it was at the railheads of these branch lines that Qantas linked.

On February 7, 1925, Qantas' route was extended westward from Cloncurry to Mt. Isa and Coomoowal, and in July 1927, a branch-line was opened north from Cloncurry to Normantown. An easterly extension from Charleville via Toowoomba and Roma to Brisbane was opened on April 17, 1929. Earlier Qantas had started the first daily air service in Australia when on May 19, 1928 it had started flying between Brisbane and Toowoomba. It remained in operation for only seven months. By December 31, 1929, Qantas had flown one million miles and the second million miles was completed on October 31, 1933. Meanwhile, the airline's head office had been moved from Winton to Brisbane in 1930, but operational headquarters remained at Longreach for some years to come.

In 1929, the DH-50 was followed by the similar but slightly larger DH-61 and a two-seat DH Puss Moth was used in 1932 for the air mail route from Daily Waters (railhead from Darwin, in the north) to Birdum. Then came the biggest step forward yet in the history of the airline. On January 18, 1934, Qantas and Imperial Airways of Britain jointly formed Qantas Empire Airways to operate the Singapore-Darwin-Brisbane sector of the England-Australia air mail ser-

vice proposed by Imperial Airways. The service started from Australia on December 8-10, 1934, when Qantas began flying from Darwin to Singapore with Atalanta aircraft leased from Imperial Airways. This was pending delivery of its own aircraft, DH-86's ordered specifically for the service. So heavy was the load of mail going to England, that Qantas needed two aircraft, a DH-50 and a DH-61, to carry it to Darwin, where the Atalanta was waiting. This first air mail arrived in England on December 24. The first Australia-bound airmail had left London December 8, and arrived Darwin on December 19. Thus, in 1934 and for the rest of the decade, Qantas was mainly a one-route airline, operating the Brisbane-Singapore section of the England-Australia service and flying to a number of communities along the route on Australian soil.

The London-Brisbane service was opened for passengers on April 19, 1935 and by this time Qantas Empire was operating its own fleet of DH-86's along the route. Frequency was doubled to twice a week from May 16, 1936, and during the next three years, the

Below: Royal Mail Aircraft "Sydney" is a DH-86 of Qantas once used on the Brisbane-Singapore sector of the "Kangaroo Route." Qantas photo.





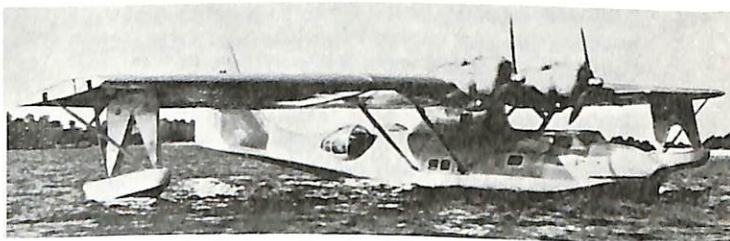
service proved tremendously successful. The DH-86 used by Qantas was a four-engined development of the successful DH-84 Dragon feederliner. It carried 10 passengers and a load of mail and was powered by four DH Gypsy Six engines of 205 h.p. each. Six were ordered, but the first one crashed on its delivery flight and this, together with a crash of an additional Australian DH-86 in October 1934 delayed the introduction of the five remaining Qantas aircraft. They had been ordered specifically for their long-range abilities, enabling them to cross the shark-infested Timor Sea between Australia and the Dutch East Indies, the longest over-water airline section in the world at the time.

Following a 1937 survey flight from England to Australia by a Short C-class flying boat of Imperial Airways, Qantas began flying its own C-boats through to London in 1938. Qantas Empire crews flew the aircraft Brisbane-Singapore, where they were taken over by Imperial Airways crews. Back in 1938-39, this England-Australia service was the longest one-plane through service in the world. It made Qantas one of only ten airlines in the world operating intercontinental services. The C-boat, or Short S-23, had been designed specifically for the Imperial Airways empire services to Australia and southern Africa, and was also capable of crossing the Atlantic. It was roughly in the same class as the Sikorsky S-42 of Pan American's fleet, but being of later design, was of all-metal construction and offered better performance and more comfort to crew and passengers. With the C-boats, Sydney became the Australian terminal. Thus, in 1939, the Qantas fleet stood at six C-boats, two DH-86's, three DH Fox Moth single-engine biplanes, and one DH-90 Dragonfly twin. The network that year included the Sydney-Singapore service, Brisbane-Charleville-Longreach-Cloncurry, and Cloncurry-Mt. Isa-Daily Waters routes.

On June 10, 1940 Italy entered the Second World War, and the London service, by now named the "Kangaroo Route" was cut. But nine days later, Imperial Airways and Qantas Empire opened the "Horseshoe Route," from Durban (South Africa) to Sydney via Cairo. Later that year, the link with London was restored from Cairo via Khartoum (Sudan) and West Africa. Qantas still operated the Sydney-Singapore section of the Horseshoe Route, but from January 19, 1941, the C-boats also called at Dili in Portuguese Timor. On October 16, 1941 Qantas crews began flying as far as Karachi before turning their aircraft over to Imperial Airways' crews. It was during one of these flights that Qantas C-boat "Corio" was shot down by Japanese fighters off Timor, on January 30, 1942. During 1942's month of February, Qantas operated an intensive shuttle service between Broome in west Australia and Java, in support of Dutch troops fighting the Japanese. Supplies went west and refugees came back east to Australia. But on February 28 the shuttle was suspended after a second C-boat, "Circe," was shot down and "Corinna" was damaged at

her moorings at Broome in a Japanese air raid. The Horseshoe service had been suspended on February 13 because of the Japanese advances in the Malayan Peninsula and the Dutch East Indies.

During World War II, Qantas aided the war effort by operating supply and courier services for the Allied forces in New Guinea and the southwest Pacific islands. DH-84 Dragons and Lockheed L-10 Electras were used. While the last remaining C-boat was required for military transport in July and August 1942, the Brisbane-Darwin air service was temporarily suspended, although the airline continued to serve the small communities between Brisbane and Cloncurry and Daily Waters with its older Fox Moths and one remaining DH-86. Then, On July 10-11, 1943, Qantas began its greatest contribution to the war effort yet, flying the 3513-mile Perth-Colombo (Ceylon) service with five Catalinas for priority mail and military personnel. The 30-hour service remains to this day classed as the most tiring airline service ever. It was made in absolute radio silence and led around the occupied Dutch East Indies and Malayan Peninsula across the Indian Ocean. Passengers saw the sun rise twice during their flight and upon landing automatically became members in the "Secret Order of the Double Sunrise." From June 17, 1944 Liberator bombers replaced the Catalinas on some flights, and passengers on them became members in the "Elevated Order of the Longest Hop"—this route was flown non-stop. The Liberators, flying the service from Learmonth in the north of Australia, reduced the crossing to 3077 miles, flown in 17 hours. On October 30, 1943 the service had been extended from Ceylon to Karachi. Qantas Catalinas would operate 271 crossings before the service was halted on July 18, 1945. Liberators logged 259 crossings and, in less than a year, Lancastrians made 498



Above top; Qantas Catalina flying boat, a great contributor to the war effort. Above; Qantas used Liberator transports until 1950. Both photos, Qantas.

crossings on the route. It was also during this time that the now-famous leaping Kangaroo made its first appearance on Qantas aircraft. And although the style of the Kangaroo has changed substantially since then, it is still the hallmark by which Qantas aircraft are recognized the world over.

On December 20, 1942, Qantas started Australia-New Guinea service with two C-boats. A total of 12,744 passengers were carried, 564 flights were made, and nearly 358,000 miles were flown in one year. C-boat "Camilla" was lost in bad weather off Port Moresby, New Guinea, in April 1943, and this left "Coriolanus" the sole surviving Qantas C-boat.

With the war in the Far East winding down, Qantas began its "Bird of Paradise" DC-3 service to New Guinea on April 2-3, 1945. The service was later extended to Rabaul (January 1947), Norfolk Island (October 1947), and Noumea and Suva (January 1948). Operated initially for the military authorities only, these services nonetheless formed the basis of Qantas' post-war expansion in the Far East and the southwest Pacific.

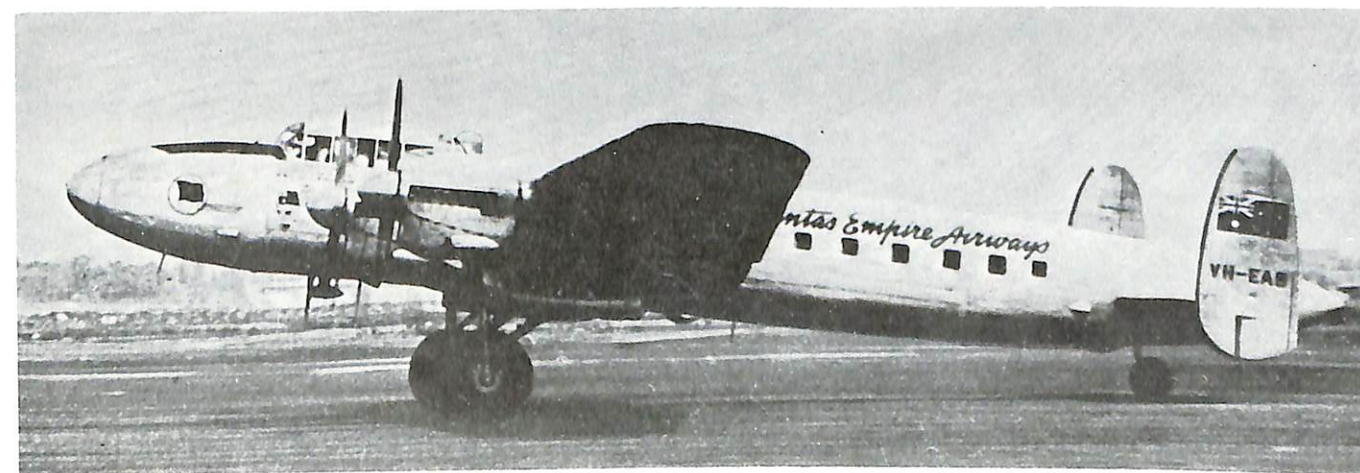
The "Kangaroo Route" to London was resumed on May 31, 1945 when BOAC (formerly Imperial Airways) and Qantas Empire started joint Avro Lancaster services. As during the war, Qantas crews operated over the Sydney-Karachi sector, and BOAC crews flew the Karachi-London section. Passengers were allowed on the service beginning November 30 and from January 1946 a stop was made on the Cocos Islands in the Indian Ocean. But following the disappearance without a trace of a Lancaster over the Indian Ocean, the Cocos stop was deleted again on March 24, and from April 6 Singapore was substituted as a stop. The Lancaster was a makeshift airliner-version of the famous Avro Lancaster bomber. It carried nine passengers and took 63 hours from the London-Sydney service, with nightstops in Singapore and Cairo. Besides BOAC Lancasters which Qantas used on the joint Kangaroo Route, Qantas also operated four Lancasters of its own on the Kangaroo Route, to Japan, and to Norfolk Island, through New Guinea. The war-

time Catalina also played an important role in post-war Qantas route development. Carrying 22 to 48 passengers, depending on the service it was used on, seven aircraft were used on the Pacific Island routes where no adequate land airports existed, and on charter work in New Guinea for the Australian Oil Company from 1945. Four Liberator aircraft also remained in service for a short time, mainly on the Indian Ocean services and to carry spare engines to stranded aircraft.

In 1946, Qantas bought the 50 percent share holding by BOAC in Qantas Empire Airways and the following year the Australian government bought all outstanding QEA shares and made the airline a state-owned flag carrier, concentrating on international services. Post-war expansion was rapid. Singapore services started October 4, 1945; Fiji was reached on November, 1945. Internal services in New Guinea started a year later and Norfolk Island and Lord Howe Island services began in October and December 1947 respectively. On December 16, 1947, Qantas took over the Royal Australian Air Force military courier service to Bofu, Japan. Flying Lancasters, the frequency of the service was doubled to two flights a week January 2, 1948; Tokyo became the terminal on October 15, 1948, and the service was opened to civilian traffic on March 3, 1950. Madang was added to the Bird of Paradise service to New Guinea in 1948, and Hong Kong was added to the network on June 29, 1949. Nauru followed on November 8, 1951; Bangkok and Hollandia (New Guinea) were added in 1953.

Meanwhile, at the urging of its owner, the Australian government, Qantas had on April 2, 1949 turned its domestic services in Australia over to Trans Australia Airlines, another state-owned airline, founded to operate domestic services only. But Qantas was to retain its internal New Guinea services for several more years. Fleet modernization kept pace with route expansion. Beginning in 1949, Qantas acquired eight DC-4/Skymasters for its Far Eastern services, replacing Lancasters and Catalina aircraft. From 1950 to 1955, the airline also used a small number of Short Sandringham flying

Below: Lancaster, an interim post-war aircraft, awaits passengers for a Qantas regional service operating in southeast Asia. Photo: courtesy of Qantas.



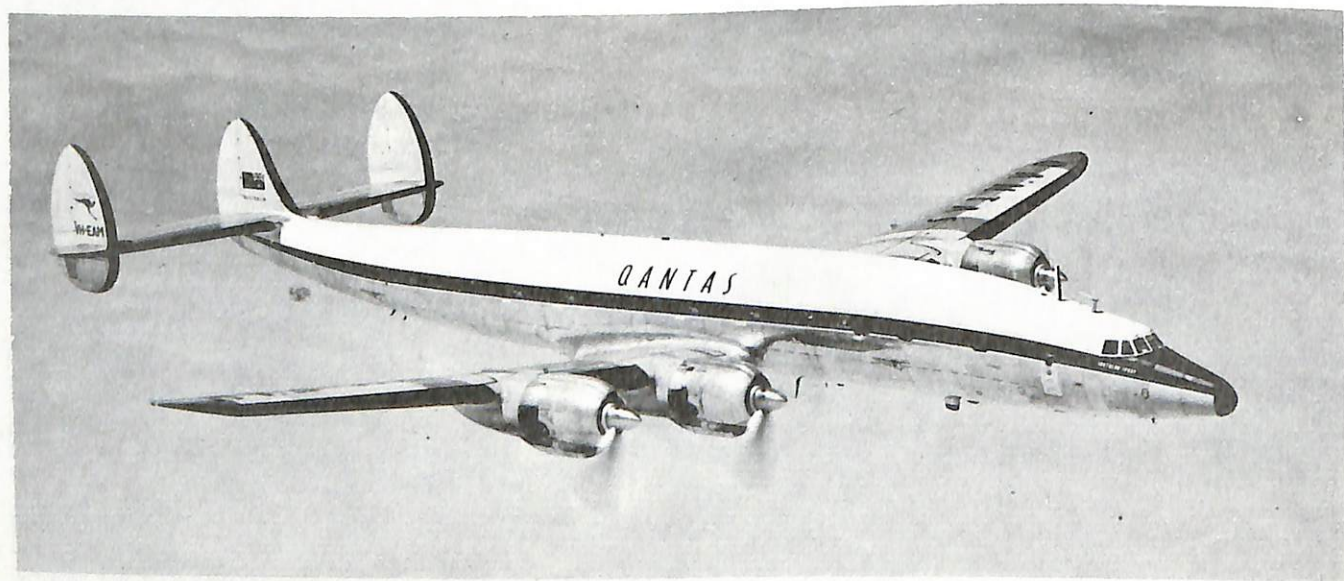


boats on the Fiji service, where some airports were not suitable for the DC-4. During the years after the war, Qantas was to acquire more than 20 DC-3's for its New Guinea and short Pacific island services. The last DC-3 was not retired until 1971, after having flown some time as a crew trainer and executive transport for Qantas brass. September 1954 saw the introduction of the Canadian DHC Beaver on the internal New Guinea services, followed by the larger DHC Otter from 1956 on, alongside the DC-3.

For the Kangaroo service, Qantas took delivery of six L-749 Constellations, with the first one going on the route December 1, 1947. Beirut and Frankfurt were added to the London service in October 1952, and by overflying Bangkok and Jakarta, and eliminating Singapore as a nightstop, total traveling time on the journey was cut by 20 hours to 53 hours. Athens was added to the service from June 10, 1957. Constellations were also used for the "Wallaby Route" to Johannesburg from Sydney via Melbourne, Perth, the Cocos Islands, and Mauritius. This service began on September 1, 1952. Beginning in March 1954, Qantas took delivery of a fleet of Super Constellations, which would eventually number 18 (L-1049C, E, G, and H). They replaced the Constellations on the intercontinental and major regional services, helped increase frequencies on existing services, and helped the airline to open many new routes.



Left: Douglas DC-4's operated on most regional Qantas services in the late 1940's and into the 1950's. Last pair of DC-4's served out their lives as freighters. Photo: Qantas. Below: Eighteen Super Constellations served as the luxury-liners of the Qantas fleet beginning in 1954. Photo, Qantas.

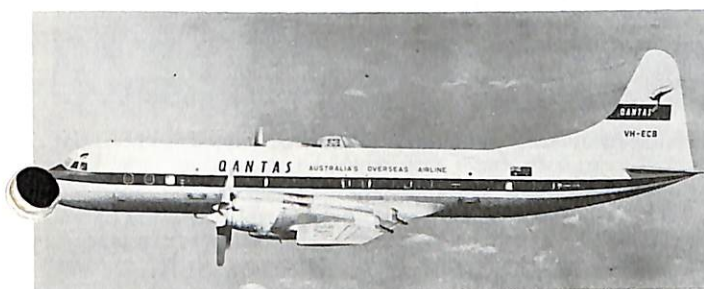


especially to Europe. The Super Connie's also allowed Qantas to become the world's first genuine round-the-world airline, crossing the Equator twice along the way. The Southern Cross Route to San Francisco was extended to New York and across the Atlantic to London on January 14, 1958, and there it linked up with the Kangaroo service from Sydney through Asia and Europe. Eastbound, across the Pacific via Tokyo and Honolulu, the service took 5½ days, and westbound, through Asia, it took six days. It was suspended again in 1973 after the San Francisco-London sector had proven to be a money loser. Also suspended, in 1977, was the Wallaby Service to South Africa.

Qantas selected the Boeing 707 as its next long-range equipment, and on September 6, 1956, seven were ordered for 1959 delivery. Not satisfied with the then-standard 707-120, Qantas ordered a special version, 10 feet shorter than the -120. Called the 707-138, the aircraft had much improved airport handling and take-off characteristics, required by Qantas for the many "hot and high" airports along the Kangaroo route. Eventually, Qantas would operate 13 of the Boeing jets, all of which were converted to -138B's in 1961/62. Ironically, though, the Boeing first went on the trans-Pacific service (July 29, 1959) before the Kangaroo service (October 15, 1959).

