



CAPTAIN'S LOG

Winter 1982





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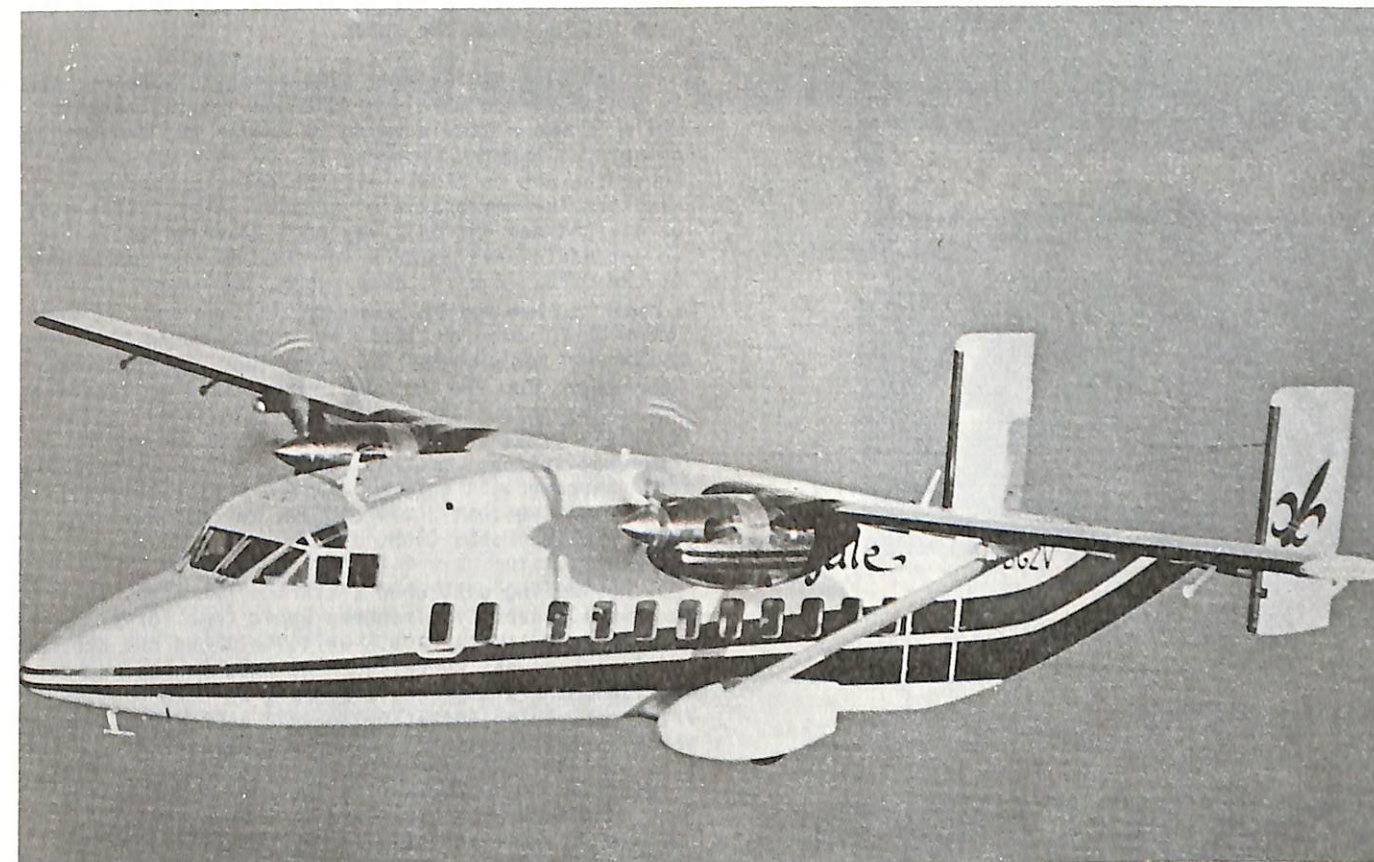
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Please report any change of address promptly to the WAHC President. Improper address will result in your not receiving a copy of the CAPTAIN'S LOG; third class postage rate does not allow for forwarding. If it is necessary to send an additional copy 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: A public relations shot of a Royale Shorts Skyvan taken while in flight over the Gulf of Mexico. WAHC file photo.

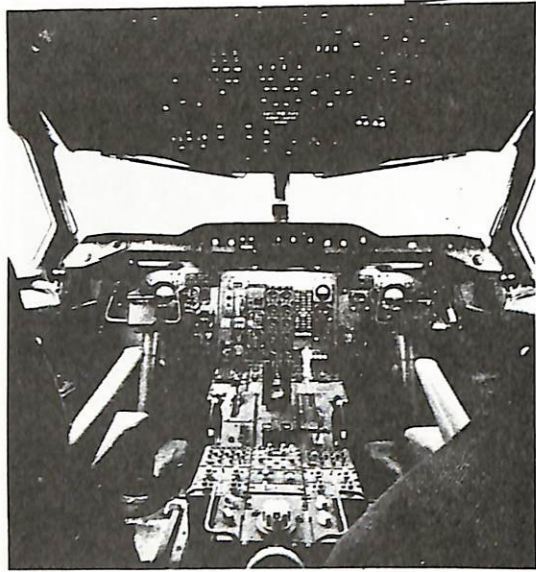
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Cover Photo: Metro Commuterliner of Crossair. From the Gerritsma photo collection.



...from the left hand seat...

by

Paul Collins

From myself and the other members of the staff of the CAPTAIN'S LOG, a wish that your holiday season was filled with much happiness and joy. It is our wish, and hope, to make your life a little bit more enjoyable in 1983 by giving you four super issues of the LOG. With material lined up and in the works, I am sure that we will be able to do this.

Many of you have already sent in your 1983 renewal checks, for which I thank you. Enclosed with this issue of the LOG is another renewal form for those of you that have not as yet sent in your check and form. For those of you that have renewals due at a later time in the year, please fill out the form and send it in. We would like to have complete information on each and every member for the 1983 membership roster which will be included with the next mailing of the LOG in late March.

Starting with the Spring 1983 issue, your Club membership expiration date and membership number will be shown on the shipping label of the LOG. As an example, in my case, the number will look like this: 123183000001. The first six numbers represent the month, day and year that my membership will end. The next three numbers represent special information for office use, and the final three numbers, at this time, represents your membership number. Membership cards will not be sent out to those renewing their membership, unless requested.

At this time I would like to urge as many of you as possible attend the 1983 Airliners Int'l. Convention. The Club business meeting this year will go a long way towards how the Club will be operated in the coming years. Several times the issue of having Club officers has been brought up on the floor of the business meeting, each time being put down for one reason or another. Many members feel that the Club will sink if officers are elected to run the operation due to the "politics" that evolve from

such operations. I am not quite sure that this is true, but something has to be done, and soon, or the Club will go down the tubes.

The Club was started with about 18 members back in 1975. We now have over 650 dues paying members. While it was a simple thing to handle the memberships of several hundred members, it now is a very time consuming job to handle all the details that go with handling the membership of so many. The duties must be divided and the only way that I see to do it is to get additional members involved in the operations of the Club. I will, once again, try to write up a constitution and by-laws that will be read at the Convention, voted on, and then submitted to the Club membership for approval or rejection. If approved, nominations for the various offices will be received and voting held. As you can see this is all going to take a great deal of time, at least two years. If the constitutional plan is rejected, I don't have any idea where we will go from there. I have only so much free time that I can or want to devote to the World Airline Hobby Club, I need help.

My feeling was, when I started the Club, that in several years Club members would come forward and want to operate the Club. Well, this has not happened and I am somewhat surprised. We have a great number of Club members that could operate as Club President, VP, Treasurer or Secretary as well as Board of Director members, if they wanted to do so. Maybe I have thwarted their desires to do such things by my being a "dictator" with regards to the operations of the WAHC. Maybe I have given the impression that I do not need or want any help from Club members in the operation of the organization. Maybe I have, but it was not intentional. If any of you have been waiting for a signal from me that I wanted aid and assistance in operating the World Airline Hobby Club, than consider this a RED FLARE, or an S-O-S! Drop me a line if you are interested.

Now, on to more pleasant things. With this mailing of the LOG we are including information on registration for the 1983 Airliners International Convention to be held in Washington, D.C. in June. We hope that all of you give some consideration on attending this super get together.

The next issue of the LOG will feature the Boeing 737 and Piedmont Airlines. Also featured will be the three main airports that serve the D.C. area. Future issues of the LOG will feature such aircraft as the Lockheed L-1011, one that a lot of members have expressed interest in, the BAC-1-11, another requested type, some of the earlier historical type aircraft as well as features on the likes of Mohawk, United, TWA, and the carriers of Central and South America. We will also be carrying a page in the next several issues on the comments that you have made on the survey being taken on the back of the membership renewal form. We will be trying to answer as many requests as we can, so please bear with us while we find some writers to cover the topics that you are requesting.

I hope to hear from some of you before the next issue goes to the printer. Until then, happy collecting!

Paul →

The Metro Commuterliner

by

Joop Gerritsma

On August 26, 1969, a sleek new aircraft took to the sunny skies over San Antonio, Texas. Called the Metro, the aircraft was the brainchild of Ed Swearingen, a gifted aeronautical engineer who earlier had made a name for himself in modifying former war planes into comfortable corporate transports. He had also modified standard Beech Queen Air 65 aircraft with more powerful engines which, together with other modifications, gave the aircraft a notably hotter performance.

Following this he designed an entirely new range of eight-seat corporate transports under the name Merlin, which met with moderate success. The Metro was an outgrowth of this line of Merlin aircraft and today more than 250 are in service with or on order by more than 40 operators world wide. Production was running at 2½ aircraft per month at the end of 1982 and the Metro's offspring, the SF-340, is under joint development by Fairchild-Swearingen of Texas and SAAB of Sweden. The first prototype should have flown by the time these words are read and production is planned to reach six aircraft per month by 1986.

Yet, less than 10 years ago Swearingen Aviation Company, builder of the Metro, was bankrupt after only one had been delivered. The aircraft seemed heading for oblivion as just another foot note in aviation history.

Design of the 19-20 passenger Metro started in 1968 as an outgrowth of the Swearingen Merlin. In its intended role and capacity the Metro was aimed at the fast expanding American commuter market to compete directly against the already successful deHavilland of Canada Twin Otter. (See the Captain's Log, Fall 1981.)

As first flown, the SA 226-TC Metro was powered by two Garrett TPE 331-3-3C3 propjets of 895 shp each. Wing span was 46 feet 3 inches, length 59 feet 4 inches and wing area 277.5 square feet. The aircraft was designed for a gross weight of 12,500 pounds, which was the maximum then allowed for commuter aircraft under FAA regulations. Empty weight was 7,600 pounds and maximum payload 3,900 pounds. With a maximum cruise speed of 300 mph, the range was 300 miles at a cruising altitude of 20,000 feet. A convertible passenger/cargo interior was offered as standard. Following extensive test flying, certification of the Metro was granted by the FAA on June 11, 1970.

Simultaneously with the introduction of the Metro, Swearingen had announced it would also manufacture a 12-passenger corporate business aircraft version of the Metro under the name Merlin IV. (The Merlin II and III were smaller, eight-seat twins, and the Merlin I had been a project only.) The Merlin IV would be identical to the Metro except for its cabin layout and passenger amenities. Certification for the Merlin IV was received on September 22, 1970.

But less than a year later the dream of Ed Swearingen seemed to have ended. In 1970 only one Metro and one Merlin IV were sold and delivered, to a Congo, Africa, mining company and to Litton Industries respectively. Sales of the smaller Metro variants were also down and in the summer of 1971 Swearingen Aviation Company filed for voluntary bankruptcy.

Reprieve came later that year when Fairchild Industries (as it was then called) announced it would take over the Swearingen Company and its Metro/Merlin IV and Merlin III production lines. On February 15, 1972 Fairchild officially formed a subsidiary under the name Swearingen Aircraft Corporation which took over the San Antonio plant and most of its personnel, and production of the three aircraft types resumed.

Fairchild had first become involved with the Metro/Merlin in 1969 when it was contracted by Swearingen to build the wing for the new Metro/Merlin IV and the smaller Merlin III which used the same wing. At the time of the collapse of Swearingen, Fairchild-Hiller, as the company had become known, had several wing sets in production and had already delivered sets it had not yet been paid for. It was this involvement that made Fairchild-Hiller decide to continue production of the basically sound and economic Metro.

Under Fairchild management sales improved and by the beginning of 1975 a total of 14 Metros and 22 Merlin IV's had been sold, the majority going to American operators. But the corner was really turned in 1975 when six Metros and 12 Merlin IV's were sold. Twelve Metros were sold in 1976 and 20 in the following year.

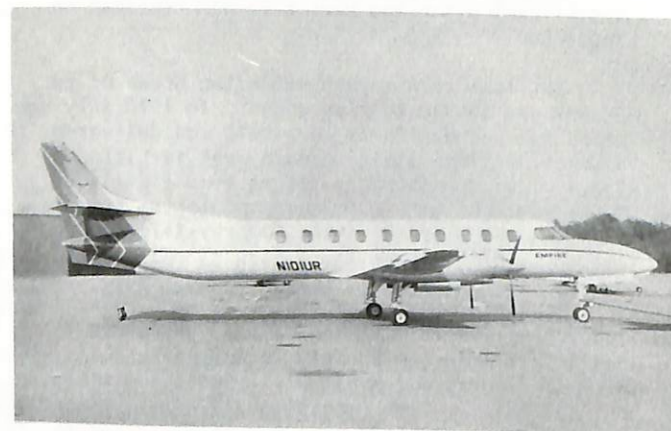
1975 also saw the introduction of the Metro II/Merlin IVA. Among the changes in the new version were rectangular windows in the cabin, instead of the circular porthole-type windows of the earlier



SUN AIR LINES Metro N5336M, c/n TC-208E at Los Angeles, California in March of 1979. John Wegg photo



SOUTHERN AIRLINES Metro II N70A, c/n TC-241 at Memphis, Tennessee in the summer of 1978. Gerritsma photo



Metro II N101UR, c/n TC-233, of EMPIRE AIRLINES at Oneida County, New York on July 30, 1971. Gerritsma photo



SABENA of Belgium used this EUROPEAN AIR TRANSPORT Metro II, OO-JPI, c/n TC-221, for a short time, Shown here at Brussels, Belgium October 16, 1976.



COCHISE AIRLINES Metro II N25AZ, c/n TC-266, at Tucson, Arizona in February of 1979. John Wegg photo



Metro N5355M, c/n TC-211EE of COMMUTER AIRLINES at Broome County, New York on June 28, 1976. Gerritsma photo

version. The cabin noise level was brought down greatly by extra insulation and new flying and ground handling systems were introduced as well.

But an even more remarkable feature was the optional stand-by rocket engine installation in the rear fuselage. This 350 lb. st. Aerojet solid rocket booster is installed in the tail cone and it allows the aircraft to make take-offs at full take-off weights from airfields as high as 7,000 feet altitude. Other modifications gave the Metro II a slightly higher cruising speed on the same horsepower. The Metro IIA is identical to the Metro II but offers a higher gross weight under FAR Part 41 regulations.

The Metro entered commercial service in the United States in March 1973 with Commuter Airlines of Broome County Airport, Binghamton, New York, which had ordered two in the previous year. Commuter Airlines was soon followed by Air Wisconsin of Appleton, Wisconsin, which placed three Metros in service. Many other operators have followed after the first two. Among the nearly 30 American commercial operators using the Metro, there are several with multi-digit fleets. Air Midwest has 16, Midstate Airlines 12, Rio Airways and Skyways 11 each. Other operators with substantial fleets are Air Wisconsin (9), Britt Airways (8), Cascade Airways and Air Oregon with seven each.

One former operator of the Metro deserves special mention, since it was not a commuter airline, but a regional carrier. For many years Southern Airlines of Atlanta, Georgia had maintained a fleet of elderly Martin 4-0-4 piston engined aircraft to serve a number of airports in its network that were unsuitable to the carrier's DC-9 jets, either because there was not enough traffic to justify a DC-9, or because the airports could not handle the twinjet. The Martins, however, were long overdue for replacement and Southern decided to replace them with the Metro II, seven of which were ordered. The first went into service on April 8, 1977, on routes from Atlanta. However, with the merger of Southern and North Central into Republic Airlines in 1979, the Metros were sold and replaced by North Central's Convair CV-580 propjets.

Sales to non-American airlines have remained small, with most operators using the type having only one to three aircraft. One exception is Crossair of Switzerland, which operates 10 Metro II and III models on its domestic and international third-level services out of Zurich.

In 1980 Fairchild-Swearingen first flew the Metro III/Merlin IVC. This new version differs from the previous models in having a new 57 foot wing of 307 square feet and uprated engines driving four-bladed propellers instead of the three-bladed props of the earlier models. The more powerful engines allow an increased gross weight of 14,000 lbs. and an increased cruising speed with a range of up to 714 miles.

In its Metro III/Merlin IVC version, the aircraft comes with two Garrett AiResearch TPE 331-11U engines of 1,000 shp each, and in the Metro IIIA version (still without a Merlin equivalent) the power is supplied by two Canadian Pratt & Whitney PT6A-45R engines of 956 shp each. The P&W engines were introduced on the Metro to provide a customer

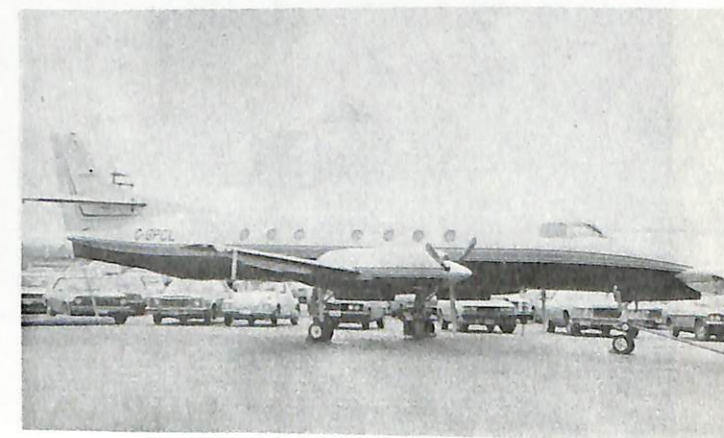


Metro II N57RA, c/n TC-322 of RIO AIRWAYS at Memphis, Tennessee in December 1980. Gerritsma photo

option for airline operators who already have other P&W powered aircraft in their fleets. For American commuter operators, the Metro III/IIIA is certificated under FAR Part 23 and SFAR Part 41 regulations.

In the United States the Metro/Merlin IV is in service in just about every state of the union, from New England to Hawaii and from Alaska to Florida. In South America it serves with the Venezuelan and Argentine air forces in the communications role. In Europe the German carrier Euro Express uses it for fast parcel delivery out of Frankfurt; in Australia, Air Queensland uses seven on third-level services out of Cairns, Queensland.

But it is not only the Metro that has seen and is seeing airline service. Several Merlin IV business aircraft have over the years been bought by air carriers, mostly second-hand, and are operated as freighters. One such operator is Soundair of Warton and Toronto, Ontario, Canada.



SOUNDAIR, Canada, Merlin IV cargo carrier, C-GPCL, c/n AT-017 at Toronto, Ontario, Canada on Nov. 13, 1980. Gerritsma photo

Besides two Metro II's, the carrier also operates three Merlin IV's on its cross-Canada small package delivery service.

The Metro is of conventional all-metal construction. It has a cylindrical fuselage and a two-spar wing with integral fuel tanks. Standard seating is for 19 passengers in two-abreast seating with a central aisle running down the fuselage between the seats. An optional 20th seat can be provided at the expense of some space for hand luggage. The cabin is pressurized and entrance is through a door in the port forward fuselage. This door contains its own integral airstair. A large door is in the rear port side of the fuselage which gives access to the baggage compartment.

Utilization of the Metro is enhanced by the full-length cargo floor with tie-down points. Both these features come as standard equipment and operators are able to switch from passenger to cargo

configuration, or any mix of these desired, simply by moving the aft bulkhead. To allow for quick conversion, the cabin seats fold flat against the wall for stowage. An all-cargo version, the Metro IIC, is also available. Another version, the Metro IIE Expeditor of 1976, is a 14 passenger high-density business aircraft that can quickly be converted to mixed passenger/cargo or all-cargo configuration, or even as an ambulance aircraft for 10 stretchers.

The Metro III/Merlin IVC is now the current production version of this successful series of aircraft. In total, 14 Metro aircraft were produced, 169 Metro II, 14 Metro IIA and 58 Metro III's as of August, 1982. Merlin production totals are 20 Merlin IV, 38 Merlin IVA and 28 Merlin VIC so far. Orders for 111 SF-340 aircraft have been received by the two partners in the project. Of these 88 are for commuter airliners and the other 23 are corporate transports.

