



# CAPTAIN'S LOG

*Fall 1982*







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

The CAPTAIN'S LOG is the official publication of the World Airline Hobby Club. Membership fees are \$12 per year for U.S. and Canadian members and \$14 for all other members. Attention foreign members only: Please add \$6 if you desire air mail delivery. European members send their money to: Fred Hems, 74 St. Leonards Gardens, Heston, Hounslow, Middlesex TW5 9DH England. All others send their money to Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018. Please send International Postal Money Orders or checks drawn on U.S. banks.

Please report any change of address promptly to the WAHC President. Improper address will result in your not receiving a copy of the CAPTAIN'S LOG; third class postage rate does not allow for forwarding. If it is necessary to send an additional copy of the LOG to members who have not reported a change of address, the member will be required to pay additional postage costs.

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 future articles.

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 of this nature should be sent to Paul Collins 3381 Apple Tree Lane, Erlanger, Kentucky 41018.

Life membership information available from Club President Paul Collins. Write him at Club headquarters.



ABOVE: Capital Airlines DC-3 pictured here at the Grand Rapids, Michigan terminal on August 15, 1951. Serial is N44993. Photo from the Air Pix Collection.

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Cover photo is Bahamasair HS 748, series 2A. Photo from the Gerritsma collection. Color on this aircraft is just beautiful. S/N C6-BED c/n 1763.





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

Quite a number of things have happened since we last issued a LOG. I'll try to hit on a few of them in the order in which they have happened.

In late June the sixth annual Airliners International convention was held in Southern California. This was the largest meeting that we have held, in both number in attendance and in material available. Over 650 people were registered during the three days of the convention. Those taking the MDC tour were very pleased as well as those that visited the large number of airports in the LA area to take slides and photos. I am sure that everyone went home with a lot of new material to be added to their collections. As far as I could tell, the post card collectors had a field day in buying, selling and trading. The committee set up by Terry Waddington is to be congratulated on doing a superb job.

Those attending the convention business meeting on Friday night voted to send the 1983 Airliners International to Washington, D.C. Our host in D.C. will be R.E.G. Davies well known aviation author and current holder of the Lindburgh Chair at the Smithsonian. The host organization will be the Washington Airline Society. The dates for the meeting are June 16, 17 and 18. The site will be Stouffer's National Center Hotel, Crystal City (Alexandria) Virginia, located very near Washington National Airport. Room rates will be \$50 per night, valid from June 15 through the 20th. I hope that a very large number of you plan on attending this event. If the last several years are any indication of the growth of the hobby, 1983 should be a boom year for the convention. Start making your plans now. Convention information will be mailed out with the Winter issue of the LOG.

I had the opportunity to take in the 1982 IPMS convention in St. Louis during the month of July. From what I heard from those attending, the meeting was the largest ever held, with over 650 modelers registered. Over 1,200 models were entered in the various categories to be judged.

The quality of the models on display was excellent. I certainly did not envy the work that the judges had to do to decide the winners of the various awards. There were, I am happy to say, quite a number of airline models entered in the contests. The 1983 IPMS will be held in Phoenix, while the 1984 meeting will be in Atlanta. If you have never attended a modelers convention, and you are interested in modeling, I highly recommend that you try to attend one of the next shows. You will be pleased with what you see. Along with the various contests, there were numerous workshops where you could receive tips and ideas on all phases of modeling and all types of modeling.

The Life-membership program is off to a good start. We currently have eight people that have invested \$300 in the Club. I would like to thank those that have signed up for this program and also those that have inquired about it. If you are interested in becoming a life member of the Club, please drop me a line at Club HQ and I will be happy to forward you information on the program.

The idea of selling lower Club membership numbers was a FLOP. Only six members took advantage of obtaining a lower membership number. This being the case, this operation will be closed as of now.

We have picked up quite a few new members since the last issue of the LOG went out. Also a number of members have renewed their membership. I am in the process of printing up a flyer that members can send for, if they desire, promoting the Club and its activities. If you have an interest in receiving a packet of these flyers, drop me a line and I will forward them to you when they become available. I still urge you to sign up a new member. I would like to see us reach the 1,000 mark in "actual" paying members by the time of the convention in D.C. next June. I will do all that I can to see that we reach this goal. I will greatly appreciate your help.

Someone on the west coast has written me several letters, and has not had the courage to sign his name to the letters. For this person, or any others, all future letters received, unsigned, will go immediately into the trash. This is the only way that I can contact this person, and I am sorry that I have had to waste space to do so.

Some of you have inquired about what feature articles will be appearing in future issues of the LOG. If you have material that fits in with any of the articles mentioned, please feel free to send it into the Editor. The Winter 1982 issue will feature the Swearingen Metroliner and a number of articles on third level and commuter carriers. The Spring 1983 issue will feature the Boeing 737 and Piedmont Airlines. We will also be doing something on the three major airports that serve the D.C. area. The Summer 1983 issue, hopefully, will feature the airlines of South America as well as the vast number of different type aircraft flown in the area. If you wish to work on or help with any of this material, please drop me a line.



ABOVE: First prototype Avro 748 G-APZV, c/n 1934 in company livery on an early test flight.

## British Aerospace 748

by  
JOOP GERRITSMAN

In 1957 the British A. V. Roe Company, better known as Avro for short, began market studies to re-enter the commercial airliner market on a grand scale. The search was on for an airliner that could occupy the production lines after the last military aircraft had been completed.

Avro had been a major producer of military aircraft for the Royal Air Force since the First World War, but that position was short-circuited by the Sandys White Paper on Defense, published in 1957.

Duncan Sandys was the British Defense Minister at the time and in his White Paper he stated that the RAF would buy no more manned military aircraft since the business of defense would soon become a matter of missiles only.

Of course Sandys has been proved utterly wrong, but no one knew that back in 1957.

After market surveys, Avro decided its best chances were with a twin-propjet DC-3 replacement for the world's smaller air routes, even though two competitors, the Fokker F.27 and Handley Page Herald, had already been launched.

One of the first 748 designs that came off the drawing boards was for a 20-passenger, high-wing aircraft with a gross weight of 18,000 lbs and powered by two 1,000 shaft horse power propjets derived from then current helicopter

engines. Further consultation with the airlines, however, led to a change from a high-wing layout to a low-wing layout and so, by late 1958 the proposed 748 had become a low-wing aircraft with a gross weight of 18,500 lbs.

It soon became apparent that the 20-passenger capacity really was too small and the cabin was enlarged to accommodate 36 passengers, the aircraft having a gross weight of 29,000 lbs and being powered by two Rolls Royce Dart propjets of 1,600 shp. The Dart was already in service world-wide on the Vickers Viscount airliner and had proven to be a reliable powerplant that airlines were glad to have.

The Dart, however, required a large four-bladed propeller and Avro therefore mounted the engines over the 748 wing instead of in the wing's leading edge, as was more common, because it wanted to maintain the low "sit" of the aircraft to facilitate handling at small, less-well equipped airfields. The nacelle housings protruding under the wing of the 748 therefore do not contain part of the engine, but are undercarriage wheel wells only.

Construction of two prototypes was authorized in January, 1959 and construction of these, and of two static test fuselages, went underway shortly after.

One of the main objectives of Avro in designing the 748 was to make it cheaper than the



Fokker F. 27, and with a better rough field performance than the F. 27 and the Herald. Flying characteristics had to be good for flying over difficult terrain and into primitive airports without landing aids. The cabin layout had to be variable to allow operators virtually any combination of passenger and freight arrangement.

But most important in view of the short stages to be flown by the 748 and the resulting large number of take offs and landings, would be a high fatigue life. Avro therefore choose to build the 748 with the failsafe technique, instead of the then commonly used safe-life principle. In the latter, the maximum number of flying hours were established for each component and if that number was reached, the component was replaced. But with the failsafe principle, the loads carried by each component would be carried by another component when the first one fails, allowing the aircraft to remain in service until its next scheduled inspection at which time repairs would be made.

The first prototype of the 748, registered G-APZV, made its maiden flight on June 24, 1960, followed by the second prototype nearly one year later, on April 10, 1961. Completion of the second prototype, G-ARAY, had suffered a serious setback in 1960 due to a factory fire in which it sustained heavy damage.

Flight trials were completed in November of 1961 after about 1,000 flying hours by the two prototypes combined and a certificate of airworthiness was issued on January 9, 1962. By this time production was already well under way and the first production aircraft off the British line was delivered in April to Skyways Coach Air, a British cross-Channel operator. The airline had indicated it would buy three as late as 1960, but the first formal order received by Avro was from Aerolineas Argentinas, which ordered nine on January 25, 1961 for its Patagonian service radiating south from Buenos Aires. The first aircraft for Argentine was delivered on January 18, 1962.

While test flying was still in progress, the Indian Government had shown an interest in the 748 for both the Indian Air Force and Indian Airlines Corporation. But the government was not interested in buying complete aircraft from Avro. Instead it bought the license manufacturing rights for Hindustan Aeronautics at Kanpur. A production line was established with the help of Avro personnel and the first Kanpur aircraft, assembled from parts supplied by Avro, was first flown on November 1, 1961. The first five Kanpur aircraft went to the Indian Air Force, and the sixth Kanpur-built 748 was delivered to Indian Airlines on June 28, 1967, although the airline had operated one air force aircraft for evaluation for a short time in 1965.

The first production aircraft were powered by the 1,600 shp Rolls Royce RDa-6 Dart 514. The power rating of these engines was raised to 1,740 shp shortly after test flying of the prototype 748 had started. Still later it was increased to 1,880 shp.

In 1962 Avro studied further developments of the basic design and decided to install the more powerful RDa-7 Dart 531 of 2,100 shp.

This version became the Series 2 and would go on to become the most important version from the sales standpoint. It remains in production today in its 2B Intercity variant.

Following the introduction of the Series 2, the initial production aircraft were designated Series 1. These included the two prototypes, 12 for Aerolineas Argentinas, five for Skyways, one for British aircraft instrument maker Smith's Electronics and an equipment demonstrator, and four for the Indiana Air Force (assembled at Kanpur from British-supplied parts).

The Series 2, operating at a gross weight of 38,800 lbs, required some structural strengthening of the undercarriage and wing, while the fuselage was also reinforced to allow for a higher operating altitude with greater pressurization.

But even before the second prototype 748 re-engined as Series 2 development aircraft, had flown, Avro announced a stretched version of the aircraft, called the 748E. Incorporating a six-foot fuselage stretch to increase accommodation to 60 passengers, the aircraft would be powered by the same engines as the Series 2, but the proposed Super 748E would have two RDa-10 Darts of 2,400 shp each. Another proposal was for the 748X, an executive version of the Series 2 with extra fuel capacity for a range of 2,250 miles instead of the 2,000 miles of the Series 2. None of these proposals bore fruit, but the 748M did. This was a military freighter version with re-inforced floor and became the version that was built in India for the Indian Air Force. Another proposal that did not go any further was a high-wing variant of the Series 2 with a rear loading ramp. An all-jet version with two 6,000 lb st jets in overwing pods was studied in 1962, as was a model with three 4,000 lb st jets grouped at the rear of the tail, Boeing 727-style. These proposals were respectively the 748 Series 5 and the Avro 778. None of these, however, were proceeded with.

In 1963 the first prototype 748, G-APZV, was modified to become the aerodynamic test vehicle for the military Andover freighter. This model featured an entirely new rear fuselage with upswept underside and a rear loading ramp that can be opened in flight. Called the 748MF, the aircraft was ordered by the Royal Air Force as a tactical transport. But at one time Avro also proposed a civil freighter version of it under the designation 748CF with 3,025 shp RDa-10 Darts. However, the plan was abandoned soon after.

In 1964 Avro was absorbed into the Hawker Siddeley industrial conglomerate and from then on the 748 became known as the HS 748. Up-rated engines, Dart 532-2L of 2,290 shp, and various minor refinements resulted in the Series 2A in mid-1967, and the addition of a large freight door in the aft fuselage on the port side in 1971 created the Series 2C, otherwise similar to the 2A. The Series 2B, introduced in 1979 differs from the 2A in having up-rated 2,120 shp Darts with water/methanol injection and with extended wingtips, both for improved take-off performance in hot and high condi-

G-ARMV, c/n 1537, the second production aircraft, seen here at rest at Biggin Hill, England, May 1968. Gerritsma photo.



Another early operator of the 748 Series 2 was Channel Airways of Britain with the Series 222, G-ATEI, c/n 1586 pictured here at Rotterdam, Holland in May, 1967. Gerritsma photo.



Seen at Congonhas Airport, Sao Paulo, Brazil in September 1972 is this Series 235 aircraft, PP-VDT, c/n 1631. Gerritsma collection.



One of the world's smaller airlines using the 748 is New Zealand's Mount Cook Airlines. ZK-CWJ, c/n 1674 is seen here at Christchurch. Gerritsma collection.







ABOVE: Cascade Airways is one of the newest HS 748 operators. Its Series 2B aircraft N118CA, c/n 1789 is seen over the Cascade Mountains in Washington State. BAE photo.

tions. Drag reduction modifications are also introduced and the 2B also has a new fuel management system. The 2B has now supplanted the 2A in production. A structurally strengthened floor and a larger freight door are now optional for the 2B.

Another version of the 748, introduced by Hawker Siddeley in 1977, is the Coast-guarder. Fitted with extensive electronic surveillance equipment and having a large radar bulge under the forward fuselage, this aircraft is intended for coastal surveillance and sovereignty patrols of coastal waters.

With the nationalization of all British aircraft industries in 1980 the 748 came under the wing of the newly-created British Aerospace, which continues to develop new versions of the aircraft to keep it in production against competition of the new class of 40-60 seat new generation commuter aircraft.

Extending the fuselage to accommodate 64 passengers instead of the current 45-50, would be one option. This version, called the 748 ATP, has a 16½ foot stretch and must be re-engined. With no additional powerful Dart engines available, the Pratt and Whitney PW100 series of engines would be an obvious choice.

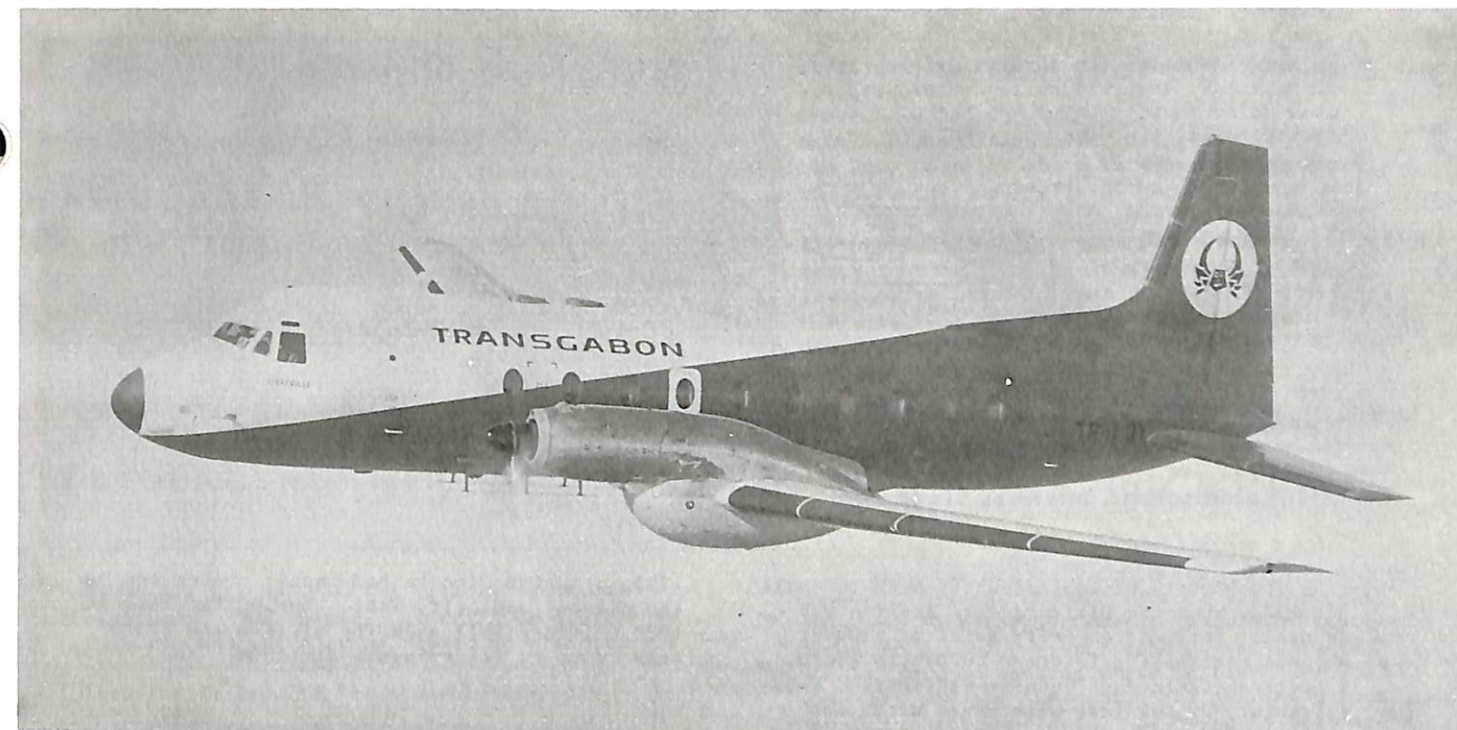
An alternative would be a re-engined 2B to offer better economics with the same seating capacity as present version. But for now, British Aerospace is planning to introduce the 748 Series 2B Super in 1983. Included in this version will be an advanced flight deck, new galley, hush-kitted engines, standby water/methanol systems and an improved prop mechanism.

Following its introduction into service in 1962 the 748 quickly became popular with airlines all over the world. From the well-equipped airports of Europe to the jungle strips in South America, Africa and Asia, the 748 did the job reliably, economically and fast. Aerolíneas Argentinas was only the first airline to operate the aircraft to simple and remote air strips. Many other carriers followed. Thai Airways, LAV of Venezuela, AeroMaya in Mexico, LAN-Chile, Philippine Air Lines and the list goes on and on.

With no comparable domestic product available, Air Illinois was the first American carrier to introduce the 748 into service when it took one in 1972, 10 years after the type first carried revenue passengers. Today its fleet stands at two, and Air Virginia and Cascade Airways have followed with orders for three and two Series 2B aircraft respectively.

As of April 1982 the 748 orderbook stood at 360 aircraft sold to 79 operators in 50 countries. Of these, 197 went to Civil operators and 163 to the military. Hindustan in Kanpur, India, built 72 military and 17 civil aircraft of this total up to that time and the production line will remain open until at least well into 1983.

The 748 is not only flown by the average airline passenger. Several heads of states and even royalty use the aircraft for their personal transportation. The British RAF operates two in the Queen's Flight; The King's Flight of the Royal Thai AF has one; as does the Nepal Royal Flight. Brazil operates several of its 12 aircraft in V.I.P. configuration for the President and cabinet minister. Venezuela, Argentina and Tanzania all fly the HS 748.



ABOVE: Transgabon is no longer, but at one time this African airline operated this 748, TR-LQY, c/n 1576, a Series 214 aircraft. BAE photo.

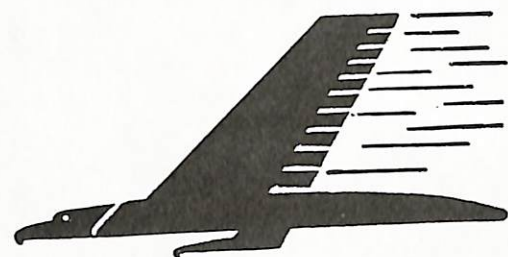
There is no doubt that the Avro/Hawker Siddeley/British Aerospace 748 is one of the most successful aircraft in its category of our time. After the Vickers Viscount, with 444 sold world-wide, it also is the most successful large British airline aircraft ever. With an increased interest in fuel-efficient propjet aircraft replacing thirsty jets on many shorter and secondary air services, the 748 will be around for a long time to come.

In future issues of the LOG we will be taking a look at the airlines and aircraft of many different countries. Some of the countries to be visited are Russia, Central and South America, the airlines of Asia and the Pacific, Japan and other miscellaneous stops along the way. Some countries we will only skim over while others we will go into great detail. If there is any particular country that you would like us to visit, please drop a line and let us know your desires.

BELOW: Philippine Air Lines once operated a large fleet of 748 Series 2A aircraft, but now only seven aircraft of this type remain in their fleet. PI-C1018 is c/n 1640. BAE photo.







## The Flight of the Nighthawk

# Capital 1927-1961

compiled by George Gearley

The history of Capital dates back to April 21, 1927, when the Clifford Ball Airline was founded. Ball was an early aviation pioneer who had controlling interest in Bettis Field, a small airfield just outside Pittsburgh, Pennsylvania. He was left with seven Wacos for payment of unpaid storage charges at the field, and decided that he could use them to fly U.S. mail at a profit between Pittsburgh and Cleveland. His company initially employed two pilots, a pilot mechanic, an owner-manager, a traffic solicitor, and a bookkeeper. The first flight over the 127 mile route segment from Pittsburgh to Cleveland was flown in one of the Waco biplanes and carried a 97 pound pouch of mail. There are several versions regarding that first flight. One states it was flown by Dewey Noyes, another that the first flight was made by Merl Northrup. Still another story states that four flights were made the first day with Dewey Noyes in an aircraft named "Miss Pittsburgh", Northrup in another named "Miss Youngstown", Curly Lovejoy in "Miss Cleveland", and John P. Morris in an unnamed Waco 10.

No radio or navigation facilities were present along the route. Weather report consisted of calling ahead to the next city on the route and getting a visual weather report from someone at the airport. On daylight flights out of Pittsburgh, pilots would follow the railroad tracks ("fly the iron compass") to Cleveland. The red glow in the sky from Youngstown, Ohio, steel mills served as the only navigation aid for night flying. Will Rogers was an early passenger and many times rode in the second seat on top of a mailbag.

In 1928, four-passenger Fairchild's with a speed of 90 mph were purchased and the first regular passenger service was inaugurated over the route between Pittsburgh and Cleveland with a stop at Youngstown.

