



# CAPTAIN'S LOG

FALL 1983





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the material to the Editor.

Thank you



Joop Gerritsma has provided this very nice photo of an American Airlines BAC One-Eleven. American was one of several U.S. carriers that opt for this British made jet.

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Cover photo of Mohawk  
BAC One-Eleven from the  
files of Marion Pyles.

...from the left hand seat...

by

Paul Collins

I would like to thank all of you for your patience in receiving the last issue of the LOG. For a number of reasons, operations did not go the way that I had planned for them to go. Also there has been some delay in getting out this issue of the LOG. I am hoping that we can get back on schedule with the next issue. Please bear with us, we're trying!

We really have some nice material lined up for you in this issue. Many of you have requested that we do something on Mohawk, well your requests have been answered. Also there has been many requests for an article on the BAC One-Eleven. Again, your requests have been answered. We have several "guest" writers in this issue and I really appreciate the effort that they have put forth. Along with the articles mentioned we have our usual columns from our staff members. I'm sure your will enjoy the material that they have prepared for you. If you like a particular article, why not drop the writers a note and let them know, they would appreciate hearing from you.

It's that time of the year once again, time to renew your Club membership. We are enclosing a form for you to fill out and return with your renewal check. The reason for another form is that last year we used three different forms for members to send in with their renewals. We have now standardized the form and would greatly appreciate it if you would fill out the form and return it to us with your check or money order. The membership fee remains the same as last year. Please check the form to see what amount you must pay.

For the last several years we have been hosting a party at the Airlines International convention. I have always decried the thought of having a cash bar as a welcome party. Well, the convention party is now getting to the point where it can no longer be held in a motel/hotel sleeping room. The 1984 Convention Committee has made arrangements for the party to be held in a regular party room at the Marriott. The main problem with this arrangement is that we will have to use refreshments provided by the Hotel instead of the "good" stuff we brought with us. This being the case, our expense for the party will increase. While the Club will still pick up most of the tab for this party, I have placed a block on the enclosed membership form where you can indicate that you wish to help support this party by contribution of \$1.00 to help defray the cost of the party. A number of other organizations support their Club activities in this manner so I do not think that I am totally out of line by making this request.

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In the last issue of the LOG on the Editor's page reference was made to a Club member that was using what could be described as unethical means of collecting wings. After considerable research and correspondence with several airlines, I have reached the decision that this member should be suspended. Professor Lionel Ginsburg is the member in question and he has been suspended from the Club. I have written Professor Ginsburg and told him of my decision. In that letter I informed him that he has the right to come to the convention in St. Louis and present his case before the Club members present there. This has been a very hard decision for me to make but the reputation of the World Airline Hobby Club is at issue here. I have worked very long and hard to establish the Club and maintain its honest dealings with the airlines. I do not plan to stand by and watch one person destroy all that I have worked for over the last nine and one-half years. Many others have worked hard to establish a good rapport with the airline industry, too many to have it ruined by the actions of one selfish collector.

You will notice in the membership section that we have not listed membership renewals. It was decided that members should have their renewals in at the time indicated on the renewal form and therefore, in the future, we will not list renewals. We will list new members and those having a change in address or a change in some other part of their entry. This means if you want your name to appear in the official Club roster, please have your renewal in by the time the Spring issue of the LOG is printed. Some of you have renewals due on the 31st of March and the 30th of June. Your name will be picked up on the 1984 roster, so don't worry.

That about wraps it up for this issue. If you have any questions or suggestions about the LOG and the operations of the Club, please feel free to drop a line and I will try to answer your questions. One item I would like to clear up for you is what a year subscription or membership consists of. We only have one thing to offer you and that is the CAPTAIN'S LOG. For your membership fee you will receive four issues of the LOG. If you join the Club in the later part of the year we will try to send you LOGs from the beginning of the year up to the time you join. If this is not possible, we will give you a later expiration date so you will receive four issues of the LOG. If you have any questions on this, please write and I will go into greater detail.

Until next issue, when we will feature the DHC-7 and more commuter airlines, let me be the first to wish to you and your family a very Merry Christmas and Happy New Year. Happy collecting!

Paul →



British United Airways was the launch customer for the One-Eleven in 1961. G-ASJI, a Series 201, was seen at Rotterdam in 1966. Gerritsma photo

## One-Eleven From England

by

Joop Gerritsma

"After devoting more than one year to comparative analysis, it is our conclusion that the BAC One-Eleven is the short-range jet best adapted to the routes on which we plan to use them."

With those words, Charles E. Beard, then President of Braniff International Airways, announced in October 1961 that his airline was ordering six One-Eleven twinjets from Britain, with six more on order.

Not that there were many twinjets to chose from in those days. In fact, the French Caravelle (see Captain's Log, Winter 1981) was the only one in service anywhere in the world. It had entered service in the U.S. a few months earlier, with United Air Lines. The DC-9 was in a very preliminary stage of development, with little more than some concepts being scratched out, and the Boeing 737 had not even been thought of.

Braniff, which took up its option on six more aircraft and ordered two more later, for a fleet total of 14, was not the only U.S. airline to be impressed with the One-Eleven and its performance. Mohawk became the first

U.S. regional to order jets when it bought seven (later increased, in stages, to 18), Aloha ordered two (with one additional later) and American Airlines purchased 15 with an option (later taken up) on another 15.

Less known is that Hawaiian Airlines also ordered the One-Eleven, as did Western (10) and Bonanza (3). However, these orders were later cancelled for various reasons.

### ORIGIN IN 1956

The One-Eleven traces its origin to a 1956 twinjet study by the Hunting Aircraft Company of Luton, England. Called the H.107, it would seat 32 passengers four abreast and was to be powered by two Bristol Orpheus 12B jets, one on each side of the rear fuselage. Range would be 435 miles.

Serious design work started in 1957 with the building of a mock-up and windtunnel testing to models.

During this process, it was quickly realized the new airplane would be more attractive to

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airlines if it were powered by turbofans instead of straight jets. Therefore the Bristol Siddeley B.S.75's with 7,350 pounds of static thrust (lb. st.) was substituted for the Orpheus of the same power. The maximum range was increased to 1,000 miles but the seating capacity remained at 32.

The project remained dormant until 1960, at which time Hunting was absorbed into the new British Aircraft Corporation, founded that year by amalgamating several British aircraft manufacturers. Vickers, builders of the successful Viscount propjet (see Captain's Log, Winter 1979) was also part of this consortium and it saw the H.107 as a potential Viscount replacement.

Therefore, BAC announced in April 1961--two years before Douglas announced the DC-9--that it would go ahead with development of the BAC 107 (as the aircraft was now called) and would lay down a batch of 20 for late 1964 delivery. Prototype construction started immediately.

The next major step in the aircraft's development came on May 9, 1961 when Britain's leading independent airline, British United Airways, ordered 10 copies of a larger version of the BAC 107.

Passenger capacity went up to 65 with four-abreast layout, with room for 80 in high-density configuration. Range was 1,540 miles, maximum takeoff weight (mtow) 73,500 lbs, length 92 ft. 6 in., wing span 88 ft. 6 in. and wing area of 980 sq. ft. Propulsion was to be provided by two Rolls Royce Spey 506 bypass engines of 10,410 lb. st. each.

In keeping with the almost completely new design, the aircraft's name changed too. It was now called the BAC 111, soon changed to BAC One-Eleven.



RIGHT: Braniff's first Series 203AE, still as G-ASUF, at London Heathrow in El Dorado colors, prior to delivery. Ship became N1541. BAC photo via George Cearley



Following the BUA order, the Braniff order in the following October provided an enormous boost in confidence at BAC. Never had a U.S. airline ordered an aircraft from Europe before even one single copy had flown.

#### FIRST FLIGHT

The first One-Eleven took to the air for its first flight on August 20, 1963 and by that time, 60 aircraft had been ordered by seven airlines: BUA, Braniff, Mohawk, American, Kuwait Airways, Central African Airways and Aer Lingus. Most of these had ordered the initial production version, the Series 200. American, however, ordered the just announced Series 400, which was specially adapted to the U.S. market to meet FAA requirements. Its mtow was 78,500 lbs, to remain below the 80,000 lbs limit the FAA had set for two-crew operation and it is equipped with lift dumpers on the wing and drop-out type oxygen masks in the cockpit and cabin, all of which were then mandatory in the U.S. already.

The One-Eleven as it emerged was equipped with the T-tail, then a new innovation. Not even the revolutionary Comet and Caravelle were thus equipped. But other than that, the new twinjet was of conventional construction, with a circular section fuselage slightly wider than that of the Biscount, and mated to wings with a slight sweepback. The landing gear is hydraulically retractible and has twin wheels on each leg. Entry to the cabin is through a conventional door in the forward fuselage on the port side, and through a ventral airstair under the tail. The wings incorporate Fowler flaps at the trailing edge, and airbrakes and spoilers on the upper wing surface.

The revolutionary T-tail was directly responsible for the loss of the first One-Eleven during a test flight on October 22, 1963.



Aloha Airlines of Hawaii also bought the One-Eleven. N1183, a Series 215, was photographed at the Paris Air Show, June 1, 1967, before delivery. Gerritsma photo

One of Britain's most experienced test pilots, Mike Lightgow, died in the crash, which was caused by "deep stall." This is a condition which can occur in an aircraft with T-tails and rear-mounted engines when, under certain angles of incidence, the wing blanks out the slipstream over the tail surfaces and there are no engines in or under the wing to blow air over the tail. Under those circumstances, the aircraft becomes uncontrollable.

As a result of this accident, the One-Eleven was equipped with stick pushers and powered elevators and these have become standard now on all T-tail aircraft with rear-mounted engines.

#### SERIES 300/400

In May 1963 BAC announced two new and more powerful versions of its twinjet--the Series 300 and 400, and in July, American placed its order for 15 Series 400 with 15 more on option.

The two models are powered by two 11,400 lb.st. Spey 511 turbofans, and they are structurally strengthened for higher operating weights. They also have a centre-section fuel tank for longer range. The Series 300 first had an mtow of 82,000 lbs., later increased to 85,000 lbs. The Series 400 weights in at 78,500 lbs. to stay within the 80,000 lbs. FAA rule.

Because of the different mtow, the Series 300 has a full-payload range of 1,350 miles, and the Series 400 a range of 1,460 miles.

British type certification of the Series 200 was obtained April 5, 1965 and four days later BUA operated its first revenue flight with the aircraft, from London/Gatwick to Genoa, Italy.

FAA type approval was granted ten days later and on April 25 Braniff operated the first commercial flight of the One-Eleven in North America, on its Corpus Christi to Minneapolis route. Mohawk followed with its first One-Eleven service on July 15.

The Series 300/400 prototype made its first flight on July 13, 1965 followed by the first Series 400 production aircraft for American Airlines on November 4. Type approval followed on November 22 and American operated its first service on March 6, 1966.

BAC's hopes for large orders from the U.S., initially fuelled by the Braniff and American orders, were never realized. By the time the One-Eleven Series 400 received its type approval from the FAA, the DC-9 was completing its test flight program and the Boeing 737 was on the drawing boards. Not unexpectedly, U.S. carriers opted for the home-grown product, especially since both Douglas and Boeing had already announced they were going ahead with stretched versions of their twinjets.

#### FUSELAGE STRETCH...AT LAST!

The increasing popularity of the stretched DC-9 and 737 in the U.S. and around the world came as a rude awakening to BAC. With a shock it realized its One-Eleven was too small for most major airlines.

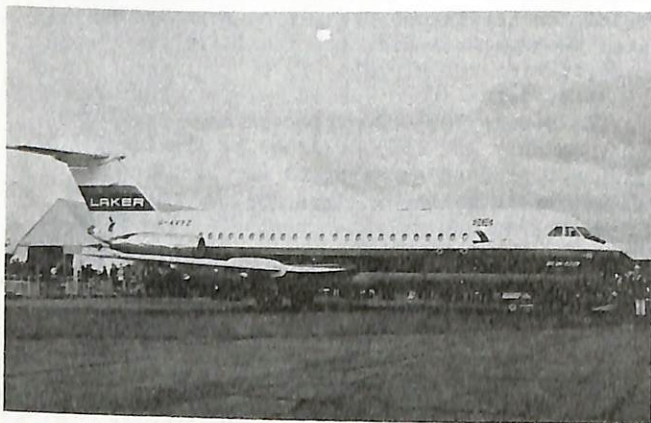
The answer was the Series 500. Longer by 13 ft. 6 in. and powered by two 12,000 lb.st. Spey 512-14 fanjets, the new model seats 99 passengers in an all-economy layout at an mtow of 98,000 lbs. Not only the fuselage was stretched (by 8 ft. 4 in. before the wing and 5 ft. 2 in. aft of it), the wingspan was also increased,

by five feet, from 88 ft. 6 in. to 93 ft. 6 in. The range is optimized for BEA's 150-400 mile sectors, but can be as much as 1,650 miles with maximum fuel. Cruising speed is 507 mph at 25,000 ft.

The first flight of the Series 500 took place on June 30, 1967 and the first production aircraft took off for its first flight February 7, 1968. BEA started commercial services with it on November 17 of that same year.

With more than 80 orders from airlines in most parts of the world, the Series 500 has become the version sold in the largest numbers. Total for other version are: 56 Series 200, 79 Series 300/400, 9 Series 475 and 1 Series 487. British production was halted in 1981 after 232 aircraft had been constructed.

In 1969/70 BAC developed the "hot and high" Series 475. This combines the wing and engines of the Series 500 with the shorter fuselage of earlier models. Faucett Airlines of Peru took delivery of the first of two in July, 1971 for its routes in the high Andes Mountains and others have gone to airlines in the Pacific, Africa and the Middle East.



Freddie Laker of low-cost fare fame, used One-Eleven Series 320L on his European flights. G-AVYZ was photographed at Biggin Hill, Britain on May 9, 1968. Gerritsma photo

The Series 600 was a projected 1969 model for 130 passengers and the Series 670 was a 1977 model especially developed for Japan, but neither model was proceeded with.

About 1970 BAC also presented the airlines with specifications of an even larger aircraft, the Two-Eleven. Based on the Series 600 proposal, the Two-Eleven would carry up to 208 passengers in all-economy seating, although 180 passengers would be average. It would be powered by two 30,000 lb.st. Rolls Royce RB 211

three-spool engines with a bypass ratio of 5 to 1. The aircraft, however, never went farther than the projects division. A projected Three-Eleven remained just a proposal.

BAC also developed executive and pure freighter models, and some of the former, but none of the freighters, were sold. In recent years many One-Eleven business aircraft have appeared on the scene, but these are mostly former Braniff and American Airlines aircraft.

#### PRODUCTION TRANSFERRED

Tied up with other work, including the 748 propjet (see Captain's Log, Fall 1982) and its new 146 short-haul jet, British Aerospace, the successor to BAC, negotiated a contract in 1979 with the Romanian government to transfer One-Eleven Series 500 production to that country.

Romania had long sought to develop its modest aircraft industry and building the One-Eleven under license would give it an opportunity to learn first hand about modern western construction techniques.



Originally delivered to the Brazilian Air Force, this Allegheny Series 204AF is N118J, seen here at Montreal May 25, 1976. Bob McIntyre photo

The contract included the delivery to CNLAR (the National Centre for Romanian Aircraft Industry) of three complete One-Elevens and 22 kits of aircraft in decreasing stages of completion. Beginning with aircraft No. 26, to be completed in 1986, the One-Eleven will be 100% Romanian-built.

The first complete aircraft, a Series 525, was delivered to CNLAR in January 1981. A Series 487 freighter (developed from the Series 475) followed in July. The third, another Series 525, was delivered in early 1982. The first

Romanian-assembled aircraft, known as the ROMBAC One-Eleven, flew for the first time last year and the second was exhibited at the 1983 Paris Air Show in June.

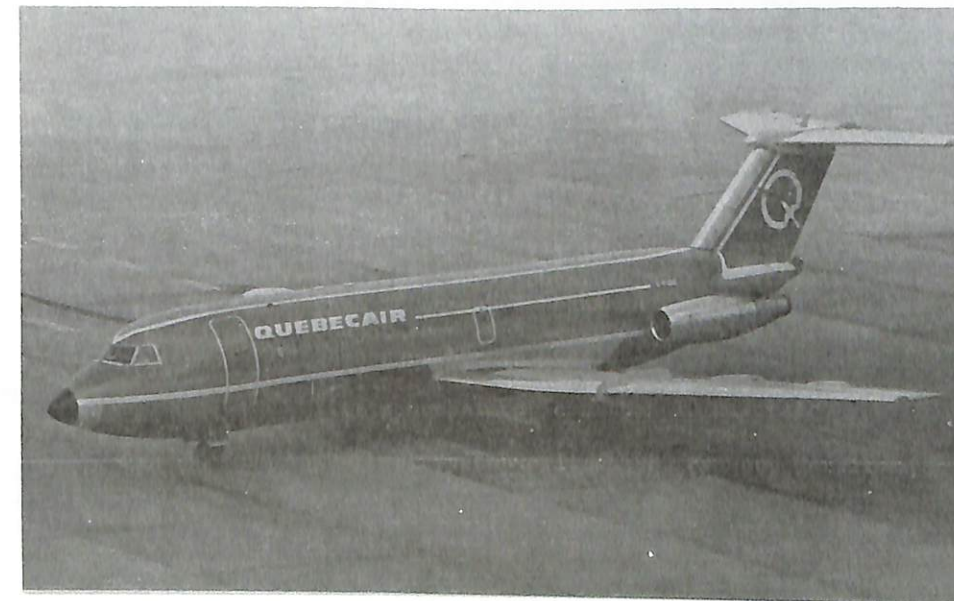
Plans call for the production of up to 80 aircraft in Romania with production running at five to six per year. It is expected that about half of the Romanian production will go to the Romanian Air Force and the country's two national airlines, TAROM and LAR, and the other half to airlines in the Third World.

In retrospect it can be said that BAC, by being early out of the starting gates, had the potential of a world beater. But it stuck too long to an aircraft that was really too small,



Series 424EU, YR-BCF is operated by the Romanian carrier LAR on charter and inclusive tour flights. It was seen at Prague on Sept. 18, 1978. Photo Gerritsma files

Quebecair of Canada operates the One-Eleven on its Eastern Canada network. C-FQBR, a Series 402AP, formerly of Philippine Air Lines, is seen at Toronto on April 19, 1983. Gerritsma photo



and when it rectified this, the major airlines of the world had already satisfied their needs with stretched DC-9s and Boeing 737s.

Today, British Airways with 26 (Series 400 and 500) and USAir with 28 (Series 200) operate the world's largest One-Eleven fleets. USAir of course obtained most of its aircraft when it absorbed Mohawk Airlines, and also has bought some ex-Braniff and ex-Aloha aircraft when they became available. The other some 16 airlines that operate One-Elevens mostly have fleets numbering less than 10 aircraft.

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# Technically Speaking

by  
Dave Rathy

The technical aspects of commercial aircraft will be the subject matter covered by this article and future material to be presented in this column. Hi, my name is Dave Rathy and I will be covering this subject, not in any great depth, but in a sort of overview, written in plain English, so everyone can understand what is going on. The various articles will be illustrated with photos and 3-view drawings of the various aircraft being studied. I do not claim to be an authority on every system of every aircraft, so I am going to rely on the expertise of people associated with the airlines or the manufacturer of the aircraft. If we make a mistake, please drop a line and let us know--we don't want to give out bum info!

Since we are featuring the BAC One-Eleven, our first article will deal with the deep stall problem that was first encountered with the development of the T-tail aircraft. We will also make mention of the stall warning devices that BAC engineered into the One-Eleven.

As mentioned in Joop Gerritsma's article on the BAC One-Eleven, the prototype aircraft crashed due to a deep stall. What is a deep stall? The development of the T-tail, such as that used on the BAC One-Eleven, the DC-9 and the Boeing 727, brought the problem to light. In order for us to understand a deep stall, we must first examine a normal power off stall.

In a power off stall, the pilot reduces the throttle setting and brings the nose of the aircraft up. This action bleeds off the airspeed of the aircraft. Combined with the low airspeed and high angle of attack, the wing fails to generate lift. The normal smooth airflow, over the wings, is now very turbulent. Essentially, the aircraft is trying to cease flying. Recovery is effected by lowering the nose of the aircraft and increasing the throttle setting. The primary means of recovery, during this practice maneuver, is the elevator. The elevator and rudder have remained effective throughout the stall.

A deep or secondary stall is the stalling of the tail surfaces, the elevator and rudder, as well as the wing. The turbulent air that is passing over the wing now envelopes the tail surfaces, rendering them useless as a means of stall recovery. As BAC's research discovered, a recovery is impossible.

It is very unfortunate that BAC lost a very experienced flight crew in the process of developing the BAC One-Eleven. However, their ultimate sacrifice has advanced the state of art of all T-tailed aircraft.

While BAC was working on a solution to the deep stall problem, the people from Santa Monica (Douglas) were themselves working on a T-tail



This post card of a Monarch BAC One-Eleven gives a good view of the T-tail that caused major problems on the prototype aircraft.

jet, the DC-9 Series 10. It goes without saying that Douglas was very interested in BAC's activity.

In the end, the DC-9 incorporated a number of the fixes that the BAC engineers had incorporated into their product. Notably, the increasing of the span of the horizontal stabilizer.

Along with the increase of the horizontal stabilizer, BAC added wing fences, a stick pusher and an auto ignition system, to go along with the stick shaker that had already been implemented in the original design. The purpose of the stick shaker is to oscillate the yokes, that are attached to the control column, during high angles of attack. This is an indication to the flight crew that a stall is imminent.

The stick pusher mentioned automatically forces the nose over in the case of severe wind buffeting and a predetermined angle of attack is attained. Before the stick pusher takes affect, the stick shaker (confused yet?) has been doing what it was designed to do, shake the yokes quite vigorously. The stick pusher's operation is provided by a charged accumulator. During the high angle of attack the accumulator dumps, releases the stored pressure, and forces the control column forward which in turn deflects the elevators, long before a deep stall has occurred. This, however, is a one shot deal. The stick pusher's arming mechanism must be reset by the maintenance personel after the device has been employed.

During any type of stall, with a rear engined jet, the potential for a flame out of one of the engines is present. This is due to the shielding of engine intakes by the burbulent air generated by the stalled condition of the wing and also the high angle of attack. As a preventative measure, the BAC One-Eleven incorporates an auto ignition system. This system provides for an automatic relight of any engine that has failed during a stall. The flight crew has it's hands full trying to recover from a stall with a minimal loss of altitude without attempting to restart an engine.

RIGHT: Dan-Air London is another operator of the BAC One-Eleven. This Charles Skilton post card depicts a Series 500 model.

The increase in horizontal stabilizer provides for a greater surface area on the elevators. The possibility of the entire elevator to be stalled is something that the aerodynamic people can argue about. The increase in span gives the extra bit of controllability that every pilot appreciates.

BAC has taken the preventative measures to prevent the flight crew from inadvertently entering a deep stall and has provided the necessary devices to ensure proper recovery from any stall.

Today, the One-Eleven is very airworthy and trusted aircraft. The fifficulty that BAC had experienced can best be defined as state of the art problems. As one fellow at USAir stated, "They really went overboard with the stall warning system."

Many of USAir's senior pilots would prefer the BAC One-Eleven than any other aircraft that they have in their stable. This has to be the ultimate compliment for the tried and true veteran of the many airlines that utilize the services of the BAC One-Eleven.

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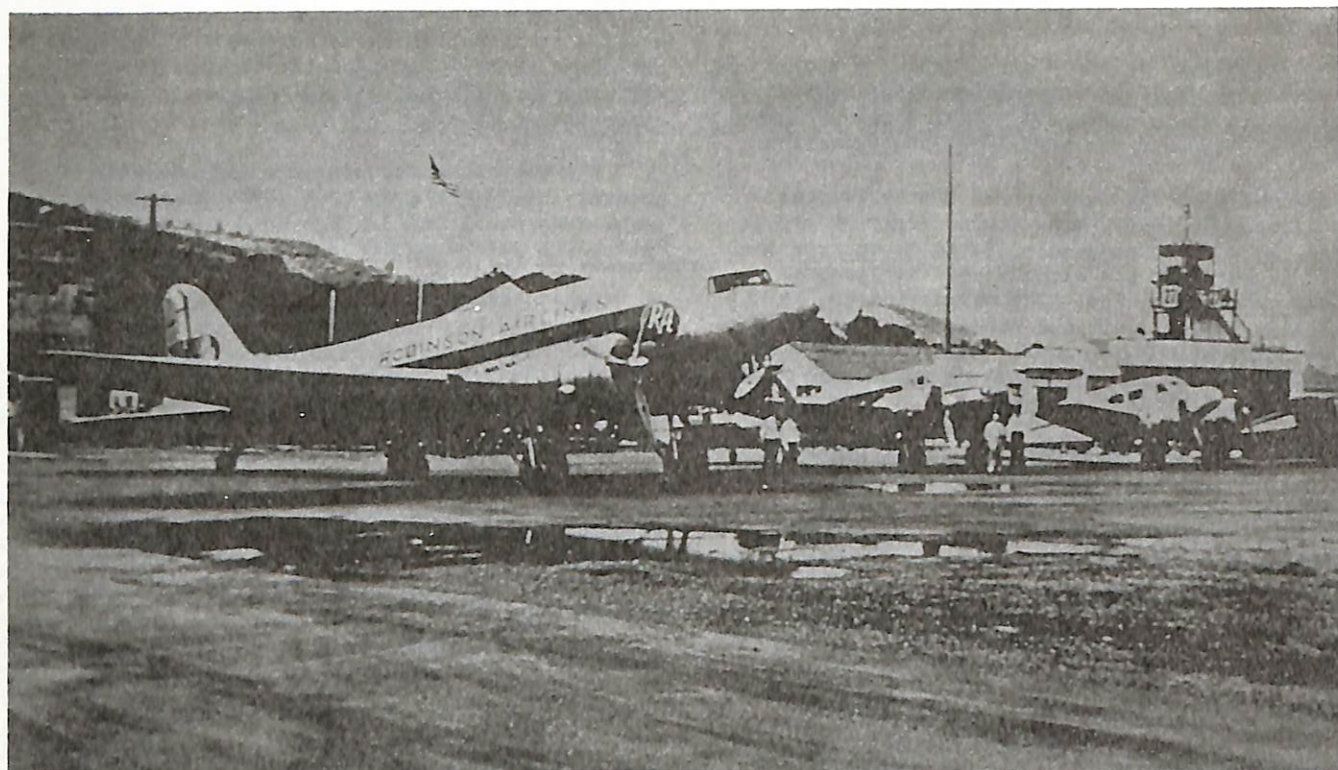
The author would like to thank the following USAir employees, based at PIT, for providing most of the information that was presented in this article.

Herb Adams	BAC 1-11 Tech Svcs
Jim O'Hare	BAC 1-11 Tech Svcs
Joe George	Avionics Tech Svcs
Paul Contento	Mechanical Tech Svcs
Ollie Jedlick	DC-9 Tech Svcs

The sections from the BAC One-Eleven Maintenance Manuel used with permission of BAC.



DAN-AIR BAC 1-11 Series 500



The above historic photo shows at least one of each of the early aircraft of Robinson Airlines. Foremost is the DC-3, then the Cessana, Beechcraft and at least one F-24. Ithaca in 1947.

# MOHAWK AIRLINES

## The Route of the Air Chiefs

by

Jerry L. Sussey

On April 6, 1945, Robinson Aviation, using a Fairchild F-24 aircraft, took off from Ithaca, New York at 0745 a.m. and landed at the Teterboro Air Terminal, Teterboro, New Jersey.

It is safe to assume that the founder of the airline, Cecil S. Robinson, could not have known that he was starting what would some day grow into the largest regional airline in the United States, one that would be the leader in many innovations and the first in an impressive list of achievements.

He began a small airline with two aircraft that became Mohawk Airlines in seven years. The Fairchild F-24 was a high-winged monoplane, flown by one pilot and carrying three passengers. In 1946 Robinson acquired two Cessana T-50 airplanes, each with a seating capacity of four passengers plus one pilot.

A little less than a year later, business required a larger aircraft. Four Beechcraft D-18's were acquired, each carrying seven paying passengers plus one pilot.

By December of 1946, Robinson's routes included service to New York City, Albany, Binghamton, Ithaca and Buffalo, New York. The service to Binghamton was provided through the Triple Cities Airport serving Binghamton, Endicott and Johnson City. The flight schedule was limited to daylight hours only, because of the lack of runway lights at Ithaca and the Triple City Airport.

