

WORLD AIRLINE HOBBY CLUB

CAPTAIN'S LOG

WINTER 1983





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the material to the Editor.

Thank you



ABOVE: C-GFCO-X became G-BRYC, c/n 54, of Brymon Airways of Great Britain. DHC photo.

CAPTAIN'S LOG

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Cover photo: Yemen Airways Dash 7
4W-ACK, c/n 32. A DHC
photo via Joop Gerritsma.



....from the left hand seat....

This issue of the CAPTAIN'S LOG is dedicated to the memory of Club member Willard Thomas. Mr. Thomas past away on January 1 of this year. Willard had attended all of the Airliners Interational conventions and was working with the committee on this years event. I will miss this wonderful little guy and his cheerful grin, that never seemed to leave his face. And you can be sure that if there are any committee's in Heaven, Willard will be on at least five or six! Good-by good friend.

Now on to more cheerful things. This issue of the LOG ends our ninth year of operation. The Spring 1984 issue will be the start of year number 10. It seems like only yesterday I was trying to figure out what to put in that first issue. I am hoping that year number 10 will bring us many new members that we will be successful in bring you, the Club member, all the great articles that you have come to expect from us. We have some nice things planned for you in the coming year, so continue to give us your support and you won't be disappointed.

Included with this issue of the LOG you will find a flyer for a new magazine. Collectibles Illustrated is the name of the magazine and it is just full of stories and advertisements to help the collector. The most recent issue featured quite a bit of material on aviation and devoted several columns to the collecting activities of one of our Club members, Dr. Charles Quarles and his wing collection. This is the type of magazine that the whole family can enjoy, especially if you have collectors in your family. There is something in this book for everyone. We recommend that you give it a try.

With this issue of the LOG we are also including registration information for Airliners International 84. Plans are moving right along to give you the biggest and best convention to date. Now is the time to start making your plans because before you know it June will be here and you certainly don't want to miss the "biggest" show for airline memorabilia collector in the world. June 21, 22 and 23 are the dates and the place is St. Louis, Missouri. We will be looking forward to seeing all of you once again.

Once again I find it necessary to remind all of you that when you move it is most important that you inform the Membership Coordinator of your change of address. The U.S. Postal Department will not forward your LOG on to your new address, unless it was sent First Class. We have had this problem every since we started the Club and I really don't know how to get you people out there to realize how important it is that you advise the Club when you move. Starting with this issue, any time that we have to remail a LOG because someone failed to send us their change of address, that person will have to pay \$3.00 for each copy of the LOG that they missed. NO EXCEPTIONS. This will have to be our policy. If we hit you in the old pocketbook, maybe you will start paying some attention!

Some of you on the Westcoast may be receiving your LOG just a little later than others. This is due to the way the USPD has its distribution centers set up. While I can send a full bag of LOGs to one center, I don't have enough LOGs to send to the other. This being the case, the short bag goes to the Cincinnati distribution center and then is sorted and put with other material going to the Westcoast. I will try to send both bags out this time to the two different centers and hopefully both sections of California will receive their LOGs at the same time.

I would like to take this opportunity to thank all of you that have already sent in your 1984 membership renewals. Your prompt action has been very helpful in setting up the 1984 budget. Also, I would like to thank all of you that have sent along the extra Buck to help support the welcoming party given at the convention. I must admit that I have been overwhelmed by the number of you that have contributed to the cause. Thank you.

We are enclosing another membership renewal form with this issue to those that have not as yet sent in their 1984 membership fee. Please take the time to fill out the form and sent it back to the Club with your check or money order. We have certainly appreciated you support in the past and look forward to serving you in the future.

All of our Editors have worked hard this issue to give you one of our better offerings. Joop has done his usual good job in presenting the Dash 7. Jet Thompson gives us a super nice tour of one of those airport parking lots, and Jon Proctor shares his last ride in a TWA 707. These and other articles should make this a nice way to finish our ninth year. We hope you enjoy it.

Until next issue--happy collecting.

Paul



Prototype Dash 7, C-6081, c/n 1, at Paris, France, June 1977. Gerritsma file photo.

The Quiet STOL Airliner From Canada

by
JOOP GERRITSMA

After a gestation period of more than 15 years the de Havilland of Canada Dash 7 STOLiner has finally settled down to business around the world. Nearly 100 of this 50-passenger, four-engine commuter airliner are in service flying passengers in comfort and reliability in markets as diverse as Chicago, Illinois, and Rabaul, Papua New Guinea, as extreme as the tropical islands of Indonesia and the ice cap of Greenland.

Production of this unique aircraft began in 1970 and continues today. It is expected that as airlines around the world crawl out of their economic slump, production of the Dash 7 will continue for a considerable time to come.

Rocky Mountain Airways was the world's first Dash 7 operator. It placed the first of three in service in February 1978. Since then it has been joined by many other carriers. In the U.S. the major ones are Air Wisconsin, Henson Airlines, Rio Airways, Ransome Airlines and Hawaiian Airlines. Abroad the aircraft is in service in Canada, Britain, Europe, the Middle and Far East and South America.

The idea behind the Dash 7 goes back to 1966. In that year the Eastern Region of the FAA, together with the City of New York, conducted a major simulated emergency relief airlift into the city, under the name Metro 66.

During two days in early September more than 40 aircraft, including six STOL (short take off and landing) types, flew hundreds of people and thousands of pounds of emergency supplies, including a field hospital, into the heart of New York, using open areas for landing sites. A de Havilland Canada Twin Otter (see Captain's Log, Fall 1981) used the 900-foot Pier 26 along the Hudson River and later a stretch of roadway, to fly in relief personnel, and a DHC Buffalo twin-engine military transport aircraft used four adjacent baseball fields in the East River Park on Governor's Island to bring in an 80-piece, 6,000 pound field hospital.

The airlift showed convincingly that air transport by purposely built STOL aircraft into the heart of a major urban areas is eminently feasible.

Metro 66 also inspired de Havilland Canada to begin preliminary studies for a STOL airliner of twice the capacity of its 19-seat Twin Otter, which was by then becoming very popular with commuter air carriers in the U.S. and around the world.

The New York airlift also led the American CAB, Eastern Air Lines and American Airlines to consider STOL air services to the many communities in the so-called Northeastern Corridor, between Boston and Washington, D.C. Eastern looked to France and its Breguet Br. 941 prototype aircraft for 52 passengers, but American contacted de Havilland about a civil version of the Buffalo, which had been so successful in Metro 66.

DHC, however, had already discarded plans for a civil Buffalo and was working on a 39-passenger airliner, called the DHP-35. The aircraft emerged in January 1968 and was to be powered by four of the same Canadian Pratt and Whitney PT6A propjets powering the Twin Otter.

With financial assistance from the Canadian Government, DHC continued its studies and in late 1968 launched a worldwide marketing campaign. This resulted the following year in a passenger capacity increase to 48 passengers and in September 1970 American Airlines asked the company for details on prices and delivery dates for 50 aircraft to be used in the Northeastern Corridor. An order was never placed because the CAB soon afterwards abandoned its study and did not award any routes.

Meanwhile, de Havilland Canada pressed on. Faced with a mammoth financial outlay to continue design work and start production, the company sought joint agreements, first with SAAB of Sweden, which had a similar airliner project on the drawing boards, and then with Messerschmitt-



Emirates Air Services' A6-ALM, c/n 9. DHC photo.

Bolkow-Blohm of West Germany, but both attempts for joint production were unsuccessful. Neither could de Havilland Canada call on its corporate owner, Hawker Siddeley of Britain, for funds. The parent firm stated publicly that the time was not yet ripe for STOL on the scale of the DHC 7 and it also was afraid that the aircraft from its Canadian subsidiary might prove too much competition for its own HS 748 twin propjet (see Captain's Log, Fall 1982) and for its proposed HS 146 short-haul twinjet.

The parent company made repeated attempts to get de Havilland Canada to shelve the project while the Canadian Government was anxious to see it go ahead and succeed, if only because if the DHC 7 would fall by the wayside, valuable major aircraft design talent would be lost to Canada forever.

Growing more and more frustrated with the stalling tactics of Hawker Siddeley, the Canadian Government announced on July 23, 1970, that it would continue to fund the project for at least another 14 months. This was followed in March 1971 by an announcement that DHC and Boeing had agreed on a joint marketing scheme. Boeing would sell the DHC 7 in the U.S. and de Havilland of Canada would do the same in the rest of the world. A separate effort by a big-name aircraft builder in the States seemed warranted because it was expected that half the market for the new aircraft would be in that country.

When the 14 months were over, the Canadian Government ordered two pre-production DHC 7 aircraft for completion in 1975. It also announced that it had concluded an agreement with Hawker Siddeley under which it was given an option to buy DHC. A deadline of June 28, 1974 was set and the government decided to take up the option on May 27, 1974. It thus became sole owner of de Havilland Canada.

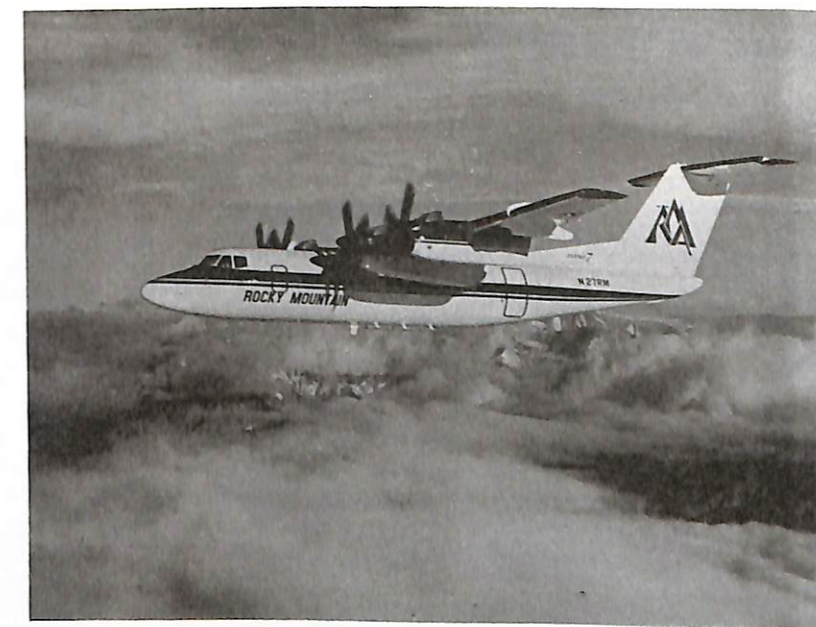
Another change came on October 1, 1973. On that day DHC started marketing the aircraft as Dash 7, replacing the somewhat unmanageable DHC-7. A world-wide sales program was started on May 22, 1974 and on November 28 the government gave the go ahead for full production of 50 aircraft, of which 25 were taken in hand immediately.

The first Dash 7, registered C-GBNX-X, was completed on February 5, 1975 and made its first flight on March 27 at the hands of test pilots Bob Fowler and Mick Suanders, and engineers Bob Dingle and Jock Aitken. It was followed by the second aircraft on June 26. The Canadian type certificate was granted on May 2, 1977 and was immediately recognized by the FAA in the U.S. This opened the way to delivery of the first production aircraft, c/n 4, to Rocky Mountain Airways of Denver, Colorado on November 21. It went into revenue service on the Denver-Aspen route on February 3, 1978 and by March was operating seven return trips per day.



Pelita Air Services of Indonesia has c/n 92, here with test registration C-GFCF. DHC photo.

DASH 7



C/n 4 went first to Rocky Mountain as N27RM. It has since been sold. DHC photo.



Air Niugini operates c/n 63, as P2-ANN. DHC photo.

DASH 7



OE-HLS, c/n 22 of Tyrolean Airways. DHC photo.

The uncertainties about the continuation of the project in the early 1970s extracted a toll from the order book. A number of airlines which had expressed interest in the aircraft placed letters of intent or options with de Havilland Canada, but when it came time to convert these into real orders, with money down, they fell away. Among them were carriers such as Pilgrim Airlines, Houston Metro and Command Airways. Wideroe of Norway, a Dash 7 operator now, changed its mind a couple of times before definitely signing. In Canada, Nordair ordered eight, conditional on the carrier being awarded the STOL routes between Montreal-Ottawa-Toronto-Windsor for the aircraft. They were never awarded and the provisional order was cancelled. However, the second Dash 7 was finished in Nordair colors and "Nordair" registration C-GNCA-X (but without its titles) and flies like this to this day. Other Canadian airlines which placed provisional orders included Air West, Quebecair and Eastern Provincial Airways.

Other ambitious orders regretfully came to nothing. We did already mention the American Airlines enquiries for 50 aircraft. Another potential large sale was discussed with Japan Air Lines and All Nippon Airways, which between them, it was speculated in 1973-74, could have a need for up to 100 Dash 7s. Negotiations were being held in December 1975 with Aero Mexico for a total order of 20, to be bought in stages. The French Government, it was said at about the same time, would want 15 for its Postale de Nuit domestic mail services.

In Europe, the Spanish carrier Spantax was the first to operate the Dash 7 when aircraft #3, EC-DCB, went into service across the Mediterranean between Malaga in Spain and Melilla in Morocco following its delivery on May 31, 1978.

On its own turf, in Canada, the Dash 7 went into service with Wardair, which had ordered two. Its first revenue service was flown from Yellowknife in the Northwest Territories (NWT) on June

19, 1978 with cargo bound for a number of mining communities. Wardair had really bought its two aircraft for a proposed scheduled service across the NWT, from Yellowknife to Frobisher Bay. But it was never awarded the service and it could not even keep its first aircraft at work full time with charter work alone, so it resold the second before delivery and later also disposed of the first aircraft.

From a technical point of view, the Dash 7 incorporates a number of novel features. It was the first aircraft specifically designed to operate with a very low noise level. This is accomplished by having the engines drive large-diameter propellers via a high-reduction gear box. The large wing flaps also allow a steep climb out and landing, further reducing the noise footprint around the airfield it operates from.

The aircraft's fuselage has a circular section and is of fail-safe construction. This means that when one component fails in flight, there are others which can take up the load. Passengers enter the aircraft through a single airstair door in the rear of the cabin on the port side of the fuselage. For mixed passenger/cargo operations a large freight door can be installed behind the two-crew cockpit, again on the port side.

Most aircraft so far delivered are of the all-passenger Series 100 variety, but the Canadian Armed Forces, Wardair and Emirates Air Services ordered the cargo Series 101 with the large forward door.

The 44,000 lbs (gross weight) Dash 7 derives its STOL capabilities from wide-span, double-slotted trailing edge wing flaps. These operate in the slip stream of the large-diameter, slow-turning propellers.



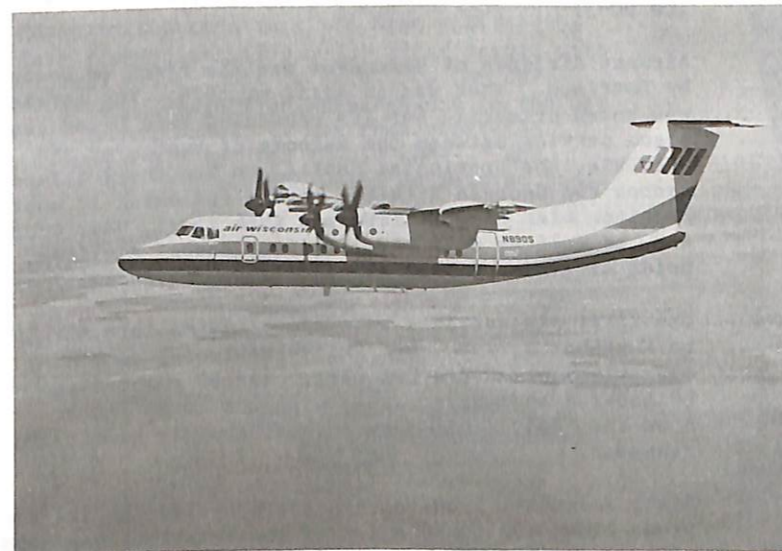
4X-AHG, formerly C-GFCF, c/n 64, of Arkia Israel Airlines. DHC photo.

There are also four spoilers in the upper surface of the wing to dump lift quickly after touch down. The outer pair on each wing can also be used for lateral control of the aircraft during flight.

The undercarriage consists of three sets of two wheels each. The main units retract forward into the engine nacelles. The nosewheel retracts backward into the nose.

When de Havilland Canada started work on its large STOL airliner, it set out to produce an aircraft that could operate out of any urban area airport without being subject to curfews because of nighttime noise restrictions. It has succeeded as anyone who has heard the Dash 7, knows. At the airfield perimeter, a departing Dash 7 makes less noise than a truck thundering by on the freeway.

Apart from having grown from a 39-passenger, 26,500 lbs. aircraft to a 50-passenger, 44,000 lbs. (gross weight) aircraft, Dash 7 lines are still



Air Wisconsin is a major operator of the Dash 7. Here we see N890S, c/n 13. DHC photo.



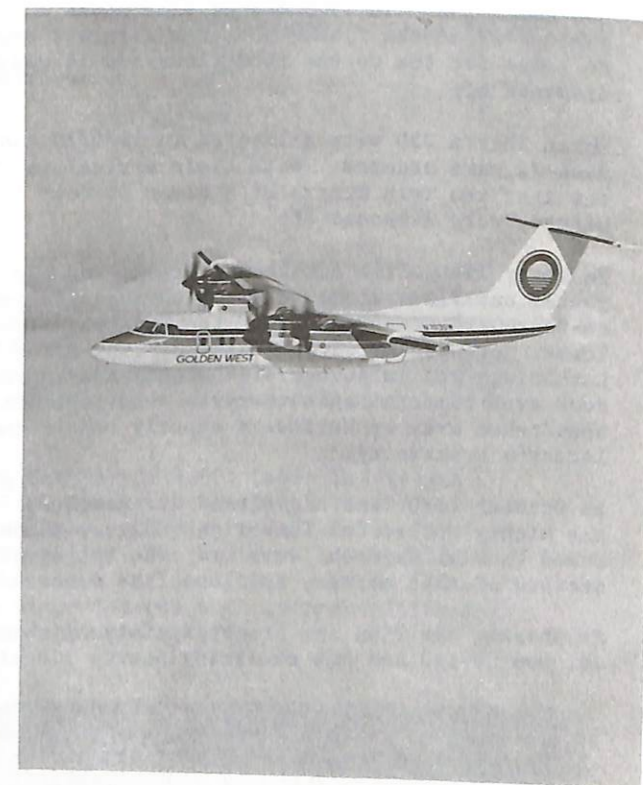
C-GROB, c/n 10, became OY-CBT of Greenlandair. DHC photo.

substantially the same as those of the DHP-35 of 1968. With the increase in capacity, more-powerful engines were needed and the 780 shp Pratt and Whitney Canada PT6A-30 propjets have given way to the 1,120 shp PT6A-50 engines.

Wing span of the Dash 7 measures 93 feet, fuselage length is 80 ft. 8 in. and the horizontal tail is 26 ft. 2 in. above ground level. Total wing surface measures 860 sq. ft. and the aircrafts range with a full load is 700 miles at a cruising speed of 266 mph at 8,000 ft. of altitude. But if required, the Dash 7 can climb to and operate at 21,000 feet. More importantly for those carriers that operate it, the Dash 7 can takeoff and land on a stretch of grass measuring only a measly 2,000 feet.

This last feature enables it to operate from taxi ways at many airports, while the jets are using the main runways. This makes it easier to slot the Dash 7 in among the other traffic. Because a microwave landing system (MLS) can be set up virtually anywhere. And that is where the Dash 7 can operate--virtually anywhere!

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Golden West once was a major operator of the Dash 7. This in-flight shot shows N703GW, c/n 37. DHC photo.

THE WORLD'S AIRLINES

by

JOOP GERRITSM

TIME AIR

Time Air is one of Canada's most prominent commuter airlines. It operates regular passenger services in the provinces of Alberta and British Columbia, connecting 10 points to the hubs of Edmonton and Calgary in Alberta, and Vancouver in B.C. The airline was founded in 1957 by Walter R. "Stub" Ross under the name Lethbridge Air Services at Lethbridge, Alberta, which is still its home base.

At first air taxi and charter flights were operated with single-engined aircraft. In May 1966 commuter services were started between Lethbridge and Calgary with a Beech 18. Two years later Red Deer was added to the schedule and a Cessna 402 was added to the fleet.

A name change to Time Air was effected in 1969 and by 1971 Edmonton and Medicine Hat had been added to the points served. The fleet in that year consisted of one Twin Otter, three Cessna 402s and two Beech 18s. In 1975 the airline added a Fairchild F-27 to the fleet, but this aircraft proved to large for the routes then flown and it was soon disposed of.

Three Shorts 330 were delivered in 1978/79 and two Dash 7s were ordered. With their arrival in 1980, the last two Twin Otters of a fleet of four the year before, were disposed of.

In early 1980, Time Air took over some of the assets, routes and fleet of bankrupt Northward Aviation. An ex-Northward CV-640 replaced the Twin Otter on the former Northward service of Rainbow Lake-Peace River-Lethbridge and in August of the same year, Time Air took over Edmonton-based Gateway Aviation, which had been taken over by Northward shortly before the latter's bankruptcy.

In October 1980 Time Air placed its new Dash 7 on the highly successful Lethbridge-Calgary-Edmonton-Grand Prairie "Skydash" service. The Calgary-Edmonton section of this service is flown five times a day.