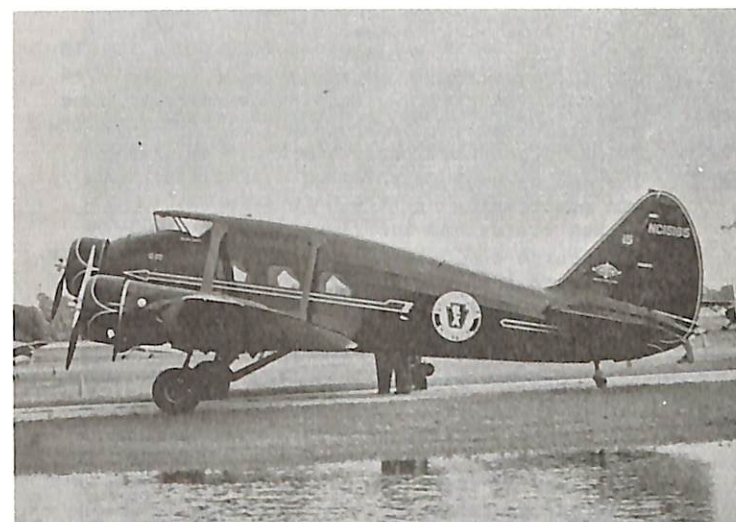
The first flight between Pittsburgh and Washington, D.C., over the Allegheny Mountains was made about September 1, 1929 with a newly acquired six-passenger Fairchild 71. The aircraft was flown by "Bud" Baker, who remained with the company until October 6,

1955, at which time he had become number one on the pilots' seniority list. During the fall of 1929 Clifford Ball sold the airline and it became known as Pennsylvania Airlines, Inc.

CLIFFORD BALL					
General Offices - McKeesport, Pa.					
CLEVELAND, OHIO-PITTSBURGH, PA.					
Table					
12 15	Lv.	Cleveland, Ohio	Ar.	5 00	
1 00	Lv.	Youngstown, Ohio	La	3 15	
1 45	Ar.	McKeesport, Pa.	La	2 30	
1 45	Ar.	Bettis Field	La	2 30	
		Pittsburgh, Pa.			
		(Eastern Time)			

Passenger Fares - Between Pittsburgh and Cleveland are \$20 one way, \$35 round trip. No passengers are carried to Youngstown.

In November, 1930, Pennsylvania Airlines was acquired by Pittsburgh Aviation Industries, Inc., a company organized by a group of Pittsburgh business and civic leaders--C. Bedell Monro (a former professor at the Univ. of Pittsburgh), Frederick W. Crawford (Monro's brother-in-law), and George R. Hann (a prominent city attorney). Monro and Crawford had formed a sky writing business in 1927 known as the McCraw Airplane and Advertising Company. The company was not too successful and the two applied for a charter to establish Pittsburgh and Eastern Airlines to fly between Pittsburgh and New York. They got the backing of Hann and 200 prominent Pittsburgh citizens who put more than one million dollars into Pittsburgh Aviation Corporation. Hann was elected president; Monro, secretary; and Crawford, treasurer of the aviation corporation. In 1930, it became known that a coast-to-coast air mail route was to be established between New York and Los Angeles with stops at Philadelphia, Harrisburg, Pittsburgh, Columbus, Indianapolis, St. Louis, Kansas City, and out west in Albuquerque. Pittsburgh Aviation Industries Corp. (PAIC), in cooperation with Trans-Continental Air Transport and Western Air Express, formed Transcontinental and Western Air, Inc. The air mail contract was granted to TWA in September, 1930, and PAIC received 5% of TWA stock for its efforts in securing the air mail contract. Money from this stock was



ABOVE: A Stinson Model A trimotor that was restored in PCA colors. Aircraft is black with red and white trim. Photo by Air Pix.

invested to acquire Pennsylvania Airlines.

Pennsylvania Airlines, at the time of its acquisition by PAIC, had insufficient capital and experienced personnel and had done very little to expand its routes. It was operating a single daily round trip between Washington-Pittsburgh-Cleveland. Mail and passengers were carried between Pittsburgh and Cleveland, but passengers only between Pittsburgh and Washington. One daily round trip night flight in addition to the above carried mail only between Cleveland and Pittsburgh. Twenty-four employees worked for the airline at this time. PAIC added funds to bolster Pennsylvania Airlines and began working on finding a plane to replace the four and six passenger Fairchild's. In June, 1931, Stinson trimotors, which carried seven passengers and were radio equipped, were purchased. With their acquisition an expansion program was begun. Air mail service was extended from Pittsburgh to Washington, and three daily round trips were flown between Cleveland and Washington with stops at Akron and Pittsburgh. Service was suspended at Youngstown. The airlines carried 7,000 passengers in 1931 as opposed to 1,140 the previous year. In 1932 the number of passengers carried increased to 8,500 and employment was up to 50 persons.

Ford Trimotors were added in 1933. With these new planes the first flights were flown under instrument weather conditions, and a copilot was added. Passengers carried increased to 13,500, and the airline was beginning to show a steady increase in revenues, mail, and passengers carried.

However, a severe blow was struck in 1934. An unexpected executive order by Roosevelt cancelled all air mail contracts and provided for air mail to be carried in U.S. Army planes. Postmaster General Brown and the airlines were charged with conspiracy in awarding mail contracts, a charge later proved unjustified. The Army had not carried mail for several years, equipment was inadequate for nocturnal flights and bad weather, and pilots were inexperienced in commercial flying. The Army took over in the middle of winter and the results were catastrophic. Five pilots were killed during the

first week in crashes and only one-third of established routes were flown. The Army eventually had 26 crashes, 12 of which were fatal. In addition, the cost per mile for the Army to carry the mail was \$2.21 as opposed to \$0.54 for the airlines. Army flights were suspended March 10, 1934, and on the same day the new Postmaster General James Farley, announced the air mail routes would be opened for bidding under private contract by airlines. However, this did not help Pennsylvania Airlines as an executive order forbade the awarding of a new contract to a company which had previously had a contract to carry mail and whose contract was cancelled. As a result, a new corporation known as Pennsylvania Airlines and Transport Company, was organized and purchased all assets of Pennsylvania Airlines Inc.

When the air mail contracts were cancelled, James D. Condon, who had several years earlier promoted Pittsburgh Airways, interested two heirs to a coal fortune, John H. and Richard W. Coulter, in backing a new carrier, Central Airlines, in the hopes of being granted one or more air mail contracts. He began by purchasing several single engine Lockheed planes and putting them in service between Pittsburgh and New York. He then bought Stinson Trimotors to handle the mail should Central be awarded a contract. Condon realized he was in no position to bid on a transcontinental route, so he shifted his interests to the Cleveland-Pittsburgh-Washington run. Specifications for the bid called for flights over the following route: Detroit-Cleveland-Pittsburgh-Washington. Pennsylvania, two larger carriers, and Central all bid on this route. Central underbid all carriers with 28.0 cents/mile as opposed to Pennsylvania's 28.8 cents/mile. Central was awarded the mail contract.

C. Bedell Monro became president of Pennsylvania and launched a campaign of strong competition with Central. Pennsylvania continued to operate a passenger and express service over the route. In July, 1934, PAL bought out Kohler Aviation, which operated a route between Detroit, Grand Rapids, and Milwaukee. PAL Ford Trimotors were more popular than Central's Stinsons with passengers. Also more appealing to the public was the fact PAL had two pilots on each aircraft. The main advantage, however, was Pennsylvania's seven years of experience and service. On December 25, 1934, PAL replaced Fords with Boeing 247D's. The PAL Fords were put on routes between Detroit and Milwaukee and replaced Loening Amphibians on this route which Kohler had operated. The new Boeings were placed on the Detroit-Washington run. In late 1935, the Boeings were placed in service over the entire route and PAL's Fords were retired.

When Central's Fords were leased from American, Sigmund Janas, a friend of Condon, joined Central. Janas gained control and disputes with stockholders developed. PAL's Boeings were becoming more popular than Central's planes and Pennsylvania showed a 500% increase in average monthly passengers carried over the previous year. Central arranged to obtain a fleet of new model higher speed Stinsons to replace the leased Ford Trimotors. When the



new Stinsons were delivered competition became highly competitive. Central's flights which were previously slower were set up on the same running time as Pennsylvania's. Each carrier claimed to have faster equipment and that the other was not adhering to published schedules. Both tried to arrange corresponding arrival and departure times at each city. The plane of one carrier would reach an airport and board all the passengers, often leaving none for the competitor. Central started cutting rates but PAL met Central's fare reductions, and fares of both companies fell well below those of the railroads. Central filed and later dismissed a complaint with the ICC against PAL. Attempts at consolidation with PAL by Central were continually made but failed. Dissension within Central continued to build. A third group, Carl M. Loeb Co., of New York, entered the picture and, with the help of PAL and the interests of Central controlled by John H. and Richard Coulter, agreements for a merger of PCA and Central were reached.

Authority, which was soon divided into the CAB and CAA (now FAA). Expansion of PCA continued in 1938. On April 7, Washington-Norfolk; June 15, Grand Rapids-Chicago; and July 20, Detroit-Flint-Saginaw-Traverse City-Sault St. Marie. The CAA issued "grandfather" certificates to PCA authorizing service on previously established routes and additional service between Pittsburgh and Buffalo and Pittsburgh-Baltimore. PCA ended 1938 having carried 85,000 passengers and had a fleet of 12 Boeing 247D's and one Stinson A.

With increasing routes and passengers it was quite apparent a new and larger aircraft was needed. DC-3's were purchased late in 1939 and were placed in service January 2, 1940. The first of these new aircraft were flown from Douglas, Santa Monica, to Pittsburgh by J. H. Carmichael. At this point in 1940, PCA had a fleet of six DC-3's, 13 Boeing 247D's, with 350 employees, 65 of whom were pilots. The first stewardesses served on DC-3's and a new passenger service department was organized to handle food

BELOW: PAL first obtained the Boeing 247D to replace the Fords and Stinsons they were using on their routes. This aircraft, along with the Douglas DC-3 revolutionized air travel in the U.S. and the rest of the world in the mid-1930's. Photo: Pete Black collection



Pennsylvania-Central Airlines, Inc., was established September 21, 1936, and the operations of the two carriers were consolidated on November 1st. Monro remained as president and Central's chief pilot, J. H. Carmichael, became operations manager.

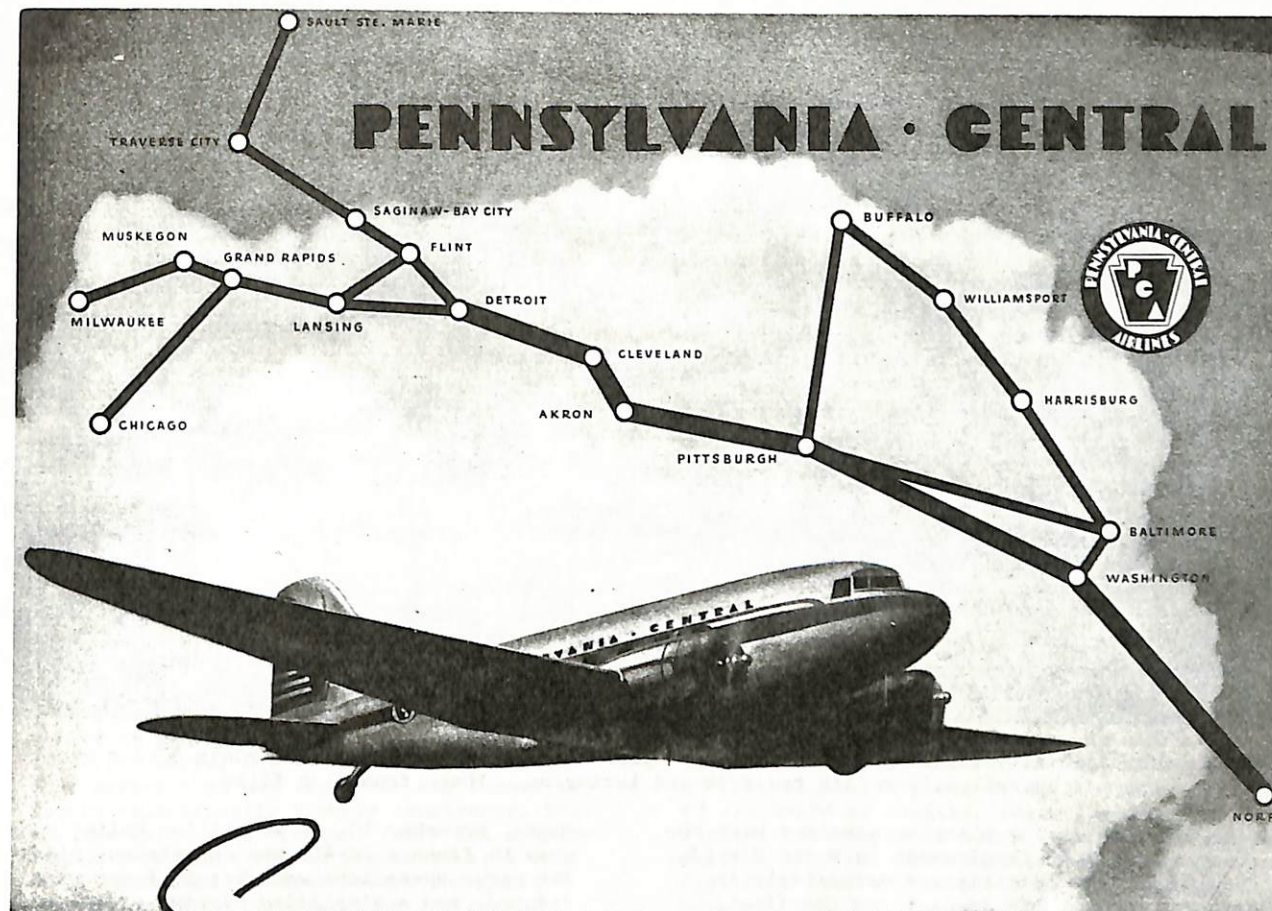
Eight daily round trips on non-overlapping schedules were flown over a route between Washington, Pittsburgh, Cleveland, Detroit, Lansing, Grand Rapids, Muskegon, and Milwaukee. In 1937, 11 new Boeing 247D's were acquired and six older 247's and Stinson A's were sold.

Major route expansions followed. On April 8, 1937, service was extended from Pittsburgh to Charleston, W. Va., and on October 6 from Washington to Buffalo via Baltimore, Harrisburg, and Williamsport.

The Civil Aeronautics Act (McCarran-Lea Bill), passed in 1938, was designed to bring about a regulated system of air transportation and controlled competition. The act established the regulatory agency, Civil Aeronautics

service. Non-stop Detroit-Milwaukee service was begun June 1, and on November 1, 1940, a route from Norfolk to Knoxville was awarded with stops at Elizabeth City, Rocky Mount, Raleigh, Greensboro-High Point, and Winston-Salem. Stops at Asheville and Hickory were added later. By December 1940 PCA had 13 DC-3's and six 247D's.

Expansion of service continued in 1941. On February 28 Pittsburgh-Birmingham service was inaugurated with stops at Charleston, W. Va., Knoxville, and Chattanooga; and with stops at Clarksburg, Bristol-Kingsport-Johnson City (Tri-Cities) and Morgantown being added on March 6, May 1, and August 3, respectively. Detroit-Washington and Detroit-Pittsburgh non-stops were begun respectively on April 1 and April 27. In the latter part of 1941, headquarters were moved from Pittsburgh to Washington National Airport. At the end of 1941 the fleet comprised 18 DC-3's and four Boeing 247D's. A total of 342,948 passengers were carried in 1941 and this represented a 62.9% increase over 1940.



## Selects WRIGHT CYCLONES FOR THE "CAPITAL FLEET"

Early in 1940 another air line will turn to Wright Cyclone-powered equipment when Pennsylvania-Central's "Capital Fleet" of Douglas DC-3's is put into operation on its key route, serving the capitals of industry between Detroit and Norfolk with intermediate stops at Cleveland, Akron, Pittsburgh and Washington.

Pennsylvania-Central's new 21-passenger transports will increase their seating capacity 100% to meet their steady growth of traffic volume. The ships are each powered by two 1100-H.P. Wright Cyclone Engines.



Distinctively styled inside and out, these new 21-passenger airliners afford new luxury in air travel accommodations. Furthermore, new methods of sound-proofing make them quiet to an unprecedented degree.

The adoption of Wright Cyclones by this progressive air line marks another step in the trend which maintains the Wright Cyclone as the outstanding power equipment of leading air lines throughout the world.

WRIGHT AERONAUTICAL CORPORATION  
Paterson New Jersey  
A Division of Curtiss-Wright Corporation



# WRIGHT Aircraft ENGINES

AVIATION MAGAZINE  
December, 1939





ABOVE: The DC-3 allowed airlines to carry more passengers than ever before. PCA's DC-3's were painted overall silver with red trim and lettering. Photo from Club files

PCA's expansion plans were halted with the onset of the U.S. involvement in World War II, and the airline participated extensively in defense efforts. It inaugurated the first domestically scheduled military cargo service on April 1, 1942. In addition, in 1942, 20 special missions were flown throughout the continental U.S. and to Alaska and Greenland. Also various training programs for the military were set up at Washington, D.C., and Roanoke, Va. as well as a program for maintenance and overhaul of Army equipment. By the end of 1942, military flight operations exceeded commercial operations by 100,000 miles per month and by early 1943, military operations were twice those of the commercial division. Service on several commercial routes was suspended in 1942: Detroit-Sault St. Marie, Washington-Buffalo, Norfolk-Knoxville, and Grand Rapids-Chicago. In 1943, the airline fleet was reduced to six planes, but due to effective utilization express and air mail carried increased and revenue miles dropped less than 5%.

American production met war needs by 1944 and the Army returned several aircraft acquired for military use in 1942, and the fleet for commercial use increased to 14 DC-3's. The CAB authorized new routes between Detroit-Chicago and Pittsburgh-New York with service beginning on February 10 and July 2, 1945, respectively. Orders were placed in 1944 for 15 DC-4's for post-war delivery. In 1944, the airline carried 416,104 passengers and flew 101 million passenger miles.

In 1945 more DC-3's were added to the fleet and plans were made to reactivate routes suspended during the war. Service was reinstated on the Norfolk-Knoxville route on November 15, 1945, and on the Washington-Buffalo

route, November 20. A 10-million dollar program to finance DC-4's was undertaken, plans for cargo operations were begun, fares were reduced, and a simplified airline ticket was introduced. A record of 90,000 passengers were carried in one month and in July, 1945, monthly revenues exceeded one million dollars.

The first DC-4 was delivered January 9, 1946, and service was inaugurated January 15, making PCA the first airline to fly the DC-4. "The plane of tomorrow" service featured one daily round trip between Washington and Chicago and two between Washington and Norfolk. Also in 1946 the Detroit-Sault St. Marie route was reestablished and the CAB granted route extensions from Birmingham to Mobile and New Orleans and from Chattanooga to Memphis.

In spite of postwar expansion and new equipment, however, all was not going well. Operating costs were increasing by large increments and the airline was losing money. Large amounts were spent on expansion and an overseas route never granted. Declining revenues and increasing costs placed the company in a very serious financial condition and the stockholders decided it was time for a change in management. J. H. "Slim" Carmichael became president in October 1947, and he immediately cut expenses to a minimum. The staff, including top management, was reduced from 4,800 to 3,000. The results were not, though, totally successful. PCA still needed more revenue. Carmichael developed the nation's first domestic air coach service in 1948 with reduced fares and "no frills" flights. No meals were served, there was only one hostess, and no special tickets or reservations required. Other sources of new revenue included cargo, charter flights, "mystery" flights and all-expense tours.

Finally a name change from Pennsylvania Central to Capital Airlines was completed in 1948. It was felt the PCA name inferred too many regional characteristics.

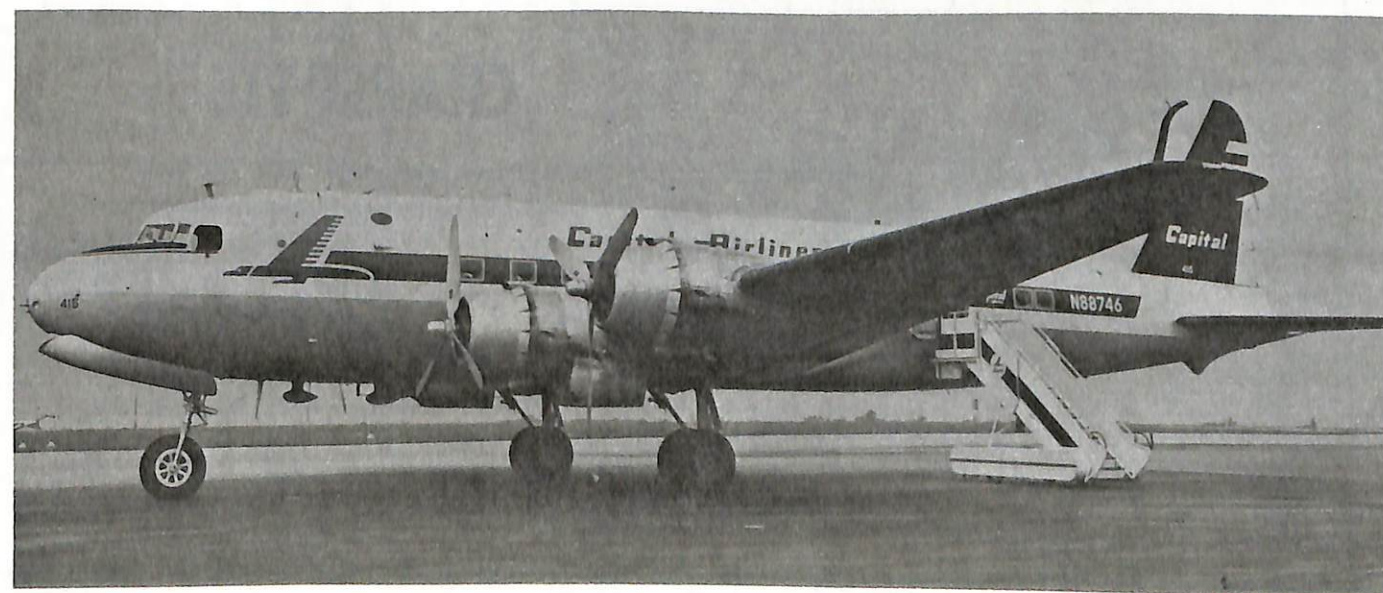
By 1949, Capital was operating 46 aircraft including 22 DC-3's, 19 DC-4's, and five cargo DC-4's while competitors were introducing DC-6's and Constellations. To more effectively compete, Capital purchased Lockheed L-049 "Constellations" in 1950. The Connies proved successful and ultimately 12 were purchased.

The first operation of private business aircraft by any airline was initiated by Capital in 1951. The largest user of this service was U.S. Steel. In 1953 Capital began experimental carriage of first class U.S. mail. Both ventures proved successful and were added sources of revenue.