When it became apparent that the operation of the Airline Division of Robinson Aviation, Inc. had turned into a true airline, the Airline Division incorporated and became Robinson Airlines, Inc.



Robinson Aviation began service with this Fairchild F-24. Following in order was the Cessana T-50, Beechcraft D-18 and then the Douglas DC-3.

### ROBINSON AIRLINES



*Route of the Air Chiefs*

#### SYSTEM SCHEDULE

This flight schedule, limited to daylight hours, only, will be supplemented by additional late afternoon flights, immediately upon completion of lighting facilities at Ithaca and Tri-Cities airports.

DECEMBER 2, 1946

GENERAL OFFICES:  
ITHACA, NEW YORK

By 1947, Robinson Airlines grew into the Douglas DC-3 ranks and switched from the Teterboro Air Terminal to Roosevelt Field in New York. A typical fare at that time from New York to Buffalo, the longest route, was \$20.00 one way and \$36.00 round trip. The limit for luggage was 20 lbs. and anything over that cost the customer 10¢ a pound. With prior arrangement, limousine service was available from air terminals in New York City and Roosevelt Field.

In February of 1948, the Civil Aeronautics Board awarded a three-year operating certificate and the Airline of the Air Chiefs was up and flying high.

1949 was the year of many firsts for the young airline. It was the FIRST scheduled airline to operate a fleet completely equipped with dual omni-directional navigation equipment, replacing the "iron compass" navigation of earlier days.

In 1952, because of the rapid growth and the cities served along the Mohawk Valley (Buffalo, Syracuse, and Albany), the name was chosen and remained Mohawk Airlines, Inc. until the merger with Allegheny Airlines in 1972.

In 1953, Mohawk acquired the routes of Wiggins Airways and inaugurated service between Albany and Boston. The acquisition included authority to serve Pittsfield, Springfield and Worcester. Bradford, Pennsylvania was also added on the western part of the system.

The first year under the name of Mohawk 163,270 passengers were carried, but a loss of \$34,550 was incurred, due mainly to modernizing and standardization of the fleet of DC-3's.

"A Mohawk airplane lands every 4 minutes from 7 a.m. to 12 midnight."

1954 brought another FIRST to Mohawk Airlines--HELICOPTER SERVICE! Mohawk purchased a Sikorsky S-55 helicopter and operated it from the Newark Airport to Grossinger Field at Liberty-Monticello, New York, a famous vacation area in the Catskill Mountains.

The advertisement for this service read, "Flying time is 59 minutes and your airline insurance is good on the helicopter."

This experiment was discontinued after one year due to a lack of understanding and co-operation from the officials operating the airports involved.

The age of the Convairs arrived in 1955. Mohawk needed a replacement aircraft for the smaller capacity DC-3's. The Convair 240 was an immediate solution, boosting seat availability from 25 to 40 seats, pressurized cabin, large carry-on racks and a lounge area in the rear of the aircraft. Another FIRST for Mohawk! The first regional carrier to operate pressurized aircraft!

Because of the size of the Convairs and the lack of space at the Ithaca headquarters, Mohawk began searching for larger facilities. The Utica-Rome area civic leaders offered a proposal, which ended the search and the actual move took place in 1957. By then Mohawk was serving 20 cities, east to Boston and west to Detroit.

Another FIRST occurred for Mohawk in 1957 when the CAB authorized Mohawk to fly in direct



Here we see the Sikorsky S-55 helicopter that Mohawk operated for about one year. The service did not work due to misunderstanding between the carrier and the airports from which it operated.

EFFECTIVE DATE JULY 12, 1952

# ROBINSON AIRLINES

*Complete System Schedule*  
 NEW YORK  
 BINGHAMTON  
 ENDICOTT • JOHNSON CITY  
 ITHACA  
 ELMIRA • CORNING  
 ALBANY SCHENECTADY  
 UTICA • ROME  
 WATERTOWN  
 SYRACUSE  
 ROCHESTER  
 BUFFALO

The Route of the Air Chiefs

**45 Million**  
 REVENUE PASSENGER MILES  
 NATIONAL SAFETY COUNCIL AWARD  
 NATIONAL MAINTENANCE AWARD

The last Robinson Airlines schedule showing effective date of 7/12/52.



Mohawk was the first regional carrier to fly the Convair 440, and called the service "Golden Metropolitan," featuring a black and gold color scheme.

EFFECTIVE DATE SEPTEMBER 28, 1952

# MOHAWK AIRLINES

FORMERLY ROBINSON AIRLINES

*Complete System Schedule*  
 NEW YORK  
 BINGHAMTON  
 ENDICOTT • JOHNSON CITY  
 ITHACA  
 ELMIRA • CORNING  
 ALBANY SCHENECTADY  
 UTICA • ROME  
 WATERTOWN  
 SYRACUSE  
 ROCHESTER  
 BUFFALO

The Route of the Air Chiefs

**45 Million**  
 REVENUE PASSENGER MILES  
 NATIONAL SAFETY COUNCIL AWARD  
 NATIONAL MAINTENANCE AWARD

The first Mohawk Airlines schedule showing effective date of 9/28/52.

The famous Mohawk "Gaslight Service" paint scheme. Two of Mohawk's DC-3's were used on this service which was very popular with businessmen.



Going along with the service mentioned in the above caption, Mohawk called their Convair 240's their Golden Cosmopolitans. Aircraft had a white crown over a silver bottom. Very attractive.



competition with a large trunk carrier. Mohawk started flying from Syracuse to New York in competition with American Airlines. By now the carrier had eleven Convairs and retired its first DC-3. Five of the Convairs were modified to 46 seats with the balance of the fleet to be completed in 1958.

"A Mohawk airplane lands every 2 3/4 minutes from 7 a.m. to 12 midnight."

Another FIRST for Mohawk took place in 1959 when it became the first regional carrier to fly the Convair 440, under the name of "Golden Metropolitan Service," featuring a black and gold color scheme.

At this point the fleet consisted of five CV-440 Golden Metropolitans, seven CV-240 Golden Cosmopolitans and eight DC-3's. Four of the CV-240's were used as trade-ins to the General Dynamics Corporation for the 440's. The trade-in was worth \$1,000,000.

"A Mohawk airplane lands every 2.1/2 minutes from 7 a.m. to 12 midnight."

In 1960, Mohawk served 47 cities in nine states. Passengers boarded in 1960 totaled 576,756, ten times greater than the 1950 total. The year 1960 brought another FIRST, probably the most famous--"The Gaslight Service."

Mohawk fitted out two DC-3 interiors in a Gay Nineties decor with Currier and Ives prints, brocade curtains, stewardesses dressed in low-cut gowns with bustles. Beer was served (Utica Club, of course) with cheese and cigars (for a nickel!). The flights operated across the middle of the system from Buffalo to Boston and had flight number of 1890, 1891 and 1892. It was felt that the DC-3 should retire in a blaze of glory, which she certainly did!

"Mohawk thinks about jets for the 60's."

In 1961, Mohawk took over eight cities from Eastern Airlines in northern New York and Vermont and added another FIRST.

Mohawk was the first regional carrier to install a computerized reservations system, one in New York and the other in Syracuse, NY.

Ten Martins 404's acquired from Eastern and five Convair 240's were added to the fleet to cope with the additional passengers generated by the acquisition of the Eastern routes, which brought the total to ten Martin 404's, nineteen CV-240's and 440's.

A newspaper article that year read, "Mohawk studies of the economic suitability of the new British Aircraft Corporation's 'One-Eleven' small turbojet transport, indicate the potential of the One Eleven to operate profitably on the principal Mohawk routes at a reasonably attainable load factor. The 65 passenger 1-11 jet IF ordered, would be available for scheduled service in 1965." Sounded interesting--didn't it?

"A Mohawk airplane lands every 2 minutes from 7 a.m. to 12 midnight."

"1,026,476 passengers flew Mohawk in 1962," read one headline, while another read, "Mohawk Airlines orders four British Aircraft Corporation One-Elevens." Another FIRST for the Nation's largest regional airline. With additional CV 240/440's and Martin 404's, Mohawk's fleet consisted of thirty-four aircraft.

By 1965, Mohawk was serving 67 cities in ten states and Canada and was occupying the new Administration Building and had negotiated for a 1 1/2 million dollar training center. Another new aircraft was ordered--Fairchild Hiller FH227. Eighteen were ordered at a cost of \$30,000,000. The Martin 404's were sold and the CV-240's were phased out as the FH227's were placed in service.

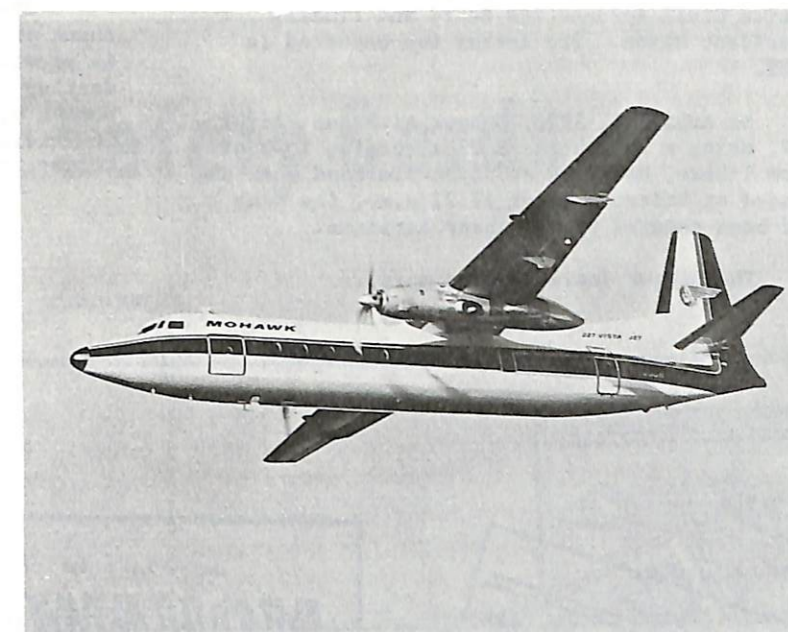
On July 15, 1965 A Mohawk BAC 1-11 took off from the Utica-Rome airport for JFK and marked another FIRST for Mohawk Airlines. "The first regional to fly pure jet aircraft!" This was a full year ahead of any other regional carrier. The unique seating arrangement of five and four seats wide in every other row, a wider entry with a large carry-on rack made the aircraft very appealing to the businessmen who flew it daily.

1966 was a good year and a bad year for Mohawk. During the "Blizzard of 66" in January, the entire system was shut down for three days and service was sharply curtailed for three more days at a loss of \$250,000. Also during the first half of the year, Mohawk negotiated with the Fairchild Hiller Corp. to purchase the more powerful FH227B model. The first five FH227 were exchanged for five "B" models. A tenth BAC 1-11 was also ordered and options for five more were obtained. The fleet now consisted of nine BAC 1-11's, ten FH227B's, eighteen CV-240's and six CV-440's.

A strike by the IAM mechanics in December did not shut the airline down totally. Supervisory personnel and agents from the field kept the airline flying on a curtailed schedule. At this time Mohawk elected to sell the CV-240's and park the CV-440's. The strike ended in January of 1967.

With the strike over, Mohawk embarked on what started out to be a very good year. The CAB awarded the Montreal, Canada route in time for "Expo 67" plus Washington, D.C., Philadelphia, Bridgeport and Islip, L.I. This created a very unique situation whereby Mohawk served all five airports in the New York area (White Plains, LaGuardia, Newark, Kennedy and Islip). Mohawk now served 75 cities in ten states, the District of Columbia and Canada.

On June 23rd, a Mohawk BAC 1-11, while on a flight from Binghamton to Washington, D.C., crashed near Blossburg, Pennsylvania. There were no survivors. Because of Mohawk's faith in the airplane, the Company quickly replaced



In 1965, Mohawk ordered 18 Fairchild Hiller FH227's. The Martin 404's and CV-240's were phased out as the 227's came on line.

this jet and purchased four more, one for delivery in late 1967 and the other three for delivery in 1968. The fleet now consisted of ten BAC 1-11's, 13 FH227's and four CV-440's. Two of the 440's were sold earlier in 1967 to other regional airlines.

An almost complete breakdown of the air traffic control system due to a slowdown by the controllers in 1968 led to almost utter chaos by July and August. Because of Mohawk's dependency on this system and because the majority of the traffic originated in what was called the "Golden Horseshoe" (PIT, PHL, NYC, BOS, ALB, PVD, SYR, BUF and DTW). Within this horseshoe were five of the busiest airports in the northeast, airports where most of Mohawk's traffic was generated and where the longest delays were experienced. This caused the businessmen to seek other means of transportation. These delays, some of them three and four hours in duration, low load factors and high labor costs due to overtime, caused Mohawk to suffer its greatest loss ever, over \$3,345,888. But because of its faith in the economy of the country, Mohawk ordered three Boeing 727-200's for delivery in late 1969 and early 1970.

"A Mohawk airplane lands every 1 1/4 minutes from 7 a.m. to 12 midnight."

Mohawk now serves 77 cities in ten states, the District of Columbia and Canada.

The CAB awarded the airline many non-stop authorities, but all within their present route structure. This did not solve the problem of a lower cost per mile for jet operation. Mohawk was forced to cancel the 727-200 order and made

arrangements with PSA to take over the three that had been ordered. Mohawk was not the only airline in trouble. Northeast Airlines gave up some of its New England routes to Mohawk (Burlington, Montpelier, Lebanon, Manchester/Concord, Keene and Boston). Mohawk also tried the commuter market with three third level carriers giving additional service to cities that could not support the use of larger aircraft. Air North, Executive and Command Airways served, in conjunction with Mohawk, sixteen cities in the Northeast. These cities, along with the CAB award of Buffalo to Minneapolis gave service to 87 cities in 12 states, the District of Columbia and Canada.

Then disaster struck---or should I say pilots. On November 12, 1970 the pilots went on strike---a strike that lasted for this writer 25 of 26 unemployment checks from the state of New York. Finally in April 1971, Mohawk's Indians were back at work, but catching up was hard to do. The CAB awarded Mohawk a Chicago entry, but it had specified Midway Airport instead of O'Hara Airport.

"A Mohawk airplane lands every 1 minute from 7 a.m. to 12 midnight."

In the back rooms of Mohawk, North Central, and Allegheny, merger talks were taking place.

Because of the strike, Mohawk was financially shaky, but pulled off a miracle of sorts. The economy was on the upswing and so was the traveling public. Mohawk's finances were looking better but not good enough to prevent a merger.

The year 1971 was filled with the signing of a merger agreement, meetings with the CAB

examiner, the Canadian Transport Board, the entire Civil Aeronautics Board and finally President Nixon. The latter two occurred in 1972.

On April 11, 1972, Mohawk Airlines Flight 437, using a Fairchild FH227 aircraft, took off from Ithaca, New York at 11:56 p.m. and when it landed at Utica, N.Y. at 12:22 a.m., its name had been changed to Allegheny Airlines.

The Mohawk Indian was no more....

The author of this article would like to thank the following people for their assistance in providing photos for this article: J. Roger Bentley and Marion Pyles. If you have any old Mohawk material that you would be interested in trading or selling, please contact Jerry L. Sussey, 2913 Mossdale Dr., Antioch, TN 37013.



Here we see illustrated several different Mohawk schedules used over the years by the carrier.

# BAC 1-11 Safety Cards

by  
CARL REESE

Unlike so many airliners that have served on almost every continent, the BAC 1-11 and her interior compliment of safety cards does not vary as much as might be expected.

The primary reason for this is that very few original customers existed and so therefore, copies of the same or similiar styles have been passed along with second-hand operators.

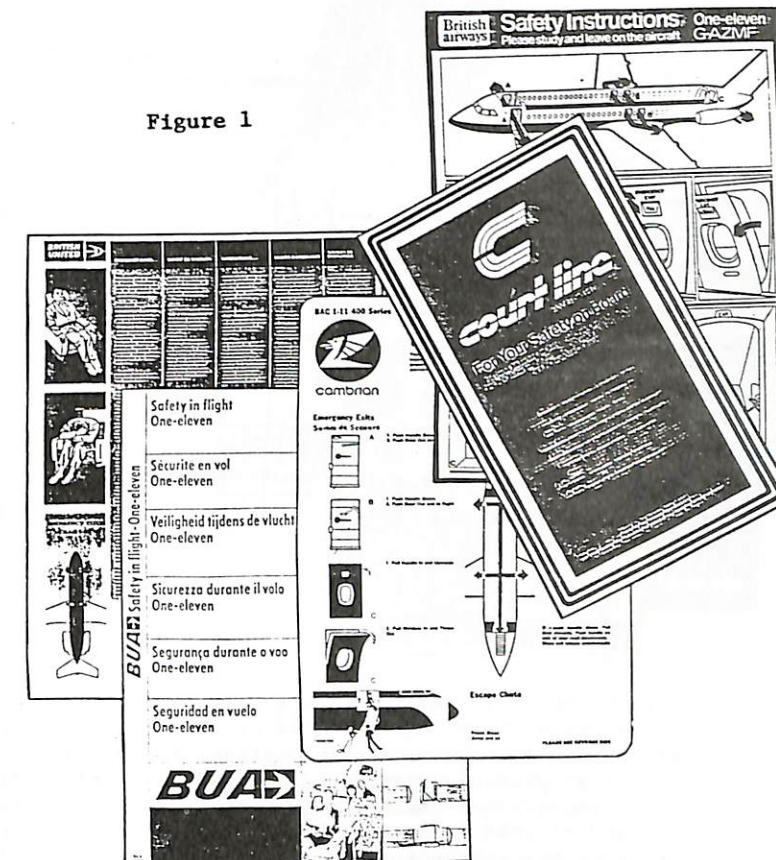
Nevertheless, a few excellent and rare examples do indeed exist for the safety card enthusiast.

Figure 1 (below) diagrams a few of the varied styles that have appeared aboard operators from her native U.K. A very rare (current style) British Airways card is shown that was produced for a sole aircraft, G-AZMF. Aside of this example, British Airways produces three lines of BAC 1-11 cards: "Super One-Eleven" (Form F407), "BAC 1-11 (400 Series)" (Form F408) and "One-Eleven (B500 Series 539)" (Form F463).

Completing Figure 1 are samples of the BAC 1-11 cards used by Court Line aboard the L-1011 and BAC 1-11 (folding card with orange cover), a Cambrian BAC 1-11 400 Series card of plastic (black and orange print), and two examples of different styles used by British United (BUA): the older style being a single card with yellow and blue print that is laminated; and the last issue for BUA in a folding paper version with only the logo in color. Note that the BUA form number is 5429A which has carried over to British Caledonian although the style for the newer card is now used by BAF on the Herald/Carvair.

Even through not illustrated, the BEA safety instructions were originally found in the Flight Souvenir booklet without any actual floorplans or exit illustrations. In card form, the original safety "cards" were folding cardboard (Form F346) and can be sampled by viewing the Gulf Air card shown later. When revised, the heavier cardboard gave way to a thin paper. Prior to the formation of British Airways, the style changed to a single plastic card (Form F379) and each aircraft type was color-coded with the Super One-Eleven being brown.

Figure 1



Monarch used a card that is similar to that illustrated for Cyprus Airways later in this article. There were two versions (excluding lamination, plastic or paper), one very large and the other quite small (like Cyprus), both in orange.

British Caledonian changed their style tremendously several years ago from the "Emergency Procedures" format shown in Figure 2 to the current "Safety Instructions" style. Both styles were/are available for each of the series 200 (Form 5429), series 300 (Form 5433) and series 500 (Form 5431). Revisions are now shown by a suffix A, B, C, etc.

Figure 2



"BAC One-Eleven" and the other that is labelled for "EI-ANG Only." These current cards have logos and are produced with or without lamination.

On the continent only a few examples exist. Swissair produced a huge folding leaflet for the aircraft that they leased. Both LAR and Tarom used identical cards with only a logo change for the short BAC 1-11. To date, the ROMBAC 1-11 (Series 500) does not carry safety cards.

In Germany, typically fine examples (with illustrations similar to Lufthansa) are produced by Hapag-Lloyd using blue and orange on a white folding card. Also, one can find BAC 1-11 safety cards with an overall white finish and accents of red and blue aboard Bavaria Germanair, where the Series 500 SP card is available differs only from the standard 500 card in that it uses the European-type (RFD) life vests. Older style booklets for the "BAC One-Eleven Holiday Jet" and the "BAC Super One-Eleven" are shown in Figure 4 using two variations of the Bavaria logo.

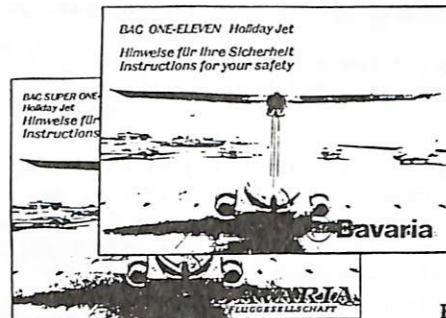


Figure 4

In the Middle East, Gulf Aviation, (now Gulf Air) used a card that was identical to the original cardboard cards used by BEA as shown in Figure 5. Of course, Arabic replaced German and French as used by BEA. Along with this folding card is shown the Monarch Airlines-type card currently used aboard Cyprus Airways in bright blue and orange and printed on very thin paper.

From the Dark Continent we have two cardboard cards shown by Figure 6, these being the red, yellow and black Air Malawi card supported by the Zambia Airways card in orange and black.

The Orient and South Pacific present very few BAC 1-11 cards. The older style Philippine Air Lines folding card in Figure 7 has now been replaced by a standard "Just in Case..." card with a photograph of the aircraft on the cover. Figure 7 also shows one of several similar Air Pacific BAC 1-11 folding cards printed in blue and aqua.

Many second-hand BAC 1-11s have found their way to Central America and the Caribbean over the years and an interesting variety of cards do therefore exist from this area.

Figure 5



Figure 6

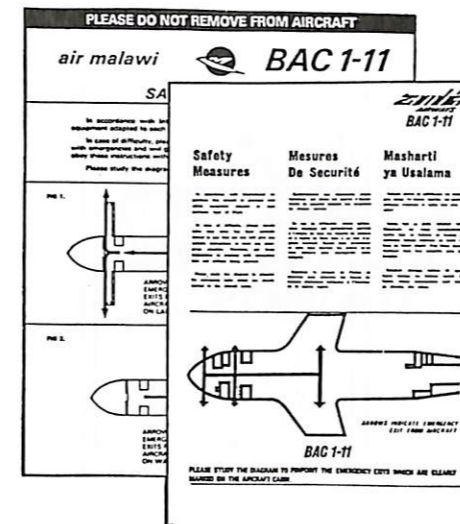


Figure 7



TACA reproduced the Braniff card showing English on one side (taking front and back of Braniff card laid side-by-side) and Spanish on the reverse. TACA cards were produced in cardboard and plastic, some with Form T-80. Lacsa also used this format on their first short-body BAC 1-11 but printed them on green cardboard. On modernizing the cards, Lacsa BAC-1-11-500 cards (still on green cardboard) now included a color logo and were a bit taller (see figure 8).

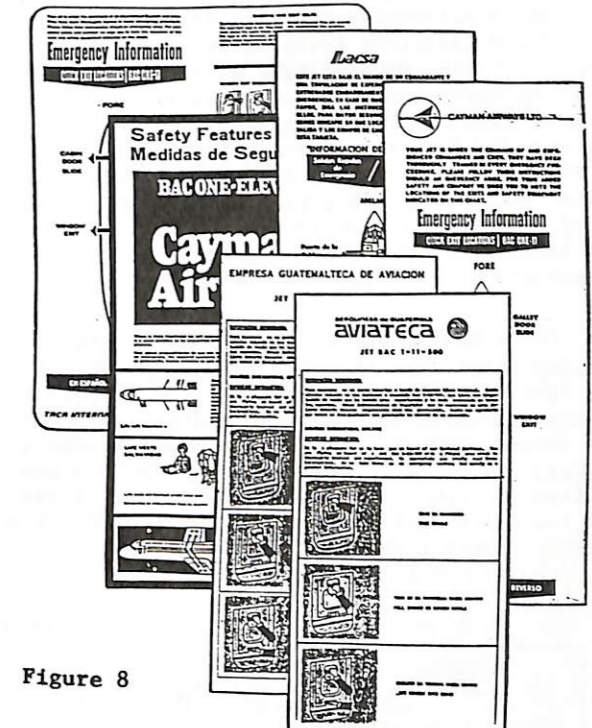


Figure 8

Cayman Airways, since they operated Lacsa aircraft originally, used the newer Lacsa One-Eleven 500 card with their own (old) logo in color. This was later changed to a "unique" card of their own: A modified Air Florida DC-9-15 card in blue and orange. The original of this style came hot off the press showing errors such as an aft tailcone exit (sticker then issued over the floorplan for correction) and notations about the FAA and its regulations (another sticker correction). Eventually, Cayman got it right but the card was then no longer produced laminated in plastic. (Refer to Figure 8.)

Completing Figure 8 are the Aviateca cards. Original in style, the older card (white) simply had "Empresa Guatemalteca de Aviacion" in print. When revised, the new logo and name appeared on a yellow card that otherwise remained unchanged.

Liat operated a BAC 1-11-500 in the Caribbean that used a very heavy-gauge plastic card with illustrations that showed signs of the parent company, Court Line. Unfortunately, a collector must keep a sharp eye watching for these cards since they do not carry a logo or name. The hint is that if you're familiar with the lift vest illustrations on other Liat cards, you'll certainly spot this card.

Bahamasair used a black and white version of the American 400 Astrojet card with only the name changed to protect the guilty...the form number of American, OP 105-C, and the trade name "Astrojet" are all to clear!

As usual, the U.S.A. does the BAC 1-11 justice by giving her seatpockets some of the best and the worst examples available.

The nomination for the worst in the U.S.A.: Braniff--this little gem could not be duplicated to show more than the three words of "slide", "Fore" and "Aft" and four arrowheads. Why? Remember Emilio Pucci Flight Attendant uniform complete with plastic spacehelmets? The outrageous 1960's? Flying Colors? The result was a dark blue safety card with black lettering! If you wish to see BAC 1-11 safety features then I must suggest referring to TACA with regard to Braniff "Form 963-663069-08." Unfortunately, the Braniff passenger was simply out of luck, especially if his flight was after dark.

Close behind Braniff is Mohawk. Nominated for its total lack of color (black and white) and poor presentation of illustrations, this original plastic card had the Indianhead logo and showed overhead storage for non-inflatable slides. On 9-25-70, Mohawk form 1525C0030 was revised to show inflatable door-mounted slides and the new Buckskin logo on a paper card. The Figure 9 shows both versions.

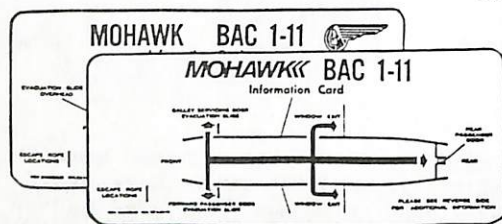


Figure 9

When Allegheny absorbed Mohawk and began BAC 1-11 operations, a plastic card (Form 1A1132713-1) appeared as shown in Figure 10 during February 1972. Unfortunately, BAC 1-11 window exits didn't have escape ropes so the card was revised in November 1974. In 1977, Interaction Research began to produce their overpriced product line for Allegheny with two BAC 1-11 cards entitled "just in Case...": Red title on Form 1A1133319-1 for aircraft with aft airstairs and yellow title on Form 1A1133319-2 that were not equipped with airstairs. With the name change to US Air, both forms retained their numbers but the cover photos and airline name was corrected. In all, six One-Eleven cards exist to date for this carrier under both names.

