



CAPTAIN'S LOG

SPRING 1983





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the material to the Editor. Thank you.



One of the most colorful liveries that you will find on an aircraft anywhere in the world is that of GULF AIR. Decals to make this beautiful 737 are available from ATP. Boeing Aircraft photo.

CAPTAIN'S LOG

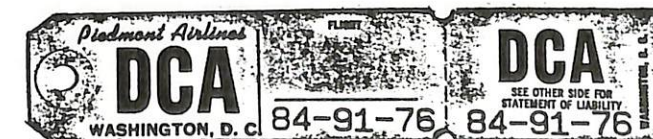
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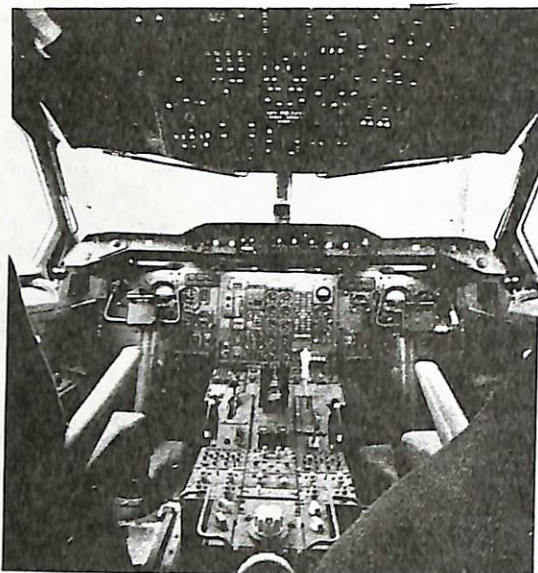
FLIGHT MANIFEST

...from the left hand seat.....	2
Piedmont Airlines, A Company History.....	3
Boeing's Baby Jet.....	15
Report From the Field.....	21
Wings & Things.....	28
Around the World of Airline Schedules.....	32
Sticker Chatter.....	38
Post Card Corner.....	41
Model Shop.....	44
The Slide Collector.....	49
Airline Playing Cards.....	52
The Tray Table.....	54
Printed Matter.....	56
Flight Exchange.....	59



Cover photo: Piedmont Boeing 737
N753N was the first 737 to be painted
in the new color scheme. Piedmont
PR photo. Hurley collection.





...from the left hand seat...

by

Paul Collins

With this issue of the LOG, we begin our ninth year as the World Airline Hobby Club. I would like to thank each and everyone of you for your support. On about March 15 we reached a milestone, I believe, in the short history of our organization. Membership number 1,000 was reached. I thought that it was super when the number 100 was used, but it felt great to use the larger number, I can assure you of that!

I am happy to report that there has been quite a bit of response to the comments that I made in the last issue regarding the operation of the Club. I would like to thank all those that took the time to write with their suggestions and comments. I would especially like to thank Gene Hooker for the comments he made in his letter. Until I read what he had to say, I was in the sort of position where you can't see the forest for the trees. I will go into more detail on this at the business meeting to be held at the convention. Again, thanks to all that wrote, we will be implementing some of your ideas into use within the near future.

With reference to the paragraph above, the plans to create a constitution and by-laws for the Club has once again been shelved. This is also true with regards to the need for Club officers.

If you will note the inside cover of this issue of the LOG we are using somewhat of a new format. You will also note that I have given up the title of President and assumed the title of Director of Operations. Club member, Marion Pyles, has volunteered to become our Membership Co-ordinator and will be handling all new memberships and renewals. Please make note of his address on the inside front cover. Any questions on membership should be directed to him. We have also listed the CEO's of the European and Pacific Sections of the Club along with the Secretary/Treasurers of the two Sections. We

hope this gives you the names of the main people that are guiding the Club, both at home and overseas. Please read the inside back cover of the LOG to check Club policy and other important aspects of the World Airline Hobby Club.

With this issue of the LOG we are sending along the "Official 1983 WAHC Membership Roster." The membership has been placed on a computer and we certainly hope that we did not miss anyone. We also hope that the entry for each and every member is correct. Please be sure to check the information listed for you. If you notice anything to be wrong, please advise the Membership Co-ordinator as soon as possible so it can be corrected. The U.S. and European Section is listed in alphabetic order. All others are in membership order. These will be converted at a later date. Also a separate listing has been made by membership number, following the main roster listing. We hope this format will be easier for you to work with when seeking other members to correspond with and meet with while you travel. Also, when available, telephone numbers of each member are listed.

This issue of the LOG is the convention issue. Since we will be in the Washington, D.C. area, we are featuring Piedmont Airlines, the Boeing 737 and the three main airports that serve the Washington area. I would like to thank Dick Hurley, Joop Gerritsma and Jim "Jet" Thompson for their time and effort. Jim is also going to join the staff of the LOG as our airport "specialist" and will be doing stories on airports across the U.S. and some located in other countries. I would also like to thank our staff Editors for coming up with some super material for this issue.

The 1983 Airliners International convention will soon be upon us. I hope that each of you have received your registration material from the convention committee. If not, drop a line to Club Headquarters and we will see that you receive the necessary forms to get registered. The committee used a new system this year, direct mailing the registration packets to each Club member. That is why this material was not included with the last LOG as mentioned. Please let us know which system you find best.

As has been the practice at the last several conventions, the Club will host a welcoming party on Thursday evening, June 16. We would certainly like to see as many of you at this get-together as possible. So there will be no strangers, it would be appreciated if you would wear your registration badges when attending the party. The same two bartenders will be on duty that served you at the last two conventions. Also, all of you airline types, please raid your company stores department and bring along some peanuts, napkins, plastic cups (with logos) and some swizzle sticks. This party also gets the weekend started off in the right direction. Be sure to stop.

The next issue of the LOG will feature some of the airlines and airliners of South America. The feature aircraft will be the Lockheed L-1011. That issue may be delayed just a bit due to the fact that the convention date is so late in June and we will want to get the news of the happenings at the big bash in that issue. Until then--happy collecting.



Piedmont Airlines

A Company History

BY

DICK HURLEY

Airline histories begin with individuals and their aspirations. Such is the case with Piedmont Airlines.

Winston-Salem, N.C. is located along Interstate 40 to the west of Greensboro. Here lies many notable industries such as Haynes, Burlington Industries, Pilot Trucking and the R.J. Reynolds Tobacco Company. They were an indirect influence on today's Piedmont. It, too, is a big name in Winston-Salem.

In 1933 a young Tom Davis, 16 years old, soloed in an E-2 Taylor Cub, and gaining his pilot's license. He must have had some inspirations, for in 1938 he joined the Camel City Flying Service at Winston-Salem Municipal Airport (now Smith Reynolds International).

In 1940 he obtained controlling interest in the Flying Service, and on July 2nd of that same year, renamed it Piedmont Aviation. It was incorporated as an aircraft sales and service operation. Both Piper and Stinson aircraft franchises were acquired. Later, the company's flying school plus the overhaul and repair facilities were approved by the CAA.

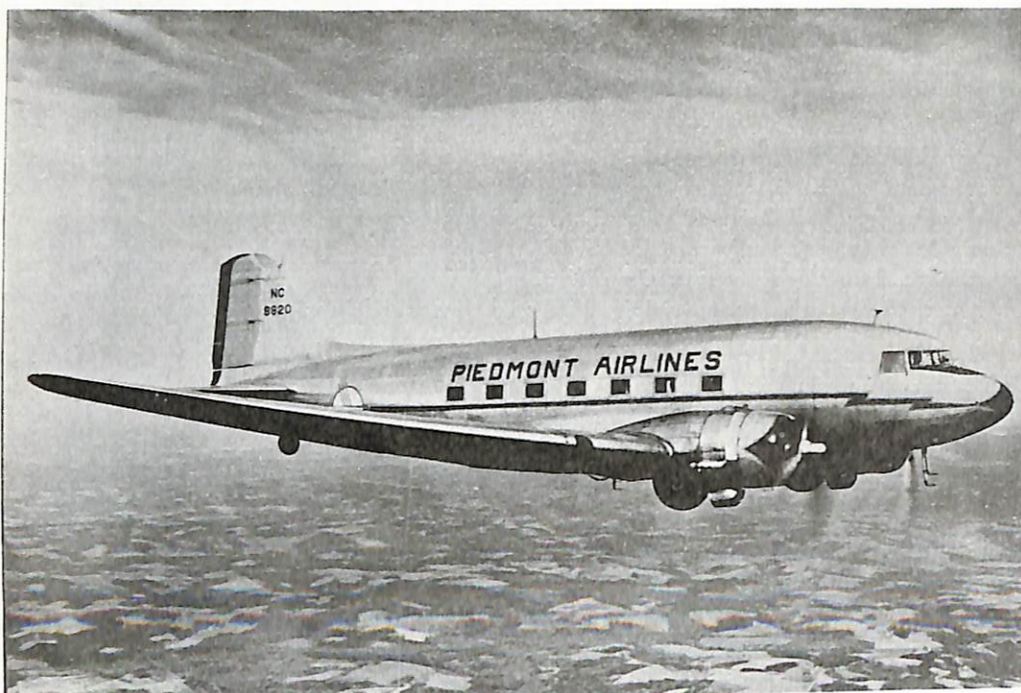
The facilities were the only of their kind located between Atlanta, Ga. and Washington, D.C.

During the war years (WW II) Piedmont Aviation was contracted to train Central and South American students to become flight instructors and the company devoted much time and effort to other war-time projects.

In 1943 the company conducted Army Air Force crew indoctrinations at Greensboro. It was during this time that T. H. (Tom) Davis became President of the company.

On June 6, 1944, Piedmont filed an application with the CAB to conduct scheduled local service operations in the southeast. The original plans called for an air mail pick up service.

It was April 4, 1947 before the good news came. Piedmont was selected to operate over a route designated as Route 87. The move to put together an airline began immediately. One DC-3 was leased right away with an additional two acquired later during the year.



The first aircraft to be flown in Piedmont livery was this DC-3 carrying registration N8820 (c/n 13041). Piedmont Airlines photo.

The progress did not proceed without some apprehensions. In Charlotte, State Airlines petitioned the CAB over Piedmont's award and the new service, to have been inaugurated on September 7, 1947 was postponed. The CAB upheld the original decision but, again, State Airlines protested. They told the CAB that Piedmont had made equipment acquisitions regardless of its knowledge that the Board was still considering petitions for review of the South-eastern Area decision.

Eastern Air Lines, too, protested. They claimed Piedmont wanted to start a conventional trunkline and that only four new cities would have first time service, and, thus, it would be a waste of a subsidy.

In October 1947 the Supreme Court agreed to review the case. Meanwhile, Piedmont's hopes were almost in the air. Finally, in December of 1947 an opinion was issued and a feeder certificate was awarded Piedmont.

State Airlines continued to protest. It contended the Board exceeded its jurisdiction in awarding Piedmont routes not applied for, some of which were filed by State. The request for another review was denied in February 1948. An airline then took off into history.

On January 1, 1948 the airline division of Piedmont Aviation was formed. On February 20, 1948 the first scheduled operation was made on a route which linked Wilmington, N.C. with Cincinnati, Ohio. A month later service was inaugurated between New Bern, N.C. and Louisville, Kentucky. By May of 1948 all segments of Route

87 were in operation. There were 273 employees and six DC-3's. In June 1948, Piedmont was showing a profit of \$12,171.00.

During this time, arch rival, State Airlines, continued to haunt Piedmont. In 1949 a ruling was made that the CAB had no power to award routes not previously applied for and, thus, a U.S. Court of Appeals reversed a Board order granting Piedmont a three year feeder certificate (dating from December 1947).

Despite this temporary setback, Piedmont continued to fly, and received a seven year renewal of its operating certificate in 1951. Meanwhile, the general aviation division made strides also. In 1950 offices were opened in Norfolk, Va. where the selling of Beech aircraft began in 1955.

Also, in 1955, the airline division marked history. The 1,000,000 passenger was boarded. On August 17 service was started at Washington, D.C. (National) and on December 6, a permanent certificate was granted to the company.

From the start of operations until mid-1956 the DC-3 had been Piedmont's work horse. Fairchild, under license from Fokker in Holland, was to build a high winged turboprop for the feeders known as the F27 "Friendship."

On June 6, 1956 Piedmont ordered eight F27's for six million dollars. These would hold 36 passengers and be powered by Rolls Royce Dart engines.



In 1967 the FH227B's arrived and were immediately placed in service. The -227 was a stretched version of the -27 which had been in service with Piedmont since 1958. Dick Hurley photo.

Meanwhile, the expansion efforts continued. In May 1957, the first F27 classes began and during the later part of the year, two new routes were filed for--one to Atlanta, Ga. and another to Chicago, Ill., via Indianapolis, South bend and Ft. Wayne in Indiana and Dayton, Ohio. Another was from Washington, D.C. to Cincinnati via Morgantown, Clarksburg and Elkins in West Virginia.

In 1957 Piedmont also enjoyed some flare. The Cisco Kid, a well known and popular western TV star, arrived in Bluefield, W. Va. on one of Piedmont's DC-3's, creating quite a stir.

After ten years of being the backbone of Piedmont's fleet, the DC-3's got a jet powered assist. F27's were delivered in 1958 and went into scheduled service on November 14. The sound of Rolls Royce Darts would be quite prevalent in Pacemakerland for years to come.

Almost simultaneously the trunk carriers had embarked on the introduction of pure jet aircraft. Long haul piston equipment began showing up on secondary routes and began replacing smaller aircraft. While some feeders chose to Convarize, others opted for another sturdy workhorse--the Martin 4-0-4.

On December 4, 1961 Piedmont announced the purchase of 17 TWA Martin 4-0-4 Skyliners and the sale of 14 DC-3's. Prior to the announcement a new route from Norfolk, Va. to Knoxville, Te. was opened, with service being inaugurated on March 30, 1961.

Introduction of the new equipment was well timed. In 1962, the CAB authorized new routes into Atlanta, and an extension north to Baltimore, Md. It increased the system network by 50%. Myrtle Beach, S.C. became a year round operation while an application was filed to serve Greenville-Spartanburg, S.C. from Charlotte and Asheville, N.C.

On February 20, 1963, almost 15 years since the start of Piedmont operations, the DC-3 was retired. The last service was from Columbus, Ohio to New Bern, N.C. A month later a route to Charleston, S.C., Savannah and Sea Island, Ga., and Jacksonville, Fl. was filed for. Unfortunately, it would take another 15 years to make these locations Piedmont stations.

In 1964 service started into Hot Springs, Va., site of the famed Homestead resort. A new engine and propeller shop was dedicated in Winston-Salem and a new Knoxville to Nashville, Tennessee route was requested.

On August 27, 1965 a route to New York was filed for. While Martin 4-0-4 deliveries continued, the second stage jets began flying. Douglas showed off the DC-9 for Piedmont. It flew from Winston-Salem to Hickory, N.C. in a mere 14 minutes. Boeing also stopped by with its trijet, the 727.

The year 1966 was a big one for the carrier. An order was placed with Boeing for six 737's with an option for an additional six. An order was also placed with Fairchild-Hiller for 10 FH227B's, a "stretched" version of the F27. The route to New York was granted on July 6, 1966, with service starting on November 15th via Washington, D.C. (using Dulles), upon which the route award was provisional as an operating point. Initially, the F27's served the route. Also in 1966 a visitor from Japan stopped in--the NAMC YS11. The new Piedmont Aerospace Institute was opened and Piedmont became the first regional airline to show a profit without the benefit of a Federal subsidy.

In 1967 Boeing 737 operations were still a year away. To boost the service to New York and become a jet operator, two 727-100's were leased. Shortly afterwards, the FH227B entered service. These events coincided with a 53.3% load factor, 98.7% completion factor and average daily aircraft utilization of six hours and 59 minutes. The average length of a trip was 116.4 miles, average time--36.9 minutes. Memphis and Nashville, Tennessee were awarded along with Greenville-Spartanburg. A new application for service to Chicago was filed and 10 of the YS11's were ordered to replace the aging Martins. An additional 10 aircraft were placed on option.

It was in 1968 that the "new" jets began to arrive. The first Boeing 737 (N734N) flew from Seattle, Washington to Wilmington, N.C. in an unsanctioned record time of four hours and 47 minutes. In May, YS11 service began. The turbines were now entrenched at PI.

Of all the good years for Piedmont, 1969 was an opposite. The one and only strike occurred from late August into July over the third man on the 737 flight deck. The strike was ended by an injunction but by its end there were grumblings to the extent of possible DC-9 purchases. Eventually, all 737's went to a two-man crew. The year did have its high spots, however. Mayor

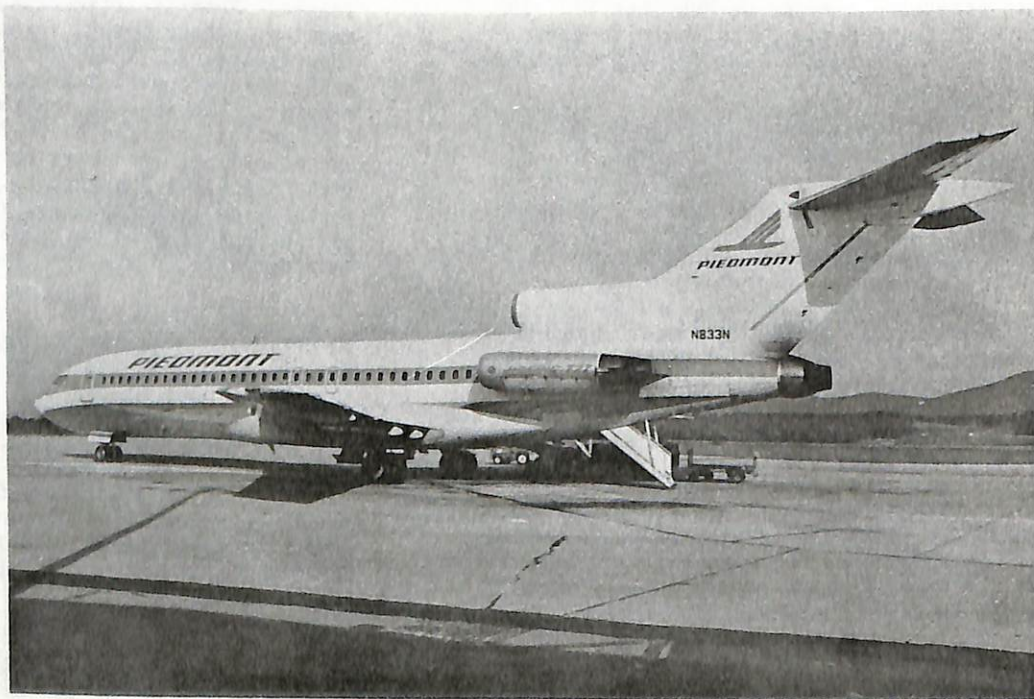
Richard Daley presided in the inaugural ceremonies when Piedmont began service in to Chicago (Midway) on December 1st. Even though Midway was less desirable than O'Hare it was a step towards getting into O'Hare and did secure service into Chicago, a long time desire. Service also started into Charleston, S.C.

Scheduled piston-engined service became a memory in 1970. On February 14th, Flight 803 operated as a Martin 4-0-4 from Washington, D.C. to Wilmington, N.C. On February 15th, it was Flight 923--a YS11. For a while some Martins did charter work. The last, serial N40402, sat out its final days in Piedmont colors at Roanoke, Va.

For a time route awards and aircraft transactions had somewhat been preeminent, but in May 1971, Piedmont took another step ahead. A new multi-million dollar reservations office was opened in Winston-Salem. This consolidated offices from out in the system and became the C.R.O. or Central Reservations Office. A computerized reservations system was then available along with its multitude of other capabilities such as instantaneous information and flight data.

The years between 1972 and 1975 were quiet ones. The year 1976 ushered in a new color scheme for all aircraft. There was, however, a new phrase in the industry--deregulation. On December 1, 1976 Piedmont acquired a 727-100 to replace a 737 going in for overhaul. Who would have guessed that 3-holer operations had just been dormant?

This was the first Piedmont 727 (N833M) in service when the airline decided to once again return to using this type of aircraft. This photo shows the ship at Roanoke readying for the Chicago trip in April, 1977. Tomcat Aviation photo by Larry "Ivan" Potoski.