Capital began experiencing, as a primarily regional carrier, difficulties in obtaining new equipment suited for its routes. Its competition, primarily large trunk carriers, was purchasing new equipment designed mainly for long haul routes. Capital needed an aircraft to operate at higher speeds and lower costs, but found no aircraft on the U.S. market that met its needs and turned to Europe--specifically Vickers-Armstrongs, Ltd., and the well-known Viscount 700. The company signed a contract for 60 Viscounts at a cost of \$65-million. Capital became the first American carrier to offer prop-jet travel when it put the viscount in service between Washington and Chicago on July 26, 1955. Public acceptance of the new aircraft was great and Viscount load factors increased. Also in 1955, the CAB removed route restrictions on the New York-Chicago and New York-New Orleans routes, and a route between New York and Washington was added.

However, things were not going well in spite of the new Viscounts and the lifting of route restrictions. Air coach service pioneered by Capital was also introduced by other carriers. Capital also found many of its own riders were lured away from its first class flights. The Viscounts were initially successful as they had jet power and flew as fast as the long-range DC-7 and faster than competitors DC-6's and Connies. However, when pure jets went into service in 1958 the Capital Viscounts were no match for them. Capital still owed Vickers \$34-million and this was financially crushing the airline. Capital was losing passengers and was finding it difficult to pay off its debts and finance new aircraft. In an effort to bolster Capital the CAB added new routes: 1958--Great Lakes-Florida (Rochester/Buffalo and Pittsburgh and Cleveland to Jacksonville, West Palm Beach, Tampa, and Miami); and 1959--Chicago and Minneapolis; also added were New York-Atlanta, and Washington-Atlanta-New Orleans. Capital flew its Viscounts at top speeds and costs of maintenance increased. Vickers in May, 1960, initiated a foreclosure suit on the Viscount fleet. By this time Capital had also placed an order for eight Convair 880's and five L-188C "Electras". Capital was in no position to pay off Vickers, much less finance the 880's and Electras. General Baker, who had become president of Capital in 1957, and T. D. Neelands, chairman of the board of Capital, began looking for an airline with which to merge. United was the only carrier that had the financial strength to handle Capital's debt or provide pure jet aircraft to bolster Capital's routes. On July 28, 1960, a merger agreement was reached in Washington between United's Patterson and Neelands. The CAB, on January 31, 1961, approved the merger. Vickers agreed to take back 15 of the remaining 56 Capital Viscounts as payment of the debt, and United would inherit 41 Viscounts.

BELOW: Pictured below is a Douglas DC-4 of Capital's fleet about 1960. Note the "square" windows painted around the DC-4's normal round windows. Photo from Pete Black collection





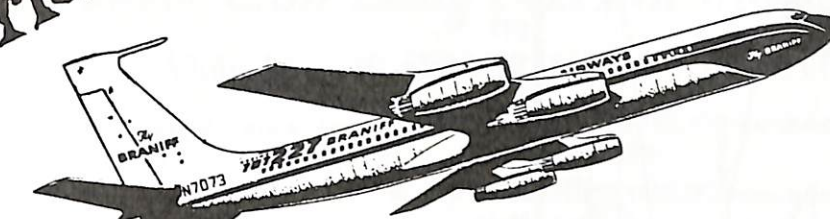
Capital had retired its Connies in June, 1960, and that spring had leased seven DC-6B's from Pan American for use on coach flights to Florida. In addition to the 41 Viscounts, United also would inherit the 10 Constellations (which had been taken out of service but not sold), 10 DC-4's, 17 DC-3's, and seven DC-6B's, all of which but the Viscounts United would dispose of. The orders for Electras and 880's were cancelled. Instead, W.A. Patterson leased Capital two of United's Boeing 720's to help bolster Capital on key routes with service beginning in January, 1961, and continuing until time of the merger. The 720's served on the following routes: Idlewild-Cleveland, Cleveland-Pittsburgh-Miami, and Idlewild-Atlanta-New Orleans. On June 1, 1961, United assumed Capital's assets and remaining liabilities and on July 1 the schedules of the two airlines became one and the merger was completed. The last separate Capital and United timetables were each issued June 1, and the first merger schedule for the combined operation was issued by United July 1.

The 41 Viscounts became an asset on United's short routes, and Capital's other planes were soon disposed of. DC-4's and Connies were never operated by United after the July 1, 1961, merger date. DC-3's and the DC-6B's Capital had leased from Pan American were soon sold or returned, and the 41 Viscounts were gradually repainted in United colors. The United-Capital merger had made United the largest airline in the free world and proved to be financially successful for United.

References

- 1) Capital Airlines, Inc. Customer Service Dept. Indoctrination Manual, January, 1960.
  - 2) Taylor, Frank J. High Horizons, McGraw-Hill Book Co., Inc., New York, 1964.
  - 3) Davies, R.E.G. Airlines of the United States Since 1914, Putnam Books, London, 1972.
  - 4) Green, William Observer's World Aircraft Directory, Butler and Tanner, London, 1961.
- Other Sources: Timetables of Clifford Ball, Pennsylvania, Central, PCA, Capital and United.

# Around the World of Airline Schedules



By George Cearley

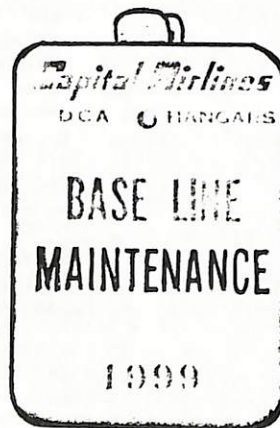
CLIFFORD BALL, Inc.  
McKeesport, Pa.

The schedule article in this issue features timetables of Capital and its predecessors as well as DC-4 and DC-6 schedules.

At right is the July 15, 1929, timetable of Clifford Ball, Inc., the original carrier which ultimately became Capital.

SOUTHBOUND Read Down		NORTHBOUND Read Up	
Daily	Miles	TABLE 2 Eastern Standard Time	Daily
12.15 PM	0	Lv Cleveland	4.00 PM
1.00 PM	60	Ar Youngstown	3.15 PM
1.45 PM	121	Ar Pittsburgh	2.30 PM
1.45 PM	121	Ar McKeesport	2.30 PM

PASSENGER FARE  
Between Cleveland and McKeesport, Pa.—One Way .....\$20.00



Upper left: A yellow clip-on type badge. Lettering is black.

Above and right: Two labels from the Don Thomas collection.

Below: An ink blotter, used by many advertisers in the 50's and 60's as a means to keep the company name in front of the public.

## CHARLOTTE

now linked with more than 60 other industrial capitals and vacation centers

**Capital AIRLINES**  
Known for years as "PCA" • America's Second Oldest Airline

Order by 5c Air Mail • Ship by Airfreight, Air Express

### Pennsylvania Airlines, Inc.

Division of PITTSBURGH AVIATION INDUSTRIES CORPORATION  
General Executive and Traffic Office  
724 Oliver Bldg., Pittsburgh, Pennsylvania

TERMINALS AND MAIN TRAFFIC OFFICES  
WASHINGTON, D. C.—Washington-Hoover Airport, Tel. National 7070.  
PITTSBURGH, PA.—Curtis-Bettis Airport, Tel. Homestead 8965.  
CLEVELAND, OHIO—Cleveland Municipal Airport, Tel. Cleveland 9188.  
AKRON, OHIO—Akron Municipal Airport, Tel. Jefferson 5152.  
RESERVATIONS MAY BE MADE AT ALL LEADING HOTELS AND TRAVEL BUREAUS OR ANY WESTERN UNION OFFICE.

Table 31 CLEVELAND-AKRON-PITTSBURGH-WASHINGTON  
Southbound—Read Down  
Table 32 CLEVELAND-AKRON-PITTSBURGH-WASHINGTON  
Northbound—Read Up

Between	And	One-Way	Round-Trip
Cleveland	Pittsburgh	\$ 8.00	\$ 16.00
Cleveland	Washington	11.00	22.00
Akron	Cleveland	8.00	16.00
Akron	Washington	11.00	22.00
Pittsburgh	Washington	11.00	22.00

Equipment—Biplanes, Trimotored Cabin Monoplanes, 9 passenger, Lycoming engine. Fairchild 71 Cabin Monoplanes, 6 passenger, Waco engine.

January, 1932, Pennsylvania schedules.

### Kohler Aviation Corporation

General Office—Grand Rapids Airport, Grand Rapids, Michigan  
Traffic Office—451 Bankers Bldg., Milwaukee, Wis.

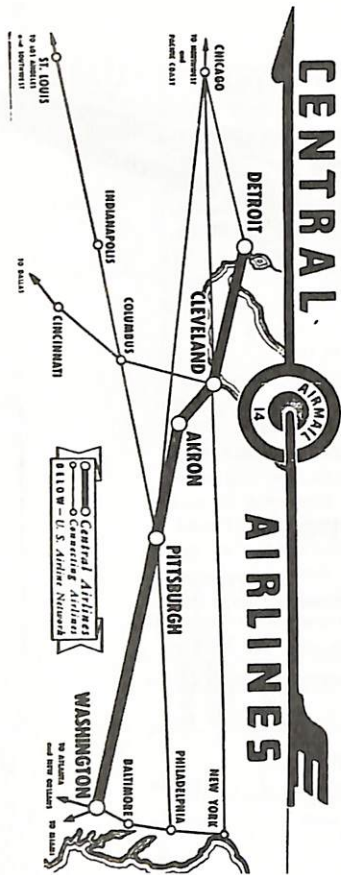
TERMINALS AND TRAFFIC AGENTS  
MILWAUKEE, WIS.—Chicago & North Western Depot, foot of Wisconsin Ave., Broadway 4200, E. M. Calahan, 228 E. Wisconsin Ave., Tel. Daily 2544.  
MUSKOGEE, MICH.—Muskegon County Airport, Tel. 3-2344. Ocedental Hotel, Tel. 2-2811.  
GRAND RAPIDS, MICH.—Grand Rapids Airport, Madison Avenue and Pease Road, Tel. 2-1771, Jack W. Hug, General Agent, Western Michigan.  
LANSING, MICH.—Lansing Airport, for reservations and fares, Old Road, Tel. 3-1771.  
DETROIT, MICH.—Detroit City Airport, Tel. Whitcomb 9220, Harold G. Peterson, General Agent, Detroit Automobile Club, 129 Bagley Ave., Tel. Cherry 3911.

Table 24 MILWAUKEE-GRAND RAPIDS-DETROIT  
Table 25 MILWAUKEE-GRAND RAPIDS-DETROIT  
Table 26 MILWAUKEE-GRAND RAPIDS-DETROIT

EXPLANATION OF NOTES—ALL TABLES  
(Ct)—Central Standard Time. (ET)—Eastern Standard Time. \*Daily. Dark-face type indicates P. M. Light-face indicates A. M. Daily except Sunday.  
C. & N. W. No. 112 provides later arrivals Rochester to Albany.  
\*Flight No. 3 will wait for passengers from beyond Muskegon or Detroit via C. & N. W. No. 410 upon telephone request. \*Change to No. 408 at Eau Claire.  
\*Change to No. 12-28 at Buffalo.  
\*N. Y. C. No. 41-100. \*Via Michigan Central Railroad east of Grand Rapids.  
\*Local sleeper is out of at this point and may be occupied until a later hour; local sleeper from No. 102 is handled in No. 112 south of Green Bay.  
\*Stops at Muskegon to discharge passengers from Milwaukee and to pick up passengers at Muskegon to discharge passengers from the East and to pick up passengers if reservation is made 2 hours in advance.  
\*Stops at Muskegon to discharge passengers from the East and to pick up passengers if reservation is made one hour in advance.  
\*Planes arrive and depart from the Milwaukee County Airport instead of the C. & N. W. Terminal. Connecting bus will leave the C. & N. W. Terminal 20 minutes prior to airplane departure.

In July, 1934, PAL bought out Kohler Aviation, which operated a route between Detroit, Grand Rapids, and Milwaukee. The above schedules are dated January, 1932.





At right, timetables of Pennsylvania Central. Cover of Central timetable shows Stinson A Tri-motor. Far right, first timetable of Pennsylvania Central. Below left, route map from October 1, 1935, Central timetable. Below right, first schedules of PCA dated November 1, 1936, showing combined operations of Central and Pennsylvania.

**PENNSYLVANIA AIRLINES**  
AND TRANSPORT COMPANY

**EASTERN DIVISION**  
TIME TABLES

WASHINGTON  
PITTSBURGH  
AKRON  
CLEVELAND  
DETROIT

**CAPITAL TO THE LAKES**

CONNECTIONS  
COAST TO COAST

CORRECTED TO OCTOBER 1, 1934

**GENRAL AIRLINES INC.**

EFFECTIVE OCTOBER 1, 1935

**TIME TABLES \* TARIFFS**

**WASHINGTON - PITTSBURGH - AKRON - CLEVELAND - DETROIT**

**NEWEST PLANES**  
Fastest Schedules  
DETROIT  
CLEVELAND  
AKRON  
PITTSBURGH  
WASHINGTON

**PASSENGERS • U. S. MAIL • EXPRESS**

**PENNSYLVANIA CENTRAL Airlines**

**CONNECTIONS COAST TO COAST**

WASHINGTON  
PITTSBURGH  
AKRON  
CLEVELAND  
DETROIT  
MILWAUKEE

EFFECTIVE NOVEMBER 1, 1936

**Through Service**  
WASHINGTON - MILWAUKEE

STANDARD TIME

1-21 3-21 5-21 7-21 9-21 11-21

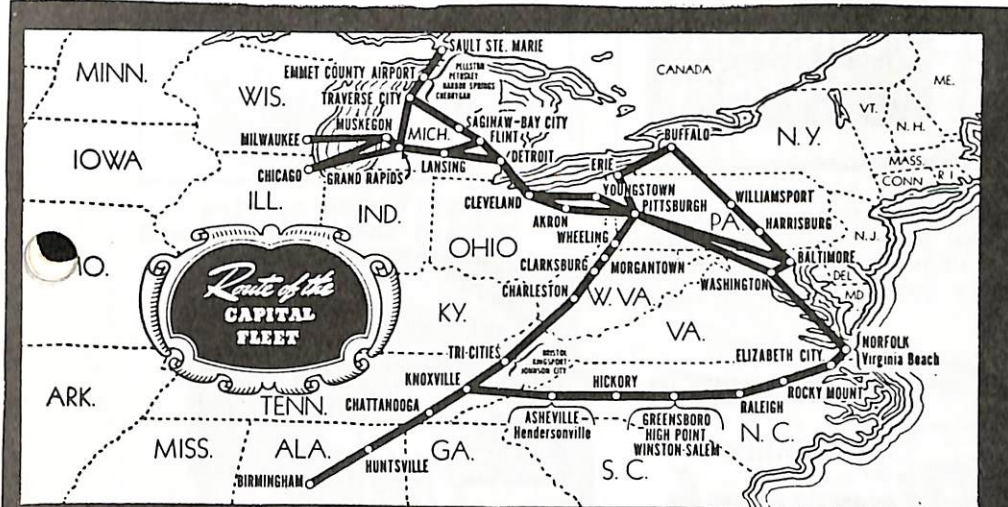
Read Down

Read Up

**DETROIT - CLEVELAND - AKRON - PITTSBURGH - WASHINGTON**

Flight	Day	Out	In	Flight	Day	Out	In
Washington	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31	8:30 AM	11:30 AM	Washington	2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30	8:30 AM	11:30 AM
Pittsburgh	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31	8:30 AM	11:30 AM	Pittsburgh	2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30	8:30 AM	11:30 AM
Akron	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31	8:30 AM	11:30 AM	Akron	2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30	8:30 AM	11:30 AM
Cleveland	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31	8:30 AM	11:30 AM	Cleveland	2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30	8:30 AM	11:30 AM
Detroit	1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31	8:30 AM	11:30 AM	Detroit	2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30	8:30 AM	11:30 AM

**Announcing**  
**PENNSYLVANIA-CENTRAL**  
**AIRLINES CORPORATION**



**CONDENSED SCHEDULES**  
NORFOLK • WASHINGTON • PITTSBURGH • CLEVELAND • DETROIT • MILWAUKEE • CHICAGO

WAR TIME	Ex. Star	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
NORFOLK	EW	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
WASHINGTON	EW	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40
PITTSBURGH	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
YOUNGSTOWN	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
AKRON-CANTON	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
CLEVELAND	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
DETROIT	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
LANSING	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
GRAND RAPIDS	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
MUSKOGON	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
MILWAUKEE	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
CHICAGO	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
CHICAGO (via TWA)	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40
CHICAGO (via UAL)	EW	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40	11:40

Route map and schedules from April 1, 1942 - PCA timetable.

**A New Company** COMBINING THE EXPERIENCE OF TWO LEADING EASTERN AIRLINES WITH A HISTORY OF

- More than 9 years operation.
- More than 8 million miles flying experience.
- More than 150,000 passengers carried.
- More than 575,000 pounds of air express.
- More than 1,400,000 pounds of air mail.

Advertisement from the first Pennsylvania Central timetable dated November 1, 1936, when the operations of the two carriers were consolidated.

EFFECTIVE APRIL 1, 1942

**PENNSYLVANIA CENTRAL Airlines**

**SAVE TIME** **SPEED VICTORY**

**BY AIR**

The cover of this wartime schedule exemplifies PCA's involvement in the U.S. defense effort.







**CAPITAL AIRLINES**

JANUARY 23, 1961

BE FIRST IN YOUR NEIGHBORHOOD



TO FLY JET TO MIAMI  
FROM PITTSBURGH AND CLEVELAND

**EASTBOUND**  
READ DOWN  
(Effective January 23, 1961)  
Times in Standard Time  
All Schedules Local Standard Time

City	Day	Time	Remarks
MILWAUKEE	Mo	8:00	W
MILWAUKEE	Tu	8:00	W
MILWAUKEE	We	8:00	W
MILWAUKEE	Th	8:00	W
MILWAUKEE	Fr	8:00	W
MILWAUKEE	Sa	8:00	W
MILWAUKEE	Su	8:00	W
CHICAGO	Mo	8:00	W
CHICAGO	Tu	8:00	W
CHICAGO	We	8:00	W
CHICAGO	Th	8:00	W
CHICAGO	Fr	8:00	W
CHICAGO	Sa	8:00	W
CHICAGO	Su	8:00	W
Muskegon	Mo	8:00	W
Grand Rapids	Mo	8:00	W
Grand Rapids	Tu	8:00	W
Grand Rapids	We	8:00	W
Grand Rapids	Th	8:00	W
Grand Rapids	Fr	8:00	W
Grand Rapids	Sa	8:00	W
Grand Rapids	Su	8:00	W
Marion	Mo	8:00	W
Marion	Tu	8:00	W
Marion	We	8:00	W
Marion	Th	8:00	W
Marion	Fr	8:00	W
Marion	Sa	8:00	W
Marion	Su	8:00	W
Lebanon	Mo	8:00	W
Lebanon	Tu	8:00	W
Lebanon	We	8:00	W
Lebanon	Th	8:00	W
Lebanon	Fr	8:00	W
Lebanon	Sa	8:00	W
Lebanon	Su	8:00	W
Dayton	Mo	8:00	W
Dayton	Tu	8:00	W
Dayton	We	8:00	W
Dayton	Th	8:00	W
Dayton	Fr	8:00	W
Dayton	Sa	8:00	W
Dayton	Su	8:00	W
Youngstown	Mo	8:00	W
Youngstown	Tu	8:00	W
Youngstown	We	8:00	W
Youngstown	Th	8:00	W
Youngstown	Fr	8:00	W
Youngstown	Sa	8:00	W
Youngstown	Su	8:00	W
Pittsburgh	Mo	8:00	W
Pittsburgh	Tu	8:00	W
Pittsburgh	We	8:00	W
Pittsburgh	Th	8:00	W
Pittsburgh	Fr	8:00	W
Pittsburgh	Sa	8:00	W
Pittsburgh	Su	8:00	W
CLEVELAND	Mo	8:00	W
CLEVELAND	Tu	8:00	W
CLEVELAND	We	8:00	W
CLEVELAND	Th	8:00	W
CLEVELAND	Fr	8:00	W
CLEVELAND	Sa	8:00	W
CLEVELAND	Su	8:00	W
AKRON	Mo	8:00	W
AKRON	Tu	8:00	W
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AKRON	Sa	8:00	W
AKRON	Su	8:00	W
TOLEDO	Mo	8:00	W
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WASHINGTON	Mo	8:00	W
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NEW YORK	Th	8:00	W
NEW YORK	Fr	8:00	W
NEW YORK	Sa	8:00	W
NEW YORK	Su	8:00	W

**CAPITAL AIRLINES**

APRIL 30, 1961

**NEW BOEING 720 JETS**

**NEW YORK ATLANTA NEW ORLEANS**


**SOUTHBOUND**  
READ DOWN  
(Effective April 30, 1961)  
Times in Standard Time  
All Schedules Local Standard Time

City	Day	Time	Remarks
NEW YORK	Mo	8:00	W
NEW YORK	Tu	8:00	W
NEW YORK	We	8:00	W
NEW YORK	Th	8:00	W
NEW YORK	Fr	8:00	W
NEW YORK	Sa	8:00	W
NEW YORK	Su	8:00	W
PHILADELPHIA	Mo	8:00	W
PHILADELPHIA	Tu	8:00	W
PHILADELPHIA	We	8:00	W
PHILADELPHIA	Th	8:00	W
PHILADELPHIA	Fr	8:00	W
PHILADELPHIA	Sa	8:00	W
PHILADELPHIA	Su	8:00	W
NEWARK	Mo	8:00	W
NEWARK	Tu	8:00	W
NEWARK	We	8:00	W
NEWARK	Th	8:00	W
NEWARK	Fr	8:00	W
NEWARK	Sa	8:00	W
NEWARK	Su	8:00	W
WASHINGTON	Mo	8:00	W
WASHINGTON	Tu	8:00	W
WASHINGTON	We	8:00	W
WASHINGTON	Th	8:00	W
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WASHINGTON	Sa	8:00	W
WASHINGTON	Su	8:00	W
Richmond	Mo	8:00	W
Richmond	Tu	8:00	W
Richmond	We	8:00	W
Richmond	Th	8:00	W
Richmond	Fr	8:00	W
Richmond	Sa	8:00	W
Richmond	Su	8:00	W
NEW ORLEANS	Mo	8:00	W
NEW ORLEANS	Tu	8:00	W
NEW ORLEANS	We	8:00	W
NEW ORLEANS	Th	8:00	W
NEW ORLEANS	Fr	8:00	W
NEW ORLEANS	Sa	8:00	W
NEW ORLEANS	Su	8:00	W
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ATLANTA	Su	8:00	W
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JACKSONVILLE	Fr	8:00	W
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TAMPA	Fr	8:00	W
TAMPA	Sa	8:00	W
TAMPA	Su	8:00	W
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MIAMI	Tu	8:00	W
MIAMI	We	8:00	W
MIAMI	Th	8:00	W
MIAMI	Fr	8:00	W
MIAMI	Sa	8:00	W
MIAMI	Su	8:00	W

The January 23, 1961, timetable at top left introduced jet service by Capital between Ohio, Pennsylvania, and Florida using Boeing 720-022's leased from United. Schedule at top right from Jan. '61 shows the airline's extensive utilization of Viscounts (V). Schedules at bottom show New York-Atlanta-New Orleans 720 jet service as of April 30, 1961.