We can't forget to show Figure 11: The American "400 Astrojet" card that has been copied by Bahamasair and Aeroamerica, the latter being only slightly different with German added. For OP-105-A was originally printed using orange

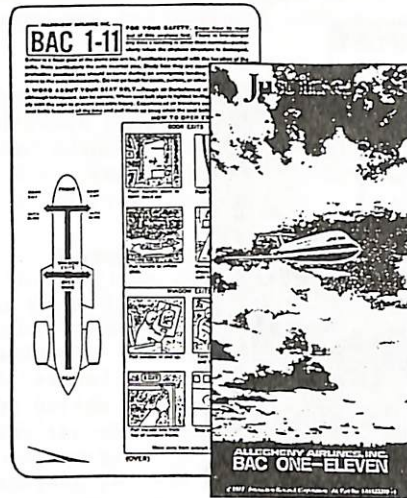


Figure 10

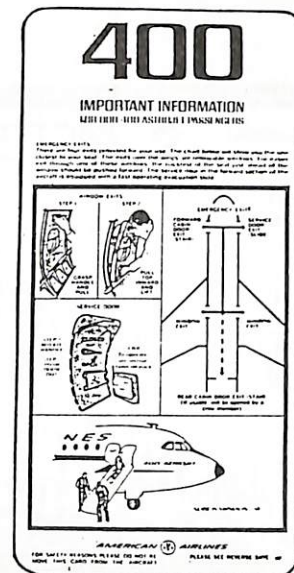


Figure 11

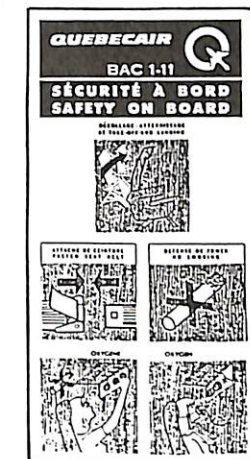
and grey-green and included the older Astrojet logo. On modernizing the fleet with door-mounted slides, a temporary black and white card appeared as OP-105-EXP. Once the modifications were complete and the new color scheme adopted, the last issue rolled off the presses in red and blue as Form OP-105-B.

With U.S. regionals now operating the BAC 1-11, Air Illinois has produced a tri-fold black and white (some red) card. Primarily it has illegally used copyrighted artwork from the "just in Case..." cards although they have added instructions and illustrations on certain emergency equipment of their own. Pacific Express on the other hand has paid the outrageous price of the real thing from Interaction Research as Form XP 55-001, complete with an excellent photo of the aircraft on the cover. It is my understanding that these "just in case..." cards are to soon be revised to show aft-facing brace positions. (Figure 12)



Figure 12

Figure 13



Just north of the border, Quebecair BAC 1-11s have used two revisions of the same folding blue and white card. The first issue showed a cropped photo of CF-QBO, Quebecair (top) and logo (bottom) on the back of the card. The revised issue changed only the back to include a perpendicular photo of CF-QBN completely covering the page. The unchanged front is shown in Figure 13.

On a personal note, I would like to thank Anicet Baum (Belgium) for information about the rare Swissair BAC 1-11 card. I would also ask for anyone's assistance by contacting me at (215) 622-2150 should you have information concerning BAC 1-11 cards used by Aloha, Arkia, Paninternational, SAS, Austral (if every produced) and other operators not covered in this article. In closing: Happy Collecting and Safe Flying!

**Capital**  
AIRLINES

A NOSTALGIC FLIGHT INTO THE PAST

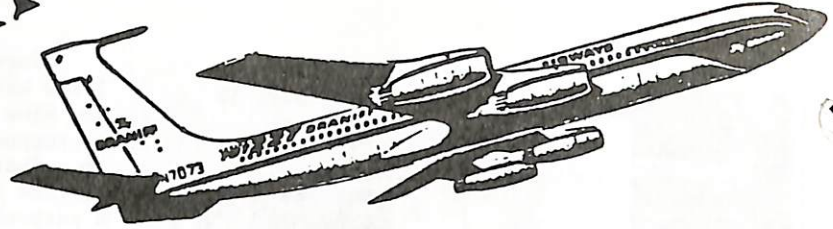
by CHARLES BAPTIE

This is the book that we have all been waiting for--the history of Capital Airlines. Now we can review in picture and word those glorious days of one of the worlds great airlines. This new book consisting of 126 pages (8 1/2 x 11 inches) printed on the finest grade eighty pound coated paper in hard back format with dustcover is a nostalgic account of the days of PCA-Capital Airlines. The cover and the dust cover is in color featuring a photo of the famous DC-3 in flight about the clouds. The pictures in the book are of the early days of the fledgling airline from its start in Pittsburgh, Pa. to its consolidation with Central Airlines, creating a mail and passenger route from "The Great Lakes to the Nation's Capital".

This book is full of pictures of aircraft, personalities and memorabilia. The photography, the design, writing and production is being done by Charles Baptie, formerly an employee of Capital Airlines. The book is meant to be a pictorial presentation of the Airline from those early days to its consolidation with United Airlines in 1961. To reserve your copy, send \$35.00 in check or money-order to: Charles Baptie, 4124 Village Court, Annandale, VA 22003. Send your name, address and telephone number. Be sure to mention that you saw the advertisement for the book in the LOG.

# Around the World of Airline Schedules

By George Cearley



The schedule article in the fall issue is devoted to operators of the short haul twin-engine British built BAC-111. Early principal operators of the aircraft included Braniff, British United, Mohawk, American, British Eagle, Philippine, Aloha, TACA, IACSA, LANICA, Channel, Laker, BEA, Austral, Bahamas, Caledonian, British Midland, and Aviateca.

In fall 1961 Braniff chose the one-eleven for short range operations on its domestic routes, and on October 20 that year became the first American carrier to order the British-made transport. By the end of 1964 Braniff Airways had 14 BAC-111's on order with twelve additional aircraft on option. These 26 aircraft would make it possible for Braniff to become all jet powered in 1966. With the delivery of the first fourteen aircraft, DC-6's and DC-7C's were phased out of service. The additional twelve aircraft would make it possible to dispose of Convair 340's and 440's and some Lockheed prop jet Electras. This arrangement was made under the Charles Beard regime at Braniff, but when Harding Lawrence became president in April, 1965, the twelve one-eleven options were cancelled and replaced with orders for 727-27C's. As a result, Braniff did not become all jet powered until late 1967.

The first one-eleven was delivered to the Braniff base at Dallas Love Field on March 13, 1965, and on April 25 the twin engine jetliner entered regularly scheduled passenger service. The first Braniff BAC-111 flights were in the following markets: Dallas-Houston; Dallas-Austin-San Antonio-Corpus Christi; Dallas-Lubbock-Amarillo; Chicago-Kansas City-

Wichita-Oklahoma City-Dallas-Houston-Corpus Christi-Brownsville; Minneapolis/St. Paul-Kansas City-Dallas; and Minneapolis/St. Paul-Des Moines-St. Louis.

Mohawk Airlines in mid-summer 1962 placed an order for four BAC-111's, and the new twin jets entered service in Mohawk's system on July 15, 1965. Mohawk at this point had the distinction of being the first U. S. local service (regional) carrier with pure jet service.

American Airlines received its first one-elevens (the BAC-111-401AK) dubbed "400 Astrojets" on December 23, 1965. American had ordered its one-elevens in July, 1963.

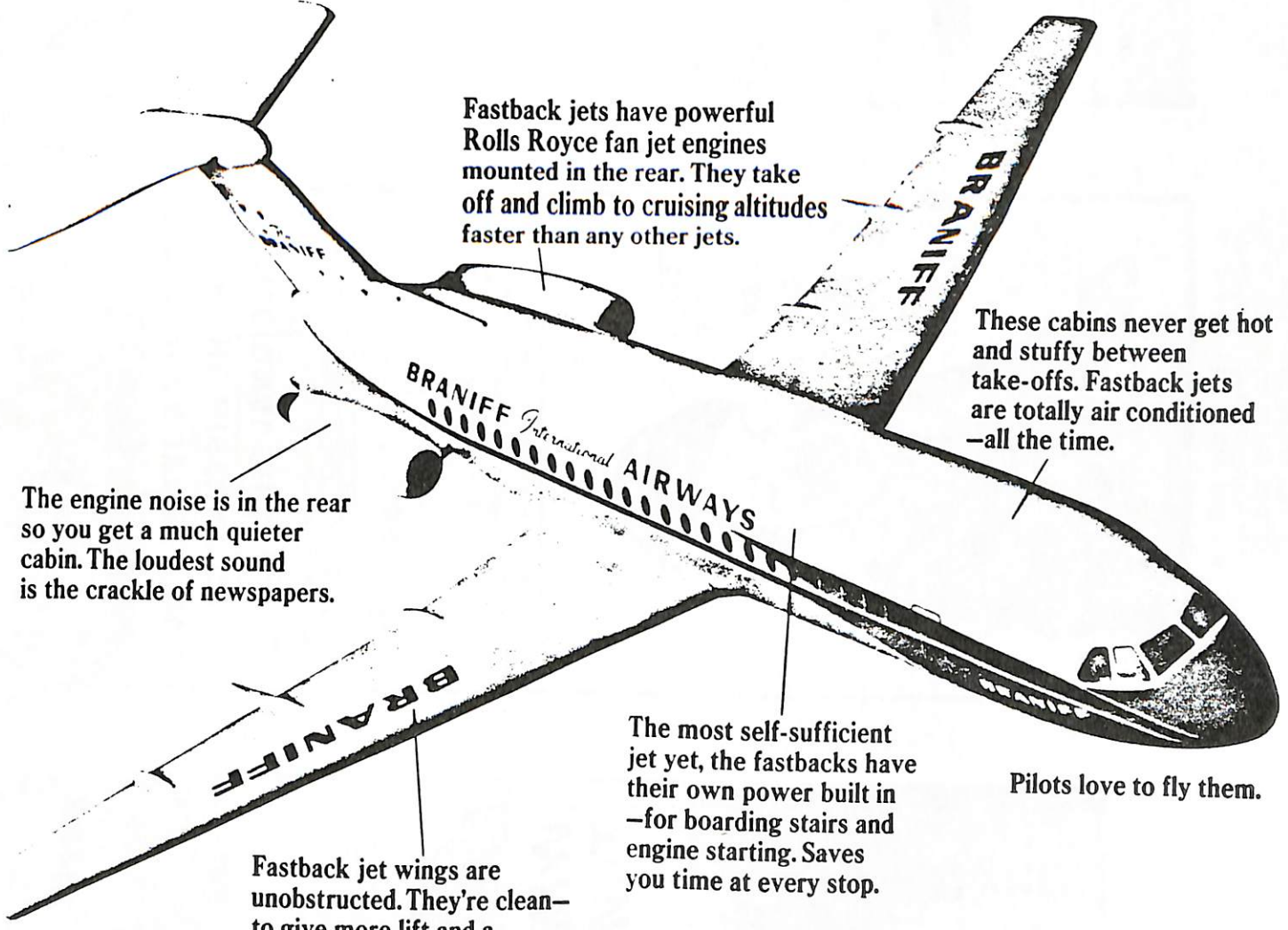
The "400 Astrojet" entered service with American on March 6, 1966, on the New York-Toronto route. Service on the New York-Syracuse route was begun March 28, 1966. Additional service soon followed in the following markets: New York-Rochester; Newark-Buffalo; Washington (National)-Nashville; New York-Memphis; New York-Washington (National); Boston-Washington (National) Boston-Detroit; and Boston-New York. On several of the New York state routes the 111's were operating in direct competition with Mohawk Airlines 111's. The "400 Astrojet" soon displaced American's last piston-engine airliner, the Douglas DC-6, making American all jet powered.

On the following pages are shown some examples of schedules featuring one-eleven service.



**BRANIFF**  
**one-11**  
**JET**

# Now fly the newest jet in America: Braniff's powerful fastback jet.



Fastback jets have powerful Rolls Royce fan jet engines mounted in the rear. They take off and climb to cruising altitudes faster than any other jets.

These cabins never get hot and stuffy between take-offs. Fastback jets are totally air conditioned—all the time.

The engine noise is in the rear so you get a much quieter cabin. The loudest sound is the crackle of newspapers.

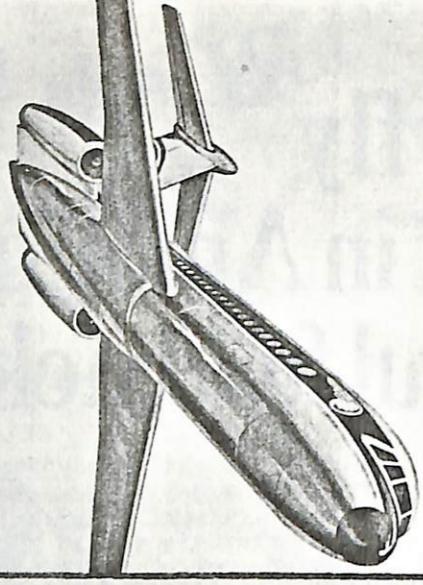
The most self-sufficient jet yet, the fastbacks have their own power built in—for boarding stairs and engine starting. Saves you time at every stop.

Pilots love to fly them.

Fastback jet wings are unobstructed. They're clean—to give more lift and a smoother ride in rough air.

**Braniff International**  
United States Mexico South America

Advertisement which appeared in Braniff's June 1, 1965, timetable on the new BAC-111. Braniff nicknamed the aircraft "fastback jet" because of the aircraft's powerful aft-mounted Rolls Royce fan jet engines.



COMING! The BAC One-Eleven... first jetliner designed for short-haul regional air transportation.

Mohawk Airlines in mid-summer, 1962, placed an order for four BAC-111's. An artist's concept of Mohawk's new short haul jet is shown on the cover of the August 29, 1962, timetable.

SYSTEM TIMETABLE, EFFECTIVE AUGUST 20, 1962

# MOHAWK

ORDERS  
**JETS**

THE SPECIALIST AIRLINE



The look of tomorrow

# MOHAWK

JULY 15, 1965

FIRST PURE JET SERVICE  
IN THE HISTORY OF  
REGIONAL AIRLINES

QUICK REFERENCE FLIGHT SCHEDULE

The new One-11's entered service over Mohawk's routes on July 15, 1965. Mohawk at this point had the distinction of being the first U.S. local service carrier with pure jets.

Effective November 1st, 1966 Issue (No 1)

# BRITISH EAGLE

is going places jetwise

## WINTER TIMETABLE

BRITISH EAGLE takes you under its wing

The November 1, 1966, British Eagle timetable features the carrier's eagle logo and a sketch of the One-11 at bottom.

# LANICA AIRLINES

LINEAS AEREAS DE NICARAGUA S. A.

EFFECTIVE: APRIL 26, 1970

READ DOWN			EFFECTIVE: APRIL 26, 1970			READ UP		
FLIGHT NUMBER	AIRCRAFT CLASS	FREQUENCY	MIAMI	MEXICO	MANAGUA	MIAMI	MEXICO	MANAGUA
411 BAC-111 S		TUE THU SAT	07:00		07:20			
415 BAC-111 S		MON WED FRI	08:00		09:00			
417 BAC-111 S		TUE THU SAT	11:40		14:40			
416 BAC-111 S		TUE THU SAT		19:30	15:10			
414 BAC-111 S		MON WED FRI	14:45		09:45			
410 BAC-111 S		TUE THU SAT		10:45	10:25			
416 BAC-111 S		TUE THU SAT		11:00	09:00			
					08:40			
					08:00			

NOTE: \*No traffic rights between Miami and San Pedro Sula.  
\*Traffic between Miami and San Salvador on flights 415 and 414 has been temporarily suspended.

At left and above, LANICA timetable effective April 26, 1970. Schedule above shows One-11 service between Miami, Mexico, and Central America. Note certain traffic restrictions from Miami.

# LANICA AIRLINES

service Jet BAC 111

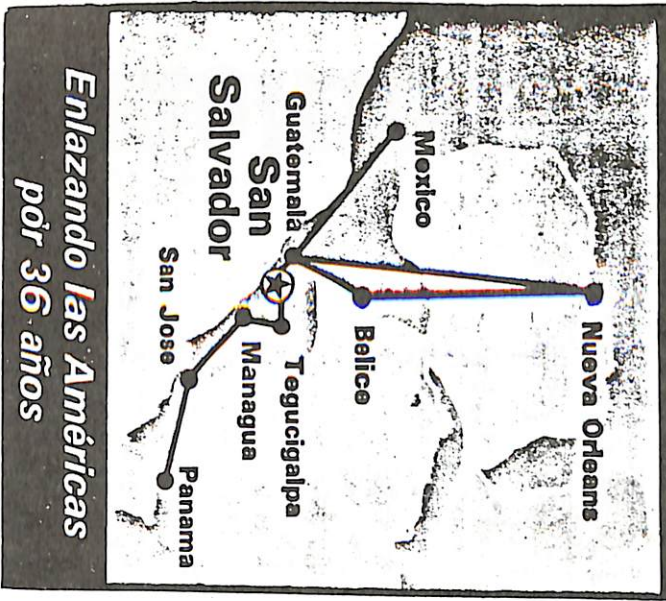
Managua  
San Salvador  
Mexico  
Miami

Para el Sur  
Hera Local  
Léase Hacia Abajo  
NUEVA ORLEANS, LA. (EST) S  
MEXICO, D.F. (CST) S

LUNES	MARTES	MIERCOLES	JUEVES	VIERNES	SABADO	DOMINGO
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ARI 2:00	ARI 2:00	ARI 2:00	ARI 2:00	ARI 2:00	ARI 2:00	ARI 2:00
ARI 2:20	ARI 2:20	ARI 2:20	ARI 2:20	ARI 2:20	ARI 2:20	ARI 2:20
ARI 3:05	ARI 3:05	ARI 3:05	ARI 3:05	ARI 3:05	ARI 3:05	ARI 3:05
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TACA timetable for service between New Orleans, Mexico, and Central America effective April 30, 1967. Schedules are for southbound service and are shown from left to right from Lunes (Monday) through Domingo (Sunday) and include all days of the week. Jet = BAC-111, and Prop-Jet = Viscount 700.

Effective April 25, 1965  
**TACA**  
 INTERNATIONAL AIRLINES



**Enlazando las Américas por 36 años**

TACA timetable effective April 30 through October 28, 1967. Shown is a One-11 with rear boarding stairs open and the carrier's route map linking San Salvador with the rest of Central America, Mexico, and New Orleans. The slogan at bottom translates as "Joining the Americas for 36 Years".

Effective April 25, 1965

**BRANIFF AIRWAYS**  
 SYSTEM TIMETABLE

newest jet in the air

**BRANIFF One-11**  
 JET

Cover of April 25, 1965, Braniff timetable which introduced One-11 service. Braniff was the first carrier in the western hemisphere to operate the British twin jet.

LACSA

**TIME TABLE**

**SCHEDULE EFFECTIVE THROUGH SEPT 3, 1973**

Timetable of LACSA based at San Jose, Costa Rica, effective summer 1973. Shown on the cover are silhouettes of the carrier's One-11's.

**Braniff International**  
 United States Mexico South America

**Braniff International**  
 United States Mexico South America

**Braniff International**  
 United States Mexico South America

**Braniff International**  
 United States Mexico South America

**Braniff International**  
 United States Mexico South America

System Timetable Effective June 1, 1965

Cover of June 1, 1965, Braniff timetable. This was the first schedule to introduce the Braniff International trade name. The cover also features a drawing of the One-11. Although the new trade name was adopted, Braniff's corporate name remained Braniff Airways, Inc.

**AVIATECA**

System Timetable effective Sept 6th

Aviateca timetable effective September 6, 1969. This Guatemalan carrier was another Central American airline, along with TACA, LACSA, and LANICA, to operate the British built One-11.

**ALOHA AIRLINES**  
 TIMETABLE 90  
 EFFECTIVE JUNE 18, 1967

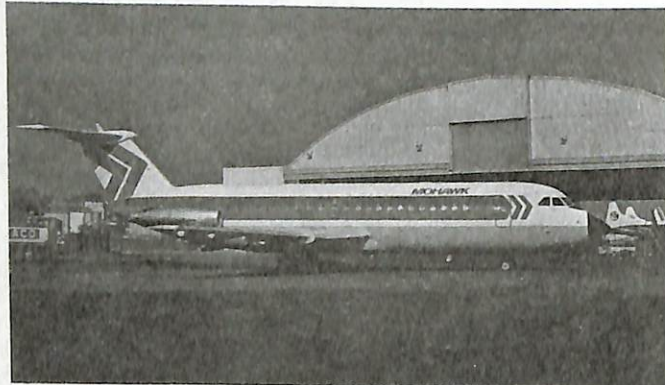
The cover of this summer 1967 Aloha timetable shows a photograph of Aloha's new BAC-111's. Also shown is a route map of the carrier's service through the Hawaiian Islands at the time.

# Post Card Corner

by  
PETER BLACK

The recent bumper crop of new post cards continues with no let up in sight. Since the last issue of the LOG many new cards have been released, and we know of many more being printed at press time, so there should be no shortage of new cards for some time to come.

From England, Aurigny Air Services has a new split view card with their colorful Twin Otter and B.N. Trislander. Charles Skilton & Frye have many new cards including an Air Florida DC-10, Monarch 757, British Trident 2E, Air Europe 737, Air Europe 757, Dan Air BAe 146, Dan Air Metropolitan Twin Otter, BAe Jetstreams of both Birmingham Executive and Peregrine, a Loganair Shorts 360, Heavylift Cargo Airlines Canadair/Conroy CL-44-0 "Guppy", plus several



ABOVE: New release from Aviation World is this BAC One-Eleven in final airline service colors. Mohawk used 25 of these aircraft.

more commuter types. From France, Editions PI of Paris has done a nice card of a MEA Boeing 720B, and from Belgium, SABENA has some nice new cards including takeoff views of both their 747 and DC-10. From Hamburg, Germany, a new publisher, Bernhard and Plaut, has a set of 7 cards, including a Gurnsey Viscount, Mandale Electra, ANHSA Dash 7, Namib Air CV-580, Arrow Air 707, Spantax DC-10 and China Airlines 727C. Also from Germany comes an airline issued DLT Shorts 330 in flight.

There are many new Swiss post cards, mostly of Swissair's new A-310 and 747-300. Several publishers have done a card of each. Also from Switzerland is a new Crossair Metroliner III (airline issue) and an Air Glaciers Pilatus Porter by Edition Airoffset. Aeroprint of Sweden has released a CV-580 of Nor-Fly Charter and A/S Norving has an airline issued C-404

Titan. Moving on to the Middle East, Gulf Air has two new offerings: a 737 vertical format card and a Tristar at treetop level, and MEA a new airborne 747 card. Singapore Airlines has a set of 4 cards of their 747-300 which they call "Big Top" after its elongated hump. All cards show only the forward fuselage and part of the wing, however. All are based on art, and one is a cutaway showing the interior of the aircraft.

Back on the home front, TWA's Los Angeles sales office has an oversize 767 based on a re-touched photo. PBA has done a fleet-set of cards: C-402, Bandit, DC-3, Martin 4-0-4, and YS-11. Frontier has a new DC-9-80 (Super 80 as it is now called), and Aerostar has a 727



ABOVE: Mohawk Airlines used Convair 440's from 1959 to 1966. This is a picture of N4404 taken in 1960. Card published by Larry Myers.

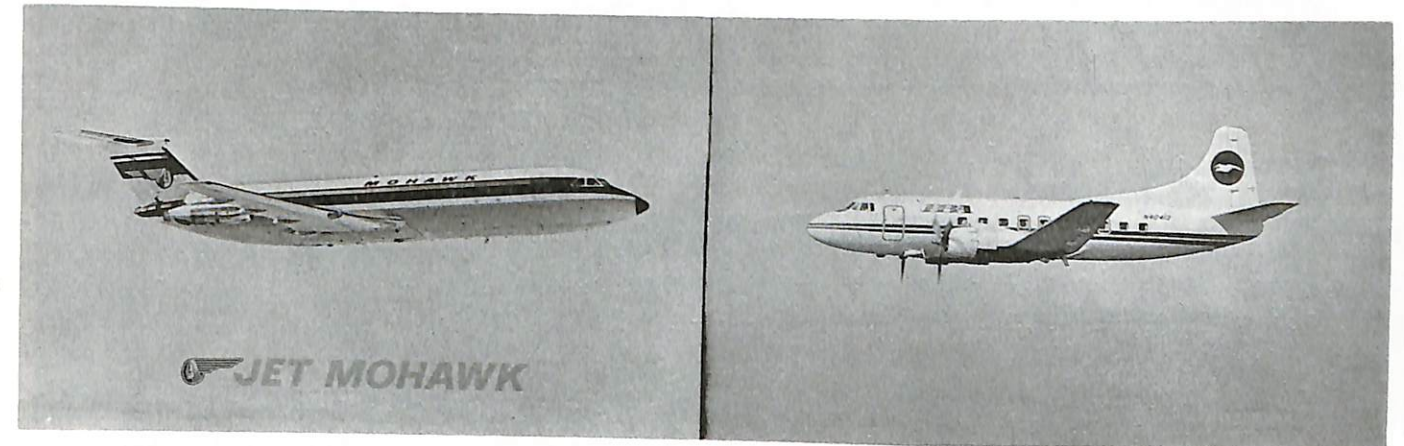
card, but with a blank back. Aviation Color Photo has released a very nice Braniff 747SP, and Mary Jayne's R.R. Specialties has a dozen new cards including an Aeroamerica Int'l 707, Olympic 707, CAAC 707, Ecuadoriana 720BF, Britt FH-227, Nordair FH-227, Cosmopolitan CV-440, Charl's Mallard, a USAF E-4A "Doomsday Machine", a Republic DC-9 in Southern colors, and a Marco Island Airways Martin 4-0-4. Flying Moose of Monterey, Ca. has issued their yearly set of black and white cards. The six cards include an Eastern 747, Seaboard 747, Delta C-46, Pan American DC-7B, Air California DC-9 and Los Angeles Airways S-61 Helicopter.

New issues from Aviation World include a Prinair CV-580, SFO Helicopter Bell 206, Braniff DC-8-62 in the final light blue color scheme, a Central CV-240, a Mohawk BAC-111 in the final "Buckskin and Orange" color scheme, and an American Airlines 767.



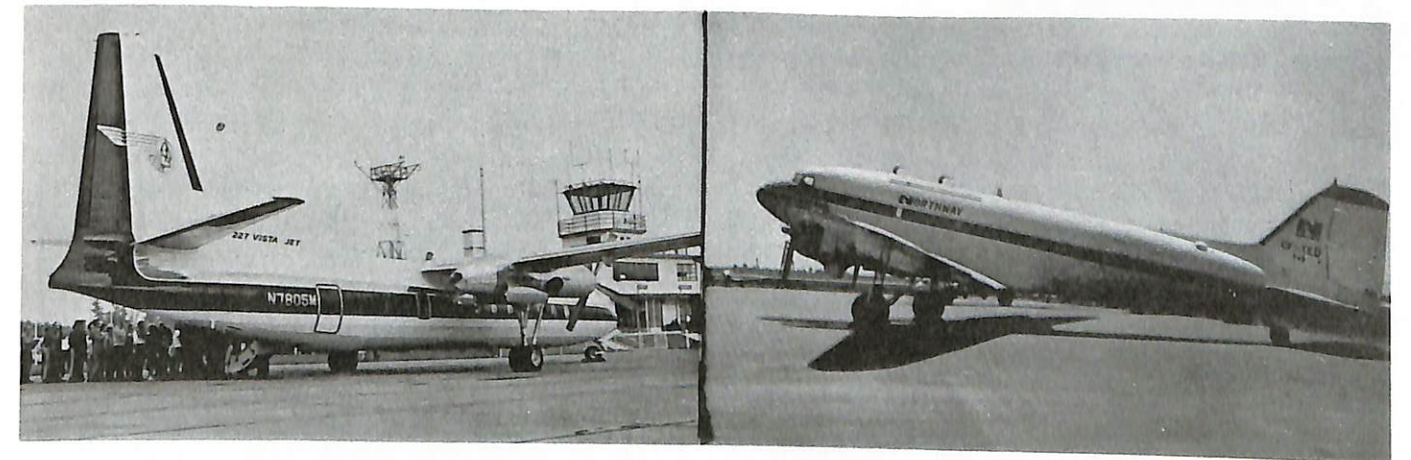
New from the Int'l Airline World Publishing Co. is this USAir BAC One-Eleven. Photo from Air Pix.

New publisher Michel Moskal features the Air Malta Boeing 737 on their first card.



This Company issued card featured the BAC One-Eleven on the front and plugged the Rolls-Royce Spre fan jet engines on the reverse.