At present the Time Air fleet consists of three Dash 7s, one CV-640 and one remaining Shorts 330 aircraft.

AIR BC

Air BC of Richmond (near Vancouver), British Columbia, Canada, was formed on November 1, 1980 through amalgamation of six smaller coastal commuter and third-level airlines which had been bought up in the previous two years by Vancouver car and soft drink tycoon Jim Pattison. However, Air BC can trace its history to 1941, when West Coast Air was formed.

All seven carriers had in common that they flew scheduled and charter services to the many small coastal and island communities that dot the British Columbia coastline between Washington state and Alaska. Their combined fleet included dozens of single-engined Cessnas, DHC Beavers and DHC Otters, and a couple of dozen Twin Otters for more-important services. Other twin-engined types included Grumman Goose and Mallard flying boats and the DC-3.

AirWest Airlines of Vancouver was the first to be bought by Pattison. That was in April of 1979. The carrier was known primarily for its scheduled Twin Otter seaplane service between the harbors of Vancouver and Victoria, the provincial capital on Vancouver Island across the Georgia Strait. In the following 12 months Pattison also bought AirWest's arch rival, West Coast Air, as well as Gulf Air, Pacific Coastal Airlines, Haida Airlines, Island Air and Trans-Provincial Airlines.

The first six carriers were consolidated into Air BC on November 1, 1980, but Trans-Provincial continued operations under its own name. Air BC adopted the bright-red and white colors with the large letter A on the tail, devised by AirWest shortly before its takeover.

Since November, 1980, Air BC has consolidated its services along the coast and into the interior, has sold off a few incompatible portions, and recently started CP Air Commuter services between Victoria and Vancouver in co-operation with CP Air, Canada's second-largest airline. A newly-acquired Dash 7 and one of the 14 Air BC Twin Otters maintain the service, which connects directly with CP Air trans-Canada flights at the CP Air gate in Vancouver. Air BC recently sold its last two Grumman Mallards and one turbo-Mallard and now has a fleet of Cessnas, Beavers, Otters, three BN Islanders, three Grumman Goose and two DC-3s.



The Dash 7 Safety Cards

BY

CARL REESE

The Dash 7, since it is considered the flagship of many commuter airlines, draws the attention of the operator's marketing efforts that have had a positive impact on even the safety cards. Many commuters have gone to the extreme for this, their largest, aircraft rather than use stock factory-issued safety cards that can be found on the much smaller aircraft types in their fleets.

DeHavilland of Canada did produce two versions of a demonstrator card that has been modified by many Dash 7 operators (fig. 1). First issued with the original title "Just in Case...", the card drew fire from Interaction Research due to the use of the trademark name. It was then reprinted changing the title to "You should know--" and still produced in black and white on folding index card.



Fig. 1



Fig. 2A

of 1/80 and a very slight revision on 1/81. On initial separation from Allegheny Commuter, an interim folding card appeared with the revision date of 1/81 and was titled with only Ransome Airlines' logo. This card was royal blue with a sketch of the Dash 7 in the new Ransome colors (fig. 2A).

During October of 1982, Cabin Safety was contracted to produce the sharpest Dash 7 safety card available by employing a full-color inflight shot of ship N176RA over New York's Manhattan Island. This card has just been revised (10/83) to include minor changes such as prohibiting the use of video games, etc. (fig.2A and 2B)

The other commuter to go independent was Henson Airlines. While flying in the Allegheny Commuter colors, Henson Dash 7 safety cards were a single (non-folding) style with a predominant purple border. As with Ransome, The Allegheny Commuter logo was supplemented with an "Operated by" logo. In Henson's case, one with a simple notation in block letters, the other with the new Henson logo enlarged for identification (fig. 3).

Now that Henson is a Piedmont Commuter, the inflight services department is currently negotiating with Cabin Safety for a dynamic new card that would sell the new, independent Henson.

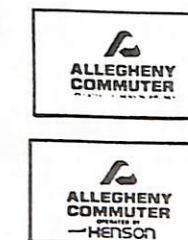


Fig. 3

Although both Dash 7 operators for the Allegheny Commuter have gone independent, it's only fair that this USAir division draws some attention. Please note that although the Commuter division shares/pools many things with the parent company, the safety card design of Interaction Research has not been forced on the commuter operators by USAir.

Formerly the largest Allegheny Commuter was Ransome Airlines. Form OP213 was a photocopy version of the factory card that was used from Oct. 1979 until the arrival of their new cards from the printer. Before its independent identity, Ransome's cards used a fine photo (in color) of the Allegheny Commuter Dash 7 and denoted as form R/A OP214. There were two printing dates

Southern Jersey Airways, although an Allegheny Commuter, operates its Dash 7 only on behalf of Resorts International Hotel & Casino. The appearance of the safety card (SJA-100, 5/82) does little to promote safety information since its cover is a full-color photo of the marguis over the front door to the Resorts Casino in Atlantic City (fig. 4). Internal information is duplicated from the older Ransome/Allegheny Commuter tri-fold card.

Rocky Mountain initially used a heavy biege plastic card with blue silk-screened ink (fig. 5). Now, a full-color photograph of the Dash 7 in flight adorns the cover of a tri-fold revision (fig. 4). An interesting item included on RMA's cards is the use of a ship's oxygen system for passengers due to their high altitude flying.

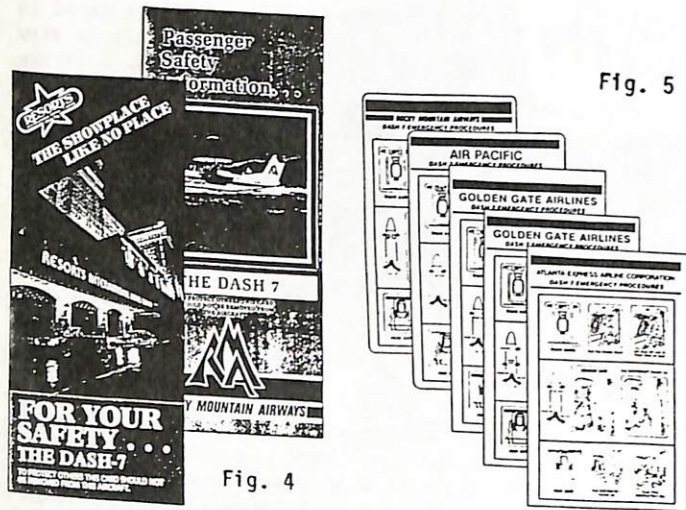


Fig. 5

Air Wisconsin uses two different black and white folding cards derived from the factory card: one addressing the standard "DHC-7-102" with a photo of the aircraft on the ground and the other for the "DHC-7-102" (inflight photo) that is for the combi version with underwing exits. It is my understanding that Cabin Safety may produce future revisions of their Dash 7 cards since they produce the BAe146 cards for the company (fig. 1).

Air Pacific and Golden Gate, now both defunct, used a copy of the original Rocky Mountain card (fig. 5). The ship's oxygen system was replaced with the operation of a portable O₂ bottle and the addition of flotation cushions. The cards were biege (Air Pacific used plastic) with blue ink but very often could be found in a photocopy form in the seatpockets. The Golden Gate card was also printed for the combi and standard versions.

Atlanta Express (red on biege cardboard) and American International (black on white cardboard) also employed the Rocky Mountain early format. Both of these versions used the brace position drawings from the stock Shorts 330 card.



Fig. 6

Fig. 7

Golden West issued form number GW208 on 4/80 that resembled the factory card (fig. 1). It employed both the old colors and logo. When revised with the new colors and logo (again in black and white), a strange thing occurred: use of the original form number and date with the addition of a second date of 2/81.

ERA Helicopters, operating as Jet Alaska, was a customer for the "Just in Case..." cards in the black and white "Temporary" form only. This boring card even employs the drawing of the exact same mountain range as found on the Jet Alaska CV-580 card (fig. 6).

Although not illustrated here, Hawaiian Air first used a Dash 7 card that resembled the older single-card style used on the DC-9s with purple, red and white (8½" x 11"). Now a standard color "Just in Case..." card is used that has the new Interaction style of placing only the logo of the airline on a white cover.

A folding plastic (red and white) card is used by Atlantic Southeast (ASA) pm tjeor Dash 7. The material contents are similar to the older Allegheny Commuter/Ransome card (fig. 6).

Even though the Dash 7 is a native Canadian, few operators in Canada have used the aircraft. Wardair operated a combi-version for DEW-Line support but, according to all sources, a card was never produced.

However, Canada's Time Air uses a nice folding card with a color photograph of their "SkyDash" on the cover of this, otherwise, factory card (fig. 1). It is entitled "For your safety" in a unique white lettering style that unfortunately will not reproduce.

The Dash 7 has found some interest worldwide with operators in remote areas and smaller airfields.

Tyrolean Airways, of Innsbruck, uses a very basic red ink on pale yellow card (fig. 7) on their Dash 7. It's a pity that the aircrafts beautiful color scheme has not been employed on a Cabin Safety-type card since its effect would be dynamic for a collector and the sales appeal alone. Life Vest illustrations are from the current Condor cards.

Arkis Israel Inland Airlines has laminated Dash 7 cards in blue and orange. A very fine charcoal sketch of the aircraft is on the cover--which if you're not familiar with Hebrew, is the back of the card. The card folds on the right since Hebrew is read in the opposite direction of most languages in the Western Hemisphere. One unique thing is that the illustration order has not been reversed as they are on most E1 A1 cards, numbered right to left (fig. 7).

Emirates Air Services' Dash 7 carried black and white cards with (unfortunately) a poor photograph of the aircraft landing on the cover of a standard factory card. The card does use both English and Arabic throughout (fig. 8).

Maersk Air uses a color coding system for its safety cards, whereby the Dash 7 has drawn grey, on a simple single card as shown in figure 8.

On Greenland, Grønlandsfly employs the Dash 7 combi aircraft. The safety card is very similar to the DC-6B card being red on the cover. One should make note of a printing error on the location of the window exits on this particular model with a forward cargo door. Liquid-paper (White-out) is now in vogue on this card as a means of inexpensive revision (fig. 9).

Figure 9 also shows the cover of the ugliest Dash 7 printed to date: Brymon Airways of Plymouth in the U.K. The Dash 7 drawn on the cover looks like the popular "Mr. Egg" models. Inside, the most-nauseating shade of yellow is overused.

Air Niugini uses a Dash 7 combi-version safety card (Form SC0032) in laminated pink that resembles the F-27 and F-28 cards in their fleet. There is a fine side-view sketch of the aircraft on the cover as shown in figure 10.

Fig. 8



Fig. 9



On closing, I would like to again ask for your assistance in sending me any information that you might have concerning Dash 7 Safety cards as used by the airlines not covered in this article: Spantax, Spantax-Andina, Ethiopian, Yemania, and Rio. Please send to Carl Reese, Box 9102, Lester, PA 19113 USA. I'll pay for the cards or trade other airline items of interest to your hobby speciality.

Also, a special thanks to Pat McCollam, Mr. J. Tal (Arkia), and Larry Crawford and Nanne Stearns of Ransome.



Fig. 10

AMENDMENT TO BAC 1-11 SAFETY CARDS

by

Carl Reese

Some additional information regarding BAC One-Eleven safety cards has been obtained since the Fall 1983 article.

On visiting Pittsburgh in November, I had the fortunate pleasure of meeting Mr. Jack O'Neill (US-Air Manager of Development Engineering) who, although unable to provide any older prop safety cards for Allegheny did come up with a few cards that I'm indebted to him for providing: Three different Aloha BAC 1-11 cards (which Aloha couldn't locate during my many hours searching their offices).

Apparently, Aloha used a plastic BAC 1-11 card at first. This card shows an illustration of the hand-held escape slide from a Viscount door on the reverse. This was revised onto a paper card (blue ink) that only showed a BAC escape slide and was otherwise identical as a horizontal card (fig. 1A).

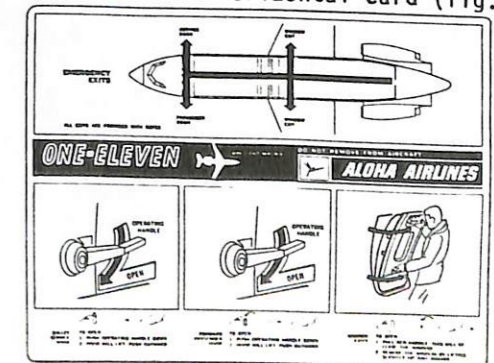


Fig. 1A

Fig. 2

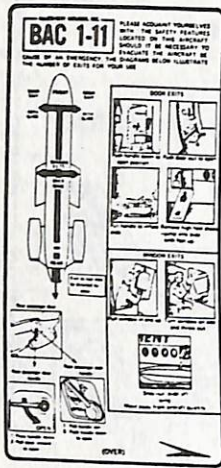


Fig. 3

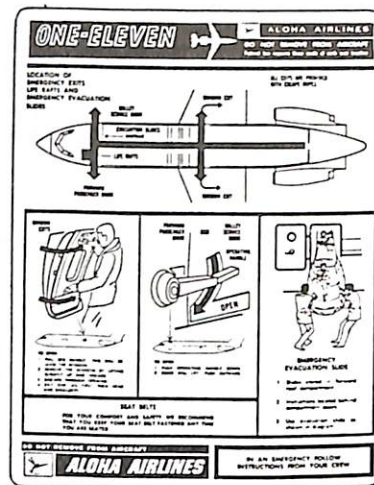


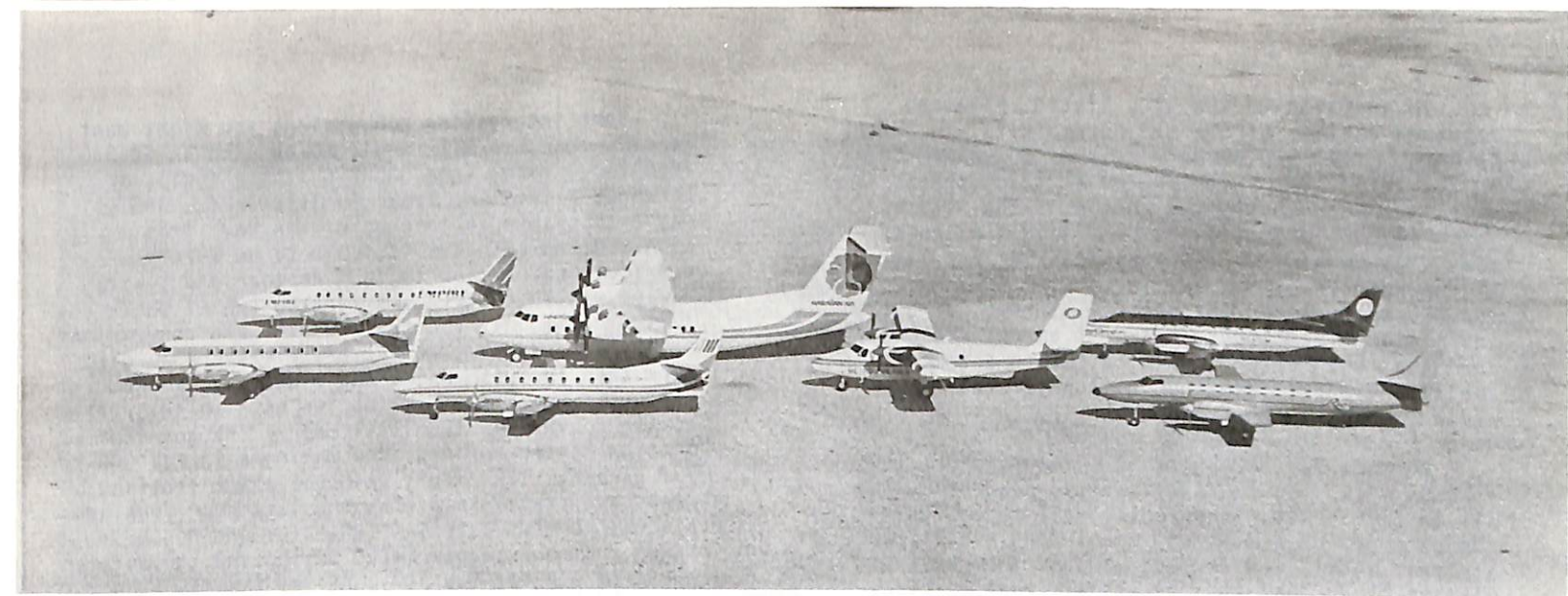
Fig. 1B

Figure 1B shows the apparent format change that I can identify as used on very early Boeing 737 aircraft and would therefore assume to be the last version of the One-Eleven card.

Dave Melton (thank you good friend!) provided me with an Allegheny BAC One-Eleven card that I wasn't aware existed: Form 1A1133015-1, 176-2249, Nove. 1974. This plastic card with blue and red ink actually showed the aft airstairs operation and is truly a welcome addition to my collection (fig. 2).

Also, Quebecair has recently purchased the "Just in case..." cards of Interaction for use on their BAC 1-11. It has a folding color layout with a solid blue cover and is noted as form QBT656-F82-02-83 (fig. 3).

Thanks again for your greatly appreciated assistance, Jack and Dave...couldn't do it without you!



THE MODEL SHOP

by
DAVE MINTON

Although the specific aircraft featured for this issue is the DHC-7, because there are relatively few kits of this aircraft available, I shall use this issue to cover more or less all commuters in a pretty general way, and then use the time to play catch up with some other things discusses in various past issues. On the matter of the commuter, I am going to play it pretty safe, and mention aircraft that are, or have been, commuter, but not regular trunk carriers. For ex-

ample, I am going to resolve the problem of whether or not a Convairliner or a F-27 are commuter aircraft by ignoring the whole thing! The only plane I will mention in the listing is the Dart Herald, which probably shouldn't be included, using my above criterion, but I am going to include it anyhow, since otherwise it will probably never get mentioned. And with that cravat in mind, listed below are those commuter kits known to me:

Airfix	1/72	BN Islander	Air Libya	5.00	-
Airfix	1/72	Heron	Shell	15.00	-
Airfix	1/72	Skyvan	Olympic	6.00	+
Airmodel	1/72	Fokker 614	n/a	10.00	+
Airtec	1/72	Shorts 330	windows	16.00	+
Airtec	1/72	DHC Twin Otter	Pilgrim	14.00	+
Airtec	1/48	Merlin	windows	15.00	+
Airtec	1/48	Metroliner	windows	15.00	+
ATP	1/144	DHC-7	??	??	?
Aurora	1/60	Beech 18	civil	15.00	-
Aurora	1/72	Skymaster	civil	6.00	-
Aurora	1/72	Aztec	civil	6.00	-
Aurora	1/62	Cessna 310	civil	10.00	-
Aurora	1/88	Beech Super 18	civil	10.00	-
Aurora	1/81	Aero Commander	civil	6.00	-
Boycraft	1/48	Seabee	civil	20.00	-
EKO	1/144	Republic Seabee	n/a	3.00	+
Frog	1/72	Dart Herald	MAF	20.00	-
Frog	1/72	Dart Herald	Jersey	25.00	-
Frog	1/72	Fairey Rotodyne	prototype	15.00	-
Hasegawa	1/72	Mu-2	civil	6.00	+
Heller	1/72	DH-89 Rapide		8.00	+
ID Models	1/72	HS-748	n/a	12.00	-
Matchbox	1/72	DO-28	Luftwaffe	6.00	+
Rareliners	1/144	Swearingen	Rio, Air Oregon	6.00	-
Rareplanes	1/72	Beech 18	n/a	7.00	+
Rareplanes	1/72	DH-89 Rapide	n/a	7.00	-
Revell	1/78	Fairey Rotodyne	prototype	15.00	-
Tamiya	1/100	Boeing Vertol	NY Airways	5.00	-
VEB	1/72	AN-2 Colt	Russian AF	7.00	+

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537AK1X

In addition to the kits listed, Kleeware reissued various of the old Aurora kits, including at least some, and perhaps all, of those mentioned in the above list. There were at least three different vacuumed-formed models of the Pilatus Turbo-Porter, probably the most famous of these came from Formaplane. The Airtec kits are all of expanded foam, and I will make a couple of further comments on this later. I have not built any of these particular kits. I am not reasonably sure that the Rapide should be called a commuter airliner either, even though it never really could go much further than a DHC-7.

And now for some general comments about the various kits. On the Airfix kits, since they are all in 1/72 scale, they really fall more under the category of a military model than a civil or airliner model, and in fact, all of them have at various times been issued with military markings. As a result of this type of modeling, they come with more interior details than most of us are used to, but they also have a much heavier and more detailed finish than most airliner modelers like. So, you will probably want to sand off all of the rivets and rescribe the panel lines. Do this step after priming the surface, but before the final painting. The Skyvan also is a slab sided kit, and suffers from the fact that it is difficult to keep all of the parts in alignment while you are constructing it. One way around this problem is to do only two sides at a time, allowing the joint to completely dry before attempting to glue the next one. Do not count on much help from the interior parts to support the alignment, they are provided more for decoration than structural support. On the VEB kit, the model comes with the rectangular windows of the later version, and if you want to do one of the more common variations, you will have to fill-in the windows and drill out new small round ones. One carrier which uses the plane with oblong windows is "Deutsche Lufthansa" now called Interflug, and of course Aeroflot has several of each type.



ABOVE: Boeing 737-300 conversion made from two MPC Boeing 737-200 kits, ATP -ecals. Model and photo by Bill Moore.