January 1, 1952

**Delta AIR LINES**

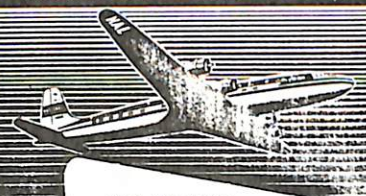


None Faster—None Finer  
to and Through the South

NOVEMBER, 1950

**NATIONAL AIRLINES**

NEW YORK • FLORIDA • HAVANA  
WASHINGTON • NEW ORLEANS



FOR QUALITY AND RELIABILITY

THE *Star* ★

DC-6 Luxury PLUS

NEW YORK • MIAMI  
4 HOURS NON-STOP

MAKE WINTER RESERVATIONS NOW!

*Airline of the Stars*

JUNE 1, 1948

**UNITED AIR LINES**

Queen of the Skyrways

Coast to Coast border to border and on to Hawaii



United's DC-6 Mainliner 300s

UNITED SERVES BALTIMORE JUNE 1st

ALL SCHEDULES QUOTED IN STANDARD TIME

704

United's DC-6 Mainliner 300s!



4-Engine Flagships NONSTOP SERVICE  
BETWEEN CHICAGO AND NEW YORK

8:00 A.M. 12 NOON 5:00 P.M. 9:00 P.M.  
(Standard Time)

Flagships leave Chicago for New York at 8, 12, 5 and 9—and also leave New York for Chicago at 8, 12, 5 and 9. You can go to either city, attend to business and make the round trip on the same day. For utmost in air transportation, travel American!

EFFECTIVE JUNE 1, 1946

**UNITED AIR LINES**



Four Engines

UNITED MAINLINER 230's

COAST TO COAST and on the PACIFIC COAST



# STICKER CHATTER

by  
DON THOMAS

This issue we feature some of the common labels of Capital Airlines, so renamed in 1948. In was the former Pennsylvania-Central Airlines, and popularized the low-fare coach class of air travel. Capital also introduced the Viscount, a British airliner, and created quite a stir in the aviation world with this improvement over its competitors' aircraft. Financial difficulties finally forced sale of Capital to United Airlines in 1960. The Cardinal Coach sticker is quite scarce--too bad we can't illustrate it in color; the bird is RED. The Viscount labels come in either black background or blue background. Capital also specialized in air freight.

If you want to see a classy sticker, see the Japanese A300 label. It's from TDA, the Japanese domestic airline, and has the big silver border as on all other A300 labels. Otherwise, the airplane is on a white background but painted in many colors.



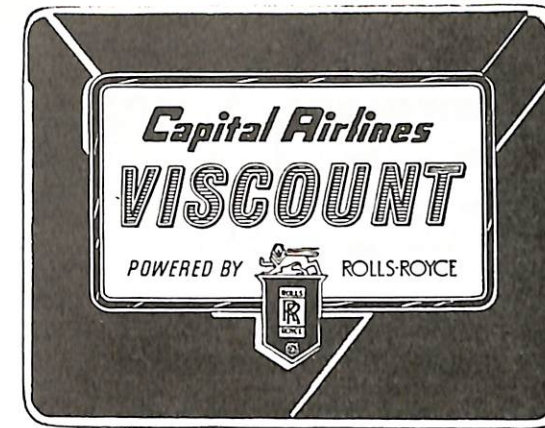
Frontier and Braniff are out with new labels as this is being written. Also, as this is being written, Braniff is going broke. (Mr. Thomas wrote this article in late May.) Note their latest BIL, and if they are "going our way", let's hope WE are not going their way!

Douglas Aircraft is out with two new ones for Iberia, a DC-9 and a DC-10, using some gold in the printing. Also from Aeromexico there's a DC-9 label, and Frontier's is a DC-9 Super 80.



CAAC, the Red Chinese airline, has a nice looking new round label featuring the Boeing 747SP. We have been waiting for a good one from CAAC. Their previous ones have been gummed labels, mostly Soviet-made aircraft, or a picture of the Temple of Heaven in Peking or Peiping, now called Beijing.

Dave Rowe of England sends in a colorful label from Viasa of Venezuela, advertising the World Cup (soccer) in Spain in 1982 (won by the Italian team). It shows flags of Peru, Chile, Argentina, Brazil and Venezuela.



USC-47 Dark blue, red, white with shades varying. Common label.



USC-22 Brownish-red on white. Common label.



USC-32 Red on light cream paper. Common label.



USC-25 Red on white. Shades vary. Common label.



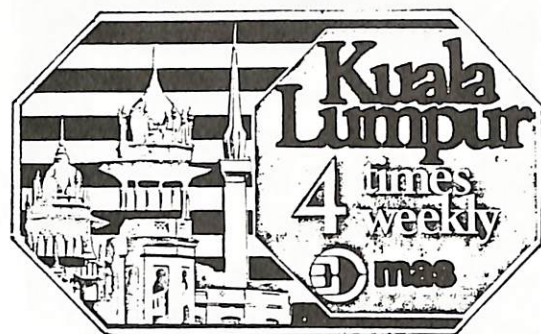
USC-40 Blue, red, black on white. Common label.

All labels from Don Thomas collection. Identification numbers from the Air Transport Label Catalog, Vol. III.



USC-58 Black on orange. Common label.





The Aerolíneas Argentinas long type BIL is in dark blue on white. It is in English, so probably used at New York and/or London. The Buenos Aires edition must be in Spanish—who can get one for us?

Air Portugal, TAP, is also after the English-speaking traveler. Note the large large label in green, red and black on white.

The new Mexicana DC-10-15 label is black and white and produced by the Douglas Company.

Another colorful label is the MAS label advertising "Kuala Lumpur 4 times a week" (from London no doubt). It shows the spires on some of the Moslem mosques in the capital city of Malaysia.

Not very much new this time. This article is being sent in before the Convention in California, as I will be in Australia after the convention and will not be back in time to type up some sticker chatter for this issue featuring convention news. Will have a report on convention happenings in the next issue. Until then—have a good flight and happy collecting.

**AEROPHILATELIC FEDERATION  
of the  
AMERICAS**

The World Airline Hobby Club is now a member Club of the AFA. What this means to you, the World Airline Hobby Club member, is that you may bid on items appearing in AFA's quarterly journal, the Air Log. In each issue of the Air Log there is a list of labels, post cards, books, stamps, FDC's, and other items to numerous to list. The items are sold through mail bids and bids actually taken on the floor of the auction.

If you are interested in participating in this program, please write to Paul Collins, 3381 Apple Tree, Erlanger, Kentucky 41018. I will be happy to send you information on the bidding and additional information on the AFA.

**NEW AIR TRANSPORT LABEL CATALOG**

The AFA and the Aeronautica & Air Label Collectors Club have issued the new 1982 edition of the North American section of the Air Transport Label Catalog. This new 1982 edition will contain the U.S., Hawaii, Alaska and Puerto Rico plus Canada and the area of the Caribbean. It is edited by DON THOMAS and includes the air baggage labels for North American including the new issues since the previous volume was issued in 1977. The new 1982 edition includes 195 pages plus a Table of Contents listing all of the airlines in North American that have issued air baggage labels. This new catalog (fully illustrated) is now available from the AFA and the AALCC for \$10 postpaid to the US and Canada (\$11 for foreign orders by surface mail). Write to AFA Home Office, P.O. Box 269, Brookfield, Illinois 60513.

If you are a serious collector of airline baggage labels this book is a MUST for you as it describes and pictures each label that the airlines have printed over the years. Also a brief history of each carrier is given so you can see what airline became another airline.

Other books on labels available from the source above include the following with prices:

Vol I	Europe in 6 sections.....	\$ 6.00
Vol II	Great Britain, Ireland and Australia.....	4.00
Vol III	North America (see above)....	10.00
Vol IV	Latin American.....	5.00
Vol V	Asia & Africa.....	5.00
Addenda #1-5	New Issues 1977-1980.....	5.00
Addenda #6	New Issues 1980-1981.....	4.00
	<b>Total</b>	<b>\$ 39.00</b>

To save \$5.00 purchase the complete set of books. If you are a serious label collector, YOU NEED THESE BOOKS to let you know what you have, plus let you know what you still need to complete your collection of a certain airline or a particular country. Recommended by the World Airline Hobby Club! Also ask AALCC about their label purchase plan. Prices are just right!

*Four Engine  
Queens of the Skyrays*

by

GEORGE GEARLEY

The famed twin-engined "workhorse of the airways", the Douglas DC-3, was just entering service when the airline industry began looking toward a larger, more powerful successor. What was needed was a four engine "sky giant" of greater carrying capacity, with a wider margin of safety than earlier planes had had, and a plane which would instill passenger confidence.

Douglas Aircraft Co., in 1936, following discussions with American, Eastern, TWA, Pan American and United, began to develop a design for a four engine airliner. All the Big Four carriers and Pan American required an airliner with a larger carrying capacity and greater range than the DC-3. On March 23, 1936, each carrier gave \$100,000 toward the developmental costs for the DC-4E. This amount, totalling \$500,000, was only about 16% of the total of \$3,000,000 required for actual development.

The DC-4E was to have a maximum payload of 11,000 lbs. or 60 passengers with a range of more than 1,000 miles. The new plane which first flew on June 7, 1938, had a triple vertical stabilizer configuration, a nosewheel undercarriage, tricycle landing gear, and slotted flaps permitting an increase in wing loading. Also, powered controls made their appearance on the DC-4E. The aircraft had accommodations for 42 passengers by day or 30 at night. Lounge type chairs were arranged for easy conversion to sleeper berths. Cabin interior blends in fabrics and panelling, ladies' lounge, men's dressing room, and a "bridal suite". Also featured were hot and cold running water, steam heat, air conditionings, electrically operated kitchen, and telephone service to anywhere in the world

while on the ground at the airport. (See photos presented below.)

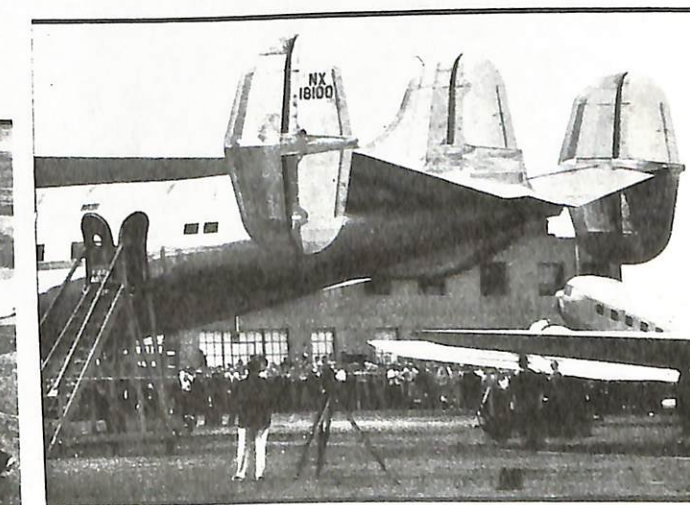
United ordered six of the DC-4E's in July, 1939, giving it the distinction of being the first U.S. carrier to operate a four engine land plane. On June 1, 1939, the first DC-4E (prototype) went into experimental service with United Air Lines but this was of short duration. UAL was not happy with the plane and sold the DC-4E to Japan, where it later crashed.

Later, United went along with American which favored a smaller, more economical DC-4. United, Eastern, Pan American, and American ordered a total of 61 DC-4's on January 26, 1940. Deliveries were originally projected for Spring 1941 but the onset of World War II and production delays led to the cancellation of these orders.

The first DC-4 did not actually fly until February 14, 1942. All these early production planes were destined for military service as Army or Army Air Force C-54's and Navy R5D's. A total of 1,163 military versions were built by Douglas California and Chicago, and the airlines had to postpone plans for introducing the DC-4 until after the War. United, however, did operate some C-54's under Army contract. On September 11, 1944, UAL reordered 15 DC-4's at \$385,000 each but later cancelled the order when the U.S. Government placed a large number of surplus C-54's up for sale at \$90,000 each!



Final engine adjustment before first flight.



Note "blister" under the tail for emergency protection.





LEFT: Here we see a Zantop DC-4 registration N382 taken at Buffalo, New York on Oct. 11, 1963. From the Air Pix collection.



RIGHT: Here we have the support aircraft for the Blue Angels Navy Demonstration Team. This is a DC-4 or C-54Q serial Navy 91996 taken at Grand Rapids, Mi. June 5, 1964. From the Air Pix collection.



LEFT: A Slick DC-4 is caught here at Indianapolis on August 26, 1964. Registration is N90447. From the Air Pix collection.

Pennsylvania Central (later Capital Airlines) received the first DC-4 (C-54 convert) on January 9, 1946, and the carrier inaugurated service January 15, making PCA the first airline to fly the DC-4. This was a converted military plane. Western followed shortly thereafter on January 18. National and American began service in February, and United March 1, 1946. Braniff Airways introduced the first of a fleet of ten DC-4's on May 5, 1946. Eastern Air Lines followed in late May and early June.

TWA had been the one carrier of the Big Flour which had not ordered the later production version DC-4. Under the leadership of Howard Hughes, TWA supported the Lockheed Constellation. On March 1, 1946, TWA (Transcontinental and Western Air) introduced transcontinental service with the L-049 "Constellation". The Connie had a pressurized cabin seating 60 passengers and had a cruising speed of 289 mph. TWA's Constellation "Super Sky Chief" flight left New York at 3:45 P.M. and arrived at Los Angeles at 11:45 P.M. Time was allowed for a 25 minute fuel stop en route. Allowing for the time zone changes, the flight was completed in 11 hours westbound. Eastbound flights departed Los Angeles at 11 A.M. and, following a 25 minute fuel stop along the way, arrived at New York at 11:45 P.M. Having a tailwind, the Connie completed the flight from California to New York in just under ten hours.

Routes between the East Coast and the West in the years following World War II were flown by three of the Big Four U.S. carriers--American, TWA, and United. These long-haul routes served major metropolitan areas along the Atlantic and Pacific coasts, as well as major markets in between, such as Chicago, Kansas City, and Dallas. No airliner in service at the time was capable of flying all the way across the country without stopping enroute. Nevertheless, these routes represented the longest route segments or stage lengths, and planes could fly at lower costs over these longer routes. These coast to coast routes, combined with the larger metropolitan areas served, represented the ideal place to introduce new and improved long range aircraft.

United Air Lines began service with the DC-4 on March 1, 1946, on cross country flights. American followed shortly thereafter on March 7, 1946. The DC-4 was no rival for the Constellation which TWA introduced. The DC-4's cabin was unpressurized and seated only 44 passengers, 16 less than the Connie. The cruising speed was about 200-230 mph, which was 50-80 mph less than the Connie, and the time required to cross the continent was 13-14 hours. The DC-4's were considered an interim plane until more advanced aircraft could be delivered.

The DC-4 had a cruising speed of 228 mph at 10,000 feet and was powered by four 1,450 hp Pratt & Whitney R-2000-2SD-13G fourteen cylinder radial air cooled engines. Span was 117 ft. 6 in., and length 93 ft. 11 in.

Twenty-three DC-4's were converted to ATL 98 Carvair Freighters. Another DC-4 conversion was the Canadair North Star (or DC-4M) powered by Rolls Royce Merlin engines.

In 1947 American and United introduced the DC-6. The DC-6 was an answer to the Constellation, providing many features of the Connie. The -6 also, in some ways, represented a stretched version of the DC-4, its fuselage being 6'8" longer than the DC-4. However, in many other ways the DC-6 was a much improved plane. It had a pressurized cabin which at the time accommodated 52 passengers. It also had more powerful engines and redesigned tail and wings. Square passenger windows were featured, unlike the round or oval windows on the DC-4.

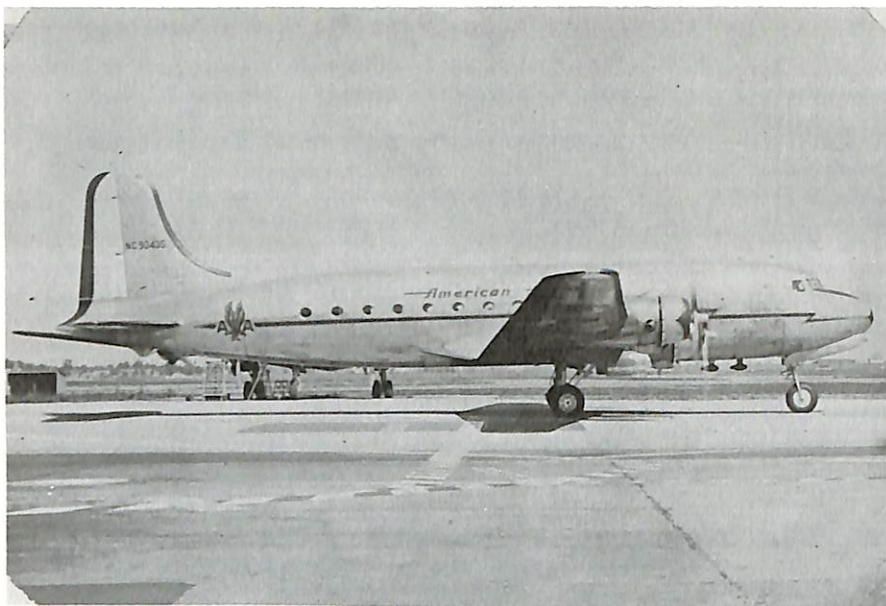
United ordered 20 DC-6's on September 11, 1944. American and Pan American soon followed suit. Price of the standard model was fixed at \$595,000. Deliveries were scheduled to begin July 1946. United was to receive delivery of the first aircraft and American the second. Other early delivery positions initially went to Pan American, SILA (Sweden), the Provisional French government, and ANA of Australia.

American became the first carrier to introduce the DC-6 into scheduled passenger service--in 1947 (a year after the Connie) between New York and Chicago. United inaugurated transcontinental service on April 27, 1947, between New York and San Francisco, making a fuel stop at Lincoln, Nebraska. American followed with its own trancon service on May 20, 1947. Westbound flights took 11 hours, eastbound about 10 hours. In other words, coast to coast travelling time was equal to and competitive with the Connies.

TWA's early edge with the Constellation had been lost when the planes were grounded in mid-1946 because of accidents associated with the engine supercharges used to pressurize the plane. A similar situation occurred with the early DC-6's. All DC-6's were grounded in Fall 1947 and they did not reenter service until Spring 1948. Thus, as TWA had a setback with the Connie, so did United and American with the DC-6. United had lost a DC-6 at Bryce Canyon, Utah, and an American DC-6 had made an emergency landing at Gallup New Mexico. The problem was related to inflight fires caused by a fuel leakage into the cabin heating system. A correction involved moving a fuel vent an adequate distance from the air-scoop leading to the heating system. With these modifications made, the DC-6 reentered service and proved to be a reliable and dependable airliner.

Braniff Airways, Inc., introduced DC-6 service on November 5, 1947, between Chicago, Kansas City, Dallas, San Antonio, and Houston. On June 4, 1948, Braniff inaugurated its first service to South America with a DC-6 flight from Dallas to Houston, Havana, Panama, and Guayaquil, Ecuador. In 1947 National Airlines placed DC-6's in service between New York and Florida in direct competition with Eastern's





ABOVE: This American DC-4 was pressed back into service during the grounding of all DC-6 aircraft. At the controls is Jon Proctors father, a long time American employee. Photo was taken by Bill Proctor, currently a TWA Captain. Both Jon and Bill are WAHC members.

Constellation, but this was short-lived with the temporary grounding of all DC-6's including National's. Also, National suffered a near disastrous pilot's strike at the time. In December, 1948, Delta introduced DC-6's--in direct competition on the Midwest-Florida routes with the Eastern Connies.

Other early DC-6 operators included KLM, Panagra, Pan American, Philippine, Sabena, SAS, and FAMA (later Aerolíneas Argentinas).

A total of 175 DC-6's were built. The DC-6 has a span of 117 ft. 6 in., length of 100 ft. 7 in., height 28 ft. 5 in., and a cruising speed of 315 mph and has been powered by four 2,100 hp Pratt and Whitney R-2800-CA15 eighteen cylinder radial air cooled engines.

Talks between Slick Airways, a freight airline, and Douglas Aircraft Co. led to the production of a stretched freighter version of the DC-6, the DC-6A. The aircraft featured two large cargo doors on the left fuselage fore and aft of the wing. The DC-6A first flew September 29, 1949, and entered service in 1951. It was 5 ft. longer than the DC-6 and had a strengthened fuselage floor to accommodate heavier cargo. Some DC-6A's were later converted to DC-6C passenger/cargo aircraft with maximum seating of 107. One DC-6C operator was Alaska Airlines.

DC-6A operators included American, UAT, United, Slick, Flying Tiger Line, Northeast, Japan, Northwest, KLM, Pan American and Sabena.

A further stretched passenger version of the DC-6, the DC-6B, first went to the airlines in 1951. It was 6 feet longer than the DC-6 and an additional 1 foot longer than the DC-6A. It had somewhat more powerful engines than the DC-6. The DC-6B could accommodate 107 passengers and proved to be the most economical plane of the DC-4, DC-6 and DC-7 series. United introduced the DC-6B on its transcontinental

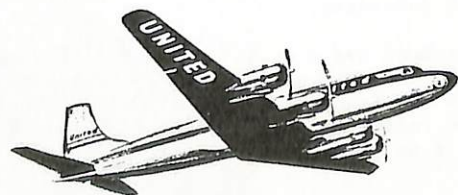
routes on April 11, 1951, and American followed only 18 days later on April 29.

Other notable DC-6B operators were Pan American, Western, National, Northwest, Swissair, Capital, Panagra, SAS, KLM, Philippine, UAT, Sabena, TAI, Canadian Pacific, Continental, Alitalia, Japan, Lan Chile, and ANA.

A total of 286 DC-6B's had been manufactured when production ceased in 1958. The DC-6B has a span of 117 ft. 6 in., length of 106 ft. 7 in., height 28 ft. 5 in., maximum cruising speed of 360 mph, and has been powered by four 2,500 hp Pratt & Whitney R-2800-CB27 eighteen-cylinder radial air-cooled engines.