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Metro III
Fairchild Swearingen Corporation

Toronto Commuter Airlines

by

Joop Gerritsma

Four Ontario, Canada, commuter airlines are serving Toronto, Ontario, even though this city of three million is located in an area of the province that is abundantly blessed with good highways. But there are always regional centers too far away to be comfortable to reach by car and be back again the same day. Between them, the four carriers link Toronto with 13 such centers in northern, eastern and southwestern Ontario, Quebec and New York state.

Toronto has three commercial airports and between them, the four carriers use them all. To the west is the large Toronto International Airport, sometimes referred to by its old name of Malton Airport. To the south, on an island in Lake Ontario in the mouth of Toronto harbor, is the Toronto Island Airport. This small former wartime training base is only 15 minutes by ferry and bus from downtown Toronto and therefore is popular with businessmen using it. The third airport is Toronto Buttonville, to the north. This airport is privately owned by Toronto Airways, which is also the parent company of one of the commuters serving the city.

The aircraft flown by the four air carriers include Convair CV-580, Saunders ST-27 and Beech 99 propjets, and the piston-engined Piper Navajo in its Chieftain and Panther versions.

Toronto received its first commuter type air service in the mid-Sixties. A Montreal, Quebec, airline, Royalair, operated a Lockheed Lodestar on a service between Montreal and Toronto along the St. Lawrence Seaway and the north shore of Lake Ontario. Along the way the aircraft stopped at several regional centers. But Royalair could not make a go of it. The airline went bankrupt and the service died with it. When last heard of, the Lodestar was serving the public as a roadside hamburger and hot dog stand somewhere in Quebec!

AIR ONTARIO

Commuter air service returned to Toronto in 1967 when Great Lakes Airlines of Sarnia, in western Ontario, opened a twice-daily DC-3 service between the two cities.

GLA had been formed in 1960 as the flight division of the Holmes-Blunt Company, a large foundry business in Sarnia. At that time the fleet consisted of a tri-gear Beech 18 and a Cessna 310, but when the division was re-organized as a public airline in 1967, two DC-3s were bought.

They were replaced in 1969 by two ex-Swissair Convair CV-440s and London, Ontario, about halfway between Sarnia and Toronto, was added an en-route stop. While flying with GLA titles, the two Convairs retained their red Swissair colors.

In 1973-74 four ex-Linje-flyg (Sweden) CV-440s were acquired and these made it possible for GLA to add Kitchener-Waterloo in southern Ontario, and Peterborough and Ottawa in eastern Ontario, to the network. But while the ex-Swissair Convairs retained their red Swissair colors, the ex-Linje-flyg aircraft continued operating in light blue colors of that carrier.

Toronto lost the link with Kitchener, Peterborough, Ottawa and London in January of 1975 when GLA closed down all but the nonstop Sarnia-Toronto services. The reason for this was the unreliability of the old, worn-out Convairs and some administrative problems in the company itself.

All services except to Kitchener-Waterloo, were resumed later that year, after GLA had been sold to new owners, its headquarters moved to London, Ontario and above all, after three CV-580 propjets had been lease-purchased from Allegheny Airlines to replace the old piston CV-440s.

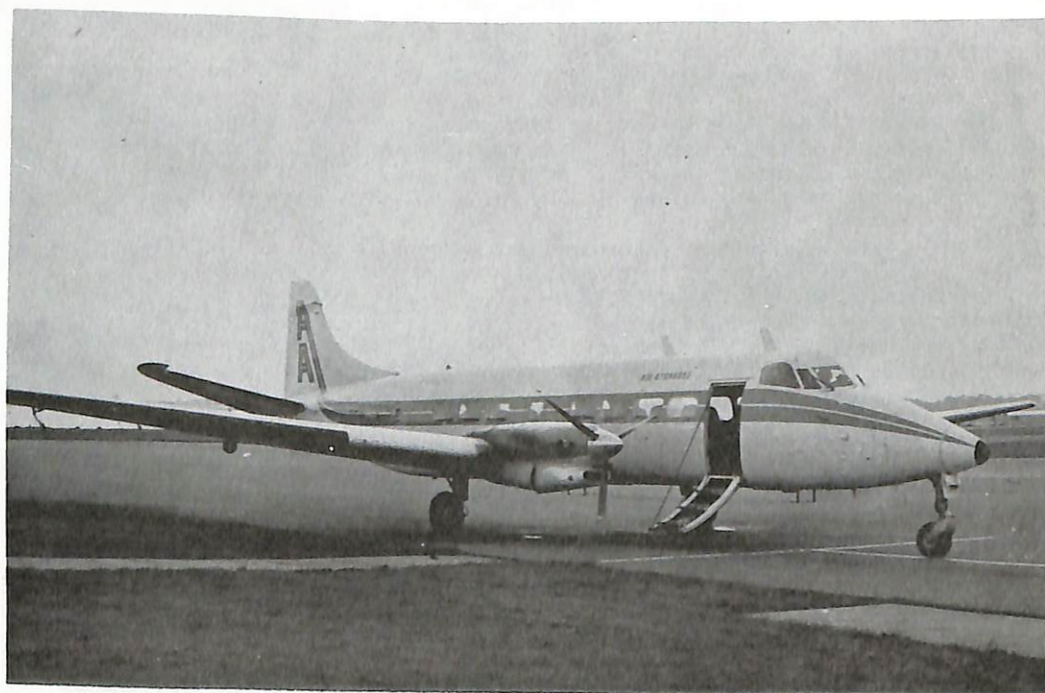
GLA also took over all but one of the daily Air Canada Toronto-London return services when the national carrier pulled its DC-9 jets off the route in 1975.

Effective April 27, 1981, the start of the summer schedule that year, GLA adopted the name Air Ontario, which is more in line with its plans of becoming Ontario's own regional airline. In early 1981 Air Ontario turned its Toronto International-Peterborough-Ottawa service over to Air Atonabee and replaced it with non-stop Toronto International-Ottawa service.



AIR ONTARIO CV-580 C-GDTC, c/n 89, at London, Ont.
June 4, 1982. Gerritsma photo

AIR ATONABEE ST-27 C-FJFH, c/n 011, at Toronto
Island Airport, September 29, 1981. Gerritsma photo



AIR ATONABEE

Two years after the start of services by Great Lakes, another small Ontario operator started commuter services into Toronto. The carrier was Otonabee Airways.

This airline had been formed at Peterborough, Ontario, in 1970 as a flying school and air taxi firm. Using Cessna twins it began scheduled commuter services from Peterborough to Kingston, Ontario; Montreal, Quebec; and Toronto Island Airport with Saunders ST-27 twin propjets for 23 passengers.

The ST-27 had been conceived by David Saunders of Montreal. It was a stretched, twin propjet modification of the British DeHavilland Heron with four piston engines. Built at Gimli, Manitoba, Canada, only 12 were converted before Saunders Aircraft went bankrupt in 1976. In 1979 Otonabee Airways took over the remaining assets of Saunders, including two remaining ST-27s..

Otonabee started non-stop Toronto Island-Ottawa service in 1980. In 1979 the carrier had taken over Wagner Aviation of Kingston, Ontario. With this takeover came traffic rights from Kingston to Toronto, Ottawa and Syracuse, New York. Through this acquisition, Otonabee Airways received traffic rights from Toronto to Ottawa, but with a stop at Kingston.

When the company was granted non-stop rights between Toronto Island and Ottawa in 1980, it sold the Kingston base with its traffic rights to Ottawa, Toronto, Montreal and Syracuse to Torontair of Toronto.

In January 1981 the name Air Atonabee was adopted after a re-organization of the company and the Toronto Island-Ottawa service was extended to Montreal. In that same year Air Atonabee also took over the Toronto International-Peterborough-Ottawa service from Air Ontario when the latter started non-stop Toronto International-Ottawa services.

TORONTAIR

In 1979 a third small airline started commuter services from Toronto. April 30 of that year saw the inaugural flight by Torontair from Toronto Buttonville to Elliott Lake, a nickel mining town on the north shore of Georgian Bay, off Lake Superior and 260 miles northwest of Toronto. Services started with a Piper Navajo, but from October 1980, a Beech 99 airliner took over.

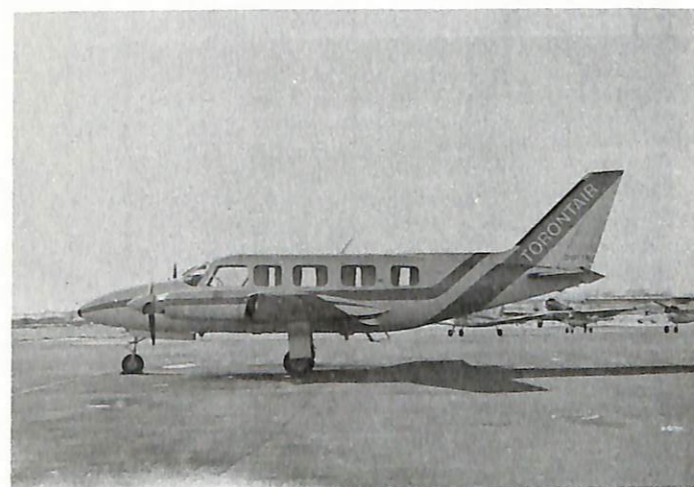
Torontair was formed at Buttonville Airport in 1948 under the name Gillies Flying Service. The name Toronto Airways was adopted in 1963 with the expansion of the company's flying training activities and the operating name Torontair was adopted with the opening of the Elliott Lake service.

Following the acquisition of the Kingston operating base and traffic rights from Air Atonabee in 1980, Torontair established scheduled services from Toronto Buttonville Airport to Kingston, Ottawa, Montreal and Syracuse. In 1982 Brockville, also in eastern Ontario, was added. Also in 1981 the Toronto Buttonville to Elliott Lake service was routed through Toronto International Airport.

VOYAGEUR AIRWAYS

Voyageur Airways of North Bay, Ontario, is a newcomer to the Toronto commuter market. It started North Bay-Toronto Island Airport services in 1981. The two daily return flights make a stop at Toronto International if required. Services initially started with Piper Navajo Panther aircraft, but these were replaced by Saunders ST-27 in 1982.

Although being new to Toronto, Voyageur Airways has a long reputation as a northern bush air carrier. Its fleet of single and twin engined aircraft is kept busy during the summer flying tourists, hunters and fishermen into northern lodges. In the winter, many isolated northern communities depend for their survival on regular resupply services by Voyageur.



TORONTAIR Piper Navajo Chieftain C-GYVK, c/n
117752029, at Toronto-Buttonville Airport
December 5, 1980. Gerritsma photo



TORONTAIR Beech 899 airliner C-GE01, c/n U-152,
at Toronto-Buttonville Airport, June 7, 1982.
Gerritsma photo



VOYAGEUR AIRWAYS ST-27 CF-LCL, c/n 006, at Toronto Island Airport, May 27, 1982. Gerritsma photo

PRESENT AND FUTURE FLEETS & SERVICES

The four commuter carriers are operating four main types of aircraft on their services. Air Ontario has a fleet of five CV-580s; Air Atonabee and Voyageur Airways both rely on the Saunders ST-27, with six and two respectively; and Torontair uses both the Beech 99 airliner (3) and the Piper Navajo Chieftain (4).

Voyageur has two Navajo Panther and three Navajo as back-up aircraft and Torontair uses three Piper Aztec for the same purpose.

But there is change in the air. Air Ontario is eyeing some destinations now being served by Air Canada. The national carrier is rumored wanting to withdraw from these and Air Ontario wants to fill the gap. If that materializes, small jets may be bought.

Air Ontario, through its subsidiary, City Center Airways, and in co-operation with a Montreal firm, could be operating DeHavilland Dash-7 STOL aircraft by 1984 over a Toronto Island-Ottawa-Montreal downtown-to-downtown service. Traffic rights for this service have been received already.

Air Atonabee, while opposing the new Air Ontario STOL service because it is in direct competition with its own service, is hoping to keep its share of the market and has ordered five Dash-8 aircraft for 1984-85 delivery. It says the Dash-8 is faster than the Dash-7 and passengers will prefer it for that reason.

Meanwhile, the airline may order some larger aircraft as interim types to supplement the ST-27 on some existing and new services it has applied for. The Short 360 is said to have the inside track.

Torontair, after building up its services with the Navajo, has acquired three larger Beech 99 in the past two years. Some of the Navajos are now in all-cargo configuration and it is expected that the largest expansion will be in this area. The carrier has not yet ordered larger aircraft and it expects that the Beech 99 will meet its needs for the foreseeable future.

(Copyrighted 1982 by Joop Gerritsma)

Britt Airways

by

Phil Brooks

Britt Airways, one of the nation's largest regional airlines, was incorporated in July 1956 as Vercoa Air Service, with its principal place of business being Vermillion County Airport, Danville, Illinois. The company's founders were William and Marilyn Britt, and Raymond and Gayle Cramer.

Shortly after Vercoa's founding, the Cramers sold their stock in the company to the Britts. Vercoa Air Service initially offered air taxi and charter service, flight training, fuel service, and aircraft sales and maintenance at Danville. Business was slow in the beginning, so Vercoa changed from being a service-oriented company to one concentrating on the sale of aircraft, which proved to be more lucrative.

In 1964, Vercoa purchased several twin-Beech E18 and C45H aircraft to use in transportation of explosives under contract to the U.S. Government between widespread points in the Continental United States. This was a very successful operation. The Beeches were also used for passenger charters as well as providing on-demand charters for Lake Central Airlines when mechanical difficulties with Lake Central aircraft would have left some of their cities with a temporary loss of airline service.

The experience gained with the operation of the twin-Beeches proved to be very valuable, both from a maintenance and operations standpoint and from the needed exposure that it gave Vercoa.



ABOVE: The Beech 99 is the backbone of the Britt Airways fleet.

In mid-1968, Lake Central Airlines, the dominant air carrier at that time in the Southern Great Lakes area, was taken over by Allegheny Airlines. Soon after, the latter announced that it sought to suspend service at several small cities on the ex-Lake Central system due to low demand. Allegheny approached Vercoa to see if they could provide air service under contract to Allegheny as an Allegheny Commuter. The Allegheny Commuter idea was a new one, but it seemed to be working successfully in the East, where a similar arrangement had already begun operations.

Vercoa agreed to a contract, and on July 28, 1968, the first of what was to become a fleet of twelve Beechcraft 99 airliners was purchased to begin services on the Danville to Chicago route. The Beech 99 was the first aircraft designed specifically for the commuter airline market, and has a capacity of twelve to fifteen passengers. It has proved to be a very dependable aircraft, perfectly suited to the high frequency operations characteristic of commuter airline operations. The economics of the Beech 99 proved to be a key factor in Britt's early success, and still serves with Britt today on its lower-demand routes.

The next route served by Vercoa as an Allegheny Commuter was Danville to Indianapolis, followed shortly by Bloomington, Indiana to Indianapolis. As Vercoa proved its fitness to Allegheny, more routes were turned over to it. In March 1971, Muncie, Indiana was added with service to both Indianapolis and Chicago O'Hare airports. More Beech 99s were purchased for the new routes. Terre Haute service to Indianapolis and Chicago was added in June of 1974. The fleet of Beech 99s stood at six at this point.

In November, 1974, Vercoa's maintenance and corporate headquarters were moved from Danville to Terre Haute. The city had offered space to Vercoa to establish its base at very reasonable rates. Vercoa changed its name to Britt Airlines, Inc., in February, 1975.

In early 1976, Ozark Airlines dropped service to Galesburg and Sterling/Rock Falls, Illinois. Britt met with the community leaders of these cities and arranged to provide replacement services at the former Ozark points.

This service was provided by a new division of Britt known as Britt Airways, Inc. This was related only in name to the former operating division which was incorporated in 1968 as a Delaware Corporation involved in the explosives transfer business. Unfortunately at the time of incorporation, demand for this service was decreasing, so after a short time operations were terminated.



ABOVE: Here we see two Metro II's and two Beech 99's at Chicago, loading for early departures.

For the new Britt Airways services additional Beech 99s were acquired. Operations of this division were conducted separately from the Allegheny Commuter division to prevent a conflict of interest. Initial service was provided from the two cities to Chicago O'Hare airport in September, 1976.

This initial Britt Airways operation touched off a chain of events with other cities contacting Britt to see if they could provide needed airline service. New cities and services added included Bloomington and Moline, Illinois to Chicago, and Indianapolis to Champaign and Bloomington. Indianapolis was the first city other than Chicago where Britt Airlines and Britt Airways met. There the Airlines operation was handled by Allegheny, while the Airways operation was handled by Britt Airways employees. Flights were also separated from each other in the gate areas.

In September 1979, Ozark Airlines flight attendants went on strike and operations were suspended. Britt Airways provided temporary service in Ozark's strong Peoria, Illinois-Chicago O'Hare market. After the strike Britt stayed in the market, and today this is one of Britts' major routes.

In late 1979 service was inaugurated by Britt Airways on the Springfield, Illinois-Peoria-Chicago, Indianapolis-Evansville, Indiana, and Evansville-Chicago routes. Several more Beech 99 and 17 passenger Swearingen Metro aircraft were purchased for the new routes.

In early 1980, due to United Airlines' reduction in service to Moline from Chicago, Britt decided that it was time to search for a larger airliner to be used on its more popular routes. Air New England, a former commuter airline which had received C.A.B. Certification, and served mainly ex-Delta routes in the Northeastern United States, had run into financial difficulties and offered to sell two of its 47 passenger Fairchild

FH-227C aircraft to Britt. These were delivered in the spring and summer of 1980. Since these aircraft were larger than the norm for commuter-type airlines, Britt was required to conduct its Fairchild operations according to Part 121 of the Federal Aviation Regulations.

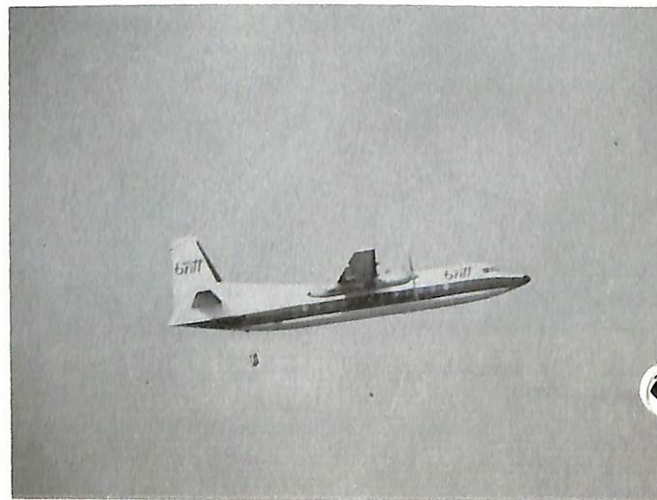
In early 1981, Britt Airways/Airlines was in a continued period of expansion. At this time it was realized that to continue the agreement to provide service for Allegheny Airlines, which had changed its operating name to USAir, would not be in the best interests of Britt. (Britt Airlines had to give part of its earnings on the Allegheny Commuter routes to USAir, and this was cutting into earnings.) Therefore, agreement with USAir was reached to have Britt Airways replace Britt Airlines service in all points served under the Allegheny Commuter agreement, effective April 26, 1981. Britt Airlines ceased to exist as of this date, and now all Britt operations were conducted under the banner of Britt Airways.

Britt has continued to expand, even in these difficult economic times. More Illinois cities were added, with Britt succeeding Ozark in Burlington, Iowa as well. Cincinnati service was added to Indianapolis and Evansville, and more flights were added in the Evansville to Chicago market, which had recently been vacated by Delta Airlines. This has become one of Britt's major routes.

The Britt fleet has grown to a present total of 27 operational aircraft, including 12 Beech 99s, eight Swearingen Metros, and seven Fairchild FH-227s. Currently more Fairchilds are in the process of being added to the fleet.

Corporate and Operations headquarters for Britt Airways are located at Hulman Regional Airport, Terre Haute, Indiana. President is William C. Britt, and his wife Marilyn is the Vice President. Directors of Departments include: Marketing, Daniel K. Britt; Operations, Delbert Huffman; Consumer Affairs, Daniel Copp; Customer Service, Robert Pfrommer; Inflight Services, Karen Miller; and Sales, William Gammon.

BELOW: Britt is starting to acquire a fleet of Fairchild Fh-227C's for their busier routes.



Maintenance for the Britt Airways fleet is conducted at Terre Haute for the Beech and Metro, and Bloomington, Illinois for the Fairchilds. Minor overnight maintenance is also conducted in Evansville and Springfield, under contract to Airesearch Aviation. Plans for the future include a large Fairchild maintenance base at Terre Haute. All flight following, required under Part 121, and all dispatch duties for flight operations are conducted by Britt Flight Control at the terminal building in Terre Haute.