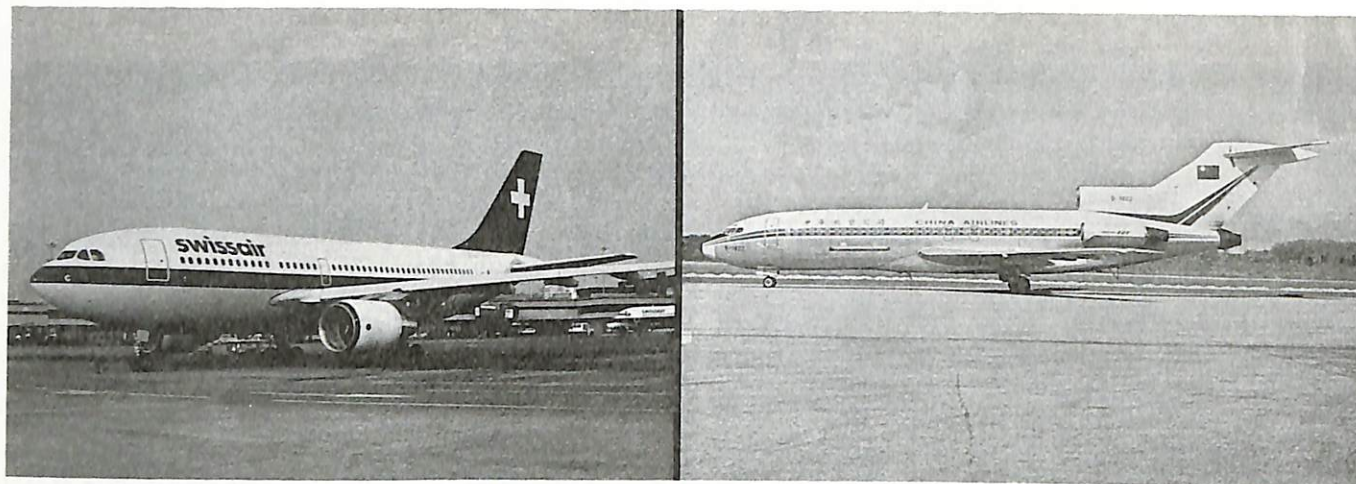
The Martin 4-0-4 is one of six types of aircraft operated by PBA. Card published by Bromley & Company.



Mohawk's FH-227 is featured on this airport card of Warren County Airport, Glens Falls, NY.

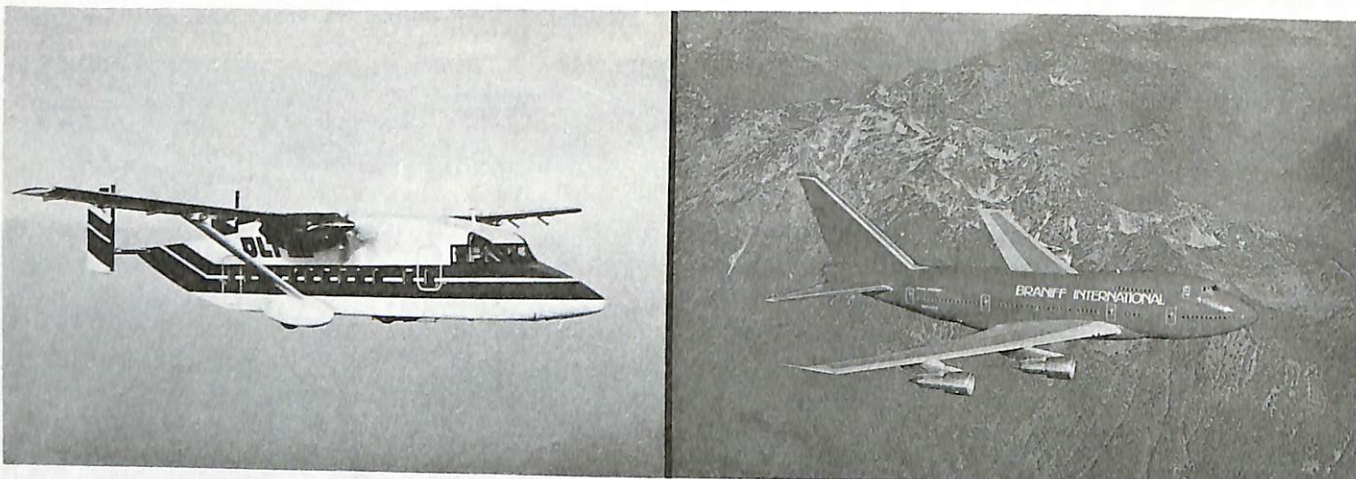
The Ontario Aviation Postcard Club is now publishing cards and above we see one of their offerings, Northway Surveys DC-3.





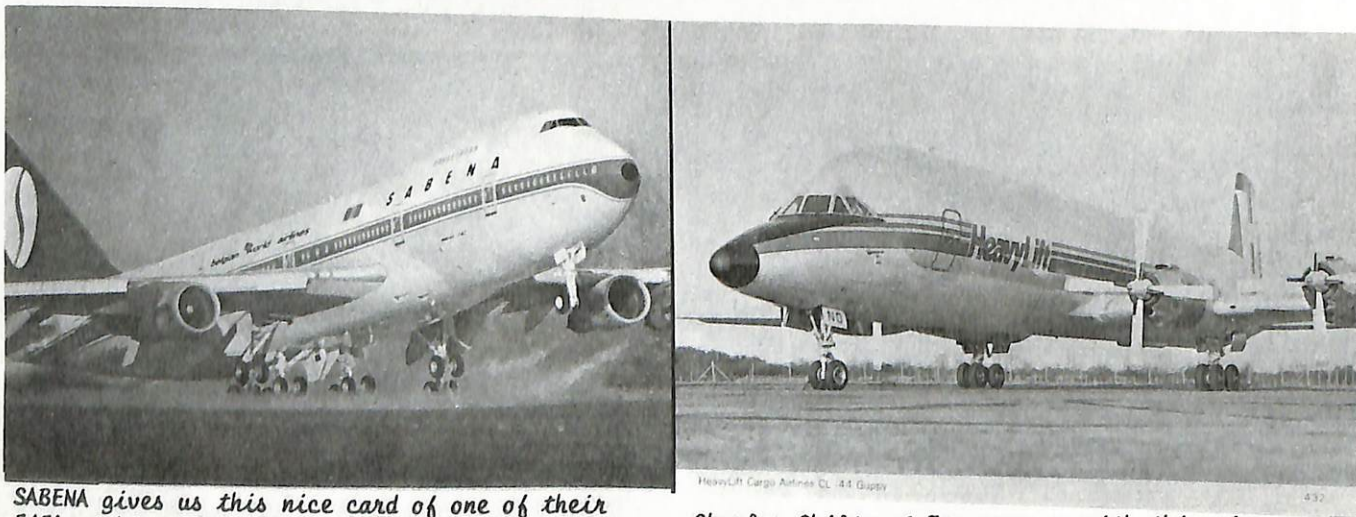
Swissair's new Airbus A-310 is featured on this very nice card from Zurich.

This China Airlines Boeing 727 was published in Germany by Bernhard and Plaut. A very nice card.



From Germany comes this airline issued card of a DLT Shorts 330.

Aviation Color Photo published this fine shot of a Braniff Boeing 747SP.



SABENA gives us this nice card of one of their 747's taking off. Also available is card of their DC-10 in the same position.

Charles Skilton & Fry came up with this nice card of HeavyLift Cargo Airlines CL-44 Guppy.

A new international publisher, Michel Moskal Post Cards, of New York and Antwerp Belgium has just released their first 6 post cards: Air Nauru 727-100, Air Algeria 727-200, THY-Turkish 727-200, Air Malta 737-200 and two McDonnell Super 80's of both Inex Adria and Martinair. These are standard size cards and of very good quality. Additional releases to be made in the near future.

Ontario Aviation Postcard Club is now publishing cards. (See advert located elsewhere in this issue of the LOG.) One of these cards is a very nice DC-3 of Northway Surveys.

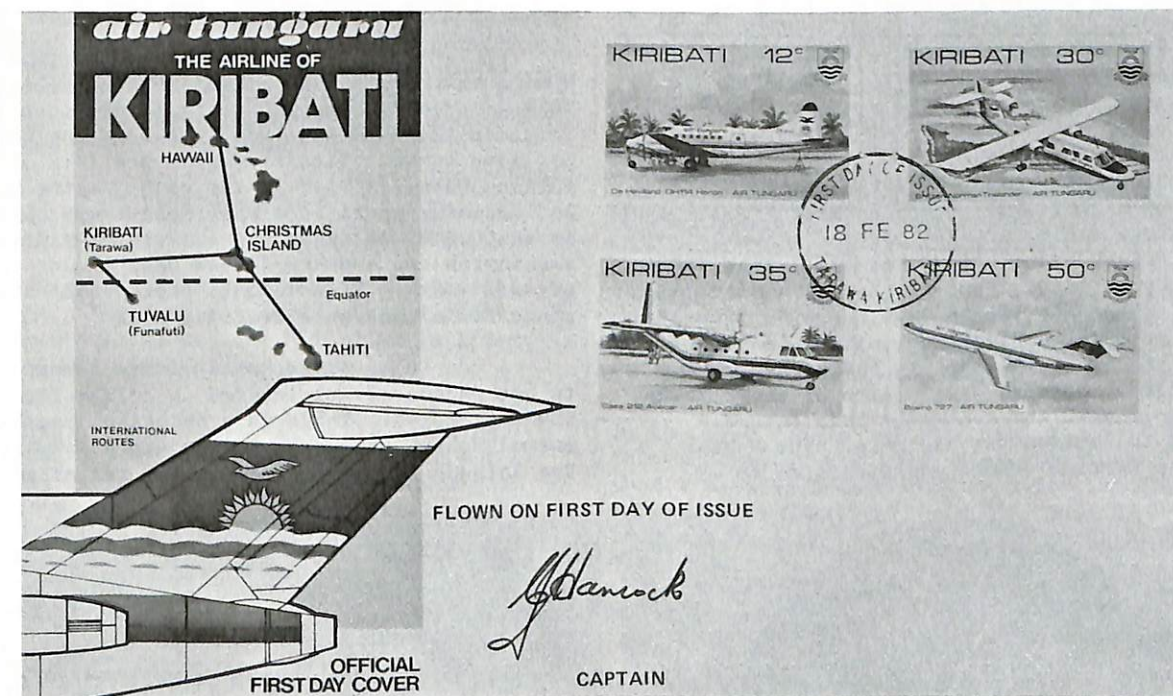
From our readers comes news of numerous new post cards which I have not yet seen: Affretair DC-7BF folder type card, Emirates Air Service Dash 7, European Air Transport Metro II, KLM 747, DC-10 DC-8-62 and DC-9-32, a Rio Airways Dash 7, and a continental size Surinam Airways DC-8-62. Also floating around: a Saudia TriStar taking off, an Inex Adria DC-9-51, a Las Vegas Airline Navajo, All Nippon 767 (both airplane and cockpit view cards), THY-Turkish 707 Cargo,

Aero Lloyd DC-9, SAT (W. Germany) Caravelle in a new green color scheme, and a Garuda 747.

In keeping with the theme of this issue, we are illustrating several cards of Mohawk aircraft. For all the airport served by Mohawk and the BAC One-Eleven, there are very few cards depicting them. Hopefully, the independent publishers will soon fill the gaps.

This month's tip on keeping your cards in good shape is NEVER, NEVER, put rubber bands around stacks of cards. If you do, you probably will end up with a brown streak on the top card, which will not come off. The culprit, as with the magnetic album pages mentioned last issue, is decomposing chemicals in the rubber.

The volume of new cards coming out hopefully will continue in the coming months. Please let the editors of this column know of any new unusual post cards you find so we can pass on the word. Until next issue--happy collecting.



Illustrated above we have a beautiful example of a first day cover issued by the government of Kiribati, known to many of you as Tarawa, the island of WW II fame. This example was sent in by Club member Stephen Chung to give you an idea of the interesting aspects of collecting in the aerophilatelic field. The AFA is an outstanding organization for those interested in the collecting of stamps, covers, cards, local post marks and the hundred and one other items in this field. For additional information on the AFA contact them at 443 E. Chicago St., Elgin, IL 60120. Tell them the World Airline Hobby Club sent you.

# Wings & Things

by  
DICK KORAN

With the Washington, D.C. convention still fresh in our memories, I would like to extend my thanks to Mr. R.E.G. Davies and the Airliners International 83 staff for a job well done. Special thanks, too, to the fellows who personally helped me with my wings display and the security measures involved with the collection and the other displays as well. Their personal efforts were greatly appreciated! The awards I was presented were warmly received and I am very proud of the work and effort they represent. I was also pleased with the great number of club members who took time from their busy schedules to come and view the wing collection and for all their favorable remarks and comments. My personal thanks to all!

With the emphasis on Mohawk Airlines, it has been somewhat difficult to locate many items that have the flavor of that carrier. I only have one Mohawk pilot wing in my collection so I turned again to Dr. Charles Quarles and his display in Spindale, North Carolina. Dr. Quarles was able to send me his Mohawk pilot wing, a hat badge, a Mohawk stewardess pin badge, and an early Robinson Airways wing. Each of these items were photographed and accompany this column. My thanks to Charles for his help! The Mohawk "Gold Chip Service" medal was presented to my

wife Diane, when she was working for American Airlines as a Sales/Ticket Agent in Detroit at Metropolitan Airport. During a Mohawk strike around the 1966-67 time period (can't really recall) that airline presented these medals as a "Thank You" to AA personnel for helping re-route their passengers on the AA system and for providing other accommodations and help during that company's reduced operations. The medal has a brass-like finish and was produced by Metal Arts of Rochester, New York.

Some time ago, I included a photograph of a wing that I was unable to identify. Subsequently, it was identified as Empire State Airlines and is again included with this issue as the carrier had some contact with Mohawk in the late 1960's. A Third Level carrier in the east, Empire State had to cease operations when Mohawk was allowed by the C.A.B. to return to the Ithaca-Elmira-Washington route where it had been absent for several years. I decided to photograph it again, since it is such an attractive wing.

A couple of other Mohawk items I was unable to get photos of are located in collections on the West Coast. There is a beautiful red/blue enamel Mohawk hat badge in the wings display in the Rotunda lounge located in the center of LA



Mohawk Hat Badge--silver wire design on a black felt background.



Mohawk Stewardess Badge--black enamel on gold. The badge is only 1 7/8th inches wide and is finely executed. Pin back for wear.



Mohawk Pilot Wing--silver wire design on a black felt background. Note the finer workmanship in the use of black thread to accent the silver wire work. Also note position of head. From the Quarles collection.



Mohawk Pilot Wing--silver wire design on a black felt background. Note the slightly heavier black thread treatment in the Indian face as compared to the other wing illustrated. Head is also tilted slightly. From the Koran collection.



Robinson Airlines Pilot Wing--from the Quarles collection. The wing is silver wire on black felt with red center and the "RA" done in silver wire. The wing is sewn on for wear.



Panagra Pilot Wing--is a gold wing with the enamel work done in green. The wing is pin back for wear and does not have a hallmark. The small bar at the bottom has one star denoting Junior Pilot.

Int'l Airport. This badge, with its stunning enamel work on a silver background, is in the upper right corner of the display. Needless to say, there are a number of items in that airport display that will capture your attention, especially if you collect this sort of thing! There are also a number of nice Mohawk items in the Ray Mattox collection on display at the Aviation Gallery located in Terminal C at CVG.

Another collector friend in Florida, Eric Powers, recently sent me a set of photographs of wings that are in the collection of a Mr. Ed Young of Burbank, California. The collection, I was informed, was started in 1943 by Young's father and has been kept up-to-date in the intervening years. In the Young collection is an outstanding Robinson Airlines pilot wing with the Indian-head logo done in red and blue enamel on silver. The words "Robinson" and "Airlines" appear in the blue enamel "bars" on the left and right wings of the badge respectively. I hope to have the opportunity to photograph this wing, and others, for my files

in the near future and will include it in a future issue of the LOG. I also am hoping that a contact I made with an older (senior!) Captain with USAir while in San Diego not too long ago will result in my acquisition of his old enamel/metal Mohawk pilot wing. My fingers are crossed! A phot of that wing will also appear in the LOG.

With regard to the other wing photographs that appear with this issue, I am aware that the Panagra article appeared in the last issue of the LOG, but I just acquired a fine wing of that airline and wanted to share it with you. The Iraqi Airways wing is also new since the big bash in Washington. The wing is a Flight Engineer wing but is identical to the pilot wings with the exception of the "F/E" bar at the bottom. This bar is attached by two small tabs glued to the back of the bottom of the wing. Mr. Ralph Andreason, a flight engineer with South Pacific Island Airways (SPIA), based in HNL, sent it to me after we met at American's Flight Academy in June. In his letter that accompanied



Mohawk Airlines "Gold Chip Service" Medal-- given to those at AA that aided Mohawk passengers during strike in late 1960's. Bronze colored, the medal was obviously made for some program that Mohawk was using at the time. Can anyone tell me what the medal was originally used for? (Obverse view)



Mohawk Airlines "Gold Chip Service" Medal-- (Reverse)

the wings he wrote, "I worked as a 727 F/E for Iraqi Airways from January 1976 to January 1977, and lived in Baghdad. This was at the time when Iraqi purchased their first three 727-270s from Boeing, one of which I ferried from Seattle to Baghdad. In January, 1977, almost all the foreigners (not just Iraqi Airways employees) including doctors, engineers, technicians, etc., were kicked out of Iraq on some big nationalistic move. Our contracts were not renewed. Prior to the acquisition of Boeing aircraft (707, 727, 737, 747) only foreigners with British licenses could work for Iraqi. They did retain a few ex-Pats such as Lebanese and Pakistanies who were all Moslems." Interesting comments. SPIA is flying former American Airlines 707s and I hope that Ralph will be able to get me that company's pilot wing, too.

The Hawaiian Express wings just arrived the other day. Remarks with the letter and wings included, "The enclosed 'Original Hawaii Express wings' were made in India and the little old lady embroiderer misspelled 'THE'!" As you can see in the photo, the "T" is in the center.

In another section of this issue of the LOG, you will find a story by Ray Mattox on the part the airlines played in WW II. We are including several ATC items with this article to cover what Ray might have missed. As you know, those personnel of the Air Contract Carriers served in virtually every capacity, as pilots, navigators, radio operators and technicians, and mechanics, both in training and in actual operations. They wore Army uniforms with their own distinctive insignia, both authorized and unauthorized.

It has been a busy Summer and I am trying to catch up on answering many letters, so those of you who have written, bear with me a little longer for the answers to your questions. And, thanks again, Washington, for your hospitality, and my thanks to Captain Bill Masland, the retired Pan American "boat" pilot, for his stirring historical remarks and personal motivation!



Empire State Airlines Pilot Wing--is gold finished and finely struck and feathering that reminds us of the kind of workmanship of the "old days." The center device is enamel--a dark blue band with gold stars, Liberty in gray enamel and light blue and white enamel for the sky. No hallmarks.



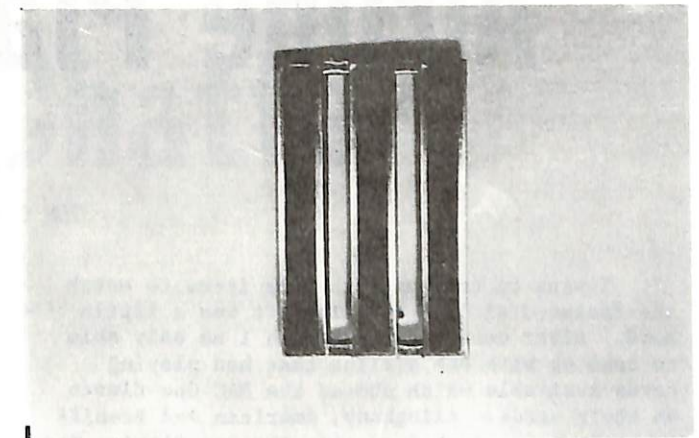
The Hawaii Express Pilot Wing--is done with gold wire on a black felt background. The center logo uses gold silk thread to accent the lettering.



ATC Pilot Wing--worn by ATC Captain's and is dissimilar from Air Corps wings by bronze metal. The design of the ATC wing was based on the small lapel insignia worn on civilian clothes by members of the "Ancient and Secret Order of Quiet Birdmen"--QB's--a social organization of pilots. Co-Pilot (First Officer) wore "slick" wing and a Chief Pilot (Supervisory Officer) wore wing with star and wreath.



Iraqi Airways Pilot and Flight Engineer Wing-- is a gold finished wing with a green and gold logo. The Iraqi flag colors are red/white/black with three green stars. The F/E bar is attached at the back of the flag by two small tabs with glue. Without the tab, it would be a pilots wing. Has clutch back for wear and no hallmark.



ATC Rank Bars--were black enamel, silver-edged bars worn on the shoulder loops of coats and jackets. Three bars denoted Chief Pilot or Pilot, two bars Co-Pilot or Station Manager and one bar was Flight Crew or Assistant Station Manager.



Burma Civil Aviation Hat Badge--is a brass-like badge that is attached by the use of two lugs on the rear of the insignia. No hallmarks. The wing that goes with this hat badge is all thread and is mounted on a brass plate for wear.



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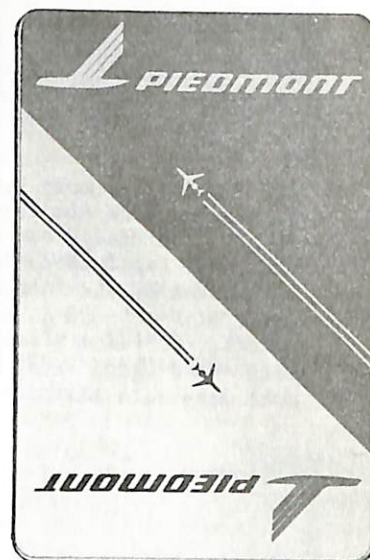
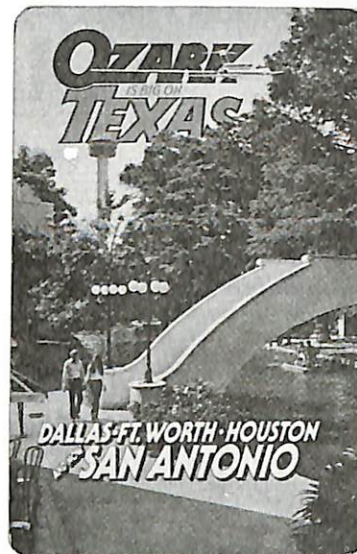
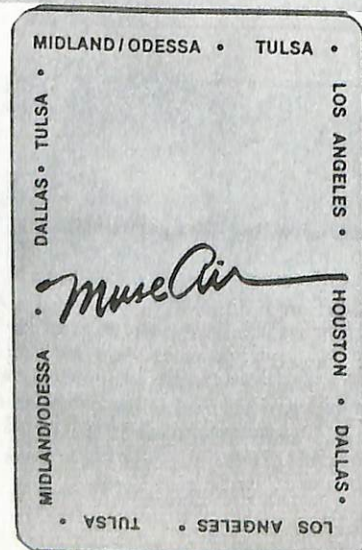
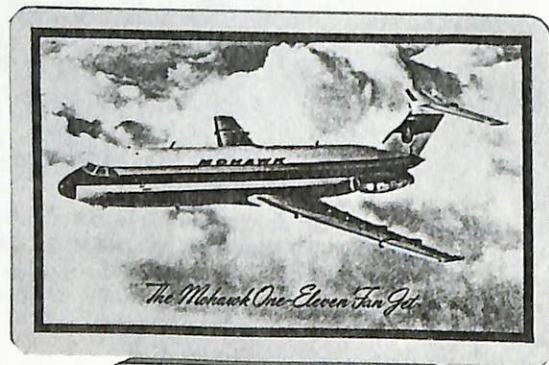
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# Airline Playing Cards

by  
TOM DRAGGES

Trying to come up with some items to match the featured airline and aircraft was a little hard. After considerable search I am only able to come up with one airline that had playing cards available which showed the BAC One-Eleven on their cards. Allegheny, American and Braniff never issued a deck featuring the One-Eleven. The airline that did produce a One-Eleven card was Mohawk. The card has a white outer border, red inner border, (also comes with blue border) clouds and sky with aircraft flying right to left. The Mohawk One-Eleven Fan Jet is in black print.

So much for Mohawk and BAC One-Eleven cards! New issues this quarter are as follows: Muse Air has issued a twin pack which is eggshell color background with Muse Air across the center in dark blue lettering with the names of cities served around the border. The reverse card is also eggshell background with all printing in brown. Ozark has added to their cities/states series with a deck featuring the city of San Antonio, Texas which they now serve. Ozark is in orange print and "Is Big On TEXAS" is green print. Dallas-Ft. Worth-Houston and San Antonio is all in white lettering. From Piedmont comes another new card. The card is divided diagonally with



white and blue background. Top is white logo and Piedmont on blue background. Bottom logo is in blue with lettering and aircraft in red. The final new addition is from Southwest Airlines. It has a white border with picture of their Boeing 737 flying left to right.

In the next issue I will try and feature a new deck from British Airways which has all the various aircraft they have operated over the years on the face of the cards. This deck was presented to me by two fine gentlemen at Airliners International and I thank them both. I won't mention their names so they get bogged down with requests--so thanks fellows!

Until next issue--happy collecting and send in samples of any new or old playing cards that you discover.

# Sticker Chatter

by  
Don Thomas

The BAC One-Eleven, featured in this issue of the LOG, was used by American, Braniff, and Aloha Airlines, but as far as we know, none of them issued any labels to publicize the event. Mohawk, the other U.S. user, featured the BAC One-Eleven on its 20th Anniversary label as well as several others. Rolls-Royce's SPEY engine was advertised on the One-Eleven silver label illustrated. The other colors on this label are red and blue.

Mohawk was the old Robinson Airlines, which first flew in 1945, was awarded CAM-94 in 1948, and decided to change its name to Mohawk Airlines in 1952. The red-on-white Robinson label of 1952 noted the change. Later Mohawk merged into Allegheny Airlines in 1971. The large Mohawk labels illustrated have a gold background. The small calendar shows a stewardess in a very green coat. The Fly Mohawk to the World's Fair is also a calendar (1964).

One of the best books on an airline I have ever seen is "Finnair--The Art of Flying Since 1923," by John Wegg. (See last issue of LOG for review of this fine book.) It is lavishly illustrated in color and black and white. It's 297 pages are replete with illustrations of aircraft, posters, baggage labels, timetables, and historic photographs taken since the founding of the airline as AERO o/y in the 1920's. Cost is \$29.95 postpaid, from John Wegg, Finnair, 510 West 6th St., Los Angeles, CA 90014.

The L-1011 Tristar of Lockheed, featured in the last LOG, is not being manufactured any more. The last one was finished this summer. The DC-10 has also been terminated, as well as the most successful of the jets--the narrow-bodied Boeing 727.

The St. Petersburg-Tampa Airboat Line--World's First Scheduled Airline! Please note the announcement of the special flight cover to be flown on an exact replica of the Benoist Airboat #43, which inaugurated the world's first scheduled air service on January 1, 1914. Few subsequent events have so changed the destiny of man, nor have made his world so small as did this humble beginning of the airlines. It was an event in which the World Airline Hobby Club should have a special interest. All our airline hobbies, and, for many of us, employment, started right there with that

first scheduled flight. The commemorative flight will be flown on the 70th Anniversary of the flight, January 1, 1984, from St. Petersburg to Tampa, Florida. The Florida Aviation Historical Society has been working on this project for several years, and has now completed the airboat, which is ready to fly. The cacheted flight covers which will be flown on this flight should be in everyone's collection.

Addenda NA-1 to the 1982 North American volume of the Air Transport Label Catalog has been completed and should be in the Oct-Dec AFA News and Jack Knight Air Log. For those who do not belong to AFA, the price of this 8 page Addenda is \$1, postpaid. Make check to AFA, 1801 Oak Creek Drive, Dunedin, FL 33528, USA. Also if you desire information on the AFA and the Air Transport Label Catalogs, write to the following: AFA, 443 E. Chicago St., Elgin, IL 60120. If your interested in the complete field of aerophilatelic, then this organization is your cup of tea.

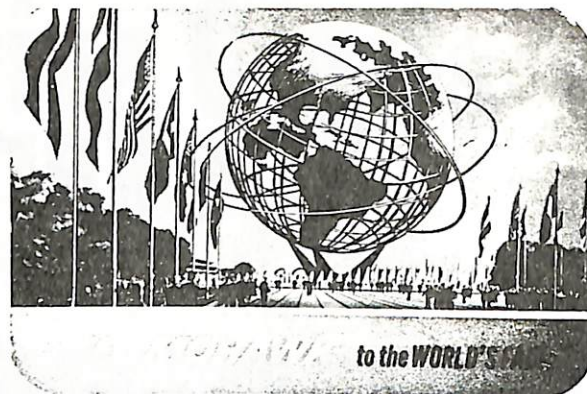
The new round silver Boeing stickers are an improvement over the red ones previously issued. In today's mail I received the 737, 737-300, 747, and 767 from Pat McCollam of Alaska Airlines, and in the same mail the 757 label from Mike McGowen. Mike also loaned for illustration a new "Fly Boeing" rectangular label, silver on blue foil, and a similar one "767 Fly Boeing," blue and white on silver foil. These metallic foil labels are just near impossible to photograph, so I trace them out by hand. Pat came up with two new BILs, Air Resort Airline and Air La, and says Inland Empire Airlines folded in August.