In 1960, Qantas—at the urging of the government again, turned its internal New Guinea services over to Trans Australia Airlines; while the services between Australia and New Guinea were split between TAA and Ansett ANA, a private carrier. Since 1954, Qantas had operated Canadian DHC Beavers in New Guinea, and since 1958 it had operated the larger DHC Otter, both alongside the DC-3. In 1958, Qantas had ordered four Lockheed L-188 Electra propjets, mainly for its services across the Tasman Sea to New Zealand, but the aircraft also went on other Far Eastern services, and even operated the Wallaby service to Johannesburg for a short time, until more Boeing aircraft became available. The last Electra left Qantas in 1971, three years after the airline had taken delivery of its first Boeing 707-338C. Qantas would eventually operate 21 of the intercontinental 707 until they were replaced by the even larger Boeing 747.

Today, Qantas is an all-747 airline. It has 21 747-238B's in service, and three more on order. Two 747-238B Combi's are also in service, and there are a pair of 747SP's also. The first 747 entered service in July



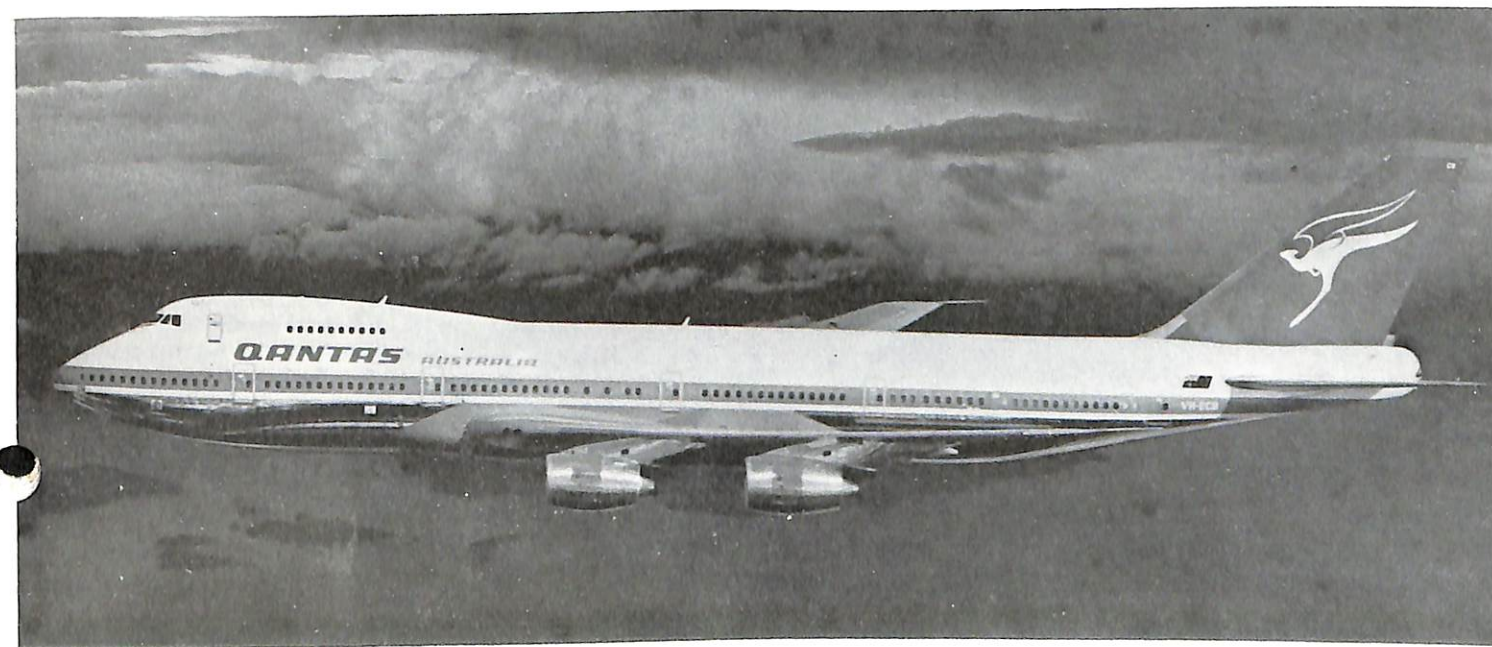
Above: Lockheed Electras replaced Lancastrians and DC-4's on regional services after being originally ordered for domestic use. Photo, Qantas.

1971, and the first 747SP went on the trans-Pacific route in 1980. Also remaining in the fleet is the last of two HS-125 bizjets. It is used for non-revenue flights—mostly for crew training, but also for carrying Qantas executives when required. Two HS-125's had entered service with the airline in 1966. In 1963, options were placed on four Concorde supersonic aircraft, and on six Boeing SST's. These orders remained on the books until 1972 and 1969 respectively, when they were then quietly dropped.

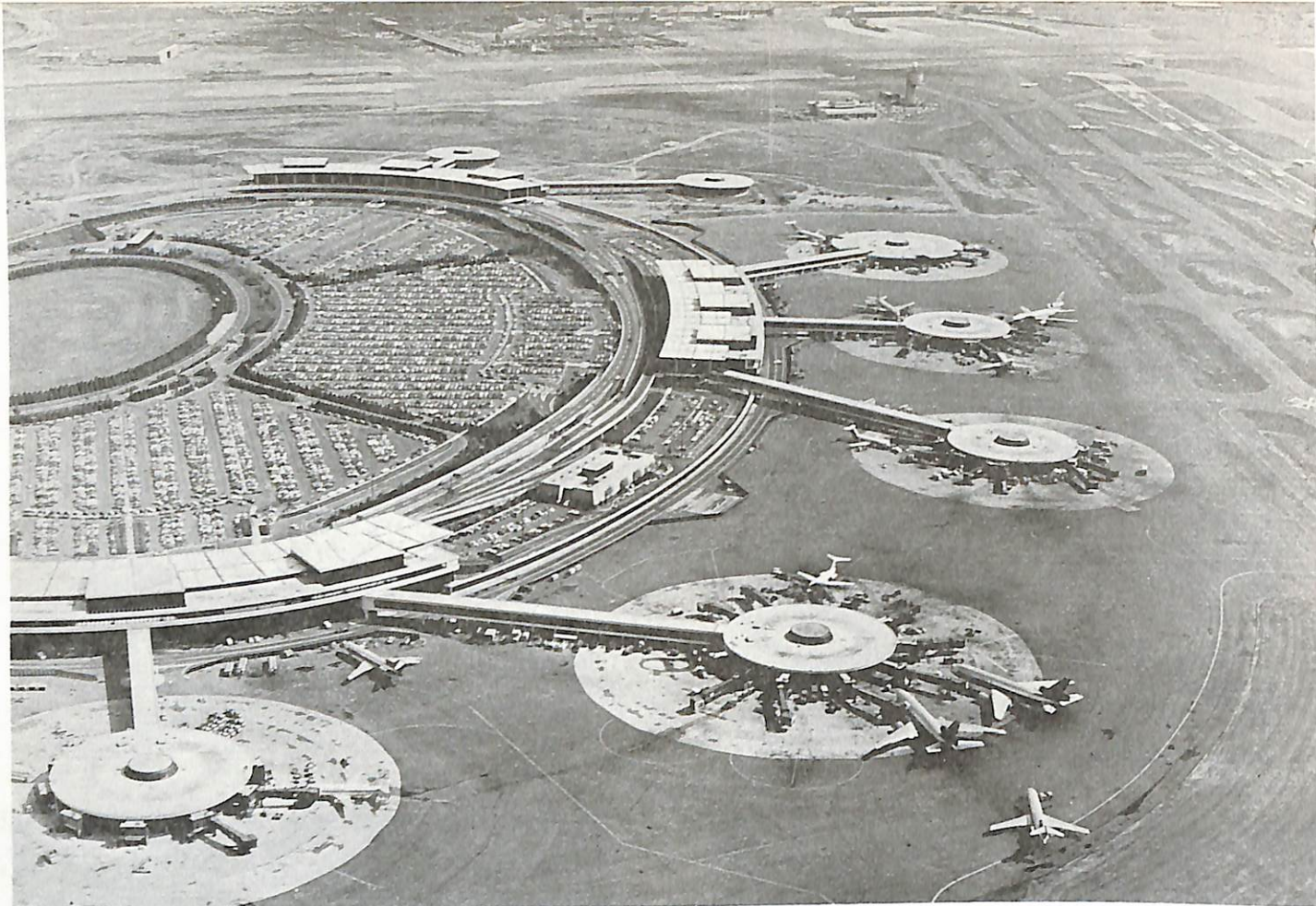
No longer Qantas Empire Airways, but rather Qantas Airways since 1967, the airline's famous red-and-white Kangaroos can be seen leapfrogging to 26 destinations around the world from five Australian gateways. Flights fan out from Sydney, Melbourne, Darwin, Perth, and Brisbane to Auckland, Wellington, and Christchurch, all in New Zealand, and to Manila, Noumea, Fiji, Vancouver, San Francisco, Honolulu, Tokyo, Hong Kong, Bangkok, Port Moresby, Jakarta, Kuala Lumpur, Bali, Singapore, Bombay, Damascus, Bahrain, Athens, Rome, Frankfurt, Belgrade, Amsterdam, and London.



Above: The unique 707-138 was Qantas' first jet aircraft. Thirteen were in the fleet. Photo, Qantas. Below: Today, Qantas is the "all-747 airline." In all, Qantas operates 23 747's and two 747SP's (for SP photo and information, see the CAPTAIN'S LOG, Fall 1981). Below photo courtesy Qantas.







Above: Aerial view of Newark International Airport has Terminals A and B in immediate foreground, incomplete Terminal C near top left. Runways and control tower are visible in upper right, and North Terminal is in view at the top middle of the photo. Photo via the author.

## Newark International Airport

DANIEL WILHOFT, JR.

NEWARK INTERNATIONAL AIRPORT (EWR) was the New York metropolitan area's first airport. The airport was opened on October 1, 1928, and was built at a cost of \$1.75 million dollars by the city of Newark.

Airport construction had begun on 68 acres of swamp in January 1928. When the airport opened, it consisted of a hanger capable of housing 25 aircraft and a 1600-foot long asphalt runway. This was the first hard-surface strip to be found at any commercial airport in the country. In 1929, Newark became the metro air mail terminal. Also that year, four airlines started scheduled services. Each airline built its own hanger and these also served as passenger terminals.

By 1930, Newark Airport was one of the busiest commercial airports in the world, and the name Newark took its place beside Le Borget and other great airports. In 1934, passenger traffic had grown to the point that the airlines needed a central

terminal for handling of passengers. A new administration building had recently been built for the Army air mail service. When the government ended the military air mail experiment, the building was modified for passenger use and airline operations from the new terminal started on May 15, 1935.

During the Second World War, the airport was operated by the Army Air Force. The Army spent \$15 million to improve the runway and other facilities. In 1947, the city of Newark hired a panel of consultants to study the operation and future development of the airport. This group recommended that the airport be placed under the administration of the Port Authority of New York and New Jersey. On March 22, 1948, the Port Authority took over the Newark Airport and under the terms of the lease, the Authority assumed the responsibility for further development and operation of the airport. Over the 20 years the city of Newark had operated the airport, it had spent \$8.2 million on improvements.

The Port Authority started a program to increase the airport's size to the current 2300 acres. In 1952, a \$9 million instrumented runway was constructed. In 1953, a \$8.5 million passenger terminal and a four-building air cargo center was opened. In March 1958, United Airlines completed a \$3 million two-bay hanger. In July 1959, the \$1.5 million control tower was completed. Instrumentation by the FAA was completed in January 1960.

The late 1950's and early 1960's saw a rise in passenger traffic and the first pure jets such as the Boeing 707 and the McDonnell Douglas DC-8. It became clear to the Port Authority planners that a "brand new" airport was needed. In 1963, 14 million yards of sand was brought in from an underwater site in New York Harbor to increase available land space. In 1967, construction began on the new central terminal area with the shells being completed in 1972. Airline operations from Terminals A and B began in 1973.

Newark International today consists of three terminals (with a fourth pending completion). Terminal A was opened on August 8, 1973 and is served by Air Florida, Air Vectors, Air Virginia, Braniff, Commuter Airlines, Continental, Holiday, Mall, Newair, New York Helicopter, Northwest, Piedmont, Princeton Airways, Trans New York Helicopters, TWA, and United. Terminal B was opened in September 1973 and is served by Allegheny Commuter Systems, American, Eastern, Delta, Empire, New York Air, and US Air. Both terminals measure 800-feet by 155-feet, and have three satellite buildings with flight operations, passenger check-in counters, and waiting areas as well as boarding gates. Each of the main buildings have an upper level with ticket counters, a lower arrivals level with baggage claims and counters for ground transportation. Both terminals have 55 operating aircraft gates, most of which are equipped with jetways. Terminal A also houses the executive offices of Holiday Airlines, a small commuter carrier.

The third terminal is the North Terminal. Located 3½ miles from Terminals A and B, this terminal was opened in 1953 and in September 1973 (with the opening of Terminals A and B) was renamed the North Terminal. The eastern portion of this terminal contains ticket counters for Butler Aviation, Northern Airlines, World Airways, and People Express Airlines. The second floor houses the executive offices of People Express. West of the North Terminal are the cargo terminals of Federal Express, United, Zantop, and Summit.

To connect all the terminals with the runways there are more than 12 miles of taxiways equipped with centerline lighting. The airport's three runways are all equipped with current safety features and are grooved for poor weather landings. Runway 4R/22L is 9800 feet long by 150 feet wide. This is the primary landing runway and is instrumented for category II conditions. Runway 4R is equipped with the latest electronics, category II ILS, and a full 2400-foot category II approach lighting system with ALSF flashers and a category I ILS lighting system. Runway 22L is equipped with category I ILS and approach lighting systems. There are edge, centerline, and touchdown zone lighting systems, and four exit high speed taxiways. Runway 4L/22R is 8200 feet long by 150-feet wide. This runway was commissioned in March 1970. Both 4R/22L and 4L/22R have displaced thresholds to minimize noise effects on surrounding areas. Runway 11/29 is 6800-feet long by 150-feet wide and is equipped with VASI at both ends and RETLS at the 29 end.

The future of Newark International looks bright. In August 1981, the Port Authority announced a \$100 million airport expansion program which would include a new hotel, hanger complex, and a \$20 million Federal Express air cargo terminal. These projects will be private projects financed by Port Authority bonds. This will increase the Port Authority's investment to \$530 million.

Right: TWA 707-131B N7581W takes off from Runway 11 on March 11, 1980. This runway is rarely used except when excessive crosswinds prevail. Photo by Howard Chaloner.





# A Scouting Report for Newark International

HOWARD J. E. CHALONER

THESE DAYS, it is hard to find an airport that caters to the aviation buff, and unfortunately, Newark is no exception. Spotting and photography vantage points are few and far between, and newcomers to the airport could be understandably disappointed. However, all is not lost, for the purpose of this article is to suggest areas where photography is possible and where the spotter may view aircraft activities.

The selection of aircraft at Newark is not dissimilar to the other New York area airports, except for a few. One of the major users of the airport, People Express, provides a lot of activity throughout the day. Other users of that airport that may not be found elsewhere in the New York area are Federal Express, World Airways, Air Virginia, and Altair. Zantop operates a variety of aircraft including the CV-640F, L-188F, DC-6, and DC-8 into EWR on a regular basis. Even though Zantop does fly into JFK, I have only noted Electras at that airport. Two important things to bear in mind before visiting Newark are the sun condition (for photographers), and transportation. The sun condition is very poor in the winter, and not much better in the summer. Unless the cross-runway is being used (which is rare), the earlier you get there, the better. It is often better to visit EWR on an overcast day, when there is still adequate light for photography, and yet the sun is not a problem. Second, I advise you to have a car when visiting, since many of the points I will refer to are not easily accessible by foot from the main terminals.

The main terminals provide little opportunities for the photographer. All of the glass is tinted, and numerous security checks are required if you decide to venture down to the satellite buildings. Two of the terminals are currently open, and another is pending completion. However, I have still managed to get quite good shots from these areas. Terminal A and B offer the regular operators. The walkway between the two terminals enables the photographer to obtain shots without any obstacles. However, the choice of subjects is limited to US Air and TWA. Spotting is possible from all areas in the terminal, and you shouldn't

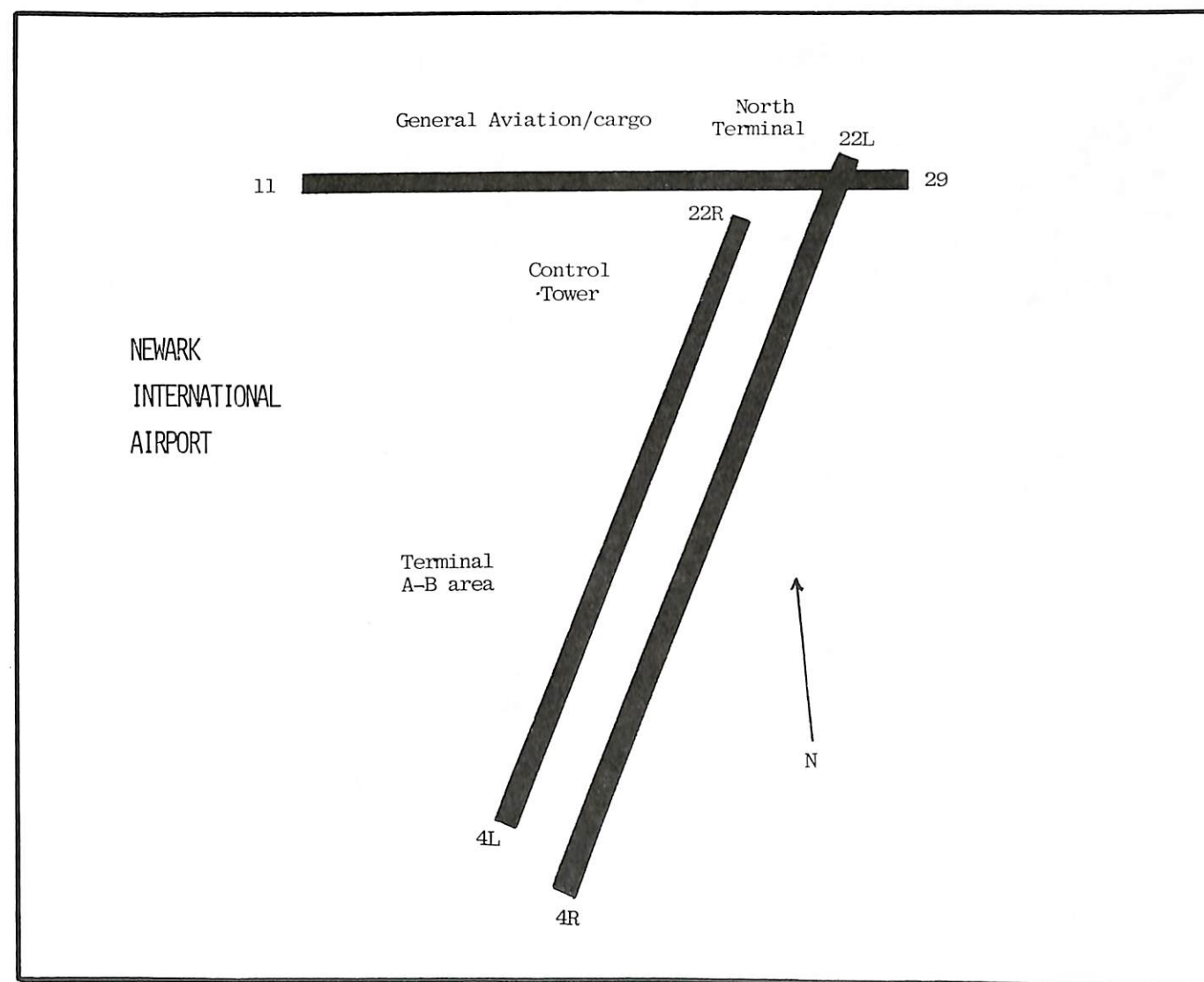
have any problems in this regard.

