



# CAPTAIN'S LOG

*Summer 1982*





CAPTAIN'S LOG EDITORIAL STAFF:

- WAHC President . . . Paul Collins, 3381 Apple Tree Lane, Erlanger, KY 41018  
(606)-342-9039
- Editor . . . . . Gary Dolzall, 2415A Springdale Rd. 3A, Waukesha, WI 53186  
(414) 786-4298
- International . . . Joop Gerritsma, P.O. Box 776, Welland, Ont., Canada L3B 5R5
- Labels . . . . . Don Thomas, 1801 Oak Creek Dr., Dunedin, FL 33528
- Model News . . . . David Minton, 302 Durham Court, Benica, CA 94510
- Slide Collecting . . George Hamlin, 4645 Karls Gate Dr., Marietta, GA 30067
- Post Cards . . . . . Jon Proctor, Peter Black, P.O. Box 188, Bethel, CT 06801
- Schedules . . . . . George Cearley, 4449 Goodfellow, Dallas, TX 75229
- Book Reviews . . . . John Irby, 2896 Plaza Terrace Dr., Orlando, FL 32803
- Playing Cards . . . Thomas Draggas, 526 Ventura Ave., San Mateo, CA 94403
- Dining Service . . . Keith Armes, 12995 S.W. 191st St., Miami, FL 33177
- Wings/Badges . . . . Richard Koran, 1051 Woodlea Rd., Birmingham, MI 48009
- Miscellaneous . . . Paul Collins, 3381 Apple Tree Lane, Erlanger, KY 41018
- Staff Artist . . . . Tom Kalina, 431 Seneca Lane, Bolingbrook, IL 60439

Please send material for publication to the staff members listed above, paying attention to which department each handles. When in doubt, forward the material to the Editor.

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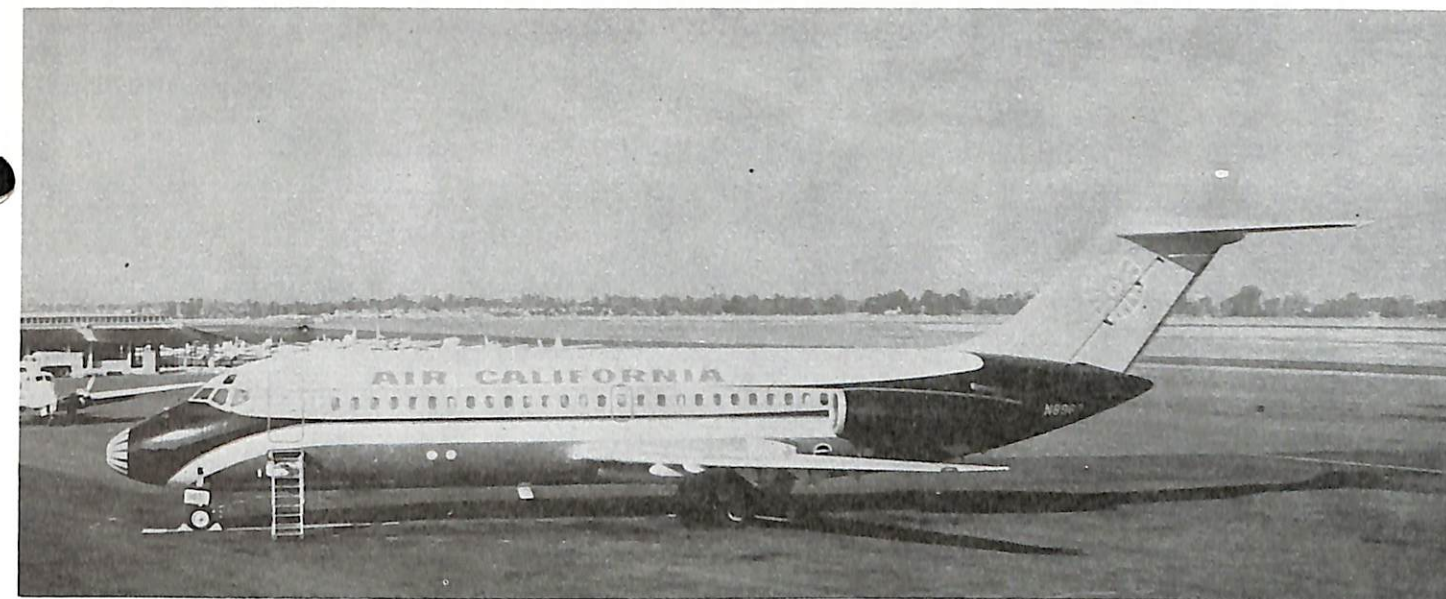
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CONTRIBUTIONS WELCOME:

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

FLIGHT EXCHANGE:

The CAPTAIN'S LOG will publish members' wants, trades, and all offerings concerning the history of airlines and airliners. These will be published in "Flight Exchange." All material for "Flight Exchange" should be sent directly to the WAHC President, 3381 Apple Tree Lane, Erlanger, KY 41018.



Above: First pure jet aircraft on our featured airline this issue--Air California--was the Series 10 DC-9. John Irby's coverage of Air Cal begins on page 11. Photo: courtesy Terry Waddington.

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Cover photo: The DC-9 prototype, N9DC, takes an early test flight. This aircraft now serves Texas International. Photo: McDonnell Douglas.



Above: It is May, 1946 at Los Angeles, Calif., as United "Mainliner San Diego" is refueled and a sister Douglas aircraft belonging to American rests in the background. Photo from the Gary Dolzall collection.

## At the gate

THE MESSAGE I must bring to you in this issue's editorial is one I regret. Effective immediately, I will be stepping down as Editor of the CAPTAIN'S LOG. In coming months, family and professional commitments will require a great deal of my time--so much, in fact, that I don't feel I will be able to devote the time to the LOG that it needs and deserves. As I'm sure most of you are aware, all of us on the LOG staff work on the publication on a strictly volunteer basis, and it is an unfortunate but true fact that other responsibilities can sometimes become more pressing. I hope you'll all understand.

I want to take this opportunity to thank all of you who contributed material during my tenure as Editor, and to all those who took the time to write regarding our efforts. Your support was most appreciated. Of course, I must extend a personal, heart-felt thanks to each of my contributing editors for their hard work and support. And I must also give special thanks to Paul Collins. During my tenure as Editor, Paul has been a cordial, ever-helpful associate.

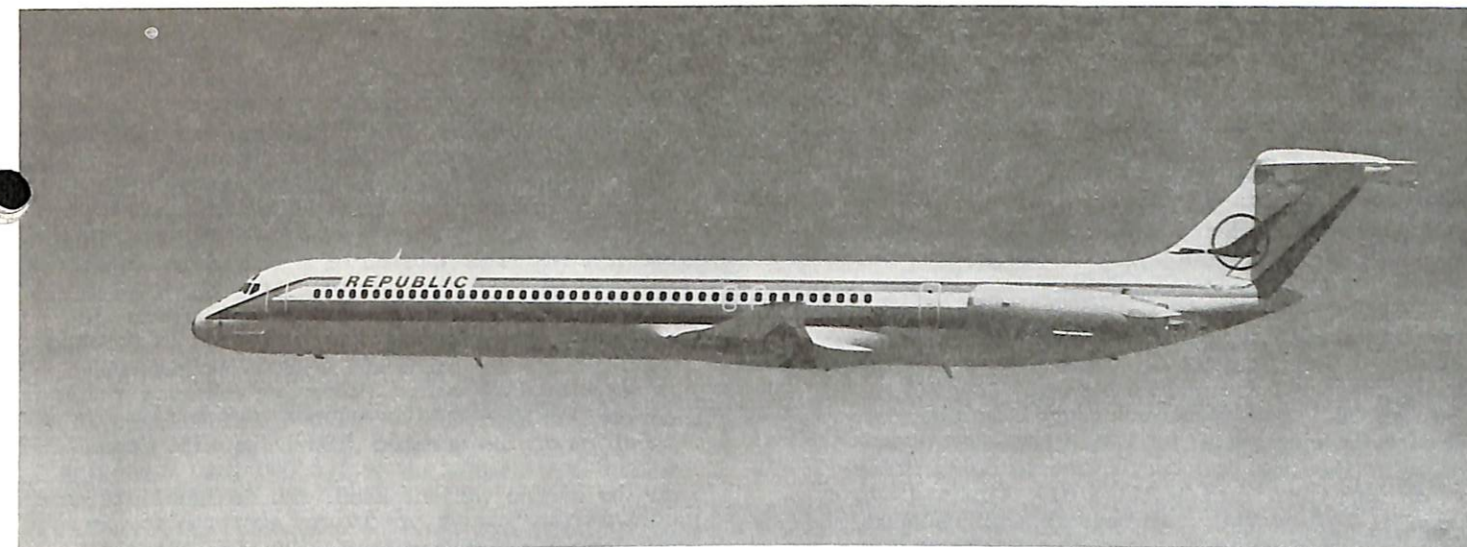
In the time I have been Editor, the LOG has made some excellent strides, and we look forward to its continued growth under

a new Editor. Information about the new Editor will appear in the next issue of the LOG. A word to those of you who are working on articles for the LOG: Please continue. All commitments for future publication of articles that I have made will be maintained, and all material on file will, of course, be passed along to the new Editor. In the interim, all editorial matters will be handled by WAHC President Paul Collins.

Finally, while my time restrictions will not allow me to continue as Editor, I certainly plan to remain as active as possible in our superb organization, and will continue to contribute to the CAPTAIN'S LOG in whatever way possible. In closing, I wish all of you the best in pursuit of this wonderful hobby of ours.

*Gary Dolzall*

GARY DOLZALL, EDITOR



Above: Latest in the long line of DC-9's is the Series 80 aircraft. Republic N301RC works out here prior to delivery. Photo courtesy of Terry Waddington and McDonnell Douglas.

## The DC-9 Best-seller from Long Beach

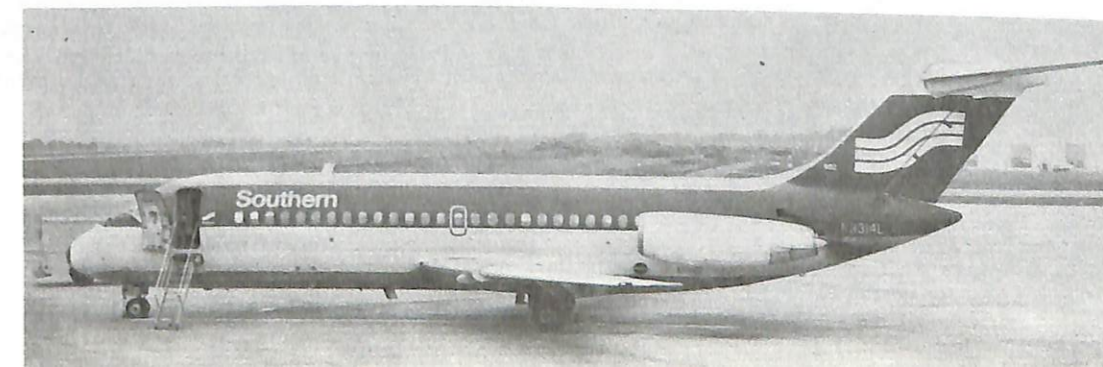
JOOP GERRITSMÄ

IMAGINE a two-thirds scale DC-8 plying the world's short and medium range air routes! Impossible you say? Sure it is now, but it would not have been had the Douglas Aircraft Corp. gone ahead with its 1959 project for a short/medium range jet transport that would have been very much a "little brother" to the DC-8. The DC-8 was then completing its test flying and certification program, and as one of its first serious design studies for a short medium range aircraft Douglas considered a similar but smaller aircraft. The aircraft was projected to carry 68 to 92 passengers and was to be powered by four P&W JTF10A-1 turbofans of 8250 lbs. static thrust. Wing span of this "1959 DC-9" was to be 94 ft. (versus 142 ft., 5 in. for the standard DC-8). Length was to be 102 ft. (versus 150 ft., 6 in. for the DC-8). Gross weight would have been 120,000 lbs and the range up to 2600 miles. Of course, neither the aircraft nor the P&W engines were ever actually built.

But studies did continue, and by late 1960 a much smaller design had evolved, featuring two rear-mounted engines and called the Model 2086. It had seating capacity for up to 77 passengers and had a maximum range of 1000 miles.

Two JTF10A-2 turbofans of 10,000 lbs. static thrust were to provide the get up and go and the aircraft's gross weight would be 69,000 lbs. The decision to go ahead with the project was given on April 8, 1963 and at this time it became the DC-9. Only three weeks later, Delta Air Lines placed the first order, for 15 aircraft with 15 options on top. At this stage, the DC-9 was no longer the same as the Model 2086. It had grown somewhat, with a seating for up to 83 passengers, a maximum range of 1100 miles and a gross weight of 77,000 lbs. Wing span and fuselage length were 87 ft., 4 in., and 103 ft. respectively. Power was provided by two Pratt and Whitney JT8D-5 engines of 12,250 lbs. static thrust each. These were derated JT8D-1 engines of 14,000 lbs. (power for the Boeing 727-100). Douglas also decided to offer a range of different versions of its aircraft to meet passenger capacity and range demands of individual airlines. Obviously, the company did not want to make the same mistake it had made in the early life of the DC-8. Then it had offered only one standard version of the aircraft, and this had cost the company dearly when many potential orders went to the Boeing 707, which did come in a number of ver-

Right: Southern N3314L is a DC-9-14. Compare its length to the DC-9-80 above. Southern aircraft was photographed at Memphis, Tenn., in 1976. Photo: Gerritsma collection.



sions with different capacities, gross weight, and ranges.

Boeing was causing problems for Douglas in the DC-9 market too, though. Valuable time had been lost and Boeing was far ahead in developing the three-engine 727 which had made its maiden flight on February 9, 1963, two months ahead of the launch decision for the DC-9. This delay had been caused by the problems Douglas was facing with its DC-8 program. With time, manpower and financial resources tied up in the DC-8 program, the DC-9 was left on the backburner. As an interim measure, Douglas became the North American distributor for the French Caravelle twinjet which had been ordered by United and was very close to being ordered by TWA (see the CAPTAIN'S LOG, Winter 1981 issue). Douglas was even considering building the Caravelle under licence, but in the end the program became a disappointment as several potential major customers switched to the 727 instead. The continuing cash flow problems caused by the DC-8 program resulted in there being little money available to initiate a major new aircraft program and it is to the credit of Jackson R. McGowen, a former DC-6 and DC-7 project engineer, that the DC-9 was finally given the green light in April 1963. He was convinced that Douglas would easily sell at least 300 aircraft in a short time and after that, with a break-even point attained, the DC-9 would contribute substantially to the financial well-being of the company.

Following the launch decision and the Delta order, Douglas went full-speed-ahead in a frantic effort to catch up with the Boeing 727, which fitted into the upper end of the market projected for the DC-9 and which would go into service on February 1, 1964 (with Eastern Air Lines). The DC-9 prototype made its first flight only one year later, on February 25, 1965. That summer it was followed by four more aircraft for the test flying and certification program, and on November 23, the FAA issued Douglas with the aircraft's type certificate, clearing it for its first commercial flight on November 26 with Delta.

The first DC-9's were all of the Series 10 version, which came in three sub-versions, depending on engine type used and on gross weight and fuel tank capacity. The Series 14 as delivered to Delta (14), Air Canada (6), TWA (20), Eastern (15), and West Coast (3), was powered by two Pratt and Whitney JT8D-5 engines and had extra center section fuel tanks in the wing, bringing the gross weight to 83,000 lbs. The Series 11, also with the JT8D-5, did not have the extra fuel tanks and as a result, the scales stopped at a gross weight of 77,700 lbs. This version was ordered by Bonanza, which took three for its south-central U.S. network. The Series 15 was bought by Hawaiian (2), KLM Royal Dutch Airlines (6), Swissair (5), Ozark (3), and Standard Airlines (2, later sold to Ozark). This version was powered by the 14,000 lbs. static thrust JT8D-1 and topped at a gross weight of 90,700 lbs. It also had the extra center section fuel capacity.

Once underway, the future looked extremely bright for the DC-9 from the start, as evidenced

by the order book. In June 1965, orders stood at 112 aircraft, including the Series 10, Series 10F (see later), and the newly announced Series 30. On February 25, 1965, the same day the first DC-9 made its maiden flight, Douglas and Eastern jointly announced that EA had placed an order for 24 aircraft of a stretched version, called the DC-9B or DC-9 Series 20. This version featured a fuselage stretch of 9 ft., 6 in., but this was later increased to a stretch of 14 ft., 11 in., and the designation was changed to the Series 30. The engines were to be two 14,500 lbs. JT8D-9's and the aircraft's gross weight was brought to 98,000 lbs. Passenger capacity reached 115 and alternative engines were offered in the form of the uprated JT8D-11 or -15. Gross weight was brought up to 108,000 lbs. Depending on the engine variant used, the designations used were Series 31, 32, or 33. In addition to the fuselage stretch, the Series 30 aircraft also had a two foot wingtip extension on both sides, increasing the original span by four feet to allow for the higher operating weights. The first DC-9 Series 30 took to the air on its maiden flight on August 1, 1966 and received FAA certification on December 19 of that year. Since then, it has become the most popular of all the DC-9 versions, with well over half of the total sold being of this version. Among the major U.S. and world airlines that ordered the Series 30 are Air Canada (44), Alitalia (35), Delta (63, including the 15th Series 14 which was converted to a Series 32 before delivery), Eastern (72), Garuda Indonesian (25), Iberia (31), North Central (20), and USAir (formerly Allegheny) (61).

Development of the DC-9 did not stop with the Series 30, and the next step occurred when SAS, a steady Douglas customer for many years, expressed a requirement for an even larger DC-9. In response, Douglas developed the DC-9 Series 40. This aircraft had a fuselage stretch of 6 ft., 4 in., over the Series 30. Seating capacity went up accordingly to 125, and the gross weight increased to 114,000 lbs. Power was provided by two 15,000 lbs. JT8D-15 engines. They are responsible for a marked payload/range performance improvement. The first flight of the DC-9 Series 40 was made on November 28, 1967 and SAS ordered 49 examples. The first aircraft went into service the following year and a second order for the type was placed soon after by Toa Domestic Airlines of Japan, which ordered 22. No new orders have since been received for this aircraft, although it has also flown with Swissair and Thai International on lease from SAS.

In 1968, SAS also formulated a requirement for a smaller twinjet with vastly improved airfield performance for use on the carrier's many small domestic airports in Denmark, Norway, and Sweden. Douglas was prepared to develop a "hot and high" version of the DC-9, consisting of the smaller Series 10 fuselage married to the larger Series 30 wing and its more powerful engines. Since this version is really a cross between the Series 10 and the Series 30, Douglas resurrected the Series 20 designation for this "hot-rod" DC-9. SAS bought ten of this version, which has a gross weight of 100,000 lbs, but no more have been sold.

Eastern DC-9-14 N8901E trails a string of exhaust on take-off. This was the first DC-9 for Eastern. Photo: Eastern Air Lines.