Britt staffs most of its stations with its own personnel, with the exception of Moline and South Bend, Indiana, where United handles operations, and St. Louis, where Ozark Airlines provides personnel. Also ground handling of Britt aircraft is performed by Ozark at Springfield and Champaign, Illinois.

Reservations for Britt Airways flights are taken in two reservations centers, at Indianapolis and Bloomington, Illinois. Britt utilizes the Sabre computer system, marketed by American Airlines, for its reservations and operations functions.

Since Britt Airways is privately held, figures concerning revenue and statistics such as passenger totals are not made public, although the company is known to be very profitable, and passenger totals are known to average between 70 and 80 thousand

per month. In July, 1982, the CAB, which Britt must report its figures to, declared Britt Airways to be the nation's largest regional/commuter airline.

Britt Airways' goal is to provide frequent, convenient air service for cities which had previously been served by larger carriers at a higher cost. Service is provided from these cities to larger cities where connections can be made to larger carriers traveling to more distant cities. Flight schedules are constantly being updated to provide the most convenient connections at hub cities.

Plans for the future of Britt Airways include continued service to existing cities with service expansion to larger city pairs, where higher revenue can be obtained. New aircraft types are being evaluated constantly, as soon the Beeches will need to be replaced. Larger aircraft types are being considered, as traffic on several routes has grown tremendously, and any high density routes acquired in an expansion could not be served economically by the 47 seat FH-227s.

Britt Airways has grown consistently since its formation, and with the coming of better economic times in the United States, there is no reason for Britt not to expand its fleet and route system.

Commuter Makes Good At CVG

BY

PAUL COLLINS

The pros and cons of deregulation will be discussed for years to come. Did deregulation help or hurt aviation business? For one carrier in the Ohio Valley, deregulation did not hurt them because they were determined to make a success of the airline business. That carrier is Comair, the commuter airline based at the Greater Cincinnati International Airport.

Comair began service out of CVG in March of 1977 using Piper Navajo type aircraft. Initial routes included service between Cincinnati and Cleveland, Akron-Canton, and Evansville, Indiana. These were all markets that the trunk carriers were writing off their schedules.

There was some hesitancy by the business community in the Greater Cincinnati area to fly in the "smaller" Navajo since they were so used to flying in the larger aircraft of the trunk carriers. However, it did not take them long to realize if they were to make their appointments in distant cities, Comair was their best and fastest mode of transportation. Business picked up.

Business picked up so well that additional aircraft were needed to carry the increase in passengers. Seven Piper Navajo Chieftains, capable of carrying nine passengers each, were added to the Comair roster. The carrier was now serving Dayton, Columbus, Detroit, Cleveland, Akron-Canton and Indianapolis.



ABOVE: Comair started service with one Piper Navajo. N77AL, c/n 31-534 was one of the first on the roster.

RIGHT: When business started to increase, Comair purchased seven Piper Navajo Chieftains. N72CZ has c/n 31-7752154.

BELOW: The eighth Bandit purchased by Comair was N78CZ shown here at CVG. All photos of Comair equipment by Air Pix.

From early 1981 and on, the major trunk carriers were pulling out of many markets within the operating area of Comair. This vacuum left by the departure of the American's, TWA's and others, allowed Comair to continue to expand their route system. Additional cities of Lexington, Kentucky, Huntington and Charleston, West Virginia were added to the ever growing city list served by this fast growing commuter.

With the addition of new cities, and again, increased load factor, the management at Comair started to look for a new type aircraft that would serve the new passengers that were finding that flying a "small" airline was not all that bad.



After checking the market, president and chief operating officer of Comair, David R. Mueller, made the decision, it was to be the Brazilian made turbo-prop Bandeirante. Mueller liked the way the aircraft handled and it's mechanical reliability. The range of the aircraft also suited the area in which Comair operated.

During 1981 and 1982 business continued to increase on the routes served by Comair. The new Bandits were doing their job and load factors continued to climb. Passengers boarded during 1982 totalled nearly 139,000. The little airline in the Valley was growing!

Another major aircraft purchase was made in early 1982. The company ordered two Shorts SD 330-200s. According to Jay Selman, in a story he did on Comair in Professional Pilot (Oct. 1982), Mueller thinks that image is extremely important to a regional airline. With the acquisition of the Shorts, Comair took on the "look" of a much larger carrier.



TOP: Embraer Bandeirante PT-SBW was the Bandit that came to CVG to be used as a crew trainer.

CENTER: N75CZ is shown here winging it way on one of the many daily flights out of CVG each day flown by Comair.

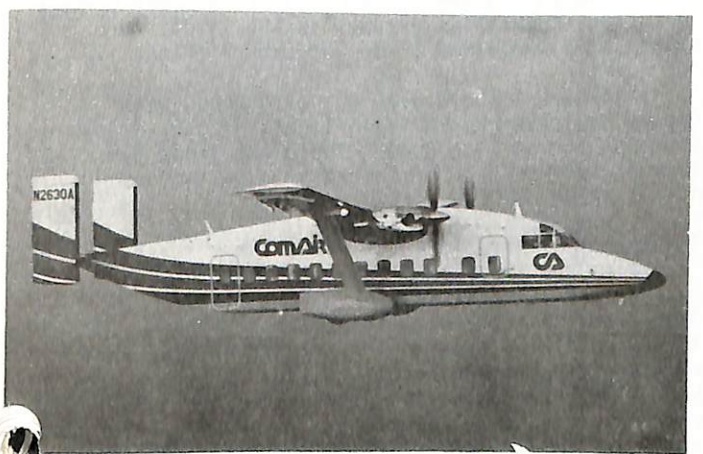
BOTTOM: The "new kid" on the block is the Shorts SD-330. This is a post card issued by Aviation World. Photo by Jay Selman.

The appearance of the Shorts over the area around CVG also stirred some controversy. The very unusual shape of the SD-330 had some of the locals thinking that the military was again flying "Box-cars" out of CVG. However, the Shorts soon became a familiar sight while on training flights out of Greater Cincinnati.

With the purchase of the Shorts, Comair had to add an additional member to the aircrafts crew, a flight attendant. Up until the time of the 330's, the carrier had been able to operate without this important member of the crew, simply because their aircraft was of the size that did not require or in some cases could not accommodate a flight attendant. You can now be served a coke and peanuts on Comair flights!

The future for Comair certainly looks bright. With the major trunks pulling out of non-productive markets, the commuter and regional type airlines have the maket on which to build their future. The area served by Comair is one of business and industry, and as the economy gets back on its feet, the need for good, regularly scheduled airlines will be a very important factor in helping industry to maintain their busy schedules. Comair will be there to help.

Comair serves 11 major market areas with over 48 flights a day from their busy "joint" terminal with Delta Air Lines at the Greater Cincinnati Airport.



SOUTH FLORIDA AIRLINE

HISTORICAL SOCIETY

The South Florida Airline Historical Society will hold their first semi-annual meeting of 1983 on February 19 (Saturday) from 10:30 am until 5:00 pm at the Ramada Inn, Miami International Airport (east of terminal). Address of the Inn is 3941 N.W. 22nd Street, Miami, Fl. 33142. Telephone a/c 305-871-1700.

There will be a door donation of \$2. Those desiring to have a table for display of material will be assessed an additional \$4. Hotel rooms for those having an airline discount will be \$39. All others must pay \$60.

For additional information please contact Bruce Drum 9521 W. Fern Lane, Miramar, Florida 33025.

THE TRAY TABLE

by
Keith Armes

As mentioned in the last CAPTAIN'S LOG the demise of Braniff Airlines has made instant collectables out of their china, glasses and silverware. Many items are still available (check your local airline caterer) so now is the time to complete your sets.

When Braniff ceased operations the china service in use was the commonly called "Grey Line" setting. This name came from the distinctive grey band which encircled the plates and coffee cups. Although initially designed and used for international flights, the grey line was also used domestically for awhile near the end. Before this, Braniff used a solid white service domestically which could only be identified from the bottomsides markings which included the word Braniff. Other distinctive items in the Braniff china settings were the cappuccino mugs and demitase sets. Both were black with white trim; a highly unusual color combination in the world of airline china.

The mug was produced by several manufacturers but the most sought after one was made by Hall China and inscribed on the bottom with "especially made for Braniff International". The Braniff dove also appeared next to the inscription. Another demitase set produced and used was based on the Calder theme. It included a cup which was printed with a depiction of the multicolored cowl as seen on one of the engines of the Calder painted DC-8's Braniff used.

The Braniff glasses used were either printed with the dove on the side or the initials BI on the base. The most striking was the cognac glass which had the dove and BI on the base.

Silverware used at the end (and for many years prior) was the distinctive black handle variety. Braniff was the only U.S. airline I know of which used anything but plain stainless or silverplate. The reason for the hard plastic handle was to prevent the passenger from having to pick up a cold piece of silverware to eat a nice hot meal. A complete listing of Braniff items follows to keep looking and GOOD LUCK!

Braniff Items List

China

	Grey Line	White
Dinner Plate	9"	7 5/8"
Salad Plate	7"	5 3/8"
Bread Plate	5 1/2"	
Soup Bowl	6"	
Coffee Cup	3 1/2"	
Saucer	5 1/2"	
Cappuccino Mug	2" diameter	
Demitase cup	1 3/4" diameter	
Saucer	4"	

Glasses

9 oz. Old Fashioned	Stem Wine Glass
Cognac Glass	Liqueur Glass
Rock Glass	

Silverware - Black Handle

Knife	Fork	Spoon	Cocktail Fork
	Demitase Spoon		Serving Fork and Spoon

New Items Department

Trans Australian Airways is the latest to start using Wedgewood (remember Laker) china.

Pan Am will be coming out with menus with covers depicting historical flights of the various aircraft the airline used. These are great for framing and would be of interest to collectors of all areas.

Available for trade--British Concorde menu. This is a beautiful menu with the British Airways crest on the cover and a British Concorde in flight. The back of the menu contains a flight certificate. If you would like to trade for one of these collector items, write Paul Collins, 3381 Apple Tree Lane, Erlanger, Kentucky 41018.

Printed Matter

by
John Irby

"The Sporty Game", by John Newhouse, published by Knof, Inc., New York, 1982, \$14.98, hardcover.

Some troubling questions face the American commercial aerospace manufacturers during the latter 1980s: Will McDonnell-Douglas follow Lockheed in exiting the airliner marketplace? Will the European Airbus consortium surpass Boeing as the world's leading supplier of jet transports? What role will the Japanese manufacturers play--competitors, or partners?

John Newhouse's important new book, "The Sporty Game", addresses these questions with some disturbing revelations and even more disturbing predictions. For example: Newhouse states his opinion in "Sporty" that Boeing's new 757 and 767 jetliners are too large and too expensive to be economically viable for the airlines in the slow-growth 1980s. His book also predicts that Airbus, not Boeing, will produce the all-important 150-passenger jet to replace the ubiquitous Boeing 727. He sees the Japanese, now partners with Boeing on the 767 program, striking out on their own by the early 1990s and competing against Airbus for the 150-passenger jetliner business. And as for McDonnell-Douglas, "Sporty" devotes an entire chapter to the design blunders that led to the DC-10s troubles and concludes that both the DC-10 and the hybrid-technology, DC-9-80, will cease production from lack of orders before this decade is out.

Newhouse doesn't forget how badly some of our domestic and flag airlines are doing either, and he serves up many opinions on that subject. A footnote in "Sporty" mentions the recent bankruptcy of Braniff Airways. Many pages detailed how Juan Trippe's ego had the Boeing 747 designed to be far too big for the markets it was to serve. And Mr. Newhouse states his theory that the development of the 747 marked the start of the general decline of financial fortunes for most all airlines, particularly those competing in the United States. Why? Because the 747s led to a series of high-priced widebodies, the DC-10, L-1011, A-300, A-310 and 767, that caused airlines to play the "one-upmanship" game in buying that expensive added seating, without the real passenger growth to fill those seats. Newhouse is of the opinion that Pan Am, Eastern and Western may follow Braniff's path to eventual bankruptcy due to excessive expansion of seating capacities.

And what is "the sporty game", from which this book derives its title? It is a phrase used by the marketing executives of the commercial aerospace manufacturers that describes the conventional wisdom on how to book large jet transport orders with the airlines, that is, by pushing your company, via promises to the airline, to very high levels of technological and financial risk to get the order. And how risky is the "sporty game"? Consider this, only two jetliners, the Boeing 707 and 727 series, have sold successfully enough to turn net profits for their builder. Every other jetliner, including such big sellers as the DC-9 and 737, are still returning red ink entries on their builder's ledgers.

This book may make you angry, it may make you fearful, it may make you sad, but Newhouse's theories are too steeped in facts to ignore. To date, "The Sporty Game" is the best book I've read on the commercial airliner building and marketing business--I advise all of you who want to know more on this subject to save the \$15 to purchase and read this important book.

"Martin 2-0-2 and 4-0-4" by Richard J. Hurley, published by ATP, Inc., San Jose, California, 64 pages, illustrated, \$5.00, 1976.

This particular book is of keen interest to me since Florida seems to be the one of the few places seeing Martin 404 aircraft in daily airline service. Two local airlines, Provincetown-Boston Airline and Marco Island Airways, still fly the "Martin-0s" on intra-Florida commuter routes.

Dick Hurley puts together a very concise, but interesting, look at Martin Company's only post-war commercial aircraft. Historical information, production lists, specifications and a complete (up to 1976) operator's list is included in this monograph. Numerous black and white photos, many probably being quite rare, are also jammed into this little book.

Some say that the Martin airliners weren't as successful as the competitive Convair 240/340/440 series, either in sales or performance. Still the

404 operated in the money for such airlines as Eastern, TWA, Piedmont and Southern, and operates in the money for at least two commuters today. Dick Hurley's monograph gives us both sides of the story so that we may more accurately judge this important airliner for ourselves.

FLY YOUR OWN 747

If you or your kids got an Atari 400 or 800 home computer for Christmas, Thorn/EMI Video Games has one of the most accurate flight simulators available for it called "Jumbo Jet Pilot". This simulation game comes in an easy-to-load ROM cartridge that plugs into the left slot (like PAC-MAN) on your Atari Home Computer. Using both the keyboard and joystick you can taxi, take off, fly, navigate, maneuver and land your "747". The video display shows most all of the key flight instruments and a simulated view "out the cockpit window". As you master daylight flying, you can choose a night option and/or flying the "747" at higher weights. To obtain this excellent simulation game check with your local Atari retailer. Prices on this product vary from \$47 to \$55, depending on the store.

"Passengers", by Thomas G. Foxworth and Michael J. Laurence, published by Doubleday, \$17.95.

Passengers get little attention in this tour-de-force aviation novel surely one of the most gripping ever written, yet they are never far from the reader's mind since the story's essential theme is that "acceptable risk" factor that passengers don't hear about. Anders is a young pilot on his first flight with a revolutionary jumbo jet when, through some mysterious construction flaw, the plane develops an uncontrollable tremor approaching New York. Ander's efforts to ground the plane and institute a public inquiry meet with blank rejection, then threats on his life: the manufacturer has a loan extension hearing coming up, and the airline, in the face of stiff foreign competition, has staked its future on a "Big Season" service to Europe. Things come to a shattering climax as Anders, due to pilot the plane on its inaugural Big Season flight, makes a frantic bid to abort takeoff by means of a secret adverse report on the plane's performance sneaked out of West Germany.

Mr. Laurence is a screenwriter, Foxworth an airline pilot and the author of "The Speed Seekers." (Mr. Foxworth is also a member of the WAHC.)

THE MODEL SHOP

by
Dave Minton

If you want to model the Short Skyvan or the Swearingen Metroliner, you will have about four choices, unless you scratch build. Listed here are the possibilities known to me:

Airtec	1/48	Swearingen (metal props)	\$16 +
Airtec	1/30	Short Skyvan (metal prop)	\$17 +
Airfix	1/72	Short Skyvan (Olympic)	\$ 6 +
Rareliners	1/144	Swearingen (plus ATP)	\$ 7 +

Beyond these kits, you are pretty much on your own. I have not seen any of the Airtec kits, which include the Metroliner, the Merlin, the Short 330, and the Short 360, so I will not comment on them, other than to note that they are probably made of expanded foam, and come with metal props and window decals.

The Airfix kit represents the S.C. 7, with the Garrett TPE 331 turbo props. I haven't built the model, but can make some few comments. It is molded in soft white plastic and has clear parts, about 153 pieces all together. The plastic is notably soft, so work carefully with it. There are a large number of parts due to the inclusion of interior detail, various types of antennas, and so forth. For example, there are a total of eight pilot parts. Two are military (for the Sultan of Oman markings), and six are civil (for the Olympic markings). Of the six civil pilot parts, two are bodies and four are arms. All of the cabin windows are separate parts. This ends up giving you a lot of parts.

Surface detail is very nicely done for the most part. The fuselage, however, goes together as four main parts, like a box. There are two internal horizontal reinforcing and one vertical one. The horizontal ones form the floor and roof of the cabin interior and the vertical one is at the back of the cockpit, it is small and T-shaped. The horizontal reinforcing are useful, the vertical one only slightly better than useless. In my kit, all of the fuselage parts were slightly warped. I suspect this is a common occurrence. What it means to you, the builder, is that you will use more time and effort to assemble the parts. Glue the fuselage in sections, to overcome the warpage, and check constantly for any hint of mis-alignment, particularly in the right angle between the floor and roof, and the cabin walls.



Short Skyvan in the colors of Summit Airlines. Cheat line is light green over royal blue.

The Olympic markings provided with the kit are useable, but they are flat, a bit thick, and slightly yellow. Alternate markings you could make up pretty easily are Interstol (G-ASZJ), and Summit (N70DA). You might also consider Hawaiian Air (N371HA), using the Micro-Scale sheet, but you will have to convert the model to a 330 series. I have not tried the decals to see if they would fit.

The Rareliners Swearingen, which I have built, is pressed in 27 parts. There are no clear parts. The kit is molded in black plastic and was made using a low pressure process. This means, to you, that the attachment points between the parts and the trees are somewhat thicker than you are probably used to, and you will have to cut them away carefully. The plastic also seemed, to me, a bit softer than most--this does not create any particular problem, but you will have to work it carefully to assure no serious scratches in the finish. Here are a few other assembly tips.

To begin with, you will have to drill the holes for the landing gear parts. If you use a pin for this process, do it before you paint, and trim the excess pin flash away. Assemble the horizontal tail parts with the tabs in the forward

RARELINERS P.O. BOX 6283, BELLEVUE, WA 98008-0283

FAIRCHILD-SWEARINGEN METRO II

1/144 SCALE PLASTIC KIT
RECOMMENDED FOR THE EXPERIENCED MODELER

28 INJECTION MOLDED PARTS
DECALS FOR 3 AIRLINES

SUGGESTED RETAIL PRICE--\$6.00

most possible location. There is some slight problem with the alignment of the upper and lower engine nacelle parts. To minimize the effect of this on the appearance of the finished model, assemble the parts with the outside edge fitting best, and fill and sand the interior seam. Do all of this before you assemble the wings to the fuselage. If you build the model in the Air Oregon markings, the chocolate brown called out in the instructions should match the chocolate brown in the Air Oregon wording from the decal sheet.

Scalewise, the model comes to 46 ft 06in in span and 60 ft in length, compared to 46 ft 03 in in span and 59 feet 4½ in length of the real aircraft. This is within the error of measuring the model in 1/144 scale. The model appears to have the early configuration of the Garrett Airresearch TPE 331-3U-303 turbo props. About the only notable error in outline is in the slope of the windscreen, which may be just a tad too steep. All in all, a nifty little model.

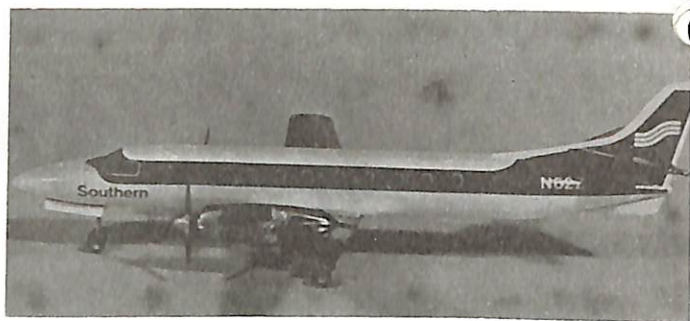
Decals are up to the usual excellent quality of Rareliners, and provide for Empire (N103UR), Air Oregon (N547M), and Rio (N13RA). In addition, ATP has available a decal sheet for the model in the old Southern markings. This is also an excellent sheet. Both the model and the markings are available from ATP, Inc.