Some interesting conversions you might want to try: Use two kits and come up with an SD-330 from the Skyvan, (the Short Brothers did!); or howabout a Trisland from two Islanders. And it may be possible to come up with a Dove from a single Heron kit, but it looks to be a very difficult conversion to me. Another one I have always wanted to try--a S-61 from two of the Seaking kits. If you try any of these conversions, or any others for that matter, please be sure to send them in, with notes and pictures for our readers. Speaking of which, we have an interesting conversion from Bill Moore. He got the jump on Boeing and finished making a series 300 737 already. He didn't note the exact sections used, but stated that with the left over fuselage pieces, he made a series 100. The engines were taken from a Hasegawa 1/200 DC-10, and the decals are from ATP for the 727. All of the flying surfaces have to be extended a bit, but also note that in production, the wing tips will look different from those pictured on the model. All in all, a nifty little conversion.

In case you are having trouble coming up with US carriers, past or present, for some of airlines that were commuters, let me make a couple of suggestions: Pilatus-Air America, Weing; HS748-Air Illinois; Heron-Baja Cortez, Swift Air; Islander-STOL, Harbor, Northern Airlines, Tradewinds; Shorts-Command, Golden West, Summit; DHC-7-Allegheny, Rocky Mountain. And, of course, there are a large number of foreign carriers which use all of these aircraft.

Although I have not built any of the Airtec commuter carriers, I have built several other of their medium, which is expanded foam, and would like to make the following two comments about the construction. First, sand the model down, even if it is primed, and punch out any of the air bubbles which may appear on the surface. Fill these with putty and sand smooth. Then sand and wash the entire model carefully and completely to rid all residue of the model mold release. Nothing will stick to that stuff, especially paint. And second, I find that regular five minute epoxy is about the best for assembling and gluing the parts.

The new DC-9-80, which I guess we now call the MD-80, if the new ads mean anything, is a pretty nice model, once assembled, although it does have fairly heavy trailing edges and the surface detail is a bit weak. One plus, the nose is so long that you do not have to weight it for the model to sit properly on the nose wheel. You will have to take the landing gear and flap fairings from another DC-9 kit, like MPC. Although it gets a bit expensive, considering that you will also have to buy the decals separately, or take them from some other kit, the overall result is pleasing, and it is an easy way to add an interesting model to your collection. It is also not that much more expensive than converting, which would take two 1/144 kits, and one 1/120, such as the old Revell or the newer Heller kits, and a lot of time and putty. There is also available from AAA Models, a vacuumed formed kit, which looks pretty accurate except for the wing tips, not too hard to make



ABOVE: Here we have a beautiful photo of an Hawaiian Airlines Dash 7, N929HA, c/n 40. DHC photo.

BELOW: Here is another photo of a beautiful Hawaiian Airlines Dash 7. Only this time it is a model that is soon to be released by ATP. Mico-Scale decals were used on this beauty. ATP, Inc. photo.



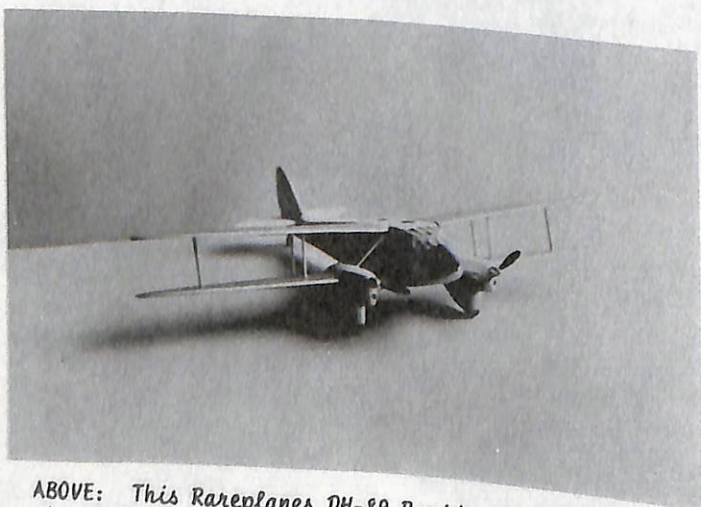


ABOVE: Airtec MD-80 with Rareliners decals. Model and photo by ATP, Inc.

good. And Alan Hess has a filled resin conversion, again pretty expensive, but very nice. You can order this directly from Alan Hess at the address provided in the ATP catalog.

On the new goodies front, the latest issue of Gate 66 covers most of the recent stuff and much of the announced stuff, and all of it looks very interesting. Bob Keller always keeps good track of that kind of material, like the release of a 1/200 Boeing 727-100 in Air Viet-Nam colors. In the event, these last couple of issues covering the new material have been particularly good because of all of the announcements which come at the end of the year. And he has been running a couple of good sales as well!

ATP, Inc. has released some new decals, and announced others. Newly released are: door (gray) and window (silver) outlines, with windows for the 1/144 A-300, 757 and 767 and the same sheets in 1/200 for the 767 and A-300. Besides being up to the usual high standards we have become accustomed to from ATP, they also have the company logos located on the sheet, which is a real bonus, and will serve to make modeling those aircraft that much easier.



ABOVE: This Rareplanes DH-89 Rapide was marked in the early British European Airways markings using Micro-Scale RR decals. Although BEA is not generally thought a commuter carrier, with the DH-89, they couldn't have been much else! Model/photo Dave Minton.

Newly announced sheets are, in 1/144: PAA for the L-1011, DC-10 and 747SP; Piedmont 727/737; and Bahamasair 737. In addition, the Bahamasair sheet is to be printed in 1/200. This sheet looks particularly interesting, because the entire fuselage and vertical tail are printed as one piece. And if you are familiar with the "wrap-around" scheme on the Bahamasair aircraft, you will realize that this will make for an interesting job to put on the model. But once in place, the results should be very pleasing. Also announced, but not yet available, is the DHC-7, which should be ready sometime next year. This will be a vacuumed-formed kit like the one in the picture, and shouldn't be very hard to construct. The decals on this particular model came from the Micro-Scale sheet for the DC-9. And finally, you can expect a new book on airliner modeling from Kalmbach sometime about the middle of the year. This book will cover and illustrate many techniques for construction, painting, and decaling model airliners.

And a final note on the model contest, to be held during the convention in St. Louis this summer, the categories for the contest will be as follows:

SCALE	CATEGORY
ANY	Junior (age 13 and under)
ANY	Conversion/vacuumed-formed
ANY	Decal conversion only
ANY	Out-of-box
ANY	Flights of fancy
1/83 or larger	Prop/jet
1/109 or smaller	Prop
1/109 or smaller	Jet
1/108-1/84	Prop
1/108-1/84	Jet

The idea behind making up these categories is to make possible the best competition between the categories, so please consider this list dynamic, at least until the next issue, and if you have any ideas, do not hesitate to send them to me. There will be first, second, and third in each category. In addition, there will probably be four "best of..." categories: Best of Show, Best detail model, Best ticket counter model, Best theme model. The theme, of course, St. Louis aviation.

Any one can enter any model in any category, but, as usual, the judges will have the final say. But, for example, anyone could enter a vacuumed-formed kit in a regular category, such as 1/108-1/84, or they could instead enter in the conversion/vacuumed-formed kit category. Anyhow, send in your thoughts, and we will try to consider all of them by the next issue. Please remember, if you expect an answer via the mail, send a SASE.

Until next time--happy modeling.

Wings & Things

by

DICK KORAN

When we speak of the commuter air carriers in today's skies we must also remember the small, non-scheduled carriers during the late 1940s and 50s who were termed "Air Taxis." These "small" carriers have grown within the nation's air transportation system, many by leaps and bounds, to play significant air service roles for the outlying communities to associated hub airports. The regional and commuter industry evolved from these forerunners in the United States as well as elsewhere in the world. Growth in the United States has been phenomenal but elsewhere it has been slowed somewhat due to the constraints of inter-regional factors and the bureaucratic entanglements.

Born, too, were the badges and insignia that this column is dedicated to. More than 400 scheduled commuter and third level passenger and cargo carriers are operating throughout the world and that means a lot of wings and other related "things" for the collector.

With this issue of the LOG, I have attempted to display a number of commuter wings from the early days as well as a few from the present. I would guess that most readers would prefer more photographs and associated information than for me to ramble on and on in the column. However, some comments are still in order. Through the years many of these wings have been relatively easy to acquire, but as many of us know all too well, that is not necessarily the case today. Many commuters are small enough that they do not even wear a wing much less a uniform--usually a white shirt with epulets suffices. Then there are the carriers who will make their wing available to us, some for free and some for a price. And, you can't blame those who charge--there are more and more collectors trying to get those wings! Prices vary from as little as \$10 to as much as \$40! Quite a big "bite" for the average collector.

Some of the older pieces in my collection deserve special attention. One is Air Wisconsin's first wing, a sterling silver wing with the center shield made over to display the ever-present "AW." This wing, from their first Chief Pilot, John Dettl, is one of the first six made for the company and as such is quite unique. The group of three Executive Airlines wings are also fine examples--The National Executive Flight Service wing dates from 1959 and, in 1961, the commuter became Executive Airlines (the second type wing).



AIR WISCONSIN, one of the original six wings made for the new commuter. A sterling Air Force wing made over with a center shield and letters "AW."



NATIONAL EXECUTIVE FLIGHT SERVICE, founded by Joseph Whitney in 1959 as NEFS with a subsidiary in Sarasota, Florida. This is the first type of wing as mentioned in the article. Wing is gold with blue/white enamel.



EXECUTIVE AIRLINES wing used during 1961 and the second type used as mentioned in the article. Wing is gold with blue and white enamel work.



EXECUTIVE AIRLINES wing and the third type of wing used. This wing was adopted in 1969 and issued in 1970 just before the carrier was absorbed into the Air New England system. Wing is gold with blue and gold in the logo.

The third wing was adopted in 1969, still as Executive Airlines, but a different logo, and was issued in 1970. The first two wings were given to me by Captain Robert F. Chatfield-Taylor. Later, Executive became part of Air New England.

An interesting story goes with the Rio wings. Seems that Type 1 wing is considered to be the "pre-strike" wing and Type 2 the "post-strike" wing. According to what I've been told by a former Rio pilot now with American, early in 1976 the Rio pilots formed a union which didn't bode well with the management folks and when all 45 to 50 pilots went on strike for better conditions and benefits, etc., they were all fired. Within five days the new Rio (sound familiar?) was formed and began flight operations wearing new insignia! Short but sweet!



RIO AIRWAYS, leading Texas-based commuter. First formed in 1967, RIO is located now in northern Texas with a traffic hub at DFW. This wing is the "pre-strike" version and is a gold badge.



RIO AIRWAYS wing, which is gold colored, and is the "post-strike" version and utilizes a logo that also appears on all their aircraft.

One early pilot wing I've not included with this issue (and I don't know why except that I forgot to photograph it) is that of P A T-- Peninsula Air Transport. According to Captain Lynn Willer, American Airlines DFW, PAT was one of many Miami-based non-scheds started in the late 1940s. Their airplanes consisted of three C-46s, two DC-4s and one DC-3. The uniform was regulation U.S. Navy complete with gold stripes and the company "wing" was a sew-on gold bullion wing with a removeable enamel center logo device done in light blue and white with gold letters "PAT". This uniform was used by many of the Florida non-scheds, according to Willer, and if you changed jobs with those airlines all you had to do was take off the "old" enamel logo and replace it with the "new" and still keep the same uniform!

Anyway, PAT went broke in 1955 after a DC-4 crashed on take-off from Boeing Field in Seattle. The prop on #3 engine was rigged backwards and went into flat pitch and a DC-4 just won't fly in that configuration, Willer said. Twenty-two people were killed in the accident. The last Willer heard of the owners, Roy and H.B. Robinson, they were in jail in Honduras for smuggling!

Aside from commuters, I recently heard from WAHC member George Homola, Jr., of Strongsville, Ohio with regard to the Mohawk issue. George has two examples of Mohawk pilot wings, both silver wire on black felt variations different from those presented in the last issue. Both are quite nice and include one made in France. Perhaps George will let me borrow them so that I can photograph them for the next issue along with the PAT wing. I know that all of you would be interested in seeing these items.

I am also including two other wings as I am quite proud of these additions. They are two early 1940s Pan American wings: PAA Ferries and PAA Africa! I had the PAA Ferries in my display at the Washington convention and the PAA Africa was just recently acquired and I want to share them with you. Both wings represent divisions formed by Juan Trippe to perform war-time operations. Pilots in the Ferries operation eventually flew lend-lease airplanes to the war



PAA FERRIES, INC. formed in early 1941-42 by Juan Trippe to fly lend-lease aircraft. Most all of the flights originated in Miami where this wing was found at a flea market. It is a gold wing with the blue/gold enamel logo.

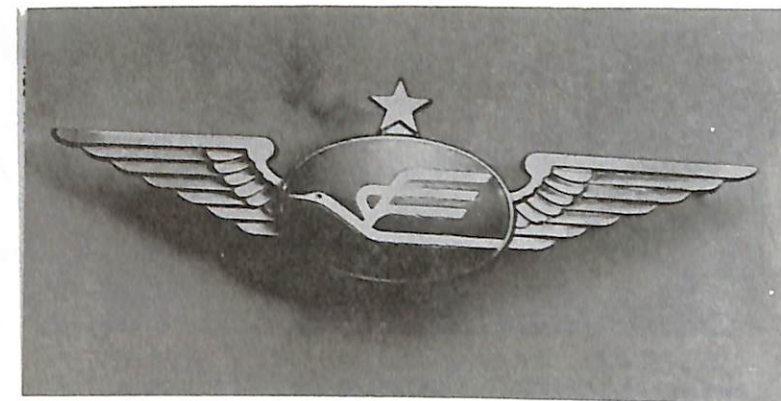


PAA AFRICA, was formed in early 1941-42 by Juan Trippe to fly supplies to British troops in North Africa. Some information shows that this division was also called AFRICA-ORIENT. The wing is gold with blue enamel logo and "Africa" bar.

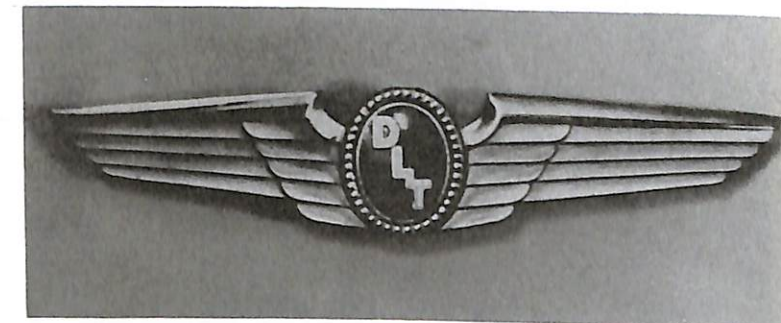
zones via South America and Africa. The Africa division fellows were formed up to fly supplies into North Africa early during the war. Winston Churchill had asked to talk with Trippe about this kind of support and he was more than happy to oblige as he really had air routes through Africa in mind for after the war! The only other Africa wing I've seen was done in bullion and is in a collection in the Phoenix area. Both of the wings are gold PAA wings with the blue and gold logo. The "Africa" bar, in blue enamel, was added above the PAA logo.

In a recent letter, retired Pan American Captain Bill Masland (Washington convention banquet speaker) commented on the PAA Africa with, "I know little other than the mess it made for me after the war when the pilots from these operations claimed seniority on the Pan Am roster. They claimed that Frank Hankins, who had much to do with setting up the operation, had promised seniority to them." As a point of interest to wing collectors, Masland's remarks on the Pan Am logo are also worth repeating. He remarked, "As you know, it started out with a map centered on everything south of the Rio Grande, as was appropriate to the name, Pan American. As Mr. Trippe's ambitions grew, so did the logo! Putting North and South America, Europe, Africa, China and the Pacific along with Australia, all on one flat surface, was as impossible as putting a chameleon on a Scotch plaid and telling him to conform. I was once co-opted to a Traffic Conference. At one point during the week some poor draftsman took the floor and told of his efforts to achieve this impossibility. A sphere with nothing on it but Latitude and Longitude lines formed the final and only possible solution." Many thanks, again, to Captain Masland for his great comments.

I would like to take this opportunity to thank you for your letters and comments--keep'em coming--send pictures of your wings and things and we will try to include them in future LOG columns. Until next issue, keep the Blue side up!



PRINAIR, the leading commuter air carrier in the Caribbean, operating from San Juan Int'l Airport. Prinair was formerly known as Ponce Air. The wing is gold with a deep blue enamel logo that utilizes a gold "bird" design.



DLT is a German Commuter Airlines based at Frankfurt am Main with a growing commuter schedule. The wing is a heavy gold finish item with a red enamel center and white letters.



COMMUTER AIRLINES, founded at Sioux City, Iowa and flew routes including Chicago, Detroit and Springfield. The wing is silver with a red/white/light blue logo. The "arrow" is red.



AIR NORTH, started in service as Northern Airways in 1956. Scheduled passenger service began in 1967 and they became Air North in 1970. The wing is all silver.



TAG AIRLINES, formerly Taxi Air Group, operated one route between Lakefront Airport, Cleveland, and City Airport, Detroit. TAG was started in 1957 and operated until 1970. The wing is gold with blue enamel letters.



CALIFORNIA AMPHIBIOUS TRANSPORT-CAT, regular and charter seaplane service from Long Beach to Avalon on Catalina Island, flying Grumman Marrard airplanes. The wing is Sterling and has small Catalina "logo" with Avalon denoted thereon.



AIR METRO AIRLINES, a commuter based at Traverse City, Michigan and also Detroit's Metro Airport. AM was in operation from September 1975 until July 1976--not long lived! The wing is silver with light blue/gold enamel in center logo.



HUB AIRLINES, in operation during 1966, with a base in Ft. Wayne, Indiana and a route to Chicago. They flew Beech 99s, an airplane designed and built specifically for the commuter market. These HUB wings are silver with red and blue enamel.

Aviation Art Museum

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In the mid-1970s, the Aviation Art Museum produced a series of charcoal pencil drawings of 24 United Airlines Aircraft. From the early Boeing 40 and Swallow to the now wide body jets. The aircraft were drawn by aviation artist Mr. Ken Fox.

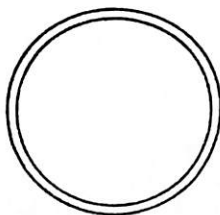
The Museum has now discontinued the drawings and is making the balance of the prints available to anyone at a 75% savings. All remaining prints will be sold for \$1.00 each in any quantities of your choice, plus \$2.00 postage direct from the warehouse to you.

Prints are 16" x 20" with pre-mat border, titled in set numbers. All prints will be sold on a first to order basis. If a drawing is not available you will be sent a prompt and full refund.

(Editor's note: These prints were offered once before through the LOG. I recommend that you take advantage of this offer. The drawings are SUPER. Write to the address above and request the sales list and their list of all aircraft they have in stock. You won't be disappointed.)

TO THE POINT

Hold This Circle
Close
To Your Face
And
Blow On It . . .



- IF IT TURNS GREEN call your physician.
- IF IT TURNS BROWN see your dentist.
- IF IT TURNS PURPLE see your psychiatrist.
- IF IT TURNS RED see your banker.
- IF IT TURNS BLACK see your lawyer and make a will.
- IF IT REMAINS THE SAME COLOR you are in good health, and there is no reason on earth why you shouldn't be recruiting new members.

Around the World of Airline Schedules

By George Cearley

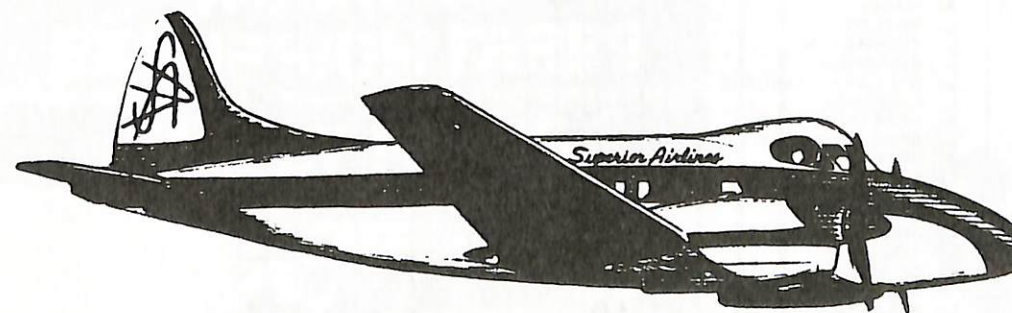
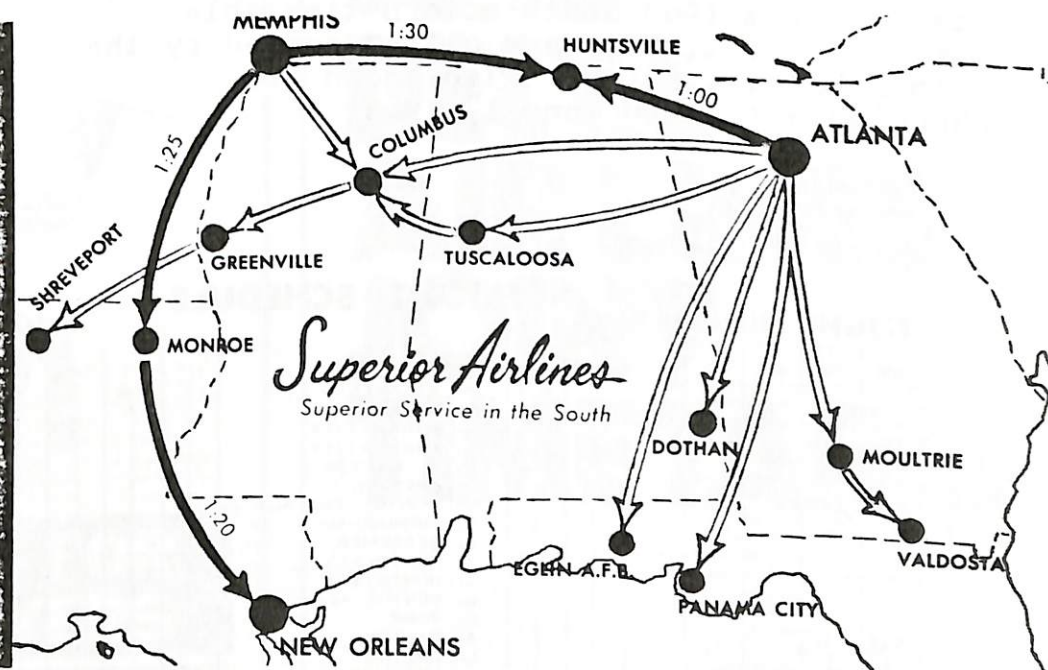


The schedule article this issue is devoted to various U.S. commuter carriers, and America's first commercial jetliner, the Boeing 707.