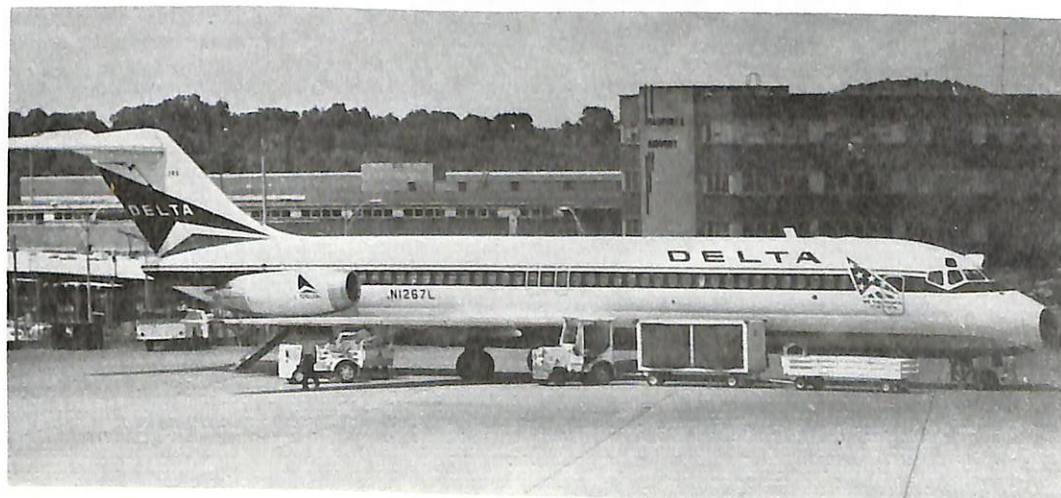
KLM DC-9-15 PH-DNA "City of Amsterdam" rests at its namesake city in 1967. Photo: Joop Gerritsma.



The DC-9-21 could be considered the "hotrod" of the DC-9 series. Here, SAS DC-9-21 OY-KGD arrives Amsterdam in 1970. Joop Gerritsma photo.



With Bicentennial markings, Delta DC-9-32 N1267L awaits its next flight at Nashville, Tenn., in 1976. Photo: Gerritsma collection.



Douglas was quick to develop all-freight and quick-change versions of the DC-9. These have a large cargo door forward of the wing on the port side. Especially, the quick-change versions have sold in some numbers because of their versatility. For certification purposes, both versions are identified by an F suffix to the Series number, but they are best known with the suffix C (all cargo) and QC (quick-change). The first one off the production line was one of 19 DC-9-15F's ordered by Continental Airlines and it was delivered on March 7, 1967. The first convertible DC-9 Series 30, a -32CF, was delivered to Overseas National Airlines on October 6, 1967. A few airlines ordered non-convertible, all-cargo aircraft, with the first being a DC-9-32F for Alitalia. It was delivered on May 3, 1968.

The military also adopted the DC-9 into transport as well as medical evacuation roles. In August 1967, the USAF ordered eight C-9A Nightindale medevac aircraft and later increased the order to 21. Based on the Series 32F, the first C-9A made its maiden flight in May 1968 and was delivered to the 375th Aeromedical wing of the MAC at Scott Air Force Base, Ill., on September 13 of that year. The Nightingales can accommodate 30 to 40 stretchers or 40 ambulatory patients, or a combination of both, and have many special features incorporated in them, mainly provisions to permit the use of standard hospital equipment on board to treat patients. The aircraft, which are powered by the JT8D-9, operate at a gross weight of 108,000 lbs. They received world-wide attention in January 1981 when two of them airlifted the 53 American hostages which had been freed from Iran from Algiers to Wiesbaden, West Germany. The USAF in 1975 also acquired three VC-9C VIP transports for the Special Air Missions Wing at Andrews AFB, Maryland. These were standard passenger -32 aircraft with VIP interiors. The U.S. Navy in 1972 ordered 15 DC-9 Series 32F's for logistic support services. Called the C-9B Skytrain II, the first two of these aircraft were delivered on May 8, 1973, one each going to transport squadrons VR-1 and VR-30. These Navy aircraft are identical to the USAF C-9A minus the special medical provisions, but have extra fuel capacity for a 2250-mile range. Operating gross weight is 110,000 lbs. because of the extra fuel carried. The U.S. Marines also operate the C-9B, while Douglas also sold two DC-9 Series 32 aircraft to the Italian Air Force. These aircraft are basically identical to the C-9B. A few other aircraft have entered service for VIP and presidential transport with a small number of military forces and private concerns.

We must digress here from the main story for a moment to expand on the merging of the Douglas and McDonnell companies. With the problems created by the lagging DC-8 program, Douglas experienced severe cash flow problems. As we already mentioned, these did not help the DC-9 program any, and in fact carried over into DC-9 production as well. Douglas found itself in serious trouble, and to ensure the survival of the company, a merger partner was sought and found in McDonnell in 1967. Douglas Aircraft is now one of the major divisions of the McDonnell Douglas Corporation.

As far as the DC-9 is concerned, by 1973 another stretch was announced in the form of the Series 50. Launched by an order from Swissair in July 1973, the DC-9 grew another 6 ft., 4 in., over the Series 40 and 27 ft., 7 in., over the original Series 10. Passenger capacity was brought up to 139 and the gross weight reached 120,000 lbs. The new version made its first flight on December 17, 1974, or 71 years to the day after the flight by the Wright Brothers at Kill Devil Hill. Power for the latest DC-9 was provided by two 15,500 lbs. static thrust JT8D-15 or 16,000 lbs. JT8D-17 engines. The Series 50 entered service with Swissair on August 24, 1975, but has not enjoyed the same success as the popular Series 30. Aside from Swissair, the other major airlines ordering the type were Eastern (9), Finnair (12), Hawaiian (10), Republic (28), and USAir (8). Others went to Ghana Airways (1), Austrian (5), Inex-Adria (2), LAV of Venezuela (5), and BWIA (4).

But the longest stretch yet was to come, in 1973, when Douglas (by then McDonnell Douglas) and Swissair discussed the possibility of yet another stretched version. In that year, only shortly after the launching of the Series 50, engineers went to work on studies for the Series 60 with a fuselage stretch of only 6 ft. 3 in. over the Series 50, and with 18,000 lbs. st JT8D-117 engines. This engine, then proposed by Pratt and Whitney, was a derivative of the standard JT8D, but incorporated many new features to make it more fuel-efficient and quieter. Douglas also proposed the CFM-56 engine of 22,000 lbs. st as an alternative, but the airlines were not interested. However, studies continued and during the mid-seventies a large number of DC-9 versions emerged, only to be dismissed again one after another as the airlines showed little interest and Douglas was probing the market further and further to find the right size. By 1977 Douglas was ready to go ahead and proposed the Series 60 with a fuselage stretch of 22 ft. 1 in. over the Series 50 and powered by two "10-tonne" engines, either the CFM-56 or the Pratt and Whitney JT10D. The stretch was achieved by inserting two plugs, one ahead of the wing, and the other behind the wing, and the wing itself was enlarged by a 5 ft. 3 in. insert at each wing root. Other versions seriously considered at that time were the DC-9-17's with a 7 ft. 11 in. plug ahead of the wing and with JT8D-17R (for refanned) engines, and the DC-9-RS with JT8D-209 engines. The same fuselage stretch, combined with the same engines, were proposed for the DC-9SC featuring a super critical wing. But the proposal that looked most promising at the time was the DC-9RSS (refanned, super stretch) with a 12 ft. 8 in. fuselage stretch in two plugs and with an extra four feet of wing span, arrived at by two wingtip extensions of two feet each. The JT8D-209 engine was proposed for this version, which was later renamed the DC-9-55. Under this designation it was promoted heavily, but it did not sell. Douglas also explored the possibility of short-field versions of the DC-9, especially for the Japanese market, where runways are often short and passenger demand heavy. Based on the Series 40, the DC-9-QSF (quiet, short field) had JT8D-209 engines while another pro-

Ozark is an airline that relies exclusively on the DC-9. Here, in old colors, DC-9-31 N984Z keeps company with a TWA DC-9. Photo: Gerritsma collection.



Alitalia was one of several carriers to purchase the DC-9 Series 32F all-cargo DC-9 without fuselage windows. I-DIKG rests at Turin, Italy in 1968. Photo: Joop Gerritsma.



SAS SE-DBN is a DC-9-33AF all-cargo variant of the DC-9. Photo was taken in Stockholm, Sweden in 1977. Photo: Lakmaker.



Eastern Air Lines DC-9 N401EA is a Series 51 aircraft. A tug pushes the long DC-9 back at Toronto, Canada in 1981. Photo: Joop Gerritsma.



posal, the Series 22, was based on the Series 10 but with larger wings and more powerful engines.

When the go-ahead was finally given on October 20, 1977, it was for a version with a fuselage stretch of 14 ft. 3 in. over the Series 50 that had preceded it. Of this stretch, 12 ft. 8 in. was ahead of the wing. Engines were to be two 19,250 lbs. st JT8D-209 turbofans, an earlier version of which, the -109, had been flight tested by Douglas on a Series 30 aircraft in 1975.

Since the new aircraft was scheduled to go into commercial service in 1980, the designation Series 60 was changed into Super 80 and orders and options totaling 40 were received rather quickly, with launch customer Swissair ordering 15 and five options, Austrian Airlines eight and four, Southern Airlines four and four, and a letter of intent for two from LAV of Venezuela. The Southern order was cancelled upon the merger of the airline with North Central to become Republic Airlines in June, 1979. Republic, however, has since ordered 14 Super 82's. Other early customers include Aero Mexico with four, Air Cal with seven, Austral of Argentina with three, Hawaiian with six, PSA with 26 (the largest fleet so far), and TDA of Japan with eight.

In standard mixed-class layout the Super 80 carries 137 passengers, but this can be increased to 172 in high-density, short haul operations, for which purpose there are fewer toilets on board. Range for the Super 80 is 2000 miles and gross weight is 140,000 lbs.

With a fuselage length of 147 ft. 10 in., the Super 80 is very close to the size of the original DC-8 (150 ft. 6 in.) and the Boeing 707-320

(152 ft. 11 in.). It is actually bigger than the original Boeing 707-120 (134 ft. 6 in. long) which was designed 20 years ago for coast-to-coast long-range operations in the U. S. Yet the Super 80 is classified as a short-medium range aircraft. Its passenger capacity of 172 is nearly the same as that of the B707-320 at 177 and the DC-8 at 176 and its performance is also close to that of the 20-year-old first-generation jets. And yet, all this is achieved on little more than half the power. The original DC-9 Series 10 has grown from an aircraft with a wing span of 87 ft. 6 in. length of 104 ft. 5 in. and wing area of 925 sq. ft. to an aircraft possessing a wing span of 107 ft. 10 in., length of 147 ft. 10 in., and wing area of 1279 sq. ft. Engine power has increased from 12,000 lbs. st per engine to 19,250 lbs. st. Maximum cruising speed remained nearly the same, with 557 mph at 25,000 ft. for the Series 10 to 577 mph at 27,000 ft. for the Super 80. Range increased from 1200 miles to 1508 miles (depending on cruising speed and payload), but the most dramatic increase has been in the gross operating weight, which went from 77,700 lbs. to 140,000 lbs., or nearly double. There can be no clearer indication of the tremendous progress made in the past 17 years in both engine and airframe technology.

Already, with more than 1000 delivered, the DC-9 is by a long margin the second biggest selling jetliner in the western world and some airlines operate pretty substantial fleets of the type in different versions. Republic Airlines has no fewer than 135, the world's largest DC-9 fleet and larger than the fleets of many of the world's major leading international airlines. Eastern Air Lines operates 79, Texas International 50, and Air Canada 43. Outside North America the largest DC-9 fleet is operated by SAS of Scandinavia, with 60.



Above: In Air Cal's striking new livery, the carrier's newest aircraft--the DC-9 Series 80--lifts away from the runway. Photo courtesy Air Cal.

## The Air California Story

JOHN IRBY

IN THE EARLY to mid-1950's, Orange County, California was mainly a rural area with small towns like Ahaheim, Santa Ana, and Newport Beach. With the coming of Walt Disney's world-famous tourist attraction, Disneyland, in the late 1950's in Anaheim, however, a population boom occurred that transformed Orange County into one of California's major metropolitan areas. Such spectacular growth in Orange County lead to many problems for its residents. One of these was the 45-minute-plus drive up the San Diego Freeway to use Los Angeles International Airport (LAX). Often, an Orange County-based businessman would spend more time driving to and from his plane at LAX that he spent flying to and from San Francisco, for example. These same businessmen saw the need for fast commuter airline service from their local Orange County Airport (SNA) to major Northern California population centers. This was the basic concept for Air California.

Air California was born upon its incorporation in September of 1966. The new airline was modeled after the very successful large-aircraft commuter, PSA, whose low-fare jet flights from southern California to the San Francisco region were the envy of the airline industry for

their efficiency. Since speed and comfort were of great importance for the success of Air California, the airline chose to apply for a waiver from the FAA to fly as a large-aircraft commuter airline under FAR Part 121 rather than the usual FAR Part 135 commuter airline rules that limit aircraft size to 19 seats. Since Air California planned to operate entirely with the state of California, it was regulated by its home state rather than by the federal CAB. Until the Airline Deregulation Act of 1978, both PSA and Air California never crossed California's borders on scheduled flights.

Service began for Air California on January 16, 1967 with six weekday Lockheed Electra propjet flights from Orange County Airport to San Francisco (SFO). Two Electras made up the initial fleet with several being added later in 1967; services were then expanded to San Jose and Oakland from Orange County in October of 1967. The early days of Air California's operations stressed efficiency. This was largely due to the heavy financial burden that the fledgling airline carried to get started. Flight attendants served only drinks on Air California's flights, no meals, or snacks, were offered. Fares were kept simple and low so that business commuters

Below: This view of an Austrian DC-9-81 shows how far back on the fuselage the wings are set. Aircraft still wears pre-delivery registration of N1002W in this McDonnell Douglas photo.



would make a habit of patronizing Air California's frequent flights. Employees, few of whom were unionized in the early years, were expected to perform extra tasks for the airline in addition to their regular jobs, so that the airline would run smoothly. And these efficient habits remain in force today.

Air California's first aircraft, the Lockheed L-188 Electras, were chosen for several reasons: Low purchase price on the used aircraft market; easy availability due to their late-1960's retirement from the major airlines; and excellent performance on short to medium length routes. Twin jets, such as the DC-9 and the then-new Boeing 737, were financially unavailable to the new airline in 1966-67 due to their high prices. To adapt the Electras to Air California's commuter duties, the big propjets were converted to 99 passenger, tourist-class interiors and much of the galley equipment was removed to add more seats and save weight. As the airline started to establish itself in 1967 and early 1968, passenger acceptance was fair, with 50 percent load factors, but not up to profit expectations. In was soon clear to the airline's management that Air California needed to obtain a jet age image to inspire passenger confidence. PSA, Air California's idol/rival, had just begun a program to go all jet and had laid down the gauntlet for Air California to do likewise or suffer the image of being an old fashioned airline in the eyes of the traveling public.

1968 was the big year for change at Air California. Its initial move to go all jet began early in the year with the short-term lease of two Douglas DC-9's. The DC-9's pushed the Electras off of Air California's main route from SNA to SFO, and caused load factors to improve immediately due to the greater acceptance of the jets. While leased DC-9's and the initial L-188's labored for Air California in early 1968, Pacific Air Lines cancelled an order for five brand-new Boeing 737-293 twin jets that were to be leased by that airline from the GATX/Boothe Corp. Upon discovery that this new fleet of 737's was available and ready for immediate delivery, Air California rounded-up the financing needed to sign a long-term lease with GATX/Boothe for the Boeings. On July 10, 1968, Air California took delivery of the first of this fleet of Boeing 737's and with the delivery of the fourth 737 in November of the same year, Air California retired its Electras and ended its lease of the DC-9's. These 737's formed the core of the modern fleet and remain in service today.

1969 was a big route expansion year for Air California. The speedy 737 fleet allowed cities such as Ontario, Palm Springs, Sacramento, Burbank (later dropped), and most significantly, San Diego, to be added to Air California's route map. It was Air California's move

into San Diego that touched off a battle with rival PSA that is ongoing today. PSA had largely ignored Air California until the latter's move into PSA's home base at SAN. To counter this unwanted competition, PSA went on the offensive by petitioning the California regulatory authorities to add Air California's entire route map and even offered to buy out the younger airline. Air California fought back by applying for PSA's routes. Of course, neither request was granted and an uneasy truce resulted between these two rivals.

Following the rapid expansion of the late 1960's, Air California entered a plateau period during the years from 1970 until 1978, where few route changes were made. Happy with its existing routes, Air California worked hard at developing these markets to the point of enjoying a healthy 70 percent system-wide load factor by 1978.

A change of ownership of Air California was transacted in 1970 when the Westgate-California Company bought out the airline to diversify its corporate holdings. Westgate, mainly a real estate development firm, would lean heavily on Air California's successful operation to survive, however, because during the 1974-75 recession Westgate's real estate business collapsed. From 1974 until 1981, Westgate-California had to operate under Chapter 11 of the federal bankruptcy laws. This protected it from foreclosure by its creditors, but prevented corporate economic growth for both the parent company and Air California. In spite of this, however, Air California succeed and posted profits as an airline.

The most significant route expansion of the mid-1970's for Air California was its entry into California's premier mountain resort area at South Lake Tahoe. With sports like snow skiing gaining great popularity during the 1970's, resorts such as Lake Tahoe became meccas for active Californians. Tahoe's unmatched beauty and excellent slopes, and nearby casinos in Stateline, Nevada, draws tourists by the tens of thousands. During the peak winter season, however, heavy snows and high mountain passes make auto access to the Lake Tahoe area difficult. To meet this demand and to solve the access problem, local officials had the South Lake Tahoe Airport improved so that airline service could operate. Jumping at this opportunity, PSA and Air California applied for routes to Lake Tahoe from the San Francisco area and southern California airports. There was a major stumbling block to PSA's and Air California's service, however. Due to environmental concerns of the locals and tight approaches to South Lake Tahoe Airport, no jets would be allowed for the new Tahoe airline routes. This forced both PSA and Air California to go shopping for propjet Electras again, years after both lines thought that such aircraft had been retired for good. On April 1, 1975, Air



Above: After beginning service with the L-188 Electra aircraft, Air California turned to the Series 10 DC-9 as its first pure jet. The early DC-9's were replaced by 737's. N8961 illustrates Air California's early paint scheme. Photo courtesy Terry Waddington.



Right: The Boeing 737 has been the heart of Air California for much of its history. Here, N472GB illustrates Air California's vivid paint scheme that is currently being replaced by the "Air Cal" image. Photo: Lawrence Monroe collection.



Right: The Lockheed Electra played an important role in Air California's growth. First, a group of L-188's got the carrier started in the business, and a second group allowed the airline to serve the Lake Tahoe market. N125AC is a member of the latter fleet to serve Air California. Photo: Gary Dolzall collection.

California acquired the first of three Electras for its Tahoe squadron and services to the resort were begun shortly afterward from Oakland and San Jose.

The Electras proved to be an aid for Air California for more than just the Tahoe routes. As residential noise complaints mounted around Air California's home airport at Orange County, the local authorities imposed strict restrictions on the carrier's night operations of jets and even put limits on the total number of airline jet operations for the airport, day or night. Air California used the Electras to circumvent these restrictions against late-night jet flights and as extra sections when additional 737 flights would not be allowed. The Electras also were found to be valuable for movie charter work, a profitable sideline for Air California. Movie companies often chartered Air California's L-188's to reach popular shooting locations in Mexico's Baja California area and other favorite sites in the west. The Electra's fine short-field performance made even the crudest desert air strip accessible to Air California's movie charter flights.