Although both services to Chicago and New York had been well established, Piedmont had still been denied a sought after lucrative area--the vacation land of Florida. Possibly because of its earnings and stability it had been denied such in past awards, but on June 15, 1978, a route from Baltimore, Greensboro and Charleston was opened to Miami. Fittingly, it was first operated with the "Sunshine State Pacemaker." The effects of deregulation were at step one.

In short order Boston, Dallas/Ft. Worth, Denver and Pittsburgh were opened. The build up of all weather vacation spots had begun.

In 1981, Mr. Davis retired and became the Chairman of the Board of Directors of Piedmont Aviation. Mr. William Howard took over the reins of operations. There was talk of the DC-9-80's, A300's, 757's and 767's, but the nod went to the 727-200 as an interim aircraft. There was also a flurry of orders for new 737's which would bring Piedmont to being the largest operator of this type aircraft in the world.

Interest in Piedmont was not limited to just stockholders and investors. Air Florida set its sights on Piedmont's worth, but the "not interested" signals were sent out from Winston-Salem. The company did join hands with the very profitable Southern Railway which then merged with the Norfolk and Western. Piedmont pilots had flown on contract for the N&W for years out of Roanoke, Va.

While Orlando, Jacksonville and Daytona Beach were added in the Sunshine State, another bit of history took place. On March 14, 1982 the last YS11 flight flew out of Tri-Cities and terminated at Winston-Salem (N529P). Not only was the propeller era over, but so too, 24 years of direct association with Rolls power. The familiar high pitched whine of Darts was now a memory.

Throughout most of the time Piedmont's major connecting point was at Roanoke, Va. During weather the station's minimums were relatively high and, thus, presented not only problems for passenger connections but for crews as Roanoke was a crew base. In the mid-1970's a build up of flights occurred at Norfolk and Richmond, Va. primarily as new service to Boston, Mass. and into the New York/Newark area was added. Up until this time Washington, D.C. (National) led in system wide boardings followed closely by Atlanta and then Roanoke.

Greensboro was also built up in the last several years, but nothing as compared to a new hub which was established in Charlotte, N.C. in 1981. On-line transfers were directed towards Charlotte where they could fly non-stop to Florida, Texas and northbound, a great competitive advantage.

In 1982 Piedmont went even further. Five new stations, completely out of Piedmont territory, were opened around another hub, this time in Dayton, Ohio. The other stations were Flint, Grand Rapids and Lansing in Michigan and South Bend, Indiana. Non-stop service was established from Dayton to Denver, Florida and Washington, D.C. Despite the somewhat suppressed economic conditions in the new area and in general, Piedmont continued to ride the tide of success. Also, in 1982, 11 more 727-200's were bought, used, from Delta Airlines while the 727-100's were gradually withdrawn.

By the end of 1982, there were 107 departures from Charlotte and 28 from Dayton. In February 1983 another new hub was announced, this one at the Baltimore-Washington Int'l. Over and above this were repeated reports that Piedmont would take another giant step--into Canada from the new hub. There have also been indications that yet another hub will be established somewhere west of the Mississippi River later in the current year.

In was stations like Hickory, Rocky Mount, Goldsboro, New Bern and Elizabeth City in North Carolina and Danville, Hot Springs, Pulaski and Shenandoah in Virginia plus Beckley, Bluefield and Parkersburg in West Virginia, not to forget London-Corbin in Kentucky and Augusta, Georgia which helped make Piedmont a small giant. Also, stability, opportunity and conservation have contributed to making Piedmont one of the last few U.S. airlines to still be retaining its original identity.

THE FLEET

DOUGLAS DC-3: By the end of WW II the used aircraft market was being flooded by ex-military and new aircraft. Pre-civil DC-3s had been drafted into service. Some new post-war "gooney birds" were being sold but the trunk lines were concentrating their efforts and reestablishing their routes and a new breed of equipment such as the Douglas DC-4 and Lockheed Constellation was being put into service.

The market, obviously, was inspirational for those who had earnest desire to establish an airline. Such was the case with Piedmont.

In 1947, T.H. Davis and S.P. "Bud" Gilley went to Boston and each flew back a DC-3 bought from Colonial Airlines. Their acquisition, however, was preceded by the lease of a DC-3 from Southern Airways. It, however, was used for pilot training and route proving. Initially, these DC-3s were metallic and had color schemes like those of American and Colonial Airlines, but in blue, prior to the inception of Piedmont's own color livery.

The DC-3 carried the company well into the 50s. A total of 24 were in the fleet, including another four on lease--one from Northeast, another from Delta Aircraft and Engineering and two others, in reality R4D-5s, from the U.S. Navy. One was N9184R, an ex-Trans Canada ship (still in TCA colors). Because of its color scheme, it was nicknamed "The Red Racer."

Most of the DC-3s went to Charlotte Aircraft in the early 60s and then on to the Spanish AF. Of those known to still be intact, N56V was flying for Pinehurst Airlines (since ceased), N42V was parked at Ryan Field in Tucson, Az. and N49V was in England, slated for restoration back into Piedmont markings and the former U.S. registration. On February 20, 1963 the last Piedmont DC-3 service operated on Flight 2 from Columbus, Ohio to New Bern, N.C.

FRIENDSHIPS: In the mid-50s Fairchild was licensed to build the Fokker (Holland) F27, a twin engined, high wing propjet. Piedmont ordered eight which were delivered in 1958. They held 36 passengers and grossed out at 36,000 lbs. Not only did this put Piedmont in the jet powered era but also into a long time friendship with the trusty Rolls Royce Dart 524 engines. For 14 years they'd serve Piedmont Pacemakers.

The durability of the F27 was proven at least twice. On one occasion a landing was made with little damage to the aircraft at Goldsboro, N.C. when one of the main landing gears was lost. Another involved an in-flight collision. A light plane glanced off the top of an F27. Only the F27 landed safely and was later repaired and placed back in service.



The Martin 4-0-4 was the aircraft that was to replace the DC-3 on many of Piedmont's routes. Here we see N40402 in a airline PR photo. This was one of the last 4-0-4's to remain with Piedmont.

The F27s were returned to Fairchild as the newer FH227s were delivered. The older aircraft were ferried to the Philippines where they were placed in service by Air Manila. As of 1982 two were still active, N2704R and N2705R, with Transna Indonesia.

MARTINS: In 1961 Piedmont elected to purchase 17 of TWA's sturdy Martin 4-0-4s. Deliveries commenced from 1962 and their ranks grew with others from Eastern Air Lines and other sources. In 1967 a group was leased from Fairchild-Hiller. These were former Eastern, Mohawk and Ozark ships. They were very unpopular aircraft. Cargo space was skimpy, the location of the snack galley was unhandy and all lacked ATC transponders, necessitating bothersome turns for identification. The TWA ships held 40 passengers while those received from Eastern held an additional four. Although the 4-0-4s were certified for a maximum take-off weight of 44,900 lbs, Piedmont held theirs to a max of 43,650 lbs.

Along with the 4-0-4s was a 2-0-2A, serial N40400. This was the unpressurized 4-0-4 prototype, sold to Piedmont for spares from the Martin Company. On February 14, 1970 the last scheduled Martin service operated from Washington, D.C. to Wilmington, N.C. on flight 803. Old airframes and R-2800 engines were tiring. Piedmont, thus, moved another notch closer to the total jet era. For a time afterwards a few Martins worked on charters. Most went on to Southeast Airlines and PBA/Naples in Florida while others were sold off for parts.

STRETCHED FAIRCHILD: Ten Fairchild-Hiller FH227Bs were bought in 1966. Deliveries began later in the year. The aircraft were flown stripped internally and externally bare from Hagerstown, Md. to Winston-Salem where they

were painted and had interiors installed. Seating was for 44 passengers--maximum allowable take-off weight, 45,500 lbs. Unlike the Ozark and Mohawk 227s, Piedmont's cargo space was all forward, while a small buffet sat in the rear opposite a carry-on rack just inside the entryway.

Although pleasing internally, the FH227 had the tendency to vibrate. In hot weather they were very restrictive (weight wise) and, therefore, kept out of many stations. They operated the 200 number series of flights on the schedule. One aircraft, serial N708U, was designated FH227D for a short period. This aircraft operated with heavier duty main gear and faster retracting flaps, but at the same gross weight. The aircraft was changed back to a B model later.

The 227s lasted a short eight years. In 1975 four were sold to Air Taxi of Iran, four were ferried to Burma and one sold to Continental Aviation Sales (later to Check Air) and the 10th was lost at Charleston, W. Va. There was talk of exchanging the 227s for the F27Js with Allegheny (after their merger with Mohawk) but no deal ever materialized. The F27Js were also considered restrictive in their operation.

THE YS SERIES: In 1967 an order was placed with NIHON, in Japan, for ten YS11s with an option for an additional ten. As it was, 21 aircraft were delivered. All were ferried across the Pacific to Oakland and then on to Ft. Worth, Texas. It was here that interiors were installed along with some avionics.

The original seating was for 60 passengers. New interiors were later installed which gave passengers a better view out the windows, but reduced capacity to 58 passengers and allowed



The YS11's served Piedmont for about 10 years. Here we see N159P while at Dulles Int'l on April 26, 1975. Photo by Larry Potoski.

for a forward carry-on compartment. On May 19, 1968 the YS11 entered service as the series -205. A number of modifications were made and thus, all YS's were upgraded to -500 series. The maximum take-off weight was 55,100 lbs. An APU was installed just aft of the trailing edge of the starboard wing in the fuselage belly. It provided heat, cooling and power for engine starts. It also provided quite a bit of noise inside the cabin.

Two additional YS11s were acquired from LANSAs (Peru) but could not be certified for service in the U.S and were only used for parts.

The YS11s were assigned the 900 series flight numbers on the schedule. The aircraft served the company for about ten years. In 1977, the first YS11 was sold to Pyramid Airlines in Egypt. Then a contract for the sale of 13 aircraft was signed with Pinehurst Airlines. These were converted to all-cargo ships. On March 14, 1982, the last YS11 was disposed of. After 34 years of propeller operations, the jet age on Piedmont had set in.

GOING BOEING: In 1966 little Piedmont was in big New York with F27s. Although the 737 was on the way, a quick fix was needed to boost service. Boeing had two 727-100s available for lease. One, N68650, was used for the 727 world demonstration tour while the other, N7270C, was the original 727C. Both went to Piedmont in the spring of 1967. They were predominantly used on the Atlanta-Roanoke-Washington-New York trips.

Tragedy struck in July of 1967 when N68650 was lost near Asheville, N.C. The remaining 727 stayed in service until September of 1968. By that time the 737s were in service and conforming well to Piedmont's jet requirements.

Three-holer operations did give Piedmont experience with the larger Boeings, but not too many would have predicted their return in later years. Happiness then was a fleet of "Guppies!"

THE BOEING 737: What's short and stubby, has 707 comfort, two JT8D engines and became a part of Piedmont in 1968? The Boeing 737!

In 1966 Piedmont turned to the Boeing 737-201. Six were ordered and an additional six were placed on option. In 1968, N734N, was delivered, appropriately dubbed "Piedmont Pacemaker." The aircraft operated so well that the option for the second six was taken. From there, until 1978, all additional 737 acquisitions were used aircraft--four from United, two from Boeing, which, ironically, had been original Piedmont orders (leased to Mey Air, Norway, and repossessed by Boeing) and one from Western.

During this time, all the original 737-201s were retrofitted with new smokeless engines and with the extended cowling for the Target Thrust Reversers (TTRs) which greatly enhanced the field performance of the aircraft. The first to wear new, bolder colors was N753N.

To the right we have three samples of Piedmont DC-3 aircraft on post cards. The top card is from the WAHC collection while the other two cards are from the Jim Apple collection.

In October 1978, the first of a new batch of "Advanced" 737s arrived with N761N being the first. A program began shortly thereafter to upgrade the entire fleet with larger capacity, new "wide body" interiors and new JT8D-9 engines. The first aircraft to go through this upgrading was ship N9049U.

Later, additional 737s came from Southwest, All Nippon and ITEL Leasing. Another aircraft came from Boeing due to a Quebecair cancellation. The 737s popularity has led to orders which will make Piedmont the largest operator of this type aircraft when all are finally delivered. Initially the 737s operated the two digit numbered flights on the schedule, but this has been changed due to various factors.

THE 727 RETURNS: On January 14, 1977 the Boeing 727 returned to Winston-Salem. The 727 manuals were opened once again. The first of six -100s had arrived. Two others were to come from Delta (ex-Northeast birds), two from Northwest and another from United. These aircraft become the 600 series number on the flight schedules, quickly replacing 737s on the major runs to Denver and Dallas/Ft. Worth. One of the newly acquired aircraft had obtained some notoriety (N838N) while flying with Northwest. It was from this aircraft that the now "legendary" D.B. Cooper had escaped from, using the retractable rear stairs and parachuting out over Oregon in 1971 with a bundle of ransom money. Where are you D.B. Cooper???

In June 1981, the first of nine 727-214s arrived from PSA. Additional capacity was needed as Piedmont entrenched itself further in its expansion program. In 1982 a contract was signed for another 11 727-200s, this time from Delta.

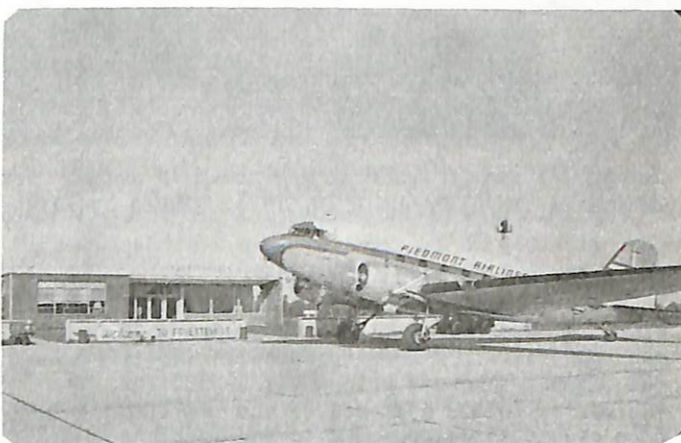
When all 727-200s are delivered, as well as the 737s, there will be a total of 82 Boeing aircraft on the fleet roster. The 727-100s are being withdrawn from use as the newer aircraft arrive.

While much of the industry has been dealing with hard times, Piedmont has enjoyed an amazing period of success with its new found freedom, thanks to deregulation and its basic foundations of conservation, opportunism and ingenuity. For them, good times could be the frosting on the cake.

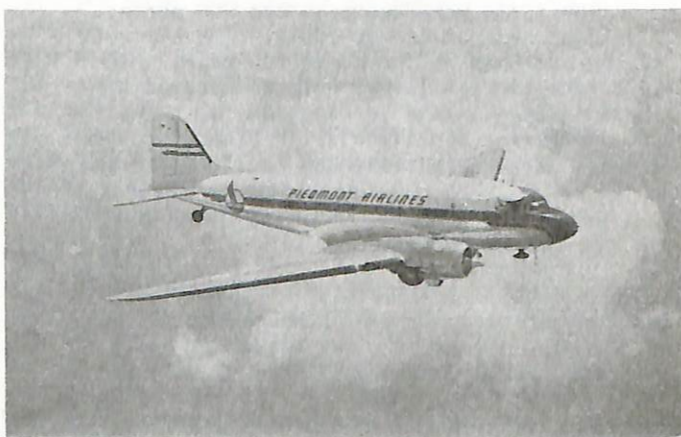
On the following pages you will find a complete listing of all aircraft flown over the years by Piedmont.



Piedmont DC-3 is shown here on a Dexter card. "Along the Route of the Pacemakers" #57153



Fayetteville, N.C. airport and a Piedmont DC-3 are featured on this early Dexter card. #51400



This card is an updated version of the first card. Printed by Dexter. #65523

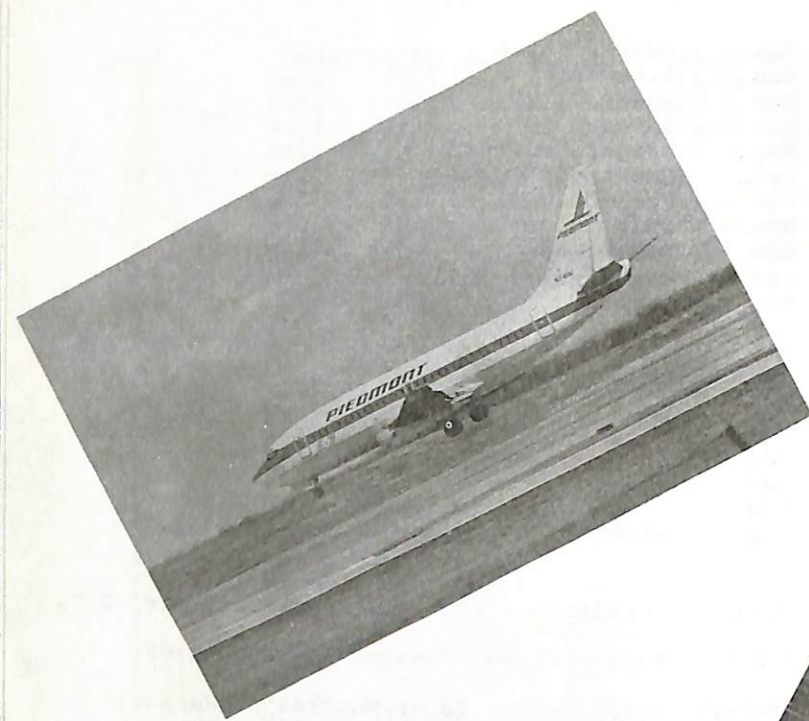
TYPE	SRS	REG	S/N	DEL	FROM	EX	NAME	HISTORY
DC3		N40V	3287	3-21-49	Pan Am	N19948	Great Smokies	to Charlotte AC -62
		N41V	2227	3-21-49	United	N25621	Blue Ridge	to Charlotte AC
		N42V	42974	-47	Colonial	N34978	Appalachian	to Charlotte AC 3-31-62
		N43V	42958	-47	Colonial	N37468	Kanawha River	to Charlotte AC 6-30-62
		N44V	9914		Northeast	N65282	Commonwealth	
		N45V	18984		Northeast	N65384	Tidewater	to Charlotte AC 2-22-62
		N46V	19402		Northeast	N65390	Chio Valley	to Charlotte AC 6-30-62
		N47V	20471		Conklin & Smith	N79029	Blue Grass	
		N48V	13835		Pan Am	N88732	Piedmont	to Charlotte AC 2-22-62
		N49V	20002		Conklin & Smith	N50322	Tenn.Valley	
		N50V	19288		SAS (DDA)	OY-DDA	Chesapeake	to Charlotte AC 1-31-62
		N51V	19975		SAS (ABA)	SE-BBH	Yadkin Valley	
		N52V	19649			N4624V	Shenandoah Valley	to Charlotte AC 3-31-62
		N53V	12717		American Airmotive	N3975C	Hampton Roads	to Charlotte AC 3-31-62
		N54V	13998			N1561M	Sand Hills	
		N55V	20447		Meteor AT	N53593	Buckeye	Cr. near Waynesboro, Va. 10-30-59
		N56V	4900	1-12-56	Western	N18600	Potomac	to Charlotte AC (1)
		N57V	4225		PSA	N95487	Tar Heel	to Charlotte AC
	R4D-5		N58V	9856	USN	BuA39058	Peninsula	Leased
	DC3		N59V	12336			James River	
	R4D-5		N60V	12555	USN	BuA17172	Catawba	Leased
DC3		N8820	13041	Southern			Leased -47 to	
		N145A	6098	Northeast			Leased	
		N9184R	12027	Delta Air-Craft & Engineering			Leased (Ex-TCA)	
F27		N2700R	4	10-10-58	Fairchild	New	Peninsula	to Fairchild 7-03-67
		N2701R	8	10-01-58	Fairchild	New	Old Dominion	to Fairchild 8-28-67
		N2702R	9	10-06-58	Fairchild	New	Cape Fear	to Fairchild 6-09-67
		N2703R	10	10-20-58	Fairchild	New	Catawba	to Fairchild 4-12-67
		N2704R	17	10-31-58	Fairchild	New	Palmetto	to Fairchild 5-05-67
		N2705R	18	10-31-58	Fairchild	New	Kitty Hawk	to Fairchild 3-11-67
		N2705R	19	11-26-58	Fairchild	New	Cumberland	to Fairchild 7-26-67
		N2707R	20	11-26-58	Fairchild	New	James River	to Fairchild 10-20-67
FH227	B	N701U	524	11-19-66	FH Co (2)	New	Appomattox	to Air Taxi Svc Co 1-75
		N702U	523	11-04-66	FH Co	New	Buckeye	to Air Taxi Svc Co 1-75
		N703U	530	11-14-67	FH Co	New	Peninsula	to International Lease & Finance
		N704U	540	3-22-67	FH Co	New	Old Dominion	to Air Taxi Svc Co
		N705U	545	5-05-67	FH Co	New	Palmetto	to US State Dept. 8-31-77
		N706U	566	10-20-67	FH Co	New	Cape Fear	to Air Taxi Svc Co
		N708U	549	6-09-67	FH Co	New	Catawba	to US State Dept 7-28-77(3)
		N709U	552	7-03-67	FH Co	New	Kitty Hawk	to US State Dept 8-31-77
		N710U	554	7-26-67	FH Co	New	Cumberland	to US State Dept 7-28-77
		N712U	557	8-28-67	FH Co	New	James River	Cr. at Charleston, Wva. in fog 8-10-68
M202	A	N40400	9123A		Martin Co			Used For Parts
M404		N40401	14101	2-02-62	TWA		Tidewater	Cr. near Wilmington, N.C. 8-22-62
		N40401	14106	3-02-62	Aerojet General	N244AG	Great Smokies	to US AC Sales 5-12-69
		N40402	14102	3-18-65	East Coast Flying Svc	N442E	Savannah River	to Mark Aero
		N40403	14174	8-28-62	Southern	N671L	Mount Mitchell	to US AC Sales 9-22-68
		N40405	14105	8-28-62	TWA		Ohio Valley	to US AC Sales 12-31-69
		N40406	14170	9-29-65	COPA	HP-302	Appomattox	Cr. near New Bern, N.C. 11-20-66
		N40407	14107	12-21-61	Pacific AL		Blue Grass	to Southeast AL 5-72
		N40408	14108	4-29-66	Pacific AL		Rappahannock	to Alpha Aviation 3-73
		N40410	14110	3-09-62	TWA		Shenandoah Valley	to US AC Sales 12-02-68
		N40411	14115	3-20-62	TWA		Tennessee Valley	to US AC Sales 1-18-70
		N40413	14117	2-08-62	TWA		Sand Hills	to Southeast AL 7-21-72
		N40414	14118	12-20-61	TWA		Commonwealth	to Alpha Aviation 10-72
		N40415	14119	1-26-62	TWA		Yadkin Valley	to Landmark Baptist Corp
		N40417	14123	12-18-62	TWA		Piedmont	to US AC Sales 9-02-68
		N40418	14124	2-14-62	TWA		Hampton Roads	to US AC Sales 4-30-69
		N40419	14125	5-11-62	TWA		Kanawha River	to Transport Facilities 8-72
		N40420	14126	1-04-62	TWA		Tar Heel	to US AC Sales 2-10-69
		N40421	14127	2-22-62	TWA		Appalachian	to US AC Sales 11-15-69
		N40423	14129	8-01-62	TWA		Pamlico	to Air Fare Leasing
		N40424	14130	7-13-62	TWA		Pee Dee	to US AC Sales 7-17-68
		N40425	14131	12-12-62	Denver-Chicago Trucking Co	N333G	Manassa	to US AC Sales 4-30-69
		N40430	14136	5-12-62	TWA		Chesapeake	to US AC Sales 2-24-69
	N40433	14168	10-24-61	TWA		Peachtree	to US AC Sales 12-21-69	
	N40440	14166	12-28-64	Aerojet General	N241AG	Santee	to US AC Sales 9-04-68	