Pan Am is ending all operations in Puerto Rico on October 1st. For 54 years Pan Am has flown to San Juan. (In the old days it was called Porto Rico by us mainlanders.) Lack of profitability was the reason given for termination of service. Can anyone come up with a round red label which says "We do it Non stop Pan Am 747 SP", also a dark green one which says "Pan Am Crew." Saw them on a suitcase.

Until next issue, happy collecting, and if you see anything NEW, send us a copy--we really need your help on this--thank you.



USR-13



USM-180



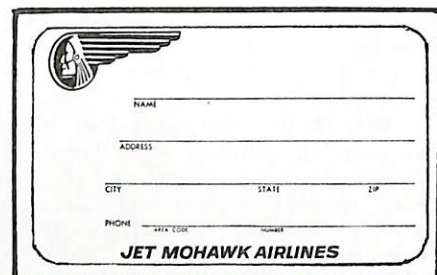
USM-185



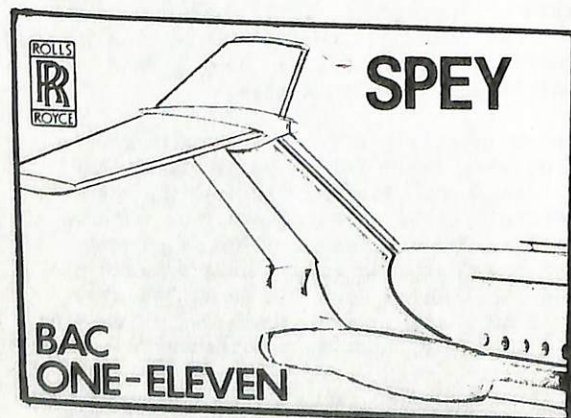
1968 Calendar



USM-186



USM-187



Rolls-Royce sticker



USM-177



ANNOUNCING

A flight cover to celebrate the re-enactment of the first flight of the world's first scheduled airline--The St. Petersburg-Tampa Airboat Line--Flown by Tony Jannus in a Benoist airboat on January 1, 1914.

Each cover will have a three-color cachet (yellow, green, and dark green) on a rag envelope; a Local Post \$2 stamp (3 colors) to certify that the cover was actually flown on this first flight re-enactment on January 1, 1984 (weather permitting); a U.S. 20¢ stamp for postage; a commemorative cancellation--St. Petersburg, FL AM Jan. 1, 1984--and a backstamp--Tampa, FL PM Jan. 1, 1984.

THIS WILL BE A BEAUTIFUL COVER

When you order, please advise addresses to be placed on covers to be mailed by us, or if you wish to address them yourself send self-addressed stamped envelope. Please affix any 20¢ U.S. stamp you wish for postage. Local post stamps are not for sale, but will be affixed by us before the flight and cancelled by the P.O. in St. Petersburg. If covers are unaddressed, or you wish addressed covers to be returned under separate cover after the flight, please send self-addressed stamped envelope of proper size.

Other cacheted envelopes printed by dealers or private collectors, or in fact any envelope, may be mailed to address below and will be flown on this flight on payment of \$2 each for the Local Post stamp.

Monies raised by sales will be used by Florida Aviation Historical Society, a non-profit organization, to help finance construction of a hangar for the Airboat (44-foot wingspread) and for a future Air Museum for Florida, where so much aviation history was made.

Make check or money order to: Florida Aviation Historical Society  
P.O. Box 669  
Dunedin, Florida 34296-0669

# The Slide Collector

BY

GEORGE W. HAMLIN

## THE CONVENTION

We enjoyed seeing a number of you at the convention in Washington. For those of you who have not been able to get to this annual event, we heartily recommend that you do so, both for the opportunity to add to your collection, from the wide variety of material which is available, as well as to be able to meet others who have the same interests as yourself.

The amount of material at the typical Airliners International can be especially interesting to collectors who have begun their collections fairly recently, since it is possible to find slides of many different types, carriers, etc., in one place. The presence of some older items (we spotted several examples of PSA L-1011's, some United DC-8-61's shot circa 1973, and a Western 727-200 in the "Indian Head" scheme, just for example) can whet the appetite of more experienced collectors, as well. One thing to watch out for though--eyestrain--the occupational hazard of inspecting slides for hours on end!

## SLIDE SELLERS

In a major change in the slide selling community, ALPS (Aviation Letter Photo Service) is being taken over by Aerogem. ALPS, run by Bo-Goran Lundkvist, was, we believe, the largest and most broad based airliner slide service for a number of years, with truly worldwide coverage in addition to a good selection of North American subjects. Future lists will continue to be sent to ALPS customers by Aerogem; further information can be obtained by contacting:

Aerogem Slides  
P.O. Box 290445  
Davie, Florida 33329

From Australia, Select Air Productions has announced that it is offering listings of older and/or rare slides. As might be expected, prices are somewhat higher than for current/common material, but, in exchange for a \$50.00 annual "subscription" fee, the customer can obtain substantial discounts versus the individual prices. Select Air Productions also allows subscribers to submit want lists, to assist collectors in their search for specific items. Their address is:

Select Air Productions  
P.O. Box 213  
Pascoe Vale South  
Victoria 3044 Australia

Finally, GB Aircraft Slides has both a new proprietor and, consequently, a new address. Previously run by Ben Knowles, Paul Osborne is now in charge. Their address is:

GB Aircraft Slides  
4064 Farrier Court  
Mississauga, Ontario  
Canada L5L 2Y4

## POST CARDS

In response to our request for information on post card publishers, Chris Nottingham, President of Aviation Hobby Canada, Ltd., has informed us that they are looking for material, their main interests being "American or Canadian aircraft, civil, military, airports, aircraft in all configurations, ect." For further information, write to them at:

Aviation Hobby Canada, Ltd.  
93 Briarwood Avenue  
Rexdale, Ontario  
Canada M9W 6C9

## CREDITS AND RIGHTS

The question of who "owns" the various rights to a slide in a collection often surfaces in discussions among collectors, so that we felt that the subject ought to be covered in the column this time around. At the outset, however, we would like to point out that this will not be a definitive treatment of this complex subject. We also hope that members who are knowledgeable can provide further information, for use in future columns.

In addition, although we will discuss, in a general manner, matters of a legal nature, please note that I am not a lawyer, and am not purporting to offer legal advice. If you have a specific problem, we suggest either further research, or, if the situation warrants, consultation with an attorney. Naturally, any legal references, such as to copyright law, apply only to the United States.

There seem to be two principal issues: what's fair/proper, and what is allowed, in a legal sense. Taking up the former first, let's address credits. We believe, strongly, that the individual who creates a slide always deserves credit when a photo is published. Crediting the collector is appropriate, also, but not as mandatory. In instances where both are mentioned, we suggest that a form such as "Photo by John Smith; Collection of Ed. Jones," be used.

The question of rights takes on more significance when a photo is published under commercial conditions, i.e. for payment. Unfortunately, there seems to be a common belief that simply obtaining a slide carries with it "ownership" of the image, and, in effect, grants the collector virtually unlimited rights to duplicate, reproduce, publish, etc. While this may have been true at sometime in the past, our understanding of the copyright law which became effective in 1978 is that the owner of the image is the person who actually made the picture, except under certain, specified conditions (such as photos made for an employer, or made under a "work for hire" agreement).

In some ways, the underlying principle of this can be compared to buying a book. Purchase entails ownership of the physical object, including the right to sell it to someone else. It does not grant rights to make copies of the book and sell them to others, nor would you have permission to sell further publishing rights (paperback, overseas, etc.) to the work.

Many photographers enhance the protection afforded them by the law by placing a copyright symbol on each slide. It is quite clear that a slide marked in this manner should not be reproduced, published, etc. without the photographer's permission. To do so could invite serious legal difficulties.

Just because such a warning is not present on a slide, however, does not mean that it is "open season" on that item. In the first place, there are a number of ethical questions about using the work of others without permission, especially where financial gain is involved. In addition, as discussed previously, the rights of ownership stem from the creation of the slide, not the application of a copyright notice. (We should note that there are limited exceptions, termed "Fair Use" which apply to situations such as book reviews, educational/non-profit organization use, etc.)

In reality, this does not seem to be a major problem, since most collectors are fair and very ethical in their dealings with others. We do hear, from time to time, however, that an individual or organization has used someone else's material without permission and/or credit. If this happens to you, we suggest that you contact the offending party, and seek credit, at least, and restitution, if warranted. In persistent or extreme cases we will be happy to identify those who do not seem to be able to play by the rules, so that others can avoid them.

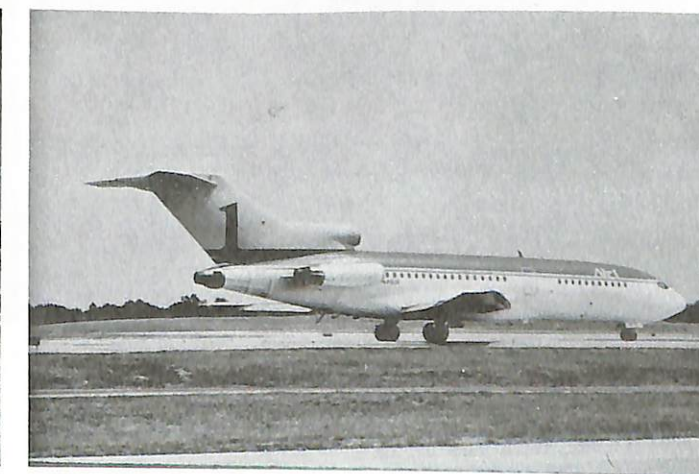
Finally, on the subject of credits, we would like to emphasize, again, the need to provide photographer identification on all slides. It's difficult to provide proper credit information, or contact a photographer, to obtain permission to use a photo if the basic information is not there.

## PHOTOS

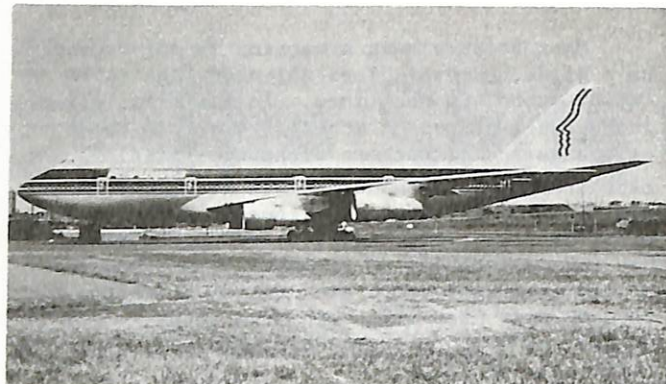
This time we are including two categories of photos: recent noteworthy aircraft, and a few interesting BAC One-Eleven's, in conjunction with this issue's featured aircraft. Until next time--good shooting!



One of the latest new entrants is Phoenix based AMERICAN WEST AIRLINES, which operates 737's such as N126AW shown here at Phoenix. Photo by Bob Shane.



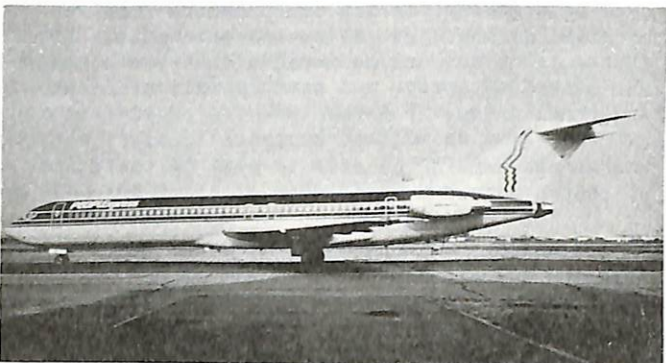
Bob Shane also shot this AIR ONE 11 at St. Louis.



PEOPLEXPRESS has gone from a single type fleet to one with three types of aircraft, including an ex-Braniff 747, for Newark-London service, Photo by Fred Freketic.



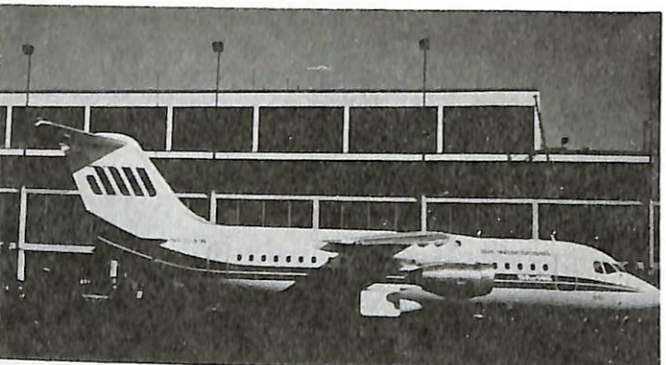
UTA is operating Boeings new 747-300 with its distinctive "stretched" upper deck. Photo by Christian Volpati.



Other new type for PEOPLEXPRESS is the 727-200. N553PE was photographed at Newark, this pic by A. J. Smith.



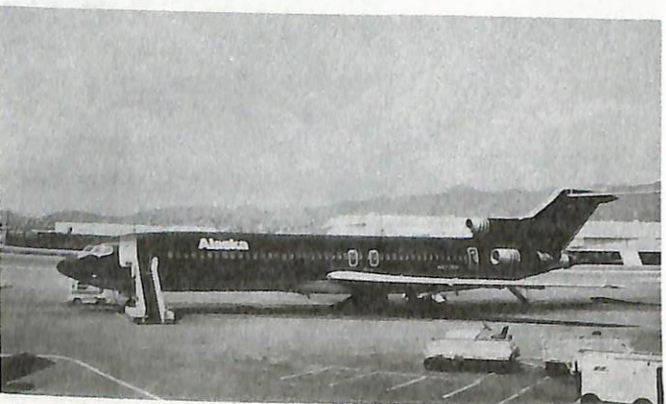
USAirs BAC One-Elevens have started to appear in the "bare metal" scheme, as shown in Louis Falkman's shot of N2111J.



AIR WISCONSIN'S brand new BaE 146 is shown at O'Hare Field on 6 July. Photo by David Campbell.



PACIFIC EXPRESS has an extensive BAC One-Eleven fleet on the West Coast, including N107EX, shown here at San Francisco. Photo by Thomas Livesey.



One of Braniff's former 727-200's is now operating for ALASKA AIRLINES, in Braniff colors with ALASKA titles. Shown here at Burbank, on May 2. Photo by Alan Miller.



Prior to the Allegheny merger, several MOHAWK BAC One-Elevens received the "Buckskin" paint scheme shown on N1134J at Newark on July 8, 1971. Photo by George Hamlin.

# The Tray Table

by

KEITH ARMES

As this issue of the LOG features an airline that was not heavily into dining service ware, we have a chance to look at some other food service items you might be collecting or be interested in starting a collection. One of the more colorful items to collect (and easily attainable) is paper napkins. Most airline napkins contain the company logo and are used many times to promote new routes or special promotions. The drawback to collecting paper napkins is that they tend to deteriorate with age and thus must be carefully stored. Be sure to keep them under low humidity and very little or no light.

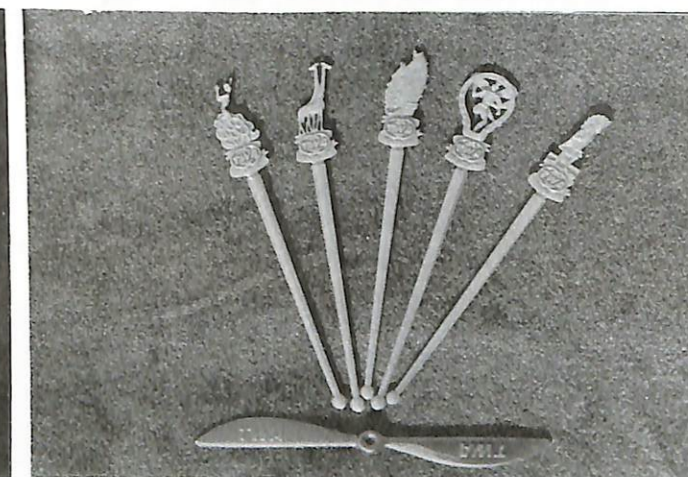
Another tray table collectable is the cocktail swizzle stick. There seems to be an almost unlimited variety of swizzle sticks to be found. Many are quite elaborate and are molded to represent a company's logo, aircraft operated, destinations or special services. Swizzle sticks are easy to store or display and make a very colorful collection.

Airline menus are another of the many interesting items that you might collect. They come in a variety of styles and sizes and are many times designed to be framed. Most have dates shown on the back thus making them even more of a collectable. One of the most interesting places airlines have used menus is on post cards. Many airlines have issued menu cards but United has by far done the most. I'm sure our post card Editors could elaborate further in this area in a future issue. Menus, as in the case of napkins, require special storage to keep them in good condition. You might check back in the last several issues and catch tips on taking care of your post cards.

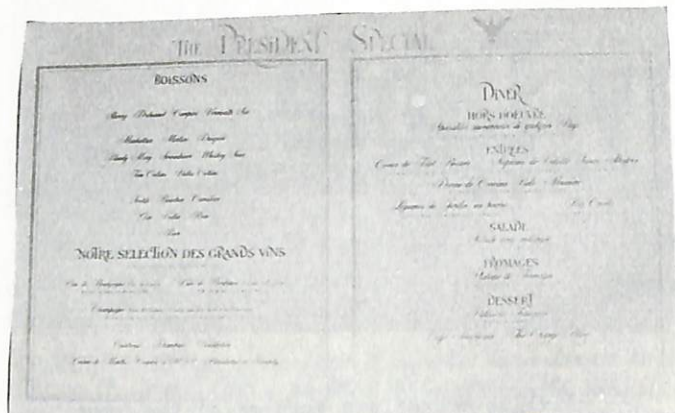
NEW ITEM: For the first time in awhile a U.S. domestic carrier has introduced a new set of china and it is extremely attractive. It is the Regal Imperial Service from Northwest Airlines and is made of fine Royal Doulton bone china. (Engraved on the back.) The dishes show the world "Regal Imperial" and the Northwest logo on the front in gold. A grey/burgundy/grey band encircles the pieces. Thanks Northwest--very nice. Until next issue--happy collecting.



Above we have a very nice assortment of airline napkins. Most airlines place their company logo or information on new routes on these nice collectables. They can be displayed in either the Riker cases or in notebooks using the plastic protector sheets (not the sticky sheet type). These items make a very colorful display.



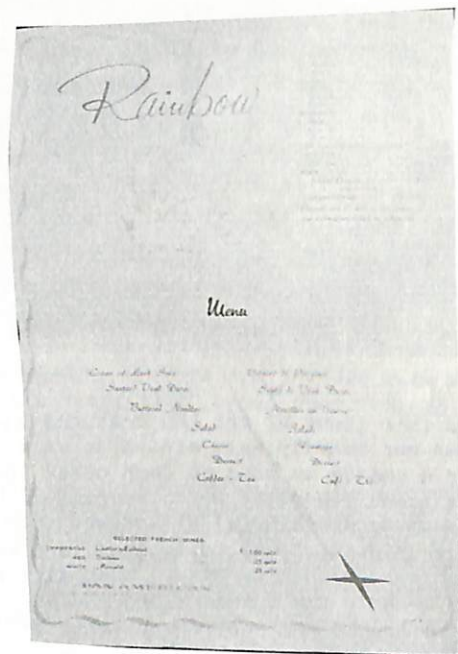
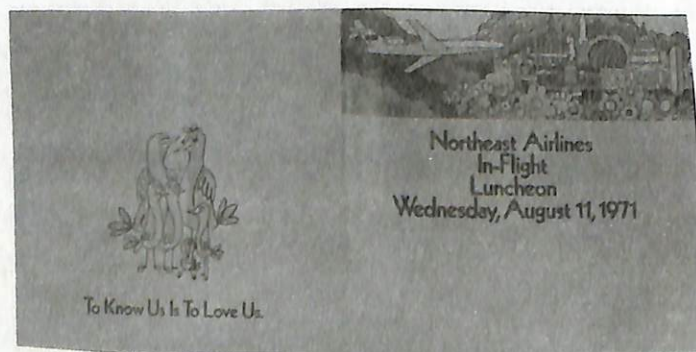
The swizzle stick is another nice item that is popular with collectors since it is so easy to collect. Above we see several of a set that TWA used to promote various foreign destinations. I don't know how many different sticks are in this set, but I have 10 different ones. Can anyone answer this question? They also come in different colors.



Another easy "tray table" item to collect is menus. Most airlines furnish their passengers with some type of meal list that is available on each flight. Depending on the airline and the type of service you are flying, your menu can range from a small card, such as the "post card" type that United used for many years, to the very elaborate kind provided in first class.

Due to the extremes in size, it is somewhat difficult to make a nice display of menus. However, if you use a little ingenuity, you should be able to come up with something enjoyable. The smaller size listings can be placed in a notebook size scrap album, or use a notebook with the black sheets with the plastic covers. (Again, it is suggested that you do not use the sticky "magnetic" sheets, they will eventually ruin your material.) The larger type scrap albums could be used to display the larger menus that you usually find in the first class section.

If you write the airlines, many of them will be happy to send you a copy of their in-flight menus. Please remember to write a little thank you note to the airlines after they have sent you material that you have requested--it's only good manners, and they will appreciate it also.



Another little item that a number of people are interested in collecting is the salt and pepper packets that are provided with your meal. Also the sugar and powered cream packets. Most of these items will contain the name of the airline as well as the logo.



# THE MODEL SHOP

by  
DAVE MINTON

This issue we will feature a combined article covering both the Lockheed L-1011 and the BAC One-Eleven. First we will list both types of aircraft kits, listed in the usual manner. This will be followed by reviews of some of the kits, conversions for each, some suggested decal schemes, what's new in the world of models, and finally, some comments and question concerning rules for model contests at the convention.

On the suggested dollar value for the models, remember that this value does not generally represent the retail value for the kit, unless it is followed by a (+) sign. If followed by a + sign, you may take it to represent the approximate retail value of the kit, including some consideration of how hard it will be for you to obtain, at the time I wrote the article. However, even this simple scheme is fraught with danger. For example, on the 737 issue, at the time I wrote the article, the Marquette M&B kits were only announced in Canada for \$20.00, and were not actually on the market. As many of you probably know, these kits are now generally available in the U.S. for around \$15.00, depending on where you get them. I would, however, list the value

at about \$17.00 for these kits, even though the retail is \$15.00. I would do this because most of you, like me, will not be able to walk into your local hobby shop and pick them up. You may be able to special order them, but most likely you will end up buying them from some speciality house, like I would. In that case, after you pay all of the appropriate postage and money order charges, you will find that the kit costs you pretty close to \$17.00. In the most current listing, you can get them from Bob Keller at Starline for \$13.00, plus \$2.50 UPS (more if you have to use regular post), plus whatever it cost you for the check or money order, say about \$16.00 total. This will be about the cheapest you can generally get them as long as Bob has them in stock. Further, I think you will find that this price will generally raise the value of the Entex and Nitto versions of the same kit, after a time, to about the same value, give or take a couple of dollars.

On the other hand, going back to the 737 issue, the Minicraft kit is no longer generally available, so you should mark it with a (-) sign, and the value should be about the same as the

Manufacturer	Scale	Kit No.	Markings	value	Avail
Airfix	1/144	6171	British Airways	9.00	-
Airfix	1/144		Air Canada	12.00	-
Nitto	1/100	424	All Nippon	25.00	+
Entex	1/100	8455	TWA o/c	25.00	-
USAirfix	1/144	60505	TWA	5.00	-
MPC	1/144	4731	EAL	6.00	+
Heller	1/125	451	Saudia	20.00	+
Hasegawa	1/200	LC-1	All Nippon	9.00	+
Hasegawa	1/200	LC-7	TWA n/c	9.00	+
Hasegawa	1/200	LC-5	Cathay Pacific	9.00	+
Hasegawa	1/200	LC-3	British Airways	9.00	+
Minicraft	1/200	1157	TWA n/c	7.00	-
Revell (Germany)	1/144	H-116	LTU	11.00	+
Revell (Mexico)	1/144	H-124	EAL	10.00	+
Revell (Mexico)	1/144	H-3403	Delta	10.00	+
Revell (Mexico)	1/144		AeroPeru	announced	
Revell (US)	1/144	H-124	EAL	9.00	-
Revell (US)	1/144	H-143	Delta	9.00	-
Revell (US)	1/144		TWAo/c (cut-away)	15.00	-
Otaki	1/144		All Nippon o/c/TWAo/c	25.00	+
Airfix	1/144	SK401	British United	9.00	-
Airfix (CM)	1/144	1-88	Mohawk	20.00	-
Airfix (CM)	1/144	2-88	Braniff	15.00	-
Airfix	1/144	3178	British Caledonian	7.00	+



regular Hasegawa kits, which are now readily available in the U.S. for about \$3.50 retail, but which were not easily available at the time I wrote the article.

And if you think that is complicated, when the kit is marked with a - sign, the fun really begins. If the kit value is followed by a - sign, it represents the suggested trade value for the model, and not necessarily the cash value of the model. The trade value refers to the fact that the kit is worth the same for trading as other kits with an equal trade value, providing the kits to be traded are in very nearly the same condition. Actual cash values for the kits are often less than the trade value, sometimes by as much as 40-50%, depending on the condition of the box, the decal sheet, the completeness of the kit, the instruction sheet, and some other factors. This same general principle of value is used in establishing trade values for post cards, baseball cards, comic books, stamps, and nearly everything else which one might collect, except perhaps rare wines and paintings. The cash value is usually taken to be the actual cash value for the kit in original condition, but if anything has been done to it (for example, the plastic wrap removed and the box opened), the value is decreased accordingly. The main factors which effect the value are the relative rarity of the kit, including both how hard it is to get and how many of them are known to be in existence, and the relative interest of the kit to collectors. Thus, for example, all other things being equal, the BAC 111 in British United markings would normally be worth more in England than the Mohawk version, while the Mohawk would be worth more in the U.S. than the BU. In this case, such is not true because there were a lot more (several thousand) BU kits manufactured, and hence, the Mohawk is somewhat more valuable than would otherwise be expected.

With all of these factors in mind, we will list the Lockheed kits first, followed by the BAC One-Elevens.

For modeling the L-1011, you have the choice of several models and a rather interesting variety of scales. For the One-Eleven, on the other hand, there is only one scale, and all of the kits are, in fact, different issues of the same model.

With no further ado, the Nitto/Entex kit of the L-1011 is made up of three different colors of parts: 11 are clear, 57 are black, and the remaining 65 are white. The clear parts are for the windscreen and landing lights, the black parts are mainly the wheels, engine parts and wheel well interiors, with the remaining parts of the aircraft being molded in white. The white plastic is fine grained, medium hard plastic, and easily takes a nice metal finish. However, it is also somewhat brittle, and because the landing gear parts are made from this plastic, they are prone to break. Caution--be careful to search the plastic bags for any axel parts which may have broken off, before you throw the bags away. Finally, there is a relatively large, strong four piece medium blue plastic stand.

The overall fit of the parts is good, although there are practically no locating pins, except for two on the fuselage. These two are useless and should be cut away to avoid confusion. There are also problems with fitting all of the engine parts, particularly the nacelle pieces; and here I recommend a careful prefitting and then glue the nacelle parts from the top down, in a manner similar to the suggestion which follows for the fuselage joint. The fuselage will take extra time because of the warpage, which in turn is due to the relatively enormous size of the part compared to the relative thinness of the plastic. There are sufficient formers provided in the kit for you to use in the fuselage, but if you are at all concerned, it will not hurt to add some extra strengthening, particularly around the wing root area. Glue the fuselage in sections to assure the best fit. Begin with the topmost seam, not the vertical tail. Glue this top seam first, but line up the vertical tail so that both halves match before you apply any glue to the fuselage. This will assure you of a well fit seam on the top most obvious place. Then glue, clamp, force, and swear the rest of the model together as best you can. This may result in a large amount of putty and sanding on the bottom of the model, depending on how badly yours is warped. But, on the whole, the model will finish better if you build it this way rather than simply gluing the parts together with no preference for the top seam.

The overall outline of the model is acceptable, although it has the early style exhausts (as do all of the 1/144 scale models). It is not very difficult to convert this exhaust to the later styles, see a discussion on this in the 1/144 scale reviews.