My favorite spot for photography is next to the control tower shown on the map. To get there, follow the directions to Control Tower Rd., and then just park the car next to the fence. Oh yes, the fence. Don't let this put you off, since a little effort on your part (i.e., finding a few gaps near the gates) will enable you to get good shots of taxiing aircraft and aircraft on their take-off role. From this spot, you can cover everything going on at the airport, since it is at the corner of the runways. This is also an excellent observation point for the spotter. I urge you to get there early for the simple reason that, from this area, the sun condition becomes very bad towards the afternoon.

From there, I suggest you move to the north side of the airport, the original airport site, which includes the cargo area, the north terminal (utilized by World and People Express), and the biz jet area. From the Zantop area here, one can get 35mm shots of most Zantop aircraft, and also this location enables you to cover runway 11/29. To get to this location from the main terminal or from the control tower area, follow the signs for Brewster Rd., and then follow it until the cargo area is reached, where you make a right turn. Shots of Federal Express DC-10's are also often possible from the cargo area. This area also enables you to get many shots of the variety of biz jets that frequent Newark.

From here, the final sanctuary of the airline buff is the north terminal, located only a few hundreds yard further on. Although there is no observation deck here, there is a large indoor facade that permits photos through slightly tinted glass. However, again your subjects will be limited to People Express 737's and World DC-10's, unless you have a 350-400mm lens which may enable you to get shots of aircraft taxiing out to runway 4R or 4L from the cargo area. There are one or two other locations around the terminal to get shots, and these should be obvious when you arrive there. Again, the only barrier is a chain-link fence, which can easily be overcome with a

Right: One of the newest operators at EWR is People Express, which uses a number of ex-Lufthansa 737-130's. Here, N412PE awaits passengers on June 25, 1981. Photo by Howard Chaloner.





little ingenuity.

For the photographer, I would recommend at least a 200mm lens, and in some areas a 300mm would be a nice accessory. I have only once been granted permission to go onto the ramp to take photos, and even then my request to do so seemed to be the subject of some debate among those I had asked. Yes, the security is tight, but so long as you let them know what you are doing,

you should not have any problems. Finally, if anyone knows of any other places at EWR where photography and spotting is possible, I'd be more than happy to hear from you.

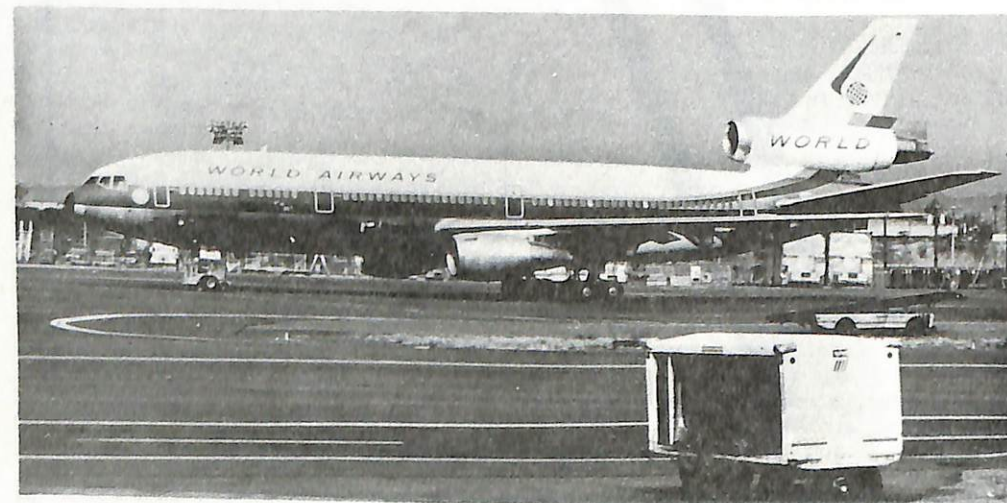
If you are in the New York area, Newark International is worth a visit, and perhaps in the future, the traffic will increase substantially at EWR so as to warrant a definite appointment with the airliner buff. Good hunting!



Eastern is the principle user of Newark, operating DC-9's, 727's, A-300's, and L-1011's. Here, L-1011 N314EA is pushed back from Terminal B on January 10, 1979. Photo by Howard Chaloner.

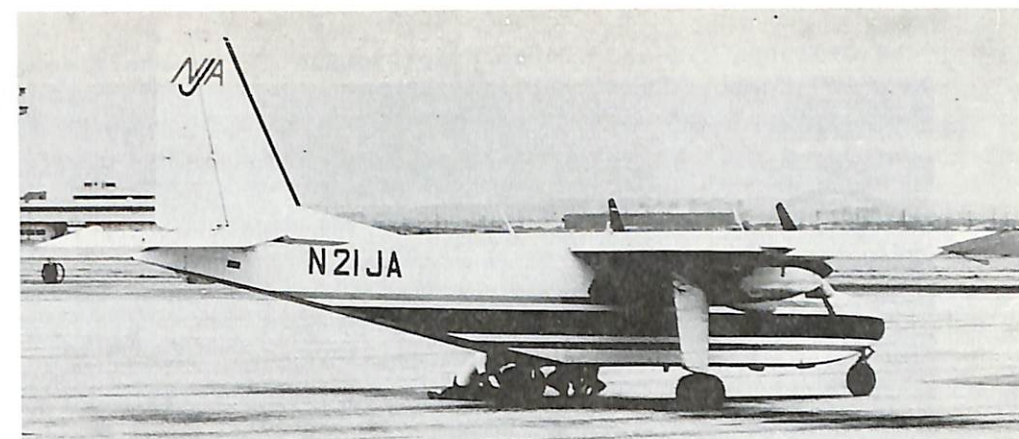


Federal Express began service into Newark with 727's, but has since switched to DC-10's on the EWR-MEM route. N68054, an ex-CO DC-10-10, is seen on the ramp on June 4, 1980. Photo: Howard Chaloner.



World Airways DC-10-30 N103WA rests on the ramp in the cargo area on August 28, 1980. Photo: Howard Chaloner.

New Jersey Airways Islander N21JA sits at Newark and undergoes maintenance checks on July 26, 1979. Photo by Howard Chaloner.



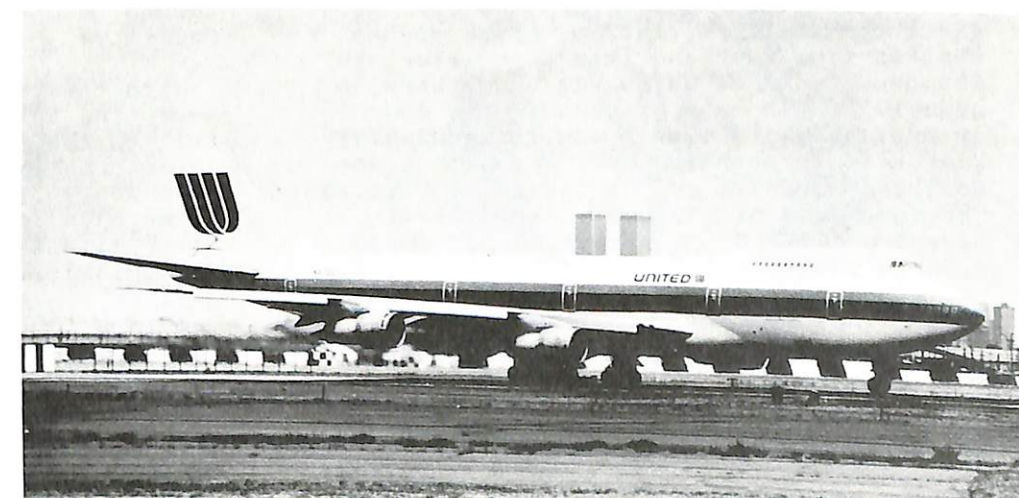
N481A, a Nord 262A of Al-tair Airlines stands in the sun awaiting passengers on the ramp at Newark Terminal A on April 13, 1979. Photo by Howard Chaloner.



Braniff is another carrier which calls at Newark. Here, 727-27C N7279 eases out to the runway on July 25, 1981. Photo: Howard Chaloner.



United is currently the only carrier to operate 747's into Newark. On runway 4R, United N4712U begins its take-off roll on June 25, 1981. Photo by Howard Chaloner.







Above: In the 1970's the names Dan-Air and Comet became nearly synonymous. And, in fact, Dan-Air was destined to operate the final commercial Comet flight, that occurring on November 9, 1980. Dan-Air Comet G-APYC, seen at its home port of Gatwick Airport, London, is a model 4B. Photo: Gary Dolzall collection.

## The Story of Dan-Air London

JOHN CHIVERS

DAN-AIR LONDON is now the largest independent airline in Europe in terms of fleet tonnage. Dan-Air flies to a variety of locations in Europe with a varied fleet of aircraft ranging from the Hawker Siddeley HS.748 to the Boeing 727. Looking back in time to the start of Dan-Air Services, we find that the airline was formed in March 1953 and registered as an airline on May 21, 1953. The airline was formed as a subsidiary of a London-based shipping broker--Davis & Newman--that was established in 1922.

Dan-Air Services first set up its main base at Southend Airport and the airline's first commercial operation was an ad-hoc charter from Southend (via Manchester) to Shannon, Ireland, which was undertaken in June 1953. For much of that summer and autumn, a Dakota flew a regular inclusive tour service carrying holidaymakers from Southend to Calvi on the island of Corsica. The remainder of the year, the aircraft operated many ad-hoc passenger and cargo flights to many parts of the British Isles and also to Europe. Then, with business increasing, Dan-Air purchased a second Dakota in early 1954. Many of these early charter flights carried ship crews and spare parts to European locations, and Dan-Air aircraft quickly became a familiar sight in airports such as Rotterdam.

During the six months of operations in 1953, the first aircraft had carried 4243 passengers and flown 108,921 revenue ton-miles. Ad-hoc charter work continued throughout 1954, and the airline purchased three Avro York aircraft later that year (these did not actually enter service until January 1955). With the introduction of the Yorks, the airline moved to its new base at Blackbushe Airport (south of London), and the Yorks were operated on long distance cargo flights to Africa and the Far East. Also, Dan-Air set up a maintenance base at the nearby Lasham Airfield and a new subsidiary named Dan-Air Engineering was formed to operate this maintenance facility.

With the Yorks being used only for cargo work, the full weight of passenger flights fell to the Dakota aircraft, carrying passengers on charter and international inclusive tours. The service to Calvi continued, flown each Sunday between May and September. Other flights were undertaken to Biarritz, Ostend, Paris, Perpignan, Pisa, and Tarbes.

During 1956, Dan-Air was able to obtain the Air Ministry contract for the carriage of stores from Lyneham to Singapore. To operate these flights, the airline purchased two more Yorks. 1956 also brought Dan-Air's first scheduled service, with a Dakota

flying a passenger service between Blackbushe and Jersey. This service operated throughout the summer season. With the Russian intervention into Hungary in 1956, the Hungarian airlift was begun--and Dan-Air was one of the first airlines to participate.

In 1957, Dan-Air acquired a Bristol freighter for its long range cargo flights and for government freight contract work. In June of that year a De Havilland Heron was leased from Overseas Air Transport for a six-month period. The aircraft was used on many passenger services including the Blackbushe-Jersey route. 1958 saw a second Bristol freighter join the fleet (G-APLH). The aircraft, which was purchased new (the only new aircraft ever purchased by Dan-Air), arrived at Blackbushe on March 31 and was placed in service on April 1, 1958 with a flight to Gibraltar. Dan-Air also bought a Miles Marathon from the Royal Air Force in 1958, but it never saw service with the airline and was scrapped at Lasham.

1959 saw the Air Ministry contract to Singapore come to an end, but the airline was awarded another contract. This was to carry the Black Knight rocket from England to the Woomera rocket range in Australia. For this, Dan-Air bought another Bristol freighter to assist with the operation--a flight which took 12 days in each direction. Also, the Yorks, when free of other cargo flights, assisted with this operation. In the same year, BEA also awarded a contract to Dan-Air, to fly London-Manchester-Glasgow freight services. This service started on May 25, 1959 with a Dan-Air Dakota (G-AMSS) leaving London Heathrow for Glasgow (Renfrew). The Yorks also saw service on this route. With the summer tourist season nearly upon it, Dan-Air decided to convert one of the Bristol freighters to passenger use. In 1959, Dan-Air's passenger-carrying fleet served such locations as Basle, Ostend, Zurich, Lyons, Palma, and Pisa, operating from Blackbushe and Manchester. Dan-Air started flights from London Gatwick in a small way when the airline undertook a small inclusive tour charter program--each Saturday morning a Dakota left Blackbushe for Gatwick to fly a party of tourists to either Munich or Nice and then return back to Gatwick that night with another party of tourists before going on to Blackbushe.

Just as 1959 had been a year of change, so was 1960. BEA awarded Dan-Air more freight routes, with Milan, Rome, and Brussels being served. Dan-Air also began a new network of services from Lulsgate (Bristol) and Cardiff, and acquired two Doves to operate these routes. These aircraft were equipped with eight seats each and on April 4, 1960 Dan-Air Dove G-AIWF took off from Lulsgate to inaugurate the first service to Liverpool. Initially three services per week were flown by the Doves. On May 14, 1960, Dan-Air opened another route, this time from Cardiff-Bristol to the Isle of Man (this was a

summer route only). Dan-Air acquired hangar space at Lulsgate and set up a small maintenance base there for the Doves. Dan-Air also flew to Basle from Cardiff-Bristol with Dakota aircraft on a seasonal basis.

During 1959 it had been announced that the airport at Blackbushe would close down to all operations on May 31, 1960, and with this in mind, Dan-Air prepared for a move to London Gatwick Airport. The move to Gatwick was completed on May 31 when Bristol freighter G-APLH flew into Gatwick from Blackbushe. By this time, Dan-Air had purchased a fleet of three Airspeed Ambassadors from the Australian airline Bulter Air Transport. With a 49-seat layout, these aircraft entered service with Dan-Air on March 15, 1960. Dan-Air was thus allowed to further expand its inclusive tour network and used the Ambassadors on holiday services in the summer of 1960. The aircraft flew from Gatwick to Amsterdam, Brussels, Le Bourget, Munich, Nice, Santander, and Tarbes. These aircraft were also used on ad-hoc passenger charter and trooping flights to Berlin, Frankfurt, Gibraltar, Hamburg, Malmo, and Stockholm. With the move to Gatwick, Dan-Air had to transfer its scheduled service (Blackbushe-Jersey) to Gatwick, and was able to open this service on June 18, 1960.

1961 dawned with further Dan-Air expansion plans and on January 4, a Dove extended Dan-Air's Plymouth-Cardiff-Bristol-Liverpool services on to Newcastle. This service was flown three times a week with the Doves. By spring of 1961, Dan-Air had purchased the aircraft and routes of Scottish Airlines of Prestwick and with this Dan-Air also acquired a passenger Dakota and most significant of all, rights to operated scheduled services from Prestwick to the Isle of Man. In July 1961, a Dakota took over the Plymouth-Cardiff-Bristol-Liverpool-Newcastle service and on July 7, G-AMSS inaugurated a Liverpool-Newcastle-Dundee route with Arbroath as its Dundee terminal airport. Later, a Perth-Prestwick-Gatwick and a Perth-Newcastle-Gatwick service was introduced, but these services lasted only a short time.



Sticker from Don Thomas collection.



In 1962, Dan-Air's second international scheduled service was opened with a Dakota between Liverpool and Rotterdam. Later that year, the airline flew a Bristol-Basle service via Bournemouth and scheduled services were also opened from Bristol and Gatwick. A Heron was acquired in May 1963 to replace the two Doves on the Plymouth-Cardiff-Bristol-Liverpool-Newcastle services and in the same year the Yorks were replaced by BEA's new Argosys on the domestic services. Most of the Yorks were retired by the end of 1963, although one aircraft was retained for long-range freight work. During 1963, Dan-Air had carried over 115,215 passengers on all of its routes. Some 35,735 passengers were carried on the airline's scheduled services.

Dan-Air's last York was retired in late 1964 and was not replaced by any new type of aircraft; freight work was being accomplished by the Bristol freighter fleet. New routes appeared in 1965, but some of these were dropped because of lack of traffic, others are still being flown. It was in 1966 that Dan-Air suffered two accidents with its aircraft. The first occurred in April 1966 with an Ambassador on a Clarkson spring holiday flight to Beauvais. The aircraft (G-ALZX) had just touched down along the wet runway when the wheels locked and the aircraft skittered off the runway and into a ditch. Although the fuselage was badly damaged, all those on-board were unhurt. The plane, however, never flew again. The second accident was more serious and involved a Piper Apache which was operated by Dan-Air and Airways Training, based at Gatwick. The aircraft was used to position crews between Gatwick and Lasham and on just such a flight the Apache was lost. In extremely poor weather, the aircraft had descended to 500 feet, and hit high ground near Godalming. Both persons in the aircraft were killed.

The jet age arrived on Dan-Air in October 1966 when a contract was signed with BOAC for the purchase of two Comet 4's. The aircraft entered service in the winter of 1966, with a new seating arrangement capable of carrying 106 passengers. With this purchase, a whole new era dawned for Dan-Air, and it was one that would center around the graceful Comet. For the 1967 tour season, three aircraft were in service flying holidaymakers to and from several Mediterranean destinations. Dan-Air had now become the third British independent to introduce pure jets into service. Dan-Air also continued to expand its services, flying to the West Country of England, South Wales, the North of England, Belgium, Holland, and Norway.