Ident	Serial	Date	Type	Loc	Model	Notes	Company	Status	
M404	N40442	14225	9-19-62	Charlotte AC	N74087	Blue Ridge	to US AC Sales	10-27-69	
	N40443	14228	9-07-62	Charlotte AC	N74088	Tidewater	to US AC Sales	9-30-69	
	N40444	14229	2-15-63	Charlotte AC	N481A	New River	to US AC Sales	10-23-69	
	N40445	14230	3-25-63	Charlotte AC	N482A	Potomac	to US AC Sales	2-09-70	
	N40446	14238	4-09-64	Charlotte AC	N490A	Buckeye	Written Off, Roanoke, Va.	7-07-66	
	N40447	14239	11-24-64	Charlotte AC	N491A		to Southern AW		
	N40448	14242	9-11-64	Charlotte AC	N494A	Albemarle	to US AC Sales	7-30-68	
	N40450	14146	7-20-66	Pacific AL	N455A	York River	to US AC Sales	12-18-69	
	N462M	14153	7-10-67	FH Co		Long Island	Leased until	6-15-68	
	N467M	14164	6-13-67	FH Co		Cherokee	Leased until	6-14-68	
N468M	14139	6-02-67	FH Co		Neuse River	Leased until	6-22-68		
N472M	14234	6-26-67	FH Co		Roanoke Valley	Leased until	7-09-68		
YS11 A-500 (4)	N156P	2050	1-28-68	Nihon	New	Blue Ridge	to Pinehurst AL	9-13-78	
	N158P	2051	1-28-68	Nihon	New	Tidewater	to Pinehurst AL	9-14-78	
	N159P	2057	8-19-68	Nihon	New	York River	to ATC Inc	2-05-78	
	N162P	2052	1-30-68	Nihon	New	New River	to Pinehurst AL	9-06-79	
	N164P	2053	2-09-68	Nihon	New	Potomac	to Pinehurst AL	9-05-79	
	N169P	2056	7-31-68	Nihon	New	Albemarle	to Pinehurst AL	1-31-79	
	N187P	2061	8-31-68	Nihon	New	Long Island	to ATC Inc.	5-06-78	
	N189P	2062	9-19-68	Nihon	New	Cherokee	to Pinehurst AL	9-06-79	
	N214P	2075	9-21-68	Nihon	New	Neuse River	to Pinehurst AL	12-14-79	
	N218P	2077	4-04-69	Nihon	New	Roanoke Valley	to Pinehurst AL	12-27-79	
	N219P	2109	10-01-69	Nihon	New	Pamlico	to PBA	8-31-82	
	N224P	2112	10-22-69	Nihon	New	Grand Strand	to Pinehurst AL	12-05-80	
	N245P	2113	10-30-69	Nihon	New	Croatan	to Pinehurst AL	8-31-80	
	N247P	2114	11-10-69	Nihon	New	Old Hickory	to Pinehurst AL	12-31-80	
	N254P	2117	11-14-69	Nihon	New	Pee Dee	to Pinehurst AL	8-31-80	
	N257P	2118	12-04-69	Nihon	New	Santee	to PBA	7-31-82	
N259P	2119	12-16-69	Nihon	New	Shenandoah Valley	to PBA	5-07-82		
N268P	2120	12-22-69	Nihon	New	Great Smokies	to Pinehurst AL	8-15-79		
N269P	2121	12-23-69	Nihon	New	Ohio Valley	to PBA	6-82		
N273P	2122	1-16-70	Nihon	New	Peachtree	Leased Norcanair	1982		
N274P	2126	2-06-70	Nihon	New	Tennessee Valley	to PBA	6-82		
YS11 120	N264P	2040	3- -75	LANSAS	OB-R-895	Yajima	Used For Parts		
	N265P	2046	3- -75	LANSAS	OB-R-907	Ito Tai	Used For Parts		
B737 201	N734N	19418	5-30-68	Boeing Co	New	Piedmont			
	N735N	19419	7-03-68	Boeing Co	New	Appalachian			
	N736N	19420	7-15-68	Boeing Co	New	Mount Mitchell - renamed Sunshine			
	N737N	19421	8-08-68	Boeing Co	New	State 6-78			
	N738N	19422	8-29-68	Boeing Co	New	Chesapeake			
	N740N	19423	9-16-68	Boeing Co	New	Hampton Roads			
	N741N	20211	2-28-69	Boeing Co	New	Empire State			
	N743N	20212	4-24-69	Boeing Co	New	Research Triangle			
	N744N	20213	4-28-69	Boeing Co	New	Garden State			
	N745N	20214	5-29-69	Boeing Co	New	Tar Heel			
	N746N	20215	9-19-69	Boeing Co	New	Blue Ridge			
	N747N	20216	10-15-69	Boeing Co	New	Manassa - renamed Great Lakes			
	222	N749N	19547	9-14-72	United AL	New	Outer Banks		
	222	N751N	19548	10-31-72	United AL	N9041U	Manhattan		
	222	N752N	19073	6-08-73	United AL	N9042U	Commonwealth		
	2H5	N753N	20453	5-14-74	Boeing Co	N9035U	Kanawha		
	2H5	N754N	20454	5-15-74	Boeing Co	LN-MTC	Yadkin Valley		
	247	N758N	19603	1-10-75	Boeing Co	LN-MTD	James River		
	222	N759N	19954	5-10-76	Western AL	N4506W	Buckeye		
	201	N761N	21665	10-11-78	Boeing Co	N9073U	Bicentennial		
		N762N	21666	12-21-78	Boeing Co		New England		
		N763N	21667	1-10-79	Boeing Co		Old Dominion		
	2A1	N767N	20095	12-18-78	Southwest		Palmetto		
	201	N768N	21815	7-27-79	Boeing Co	N25SW	Rocky Mountain		
		N769N	21816	8-07-69	Boeing Co		Gulf Coast		
		N772N	21817	9-25-79	Boeing Co		Volunteer		
		N773N	21818	10-16-79	Boeing Co		Peninsula		
	2Q9	N774N	21975	11-07-79	Boeing Co		Tidewater		
	2Q9	N775N	21976	11-20-79	ITEL		Great Smokies - Leased		
	281	N776N	20414	10-30-79	ITEL		Potomac - Leased		
	201	N778N	22018	4-01-80	All Nippon	JA8407	New River		
		N779N	22273	7-17-80	Boeing Co		Sand Hills		
		N780N	22274	7-22-80	Boeing Co		Rappahannock		
		N781N	22275	10-27-80	Boeing Co		Pisgah		
		N782N	22352	12-23-80	Boeing Co		Longhorn		
		N783N	22353	1-23-81	Boeing Co		Lone Star		
		N784N	22354	2-10-81	Boeing Co		Seminole		
		N785N	22355	2-27-81	Boeing Co		San Jacinto		
		N786N	22443	7-29-81	Boeing Co		Grand Strand		
		N787N	22444	10-01-81	Boeing Co		Roanoke Valley		
		N788N	22445	12-23-81	Boeing Co		Careline (5)		
							Mountain State		

Ident	Serial	Date	Type	Loc	Model	Notes	Company	Status
B737 296	N789N	22398	2-25-81	Boeing Co	New	Quaker State		
	N791N	22752	3-02-82	Boeing Co	New	Albemarle		
	N792N	22753	4-26-82	Boeing Co	New	Queen City		
	N793N	22754	5-11-82	Boeing Co	New	Suwanee		
	N794N	22755	5-17-82	Boeing Co	New	Wright Brothers		
	N795N	22756	6-08-82	Boeing Co	New	Shenandoah Valley		
	N796N	22757	6-15-82	Boeing Co	New	Pamlico		
	N797N	22758	7-02-82	Boeing Co	New	Ohio Valley		
	N798N	22751	4-02-82	Boeing Co	New	Peachtree		
	N799N	22795	9-27-82	Boeing Co	New	Mississippi Valley		
	N802N	22796	10-01-82	Boeing Co	New	Triad		
	N803N	22797	10-15-82	Boeing Co	New			
	N804N	22798	1-06-83	Boeing Co	New			
	N805N	22799		Boeing Co	New			
	N807N	22866		Boeing Co	New			
	N809N	22867		Boeing Co	New			
N810N	22868		Boeing Co	New				
N811N	22869		Boeing Co	New				
N806N	22806		Boeing Co	New				
V 222	N9049U	19555	2-23-72	GE Credit Corp	Used	Blue Grass - Leased - Bought		2-24-82
B727 22	N68650	18925	3-10-67	Boeing Co	Used	Manhattan - Cr. near Hendersonville, N.C.		7-19-67
	51C	N7270C	18897	4-06-67	Boeing Co	Used	Empire State - Leased until	9-24-68
30	N833N	18935	1-14-77	Boeing Holding Equipment Co			N90557	Kitty Hawk - to Mr.Mubarak Al Hassawi VR-CBA 5-82
	95	N834N	18858	5-05-77	Delta AL		N1632	Lindberg
95	N836N	18850	9-21-77	Delta AL			N1631	Cape Fear
	51	N837N	18802	1-20-78	Northwest AL		N466US	Catawba
51	N838N	18803	6-06-78	Northwest AL			N467US	Mount Mitchell - Leased to United Technologies 12-01-82
	22	N841N	18324	7-31-78	United AL		N7032U	Long Island
214	N855N	20163	7-07-81	PSA			N537PS	Dixie
	214	N856N	20164	6-12-81	PSA		N538PS	Delaware Bay
214	N857N	20165	9-11-81	PSA			N539PS	Independence
	214	N858N	20161	10-22-81	PSA		N535PS	Valley Forge
214	N859N	20366	1-25-82	PSA			N546PS	Great Plains
	214	N860N	20166	5-17-82	PSA		N540PS	Everglades
214	N861N	20167	6-11-82	PSA			N541PS	Tennessee Valley
	214	N542PS	20168	7-02-82	PSA	Used		Cape Cod
B727 214	N544PS	20367	7-23-82	PSA	Used	Tampa Bay		
	295	N1639	19444	12-03-82	Delta AL	Used		Pee Dee
	295	N1640	19445	11-23-82	Delta AL	Used		Kitty Hawk
	295	N1641	19446	12-20-82	Delta AL	Used		Grand River
	295	N1642	19447	12-13-82	Delta AL	Used		St.Johns River
	295	N1643	19448		Delta AL	Used		Savannah River
	295	N1644	19449		Delta AL	Used		Keystone
	295	N1645	20139		Delta AL	Used		
	295	N1646	20140		Delta AL	Used		
	295	N1647	20141		Delta AL	Used		
291	N1648	19994		Delta AL	Used			
	291	N1649	19995	Delta AL	Used			

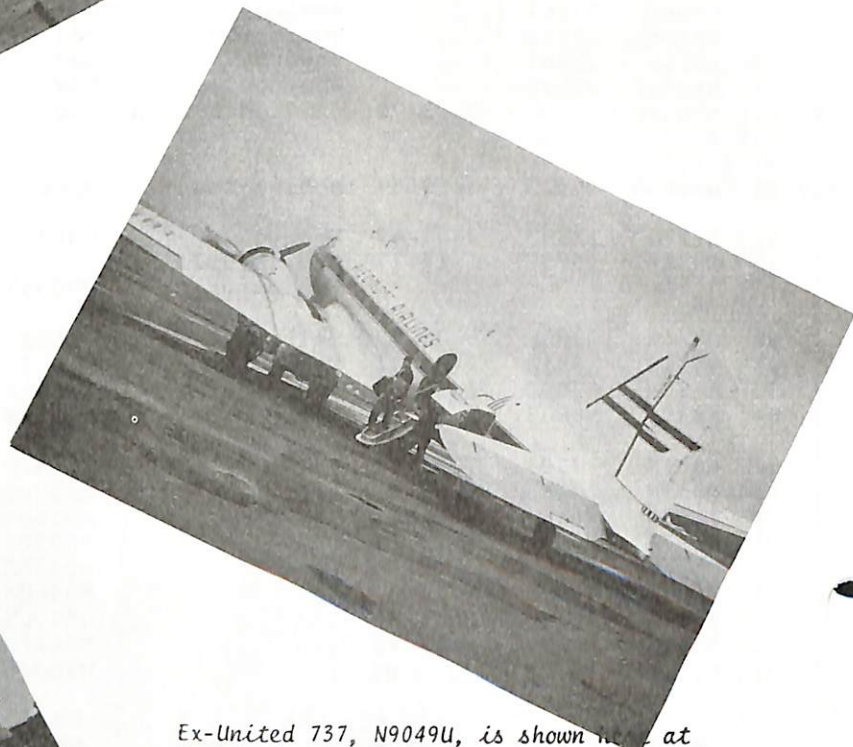
Notations -

- (1) This aircraft has been fully restored into Piedmont colors and is at Raleigh-Durham, N.C.
- (2) FH Co is the Fairchild-Hiller Co
- (3) The FH227Bs which were sold to the US State Dept were ferried to Burma for the Burmese National Police Force
- (4) All YS11s were delivered as YS11A-205s, then converted to 500s
- (5) Careline is Piedmont company line for employee suggestions called the "Careline", i.e. "We Care"



Piedmont's 737 N741N flares out for landing at Memphis in 1977, still wearing the bicentennial emblem near the passenger door. Tomcat Aviation Photo by Larry Potoski

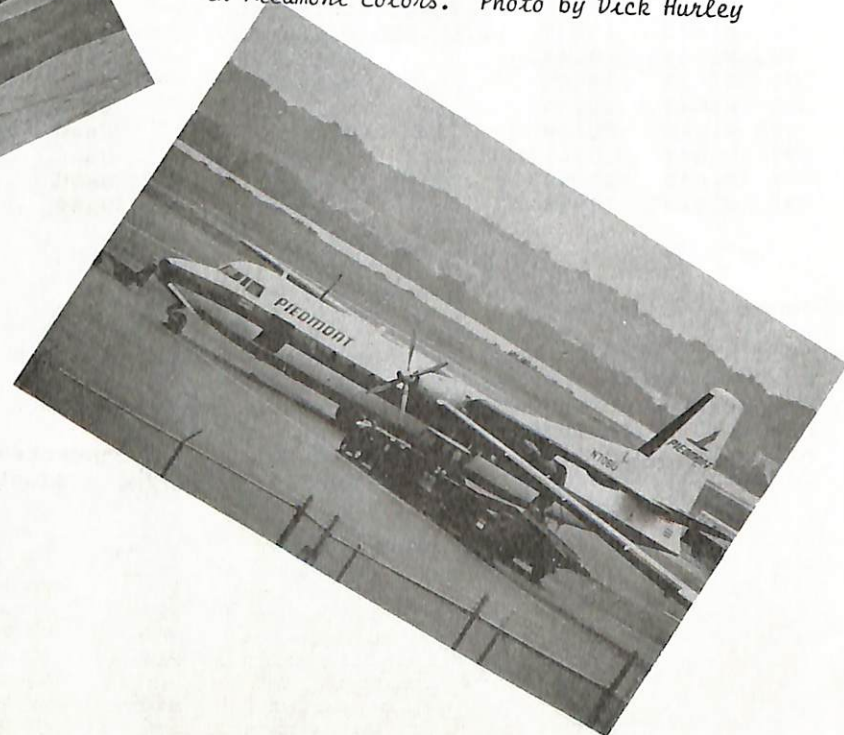
As the last passenger deplanes from Piedmont DC-3 N40V, the ramp agent is getting ready to close the rear cargo door. WAHC file photo.



Ex-United 737, N9049U, is shown here at Washington National in September of 1972 in Piedmont colors. Photo by Dick Hurley



Here we see one of only two Piedmont FH227s that was painted in this livery. Photo taken at Washington National in August, 1974. Tomcat Aviation Photo by Larry Potoski



Air Algerie's 737-2D6C, 7T-VES, c/n 21287. Note the cargo door in forward fuselage. Boeing Aircraft photo.

BOEING'S BABY JET

by

JOOP GERRITSMAN

One year ago, in March 1982, Boeing proudly announced that sales of its 737 twinjet had passed the 1,000 mark following an order for seven by TAP-Air Portugal. Just before the end of the year, the Civil Aviation Administration of China (CAAC) in Peking ordered 10 aircraft for delivery starting in February 1983, and in January of this year Alaska International Air became the 112th airline to buy the 737 when it placed a \$100-million plus order for six. With more than 1,060 sales, Boeing has all reason in the world to be happy with its firmly established second place in the twinjet airliner market in the world (after the DC-9).