Superior Airlines
Route System

Present Service (Solid Arrows)
Future Service (Open Arrows)
Time Enroute 1:00

Ticket Offices:
Atlanta—PO 6-7871—TWX AT 631
Huntsville—JE 9-0475—TWX HTVL 8586
Memphis—WH 6-5966—TWX ME 287
Monroe—FA 5-7649—TWX MB 8748
New Orleans



Route map, DeHavilland Dove, and schedules effective June 11, 1961, of Superior Airlines. The carrier was based at Atlanta, although at this time it had no service to and from the Georgia city.

NORTHBOUND—SOUTHBOUND				
Flight No.	New Orleans Lv.	Monroe		Memphis Ar.
		Ar.	Lv.	
652 s **	7:00 A	8:25 A	8:35 A	10:00 A
654 c/s	11:00 A	12:25 P	12:35 P	2:00 P
666 c/s	5:45 P	7:05 P		
Flight No.	Memphis Lv.	Monroe		New Orleans Ar.
		Ar.	Lv.	
661 s			7:10 A	8:35 A
653 c	11:00 A	12:30 P	3:15 P	4:40 P
663 c			5:40 P	7:00 P
655 c *	4:00 P	5:30 P		

* Except Saturday ** Except Sunday
All Schedules in Local Time

FARES ONE WAY Plus 10% Tax	RESERVATIONS New Orleans 721-6241
Memphis-Monroe . \$17.40	Monroe . FA 5-7649
Monroe-New Orleans 17.40	Memphis . WH 8-1674

A-A.M. P-P.M. Champagne Service s-Snack Service

This fall marks the 25th anniversary of scheduled commercial service with the Boeing 707, and included below and on the following pages is a look back at some of the early inaugural flights by several airlines.

It was on August 30, 1952, that Boeing announced a sixteen million dollar privately financed project to build a prototype of a passenger jet. The prototype jet transport was developed and intended solely to be a test plane and demonstrator. Known as the 367-80 or "Dash Eighty", it was first flown July 15, 1954. The first production model 707, a 707-121, built for Pan American World Airways, was not flown until three years later -- on December 20, 1957. The aircraft was N708PA, a 707-121. Provisional certification was given to the 707 on August 15, 1958, and that same month Pan American began experimental cargo flights between New York and San Juan with N709PA, Clipper America, a 707-121. This plane was lost at Elkton, Md., on December 8, 1963. A pre-inaugural and preview flight was made on October 16, 1958,

from New York to Brussels, with N710PA, Clipper America. The first scheduled passenger flight was October 26, 1958, with 707-121 N711PA, also Clipper America, commanded by Capt. Samuel H. Miller and carrying 111 passengers, from New York International Airport at Idlewild to Paris LeBourget Airport. 707-121's were operated on all flights and, although built for domestic service, allowed PA to become competitive in the transatlantic market. BOAC had begun its own jet service across the Atlantic with the DeHavilland Comet IV, G-APDC, a month earlier on October 4, 1958, between New York and London Heathrow. The Pan American 707-121 designed for domestic operation had a lower fuel capacity and a lesser range than the 707-320, a transcontinental version which would not be available to enter service until fall, 1959. Because of this, on west-bound flights with the plane encountering a headwind, a fuel stop was often required at such points as Gander, Newfoundland, or Keflavik, Iceland.

National Airlines was the second carrier to operate the Boeing 707 and was the first U.S. carrier to operate flights within the continental U.S.A. 707-121's leased from Pan American began service between New York and Miami on December 10, 1958. These 707's were used during winter 1958-59 and 1959-60, but not summer 1959.

JET SCHEDULES—NEW YORK—MIAMI

Boeing 707	Boeing 707	<i>Jetstar</i>		Boeing 707	Boeing 707
1	3	READ DOWN	READ UP	2	4
AM	PM	Lv NEW YORK (International).....(EST) Ar		PM	PM
9 30	2 00			4 15	8 45
↓	↓			↑	↑
11 45	4 15	Ar MIAMI.....(EST) Lv		2 00	6 30
AM	PM			PM	PM
*	**			*	**

* Effective December 10, 1958
** Effective December 18, 1958

PAN AMERICAN WORLD AIRWAYS, INC.—PAA OCTOBER 26—NOVEMBER 30, 1958

Hours from G.M.T.	EASTBOUND	CLASS → FLIGHT NO. → AIRCRAFT → FREQUENCY →	DE LUXE, FIRST, TOURIST AND ECONOMY CLASS SERVICES																
			DE 114 JET S			FTE 154	FTE 152	FTE 150	FE 12	FE 2	FE 10	FE 4	FE 14	FE 6	FE 8				
			SU	WE	MO FR	TU TH SA	MO FR	TU TH SA	SU	MO	TU	WE	TH	FR	SA				
-6	CHICAGO+ (O'Hare)	Lv An	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-5	DETROIT+ (W. Maj)	Lv An	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-5	PHILADELPHIA+ (A)	Lv An	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-5	NEW YORK+ (Int'l)	Lv An	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-5	BOSTON+	Lv An	19 00	19 00	19 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	SHANNON	Lv An	"THE PRESIDENT SPECIAL"			14 30	14 30	16 30	13 00	12 00	13 00	13 00	12 00	13 00	13 00	15 15	15 15	16 00	16 00
0	GLASGOW	Lv An	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	LONDON (L. A. N.)	Lv An	-	-	-	-	-	-	MO	5 25	5 00	5 45	5 00	5 45	5 00	5 45	-	-	-
+1	BRUSSELS	Lv An	-	-	-	-	-	-	-	WE	7 25	7 05	7 25	7 05	7 25	7 05	7 05	7 05	SU
+1	AMSTERDAM	Lv An	-	-	-	-	-	-	-	FR	7 25	7 05	7 25	7 05	7 25	7 05	7 05	7 05	7 05
+1	DUSSELDORF	Lv An	-	-	-	-	-	-	-	SA	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00
+1	FRANKFURT	Lv An	-	-	-	-	-	-	-	-	11 20	12 00	11 20	12 00	11 20	12 00	11 20	12 00	-
+1	MUNICH	Lv An	-	-	-	-	-	-	-	-	11 40	12 30	11 40	12 30	11 40	12 30	11 40	12 30	11 40
+1	VIENNA (Schwechat)	Lv An	-	-	-	-	-	-	-	-	13 15	13 25	13 15	13 25	13 15	13 25	13 15	13 25	13 15
+1	PARIS (Le Bourget Airport)	Lv An	-	-	-	-	-	-	-	-	13 15	14 16	13 15	14 16	13 15	14 16	13 15	14 16	13 15

American Airlines became the second airline to offer 707 service within the U.S.A., although it had been the first domestic carrier to order the 707. American also became the first carrier to operate its own (rather than leased) jets in domestic operation. The first service was inaugurated January 25, 1959, with "707 Jet Flagship" Flight 2 from Los Angeles to New York, a 707-123 with Capt. Chas. A. Macatee at the controls. One daily round trip was operated. Three weeks later on February 15, 1959, a second daily round trip was added. This later service was discussed in the book, Boeing 707, by Martin Caidin.



TABLE 1

		Mercury service (PT) +B-707 2	The Mercury DC-7 702	The Mercury DC-7 702	The Mercury DC-7 710
Los Angeles (Int'l. Airport)	PST Lv	am A:8.45 EH. 1/25	am AL:900 Disc. 1/25	am AL:915 EH. 1/25	am L:9.30
New York (Newark)	EST Ar	-	-	-	-
New York (Int'l. Airport)	" Ar	L:4.15	7.20	7.35	D9.55
New York (LaGuardia)	EST Ar	-	-	-	-
		pm NON-STOP	pm NON-STOP	pm NON-STOP	pm Via Dallas



Between NEW YORK and SAN FRANCISCO

FLIGHT NO.	Leave SAN FRANCISCO	Arrive NEW YORK	Stops	Aircraft	Service Features
42	9 00 AM	Internat'l 5 00 PM	NON STOP	BOEING 707	JET
46	2 45 PM	Internat'l 10 45 PM	NON STOP	BOEING 707	JET
44	10 55 PM	Internat'l 6 55 AM	NON STOP	BOEING 707	JET

The third U.S. domestic 707 operator was Trans World Airlines. Service began with a 707-131, operating as Flight 46 from San Francisco to New York (Idlewild) with Captain Gordon Granger as pilot.

The date of inauguration of service was March 20, 1959.

The Slide Collector

BY

GEORGE W. HAMLIN

This issue we have a new listing from South America, as well as address changes for two other slide services. If you know of anyone selling slides that we have not previously mentioned, please drop us a line and let us know.

From Brasil comes a list containing a variety of airlines from that country, as well as Colombia, Chile, Bolivia, Argentina, etc. The material being offered ranges from DC-3s/C-46s to the big jets. Although smaller types and obscure carriers are favored, as opposed to majors such as Varig, Aerolíneas Argentinas, etc. A listing of these original Kokachromes is available from:

Alberto P. Fortner
Rua Capina, 225-Cidade Jardim
CEP 05601-Sao Paulo, Brasil

Udo Schaefer's slide service, formerly IAG, has both a new name and address, as shown below:

Udo Schaefer-Verlag
Wohnpark 6
D-5010 Bergheim 14/AHE
West Germany

Finally, Choice Aviation Fotos (CAF) of Australia has moved. Their new address is:

Choice Aviation Fotos
P.O. Box 67
Mulgrave North
Victoria 3170 Australia

Imperial's Fleet

Long-time member Richard Bell has provided us with an interesting set of slides showing the diversity inherent in what is a fairly small fleet, and in one particular type of aircraft in that fleet as well.

California-based Imperial Airlines operates a number of Embraer Bandeirantes, or "Bandits" as they are referred to frequently, as well as a Shorts 360, a recent acquisition. The Bandits display a number of different color schemes, as pictured here, stemming from their previous usage by a variety of other air carriers. The aircraft shown have flown for, among other, Royale, Wyoming Airlines, Silver State, Air Nebraska, Mountain West, Cascade and Aeromech prior to being operated by Imperial.

We thank Richard for recording this nice selection of paint schemes, as well as for sharing them with us. If you know of similar circumstances, that is, large carrier or small, current or past, please consider providing material so that we can use it in a future column.

Vintage Material

At this point, we would like to introduce what we hope will become a regular feature. Beginning with this issue, we are going to try to illustrate the "vintage" operations at a particular airport, or, possibly, of one carrier at a particular time. Since we need to establish some sort of ground rules about the time frame, we have set, arbitrarily, ten or more years ago as the standard.

In order to make this a success, however, we will need a good degree of help from the membership. If you would like to participate, please consider putting together a group of slides for our consideration, either by providing them on a loan basis (all will be taken care of and returned) or, better yet, by sending us prints (3½ x 5 glosses are fine), so that you do not have to send the slides themselves. A group of six to ten on a single subject (airport or carrier) would be fine, but don't hesitate to send a smaller or larger group if the situation warrants.

To commence this effort, we have the opportunity to view some early 1960s action at Atlanta's old terminal facility, thanks to Clarence Cade, who graciously provided this interesting material. Needless to say, quite a few changes have taken place since these were shot!

Oldies

First off, how old is "old" anyway? In the discussions with a number of other slide collectors, the question of what constitutes "older" material surfaces from time to time. Naturally, one's view of this is relative, dating in many cases to an individual's first involvement in airline slide collecting.

While the bulk of the membership probably would agree that material from the 1950s or even early 1960s deserves the appellation "old" (with implications of "classic"), there also seems to be substantial interest in the late 1960s and early 1970s. We would be interested to know what you



No. 1



No. 2



No. 3



No. 4



No. 5

No. 1

N107CA reveals its ex-Cascade heritage via the blue and green stripes on the white fuselage. (All Imperial photos by Richard Bell taken at San Diego.)

No. 2

This "Bandit" N901A has served only with Imperial.

No. 3

The scheme on N102WJ--a veteran of four previous airlines--is slightly different, with the registration in yellow rather than black.

No. 4

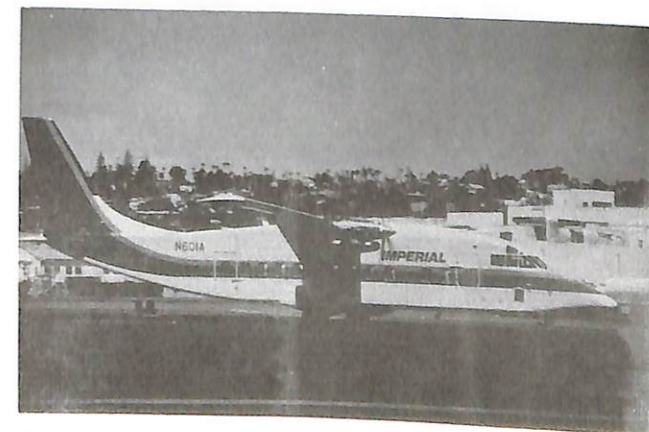
N127JM sports a bold, almost zebra-like livery.

No. 5

With the Aeromech logo on the tail, it's not hard to guess where this aircraft came from!

No. 6

In addition to Bandeirantes, Imperial also operates this new Shorts 360, N601A.



No. 6



No. 1



No. 5



No. 2



No. 3



No. 4

No. 1

Two "classics" side by side in this Clarence Cade photo; A Capital Viscount and a Delta "Golden Crown" DC-7.

No. 2

This photo was taken a year or so later, after United had taken over Capital, acquiring the distinctive Viscounts in the process. Cade photo.

No. 3

Here we see a Delta DC-8-10 in the original delivery paint scheme passing a newer DC-8-50. Cade photo.

No. 4

Lots of Eastern "Golden Falcons" in this gate area photo. Cade photo.

No. 5

Long before their days on the Shuttle, Eastern's Electras were first line equipment throughout the carriers system. Four congregate here during a connecting complex. Cade photo.

No. 6

A far cry from TWA's final DC-9 service to Atlanta, a classy "Super G" Constellation pulls up to the gate. Cade photo.



No. 6

think, so that we can try to provide material which is of maximum interest to all. If, for example, the early 1970s are well covered in members collections, we will try to concentrate on earlier slides. Let us know your interests and desires.

Contributors

Finally, another word of thanks to those who have taken the trouble to participate by sending photos from their collections. While we can't use everything which we receive, we do enjoy hearing from you and appreciate your contributions, which add variety to our photo selection. We hope that the holidays were enjoyable for all, and that 1984 will be a rewarding year, slide collecting and otherwise.

Boeing's Vertol or rotary wing division has its own chapter in this important book. Also included is a chapter, called "The Other Boeing" which describes Boeing's hydrofoil development in both military and civilian uses.

Boeing Aerospace is covered from its beginning in 1945 and the GAPA or Ground to Air Pilotless Aircraft to the AEM-2 spacecraft.

Finally the new era 757, 767 and a chart of owners/operators of Boeing Jetliners covering commercial, government and noncommercial programs is provided. Best of all there are pictures, pictures and more pictures. This book is truly worth buying and placing in aviation library.

This book is available from Historic Aviation and can be obtained by calling them at 1-800-225-5575. Also it should be hitting your local book store. Look it over and I am sure you will take it home with you.

FROM THE BOOK SHELF

by

Marion Pyles

Boeing, Planemaker to the World, by Robert Redding and Bill Yenne, published by Crescent Books and distributed by Crown Publishers, Inc. 256 pages-illustrated in color and black and white.

The reader goes with Bill Boeing as he takes his first airplane ride with Terah Maroney in 1914 from the shores of Lake Union to the Space Shuttle program. The first International airmail flight to take off from the United States was a Boeing airplane, and you go along for all the thrills and excitement of a first flight into history.

The book contains tons of pictures, both of older aircraft and all the newer types. There are also a lot of BIG pictures that cover both pages, and there in color as well. (Please pay particular attention to the pictures on pages 162-163, 166-167, 170-171 and 178-179 as well. Also note the page 42 left, 91 top, 111 top, 166 bottom and 167 top.) The Editors have done an excellent job of picking the best photos possible to illustrate this most interesting book on the history of this super Company.

In addition to pictures, there are specification charts on all Boeing aircraft, production close-up charts of Boeing military aircraft from 1937-46 and Boeing postwar military aircraft from the Model 345(B-50) to the Model 953 (YC-14). Other close-ups include the B-17, B-29, B-47 and the B-52.

One section describes the war years and the development of the XB-1, or Experimental Bomber Long Range, No. 1. Other sections, of more interest to members of the World Airline Hobby Club, contain information on the development of the 707, the 747 and the current "new kids on the block" the 757 and 767. Lots of nice photos in all the articles.

REPUBLIC MEMORABILIA

Club member Terry Love has available a number of Republic Airlines REAC catalogs that he will send you on request. This catalog contains many items displaying the Republic logo. Hats, T-shirts, sweat shirts and shorts, bags of all kinds and other items. Write to Terry at 9415 West 178th St., Lakeville, MN 55044. Please send along a 20¢ stamp or a SASE.

AIR PIX

The new AIR PIX catalog of fine photographs has been mailed to all U.S. WAHC members who indicated Class A as an interest on their membership forms. If you live outside the U.S. and a member of WAHC, and would like to receive our 121 page catalog FREE, just drop a line to us at the address below.

We would have liked to mail all WAHC members a free catalog, but due to postal costs it was not a practical step to take. If you are a new member of WAHC or someone with a renewed interest in slides and photographs, drop us a line and we will be happy to send you a FREE catalog.

AIR PIX offers the world's largest collection of all aircraft types to the collector at prices they can afford. Prices start at 60 cents for dupe slides to \$14.00 for an 11 x 16 frameable enlargement. Top Quality--a trademark!

AIR PIX

P.O. Box 75034

Cincinnati, OH 45275

Post Card Corner

by
PETER BLACK

The past few months have seen a number of new and interesting post cards, but most of these have been from independent producers, and not from the airlines. The few new airline issues include a TAP-Air Portugal 747, a British Caledonian DC-10 on the ground with a truck also in the picture, a Ghana Airways DC-10, a VIASA DC-10, and an Air Atlantique DC-3.

Michel Moskal Post Cards has just released a Peoplexpress 727, Zaire Aero Service 707, Transjet 727, Lufthansa 737 in a silver color scheme, Saudia 727, Air Spain DC-8, Viasa DC-8-63 and Garuda DC-10. AeroPrint of Sweden has a new Wideroe Dash 7, (our featured aircraft this issue), Finnair DC-9-80, and a Linjeflyg F-28 in a new color scheme. From New Zealand, Fourcolour has three new cards, all 747s; Garuda, Malaysian and Pan Am Cargo. An anonymous German printer has produced an Air Jamaica A-300, Air Guinee 707 and First Air (Canada) HS-748. APC Publications has produced a nice Philippine Air Lines DC-8-63, which I believe to be the first of a PAL stretch 8. Aviation Color Photo has a new EL AL 737, and the Executive Aircraft Historians group has done a card of an Air North Gulfstream 1C. From International Airline World Publishing we have a Frontier 737, USAir DC-9-30 in silver color scheme, an Air Wisconsin BAe 146, and a Delta C-46. Finally, Aviation World has eight new cards: Air Force One, Braniff 727QC in pale blue, Federal Express 727-200F, Air National 747, Peoplexpress 747, Central CV-240, Braniff DC-8-62 in the final brown color scheme, and a Delta DC-9-32.

New airport cards with airplanes in the scene come from Bradley Field (Hartford, CT) with a TWA 727-200 and an Empire F-28, Saipan with a Japan Air Lines DC-8 and an Air Micronesia 727, and New York-JFK with an Iberia 747 and a Delta L-1011.

Not too many cards have been issued with the Dash 7 illustrated on them. Past issues of the LOG have shown Air Niguni's beautiful air shot over a jungle, and Ramsome's over Manhattan Island. In addition, there have been three of Tyrolean's, and one of Rocky Mountain, Wardair Canada, Brymon, and two of Allegheny Commuter, and one of an ANHSA of Honduras.

Last minute news: Manche Post Cards of Brazil has just released a SAETA Ecuador Caravelle, A Crezeiro Caravelle in 1972 colors and an Aires Bandeirante. Also, a beautiful card of a UTA 747-300 has just been printed by Editions PI in France, and should be available soon.