Air California undertook little route expansion after the addition of Lake Tahoe in 1975. However, Monterrey and Fresno were added in 1978, providing Air California with its first presence in the central California region. Due to competition from PSA, San Diego was gradually de-emphasized as a market area for Air California. Protecting its near-monopoly on the intra-California routes from Orange County, Air California increased its operations from that terminal to the maximum allowed by the local airport authority. To reach that end, more 737's were bought or leased on the second-hand market from Aloha, Western, and United.

When the Airline De-Regulation Act was passed by Congress in October of 1978, Air California, unlike many other airlines, was very conservative in its route applications to the CAB. Its first interstate route was from San Jose to Reno, Nevada, inaugurated on December 18, 1978. Its next route was to Las Vegas from Orange County, added on June 1, 1979. Because of Air California's lack of equipment, however, San Diego had to be dropped to add Las Vegas at that same time. The move up to Portland in 1980 was in direct replacement for routes dropped by larger carriers from Oakland, Reno, and San Jose. Services to Seattle came in June of 1981 from the same cities as Portland. The most recent route for the carrier has been to Phoenix from Orange County, San Jose, and Ontario. This route was added in November of 1981. The carrier has chosen its post-deregulation route network carefully. It appears to be staying away from highly-competitive routes; instead, it prefers to fly routes where it has the potential to be the dominant carrier. Even

in its addition of Los Angeles (LAX) in 1981, the airline has chosen routes to Monterrey and Fresno rather than more competitive markets. The airline has used deregulation to make the gradual transition from being a commuter airline to the role of a regional airline. Its route network at present appears to be of the old-fashioned linear style rather than the popular hub and spoke system used by major carriers such as Delta. This is by design, however, for the carrier stresses point-to-point services with higher than average daily frequencies, thus a linear route network is more to its needs.

Following deregulation in 1978, Air California was forced to take a re-evaluation of its Lake Tahoe routes and the aging propjet Electras needed to fly them. Air first, Air California took options on the new STOL propjet airliner, the de Havilland DHC-7 (Dash 7), as a possible replacement for the Electras. However, these options were cancelled when management decided that new jet equipment was a more pressing requirement. Eventually, Air California decided to retire the Electras and turned the routes over to commuter airlines.

With rising fuel bills, strained capacity on its busier routes, and more noise abatement restrictions at its key airports, Air California was in the market for newer and larger jets in 1979. The 737, workhorse that it is for the airline, was in need of a more modern sister, and Air California opted for the McDonnell Douglas DC-9 Series 80. The carrier originally ordered 11 DC-9-80 aircraft (two Series 81's and nine Series 82's), however only five of these were actually delivered and the other six cancelled. As for the airline's current fleet mix, there are two DC-9-81's, three DC-9-82's, and 15 Boeing 737's.

One of the more interesting chapters in the airline's short history occurred last year when its parent company, Westgate-California, was declared bankrupt and was forced to liquidate its assets--including the airline. Since Air California was profitable, the federal judge presiding over the Westgate liquidation called for the airline's sale as a whole unit rather than selling off its assets piecemeal. Two interested parties, Air Florida Systems, and William Lyon, entered into a bidding duel for control of Air California. The early apparent winner was Air Florida. That carrier wanted to make Air California into a subsidiary that would provide the parent airline with equipment, crews, maintenance, and data processing. It also wanted to keep Air California flying, but as an entirely different style of airline that would specialize in tourist, rather than business commuter routes. Lyon's plan for the airline was to maintain Air California's status quo as an important regional carrier. Naturally, local and employee sympathies were with Lyon to win

control of the airline rather than Air Florida. And perhaps it was these feelings that swayed the presiding judge to reject Air Florida's bid as being too low and to allow Lyon a second, and successful, chance for obtaining Air California. Lyon's new airline cost him \$45 million-plus and last year, he created a new holding company, Air Cal Investments, Inc., to manage the airline.

While all of this jockeying for control of Air California was going on, the airline's management decided to spruce up its image in time for delivery of its first DC-9-80 aircraft, which was to arrive on May 15, 1981. For years, Air California had been the airline's official name but Air Cal was the nickname that

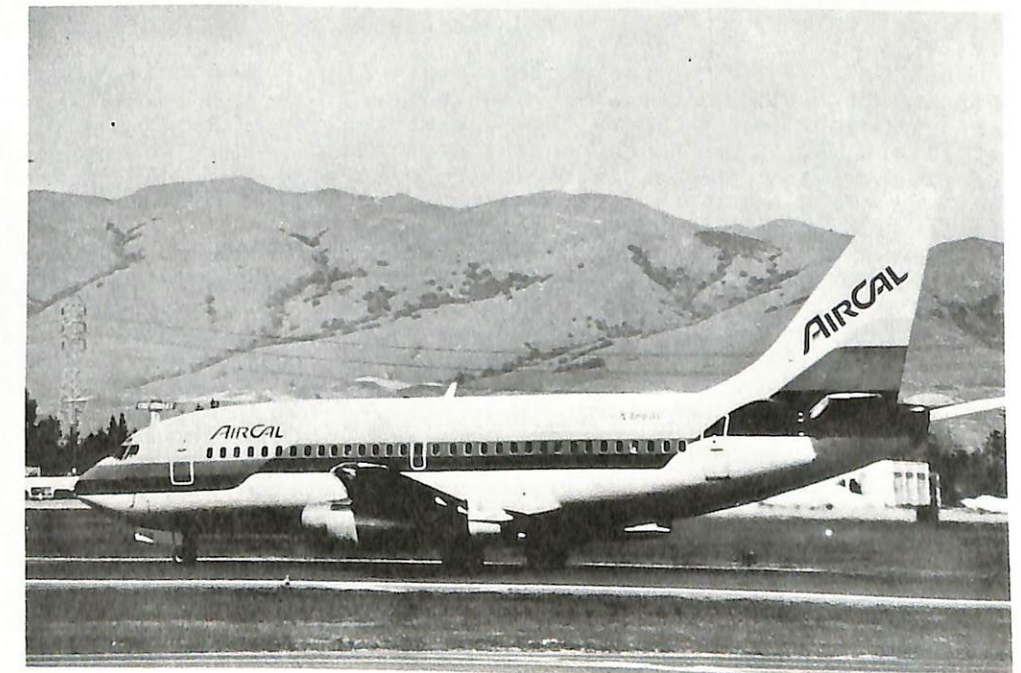
employees and passengers tended to know it by. The new image called for Air Cal to rise from the status of nickname to proper name. This became official on April 6, 1981, however the stylized Air Cal logo appeared on one Boeing 737 in January 1981, along with a snazzy new paint scheme of purple, violet, orange, and gold stripes that replaced the long-standing sunburst liveries.

Now as a regional airline, Air Cal is one of the stronger but quieter types in today's mixed-up airline world. It currently links 14 cities in five western states with high-frequency, low-fare flights that are operated by one of the more fuel-efficient jettfleets in the airline industry.



Left: Similar to its one-time suitor—Air Florida—Air California has operated Boeing 737's in a variety of colors because of leasing deals. EI-ASG is obviously an Aer Lingus aircraft; other 737's have operated in primarily Aloha and United schemes but with Air California titles. Photo: Gary Dolzall collection.

Right: As 737 N466AC illustrates, the Boeing twin jets are gradually being repainted into the new Air Cal livery. Photo: T. Livesey, Gary Dolzall collection.







Above: Jet America DC-9 Series 80 N778JA eases toward the gate at Chicago O'Hare (ORD) on a gray November 1981 afternoon. Photo by Gary W. Dolzall.

# Jet America

GARY W. DOLZALL

TERMINAL 3 at Chicago O'Hare International Airport (ORD) is a place one goes to normally to board the aircraft of American or Delta, USAir or Republic. But on a cold, gray November afternoon in 1981, I was there for a different reason. I was there to see the new airline in town--Jet America--and its equally new DC-9 Series 80 aircraft.

On that afternoon, Jet America was but a score of days old. It had begun service on its only route--Chicago (ORD) to Long Beach, Calif. (LGB)--at 8 o'clock on the morning of November 16, 1981. Nonetheless, as I stood at the gate awaiting the arrival of Flight 102 (and the subsequent departure of Flight 111), the new carrier seemed to be doing fine in attracting passengers, at least judging by the knot of passengers milling about. And no wonder; to introduce its services, Jet America has offered a variety of low fares. On its first day of operation, for example, the fare was \$4.05. At this writing, the carrier's fares range between \$149 for 14-day advance purchase one-way Y-class to \$482 one-way for F-class.

Right on the dot for its 1:38 p.m. arrival, Jet America DC-9-80 N778JA swept in on Runway 9R, swung around the end of Terminal 3 into sight, and eased up to the gate. Dressed in Jet America's red, white, and blue colors, this latest product of

McDonnell Douglas looked gallant--and big. Certainly, it loomed large amid the brace of Republic DC-9 Series 10 and Series 30 aircraft resting nearby. The ritual we've all witnessed followed, as Flight 102 was transformed into Flight 111: passengers deplaned, service and fuel trucks tended the DC-9, a new set of passengers boarded, and at 2:55 p.m., N778JA's hatch was shut. After push back, the aircraft taxied out to Runway 32R, paused, then slashed down the runway and lifted away (and yes, the Series 80 is quiet). Flight 111 was bound for Long Beach, arrival time: 5:07 p.m.

Long Beach Airport is at the heart of Jet America's existence. The airline, founded by Alan Kenison (he was also involved in the formation of Air California and Air Florida), believes a large portion of the Midwest-Southern California travel market will anxiously bypass Los Angeles International Airport in favor of uncongested Long Beach Airport. According to CAB figures, the Chicago-Los Angeles market is the fourth largest in the U.S., and Jet America feels that 30 to 40 percent of this market can be better served by flying into LGB. But to have the chance to serve that market proved to be a struggle for Kenison and Jet America. The key to Kenison's plan was a Long Beach City Council ordinance enacted on June 9, 1981 allowing a maximum of 15 commercial flights per day from the airport. These flights had to be equipped

with new generation quiet aircraft, but nonetheless a lawsuit challenging the environmental impact of such services followed. It was not settled (in favor of the additional services) until late October. Jet America has also had difficulties raising the capital it had hoped for through public sales of stock. Approximately \$11 million was raised; Kenison had hoped for \$24 million. But despite these troubles, and those associated with starting a new airline in the turbulence of today's airline market, Jet America finally made it off and flying.

While Jet America has made quite a splash with its rash of low introductory fares, the carrier is not a no-frills airline. It holds trunk-level status, offers two-class services, and full amenities. Jet America's Kenison says, "My experience (with Air Cal, Air Florida, and PSA) led me to believe that there is a percent of the market who wants to travel first class." Jet America's DC-9-82's can carry a total of 147 passengers--12 in first class, 135 in coach. "Jet America intends to take its savings from brand-new cost-efficient airplanes, airport facilities and computerized reservation systems and plough them back into passenger amenities" says Kenison. So far, though, Jet America is only searching for the break-even point. Based on an average fare of \$210, the

carrier says it needs a 50 percent load factor to break even. After an early surge spanned by deep discount fares and the holiday season, in which Jet America recorded a 64 percent load factor, the carrier's load factor leveled off at 54 percent in January. Jet America admits cash is tight (operations have netted a 3.2 million loss to-date) and looks to increased business and another stock offering in 1982 to ease that situation.

Jet America's aircraft fleet currently consists of two DC-9-82 aircraft. N778JA and N779JA, both leased, were handed over to the carrier on November 13 and, of course, entered service on November 16, 1981. The pair of aircraft now serves three flights in each direction on the Long Beach-Chicago route daily except Saturdays, with two flights in each direction flown on Saturdays. A third DC-9 Series 80 is on order for delivery in 1982. And what will Jet America do with that third aircraft? Jet America does have tentative expansion plans. A third city may be added in the near future, with Dallas-Ft. Worth or Minneapolis being the most likely prospects. Jet America's long-range plans call for connecting the satellite airports of California with major airports of the Northwest, Southwest and Midwest. "We are concentrating on the peripheral airport concept," concludes Kenison.

Below: In addition to N778JA depicted on page 16, Jet America operates sister N779JA. Here, aircraft is seen new at McDonnell Douglas. Photo courtesy Jet America.





Above: L-749A Constellations took over for DC-4 aircraft in 1950 on South African Airways ZS-DBU is depicted here flying over Johannesburg. SAA photo.

# South African Airways

JOOP GERRITSMAN

SOUTH AFRICAN AIRWAYS, the national airline of the Republic of South Africa, operates under a set of peculiar circumstances faced by no other airline in the world. Its most important intercontinental service must make a long detour without refueling or other stops along the way. For an international flag carrier it has only a very small regional network to neighboring countries. All this is because of the country's apartheid (racial segregation) policies which are extremely unpopular with South Africa's—mainly black—neighbors on the continent. But the airline does operate a fairly extensive domestic network in a country of 471,445 square miles, and in Southwest Africa, which is 318,099 square miles. For comparisons, the State of Texas has "only" 267,340 square miles of territory and France has "only" 212,735 square miles.

Commercial aviation can be said to have started in South Africa on December 27, 1911, when pilot E. F. Driver loaded a bag of mail on board his Bleriot monoplane and departed Kenilworth for Muizenberg on the Cape Peninsula, some 16 miles away. This pioneer flight was sponsored by the African Aviation Syndicate, owners of the Bleriot flown by Driver, and was in preparation of proposed scheduled services. Another flight was made on January 4, 1912, but lack of public interest resulted in the company being disbanded in 1913. In 1920

a Major A. M. Miller gave it a try when he founded South African Aerial Transports Incorporated following a wave of interest created by the flight from London, England, to Cape Town, South Africa, by two South African servicemen, Lt. Col. Pierre van Reyneveld and Flt. Lt. C. J. Quinton Brand, but public interest did not last long and nothing came of the major's plans.

On March 2, 1925 the South African Air Force started a 15-week experimental mail service from Cape Town to East London, Port Elizabeth, Mossel Bay and Durban with single-engined DH-9 day bomber aircraft. Thirty-two flights were made and 276 bags of mail carried.

One year later Major Miller tried again and founded Union Airways, which began a mail service between Cape Town and Port Elizabeth with extensions "on demand" to Durban and Johannesburg, on August 26, 1926. The initial fleet of the airline was five deHavilland Gypsy Moth light biplanes, but soon a four-passenger Fokker Universal was added, followed in the next few years by a Junkers F-13 and a Junkers W-34, both also for four passengers. Thrice-weekly passenger, mail and freight services between Johannesburg and Durban were started on April 16, 1932, going daily on June 1, 1933, and on April 1, 1933 a

Cape Town-Durban services was started, subsidized by the government.

But Union Airways was failing financially and therefore the government on February 1, 1934 founded South African Airways and took over the fleet and staff Union Airways. SAA bought three more F-13's in Germany and on November 1, 1934 it introduced three 14-passenger, three-engined Junkers J-52/3m on its services. These were the first multi-engined aircraft used on passenger service in South Africa and had already been ordered by Union Airways before its demise. On February 1, 1935 SAA also took over South-West Africa Airways. This airline had been formed in 1930 when the administration of Southwest Africa had contracted with Junkers of Germany to operate passenger, mail and freight services from the SWA capital of Windhoek to Kimberley in South Africa. Junkers then formed South-West Africa Airways and started operations in 1931 from Windhoek to three SWA destinations and to Kimberley. Junkers A-50 light planes and a Junkers F-13 were used, the latter going to SAA with the takeover.

In the years that followed, SAA gradually added to its network. On August 1, 1935, Cape Town was linked once a week with Johannesburg via Beaufort West and Kimberley with Ju-52/3m. A Cape Town-Kimberley-Johannesburg service followed on April 1, 1936 to connect with the weekly arrivals at Cape Town of the Imperial Airways service from England via the east coast of Africa. Bloemfontein and Port Elizabeth were added later that year and a Johannesburg-Windhoek service through Bloemfontein and Kimberley was also inaugurated.

SAA's first international service began on June 9, 1937 when a Ju-52/3m left Johannesburg for Pietersburg and then on to Bulawayo (Southern Rhodesia - now Zimbabwe), Livingstone and Lusaka (Northern Rhodesia - now Zambia). This weekly service was extended on July 4, 1937 to Broken Hill (Northern Rhodesia), Nairobi and Kisumu (both in Kenya). Ten days later a second international service was started, this one to Lourenco Marques in Portuguese Mozambique (now Mozambique), flown twice a week, while a direct Johannesburg-Bulawayo service began on February

1, 1938. A direct service between Johannesburg and Windhoek across the Kalahari Desert began on November 4 that year and was extended to Luanda, Angola, on August 21, 1939.

The Luanda service was seen by SAA as the first step of a proposed service from Johannesburg to Luanda, Leopoldville (Belgian Congo - now the Democratic Republic of the Congo) and then west to Kisumu to link up with the east coast service through the Rhodesias. But the second World War broke out before negotiations were completed.

Fleet modernization had kept steady pace with the expansion of services. The three Ju-52/3m's of 1934 were followed by 12 more and in 1936 SAA bought two six-passenger Airspeed Envoy's from England for express services, such as the Johannesburg-Bloemfontein-Port Elizabeth service. But the most significant acquisition was a fleet of 18 twin-engined, 10 passenger Junkers Ju-86 aircraft in 1937. These were modern European counterparts of the DC-2 and DC-3 and in SAA service went onto the major domestic and the international services. The SAA aircraft were of some special interest because two of them were powered by British Rolls Royce Kestrel engines instead of the German Jumo diesel engines, while the entire fleet was later re-engined with American Pratt and Whitney Hornets.

The growth of SAA is perhaps best illustrated by a few statistics. In 1936 it had four multi-engined aircraft (Ju-52/3m), four single-engined F-13's, 11 pilots and a total staff of 101. In that year it carried 8938 passengers. In 1938 there were 26 multi-engined aircraft (Ju-86 and Ju-52/3m), two F-13, 378 total staff, including 31 pilots, and 34,162 passengers were carried. In 1939 the fleet stood at 18 Ju-86, 11 Ju-52/3m and two F-13's. Two 40-passenger, four-engined Ju-90 and six 12-passenger Lockheed L-18 Lodestar twins were on order. Neither was of course delivered following the start of World War Two. In 1939 SAA linked Johannesburg with eight domestic destinations (including Southwest Africa) and with four foreign points. Had planned route



Left: Forerunner of SAA, Union Airways, operated passenger services with this Junkers F-13 for four passengers. SAA photo.

expansion been realized, two more foreign points would have been added in 1940.

On May 20, 1940, after most of Europe had become engulfed in the second World War, the South African Defense Department took over the entire fleet and all aircrew of South African Airways. The Ju-86's were converted into medium bombers to be used for coastal patrol and the Ju-52/3m were used as transports. A few maintained a skeleton domestic service for some time, under control of the air force, but in August, 1942 all civil flying in the country came to a halt. The Ju-52/3m were used on a shuttle service from Johannesburg to Nairobi, where the headquarters for the Allied offensive in North Africa was located. On most wartime services, the ex-SAA fleet continued to be flown by drafted SAA crew, which therefore gained valuable experience in long-distance flying, especially after a shuttle service was opened to Cairo with military Lockheed Lodestars.