Its success makes the 737 the second Boeing jetliner to pass the 1,000 sales mark, after the 727 trijet, and only the third in the world. Yet, in November 1964 when Boeing announced its entry into the twinjet, short-range market, it very much appeared to be a Johnny-come-lately. At that time the world's first successful twinjet airliner, the French Caravelle (see the CAPTAIN'S LOG, Winter 1981), had been in production for nearly 10 years; down south in California, the Douglas company was nearing completion of its

first DC-9 (see the CAPTAIN'S LOG, Summer 1982), and across the Atlantic, the British Aircraft Corporation was well advanced in the test flight program of its BAC One-eleven twinjet.

Even more serious for Boeing was the fact that the Caravelle was already in service in the United States with United Airlines (20 aircraft), while Trans World Airlines was also seriously interested and ordered (but later cancelled) 20 as well. Mohawk, Braniff, Aloha and even mighty American Airlines had ordered the One-eleven (14, 14, three and 30 respectively).

No, the situation did not look good at all for Boeing's newest entry. Today the situation is almost reversed. The Caravelle, in service since 1957, is long out of production; the One-eleven proved too small for most carriers and remains in limited production in Romania only, and the 737 has only the DC-9 as its major competitor in the Western world.

Boeing decided to go ahead with production of the 737 on the strength of only one order: 21 from the West German airline Lufthansa, which

announced on February 19, 1965. This was the first time that a major American airline manufacturer committed itself to full production on the strength of an order from a foreign airline.

The origins of the 737 really go back to the late 1950s and the design studies for the larger Boeing 727. Several of these studies were for twinjet layouts, including one with engines in underwing pods. During most of the studies that led to the 737, a seating capacity of 65-80 was projected, but such was the influence of Lufthansa on the design that in the final states of negotiations for the order, seating was increased to 99, ten more than the first DC-9 and 20 more than the One-eleven.

While Sud Aviation, British Aircraft Corp. and Douglas had chosen the rear-engine layout for their short-range jets, Boeing opted for underwing pods as on the 707. But there was one major difference: while the 707's engines were hanging from pylons under the wing, the engines on the 737 were to be mounted in pods directly against the underside of the wing. Boeing concluded that with a small aircraft, aerodynamics would be much better with that installation because it would allow a conventional tail unit instead of the T-tail of the DC-9 and the One-eleven (the Caravelle had its horizontal tailplane mounted halfway up the fin). The conventional tailplane did away with problems associated with a T-tail, such as "deep stall" whereby in certain attitudes of flight the wing blankets out the airflow over the tailplane, causing it to stall. The problem, in fact, had caused the loss of the first prototype of the One-eleven during a test flight, resulting in a serious delay in completing the test flight program and final certification.

But the most important structural decision taken by Boeing was to use the same fuselage width in the 737 as for the 707 and 727. With a passenger capacity of only 99, this resulted in a definitely stubby looking aircraft and the 737 soon became known as "Fat Albert" and "beer barrel with wings." On the plus side stands that by using the same fuselage width and also using many of the same systems of the two bigger brother, Boeing saved considerable time and money on development, while allowing airlines to standardize on seats, galleys and other equipment, and also to save on training of ground maintenance and air crew, and in maintenance itself.

The 737 prototype, registered N73700 and with c/n 19437, took to the air for the first time on April 9, 1967, less than four years after serious design work started. It was powered by two 14,000 lbs. static thrust Pratt & Whitney JT8D-1 engines. Gross weight of the 94 foot long aircraft was 85,000 lbs. and range with full payload was 900 miles at 30,000 feet altitude and a cruising speed of about 509 mph.

Sales, however, did not go as well as was hoped for. Lufthansa, with 21 on order, bought one additional aircraft; Avianca of Venezuela



737-2A3 in PLUNA service as CX-BHM, c/n 20299, was on lease from TAN (HR-TNR) when it was seen at Sao Paulo, Brazil in November of 1970. Photo Gerritsma files



This 737-130 was the fourth production model and went to LUFTHANSA with registration D-ABED, c/n 19016. Shot at Hanover, Germany in May of 1968. Gerritsma photo



British Airways 737-236 Advanced seen here at Stockholm in February of 1982. Aircraft is registered G-BGDU, c/n 21808. Lakmaker photo



INDIAN AIRLINES is now operating this 737-2A8 Advanced registered VT-ECQ, c/n 20961. Boeing Aircraft photo.

ordered two and Malaysia-Singapore Airlines bought five of an uprated version with a gross weight of 111,000 lbs. and JT8D-7 engines of the same power but rated for operations under higher temperatures. Boeing also offered the aircraft with the JT8D-9 engines as an alternative.

Total production, therefore, amounted to 30 aircraft, including the prototype, later sold to NASA. Not the stuff healthy profits and happy shareholders are made of. Then, early in 1965, Eastern Air Lines ordered the 115-passenger stretched DC-9-30 and United Air Lines seemed heading for California as well. Both carriers were prime targets of Boeing's sales staff and as a result, Boeing quickly realized the 737 was too small for the American market. The company therefore developed the 737-200 for 119 passengers and United Air Lines placed an order for 40 aircraft on April 5, 1965. The earlier version for Lufthansa was to be known as the 737-100 series.

The -200 was longer than the -100 by six feet, allowing two more rows of seats to be installed for a total of 119 (130 in high-density seating). Power was to be provided by the JT8D-7 and the gross weight went up to 97,000 lbs. and later even to 115,000 lbs. Extra fuel tanks in the wing center section were optional and could bring the range at full payload up to 2,000 miles. Also optional were the 14,500 lbs. st. JT8D-9 and the 15,000 lbs. st. JT8D-15 engines. The haste with which Boeing developed the -200 was such that the first was actually only the fifth 737 to fly, making its first flight, in United colors, on August 8, 1967.

The first 737's to be delivered were three aircraft for Lufthansa. Following their use in the certification program and having received

FAA certification on December 15, 1967, they were handed over to the German carrier on December 28. Called "City Jets" and named after German cities, the 737 started service with Lufthansa on February 10, 1968. They took over most domestic schedules and several short international schedules from the 727 "Europa Jets" of the airline, where the larger aircraft had proved too big.

United received its first 737-222 on December 29, 1967. It had been certificated by the FAA on December 21 and entered service with UAL on April 28, 1968.

Like it had done with the 707 and 727, Boeing quickly developed convertible passenger/cargo and quick change versions of the 737. While the QC never became too popular, the convertible caught on quickly with the airlines. The first, certificated by the FAA in October 1968, went to Wien Air Alaska as N2711R, c/n 19426, on October 30, 1968.

Despite its new size, which was obviously right, sales of the 737-200 were slow at first. This was the result of a dispute with the Air Line Pilots' Association of America (ALPA). The pilots' union insisted that the 737 be flown by a cockpit crew of three, like the big jets, instead of two as Boeing intended. ALPA had not raised the same objection with the BAC One-eleven entered service, simply because the cockpit of that jet was much too small to accommodate a third crew member. And before it could take a position on the DC-9 cockpit crew complement, ALPA had found itself outflanked by Delta Airlines pilots who agreed to fly the DC-9 with only two in the cockpit. ALPA's policy hurt 737 sales for years to come because many airlines, especially the smaller ones, could not afford the expense of an extra crew

member who would have little to do. The union did not change its position until the fuel crisis of 1974, combined with the recession and increased competition. Sales of the 737 immediately picked up and the order book quickly started gaining on that of the DC-9.

The two against three crew members dispute flared up again in 1980-81 when Air France wanted to order the 737 but could not because its pilots said they would refuse to fly the aircraft with only two people in the front office. Only when the dispute was resolved after months of hard negotiating, could Air France order the 737 to replace its aging Caravelles.

Early 737's suffered from some drag problems which affected the specific range of the aircraft. To overcome this, Boeing introduced modifications from the 135th aircraft on the production line, delivered to United in March 1969. These modifications included replacement of the clamshell thrust reversers on the engines by target-type reversers and a redesign of the aft engine nacelle. The modifications were offered in kit form to operators who wanted to retrofit their existing fleet.

The next series of modifications to the 737-200 resulted in the popular -200 Advanced series. These changes included modification of the wing leading edge flaps and slats, optional nosewheel brakes, wider nacelle struts and optional JT8D-15 engines. These modifications were introduced on the production line in 1971 and the first flight of the 737-200 Adv. took place on April 15 of that year, four years and six days after the first flight of the very first 737. All Nippon Airways became the first operator of the -200 Adv. when it took delivery of the first in June, 1971. Also in 1971, a "wide-body" look was developed for the 737 cabin and Air Algerie was the first operator of this sub-type in December of that year. Engine nacelle modifications to reduce noise were first incorporated on the 737 in 1973, with Eastern Provincial Airways of up Canada way taking delivery of the first aircraft in October. Then came the introduction of the 16,000 lbs. st. JT8D-17 engines and an increased gross weight of 119,500 lbs. with Braathen's SAFE of Norway taking delivery of the first aircraft in 1977.

Operators in countries with primitive airports and those flying in Arctic regions have gladly adopted the gravel runway kits offered by Boeing as an option. These kits include deflectors on the undercarriage of the aircraft to ensure that stones thrown up by the wheels are deflected sideways instead of being hurled against the fuselage or wings. Blow-away jets, located below the engine intakes, with air bled from the engine, prevent ingestion into the air intakes of foreign material and special treatment of the underside of the fuselage and wings, and of the flaps, prevent damage from debris that escapes the undercarriage deflectors and blow-away jets.



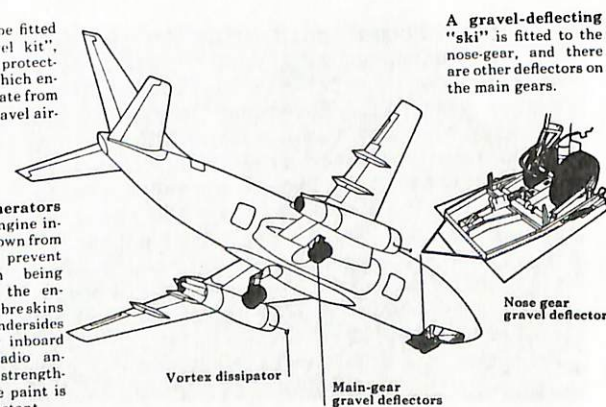
This ex-United 737-222 is shown in Far Eastern Air Transport colors at Taipei, Taiwan, its home base, in November, 1979. Registration is B-2603, c/n 19939. Lakmaker photo.



Aerolineas Argentinas 737-287 Advanced was photographed at Sao Paulo, Brazil in September of 1972. Registered as LV-JTO, c/n 20537. Gerritsma files

The 737 can be fitted with a "gravel kit", consisting of protective features which enable it to operate from unpaved or gravel airstrips.

Vortex generators under each engine inlet force air down from the lip to prevent gravel from being sucked into the engines. Glass fibre skins protect the undersides of the lower inboard flaps, the radio antennae are strengthened and the paint is abrasion-resistant.



A gravel-deflecting "ski" is fitted to the nose-gear, and there are other deflectors on the main gears.



SAHSA Airlines of Honduras has placed a very colorful paint scheme on this 737-2A8 Advanced Boeing jet. Registration is HR-SHA, c/n 20957. Boeing Aircraft photo

On March 26, 1981 Boeing announced it would go ahead with building a stretched 737, called the 737-300, for 139 passengers and with a gross weight of 124,500 lbs. or 130,000 lbs. at the customer's option. The -300 will be powered by two 20,000 lbs. st. Franco-American CFM 56-3 engines built jointly by SNECMA in France and General Electric in the United States.

First deliveries, to USAir, are expected to take place in December, 1984, following a first flight in April of that year.

The extensively refined -300 will have a 44-inch fuselage plug immediately in front of the wing leading edge, and another plug, of 60-inches, at the trailing edge of the wing, allowing 20 more seats than in the -200. Yet despite these changes, the -300 will retain 80 per cent commonality with the -200 series.

Modifications will be made to the wing and the tail, and for the first time on the 737, the engines will not be located immediately against the underside of the wing, but will hang in pods from short pylons. Another design feature includes the use of lightweight materials to save on total weight and make for lower operating costs. Interior features from the Boeing 757 will save 730 lbs., carbon composites instead of metal in the rudder, elevator, dorsal fin, spoilers and ailerons will save another 240 lbs. All these improvements, Boeing says, will result in a 25 per cent reduction in fuel burn per seat compared to the -200.

Other variants of the 737 planned by Boeing are the -400 and -500. The -400 would add another couple of fuselage plugs, for a

total of 100-inches, to increase passenger capacity by another 18 seats while using an uprated CFM-56 engine. The -500 would incorporate further modifications in the -400 fuselage and wing. It will also use new-technology 25,000 lbs. st. engines.

In the past few years airlines around the world have formulated a requirement for a 150-passenger jet to replace today's twinjets on domestic and regional services beginning at the end of the present decade. While airframe and engine manufacturers are juggling to line up alliances and co-operative ventures to design and build such an aircraft, the Boeing 737-500 project appears to fit the bill. But if it is indeed the long awaited 150-seater, Boeing isn't saying.

Whatever the future will hold, there is no doubt that Boeing's Baby will be in production for awhile yet. It will certainly still be in service when the present century turns into the next one.

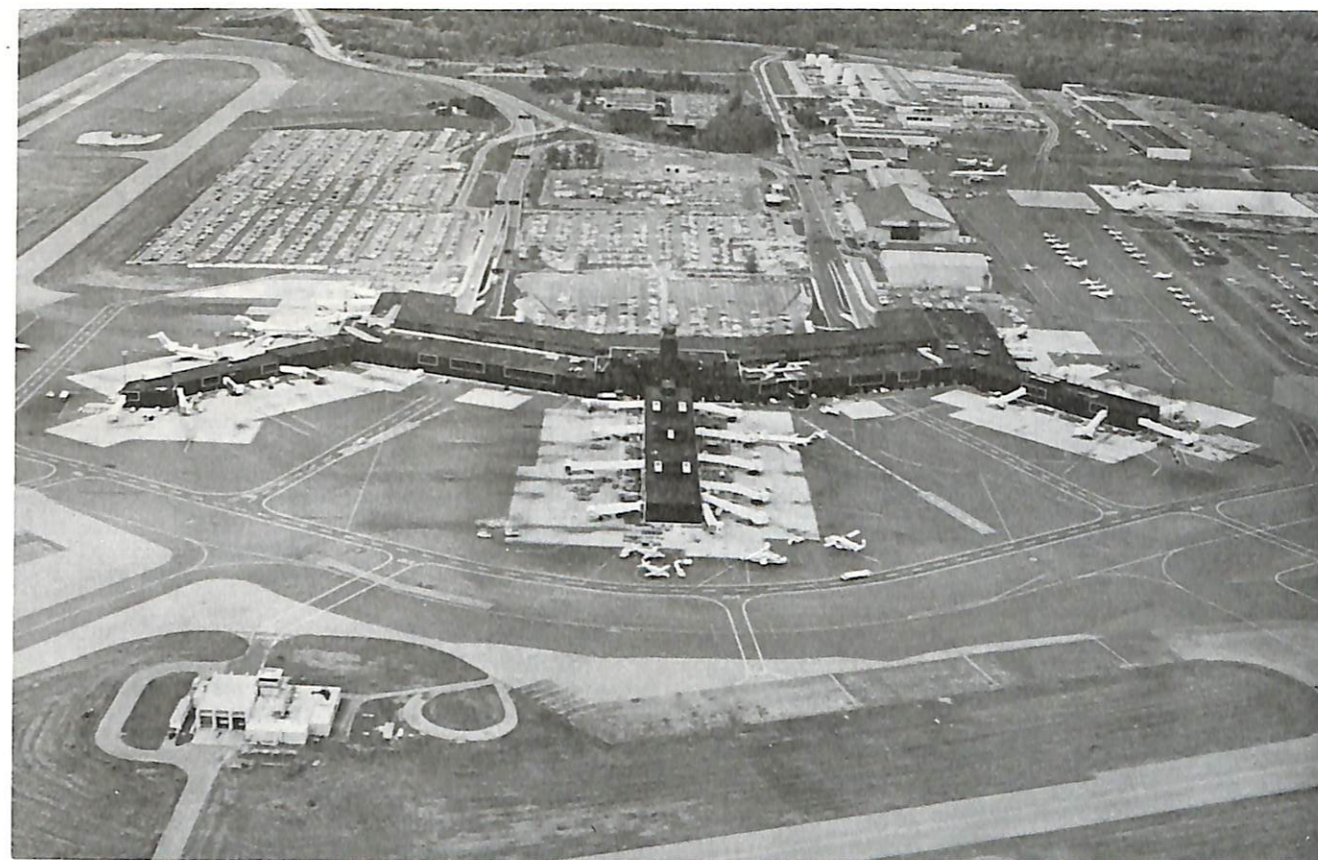
As a footnote to this article on the 737, Boeing recently announced Delta Airlines has leased 33 737-200 series jets through the help of General Electric Credit Corporation. With this arrangement Boeing is following the footsteps of McDonnell-Douglas and its successful leasing scheme for the DC-9-80. The aircraft will be delivered to Delta beginning in October of this year.

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This PACIFIC WESTERN 737-275 carries registration CF-PWW, c/n 20670 and was manufactured in 1972. Boeing Aircraft photo courtesy Bob Woodling.

AIR ZAIRE operates this attractive 737-298C Advanced, c/n 20793 with the title "Lac Tumba." Aircraft manufactured 1973. Boeing Aircraft photo courtesy Bob Woodling.



Aerial shot of the ramp side of Baltimore-Washington International Airport. Photo courtesy of Mr. Melvin Mallonee, BWI.

REPORT FROM THE FIELD

by

JIM "JET" THOMPSON

This will be the first in a series of reports on airports from around the country. In each report I will try and cover some history of the airport being highlighted as well as the airlines operating there and what equipment is being used. I will also try to list any good photo locations around the area.

This being the convention issue of the LOG, our first assignment has been to cover the three airports located in the Washington, D.C. area. The major airdromes we will cover this issue are (1) Washington National (DCA), (2) Dulles (IAD), and (3) Baltimore-Washington Int'l. (BWI).

D C A

The history of National Airport goes back to the late 1930s. The D.C. area was first served via Hoover Field, named for President Herbert G. Hoover. The field was opened in 1926 on land now occupied by the Pentagon.

In 1927 another facility called Washington National, began side-by-side operations with Hoover Airport. The two airports merged in 1930 under the new name of Washington Hoover Airport.

This airport was in bad shape even by 1930 standards. The terminal was very small, the main runway intersected a heavily used military road at mid-point. Guards had to be stationed there to stop auto traffic for landings and take offs by aircraft. The area was covered with electrical poles and there was a smoke stack on the one approach end. In addition there was a commercial dump near by that kept a cloud of smoke over the area most of the time.

The need for a more improved airport became apparent very soon. Much consideration was given to improving Washington Hoover Airport. Several other locations around the area were also looked at for possible sites. The study lasted for many years, with hardly any progress made.

Washington National Airport



Finally in the fall of 1938, President Franklin Roosevelt took the matter in hand. He announced at a press conference that he was, "tired of waiting for Congress" to select a site for the new airport. He said it will be built on the mudflats of the Potomac River at Gravelly Point, just four and one half miles south of Washington. On November 21, 1938, just two months later, ground was broken for the new airport.

One of the big problems they had to overcome at this site was the fact that most of the area was under water, especially the runway areas. The site where the buildings were to sit, was on dry land.

On September 26, 1940, just two years to the day from the time President Roosevelt decided where the airport would be built, the cornerstone of the terminal building was laid. Nine months later on June 16, 1941, Washington National Airport opened for business. President Roosevelt gave the dedication address and observed the first official aircraft landing. The plane was piloted by Bennett H. Griffin, who became airport manager in 1947. On board the airplane was Secretary of Commerce Jessie Jones.

One blunder that was made during the construction was to delete about 300 feet from the North end of the terminal building. The reason being that many thought there would never be enough passengers to fill it. Others thought it would be a white elephant and never used to capacity. (Where they ever wrong!)

The airport opened with four runways. The longest 18-36 being 6,855 feet, the second longest, the Northwest-Southeast being 5,210 feet. These are the two primary runways in use today for most jet operations. The third runway is the Northeast-Southwest being 4,892 feet. This one is used mostly by commuter and small business jets, but these have been used by 727's on occasion.