In the new goodies department, there are several items to note.

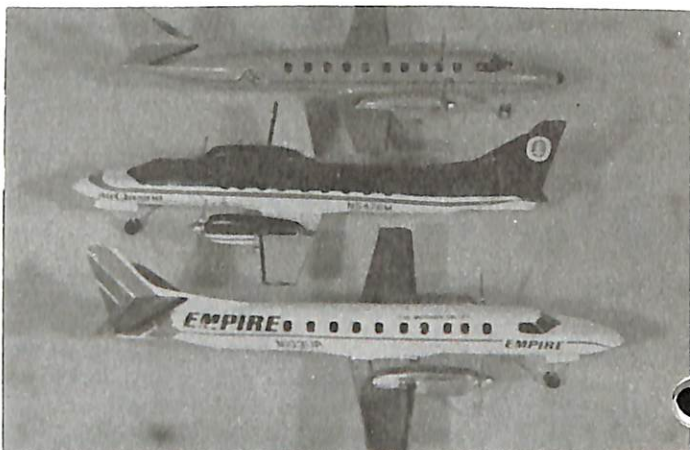
World Airline Fleets 83 is on the market, and it is up to the usual standards. It is basically in the same format as usual, but has a somewhat more artistic cover. The cover photo nicely shows the flag from merry old England, since it depicts an Air Wisconsin British Aerospace 146. It just keeps getting bigger (and more expensive). Also, a word about World Airline Fleets Monthly. It no longer exists. It has been replaced by Aviation Date News, which basically follows the same format as WAFM, but includes more frequent and complete updates.

From ATP, Inc. came a couple of new decal sheets, besides the one for the Swearingen. The F-28 kit is now available, and I will give a complete review of it in a later issue. The markings provided with it are Empire (or you can get it without markings). The Empire sheet is extremely nice, providing for both windows (which are decal, since the fuselage is solid), and the wing walks (which go in both directions). The instructions provided with the model explain how to cut the window decal for the correct spacing, depending on the version you build. Further, I have seen the artwork for an Air Wisconsin sheet for the Metro (1/144), and it too is excellent. All photos this issue are courtesy of ATP, Inc., and we are thankful, since we were not able to complete ours in time for publication.

There are two corrections to the ATP review from the last issue: (1) the Continental sheet is packed with a cargo door (it was inadvertently left out of my review sample-see photo), and (2) the new sheets are for Peoplexpress and Pacific Express. The Pacific Express sheet for the BAC 111 is currently available, and the artwork for the Peoplexpress is also done. The Peoplexpress will provide for both the 737-130 series, if you feel like converting, and the new 737-200s coming from CP Air.



ATP's new sheet for the Rareliners Metro is the final color scheme for now departed Southern.

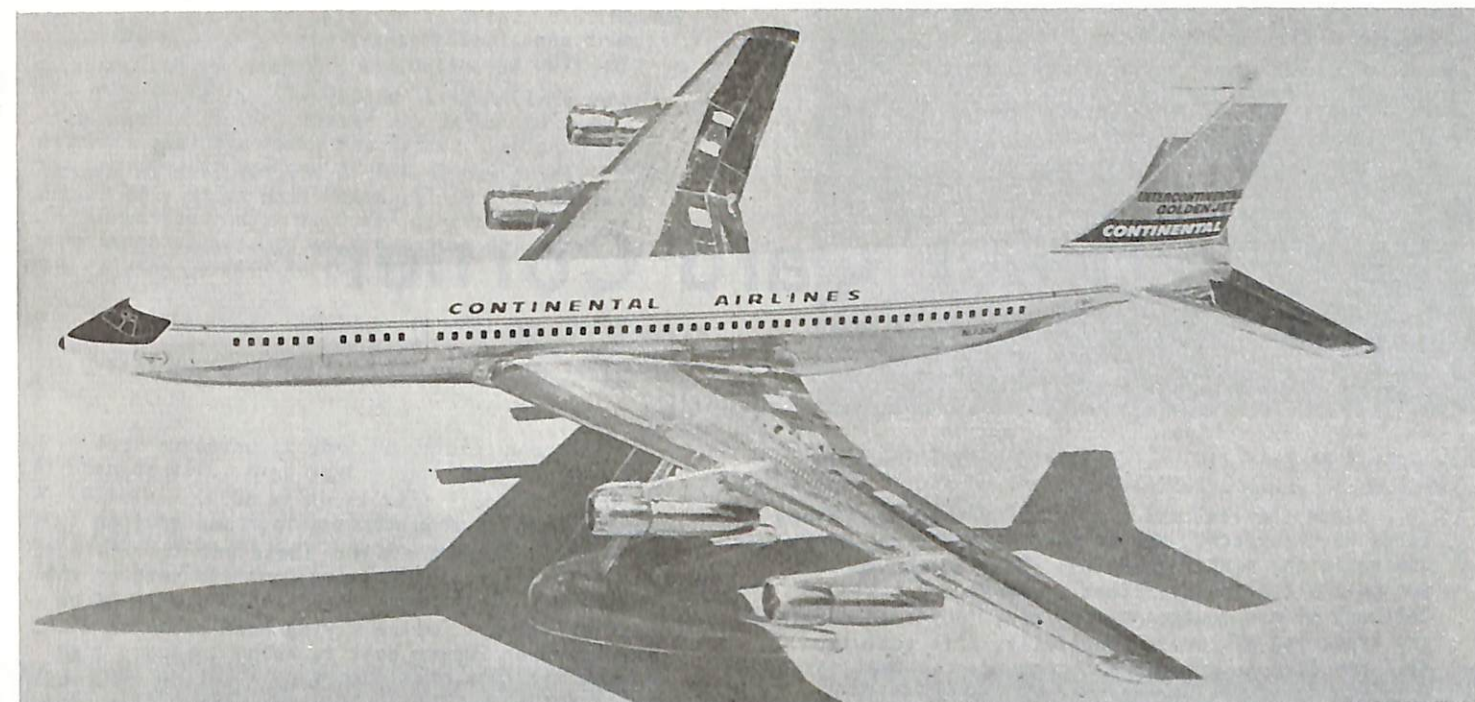


The Rareliners Metro kit comes with decals for three different carriers as depicted here, Empire, Rio, and Air Oregon.

ATP announces the following decals in the near future: American Overseas, Alaska Golden Nugget, Pan Am 727-200, and reprints of the Revell Pan Am DC-7 sheet and the Eastern Connie sheet (originally done by Scalemaster). There is also an Eastern 1/150 scale DC-3 in the works. And one final correction from the last issue, the DHC-7 will be injection molded (like the Swearingen) and not vacuum formed.

Finally, member Robert Hachman notes that the following remakes of the 1/100 Nitto/Entes kits are available from Hobby House Ltd., in Canada, at about \$20 (plus shipping) each. These are an Air Canada DC-9 (probably the same 40 series), and a Pacific Western, a CP Air, and a Nordair 737-200 (three separate kits).

No one sent in anything for the modeling hints section, so we will forgo it for this issue. We are COUNTING ON YOU--THE READERS--TO PROVIDE HINTS AND SUGGESTIONS ON MODELING. This is your chance to get involved with the Club. We would also like to receive photos of your models. The next issue we will be featuring the Boeing 737, so send in some nice pics of the 737s that you have modeled.



ABOVE: ATP's decal sheet for Continental Airlines 707. This sheet includes two different tail decals to fit on either the Revell or Airfix model. All window and door markings are included.

BELOW: This photo shows the new ATP Empire markings applied to the F-28 kit. All markings included with decal.



Post Card Corner

by
Peter Black

Since the last issue of the LOG a number of new cards have surfaced, and we have word of many more coming in the next few months. Despite the world economic situation, airlines all over are taking delivery of new equipment, and new, "upstart" carriers are appearing all over. Hopefully, this activity will continue to produce a bumper crop of post-cards.

New airline issues include a British Caledonian 747, a Wideroe Dash 7, a Brymon Dash 7 and also one of their Twin Otter, and Austrian DC-9-80, a new Air Gabon 737, an Ecuatoriana 720B in the rainbow color scheme, and a card of two Linjeflyg F-28s flying in formation. British Airways is issuing a series of cards with "British" titles to replace the old "British Airways" cards, and Delta Air Lines has finally done away with their giant size three panel cards. Unfortunately, its replacement is a smaller version of the most recent giant card. The Air Tungaru airline issued 727, mentioned in a previous issue of the LOG, was also used as a first day cover for a 50¢ stamp issued by the Republic of Kiribati on 18 Feb. 1982, so if you are unable to get the card through usual channels, it might be available from stamp dealers. Also used for a first day cover is a ground shot of a Cargolux 747, with a Luxembourg 35F stamp issued 28 Sept. 1981. Both this and the Kiribati stamp show the airplane that appears on the post card, so these are most unusual items. I have just received a set of 7 cards issued some time ago by Chosonminhang, also known as CAAK. This is the North Korean airline, and the set includes tow cards of IL-62s, two cards of TU-154s, plus one each of the IL-18, AN-24 and AN-2. About the only way these cards can be obtained is through a person who lives in Eastern Europe; I got my set via East Germany. If you want the set, try to get it in trade from a collector in the Eastern Bloc. I have never known this airline to answer a letter from the U.S. or Canada!

Another new source of airliner post cards is the British Post Office. That is the good news. The bad news is that these cards are usually available only in sets, and from post offices in only one region of the UK. For example, the Bristol Head Post Officer area issued four cards, all based on drawings. "...featuring Mail Carriers built in Bristol from 1830." One is a very nice British Airways Concorde card, but the other are an 1845

sailing ship, a 1905 "Trimobile," and an 1830 horse drawn mail carriage. These are available only in Bristol, and only in complete sets of the four cards. Southampton has issued a card of an Imperial Airways Empire flying boat over the docks where another Empire boat is being loaded. I am not sure if this one is part of a set or not, but it was issued by the Southampton Post Office. The Bournemouth Post Office has issued a four panel card showing scenes of the local airport, EAS Dart Heralds, and a fourth panel an AW Argosy with its nose door open. The post offices in Cornwall have a four panel card which contains a British Airways S-61 loading at the Penzance Heliport. From the Liverpool area there is a card of an EAS Dart Herald and a mail truck, which I believe is part of a set, but I have not seen the other cards in this set. Finally, there is a card of a British Caledonian BAC-111 at Gatwick being loaded with a mail bag, and with a mail truck in the foreground. This may also be a Post Office issued card, but the back of the card gives no indication of this, but shows it as having been published by Murray Ives. The best source of these cards would probably be collectors in the UK.

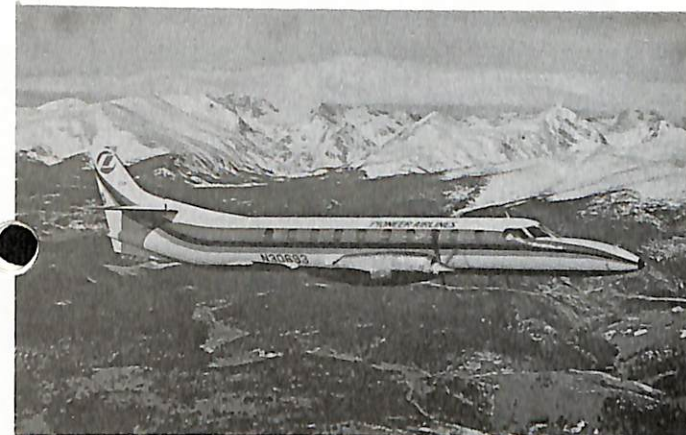
From the independent publishers, Editions PI of France has several new cards including an Air Inter Mercure (it looks like a large 737), and a Caravelle of the same airline, plus several cards of Lufthansa aircraft that appear to be made from the same photos as several of Lufthansa's own issues. Charles Skilton in the UK has produced a card of a British Air Ferries Viscount in a new color scheme, a land shot of a Cathay Pacific 747, and a British Midland F-27. A private publisher in Frankfurt has released a card of an Aerolineas Argentinas 747 landing over an airport roadway full of cars, and a card of Northwest Cargo 747 is due shortly. Aviation Color Photo has released a nice card of an Air Liberia 737, and Aviation World has new cards of a TWA 727-31 in its original colors, a TWA L-1649A Starliner, a Trans World Cargo 707 windowless freighter, and a TWA 767. Also an Empire F-28 in their new color scheme, an Eastern 757, a Frontier DC-9-80, a Comair Shorts 330, and an Air Afrique Caravelle 11R and Ozark DC-9 is due shortly from the International Airline Museum.

Not too many airlines have issued cards of the Swearingen/Fairchild Metro. In my collection

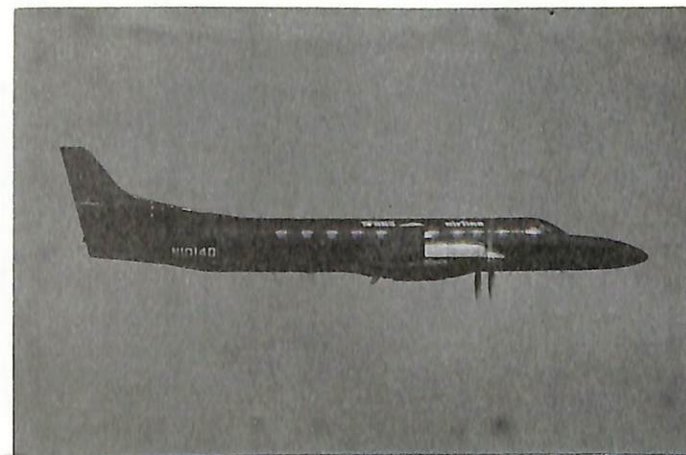
I have two cards from Switzerland of Crossair's Metro--one an airborne view issued by the airline, and the other a ground shot, from "Pro Blepmoos", which I believe is a publisher in Bern. U.S. Metros appear on two cards from Trans-Central, one from Skyways, and one from Air Wisconsin, as well as one from Pioneer. The latter is based on a magnificent photo by WAHC member Jay Selman of the aircraft over the Rocky Mountains. Jay also did the photography for one of the Trans-Central cards. A card of a Wings West Metro III is rumored to be in production. With regional carriers becoming more image conscious, we can expect more cards of the "flying pencil" in the future.

One late note: American TransAir has issued three continental size cards of their "new" 707. Two are of the airplane itself, one is an interior view.

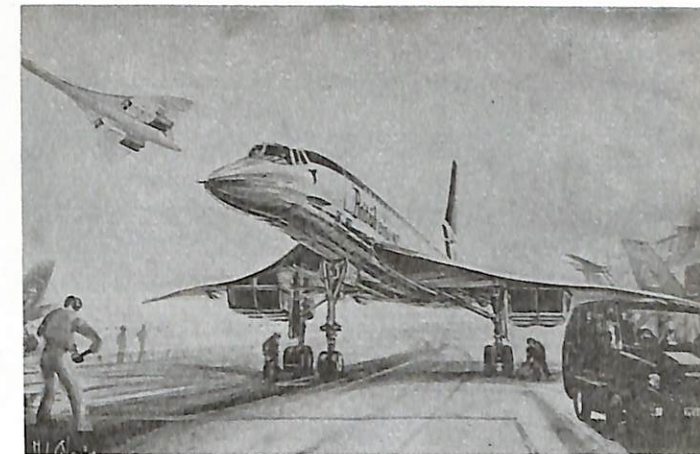
Just received at WAHC Hq is a nice card of an Air Canada 767. Also just received was a nice set of Lufthansa cards which we will illustrate for your enjoyment. Be sure to turn to this section next issue when we will be featuring the Boeing 737. Until then, happy collecting.



PIONEER'S Colorful Metro III, from a photo by WAHC member Jay Selman. Airline issue produced by Aviation World.



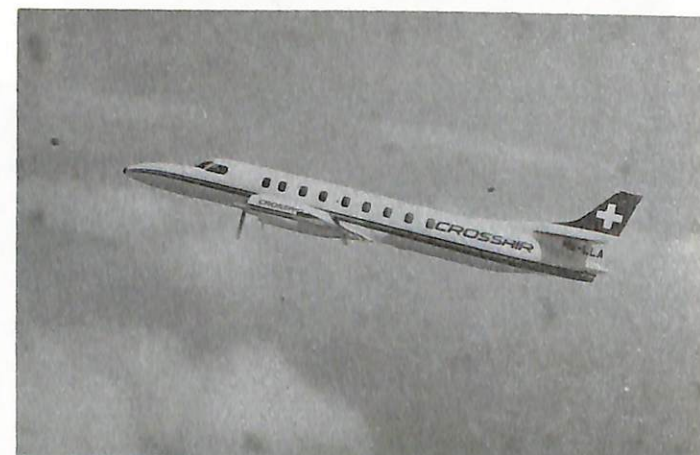
TRANS CENTRAL Metro III, from the International Airline Museum.



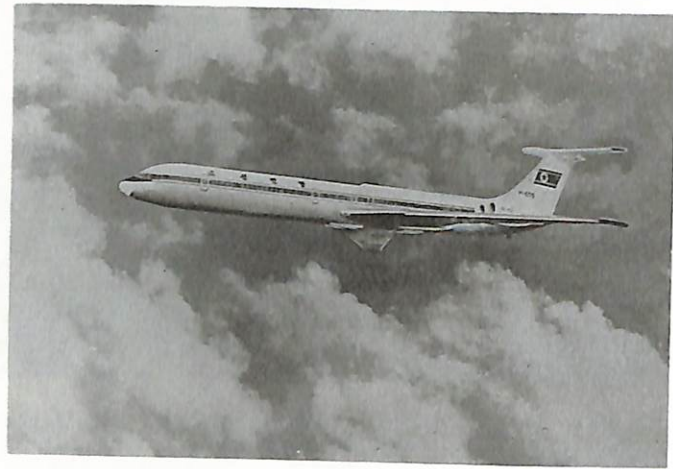
BRITISH AIRWAYS Concorde, another British Post Office card issued by the Bristol Post Office. Card identifier SWPR 15d.



Card of a CROSSAIR Metro issued by Pro Blepmoos.



CROSSAIR, a Swiss regional airline, issued this nice card of a Metro, our featured aircraft this issue.



This card of a CAAK IL-62 is part of a set of seven cards issued by the airline.



IMPERIAL AIRWAYS Empire Class flying boats, a card issued by Southampton Post Office. Card identifier is SWPR 18.



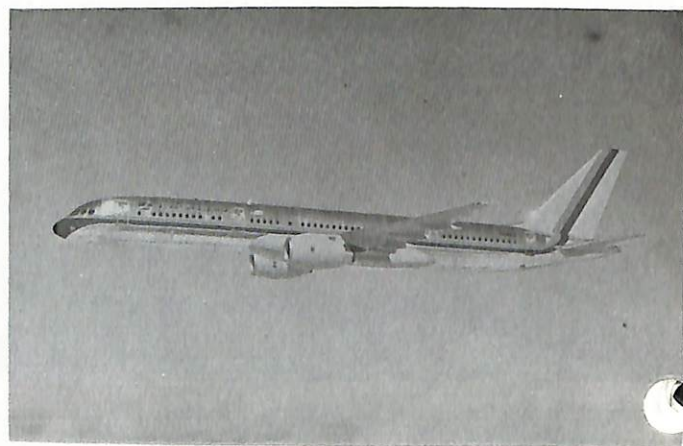
Aviation World's new FRONTIER DC-9-80 card.