Postwar operations began on December 1, 1944 with six Lodestars released by the Defense Department, on a limited domestic network for priority passengers and mail only. Then, on November 10, 1945, SAA and BOAC (formerly Imperial Airways) started joint operations on the Cape Town-London service with AVRO York aircraft. Each airline flew the route three times a week, with SAA following the east coast via Nairobi, Khartoum and Cairo, and BOAC taking the west coast route via Brazzaville (French Congo - now the Republic of Congo). As of July 8, 1946, SAA started three DC-4 services a month to London supplementing the joint SAA/BOAC service on what had become known as the "Springbok" route. The DC-4 cut the flying time on this service from 36 hours in the York to 24 hours, and it went three times a week from November 1, 1947. A joint SAA/BOAC cargo service was started between Johannesburg and London on September 1, 1952 and on December 5, 1956 SAA began an express service on the route with only one stop, in Khartoum, for fuel, with the DC-7B. Normal flying time was 21 hours, but a 17 hour 45 minute record flight was made in May of the following year. A service to London along the west coast of Africa via Leopoldville, Kano (Nigeria), Algiers and Amsterdam with DC-7B began in 1957.

SAA had started a DC-4 service from Johannesburg to Perth, Australia, across the Indian Ocean, on September 1, 1952 in co-operation with Qantas of Australia and introduced the DC-7B on this fortnightly service in November, 1957.

But black clouds began to gather fast in the Fifties. Other African states become more and more hostile to South Africa over its apartheid policies. Air links could easily be cut on short notice. The introduction of long-range Boeing jets in 1960 came therefore none too early. By 1963 most black African states had banned SAA overflights and so the airline, without cancelling a single flight, from one day to the next rerouted its London service via Luanda or Brazzaville to Las Palmas and Lisbon, so that the aircraft could

fly around the bulge in the west African coastline. In April, 1965 SAA and TAP of Portugal began joint pooled operations on the Lisbon-London sector of the service and in 1967 the Australia service weekly and was extended to Sydney the following year.

SAA went to the Americas on February 23, 1969 with a weekly service to New York via Rio de Janeiro and an additional weekly Rio service was added in 1973. A second weekly New York service via the Ilha do Sul was started in 1974 and that same year a service was opened to Buenos Aires.

Expansion to neighboring countries was much slower than the building up of the inter-continental network. A Johannesburg-Cairo service began with DC-4 on January 30, 1949 and Lydda (Palestine) was serviced via Nairobi and Khartoum beginning the following year, also with DC-4. In the early Fifties service was resumed to Lourenco Marques. Livingstone and Windhoek and Salisbury, Southern Rhodesia appeared in the timetable from July 1, 1956. Bulawayo received SAA service in 1965. In 1971 regional services operated to Southwest Africa, Rhodesia, Malawi, Mozambique, Angola, Botswana, Mauritius (on the way to Australia), Swaziland, Lesotho and Madagascar (now Malagasy).

Ten years later, in 1981, SAA operated to 14 regional destinations in southern Africa; 12 European points; to New York, Buenos Aires, Rio de Janeiro, Perth, Sydney, Hong Kong, Las Palmas (Canary Islands) and the Ilha do Sol, in addition to services on an extensive domestic network.

#### THE FLEET

SAA resumed flying in 1944 with six Lodestars released by the Defense Department. In the next few years the fleet would grow to 20 of these twins. The London service was started in 1945 with the AVRO York, which was a wartime British transport based on the Lancaster heavy bomber and could carry 12 passengers in sleeping berth accommodation on the London service. During early 1946 SAA took delivery of three new DC-4-1009 and these went onto the London service, initially to supplement the York service, but after three more DC-4-1009 and a Skymaster had been delivered, they took over from the York altogether. The latter then operated a freight service to London for some time. The Douglas also went on the busy Johannesburg-Cape Town domestic route and opened SAA's Middle East and Australia services. The last three SAA DC-4's, by the way, were the last three built by Douglas.

For its domestic services, SAA in 1947 took delivery of eight Vickers Vikings for 24-38 passengers. However, they were not very popular and were replaced three years later by a fleet of DC-3 Dakotas, of which SAA would buy a dozen during the late Forties and early Fifties. In 1946 SAA had also ordered five 10-passenger deHavilland Dove twins for short feeder services, but only two were delivered and were phased out again in 1950 and 1952 when they were replaced by the DC-3. With all this, the fleet of the airline by the end of 1947 stood at 20 Iode-

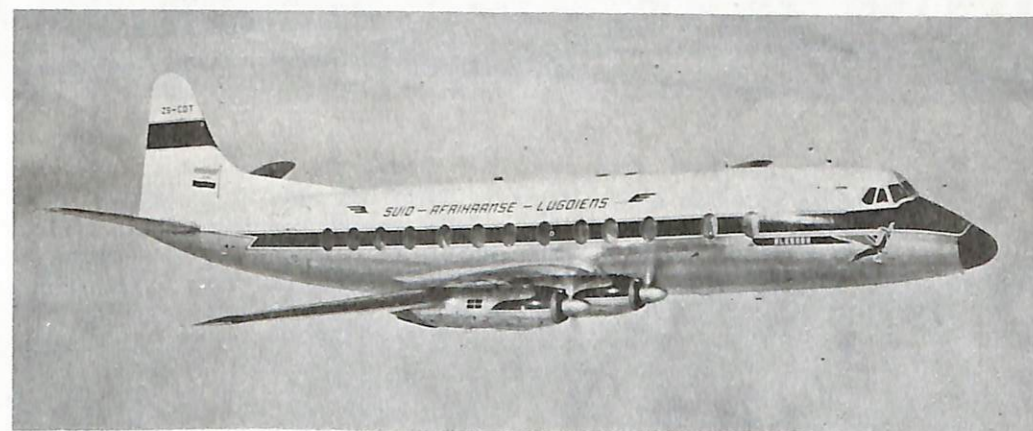
Post-War operations on SAA started with a fleet of Lockheed Lodestars, with ZS-ASP being one of 20. Photo: SAA.



Third-to-last DC-4 ever built, ZS-BMF rumbles across tarmac at Johannesburg prior to Springbok service to London in the late-1940's. Photo: SAA.



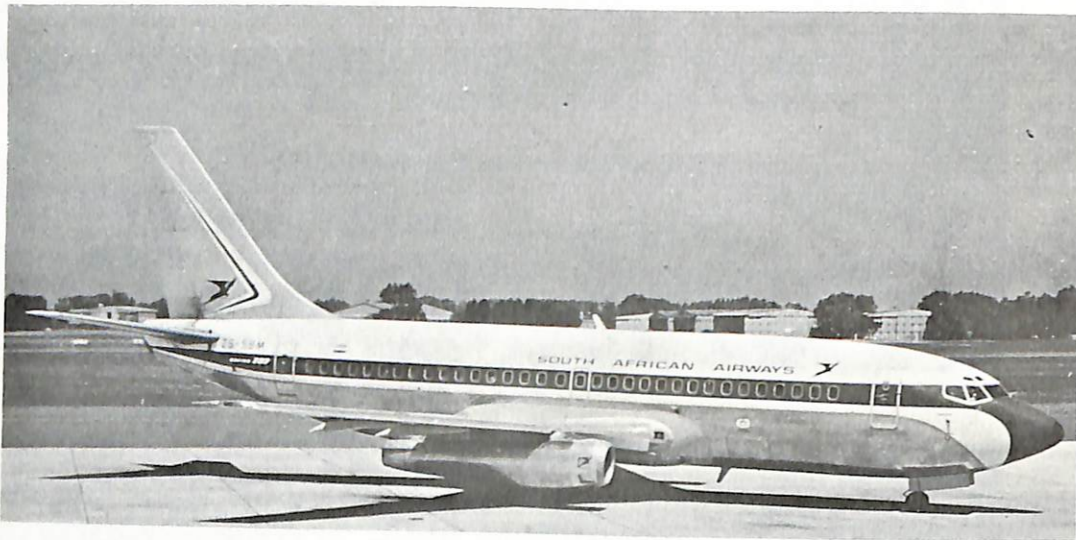
Vickers Viscounts served domestic and regional trunk routes of SAA from 1958. Aircraft illustrated is ZS-CDT. Photo: BAC.



The prop-jet is alive and well on SAA today, thanks to three HS.748's used for services to short-field airports. SAA photo.



Right: Seen here at Amsterdam in the 1960's, SAA 707 ZS-CKD was the first such aircraft to enter service with the carrier. Photo: Joop Gerritsma.



Left: SAA is a larger operator of the Boeing 737, with 18 in service. ZS-SBM is seen here arriving at Pretoria in 1980. Photo: Gerritsma collection.

Below: For heavy domestic and regional trunk services, South African Airways operates a fleet of Airbus A-300's, each capable of carrying 270 passengers. Photo: Airbus.



stars, eight Vikings, two DC-3's, two Doves, six DC-4's and three AVRO York's, which by this time were operating a cargo service to London.

In 1947 SAA ordered four L-749A Constellations and these went onto the London service in 1950. In 1965 they were replaced on the first class services by the DC-7B but flew on the tourist-class services for two more years, after which they were placed on domestic and regional services for two more years. They were finally withdrawn from service in 1960.

In October, 1953, SAA, which by then was being clobbered on its London service by BOAC operating Comet 1 jetliners, leased two Comets from the British airline and flew them with SAA markings on its "Springbok" service. They were withdrawn again in 1954 following the April 8, 1954 crash of a SAA Comet over the Mediterranean, and the Constellations were re-instated on the service.

By the mid-1950's it was time to replace the DC-4's and therefore SAA ordered eight propjet Vickers Viscounts from Britain. These went on the Johannesburg-Salisburg service on November 24, 1958 and gradually took over all first-class regional and domestic trunk services from the DC-4's, which were then placed on the domestic and regional "Skycoach" services, with seating for 66 passengers. The first of four DC-7B's had arrived in February, 1956 and these aircraft cut the travel time to London from 24 hours for the Constellation, to 20 hours. They also were to go on the Indian Ocean service to Australia.

But the biggest step in modernization of the fleet was made in October, 1960, when SAA introduced the Boeing 707-420 on the London service. As it turned out, this was just in time for three years later SAA had to reroute its London service

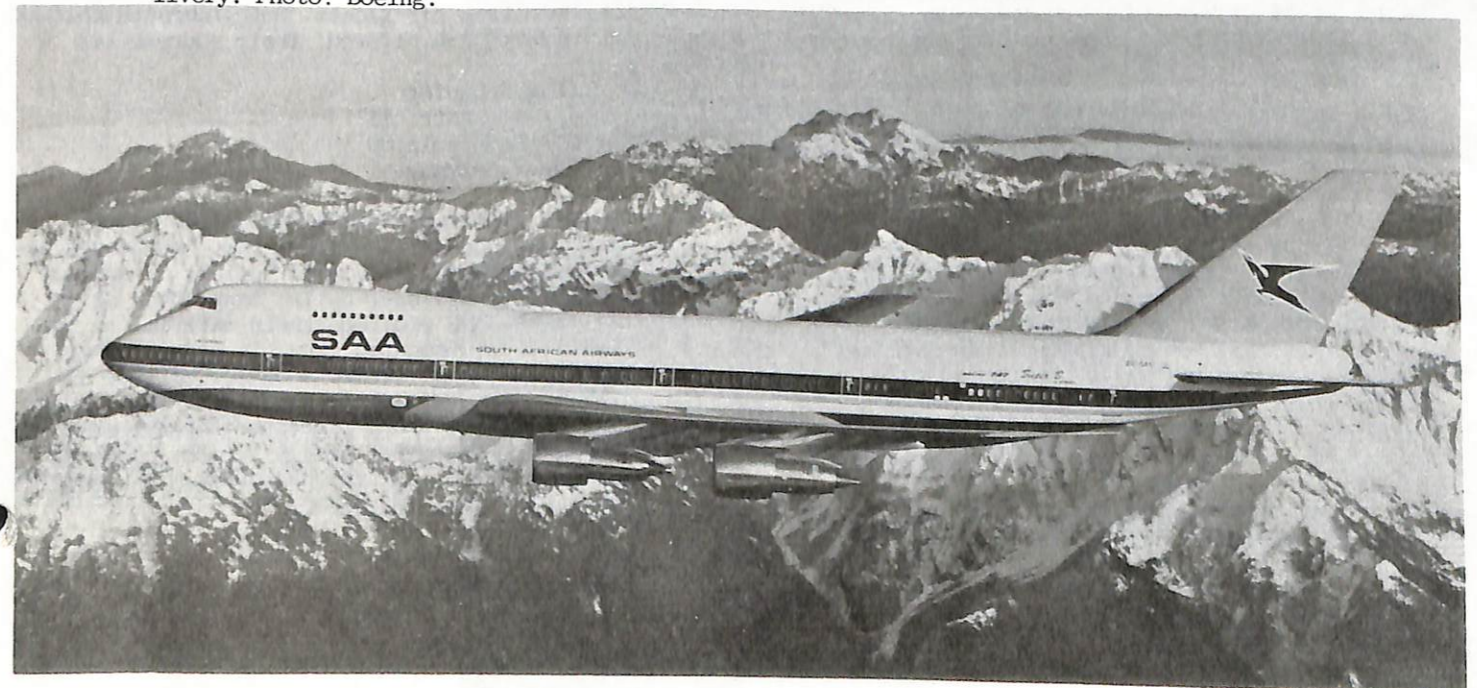
around the bulge of the West African coast and the long range of the Boeing was badly needed, with the first stop on the outbound flight being as far away as the Cape Verde Islands of Portugal. By 1961 the Boeings operated 5 weekly services to London, and in 1963, following the ban on overflights by most black African nations, the SAA Boeings were fitted with single-band HF radios to enable crews to contact South Africa while on the ground at London, 6000 miles away.

The first of nine 98-seat Boeing 727-44 trijets entered service with SAA on major domestic and regional services on August 1, 1965, replacing the DC-4, DC-7B, and Viscounts. The last remaining DC-4's were then turned over to the air force, with whom at least two are still flying. With its peculiar long-range requirements, SAA ordered three Boeing 747's in 1968 and they went into service four years later. In 1971 the Boeing 737 entered service on domestic routes, and in the same year the airline bought three Hawker Siddeley HS.748 for those services where airport conditions do not permit jet operations.

In 1975 SAA ordered three Boeing 747SP's which would prove especially valuable on the London service when they entered service the following year. The year 1979 saw the introduction into service of the first of four Airbus A-300 aircraft for 270 passengers on the services between Johannesburg, Durban and Cape Town.

Today, the SAA fleet numbers 48 aircraft, including six B747SP's, seven B747-244's, five Airbus A-300's with one more on order, nine Boeing 727-44's, 18 Boeing B737-244's, of which 12 are of the -244 Advanced model, and three HS.748's. Two B747 SUD's (Stretched Upper Deck) are also on order for delivery in 1983.

Below: Today, SAA operates a fleet of 747-224 and 747SP aircraft. For a photo of an SAA 747SP see the LOG, Fall 1981 issue. Here, ZS-SAS, a 747-244B; illustrates SAA's new livery. Photo: Boeing.



# The Slide Collector

GEORGE HAMLIN

SINCE this column thus far has dealt primarily with the mechanics of slide collecting, we thought that a change of pace would be welcome this time. Accordingly, we are featuring some interesting slides which we have encountered recently. If possible, we would like to make this a regular feature, so that a wider variety of subjects and collectors can be accorded recognition. If you have an interesting slide—old or new—please consider loaning it to us for use in the column. All material will be returned promptly after use, with due care being exercised in its handling.

In conjunction with this issue's feature on the DC-9, the illustrations this time depict some recent developments in the McDonnell Douglas twinjet, both for new and used models. On the new side, of course, is the DC-9-80. This new aircraft is in service in many parts of the world, with both long-established carriers as well as "new entrants." For example, in addition to its initial use by Swissair, as shown here at London's Heathrow airport, the -80 provides service in local Japanese markets for TOA Domestic Airlines. Illustrating one of the U. S. domestic users is a shot by WAHC member Henry Tenby, of an Air Cal aircraft.

Even with the advent of the new model, interest in the older versions of the DC-9, especially the DC-9-30, continues. Member Robert Nault provides a unique view of a "Columbia Air" DC-9, which deserves a bit of explanation. This proposed carrier arranged to obtain several of this aircraft type from Air Canada, but later cancelled the deal. Fortunately for collectors, however, at least one aircraft had been repainted for Columbia—a situation which virtually assures a "collectors item" status for this shot from the start.

Although slides such as these often are rare and difficult to obtain, this is not always the case. In this instance, for example, Aerogen has included a Columbia Air DC-9 shot on its most recent list, pointing out the fact that you don't always need to be a widely traveled photographer to build an interesting collection.

## SLIDE SELLERS

Mention of Aerogen suggests that we elaborate, since this organization has not been mentioned in the column previously. Aerogen slides has taken over the slide selling business formerly handled by DDM Productions. Bruce Drum, who was associated with DDM, continues with the new organization. Aerogen indicates that, in addition to continuing DDM's excellent North American coverage, they expect to expand into other areas, as well. Aerogen's address is:

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

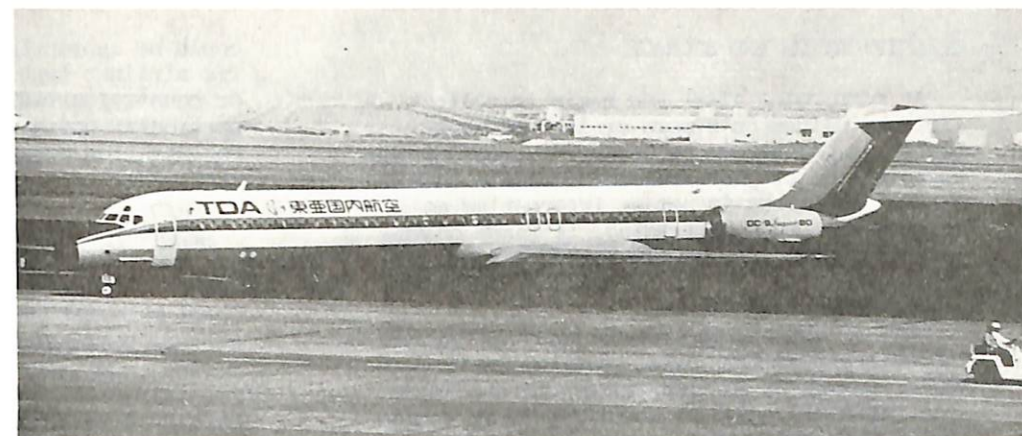
Two additional listings from Europe, with similar acronyms, have come to our attention recently. IAG (International Aviation Group) is based in West Germany, with Udo Schaefer as editor. A good selection of both airline and military subjects is offered. Their recent list featured quite a few North American subjects, including good coverage of the Southwest and Muse Air fleets. Both ramp and telephoto shots are offered. Their address is:

Udo Schaefer  
Annabergstr. 11  
D-5000 Koeln 80  
West Germany

IAPS (International Aviation Photo Service) is located in Switzerland, and headed by Thomas Kolb. Again, a wide variety of subject matter is available. Unlike many other slide services, IAPS provides their material to the customer in unmounted form, in order to save money on postage costs, a matter of some importance in overseas transactions. The slides themselves are Kodak processed Kodachromes, which can be mounted easily by the collector, using, for example, the "Ready Mounts" sold by Kodak. Their address is:

Thomas M. Kolb  
Violaweg 71/13  
CH3403 Kaiseraugst  
Switzerland

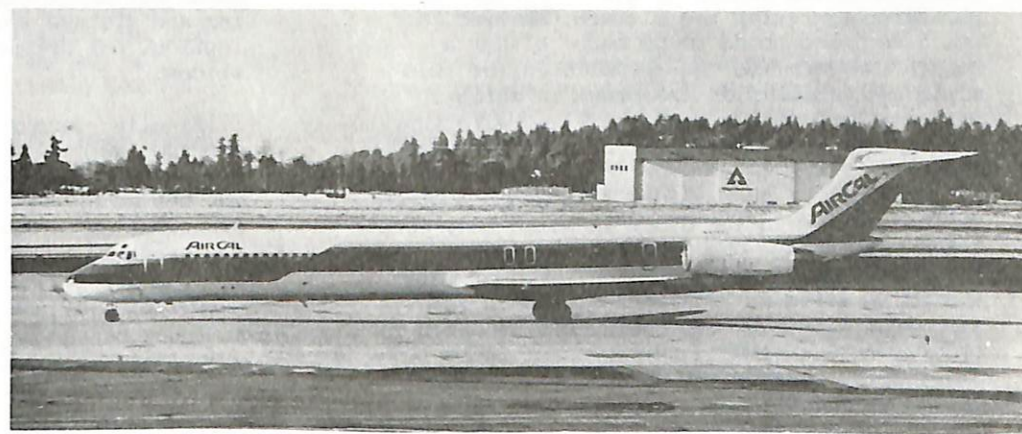
TOA Domestic Airlines DC-9-80 JA 8459 arrives at Tokyo Haneda Airport. Photo taken October 31, 1981 by George Hamlin.