The fourth runway was the East-West one being 4,100 feet. This runway was closed quite a few years ago and is now used as a taxiway and for aircraft parking.

Washington National was the home base for the aircraft of three Presidents--Roosevelt, Truman and Eisenhower. The first land plane flight from Washington to London was made from here on American Overseas Airlines on November 23, 1945. Pan American's first Boeing 707 was christened here in October, 1958.

Expansion and remodeling have taken place over the years. The first major expansion was completed in November 1950. At that time, 297 feet was added to the South end of the terminal. Five year later in 1955 the South finger was added.

In mid-October 1958 the North terminal was opened. Three years later in 1961 a 772 foot passage way connecting the North Terminal with the main building was added. This is now United Airlines gate area.

With the new jet era just around the corner, the FAA banned all pure jet operations at National Airport in November 1959. This ban was pending the completion of Dulles International Airport, then under construction. This ban remained in effect until April 24, 1966 at which time two and three engine jet aircraft were permitted to operate. Four engine aircraft were and still are prohibited.

Another big change in 1966 was that starting in September, the nonstop flight segment was limited to within 650 miles. Seven "grandfather" cities were exempt from this rule since they had been operating within 1,000 miles since December 1965. The reason for this rule was to preserve the short-haul role of National Airport and to promote the long haul use of Dulles.

At the present time the Boeing 727-200 is the largest aircraft operated at the airport. Eastern Airlines is, however, trying to get permission to operate their new Boeing 757 aircraft into National.

Many people living around the area have been trying to get the FAA to close down National Airport for both noise and safety reasons. The hassle over the noise problem has caused a safety problem for the airlines. Due to complaints from people living Northwest of the airport the aircraft must use the "river" approach when coming in from that direction.

The "river" approach is following the Potomac as it winds and bends from the Northwest until you cross the 14th street bridge. Then you must make a sharp right turn to line up with the runway which is now only a quarter to a half mile in front of you.

For departures you must make a sharp left turn just after you lift off and follow the river out of town. Taking off to the North are two problems right in front of you. The Washington Monument is lined up with the main runway and the White House is just beyond this. So you have to turn to avoid them.

Despite these problems, the airport has a good safety record. There have been three air crashes here. In the 1940's an Eastern DC-4 had a midair collision with a military aircraft making an approach to the old Bolling Air Force Base that was just across the river from National. Both aircraft crashed into the river just south of the airport.

The second disaster occurred in December 1949, a month after the Eastern crash. This time it was a Capital Airlines DC-3 that crashed into the river on approach. Luckily only 6 persons died in this accident.

The third disaster occurred in January 1982 when an Air Florida 737 crashed into the 14th street bridge just after takeoff. The aircraft broke through the ice-covered river and sank. Seventy-eight passenger were killed in this accident.

In 1973, a Beech King Air was making the dangerous "river" approach and struck a radio tower and crashed. With these two more current mishaps the cry has gone up once more to shut down DCA. It probably will never happen though because the Government owns and runs National Airport and it is only a short ride from the Capitol building. Where as Dulles, the other Government owned and operated airport, is 40 miles west of the Capitol building and takes much longer to get to.

As of this writing, the following aircraft and airlines can be seen there. With the various and many schedule changes, some things may have changed by the time you read this or arrive at the convention. This is what is currently operating.

The Beech 99 is operated by Henson and Pennsylvania Airlines for Allegheny Commuter. Colgan Airlines and Pilgrim Airlines also operate this aircraft type into DCA.

The Bandeirante is operated by Mid-South, Aeromech and Newair. The SA226TC Metro II is flown by Air Virginia and Empire. The DeHavilland DHC-6 Twin Otter is brought in by Southern Jersey/Allegheny Commuter.

Ransome Airlines flies both the Nord 262 and Mohawk M-298 aircraft. The Shorts SD-330 is flown by Henson and Pennsylvania Airlines, both are Allegheny Commuter's. Next in line is the F-27 flown by Air North and Pilgrim.

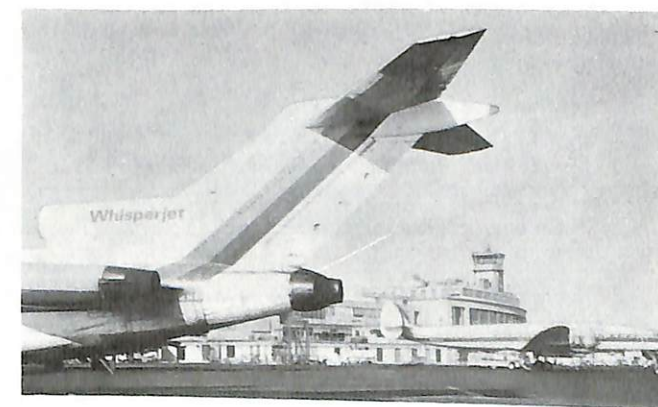
The DeHavilland Dash 7 is operated by Ransome and Henson/Allegheny Commuter. The BAE 748 is flown only by Air Virginia while the Convair 580 is flown only by Freedom Airlines. The Fokker F-28 is flown by Empire.

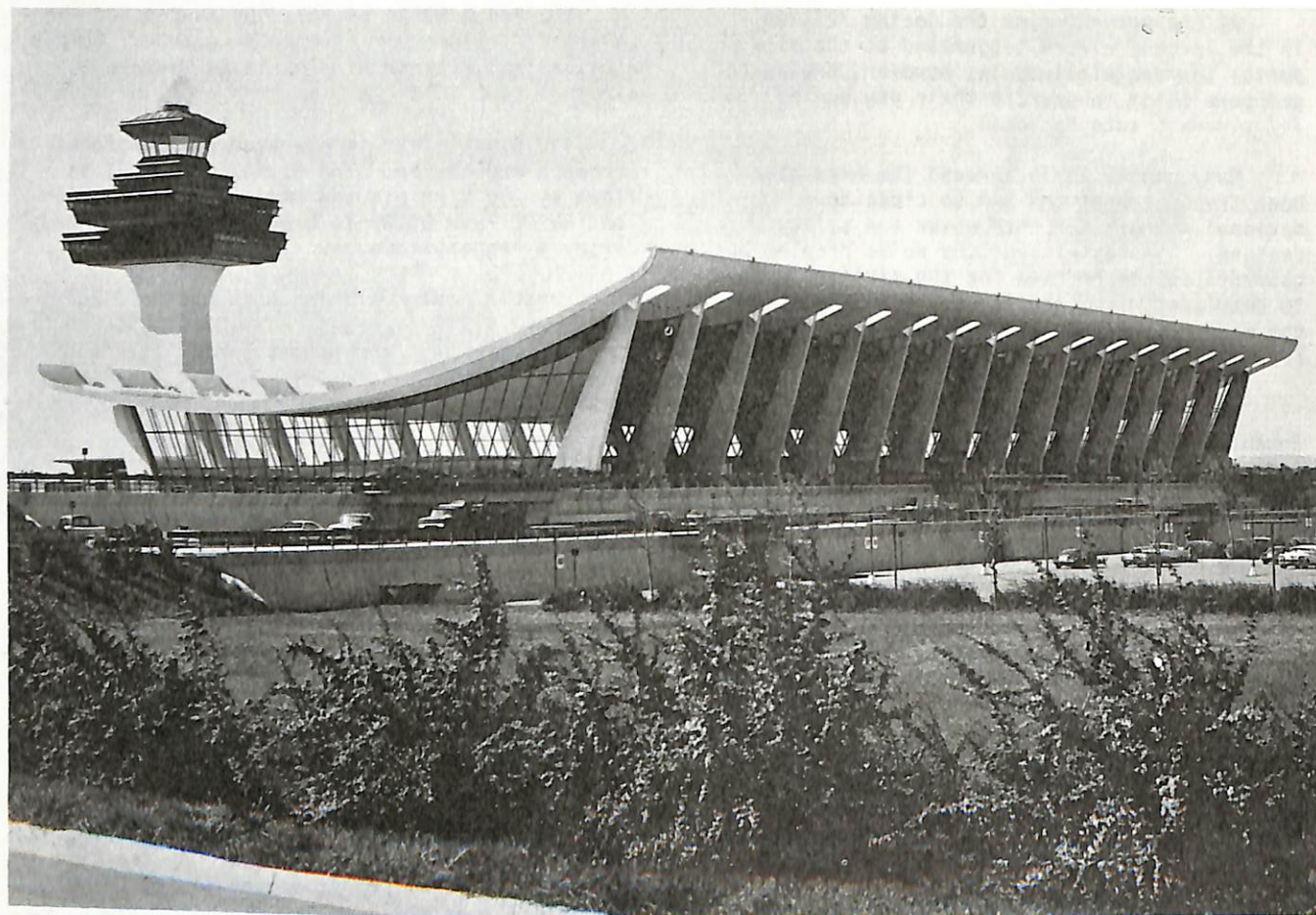
Moving up into the medium size jets, the BAC One-eleven is flown by USAir. The DC-9-10 is flown by Midway Airlines. The DC-9-30 is the second most common seen aircraft at DCA. This type aircraft is flown by six airlines: USAir, Eastern, New York Air, Continental, Midway and Ozark. The DC-9-50 is only flown by Eastern and Republic.

The 737 is operated by Piedmont, United and Peoplexpress and Air Florida. By the time this goes to print, USAir may be flying their 737 into DCA as well.

The 727-25 is operated by TWA, Eastern, United and Pan Am. The 727-200 is the most commonly seen and largest aircraft at DCA. It is flown by 11 airlines: Piedmont, American, TWA, Eastern, Delta, Northwest, Continental, United, Pan Am, Western and Republic.

To photograph these aircraft there are four good areas to shoot from. The observation deck in front of the main lobby area is good for ground shots with the 50mm lens. You can get some take off shots with a telephoto from here also. The second area to shoot from at





The beautiful terminal building of IAD is pictured here. There are no obstructions located within this award winning structure. Photo courtesy of PR Dept. at IAD.

the airport is on the hill across from the Commuter Terminal ramp area. You can get some shots of the Commuter area from here with a telephoto lens. This is about the only place on the airport that you can shoot commuters.

For some approach and takeoff shots the one good area is the marina just north of the airport. There is plenty of free parking here and you are right in line with runway 18-36, the main one at DCA. The other location for these types of shots is from the marina just south of the airport just off the George Washington Parkway. With a telephoto lens you can get some good shots from here.

Hopefully this report has covered everything you ever wanted to know about DCA but were afraid to ask.

I A D

The second airport in the D.C. area is larger in area but used by very few in comparison to DCA. We are, of course, speaking of Washington Dulles International Airport. Located on the Dulles access road off of the I-495 Beltway. Dulles is about 30 miles west of the District. This being the big reason for it's under utilization.

The need for another major airport in the area became apparent after the end of WW II. The Second Washington Airport Act of September 7, 1950 was amended by the Congressional Act of July 11, 1958 and provided for the construction of a second airport in or near the District of Columbia.

On May 1, 1958 the architect Eero Saarinen was selected to design the new airport. Construction began on September 2, 1958, seven and one-half months from the time the site was selected. On November 17, 1962, four years later, Dulles was opened for business.

The terminal is located between the two parallel North-South runways. 19L-1R and 19R-1L are both 11,500 feet long. In addition runway 12L-30R is located south of the terminal and is 10,000 feet long. Additionally, taxiway E-1 beside runway 19L-1R and taxiway N-1 beside runway 12L-30R have been designed as runways for VFR daylight operations of aircraft weighing 12,500 pounds or less.

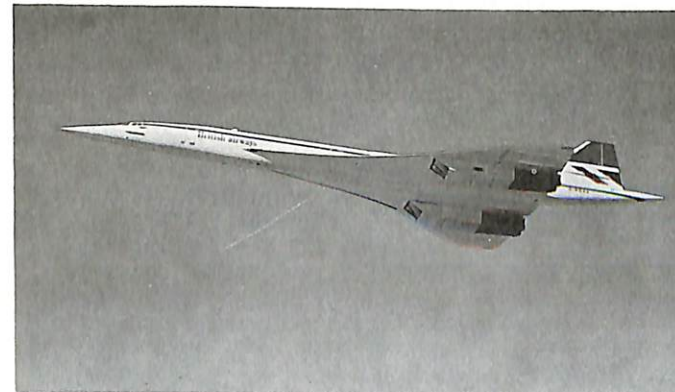
The airport is named for the late Senator, Ambassador and Secretary of State John Foster Dulles. It is unique in the fact that it was the first airport in the world to use the Mobile

Lounge idea. In fact the ML was designed for the needs of this airport.

The airport was the first in the country designed for the jet age. The aircraft park a half mile from the terminals on a parking apron beside the service buildings in the middle of the field. A total of 30 aircraft parking spaces exist today, with room for expansion. There are 24 mobile lounge gates at the terminal.

Major expansion was completed in the past year. The remodeling and expansion added more seating in the gate areas.

Tragedy has hurt the airports safety record. On December 1, 1974 a TWA 727-200 that was enroute from Indianapolis and Columbus to National Airport was diverted to Dulles due to bad weather at National. The aircraft struck a mountain top while on approach to Dulles, killing everyone on board.



On the positive side, Dulles is one of only two airports in the U.S. with scheduled supersonic aircraft. It was the first in the country to begin this back in 1976 with British Airways and Air France Concorde service. Soon Braniff jumped in and operated the aircraft on to Dallas. At present British Airways operates the only Concorde service into Dulles.

When the airport was opened, all the airlines that operated into National were required to rent space at Dulles. This was in hopes of moving most of the air traffic from over-crowded National out to Dulles. (Twenty years later this feat has not been accomplished.)

You can see the ghosts of airlines past if you sit out there now and watch the flight board change. You can see the names of the airlines that are gone and never operated into Dulles, like Lake Central, Mohawk and Allegheny.

Up until a few years ago when deregulation came about, if you wanted to start flying into Washington, you had to fly into either Dulles or Baltimore. National was full and any new air service had to be served via Dulles or BWI. Deregulation though changed that and several airlines that had been using Dulles were able to switch to National.

If you want to go out there and spot aircraft this is what you can expect to find.

The Beech 99 is flown in by both Christman and Colgan. The SA226TC Metro II is operated by Air Virginia. Ransome flies the Nord 262 and Mohawk M-298 here also. The Shorts SD-330 is brought in by Colgan Airways. Air Virginia also brings in their BAE 748.

Moving up to the jets, the DC-9-10 is flown in by Republic along with the DC-9-30. The 737 is brought in by Peoplexpress. Pan Am brings in the only 727-25. The 727-200 is again the most often seen aircraft here. It is operated by five airlines: American, Northwest, Western, Continental and United.

United operates the only DC-8-61/71. I list it this way since many are going in to have the engines changed and either type aircraft may show up out here.

TWA and United are the only two carriers at this time to operate the new Boeing 767. The L-1011 is operated by TWA while the DC-10 is brought in by American, Northwest, and United. The 747, once very common to Dulles, is now only operated by Northwest, Pan Am and British Airways.

As a final note, the Concorde is flown in by British Airways and the DeHavilland Dash 7 is operated by Ransome.

You can quite often see the L-188C Electra owned by Emerald Shillalagh Chowder and Marching Society. This aircraft is based at Dulles. You can also see, at times, one of the Presidential 747s doing touch and goes.

A couple of interesting historical tid-bits about the airport are that the late Russian Premier Krushchev might have had a hand in getting the place built. His TU114 couldn't operate into or out of National Airport and had to use Andrews AFB. He supposedly said it was a pity that our nations capitol did not have an international airport capable of handling large jet aircraft.



A second item of interest is that when Dulles was opened, the airport code was DIA. This caused some confusion, especially on hand written bag tags, trying to make out if it was DIA or DCA. Some bag tags were even color coded the same. Many bags were ending up at DCA that should have been at DIA and visa versa. It was therefore decided to make DIA into IAD for better distinction. This was done in 1968.

A third item here is that the North/South runways here were originally to have been 18-36 Left & Right. Since DCA already had an 18-36 runway and was so close, it was decided to make the Dulles runways 01-19, to eliminate possible confusion.

The following locations are good for getting pictures. The Air Cargo ramp is good for either morning shooting or all day, depending on the direction the planes are parked. You must shoot through a fence and can use a 50-55mm lens for the close in planes. For the others you will need a telephoto. An important item--DO NOT SHOOT THE WEST GERMAN or ROYAL AIR FORCE MILITARY AIRCRAFT. This is FORBIDDEN!

A second location is the observation deck in the center of the terminal below the tower. The commuter airlines use these gates and can be caught with the 50-55mm lens. The Shilelagh L-188 is sometimes parked across the taxiway and can be shot with at least a 200mm telephoto.

A third location is the east security fence. This opposes runway 19L and its two taxiways. Here again you must shoot through a fence or the gate. It is good for afternoon shooting. You can also get some Biz jets at Page Airways from the road near by, again over the fence.

A fourth location in the Page Airways Terminal can be used. They have an upstairs lounge. You get to it by using a gate to the right of the Page building. Press the buzzer and ask to come into Operations. Steps lead to the lounge upstairs which has a canteen and restrooms. Do not go out onto the ramp without permission, especially during the week. You can shoot from the lounge, but it does have tinted windows, so be prepared. Of importance again--DO NOT SHOOT THE WEST GERMAN or RAF aircraft unless outside and taxiing.

A fifth location is the Page Airways ramp, outside the fence. This is good in the afternoon. You can get many small aircraft here. If you try and shoot the West German or Royal Air Force aircraft, the guards will get a bit nervous and possibly question you as to your intentions.

A final potential location for shots is off the airport, along Virginia Route 28 which parallels IAD. Just up from US 50 is a parking lot for Sully Plantation. In the morning, when there is a north operation, some good landing shots can be made from here with at least a 200mm lense.

Most of the time IAD and DCA are operating the same patterns. For wind conditions, call the weather service, Washington Flight Service Station or 347-4950 for weather/forecast. The best times to shoot at IAD are when there is a south operation in the afternoon.

B W I

The third airport in the Washington area is about 30 miles northeast of the District just off the Baltimore-Washington Parkway. Here you will find the Baltimore-Washington International Airport. This fine establishment used to be called Friendship Airport until a few years ago when they changed the name.

The airport was dedicated in May of 1950, with the keynote address by President Harry S. Truman. On June 23, 1950 Friendship opened for business as an Eastern Airlines DC-3 made the first scheduled landing at 12:01 a.m. The flight was bound from Atlanta to Newark.

Later in the day, 80,000 enthusiastic spectators made their way to the new airports official opening. Fifty-six flights were on the schedule that first day. The most common aircraft seen was the DC-3's of the various airlines serving the new facility.

The most prized innovation at Friendship airport were the long "piers" running out from the main terminal building, where aircraft could dock. The other highlight was the upper-level observation deck, which is now gone.



World Airways operates the DC-10-30CF into BWI. This is a nice post card from Aviation World.

Friendship was built to replace the old Harbor Field (now the Dundalk Marine Terminal). Eight major airlines served the airport when it first opened.

In the late 1950's, Friendship prepared to meet the coming jet age. A Boeing 707 landed there in 1957 setting a new transcontinental speed record. In 1959 the DC-8 was formally certified as a passenger carrier at ceremonies held at the airport.

During the early years of jet travel from 1958-1962, Friendship was the only jetport in the Baltimore-Washington area. This changed when Dulles Airport was opened.

The 1970's brought much needed expansion. In July 1974 a \$4.75 million Cargo Complex was finished. In 1975 a \$70 million terminal expansion was started, and it was completed five years later in 1979.

Since the expansion, several airlines have either started service into BWI or expanded service there. In 1979 the airport code was changed from BAS to BWI, reflecting it's new name as the Baltimore-Washington International Airport.

Baltimore has two main runways, one East-West and a Northeast-Southwest direction. The terminal is located to the north and west of the runway intersection.

The following airlines and aircraft are operating into BWI. The Piper Navajo is flown in by both Pocano and Holiday and Cumberland Airlines. The Beech B-99 is flown by Colgan, Christman, and Henson. The Beech C-99 is brought in by on Sunbird. The SA226TC Metro II is flown by Air Virginia, while the Bandeirante is operated by both Aeromech and Newair.