Early in 1969, the airline acquired former American Airlines BAC-111's and two more BOAC Comet 4's. The year of 1969 was one of rapid expansion and in May a Gatwick to Newquay service was opened. This was a route formerly flown by British Eagle, but Dan-Air substituted Dakotas and Ambassadors for Eagle's Viscount and BAC-111 aircraft. The airline did not find this service to be as successful as had been hoped for, and at the end of the season the service was suspended. A trans-Atlantic flight for the Dan-Air Comet materialized in 1969, when a party of tourists was flown from Gatwick to Port of Spain, Trinidad. Also in 1969, the airline started to fly inclusive tour charters from West Berlin to the Mediterranean. Nearly 300 flights were undertaken during the summer, which meant that one aircraft was based in West Berlin. Today, these services are still flown by Dan-Air, now using Boeing 727's equipped with long-range fuel tanks.

During 1969, Dan-Air started to look for a replacement for its Dakota aircraft. The airline looked at many types of aircraft

which included the B. N. Islander and the Handley Page Jetstream. The latter aircraft emerged as the favorite, but in 1970 Dan-Air's plans were upset when Handley Page closed. Again the airline had to look around. In June 1970, an Air Ceylon Nord 262 was bought and the aircraft arrived at its Newcastle base on July 3, 1970. The Nord entered service on the Newcastle-Liverpool-Cardiff-Bristol service on July 22, 1970. The Dakota aircraft's service had come to an end.

For the 1970 inclusive tour season, the airline had a fleet of four BAC-111's and 11 Comet 4's, with the Comets being used from Gatwick and Manchester and the BAC-111's from Luton. In July of the same year, one of the Ambassadors opened a weekend service from Newcastle via Carlisle to the Isle of Man. July 4, 1970 was a bad day for Dan-Air, when the airline suffered its first fatal passenger flight. A Comet 4 (G-APDN), enroute from Manchester to Gerona with 105 passengers and a crew of seven, crashed into a mountain near the end of its flight. All on-board were killed. Only two days before this accident Dan-Air had received good news, when the airline signed a four-year agreement worth over 2.5 million pounds with tour operator Global. The deal was for the operation of Global services from Birmingham airport beginning in April 1971. BAC-111 Series 400 aircraft would be used. In fact, by the end of 1971, Dan-Air was flying inclusive tour charter flights for most of the British major tour operators.

The next stage of Dan-Air's development started in Washington, D.C., in October 1970. President Richard Nixon signed the papers giving Dan-Air rights for charter flights from Britain (and other parts of Europe) to the United States. The permit, approved by the CAB was valid for five

years. The airline had announced it would start operations on April 1, 1971 with a second-hand DC-8. But it turned out that Dan-Air did not buy the DC-8, but rather a Boeing 707. This occurred in 1971, when a Pan Am aircraft was handed over to Dan-Air at Nassau. The aircraft arrived Newcastle on January 7, with a Pan Am crew at the controls. The aircraft went into Dan-Air service at the end of March flying charter flights from Gatwick.

Two Comet 4C aircraft were bought in March 1971, and were used (with a 119-seat layout) on long-distance tour flights. Flights were made to Las Palmas, Tenerife, and also to the Greek Islands. Another aircraft, the HS.748, was put into service from Newcastle to Kristiansand, replacing Nord 262 services. With new aircraft arriving, it was certain that some of the older aircraft would go. For many a summer, the Ambassador had been a grand aircraft flying many holidaymakers to points in Europe. But after 12 years service with Dan-Air, the Ambassador-era was closed out when G-ALZO operated a final flight from Jersey to Gatwick. For Dan-Air, the Ambassador had flown well over 10 million miles. When Dan-Air received its second HS.748 in late 1971, it meant farewell to the Nord 262 as well.

Also in 1971, Dan-Air undertook further expansion through the acquisition of Skyways International from Sterling International Securities. Through Skyways, Dan-Air inherited a fleet of four HS.748 aircraft, which joined Dan-Air's pair. In April 1972, an HS.748 (G-ARAY) flew a proving flight over a new route from Luton to Leeds to Glasgow. This service was inaugurated on April 11. Other HS.748 services were opened on a Bournemouth-Birmingham-Liverpool-Manchester route through to Newcastle, and on a once-weekly



Left: Dan-Air is an extensive user of the BAC-111. Wearing Dan-Air's old colors, G-AZED (a BAC-111-414) is rolling out toward Runway 33R at Athens, Greece in October 1980. Photo by Gary Dolzall.



Right: BAC-111 G-BCWA is a 500-series aircraft decked out in Dan-Air's current color scheme. Photo: Lawrence Monroe collection.



Swansea to Jersey service. This flight marked the first service to Swansea, and other services were opened to the Channel Islands when Dan-Air took over a Channel Airways' service between Bournemouth-Guernsey and Jersey. From Skyways, Dan-Air also gained international scheduled services from Gatwick to Montpellier and Clermont Ferrand. A new three-times-a-week international service was inaugurated by Dan-Air on June 5, 1972 when a HS.748 opened a route between Gatwick and Berne. The airline also bought four Comet 4B's with these being joined later that year by some of BEA Comet's. In addition, Dan-Air bought a second 707 from Pan American and during 1973 both aircraft flew many trans-Atlantic charter flights from Gatwick. They were used at the height of the holiday season, too, on inclusive tour flights from Gatwick, Glasgow, and Manchester to the Mediterranean.

By 1972, Dan-Air began searching for a replacement for its fleet of fuel-thirsty Comets. It began this program by purchasing three ex-Japan Air Lines Boeing 727's. Dan-Air operated its first 727 revenue service (and the first such flight by any British airline) from Manchester to Alicante on April 13, 1973. With the cost of fuel skyrocketing in the latter half of 1973, Dan-Air transferred as much work as it could away from the Comet fleet. When fuel prices stabilized, the Comet seemed to once again find favor with Dan-Air.

In 1974, a HS.748 was based at Aberdeen, Scotland for use on oil charter work to carry Conoco Oil Co. personnel from Aberdeen to Sunburgh. This service remains today. When not engaged on the oil work the aircraft flies charter flights from Aberdeen and Edinburgh to many European destinations. On April 20, 1974 Dan-Air opened a service from Gatwick to Newcastle.

This service was promoted by British Caledonian while it was initially flown twice daily by Dan-Air Comets. But in November 1974, BAC-111 aircraft were introduced on this route.

Dan-Air moved through the remaining years of the late 1970's, and into the 1980's, by continuing to hold to its strengths--strong charter flight operations mixed with an interesting array of scheduled services. Dan-Air today is truly a major carrier by any measure, flying over 2.5 million passenger annually on its charter and scheduled services. By 1976, Dan-Air's aircraft fleet had grown to approximately 48 aircraft, 19 of which were Comets. But as the 1980's neared, the grand old lady of the fleet began to be slowly phased out as more 727's were purchased. And as the decade of the '80's dawned, dusk finally settled on Dan-Air's Comet operations. Indeed, Dan-Air operated the final commercial Comet flight (see the Summer 1981 issue of the CAPTAIN'S LOG for additional information on this). As this article is being written (1981), Dan-Air operates 49 aircraft comprising four models, the 727 (11), BAC-111 (14), HS.748 (18), and Viscount (6). Being painted in a new color scheme (Dan-Air has made several modifications to its scheme in recent years), Dan-Air aircraft can be seen throughout not only the United Kingdom, but at all the major holiday destination of Europe. If you visit one of the sunny vacation spots that dot the Mediterranean, chances are you'll encounter a Dan-Air BAC-111 or 727 sometime during your visit. And certainly, Dan-Air makes its presence felt at Gatwick airport, dispatching what sometimes seems to be a near-constant flow of aircraft down the runway 08/26. All-in-all, it's rather impressive for an airline that first flew in 1953, with a single Dakota operating from a grass runway at Southend.



Left: Dan-Air HS.748-233 G-BEBA also wears Dan-Air's new colors. Dan-Air currently carries more HS.748's on its roster than any other aircraft type. Photo: Lawrence Monroe collection.



Left: Boeing 727's have become the aircraft to replace Dan-Air's once grand fleet of Comets. Here, 727-46 G-BAEF here rests at London Gatwick in the company of a British Airtours 707. Photo: Gary Dollzall collection.

# Model Shop

DAVID MINTON

FOR MODELING THE F.27/F-27/FH-227, you can choose from a wide variety of scales and kits. This is somewhat surprising, considering that several more-prominent airliners are not readily available in kit form; for example the Fokker F.28 and the HS-748 from Britain. On the other hand, the Fokker twin propjet has been around for a number of years and nearly all of the available kits are either old or re-issues of older kits. Listed in this column, in the usual format, are all kits of this aircraft known to me, all except one are the F.27/F-27. Available decals include the seven originally issued to go with the Revell kit. These are not available from Revell directly, but after you purchased the kit, instructions on how to go about getting the decals from the various carriers involved were provided. The carriers were, I believe, Piedmont, Ozark, Pacific, Bonanza, Aloha, Quebecair, and Allegheny. These all were delivery markings. ATP has also issued a Piedmont p/c sheet for the 1/115 model, Starline has re-issued the original Revell Pacific type of marking, and from Jet Set you can now get the Transfer d'Avion markings for the Air France n/c 1/94 F.27. Announced, but not yet available, are the following: from Mach 1, Luada; from Jet Set, Pacific, Pakistan International, and Nigeria. All of these are for the Revell kit. The Pacific markings are not the same as those provided by the Starline sheet but are similar to the ones on the Boeing 727.

In this issue, I will comment on the ATP, Revell, Airfix, and Airtec kits. The Airtec FH-227 is not really a kit, rather, it is more like a ticket-counter type of model. The Edai kit is the same as the Airfix kit, being apparently the only kit produced by that company in a joint venture with Airfix to market the kits in Japan. Starting with the smallest: the ATP kit is similar to the Lincoln, Kadar, and IM kits. All four of these models are the same except for the way they are packaged, decals, and instructions. The ATP decal is different from the rest in two ways: (1) it is Hughes Airwest instead of Trans Australian, and (2) it can be used. I've yet to see one of the TAA sheets which would release properly from the paper. Either the decals are very old or there is no water soluble on the paper.

The model itself is molded in semi-hard gray plastic and numbers 73 pieces; there are seven clear parts. There is also a two-piece stand, a rudimentary interior, and a three-piece boarding ramp with a boarding person standing by. All of the removable flying surfaces are working parts. The kit is, in fact, much like the Airfix kit, except smaller. The fit is comparable to most of the older type of kits. There is a lot of flash on the smaller parts and you should use particular care in removing flash from the propeller blades as these will break very easily. Surface detail

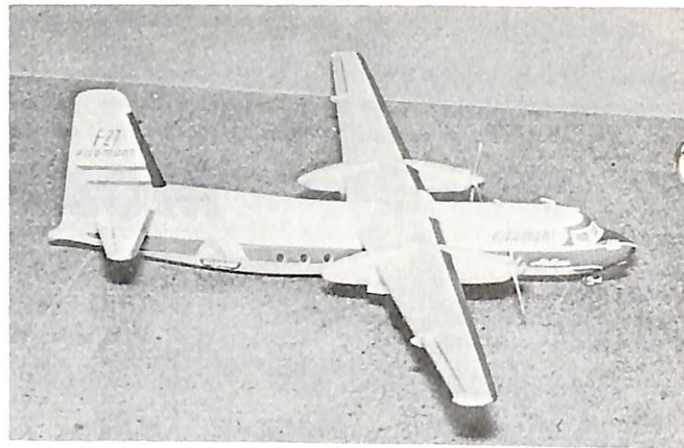
## F.27/F-27/FH-227 KITS AVAILABLE

Airfix	1/72	583	Aer Lingus	\$18-20	-
Airfix	1/72	05003-4	Braathens S.A.F.E.	15-18	-
Airfix	1/72	5003	Dutch Military	7-8	+
Airtec	1/72	FH-227	N/A	20	+
ATP	1/144	027RW	Hughes Airwest	4-6	+
Aurora	small	-	Snap-a-roo	6-8	-
Coma/Airmec	1/105	4010	Aer Lingus	18-20	-
Edai/Airfix	1/72	A-104	All Nippon	12-18	-
Kadar	1/115	0392	Trans Australian	4-5	-
Lincoln	1/115	119	" "	6-8	-
IM	1/115	-	" "	2-4	-
Revell	1/94	H-297	prototype	15-20	-
Revell	1/94	H-297	All Nippon	25-35	-
(of Japan)					
Revell/	1/94	H-297	prototype	8-10	-
Lodola	1/94	H-297	Ozark	8-10	-
Lodola	1/94	H-298	Bonanza	8-10	-
Lodola	1/94	H-102	NLM City Hopper	7	+



is light and raised. The worst problems with the fit are in the wing root area and on trailing edges, but if you work carefully, you will get nice results. The outline is generally correct and the model is represented with the later radar nose. Scale-wise, the model comes to about 1/123 for the wings and 1/131 for the length. It will fit very well into a 1/144 collection, as advertised.

The Revell kit is the next largest model, at 1/94 scale. Again, it is a pretty old mold and the kit suffers from the same type of problems, including sink holes, flash, and bad fit. It is molded in either soft white or medium-hard, light gray plastic, depending on the kit. The soft white comes from Mexico, and the gray from the U.S. It is possible that the NLM City Hopper was also issued from Revell of Germany, in which case it was probably white, although I have not seen it. The Revell kit is made up of 51 parts, including three clear pieces, which is relatively unusual for a Revell kit. On the more recent re-issues, there are particular problems with sink holes along the fuselage seam and on the ailerons. You will also have to fill in the slot on the bottom (originally for the s-type stand). The fit along the trailing edges is thick and uneven. The flying surfaces are all movable, which means you can position them. The hinges and pin fittings are not very easy to use as movable parts. Surface detail is light and engraved. On the Lodola kits, pay particular attention to flash and mold marks along the seam line—take your time with pre-fitting and assembly. The model is generally accurate in outline and has the later radar nose. At 1/94 it scales with a length of 80 feet, 3.5 inches and a span of 93 feet, 9 inches. This compares fairly well with the values from Green and Swanborough of 77 feet, 3.5 inches and 95 feet, 2 inches for the real thing.

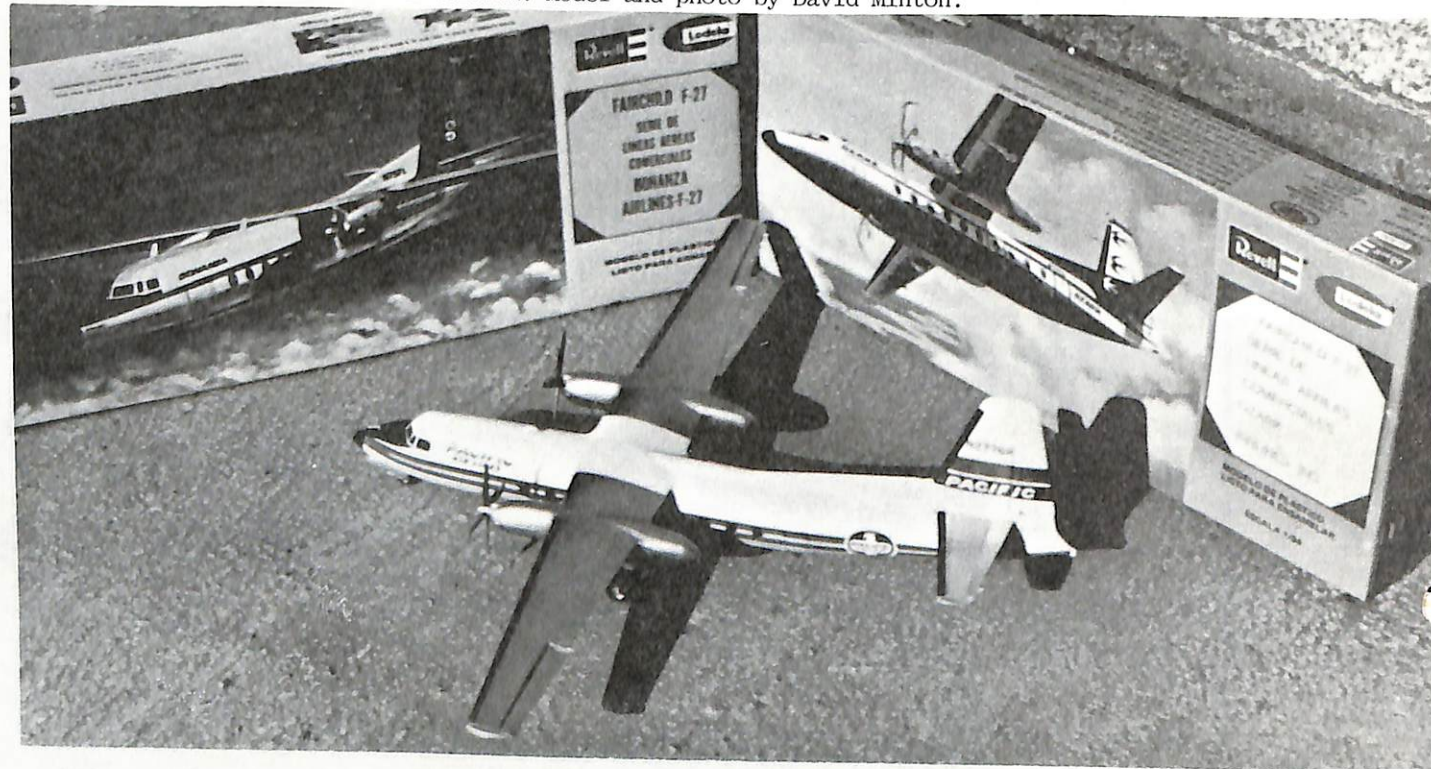


Above: Piedmont F-27 is re-created through the use of the ATP F-27 model and ATP decals. Model and photo by David Minton.

The Airfix model is the largest of the kits available, but, like the others, is from an old mold. It has the same flash and fit problems, and because it is a bit larger, it also suffers problems due to more and larger sink holes and some warpage, particularly along the fuselage. The flying surfaces are again movable—and on a model this size it is easier to make them work. Detail is a combination of raised and engraved lines. The outline of this model also appears accurate and it has the late radar nose as well. It is molded in light or medium gray plastic and there are about 77 pieces, including five clear ones. It is also provided with a boarding ladder, a modest interior to the cockpit area.

The Airtec model of the Fairchild FH-227 is

Below: Starline's Pacific Air Lines decals were used along with a Revell F-27 kit to build this model of N2776R. Model and photo by David Minton.



delivered as a one piece semi-hard plastic blank. There are flash lines and mold marks along the seam lines on the fuselage and engine nacelles. There were no props, landing gear, or decals delivered with any of the versions I have seen. This presents something of a problem, as the cockpit windscreen and cabin windows are not represented on the fuselage. You will either have to make your own decals or drill out the proper areas on the model. Because the plastic is rather thick, I would suggest the former method. You can take the props and gear from the Airfix kit, which is the same scale, but at \$20 (plus postage) for the blank and \$7-\$9 for the Airfix kit, this will make for a pretty expensive model. Another way to do this would be to convert two of the regular F.27/F-27 kits.