Surface detail is engraved, and perhaps a bit heavy for the model, even in the larger scale. The fit of the trailing edges of the flying surfaces will take some effort in the prefitting to obtain an acceptable thinness. The engine exhausts are of the early style. There are no position lights indicated on the wingtips, and in outline, both the wings and the horizontal tail appear too blunt at the tips. The decals for both the U.S. and German version of the kit are easy to use and fairly complete, and the decals in the most recent Mexican versions, have also been easy to use.

A word here about building the model using the engine exhausts as they come from the kit, or any of the kits with the early style of exhaust. You can correctly model any of the following aircraft without changing the exhausts on the kit: EAL (white crown), PSA. TWA (globes), Court (pink or orange), Air Canada (red or white tail), All Nippon, British Airways, ITU, and Delta. Decals for virtually all of these versions are available, and, of course, if you decide to model the prototype, decals for that version are available as well. Most of the decals are included with the various kits, or available from Micro Scale.



The Otaki L-1011 in 1/144, with corrections to the thrust reversers, and Micro Scale decals. This is the best overall looking L-1011, but it is not without problems. Model/photo by Dave Minton

Kit comments on the Airfix/USAirfix/MPC L-1011 are based on the most recent release of that model, which is the MPC Eastern kit. The model is made up of 24 clear parts and 54 in silver gray. If you get a different version of the kit, you may have two additional clear parts (for the stand), and the color of the plastic may be white. The MPC version does not have a stand.

There is no problem with the fit of the trailing edge of this model, because it is molded in such a way that the trailing edge is one piece. But, on the other hand, the fit on the inside of the trailing edge along the bottom of the wing is not good, and will take you some time and effort. You may in fact have to build up the inside of the joint area, on the uppermost wing part, if you have a kit which is not fully molded, which is what happened to me. In addition, the fuselage is prone to warpage, and should be glued in sections, as with the 1/100 scale kit reviewed earlier. No more than usual problems are experienced in assembling the landing gear and engine parts. The kit has the early style exhaust.

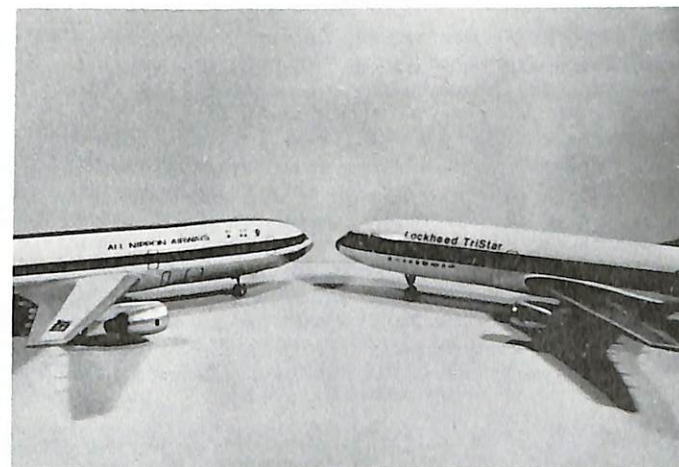
Because of space limitations, I am going to discuss primarily the Revell and Airfix 1/144 scale kits. The Otaki kit goes together very well, looks good when finished, but is quite expensive.

The Revell/Advent kit is molded in 43 parts, and most of these are molded in white plastic, although I have seen a light gray one, made by Revell Germany. Three of the solid parts are for the stand, and ten of them are wheels, so you can get some idea of the detail of the model from the fact that the remaining 25 parts comprise the rest of the model. There is one clear part for the front windscreen, and there are no clear parts for the cabin windows.

While flash and sink marks are no problem, particularly on the U.S. and German issues of the kit, there are some real challenges with the fit.

Of particular difficulty are the engine pylons, the trailing edges of the flying surfaces, the wing root joint, and the cockpit windscreen, none of which fit very well. For the wing root joint, as in the discussion on the last model, fit for a good top joint and then fill and sand the bottom. If the gap on the bottom of the joint is very large, fill it with scrap plastic before using the putty on it, as you will get a stronger joint. To remedy the problem with the trailing edges, carefully scrape and sand away as much as possible on the interior of the joint during the prefitting stage, much as you would for a vacuumed formed model.

The Revell kit has one glaring error with the outline of the aircraft, which is the representation of the nose. It looks more like the nose of a Comet than an L-1011. The easiest way to remedy this problem is to assemble the entire nose, gluing the clear part in place, and then carve and sand down the front edge where the windscreen joins the fuselage, until you get an acceptable outline. You could then re-polish the clear part, cut since it is incorrect in size, an easier solution is to use the ATP, Inc. decal for the L-1011. This decal sheet comes with windscreens for the 747, A-300, L-1011, and DC-10.



Comparison photo of the uncorrected Revell nose on the right, in prototype markings, and the corrected Revell kit on the left, in markings from the Otaki kit. Model/photo by Dave Minton

The 1/200 Hasegawa kit, which like the other Hasegawa Minicraft kits is now available only as Hasegawa, not Minicraft, is nice in outline, and is the only kit reviewed with the later style exhausts. The Minicraft kit, upon which this review is based, had one smoked clear piece for the front windscreen, and 36 white parts for the rest of the kit. Two of the white parts make up the nose weight, which is also provided in the model. The Japanese versions of the kit also contain two additional parts, which make up into a stand.

The fit is better than most of the other L-1011 kits (except perhaps the Otaki kit), with problem areas in the front windscreen, and upper rear of the fuselage joint and the lower

center. The fuselage fit problems on my kit were due to a bad mold release, and my not be a problem on most other kits. The upper edge of the engine pylon will also require a touch of sandpaper.

In outline, about the only minor problem is that the top of the fuselage over the cockpit windscreen appears to rise too sharply. The trust reversers appear to represent the intermediate type, not the most recent ones, but these still look much closer than the ones in any of the other kits. Decals are very complete and go on easily. An interesting feature of the construction is the nose wheel doors, which are molded intergrally with the fuselage, in the open position. The entire front landing gear fits up inside of the wheel well as one part, and gives a good joint. The landing gear is too heavy for the model in terms of scale, but it is necessary, because scale landing gear in plastic would not support the model.

The BAC One-Eleven kit is available only from Airfix, and although is an older kit, there are no real problems with the fit. There are the problems with the incomplete molds in some of the kits, and the problems with the heavy parts, like the landing gear door covers. But overall, the model goes together very easily and does not look bad when completed.

The kit comes molded in Airfix gray plastic and there are clear parts for both the cabin windows and the cockpit windscreen. Like the L-1011 kit it represents an early style of the aircraft, except in this case, it represents a pre-production type. You can correctly model the kit in either BI (coca-cola colors) or BU, both of which are decals issued with different versions of the kit. If you are going to model any other markings (except for the prototype itself), you will have to make at least two corrections to the kit to make it more accurate. First, the nose is more pointy, which you can build up with putty. And second, the wing fence



Comparison photo showing a corrected Airfix BAC One-Eleven in the back, with the corrections to the nose and the wing fences and a converted 500 series in the front. The wings on the 500 series have not been corrected, but the fuselage has been extended and the nose corrected. Model/photo by Dave Minton

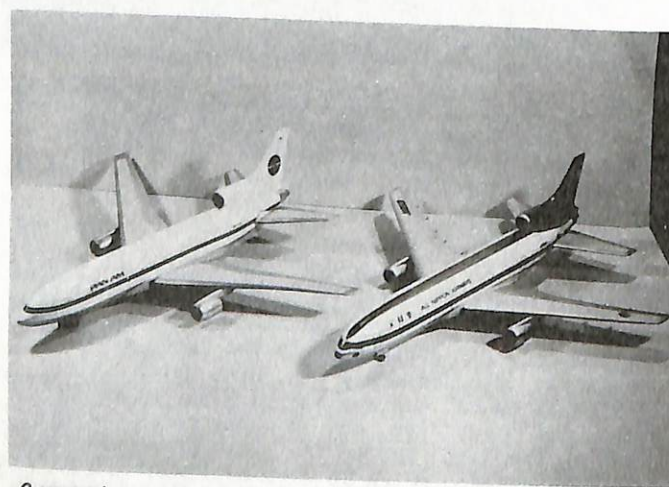
has been changed somewhat in shape and moved in-board about 1/3rd of an inch. Other changes you may want to add are thrust reversers to the engine nacelles (available from ATP as a decal), and correct the outline of the engines by putting so that they are widest at the rear, rather than in the center. Also, add an apu exhaust on the very back of the fuselage just under the vertical tail.

Decals for the BAC are available from ATP in the colors of Mohawk (buckskin scheme), AA, USAir, Pacific Express, Scalemaster gives us Braniff easter egg colors and Gene Hooker a number of different airlines with his multi-sheets. Others you may want to try, using the Micro Scale sheets are Aer Lingus and Allegheny.

To convert the BAC One-Eleven to a series 500 you will need two kits because you will be increasing the size of the model. First, however, a comment on the main difference between the 200 and the 300/400 series. The most noticeable difference in the two are the windows, of which 24 are on each side of a 200, and 25 on each side of a 300/400 series. Some publications also indicate that some 400's have the longer wingspan of the 500, but I am unable to confirm this presently.

To convert the BAC One-Eleven kit to a 500 series, you will have to add 1.75cm in front of the wing and 1.05cm in back of the wing. This corresponds pretty closely to five windows in front of the wing and three windows behind. Finally, you need to increase the span of the wings at the tips by 5.3mm at each tip. The new tips also flare slightly to the rear of the aircraft at the tip.

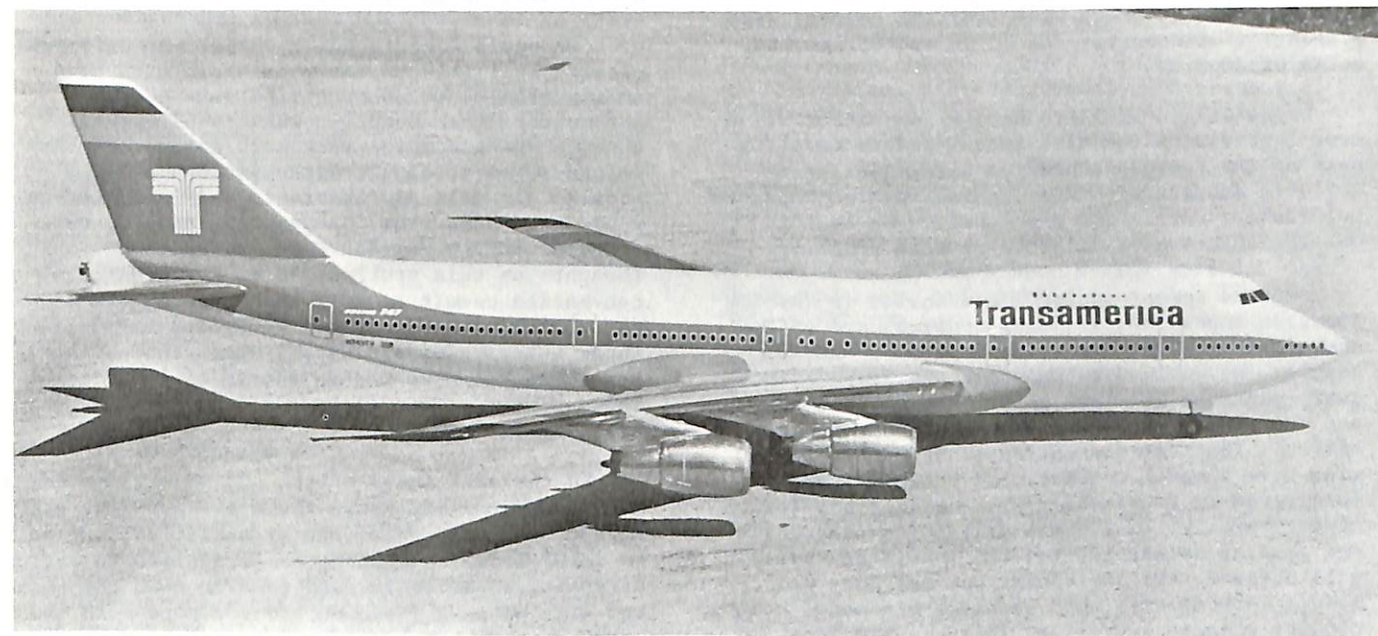
The completes the review and conversion section of the article. Because of space limitations I did not go into all of the detail I might, but if any of you have any questions, don't hesitate to write me. Now on to the new goodies.



Comparison photo showing a MPC kit converted to a series 500 by reducing the length of the fuselage and extending the wings at the tips on the left and a corrected Revell series 100 on the right, with the newer style exhausts. The exhausts, which were made from tubing, have not yet been added to the series 500. Model/photo by Dave Minton



New decal sheet from ATP features the scheme of Muse Air. Not much to the sheet, but it really makes a very impressive model. Above model and photo from ATP.



Another new offering from ATP is this Transamerica sheet. This beautiful model was constructed by ATP. Write ATP for their latest catalog, full of goodies for the modeler.

  
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The newest kits are the 727-200 and the 767. The 727-200 has been released by both MPC and Hasegawa. The Hasegawa Minicraft version was available in Delta markings for a relatively short time, but the Ansett and Alaska versions are on the market now. The MPC kit is available in Eastern colors with the European version in Iberia markings. This is the same basic kit as the 100 version, with the addition of the extended fuselage. The problem with the wing fences has not been corrected. Also on the Hasegawa decals, additional sheets can be obtained from Minicraft Models, Inc., 1510 W. 228th Street, Torrance, CA 90501. Available are DC-9, 737, DC-10, L-1011, A-300 and 747's decals of Japanese versions. Write to them for additional information. The new 767 kit is also available from Hasegawa in ANA markings and Delta. It is in the usual format of the 1/200 kits, and I will review it in a later issue. On first glance there is no apparent construction problems.

There are a large number of new sheets coming from ATP, with more promised. In 1/144 scale we can get the AOA for the Boeing 377 Stratocruiser, Muse Air DC-9-80, Ozark DC-9, Alaska Airlines "Golden Nugget" 727, Transamerica 747 or DC-8-73, and finally several 1/200 sheets. These come in TWA 727-100/200, Ozark DC-9 (current colors), and a sheet of windows for the DC-10 and narrow body cabin windows.

Gate 66 continues to be a brisk, informative news letter with the most recent issues covering many of the new and announced kits. Heller's L-749 in Western markings, converting the Hasegawa L-1011 to a series 500 and comments on the BAC One-Eleven kit have all been covered recently.

At the recent national convention in Washington, the matter of the model contest came up and some considerable discussion followed. Subsequently, we decided to approach the readers (you guys) with the problems as we identified them, and try to determine an appropriate course of action. The next convention in St. Louis will also have a model contest, and those of you interested in competing might consider the issues here carefully. The basic problem is that while the general categories for the models are pretty well defined, the individual builder does not always know exactly what category his model will finally compete in. Also, there is some confusion about the appropriate category for what might be called fantasy models. In an organization such as IPMS, most of these problems are resolved by the fact that the individual chapters, who host the convention, are still bound by the national rules.

In the World Airline Hobby Club we don't have what might be called individual chapters, but simply have local clubs who bid to host the convention. In addition, we don't have any "national" rules, so when the local clubs bid, they are pretty much on their own to make up their own rules. This is fine for most problems the modeler might run into, but can get stuck in the areas of dioramas and particular scales. Thus, what we would like to consider here are

some general categories of models which most of the builders out there would find acceptable so that we can adopt them for the next and all future conventions. This would allow the modeler know at the outset what category his model would rest in when he shows up at the national.

General categories would include scales and time periods, but, being in the airline modeling community, we may also want to give some consideration to the material of which the model is made, or perhaps, to the way in which it is displayed, or perhaps both. For example, under the rules at the last convention, if I had built a Monogram DC-3 as a scale model, complete with flashing lights, seats on the inside, and a talking stew, and you had built the same model as a ticket counter special, with all of the surface detail carefully sanded away and a glossy shiny finish compared to my weatherbeaten finish, our models would have ended up competing in the same category, just because they were in the same scale. This might not be a good idea, because they are not modeled to achieve the same result, and hence are not truly the same kind of model. The same problem might arise comparing a 1/72 DC-7 vacuumed formed model against a 1/72 metal model, done up in much the same way.

We would like to see a variety of different classes available to the modeler so each have an opportunity to compete with like models. But on the other hand, we want to be careful that we don't come up with more categories than we can support, either with sponsors or with models. I would appreciate it very much if you would take some time, between now and the next issue of the LOG to sit down and write me your thoughts on this problem. I am sure that the convention committee will be happy to have a set of rules that they can go by and make all those entering models happy. Each convention has attracted more models and it is about time that we have a standard set of rules to judge by.

In the next issue of the LOG we will be featuring the DHC-7, and since there are not very many kits of this aircraft (one by Airtec), I intend to cover modeling techniques as applied to various aircraft, so write in (and send in some b&w photos) and give us some ideas on how you cope with the problems that you face when constructing your models and we will include this information also. Until next time, happy modeling!

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# THE WORLD'S AIRLINES

by

JOOP GERRITSMMA

## AIR LANKA

Air Lanka is the national airlines of Sri Lanka, the island-nation in the Indian Ocean, known until May 22, 1972 as Ceylon. The airline's history goes back to the foundation of Ceylon Airways in 1947. On December 10 of that year a service was started between the capital of Colombo to Jaffna (in the north) and Madras (in India). Frequency was four return flights a week and the equipment was a DC-3.

The airline was renamed Air Ceylon in 1948 and in February of 1949 it started a Colombo-London service, assisted by Australian National Airways and flying an ANA DC-4 painted in Air Ceylon colors and titles. East of Colombo the service continued to Singapore and Sydney. This intercontinental service was suspended in 1953 as a result of financial problems.

The service to London resumed in February of 1956 with assistance from KLM--Royal Dutch Airlines, which provided a Constellation in Air Ceylon colors. It was replaced by a KLM Super Constellation in 1958 and this gave way to an Electra from the same airline in 1960. Because of KLM involvement, Amsterdam was also part of the Colombo-London service.

BOAC of Britain took over from KLM in April of 1962 and leased a Comet IV jet to Air Ceylon for the London-Colombo service. Called the "Sapphire Route", it was extended to Singapore and Sydney once more and in the mid-sixties a BOAC VC-10 replaced the Comet.

Meanwhile, domestic and southern India services continued to be operated by the faithful DC-3, of which the airline had three in the mid-sixties. It was only in 1965 that a HS 748 propjet (see the Captain's Log, Fall 1982) was bought and placed on the important Colombo-Jaffna-Madras route.

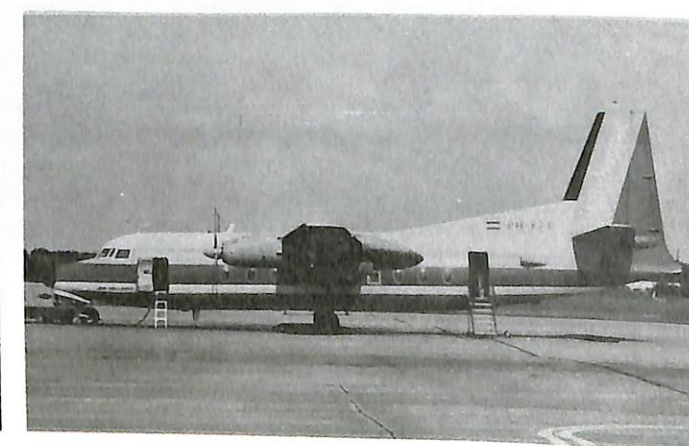
To expand its regional Asian services, Air Ceylon bought a three-engined Trident 1E jet from Britain in 1969 and in September, 1971 UTA of France replaced BOAC in assisting the airline. Thus the VC-10 of BOAC was replaced by a DC-8-53 of UTA on the Sapphire Route, calling on six European and Asian points besides London and Singapore.

Amidst financial scandals and allegations of mismanagement in 1978, Air Ceylon was forced to curtail its services and sell all but one of its aircraft to pay off its debts. Only the Trident remained to maintain regional services to nearby Asian countries. The HS 748 was turned over to the air force, as were the domestic services the aircraft flew on.

Air Lanka, formed out of the ashes of Air Ceylon, with the government holding a majority of the shares, started operations September 1, 1979 with two Boeing 707s and one 737, leased from Singapore Airlines, which also provided technical assistance. The airline started operations over much the same network as its predecessor served. Since then, two former All Nippon TriStar 1s were leased and three new TriStar 500s have been bought, all for the trunk services, and the airlines also leases a Boeing 737-200 ADV. for its domestic and southern-India services. It also frequently leases TriStars from Air Canada to supplement its own fleet.

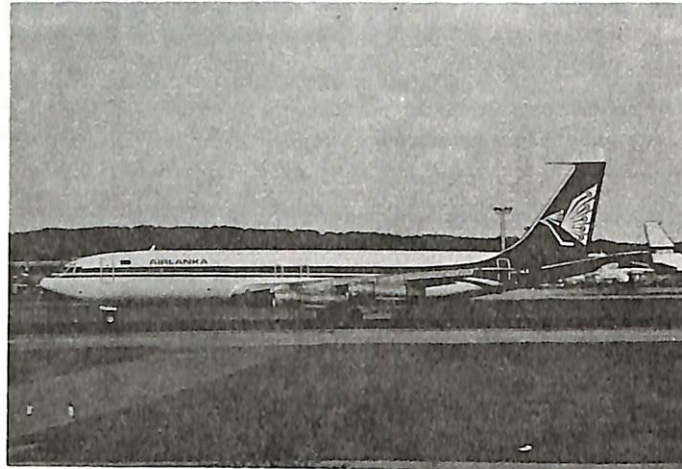
*Air Lanka TriStar 500 Series, 4R-ULC taken from the files of Joop Gerritsma.*

*NLM CityHopper F-27/600, PH-KFE, c/n 10351, from the files of Joop Gerritsma.*





Here we see a F-28 of NLM CityHopper flying over the Dutch countryside. This photo is also a post card.



Boeing 707 of Air Lanka seen here at Gatwick in 1979. Post card by Coincat of Germany.

#### NLM CITYHOPPER

NLM Cityhopper of Holland was founded in 1966 as a subsidiary of KLM--Royal Dutch Airlines. Its function was to operate domestic feeder services from provincial centers to Amsterdam's Schiphol Airport, home base of KLM. Scheduled domestic services were first operated to and from four centers, using two Fokker F-27 aircraft leased from the Dutch Air Force, but the airline, called Nederlandse Luchtvaart Maatschappij (NLM--Netherlands Air Lines) began acquiring its own fleet of F-27s the following year.

In 1975 it went international when it took over several short cross-border services formerly operated by its parent company, KLM, but which the latter could no longer operate profitably with the larger jet equipment. Since then, NLM has added other international services of its own.

The operating name NLM CityHopper was adopted in 1977 to reflect more accurately the nature of NLM's services and in 1979 the airline bought its first jet--a Fokker F-28 twin.

Today NLM CityHopper has a fleet of seven F-27 and four F-28 aircraft which operate over a network linking Amsterdam and four domestic points with each other and with nine foreign cities in four countries.



# REPORT FROM THE FIELD

by

JIM "JET" THOMPSON

This month's report will cover the Richard Evelyn Byrd International Airport at Richmond, Virginia. The Airport is known as the "Nation's most Historic Aviation Facility." The airports history predates that of any other airport in the country. The beginnings date back to the Civil War era when on this location and within 12 miles radius, Union and Confederate Aeronauts rose above the battle lines to observe the enemy in balloons!

The best known balloon was the "Intrepid" under the direction of Professor Thadeus S. C. Lowe, for the Union side. The Confederate side though, can lay claim to Virginia's first "Military Aviator" by the name of John Randolph Bryan. Bryan gained the distinction not by choice, but by order from General Johnston who needed someone to go up in a balloon and check on the location of the Union troops and movement. Bryan knew the area and thus by order became Virginia's first Aeronaut.

Aviation later became centered at the Richmond Fairgrounds. It was there that the first heavier-than-air flight took place in Virginia. Charles Willard was the man and September, 1909 was the time. He was an employee of the new Glen Curtiss Aeroplane Company. He flew a Curtiss Pusher aircraft for the thousands who had packed the Fairgrounds and the many more who lined the streets nearby just to watch his performance.

In 1910, the Wright Brothers sent one of their Model A Aeroplanes to Richmond for an exhibition. It was piloted by Ralph Johnstone. It was at this exhibition that Richmond Mayor Richardson became one of the first public officials in the United States to fly in an aeroplane.

The 1911 Fair brought Glenn L. Martin and his Martin Pusher aircraft to the area. It was piloted by Mr. B. A. Blenner. Aviation activity was centered at the Fairgrounds until the first World War. They were discontinued during this time but activities began once again after the War.

During World War I, Curtiss Jenny training aircraft were assembled at Sandston, Virginia, just a half mile from where Byrd Field is located today. The plant was the largest Jenny assembly plant in the country. Next to the plant was a small runway where the Signal Corps aviators would takeoff with the new planes for delivery to Langley Field. The plant finally closed down in 1921.

By 1925 aviation in the area was centered at Eagle Rock Airport, or Charles Field. This field was named after Paul and Shelly Charles and later became know as Hermitage Field due to its proximity to Hermitage Road. The airport was a service station of OX-5 engines and was also the location of the Eagle Rock biplane dealer during the 1920's.

January of 1927 saw the first real beginning to Byrd Airport. Famous Arctic explorer Lt. Cmdr. Richard E. Byrd, a Virginia native, had just returned from his first arctic exploration. The city of Richmond wanted to bestow a fitting honor upon Cmdr. Byrd. They had been discussing the creation of a municipal airport in the area for some time. All were in agreement that the airport should be named after Byrd. The airport was named even before the place was built!

On January 20th, 1927, Roscoe Turner was flying over the village of Sandston looking for a place to land his biplane. He finally landed



The original building of the Richmond Air Junction on land which is now part of Byrd Int'l Airport. The section of the building on the right was the first part of the structure to be built. The aircraft is a Standard J-1. This photo was taken in early 1927.



The giant Sikorsky biplane which was flown out of Richmond Air Junction by Roscoe Turner who is seen waving from the cockpit. Note the names of his sponsors on the sides of the aircraft. He later flew this machine in the famous movie, "Hell's Angels."

on a dirt road on the northwest corner of what is today Bryd Airport. From this beginning, the airport site was chosen and Roscoe Turner became its first operator.

After Turner had settled in the community he found that the spot where he had landed was not really big enough to get the plane in the air again. He gathered some men from the Sandston area and quickly began work on what would become a 1,150 foot long and 100 foot wide runway through what was then a cow pasture. With the assistance and encouragement of the local businessmen, he continued his work and built a second runway and some other facilities and a main office. He then registered it with the Department of Commerce, Aeronautics Branch, under the name of Richmond Air Junction.

Roscoe Turner added two additional aircraft to the one that he arrived in. He began operations in the area by carrying advertisements of local businessmen on the sides of this aircraft.

The Richmond City Council, on March 21, 1927, authorized the purchase of 100 acres and leasing an additional 300 acres next to Roscoe Turners Richmond Air Junction. This would be for the development of a major airport at Richmond named for Byrd. In less than five months construction was completed on the new airport which included two 2,000 feet by 300 feet runways in the shape of an "L". Lighting equipment for night flying, and an administration building were also constructed. This met the requirements for a Class "A" field.

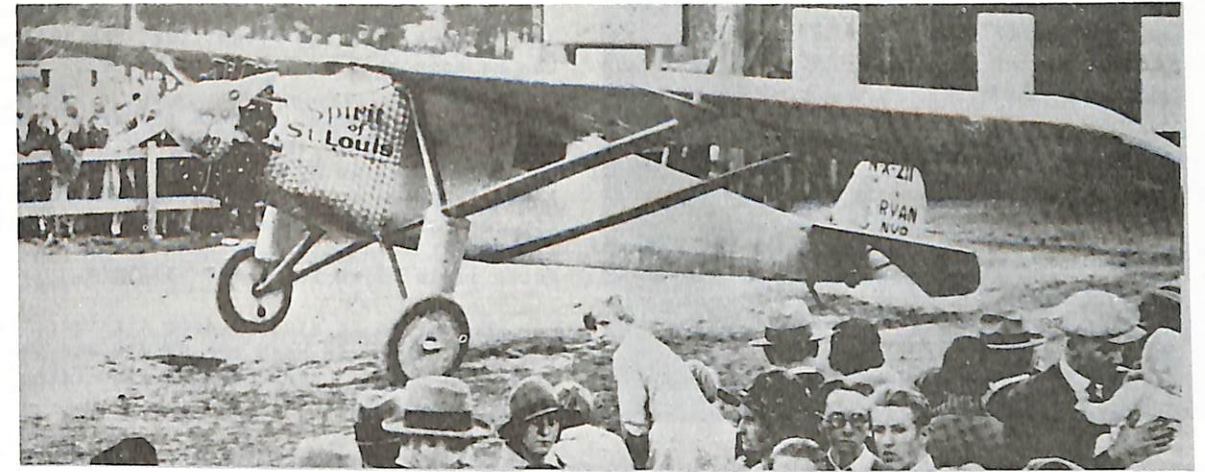
By the time the airport was opened, Richmond had been designated as a stop on the New York-Atlanta Air Mail run. This route would be flown

at night, thus the need for lighting on the field. Pitcairn Aviation would be the company flying the mail. They signed an agreement with the city of Richmond on September 21, 1927 to assume all responsibilities for running the airport. They also agreed to build a hangar and provide no less than three aircraft for passenger and commercial flying.