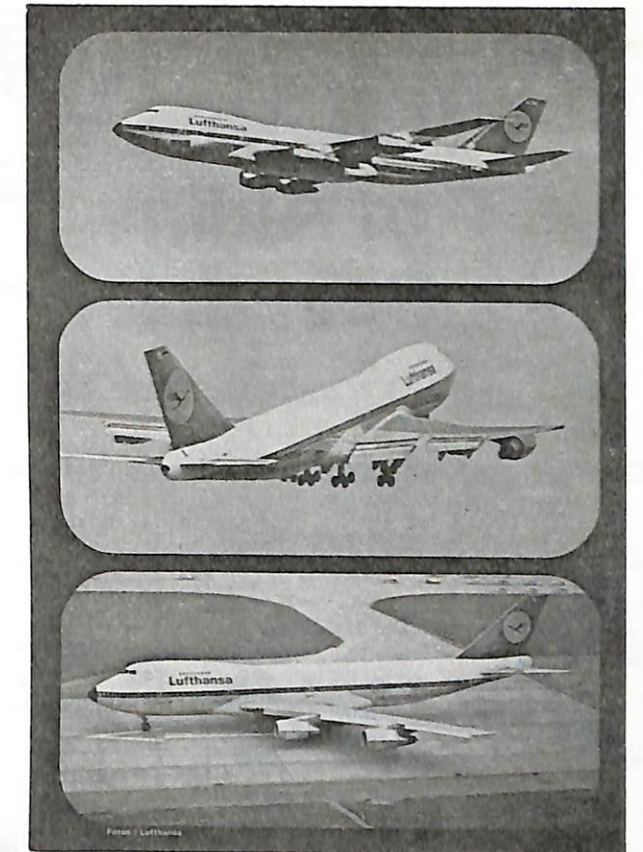
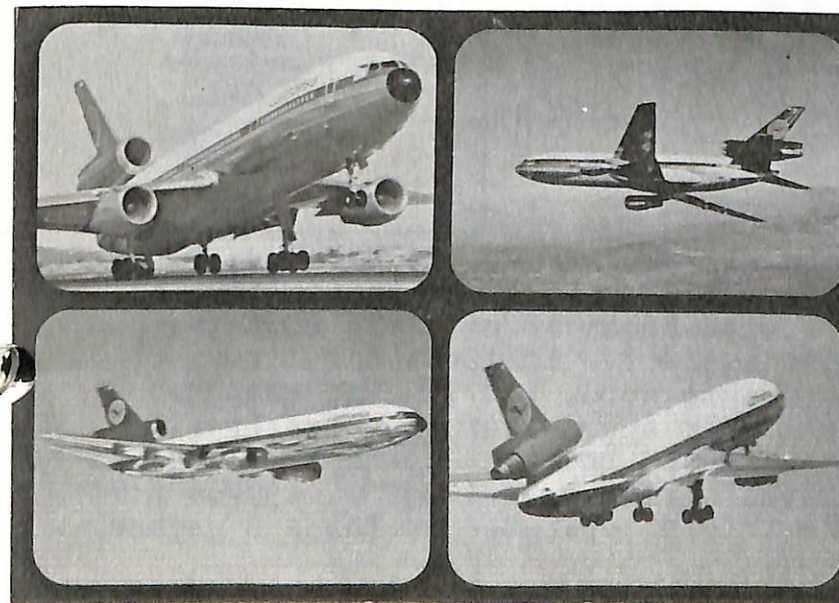
Aviation World issued TWA Boeing 767.



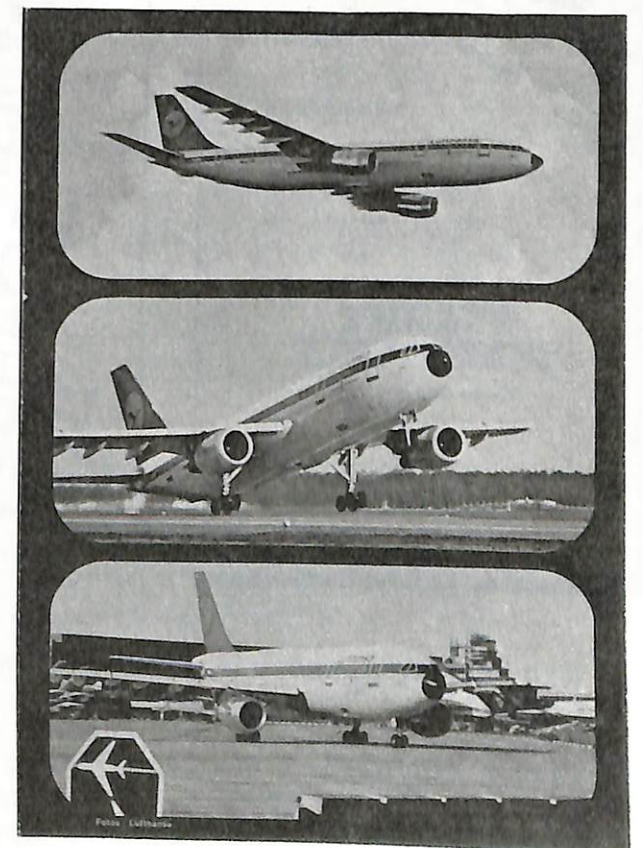
AIR CANADA 767 card released by the carrier.



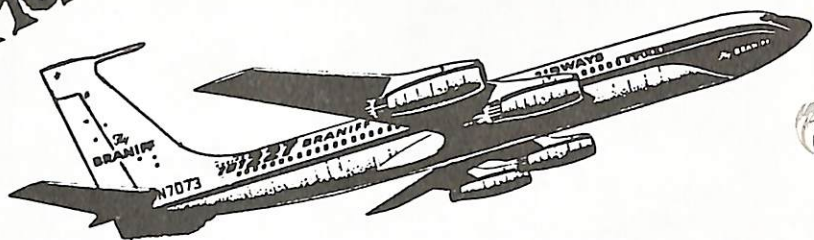
An EASTERN 757 card, from Aviation World.



Here we see five cards from a set of seven issued by LUFTHANSA. This set makes a very beautiful addition to your card collection.



Around the World of Airline Schedules



BY GEORGE CEARLEY

The entire schedule article is devoted to commuter airline schedules.

RIO Airways *Going your way*

DALLAS
KILLEEN
AUSTIN HOUSTON
SAN ANTONIO
CORPUS CHRISTI
BROWNSVILLE

FLIGHT TIMETABLE
Effective January 1, 1971

Rio Braniff

THE PERFECT COMBINATION

AIR TEXAS

FLIGHT TIMETABLE

ABILENE
AUSTIN DALLAS
FORT WORTH
HOUSTON
LONGVIEW/KILGORE/GLADEWATER
MIDLAND/ODESSA
SAN ANGELO
SAN ANTONIO
TYLER

Effective February 1, 1970

Rio Airways was founded in 1967 in Killeen, Texas, by Mark and T. C. Connell as Hood Airlines, operating between Ft. Hood and Dallas and Houston. Initial operations were with Beach 18 aircraft with the first scheduled service being July 1, 1967. In 1969, Rio Airways, a South Texas commuter, was merged into Hood, but the Rio name was retained as it had broader appeal. For a considerable time Braniff and Rio shared terminal space at D/FW and provided connecting traffic to one another. Rio purchased Davis Airlines December 1, 1977. Air Texas, based at Fort Worth Meacham Field, operated in Texas a decade ago.

SOLAR AIRLINES, Inc.

P. O. Box 991
Pecos, Texas

Phones

ALPINE	TE 7-2377
ARTESIA	746-3506
DALLAS	FL 2-1009
KERMIT	JU 6-3472
MIDLAND	LO 3-2280
PECOS	447-2301
ROSWELL	623-7070
WINK	LA 7-3300
FT. STOCKTON	
PECOS	447-2301
JAL	
WINK	LA 7-3300
MARFA	
ALPINE	TE 7-2377
MONAHANS	
WINK	LA 7-3300

FLIGHT SCHEDULE

Apache Airlines

TUCSON - PHOENIX
FT. HUACHUCA
DOUGLAS - BISBEE

FAST
PASSENGER & FREIGHT SERVICE

EFFECTIVE SEPTEMBER 3, 1963

Apache Airlines, based at Phoenix, Arizona, was founded November 12, 1957. It later took over operations of American Airlines' route between Douglas-Bisbee and Tucson.

Solar Airlines, based at Pecos, Texas, operated between Dallas, West Texas, and Eastern New Mexico in the early 1960's.

ALL FLIGHTS OPERATE DAILY - EXCEPT SATURDAY

SOLAR AIRLINES
FLIGHT SCHEDULES — EFFECTIVE MAY 1, 1964

Phones: ALPINE TE 7-2377; Artesia 746-3506; Dallas FL 2-1009; Kermit JU 6-3472; Midland LO 3-2280; Pecos 447-2301; Roswell 623-7070; Wink LA 7-3300.

NORTH and EAST BOUND — Read Down

	Flt. No. 101 AM	Flt. No. 111 AM	Flt. No. 121 AM	Flt. No. 131 PM
Roswell, N. Mex. L	6:40			
Artesia, N. Mex. A	7:00			
Artesia, N. Mex. L	7:05			
Presidio, Tex. L		7:20		3:00
Marfa, Texas A		7:45		3:28
Marfa, Texas L		7:50		3:30
Alpine, Tex. A		8:00		3:38
Alpine, Tex. L		8:05		3:40
Ft. Stockton, Tex. A			8:20	4:04
Ft. Stockton, Tex. L			8:20	4:06
Pecos, Tex. A		8:30		4:26
Pecos, Tex. L		8:35		4:28
Monahans, Tex. A			8:35	4:48
Monahans, Tex. L			8:40	4:50
Kermit, Tex. ** A	8:45	8:50	8:50	5:00
Wink, Tex. L	8:50		9:00	5:03
Jal, N. Mex. L			9:23	5:30
Midland, Tex. A				
Dallas, Tex. A	10:50	10:50		

SOUTH and WESTBOUND — Read Down

	Flt. No. 100 AM	Flt. No. 110 PM	Flt. No. 120 PM	Flt. No. 130 PM
Dallas, Tex. L		5:30	5:30	
Midland, Tex. L	9:57			7:20
Kermit, Tex. ** A	10:15	7:40	7:40	7:45
Wink, Tex. L	10:17	7:50	7:50	7:50
Jal, N. Mex. L				
Monahans, Tex. A	10:25			8:00
Monahans, Tex. L	10:27			8:05
Pecos, Texas A	10:38		8:05	
Pecos, Texas L	10:40		8:10	
Ft. Stockton, Tex. A	10:55			8:20
Ft. Stockton, Tex. L	10:57			
Alpine, Tex. A	11:17		8:40	
Alpine, Tex. L	11:20		8:45	
Marfa, Tex. A	11:30		8:55	
Marfa, Tex. L	11:35		8:55	
Presidio, Tex. A	12:00			
Artesia, N. Mex. A		7:20		
Artesia, N. Mex. L		7:25		
Roswell, N. Mex. A		7:45		

Charter flights available around the clock to any destination. For information contact our General Offices in San Antonio. Collect calls accepted.



SOUTHWEST AIRLINES, INC.

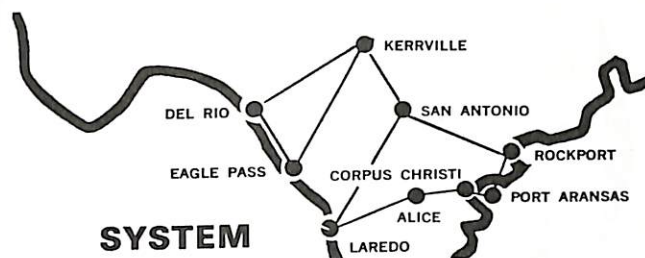
SYSTEM SCHEDULE AND PASSENGER FARES
EFFECTIVE JUNE 1, 1965

TICKET OFFICES

San Antonio TA 4-1821
Alice MO 4-8884
Corpus Christi TU 4-2944*
Del Rio 778-4919
Eagle Pass PB 3-3714
Kerrville CL 7-8877
Laredo EA 2-4842

*Airport ticketing and check-in at Eastern Air Lines Center.

Another Texas commuter, Southwest Airlines, was founded in San Antonio, Texas, January 7, 1965. It later ceased operations in 1967 and is not associated with the present day Southwest Airlines based at Dallas Love Field.



SYSTEM

NOTES

- * Flights 501 & 502 operate only from the first Friday in June thru Labor Day Weekend. On Labor Day weekend Flt. 502 will originate on Monday rather than Sunday.
- ** Flight 301 will not operate on Saturday between the first Saturday in June and the end of the Labor Day weekend.
- † Flight 304 will operate only from the first Saturday in June until the Saturday before Labor Day weekend.

SOUTHWEST AIRLINES, INC., SYSTEM TIMETABLE

READ DOWN					EFFECTIVE JUNE 1, 1965					READ UP				
Twin Beech	Twin Beech	Twin Beech	Twin Beech	Twin Beech	TYPE OF AIRCRAFT	Twin Beech	Twin Beech	Twin Beech	Twin Beech	Twin Beech	Twin Beech	Twin Beech	Twin Beech	Twin Beech
*501	401	**301	201	101	FLIGHT NUMBER	102	202	302	402	†304	*502			
ONLY Friday	Ex. Sat. & Sun.	DAILY	Ex. Sat. & Sun.	Ex. Sat. & Sun.	FREQUENCY	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	ONLY Saturday	ONLY Sunday			
5:30 P	2:00 P	12:45 P	9:00 A	8:45 A	SAN ANTONIO	Lv	Ar	11:00 A	12:20 P	5:25 P	5:15 P	11:00 A	6:00 P	
	2:20 P		9:20 A		KERRVILLE	Lv	Ar		12:00 N		4:55 P			
	2:25 P		9:25 A	9:45 A	LAREDO	Lv	Ar	10:00 A		11:50 A	4:25 P	4:50 P		
		1:45 P			EAGLE PASS	Lv	Ar				4:10 P		10:00 A	
	3:10 P	2:00 P			ALICE	Lv	Ar				3:35 P		9:15 A	
	3:15 P	2:35 P			DEL RIO	Lv	Ar				3:30 P	4:00 P	9:10 A	
	3:40 P	2:40 P	10:15 A		CORPUS CHRISTI	Lv	Ar				3:15 P		8:55 A	
		2:55 P	10:30 A		EAGLE PASS	Lv	Ar				11:00 A			
6:20 P			10:50 A		ROCKPORT	Lv	Ar						5:10 P	
6:25 P					PORT ARANSAS	Lv	Ar						5:00 P	
6:40 P						Lv	Ar						4:45 P	

PASSENGER FARES	SAN ANTONIO	ALICE	CORPUS CHRISTI	DEL RIO	EAGLE PASS	KERRVILLE	LAREDO	PORT ARANSAS	ROCKPORT
San Antonio	—	\$16.00	\$18.75	\$16.39	\$14.96	\$ 7.00	\$13.00	\$15.00	\$15.00
Alice	\$16.00	—	\$ 4.96	—	—	—	\$10.50	—	—
Corpus Christi	\$18.75	\$ 4.96	—	—	—	—	\$14.40	—	—
Del Rio	\$16.39	—	—	—	\$ 6.00	\$14.00	—	—	—
Eagle Pass	\$14.96	—	—	—	—	\$14.60	—	—	—
Kerrville	\$ 7.00	—	—	\$ 6.00	—	—	—	—	—
Laredo	\$13.00	\$10.50	\$14.40	\$14.00	\$14.60	—	—	—	—
Port Aransas	\$15.00	—	—	—	—	—	—	—	—
Rockport	\$15.00	—	—	—	—	—	—	—	—

October 1 1970

airSouth

DAILY SCHEDULED SERVICE

Atlanta
Albany
Waycross
Brunswick
The Golden Isles
Sea Island
St. Simon
Jekyll

Air South was founded in Atlanta in 1967.

TRANS AIR LINES FLIGHT SCHEDULE

CALL TRANS AIR LINES IN:

Alexandria, La. 442-4300
Baton Rouge, La. 355-8677
Houma, La. UP 9-3552
Lafayette, La. CE 2-4270
Lake Charles, La. 477-5008
Shreveport, La. 631-1422
Monroe, La. FA 5-0998
Morgan City, La. 459-5323
New Orleans, La. 721-7681
Opelousas, La. 942-5080
Ruston, La. AL 5-1490
De Ridder, La. 9028
Houston, Texas. OL 4-2619

TELEPHONE FOR YOUR RESERVATIONS
Trans Air Lines Central Reservation Service will provide confirmed reservations to any destination on any connecting airline system.

TRANS AIR LINES COMMANDER LINER SERVICE
Fly the time-tested Aero Commander with a proven record of on-time dependability. Experienced with millions of passenger miles, Trans Air Lines offers a new concept in air transportation—200+ mile-per-hour flight schedules in the most modern, luxuriously appointed executive airliners. Daily scheduled flights offer speed, comfort and most convenient arrivals and departures.

FREIGHT SERVICE
Freight between points 10¢ lb. Minimum Charge—\$4.00 per shipment

SOUTH CENTRAL AIRLINES

EFFECTIVE JUNE 24th, 1963

Go ALL THE WAY By Air

Every Pilot a Million Miler!

SCHEDULE SOUTH CENTRAL IN YOUR FLIGHT PLAN!

South Central of Winston-Salem operated in Virginia, No. Carolina, So. Carolina, and Georgia.

air wisconsin

SERVING: ILLINOIS • INDIANA • MICHIGAN
MINNESOTA • WISCONSIN

ONE STEP TO THE WORLD

PASSENGER • AIR FREIGHT • U.S. MAIL—SCHEDULE
EFFECTIVE MARCH 1, 1974
Member National Air Transportation Conference

TRANS AIR LINES FLIGHT SCHEDULES
EFFECTIVE OCTOBER 3, 1962

PRESENT ROUTES ———
PROPOSED ROUTES - - -

North and Westbound

	FL. No. 934	FL. No. 900	FL. No. 904	FL. No. 908	FL. No. 910	FL. No. 914	FL. No. 912	FL. No. 916	FL. No. 918	FL. No. 922
New Orleans (Louisiana Field)	L	A	A	A	A	A	A	A	A	A
Houma	L	A	A	A	A	A	A	A	A	A
Morgan City	L	A	A	A	A	A	A	A	A	A
Patterson and Baton Rouge	L	A	A	A	A	A	A	A	A	A
Lafayette	L	A	A	A	A	A	A	A	A	A
Opelousas & Eunice (St. Landry Parish)	L	A	A	A	A	A	A	A	A	A
Lake Charles	L	A	A	A	A	A	A	A	A	A
Alexandria	L	A	A	A	A	A	A	A	A	A
De Ridder and Ft. Polk	L	A	A	A	A	A	A	A	A	A
Natchitochas	L	A	A	A	A	A	A	A	A	A
Monroe	L	A	A	A	A	A	A	A	A	A
Ruston	L	A	A	A	A	A	A	A	A	A
Shreveport	L	A	A	A	A	A	A	A	A	A
Houston	L	A	A	A	A	A	A	A	A	A

*Stops on request only.

EFFECTIVE OCTOBER 3, 1962

Air Wisconsin was organized in Appleton, Wisconsin, in 1965.

Trans Air, based at Moisant Airport, New Orleans, operated in Louisiana and South Texas in the early 1960's.

Safety Instruction Cards

BY
CARL REESE

I can't quite understand why the collecting of airline safety instructions just hasn't caught on among enthusiasts. They come in every shape, size, color, some plastic, some cheap xerox copies. I would think that these cards would be among the most sought after items among collectors for several good reasons.

Not the least being they contain technical information about aircraft. They are on almost every aircraft and almost every airline in the world.

And we can't forget their historical content and their many changes over the years. Whether in booklet, leaflet, or card form, safety instructions can be an interesting hobby.

History Through Safety Cards

Although I've been collecting safety cards for over 15 long years, I've never been able to discover which airline or aircraft was honored with the very first printed briefing card.

Since a few cards in my collection are older than I, I've only been able to follow indications which point to the fact that the first cards must have been "ditching"/"overwater" procedures. Since government law didn't require cards in the early days of aviation, apparently the long-haul international carriers followed the standards set by oceanliners and produced leaflets explaining the use of life-vests. As early as 1951, TWA was using a "ditching" card on the Constellations.

The 1950s

Since the concept of flying still caused fear amidst the general public, the approach to safety cards was geared toward reducing that fear. Comical approach to emergency situations by today's accepted standards materialized with such quotes as "life vests are fashionable and quite handsomely tailored", "no wet feet for you", ditching procedure...so you can take to the water as serenely as a sea gull", and "don't take off any other clothes. You'll want to look your best when you land." Those little quotes are actually in the TWA L-749 Constellation cards with just as interesting a title: "How to Ditch without a Hitch".

More comedy (courtesy of United Air Lines) can be found in a 1955 safety leaflet for the DC-4 and DC-6 entitled: "The Egress", which goes into a long

story about famous master showman P. T. Barnum of Barnum and Bailey Circus fame.

1960 - 1967

With the introduction of jet equipment, two major changes occurred: 1. The introduction of oxygen systems. 2. A more technical approach to passenger safety.

An early sign of the times was that KLM and many other carriers added a second card to the seat-pocket which explained passenger oxygen. These cards supplemented a general "ditching" card that was used by many carriers. In many cases, particularly outside of the U.S. and Germany, floorplans and exit operations would not be discussed for many years to come. You would read that "exits would be operated by crewmembers".