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## Post Card Corner

by

JON PROCTOR

It seems like only yesterday that I was snapping my bags shut in California, after the the greatest convention yet; hard to believe it has been a couple of months. The post card trading and selling was at its usual fever pitch during much of the weekend, with a lot of rare stuff surfacing. Among the many beauties that I saw that I'd never known about which came out of the woodwork were a TransOcean DC-4, airline issue, ground shot with a group in front of the plane; and a beautiful ground shot of an American Flyers Electra taxiing; again airline-issued. These were almost as much fun seeing as the people who I'd corresponded with but never met. From all I've heard, the group in Washington is already busy getting "D.C. in 83" off the ground. Go to it, guys, I just can't wait!!

On to the new issues. The pace continues to quicken, with a bunch of new ones since we last wrote. Among the surprises are two different 727-100 cards from, believe it or not, Air Micronesia--incredible! Hope this is a sign of things to come. MAS-Malaysian Airline System has two continental size cards out, one of the A300 and a second of the 747. Air Zimbabwe has issued two 707-330B cards, superimposed but nice, especially the one over Victoria Falls. Aeromexico has four standard size cards out of the DC-9-15, DC-9-Super 80, DC-8-51 and DC-10-15, all in new colors. And right in the middle of the convention a Super 80 card appeared in the livery of Air Cal. It was rumored that the company had closed their corporate offices early after a barrage of airplane nuts came a-calling in search of the new issue.... (Air Cal's office was located only about a block from the 82 convention site.) The Norwegian carrier, Widero, has issued a nice continental size card of their Twin Otter and Dash-7 in what appears to be a very tight formation! BWIA has a nice multi-view card depicting the 707, DC-9-51 and L-1011-500, plus two scenic shots; the L-1011 is an especially pleasing view, and would do justice to an issue of it alone. Air New Zealand has a lovely new continental size card out of their 747; an actual unretouched photo. TAME (Transportes Aereos Nacionales Ecuatorianos) have issued 727-2T3A and 737-2V2 cards, a nice surprise from a previously dormant card source. ScanBee has come up with a nice CV-580 card, ground shot, and Air Pacific has a 737-200 in-flight card. Allegheny Commuter has a nice wide-angle shot of a Twin Otter on the ground at Atlantic City.

From the non-airline issue department, Aviation World's latest include a Delta 767, Pan Am 737, PSA Electra (final colors), a Republic CV-580 and Western CV-240. Aeroprint of Sweden has released another batch of beauties, including a long-awaited Fred Olsens L-188AF Electra, a Conair 720 and Icelandair 727-208. Twenty new issues are out from England, published by APC Publications and the Aviation Hobby Shop. Among the more notable cards from this group are a Japan Domestic Airlines 727, Kuwait Airways 737, Cubana Super Connie, and a Pan Am DC-3 in meatball colors, shot by WAHC member Allan Van Wickler. Mary Jayne's Railroad Specialties has come up with ten airliner cards, all standard size and with photos supplied to them by Aviation World and Aviation Color Photo. A Braniff 727-227 in last colors, a Braniff 707-327C in pastel green, and Pacific Western CV-640 are among the delictibles. APC themselves have just released a gorgeous airborne shot of an Alaska 737-200C.

And in the International Airline Post Card Catalog series, Editor Bill Demarest has just completed the first revised edition of Volume 1 of the DC-8. Also available are catalogs of the 707, 737 and 747. The revised DC-9 catalog will be out later this year, and still to be published are the Convair 240-990, plus DC and Lockheed props. Although Xerox copies, the cards contained in the catalogs have reproduced well, and are assigned numbers and identified as to color/B&W, chrome/linen/flat, etc., and also as to size, i.e. standard/continental/oversize. The catalog provides a good reference for trading, and also for keeping up on what you have and don't have in your collection. You can order them through Aviation World.

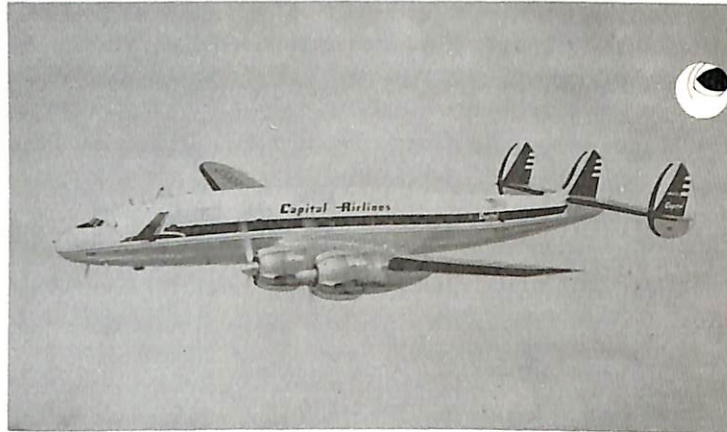
We could publish a couple of columns of cards showing Capital Airlines and the Douglas DC-4/6, but will cover only a few highlights. Capital put out an abundance of cards over the years, of nearly everything they flew, with the notable exceptions of the Super DC-3, DC-6B and 720, the latter two being leased aircraft. And sadly, they never got a card out of a plane in their last colors, though admittedly, only a few were so painted. Other sources have filled in the gaps, fortunately.

Special thanks to Glenn Thrower and Joe Barry for recent contributions to us, in cards and information--always appreciated. Until next issue, good hunting and happy collecting.





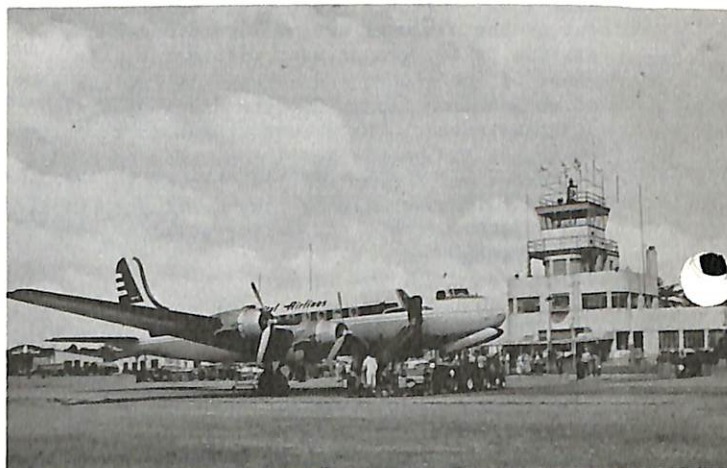
ABOVE: The Viscount appeared on many different cards, both Capital and non-airline issue. This airline card shows the plane with radar, over the nation's capital.



ABOVE: Capital operated the graceful Connie for several years. This is an airline issued card.



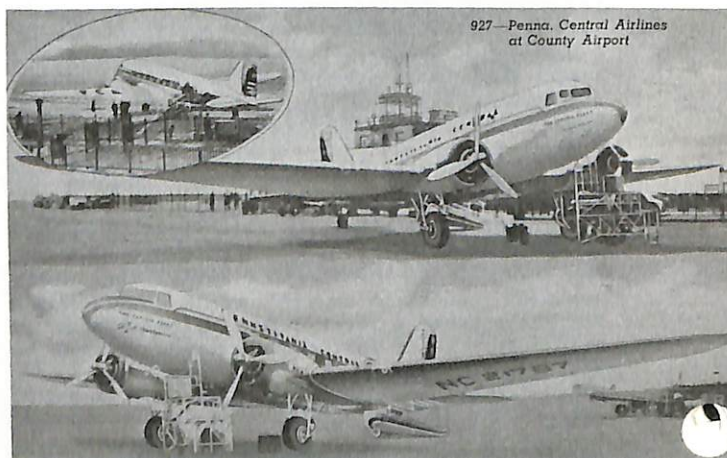
ABOVE: Midway Airport, Chicago, was always a good shooting spot for Capital's fleet. Here we see a Viscount, Connie and DC-3. Plastichrome issue.



ABOVE: The DC-4 saw service with Capital right to the end of the carrier's existence. Here we see a DC-4 in the final color scheme, at Kent County Airport, Michigan. Miro-Krome card.



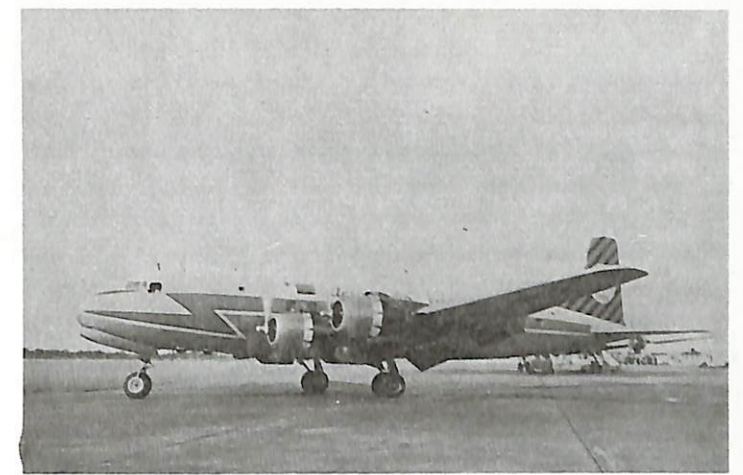
ABOVE: This linen card by the carrier shows a Capital DC-4 in the Company's first livery.



ABOVE: Another linen card, non-airline issue, shows several views of a Pennsylvania Central DC-3 at County Airport, McKeesport, Pa. Card WARC collection.



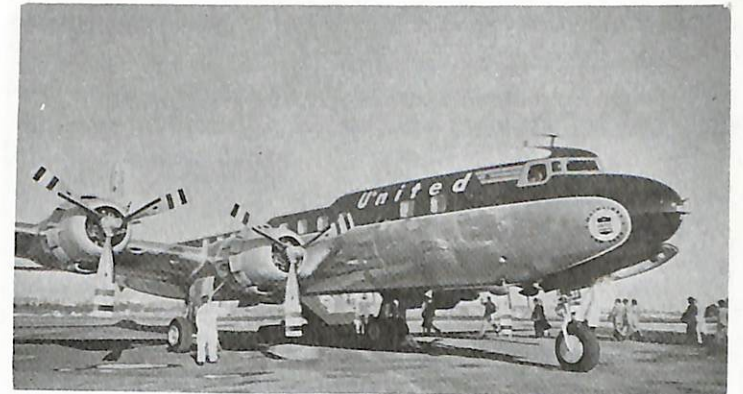
ABOVE: Mackey Airlines DC-6 was an original AA ship, the Flagship Tennessee, and later F/S Hawaii. Card is from the James Davis collection.



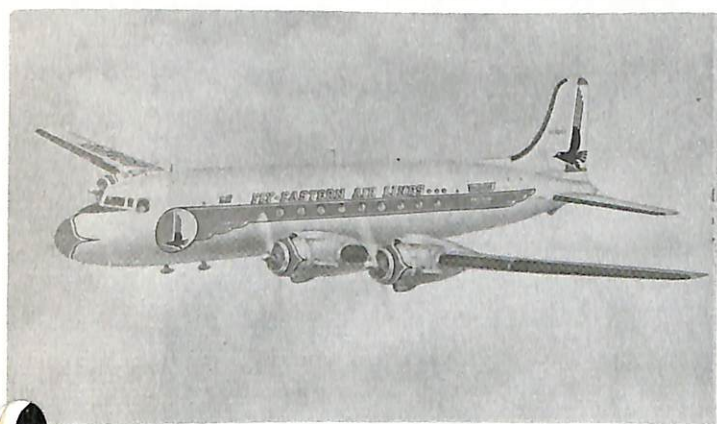
ABOVE: Aerocondor of Colombia was an operator of the "straight six." Airline issue.



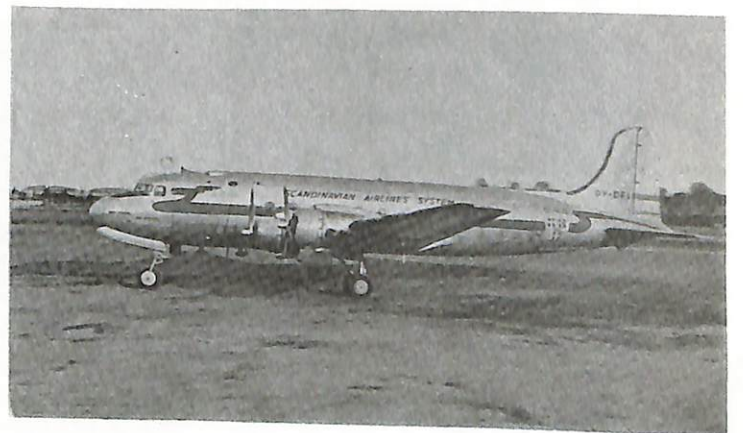
ABOVE: Referred to by the carrier as a "DC-6AB", this airline issue represents a nice shot of the convertible passenger-cargo airliner.



ABOVE: One of the more classic shots of a United DC-6B, probably at Santa Monica, where she was built. Airline issue card.



ABOVE: An Eastern DC-4, early issue. The identical shot appears on another EAL card with titles reading "The Great Silver Fleet."



ABOVE: Jon Proctor's favorite DC-4 post card is this SAS aircraft at LaGuardia Airport. An early flat card issued by the carrier.





ABOVE: A Skilton post card depicting a HS 748 in the livery of Dan-Air. Very nice color on this card.



ABOVE: Here we see a HS 748 of LIAT, the Caribbean Airline. Non-airline published by APC.



ABOVE: New issue by ACP of Alaska's Boeing 737-290C. Alaska is 50 years old this year so we should be seeing a lot of "goodies" from them.



ABOVE: A very nice post card of "the King's" Convair 880. Picked up at convention and card published by Don Lancaster of Memphis, Tenn. Nice!



ABOVE: DC-6 of Braniff International Airways. This card was found in a "seat pack" along with other items of Braniff memorabilia. Billed at the "el Conquistador" offering a soft sleeping berth.

## THE MODEL SHOP

by

DAVID MINTON

Modeling the DC-4/DC-6 series will present you with either an interesting or an unusual opportunity, depending on your point of view. Except for the Rareplanes vacuum-formed model of the DC-4, to 1/72 scale, there are no other plastic models widely available. The model was sold (for about \$13.00) minus any decals; but VHF, in England, sold three decal sheets for it. These were: MATS, with the yellow flash on the nose; Capitol, the early markings with the stylized wing on the tail; and for British Midland. The British Midland decals were intended for use on the DC-4M version of the kit. Parts were provided to do either version. The decals ran about \$2.00 per sheet, for any scale.

The model itself is exceptional. It has good surface detail representation, the fit of the parts is good to excellent, and the overall appearance and general outline are excellent. About the only problem area in the outline is on the sides of the nose, which bulge too much. The model comes with all of the parts you need to finish it, but none are injection molded; hence you will find it handy to use the props and engines from another kit: B-17 for the DC-4 version and a Lancaster for the DC-4M. The plastic used to make the parts is high quality white styrene, and the model will take a metal finish with little effort on your part. The clear parts are good as well. Actually, if you are thinking of building a vacuumed kit, this is not a bad one to start with, even though it has a lot of parts, the fit makes up the difference so the job will be a little easier for you. As always, however, watch carefully on the trailing edges. The decals are hand silk-screened laquer, I believe, and while they look exceptional, use a lot of care in putting them on, as they are somewhat thick and prone to brittleness.

If you don't go the route above, you are going to have to convert some other kit to get a DC-4 or a DC-6. The conversion notes provided here are loosely based on using the Revell kit, and they are by no means exact. There are three reasons for this: (1) it is difficult to do an exact conversion using just the parts in the Revell kit; (2) there are differences in the length of the model depending on the type of radar represented for the nose; and (3) there are a lot of differences in the actual aircraft as well, particularly those which have been around for a long time. Still and all, using these notes as a guide, you can get a pretty fair

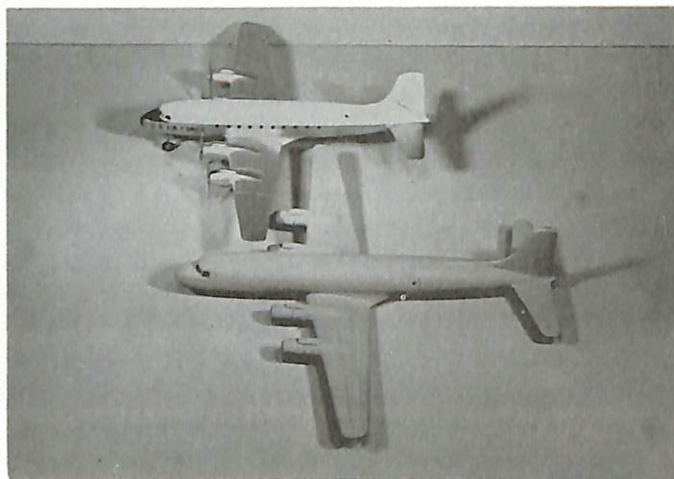
representation of the aircraft from the kit. And you can easily convert these measurements to another scale, and build the model in whatever scale you prefer.

Basically, consistent with nearly every Douglas airliner, including the new -80 series for the DC-9, the main changes are, that as the aircraft evolves, the engines get bigger and the fuselage gets longer. In the case of the DC-9, the wings also got bigger. But, this does not apply for the DC-4 and DC-6, and since we will be starting with the DC-7 kit, we will have to do what Douglas did, only in reverse. Thus, the fuselage will get shorter and the engines smaller. The same basic wing was used on all the aircraft, so you will not have to make any changes to it. Thus, starting with the currently available Revell airliner, the one in the purple box and the United markings (which is also the kit without the windows) you should do the following:

DC-4: Remove 9/16 inch (14.3mm) from the fuselage in front of the wing and 3/4 inch (19.1mm) from the fuselage behind the wing. Take the cuts from a section which will allow you to preserve as much as possible the cross-section. This is most important behind the wing, insofar as you might damage the wing root section. Then assemble the fuselage parts as usual. Don't forget to weight the nose, and it will need a lot of weight. Next drill out the windows. Use photos as a reference locator, as the windows on different aircraft were located in different places on the aircraft. If you don't want to drill out all of the windows (they are round, so it isn't too hard), you can use the decals from the Scalemaster Boeing Stratocruiser kit. This is what I did, and as you can see from the pictures, they are a little small, but not objectionally enough to make it worth going back and drilling out all the holes. The problem you will have with the drilled windows is that because of the thickness of the fuselage plastic, it will be very difficult to use white glue or Krystal Kleer to get good representations. Thus, you may have to cut out plastic windows from a clear sheet of about 10,000th plastic. (Use a hole punch or leather punch of the correct size for this.)

Back to the conversion. You will have to cut down the vertical fin and reshape it as the leading edge. Also, remove about 5/16 inch (7.9mm) from the horizontal tail parts, as the tip, and reshape them. Finally, you will have





ABOVE: The DC-4 in the background is shown next to the stock DC-7 in the foreground, for comparison. See text for the conversion notes. The MATS markings are not yet completely applied to the DC-4 in this picture. Model/photo by Dave Minton.

to re-do the engine nacelles. There are several ways to go about it, but the net effect is that you will have to remove about 5/16 inch (7.9mm) from each nacelle forward of the wing. I did this by removing 1/8 inch (3.2mm) from back of the forward nacelle (part 14) and 3/16 inch (4.4mm) from the remaining cowling parts (parts 16 and 17) after they were glued together. I took the plastic off these from the forward portion, and this measurement does not include the flange, which was also removed in the process. And the correct type of exhaust stacks for the model you are building, and change the props to three bladed ones. If you use the kit parts, you will have to cut each blade from the stem, re-glue them back in the appropriate three blade location, and round the tips. I used the props from a 1/100 scale Entex DC-3 kit. You could also use the navigation dome from the same kit, or vacuum-form one, if you need it for the version of the DC-4 you are building.

DC-6: To get a DC-6, you will have to do about the same type of things, but not quite as much. You don't have to change the tail flying surfaces, but if you want, you can reduce the length of the inboard nacelle on wing parts 10R and 18L. Actually, as provided in the kit, these parts more accurately represent a DC-6 than a DC-7; but the interior nacelle (closest to the fuselage) should be shorter than the outboard one. I did not bother with this change, since it is a lot of trouble and hardly shows unless you are extremely familiar with the aircraft.

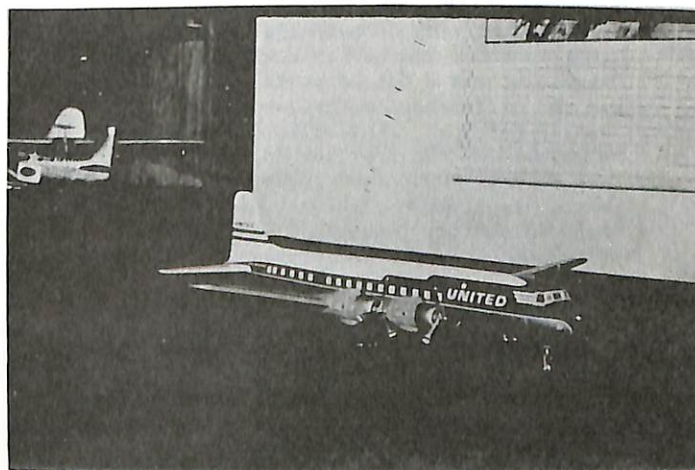
There is one way to make the conversion, but it is cheating even more than usual. Simply assemble the kit as it comes from the box, but change the props to three bladed ones. It will mean that the fuselage and engines are slightly long, but it will make a pretty convincing DC-6, particularly the DC-6B. Otherwise, remove 5/16 inch (7.9mm) from behind the wing and 1/2 inch (12.7mm), again taking care not to damage any parts of the fuselage you will still need. To make a DC-6B (or A and C), remove only the

from behind the wing. If you remove both sections, you will be making the earlier DC-6. To change the engine nacelles; again from the front of parts 16R and 17L, remove a bit over 1/8 inch (3.2mm), or back to the end of the cowl flaps. This, again, does not include the flange, which also must be removed. And, re-do the props to the proper three bladed type. Check photos for the prop tips. For making the windows, you will have a bit more of a problem, as these are not nice round ones. I have used the following methods; none are easy, but all give fairly good results. (1) Cut out the windows from the Revell decal sheet and spray them another color, like dark gray or black; (2) cut out new windows from a solid color decal sheet; (3) use the windows from the Gene Hooker set of multiple decals.

Again, with any of these conversion, work from a photograph, particularly to get the correct exhaust type and angle, and the proper window and antenna locations.

#### NEW PRODUCTS

In the new goodies department, there are three new kits available. These will be reviewed in more depth in the next issue of the LOG. One is the Fairchild-Swearingen Metro II, which comes from Rareliners. Decals are provided for Rio, Empire, and Air Oregon, scale is 1/144. By the by, the Swearingen and the Short Skyvan will be featured in the next issue, so if you have any photos of built models or tips on conversions, get them to me. Also new is the DC-9-80 kit from Airtec, in the injection foam. I will provide a more detailed review in the next issue for it as well. And Finally, from AAA Models, there is a complete vacuum-formed conversion for the DC-9-80. I have not seen this, but will try to get a review by the next issue.