Ransome Airlines flies in the Nord 262 and or the M-298. Henson Airlines/Allegheny Comuter flies in the SD-330 and the DASH 7. The BAE 748 if operated by Air Virginia.

Moving up to the jets we find that the BAC One-eleven is operated by USAir. The DC-9-10 is operated only by Ozark. The DC-9-30 is the number one aircraft in operation at BWI. It is flown by six airlines: Continental, Delta, Eastern, USAir, Republic and Ozark. The DC-9-50 is brought in by Eastern and Republic.

The 737 in both models is flown by Piedmont and Peoplexpress. The 727-25 is operated by four carriers: American, USAir, United and TWA. The 727-200 is the number two aircraft in operation here, being flown by five airlines: American, Delta, Eastern, United and Western. The DC-8-61 is operator by Air Jamaica.



The first Piedmont Boeing 727 operating on routes throught the Washington, D.C. area on to New York. This was a leased aircraft from Boeing.

Moving up to the jumbo jets we find that the A300 is operated by Eastern. The DC-10-10 is flown by United while World brings in the DC-10-30CF.

You can quite often find several different charter aircraft parked around the ramp or over near the freight pad.

Photographic areas around the airport are limited. In the center of the terminal building there is a lounge area on each side of the -C- concourse. You will be shooting through tinted glass so keep this in mind.

Outside on the upper level, just beyond the United gate area, you can get some shots of the activity on the east-west runway. You will need a telephoto for these. There is also a parking lot beside this runway where you can get some shots, but it will also be through a fence.

You can also do some shooting over near the freight area at certain times. You will have to be shooting through a fence and many times there is a variety of ground equipment parked around this area--so good luck!

That covers the three airports serving the Washington, D.C. area. Hopefully this information will make your visit to any or all of the airport more enjoyable.

My thanks to the following people who contributed greatly to the information in this article. Without them it could not have been written.

Richard J. Hurley of FLIGHT LINE NEWS.
J. Roger Bentley of the INTERNATIONAL MUSEUM OF AIRLINES

David A. Hess of the FAA at National Airport
Cathy Thomas of the FAA at Dulles Int'l Airport
Mr. David A. Beckner and the Baltimore Sunday Sun Newspaper.



Piedmont 737, N744N, taking off at DCA. Note the "Bicentennial" sticker on the nose. Taken 4 July, 1976 by Larry "Ivan" Potoski.

Wings & Things

by

DICK KORAN

To follow suit in the LOG'S feature on Piedmont Airlines, I was able to acquire the extensive collection of Piedmont wings and badges from fellow collector and WAHC member, Dr. Charles Quarles. Dr. Quarles has been most helpful in order to have his collection included in this quarter's column and it is through his generous help we now have a first for the reader--pilot wings, flight attendant wings, and hat badges. I hope that future columns will also include wings and badges from other members as well. The ability of members to get together on the logistics of getting wings and badges to a common point for photography and identification will prove beneficial for all "wing nuts".

Since this column first appeared, I have received numerous letters and comments--and all positive! To share these comments, I will start to include them in the column beginning with this issue of the LOG. Mr. Gerry Stevens, a WAHC member from England, wrote regarding the article on the Qantas wings. His information will prove helpful for all wing collectors.

"The metal QEA wing was also made by A. J. Parkes of Brisbane with a pin-back as opposed to the lugs on the Angus and Coote model. Also, the latter has only six knots to the base of the wreath under the coat-of-arms, whereas the Parkes has nine. Minor points, Stevens wrote, but possibly of interest. The wire embroidered type exists with both QEA and QA in the center. Have not discovered if there was a metal QA type as yet."

For those of us who collect world-wide wings, Stevens also pointed out that there have been four different wings in use with Austrian Airlines. "The first wing had the duck emblem (fliegende Ente) facing to the left and the second to the right. This was followed by basically the same wing, but modified slightly to include a bigger wreath and 'beefier' wing. The fourth is current and incorporates the 'red arrow' emblem. Have heard that this arrow may have been replaced by metal, whereas previously it was embroidered cotton. Have not substantiated this yet."

In another area of collecting, advise is often sought on the best way to store and mount a collection of wings and badges. There is no "best" way to do this--much depends on circumstances, individual taste, scope of the collection, and other factors. One of these "other" factors is financial.

For years, I have used the Riker Speciman Mount which is produced in both the U.S. and Great Britain. The mount comes with a cardboard slipcover for protection and storage. The two-part Riker mount (top and bottom) has glass in the upper lid which, when placed over the bottom part containing wings/badges, helps hold the items in place as well as protecting them from finger prints and the like. The lid is held in place by two or four pins depending on the size of the Riker Mount being used.

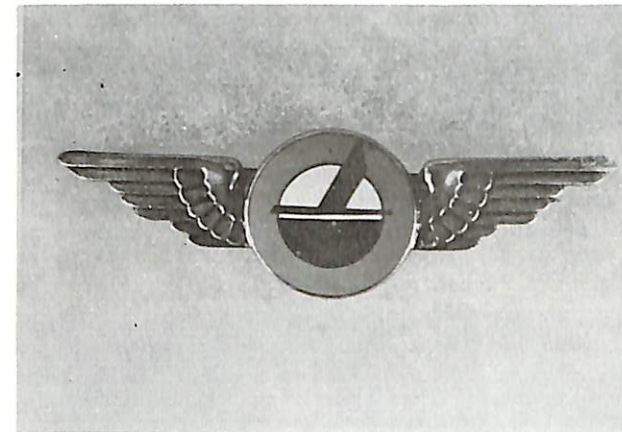
The Riker Mount has a cotton padding in the bottom on which to lay your wings/badges for display. I also place some colored material over the cotton to accent the wings. A similar mount is also available at some of the hobby and craft shops, patterned after the Riker, which uses a foamlike material in the bottom. These foam pieces come in different colors with the light blue version being the best. These mounts, Riker and others, are easily stored as they just lay flat on each other in some convenient place in your hobby area.

A collection mounted in wall cases provides a more spectacular display, especially for the collector who is fortunate enough to have his/her own den or "I Love Me" room! These cases are expensive as they are large and usually made from wood. Sometimes they can be found at auctions, antique stores, and flea markets for a reasonable price. A friend of mine displays a large group of military badges on a uniform blouse in two of these units that were old shop bulletin boards with lockable glass doors--and a real find at a low price!

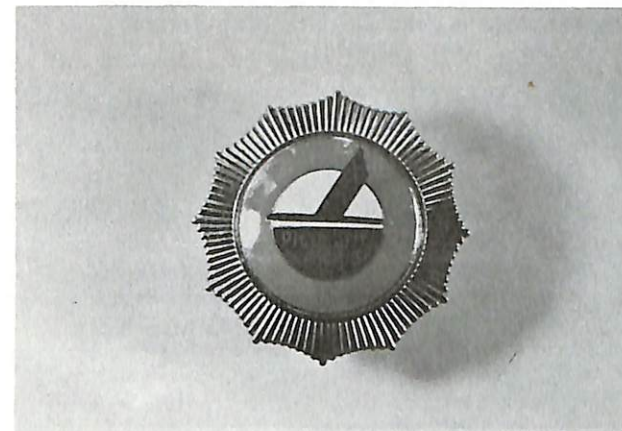
Wood picture frames from a do-it-yourself store can also be used by adding wood strips between the glass at the back and the mounting board so that there is sufficient clearance of the glass to accommodate the wings/badges.

A cabinet with tray-type drawers is another means to display your collection. The size and workmanship of the cabinet will depend upon funds available--but consider, too, that larger trays usually make for a more attractive display. The floor of the tray should be covered with some fine quality felt or similar material to help show off your collection of wings and badges. Old blueprint cabinets can sometimes be found for use as medal collectors have done for years.

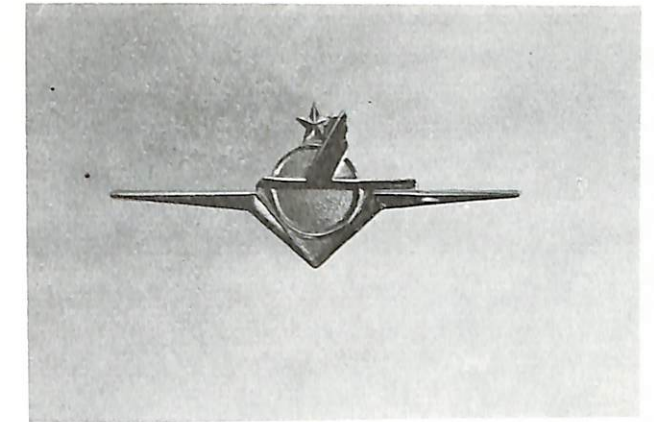
With some good fortune between American Airlines and a little vacation time, I hope to be at our June convention and have an opportunity to meet with as many WAHC members as I can. I am planning on having my collection of wings on display as I did in Detroit so that we can compare wings...trade a few perhaps...swap some stories...and have a good time!



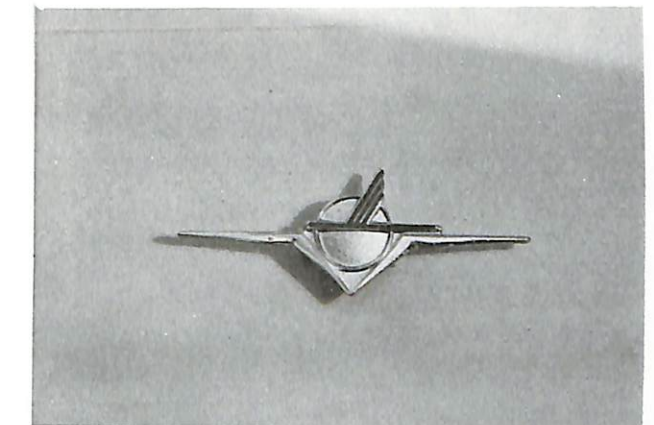
The PIEDMONT pilot wing worn from 1949 to 1962. The "plain" wing was worn by the First Officer (see above), the Captain's wing has a star over the center. It is a Sterling silver wing with light blue/dark blue/red/white enamel in the center. The words "PIEDMONT AIRLINES" appear in the dark blue portion done in silver. The wing is pin-back and is hallmarked "LBS S". A Check Pilot has wing with star/wreath. The Flight Attendant wing is a half wing using the same center device.



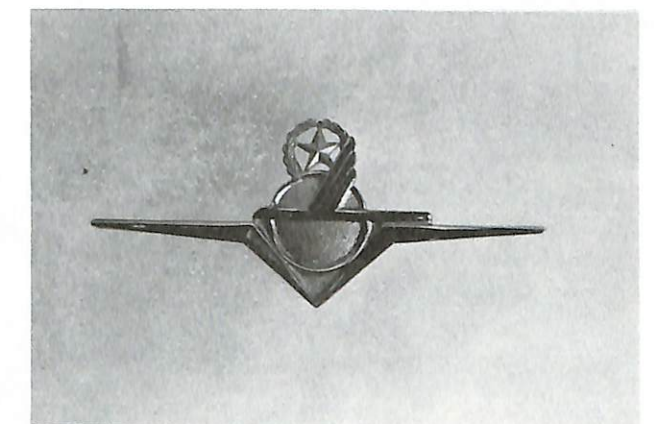
The PIEDMONT pilot hat badge in use from 1949 to 1962. It is silver with a center done in light blue/dark blue/red/white enamel. The words "PIEDMONT AIRLINES" appear in the dark blue portion done in silver letters. The badge has a single screw back.



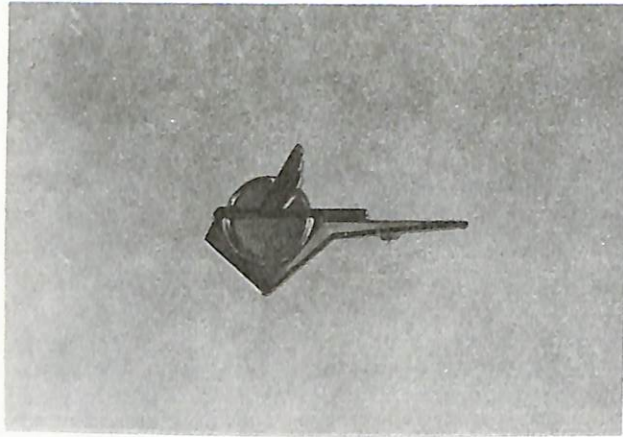
The PIEDMONT pilot wing worn from 1962 to 1974. This wing has an overall silver finish with the red enamel insignia. There is no hallmark and it is clutch back. Above: Captain Below:FO



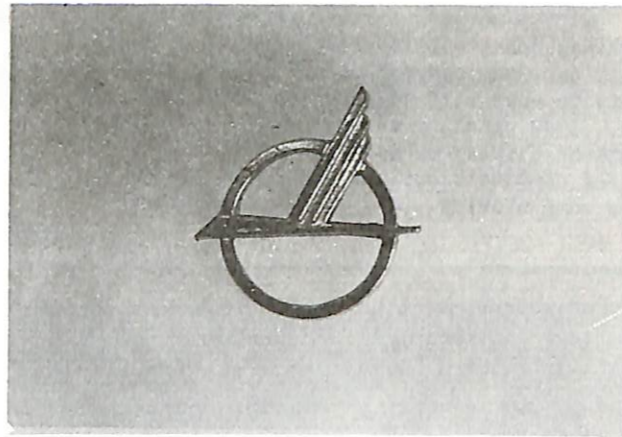
The PIEDMONT First Officer wing worn from 1962 to 1974. This wing has an overall silver finish with the red enamel insignia. There is no hallmark and it is clutch back.



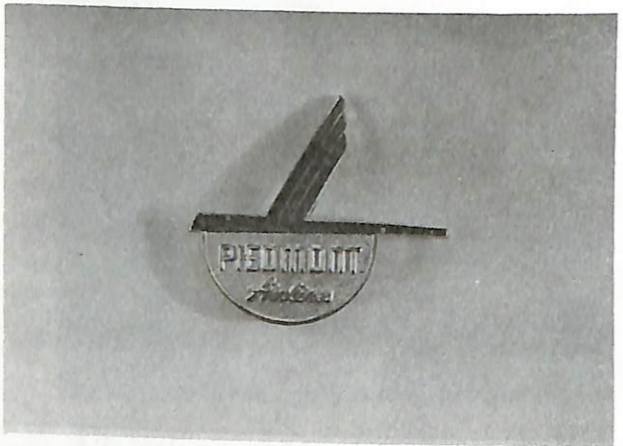
The PIEDMONT Check Pilot wing worn from 1962 to 1974. This wing has the star/wreath and is overall silver finish with the red enamel insignia. There is no hallmark and it is clutch back.



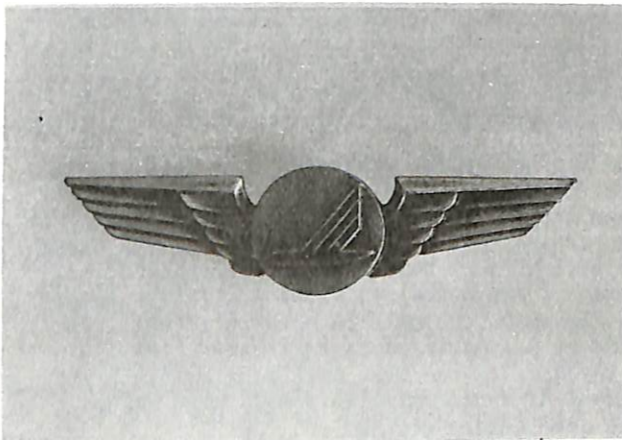
This is the PIEDMONT Flight Attendent wing used from 1962 through 1969. This wing has an overall silver finish with the red enamel insignia. The wing is pin back.



PIEDMONT Flight Attendent wing-badge used from 1969 to 1974. This pin-back wing device has a gold finish.



This is an example of the PIEDMONT Flight Attendent cap badge used from 1962 to 1969. An overall silver badge, it uses a pin for wear. The device is red enamel.



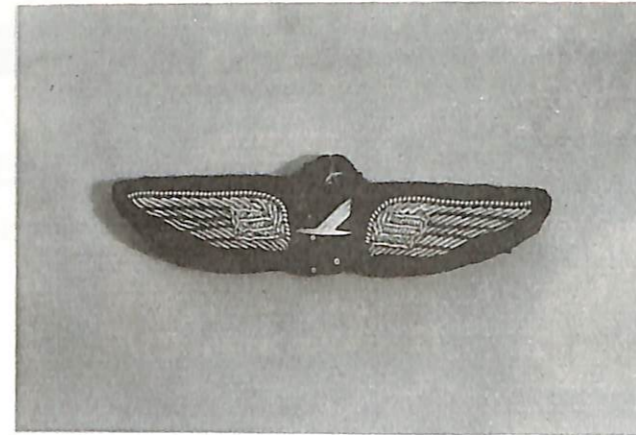
The PIEDMONT Flight Attendent wing was worn from 1974 to 1982. It is a silver wing with the center device done in dark blue enamel. The wing has a pin for wear.



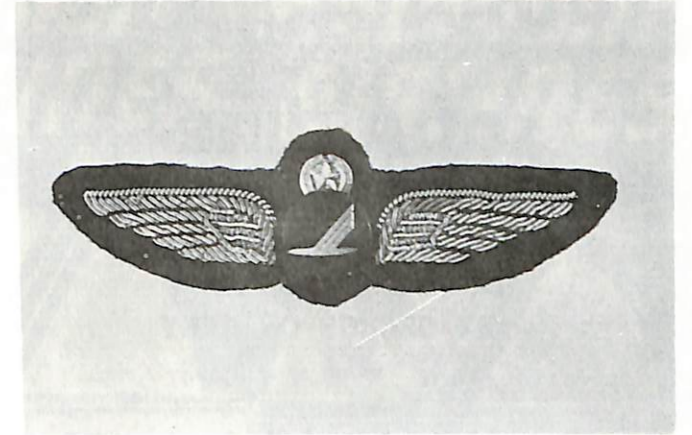
This overall silver hat badge for pilots was used by Piedmont from 1962 to 1982. Red enamel is used in the center device and has a single screw back for wear. A second type of this badge also appeared using blue and red enamel in the center according to Dr. Quarles.



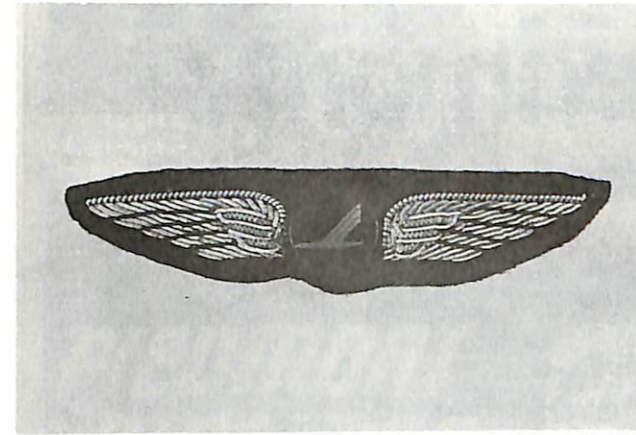
This PIEDMONT Flight Attendent wing has been in use since 1982. It has a gold finish and utilizes a name bar for F/A identification. Dr. Quarles' name appears on this example. The wing uses a pin for wear.



The PIEDMONT Captain's wing worn from 1974 to the present. It has a black felt back and silver embroidered wings. The center is black and silver. Wing is sewn on for wear.