On the new products front, there are a bunch of new decals. From Rareliners comes a very colorful sheet for Air Guinee. This is an extremely complete sheet, providing all of the markings you will have to put on the model except for silver, gray, and white paint. The decals go on easily, the registration is good, and the decals are strong. You will have to modify your kit to add the gravel runway accessories, which means changes to the front gear and engine nacelles, but these are easy to do and the instructions sheet provided with the decals explain this completely. Also included with the decal sheet is a new Aviation World post card of the aircraft.

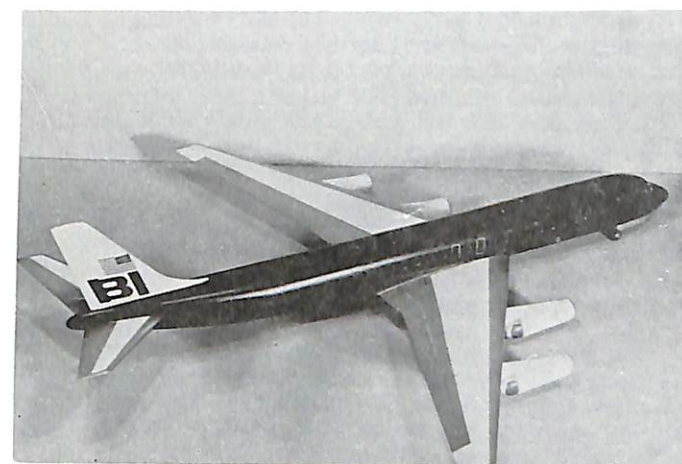
From ATP comes several new decals. About the most colorful is the new purple, red, orange, and yellow Air Cal sheet. These will fit the 1/144 737 or a converted DC-9-80. The sheet is very attractive and provides all of the required markings. The instructions are not only very complete for the placement of the decals, but also show how to do the -80 conversion using two Airfix kits and one Revell DC-9 kit. Also new are a TWA sheet for the Starstream markings, a TWA sheet for a 1/144 Martin 404, two US Air sheets (for the DC-9-31 and a 727-200), and several of the old Scalemaster sheets now under the ATP logo. New from Big D-cals in Texas is a Philippine Airlines set for the Revell 747.

From Jet Set have come the Easter egg Braniff colors mentioned in the last issue. These provide markings for virtually every Braniff aircraft that flew in the solid colors, except for the Electra. These decals are relatively unusual in that they are printed on a continuous clear sheet. To use them, trim as close as possible to the actual markings you are going to transfer to the model, and put on a thicker than usual coating of clear protective paint and it should cause little trouble. No window outlines are provided, however, so you will also have to get these from another source, such as ATP. Also, the DC-8-62 wing painting instructions are probably more correct in the side view, for both the top and the bottom of the wing, than they are in the upper view.

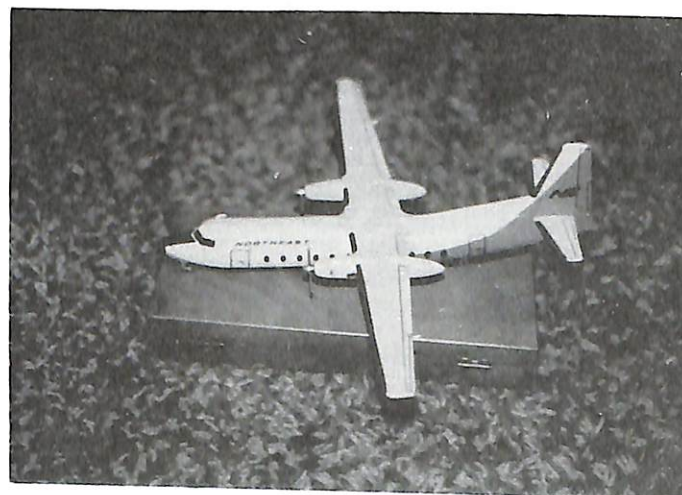
Finally, a quick request: I continue to receive mail asking questions or commenting on my writing. Please keep it coming, but I would like to remind those who wish a reply to include a SSAE or post card. And for those of you who send photos, please note your name and address, and which model is depicted in the photo, on the back of the print.



Above: Rareliners' Air Guinee markings applied to the Airfix Boeing 737. All markings seen in the photo are provided with the superb decal set. Also provided: Instructions on how to do the gravel-runway equipped conversion. Photo and model by David Minton.



Above: Nitto 1/100 DC-8 with new Braniff decals from Jet Set. Model is painted in the dark "Panagra" green colors. Door and window outlines are hand-painted in silver. Model and photo by David Minton. Below: Member Bob Levy has combined subjects of articles in the last two LOG's—Northeast and the FH-227—and come up with this beautiful Fairchild FH-227 model. Airtec produced the model, Micro Scale the decals (from a 727 sheet).





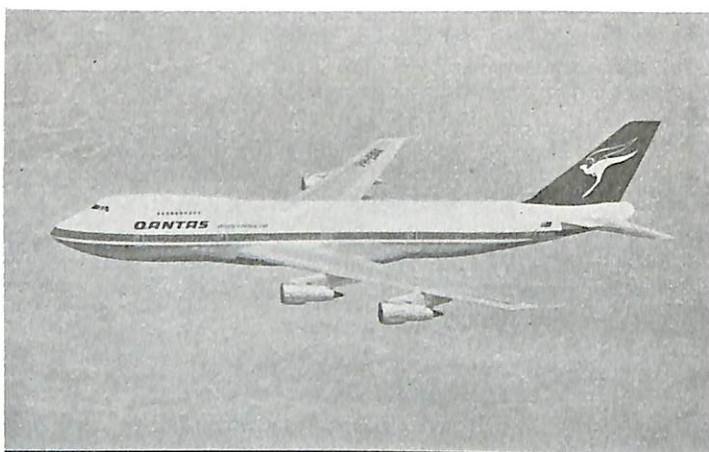
# Post Card Corner

PETER BLACK

THIS ISSUE'S FEATURE articles bring to mind a number of interesting post cards of Qantas, Dan-Air, and F.27/F-27/FH-227 aircraft. In recent years, Qantas has operated a limited number of aircraft types (perhaps one reason they usually make a profit), and all except the newest, the 747SP, have appeared on post cards. All three models of the 707 operated by the Australian flag carrier have appeared on at least one card—the 707-338C, and the unique, extra-short fuselage 707-138 and -138B which only Qantas purchased new. A number of 747 cards exist, as do DC-4's, Super Connie's, Electra's, and flying boats. The only jet to carry Qantas' insignia to miss being on a post card was the Comet 4, which was leased from BOAC. If any reader knows of a 747SP card of this airline, please send us a photostat.



The jet-powered fleet of Dan-Air London has been well covered on cards, mostly by one publisher—Charles Skilton & Fry. The carrier has also issued Skilton cards with different backs and card numbers. The only real airline issue in recent times has been one 727-100, airborne. From the piston days, the only card I know about is a black and white photo card of a Dan-Air Airspeed Ambassador which is part of the Flight International Magazine series.



The F.27/F-27, and to a lesser extent the FH-227, have served a large number of airlines around the world. Regretably, few have graced the face of the post card. A couple that did are illustrated, one being a brand new issue from Brazil. More on that later.

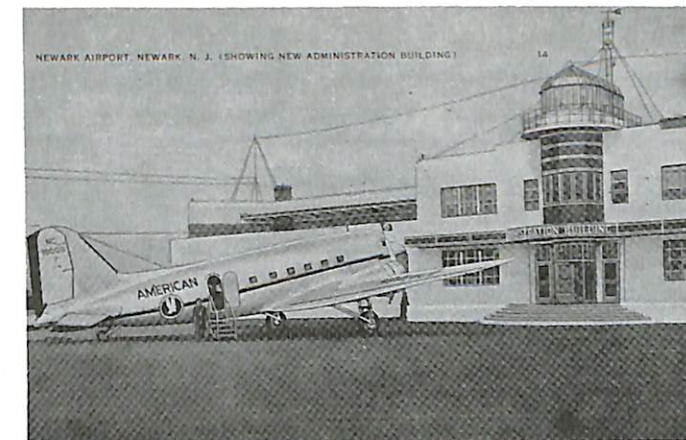
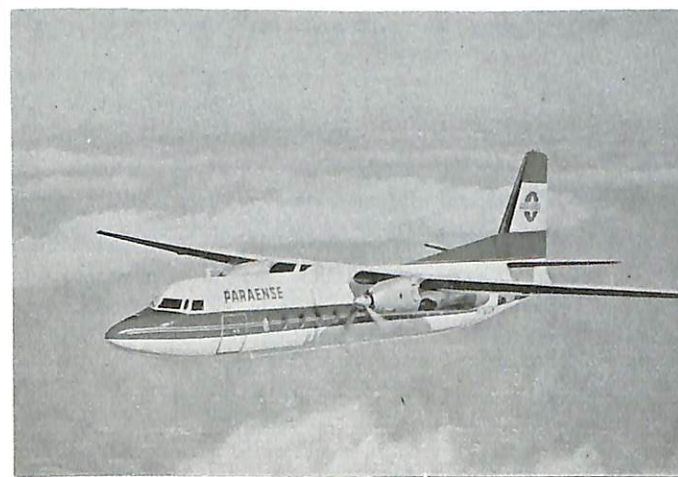


Post card photos, top to bottom: Qantas DC-4 card issued by Aeronautica Aviation Series; Qantas 747B card issued by the carrier and printed in Australia; Dan-Air 727 G-BKNF depicted in new Dan-Air scheme in a Charles Skilton & Fry Ltd. post card.

This year is only a few weeks old as we prepare to go to press, and already a number of new post cards have surfaced. US Air has released a card of a 727-200 in its current silver crown color scheme, and a De Havilland Dash 7 of Allegheny Commuter that is far better than the prior card of the same aircraft. Capitol has a DC-10 in its new colors, and a newcomer to southern skies, Muse Air, published a card of one of its DC-9-81's. From Canada, NorOntair has done a Twin Otter, the only recent card from the north country.

Very welcome in collector circles is a new series of no less than 16 cards from Manche of Brazil. Most are of subjects never before appearing on a post card. Included in this high quality selection are a Loide Aereo DC-6A (an airline from the 1950's), a DC-9-81 of Austral, 737's of LAN-Chile, Cruzeiro, and Pluna—the latter in the original 1969 color scheme. Also included are Electras of Varig and LAP, a TRAFE DC-8, a Paraense FH-227, a Faucett 727C, plus seven more. From across the Andes comes word of an airline issued LADECO 737, but attempts to obtain a copy have failed.

Below: Two new post cards from Brazil's Manche. Austral DC-9-80 is in-flight over west coast of U.S., Paraense of Brazil was a FH-227 operator before ceasing operations.



Above: Newark Airport's "new" administration building, circa 1937, with AA DC-3. Peter Black collection.

In usual form, the British have supplied us with many new cards. To start with, a new publisher, "Friends of the DC-3," have published their first set, four cards of, you guessed it, DC-3's. Only two are actually airliners: one of Skycraft Air Transport (Canada) and the other Air Tasmania (Australia). The remaining pair are a Super DC-3 of the U.S. Marine Corps, and a curious card of "Boss Bird," an old DC-3 flying executive for Tinsley Fried Chicken, a U.S. outfit. The second new post card publisher is APC Publications, the company that produces Airline Postcard Collector magazine. Editor Fred Hens selected for their first editions four different airborne HS-748's; Bahamasair in its current colors, Air Madagascar, Liat, and SATA—a Portuguese domestic airline. Also from APC are cards of F.27's of Ansett Airlines of Australia, and also TAT and Air Alsace, both of France. The final card from this publisher is a Bandeirante of the French commuter carrier Brit Air. The chaps at the Aviation Hobby Shop, located in the town of West Drayton, a few minutes from London-Heathrow Airport, have just released eight new cards: an Air Algérie A-300, an Air Afrique Cargo windowless 747 freighter, an ex-Continental 747 in Avianca's latest color scheme, a Bayu-Indonesia Air DC-6A, the Ariana DC-10, a Rhineair Nord 262B, an Altair (Italy) Caravelle, and rounding out the batch, a Merpati-Nusantara Airlines (Indonesia) Vickers Vanguard. And, as if that is not enough for a brief period from one country, Photo Precision Limited has issued a whole set of cards of aircraft that serve British airports. One aircraft in this set that has not appeared before is a 737 with "British" titles. Others include a Wardair 747 with GE engines, a Braniff 747, plus the usual assortment of British Caledonian and British Airways types. All of these cards have colored borders framing the aircraft picture.

On the European continent we find that Aviaco has a card of a DC-9-34 on the ground, and Swissair has a new DC10 in its current color scheme. Also from Switzerland, E. Baumann has produced, in very limited numbers, a Swissair DC-8-62 in the current



color scheme. This aircraft is scheduled for phase-out soon. Photoglob, another Swiss publisher, has several new cards including a TAP-Air Portugal 727-100, an Iberia DC-9 in current colors, and a Singapore 747. Moving north to Germany, we find two cards from an anonymous publisher: a Mackey DC-8 and a CAAK (North Korea TU-154. Still further north, in Sweden, we discover a series of 19 aircraft cards from a previously-unknown publisher, Aeroprint. Only nine are airliners: a Braathens 737, Sterling 727-200, Scanair/SAS DC-8-62, Linjeflyg F-28, Swedair Twin Otter, and Learjet 35, SydAero Twin Otter, a DC-10 cockpit, and a model of the forthcoming SAAB-Fairchild 340. From Italy comes a complete set of cards of the current fleet of Alitalia. Several show aircraft not seen before on post cards: an A-300 and 747-200B with GE engines, plus two light aircraft in full airline paint.

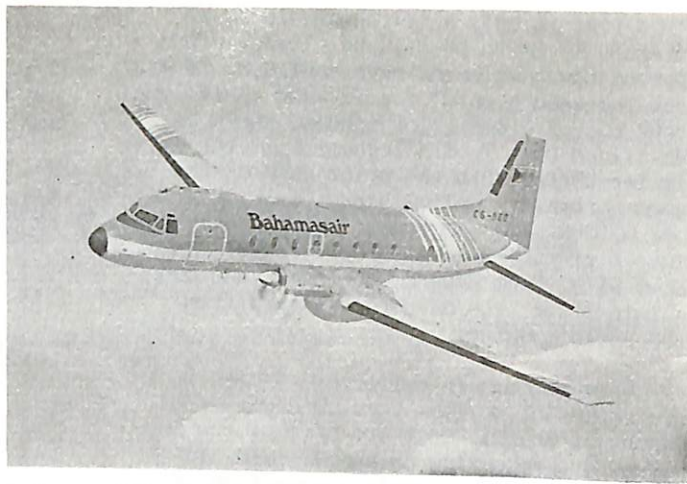
From the other side of the world, Garuda has an oversize card of a 747 on which the aircraft is die-cut so it can be peeled off and used as a baggage sticker. Returning to the U.S., the International Airlines Museum has several new offerings, including a Braniff C-46, Comair Bandeirante, Evergreen DC-9, and Air Florida 707. Finally, Aviation World has released a TWA 747 in the full current color scheme, a United 737, a MVA Short SD3-30, a LAN-Chile Caravelle, a New York Air Bandeirante, and a World DC-10.

This bumper crop of cards is indicative that with little more than two months gone by, the rest of 1982 should be a high mark for new issues. The first 767's will be delivered to airlines mid-year, and the first 757's will be on the line not many months later. The DC-8-71 is already flying in airline colors, and the DC-8-73 should fly soon. The Airbus A-310 is nearing its first flight, and the British Aerospace 146 is moving quickly through the certification process, as are a number of commuter airlines. With all these potential subjects for post cards, we can only hope that in these times of tight airline budgets and low fares, many subjects will make it onto cards.

William Demarest recently finished compiling the fifth volume of the International Airline Postcard Catalog—the Boeing 737. This part, illustrated with over 200 known 737 post cards, is now available from Aviation World. Next in the series will be the 747, hopefully in time for the Airliners International Convention in June, followed by revised and updated reprints of Vol. 1—the DC-8, and Vol. 2—the DC-9, later this year.

Finally a correction: the Royal Air Maroc card mentioned as a 727-200 in the Aviation Hobby Shop series is actually a 737-200.

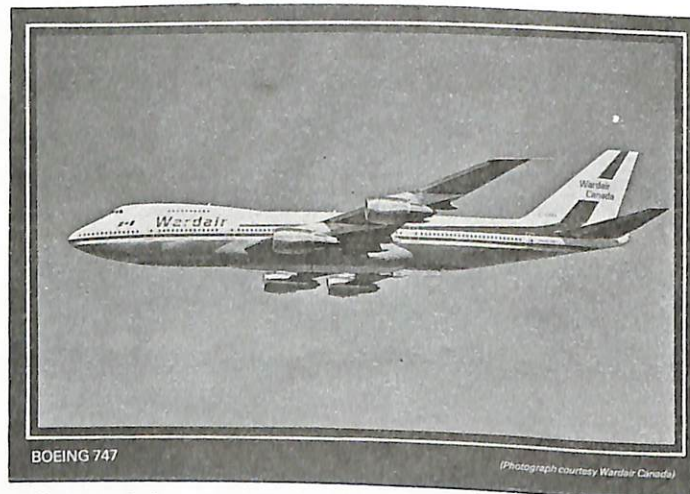
Remember to let the editors of this column know about any new and unusual cards you come upon, so we can spread the word.



Above: Bahamasair's beautiful HS.748 C6-BED is the subject of this new APC Publications' card from Britain.