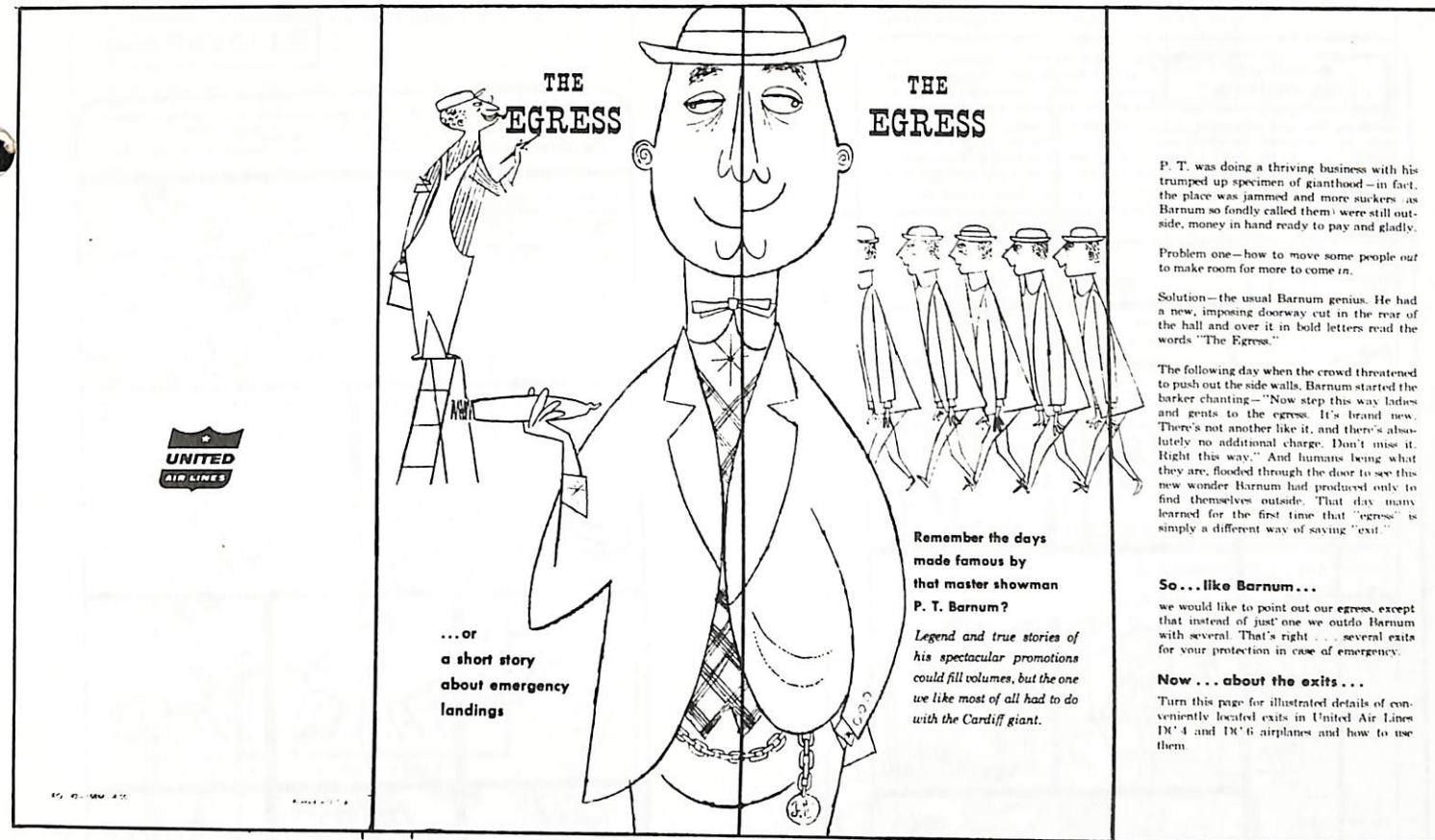
In the interest of saving money, many airlines produced what collectors now call "fleet" cards. These little creations used long fully-written instructions, few illustrations, and the insane practice of having every floorplan for every aircraft in the entire fleet in one brochure. This obvious confusion for the infrequent flyer would kill many passengers before the government would force "fleet" cards off aircraft.

During the introduction of new technology, many unique items can be found on safety cards: hand-held (non-inflatable) escape slides, ceiling-mounted escape slides on early Boeings and DC-8's, and even erroneous exit configurations (such as National, KLM, Viasa and other DC-8 operators would only show 2 overwing exits when there were four on the aircraft).

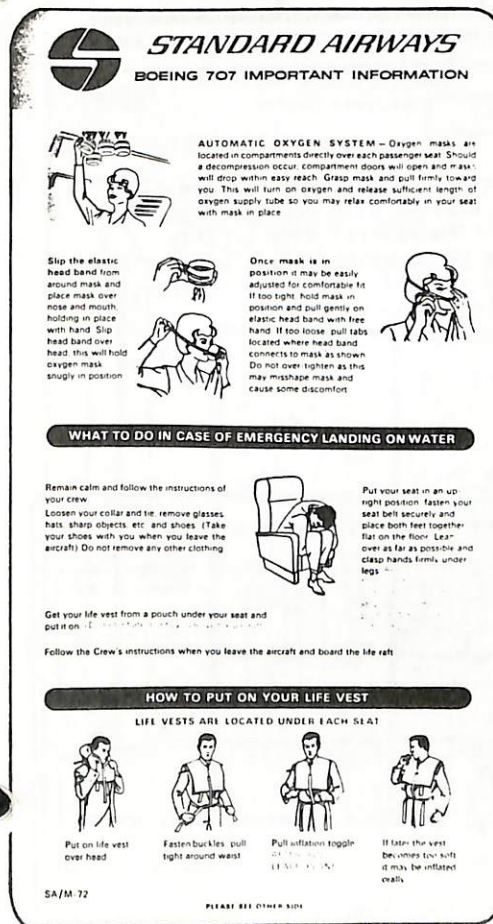
Probably the most classic error on early jet cards was the illustration of, and use of, a solid swinging door in the bulkheads between classes. (You can note them on United DC-8 and B-720 Jet Mainliner cards of the early 1960s.) After many people died unnecessarily in an accident at Denver in a United DC-8, the bulkhead door was removed as were the safety cards.

1967

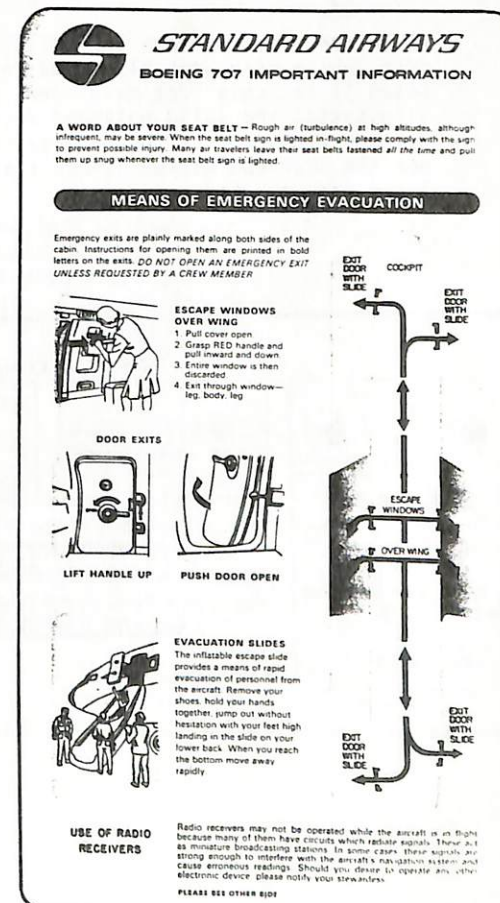
For the collector it was a year of an explosion of new cards. The FAA banned "fleet" cards and soon every U.S. carrier had a separate safety card for each aircraft type and series.



UNITED "fleet card" dated 4/55 (Light paper leaflet with black and yellow highlights). This very early card was used for DC-4 and DC-6s. It did not contain any ditching procedures.



STANDARD AIRWAYS Boeing 707 (Yellow paper with red, black and gold accents.) This card was dated 1972 and is very unique in its format. Unlike most supplementals in those days, Standard used its own style.



B-720 JET MAINLINER

FOR YOUR SAFETY. Know how to move out of this airplane fast. There is fire-danger any time a landing is other than normal—particularly when the airplane structure is damaged.

Below is a floor plan of the plane you are in. Familiarize yourself with the location of the exits. Note particularly the exits nearest you. Study how they are opened and also the protective position you should assume during an emergency landing. When leaving move to the exits immediately. Do not go back for coats, purses, or other personal items.

A WORD ABOUT YOUR SEAT BELT—Rough air (turbulence) at high altitudes, although infrequent, can be severe. When the seat belt sign is lighted in-flight, please comply with the sign to prevent possible injury. Seasoned air travelers usually leave their seat belts fastened all the time and pull them up snug whenever the seat belt sign is lighted.

HOW TO OPEN EXITS

DOOR EXITS

- (1) Lift handle up
- (2) Push door out

WINDOW EXITS

1. Pull cover open
2. Grasp RED handle and pull inward
3. Entire window will then slide out

BRACE POSITIONS

FORWARD FACING SEAT
AFT FACING SEAT

HOW TO USE THE EMERGENCY OXYGEN MASK

Jet flights are conducted above 25,000 ft. with the cabin pressurized to an altitude of 5,000 to 8,000 ft. If the cabin pressure is lost, you are at the same altitude as the aircraft, and it is imperative that you immediately put on the oxygen mask as indicated below.

- WHERE TO LOCATE MASKS**—Oxygen masks are located in compartments directly over each passenger seat. Should a decompression occur, compartment doors will open and masks will drop within easy reach of every passenger. Masks should be promptly placed over nose and mouth as follows.
- GRIP MASKS FIRMLY AND PULL**—Take the nearest mask firmly in hand and pull toward you. This will turn on oxygen and release sufficient length of oxygen supply tube so you may relax comfortably in your seat with mask in place.
- REMOVE ELASTIC BAND AROUND MASK**—Slip the elastic head band from around mask and place mask over nose and mouth, holding in place with hand. Slip head band over head, this will hold oxygen mask snugly in position.
- ADJUST HEAD BAND FOR COMFORTABLE FIT**—Once mask is in position it may be easily adjusted for comfortable fit. If too tight, hold mask in position and pull gently on elastic head band with free hand. If too loose, pull tabs located where head band connects to mask as shown. Do not over tighten as this may mash mask and cause some discomfort.

HOW TO OPERATE ESCAPE SLIDE

1. Open EXIT door
2. Pull handle covers open
3. Pull slide bar to floor
4. Push slide out door
5. Hook bar into the slots
6. Inflate slide by pulling RED inflation handle
7. Jump and sit in slide

PLEASE DO NOT REMOVE THIS CARD FROM AIRPLANE

Above and right we have the UNITED B-720 card (white card with black and red ink). Dated 11/62, this "Jet Mainliner" card illustrates the solid bulkhead doors between classes. On the reverse side, not the overhead escape slides that were later door-mounted.

Below we have a TRANS-TEXAS Convair 240 card (white plastic with red and black lettering). The reverse side of this card was the DC-3 and therefore was a fleet card deleted in 1967. Note the instructions for hand-held slide operations.

CARAVELLE

FOR YOUR SAFETY. Know how to move out of this airplane fast. There is fire-danger any time a landing is other than normal—particularly when the airplane structure is damaged.

Below is a floor plan of the plane you are in. Familiarize yourself with the location of the exits. Note particularly the exits nearest you. Study how they are opened and also the protective position you should assume during an emergency landing. When leaving move to the exits immediately. Do not go back for coats, purses, or other personal items.

A WORD ABOUT YOUR SEAT BELT—Rough air (turbulence) at high altitudes, although infrequent, can be severe. When seat belt sign is lighted in-flight, please comply with the sign to prevent possible injury. Experienced air travelers usually leave their seat belts fastened all the time and pull them up snug when the seat belt sign is lighted.

HOW TO OPEN EXITS UNITED

LEFT EXIT DOOR WITH SLIDE

1. Crank handle 2 revolutions to the left
2. Lift door up hard overhead
3. Kick or push slide out door
4. Pull inflation handle

RIGHT EXIT DOOR WITH SLIDE

1. Rotate handle to left
2. Pull door in
3. Lift handle and rotate slide overboard
4. Slide inflates automatically
5. Jump and sit in slide

TO OPEN ESCAPE WINDOWS AND REAR EXIT DOOR WITH STAIR SEE OTHER SIDE OF THIS CARD

ESCAPE WINDOWS

Below seat cushion is floatable—grasp it at back—pull it straight up until front snaps disengage.

REAR EXIT DOOR WITH STAIR

ALTHOUGH THIS EXIT MAY NOT BE USABLE BECAUSE OF STRUCTURAL DAMAGE OR AIRPLANE POSITION YOU SHOULD KNOW HOW TO OPEN THE DOOR AND LOWER THE STAIRS.

After opening companionway door by turning door knob and pushing outward—the door to stairs is opened by:

1. Sliding door knob to left hand slot
2. Pulling door in all the way
3. open zipper enclosure
4. push stair release knob down
5. operate pump handle

If STAIR DOES NOT FALL TO GROUND—IMMEDIATELY GO TO ANOTHER EXIT

PROTECTIVE POSITION

Sit well back in seat—pull seat belt tight—assume position in illustration—keep position until plane stops.

HOW TO USE OXYGEN MASK

- WHERE TO LOCATE MASKS**—Oxygen masks are in a compartment in the aisle seat back. If oxygen is ever required, compartment door opens automatically.
- HOW TO USE MASKS**—Breathe normally. Grasp nearest mask and pull it from its holder. A cord turns oxygen on as you pull mask to you.
- UNCOIL OXYGEN TUBE AND PLASTIC BAG**—The coiled oxygen tube, plastic bag, and head band are stored inside the mask and should be lifted out. The oxygen supply tube is long enough that you may relax comfortably in your seat after mask is on your face.
- PLACE MASK OVER NOSE AND MOUTH**—Slip head band over head and adjust to fit. Do not overtighten head band as this may mash mask and cause discomfort.

Jet aircraft fly at high altitude and the cabin is pressurized for your comfort. If cabin pressure ever was lost, you would be breathing high altitude "thin" air... so it is imperative that **cigars and cigarettes be extinguished immediately and oxygen masks be put on as shown below.**

ITA CONVAIR

PROCEDURES FOR EMERGENCIES DOUGLAS DC-3

WINDOW EXITS

To open emergency window exit, remove plexiglass covering, turn release handle clockwise and push out and up.

MAIN CABIN DOOR EXIT

Turn the handle to the right and the door stairs will drop into position for deployment.

EMERGENCY WINDOW EXITS

EMERGENCY DOOR EXITS

Oxygen and oxygen masks are available on all ITA aircraft. Your hostess is trained to administer oxygen should its use become necessary. For your further comfort and safety, we suggest you keep your seat belt loosely fastened and when the seat belt sign is off. This will prevent possible injury due to unexpected turbulence.

SEABOARD WORLD AIRLINES

IMPORTANT INSTRUCTIONS CL-44

DITCHING—There are enough life rafts aboard for all passengers and crew. Note the locations of the rafts on the diagram below.

LAND EVACUATION—If the aircraft lands abnormally, there is a danger of fire. Passengers must leave the aircraft immediately. Evacuation slides will be installed by the crew at each doorway to provide a means of rapid evacuation.

SEAT BELTS—Air Craft flying at high altitude sometimes encounter turbulence (rough air) even when the atmosphere seems to be clear. For your safety, it is recommended that you keep your seat belt loosely fastened at all times. We trust that your trip will be a safe and comfortable one, but in the event of any emergency, FOLLOW THE INSTRUCTIONS OF THE CREW and above all REMAIN CALM.

EMERGENCY EXIT OPERATION

AFT PASSENGER DOOR

PUSH HANDLE INWARD, TURN CLOCKWISE, LIFT DOOR INWARD, SLIDE FORWARD

EMERGENCY EXIT DOOR

TURN HANDLE COUNTERCLOCKWISE, LIFT DOOR INWARD, DISCARD BODY

CREW DITCHING HATCH

TURN HANDLE COUNTERCLOCKWISE, PULL HATCH INWARD

OVERWING EXITS

PULL HANDLE INWARD, LIFT WINDOW OUTWARD, DISCARD WINDOW

FORWARD PASSENGER DOOR

PUSH HANDLE INWARD, TURN CLOCKWISE, LIFT DOOR INWARD, SLIDE TO REAR

BRACE POSITION

Forward Facing Seat

Above and left we have a UNITED Caravelle card (printed on white with black and red printing). This was the last issue of the Caravelle card (2/70). Note the use of inflatable slides.

At left we have a rare SEABOARD WORLD CL-44 card (heavy plastic coated). This card was used during MAC passenger contract flights during the late 1960s. Note that the window exit does not actually have a window.

Enter graphic art, goodbye boring written instructions! In the late 1960's many European airlines experimented with reducing language barriers, which resulted in the use of illustrations and pictographs. In the early 1970's, a company named Interaction Research jumped on the bandwagon by using this concept of visual art by introducing a new line of colorful (probably too much so) safety cards called "Just in Case..." I believe that the first airline to use these cards was North Central on the DC-9.

Initially the "Just in Case..." cards were so dynamic by comparison with other safety brochures, they soon caused a positive impact on cards throughout the industry. Soon many new colorful and logically organized cards were the trend.

In addition, many FAR's changed and therefore so did safety cards. New cards appeared including illustrations on fastening and unfastening of seatbelts, baggage under seats, and direction flow of evacuation off the trailing edge of wings from window exits.

Also during the 1970's, FAR Part 135 forced commuter operators into carrying safety cards, so for the collector, a whole new spectrum of safety cards appeared. Unfortunately, most were redundant. Beechcraft, Cessna, Piper, DeHavilland, and Embraer all produced poor quality stock cards for their aircraft.

Nevertheless many unique examples of customized cards appeared on carriers like Ransome, Cascade, Air North, MVA, Horizon Air and others.

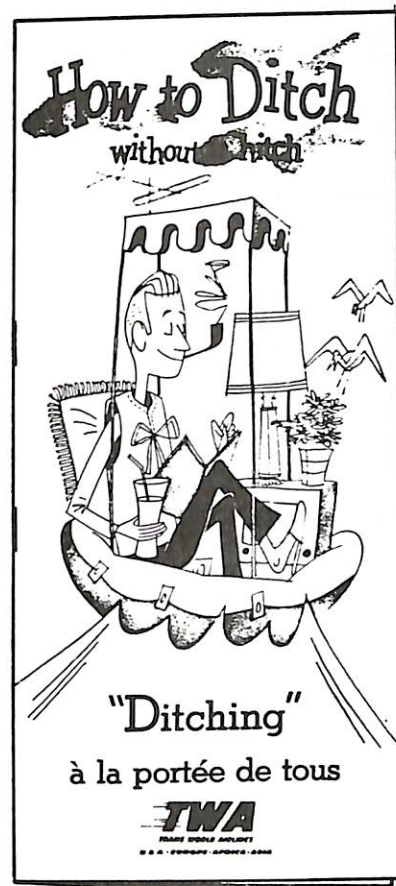
In 1980, another manufacturer of customized safety cards entered the market called "Cabin Safety" For the collector, "Cabin Safety" cards are a good starting point for the simple fact that they have full color photographs of the aircraft on the cover.

The Problems of Collecting

Money, of course. But not the cost of buying cards for your collection. It's the cost of manufacturing the cards for the airlines. The more colorful the card, the more money per unit the airline is paying. And heavy-gauge plastic cards? Need I say more. The airlines don't send cards today like they did in the past. Some, like British and El Al (not to mention Iran Air) scream security and in one instance, BA wrote me saying they would gladly send one sample of each aircraft card for \$50 each (that's about \$80.00 each!)

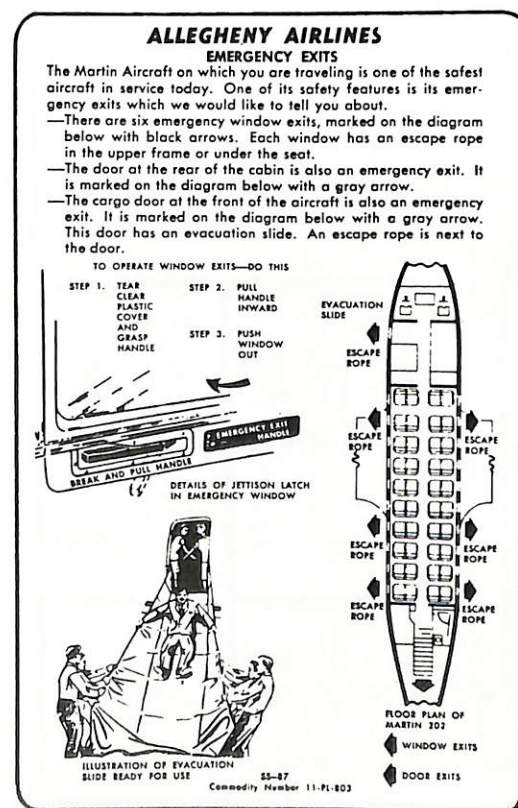
In closing this article, all that I ask is that you spend a moment and really look at Safety Cards. I'll guarantee that the bug will bite.