That's it for this issue. If some stories we have heard pan out, our next issue should bear news of a lot of new and interesting post cards. Seasons greetings, and happy collecting.



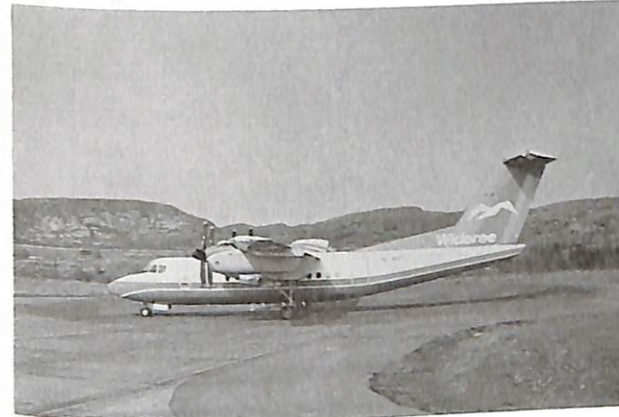
Air National Boeing 747 published by Aviation World.



SAETA-Ecuador SE-210 Caravelle by Manche Postcards.



Cathay Pacific Electra published by APC of England.



Wideroes Dash 7 published by AeroPrint of Sweden.



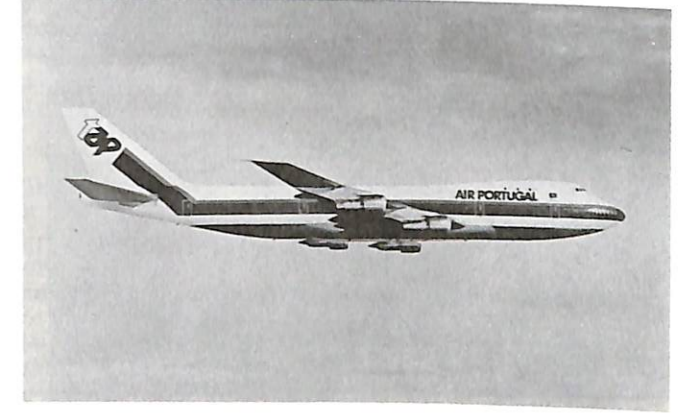
ANHSA of Honduras Dash 7 published by Bernhardt & Plaut.



Delta L-1011, one of a series, published by Colourmaster.



Peoplexpress Boeing 727 published by Michel Moskal.



TAP-Air Portugal Boeing 747 released by the airline.



Air Guinee Boeing 707 publisher unknown.



Central Airlines CV-240 published by Aviation World.



Cosmopolitan Airlines CV-440 published by Many Jayne.



PBA's Douglas DC-3 published by Bromley & Company.



Arista Int'l. Airlines DC-8-62 published by Aeroprint.



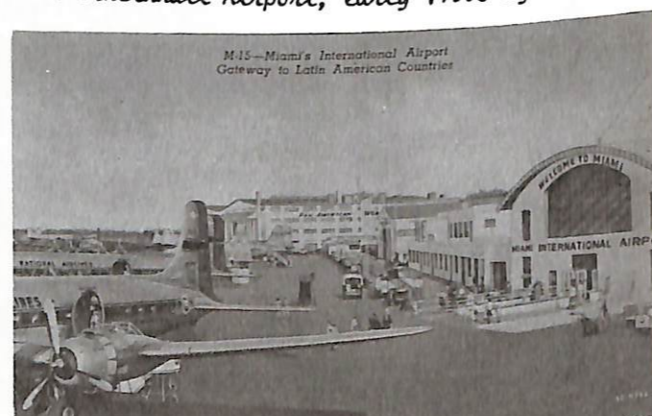
U.T.A. DC-8/55F printed by Fotocenter Ltd. New Zealand.



Ozark Convair at Dubuque, Ia., by Norton News Agency.



Greater Cincinnati Airport, early 1950s by Fasfoto.



Miami Int'l. Airport published by Gulf Stream Card.



Owens Field, Columbia, S.C. published by Central News.

REPORT FROM THE FIELD

by

JIM "JET" THOMPSON

This issue we will head West to cover one of the smaller airports in size and operation, but a major one for old airliner buffs. This report will cover the Pinal Air Park (MZJ), at Marana, Arizona just north of Tucson.

Pinal Air Park is located about 25 miles north of Tucson on I-10. Many of you reading this will recall the place by its former name, Marana Air Park. It was changed to Pinal earlier this year. The Air Park is an old military air base and quite often you can still see some A-10 "Hogs" from Davis-Montham AFB at nearby Tucson, doing some approaches and maneuvers.

Pinal Air Park is not noted for its many operations or vast amount of airlines serving it. In fact, no airline serves it at all! The two things it is noted for though are (1) being the overhaul and maintenance base for Evergreen International Airlines and (2) being the largest airliner parking lot in the United States. Davis-Montham AFB at Tucson is the largest aircraft parking/storage lot in the country, containing mainly military aircraft.

Security is enforced at Pinal and it is advised to contact Evergreen International first before you go out if you want to photograph any of the planes stored there. Sometimes they will let you on the field after talking to the guard at the entrance and explaining to him your reason for being there. He must first get clearance from the Evergreen office. Once you are in, however, it is a mecca of old and new airliners, all in storage.

At the time of this writer's last visit, there were over 100 aircraft in storage. Many of these aircraft would never fly again while others had been in and out of this location many times, going from one owner to another. It seems like there are always new arrivals. Even after visiting the Park just one month prior, many things had changed. More planes had arrived, some had left and others had been moved from the ramp, on the east side of the field, across the runway to either the center of west side of the field and others placed in long term storage. So whatever it looks like this week, it could well be quite different next week.

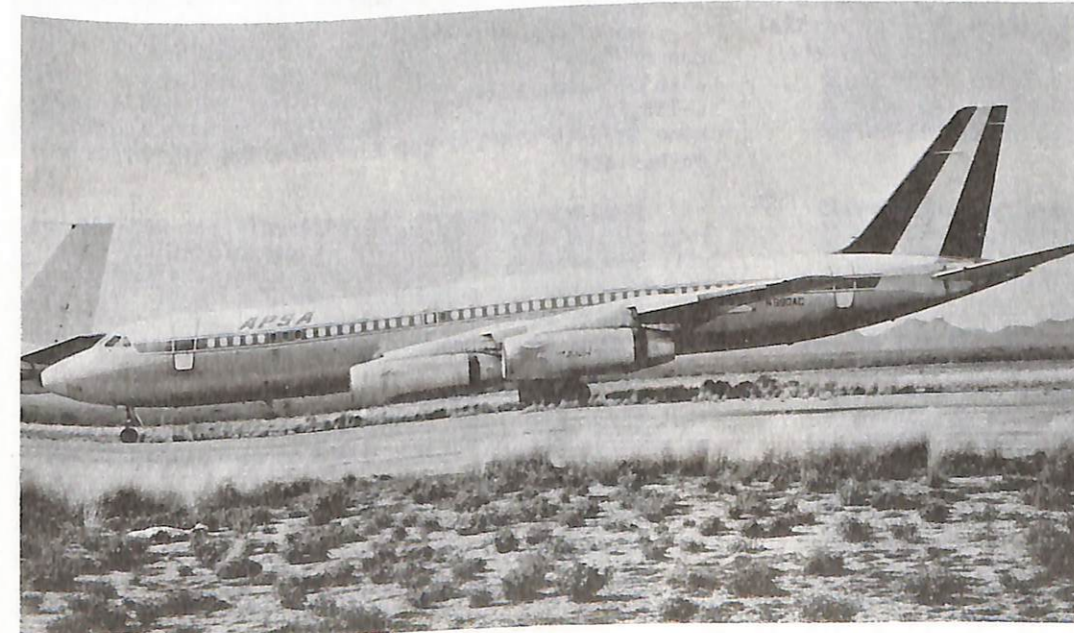
There are three runways at Pinal, two are still active and the third is closed for aircraft storage. New arrivals are usually kept on the main ramp until they are prepared for long term storage. They are then moved either to the center of the field or over to the closed runway.

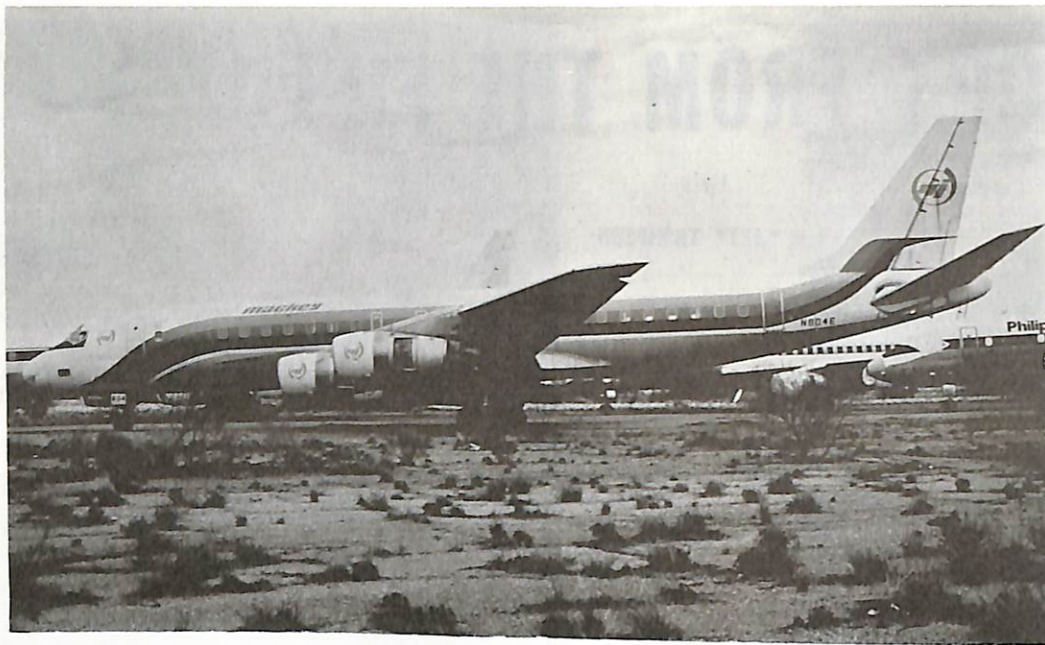
Some of the planes here are not for storage but in for maintenance at Evergreen's base. On a recent visit with fellow WAHC member, "Gomer" Pyles, we noted a DC-8-71 of Flying Tigers being stripped of paint and being made ready for a UPS paint job. We also saw a Convair 580 of Sierra Pacific in for some repair work. There were also two ex-Alitalia DC-8-61s being painted for Sea & Sun Airlines.

Of the new arrivals Air Canada had just brought in two DC-8-54s and six DC-8-61s. Air Florida had two of their DC-10-30CFs that they had on lease from Transamerica Airlines. A third one arrived a few weeks later. Eastern had two 727-25s in storage and Delta had two ex-Northeast 727-295s

on the lot. USAir has been assigned the sales agent for seven of Braniff's 727-227s and they were all present.

After checking out the aircraft rampside, we moved across the runway, with the assistance and permission of Evergreen, to see what was stored in the "outfield." One of the oldest and loneliest resident was a rare bird indeed. This was an ex-Aerolineas Peruanas Convair 990A c/n 5 serial N990AC. She is still in that livery. On her starboard side you can still make out those titles coming through the white paint. Her port side carries APSA titles. This plane is





the same one used on the post card published by Aviation World when she was a new aircraft. This was the only 990 on the field.

As you start down the closed runway, sitting side by side, are many Boeing 707s. Many of these are former Pan Am aircraft, painted in plain white paint but with Pan Am registration. Some have more current owners livery such as American Eagle, American Airlines with the Air Berlin USA titles coming through. On down the line could be found all five of the Capitol International Airways DC-8-61s that had been repossessed by Eastern Airlines earlier in 1983. Some were in the new Capitol livery while others were in the old color scheme of this carrier. United had four 727-22s and one DC-8-61 in storage.

In the center of the field could be found seventeen DC-8-51s in the colors or partial colors of Braniff, Delta, Philippine, Mackey, Aero Mexico, MPA and Airlift. Some had no titles while others were in full titles and still others were in partial titles. Some were mix-in-match colors such as the Aero Mexico DC-8-51 that had a Delta engine pod hanging on the #4 position. Some of the DC-8s were in the process of being converted to cargo aircraft configuration.

Over next to the DC-8s were ten of Federal Express's Falcon 20Cs, a nondescript 707, two Neptunes in various states of repair and an ex-Evergreen L-188 Electra being used for parts. It really looked sad sitting up on jacks with most of its operating parts gone. Registration on this clipped bird was N7137C and had been delivered to Western Airlines in 1959. In among these aircraft were three of Eastern's 727-25s, being parted out.

Sitting down the line from the Electra were ten Convair 580s. Nine of them belonged to Plymouth Leasing having been returned from Interstate Airlines. The other one was an ex-Frontier aircraft. Beyond these planes were three new planes belonging to Golden Gate Airlines. These were de Havilland of Canada Dash 7 aircraft in various

color schemes but having Golden Gate titles. One was in full GG livery, a second was all white but with black GG titles and the third was in Rocky Mountain Airlines livery but with GG titles! Besides these planes there was one Convair 580 in Gem State Airlines livery but with GG titles on one side only.

A visit a few weeks later saw the addition of two L-1011s that had just been returned from Aero Peru. They had been in storage there before when their first owner, PSA, had quit flying them. They were now in all white paint with no titles, just a registration number to identify the aircraft.

Photography here is very good with few obstructions. The only major problem you will encounter is the closeness of the other aircraft in the storage area. In this case, a wide angle lens is a big help for good pictures. The pictures used with this article are from my own files as well as the files of "Gomer" Pyles.

Hopefully this will give you some idea of what can be found here. Also from time to time you can also see some privately owned F-27s, BAC 1-11s and L-188s as well as Beech 18s. It is truly a gold mine of both old and new airliners for the airline enthusiast.

This covers one of the major airline parking lots in the west. In future issues of the LOG I will be covering both Chandler and Mesa-Falcon Fields, both just outside of Phoenix. Quite a few old piston airliners of the DC-7 and Constellation type are either stored or based here.

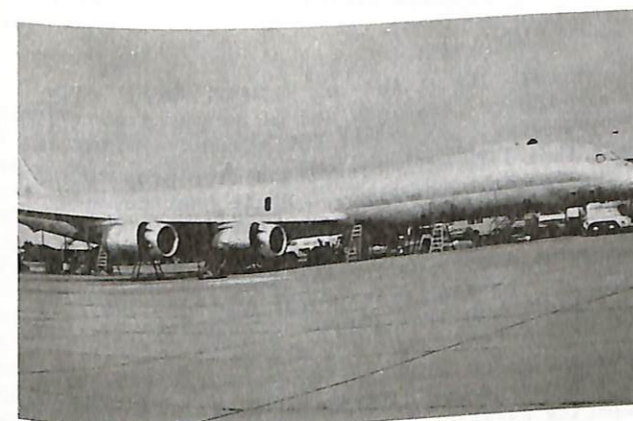
Until next issue, happy hunting at any airport that you visit. When traveling make sure you stop at all the "little" fields, you may be surprised at what you find!



#1



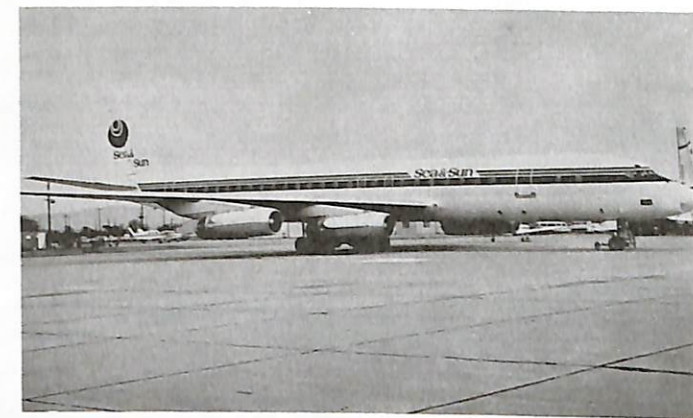
#2



#3

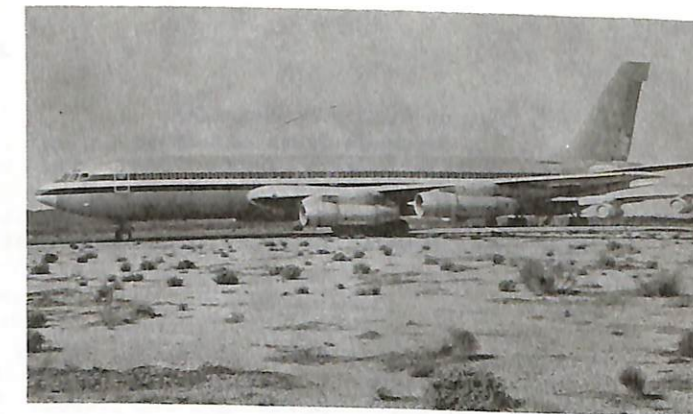


#4



#5

- #1 Golden Gate Dash 7 in storage at the Air Park.
- #2 Trans America DC-10 in a partial color scheme.
- #3 Former Flying Tiger DC-8 being readied for UPS.
- #4 Pan Am 707--waiting for new owner or the....?
- #5 A new life for an old bird--beautiful in color.
- #6 Former American 707, like its Pan Am friend--waiting.
- #7 Air Canada DC-8s will hopefully have a new life.



#6



#7



ABOVE: The first 707 to wear TWA's colors, N731TW is shown shortly after rollout at Renton, Washington. "....it looked to be doing 600 miles per hour even as it sat there!" (Boeing photo)

TWA'S BOEING 707's A Quarter-Century of Service

BY

JON PROCTOR

*"Out on Runway Number Nine,
Big Seven-Oh-Seven set to go....
Hear the Mighty Engines Roar,
See the Silver Bird on High...."*

(From EARLY MORNING RAIN, by Gordon Lightfoot)

On October 31, 1983, TWA's last Boeing 707 in service completed its final revenue flight, from New York to Kansas City, via Chicago, and closed out twenty-five calendar years of continuous 707 operations, the longest of any carrier. The 707 ushered TWA into the jet age on March 29, 1959, when it entered service on the San Francisco-New York route. In all, 127 of them served in Trans World's colors. The 707 gave birth to the "jet age" in the United States, and flew 684 million passengers some 19 billion miles around the world. Although not the first to fly it, TWA became the last major carrier to keep it in regular service.

To see the 707 retire from TWA's fleet was an emotional experience for me. Not that it was the first airliner I've seen withdrawn from service. After all, I've witnessed an era of commercial aviation that saw the greatest change

in its infant life--the transition from prop to jet. The Douglas, Lockheed, Convair, Martin and even Boeing props all have disappeared from the trunks during my career in aviation. I guess what makes the 707 departure so dramatic is the fact that it was the first of the American jetliners; the "Grand Old Lady."

But she was no old lady in the late 1950s, when she took the world by storm, doubling speed and capacity overnight. I was living in Chicago and in grade school back when the prototype first rolled out, at Renton, Washington. A dedicated airplane nut (which I remain today), I was dying to see this sleek yellow and maroon giant come through O'Hare Field in 1957, during a nation-wide tour. But that event occurred on a school day, and even the son of an airline pilot was not allowed to play hockey, jet or no jet.

I had to wait until 1959 for my first glimpse of a 707, which came shortly before my first ride in one--N736TW, on TWA Flight 29 from O'Hare to Los Angeles, on September 7. When I first saw that monster at the gate in its distinctive new TWA color scheme, it looked to be



ABOVE: The prototype Boeing 707 is shown at O'Hare Field in 1957, where it stopped during a coast-to-coast demonstration flight. (Boeing photo)

doing 600 miles per hour even as it sat there! My memories of that first flight include such things as the truly hot meat (Yankee pot roast), five lavatories with flush toilets, four hostesses, and cruising at the incredible altitude of 31,000 feet.

When I came to work for TWA in 1964 (as a Transportation Agent in Los Angeles), we had one of the world's largest 707 fleets, and were adding more all the time. The model -131B had a seating configuration of 38 first class (including four in the lounge) and 83 coach. And the super long-range model -331B had joined the fleet, flying non-stop from Los Angeles to Paris, once a week. Polar Flight 860 was THE premier departure, operating only during the summer months. That same summer I worked the last scheduled TWA passenger flight out of Los Angeles with propeller equipment, Super G Connie Flight 503, to San Francisco.

Meanwhile, our 707s were showing movies in first class. A stock of complimentary passes for Grauman's Chinese Theater in Hollywood was kept on hand, in case of a projector failure on an inbound flight. Movies later began in coach, at a dollar per customer, and audio/stereo music followed. The advanced model -331B, or "-331BA" came on board in 1965, allowing non-stop polar flights on a routine basis. During the Summer of 1967, two of the -131Bs (N784TW & N785TW) were modified to over-water standards, and helped fill the gap on the Atlantic until additional -331BAs arrived.

The -331 and -331B models, with wider wing dimensions were a tight fit into and out of the dual jetway gates at LAX, and I was lucky not to join the "wing tip club" during my agent days.