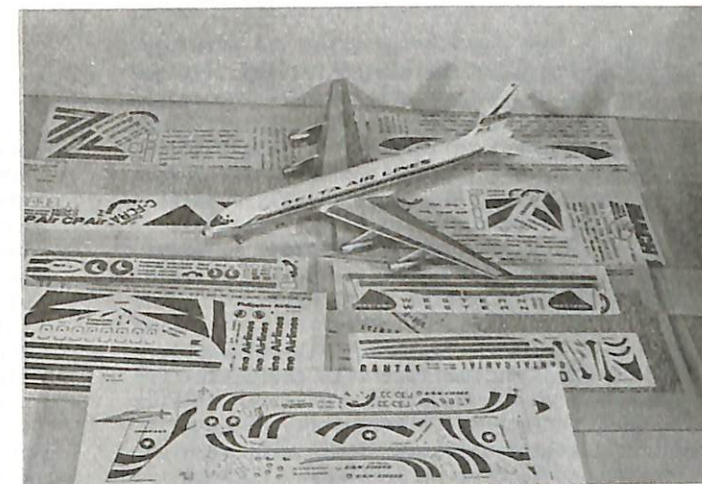
ABOVE: This photo shows the simplest way to make the conversion. The stock kit is built and the props are changed from four bladed to three bladed. This give a fairly good representation of a DC-6B, although the fuselage and engine cowlings are a bit long. Model/photo by Dave Minton.

As usual, decal sheets abound, and some of them are long awaited. From the Jet Set people have come the following:

Under the Calcomanias Brabazon name: Lan-Chile for the Boeing 707. This is sheet B-2302 and priced at \$3. Markings are in the very striking red/white/blue scheme, which wraps up the tail and all of the markings, including all of the cheatlines are provided. Registrations are for CC-CEA, CEB, and CEJ. The instruction sheet is pretty complete, but the decals are printed on a continuous clear coat so you have to cut out each of the parts individually. This is no problem, but it does take a little longer and you should put on a little heavier coat than usual of clear after you have finished the model. This will reduce the appearance of a ridge along the edge of the decal. The ridge will also later collect dust and dirt, if you don't coat it well, and damage the decal on the model. The decal sheet is very complete, providing all of the door outlines and even a little part for the air inlets on the forward engine nacelles. There are no window outlines.

Under the Mach 1 brand name, come the following: Sheet #ML-006 for Braniff in the old so called coca-cola markings. The red on this sheet is somewhat bright, and Singapore flags are included. Registration is for N1541, which is not one of the planes that went to Allegheny. Sheet #ML-011 is a Philippine Airlines sheet for the DC-10 (RP-C2003) and the A-300 (RP-C3001). It is also advertised that you can do a BAC 111, which would have to be converted to a 500 series, using this decal sheet. But, it appears to me that the markings provide only enough decals to do one side of the model! Another interesting note is that the registration provided for the BAC 111 is the earlier PI-Cil71, which did in fact appear in the current type of markings, as well as with the earlier style of lettering. In other words, the decal provides correct markings, just not complete ones. The current registration of the plane is RP-C1171. The yellow for the flag is not provided on the decal sheet, nor are any window outlines. Sheet #ML-012 provides Eurlair markings, both in 1/144 and 1/200 for the Boeing 737. Registrations are in both scales for F-GCJL. But you will have to paint the dark blue on the fin unless you decide to use the black provided by the decal sheet. Door outlines are included. Sheet #ML-008 is Lauda-air for the Revell F-27. Registrations are OE-HLA and ILB, so you can do a 600 conversion if you want. Again, door outlines only.

Under the Jet Set Decals name, JSD-112 provides the red-white-black colors to go on the orange-red CPAir 747 C-FCRA in 1/144 scale. No cheatline is included, but the door outlines are, no window outlines. Sheet provides the earlier "Empress of Asia" name rather than the current "Empress of Japan" title. Sheet SD-114 is the Delta delivery markings for the DC-8. The sheet is complete, except that the blue appears pretty dark compared to most of the photos I've seen.



ABOVE: The new decals from Jet Set, please see text for comments on each of the sheets.

There are no window outlines with this decal either, but none are required. I hand painted them on my model for contrast, because the black windows hardly showed up against the dark blue cheat line. The decal also has problems with the window/logo relationship similar to the Hooker and Aurora sheets. I suggest you fill in all of the windows and use an ATP decal for the windows. JSD-116 is the current THY DC-9-32 TC-JAF in either 1/144 or 1/200. JSD-128 is Qantas sheet for the L-1049G and is designed for use with the Revell kit. Use the cabin windows from the TWA sheet suggests the instructions. Not a bad idea. Also, the Australian flag, which goes on the center vertical fin, is not provided; nor does it show in the drawing. Registrations are for VH-EAD and VH-EBD. JSD-129 is the early Western Airlines Indian head markings, with the thick cheat lines. The red is somewhat to bright. It is intended for use on 1/144 707 kits. Registration is for N74613. No window or door outlines are provided, nor are any needed.

All of the above decals are printed on a continuous clear coat, so take the extra time to do them right, as discussed earlier. They are strong and flexible, but quite thin. Use appropriate care in transferring them from the paper to the model, particularly for the long cheat lines and fuselage logos. If they do curl on you, either put them back in the water to sort them out, or put a lot of water on the model.

One somewhat alarming feature of the decals is the apparent tendency to mix them up! Thus, for example, the Delta sheet has Finair markings and the Braniff sheet has Singapore markings. Conversely, the Philippine sheet and the Qantas sheet do not contain all of the necessary markings. If this means that at some point you will have to buy a Finair sheet to get the yellow for the Philippine sheet, or a Singapore sheet to get the flag for the Qantas plane, it would seem an inefficient way to go about marketing decals!

All of the above decals are available from Jet Set Systems, who provided the samples for review. Jet Set has also announced an injection



molded kit of the F-28 in 1/144 (no markings), and 1/200 kits of the Boeing 757 and 767, but details on these are forthcoming. New decals announced, but not yet available, are: Calder 727, African Safari DC-8-30/50, BWIA L-1011, Pan Am DC-10 and L-1011, Southwest 727-200, BWIA 707 and 727, Air Lanka L-1011, Cunard 707, Capitol DC-10, Alitalia DC-9 and 727, SIA 707 and Alia 707/720B/727-200. No more word on the Pan Am 727 or the United Friendship 727 markings.

GATE 66 has reappeared with issue #83. For those of you familiar with the publication, it is the same, only better. For those of you who haven't seen it, it is a breezy little publication which will mainly keep you up to date on modeling. It sometimes provided information not directly related to modeling, but not very often. The current issue covers the Calder DC-8, model photos, including a section called "alternate markings." There is a brief review of the new MPC airliner kits, focusing mainly on the new decals, since the actual kits are the same ones which have already been reviewed. There is a section on unusual kits covering the Air UK 1/144 F-28 and Finair 1/200 DC-10. There is a comment/review section on the Rareliners Metro II, some photos of the Airliners International modeling contest, and some general "filler" type of material on modeling and dioramas. And, yes, the freebies section is still included. If interested, write Starline Discount Hobbies, P.O. Box 38, Stanton, CA. 90680. It's a nifty little bi-monthly which for \$9.50 will keep you up-to-date on modeling, as well as give you a good deal on stuff to buy. (This review courtesy Starline Discount Hobbies.)

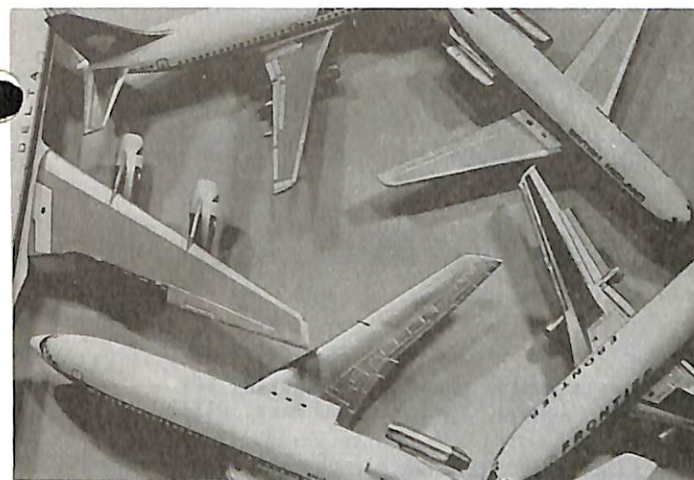
From ATP comes two new decals. One is windows and outlines for the BAC 1-11, F-28, and VC-10 in 1/144. The other is the old Continental golden tail markings for the 707/720. This sheet is complete, even to the two separate tail sections, depending on whether you do an Airfix kit or a Revell kit. Color and registration are, as usual, very excellent. No door outlines or wing escape markings are provided, and none are required for this aircraft. The registration provides for several aircraft, and one is a 707-324C (N17326), which is the one photographed in the instructions. The decals do not provide for the cargo door outline which show in the photo, but (1) this is not obvious on the actual aircraft, so you can leave it off and not miss anything, or (2) you can get it from ATP. ATP's new catalogue is also available, and new kits for the F-28 in 1/144 scale injection molded and 1/144 vacuumed-formed DHC-7 are announced, as well as BAC 1-11 decals for PEOPLExpress. I have seen the artwork for the BAC and it promises to be great. Decal review sample courtesy ATP INC.

#### NEW MODEL SECTION

There was an editorial staff meeting held at the recent convention in California and it was suggested that the model section of the LOG be increased. While we can't compete with the likes of SCALE MODELER and a few other nationally distributed magazines, it is felt that the LOG can provide our subscribers with some additional tips and information that they will not find in other publications. To make this column a success, we are going to need YOUR HELP. Basically, it will be a modeling tips-hints-techniques section. I will write the first one or two, and then, according to the plan, you fine modelers out there will provide the rest. Basically, you will need to send in one photo or two, and just a page or so explaining the technique or tip. The one I am writing here will be longer than most, because I have received several questions about it. I don't know all of the information, but will fill in as much as I can, and if someone out there knows more and will forward the information to me, I will put it in a later issue of the LOG. The section I will discuss covers wing escape markings.

Back in the mid-late 60's, there were a number of airline crashes where the planes were literally fown into the ground. Several involved the then new jetliners, including the 707/720 and the DC-8. The 727 was quite new at that time, and it was flying into the ground with an alarming rate as well. Many of these were considered survivable crashes. That is, after the bodies were recovered, it was determined that they (passengers) were not killed by trauma to the body, namely being smashed in the crash, but rather they died from some other reason, usually either drowning or smoke inhalation. It was discovered that people were having a lot of trouble getting out of the plane, and in some cases, once they got out on the wing, they did not know where to go. Hence, the FAA eventually developed Regulation 121.310, which requires direction or route markings on all aircraft having over wing escapes. The only exceptions to this requirement are aircraft which use chutes for the escape path. I don't know the exact dates for this, but I believe by about 1968 or 1969, nearly every aircraft flying in the US had these markings applied. Also, at the same time, the exterior contrasting door markings were applied as well. This was not an overnight thing, and I believe it took about two years before it was fully implemented.

The effect of the modeler is that you can find a model like the Continental golden jet, using the new ATP sheet, which does not have either the overwing escape markings or the door outlines. This is correct, as the Continental markings were applied before the requirement for these safety markings went into effect. The same is true for the Delta delivery markings, no exterior escape markings were applied to the airplane. The reasons for the window outlines are different and we will not discuss them now.



ABOVE: A selection of wing escape route markings seen, starting on the center left: Delta DC-8, Air Guinee 737, British Midland DC-9, Frontier 737 and a National 727. Photo/models by D. Minton.

For modeling, you can apply these markings in one of several different ways. ATP markets a decal along the lines of what they call a "fitzall" which means it can be used on virtually any aircraft. In the photo, it is applied to the DC-8 directly as it comes off the decal sheet. This decal is a white field with a black border and one arrow on it. The early decal sheets had only this one arrow, but the newer ones have an additional arrow on the sheet which you can add over the white field, or any place else if you want! It most closely resembles the markings seen on the 727, although with some cutting and reshaping, you can make it fit the DC-9, 737 and even the 707/720. It is not entirely correct for any aircraft, but it is close enough for most, and easy to use.

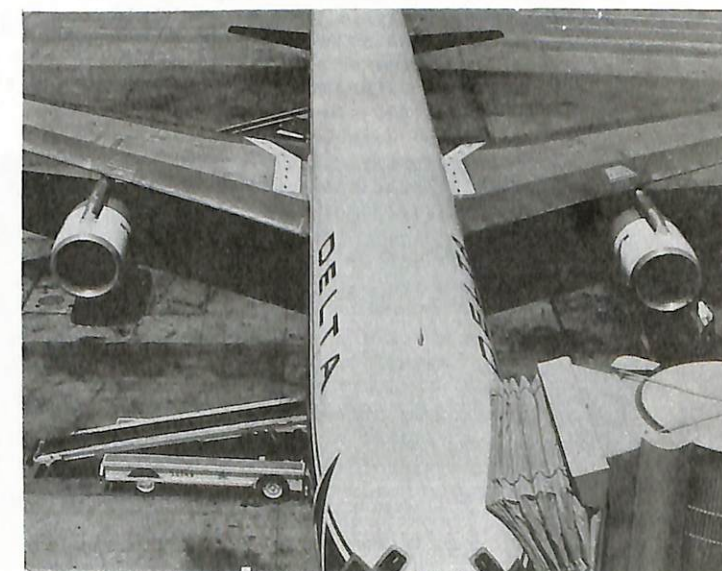
Some decal sheets provide these markings, like the Air Guinee 737 in the picture. This is one complete decal and accurately represents the markings as delivered by Boeing. It also accurately represents the markings currently seen most often on the 737. The markings on the Frontier 737 were made up using a white solid decal shape, and the arrows came from a Mico-Scale sheet. Mico-Scale has two sheets which provide three different types of arrows. These are 44-14A and 44-14B. The A and the B relate only to a difference in the color of the door outlines, which are also on the same sheet. The arrows are identical on either sheet. The markings on the National 727 were also made up using the arrows from the Mico Scale sheet, except that in this case, the white field was made using an appropriate thickness of a Scale-master stripe decal, with the ends cut to the right angles. The DC-9 decal was made up using one of the ATP "fitzall" sheets, cutting away the black edge, and applying an additional arrow. The one in the photo fairly accurately represents the markings most often seen on the DC-9, except that the arrows are usually the same size.

The field is nearly always the same shade of white or light gray, with black arrows on it. Although I have seen a Republic DC-9 with a black field and light gray arrows! In addition to making them according to the ways mentioned above, you can paint the field on the wing directly, and then apply the arrow over it. If you don't have a stripe or solid decal of an appropriate size, you can spray the color on a blank decal sheet. It is also pretty easy to hand paint the large arrow shapes on the decal, or directly on the wing if you prefer. I use acrylic for this, but be sure to let it dry completely before putting in water. I have not seen any dry transfer arrows which would work very well for this, but some are probably out there, and if you've found them, let us know.

As with all areas of modeling, if your doing a particular aircraft, work from photographs of that aircraft. Remember, if it is before the 1968 time period mentioned at the beginning of this article, your aircraft will not have wing route systems. If you can't find out if the aircraft you are modeling has a wing route system, it might be best to leave it off altogether.

If you have additional information on this system of marking wing routes, please send it in so it can be shared with all of our readers. This column will be for modelers--we need your support to make it a success. Please send in your tips and suggestions for for column ideas.

If you write me wanting a personal answer to a question, please be sure to include a SASE or you probably won't hear from me. I certainly you can understand the reasoning behind this--those 20c stamps add up in a hurry! Until we meet next issue--happy modeling!





# Printed Matter

by  
JOHN IRBY

"American Express Sky Guide", published monthly by Automated Source Guides, 332 Hill Street, Buford, Ga. 30518, distributed by American Express, P.O. Box 557, Great Neck, New York 11025, subscription price: \$28 per year.

The American Express Card may be the "number one" travel and entertainment charge card for businessmen, however, their "Sky Guide" (which will be referred to as SG during the remainder of this article) pocket dictionary of North American Airline schedules leaves much to be desired. SG is designed for the executive on the run who needs accurate airline schedule information to keep up with his duties and hasn't time to consult with a travel agent or make dozens of phone calls to airlines. In theory, SG lists all of the flights on most every domestic and many foreign routes by time, airline flight number and includes information on equipment used and meals offered. SG does not list connecting flights, only non-stops and direct flights. The problem with SG lies in its accuracy. Not all airline competitors are shown on many routes in SG, with commuters getting the worst of it. A good example of this is on the Miami to Key West route where Air Florida and PBA flights are listed and AeroSun International flights are ignored. SG also ignores the growing importance of secondary hubs like Charlotte. From Daytona Beach, SG lists Eastern's and Delta's services to their Atlanta hub but ignores Piedmont's direct flight to their hub in Charlotte. And these are only two of the many accuracy problem's with SG. SG holds little interest for us enthusiasts, however, you may have friends or neighbors who may be interested in using an all-in-one airline schedule such as SG. Do them a favor and steer them to the superior pocket edition of the "Official Airline Guide", which is a condensed version of the massive reference periodical that is used by travel agents the world over.

I'd like to extend my congratulations to Frank Barry, new Editor of North American Aviation News. Frank has already edited two issues of NAAN and has done a fine job of upholding the tradition of accurate airline information and interesting gossip that was set up by previous editors, Bruce Drum and John Wegg. Frank is in need of correspondents around the country and in Canada. Help him out by sending airline-related news clippings, photographs and airline timetables, particularly from commuters. Help Frank make NAAN the best

airline news magazine going by contacting him at 954 Sumner Avenue, Springfield, Mass. 01118.

"Civil Aircraft of the World", by Hiroshi Seo, published by Yama-Kei Pub., Tokyo in 1979 and Jane's Pub., London in 1981, illustrated, 96 pages, retail price: \$12.95.

Hiroshi Seo's "Civil Aircraft" is one of the most beautiful airliner photograph albums available. Airliners, young and old, are captured by Mr. Seo's camera and reproduced in this book in wonderful color plates along with data for each airliner type. In the appendix of this album, Mr. Seo explains the how's and why's of airliner and aircraft photography and below each photograph, he tells what lens, f-stop and the location that the photograph was taken in. For airliner photography buffs, this book is a must for your library.

(NOTE: This book was also published in Japan in 1980 in Japanese. The text, of course, is in Japanese with English titles.)

## RECOMMENDED READING

"The Alaska Airlines Story" by Archie Satterfield, published by Alaska Northwest Publishing Co., Box 4-EEE Anchorage, Alaska 99509. All you wanted to know about Alaska Airlines and were afraid to ask. This book takes you from the VERY beginning right up to operations today. You meet and get to know all the "old-timers" and what it was like flying in Alaska back in the Twenties and Thirties. You learn why a man puts his life up against the elements, and loves every minute of it. Find out how an airline survives in some of the roughest weather in the world and grows to become one of the top regional carriers in the country. Once you start reading this book, you won't be able to put it down--super reading!

"Wings" by Robert J. Serling, published by The Dial Press, 1 Dag Hammarskjold Plaza, New York, New York 10017. This is a novel that reads like the history of many of our major carriers today. After reading this book you might think that it was the history of our featured airline this issue, Capital. Was it? Some sections of this book drag a little, but all the action and intrigue of operating a major airline are included. Go with Barney Burton from the very bottom to the top of the airline industry.

pfc



## AIRLINERS INTERNATIONAL

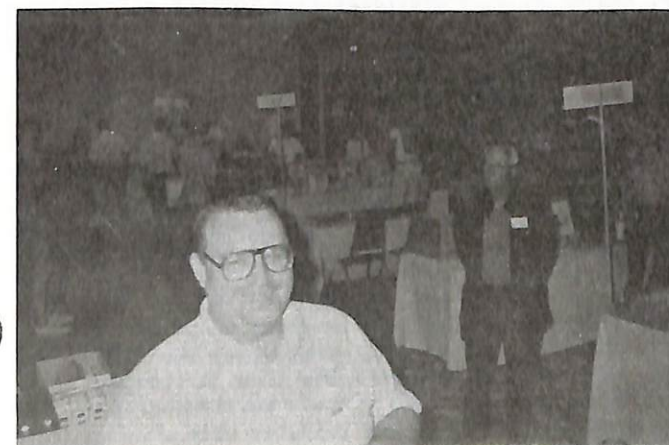
by  
PAUL COLLINS

The President of the World Airline Hobby Club did a very strange thing this year--I flew to the convention! After having driven to Toronto (1978), Dallas (1979), Detroit (1980), Miami (1981), I decided that Newport Beach was just a little too far to drive. In February I purchased four round trip tickets to LAX on Delta Air Lines and enjoyed every minute of it! I enjoyed it so much that I might even fly to Washington for the big bash next year.

I arrived at LAX on the Sunday before the convention, along with the wife, daughter and my mother-in-law (yes, my mother-in-law)! We picked up a rental car and headed down to Long Beach where we planned on staying until Thursday, and then going down to Newport Beach for the convention. While in Long Beach we took tours of Universal Studios, the Queen Mary and shops, downtown Long Beach, San Pedro and Disneyland. We did all this on Monday, Tuesday and Wednesday. On Thursday morning we headed toward Newport Beach and the Airliners International 82 convention.

We arrived at the Sheraton about 11 a.m. just in time to meet a group of folks getting ready to board buses to take them to MDC for a tour of the plant. Close to 100 enthusiasts were in the group. In addition to this group there were a considerable number of others in the lobby of the Hotel waiting for friends to arrive and getting ready to go visit the great number of airports in the area to do

BELOW: WAHC President Paul Collins taking a break during the first day of trading and selling at AI 82.



slide shooting as well as some sight seeing. When the dust finally settled about 1 p.m., there were just a few airline people left in the lobby. Friends, things were just beginning--the best was yet to come.

After getting settled into my room, I looked up my old friend Joe Turner, and along with my group and the Pyles family, headed out to look for supplies for the welcoming party to be held that night. It took us the better part of the afternoon to come up with the goodies, but we finally had what we needed and headed back to the Hotel. We arrived just about the same time the tour group to MDC returned which again resulted in quite a group of airliners shaking hands and renewing old friendships in the hotel lobby. I don't believe that the hotel personnel have gotten over us yet!

The cocktail party hosted by the Club President and ably assisted by Marion Pyles, started just about on time. There was plenty to drink and I really believe that everyone attending had a very enjoyable time, meeting new friends and renewing old acquaintances. The party lasted until all the spirits disappeared, which was about 10:30 or 11:00 p.m. It was then suggested that everyone hit the sack because Friday was going to be a long and busy day. So ended day one of the 1982 annual convention.