I hope to write future articles on safety cards by aircraft type or by airline. Would any of you be interested in seeing a Safety Card for a Swissair BAC1-11 or an Eastern CV-640? There are safety cards buried in drawers for many aircraft that never even operated. Keep reading the LOG and learn the many hidden secrets of Safety Card collecting.



LEFT: TWA Constellation "Ditching" booklet. (Several page booklet with comical illustrations and floorplan of L-749. White paper with black and yellow print.) Please refer to the article as this is the cover of the card mentioned that is dated February 1951.

BELOW: Allegheny M-202. This is a yellow plastic card with "Occupied" on reverse.



The Slide Collector

by
George Hamlin

In a change of pace this time, we would like to take a short break from discussing the mechanics of the hobby, as we have for several issues, in order to consider our subject matter in a more general perspective. It should be apparent that, at least in the United States, the airline industry is very different from the way it was only a few years ago. The changes begun by deregulation continue today, resulting in the production of many interesting events for the enthusiast, and much consternation within the industry.

Recent times have seen the creation of new carriers utilizing large equipment on major routes--something which, for all practical purposes, had not taken place since the creation of the former regional carriers (Piedmont, Frontier, Ozark, etc.) in the early postwar period. On the negative side, several carriers have failed, including Air New England and Laker, while Altair recently filed under Chapter 11 and suspended operations. These events are of interest to those of us who collect airliner slides, as well as to the employees and creditors involved directly, a fact which is illustrated by the most notable demise to date, that of Braniff. Because out part of the hobby derives its satisfaction from the accumulation and appreciation of images, it is appropriate that we take a few moments to comment on Braniff, from a slide collecting point of view.

Braniff was, in many ways, an intensely visual, as well as visible carrier, beginning with the Mary Wells' inspired "end of the plain plane" campaign in the 1960s. Whether you thought that the multiplicity of hues emblazoned on the carriers aircraft was beautiful or, in the view of others, caused Braniff to be ridiculed as the "jelly bean" or "Easter Egg" airline, it was quite apparent that the result was new and different, and, furthermore, that it garnered lots of public attention.

Although the introduction of the two-tone "Flying Colors" schemes in the early 1970s reduced the number of livery variations to four, Braniff's association with the bold use of color remained. A greater proliferation of shades returned with the change to the "ultra" look first seen in the late 1970s. Perhaps reflecting Braniff's increasing stature and maturity within the industry, deep, rich colors were chosen, set off with understated striping and details, in an arguably elegant scheme.

Those events described above would, by themselves, gain Braniff a spot in airline history for the creative use of color, but the record should not be closed at

this point. Certainly not without mention, at least, of the "Big Orange" 747s (actually, two different schemes). What other carrier got such public relations mileage out of a single aircraft, in large measure due to the paint applied to it? In an even greater departure from traditional modes of aircraft decoration, the two Calder planes come to mind--the original, a DC-8-62 operated primarily in the carriers Latin American division, as well as the later red, white and blue treatment of a 727-200 in honor of the U.S. bicentennial--one of the few airline tributes to this event, by the way. The Calder schemes probably were the most different liveries ever applied to commercial aircraft, and, although some found them offensive, they proved to be excellent attention getters for Braniff, even though they did not carry the airlines name on their sides!

In addition to this veritable riot of color during the last fifteen years of existence, Braniff provided other odds and ends to enliven slide collecting. What other carrier in this country "rostered" Concordes, even if on an overnight basis, with registrations added and removed at an interchange point? How about N1803, the DC-8-63 which operated in full Pan American colors and titles for a time in the early 1970s, in conjunction with an interchange service acquired in the Braniff-Panagra merger?

A belated salute, then, to a carrier the likes of which we may never see again. In an area of the hobby where we often concern ourselves with minor paint scheme variations, Braniff, with its cornucopia of colors, certainly deserved our attention and, in retrospect, our applause.

Braniff's passing suggests, also, that we continue to appreciate and record the varied and changing airline scene while we have the opportunity to do so. As noted previously, other carriers have ceased to exist, and knowledgeable observers of the industry have predicted that several other major carriers could fall by the wayside during the coming months.

The logical advice to the slide collector, then, is to get those shots that you want now, before any such changes occur. Not only that first shot of a new entrant's aircraft, freshly painted, at its former owner's maintenance base, but some everyday, in-service shots as well. Views which show a carrier and equipment in their operating environment are just as valuable in establishing a viable historical record in later years as are those first roster shots.



LEFT: The colorful Braniff aircraft attracted attention wherever they landed. Here we see N9709C, a very nice Lockheed Electra. Braniff did create a problem for the modeler--that pesky white trim around the windows!

WAHC file photo.

It is possible, from an enthusiasts point of view, that we are now experiencing one of the most fascinating periods in the entire history of the airline industry. It is also possible, maybe even probable, that this will change, as many have predicted that either a sorting-out process or the re-imposition of some sort of industry regulation will shrink the number of carriers in the industry, and industry maturity will cause a similar decline in the number of new entrants. At the same time, it also seems clear that there will be fewer new aircraft types, as the airframe business goes through a similar process.

In short, now is an excellent time to engage in collecting airliner slides. The wide variety of both airlines and aircraft available today, new and old, may never be available again.

Ramp Shots and Other Views

From time to time we continue to hear about controversies within the slide collecting group which center on the type of view preferred or required. Since this topic continues to be discussed widely, we felt that mention here is warranted.

For those who have become active in the hobby only recently, perhaps we ought to digress briefly, and describe what the issues are. First, and by way of definition, a "ramp" or "50 mm" shot indicates that the slide includes a full side view of an aircraft, and was made from the ground adjacent to it, using the "normal" lens of a 35mm camera.

This type of shot seems to be preferred in the trading, and more particularly, selling, of aircraft slides. Some of this preference may stem from historical precedent, dating from the days when airliners often could be photographed with only a low fence separating photographer and subject matter. In addition, this type of photograph shows the

principal features of the aircraft, including paint scheme, in good detail.

As access became more difficult, however, photographers without ramp access often resorted to telephoto lenses, and, in the process, introduced other views which supplemented the "full side" standard. (Note that we are discussing "record" type shots here; artistic creations are another matter entirely). While many collectors found these variations to be acceptable, and even interesting, others have no desire to change from the original approach.

From our point of view, both the traditional ramp shot and other types have a place in collections of airliner slides. As stated in the previous section of this column, having both detail and action views of similar subjects will enhance a collection in the long run. The ramp shot, with its crisp detail, could be invaluable in detailing a contest quality model. Similarly, an enlargement of one of your favorite subjects in action might make an impressive decoration for your home or office wall.

Please do not get the impression that we are opposed to ramp shots, because we are not. Even if we preferred other types to the exclusion of the traditional 50mm, there is no reason for us to attempt to impose that view on others.

We also feel that a further comment with regard to this subject in the context of selling slides is in order. Here, the ramp shot (or at least "full side" telephotos) probably will continue to be the standard, since quality can be judged easily, and they can be described and sold accordingly. Good ramp shots deserve respect, just as excellence achieved in any mode of slide shooting does. While it may be easy to recognize the skill required to obtain a good "panned" shot of a moving subject, an outstanding ramp shot may have presented challenges to the photographer as well. Location and timing

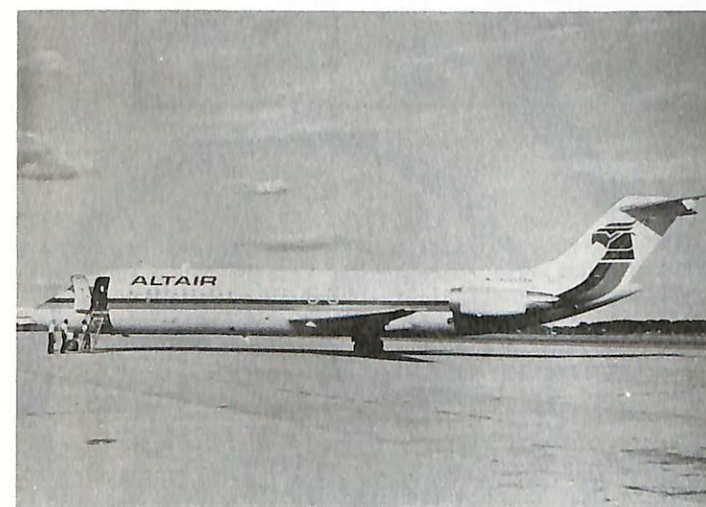
can be critical, as may be choosing the proper time of day, such as in the case to avoid having bad shadows cast by the horizontal stabilizer of "T" tailed aircraft. Quality is rarely accidental in either telephoto or ramp shots; it is important to judge the photographer's efforts on their own merits, and not against an arbitrary and/or inflexible set of standards.

Photos

This issue, in accordance with the commuter carrier features, we are including several examples of some of the industry's smaller carriers, as well as a "new entrant" or two. Thanks to those who have heeded our requests for material. Please continue to submit interesting shots--new or old--for possible use in the LOG. We also are interested in any suggestions you have about the content of the column.



ABOVE: Southwest currently is leasing this 737 from TEA of Belgium. Photo by Robert Fossum, Jr. at Dallas Love Field.



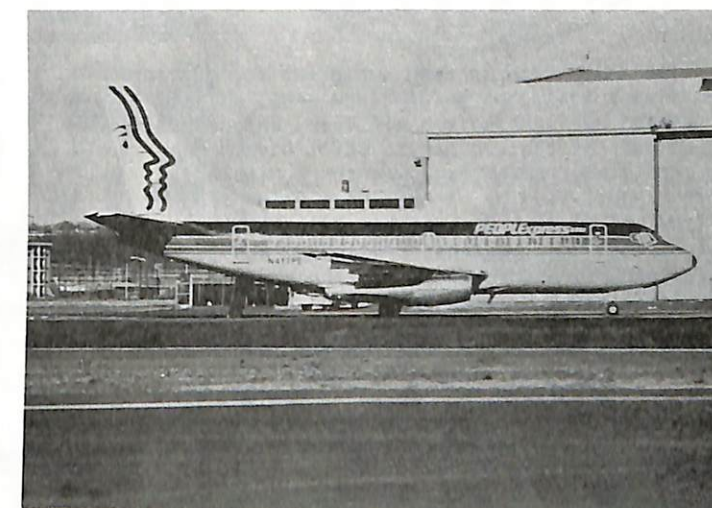
ABOVE: Phil Glatt shot this Altair DC-9-30 on a raining flight at Providence, Rhode Island on September 4 of this year.

Slide Sellers

Aerophotos, run by Seymour Hills, offers listings of original airliner slides for sale. Being located in the same general area as Boeing seems to have its advantages, as their most recent listing had new 767s and 757s in both manufacturer and customer liveries. Seymour's address is:

Aerophotos
3013 20th Avenue West
Seattle, Washington 98199

Tell them the LOG sent you!



ABOVE: Notice something different about the tail of this People Express 737? As a farewell gesture, since the aircraft was Lufthansa's last 737-130, eyes and tears were applied to N417PE along with the standard paint scheme. We understand that they were not permanent, which makes this shot at Newark by Adrian Smith all the more interesting and valuable.



ABOVE: The popular Bandeirante is in use with many European commuter carriers including Air Littoral. Gianluigi Parpani's photo shows F-GDC1 at Milan in June.

STICKER CHATTER

by
Don Thomas

The convention in June was great for meeting old friends again and gaining new ones, as well as gaining new labels from all over, and spreading around lots of the old ones I still have. Fred Hems and gang from England was there, including Barrie James, also Mr. & Mrs. Dave Prins from Holland, Al Barnes, Don Lusky, Bill Stubkjaer, Wayne LaPoe, Paul Collins, Bruce Drum and Brian Gustafson from Miami, Glen Sweeting and Ron Davies from NASM in D.C., Peter Rentz from Germany, Stan Baumwald, Paul Dinger, George Cearley, Gene Hooker, Jon Proctor and Peter Black from the card factory, and Tom Dragges, interested in another type of cards. Also on hand, our favorite dealers in aeronautica, Earl and Fred Wellman from Florida. Sorry I missed the banquet, but had to leave early for trip to Australia. I camped out there in the uninhabited wilds of Queensland for a month, discovering and photographing aborigine cave art sites. Spent an additional two weeks in Papua/New Guinea in the rain forests catching butterflies and another two weeks in the tablelands and National Parks of Australia and Hawaii.

Well, now to the business at hand. Illustrated for you is one example of a new post card release from England. This is one of six collectors cards which are printed on colored stock with a very nice decorative border. Included in this #1 set entitled "AIRLINE" are "Night Flying" (Maddux Airlines); A Latecoere airliner (1919) Spain/France/Morocco; QANTAS first office 1921; Jack Knight in cockpit; and woman in flying gear on a London-Paris run in 1922. Artist is Jack Follows. Set #2 is now in preparation. Price is \$3 per set or two sets for \$5. Address to Ray Lewitt, 72 Scraftoft Lane, Humberstone, Leicester, England LE5 1HW.

Pat McCollam, now working for ALASKA AIRLINES, sends in their new 50th Anniversary label. See illustration. YOSEMITE AIRLINES, based in Columbia, California has a nice little golden label with black lettering, and LAS VEGAS AIRLINES has a small black on green label that we have illustrated for you.

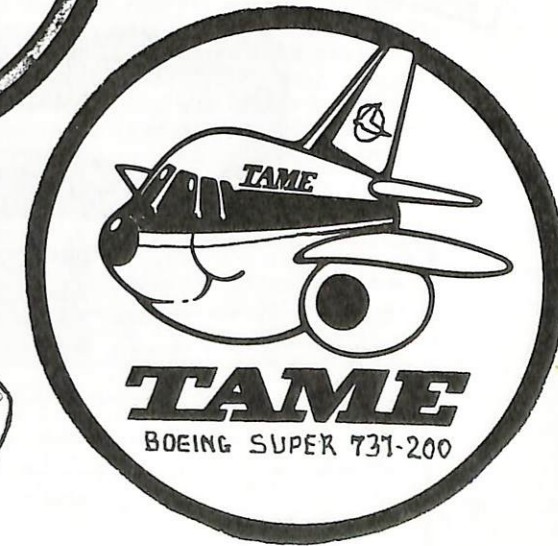
Dozens of new labels are coming, especially from foreign airlines. DOUGLAS AIRCRAFT as usual comes thru with a beautiful AIRLINERS INTERNATIONAL LA 82 label. These will be scarcer than the 80 and 81 labels. We picture it so you can see what you missed if you couldn't make the convention.



UNITED's label to Houston and Phoenix is shown. Not sure where it was issued--can anyone who works for UNITED get 100 of them? UNITED also has a long type BIL which comes in blue or light blue with a shiny surface, in addition to the regular long type with dull surface and place for name and address on the right instead of the left.

REPUBLIC has two types of the long labels. One is blue on white and the other is green and blue on white.

DELTA has an orange label with black lettering, "FLY DELTA'S/NEW WIDE RIDE/TriStar/DALLAS/FT. WORTH/ATLANTA". Orange comes out black when xeroxed so we won't try to illustrate it.



CAAC, the red Chinese airline, has two varieties of their round label featuring the Boeing 747SP. TAME, the Ecuadorian domestic airline, also has two round labels with blue background, one for Boeing Super 737-200 and the other for the Boeing 727-200. AIR ORKNEY is a new airline flying to the small bleak islands off the Scottish coast.

New BILs shown are from TENNESSEE AIRWAYS, AIR KENTUCKY AIRLINES, HORIZON AIRLINES, GOLDENGATE AIRLINES, and CAPITOL. New long type BILs include WESTAIR, CAPITOL AIR and ALTAIR, JET AMERICA and GOLDEN GATE AIRLINES.

Mention should be made of the series of labels sold at the convention at one table. These were printed in Japan and are not official airline labels, but were meant to be exhibited in glass or plastic decorative mounts and were sold as such by the manufacturer. Airlines printed were TWA, REPUBLIC, UNITED, NOW, WESTERN, ALOHA, PAN AM, and FLYING TIGERS (2 variations). Foreign lines included IBERIA, AIR FRANCE, CP AIR, QANTAS, LUFTHANSA, ALITALIA, SINGAPORE, ALL-NIPPON, TDA, CATHAY PACIFIC, AND BRITISH AIRWAYS (2 variations).

There are so many foreign labels coming out that it would take pages to list them all. AIRBUS INDUSTRIE is still ahead in producing their attractive series. Latest seen are the A-310 for LUFTHANSA with yellow background; MEA with red background; and ROYAL DUTCH AIRLINES with white background and blue airplane. New A-300s are: VASP and VARIG of Brazil, both yellow back-

ground; and TUNIS AIR, red background. Also watch for new printings of THAI INTERNATIONAL in a darker orchid background, and CHINA AIRLINES with different print on the fuselage. Another new A-300 is AIR INDIA on white background.

The WORLD AIRLINE HOBBY CLUB, as well as the AERONAUTICA & AIR LABEL COLLECTORS CLUB, belongs to the AEROPHILATELIC FEDERATION OF THE AMERICAS (AFA). The A&ALCC publishes the AIR TRANSPORT LABEL CATALOGS. (See the Fall issue of the LOG for details.) However, these catalogs should not be ordered thru the home office of AFA in Illinois. Orders now should go to: CATALOG, 5112 S. Pointe Drive, Inverness, Florida 32650, where Fred Wellman will handle orders for both the 1982 revised North American edition for \$10 postpaid, and for the other volumes of the catalog.

Incidentally, the A&ALCC has a New Issue Service for baggage labels, BILs, airmail labels, airline post cards, etc., whatever we receive in sufficient quantity to mail to all members of NIS. Anyone who works for an airline or can get 100 of any baggage sticker, BIL, or postcard to distribute to our membership, should mail them to Don Thomas, 1801 Oak Dreek Drive, Dunedin, Florida 33528. Material from the smaller airline and foreign carriers, and new material from the larger airlines is requested. In return we can send whatever new labels we have on hand, or old labels, foreign or domestic, if you prefer. Information on joining the various AFA Clubs and the NIS will be sent if a SASE is sent to me, Don Thomas, at the address mentioned above.

WINGS & THINGS

by

Richard L. Koran

Fuel cost is not only changing the way of life for everyone in the free world, but it is also revolutionizing the air transport industry. It is easy to understand why air transport deregulation has caused such a change throughout the world. Who would ever have thought that a leap in fuel prices and airline deregulation would help the collectors of airline memorabilia--wings included.

Our modern system of air transportation in the United States is really not that old and now with new airlines appearing--and disappearing--at a seemingly rapid rate, the collector has his hands full trying to acquire those items that interest each of us. Around the world it is the same--new carriers, new names, new logos.

R.E.G. Davies wrote in his book, Airlines of the United States Since 1914, of the growing air-mindedness of the American public during the late 1930s as popularized by the success and growth of the established airlines. "Small communities with populations counted in a few thousands, rather than tens or hundreds of thousands, began to consider themselves worthy of air service." The motivation of the 1930s for increased air travel was the same that led to the establishment of the pioneer airlines ten years earlier.

By the middle of the 1940s even more airlines began operations. Many of those early feeder airlines we are already familiar with--Pioneer Air Lines (Dallas), Monarch Air Lines (Denver), West Coast Airlines (Seattle), Trans-Texas Airways (Houston), Piedmont Airlines (Winston-Salem), Wisconsin Central Airlines, Ozark Air Lines (St. Louis) to name just a few. If this sounds familiar, we only have to look at the growing commuter and regional airline industry today. Evolving from their early days as small, non-scheduled carriers termed "air taxis", the commuters have grown with the changing way of life of the air transport industry in the free world today. Latest figures show over 400 scheduled commuter and third level passenger and cargo carriers operating throughout the world. And for those of us with a penchant for collecting airline "goodies" that means there's a lot of stuff out there!

To help us "out there", here's a quick review of reference books and magazines that will help any airline enthusiast. The printed word will serve to guide us to the "who's who" and the "where is it" to go to get the wing or badge we want for our collections. The two Davies books are the

"Flagships" of the reference library--Airlines of the United States Since 1914 and A History of the World's Airlines. Annual editions of the Airline Hand Book provide names of carriers, a short history, and an address to write to. The Observer's World Airlines and Airliners Directory by Green and Swanborough provides history and good reference data. Try to acquire the annual report of the Regional Airline Association (Regional/Commuter) for a great list of names and addresses. Flight International magazine, a weekly from the U.K., has annual issues devoted to world airline and commuter airline directories that are extremely helpful and inexpensive. Access to Exxon's Aviation News Digest will keep you up-to-date, too. Aviation Week magazine by subscription or at your local library can be a terrific source for background material as well as two other fine magazines, Air Transport World and Airline Executive. The World Aviation Directory would be the best for names, position, and addresses provided the volume you are using is current.