Swissair DC-9-80 HB-INL shows the long lines of the new Super 80 series as it stands at London Heathrow Airport, October 4, 1981. Photo by George Hamlin.



Air Cal's new DC-9-80's can be seen outside the state of California, as exemplified by N479AC seen here at Seattle, Washington, December 20, 1981. Photo by Henry Tenby.



Airliner that wasn't: Columbia N715CL rests in the snow in Canada. Photo: Robert Nault, George Hamlin collection.



## CLASSIFICATION AND STORAGE

At some point after you begin to collect airliner slides on a more or less serious basis, it may become necessary to consider the organization of your collection. While this aspect of the hobby is not as interesting as other areas, such as trading, it takes on increasing importance as the size of a collection grows.

This is especially true if your collection includes slides from other photographers. While you may be familiar with your own material, it could prove to be difficult to remember whether you have a good shot of a Braniff DC-8-62 in the latest "ultra" colors, and if so, which aircraft. (Of course, for this carrier, the next question is which color!) Once you've determined that you do have a particular item, do you know where it is among the 10,000 slides you have?

These types of questions, which seem to multiply on a geometric basis as the total number of slides increases, suggest that good filing, and possibly, indexing systems are in order once your collection grows beyond a modest size. Since cataloging/indexing depends to some extent on the method of filing chosen, we will consider that aspect first.

An obvious, and fairly simple, method of storage/filing is to keep things in chronological order. This is particularly useful for your own slides, as it enables you to reconstruct past photo expeditions for presentation as slide shows. When slides from other photographers enter the picture, however, a basic decision needs to be made: either a separate system must be established for this material, probably in the order in which it was acquired, or, it could be mixed with your own work on the same basis (acquisition date).

Since all of your slides from other sources may not arrive in the order in which they were taken originally, especially if you obtain "older" items of any sort, the logic of this system is defeated if slides of random dates are mixed with your own, which are in dated order. One solution to this problem is to classify by carrier, grouping all of your United slides together, for example. Depending on their number, a further breakdown by aircraft type and, possibly, paint scheme, might be warranted.

If your interests are worldwide, geography may need to be considered, also. Depending on size, you could group your collection by country, or by larger geographical entity, such as Europe. A logical overall sort/filing order might be—Overall Grouping (Europe), Country (France), and Operator (UTA). You also could consider organizing based on ICAO registration letters, in alphabetical order. This system of classification is used by both World Airline Fleets and JP, giving the advantage of corresponding directly to these two standard fleet listing references.

Depending on the degree of specialization inherent in the collection, other systems

could be appropriate. Collections of a specific airliner type could be grouped by carrier, or country/carrier; a fleet collector of a particular operator probably would rely on registration marks in numerical or alphabetical order

A related problem, once a method of sorting has been chosen, is how to store the slides. The most common choices are projection trays (such as Kodak Carousels), metal or plastic storage boxes made especially for storage of slides, and the original boxes provided by the film processor. Projection trays work particularly well with chronological systems, although this method can become expensive, and the trays require a good deal of storage space.

Although not projection-ready (a stack loader could be used, however) slide storage boxes provide a convenient way to store large numbers of slides in a relatively small space, at least if the "group" rather than the "individual" type are utilized. Processor provided boxes (cardboard or plastic) offer an inexpensive alternative, although their number can become unwieldy, and eventually may require some secondary form of storage in which they can be consolidated.

It is certainly possible to combine different filing/storage systems—chronologically arranged in projector trays for your own work, and country/carrier in storage boxes for others, for example. The key is to do what works satisfactorily for your collection. Filing and storage should enhance your use of a collection, not detract from your enjoyment of slides.

Finally, once you have chosen a system for storage, it may be appropriate to consider retrieval, by means of some sort of index. This may not be necessary, depending on the size and organization of the collection. If your slides are arranged by carrier, it may be easier to go to the appropriate tray or box to see if you have a shot of a CP Air DC-8-40 or N1301T, for example. An index can be beneficial even with this type of organization, however, at times when you do not have the collection available to consult, such as at a swap meet, where you need to decide whether or not to purchase that nice shot of N58201.

With organization on a chronological basis, however, indexing is probably more essential, unless your memory is prodigious. Even if you can recall approximately when you made a given shot of, say, an American 707-123B, remembering which registration it was can be difficult in a good sized collection. Depending on individual needs, indexes can range from relatively simple to complex. We would like to hear comments on this subject from the membership, particularly from anyone who makes use of a personal computer for this task.

## Post Card Corner

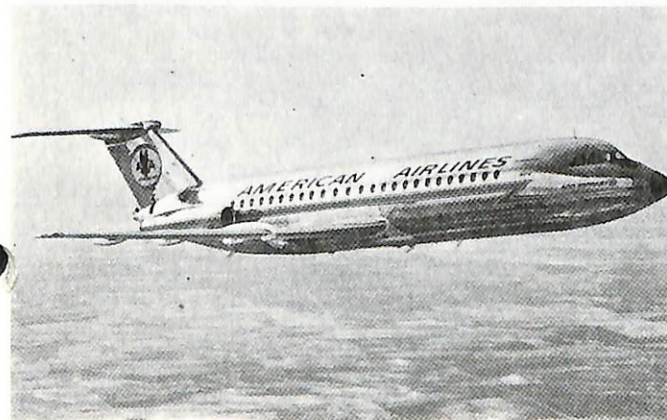
PETER BLACK.

THE BONANZA of new post cards mentioned in the last issue continues with no let up in sight. The majority of new issues that have appeared in the last three months have been from other than airline sources.

On the home front, Continental Airlines has issued no less than three new cards of its DC-10, including the first of a DC-10-30 in their colors. A new publisher, Flying Moose, has just published its first set of historical aircraft post cards. The four nicely printed black and white cards feature an American Airlines BAC-111 in flight, a PSA 727-14 and an Ariana 727-100, both in flight, and a Central Airlines Convair 240 unloading passengers. The next set in this series is due this summer. Aviation World has just published a TU-154B-2 of Cubana, a Western 737, a Pacific Air Lines 727, a TWA L-1011-11, a Christman Beech C-99, and due around the time this issue of the Log is mailed, an American 727-223 and United's new 767.

From England, Charles Skilton & Fry have just released a beautiful card of a Heavylift Cargo Airlines Short Belfast (a large four-engine turboprop freighter), which is one of the best cards they have done in years. From across the channel, Editions PI of Paris has six new issues: a passenger and a cargo 747 of UTA, Caravelles of Air Charter International and Air Corse, an F-17 of Air Alpes, and an FH-227 of T.A.T. From the now famous (or infamous)

Below: Black and white card from Flying Moose's new series depicts an American BAC-111.



anonymous printer in West Germany comes a YS-11 of Reeve Aleutian, and a Dart Herald of Brymon. Also, more good news from Germany: Coincat, the German Aviation Society, will resume post card publication in the near future. One of their first new cards will be a Trident 2 of C.A.A.C. Welcome back!

From the other side of the world, Tiki Cards of New Zealand has a set of airliner cards showing the various aircraft serving New Zealand. Included are the first known card of a Qantas 747SP, an Air New Zealand 737 in full colors and several others which have all appeared on post cards before. All Nippon has several different cards of its 747SR aircraft, and the Australian publisher Nucolourvue has a new card of a British Airways Concorde.

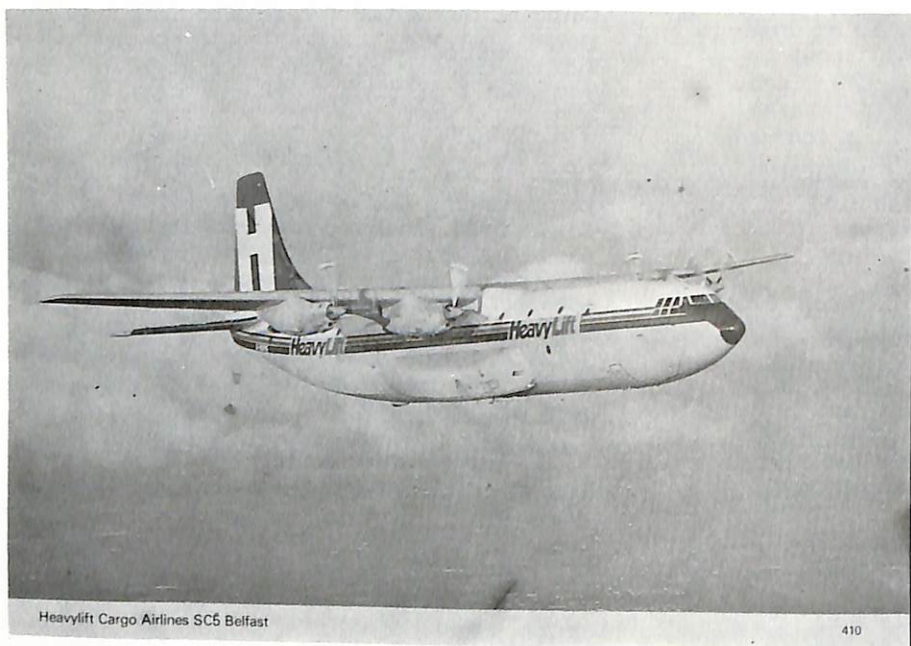
That about wraps up the new issues that have crossed my desk. In the coming months we can expect the tide of new cards to continue with 757's, 767's and DC-8-70's of their initial customers, as well as many new cards from European publishers.

This issue's airline feature article on South African Airways brings to mind a number of good post cards of SAA aircraft. In the period just before World War Two a number of black and white cards of aircraft of SAA's predecessor companies appeared, including

Below: New from Aviation World is this card of Cubana TU-154b CU-T1222 at Montreal.



Right: Another new Aviation World card illustrates Western 737 N4521W in WA's attractive red, black, and white colors.



Left: Charles Skilton's post card series now includes G-BEPE, a Heavylift Belfast freighter, in this dramatic aerial view.



Right: From Germany comes this card of Alaskan carrier Reeve Aleutian Airways YS-11a N173RV. View is at Anchorage in 1980.

one of a Union Airways Junkers 52 and one of a Union Airways Armstrong Whitworth Atalanta. In my collection, I have only one card from the immediate post-war era, an SAA DC-4 on takeoff from Cape Town. With the arrival of the airline's first 707-344, SAA began to produce post cards in profusion. I have almost 20 different airline issued 707's, plus several from South Africa's principal card publisher, Protea Color. SAA's next jet, the 727, also appeared on both airline and Protea issued cards, but in much more limited variety. The 737 is only on two cards that I know about, as is the A-300. The Boeing 747 is on at least a dozen different cards, but so far the 747SP is on just two. A couple of years ago SAA issued a set of historical post cards, all based on drawings. The 727 in this set is clearly a -200 series aircraft, but the carrier has never owned or operated a stretched three-holer. It would appear that the artist was not working from real life. One aircraft of SAA missing from post cards is the HS-748, of which the airline received three some years ago. Probably because of political considerations, few cards of SAA aircraft have been printed outside South Africa. Exceptions have been a 747SP taking off from London-Heathrow published by Charles Skilton & Fry, and a night view of an SAA 747 at Frankfurt. A most unusual card, published in Switzerland shows a 747SP of SAA, in basic Luxair colors, with SAL in the airline's new block letter livery with gear down. SAA is now in the process of changing its paint scheme to the new block letter style, so some new cards should come along (hopefully) soon.

There are many types of airline-related post cards, and in the past, this column has dealt only with the most widely collected type, that of the aircraft themselves. Over the years post cards have been printed with route maps, menus, flight crew members, and various other tie-ins. As these are collected by

some readers, we will cover them from time to time, as space permits. For starters, we will begin with a pet passion of mine—stewardess cards.

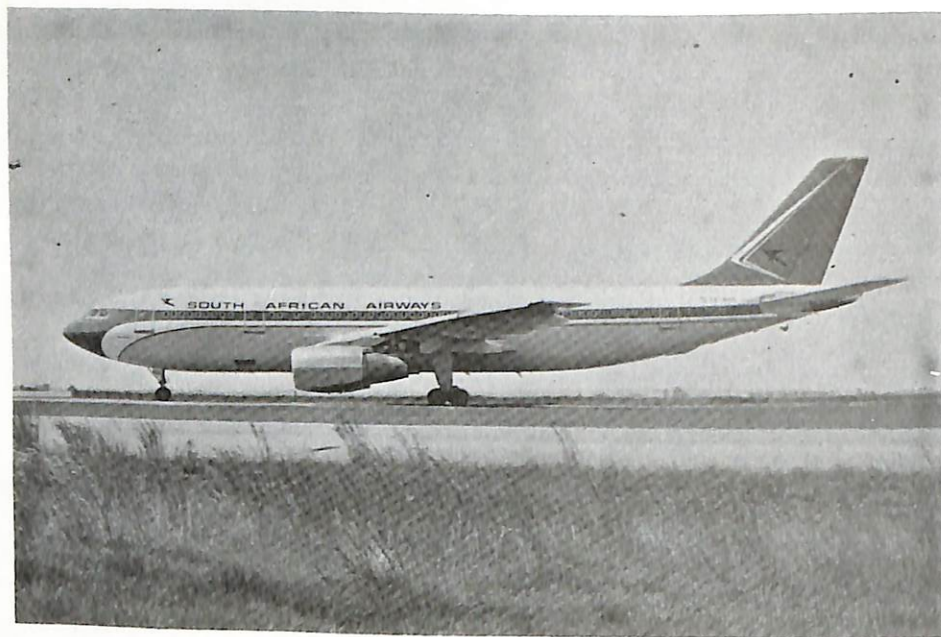
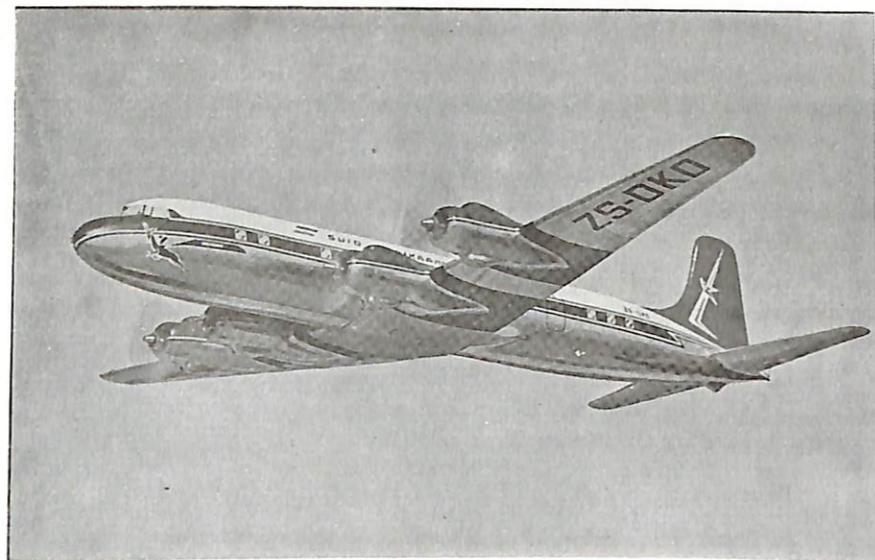
Cabin attendants, stewardesses in particular, go back as far as 1911 when the German domestic Zeppelin operator Delag began passenger service. Stewardesses were introduced on this side of the Atlantic by United Air Lines, and over the years have graced many cards issued by many airlines. The oldest card of this type in my collection shows a stewardess pouring coffee in what appears to be a Boeing 80. Several United stew cards are illustrated. The heyday for this type of card, at least in the United States, was the era of the DC-3. Several airlines issued cards of a girl in the door of a DC-3, and several others the interior of a DC-3. The years of the DC-6 and 7 and the Connie and Super Connie also saw some stew cards coming out of the major airlines, but the arrival of jets marked the beginning of the end of these cards from U. S. carriers. The opposite is true with some overseas airlines, the oriental carriers in particular. At least one airline, Singapore Airlines, has in recent years issued more stew cards than cards of their aircraft. Another airline with a very nice card, and one that may still be available from the airline, is Wardair of Canada. They published a card showing the entire flight crew of a 747, posed in front of the aircraft. Kuwait Airways and MAS may also have stew cards available from their public relations department. Although these cards are few and far between when compared to airplane cards, they are worth seeking out as they provide insight into another facet of airline history.

Both coeditors of this column will be at the Airliners International convention in June, and look forward to meeting many of you at that time. Happy collecting.

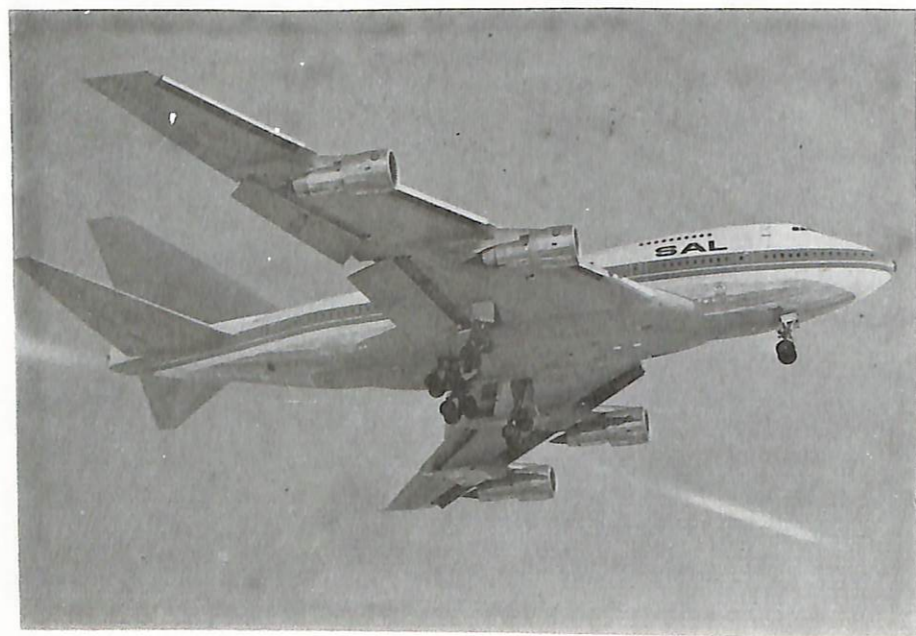


Left: This card from Protea Color prints offers a wonderful view of the flight line at Johannesburg in years past. The view includes SAA Viscount, 707, and 727 aircraft.