BELOW: Don Thomas is shown here getting out more of those super old paper baggage labels. Don's table has one of the best bargains to be found!





While a number of people were registered for the convention on Thursday, Terry Waddington and his committee really got down to work on Friday morning. Registration began at 0800 and continued on through the day. Dealers were allowed to register first so that they could get their displays set up. After that, it was just about every man for himself. I must state that the 1982 Airliners International committee really did their homework and ran one of the smoothest registrations for a convention of our type that I have seen. They are to be congratulated on a super job--well done!

As like our previous conventions the trade room was filled with all kinds of material that makes an airline memorabilia collector forget about the wife, kids and mortgage. The only and main difference this year is that there was so much much more of it! More post cards, more models, more slides, more decals for the modelers, more of just about any item you can name. Deciding which way to go after entering the trade room meant the difference of running into the largest stack of post cards every assembled or the most model kits ever



ABOVE: Dave Prins and his lovely wife look over the supply of goodies that they brought from the Netherlands with them for trade and sale. Dave is a pilot for KLM--747 type.

assembled in one place--ever! However, I do think that everyone that attended obtained enough of everything that they were looking for, because on the next day, when everyone was leaving, I didn't notice anyone frowning!

At noon on Friday, another group was bused over to MDC for a tour of the DC-9 and DC-10 assembly line. Although the lines were not as busy as most of those making the tour would have liked, everyone enjoyed themselves and the fact they were able to see where the Super 80 was coming from. (I'm am sure that the Douglas people would enjoy seeing a little more business on the assembly line!) On behalf of those that took the MDC tour I would like to thank McDonnell Douglas and those that made the arrangements so our people could go. It was an experience that I am sure they will long remember.

Trading and selling continued at a brisk pace most of the day. Around 1700, activities started to slow down and the room was closed so those that were going to attend the business meeting could wash up and get something to eat.

The business meeting started on time at 1900 hours and the results were quite interesting. Terry Waddington chaired the meeting and presented those present with some facts and figures on the current convention. There were no major problems discussed and no votes were taken on any issues. This finished, the job of selecting a site for the 1983 convention began. Three sites were nominated for 1983: Cincinnati, Vancouver, B.C., and Washington, D.C.

Each representative from the three sites was allowed to present their plan for the 1983 Airliners International. After the final presentation was given by the Washington group, a vote was taken of those present for their desire for 1983. The first vote was so close that a second counting of votes was necessary. On the second counting it was the Washington, D.C. group, headed by R.E.G. Davies coming out the winner by a few votes over the Cincinnati

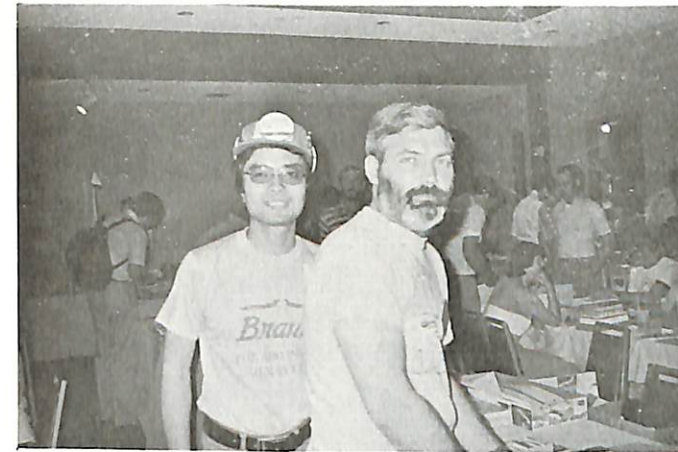


ABOVE: Joe Turner, seen here looking through a magazine he just collected, takes a break from giving away all those nice Braniff memorabilia items. He really had a hard time getting rid of some of the material--but he managed!

group, headed by Club President Paul Collins.

Since the meeting in California, the D.C. group has had an organizational meeting and have decided on the Stouffer's National Center Hotel, Crystal City (Alexandria), Virginia as the site of the 1983 Airliners International. The dates will be June 16, 17 and 18. Room rate at the Hotel will be \$50 per night, valid between the dates of June 15 and June 20, 1983. Complete detailed information will be available from the Convention Committee in early January, 1983.

Following the Convention business meeting, a short but important meeting was held by the members of the World Airline Hobby Club. Although nothing of earth shattering concern was discussed it was nice being able to get together with a number of members to see if there were any complaints.



ABOVE: Kiyoshi Sato, the WORLDS greatest photographer, and Fred Hems, the WORLDS greatest post card collector take a pause in their search for the last slide or post card so the camera can record their presence at the AI 82 convention.

There being no major complaints to take care of, the meeting adjourned after about 20 minutes.

Following the meeting most folks just drifted off to do their own thing, what ever that was. Quite a number showed up in the bar at the hotel and enjoyed some shop talk while downing a few of their favorite drinks. It had been a long day, and we still had one busy day to go.

As usual, we had some television and newspaper coverage of the convention on Friday. When this happens, it always seems to help attendance on Saturday. This was the situation at the Hotel this year. After the dealers had entered the room for operations, the people from outside the convention started to show up and spend their money! I understand from the committee that over 650 people registered for the convention. At times it seemed that there were more than that in the trade room. I am sure that most of the dealers made their expense money on Saturday!

A number of activities took place on Saturday including the judging of the various contests which included modeling, photography, and general displays. In addition there was an AFA Stamp Auction, an AALCC meeting and an Airmail Cover auction conducted by Don Lussky. I would say that there was enough going on during the day to keep most collectors busy. Also while all this other stuff was going on, various members of the WAHC and other organizations were holding slide shows in the various rooms set aside for such activities. No one was bored at Airliners International 82!

As like the previous day, all activities were closed down around 1700 hours so everyone could get ready for the banquet. Rumor has it that banquet tickets were being sold on the "black market" for up to \$50. I don't know if this is true, but the "surprise" guest speaker at the banquet was to be R.E.G. Davies, and nobody wanted to miss his presentation. The banquet was sold out prior to the convention, so tickets were not easy to come by.



ABOVE: Tom Draggas, Playing Card Editor for the Captain's Log, looks over some material hoping to find that certain card or deck of cards that will fill some of the gaps in his collection. I understand Tom did find a number of new items.

For one half hour before the banquet a cocktail party was held near the outdoor pool. This time was devoted to talking about all the good deals that were made in the last three days, as well as the ones that were "almost" made. The cool evening breeze and the warmth left by the few drinks consumed during the cocktail party left most people a little mellow for the banquet and what was to follow.

The seating for the banquet was a little slow in starting, but once in the room and seated, activities started immediately. First off, the now legendary Jon and Pete airline quiz was given out. I don't know how long it takes these two guys to think up the questions, but I bet it takes them most of the year to research their answers! Following the Jon and Pete show came the Mike and Terry show. This time around it was "Name the Plane" time. A portion of an aircraft was flashed on the screen and you had to identify the aircraft from what you saw. I must add that the portion that you saw was just a very tiny portion of a very large aircraft!

Following the games it was time to get down to some very serious eating. The menu was excellent, consisting of Caesar Salad, Filet Mignon Au Champignon with Sauce Bordelaise. This was topped off with a Bear Valley Snowball! All very good. After the meal there was a short intermission before the guest speaker was introduced.

Terry Waddington introduced Mr. R.E.G. Davies who gave a presentation entitled, "Airline Conquest of the Atlantic Ocean - 1925-1939." Mr. Davies used a number of old photos to tell the story of establishing air routes between Europe and South America. The historical material presented, along with Mr. Davies' humor, made for a very interesting and informative presentation. Mr. Davies was given a warm round of applause at the conclusion of his lecture.

All of this formal affair out of the way, it was time to award prizes to those that won the various contests. I'm sorry to report that I did not receive a list of those that won the various contests, but I would like to extend



congratulations to all those that won and a big thank you to all those that participated in the various contests. The judges in these various contests always have a hard time picking the winners of the various categories and their work is also appreciated.

It was now time for the final act of the Airliners International 82 convention. The grand prize this year was two sets of tickets presented by Republic Airlines so the winners could travel to next years event. Representing Republic was Mr. Paul Goethe and Mr. Dennis Landry, both of whom were present at the convention distributing material for their Company.

The winners of the first set of tickets was Mr. & Mrs. Don Levine of Miami. It was during the drawing of the second set of tickets that a very sad tragedy took place. Mr. Paul Goethe of Republic Airlines had just handed Mr. Wilfred Wann of Kansas City the second set of tickets when Paul unexpectedly passed out on the stage. Immediate medical help was applied by several people in attendance at the banquet. After several minutes the banquet hall was cleared and emergency equipment arrived to take Paul to the local hospital. It was learned several hours later that Mr. Goethe had passed away. Needless to say that all those in attendance at the convention were shocked by this sad turn of events. (Please see following page with regards to Mr. Goethe.)

Disregarding the final moments of the banquet (which, I must admit, has been hard to do, even as late as the time of the writing of this article) the over-all effect of the convention was very positive. I believe that we had more people than any previous meeting as well as more material available for those attending. A lot of new friends were made and a lot of old acquaintances renewed. Our Club members in California gave us a warm welcome, even though the sun did not. Perhaps we can visit our new found friends again in the not to distant future.

The Washington committee is already promising us some nice things to see while we are in the Nations Capitol. If you have never been to the Aerospace Museum you are really in for a treat. The same is true if you have never been to the Smithsonian's Silver Hill facility. This is just a couple of things that will be available in 1983 when we meet in D.C. for Airliners International 83. See you all there!!

I would like to take this opportunity to thank Kiyoshi Sato for taking all of the photographs that appear with this story on the convention. Kiyoshi was just about everywhere, snapping away with his camera and giving everyone a smile and a friendly word.

*Paul*



ABOVE: Terry Waddington, Convention Chairman, oversees the banquet registration.



ABOVE: Jon and Pete take a break from "grading" the papers from the airliner quiz. The wine in front of them probably helped a lot in the scoring!



ABOVE: Kiyoshi Sato and his fiancée waiting for activities to begin at the banquet.



PAUL GOETHE

Everyone involved in the 1982 Airliners International convention in Newport Beach, California was saddened to hear of the death of Paul Goethe. It was Paul's enthusiasm and diligence that persuaded Republic Airlines to permit him to bring a display to promote Republic and the services they provide. Located in the foyer to the main exhibit room, his cheerful smile and willingness to talk about Republic drew scores of people to the display for schedules, stickers, in-flight magazines and other promotional items.

He and I talked at length on Friday afternoon about his display and the difficulty he had in getting it from John Wayne Airport to the Newport Beach Sheraton. After attending the Airliners International in Detroit in 1980, he had become an avid supporter of the yearly event, along with his partner, Dennis Landry. Both were participating on a voluntary basis.

Paul graduated from Berea High School in Berea, Ohio in 1971 and received a B.S. from Purdue University in Professional Pilot Technology and Business Administration. He had taught full-time flight students during his last three semesters.

He was first employed by Mercury Aviation Corporation, Cuyahoga County Airport, Richmond Heights, Ohio in 1975 as a full-time flight instructor. In 1977 he was employed as a First Officer with Tenneco, Inc., Aviation Department in Racine, Wisconsin. He joined North Central Airlines in 1979 as First Officer and with the merger with Southern in July of 1979, remained in that position. He served in that capacity until his untimely death on June 26, 1982. He is survived by his wife who lives in Memphis, Tennessee.

It was through Paul's efforts that two sets of tickets were offered as banquet prizes to the destination of the 1983 convention. During our conversation on Friday, he had been worried as to whether a site would be chosen that was served by Republic Airlines. By Saturday morning, he had made signs proclaiming Washington, D.C. as the 1983 site.

Certainly all of us who attended the banquet will never forget this young man and his devotion to his chosen profession. To perpetuate his memory, the Airliners International 82 committee has decided to award a trophy every year to the individual or group that best exhibits Paul's spirit and enthusiasm for the airline industry.

The above was written by Mrs. Pat Collins with the assistance of information provided by Katie Childs, Manager, Republic Airlines.



# Airline Playing Cards

by  
THOMAS DRAGGES

I would like to start off my column this issue by taking my hat off to Terry Waddington and his crew for a fine job on the Convention. This was my first Airliners International and I had a grand time, as did my wife. It was a pleasure to meet all of you, especially the ones I have corresponded with over the last two years.

I also want to thank all the people that stopped by my table and helped me out with new decks of playing cards and single cards too. You will be seeing some of these cards in future issues of the LOG.

Now for our playing card subject for this issue, which is Capital Airlines. This one is a tuff! From what I can confirm, Capital issued six different decks of playing cards. Unfortunately I only have two of the six to illustrate for you. If anyone has a single copy of the remaining four, please forward a copy for my files. Thank you!

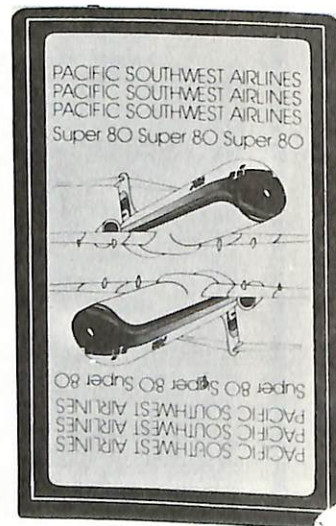
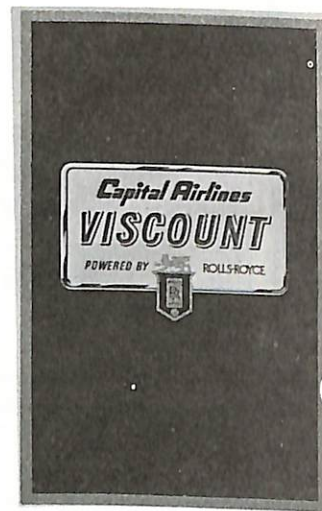
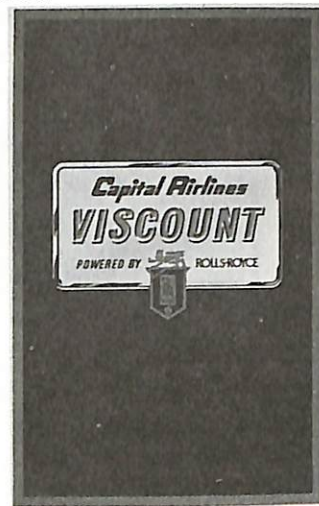
The two cards we do have are as follows: One has a black background with a white outer border and gold inner border. In the center of the card is a silver framed panel with Capital Airlines in red print, Viscount in blue and the remaining lettering in black. The other card is the same except the background color is red instead of black.

A special thanks to Suzy Madderom who helped me with the information on the six decks of Capital cards, as well as provided me with the two items illustrated.

A couple of new items: China Air Lines has issued a new deck picturing two flight attendants wearing red dresses. They are standing next to columns containing dragons of some sort. PSA has a deck available through their employees store and possibly their in-flight magazine. The card pictures a DC-9 Super 80 in black and white on a white background. All printing is black, outer border is red with white pin stripe, inner boarderline is black.

Please send in single/complete decks of any new issue cards that you come across. I am also interested in trading for older cards.

Until next landing--happy collecting!



# THE TRAY TABLE

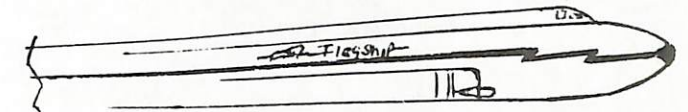
by  
KEITH ARMES

This quarter's feature on the DC-4/DC-6 aircraft gives us a chance to look at some dining service items used on these mainstay aircraft of the forties and fifties. Food service developed into a major selling point during this era due to the increased range and consequent flying times of these aircraft. The airlines realized the importance of providing full course hot meals on these flights. Galleys, which barely existed on the DC-3's, became an integral part of the DC-4 and DC-6 aircraft design. Innovations such as individual fold down tray tables, electric ovens and removable galley containers all saw their beginnings on these aircraft.

To meet the increased demands of food service, the airlines greatly expanded the amount of dining service items used. Unfortunately for us collectors, most of what developed was plasticware. With some exceptions, the single class concept used on these planes kept the use of a higher level of dining service ware (China, Glasses) from developing. Therefore, the most prevalent collectables once used on these aircraft are the silverware sets. Almost all of the silverware used at the time was silverplate so it can still be found in decent condition. Of course, some silver polish and elbow grease also helps! The American Airlines set used during this era was especially unique in that the shape of the handle was that of an airplane profile (most say that of a DC-3, you look at the drawing and decide for yourself). This set was used on the DC-3, DC-4 and DC-6 aircraft

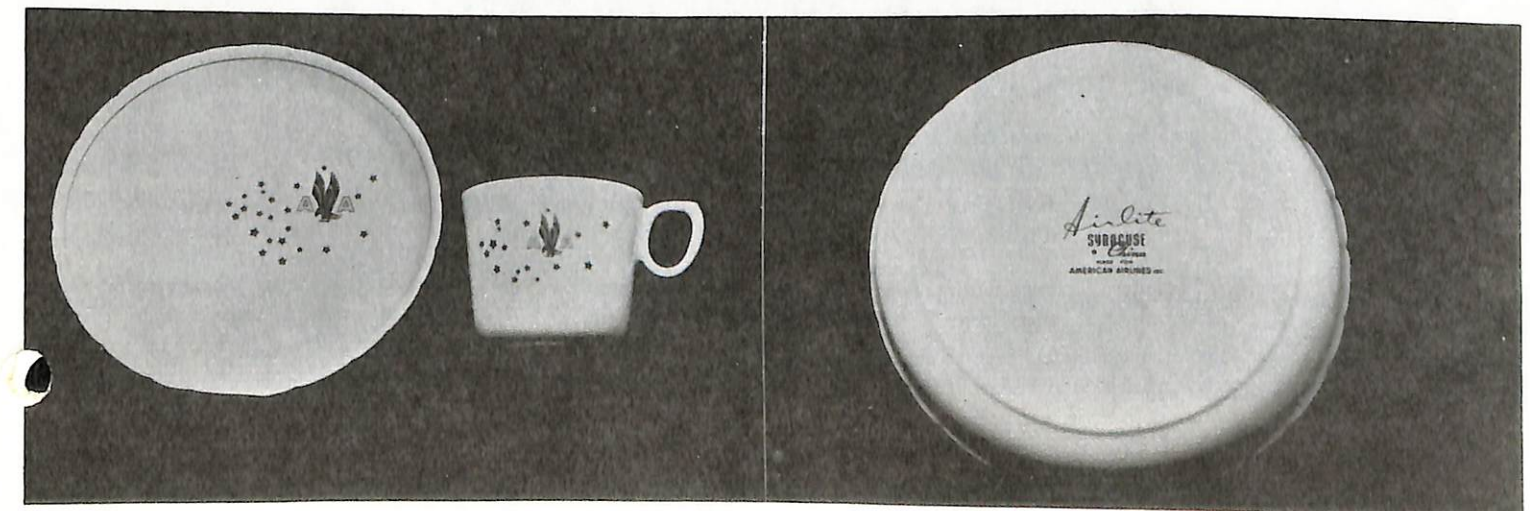
of American from around 1946 until 1954.

One of the few exceptions mentioned earlier was that of American Airlines. This was the Airlite china which was developed to save weight and fuel (sound familiar nowadays?). It was used on the DC-4 for a very short time and consisted of only three pieces; coffee cup, 6" dinner plate and a salad bowl. As can be seen in the illustration below, it has the old, old style American eagle which is surrounded by stars. On the bottom are the words "Airlite Syracuse China Made for American Airlines Inc." It is, as was advertised, extremely light. Unfortunately this caused its short time use as breakage was horrendous. Of course, this had made it a superb collectable so be on the lookout.



Reverse side is same design  
Aircraft is 9mm long--spoon 14mm long.

ABOVE: This is a rough drawing of the silver mentioned above. This is the handle of a spoon, which is in very poor condition but still contains a good outline of the "aircraft". Spoon is in WAHC collection.





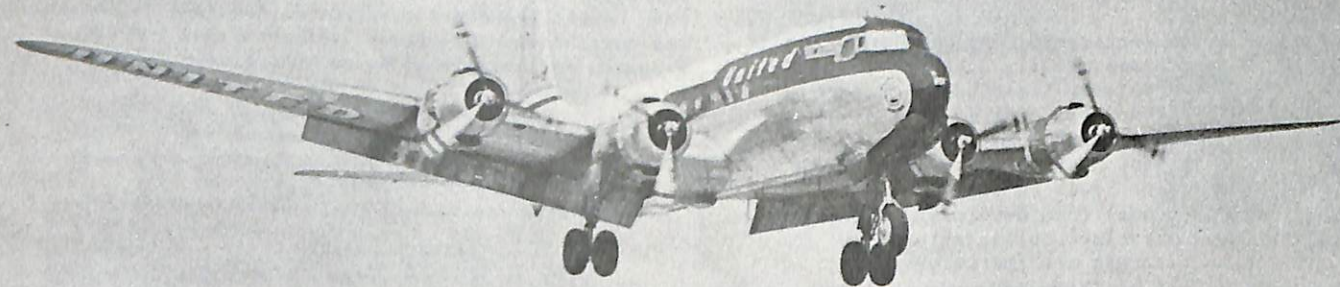
Get it while you can department: As mentioned in the spring issue Laker Airways china is already a collectable. The following is a listing of the pieces that were produced:

7½" Dinner Plate	5 7/8" Bread Plate
4" Butter Plate	4" Salad Bowl
Coffee Cup	5½" Saucer
7 hole Salt Shaker	
1 hole Pepper Shaker	

All are white trimmed by a gold rim, Wedgewood Bone China with "especially for Laker" on the back.

Also on the "most wanted list" is Braniff china. A complete listing of china, glasses and silver used at the time of their demise will be given in the next issue of the CAPTAIN'S LOG.

Happy collecting!



7. 1947 — DOUGLAS DC-6 MAINLINER — 300 M.P.H.

Equipped with pressurized cabins, reversible pitch propellers and heat anti-icing, the DC-6 MAINLINER joined United's fleet in 1947. Powered with 4 Pratt & Whitney Wasp R-2800 engines, each capable of developing 2,100 horsepower, the DC-6 reduced coast-to-coast flying times to 9½ hours. Besides a crew of 5, the plane carries 50 to 58 passengers and up to 6,000 pounds of cargo. Its maximum cruising range is 4,150 miles and normal cruising speed, 300 M.P.H. This picture shows the DC-6 MAINLINER about to land — flaps and landing gear are down.

Printed in U.S.