With the growth in the industry, too, various patterns of wings are emerging. In future issues of the LOG, I will attempt to provide information that will help when it comes to identifying the source and/or manufacturer of a particular wing or badge. We already recognize some of the hallmarks like LGB-Balfour, Green, Jostens, Bond-Boyd of Toronto, Luke and so on. There are many more that I plan to cover in future LOGs, too. Then, we have the wings that look like the Balfours and the Jostens. Some of these are good and some are bad imitations--and some perhaps made by the Balfours and the Jostens but are not hallmarked. A new line of wings are also being produced in Florida, I believe the Ft. Lauderdale area--the small modern pattern we've seen lately, with a pin back and the round plastic-like logo center. This company is producing a line of wings that are inexpensive to the carrier and reasonable to the collector.

Phonies are also on the market--one showed up at my place. A National Captain's wing (sun face with the star and wreath) used during the last few months of their existence that is not finished as well as the original that I have. The polished surfaces are not what they should be and there are pock marks in the surface which is indicative of an inexpensive production method. The two screw backs were also improper--which, in my estimation, is the case with the whole wing. Anyway, in the next issues of the LOG I will discuss the various means used to produce wings, accompanied by photo-

BAGGAGE IDENTIFICATION
 GOLDEN WEST AIRLINES
 NAME _____
 ADDRESS _____
 CITY-STATE-ZIP _____
 TELEPHONE _____

TENNESSEE AIRWAYS
 Name _____
 Address _____
 City _____ Country _____

AIR KENTUCKY AIRLINES
 THIS IS THE PROPERTY OF
 Name _____
 Address _____
 City _____
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graphs if all works out well. I have hopes that the Balfour folks will cooperate with some of their expertise.

My photos for this issue of the LOG show some of the differences over the years in wings used by the regionals and the commuters. I hope you enjoy

them. Also, as mentioned before, please feel free to write and share your good fortunes in wings, and badges with photos. Always nice to hear your comments and criticisms. Suggestions on future articles are welcome also. With that, keep the blue side up--and the wheels out of the trees!

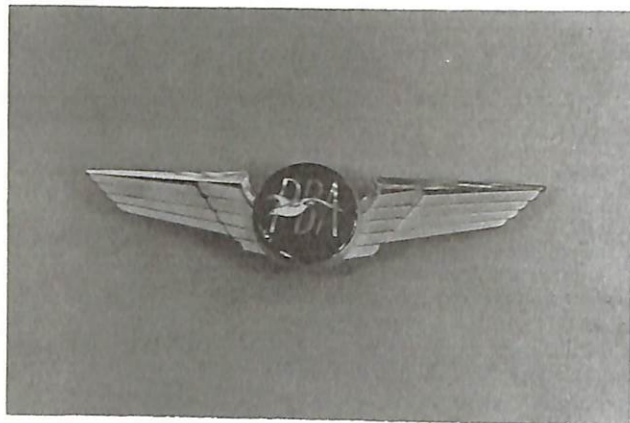


PHOTO 1: PROVINCETOWN-BOSTON AIRLINES--A scheduled commuter with flights in Massachusetts and Florida (using Naples Airlines, a division of PBA). The latest of PBA wings is the Balfour pattern in gold with center done in blue, white and gold.

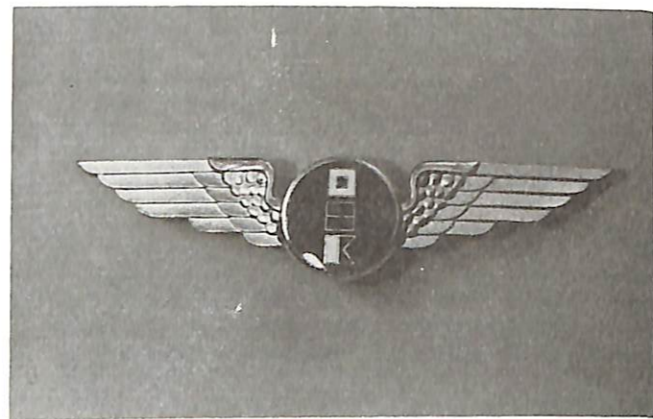


PHOTO 3: SOUTHEAST AIRLINES--This wing was the second used by the now defunct carrier. They used to service points in Florida and the Bahamas. The wing is gold finish with a red center. The flags use red, white and blue.



PHOTO 2: ROVALE AIRLINES--Scheduled commuter service between points in Louisiana and Houston International Airport. Silver wing with red, purple and white enamel logo.



PHOTO 6: JET AMERICA--Another of the newcomers to the airline industry. A polished gold finish on the wing with flat black background.



PHOTO 9: PINEHURST--Now defunct, this airline's wing has a polished finish with a black backing in the logo.

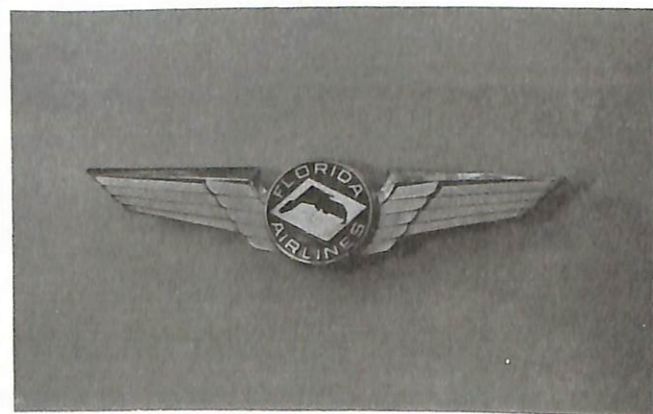


PHOTO 8: FLORIDA AIRLINES--Originally formed in 1945 as Florida Air Taxi, began scheduled operations in 1968; suspended operations in 1980.



PHOTO 4 and 5: PIONEER AIR LINES--Founded as Essair, one of the new second level carriers in 1939. Suspended service due to Braniff objections. Back in 1945 as a feeder airline and became Pioneer in 1946. Pioneer merged into Continental in 1955. This wing (Photo 4) is the first and has a gold finish. Photo 5 depicts the second wing used by this early second level air carrier. This pattern came in used around 1952. The wing is silver with a red, white and blue enamel center.



PHOTO 12: SOUTHERN AIRWAYS--Believe this to be their first style wing. Gold wing with blue enamel center with gold letters.



PHOTO 11: AIR WISCONSIN--This is the company's first wing. Only six of this type were made. It is all silver with a pin back.



PHOTO 16: CHICAGO & SOUTHERN AIR LINES--This carrier was originally founded in 1934 as Pacific Seaboard Airlines. Holder of the north-south Mississippi Valley routes. Covered routes from the Great Lakes to the Gulf of Mexico. Awarded New Orleans to Havana route by President Truman. Unable to survive independently and merged into Delta Air Lines in 1953. Wing is silver.



PHOTO 7: PACIFIC SOUTHWEST AIRLINES--One of the first intra-state air carriers. Founded in 1945 as a fixed-base and charter operator in SAN.

In 1949, PSA began service between cities in California on a schedule. PSA now has service outside of California since deregulation. The wing pattern depicted has been done in gold (2nd issue) and in silver (3rd issue). The first wing uses gold with some green enamel.

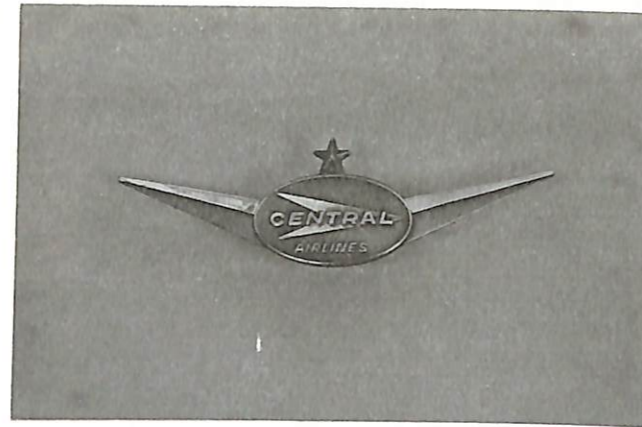
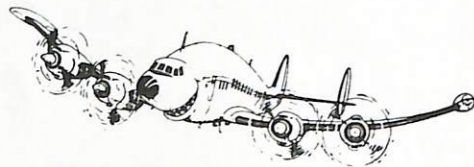


PHOTO 13, 14 and 15: CENTRAL AIRLINES--Founded in 1944, at Ft. Worth, Texas and flew between Texas points and Oklahoma and Kansas. Merged with Frontier Airlines in 1967. Photo 13 depicts the first type of wing used by this company. The wing is silver with a maroon center and silver letters. Photo 14 is the second type wing used and is silver. The third photo is the final type wing used by Central and is all silver.

JETS ARE FOR KIDS



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WHAT'S COMING

We are planning some really nice issues of the LOG for the coming year. The Spring 1983 issue will feature the Boeing 737 and Piedmont Airlines. We will also be featuring the three airports that serve Washington, D.C. The following issues for 1983 will see the likes of the Lockheed L-1011, the BAC 1-11, some of the first aircraft to provide "airline" service. Along with these aircraft we will be featuring such airlines as Mohawk, United, TWA and the airlines of Central and South America.

Jim "JET" Thompson has volunteered to become our Airport editor. Jim has traveled across this country and visited just about every airport you can name. In addition he knows where and when to take the best photos. We can start looking for "Jets" reports in the next issue of the LOG.

The survey being taken on the reverse side of the 1983 membership renewal form will give the staff of the LOG some idea of what you, the Club member, wishes to see in the LOG. We will try to provide the material that you are requesting. If you wish to see any particular article appear in the LOG, drop a line and we will try to fulfill your request.



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Airline Playing Cards

by
Thomas Dragges

I would like to start by wishing everyone a Happy and Prosperous New Year. I hope Santa Claus was good to all of you and brought you your favorite airline goody.

Since there are very few, if any commuter airline playing cards, I will take this opportunity to feature some Air Canada/Trans Canada cards. If anyone has cards from any of the commuter carriers, please send samples in so they may be included in a future article.

The Trans Canada card is light blue background with a white border. The word Fly and the circle around the maple leaf is dark blue. The maple leaf is white with red TCA letters in the leaf. "The Maple Leaf Route" is in white print in the dark blue rectangular box. The other card in this series is different only in the coloring. The word Fly and the circle around the maple leaf is red. The maple leaf is white with blue TCA letters in the leaf. "The Maple Leaf Route" is in white print in the rectangular box which is red. Border and background colors are the same as the card shown.

Air Canada Galaxy card has a blue sky with white stars and a white bottom with Air Canada in dark blue print with a red maple leaf logo. Year of issue was about 1962. The next sample is a very unique card in that it promoted certain flights. The card is divided red and blue. The blue background section contains the Air Canada name and logo in white and the flight number and destination--Canada 871. The red background section also contains the Air Canada name and logo in white and the flight number and destination--Europe 870. The year of issue was 1968.

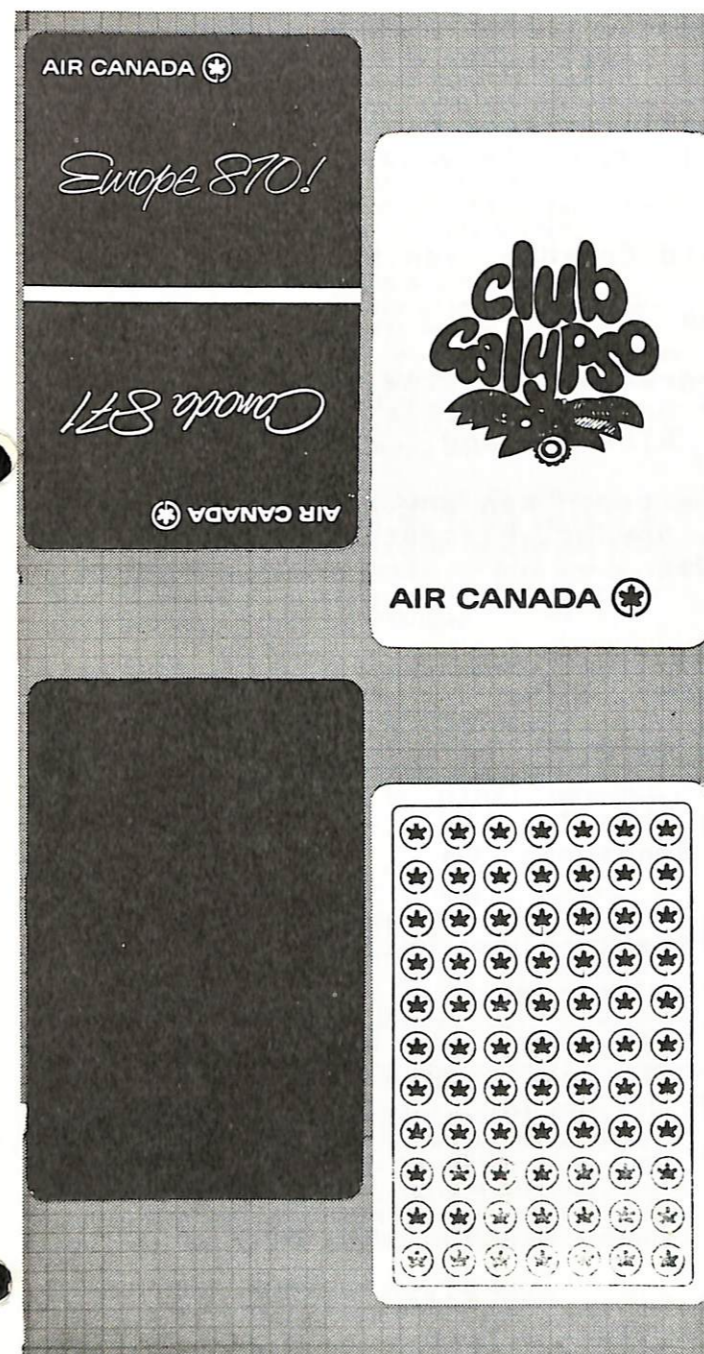
The next sample is a colorful card depicting a silhouette of a swimmer in front of some blue waves. The card contains much orange and white. Year of issue unknown to this writer. Another unusual card is the "Western Arrow" card. This card possibly represented a flight from the western area of Canada to Europe. Air Canada and logo are in red. Again, year of issue is unknown.

Another attractive card issued by Air Canada is the "Club Calypso" card, possibly used on flights from Canada to the Caribbean area. This card has a white background with Air Canada in black print and the maple leaf logo in red at the bottom of the card. Club Calypso is in orange fading to dark pink at the bottom half of the letters in Calypso. Below that there are some green leaves with dark red flowers. Year of issue unknown.



Last we have the maple leaf logo cards that were issued in two different printings. One is with gold logos on a black background while the other has gold logos on a white background. The black/gold card was used in the late 1960s to about 1972. From 1972 until the present, the white/gold card has been used. The box has been changed a few times over the last ten years, but not the cards.

If you have seen any new cards please send in a sample for the Club records. We still need to have samples, either single cards or complete decks, of many airline cards. We especially need cards from carriers foreign to the United States. Your help will be greatly appreciated. Until next issue, happy collecting.



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MODEL CONTEST:

1/200 Jets-

1. Northwest DC-10, Mike Ryan, Stanton, CA
2. Japan Air Lines DC-10, Mike Ryan
3. Air France 747, Mike Ryan

1/200 Props-

1. Air Atlantique C-47, Ron Kluk, Chicago, IL

1/144 Jets-

1. Pan Am 747SP, Allen K. Hess, Redondo Beach, CA
2. Malaysian DC-10, Mike Ryan
3. United Air Lines DC-8-71, Rick Guilbault, Detroit, MI

1/144 Props-

1. Northwest Stratocruiser, Allen Hess
2. Swearingen Metro II, Marc Hansen, Seattle, WA

1/100 Jets-

1. Southern DC-9-30, Larry Ivan Potoski, Arlington, VA
2. Japan Air Lines DC-8-62, Rick Neyland, El Segundo, CA
3. Braniff 727-200, Mike Ryan

1/100 Props-

1. Air California L-188 Electra, David Crowder, Van Nuys, CA
2. Piedmont F-27A, Rick Neyland
3. American Airlines DC-7, Mike Ryan

1/72 Props-

1. Instone Airlines DH.34, Matt Hargreaves, Seattle, WA
2. Continental Airlines DC-3, Roger Sawyer, Seattle, WA
3. Western Air Express Douglas M-2, Rick Neyland

Diorama-

1. "Oh Shit" Tri-Motor through a tree-top, Ken Snyder, Placentia, CA
2. Hawaiian Air DC-9 rampside, Judy Snyder, Placentia, CA
3. "Awfully Short Runway", Ken Snyder

PHOTOGRAPHY CONTEST:

Prints (Color and Monochrome combined)-

1. DHC-3 Otter, C. Eleveld, Vancouver, B.C.
2. "Sunset At The Float Plane Base", G. Vincenti, Richmond, B.C.
3. "Good-Bye Snow" (Metro 747), Ronald Kluk, Chicago, IL

Color Slides-

1. CP Air 737 at LAX, John Kirchner, Los Angeles, CA
2. Equatoriana 707, Norbert Raith, Jonesboro, GA
3. a Tie,
Aero California DC-3 at La Paz, John Kirchner, and
LAX Terminal Complex - Daytime, Armen Avakian, Redondo Beach, CA

DISPLAY CONTEST:

1. "Wings, Emblems & Patches", Bob Feld, Cypress, CA
2. "R.A. China Display - TWA", Dan McIntyre, Granite City, IL
3. "Ticket Covers of the Airlines of the World", William Barron,
Harbor City, CA

BEST OF SHOW AWARDS:

BEST MODEL- TWA 747SP 1/100, Dennis Claus, Kansas City, MO

BEST PHOTO- "TWA 727", Allen Hess

BEST DISPLAY- "Wings, Emblems & Patches", Bob Feld

Please add this information
to the story on the convention
that appeared in the last
issue of the LOG.

CONTENT
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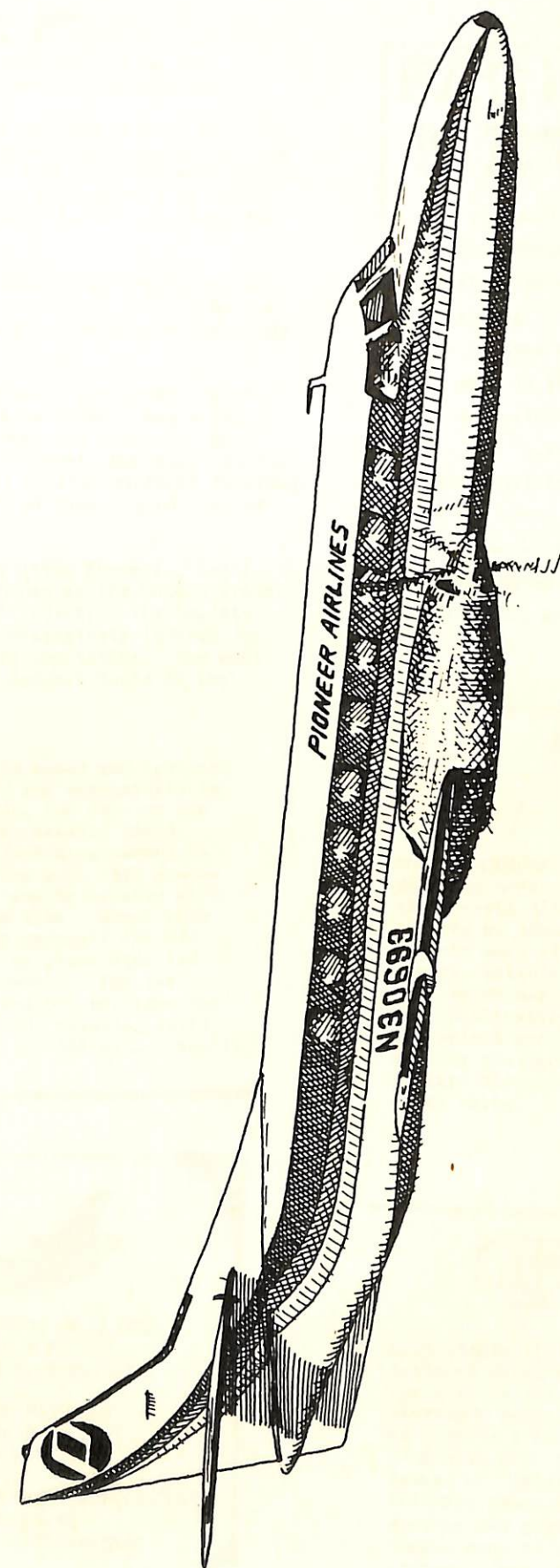
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