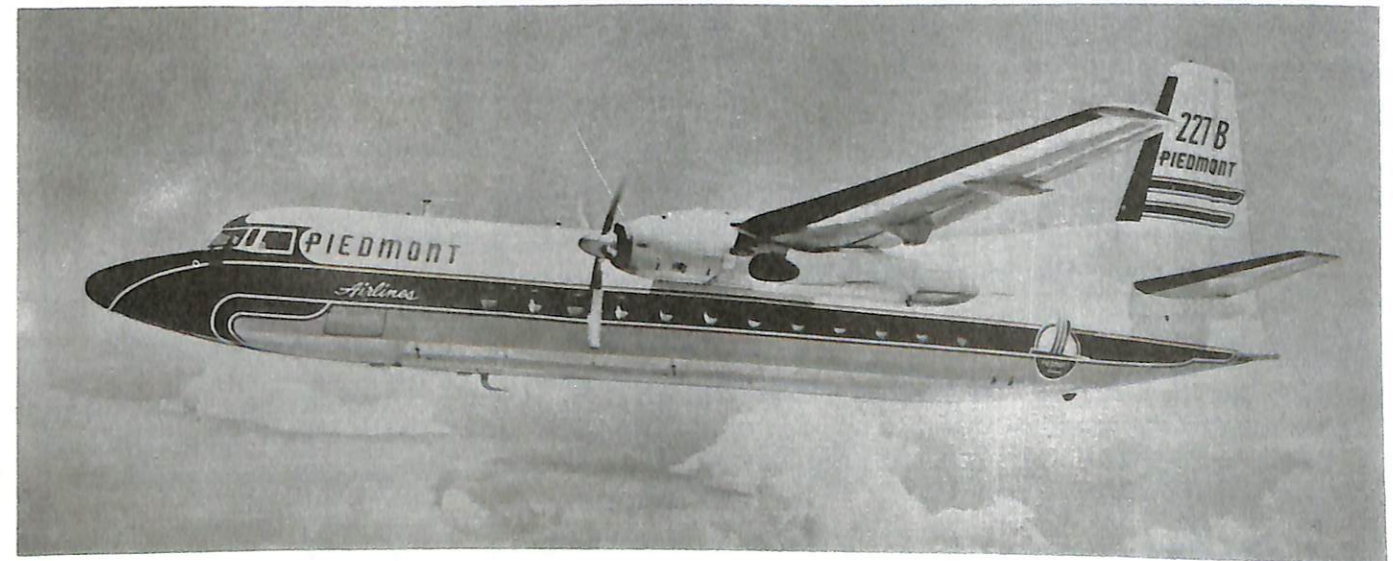
The PIEDMONT Check Pilot wing worn from 1974 to the present. It has a black felt back and silver embroidered wings. The center is black and silver with the star in a wreath. Wing is sewn on for wear.



The PIEDMONT First Officer wing worn from 1974 to the present. It has a black felt back and silver embroidered wings. The center is black and silver, but does not have the star. Wing is sewn on for wear.



This is the current PIEDMONT hat badge for pilots. It is a badge with silver embroidered leaves and a black and silver center device. A black back pad has the single screw for wear.



Around the World of Airline Schedules

BY GEORGE CEARLEY

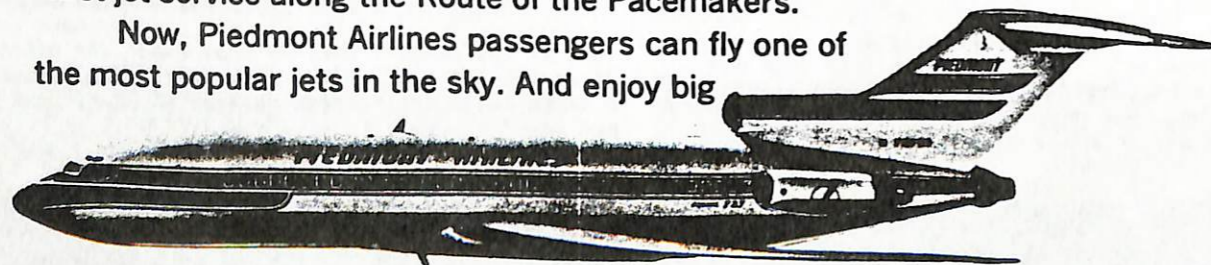
The schedule article in this issue is devoted to Piedmont Airlines and the Boeing 737.

Look what Piedmont's up to now.

Brand new Boeing 727 jet service.

It's a fast new dimension in regional travel—the first jet service along the Route of the Pacemakers.

Now, Piedmont Airlines passengers can fly one of the most popular jets in the sky. And enjoy big



speed, big comfort, big new convenience.

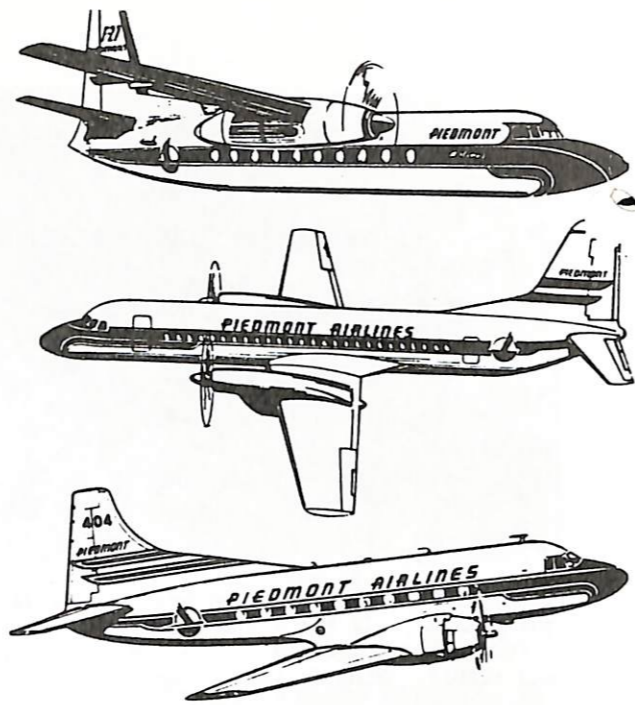
Because Piedmont jets you there in style. Quickly—with three fan-jet engines, you cruise smoothly at 600 m.p.h. Quietly—it's easy to talk, to read and rest. And luxuriously—

there's spacious seating for 92 passengers to enjoy.

On Piedmont. An airline you can look up to.

This ad appeared in Piedmont's March 15, 1967, timetable, the date the carrier introduced its first pure jet service, with the Boeing 727-100 in the cities of Asheville, Atlanta, Lynchburg, New York, Roanoke, Washington, and Winston-Salem.

The following page shows a series of Piedmont schedules between 1952 and 1968 showing aircraft and route inaugurals.



Route of the Pacemakers
PIEDMONT Airlines
October 1, 1952

SERVICE RESUMED INTO
SOUTHERN PINES
ABERDEEN
PINEHURST

PASSENGERS—AIR MAIL
AIR EXPRESS—AIR FREIGHT

FLY
PIEDMONT AIRLINES
ROUTE OF THE PACEMAKERS

EFFECTIVE MARCH 15, 1962

404
404
404
404

MORE AND MORE 404 PACEMAKERS
now serving the Top of the South

Pressurized
Air-Conditioned
Radar-Equipped
265 MPH Cruising

PASSENGERS · AIRMAIL · AIR EXPRESS · AIR FREIGHT

FLY
PIEDMONT AIRLINES
ROUTE OF THE PACEMAKERS

SCHEDULES EFFECTIVE DEC. 1, 1964

FIRST SCHEDULED AIR SERVICE TO
FRANKFORT, KY.

NEW
F-27
PROP-JET SERVICE TO
WASHINGTON

PASSENGERS · AIRMAIL · AIR EXPRESS · AIR FREIGHT

FLY
PIEDMONT AIRLINES
ROUTE OF THE PACEMAKERS

EFFECTIVE SEPT. 4, 1962
TAKE A PACEMAKER

F-27 PROP-JETS

404 PACEMAKERS

Enjoy New,
Expanded Flight Service

PASSENGERS · AIRMAIL · AIR EXPRESS · AIR FREIGHT

PIEDMONT AIRLINES

ROUTE OF THE PACEMAKERS

SCHEDULE EFFECTIVE JUNE 1, 1968

now new YS-11 prop-jets

COMING SOON—
BOEING 737 FanJet SERVICE

PASSENGERS · AIRMAIL · AIR EXPRESS · AIR FREIGHT

PIEDMONT AIRLINES

ROUTE OF THE PACEMAKERS

SCHEDULE EFFECTIVE SEPTEMBER 1, 1968

now 23 jet cities

PASSENGERS · AIRMAIL · AIR EXPRESS · AIR FREIGHT

PIEDMONT AVIATION, INC.
 SMITH-REYNOLDS AIRPORT - WINSTON-SALEM, N. C. 27102
- ROUTE OF THE PACEMAKERS -
 AIR MAIL ROUTE NO. 87

GENERAL SCHEDULE NO. 24 12TH REVISED PAGE B
 CANCELS 11TH REVISED PAGE B

AIRCRAFT Flight Number	EvsA JET	JET	YS-11 937	YS-11 903	JET	M4 019	JET	FH227 203	M4 411	M4 831	JET	FH227 241	JET	YS-11 835	CITY CODE
NEWARK, N. J. (EWR)	EDT	10 45													EWR
NEW YORK (LGA)	Lv														LGA
WASHINGTON, D.C. (IAD)	Lv	11 00													IAD
WASHINGTON, D.C. (IAD)	Lv														IAD
BALTIMORE (BWI)	Lv			10 39											BAL
WASHINGTON, D.C. (DCA)	Lv			10 59											DCA
WASHINGTON, D.C. (DCA)	Lv			11 18											DCA
WILMINGTON, N.C.	Lv														ILM
NORFOLK, VA.	Lv														ORF
NEWPORT NEWS/HAMPTON	Lv														PHF
NEWPORT NEWS/HAMPTON	Lv														PHF
RICHMOND, VA.	Lv			10 58											RIC
RICHMOND, VA.	Lv			11 12											RIC
ROCKY MOUNT	Lv														RMT
ROCKY MOUNT	Lv														RMT
FAYETTEVILLE, N.C.	Lv														FAY
FAYETTEVILLE, N.C.	Lv														FAY
SOUTHERN PINES	Lv														SOP
PINEHURST/ABERDEEN	Lv														SOP
FLORENCE, S.C.	Lv														FLO
FLORENCE, S.C.	Lv														FLO
CHARLOTTEVILLE	Lv														CHO
CHARLOTTEVILLE	Lv														CHO
STAUNTON	Lv			12 01											SHD
STAUNTON	Lv			12 20											SHD
LYNCHBURG	Lv														LYH
LYNCHBURG	Lv														LYH
LYNCHBURG	Lv														LYH
RALEIGH-DURHAM	Lv			12 12											RDU
RALEIGH-DURHAM	Lv			12 27											RDU
RALEIGH-DURHAM	Lv														RDU
CHARLOTTE	Lv														CLT
CHARLOTTE	Lv														CLT
HOT SPRINGS, VA.	Lv														HSP
HOT SPRINGS, VA.	Lv														HSP
GREENSBORO/HIGH POINT	Lv														GSO
GREENSBORO/HIGH POINT	Lv														GSO
GREENSBORO/HIGH POINT	Lv														GSO
DANVILLE	Lv														DAN
DANVILLE	Lv														DAN
ROANOKE	Lv														ROA
ROANOKE	Lv														ROA
WINSTON-SALEM	Lv														INT
WINSTON-SALEM	Lv														INT
CHARLOTTE	Lv														CLT
CHARLOTTE	Lv														CLT
HICKORY	Lv														HKY
HICKORY	Lv														HKY
PULASKI/RADFORD	Lv														PSK
BLACKSBURG	Lv														PSK
GREENVILLE	Lv														GSP
SPARTANBURG, S.C.	Lv														GSP
BLUEFIELD/PRINCETON	Lv														BLF
BLUEFIELD/PRINCETON	Lv														BLF
BRISTOL/KINGSPORT	Lv														TRI
JOHNSON CITY, TENN.	Lv														TRI
ASHEVILLE	Lv														AVL
ASHEVILLE	Lv														AVL
BECKLEY	Lv														BKW
BECKLEY	Lv														BKW
CHARLESTON, W. VA.	Lv														CRW
CHARLESTON, W. VA.	Lv														CRW
PARKERSBURG/MARIETTA	Lv														PKB
PARKERSBURG/MARIETTA	Lv														PKB
NASHVILLE	Lv														BNA
NASHVILLE	Lv														BNA
LONDON-CORBIN	Lv														LOZ
LONDON-CORBIN	Lv														LOZ
LEXINGTON/FRANKFORT, KY.	Lv														LEX
LEXINGTON/FRANKFORT, KY.	Lv														LEX
HUNTINGTON/ASHLAND	Lv														HTS
HUNTINGTON/ASHLAND	Lv														HTS
KNOXVILLE	Lv														TYS
KNOXVILLE	Lv														TYS
MEMPHIS	Lv														MEM
LOUISVILLE	Lv														SDF
LOUISVILLE	Lv														SDF
CINCINNATI	Lv														CVG
COLUMBUS, O.	Lv														CMH
ATLANTA	Lv														ATL

ALL TIMES SHOWN ARE LOCAL TIMES
 EST - EASTERN STANDARD TIME
 EDT - EASTERN DAYLIGHT TIME
 CST - CENTRAL STANDARD TIME
 CDT - CENTRAL DAYLIGHT TIME

B-737-90 PASSENGER BOEING JET AIRCRAFT
 FH-227-44 PASSENGER PROP-JET AIRCRAFT
 YS-11 60 PASSENGER PROP-JET AIRCRAFT
 M-4-40 PASSENGER PROP AIRCRAFT

S - SNACK SERVICE
 AR - ARRIVE
 LV - LEAVE

ISSUED: MAY 26, 1969 EFFECTIVE: JULY 1, 1969

Piedmont introduced its first Boeing 737 service in the summer of 1968. The above page from the general schedule shows an example of major 737 service a year later in 1969.

City	ab/dp	06.50	09.50	15.40	07.15	13.50	14.15a	07.15	11.35	14.30
Berlin	an/ar			direct					10.55	14.20
Hannover	an/ar			direct					11.05	14.30
Munich (Munich)	an/ar			direct					11.30	14.35
Nürnberg	an/ar				07.10	direct			11.00	direct
Stuttgart	an/ar					direct			11.15	14.35
6 England		LH 230	LH 236	LH 228	LH 226	LH 238	LH 232	LH 234	LH 220	LH 460
Angleterre		B 737	B 737	B 737	B 727	B 737	B 737	B 727	B 727	B 707
Hamburg Fuhlsbüttel -1	ab/dp	08.20	12.15							
Hannover	an/ar			17.00						
Langenhagen -1	ab/dp									
Bremen	an/ar			17.25						
Neuenland -1	ab/dp			17.50						
München (Munich)	an/ar									
Riem -1	ab/dp			07.20						
Stuttgart	an/ar									
Echterdingen -1	ab/dp				07.30	14.20				
Nürnberg	an/ar									
Flughafen -1	ab/dp									14.40
Köln/Bonn (Cologne)	an/ar			08.15		15.05				
Wahn -1	ab/dp			08.45		15.35				
Düsseldorf	an/ar				08.20					
Flughafen -1	ab/dp				08.50		16.45			
Frankfurt	an/ar									15.20
Flughafen -1	ab/dp							09.00	13.15	16.20
London	an/ar	09.45	13.40	19.10	09.55	10.05	16.50	17.55	10.20	14.35
Heathrow -1	ab/dp									17.40
6 England		LH 461	LH 221	LH 223	LH 235	LH 233	LH 239	LH 227	LH 229	LH 237
Angleterre		B 707	B 727	B 727	B 727	B 737	B 737	B 727	B 737	B 737
London Heathrow -1	ab/dp	07.05	10.55	18.40	11.05	11.25	19.55	18.50	14.20	10.35
Frankfurt	an/ar									
Flughafen -1	ab/dp	08.20	12.10	19.55						
Düsseldorf	an/ar				12.10		21.05			
Flughafen -1	ab/dp						21.35			
Köln/Bonn (Cologne)	an/ar					12.35		19.55		
Wahn -1	ab/dp					13.05		20.25		
Nürnberg	an/ar		13.55							
Flughafen -1	ab/dp									
Stuttgart	an/ar									
Echterdingen -1	ab/dp				13.50	22.25				
München (Munich)	an/ar						21.20			
Riem										

A SURVEY OF SYSTEM TIMETABLES
OF PIEDMONT AIRLINES

YEAR	DATES											
1950	JAN 1		MAR 1	APR 1			JUL 1		SEP 24			
1951	JAN 1					JUN 1	AUG 1		OCT 1			
1952	JAN 1			APR 1		JUN 1	AUG 25		OCT 1 OCT 20		DEC 1	
1953	JAN 1	FEB 1		APR 1		JUN 1	AUG 1	SEP 27			DEC 1	
1954		FEB 1			MAY 16			SEP 8		NOV 1	DEC 1	
1955	JAN 1		MAR 18				AUG 1				DEC 1	
1956	JAN 1		MAR 1	APR 29		JUN 1			OCT 28			
1957				APR 28				SEP 4	OCT 27			
1958					MAY 15			SEP 3	OCT 26		DEC 14	
1959	JAN 4			APR 26								
1960								SEP 7	OCT 30		DEC 1	
1961			MAR 30		MAY 1	JUL 1			OCT 1 OCT 29		DEC 1	
1962	JAN 15	FEB 15	MAR 15		MAY 1 MAY 30	JUN 25		SEP 4	OCT 1 OCT 28			
1963			MAR 1	APR 28	MAY 30		AUG 1	SEP 3	OCT 27			
1964				APR 26	MAY 31			SEP 7	OCT 25			
1965	JAN 15			APR 25		JUN 6		SEP 6 SEP 26	OCT 31			
1966				APR 24	MAY 15	JUL 11		SEP 1	OCT 1 OCT 30	NOV 15		
1967	JAN 15		MAR 15	APR 1 APR 30	MAY 15	JUL 1	AUG 1	SEP 1	OCT 1 OCT 29			
1968		FEB 1		APR 1 APR 28		JUN 1	JUL 1	AUG 1	SEP 1	OCT 1 OCT 27		
1969	JAN 15			APR 1 APR 27		JUN 1	JUL 1			OCT 26	DEC 1	
1970	JAN 15	FEB 15		APR 26			AUG 1	SEP 15		NOV 1		
1971		FEB 15		APR 25		JUL 15			OCT 1 OCT 31			
1972				APR 30		JUN 20			OCT 29			
1973	JAN 9		MAR 15	APR 29			AUG 1		OCT 28			
1974	JAN 15		MAR 15		MAY 1	JUN 15	AUG 1		OCT 27		DEC 3	
1975	JAN 15		MAR 15		MAY 1	JUN 1	JUL 9	SEP 3	OCT 26			
1976	JAN 7				MAY 1	JUN 14	AUG 1	SEP 8	OCT 31			
1977	JAN 15			APR 1		JUN 14		SEP 7	OCT 30			
1978		FEB 1	MAR 15	APR 30		JUN 15	JUL 15	SEP 6	OCT 15 OCT 29		DEC 1 DEC 15	
1979	JAN 15		MAR 1	APR 1 APR 29		JUN 14	AUG 1	SEP 5	OCT 1 OCT 28		DEC 1	
1980	JAN 15		MAR 1	APR 1		JUN 1	AUG 1	SEP 3	OCT 26		DEC 1	
1981	JAN 7		MAR 1	APR 1	MAY 1	JUL 1	AUG 1		OCT 1 OCT 25		DEC 1	
1982		FEB 1	MAR 15		MAY 1	JUN 1	JUL 1	AUG 1	SEP 1	OCT 1 OCT 31		
1983	JAN 9											

EFFECTIVE: JUNE 1, 1979—OCTOBER 27, 1979
EN VIGOR: JUNIO 1, 1979—OCTUBRE 27, 1979



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Sticker Chatter

BY
DON THOMAS

PIEDMONT AIRLINES, whose early slogan was "Route of the Pacemakers," by the 1970's had switched to "Piedmont Flies Where America Happens." In the 1980's "The Up-And-Coming Airline" was its slogan. These can be seen by a look at the page of Piedmont baggage labels used over the years. Piedmont's stylized bird symbol has never changed, although Piedmont coasters picture the Boeing 737, and two different coasters depicting the 727.

As for the other main feature of this issue of the LOG, we submit a page of 737 labels. The happy faces on most of these stickers probably originate in the art department of Boeing. Art suggestions are probably passed out to Boeing's worldwide customers. ANSETT of Australia, for one, seems to be going all out for the 737, with three different stickers available, all for their 737.

KLM ROYAL DUTCH AIRLINES finally has an Airbus label for its new A310. KLM apparently never did buy the A300. The A310 label shows a blue, white and silver plane on a white background, with the usual silver border.