Actually, my closest call came with a -131B, N748TW. Arriving from Boston and heading on to San Francisco, Flight 65 pulled in a bit too close to the terminal building, and had to be towed out of the gate gingerly to spare the left wing tip. Just as it was about to clear the jetway, the tow bar on the tractor broke, and the plane lurched forward; a piece of paper would not have fit between airplane and jetway! I only recall this incident because the very next day N748TW operated San Francisco to New York, and while over Brewster, New York and descending for landing collided with an Eastern Air Lines Super Constellation. The same wing tip, plus twenty-odd feet of the wing itself was torn from the aircraft. But Boeing built them like tanks, and TWA pilots flew them well. The wounded 707 landed safely at JFK.

In 1977, I became a flight attendant with TWA, and worked many a 707, right up until their retirement. The last was on September 29, 1983, from Orlando to New York, on N18708, which flew only two more revenue legs thereafter, and was retired October 1. One couple on that trip had just switched from another carrier's delayed flight. Enroute to JFK they asked me what kind of plane we were on. When I told them it was a 707, they commented that it was much more comfortable and roomy than the other airliner they had left. So much so that they planned to change their reservations to TWA for their return flight in early November. I didn't have the heart to tell them that this comfortable, roomy plane would have passed into history by the time they intended to ride it.

THE TWA FLEET

TWA operated five basic models of the 707: the -100, -100B, -300, -300B and -300C. The additional numbers given the 707 were used in the industry to identify the primary configurations, i.e. the 707-100, 707-300, etc. This numerical suffix was further modified to identify the airline customer. TWA was assigned "31" by Boeing, therefore the first 707s delivered to them were designated "707-131." Later deliveries with turbo-fan engines became the 707-131Bs. Those with trans-oceanic capabilities were given -300 identification, thus the 707-331 for TWA, followed later by the 707-331B. Then came the 707-331C, which included a side cargo door on the main deck.

Fifteen 707-131s were purchased in a single order, and all were delivered in 1959. Several years later, three 707-124s were purchased used from Continental Airlines, and modified for commonality with the -131 fleet.

Twelve 707-331s were delivered in 1959 and 1960, completing TWA's non-fan model purchases. Interestingly, this order, made originally by Howard Hughes for TWA, was for 18 aircraft. Six were later released from the order and purchased from Boeing by Pan American, who took them as 707-331s, rather than -321s to match their fleet identification. While being perhaps the ultimate "gas hogs" and consuming some 12,800 lbs. of

kerosene per hour (3-plus gallons to the mile!), they were able to operate TWA's first transatlantic jet services, and remained active several years longer than their -131 counterparts; the last were not retired until 1979, while the -131s were gone by 1971.

Forty-one 707-131Bs were delivered over a five year period, from 1962 to 1967. Of these, five (N781TW-N785TW) came with overseas capabilities, for possible intra-European assignments, but only two made it "across the Pond" briefly on the New York and Boston to London/Shannon routes. The -131Bs were the pride of the domestic fleet, and flown at Mach .85--real "hot rods!" Later, they were slowed to Mach .80 to conserve fuel.

Thirty-eight 707-331Bs came on board between 1962 and 1969, and were assigned mainly to transatlantic and transcontinental non-stops. They also flew the Pacific on passenger, cargo and military contract flights. The first five came with a large ventral fin under the tail, for increased stability; a feature also seen on the -131 and -331 (the -131Bs had smaller ones). All subsequent -331B deliveries, known as -331BAs, were certified without the fin. They also had a stronger landing gear which allowed a 4000 pound increase in takeoff weight. The last deliveries, called -331BA-Hs, had a further 7000 pound increase, up to 334,000 lbs. A -331B could carry more weight in fuel than the maximum gross takeoff weight of a 727-31, passengers, fuel, cargo and plane! You could always identify the polar flight as it taxied out simply by the low droop of its wings. Its takeoff roll often exceeded a full minute, and could be quite a thrill for passengers and crew alike.

BELOW: TWA's "hot rod" 707-131B, shown on a test flight prior to delivery. They were called "StarStream" and used "Dyna-fan" engines. Later all of TWA's 707s were included in the StarStream usage. (Boeing photo)



ABOVE: The first 707-331 is seen here in-flight. Twelve of these aircraft were operated by TWA. (TWA photo)

The biggest "mixed bag" of variations in TWA's 707 fleet came in the cargo models. Seven of the convertible -331Cs were operated, and rotated between all-cargo and all-passenger service. Although capable of carrying a split load, with cargo forward (for center of gravity balance) and passengers rear, the carrier did not normally use this option. The extra aft-of-wing window exits were provided for this specific purpose, by the way, and are the easiest way to spot a "C" model. Eight non-convertible models, called -331CFs, were delivered without passenger windows, and could only be used for freight; the first ones delivered actually had the windows painted on! Two -373Cs were leased (and later purchased) from World Airways in 1963 to inaugurate the world's first all-cargo 707 flights. These two did have windows, but were never placed into passenger service by TWA, nor was the single 707-338C which TWA purchased used from Qantas to replace N15712 after its loss in an accident. The last two -331Cs delivered (N1793T & N794TW) had some minor differences from earlier ones, including aft-of-wing emergency exits which lacked windows, making them easy to spot.

All of TWA's 707s had the familiar "stack" tail antenna except for the 131Bs. While in transatlantic service in 1967, N784TW and N785TW were fitted with them, and they were removed when the two planes returned to domestic assignments.

The first models to go were the -131s and 124s, between July, 1970 and June, 1971. N735TW was sold to Air International of Seattle, two (N734TW & N741TW) to Cranbourne Corp., Ltd. (for Air Manila Int'l.), and the remaining thirteen to Israel Aircraft Industries, Ltd., of Tel Aviv. The two Cranbourne aircraft were later repossessed and sold to IAI. Since then, several have been resold and are still flying.

In July of 1961, TWA took delivery of four 720-051Bs, on lease from Boeing, to fill in with added capacity until the first -131Bs came on line. The 720B was about 8½ feet shorter than the -131, and considerably lighter, with a noticeably different wing. Equipped with a stack antenna on its tail, it could be spotted by the single overwing emergency exit (all 707s had two). The 720B also lacked a turbocompressor air intake scoop in the number one engine. Those flown by TWA were assigned the registrations N791TW, N792TW, N793TW and N795TW, causing confusion in later years, when these same registrations were assigned to no less than three different models of 707s in the Trans World fleet. All four went back to Boeing in late 1962, and were eventually delivered to Northwest Airlines.

THE LAST FLIGHTS

During their last month in service (October, 1983), only four 707s were left: N18702, N8729, N18710 and N778TW. Their last trips were as follows:

N18702	Flt 323/28	Oct	St. Louis to Kansas City
N18710	Flt 4/30	Oct	Miami to New York
	Flt 849/31	Oct	New York to Chicago to Kansas City
N8729	Flt 323/29	Oct	St. Louis to Kansas City
N778TW	Flt 111/30	Oct	St. Louis to Kansas City

N18710 had the distinction of operating the last flight scheduled with 707 equipment, Flight 4 on October 30, Miami to New York-JFK. On the following day, Flight 849 from New York to Kansas City, via Chicago was scheduled to operate with 727 equipment, but the 707 was substituted to return it to the overhaul base, thus becoming the last flight to actually operate with a 707. The final decision to operate Flight 849 as a 707 was not announced until the 30th, and some did not know of it until after having ridden Flight 4.

Many wanted to ride the "last flight" to carry passengers, and by all rights they did the next best thing by riding Flight 4, as TWA treated it as the last officially scheduled flight. But some lucky souls, myself included, managed to get a ride on both flights, leaving behind no doubts whatsoever!

I was originally to be at work on Sunday, the 30th, and only by luck was able to get the day off without pay at the last minute. Arriving in St. Louis Saturday afternoon from Columbus (via Chicago and Albuquerque), I was met by fellow WAHC member Dan McIntyre (another TWAer and aviation buff), and we climbed aboard TWA Flight 492 less than an hour later, and were on our way to Miami, via Tampa.

Sunday morning, we were out to Miami International bright and early, and met Jim Thompson, also a WAHC member. Several others were on hand just to ride the last flight, including a few who we quickly familiarized with WAHC; hopefully a new member or two will join our ranks shortly!

The -331 fleet went out piece-meal, and a few were broken up for scrap at the Kansas City overhaul base. When TWA decided to withdraw its all-cargo 707s, some of them actually retired ahead of the older and less efficient -331s. Two of the -331Cs, N788TW and N791TW remain for sale, having been overhauled in anticipation of an earlier sale which fell through. Also, N792TW remains on lease to Boeing, and has been modified for use as a tanker demonstrator.

All the -131Bs were sold to the U.S. Air Force, via Boeing. The old hot rods disappeared from TWA's routes in 1982 and 1983. They were ferried to Davis-Monthan Air Force Base in Arizona, where their engines and some internal systems were transferred to military KC-135 aircraft. Their vertical and horizontal stabilizers were placed into storage for spares, and the remaining portions cut up for scrap.

The -331B fleet was slowly phased out and sold off, with only four doing the final month of service, and those were chosen by chance. The ones with the most time remaining on their airframes before scheduled overhaul carried out the last flights. One happened to be N788TW, delivered over twenty years earlier. These historic four, plus several others were sold for use in the KC-135 upgrade program.

With the exception of those lost in accidents, and the few that were cut up at Kansas City, the entire 707 fleet was actually "flown away" from its owner, a tribute to a very rugged and durable airliner. Many of TWA's 707s accumulated in excess of 60,000 hours, or seven continuous years in the air.

BELOW: One of the 720Bs leased to TWA by Boeing is seen from this overhead view. Note the single overwing window exit. The 720B had an increased angle of attack in the wing area between the inboard engines and fuselage. (Boeing photo)



TWA people at Miami were very cooperative, allowing almost unlimited access to the airplane and adjoining ramp for photos. Felts pens were handed out for all to "autograph" the airplane on the fuselage by the front door; many wrote words of praise, regret and love for the 707; even a few kiss prints were in evidence. Over 30 TWA employees were on hand to board the flight into history.

All passengers were encouraged to add their signatures on the plane as they came aboard. Once seated and ready to go, the flight attendants gave the usual briefing, advising everyone to "please read the safety emergency information card, and then keep it for a souvenir!" Perhaps the highlight of the flight was the takeoff. With less than 80 passengers aboard, we soared like a homesick angel, and crossed the end of the runway at 2700 feet; so long, Miami!

Two hours and ten minutes passed quickly, with everyone cherishing those last few moments on the 707. Free champagne was offered with lunch, and a deck of playing cards was given to each passenger. We left 41,000 feet over Atlantic City, and made a rather steep descent towards JFK, landing without delay. A New York television station camera crew met us and recorded the event. Those who remained in town had a chance to catch it all, via "film at 11."

The following day started with much less fanfare; Flight 849 was just another flight as far as ground personnel were concerned, although there was a little farewell message written on the side of the plane by TWA maintenance personnel. Those of us standing by on passes were a bit nervous up until the last minute, when all non-revs were cleared to board; the plane was nearly full. The New York flight attendants serving us seemed a bit more emotional, and sorry to see the

end of the 707s. Free cocktails were offered, and a snack served on the way to O'Hare. Captain John Hart gave a less detailed P/A announcement than that heard on Flight 4, but still with much of the same praise for the "Grand Old Lady." It was noted that this particular 707 had over 55,000 hours of time on it, and 16,000 landings. A reporter from the Milwaukee Journal was aboard, and amazed at the sentimental attachment many gave to the flight. He interviewed several passengers, and wrote a story for his paper. Among the cabin crew was Ruth Stogner, now one of TWA's domicile managers. She worked her first 707 trip on the second day of scheduled service, back in 1959, and was as thrilled as any of us to be aboard.

On arrival at O'Hare Field, we were met by a Kansas City television crew who had flown in earlier to accompany us on the last leg of our journey. A large cake was provided in the gate area, and considerable fanfare was given the event. Jim Davis, a TWA Passenger Relations Representative with 29 years of service was retiring that day, and saluted out the final 707 departure.

We left Chicago on time, with 126 passengers and a crew of seven. It was just about dark as we roared aloft one more time and pointed southwestward. The champagne flowed freely, and helped me muster up the courage to offer a final toast on the P/A system. Time literally flew by, and we found ourselves descending for Kansas City only thirty-five minutes after takeoff. As the seat belt sign came on, the cabin lights were dimmed, leaving the overhead dome lights in their distinctive dark blue mode, with tiny "stars" glowing. Designed to look like a planetarium, this was a feature unique to the 707, and all but disappeared when wide-body look interiors were installed in the early 1970s. But TWA's remained.

As we touched down a spontaneous burst of applause came from all of us. Almost on cue, a light rain began to fall as we taxied towards Gate 34. Captain Hart made a brief announcement, noting the rest of the 707 fleet parked across the ramp; he finished with, "And now, this old lady is heading for the barn." I don't think there was a dry eye on the plane.

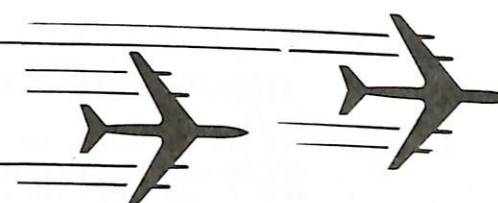
It will seem strange not seeing 707s around TWA's system. As a flight attendant I'll miss the whir of the water pumps in the galley, and sitting on the rear jumpseat, where you could hear that distinctive sound of four engines

reducing to idle power on landing, with their sound reflecting off the ground as it rushed up to meet the landing gear, followed by the thundering roar of reverse thrust.

Many great airplanes have served TWA, and some will be remembered more than others. Certainly the DC-3 deserves a place in its "Hall of Fame," and no one can argue against the very graceful Connie. But I guess I grew up with the 707, took my first jet flight in one, made my first ocean crossing in one, and touched the four corners of the globe in one. I'll always remember her with great affection.



TRANS WORLD AIRLINES
ROUTE OF THE *StarStream* FLEET

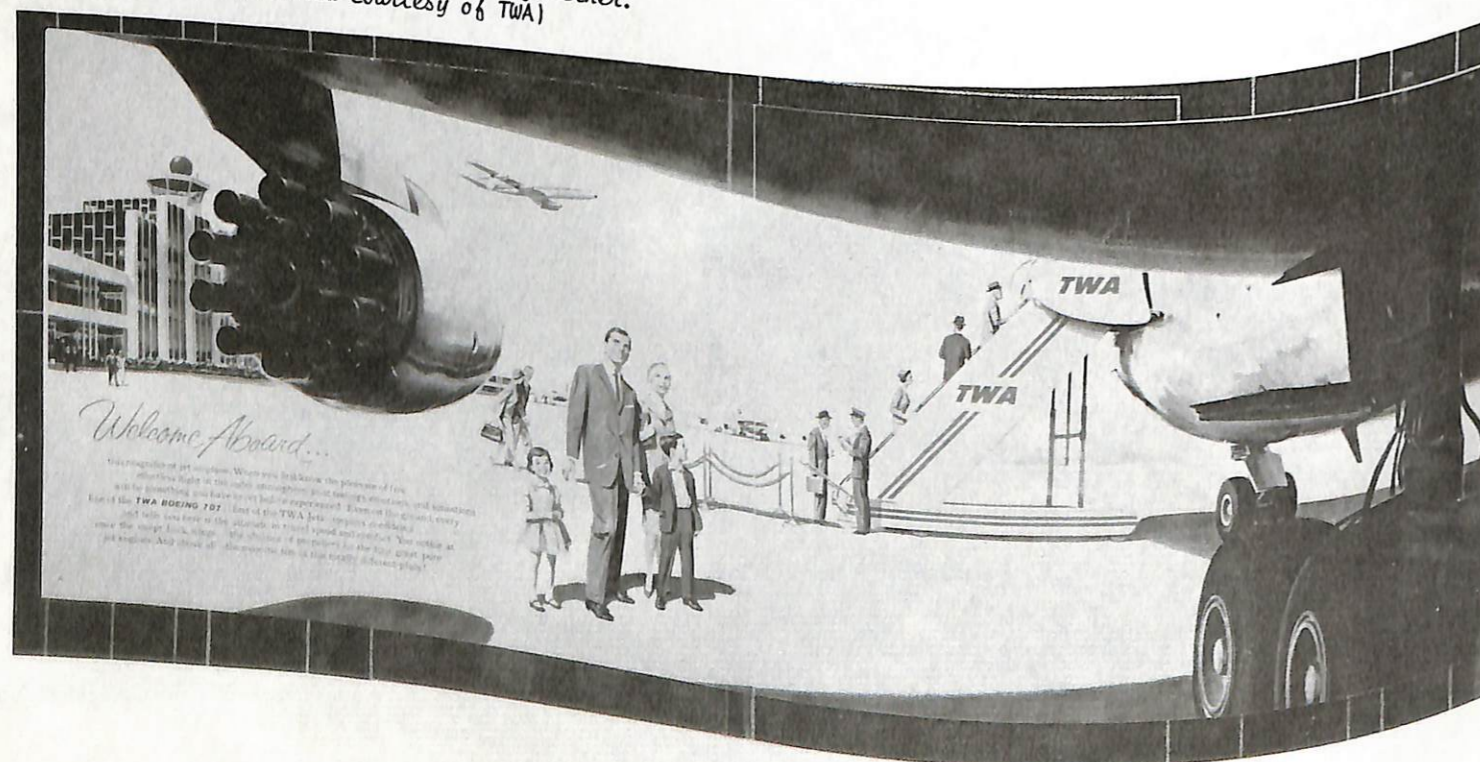


TWA BOEING 707/720B STATISTICS

	Length	Span	Max. Gross T. O. Weight	Fuel Cap.	Engine Thrust	Fuel Consump. Per A/C Per Hr.
-131	144 ft. 6 in.	130 ft. 10 in.	247,000 lbs.	103,502 lbs.	13,500 lbs.	13,500 lbs.
-131B	144 ft. 6 in.	130 ft. 10 in.	258,000 lbs.	115,817 lbs.	18,000 lbs.	11,650 lbs.
-331	152 ft. 11 in.	145 ft. 9 in.	302,000 lbs.	159,829 lbs.	17,500 lbs.	14,000 lbs.
-331B	152 ft. 11 in.	145 ft. 9 in.	323,500 lbs.	159,829 lbs.	18,000 lbs.	11,000 lbs.
-331BA	152 ft. 11 in.	145 ft. 9 in.	327,500 lbs.	159,829 lbs.	18,000 lbs.	12,000 lbs.
-331BA-H	152 ft. 11 in.	145 ft. 9 in.	334,000 lbs.	159,829 lbs.	18,000 lbs.	12,000 lbs.
-331C	152 ft. 11 in.	145 ft. 9 in.	334,000 lbs.	159,829 lbs.	18,000 lbs.	12,000 lbs.
-331CF	152 ft. 11 in.	145 ft. 9 in.	332,000 lbs.	159,829 lbs.	18,000 lbs.	12,000 lbs.
720B	136 ft. 2 in.	130 ft. 10 in.	234,000 lbs.	79,294 lbs.	18,000 lbs.	11,000 lbs.

* - fuel consumption based on cruise speed of Mach .82 except for -131B, which is Mach.85; normal cruise speeds were later reduced to Mach .80 for conservation purposes.