Right: South African Airways Douglas ZS-DKO is the subject of this slightly-retouched airline issue.



Left: The Aviation Society of South Africa issued this SAA A-300 post card. Aircraft depicted is ZS-SDC.



Right: E. Baumann of Switzerland offers a rare subject in the form of a 747SP in Luxair colors but carrying SAL titles.



Above: This black and white card pictures Jeanne Braniff, then flying for her father's airline. Below: A color card depicting a United stewardess serving coffee on a DC-6 "Mainliner."



Below: Wardair rounded up 16 stews, a purser (top) and the flight crew for this card with a 747 in the background.



Above: Vintage black and white card again shows a United stewardess at work, this time in a Boeing 80. Card notes "115 mph" speed. Below: Color card shows variety of uniforms worn on Mohawk circa 1967.





## Printed Matters

JOHN IRBY

OKAY GANG! It's time to head for your shopping mall bookstores and start scouring the bargain tables for those airline books you wanted to buy, but thought were too expensive.

First up from the bargain bins is Robert J. Serling's superb, "From the Captain to the Colonel" (Copyright 1980, published by Dial Press, New York, NY, 535 pages, illustrated, hardcover, retail price: \$12.95). This "informal" history of Eastern Airlines is so full of good information, gossip and anecdotes, that it's like several books in one. Serling tells of Harold Pitcairn and the "Mailwing" biplane that gave Eastern its start in the mid-1920's; the colorful, but dictatorial rule of Captain Eddie Rickenbacker, who guided the airline from a small-time operation to one of the world's largest by the time of his retirement in 1959; Malcolm MacIntyre's creation of Eastern's innovative "Air shuttle" service in the 1960's; and former Apollo-8 astronaut Frank Borman's current reign that saw his leadership save the giant airline from possible financial failure in the late 1970's. The stories of the Boeing 727, Lockheed L-1011 and Airbus A-300 are deeply intertwined with Eastern's history and Serling tells how and why they were bought by the airline. The calamity and confusion that followed Rickenbacker's retirement is also detailed as Eastern managers fought amongst themselves for control of the great airline—to the airline's loss. Among the world's airlines, few have been loved and hated by the flying public, often at the same time, as Eastern Airlines, and Serling tells why. This book is a must for your library and if you check around, it may be found for as little as 25 per cent of its original price.

Another airline bargain book is "The Il-

lustrated History of the World's Commercial Aircraft" by William Green and Gordon Swanborough (Copyright 1978, published by Salamander Books, London, UK, 185 pages, illustrated, hardcover, retail price: \$12.95). Not your standard "picture book" is this one, although it is loaded with excellent color photographs and drawings. "Commercial Aircraft" is a nicely presented compendium of airliner and other commercial aircraft's photos, histories and specifications. Some of the more important aircraft are additionally detailed with extensive cut-away drawings from the files of *Flight International* magazine. The book's introduction is a "thumbnail" history of airliners and air travel that includes many rare photos of air travel and airliners in very early days. This seems to sell well enough that it has appeared in the bargain bins of the major book chains for several years running, so it should be easy to come by. Discounts for this book are not as deep as can be found for "From the Captain to the Colonel," with prices averaging around \$6.95. In spite of this book being somewhat dated, it is a good value at its current discounted prices.

The "champion cheapie" for this quarter, however, is "Highways in the Sky" by Lou Jacobs Jr. (Copyright 1975, published by Bobbs-Merrill Company, New York, NY, 104 pages, illustrated, hardcover, price: \$1.00). For only a buck, you can get a quick-reading text on how our air traffic control system works. Written for the layman, "Highways in the Sky" explains the equipment, jargon and techniques that the air traffic controllers use in keeping safety and order in the air. Nicely presented and well worth the bargain price, this little book can be found at the big discount chains' sale tables.

## The Tray Table

KEITH ARMES

THIS MONTH'S feature airlines are not too heavily into dining service items so, as promised in the spring issue, several ways of finding and collecting inflight service items will be covered. The first method of procuring dining service items that most people think of is the good old stick it in the purse or pocket while on a flight. Fortunately, this is unnecessary as in nine out of ten cases all you have to do is ask the flight attendant and she/he will give you the item.

Another method of collecting current items is to visit one (or more) of the airline caterers at airports where they operate. These companies constantly receive odd (other airlines) pieces of silver, china and glasses mistakenly boarded by the caterers in other cities. They cannot reboard the items on the wrong airline and it is too costly to send a few pieces back, so the usual place for these things is the trash can. By talking to the manager at the caterer you can almost always have them save these items for you and can eventually be completed entire sets.

Other ways of getting current items are through letter writing to the airline, travel agencies who often display the airlines dining service, and the manufacturers themselves who almost always have extras.

For finding the old stuff, the best place

I have found is the flea market. It is amazing how many airline items wind up in flea markets. It takes a lot of walking but the rewards are worth it.

Antique shops also procure many dining service items (especially glasses and china) but tend to be expensive. So look in other areas first before buying at an antique store.

Other places to find the older items are garage sales, thrift shops, through long-time employees of airlines, and, of course, grandma's attic.

The most important ingredient in collecting dining service items (as in all collecting) is persistence. So keep looking and a good collection will happen. All you have to do is remember what has happened to railroad china and silver (many times plates bring \$100 each) to realize when you should always start collecting NOW!

**HOT ITEMS:** Of course Laker Airways china has become a great collectible as it was used a very short time and only a small amount was produced. Also, Braniff items are going fast since they did away with first-class service. So get it now (they are actually selling it to raise cash!) while still available. See you at the convention!

# Airline Playing Cards

THOMAS DRAGGES

WELL, it is just about time for the Airlines International Convention in a few more weeks. If you are not ready for L.A. by now, you better do something about it!

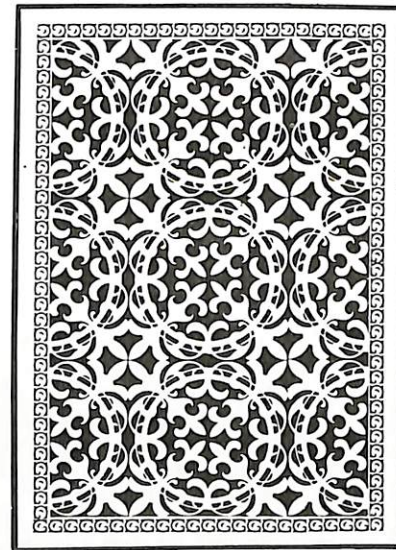
Now about Air Cal cards. As I stated in the last issue of the LOG, Air Cal has issued one deck of cards. It is white in background with the Air Cal logo which is yellow, orange, light purple, and dark purple. "Air Cal" is in dark purple print. This deck was issued in late 1981. Air California also had playing cards available through the in-flight magazines its aircraft carried in the early 1970's. I have no Air California cards available to review at this time; could another member help us so that we can cover Air California cards in a future issue?

South African Airways has one deck available currently, but there are no airline markings on either side of the cards. The card, depicted here, is white in background with a red pattern. This card is courtesy of John Mountain and Frank Barry.

Regarding the DC-9: In the publication "DC9 Liner" of April 9, 1968 (issue 334), there was a promotional piece titled "Air West Draws the Best Hand"—five DC-9's. It showed a poker hand of a Royal Flush with pictures of five different poses of Air West DC-9's on the play side of the card. As for the cards true existence, I am not sure. Obviously, they were card of a promotional campaign on the part of McDonnell Douglas. If you know anything about these cards, or have seen them, please let us know. The information for the DC-9 cards is courtesy of Patrick McCollam.

New deck featured for this quarter is from Japan Air Lines. It is a mini-deck which is not sealed. The cards (not depicted) have a reddish-orange background overprinted with a gold hexagon pattern. "Japan Air Lines" appears in white on each end of the card.

Happy collecting, and we'll hope to see you at the Airlines International Convention!



Above: South African Airways card is red pattern on white, has no airline markings on either side. Below: Air Cal card carries the airline's new image inside the cabin.



# On Time

GEORGE CEARLEY

Editor's note: When this issue was being prepared our schedules editor, George Cearley, was in the Caribbean. Nonetheless, George did provide us with an interesting selection of recent issues from that region. Three interesting examples are depicted here.

Below, left to right: June 1, 1981 schedule of Oceanair depicts carrier's Fairchild; Convair and Heron are illustrated on Prinair's March 1, 1982 schedule; and, Coral Air settles for a Kangaroo (can anyone explain?). All from George Cearley collection.

For Reservations and information call PRINAIR or your local travel agent	
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York . . . . . 212-682-3922	St. Thomas V.I. . . . . 774-3636
. . . . . 842-0201	Sto. Domingo D.R. . . . . 566-81-91
Plata . . . . . 586-0239	. . . . . 567-69-72
rancisco .415-391-6016	San Juan . . . . . 721-2550
oix . . . . . 774-3636	Tortola B.V.I. . . . . 5-2290

# This, That & Other Stuff

PAUL COLLINS

I'M very sorry that I missed doing a column in the last issue of the LOG. I will try to make it up to those of you that are interested in the miscellaneous items that are collected by World Airline Hobby Club members. Future columns will feature T-shirts, safety cards, BIL's, match covers and various other items.

Over the many years that I have been a collector I believe that my favorite item to collect is the "older" airline baggage label. Some of my prized collectibles are included in my collection of paper stickers that the carriers gave away so freely many years ago. I know that Don Thomas has a column on labels, but I would like to cover some of the items that I have enjoyed over the years.

Paper labels are very easy to display; all that you really need is a looseleaf notebook and some plastic protectors and you are in business. What I try to do is integrate my labels in with the other items that I collect from the various airlines. Along with my labels I display post cards, BIL's, ticket envelopes, boarding passes and just about anything else that will fit on a standard sheet of paper.

The older paper items are attached to the book with postage stamp hinges that can be purchased anywhere stamp collectors' supplies are found. The newer type labels, with the slick backing that is peelable, can be attached to your sheet with double side "sticky" tape. Some of the labels can be made more attractive by placing a colored frame of art paper around them, thus bringing out the various colors.

On the following page I would like to present some of the older items that are found in my collection (I should say, the Club's collection) of labels. I will make comments on each, so I hope I don't bore you with items that you do not think are very exciting.

Back in the mid-1930's when the Hindenburg would arrive at Lakehurst, passengers continuing on across the U. S. would make connections with American Airlines. At the time, American was flying DC-3 aircraft, which is depicted on the first label.

In the years following World War Two, American opened many routes to Mexico. The label illustrated here advertises the DC-6 Flagship, the "El Mayan." American had several "named" flights to Mexico, each featured on a different label.

Over the years, United Airlines has produced a number of very nice labels. One such label shows a DC-6 Cargoliner being loaded for unknown destinations. Many of the United labels are in the well-known "shield" that United is famous for.

During the late 1940's and early 1950's when TWA was flying the Connies, they printed many different labels showing this beautiful aircraft. The first item from TWA that is illustrated is one of three different labels, of basically the same design, that featured the Constellation. However, there were many other labels, of different shapes and sizes, that featured the Connie. The Air-cargo label was one of the many.

Delta Air Lines has also produced many nice paper labels over the years. Illustrated here is an interesting Air Freight label with the Delta insignia in blue against a white and red background.

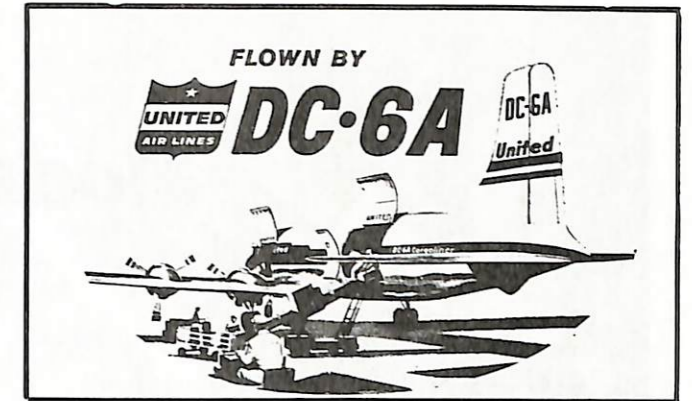
To finish up this article, we have a couple of Indians. Both Western and Mohawk feature Indians on their logos. The Western Air Express label is very rare and is prized by collectors. The Mohawk item is not quite as rare, but they are getting harder to find.

Labels are, for the most part, very colorful and give something of the history of the airline they represent. Many show the various destinations that the carrier flies to, while others depict the various type aircraft that the airline uses. I like the ones showing the aircraft better than the scenic items, but I would not pass up a beautiful scenic label if it should come my way.

At the past several conventions, Don Thomas, our Label Editor, has brought hundreds of labels for sale and trade. I hope Don is planning on continuing this at the convention this year and all future meetings. If you are a label collector, and you will be attending the 1982 Convention, in

California, I advise you to seek out Don's table and pick up all those "rare" labels that you have been looking for.

Until next time, happy collecting and see you in California.



# Model Shop

DAVID MINTON

MODELING the DC-9 is pretty easy. There are a lot of kits available, and there are a lot of scales and markings to choose from. Listed below, in the usual fashion, are those kits and markings known to me. In addition, the following decals were available for the Revell kit: Allegheny, Southern, Bonanza, Ozark, KLM, Delta, Alitalia, Iberia, Air Canada, and Swissair. The Delta markings provided by Revell were not the same as the current markings, which are the ones in the USAirfix kit, but were the earlier style with the red part of the widget arranged along the vertical axis, rather than along the horizontal axis, as on today's aircraft.

I have already written an issue on the DC-9, in fact, the first one I wrote, so I will try to be brief and non-repetitive for those of you who read the earlier issue of the LOG.

The Aurora kit is very large, and represents a Series 10 DC-9. It is usually molded in somewhat off-white medium hard plastic, and, counting the stand, there are about 40 parts in the box. There are no cabin windows, but there is a clear front windscreen. The parts for the cabin windows are drilled out, and you will have

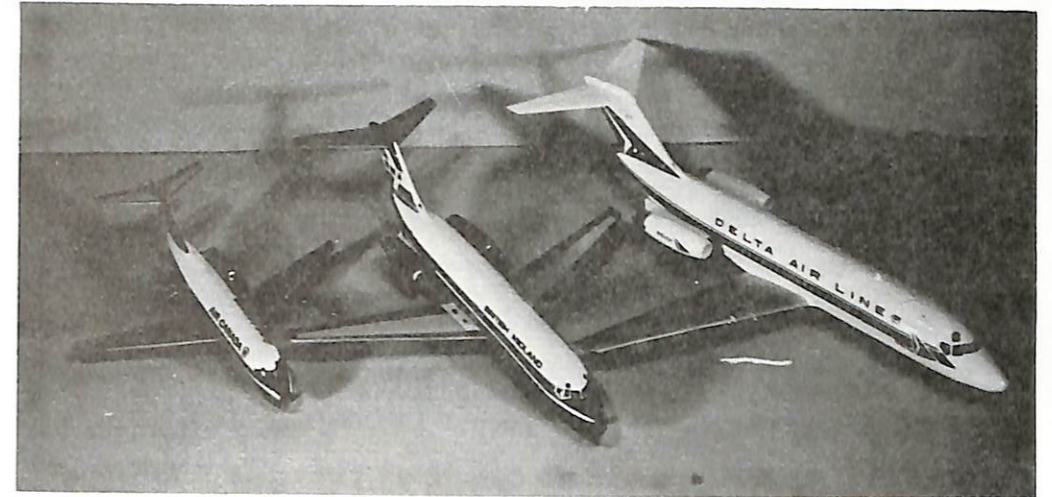
to fill them using something like Krystal Kleer. But, be sure to do only one side at a time, allowing the glue (or filler) to dry with the windows down, toward the floor. This allows gravity to work for you, which is very important in a window the size of those on the Aurora kit. There is practically no surface detail and the fit of the parts is particularly abysmal. Filling and sanding are needed for nearly every joint. For the most part, the decals which come with the kits are virtually useless, except for the Hughes Airwest markings, which are very good.

The Airfix DC-9 is a fairly good representation of the plane; except for the problems with the fuselage cross-section. There are about 60 parts, depending on whether or not you get one with a stand. Clear parts are provided for all of the windows, front and side. The eyebrow windows are not represented, and will have to be made up either from another decal sheet, or by hand painting. There are several minor problems with the model, which you can probably just as well ignore. On most of the versions, the fit of the parts is good; but occasionally, you will get one which does not fit

## KNOW DC-9 KITS

Airfix	1/144	3176	KLM (blue top)	\$5.00	-
Airfix	1/144	3176	Swissair n/c	5.50	+
Aurora	1/72	--	Hughes Air West	10.00	-
Aurora	1/72	356	KLM (stripe tail)	12.00	-
Aurora	1/72	356	TWA (globe markings)	12.00	-
Aurora	1/72	356	Air Canada	10.00	-
Aurora	1/72	357	EAL	12.00	-
Entex	1/100	8513	SAS	15.00	-
Hasegawa	1/200	1155	EAL	3.00	+
Hasegawa	1/200	--	SAS	7.00	+
Hasegawa	1/200	--	TOA	7.00	+
Heller	1/125	462	KLM (blue top)	12.00	+
Nitto	1/100	428	TOA	12.00	+
Revell	1/120	246	SAS	10.00	-
Revell	1/120	246	Douglas	12.00	-
Revell	1/120	246	Aero Navas	10.00	-
Revell	1/120	246	Aero Mexico	8.00	-
Revell	1/120	247	Ozark	7.00	+
Revell	1/120	247/719	Delta	12.00	-
Revell	1/120	248	Air Canada	12.00	-
Revell	1/120	101/718	KLM (stripe tail)	12.00	-
USAirfix	1/144	60030	Delta	4.00	-

Right: DC-9 Series 10 aircraft in three scales. Left to right: 1/200 Hasegawa kit with Gene Hooker Air Canada markings; 1/144 Airfix kit with Gene Hooker British Midland markings; and Revell 1/120 kit with supplied markings for Delta. Photo and models by David Minton.



well on the upper seam. Just go slow, and use filler as necessary. The KLM decals are thick and very hard to use, but the USAirfix Delta markings are excellent.