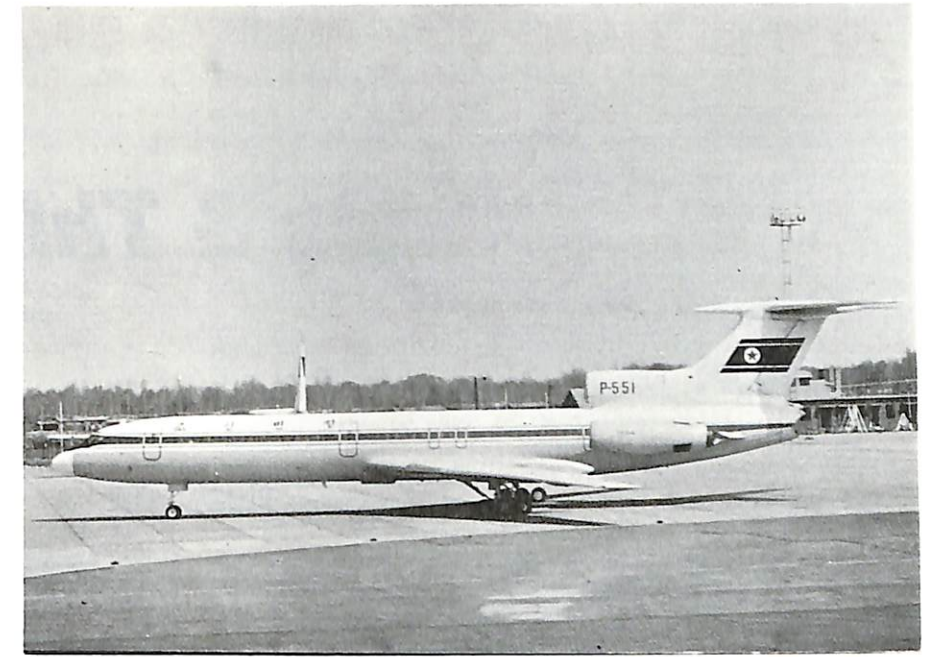


Above: Also from Britain, in this case from the Aviation Hobby Shop in West Drayton, is this card featuring Merpati Nusantara V-952 Vanguard PK-MVA.



Above: Color border around card is a feature of Precision Limited's new series. This card illustrates Canadian carrier Wardair's 747 C-GXRA.

Here's a rare subject: CAAK of North Korea Tu-154B P-551 at Peking, China. Card is published in Germany.



One card from Alitalia's entire fleet set; 747-243B Combi I-DEMC is illustrated here.



Spain's Aviaco has issued this card of its DC-9 EC-DGB. Aircraft colors are two shades of blue on white, with a yellow band (trimmed by red) across top portion of tail.





# Wings & Things

RICHARD KORAN

"IT'S ABOUT TIME"—I'm sure that's what many of you said when you discovered this new column about wings. It took a New Year's resolution to do it—to get underway with a column and share the excitement I found in wing collecting.

As those of you who know me are aware, I have spent a number of years collecting wings from around the world. Since I have concentrated on pilot wings and badges, I will be seeking help from other WAHC wing collectors—Dr. Charles Quarles and Ray Maddox in particular—in the preparation of this column of information and comments. Those fellows collect flight attendant and aircrew wings and badges that, together with the pilots, will make this effort better for everyone. Suggestions from other WAHC members regarding what you would like to see and hear will be welcome. And there's always that one wing "out there" I would like to get my hands on! Since the CAPTAIN'S LOG concentrates on selected airlines in each issue, I will most often follow suit.

Collecting wings is a fascinating hobby. I am sure everyone has found that out for themselves with their own particular interest in airline memorabilia. I began by just trying to accumulate the wings from as many airlines as I could. Being with a major air carrier myself (American), this was somewhat easy at first. Then came the hijacking episodes and the subsequent crack-down by the airlines on the release of aircrew insignia to unauthorized persons. My efforts were slowed somewhat, but I have continued to pursue the wings that I don't have and there are a lot of them out there. I also discovered that there is more to the hobby than just a lot of wings—you also want quality!

The constant search for that one elusive wing has prompted me to start a project of putting together a book about the wings of the world's airlines. Now I am seeking more than just a wing—I need in-

formation and histories. In the months ahead, I will be able to share these items with you in future columns.

Now to the task at hand! I received the Qantas pilot wing with the large "Q" and the small "E" and "A" in the center from the chief pilot in November of 1973. In his letter, Captain A. Wharton explained: "The QEA wings were first issued in 1934 when we (Qantas) first introduced wings. Over the years, we considered a design change on quite a few occasions. Invariably it emerges that after almost 40 years they are now considered a tradition rather than a badge of office. So we just keep wearing them." (Reference: Qantas-I metal).

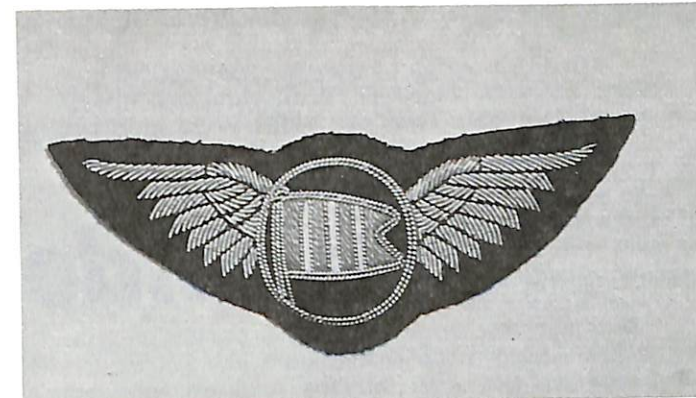
Tradition fell by the wayside, however, when in 1975, Qantas began wearing a new style aircrew wing (Reference: Qantas-II). Then, in 1981, a third new style wing was introduced. To quote from the letter G. K. Kilian, Uniforms Superintendent, sent to WAHC member Dr. Quarles, "Whilst over the past six years Qantas pilots have worn only a Bullion wing on their uniform jacket, we now have in addition again introduced a metal wing, to keep tradition of course." It should be noted that Dr. Quarles was the first collector in the world to receive the new Qantas insignia! Just so happens that the new wings appeared the same year that the airline celebrated its sixtieth anniversary (Reference: Qantas-III).

If you will look closely at the two new style Qantas wings, you will notice a small change from the older QEA wing. At the top of the shield, the old British lion was dropped! In its place, Qantas put the Emu, a large Australian bird that cannot fly, along side the Kangaroo and the stars of the Southern Cross.

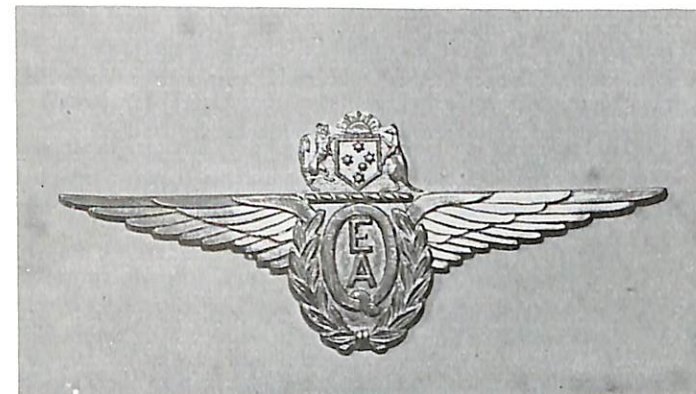
As for collecting wings from England, I acquired the Dan-Air pilot wing from a fellow collector in Luton. This wing is a padded sew-on type of badge. The embroidery is all gold wire with the flag in the

center having red and white bars done in thread. This example of the Dan-Air wing is the only one that I am aware of. I have seen others, but the only difference was in the workmanship of the bullion. If there are others, please let me know.

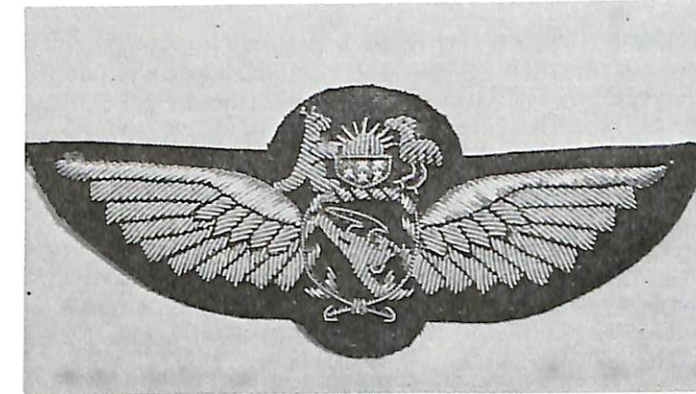
Before I close for this issue of the LOG, please let me say that I hope to hear from you other wing-collectors. If you have something to share, please send along a photograph, or at least a xerox copy of the wing and/or badge you have. With that, thanks for helping me "wing it."



Above: Dan-Air wing is padded sew-on type of badge. The embroidery is all gold wire with the flag in the center having red and white bars done in thread. There are no marks of the maker. Wing measures 4".



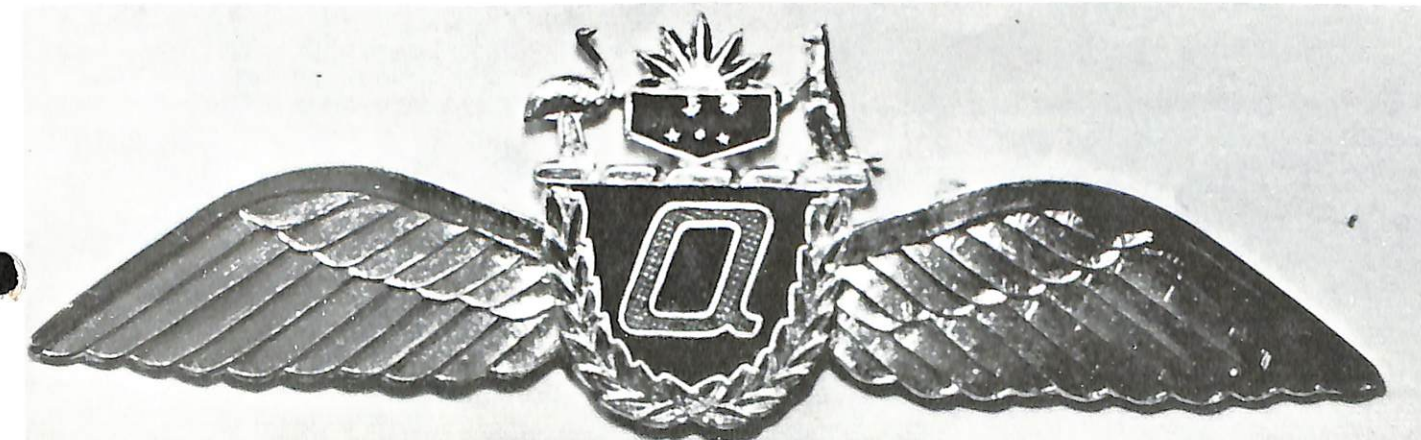
Above: Qantas I; wing is finished in all gold and is hallmarked Angus & Coote. It uses two metal loops and a pin for mounting for wear. Wing measures 3 1/8" wide. All photos this page, Richard Koran.



Above: Qantas II; wing is padded using gold embroidery overall on a medium blue-gray background. Gold embroidery along the top is more shiny than the rest. Wing is 4 3/4" wide.



Right: Qantas III; Wing is padded and uses gold embroidery overall on a black background. The "Q" in the center is red thread and the shield at the top has light blue thread with white stars. Wing measures 4 3/4" wide. Below: Qantas III; metal wing has a gold finish with a black enamel center. The "Q" is red enamel. Wing uses double loops with a pin for mounting and there are no hallmarks.





# The Slide Collector

GEORGE HAMLIN

WE WOULD LIKE TO BEGIN this time by taking up where we left off in the last issue—first, with a correction, and then with some additional listings of individuals and organizations which have original airliner slides for sale.

## SLIDE PURCHASING

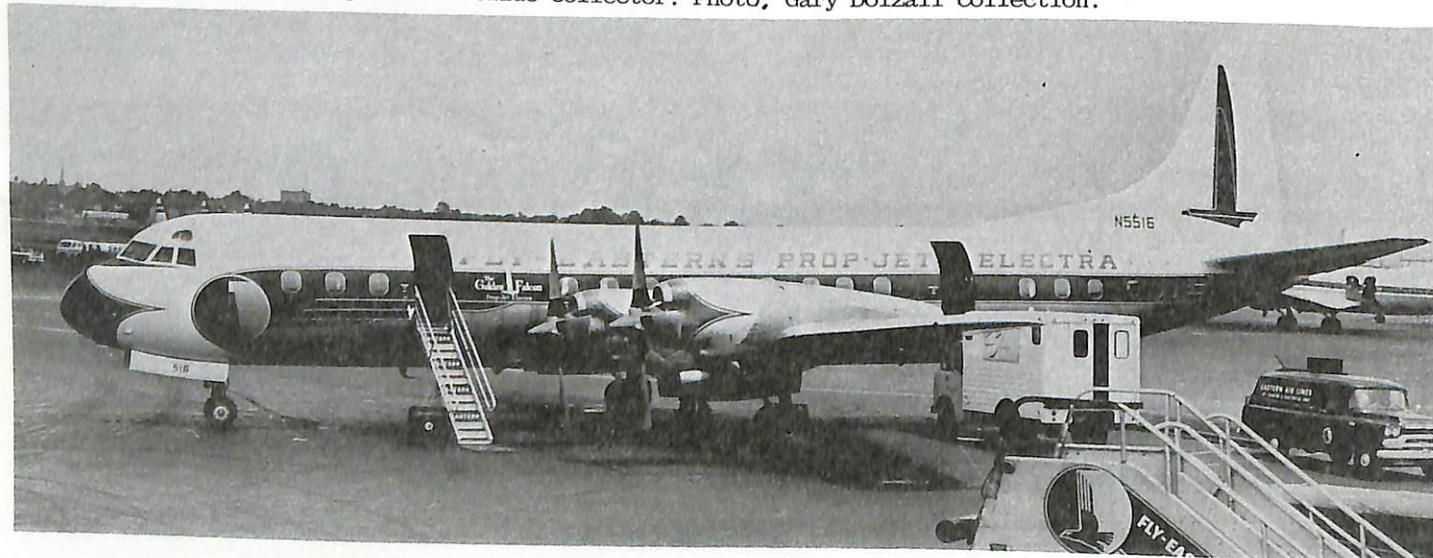
Between the time the column for the last issue of the LOG was prepared and its publication, we learned that one of the slide services mentioned—Aviation Letter Photo Service (ALPS)—has a new mailing address, which is as follows:

ALPS  
Bo-Goran Lundkvist  
P. O. Box 8946  
Coral Springs, FL 33065

Next, we'd like to add two additional regular listings of airliner slides, Aviation Archives and South Pacific Aviation Photos (SPAP). The former, run by Peter Kirkup, lists a wide variety of aircraft, including a number of interesting airliners. While many of the subjects are from North American locations, the listings are by no means confined exclusively to this continent.

SPAP, on the other hand, is very specialized

Below: Acquiring slides of "older" subjects, such as Eastern Electra N5516, for example, can provide a challenge to the slide collector. Photo; Gary Dolzall collection.



geographically. The material offered by this organization consists of aircraft regularly seen in New Zealand. They state, in fact, that if one of their excellent quality ramp shots is out of stock, they will attempt to re-shoot the subject, assuming that it still exists and/or visits New Zealand. Addresses for these two are:

Peter A. Kirkup  
Aviation Archives  
P. O. Box 1351  
Bellevue, Wash. 98009

South Pacific Aviation Photos  
P. O. Box 158  
Auckland, 1, New Zealand

Regarding slides sold on approval, WAHC member Werner Hartman offers airliner shots from the west coast both on approval and via a printed listing. In addition to shots of aircraft on the ground, Werner also has a few landing shots of airliners. His address is:

Werner Hartman  
4793 Le Roy Street  
San Bernardino, CA 92404

Incidentally, we will be happy to publicize any members' slide listing or approval service in this column (as long as space permits). We would ask, however, that requests for this be confined to offerings for sale which are generally available, as opposed to trading, which should continue to be included in the "Flight Exchange" section of the LOG.

Finally, we would like to bring up a topic for discussion, since we don't have a great deal of information on the subject ourselves. This is the possibility of purchasing slides in person, rather than by mail, such as at hobby shops. We do know two sources, which, although they are relatively close to each other, are quite distant from most of us. These are Airline Publications/VHF Supplies, and the Aviation Hobby Shop, which are located east and west of London Heathrow Airport respectively. Both have original airliner slides for sale, as well as a variety of books, models, post cards, etc. We would be very interested to know if there are similar outlets elsewhere, particularly in the U. S. and Canada. If any members know of stores which have airliner slides for sale on a regular basis, please advise us so that we can pass the information on in a future issue.

## OLDER SLIDES

As we indicated in the last issue, we would like to devote some time to a difficult subject, namely, tracking down and acquiring older original slides for your collection. The term "older" is quite broad, and depends greatly on one's perspective. For example, those collectors fortunate enough to have a significant material dating from the 1950's may consider "older" material to be pre-WWII flying boats. A younger WAHC member whose collection dates from the mid-1970's to the present might be very interested in pre-widebody era shots from the 1960's.

A word of caution is in order before continuing with this subject, however, with regard to quality. Although we are used to high standards of sharpness, color, etc., in current slides, the equipment which produces these results was not available years ago. For example, although some consider Kodachrome 25 to be a relatively slow film, its predecessor had an ASA rating of only 10. Slower films coupled with lenses having smaller maximum apertures made airline photography more difficult 25 or 30 years ago.

We are not trying to suggest that you abandon personal quality standards entirely when you consider purchasing older slides, since many compare favorably with today's material. What we are suggesting is to temper your standards based on the age, and to some extent the subject matter, of the slides in question, particularly when negotiating the price—either as a buyer or as a seller.

One other concern is aging of slides. Slides sometimes undergo significant changes, especially with regard to color, as they grow older. Kodak-processed Kodachromes seem to have a relatively good record, although storage conditions (a cool, dark, and dry space is recommended) can have an unfavorable impact on them as well. You will need to judge each case individually, although this probably is not of great concern if the slides are in good condition when you acquire them and

care is exercised in their handling and storage.

Finding older material can be difficult, although not impossible. Personal contacts could prove to be valuable, as some older collectors may have unused trading material which is no longer current. Also, in some cases, a collector may decide that only two or three examples of a particular aircraft type/airline combination will suffice for his or her collection, rather than the five or six which are on hand. As our own collections grow, and age, there may no longer be a need to retain everything which was acquired originally—in some instances, storage limitations may even require "culling" from the collection from time to time. If this is the case, what is surplus to one person could be a prized addition to another's collection. Of course, since there are no readily apparent and accepted prices for non-current airliner slides, any transactions will have to be negotiated directly.

If you are unable to add to your collection in this way, try advertising for your wants in one or more of the aviation publications which cater to airliner enthusiasts, such as the LOG. A suggestion: If you follow this course, try requesting a few specific items, rather than hoping to acquire a complete collection of say, 1950's equipment at once. Especially as your needs go back further in time, there probably is less material available, and it may tend to be in smaller groups. On the other hand, an individual who has some of your specific wants may know of others with material from the same era, so that starting with limited requests may eventually lead to many other sources as well.

We realize that our remarks here have only touched lightly on a subject which, we suspect, is of substantial interest to many collectors of airliner slides. We feel that further discussion is warranted, however, and would welcome any comments or information, particularly with regard to sources, and the prices which collectors would be willing to pay for material of different eras.