BELOW: This is one of several drawings that was included in a TWA brochure published before the delivery of the first 707. With it, the customer is treated to a sneak preview of the new jetliner. (Reproduced courtesy of TWA)



TWA'S BOEING 707's

707-131

F/N	Registr.	C/N	In Svc/TWA
7731	N731TW	17658	07-09-59
7732	N732TW	17659	03-20-59
7733	N733TW	17660	04-02-59
7734	N734TW	17661	04-04-59
7735	N735TW	17662	04-24-59
7736	N736TW	17663	05-01-59
7737	N737TW	17664	05-27-59
7738	N738TW	17665	05-29-59
7739	N739TW	17666	06-01-59
7740	N740TW	17667	05-29-59
7741	N741TW	17668	07-07-59
7742	N742TW	17669	07-12-59
7743	N743TW	17670	08-12-59
7744	N744TW	17671	07-29-59
7745	N745TW	17672	08-04-59

Comments

W/O 11-06-67 Take-off accident at CVG
W/O 04-22-70 Cabin fire at IND

707-124

F/N	Registr.	C/N	In Svc/TWA
7746	N746TW	18012	06-17-68
7747	N70774	17610	07-08-68
7748	N70785	17612	08-11-68

Purchased from Continental Airlines

707-131B

F/N	Registr.	C/N	In Svc/TWA
6720	N6720	18986	04-12-66
6721	N6721	18987	04-29-66
6722	N6722	18988	05-05-66
6723	N6723	18989	05-13-66
6724	N6724	19215	12-17-66
6726	N6726	19216	03-26-67
6727	N6727	19217	04-15-67
6728	N6728	19218	04-04-67
6729	N6729	19219	04-22-67
6738	N16738	19568	03-15-68
6739	N16739	19569	03-24-68
6740	N56740	20056	01-12-69
6741	N56741	20057	01-29-69
6746	N746TW	18385	04-26-62
6747	N747TW	18386	04-30-62
6748	N748TW	18387	05-04-62
6749	N749TW	18388	05-24-62
6750	N750TW	18389	05-27-62
6751	N751TW	18390	06-04-62
6752	N752TW	18391	06-27-62
6754	N754TW	18392	07-04-62
6755	N755TW	18393	07-26-62
6756	N756TW	18394	08-05-62
6757	N757TW	18395	08-03-62
6758	N758TW	18396	08-24-62
6759	N759TW	18397	08-31-62
6763	N6763T	19220	04-30-67
6764	N6764T	19221	05-18-67
6771	N6771T	19222	05-05-67
6781	N781TW	18400	09-09-62
6782	N782TW	18401	09-29-62
6783	N783TW	18402	09-29-62
6784	N784TW	18403	10-03-62
6785	N785TW	18404	10-19-62
6789	N6789T	19223	07-17-67
6790	N6790T	19436	08-06-67
6795	N795TW	18758	11-06-64
6796	N796TW	18759	11-21-64
6797	N797TW	18760	12-02-64
6798	N798TW	18761	01-08-65
6799	N799TW	18762	12-30-64

W/O 01-16-74 Hard landing at LAX

Used on Transatlantic Svc/Summer, 1967
Used on Transatlantic Svc/Summer, 1967

W/O 11-30-80 Nose gear-up landing SFO

707-331

F/N	Registr.	C/N	In Svc/TWA
7661	N761TW	17673	11-23-59
7662	N762TW	17675	12-03-59
7663	N763TW	17676	12-09-59
7664	N764TW	17678	01-09-60
7665	N765TW	17679	02-25-60
7666	N766TW	17681	04-24-60
7667	N767TW	17682	05-11-60
7668	N768TW	17684	04-28-60
7669	N769TW	17685	05- -60
7670	N770TW	17687	05-28-60
7671	N771TW	17688	07-04-60
7672	N772TW	17690	07-06-60

W/O 03-08-72 Sabotage LAS

W/O 11-23-64 Take-off accident FCO

W/O 12-22-75 Landing accident MXP

707-331B

F/N	Registr.	C/N	In Svc/TWA
8701	N18701	18978	02-04-66
8702	N18702	18979	02-13-66
8703	N18703	18980	02-22-66
8704	N18704	18981	03-15-66
8705	N8705T	18916	01-02-66
8706	N18706	18982	04-10-66
8707	N18707	18983	04-22-66
8708	N18708	18984	04-28-66
8709	N18709	18985	04-30-66
8710	N18710	19224	03-21-67
8711	N18711	19225	04-23-67
8712	N18712	19226	06-10-67
8713	N18713	19227	08-12-67
8714	N28714	18408	02-01-63

--Originally N776TW; heavily damaged by sabotage
08-29-69 Damascus; rebuilt; RR N8739 but not
applied to A/C; RR N28714

707-331B

F/N	Registr.	C/N	In Svc/TWA
8715	N8715T	18917	01-01-66
8724	N28724	19570	02-24-68
8725	N8725T	18918	01-22-66
8726	N28726	19571	04-02-68
8727	N28727	19572	04-05-68
8728	N28728	19573	05-15-68
8729	N8729	20058	12-18-68
8730	N8730	20059	01-20-69
8731	N8731	20060	03-08-69
8732	N8732	20061	03-15-69
8733	N8733	20062	04-10-69
8734	N8734	20063	04-13-69
8735	N8735	20064	05-08-69
8736	N8736	20065	05-14-69
8737	N8737	20066	06-17-69
8738	N8738	20067	06-21-69
8739	-- See 8714		
8760	N760TW	18913	03-08-65
8773	N773TW	18405	03-21-63
8774	N774TW	18406	12-08-62
8775	N775TW	18407	12-18-62
8776	-- See 8714		
8778	N778TW	18409	03-03-63
8779	N779TW	18764	02-09-65
8780	N780TW	18914	04-23-65
8793	N793TW	18915	06-09-65

707-331C

F/N	Registr.	C/N	In Svc/TWA
5710	N15710	19566	06-27-68
5711	N15711	19567	07-03-68
5712	N15712	20068	07-07-69
5713	N15713	20069	07-24-69
5771	N5771T	19212	06-22-67
5772	N5772T	19213	09-05-67
5773	N5773T	19214	10-06-67
5774	N5774T	19435	10-17-67
5786	N786TW	18711	05-05-64
5787	N787TW	18712	05- -64
5788	N788TW	18713	06-18-64
5791	N791TW	18756	09-01-64
5792	N792TW	18757	09-04-64
5793	N1793T	20428	08-01-70
5794	N794TW	20429	08-31-70

707-372C

F/N	Registr.	C/N	In Svc/TWA
4789	N789TW	18709	12-03-63
4790	N790TW	18738	01-03-64

707-338C

F/N	Registr.	C/N	In Svc/TWA
4791	N14791	18810	12- -72

Comments
W/O 09-12-70 Sabotage Dawson Field, Jordan

W/O 09-08-74 Sabotage Ionian Sea

Windowless/non-convertible
W/O 09-15-72 Take-off accident SFO

W/O 07-26-69 Training accident Panama, N.J.

Last factory delivery 707 to TWA

W/O 11-30-70 Ground collision TLV

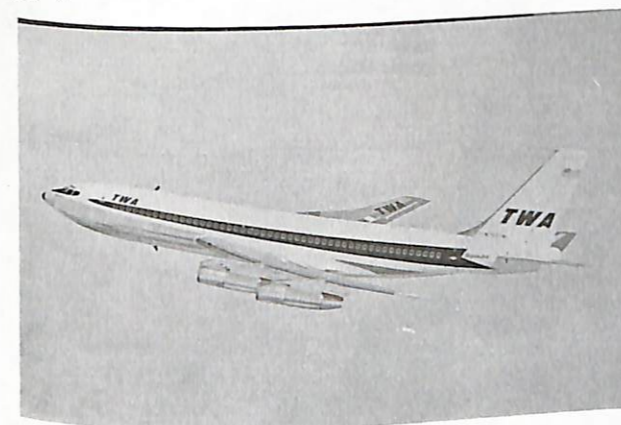
Purchased from Qantas; formerly VH-EEB

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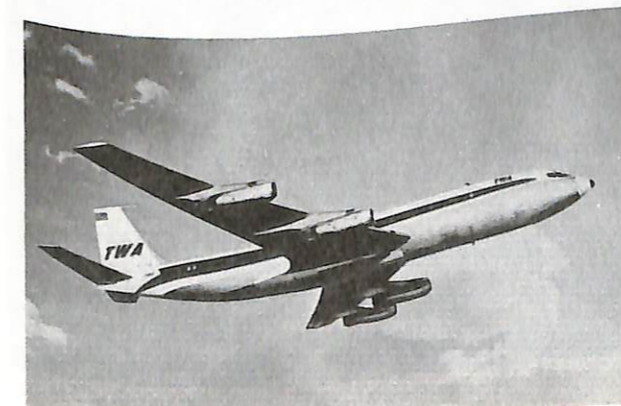
No. 1



No. 2



No. 3



No. 4



No. 5

707 POST CARD FAVORITE

Over the years, the 707 has appeared on many post cards. Provided for your enjoyment, we are presenting six different TWA 707 cards.

- No. 1 TWA 707s at San Francisco Int'l. Airport
Published by E. F. Clements
- No. 2 TWA 720-051B in the Summer of 1961. Aviation World card.
- No. 3 TWA 707-131 is the latest issue to come from Aviation World.
- No. 4 TWA 707 "SuperJet" is a card published by Colourpicture of Boston, Mass.
- No. 5 TWA 707-331C is the all cargo configuration of the 707. Aviation World issued card.
- No. 6 TWA 707-131B used on a special around-the-world charter flight in 1980. Card published by Aviation World.



No. 6



1958 vintage uniform worn by stewardess for the commemorative flight.

original passengers had been tracked down by Pan Am's PR department, including one who, at the age of 17, had saved his money and bought a ticket without his parent's knowledge. That was 25 years ago, today is he a surgeon, and like the other passengers on "Special 707 Clipper 114" was the guest of Pan Am. There was no way to buy a ticket on the flight. The other passengers were mostly celebrities and dignitaries from the late 50's including Floyd Patterson, Johnny Unitas, Jean Moreau, and of course, Maureen O'Hara-Blair.

After appropriate speeches, the son of the late Juan Trippe dispatched the crew, commanded by Pan Am's Vice President of Flight Operations to the aircraft (an old Pan Am tradition), and the 84th Army Band played the Marseillaise and the Star Spangled Banner, as they had done a full quarter of a century before. While the band was playing, the ceremonial registration, N711PA, was discreetly removed to reveal the aircraft's real identity, N880PA, a 707-321B built in 1968. At precisely 7:20 PM, the same time the original flight departed, the doors were closed and the stairs pulled away. I noticed the man standing next to me, a high level maintenance manager, had his fingers crossed as the engines were started. As the fourth engine lit up, there was a collective sigh of relief, and people started breathing again. The chocks were pulled, and Clipper 114 was on its way.

The next morning Flight 114 arrived at LeBourget to more speeches from a reception committee headed by Pan Am's President, Ed Acker, and music from another military band. A few days later, while driving three WAHC members to



Clipper America awaits her passenger with a sparkling new fresh 1958 paint job.

JFK to ride the last TWA 707 flight, I saw N880PA again, sitting next to Terminal 2. A few days later, she was gone. Only memories remained. It was a night to remember.

I know of only four collectible items from the flight of Special 707 Clipper 114: a special ticket jacket, a menu from the flight in each direction (the flight returned a few days later without the pomp and ceremony), and a cocktail napkin with the insignia of the anniversary flight printed in silver. (Please see previous article regarding additional collectibles.) While these are not regular service items, they would make a valuable additions to any collection, if you can find them.



Flight deck crew for recreation flight, commanded by Captain Donald E. Pritchett, Pan Am's Vice President Flight Operations (right).

Sticker Chatter

by

Don Thomas

New small airlines are proliferating all over the country. We often hear of them only after receiving a BIL or promotional label or sticker. Two good references for these airlines are "World Airline Fleets" published by Aviation Data Centre Inc., 41B Luke Drive, Harrisburg Int'l. Airport, Middletown, PA 17057 and the "Airline Handbook" published by Aerotravel Research, Box 3694, of Cranston, RI 02910. Both were available at the Washington convention last year and probably will be available at St. Louis in June.

AMERICAN CENTRAL AIRLINES operates out of Dubuque, Iowa, to Iowa cities and Chicago, Omaha, and Minn/St. Paul. It was formerly known as Mid-Continent Airlines. ARISTA INTERNATIONAL AIRLINES operates two DC-8s from New York to Mediterranean destinations and Las Vegas. AMERICAN INTERNATIONAL AIRWAYS operates gambling flights to Atlantic City and Miami. TYEE AIRLINES operates out of Ketchikan, Alaska, to Alaskan points. ATLANTIC GULF AIRWAYS and FLORIDA EXPRESS are two new carriers in the state of Florida, however we need BILs or stickers from both for the files.

Pat McCollam of Alaska Airlines sends in a new one from FINNAIR, celebrating the world championships in athletics, and also a couple from AIR UK. Dave Rowe and John Ellis, the Number One label collectors of England, are very helpful with new issues from England and other areas. "Welcome to the world's favourite airline" and "I fly the world's favourite airline" are two of the new British Airways stickers. These come in many languages and are used all over the world. British Airways is promoting a contest among employees to see who can gather up to 50 different ones by exchanges. However, it seems like a losing battle trying to get any of these from British Airways. They seldom reply to letters.

Gatwick-Victoria railair link is using a label overprinted with names of several airlines using the service. SAS, ARROW AIR, and CARIBBEAN AIRWAYS are just a few.

In Canada, de Havilland has three nice labels showing the Twin Otter, the Dash 7, and the Buffalo/Transporter. See illustration.

The beautiful PILGRIM AIRLINES label is shown. It is green and red on white. PILGRIM flies in New England and Canada, N.Y. and Washington, D.C.

REPUBLIC AIRLINES has a round "Rally Round REPUBLIC" label and a small "FLY REPUBLIC" sticker.

PAN AM's best effort in a long time is the blue and silver on white label "JET CLIPPER AMERICA / NEW YORK-PARIS OCT 26, 1958" It shows a 707 and says "25th Anniversary/First U.S. Commercial/Jet Service/Boeing-Pratt & Whitney." Bruce Drum sent in this beauty and we assume it is a PAN AM printing, but it is hard to tell.

In the early days of passenger flying, the stewardess was often responsible for tagging passenger baggage and checking it on board. Here are some of the other rules she had to obey:

Keep the cabin windowsills dusted and use a small broom on the floor before every flight.

Remember to carry on board picnic baskets containing cold fried chicken, apples, rolls, cake and vacuum flasks with hot coffee for passenger meals.

Wind the clocks and altimeters in the cabins.

Check the floor bolts on the wicker cane seats on the Ford Trimotors to make sure they are securely fastened before each flight.

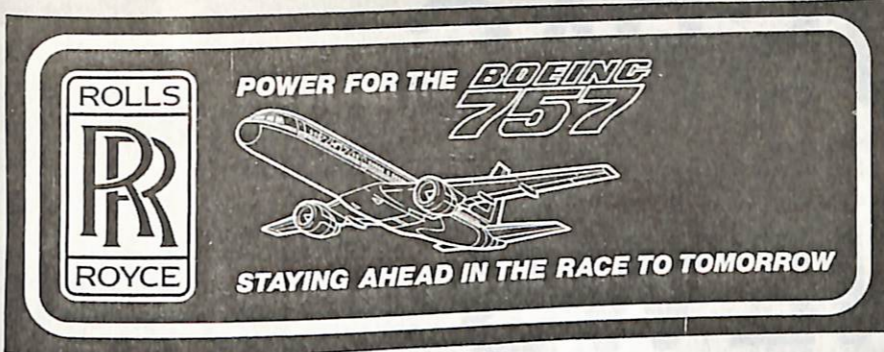
Swat flies in the cabin after takeoff.

Warn passengers against throwing lighted cigar butts out the windows, particularly over populated areas.

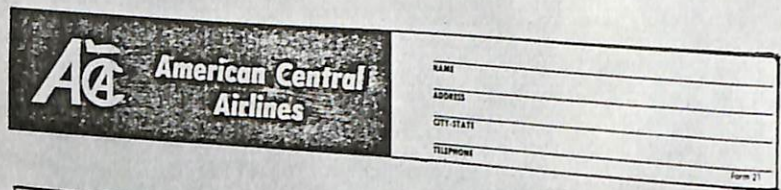
Carry a railroad timetable in case the plane is grounded somewhere.

Face the rear of the plane when talking to passengers or serving lunch. Bending while facing toward the front of the plane tends to place the seat of your pants in the next passenger's face!

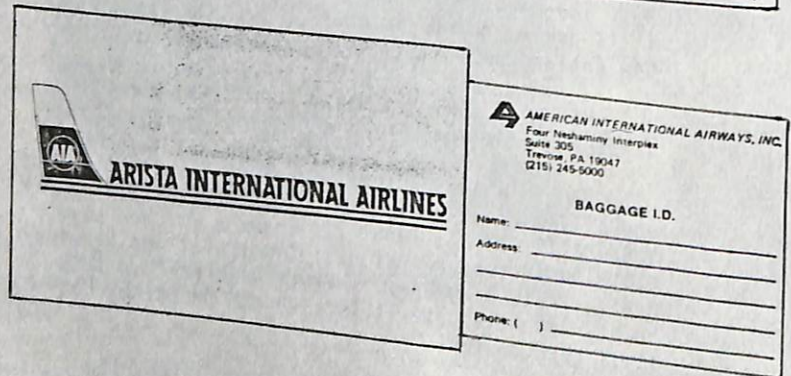
Now that's the way to run an airline!!!



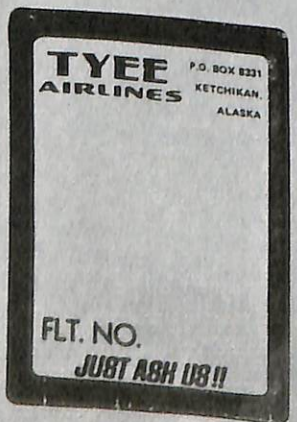
Form with fields for NAME, ADDRESS, CITY, STATE, and PHONE, with a Southwest logo to the right.



Form titled 'BEST AIRLINES' with the subtext 'This is the property of' and fields for NAME, NOMBRE, STREET, CALLE, CITY, CIUDAD, STATE, ESTADO, TELEPHONE, and TELEPHONO.

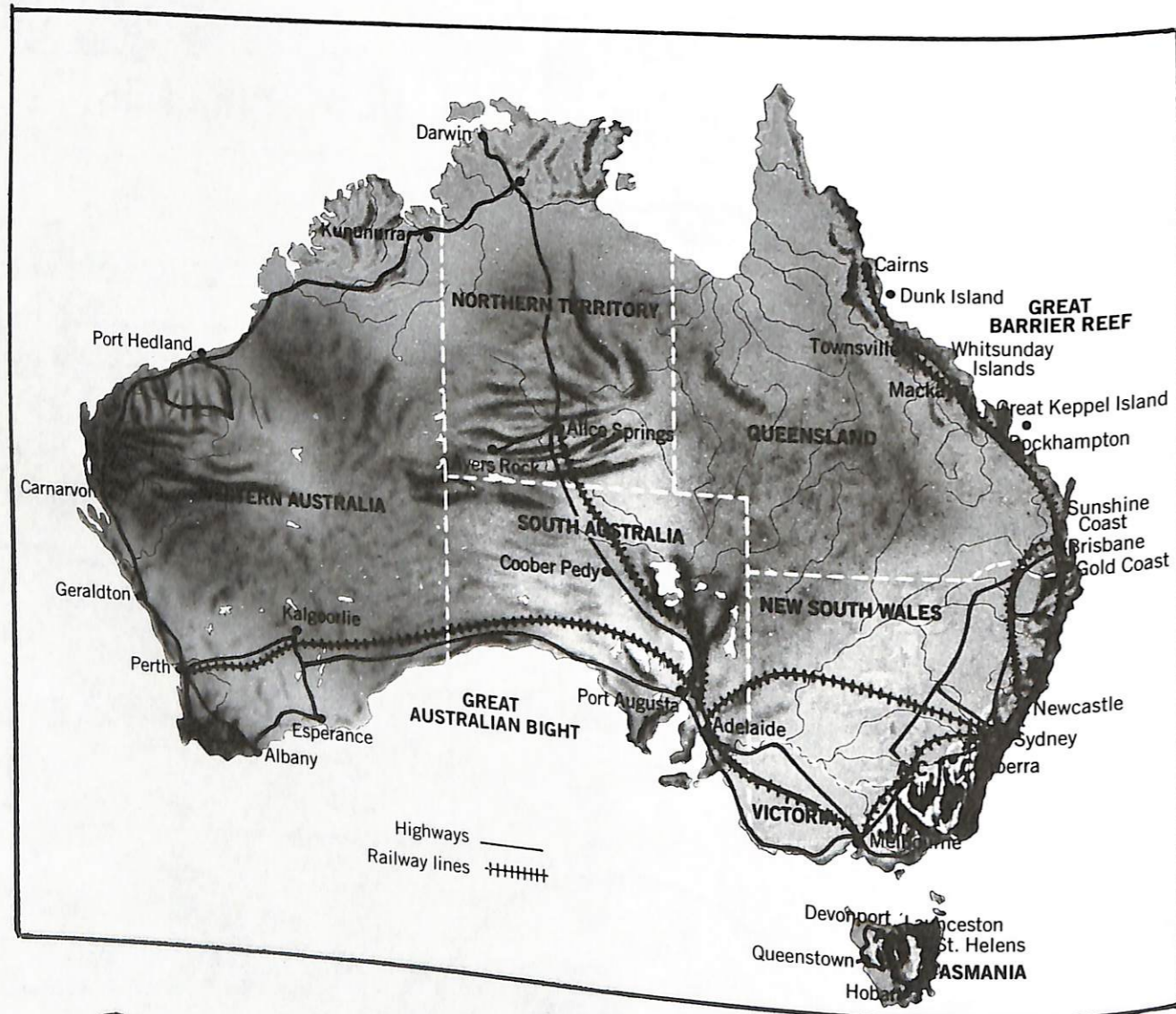


Form titled 'NATIONAL FLORIDA AIRLINES' with fields for Name, Address, City, State, Zip, Bus Phone, and Home Phone.



Form titled 'BAGGAGE IDENTIFICATION' with fields for NAME, ADDRESS, and CITY-STATE-ZIP, with the text 'NORTHEASTERN' at the bottom.

AUSPAC NEWS



50



AUSPAC NEWS

by

John Chivers

Greetings and welcome from Down Under and yet to another first for the CAPTAIN'S LOG. With this issue we will start featuring the latest news and happenings from Australia/Asia. This will include news from our countries airlines, new post cards, stickers, baggage labels, and other interesting articles.

This news will be handled, for the most part, by members of the Western Australian Branch of the WAHC-Pacific, many of whom are experts in their own field of aviation. We will do our best to keep you up-to-date on what airlines in this area of the world are doing and in some cases, have done in the past.

With Australia being the largest island in the world, we rely on mostly air travel for fast and efficient travel between our major cities and towns, some of which the aircraft is the only means of transportation. Services to some of the remotest towns are flown by charter or third level airlines. Also the Royal Flying Doctor Service, known the world over, makes regular flights to the "outback" communities, flying over desert untouched by man for thousands of years.

Our national carrier, Qantas, flies to many overseas countries with its Boeing 747 and 747SP fleet. The airline announced in June of 1983 that by the end of the year orders would be placed for either the Boeing 767 or the A300 Airbus to replace some of its ageing 747's. It is also rumored that the 747-300 was also on the list of considered aircraft, but Qantas has denied this. So, it looks like we will have to wait and see what develops.