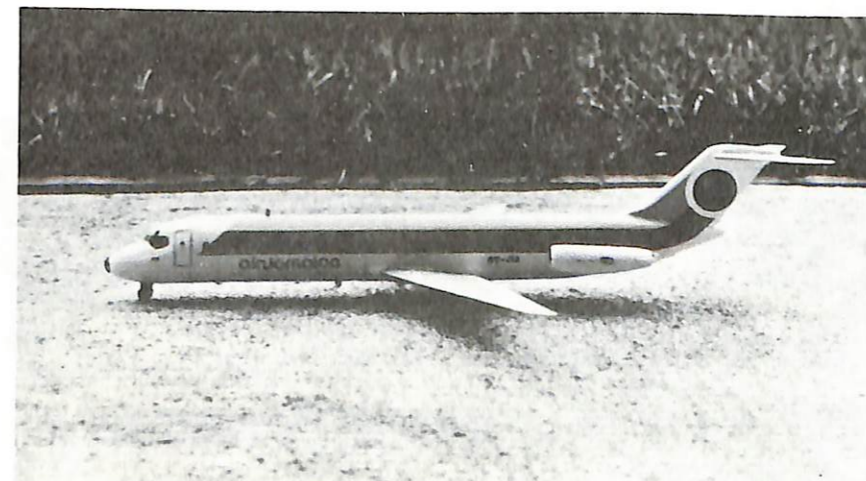
The Entex/Nitto kits do not exactly represent any of the DC-9's, but come pretty close for the Series 40, which is correct for the markings available, SAS and TOA. The fit of the 81 white parts is adequate, although you will have to go slow in the wing and tail root areas. Surface detail is very nice and the cross-section is vaguely simulated by a deeply grooved line. One of the interesting variations in the model is that the front windscreen is molded in three separate parts. If you want to convert this model to a Series 30, remove one window from in front of the wing and two from behind it.

The Heller kit comes in light gray somewhat soft plastic. It has both raised and scribed lines, and the surface detail is well represented, if somewhat on the heavy side. The fit of all of the parts is good, with problems encountered only with the thrust reversers, which do not fit very well, and the front windscreen. Again, as with the Nitto kit, it is somewhat unusual in that it represents the entire upper part of the front of the fuselage in one part. The clear windows and the upper

front section of the cabin are given on the same one piece, as are a vacuum-formed kit. The part fits perfectly well, but there is a bit of a problem in getting the seam just right for the smooth finish necessary for an airliner. Again, the word is go slow and use filler and sanding as necessary. The KLM decals are excellent, but flat.

The Revell model comes with about 40 parts, again depending primarily on whether or not you get one with a stand. The fit of the parts ranges from mediocre to poor, and you will have to spend a lot of time getting good results. The finished model does, however, look very nice. The two most difficult areas for fit on this model are the horizontal tail assembly, which is too wide, and the nose cone, which easily warps. Fit the nose cone for the best upper surface appearance and trim and sand for the necessary lower surface smoothness. The windows, except for the front windscreen, are represented in the typical Revell recessed manner. You can fill and use decals, or paint them in with ink or Poly S. Recent issue Revell/Lodola decals are easy to use, but some of the colors are slightly incorrect. Older issue Revell decals are extremely brittle and hard to use.

The Hasegawa/Minicraft model has been discussed in recent issues of the LOG, and I don't think I'll say much more about it



Left: Airfix DC-9 with markings for Air Jamaica provided by Scalemaster. Model work and photography by Joe Romero.

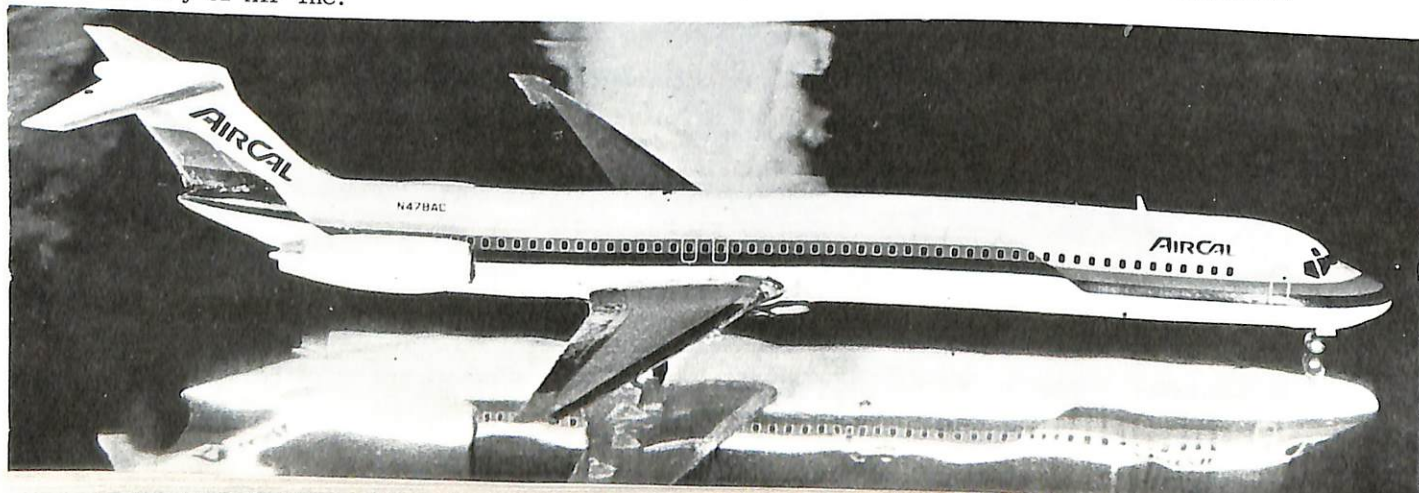
at this time.

If you are interested in converting the Series 30 into a Series 10 or a Series 50, there is a very good article (by yours truly) in the February issue of *Scale Aircraft Modeling*. If you are interested in doing the conversion to a Series 80, there are a couple of ways to go about it, and I will cover them in more detail in a later issue. Basically, one way is to use the new Airtec conversion, which I have not seen yet; and the other is to use the parts from a larger kit to make the necessary extensions. Thus, for example, you could use the parts from a Revell or a Heller kit to convert the Airfix kit. If you are in a big hurry to do this, before I do a review, you can get the instructions from ATP either by purchasing them, for about 30 cents, or they come included with the Air Cal decal sheet.

Speaking of Airtec, I have just received the new 747SP conversion, which I think came out sometime about a year ago. The decals are for Pan American, Clipper White Falcon, and while they are adequate, they are not exceptional. But the conversion itself is very, very nice. For \$9.95 you get three parts, which fit together with the Revell kit parts. These parts are the fuselage, including the vertical tail, and two horizontal tail parts. I will comment in more detail on this conversion after I have finished it.

New from ATP are the following decals: USAir, one sheet covers the Boeing 727's, and another sheet covers the DC-9 and BAQ 111. As usual, the markings are complete, including all of the cheat lines, doors, windows, and emergency markings. And, as usual, the decals are extremely good. The colors are well represented and the registration is terrific. Also new is a TWA sheet for the Starstream markings. This sheet allows you to model the CV-880, 727, or 707 series, and the instructions tell you how to cut the cheat line for the particular model you are making. Also new is a vacuum formed model of the Martin 404 in 1/144 scale with TWA markings. Newly announced ATP decals are the following: Old Continental golden jet 707/720B; Alaska Golden Nugget 727; American Overseas Stratocruiser, and some military markings for the same plane. And announced to be available by May 15 is Air Florida for the 737-2T4,

Below: Converting a DC-9-30 model into a miniature DC-9-80 is an interesting project. This model was done by using a Revell kit for extension parts with an Airfix kit. Photo and model courtesy of ATP Inc.

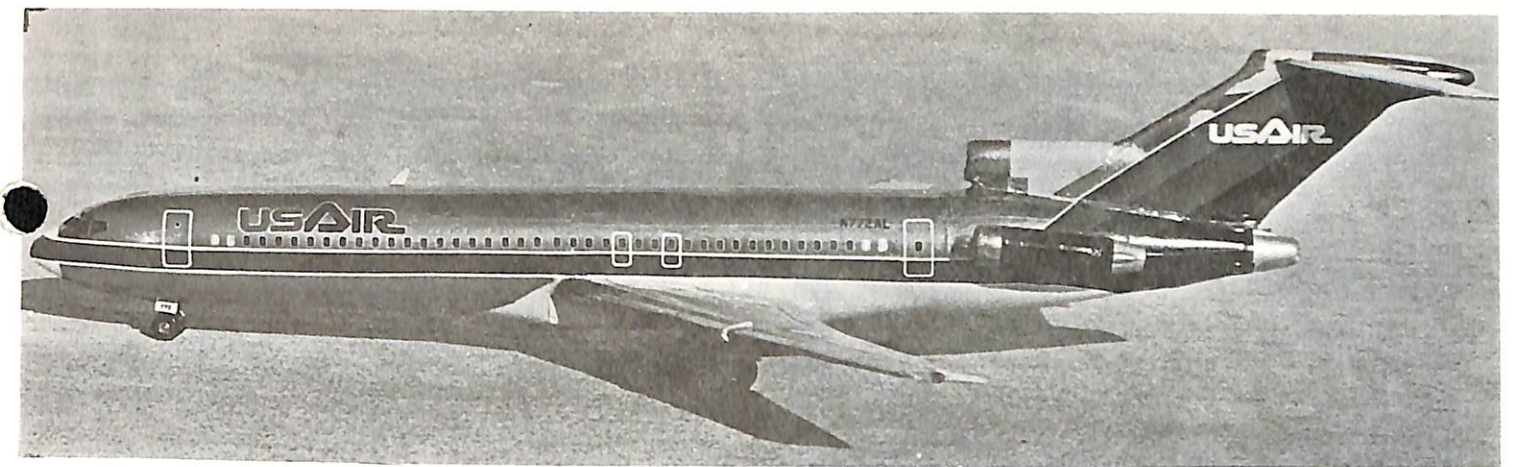


including all of the cheat lines.

Just in from Jet Set are three new decal proofs. These are done in much the same way as the earlier Braniff sheets, being screened over a continuous clear coat. The markings cover the F-27, for Lausa Air (OE-HLA and OE-IIB), Euralair for the Boeing 737 in two scales, which look to be 1/44 and 1/100 (F-CGLJ); and Malaysian Airline System for the DC-10-30 and the A-300. This last sheet comes with a complete cheat line and full tail markings, but there are no door, emergency, or window markings. No instructions were provided with any of the review samples, but it appears that the MAS sheet will provide full instructions for how to cut the decals to mark either the DC-10 or the A-300. Markings are given for 9M-MAT, with extra letters to make up 9M-MHC. I have not yet had a chance to use these decals, but the registration appears very good and there would seem to be no problem in applying them. New in the announcements from Jet Set are the following markings, under various names: United 727 Friendship markings 1/144; Pan American 727/707 markings 1/144; Braniff International o/c BAC-111 1/144; CP Air 747 1/144; Delta DC-8 delivery colors for 1/144; LAN-Chile for the 707 1/144; and Philippine Airlines for the A-300 and the DC-10 1/144. Write to Jet Set systems at 549G La Rambla, Ponce, Puerto Rico to check on the availability of these and other Jet Set decals.

The new ATP catalog just arrived in the mail. You can get it from ATP for \$1.00; it contains not only the full listing of products available from ATP, but a very interesting section on rumors of reissues, including the new MPC and Hawk airliners.

Finally, a correction and update to the Caravelle article sent in by Keith Armes. In the Caravelle issue, the number for the Lindberg is 411, not 412, as printed in the issue. 412 is the Lindberg Comet kit. He also goes on that Lindberg kit 553 is closer to 1/100 than 1/180, that Heller makes a Caravelle in its Cadet series, that one of the 1/100 (maybe 1/25?) Heller kits is numbered 300 and comes with Air France markings, and that Dubena also produced a Caravelle kit. Thanks for the update, Keith, and keep those cards and letters coming, folks.



Above: Among new decals offered are these USAir 727 markings from ATP. The decal sheet provides all markings necessary to put on the model except for white, silver, and gray painting. Model and photo courtesy of ATP Inc.



Left: Heller DC-9 Series 30 with Swissair markings (old style) from the Gene Hooker decal set. Model and photography by David Minton.



Right: The Revell DC-9 will look nice when completed but will require some extra time and effort when being built. Scale is 1/120. Delta markings are provided. Photo and model by David Minton.

Below right: ATP is offering a new vacuum-formed 1/144 scale Martin 404. The kit comes with TWA markings, but it can be decorated with EAL "meatball" markings using the sheet for the DC-3 and some extra work. Model and photo from ATP Inc.



# Sticker Chatter

DON THOMAS

AIR CALIFORNIA, the predecessor of Air Cal, printed at least three labels which have been cataloged. The BIL, illustrated, is orange and white, and comes 2 vertical with instructions at top. The single wheel design, with "name" at top, was supposedly used to paste on unaccompanied children traveling by air. A DC-9 label was printed by Douglas Aircraft for Air California. This label was then superseded by a new one "Air Cal Super 80" also supplied by Douglas Travel Affairs. Both of these are in the usual DC-9 label style. The BIL now used by Air Cal is a long one, dark blue and pink on white. More and more airlines are now using these strip type labels.

Douglas Aircraft has also supplied Jet America with a DC-9 Super 80 label. South African Airways has issued many labels over the years since it was organized. In 1934 the carrier acquired the smaller Union Airways, which had been founded in 1929 to provide air service between Johannesburg and Cape Town, via Durban and Port Elizabeth. The large scarce gummed label of Union Airways is illustrated. These are hard to find in good condition. An oversized gummed label, after 50 years of shuffling around in various collections, albums, envelopes or cigar boxes, usually ends up with ragged edges, creases, corners missing and general deterioration. In a humid climate like Florida, it is likely to be stuck to something.

All South African Airways labels also give the name Suid-Afrikaanse Lugdiens in the Afrikaans language, since South Africa is a bilingual republic, now governed by the descendants of the Dutch Boers who came there long before the British. Many of their labels come in two printings: S.A.A. - S.A.L. on one printing and a reversed printing which reads S.A.L. - S.A.A. Watch for that. One, showing the postwar jets which shortened the flying time to London from South Africa, is illustrated here. SO-127 is red with black and white lettering, and SO-112 is gray, red, and white. The winged springbok is their logo, and it has appeared on a number of labels.

Briefcases or attache cases which passengers carry when traveling or at shows such as Airlines International are sometimes worthy

of note, when plastered with labels. I saw one such at a stamp show recently and the owner was only too glad to let me cut off a label I wanted with a knife, gouging right into the leather to make sure I didn't damage the label. All he wanted was some Cuban labels, so I sent him a dozen different kinds. And what did I get? Maybe the only one left in the world - a National Airlines round label which says "Watch us shine to LON, PAR, FRA & AMS," with flags of the four European destinations in color. Has anyone more of these? The only other label I had to cut off a suitcase was also the only one which has shown up - a light blue oval label of Aeromarine Airways of 1920 which said "Key West - Havana" in large red letters, 62 years old now.

Aspen Airways has an attractive round label, yellow and brown (not illustrated) sent in by Pat McCollum, who also sends in BIL's for Inland Empire Airlines (illustrated). Pat collects Safety Cards; any smaller or foreign airlines safety cards are treasure to him so pick up some when you get a chance.

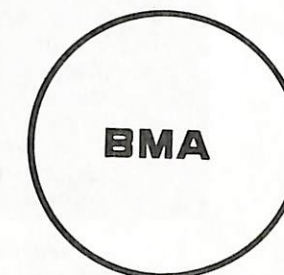
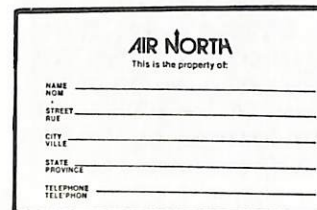
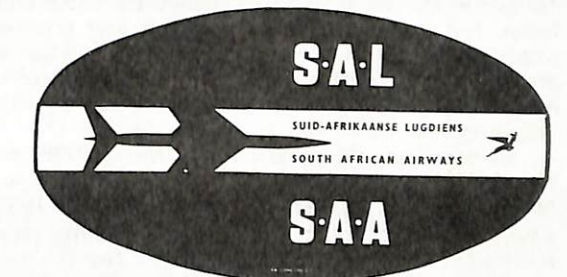
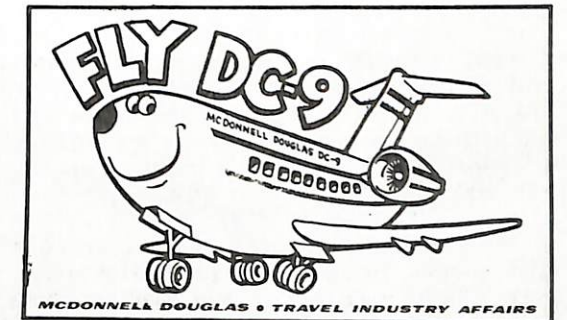
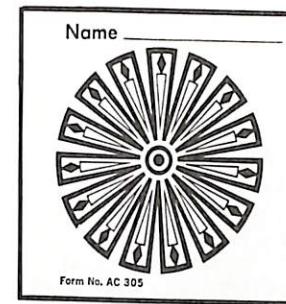
Great American Airways has a BIL, blue on shiny paper, silvery. It was sent in by Rudy Bowling, who also sent BIL's for Air Chaparral, blue on white; Transwestern Airlines, blue on white; and Emerald Valley Airlines, whose BIL's just say Emerald, green on white. Air North, red on white, is a new BIL picked up at Boston Airport. Empire Airlines, a strip type label, red, orange, and brown on white, is also from Boston.

PBA - Provincetown-Boston Airways, is using a nice blue on white sticker showing their twin-engine aircraft. PBA operates in the New England area, and also in the South Florida area, but has no flights between those points. CSA - Czechoslovak Airlines, has four new stickers. One looks like an airplane, the other three labels depict things which might be a balloon, a rocket, and a spaceship. Capitol International has an attractive new triangle label on square paper, in red and white colors, "The American Way to Fly." Delta's San Juan service from Atlanta is advertised by an at-

tractive dark blue, orange, and white round label. Who can get a handful? I have only one.

The Boeing planes are getting publicity all over the world by various airline customers. Ansett of Australia has a worried-looking Advanced 737 in blue and white; UTA of France has a satisfied-looking 747 in green, blue, and white; and Britannia has a big square 767 label.

Malev of Hungary has a happy-looking jet, blue and white, and finally BMA British Midland has a round label, blue on white.



# Wings & Things

RICHARD KORAN

"FOR CENTURIES man had been fond of decorating his person, and therefore has adorned his . . . clothing with various authorized, and unauthorized, feathers, sprigs, badges, bits of colored cloth, flashes, insignia and other odds and ends."

The above quote is from Merle Olmsted's "Some Random Thoughts on Wing Collecting" article that appeared in the American Aviation Historical Society's, Winter 1981 Journal. Although Olmsted's article deals primarily with the military aspect of wing and badge collecting, his "thoughts" and comments are well worth reading. His research also will serve the collector well when considering that aspect of putting together a display of wings.

In closing, Olmsted says, "Among AAHS members there are undoubtedly those who can add to the thoughts presented (in the article), and they are urged to do so, that we might learn more of a fascinating hobby." In future columns, I will attempt to discuss and share ideas about wing collecting that have worked for me over the years. I, too, hope that there are WAHC members who will add to Wings and Things by allowing me to place their comments, tips, suggestions and "secrets" in the LOG.

Most of us, outside of a fleamarket discovery or an outright gift from a crew member or someone else with sales or whatever, have to trade or buy from fellow collectors, coin or badge dealers, antique stores, and even militaria shops. A letter to an air carrier requesting a wing is also a well-established method—but, in these security-minded times, not frequently successful.

One method that has worked well for me over the years has been face-to-face contact. Asking point blank for a wing or badge. Granted, not everyone has the advantage of wearing a uniform of a major airline; but, a business card and a good presentation will do wonders. Regarding the wings for this issue of the LOG, I simply asked the person I was already talking with for help in acquiring a particular wing.