## MEMBERSHIP SURVEY

Before closing this time, we would like to ask your help in compiling a profile of those members with an active interest in this phase of the hobby, so that we can have a better idea of what areas to cover in this column. Could you please take a few minutes and provide a little information on your slide collecting interest. The information desired is brief, and a post card would be sufficient for reply. Please, drop us a card or note with the following information:

The approximate total number of slides (originals) in your collection.

The approximate time when you began collecting.

Areas of specialization or particular interest (individual airlines, equipment types, time periods, etc.)

The average number of slides you acquire per year, and what percentage of these are your own shots.

Thank you!



# On Time

GEORGE CEARLEY

FEATURED IN THIS ISSUE is a survey of U.S. airline schedules published during 1981, and some recent timetable excerpts. We'll also take a look at some past timetables which have featured the F-27/FH-227.

Many airlines have issued schedules both in December 1981 and January 1982, so it is recommended that if you collect schedules check your sources (fellow club members, airline ticket count-

ers, travel agents, hotel lobbies, etc.) more often in 1982. Several carriers, at least, seem to be on a trend toward having new timetables out more frequently.

The schedules survey is compiled from a list of timetables in the collections of George Cearley, Jim Kline, Kenn Lafargue, and Randy Reid, and may not represent each and every timetable issued during 1981, but is as complete as we know it.

Below, left to right: Allegheny timetable of October 1, 1965 featured the F-27J; Mohawk schedule of December 12, 1966 featured both the FH-227 and BAC-111; and Bonanza's timetable of April 25, 1965 proclaimed the "First All Jet-Powered Airline in America." All timetable illustrations from the George Cearley collection.

SYSTEM TIMETABLE, EFFECTIVE OCTOBER 1, 1965



## ALLEGHENY

**JET-POWERED FAIRCHILD F-27J**

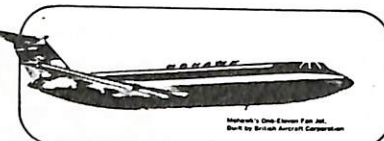
Another addition to Allegheny's fast growing jet powered fleet.

Powered by the famous Rolls Royce Dart engines the F-27J will be introduced on December 1st.


*Serving 12 Busy States...Better and Better*

## MOHAWK

SUPPLEMENTARY  
QUICK REFERENCE FLIGHT SCHEDULE  
EFFECTIVE  
DECEMBER 12, 1966

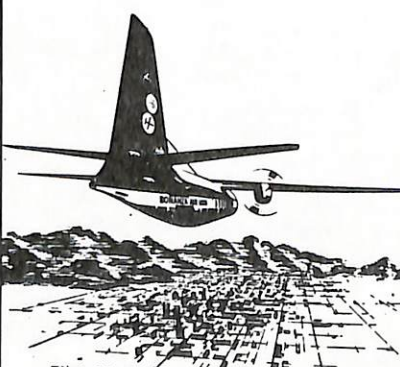


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**PACIFIC AIR LINES**

Left: Pacific Air Lines introduced its F-27's with a dramatic piece of artwork on its timetables. Illustration from the George Cearley collection.

### MAJOR CARRIERS' 1981 SCHEDULES

American Airlines—Jan. 31, Apr. 1, Apr. 26, Jun. 11, Jul. 6, Sep. 9, Oct. 25, Dec. 1	Frontier Airlines—Mar. 2, Jun. 1, Sep. 1, Oct. 25, Dec. 1.
Braniff Airways—Feb. 15, May 1, Sep. 9, Oct. 25, Dec. 1.	Ozark Air Lines—Mar. 15, Apr. 26, Jul. 1, Sep. 1, Dec. 1.
Continental Air Lines—Jan. 10, Apr. 1, Jun. 1, Jul. 1, Sep. 15, Oct. 25 (?), Dec. 1	Piedmont Airlines—Jan. 7, Mar. 1, Apr. 1, May 1, Jul. 1, Aug. 1, Oct. 25, Dec. 1.
Delta Air Lines—Mar. 1, Apr. 26, Jun. 1, Sep. 8, Oct. 25, Dec. 1.	Republic Airlines—Mar. 1, Apr. 1, Apr. 26, Jul. 1, Sep. 8, Oct. 25, Dec. 15.
Eastern Air Lines—Jan. 12, May 1, Jun. 1, Jul. 2, Aug. 1, Sep. 9, Oct. 1, Oct. 25, Dec. 1.	Texas International Airlines—Jan. 31, Apr. 1, Jul. 15.
Northwest Airlines—Jan. 7, Apr. 26, Jun. 12, Sep. 8, Oct. 25, Dec. 1.	US Air—Feb. 1, Jun. 1, Dec. 1.
Pan American World Airways—Apr. 26, Jun. 18, Jul. 7, Oct. 25, Dec. 9.	Air California/AirCal—Jan. 15, Jun. 1, Sep. 15, Nov. 1.
Trans World Airlines—Jan. 8, Feb. 1, Apr. 1, Apr. 26, Jun. 4, Jul. 1, Oct. 1, Oct. 25, Dec. 1.	Pacific Southwest—Jan. 15, Mar. 25, Apr. 26, Sep. 9, Oct. 25, Dec. 10.
United Air Lines—Jan. 6, Mar. 2, Apr. 26, Jul. 2, Oct. 25.	Southwest Airlines—Feb. 1, Mar. 15, May 15, Sep. 9.
Western Air Lines—Jan. 6, Mar. 1, Apr. 26, Jun. 1, Sep. 10, Sep. 10 (R), Oct. 25, Dec. 1.	Midway Airlines—Jan. 5, Apr. 26, Nov. 15
Alaska Airlines—Mar. 16, Jun. 8, Sep. 12, Dec. 8	Air Florida—Feb. 1, Apr. 26, Jul. 1, Sep. 15, Oct. 6, Dec. 1.



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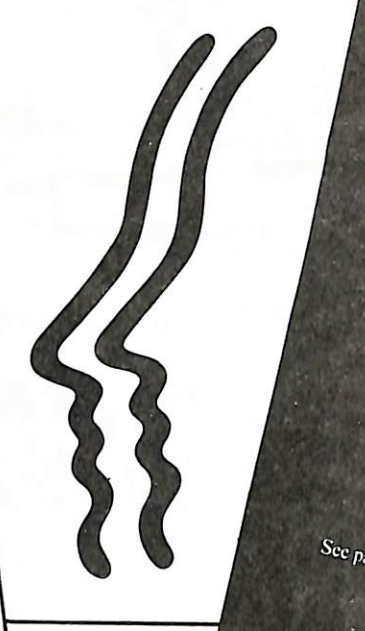
See page

**ROCKY MOUNTAIN  
 AIRWAYS**

**Resort  
 Timetable**

Effective  
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Rocky Mountain Airways  
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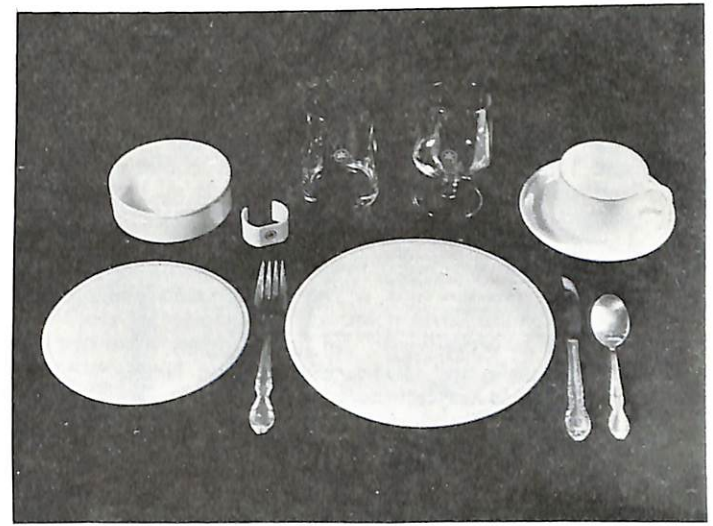
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# The Tray Table

KEITH ARMES

IN THIS COLUMN, we'd like to pay a tribute to one of the few carriers that still believes in quality dining service equipment: Air Canada. Currently, Air Canada's first class service is produced by Royal-Doulton, one of the finer names in the world of china. Pieces are white with a thin gold band near the rim, and are inscribed on the backside. The inscription is lengthy but highlights include a gold lion on a crown, the Royal-Doulton name, and the words, "Made especially for Air Canada." Each item is made of bone china and numbered. I have also found pieces of the same style produced by Wedgwood which carry a similar inscription as the Royal-Doulton. Prior to this style, a more elaborate wave-type marking was used which was also of gold trim. This, too, was produced by Royal-Doulton with the same inscription as mentioned before.



Above: A complete setting of Air Canada's current first class setting including bone china, silver-plate silverware, and glasses with maple leaf imprint. Below; Comparison of current (right) and more elaborate-marked older (left) Air Canada plates. Both photos by Keith Armes.

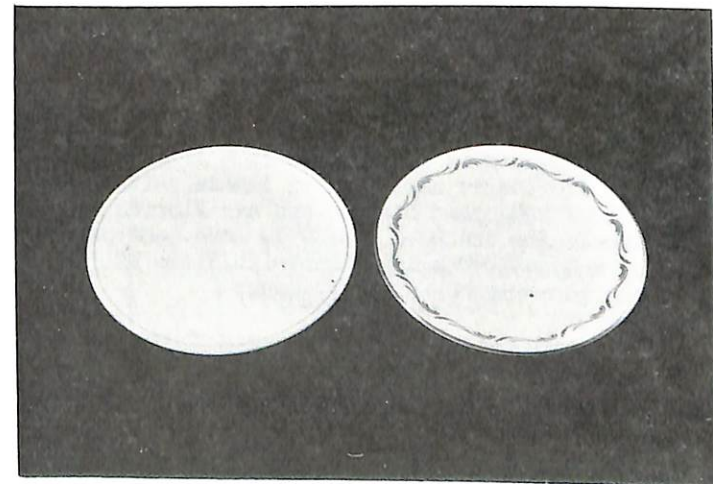
Current first class silverware is a fine silverplate from Wm. Rogers & Son with the distinctive Air Canada maple leaf engraved on the handle. Economy class is, of course, stainless steel but has an unusual design with a narrow handle widening to an almost teardrop shape at the end. This has been produced by a variety of manufacturers including Empire Crockery and Cassidy's. Again, the maple leaf is engraved on the back of the handle. Glasses consist of a high-ball and an all-purpose glass with the maple leaf print.

NEW OR INTERESTING

Before the demise of Laker Airways, Sir Freddie came out with china for his new Regency first class service and he spared no expense. It is a Wedgwood bone china up to and including salt and pepper shakers. It stands to become quite a collectors' item. Western Airlines is using linen shaped like Mexican serapes on its Mexico fiesta flights. Ole'!

NEXT ISSUE

"Now to find and collect dining service items."





# Sticker Chatter

DON THOMAS

QANTAS has been a prolific issuer of stickers. The earliest gummed baggage labels of the Queensland and Northern Territory Aerial Services were large rectangular ones featuring a single-engined aircraft. Colors were mostly red. Dark blue and red Air Express labels were also used.

In 1934, Qantas Empire Airways was formed, the last link in the Imperial Airways route from England to Australia. This resulted in a 1938 label featuring a flying boat. The label was diamond-shaped. Two other labels, particularly Australian, are the round label illustrated picturing a Kangaroo in white against a red background, and a name-address label (not illustrated) in the shape of a boomerang. Jet age labels have included a blue, red, and white one showing the Boeing 707. The latest Qantas adhesives are the Funjet labels (not illustrated) with a hibiscus flower depicted in red, pink, yellow, or purple.

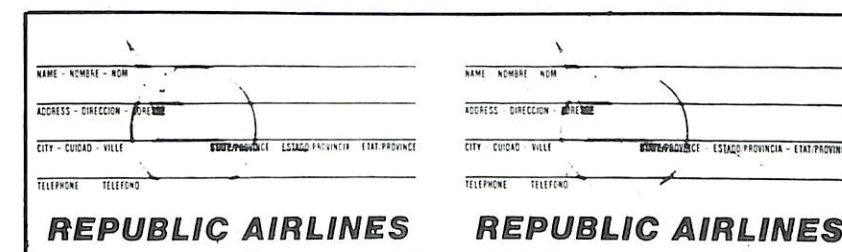
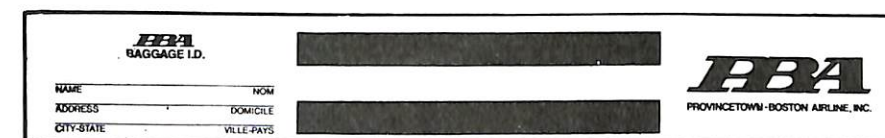
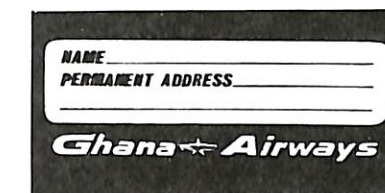
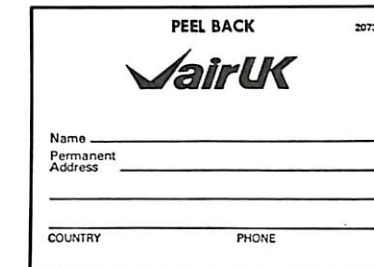
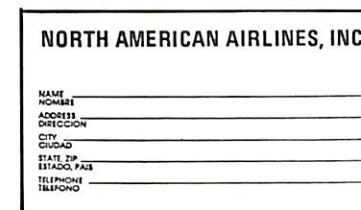
Paul Collins sends us a new Braniff BIL (illustrated) which is green on white. Perhaps this means Braniff will now phase out its "Coming through with flying colors" BILs, which have appeared in many colors. Watch for variations in other BILs and send them in for recording.

Republic Airlines BILs now ask for information in English-Spanish-French rather than just English as before. US Air, which in 11/80 added the "Fly the USA on US Air," reprinted these BILs with the date 4/81. United Airlines long type BIL now has a glossy surface rather than the plain surface. Another new one is PBA (illustrated). Air Florida has come out with some attractive labels. The blue, green, black and white Chicago/Florida label being issued is one example (not illustrated). Air Florida is also issuing labels telling of its use of S&H Green Stamps, and Air Florida new image labels for the DC-9 and DC-10 have been printed by McDonnell Douglas. Thanks to Steve Lilly for the information on Air Florida.

Scenic Airlines of Nevada has three new oval labels. "Deluxe" illustrated here is red on white. "Air Tours" is blue on white, and "Overnite" is black on yellow. A new airline on the Florida scene, Dolphin Airways, has issued an attractive round label in white, red, and green. This carrier



has also issued a BIL. Also featured here with new BILs are Air UK, North American Airlines, and Ghana Airways. And finally, McDonnell Douglas has issued two new DC-10 labels in addition to Air Florida, for Pan Am and Federal Express (the latter is illustrated here). We'll cover many more new issues next time around.





# Airline Playing Cards

THOMAS DRAGGES

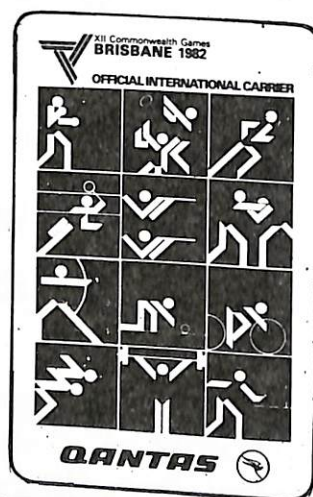
IT'S TIME AGAIN to see what is old and new on the playing card front. This quarter we'll primarily cover Qantas.

Qantas cards have come and gone in various shapes and sizes. The first was issued in the late 1950's and was used until about 1961. It has a white background with Qantas, Kangaroo logo, Connie silhouette, and dotted lines going across the card in brown. The globe, stars, and "Australia's Overseas Airline" are in dark green. The outlines are light green. The next card is a mini-deck issued in the 1960's. It shows a king and queen carrying luggage. There are various shades of color. Another card was issued (not illustrated) depicting an ancient map in yellow with an outline of countries and names in light brown or gold color. The Qantas name and logo on this card are in dark brown. This deck was used from 1970 to 1978. During this same time period, Qantas issued round decks of cards, which were red, yellow, and brown in color with a white border. The Qantas logo was in the center and appeared in white. There was another version of this card, similar, but with colors of red, pink, and orange.

The current cards were first issued in 1979. They come in two versions. One is orange and brown with a 747 flying into the sunset, as I call it. The other is dark blue and light blue, again with a 747. In 1981, Qantas issued a special deck commemorating the XII Commonwealth Games in Brisbane in 1982. Qantas is shown as the Official International Carrier. Each square is a different color, showing the different sports events.

Coming soon, due to expanded services, are playing cards from Air Cal. Watch for them if you are on one of Air Cal's flights. These cards have a white background with Air Cal's new multi-color logo. Colors are yellow, orange, red, and purple.

Please keep the jokers coming for the display book. Remember, you can see this card display at the Airliners International Convention. Drop by and day hello, and check out my catalog history of playing cards, too. Hope to see you in California. Happy hunting until next time.



# Printed Matters

JOHN IRBY

AFTER DISCUSSING radio receivers (and periodicals) last issue, let's get back to books this issue with reviews of five titles.

"747—Story of the Boeing 747," "L-1011 Tri-star and the Lockheed Story," and "The McDonnell Douglas Story," are all by Douglas J. Ingells, and are all published by Aero Publishers, Fallbrook, Calif., copyrights; 1970, 1973, and 1979 respectively. These three books are basically biographies of the three American-built widebodied jets, the 747, L-1011, and DC-10. Included with these fine biographies, however, Ingells provides the reader with fairly detailed histories of these aircrafts' manufacturers and mini-bios of many other important airliners and other planes that have been or are being built by these three companies. For instance, "747 Story . . ." tells of the design and development of Boeing airliners, starting from the oft-recognized "first" modern airliner, the B-247 and others, including the 307, 377, 707, 720, 727, 737, and the stillborn 2707 SST. All three of these books are officially sanctioned by the subject companies, thus the text is probably the most accurate available about these corporations in print. Lavishly illustrated with color and black and white photos, many very rare, these books are potential collectors' items on this point alone. If you are looking for the definitive books on these aircraft and their manufacturers, these three Douglas Ingells offerings are readily available at the shopping mall book shop chains across the country, with prices ranging from \$12.95 for the soft-covered "747 Story . . .", to \$17.95 for the most recent hard-cover, "The McDonnell Douglas Story."

"Ford Tri-Motor All-Metal Monoplane, Book of Instruction," Dan R. Post, editor, originally published by the Airplane Division of Ford Motor Co., Dearborn, Mich., 1929; re-published by Post-Era Books, Arcadia, Calif., in 1977, illustrated hard-cover, 114 pages, \$10.