From Trans Australian Airlines, our major domestic carrier, there is the possibility of them obtaining the DC-9 Super 80. This deal will be on an exchange basis whereby the airline will trade in all its Boeing 727's and two A300's for 12 of the Super 80's. TAA currently has 12 727's and four A300's on its roster, with a fifth A300 being delivered by the end of 1983. More on this in a future update of the AUSPAC News.

New to Ansett Airlines of Australia is the Boeing 767 Jetliner. The first of five, VH-RMD, was delivered this past June with the final one to be delivered in August of 1984. Ansett offers scheduled service between Perth-Melbourne-Sydney. Other services are flown by carrier on a regular basis between most major cities on the eastern seaboard of Australia.

Intrastate and third level airlines play a major role flying daily services to many remote Townships within Australia. These carriers operate a variety of aircraft including Fokker F-28's, and F-27's. In Western Australia, Airlines of Western Australia operate Fokker F-28 series 1000 and 4000 aircraft from Perth to Darwin in the Northern Territory and to Kalgoorlie in the east of the state. Currently the Perth-Darwin service is being operated by a Boeing 737 leased from Ansett Airlines.

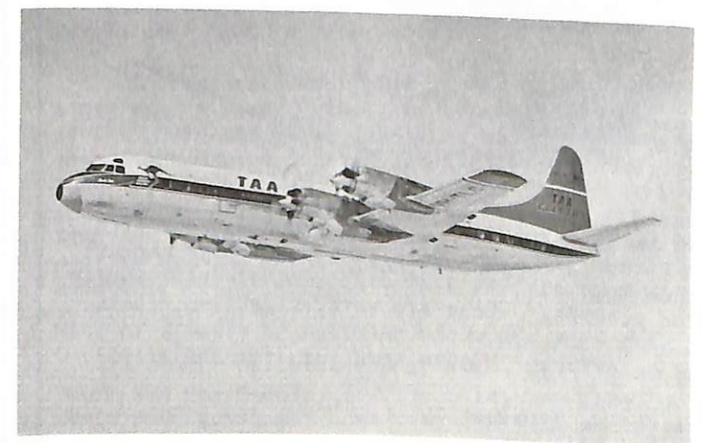
Skywest, the largest third level airline in Western Australia, operates out of Perth to some of the remotest communities in the State. Daily flights are flown with Banderities, Cessna Citation 550's and an assortment of other aircraft.

Three airlines from the Eastern States of Australia; Trans Australian Airlines, Ansett Airlines and East West Airlines, fly between the East and West on a daily basis. Both Ansett and TAA fly into Perth with its A300's, 727's and 767's. East West Airlines, the newest airline to fly from the Eastern States, operates both the Fokker F-28 and F-27 aircraft.

In the airlines new colors of green and gold, East West operates between Sydney, Alice Springs, Port Headland and Karratha in the north of Western Australia. The airline hopes to be able to operate into Perth in the near future. East West, over the years, has grown to become the third largest domestic operator in Australia and its largest regional carrier.

The Editor would like to thank West Australian Branch members Peter Watson and Rod Jones for their help with this first article and we look forward in bringing more news as it happens from the region known as, "Down Under!"

Next issue: History of Trans Australian Airlines.



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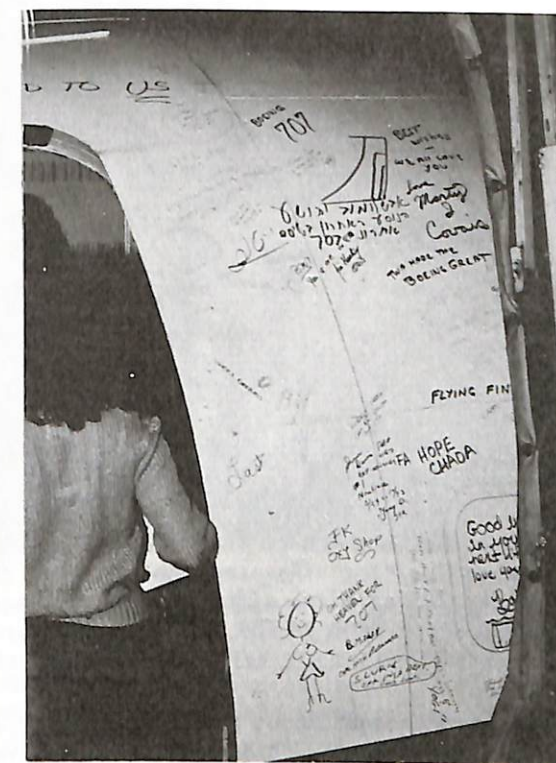
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The last scheduled TWA 707 sits at Miami before departure to New York on October 30, 1983.



The area around the front door of the last TWA 707 during the stop at Chicago.

REFLECTIONS

by

Jim "Jet" Thompson

While Jon Proctor has provided us with a very good report on the final flight of TWA's 707, I would like to add my feelings and thoughts to those that Jon has presented.

On the last scheduled flight on Sunday, October 30, Flight 4, MIA-JFK, were the following WAHC members: Jon Proctor, Dan McIntyre, Dave Beckner, George Gayuski and myself. The trip was great with an hour or more picture taking session before the trip left MIA. This picture taking session included a cart-wheel and head stand on the left wing of the 707 by TWA Flight Attendant Cathy Zwarich!

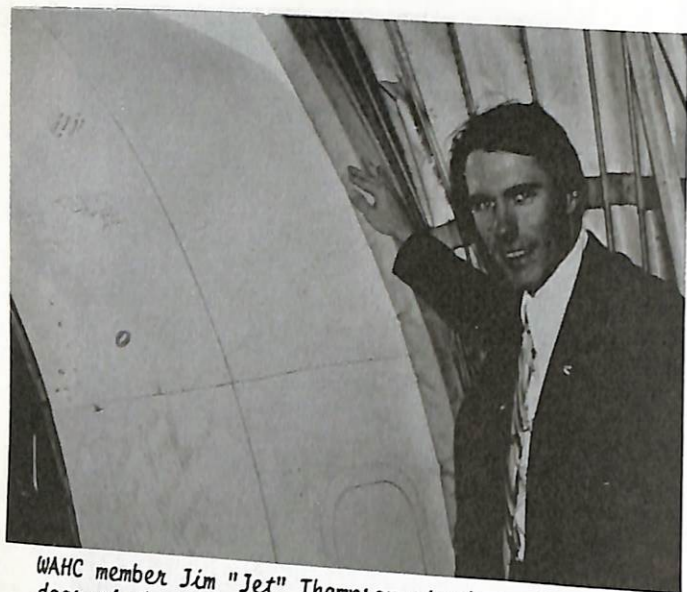
All or many of the passengers as they boarded the flight, signed their names and some additional message all around the door. Captain Shaun Shattuck gave everyone a running history of the 707 and in particular the history of the one we were flying. N18710, a 707-331BA-H model to be exact. Champagne was given to anyone who wanted to partake. All of the WAHC members did their best to get as many good photos of the aircraft before they actually boarded.

The final flight the next day, going from JFK-ORD-MCI on flight 849 was not quite as spectacular. The first leg of the trip from JFK-ORD, the flight was full and we only got a few pictures. The only WAHC members on board for this final trip were Jon Proctor, Dan McIntyre and myself. The last leg through ORD-MCI the load eased up and we could get up and around to shoot some final pictures. At Chicago, Dan got interviewed by KCTV-5 of Kansas City. They also interviewed me on board the plane.

Thank goodness Jon Proctor was aboard for this final leg. He really made it memorable. Enroute to MCI he got on the P.A. and gave a toast to the 707 and 25 years of service. His final gesture was really heart warming, especially for me. He turned on the "stars." The ceiling pannels have three oval shaped lights. Most of time they just looked like regular lights. At night though, when you turned out all the other lights in the cabin you could hit a switch and these oval lights became stars in the sky. It looked like you were looking through the top of the plane at the stars above you. I had not seen them used in many years and it brought tears to this 707 lovers eyes to see them used for one last time. I had infact remarked to Dave Beckner the day before about them and not having seen them in many years.

As we crossed the fence at MCI there was hardly a dry eye on board. Captain John Hart was in command of this trip and as we landed he said if you look out your right window you can see the rest of the TWA 707 fleet. This was the first time in 25 years that the entire 707 fleet has been together at the same time and place. Then he said, "This is the end, we're heading for the barn." And so ended one of the most memorable trips in my 30 years of flying around the country and the world.

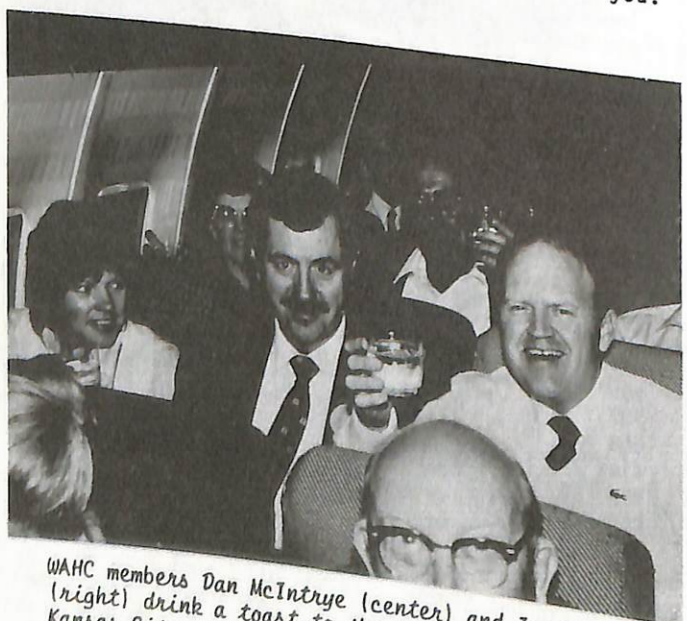
I closed by 707 log book with 206 flights, 436 hours and one minute, 213,836 miles and into 50 airports around the world on five airlines who operated the 707 in my 21 years of flying 707's. It was really sad to think that I might never again get to fly on another 707.



WAHC member Jim "Jet" Thompson stands beside the door of the 707 at Miami after several passengers had signed their name on the aircraft.

I sat and thought about our final takeoff at ORD as I looked back at Jon and Dan when we gave the thumbs up signal as we rolled down the runway. The thrust of those mighty engines, as they threw us back in the seats, like only one other airplane can still do, and that is the Concorde. Our dynamic takeoff from MIA the day before when Captain Shattuck stood that 707 on her tail as we lifted off. We were at 2,700 feet when we crossed the other end of the runway--now that's a hell of a climb out let me tell you!

The book closes on another chapter of U.S. aviation history. Good-bye big bird--we'll miss you!



WAHC members Dan McIntyre (center) and Jon Procter (right) drink a toast to the last 707 as we approach Kansas City.

EUROPEAN BRANCH HOSTS MINI-CONVENTION

by

Peter Black

Sunday, November 6, 1983 marked the first convention of the European Branch of the World Airline Hobby Club. Airline Hobby Meet '83, as the event was billed, was organized by the WAHC and sponsored by The Aviation Hobby Shop of West Drayton. The one day affair was held in a nice facility called, "The Griffin Room" in the South Kensington section of London, which featured a built in refreshment stand and bar.

About a dozen tables were set up by various commercial enterprizes and traders. About a hundred or so visitors attended the meet, including some from Holland, West Germany and Malta. I though I would be the only Yank there, but two from an Air Force unit stationed in England turned up. Unfortunately, the Chairman of WAHC/Europe, Bill Richards, was not able to attend.

Six new members were signed up on the spot, and many others took applications home with them.

Several airlines contributed goodies ranging from post cards from British Caledonian to flight bags from S.A.S and a massive wall plaque of a TU-134 from Balkan-Bulgarian Airlines. Some were raffled off, and the proceeds went to the WAHC treasury. Other items were put out on a large freebies table for all to pick through. Quite a bit of trading went on, and the two major commercial enterprizes present--Brian Stainer's Aviation Photo News, and the Aviation Hobby Shop did a brisk business. As mentioned a lot of trading went on and I was able to come away with a number of good post cards for my collection.

One interesting side note. A sales rep from Ethiopian Airlines, well known to many of the WAHC members, was talking about an enthusiasts tour his airline runs to Ethiopia. It features about a week of flying around the country in DC-3s!!! Ethiopian is just about the only major international airline that still has extensive domestic DC-3 services. Information on these tours may be had from Ethiopian Airlines, London office.

When all was said and done, it was decided that the event was a success, and just as it was said at Cincinnati eight years ago, someone said, "Let's do it again next year." Everybody still present agreed. So, watch the LOG for word about Airline Hobby Meet '84, and airline ads for low fares to London.

(Editor's note: WAHC President/Director of Operations, Paul Collins, is planning to be in London from March 29 through April 7. After talking recently with Mr. Fred Hems, there is the possibility that a min-convention will be held during the time he is in London. The date of this meeting will be either March 31 or April 1. Paul would like to have the opportunity to meet with as many European Branch members as possible during this visit.)

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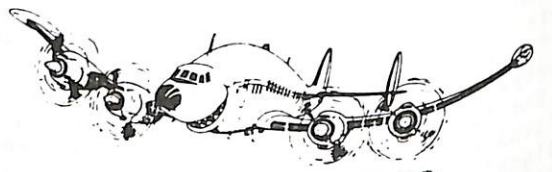
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If prop engine aircraft are your "thing" then the magazine for you is "PROPLINER" with page after page of piston-engined and turboprop aircraft. You will see Connies, Electras, Britannias, Hermes, Viscounts, you name it, if it had a prop and was used in commercial air service you will see a photo of it in this super publication. Annual subscription is \$22.00 (sample copy \$5.50). Write to: J. J. Daileda, US/Canada PROPLINER Agent, 4314 W. 238th Street, Torrance, California 90505. Be sure to tell them you saw it in the LOG.

WORLD AIRLINE HOBBY CLUB
CAPTAIN'S LOG
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Paul F. Collins
MEMBERSHIP CO-ORDINATOR
Marion Pyles

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Chairman/President
Fred J. Hems
Secretary/Treasure

PACIFIC SECTION
John Chivers
Pacific Co-Ordinator

POLICY

The WORLD AIRLINE HOBBY CLUB is open to all persons or groups interested in the collecting of airline memorabilia and the study of airlines and airliners. The CAPTAIN'S LOG is the official publication of the CLUB and contains stories on airlines and airliners and collecting the various items of memorabilia.

CONTRIBUTIONS WANTED

All members and interested parties who wish to contribute articles, pictures, or other material of interest to the membership are invited to do so. When sending in your material, please be sure to include your return address. All material, after publication, will be returned to the owner. The Editor welcomes ideas on material to be featured in future issues of the LOG.

PUBLICATION DATES

The CAPTAIN'S LOG is mailed quarterly to all members on approximately the 15th of January, April, July and October. Deadlines for material to be published is the first of the month prior to the mailing date. The CAPTAIN'S LOG is mailed by permit, so please allow ample time for delivery.

MEMBERSHIP FEES

U.S. & Canada	\$12.00 (\$5.00 more for First Class)
Europe	\$12.00 (\$8.00 more for Air Mail)
Pacific	\$12.00 (\$13.00 more for Air Mail)
South America	\$12.00 (\$8.00 more for Air Mail)
Central America	\$12.00 (\$8.00 more for Air Mail)
(Africa and Middle East same as Pacific rate)	
(First Class and Air Mail optional)	

CHANGE OF ADDRESS--IMPORTANT

Members MUST report any change of address promptly to the Membership Co-ordinator in order to receive their copy of the LOG. The Postal Department WILL NOT forward permit mail. If we do not have your correct address you will not receive your LOG. In addition to not forwarding your copy of the LOG, the Postal Department destroys your copy of the LOG. To have another mailed to you, you must forward \$3 to cover the cost of mailing you a second copy. There will be NO EXCEPTIONS to this charge. Please keep the Club current on your address. Send all address changes to Marion Pyles, AMF Box 75034, Cincinnati, Ohio 45275.

THE FLIGHT EXCHANGE

The CAPTAIN'S LOG will publish members' wants, trades and items they have for sale. These request will be published in the "Flight Exchange" section of the LOG at no charge to Club members. Send this material to: Flight Exchange-Captain's Log, 3381 Apple Tree Lane, Erlanger, Ky. 41018. Please send such requests in on a separate sheet of paper, written or typed so it can be easily read.

O K I JETLINERS

MINI-CONVENTION EAST

GREATER CINCINNATI INTERNATIONAL AIRPORT

IN THE NAVIGATION ROOM

SATURDAY APRIL 14, 1984

TIME: 10:00 a.m. until 5:00 p.m.

BRING YOUR TRADES BRING YOUR SLIDES

CARROUSEL AND CUBE PROJECTORS ARE AVAILABLE

This is our semi-annual Spring show and we look forward to seeing all of you that have supported out meetings in the past. As you know, table space is limited, so arrive early and stake out your trading space. For additional information contact Paul Collins, 3381 Apple Tree, Erlanger, Ky. 41018 or Marion Pyles, AMF Box 75034, Cincinnati, Ohio 45275.

SOUTHERN FLORIDA

AIRLINE HISTORICAL ASSOCIATION

MINI-CONVENTION SOUTH

RAMADA INN EAST

3941 N.W. 22nd St.
Miami, Florida

SATURDAY MARCH 10, 1984

TIME: 10:30 a.m. until 5:00 p.m.

The SFAHA would like to invite you to attend their Airline Photo Show and Mini-convention. We will be featuring slide shows or airlines and airliners past and present, as well as display and trading tables. The Southern Florida group has been very active in presenting these shows and they have proved to be very worth while for those attending. For additional information contact: Don Levine, 10 NE 131st Street, North Miami, FL 33161 or cal 305-681-6187

Special Ramada rate \$39.00 for show.

INTERNATIONAL PLASTIC MODELERS SOCIETY

MODEL CONVENTION

ATLANTA, GEORGIA

JULY 12, 13, 14 and 15



This is the big show that all modelers wait for. The people in Atlanta that are running the show this year are very interested in having a good display of AIRLINERS. Normally at most IPMS conventions this classification is quite small. We have some friends in Atlanta that would like to see many airliners, so let's not disappoint them. This should be a dandy show, so come on down and bring your models with you.

THE WAVERLY

A Stouffer Hotel

Your Invitation to Join
**THE
AMERICAN AVIATION
HISTORICAL SOCIETY**

Its Purpose

If you're reading this, you are a potential member of The American Aviation Historical Society. The Society, a group of aviation/space history enthusiasts, is ranked among the top historical associations in the world.

Membership

Membership is open to anyone. Persons joining at any time during the year receive all four issues of the quarterly JOURNAL for that year, plus NEWSLETTERS published after joining.

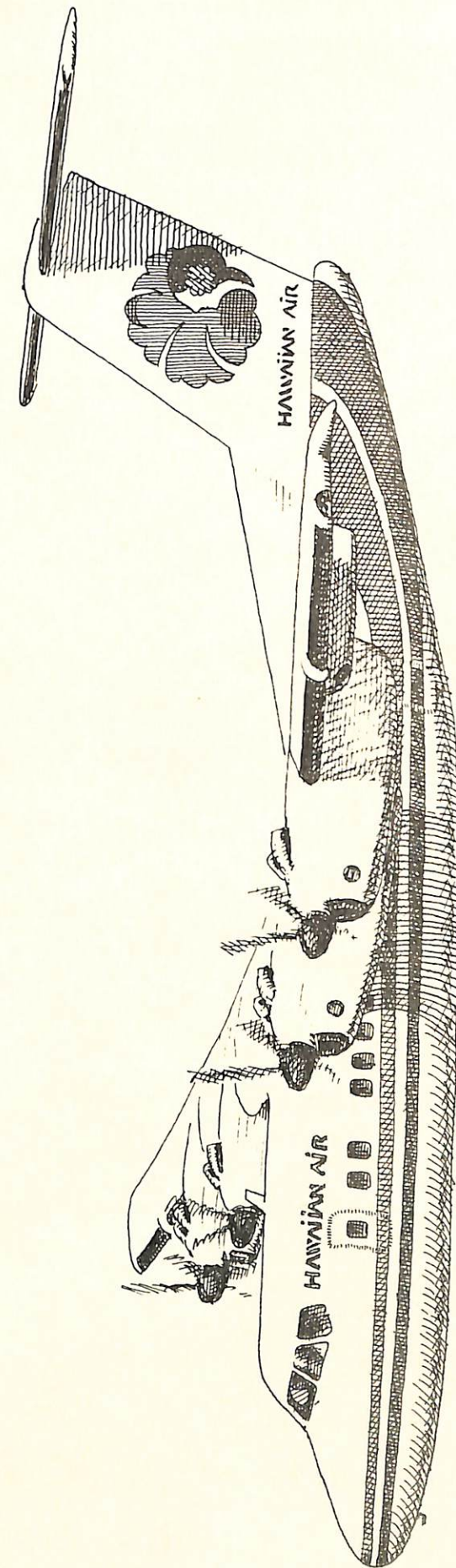
How to Join

This is your invitation to join and participate in the American Aviation Historical Society. Memberships also make good gifts. Join us and do a favor for a friend too. Complete the form below and send with your check in U.S. dollars (U.S. and Canada \$25; other countries \$30).

PLEASE PRINT NAME AND ADDRESS

Name _____
Street _____
City _____
State _____ Zip _____
Country _____
Interests _____

The American Aviation Historical Society
2333 Otis, Santa Ana, CA 92704



Tom Kalina