My first three South African Airways wings came just that way. On a flight from Detroit

to Chicago's old O'Hare Airport, aboard a Northwest 727, I was sitting next to a travel agent from South Africa. During our conversation, I let it be known that I collected airline wings and she volunteered to ask friends with SAA for the badges I needed.

In her first letter, she indicated that she had run into bad luck regarding the wings but would keep trying. Within two weeks, however, she again sent a letter along with three wings. Those wings were 1, 2, and 3 in the pictures. "It's ironic," she wrote, "that only a couple of days after writing to apologize that I had not managed to lay my hands on any SAA wings, that a good friend of my family's, Otto Grieder, an South African Airways Captain, should come up with the enclosed SAA 'things'—don't ask me what they are, but I'm sure you know, and they are what you wanted."

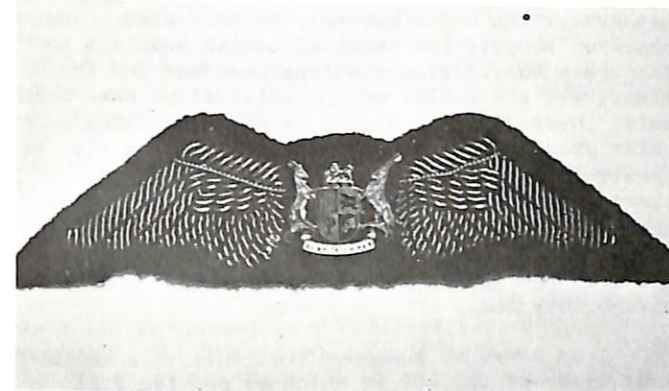
The silver wing (4) and the latest wing (5) were acquired from a SAA crew at JFK Airport who were readying for their departure back to South Africa. The newest of their wings was being worn by the Captain and, when I asked about them, he indicated that he had just been wearing them for two weeks! This was early in 1979. We swapped our wings and he wore my American wings home on his uniform—after he had to use an ice pick to make the two holes needed to accommodate the twin screwbacks of the AA badge!

Both of the Air California--Air Cal--wings were acquired the same way--by asking! In each case, I was lucky to meet a crew member who thought wing collecting was a neat hobby and was more than eager to help me out. After explaining that I put these wings in a display for others to see, both fellows saw to it that I was mailed the respective wing. As for dates as to when each wing was worn, I am still awaiting information on the first one--the second wing came into being just recently.

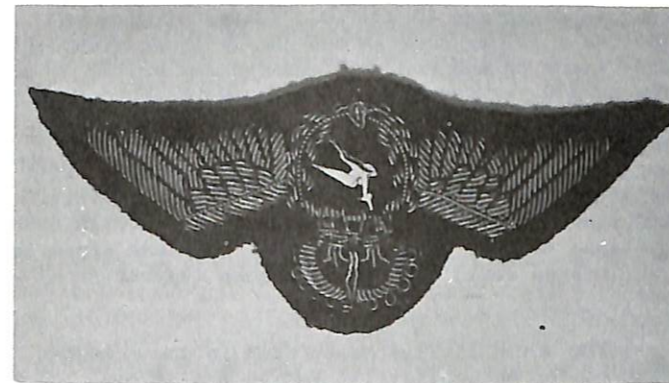
Should any of you have an opportunity to lay your hands on the January-March 1982 issue of Boeing Airliner magazine, published quarterly for Customer Support and Field Service, the cover of this issue will knock

your socks off if you are a wing collector! Both front and back covers display representative examples from over 160 lapel wings and cap emblems that are on display in Boeing's Flight Training Building. The wings and badges have been donated by over 80 different airlines that attended classes conducted by Boeing in Seattle. The Airliner staff selected 71 items for this cover, "concentrating primarily on those in which extended wings were a prominent feature of the design."

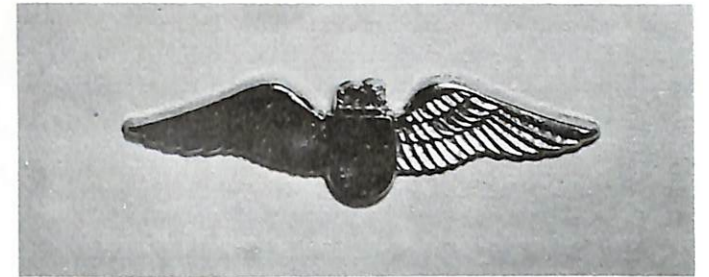
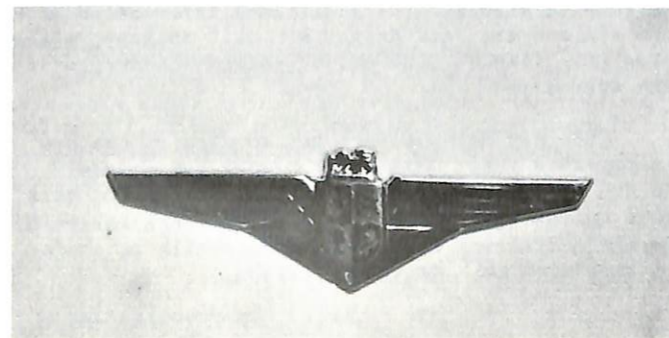
With that, I urge you to share your ideas about wings--and this column. And, keep those cards and letters coming! If you have a wing or badge you don't want, send it along, too!



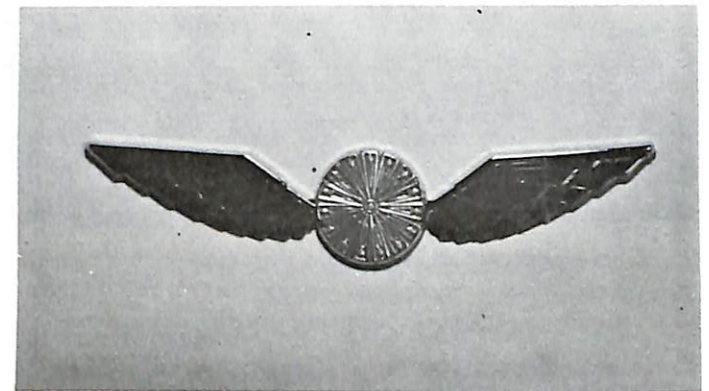
Above: SAA wing type #1, cloth with metal and enamel center, no hallmark. Below: SAA wing type #2, cloth with metal Springbok in silver, gold bullion. All wings/photos this page, Richard Koran.



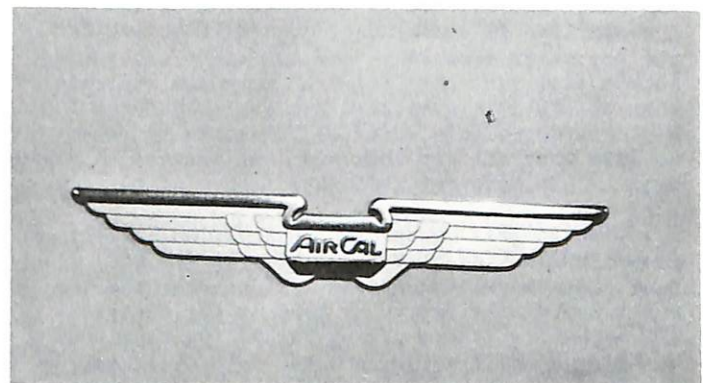
Below: South African wing type #3, gold finish. Type #4 is similar with silver finish, enamel center.



Above: South African Airways wing type #5. Gold finish (gilt), enamel center, clutch back.

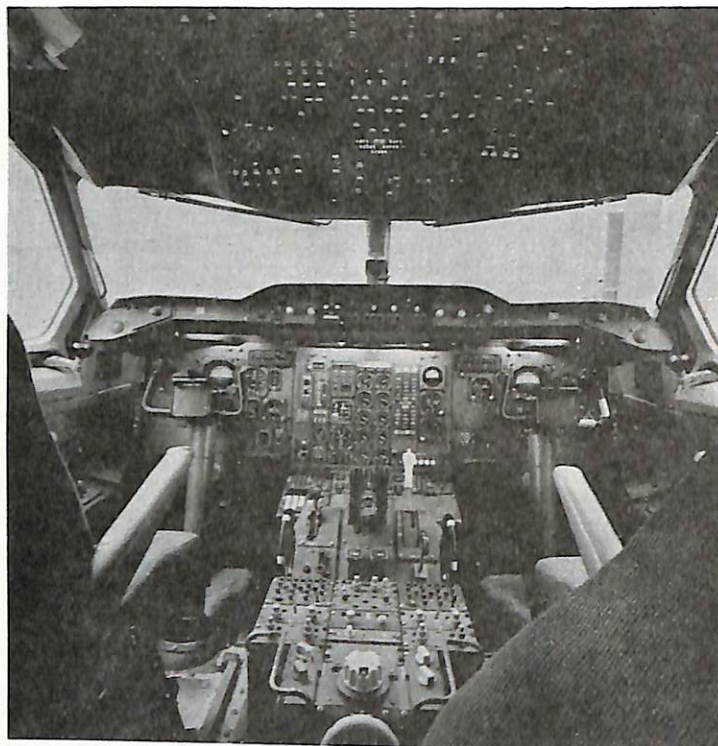


Above: Air California wing type #1, gilt finish with red line, enamel center shield, clutch back. Below: Air California (Air Cal) wing type #2, gilt finish overall, raised surfaces are polished, screw-type back.



Below: Mystery wing of this issue . . . does anyone know this wing? What company? Help? (Write to Richard Koran with answers, please).





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

by

Paul F. Collins

The first item that I must report on this issue is the fact that our Editor of the last year and a half is resigning with the printing of this issue of the LOG. Gary Dolzall has done an excellent job as Editor of the LOG and his ability and know-how will be greatly missed. Gary has had to resign due to additional work assignments at Kalmbach and some additional duties at home, as he and his wife are expecting an addition to the family this summer. I would like to thank Gary, on behalf of myself and the other members of the LOG staff, for doing such a fine job while Editor. Gary did indicate that he would be available for assistance and would be doing some material from time to time. We wish Gary all the luck and look forward to seeing some of his material in future issues of the LOG.

Due to this unexpected resignation, I will resume the duties of being Editor of the LOG. I have had several volunteers to take over the job, but I would like to try my hand at the position one more time before giving it up. My thanks to Mr. George Cearley, Jr, and Mr. Joop Gerritsma for offering to take the job.

The second item that I would like to clear up is with regard to the letter sent with the last issue of the LOG. Please understand this, the Club IS NOT in financial difficulty. The money acquired under the "life-membership" program would be used to assist in the purchase of items and material that can not be purchased with regular Club membership fee money. If this life membership program does not work out, the Club will not go down the tubes--the bank account is healthy and we will have our four issues of the LOG printed, without problems, this year. I would like to thank the four Club members that have "invested" in the future of the Club and invite more of you too do the same. More on this later.

It is hoped that this issue of the LOG will reach the membership before the convention in California. The following is with regards to the welcoming party to be held on Thursday evening, June 24. Due to the small number of people that "purchased" lower Club membership numbers, a fee of \$1.00 will be charged each person attending the party. This buck will get you three tickets, good for three drinks of your choice. After your ticket supply is used up, drinks can be purchased for a dollar each (soft drinks will be free). Please understand that I really do not want to charge you anything for attending this affair, but the cost at last years affair was quite high. We will try to have some door prizes available, so come on by and see us for a good time. The same two bartenders that served you last year will be on the job again this year. Some people never learn!

I understand that the Convention Committee has everything under control, at this time. The Sheraton Newport has received enough bookings to keep them busy during the long week end and that almost all the tables on the sales floor have been sold. Over 200 have signed up for the banquet, which should be a gormets delight. All in all, it should be a very successful convention. I am looking forward to meeting all of our California members and all of the friends and collectors that we have met at our previous conventions. Each year the meetings get bigger and better. Don't miss out on this one!

I am sorry to announce that this will be the last issue of the LOG in which we provide FREE advertising space for commercial outlets. The FLIGHT EXCHANGE section will still be available to Club members to list their wants and disposals, at no charge. Due to the cost of printing the advertising pages, it will be up to advertisers to pay. I am working on a schedule of payments that will be fair and equable to all those that wish to advertise in the LOG. Those wishing to enclose a flyer, such as the one enclosed with this issue of the LOG, will be charged a flat fee of \$20 per issue. Anyone having questions or suggestions on advertising rates, please contact me at Club headquarters. Your comments and suggestions will be appreciated. Rate sheets will be mailed to those currently advertising in the LOG sometime in August. We hope that you wish to continue to advertise in the LOG. We have supported you, now we would like to have some support from you.

The World Airline Hobby Club is now a member Club of the Aerophilatelic Federation of the Americas. As such, Club members are allowed to participate in AFA auctions. These mail auctions contain all types of material including labels, post cards, books, first day covers, and much more. There will be a AFA auction on Saturday, June 26, during Airliners International 82. You are welcome to attend. For additional information on the AFA and the Jack Knight Air Mail Society, please drop me a line at Club HQ. or attend the auction at the convention.

One last note, please try to sign up one new member this year. Make this a goal for yourself. We are planning some new material for the LOG this year and we would like all those that are interested in the collecting of airline memorabilia to share in this with us. Until next issue....

Happy collecting

*Paul*

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DUE TO PRIVACY  
CONCERNS



# CONTENT DELETED DUE TO PRIVACY CONCERNS

## STARLINE DISCOUNT HOBBIES

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

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

## AERO GRAPHICS

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

## FLIGHT LINE NEWS

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

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

## AVIATION POSTCARD COLLECTOR

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

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

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

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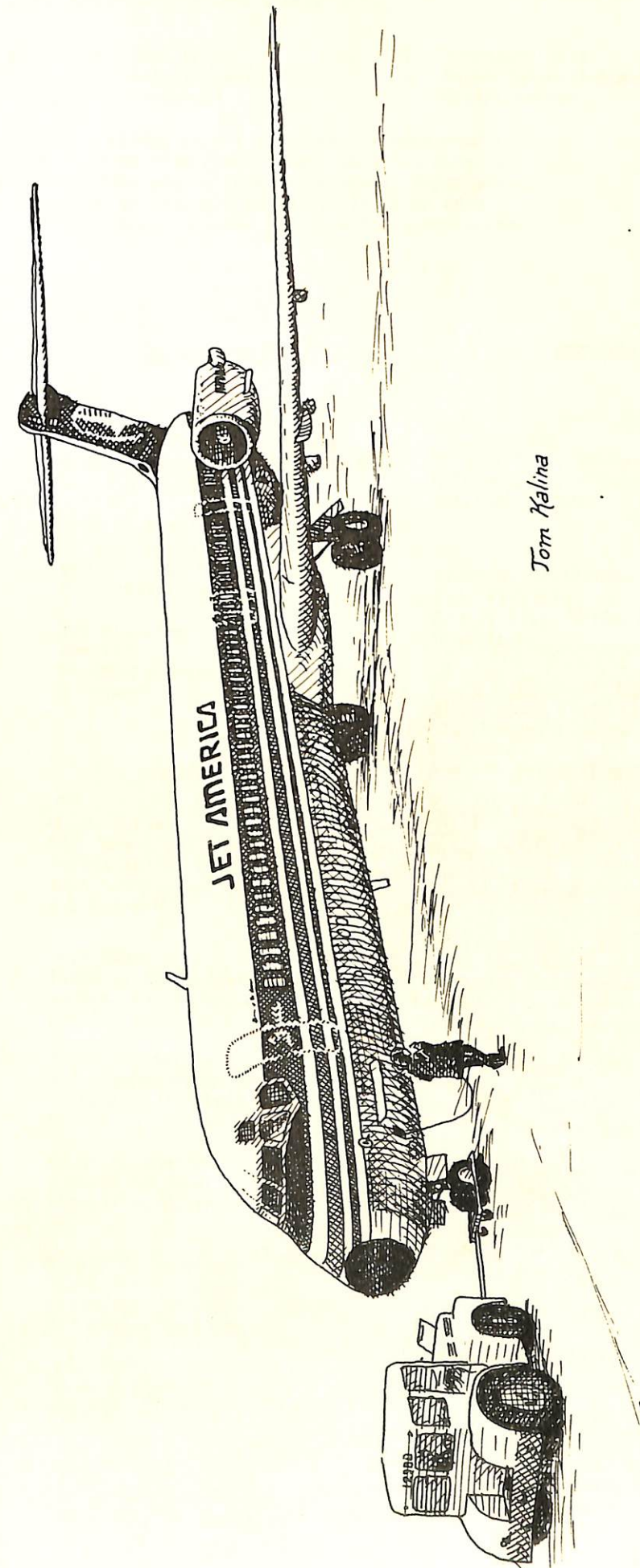
The Society's main interest is the current events of today's aviation plus publishing aircraft monographs as well as Civil Aircraft Registers of various countries. Current membership fee is £4.50 U.K. per year and includes 12 issues of the Society's publication, "Aviation News and Review" which features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

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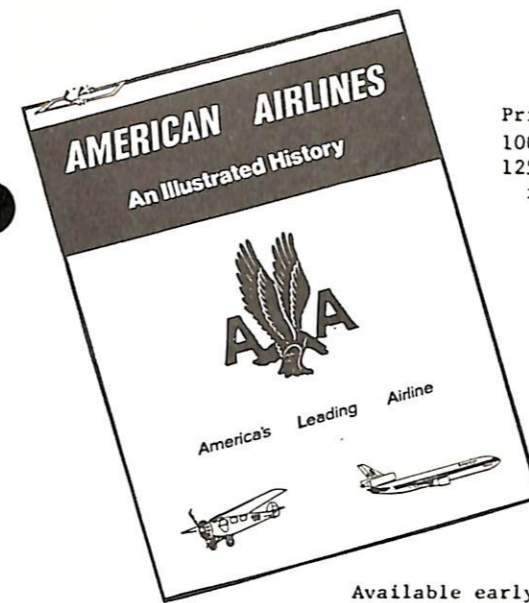
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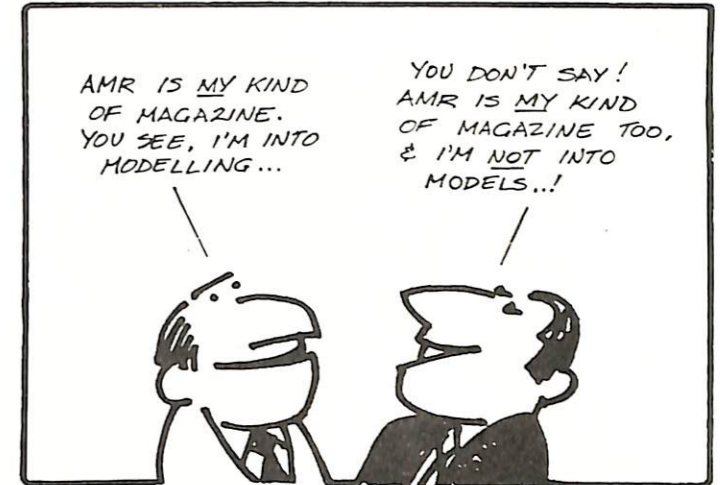
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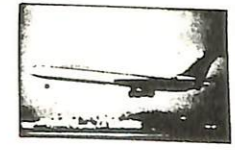
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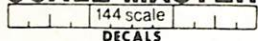
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