# The Slide Collector

by

GEORGE HAMLIN

## THE CONVENTION:

I enjoyed having the opportunity to meet a number of other collectors in Newport Beach, as well as perusing the large selection of our favorite collectible which was available. Needless to say, the WAHC's annual convention provides an excellent way to expand and broaden a slide collection, via either trading or buying. This is particularly true for the new collector, due to both the quantity and variety available, but there certainly was ample material on hand to interest those with more advanced collections.

## MEMBERSHIP SURVEY:

As you may recall, last time we requested that you provide some information about your collections, so that we would be able to present a picture of what a typical WAHC member's collection is like. We received a good response to this request with replies from Canada and Europe as well as from U.S. members. While the number of responses was sufficient to be representative, we would like to emphasize, again, that greater participation by the membership will enable us to produce a column which has better information. To those who took the time to participate, thanks!

A brief profile of a "typical" member's collection indicates that it contains about 3,600 slides, with approximately half of those having been shot by the collector personally. Total quantity ranged from 1,000 to 7,000+, while the percentage of an individual's own work ran from 30 to 95 percent. We have used the word typical to describe the results of the survey, since we know that there are members with collections of considerably larger size, although these probably are less representative than were those participating in the survey. This is borne out somewhat by when the survey respondents began collecting. The earliest date cited was 1968, with the average point being in the mid-1970's. Again, there are individuals with substantial collections dating back many years before this, but it would appear that there certainly was a sharp increase in our hobby during the early and mid-1970's. This is a subject which we would be interested to know more about, particularly with respect to older collections. Any comments?

Finally, there was a wide variance in the rate of growth of the various collections, ranging from 150 to over 2,000 per year. Interestingly, the individuals at either end of the range both estimated that about 30 percent of their collections were slides that they shot themselves.

The results of the survey did provide an indication that you don't need a massive number of slides to enjoy the hobby, nor did everyone start shooting back in the 1950's. While trading and buying obviously constitute a substantial means of acquisition for many collectors, some individuals do rely on their own work for the majority of their material. On the other hand, I did meet one new collector at the convention who does not take any of his own slides--yet another way of participating in the hobby. In short, as is true for many other activities, there are a number of ways to enjoy the collecting of airliner slides.

## SLIDE SELLERS:

We have several additional sources of original slides which we would like to pass along this time. Two individuals who provided material on approval are member Ray Leader, and Gary Vincent. Both provide excellent material. Their addresses are:

R. R. Leader  
1835 Whitworth Drive  
Riverdale, Georgia 30296

Gary Vincent  
P.O. Box 23534  
Vancouver AMF  
Vancouver, B.C.  
Canada V7B 1W2

In addition, GB Aircraft Slides, run by Ben Knowles, is now offering airliner slides for sale in addition to their previous listings of military aircraft. A self-addressed, stamped envelope to the following address will get you their latest list:

GB-Aircraft Slides  
9501 East 33rd Street  
Tucson, Arizona 85710



#### AVIATION PHOTOGRAPHER'S ASSOCIATION:

In addition to operating GB-Aircraft Slides Ben Knowles also is organizing the Worldwide Aviation Photographer's Association. His description of the group is as follows.

"Our purpose is to have an association which is basically for aviation photographers, where we can exchange information among ourselves, have a wants and disposals column where interested parties can advertise for trading partners, disposals, etc. We will publish a quarterly newsletter with various pertinent data and will have a couple of annual shows where photo buffs can get together and trade-sell-buy slides for their collections."

Their first show is planned, tentatively, for Tucson, during the second week of April, 1983. This sounds like an organization in which a number of collectors might be interested. A self-addressed, stamped envelope to Ben, at the address previously given, will get you further details.

#### PURCHASING COLLECTIONS:

At this point, we would like to make a few comments about some of the rewards and pitfalls inherent in buying collections, as opposed to purchasing slides on an individual or small group basis. While this may not be applicable to you at the moment, the opportunity could occur at any time, so that it might be helpful to consider the following discussion.

By now, however, you may have asked yourself why you would consider buying a collection, as well as how you would go about it if you were so inclined. The primary reason why a collector might choose this method of acquisition is to obtain items which are not in an existing personal collection, often older material or unusual subjects which have proven difficult to acquire. With regard to locating a collection to buy, publications such as the LOG, Aviation Letter, NAAN and Airline Data News occasionally list them. These same publications can give you a place to advertise that you are looking for a collection to purchase. Personal contacts are valuable also.

A key factor to remember when acquiring a collection is that you will get, in all likelihood, more material than you want or need. This results from the seller's desire to dispose of material in either a single lot or in large groups, rather than on a slide by slide basis. Thus, while you may want every British Airways Viscount shot that you can find, you may also end up acquiring Tridents, 707's, L-1011's and BAC 1-11's that are surplus to your needs.

Depending on the size of the collections and its cost, this may not be a great burden. In the first place, although it is not your primary interest, some of the other material may also be interesting, and worth keeping. If this is not true, consider trading or selling the excess--others may have lots of Viscounts and need Tridents, for example. It would also

be possible to remove only what you want from a collection, and resell the rest as a totally separate collection.

Quality can play a role in determining what is excess, as well. This is particularly true when an entire large collection is sold as a unit, there may be mediocre material along with the good shots. In some cases this can be eliminated by negotiating with the seller. In most cases, however, entire collections are sold on a "take it or leave it" basis. Go through the collection before you plunk down your hard earned money!

This certainly is something to consider when making an offer for or evaluating the price of a collection which is for sale. In addition, in almost all cases, the effective price per slide will be less in a collection than if each slide were priced individually. Naturally, factors such as rarity of the subject matter, quality, repetition of specific subjects, etc., need to be taken into consideration when buying/selling collections. Since pricing, especially for older items, is very much a free market exercise, it is difficult to offer any firm guidelines (although we would welcome comments on this subject).

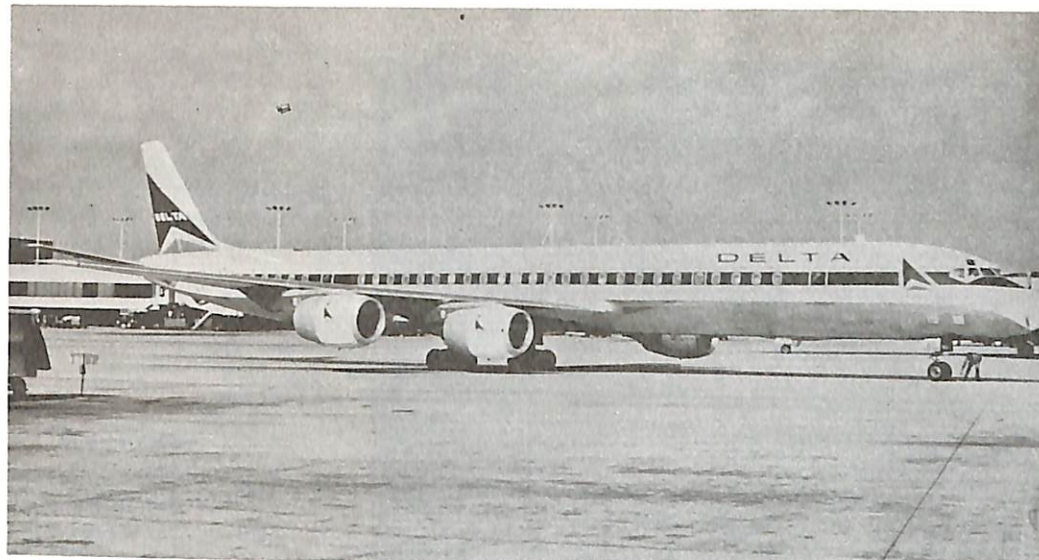
Accordingly, it is very important to know what you are getting before you buy. If you are able to actually see the items, this should not present a problem. If not--a distinct possibility, since this is a worldwide hobby--make every effort to learn as much as possible about your proposed acquisition. The following list includes many of the items which you may want to have clarified prior to completing the transaction:

- Number of slides
- Percentage of originals versus dupes
- Approximate number by aircraft type
- Film type-processing
- Approximate dates (originals)
- Types of views, i.e. ramp, inflight telephoto, etc.
- Quality
- Can collections be broken down into smaller units?
- Is an inspection or approval privilege possible?
- Terms of sale, including price, and method of payment and shipping

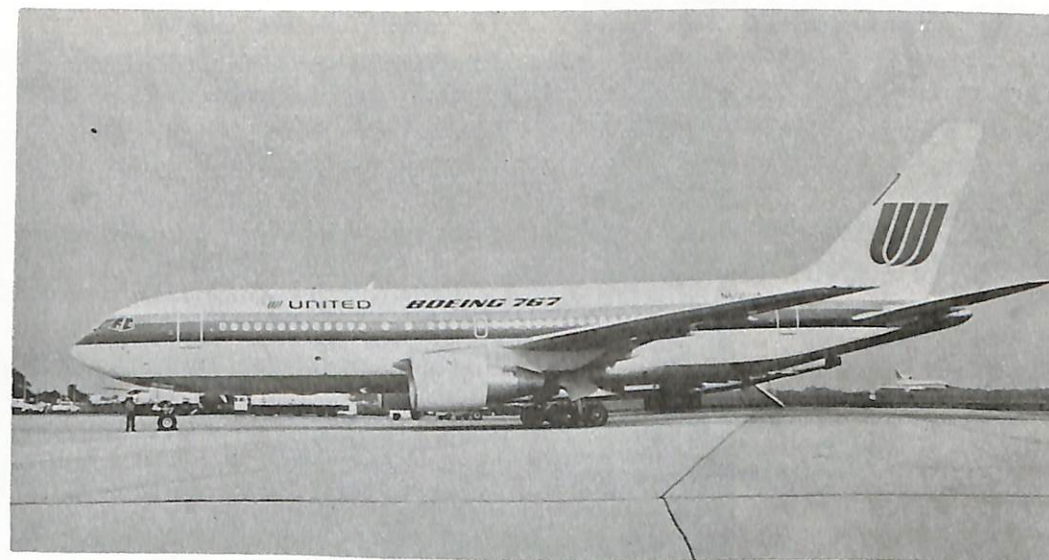
We don't mean to imply that purchasing collections is a risky business; in most cases it is satisfying and rewarding. None-the-less, it pays to know before you buy, especially if a substantial investment is involved.

#### PHOTOS:

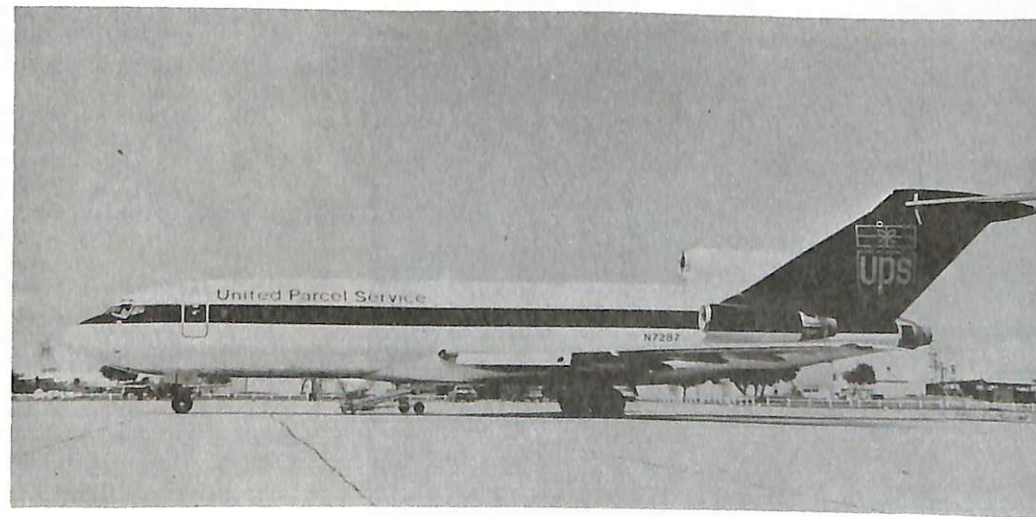
As we try to do in each issue, we have included examples of some interesting material which we have seen recently. In addition to this coverage of current subjects, we also would like to feature older aircraft from time to time, if sufficient examples can be obtained. Once again, if you are able to share something interesting, either new or old, with the rest of the membership, please consider letting us use it here in the LOG. All material loaned for this purpose will be handled carefully and returned promptly.



DELTA now has several DC-8-71's in service, including the first, N1305L, shown here at Atlanta on June 10. Photo by Bryant Petit, Jr.



One of United's Boeing 767's recently made a series of proving flights carrying large "Boeing 767" titles. Ray leader shot N605UA visiting Atlanta on July 26.



UPS has begun painting its recently acquired 727-100's in a new brown and white scheme featuring the familiar UPS logo on the tail. Photo by Ben Knowles at Marana, Arizona on July 14.





TEXAS INTERNATIONAL has applied a "thin stripe" modification of their red, white and blue colors to at least one DC-9, as shown here at Denver on N1305T. Photo by Frank Hines.



Here is one of our "historic" shots that we will be presenting from time to time. This photo comes from the collection of Marion Pyles and features the DC-3 of Holiday Inns. Can anyone give some history on this aircraft?



Here is another of our "historic" shots, this one of a Potez 840. We are looking for some additional information on this aircraft that was almost purchased by a regional carrier as its major aircraft. Does anyone know what carrier this was? Photo from collection of Marion Pyles.

CONTENT  
DELETED  
DUE TO PRIVACY  
CONCERNS



Pat Murphy, 1559 N. Emporia, Wichita, Kansas 67214 has ready a list of items for sale-- post cards, books, pictures, etc. Priced to go! Also a few models and decal sheets. Send me a SASE for list.

Al S. Tasca, 19836 S.W. 118 Court, South Miami Heights, Florida 33177 has miscellaneous airline items for sale or trade. He is mainly interested in swizzle sticks, especially from airlines or other forms of transportation, glasses or other displayable items promoting a specific airline or transportation event. Also likes airline advertising pin buttons, and badges. Send large SASE for list.

Armen C. Avakian, 2308 Curtis Ave. Apt. A, Redondo Beach, Calif. 90278 is looking for original Revell U.S. built United DC-7 "Airport Scene" kit #220. Will pay top dollar. He is also looking for any slides, color or b&w, or postcards depicting Boston's Logan Int'l Airport especially as it appeared during the early 1960's. Write and let him know what you have available.

(The following is from a non-WAHC member, but I thought that some of you would be interested in helping this gentleman in his search for A300 material--Thank you P. F. Collins, Ed.)  
 Norio Saito, Hiko-Cho 2 Chome 2-60, Izumi-Shi Osaka F .594 Japan is searching for material on the A300 Airbus, B-52 bomber and the F-86 fighter. Interested in photos and other type material associated with these aircraft. He is also interested in all type airliners. Mr. Saito has a serious heart problem and his only form of enjoyment is collecting aviation items. If you have some extra material that you do not know what to do with, I am sure Mr. Saito could put it to very good use. (I can't say that you will receive anything in return, Ed.)

Marion Pyles, P.O. Box 75034, Cincinnati, Ohio 45275 wants information and photographs relating to the early history of USAir. This includes the following airlines: Tri-State Aviation Corp. of Wheeling, WV of which very little is known; All American Aviation Corp., Turner Airlines, Lake Central, Robinson Airlines, and of course Allegheny. Of particular interest at this time would be photographs of the Lake Central 737 and 727 airbrush jobs.

Michael A. Lucero, PSC No. 1 Box 1818, Scott AFB, Illinois 62225....Did anyone ever get a picture of the F-27 Wheeler Airlines flew between PHP-ACY and LGA, with titles?? I have several of it without. Would sure like to obtain a copy with titles! Will pay for all processing, handling, etc. Also any Wheeler timetables advertising their F-27 if available. I am in the process of building a model of the type and any help would be most appreciative.

Karl Smalley, 5232 Curtis, Dearborn, Michigan 48126 wants baggage labels (BIL's) especially from Foreign, commuter and new carriers. Also selling a collection of 45 Jr. wings. All letters answered.

David Marx, 166-25 Powells Cove Blvd. Beechhurst, New York 11357 is interested in trading/purchasing scale models of any Boeing 707 aircraft. Looking for Air India, Singapore or any others. Also has post cards for trade. Drop Dave a line and let him know what you have.

Gilbert Guinard, 4660 de Bellechasse, Montreal, Quebec H1T 1Z3, Canada has a nice post card of Quebecair's 737 available for sale. He will sell the cards for 35¢ each plus 30¢ postage, (minimum order-2 cards). This is an artist drawing of the aircraft, not a photograph, however, it is a very nice representation of the carriers 737. This card has been printed in a limited edition by the carrier, so it will not be around very long--order now.

Frank P. Perritano, 19632 Walnut, Mokena, Ill. 60448 is interested in collecting anything having to do with Delta Air Lines. He says he will answer all letters.

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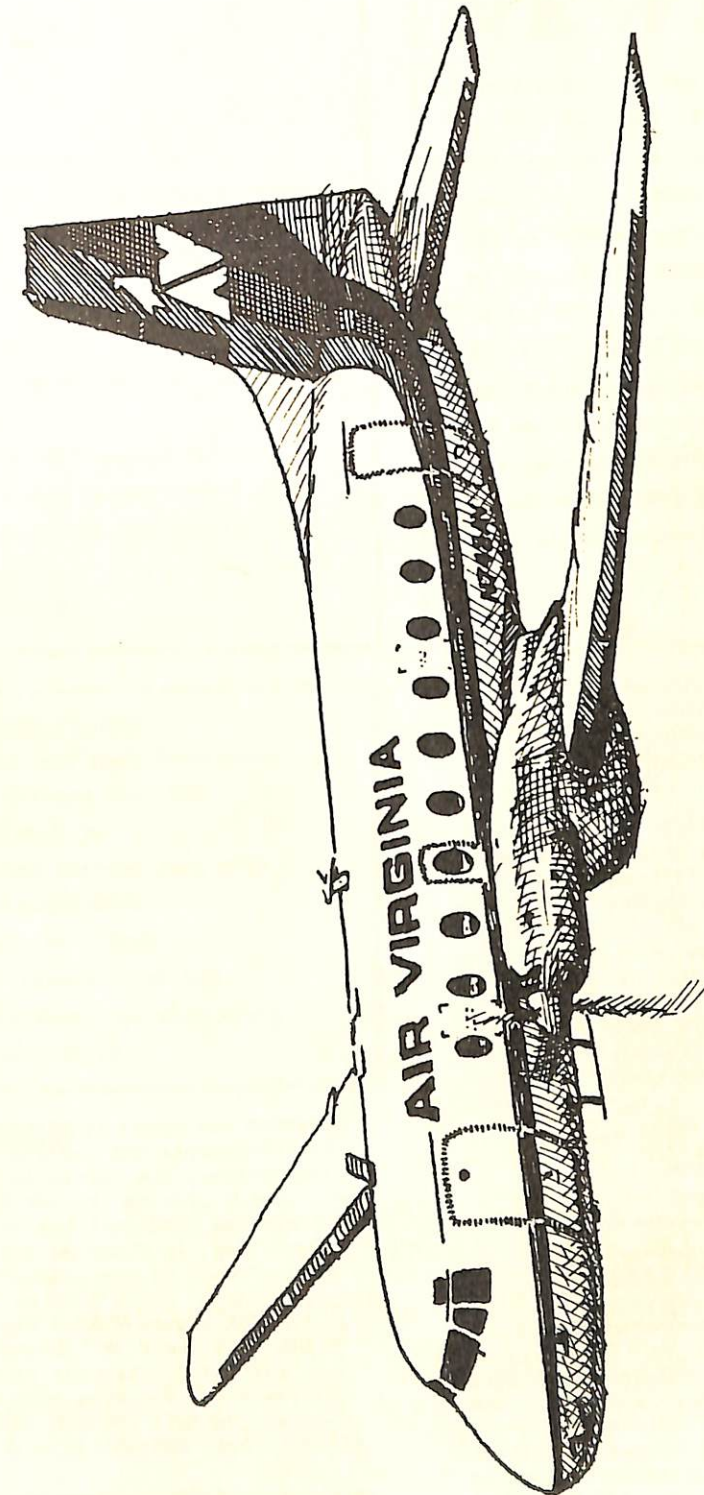
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## EUROPE news

Europe News is the Quarterly Newsletter of WAHC Europe. It currently runs to around 22 pages per issue and contains regular columns on Postcards, Stickers/Labels & Modelling. Other recent articles have included...The DC3 in Europe, Flown Postal Covers, The LICII's of LTU and many others.

We are offering a Subscription to Europe News for £3.50 per year.

Please note we will ONLY accept Sterling payments & that we will despatch by Surface Mail only. Please send your application to WAHC Europe, 74 St Leonards Gardens, Heston, Hounslow TW5 9DH England.

### AIRLINERS TO MEET

Airline Photo Show and Mini Convention  
Saturday October 30, 1982

10 am-6 pm

Airport Ramada Inn (Across from DTW)  
8270 Wickham Road  
Romulus, Mi. 48174

Admission \$4.00 (Canadian \$4.50)

Children under 14 free when with adult

All others \$1.00

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## PACIFIC NEWS

Pacific News is the new Quarterly Newsletter of WAHC Pacific. The newsletter will feature articles on post cards, stickers/labels and modelling. There will also be features on the various carriers serving the area as well as news on the domestic scene.

We are offering a Subscription to Pacific News for \$15 (Australian) per year.

Additional information on the Pacific Branch of the World Airline Hobby Club and the Pacific News can be obtained from Gavin J. Miller  
2 Hartington Way, Carine 6020, Western Australia, Australia.



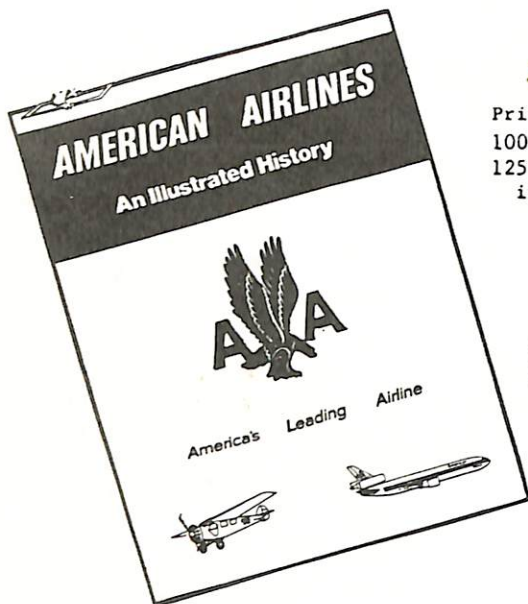
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There still remains a few copies of Mr. Cearley's first airlipe history book about Braniff Int'l. "Braniff-With a Dash of Color and a Touch of Elegance" is available from the author for \$15. The price of this book, plus the new one includes postage.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



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COMING--Volume 7: The Convairliners 240-990