Pitcairn Aviation completed the hangar on October 12, 1927, just in time for the arrival of Charles Lindbergh on the 15th. Lindbergh flew in to the airport in his "Spirit of St. Louis." The city used the occasion to dedicate the airport in the name of Richard Evelyn Byrd. A crowd of over 10,000 was on hand to welcome the "Lone Eagle" and the city of Richmond took him to their heart.

On April 2, 1928, Pitcairn Aviation landed at Byrd Airport with the first load of mail. Pitcairn operated two aircraft northbound and a like number southbound. One of Pitcairn's more colorful pilots was Captain Dick Merrill, who would parade around Richmond and Virginia Beach with his pet lion cub named "Princess Doreen."

A few years later Pitcairn Aviation withdrew from the airmail business and airport operations business. The mail route was taken over by Eastern Air Transport, known today as Eastern Airlines. Ivor Massey and Otto F. Hamilton, Jr. took over the operation of the airport under the name of Richmond Air Transport Sales and Service. They maintained the hangar and shop, along with four aircraft, from 1930 until January 1, 1942. Many notable fliers passed through the airport during this time, including Amelia Earhart, Wiley Post, Frank Chamberlin, Will Rogers and Jimmy Doolittle.



Charles Lindbergh's famous Ryan monoplane, the "Spirit of St. Louis" sits outside of the newly completed Pitcairn hangar after his arrival for the Byrd Field Dedication Ceremonies on October 15th and 16th, 1927.



A group of Eastern Airlines officials and pilots is shown at Byrd with one of the aircraft used by that line in the mid and late Thirties, a Lockheed 10.



Byrd Airport's Terminal in the mid 1950's with an Eastern Airlines Martin 4-0-4 parked on the ramp. Plans are now in the works to remodel the terminal and make the airport one of the most modern air facilities on the Eastcoast.



Famous airmail/airline pilot Dick Merrill at Byrd Field in 1928 with his pet lion cub, "Princess Doreen," and two of the other airmail pilots, J.R. Armstrong and Johnny Kytle. In the background is one of the Pitcairn Mailwings in which they flew the mail.

In 1932 Eastern Airlines began scheduled passenger service over what had been its mail route. Richmond was included on the route. Local pilot Dick Merrill left Richmond and moved to Washington, D.C. to become a pilot for Eastern flying the Curtiss Condor.

Air traffic continued to grow during the 1930's. New aircraft visiting the airport included the Condor's and Ford Trimotors along with the Lockheed L-10's and L-12's. Finally the Douglas DC-2's and DC-3's made an appearance.

On January 1, 1942, with the outbreak of WW II, the city of Richmond leased the entire Byrd Airport to the U.S. government for the duration of the war for \$1.00. Byrd Airport now became known as Richmond Army Air Base. An old familiar name at the airport returned to take command during this time, Col. Ivor Massey. Massey had been base Commander at Langley Field. The base trained many Republic P-47 Thunderbolt pilots during the war years.

On July 1, 1947 the U.S. government returned the original airport property, with an additional 884 acres which had been acquired during the war, back to the city of Richmond. Commercial airline traffic returned and began to grow.

During the late 1940's major improvements were begun. On March 31, 1950 a new 3 million dollar terminal building, parking lot and aircraft ramp was dedicated. On hand at the dedication was the man whom the airport was named after, Admiral Richard Byrd. Also on hand was Col. Roscoe Turner. Turner had gone on to start his own airline, Turner Airlines, which became Lake Central Airlines and today is known as USAir.

In 1977 Byrd International Airport celebrated its 50th Anniversary. The airport has grown from a small dirt and gravel field of two combined airports to a thriving international facility.

As of this writing, Richmond is served by 10 airlines. At any given time, the following can be seen at Byrd Int'l. Airport.

The Beech model B-99 is operated by Wheeler and the model C-99 is operated by Sunbird. The DHC-6 is flown in by Holiday Airlines. The Bandeirante is operated by Mid-South who also fly the CASA-212. Americair brings in their Pilatus Britten-Norman Islander. The SA226TC Metro II is flown in by Air Virginia.

Moving up in size, Henson Airlines/Allegheny Commuter brings in both the SD-330 and the DeHavilland DHC-7. Air Virginia also flies in their BAe(HS) 748.

Bringing us up to the jets we find that the DC-9-30 and DC-9-50 are operated by Eastern. The 737-200 arrives in Piedmont and United colors. The largest jet operating at RIC is the 727-200 and is seen in the colors of both Eastern and Piedmont.

In addition to these aircraft and airliners, the 192nd Tactical Fighter Group of the Virginia Air National Guard is based here. Currently they operate with the F-105 Thunderchief.

Richmond is well worth the visit, with a good deal of airline activity and a great wealth of aviation history, all wrapped up in one. A big thanks to Mrs. Nell Hailey Goodwin, Executive Secretary, Capital Region Airport Commission and Mr. Kenneth A. Murphy, Public Relations Consultant for the same Commission, Byrd International Airport. It was through their efforts that the text and pictures for this article were provided.

#### COMMUTER REPORT

Our Commuter Report this month will cover the nearby Shenandoah Valley Airport located at Staunton, Virginia. The airport opened in September 1958 with Holladay Aviation, a fixed base operator, as the only tenant.

February 1, 1960 brought Piedmont Airlines to the airport with the first scheduled service. Piedmont began servicing SHD with DC-3's on routes to Washington, D.C., Charlottesville and Roanoke, Virginia. In 1964 the DC-3's were replaced with Martin 4-0-4 equipment.

Horizon Aviation began an Air Taxi/Flight School operation at the field in 1966. The Virginia Military Institute Cadet Aircraft Training Program was moved from Lexington Field to SHD in the spring of 1968. Horizon Aviation, at this time, was the largest Air Taxi Service in the state of Virginia.

In September of 1980 Allegheny Commuter operated by Henson Airlines came to the Valley. They brought new service to Charlottesville, Baltimore, Pittsburgh, New York and Washington using both the Beech 99 and DeHavilland Dash 7.

March 31, 1981 marked the end of Piedmont Airlines service to Shenandoah Valley. At that time they had been using YS-11A aircraft to serve the airport. The runways were too short to accommodate the 737 aircraft that Piedmont is now using.

Horizon Aviation had closed up operations at the airport back in October of 1972. This left Henson Airlines as the main operator at the field.

By a strange turn of events, Piedmont Airlines will be back at SHD in the near future. Henson Airlines/Allegheny Commuter is in the

process of being sold to Piedmont. So the Piedmont banner will once again fly at SHD.

Photography at Shenandoah Valley Airport is fairly easy. They have a small terminal building and from areas around it you can get some nice photos.

I would like to thank Mrs. Virgie D. Duff who is the Acting Airport Manager at SHD for her help in preparing this report.

That wraps it up for this issue. Next time we will try and travel west to cover some airports in that region. Until then--happy flying!

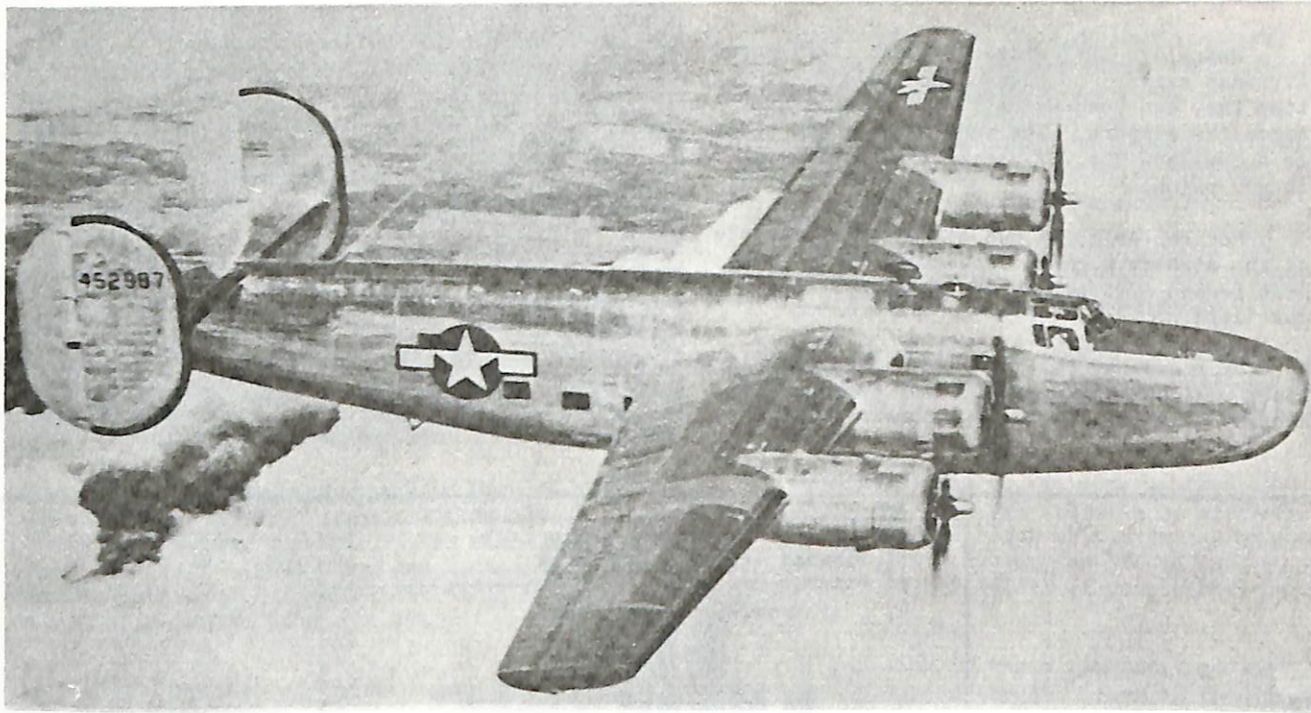
**1983-84**

# THE AIRLINE HANDBOOK

PAUL K MARTIN • EDITOR

AEROTRavel RESEARCH

With this issue of the CAPTAIN'S LOG you will be receiving a flyer advertising the 1983-84 issue of THE AIRLINE HANDBOOK. Along with the JP, THE AIRLINE HANDBOOK gives you all the information you wanted to know about airlines and was afraid to ask. Information on routes, home office addresses, fleet make-ups, destination lists, brief histories and statistical updates will be at your very fingertips. The World Airline Hobby Club highly recommends this book for all levels of airline memorabilia collectors. Use the handy order form enclosed and send for your copy--today!



Above we see the C-87 used on many missions by the ATC. Note the lack of gun turrets and bomb-bay doors. A large cargo-door was located on the port side. General Dynamics photo.

## THE AIRLINES GO TO WAR

by

RAY MATTOX

When did it happen?  
Why did it happen?  
Where did it happen?  
Who did what?

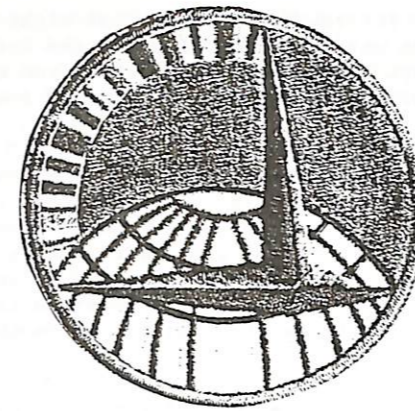
In this article a brief attempt will be made to answer the above questions. There is probably fewer topics of WW II of which so little has been written, yet who's total contribution was so great.

To my knowledge, only three publications in book form, have been written on this subject. All three are on the rare book list and credit for their use is being reflected, should you elect additional information.

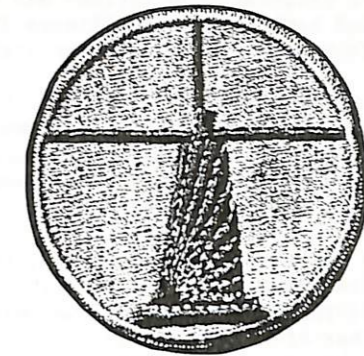
To meet the desperate requirements of the dark days of early 1942, the Army Air Corps and the airlines developed an intergration of military and civilian skill and knowledge of a rare sort. It is fair to say that combat forces could not have won so swiftly or kept down so successfully the human cost had it not been for the Air Transport Command (ATC) and the Air Ferry Command (AFC).

The civilian air lanes now became the war air routes of the "Airline to Everywhere," as it was called during the war years. Records indicate the aircraft of the two commands were utilized 16 hours a day and flight crews were used up to 250 hours a month (all for a flat airline monthly pay!)-a far cry from the now 60 hours a month!

The crews of the various aircraft now had to learn a new language. Regular names of towns and cities had to be coded, so the enemy would not know their destinations. The code name ADLER was Townsville, Australia; CEDAR was Basra, Iran; KESTREL was used for Calcutta, India. The DC-3, DC-4, and other civilian aircraft became C-47's and C-54's. Rather than gleaming silver of a proud civilian fleet, they now became dull olive drab. Gone were the beautiful individual logos which were now replaced with a white number on the tail. The bright finishes of Douglas aircraft were now incognito in military war paint. Also, the



This is the shoulder patch and design of the ATC. This emblem came with two different background colors. The silver background denotes the Transportation Div. while the gold backing indicates the Ferry Div. Approx. 4".



Ground support personnel of the ATC wore this brownish/gold emblem. The design consisted of a four leg, low freq. radio range indicating the direction of air routes to the major areas of the world imposed on an outline of the Wright Brothers Memorial at Kitty Hawk.

crisp airline uniforms were replaced with the standard military khaki. No longer was percentage of load-factors and on-time performance reports or a particular airline standing in the industry the most important matter within a carrier's operation. This was WAR! Full speed ahead--in the AIR!

In January 1936, the members of the Air Transport Association met and formulated a plan for Washington to accept which would allow mobilization and utilization of the civil airline fleet. The well designed mobilization plan was put into effect on Sunday, December 14, just one week after the Pearl Harbor attack. The War Department called on the Air Transport Association for an immediate secret movement of certain special troops. Mr. C. R. Smith, President of American Airlines (and later was to become a Major General and Deputy Commander of ATC) issued orders to the people of his organization. Pilots in flight were instructed to land at the nearest airport and discharge their passengers. Aircraft were refueled, equipped with new crews, certain critical supplies and spare parts, maps, and mechanics. They then proceeded to their assigned airfields, picked up the troops and secretly flew non-stop to boundaries of the United States and beyond. American flew twenty planeloads of troops to Brazil to add a stabilizing force to our interests in South America. The reason behind this was to protect our stepping-stone bases in the South Atlantic which was to become our life-line route south to Africa via Miami-Puerto Rico-Georgetown-Belem-Natal-Ascension Island and the Gold Coast of Africa.

Each carrier made it's contribution much in the same manner and about the only difference involved was the assigned territory. The following is an example of airlines and their prime area of responsibility.

American Airlines: East coast of U.S. and south to Africa as already noted plus north to Presque Isle, Goose Bay, Greenland, Iceland and England.  
Northwest: West coast north to Alaska.  
Colonial: Training school in all phases of ATC operations.  
Penn Central Airlines: Military cargo across the United States.  
TACA: Submarine patrol in the Caribbean.  
Braniff: Area from Brownsville, TX to the Canal Zone.  
Eastern: Area along the Gulf coast and the Caribbean.  
Northeast: Presque Isle, Goose Bay, Labrador and Newfoundland.  
Transcontinental & Western: Flying the Stratoliner and establishing Transatlantic service between Bolling Field (DCA) to Cairo, Egypt.  
United: The United States from the East to the West coast.  
Pan American: Flying boat service to all ocean points.

In addition to providing flying services, the airlines also established a number of aircraft training and modification centers. These were as follows:

United: Modification center at Cheyenne, Wyoming.  
Chicago & Southern: Modification center at Memphis, Tennessee.  
Delta Air Lines: Modification center at Atlanta, Georgia.  
TWA: Training center at Albuquerque, NM.  
American: Training center at LGD in New York.

All American Aviation had developed a system of air pick-up and discharge of mail and

cargo. This procedure was refined and developed which enabled both humans and gliders to be retrieved from a zero pick-up point without being damaged.

Airlines were now flying the Greenland ice cap instead of the Great Lakes, the Sahara instead of Death Valley, and the Himalayas instead of the Rockies.

At the end of six months of war, the airlines had either leased or sold 193 aircraft to the government. This was more than one-half of the airlines fleet of 359 aircraft.

Before the war, the airlines averaged about 1200 miles per plane per day. During the war period, the average was raised to 1726 miles per day.

The demand for mail, express packages and military freight was so great that four carriers flew all cargo domestic trips. Eastern flew from New York to Miami; United from New York to Salt Lake City; TWA between New York, Los Angeles and San Francisco; and American operated between New York and Los Angeles.

Pan American, with its long range flying boats and ocean-trained crews with fifteen years of experience, had developed methods which now allowed the oceans to be crossed with dependability and safety. The route to China was now by the South Pacific. The Clippers arrivals and departures were under the cover of darkness, due to the importance and secret status of their missions.

It is interesting to note that eight of the sixteen navigators who flew on the Doolittle Raid on Japan on April 18, 1942 from the carrier Hornet, were trained at the Miami school operated by Pan American.

The cargo service, administered by the various airlines, was largely determined by the home maintenance base of a particular carrier. Several of the carriers and their home bases were: Northeast at Boston; American at LaGuardia; TWA at Washington; Eastern at Miami; United at San Francisco; Braniff at Dallas and Northwest at Minneapolis.

In today's age of powerful jet engines with abundant thrust and modern lifting devices, we give little thought to the problems which the pilots of the ATC faced daily. Because of the limited horsepower, gross weight imposed severe operating limitations. Loads were always heavy, taking to the limits the designed horsepower ratings of the engines. Now cover that once nice polished and waxed finish with a camouflage finish and you loose up to twelve mph, which was critical because maximum cruising speed was needed for the war effort. So, in order to maintain the original cruising speed, more strain was imposed on the engines via a higher rpm and mainford setting, thus causing more maintenance problems, and so the domino theory is repeated.

Those who have flown in the DC-3 owe thanks to Pan American for the nice heating system that was developed for this aircraft. Originally the aircraft was equipped with a steam heating system,

which had a small boiler operated by the co-pilot and left a lot to be desired. Pan American was responsible for the "Cannon Ball" and through operations from Seattle to Adak via Anchorage, which at the outset took up to 84 hours to complete. Besides the Aleutians, Pan American was called upon to conduct survey flights in the Point Barrow region off the Alaskan coast, where ground temperature was recorded at a minus 67 degrees! (Note--this was before the use of a wind chill factor.) Since the steam heating was only 75% reliable at best, something had to be done to heat the inside of the aircraft. The old system was completely removed and a hot air duct system installed which was more dependable and easier to operate. All ATC DC-3's operating in northern zones were modified in this manner, along with some additional changes as well. Water drains were installed at all low points in the engine oil system which allowed removal of excessive condensation encountered in low temperature operation. New and improved carburetor de-icing systems and windshield defrosters were developed.

In July of 1943, American Airlines was assigned Project 7-A. At this time, the monsoon season was at its peak and the heat was intolerable. The camp were the airline people was stationed was a mudhole, or at least not much more, which was occupied mainly by cows and goats. The purpose of Project A-7 was to establish a base of operation in India to fly supplies to China over the "Burma Road of the Air." The aircraft to be used was the Consolidated C-87 Liberator, which was the cargo version of the B-24 bomber.

A total of 1075 crossings were made over the "hump" during the four months of the project operation. Almost five million pounds of cargo were carried into China, mostly bombs, gasoline and ammo for the 14th AF, in support of the first B-29 strikes to made into the back door of Japan. Maintenance men had to keep the planes on schedule with no spare parts other than those which they had brought with them, no lighting facilities for night work, no work stands and no rain shelters for the planes on which they were working. If the water stood over nine inches deep on the runways, operations were halted until excess water could be drained off. Later, when the rain stopped, a jeep

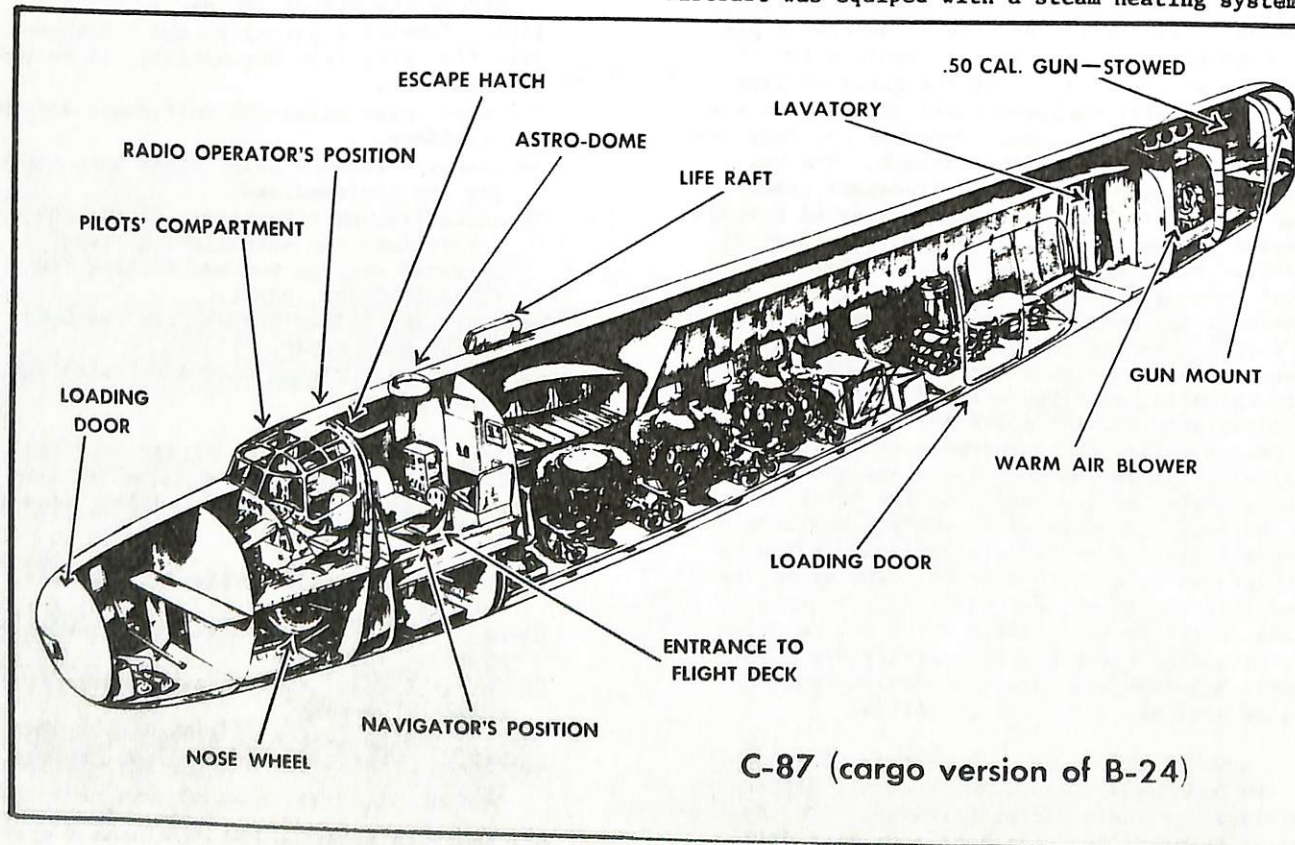
went pattering down the runway to drive off goats and cows before a plane could either land or take-off!

The crews would be soaking wet at departure, but after pushing their 65,000 lb. maximum weight through the overcast to get on top at 20,000 feet, it was time for the oxygen masks and the Arctic flying suits. The China terminal was located at Kunming, at an elevation of 6,000 ft.

Since all the "hump" flying would be done between 20,000 and 25,000 feet, the selection of an aircraft with turbosuperchargers was needed. The 14 cylinder P&W 1830 engine providing 1,200 horsepower produced the power for high altitude work and heavy gross take-offs. The fuselage was nice and low to the ground which was a tremendous help in loading and unloading the supplies. The Davis wing, which gave the extra and much needed speed, was also a blessing.

Enroute to China, the manifest would show 1,000 gallons of aviation fuel in drums, six 500 lb bombs and a few cases of fuses plus enough fuel for the return trip to India. On the return manifest, the cargo was somewhat different. Forty small, thinly clad Chinese carrying a couple cups of rice and chopsticks. No seats--no warm clothes--no oxygen in the cabin. They would sit on the cold metal floor, huddled together for a little bit of warmth. Due to the altitude and lack of oxygen, they would pass out. Back on the ground again, they came back to life and would start moving around, getting the oxygen back into their systems. They would then board trucks to be taken to a training camp where they would learn how to fight the enemy.

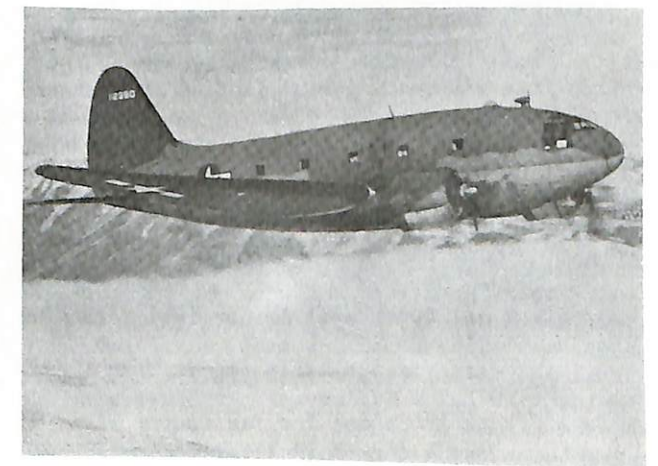
As a final note, the India-China Wing of the Air Transport Command was the first "non-combat" outfit to receive a Presidential Unit Citation.



C-87 (cargo version of B-24)



Shoulder insignia of the 14th Air Force.



The "Hump" the meanest piece of airway in the world, was home for the majority of C-46's of the ATC, which found the low altitudes and heavy lugging well suited to it. ATC photo.



American was not the only airline having its problems. The following will give you some idea of what the other carriers had to put up with to accomplish their assigned missions.

Transcontinental and Western was facing a tough assignment on the run from Great Falls to Fairbanks in 1942. It was the worst winter in sixty years. Oil became as thick as molasses in the engines and rubber fittings crystallized. Grease in the wheel bearings froze solid. It was a constant problem keeping the windshield clear of ice, even with the new special hot air duct mentioned earlier. Pilots carried a "mystic mitt," to scrub off frost and a hammer to break the glass in case of emergency.