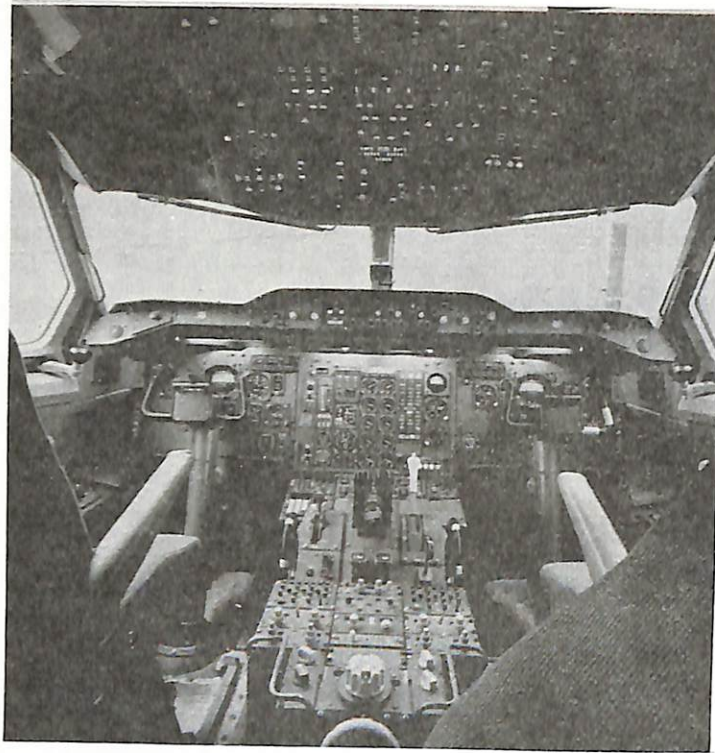
Thanks to Post-Era Books, every enthusiast can have the official owner's manual that was once only supplied to original purchasers of the famous Ford Tri-Motor airplane. The manual covers such basics as how to fly the aircraft, specifications, how the aircraft is shipped, complete systems and

air frame service manual, and even how to set up a proper service shop to maintain the "Tin Goose." All charts, graphs, and photographs are beautifully reproduced in this Post-Era publication, making it even more desirable to collectors of aviation books and other aviation enthusiasts. Besides, just imagine the computer-generated operator's manual for the Boeing 767 with a warning against this: "Placing too much load in the rear of the cabin causes the plane to feel 'loggy' in responding to the controls." That's how Ford said it for its 1929 aircraft . . . simple words about a simple plane that helped to start it all.

"The Airport Book, from Landing Field to Modern Terminal," by Martin Greif, published by Mayflower Books, New York, N.Y., in 1979, illustrated hard-cover, 192 pages, \$12.95.

Martin Greif's excellent study of the design, history, and development of the modern airport is another "must" book for the enthusiast. He takes the reader back to a time when airports were called "airdromes," which were little more than large cow pastures with converted barns serving as hangers. The book progresses to the latter 1920's when Fokker and Ford Tri-Motor aircraft began to carry passengers as well as mail. Forward-thinking corporations, such as Lehigh Portland Cement Co., held a 1927 competition among the world's architects and civil engineers to devise modern airport designs. Among the entries in the Lehigh Competition (as it was called) was a design by a Mr. H. Altvater that envisioned "multi-spoked" runways and an overall "wheel" shape for a center city airport that would be built atop a series of several skyscrapers, specially constructed to accommodate the airport in the sky. Finally, the book brings the reader to the jet-age and the different problems it posed. Many airports that once thrived during the prop-era could not handle the bigger, noisier and fast-landing jets, which brought on many all-new designs, some (like Dulles and Mirabel) nearly as controversial as Mr. Altvater's airport in the sky. At the list price of \$12.95, this book is a good value, however, if you check the bargain tables of major book stores you may "steal" this book for about \$2, just as I did.





.....from the left hand seat.....  
by  
Paul Collins

For the last several issues of the LOG I have been writing about what it takes to put on a successful convention. I had hoped that some of you would have been interested enough to drop a line or two with additional suggestions, pro or con. Correspondence on this subject has been nil. This being the case I have no plans to continue the topic at this time. Should interest in the subject be shown, then I will continue on with it.

With reference to the annual convention, I would be interested to hear from any one or group that is planning on bidding for a future convention. Up until several weeks ago I had only heard from one group that was even considering hosting the 1983 affair. This group has now decided that they are not quite ready to take on such a large responsibility and have tabled any plans that they had for 1983.

To refresh your memory on the procedure to host a Airliners International convention, I will review the necessary steps that it takes. It was voted, on the convention business meeting floor several years ago, that those attending the current business meeting of the convention will vote on the site for the convention the following year. The site will be chose from those bidding on holding the meeting in their area. The site receiving the most votes from those present at the business meeting will be the host group for the convention.

Those groups interested in bidding on a future convention should keep the following things in mind when considering hosting a convention. One or two persons can not host a convention without the help of many others. If you are the only one in your group that is interested in hosting a convention, forget about it--it takes people to get all the jobs done that are necessary to have a successful convention. Make sure that the site you are bidding has enough room/space. This is true both for sleeping rooms

and area in which to hold the trade show. The area should be easily accessible to those planning on attending. Also there should be some additional attractions in the immediate area. There are many additional things to consider before you decide to host a convention, but those listed will give you an idea of what your getting yourself into.

As mentioned earlier, I would be interested to hear from any group that wishes to host either the 1983 convention or any future meeting. Please write to me at 3381 Apple Tree, Erlanger, Ky. 41018 or call me at 606-342-9039. Now is the time to start thinking about hosting a convention, especially for 1983. The time not to think about hosting a convention is when you arrive at the 1982 meeting. You must start making your plans NOW.

To give some of you some incentive, the OKI Jetliners, at there recent regional meeting, voted to bid on the 1983 convention. The site they are proposing is the Drawbridge Motor Inn, located just off I-75 in Ft. Wright, Kentucky, about 8 miles south of Cincinnati. This is the same site that was bid several years ago at the Detroit convention. Paul Collins "volunteered" to be chairman and has the support of WAHC members from Cincinnati, Columbus, Lexington, Louisville and Indianapolis.

\*\*\*\*\*

I would like to report that membership renewals have come in very nicely this year. There are still a number of members that have not renewed and I will mail them one more notice. Also we have obtained a number of new members since the last LOG. The "Official 1982 WAHC Membership Roster" is enclosed with this issue of the LOG. We have made the roster a separate booklet and we are planning on making the roster up-dates on sheets so they may be taken from the LOG and added to the roster "booklet". I think this will give you a better way to keep track of fellow members. Again, however, I must plead with you--IF YOU MOVE PLEASE PLEASE PLEASE SEND IN A CHANGE OF ADDRESS NOTICE. The post office will not forward the LOG to you once you move.

\*\*\*\*\*

I have recently gone through the membership and "weeded" out the membership numbers no longer used. I am going to "sell" these used numbers to anyone wishing to have a lower membership number. The numbers will sell for \$5.00. The money will be used to cover the expense of the cocktail party to be held at this years convention and if money is left over, for the cocktail party next year. To give everyone a fair chance at getting a lower number, I will not accept any letters post marked before May 1, 1982. By then everyone should have their copy of the LOG and have this information available. All letters received on the same day will be placed in a box and drawn out one at a time. The lowest number available at the time of the drawing will be assigned to the person "purchasing" the number. If you have any questions on this method of assigning numbers or on the selling of lower numbers, please write or call me at 606-342-9039.

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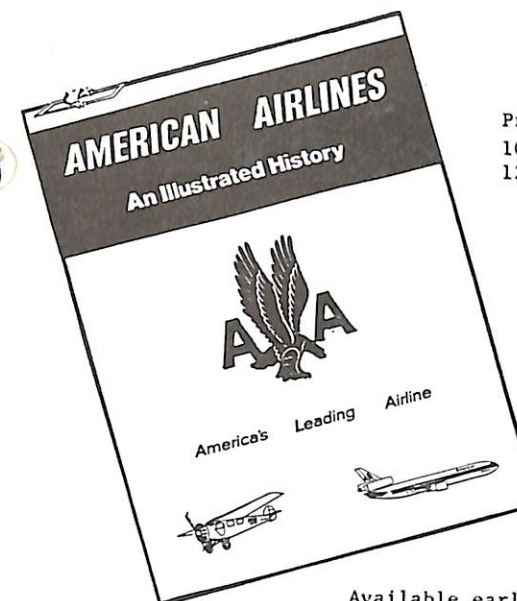
The next issue of the LOG will be our "convention" issue so you want to be sure not to miss it. See you all in California in June.

*Paul*

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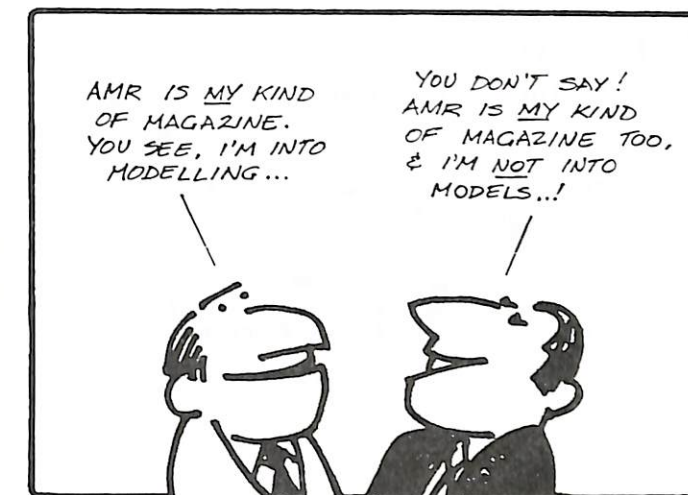
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There still remains a few copies of Mr. Cearley's first airline history book about Braniff Int'l. "Braniff-With a Dash of Color and a Touch of Elegance" is available from the author for \$15. The price of this book, plus the new one includes postage.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



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

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

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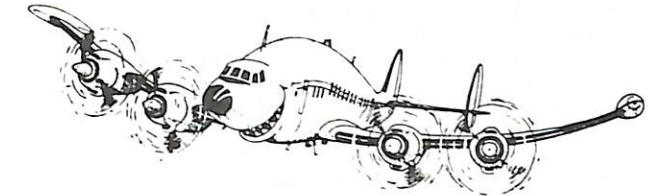
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## PROPLINER AVIATION MAGAZINE

The journal of piston-engined and turboprop transport aircraft.  
Published quarterly.

If prop engine aircraft are your "thing" then the magazine for you is "PROPLINER" with page after page of piston-engined and turboprop aircraft. Connies, Electras, Douglas 3s, 4s, 6s, and 7s, Boeings, Britannias, Hermes, Viscounts, you name it, if it had a prop and was used in commercial air service you will see a photo of it in this super publication. In the final issue for 1981, there were over 100 quality photos used to describe the various articles. It seems like half of this number were photos of various type Connies!

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:

J. J. Daileda  
U.S./Canada Agent PROPLINER  
4314 W. 238th Street  
Torrance, California 90505

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.



#### STARLINE DISCOUNT HOBBIES

Starline Discount Hobbies is owned and operated by WAHC member, Bob Keller, and specializes in airliners and civil aircraft, and carries the largest selection of models, decals, books, magazines, post cards and finishing materials of any such specialist in the U.S. Bob stocks the newest kits available, and he usually will have a few "oldies" on hand also. Check with SDH before you buy and SAVE yourself 10% off the regular retail price! We stock kits and products from all over the world. For the latest catalog from SDH, send 50c to: Starline Discount Hobbies, P.O. Box 38, Stanton, Calif. 90680. You may call us at 714-826-5218. You'll be glad you did!

BE SURE TO STOP BY OUR BOOTH AT THE AIRLINERS INTERNATIONAL 82 CONVENTION

#### 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

#### CLASSIC AIR LINE LOGOS

from Gene Hooker

New decal releases available for limited time only!

Series #2 for Hawk Convair 240; Revell DC-7 and Airfix DC-9 models; American CV 240 with Flagship names; Delta DC-4, 6, 7, 9; Delta Convair 440; Delta/C&S Convair 340; North Central/Republic Convair 580

Windows for DC-4, DC-6 and DC-7

1 set \$6 2 sets \$10 3 sets \$13

Series #1 decals for 32 airlines \$20.00  
Only a few sets remaining. Send SASE for listing of airlines covered.

Series #3 Darryl Greenamyre's F104RB Red Baron speed record aircraft 1/32 scale \$3  
1/48 plus 1/72 scale \$3

\*\*\*Decal prices include shipping\*\*\*  
Vacuforms: 1/72, 1/100 Electra Conversions \$3 each  
1/98 Viscount 800 \$7  
Add \$1.50 per order for shipping of vacuforms.

Gene Hooker, 46 East 8th Avenue  
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KCC is a bi-monthly publication of ads and info on collectable plastic kits and related items. Pictures of rare kit box art and early news of new and re-issued kits are included. Send \$1.00 for current issue and subscription information.

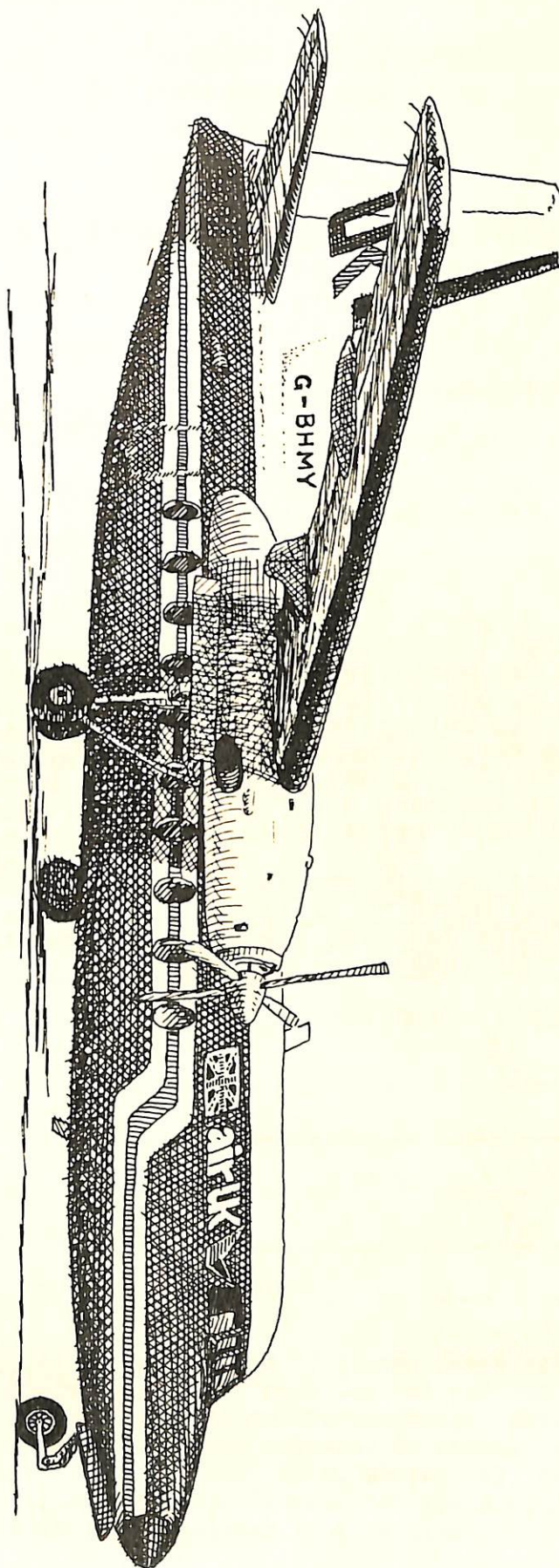
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- 747 UAL
- 737 UAL
- 727-200 AAL & UAL
- 720 UAL
- 707-120 AAL
- 377 STRATOCRUISER UAL
- 247 BOEING UAL & PA
- 40 BOEING UAL
- CONVAIR 990 AAL
- CONVAIR 340 UAL
- CURTISS CONDOR AAL
- DC-10 AAL & UAL
- DC-8-61 UAL
- DC-7 UAL
- DC-6 UAL
- DC-4 CAP & UAL
- DC-3 CAP, PEN, UAL
- FORD TRIMOTOR AAL & UAL
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Now available--40 sets of 8 x 10 glossy photo prints of United Airlines, including merger with Capital and the older Pen Central Airlines. These sets will be discontinued. They are only \$12.00 per set postage paid. (Set contains 24 photos, suitable for framing.) Choice items: United DC-10, DC-8, Boeing 747, Boeing 377, Capital DC-3, Capital DC-4, United Convair 340 and United Viscount. Recommended by WAHC President Paul Collins.



# AIRLINERS INTERNATIONAL



JUNE 24, 25 and 26 1982

# CALIFORNIA HERE WE COME !

The Southern California Airline Enthusiasts are pleased to inform you that they will be hosting the 1982 AIRLINERS INTERNATIONAL '82 Convention.

The Convention site will be the SHERATON NEWPORT, Newport Beach, California. The Sheraton is located a few hundred yards from the terminal building at John Wayne Airport (SNA).

The convention site and costs are of primary concern, so we hope that the following details will persuade you that you should be there to join in meeting with your fellow enthusiasts for the usual trading, swapping, buying and selling of airliner slides, models, decals, wings, postcards, baggage labels and all the other memorabilia that interest so many of us.

The hotel rate is \$50.00 per night per room for a single or double which includes all of the following;

Two children in same room at no additional charge if under 18.

Free buffet breakfast	Happy hour on the House	Free local calls
Free car parking	Free pool and spa	Free shuttle bus from SNA
Free tennis courts	Free coffee with wake up call	

The Convention will feature numerous events including a welcoming cocktail party hosted once again by the WORLD AIRLINE HOBBY CLUB, the organization which founded the series of Airliner International Conventions. A visit to the DC-9 Super 80 production line is planned, and, of course, the annual banquet will highlight the occasion with its guest speaker(s) and competitions. By the way, if you think last year's Name the Airliner quiz was difficult, you have a shock coming! There will be the usual model and photography competitions as well as awards for the best collection displays..

The family man is well catered to, and if the ladies wish to spend their share of the family fortune, one of the largest shopping malls in California is just a short car ride away. Disneyland and Knott's Berry Farm are 20 minutes by car. Marineland, Hollywood and Universal Studios are all less than one hour away. The Talmantz Aviation Museum is a two minute walk from the hotel.

There are many restaurants to suit all tastes and wallets surrounding the hotel. However, we think that you will find the hotel will easily fulfill your needs at reasonable prices.

Please note that the convention rate of \$50 per night is available only for those bookings RECEIVED BY 30 APRIL 1982. THE HOTEL INSISTS THAT AFTER THAT DATE THE ROOM RATE WILL BE \$90.00.

For additional information: Mr. Terry Waddington  
Chairman Airliners Int'l 82  
20044 Emerald Meadow  
Walnut, California 91789