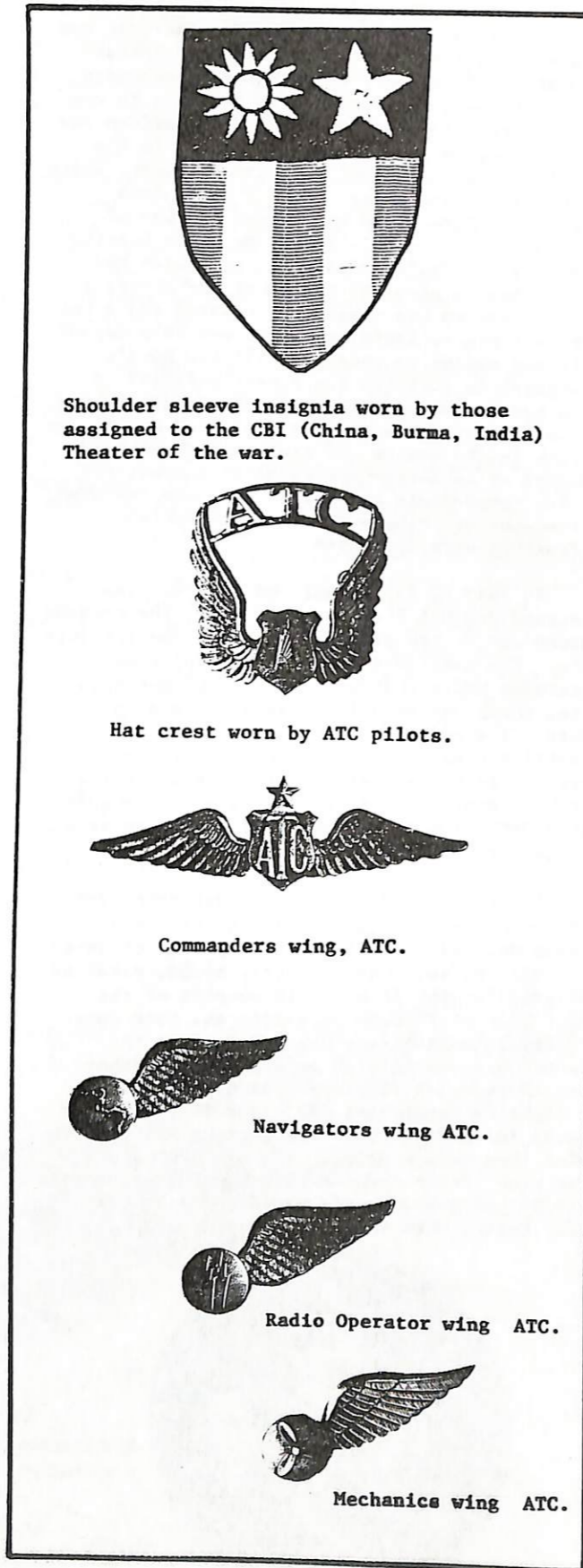
On many occasions pilots were alarmed by vibrations of the plane, only to discover that it was the passengers stamping their feet to keep off the chill while setting on those hard metal bucket seats! One Western aircraft was loaded with partially inflated inter-tubes for bomber tires. After reaching an altitude of 10,000 feet, the tubes started to expand to such an extent that they filled the entire cabin. The co-pilot and crew chief went to work, relieving the pressure with their handy-dandy pocket knives!

The bitter cold presented problems never before encountered. Maintenance had to be performed. Three men had to work in shifts just to change a single sparkplug. Material was actually stored in iceboxes to keep it from freezing. Mechanics wore scarves over their mouths to keep lungs from freezing. Rubber hoses shattered into pieces like glass at forty below zero.

Northwest Airlines performed a mission of mercy when fire destroyed the hospital at Nome, Alaska. A complete new twenty-four bed hospital, from needles to X-ray machines, was flown from St. Louis to Nome, in only forty-eight hours after the disaster. Today, one Starlifter could do the job in one trip in only several hours.

The ATC in 1944 transported priority cargo at the rate of 100 million pounds a month and 10 million pounds of mail a month to troops at the front. In a six month period it flew an average 1500 pints of whole blood a day to the ETO. It returned more than 5,000 sick and wounded troops to the US each month and distributed an equal number to hospitals within the country.

Eighteen thousand Chinese troops were flown over the Himalayas from China to India at the time of the Allied Burma offensive. A German V-2 rocket bomb, which fell almost intact in Sweden, was disassembled, crated, and flown to England, making it possible for British scientists to learn its secrets and thus prepare the people of London for the flurry of flying bombs which the Nazis later launched.



Shoulder sleeve insignia worn by those assigned to the CBI (China, Burma, India) Theater of the war.



Hat crest worn by ATC pilots.



Commanders wing, ATC.



Navigators wing ATC.



Radio Operator wing ATC.



Mechanics wing ATC.

In October 1942, Eastern's ATC Division received the first of the new twin-engine C-46 Curtiss Commandos, a big transport with many promising features but at the time with more than its share of "bugs." Its payload was rated more than double of the C-47, then being used. Eastern's maintenance department made more than three hundred modifications which later helped the basically good transport capable of flying the "hump"--on time and dependably.

An interesting aircraft used by the ATC was the C-109. This aircraft was another variation of the B-24, only this model was a flying tanker. While the C-87 carried approximately 1,000 gallons of fuel in twenty 55 gallon drums, the C-109 could carry 2,900 gallons in tanks located in the nose, bomb bay and storage area just aft of the wing. Over 200 B-24's were converted to the C-109 configuration, mostly being J and L models. A 30 foot long hose was used in discharging operations, and the big aircraft could be off-loaded in just over one hour.

The C-75 was another great aircraft pressed into use by the ATC. Designed and manufactured by Boeing, only ten of the Model-307 Stratoliner was produced: the prototype, five for TWA, three for Pan American, and one for Howard Hughes. All were drafted for ATC trans-ocean service. This was the setting of many "firsts" by four engine land-based transports. TWA crews flew the B-307 all over the world, building up 45,000 hours of light time and more than 3,000 trans-Atlantic crossings. TWA put the Stratoliner into civilian airline service in July of 1940. The five aircraft all carried Indian names: Navajo, Cherokee, Apache, Zuni, and Comanche. All five aircraft returned to TWA after the war and were rebuilt with new wings, tail, landing gear and increased seating capacity. The aircraft were used by TWA until 1951. Somehow they later showed up in Viet Nam as transports, with four eventually being destroyed. The only surviving example of this aircraft now wears Pan Am colors at the Prima County Outdoor Aircraft Museum in Tucson, Arizona.

One of the truly "secret weapons" of the Allies in WW II was the chain of air bases in eighteen different countries, built for America's defense by Pan American World Airways in some of the roughest country known to man. The variety of freight carried into and out of these new bases was a challenge, even by today's standard, some forty years later. In one month the ATC was called upon to fly over the "hump" more than 100 five-ton trucks, more than 200 smaller trucks, 11 road scrapers, each weighing 12 tons, and 50 jeeps. Some of these vehicles were cut into sections and reassembled on the ground in China at the end of the flight.

Chapter upon chapter could be written about each airline and its contribution thru ATC and the Ferry Command toward the successful conclusion of the war. The same could be said about each type of aircraft flown. More than

3,700 airplanes, supported by more than 366,000 men and women, both military and civilian carried out their mission. Some 1,200 of the aircraft were four engine transports with a 3,000 mile range. A route system covering 184,000 miles, touching every continent was flown. At the peak of ATC operations there was an aircraft heading across the Atlantic every 8 minutes and across the Pacific every 26 minutes.

With peace and victory at hand, the airliners returned to civilian life with an incredibly broadened base of experience in cargo handling, weather reporting, and logistics, preparing them for what was to come in just a few years--jets, wide-bodies and airport cities. We owe all of them our deepest thanks.

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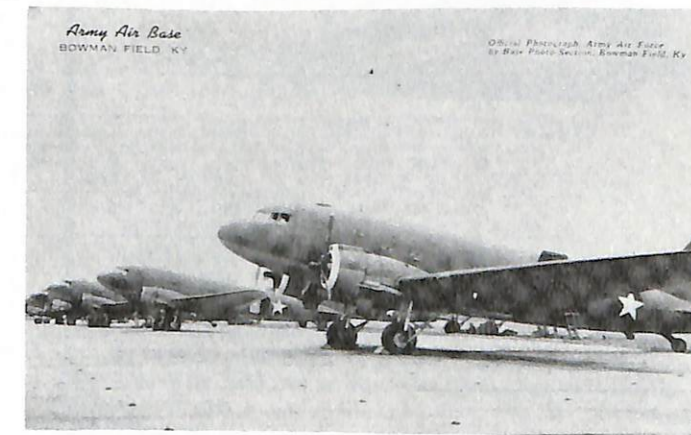
For additional information on this subject I would suggest the following:

- Air Transport At War, Cleveland-Harper, 1946 324 pp.
- Overseas With the Air Transport Command, Theiss-Wilde 1944 341 pp.
- Flight to Everywhere, Dmitri Pictorial, Whittlesey 1944 240 pp.

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In addition to the above, the author would like to credit the following for providing material for this article:

1. Publications of American Airlines.
2. Capt. Clyde H. Proper, retired B-747 pilot for American Airlines. Flew C-47 and C-87 a/c for ATC in WW II. CBI items shown in this article worn by Capt. Proper and now are part of the AA collection of Ray Mattox.
3. The Tibbets Story, by Paul W. Tibbets, 1978, Stein & Day 310 pages.



This is a post card of a number of C-47's at rest on Bowman Field. Card was published by Southern Bell Telephone and Telegraph. Card was mailed from Louisville, Ky. on 11/14/44.

WHICH WAS THE FIRST AIRLINE

IN LATIN AMERICA?

by

R. E. G. DAVIES

(EDITOR'S NOTE: The following could be classified as a commentary on the South American article that appeared in the Summer issue of the LOG. It is hoped that it clears up the question of what airline really was first.)

In determining the answer to this controversial question, the definition of Firstliness, in precise terms, is paramount; and this even involves the definition of "What is an Airline?" Also, there is a great difference between the first and the oldest. In applying my own criteria to make these judgements for the airlines of Latin America, and after several years of research, I have come up with the results shown in the accompanying tables.

The First Airlines in Latin America

First Service	Country	Airline	Founded	Route	Aircraft	Regular	Sustained 1 Year	Sustained 2 Years	Inter-national
12 Oct. 1919	French Guiana	T. A. G.	7 June, 1919	St Laurent-Cayenne	Lévy-Lepen		(Irregular flights only, 1919-20)		
22 Feb. 1920	Colombia	C.C.N.A.	15 Sept. 1919	Barranquilla-Cartagena	Farman F 40		(Irregular flights only, early 1920)		
7 Oct. 1920	French Guiana	T. A. G.	(see above)	St Laurent-Inini	Lévy-Lepen	✓	✓	✓	—
30 Oct. 1920	Cuba	Cia Aérea Cubana	October 1919	Havana-Cienfuegos	Farman F 60	✓	(Service for 3 months only)		—
12 July, 1921	Mexico	CMTA	1 July, 1921	Mexico City-Tampico	Lincoln Standard L. S. 5	✓	✓	—	—
19 Sept. 1921	Colombia	SCADTA	5 Dec. 1919	Barranquilla-Girardot	Junkers-F 13	✓	✓	✓	✓
17 Dec. 1921	Argentina-Uruguay	Cia Rio Platense	1 Aug. 1919*	San Isidro-Villa Colon	D H 16	✓	✓	✓	✓

\*Date of foundation of River Plate Aviation Company, which merged with Cia Franco-Argentina de Transportes on 21 September, 1921, to form Compañia Rio Platense.

The Oldest Surviving Airlines in Latin America

First Service	Country	Airline	First Regular Service	Route	
19 Sept. 1921	Colombia	SCADTA	19 Sept. 1921	Barranquilla-Girardot	See above. Changed name to AVIANCA in 1940. Continuous operation since 1919.
5 Aug. 1925*	Bolivia	LAB	24 Dec. 1925	Cochabamba-Santa Cruz	Founded 15 September, 1925.
12 July, 1921	Mexico	Mexicana	9 Dec. 1926	Mexico City-Tuxpan-Tampico	See above. Founded 24 Aug. 1924, and acquired assets of CMTA (see above).
22 June, 1927	Brazil	VARIG	22 June, 1927	Porto Alegre-Rio Grande	Took over route operated by German Condor Syndikat since 3 February, 1927.

\*Special demonstration flight

In the first table, consideration of the qualifications for inclusion is all-important. In defining an airline, I believe that the operation of scheduled, in contrast to a series of non-scheduled, or sporadic flights, is a pre-requisite. The carrying of passengers is not; and indeed, in the early years, airlines were perceived to be as much mail-carriers as they were regarded as passenger-carriers.

Thus, Compañia Colombiana de Navegación Aérea (C.C.N.A.), much beloved amongst philate-

lists, qualified as an airline; but only by a highly questionable definition of the word "scheduled" could CCNA be included as a regularly operating company. Its activities in 1920 were marred by several incidents which prevented reliable and regular flights by its Farman planes, and furthermore, its operating life was short--only a few weeks.

Herein lies another consideration: I believe that in today's world an airline should operate for at least a year, or at the very least, six months, to qualify for "sustained" service. However, when we are discussing the pioneers, who were breaking through the thresholds of the

technical as well as the operational state of the art, some special dispensation should be made and a liberal interpretation be given to the "sustained" definition. Recognizing that, before the mid-1920s, to keep planes flying at all on a regular basis was an achievement in itself, operation for three months or so is worthy of recognition under the definition of "sustained."

Bearing this in mind, and after considerable exchanges with French authorities, who have provided detailed evidence, the little-known and long-

forgotten airline, headquartered in Paris, but operating in French Guiana, takes pride of place.

Societe des Transports Aériens Guyanais (T.A.G.) was founded on 7 June 1919, but I believe that the key criterion is the date of the start of sustained scheduled service. On this score also, little T.A.G. gains precedence with a documented record of regular flights, sustained for more than two years from 7 October 1920. It was listed in the only international air timetables published during those formative years; the Indicateur Aérien, which was the French equivalent of the OAG in the early 1920s.

Another French-sponsored company, the Compañia Aerea Cubana, like CCNA a Farman operator, is also on the border-line for inclusion. It operated regular service in 1920 for a few months only, and disappeared almost without trace. Nevertheless its documented existence is a reminder that many of the early attempts to promote air transport in Latin America were at least as much French-inspired as they were German, although the latter has always received most of the recognition.

For many years, Compañia Mexicana de Aviación (C.M.A.), (or Mexicana, as it is now popularly called) claimed to trace its history only as far back as 1924. Subsequent research has revealed that C.M.A. acquired the assets of an earlier company, the Compañia Mexicana de Transportación, S.A., which first introduced Lincoln Standards to the Tampico oilfield region in 1921. Although this operation lasted only about a year, and was semi-dormant in 1922 and 1923, it was a predecessor company to Mexicana, which took over its fleet. Thus the latter can lay claim to be the oldest company in North America, much in the same way as other airlines trace their origins by taking credit for operations by previous ancestors.

Efforts to establish the precise development of regular air service across the River Plate--one of the rare excursions into Latin America by the British during the pioneer post-WW I period--were a test of the definitions. Several flights were made before 1921, but they would all appear to have been individual demonstrations. Even though quite a number were carried out systematically, they were not made on a regular basis. However, the River Plate air promoters--yet another case of early French involvement--in due course began the first scheduled international service in Latin America, at the end of 1921.

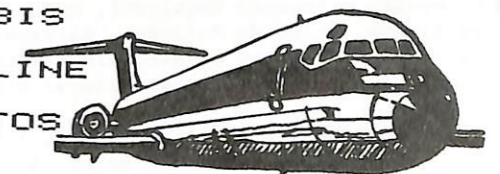
When all the sifting has been done, however, the gold medal must go to the second Colombian airline, Sociedad Colombo-Alemana de Transportes Aéreos (SCADTA). While watching the flimsy Farman aircraft, built mainly by wood and doped canvas, literally collapse in the face of the exacting climatic and operating environment, SCADTA bided its time, and introduced all-metal aircraft to the continent. Almost two years passed between the date of foundation and its first scheduled flight by the little Junkers F-13. But once started, it kept going, and indeed is the only one of those early operators to have survived

to the present day, albeit changing its name in 1940 to the present-day AVIANCA. The date 19 September 1921 was truly a milestone in commercial aviation development, not only in Latin America, but in a world-wide context.

As a postscript to the achievement of the diminutive F-13, on whose ruggedness and reliability the success of SCADTA depended during its first few years, the last of this type did not retire from service in Latin America until 1947, when it still was in VARIG service in the State of Rio Grande do Sul, Brazil. For an aircraft which was designed and built in less than a year (its first flight was in July 1919) this was a fantastic achievement and reflects the vision of its designer, Professor Hugo Junkers. Three out of the four oldest airlines in Latin America, as opposed to the four earliest, used the F-13, and the survival of SCADTA, LAB, and VARIG owed much to their shrewd selection of the best fool for the job.

Be sure to watch for the next offering from the pen of R.E.G. Davies, a history of the airlines to the south of us, "Airlines of Latin America since 1919." This will be a companion volume to "Airlines of the United States since 1919." Watch the LOG for release date on this important book.

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30 Oct. 1920	Cuba	Cia Aérea Cubana	October 1919	Havana-Cienfuegos	Farman F 60	✓	(Service for 3 months only)		—
12 July, 1921	Mexico	CMTA	1 July, 1921	Mexico City-Tampico	Lincoln Standard L S 5	✓	✓	—	—
19 Sept. 1921	Colombia	SCADTA	5 Dec. 1919	Barranquilla-Girardot	Junkers-F 13	✓	✓	✓	—
17 Dec. 1921	Argentina-Uruguay	Cia Rio Platense	1 Aug. 1919*	San Isidro-Villa Colon	D H 16	✓	✓	✓	✓

\*Date of foundation of River Plate Aviation Company, which merged with Cia Franco-Argentina de Transportes on 21 September, 1921, to form Compañia Rio Platense.

The Oldest Surviving Airlines in Latin America

First Service	Country	Airline	First Regular Service	Route	Notes
19 Sept. 1921	Colombia	SCADTA	19 Sept. 1921	Barranquilla-Girardot	See above. Changed name to AVIANCA in 1940. Continuous operation since 1919.
5 Aug. 1925*	Bolivia	LAB	24 Dec. 1925	Cochabamba-Santa Cruz	Founded 15 September, 1925.
12 July, 1921	Mexico	Mexicana	9 Dec. 1926	Mexico City-Tuxpan-Tampico	See above. Founded 24 Aug. 1924 and acquired assets of CMTA (see above).
22 June, 1927	Brazil	VARIG	22 June, 1927	Porto Alegre-Rio Grande	Took over route operated by German Condor Syndikat since 3 February, 1927.

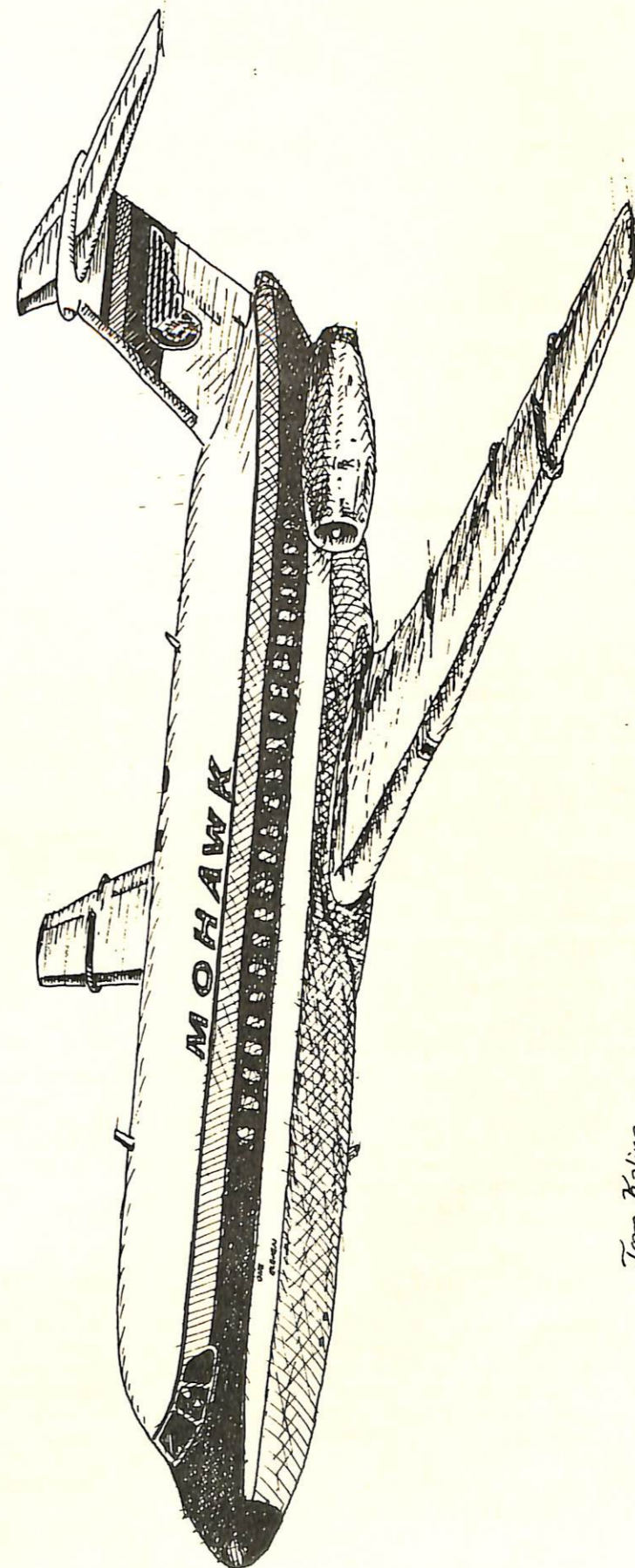
\*Special demonstration flight

In the first table, consideration of the qualifications for inclusion is all-important. In defining an airline, I believe that the operation of scheduled, in contrast to a series of non-scheduled, or sporadic flights, is a pre-requisite. The carrying of passengers is not; and indeed, in the early years, airlines were perceived to be as much mail-carriers as they were regarded as passenger-carriers.

Thus, Compañia Colombiana de Navegación Aérea (C.C.N.A.), much beloved amongst philate-

technical as well as the operational state of the art, some special dispensation should be made and a liberal interpretation be given to the "sustained" definition. Recognizing that, before the mid-1920s, to keep planes flying at all on a regular basis was an achievement in itself, operation for three months or so is worthy of recognition under the definition of "sustained."

Bearing this in mind, and after considerable exchanges with French authorities, who have provided detailed evidence, the little-known and long-



Tom Kalina

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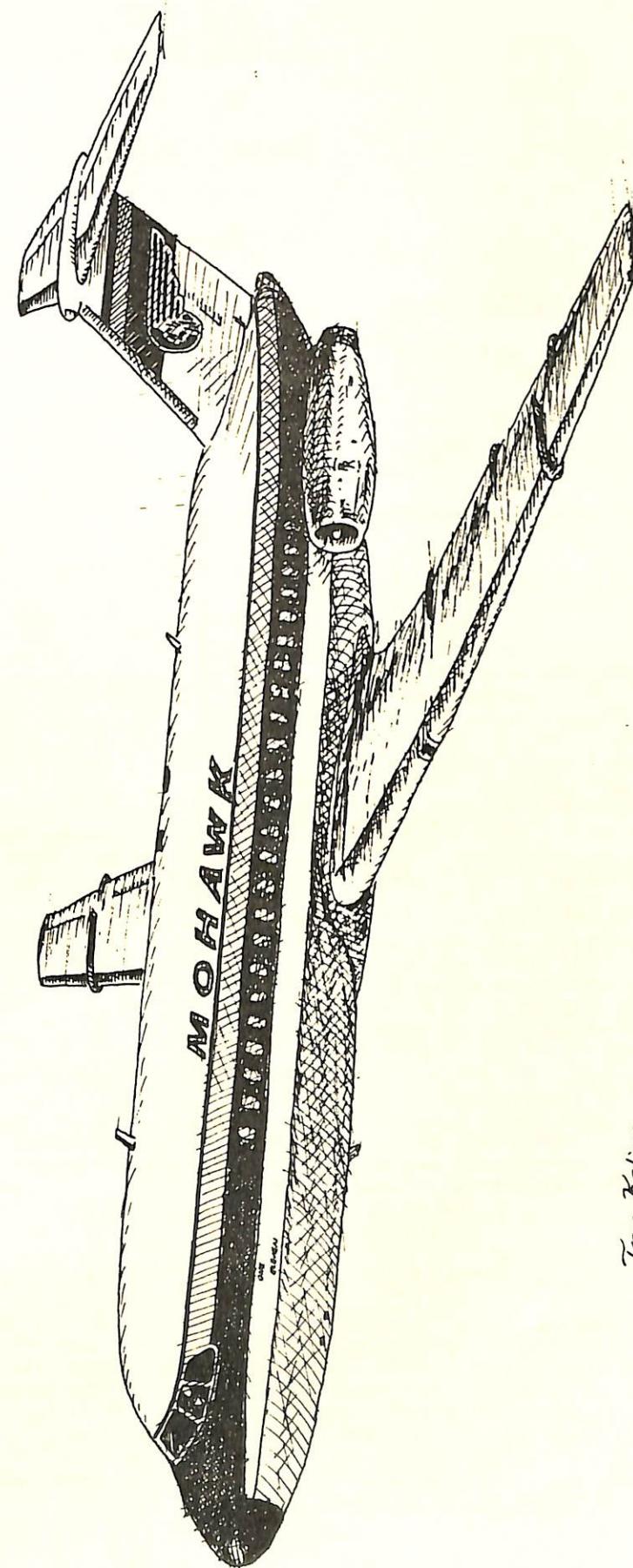
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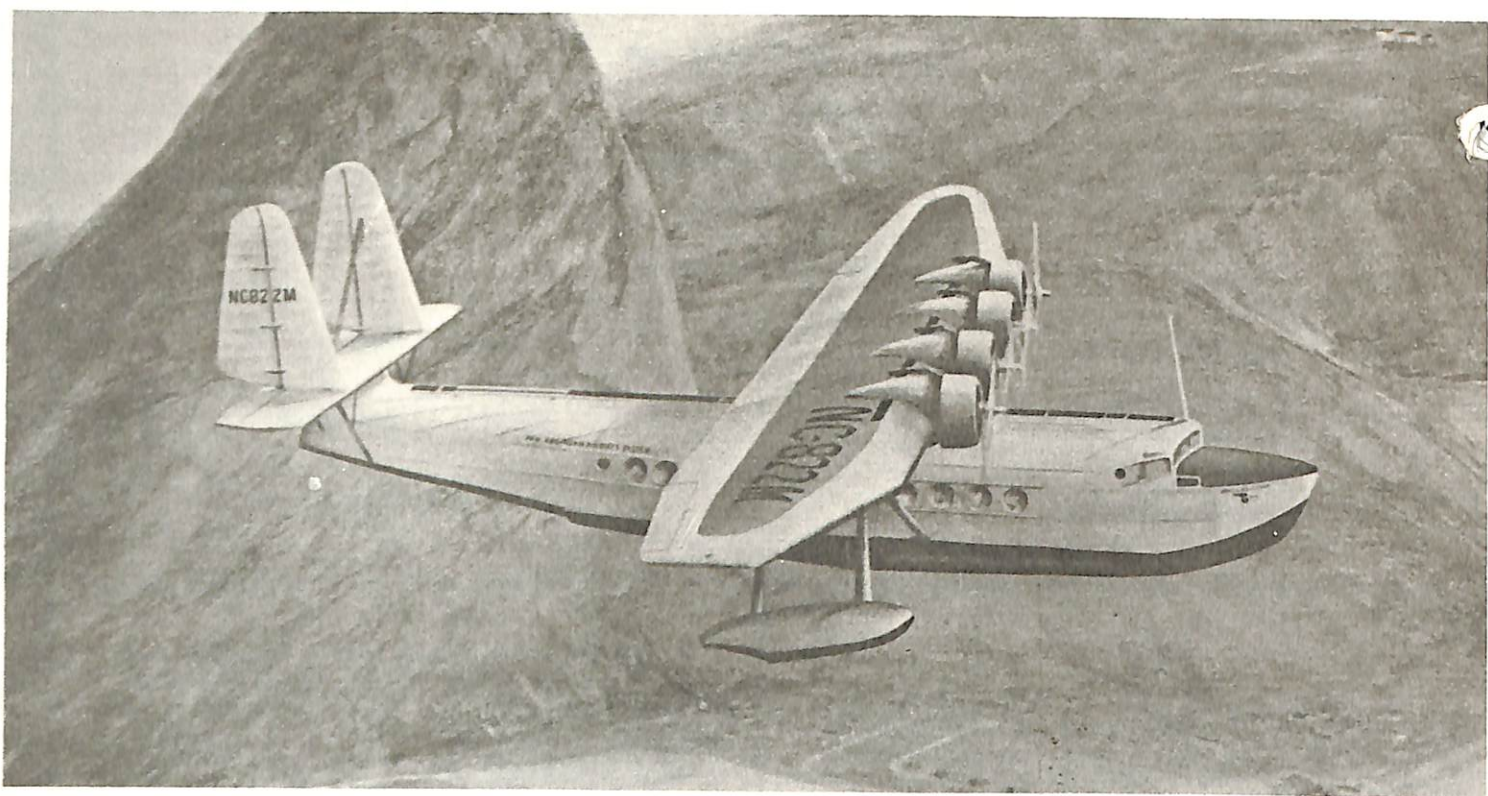
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