AIR NEW ZEALAND has a snappy-looking round label, showing a 747 in tophat and cane. "The Ritz of the Skies," it says. Colors are black, silver and blue.

AIR PORTUGAL'S latest is rectangular, blue, and a happy-looking DC-10 on the clouds.

ROYAL NEPAL AIRLINES advertises its "Yeti Service" with both a rectangular label and a BIL Both featuring "Bigfoot."

QANTAS comes out with "Qantas Goes Tahitian." Tahiti used to be Air New Zealand and UTA destinations. I flew there once on a TEAL seaplane and stayed three weeks. I wrote letters home, but with the poor mail service bringing no news, my wife thought I had married a Hula girl. Even telegrams laid around a week sometimes before delivery.

VIRGIN ISLAND SEAPLANE SHUTTLE has a new nice blue round label showing their Mallard seaplane. They have taken over the Virgin Islands seaplane routes of the late ANTILLES AIRBOATS, with Grumman Mallards.

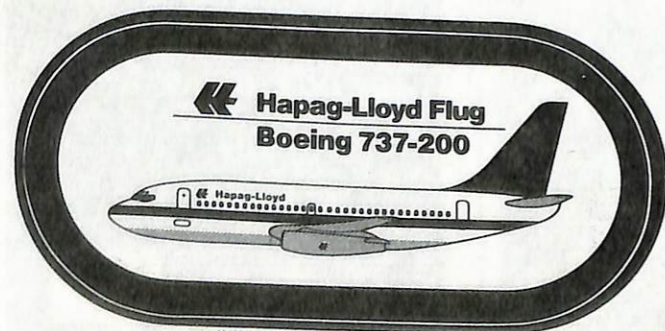
New labels from overseas are coming in thick and fast; some of them in super sizes more fitting for a travel agency window than for a baggage label collection. However, if they do not mention "Agent" we presume it is a propaganda label and we should list it. We draw the line at bumper stickers; they are too big to illustrate, and we have missed hundreds of them in the past anyhow.

I will be looking forward to meeting many of you at the convention in Washington. Be sure to bring lots of samples of new issue labels with you so we can do some trading. I will also try to have some label catalogs available, so be sure to stop by my table.

Until next issue, happy collecting.



 **BusyBee**



423506.81 Printed in the Federal Republic of Germany

Some of the Boeing 737 labels coming out all over the world. Reduced by 2/3.



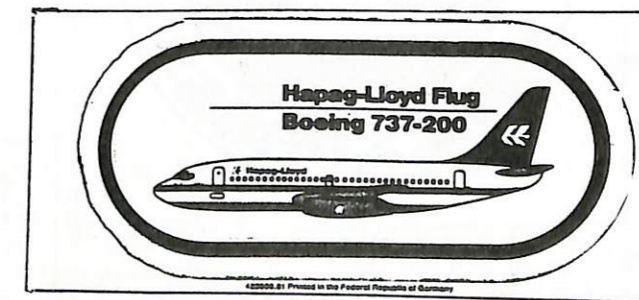
USB-67



USB-43



USB-68



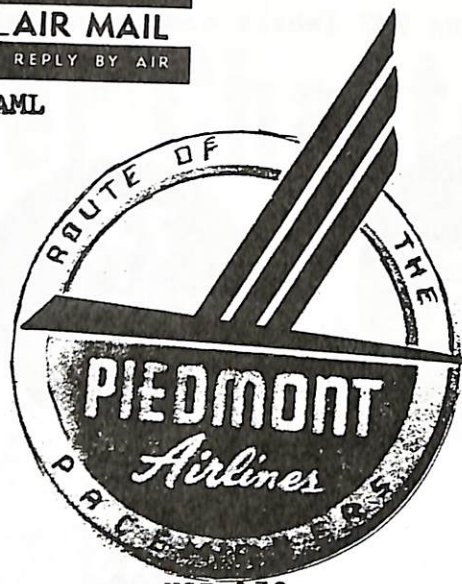
423506.81 Printed in the Federal Republic of Germany



USP-132



AML



USP-130



USP-140



UNL Coaster



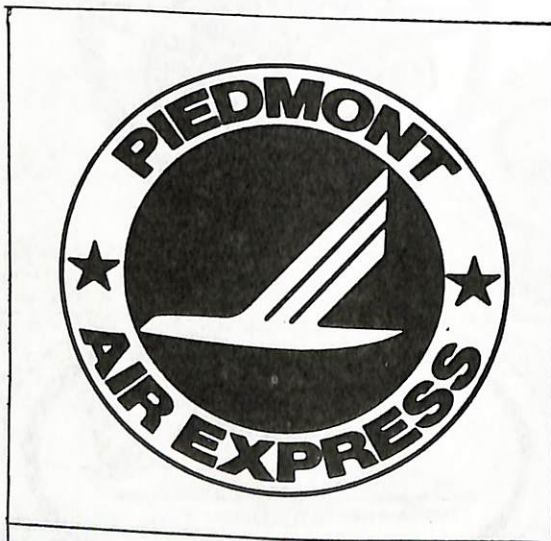
USP-150 Coaster



USP-151 Coaster



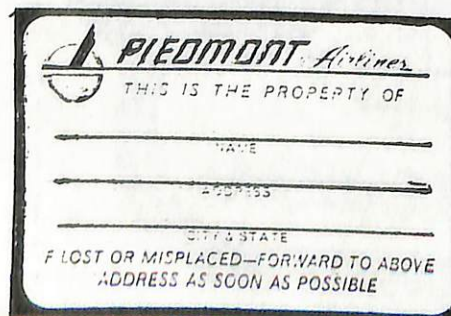
USP-149 Coaster



USP-144



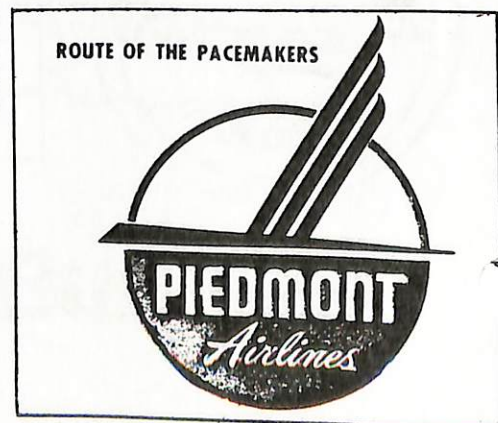
USP-139



USP-138

PIEDMONT AIRLINES	
NAME	
ADDRESS	
CITY	STATE
TELEPHONE	ZIP CODE

USP-145 2/h



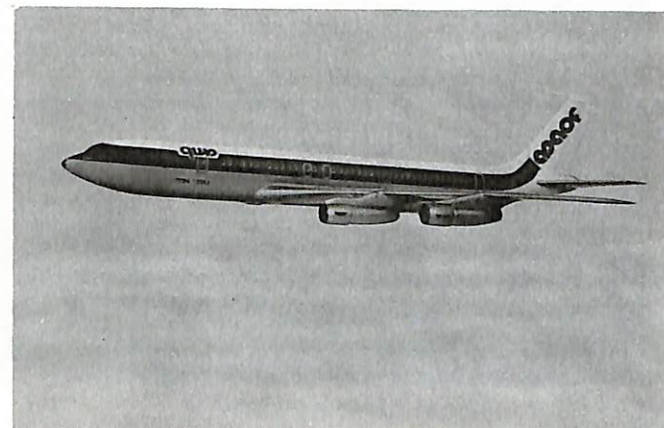
USP-133

Post Card Corner

by
JON PROCTOR

Although there has not been a great rush of new airline-issued cards lately, a few come in here and there, for which we are thankful. ALM Dutch has come up with a Super-80 card; Air Niugini a DASH 7; and MAOF of Israeli a nice 707. This card appears to be a shot of a model; unfortunately the left-hand view shows the right-hand side (backwards); note the galley door at the front! Saudia has come out with a set of 21 advertisement cards, each one showing a city or country served by the carrier, with a 747-168B super-imposed in flight. The is Saudia's first offering in six years. From Air Wisconsin a new card is available of their BAE 14, airborne.

Terra Cotta (blood red) instead of brown; and finally a TWA 707-131B in its last color scheme (that's right--the last -131B has been retired by TWA). The International Airline World Publishing Company has released a gorgeous shot of an Ozark DC-9-31 in its current colors. And from Aviation World, a potpourri of goodies, including: Braniff DC-8-62 in last colors (green), VIASA 747-273C, Pacific Express BAC One-eleven, Wien Alaska DC-8-63CF, Denver Ports-of-Call 727-21, SAUDIA 747SP-68, Pan Am 727-221A, Wings West B-99, and TWA 747SP-31; a different view from their previous issue.



Several reports have come in, telling of airlines who still send out cards when asked. Among the, El Al is answering with a set of 8 cards (drawings), and All Nippon continues to send nice 747 and 1011 cards. Many thanks to Glenn Thrower and Don Thomas, who continue to keep us posted on new issues.

LEFT: MAOF of Israel issued this backwards 707, interesting nonetheless.

ABOVE: Air Niugini's colorful DASH-7, airline issue.

From the independents come a flood of new issues. The Aviation Hobby Shop in the UK, in conjunction with the Aviation Postcard Collector and Friends of the DC-3 have just come out with 18 fresh examples, including such beauties as a BOAC 1049H Connie in full BOAC colors, a lovely Royal Air Lao Viscount, Ontario Central DC-3, ALIA 1011-500 and an Avianca 727-2A1. Aviation Color Photo has two new 737 cards coming out, in colors of El Al and Western (first colors--Indian head scheme). Mary Jayne's R/R Specialties once again has turned out some airliners: an interesting North Central DC-9-31, in Republic colors, but with the NC titles; a second Braniff 727-227, identical shot to their previous issue, but this time in

To be honest, there is not a whole lot to show from Piedmont Airlines, featured in this issue. Basically, they have done only a few cards over the years. We include one card of their 737, in keeping with that theme, and the 737 theme also.

Ole "Fat Albert" has sure made a lot of appearances on the faces of cards worldwide, and as more carriers take delivery for the first time, we're bound to enjoy even more in the future, hopefully including such new owners as CAAC, Delta, USAir and others.

That's it for this issue; please keep those cards and letters coming in, and HAPPY COLLECTING! See you in Washington in June.



Piedmont's 737 is shown here in one of the few cards published depicting this carriers aircraft. Aviation World



Frontier is one of the largest operators of Boeing 737's. Airline release



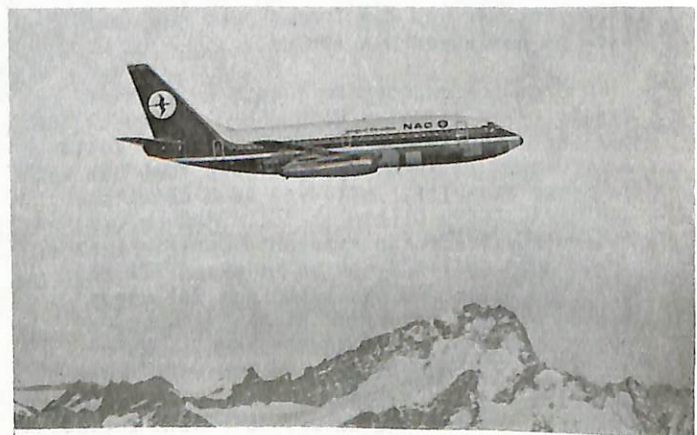
Western has added more 737's to their growing fleet. They also have the 737-300 on order. Aviation World



AirCal's 737, over a spot near the 1982 Airliners Int'l. Convention. Airline release.



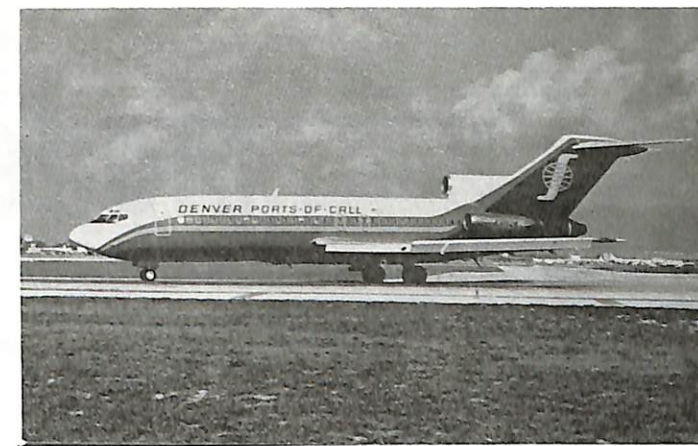
One of my favorite 737 cards, a drawing of a Gulf Air 737-200. Airline release



One of the many NAC 737 issues. The carrier merged into Air New Zealand. Airline release



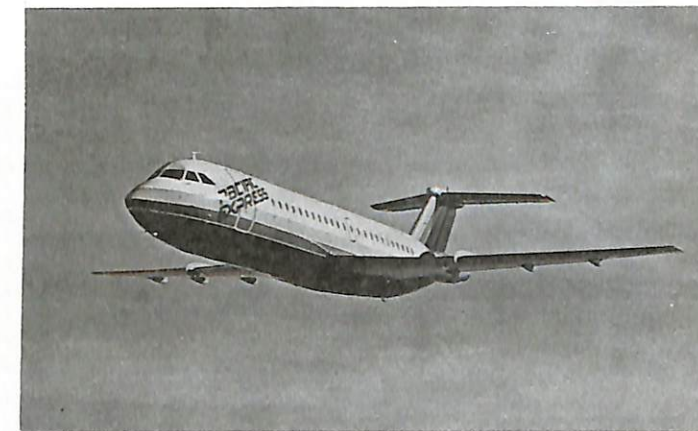
A beautiful shot of Ozark's DC-9-32. Released by Int'l Airline World Publications



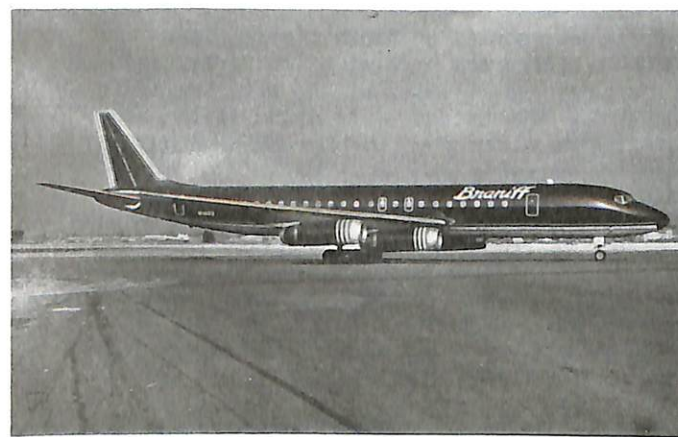
The latest addition to Denver's Ports-of-Call travel club is this Boeing 727. Aviation World.



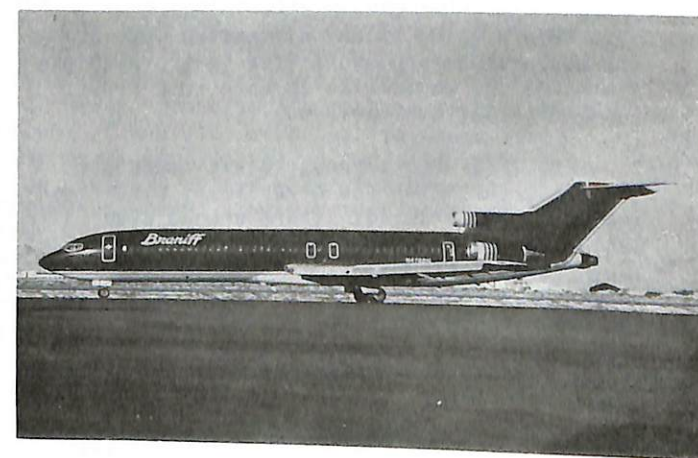
The VIASA 747C, leased from World Airways. Aviation World



A very nice card of a Pacific Express BAC One-eleven. Aviation World



Braniff International DC-8-62 in the dark green color scheme. Aviation World



Another Braniff bird, this a Boeing 727-227 in the blood red color livery. Mary Jane's RR Spec. Release

Model Shop

by
DAVE MINTON

To model our featured aircraft, the 737, you can choose from among a large number of both kits and scales. There is, however, only one series 100 kit available, and it is the Aurora kit; or the Monogram release, which was based on the Aurora kit. All of the remaining versions are series 200. If you want to model a series 100 kit, see the conversion notes provided later in this article. Following is a list of known Boeing 737 kits.

Airfix	3177/3175	1/144	Lufthansa	+	5.00
Airfix		1/144	CP Air	-	8.00
Aurora	359	1/72	United o/c	-	9.00
Aurora	359	1/72	Lufthansa	-	8.00
Entex		1/280	United (Friendship)	-	5.00
Entex	8512	1/100	United (Friendship)	-	20.00
Hasegawa	LA04	1/200	British Airways	+	6.00
Hasegawa	LA02	1/200	All Nippon	+	6.00
Hasegawa	LA06	1/200	Aloha	+	6.00
Heller	454	1/125	Lufthansa/Air France	+	12.00
Minicraft	1156	1/200	United n/c	+	2.50
Monogram	5414	1/72	United n/c	-	4.00
MPC	4701	1/144	United n/c	+	4.00
Nitto	307	1/280	All Nippon	-	3.00
Nitto	103-400	1/100	Pacific Western	+	20.00
Nitto	102-400	1/100	CP Air	+	20.00
Nitto	104-400	1/100	Nordair	+	20.00
Nitto	400	1/100	All Nippon	+	20.00
US Airfix	60020	1/144	United n/c	-	4.00

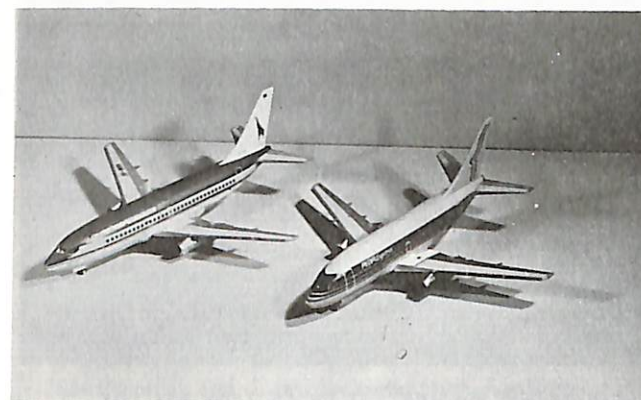
Before going on and discussing some of the conversions you might like to try with the Boeing 737, I would like to make some brief comments about the various kits.

The 1/72 Aurora/Monogram kit comes with 36 parts, including one clear front windscreen and a two piece stand. There are no clear cabin transparencies. The Aurora kit is molded in white plastic while the Monogram kit is molded in a very pale salmon colored plastic. The Aurora model has the early type of engines, before the thrust reversers were fitted. These thrust reversers were retrofitted to the 100 series which were sold initially without them. The surface detail is engraved and very heavy. There is not very much flash, but there are many mold marks and sink holes for you to fill and sand. The fit is adequate, but the fuselage is prone to warpage, so glue the model in sec-

tions, allowing each to fully dry before gluing the next. The outline is acceptable and you can get a good representation of a Boeing 737-100 from the kit. You can, however, put only a limited number of markings on this model (see the section on conversions). The Lufthansa markings can correctly be used, but the United markings are correct only on a -200.

The Minicraft/Hasegawa kit comes in two colors of plastic, white and a dark tan. The

front windscreen is of smoke tinted clear plastic. There are a total of 26 parts, and in the Japanese releases of the kit, two additional parts for a stand. The stand is the same smoke tinted clear plastic like the windscreen. There are no cabin windows. Two of the kit parts provide for the nose weight. The landing gear doors are integrally molded as part of the fuselage, so you don't have to attach them. The model is intended to be built with the landing gears in the down position. You would have to cut away the gear doors and make new ones if you wanted to construct the model with the gear up. To the scale, the gear itself is heavy, but it easily supports the model. In assembly, the model literally falls together, and there are no real problems with flash or sink marks. The only area which may cause you a bit of trouble is the seam along the top of the model, which is a bit hard to fit evenly. The decals in any



The new ATP Peoplexpress decals for the Boeing 737 are seen on a series-100 conversion next to the new Fowler Air Tanzania markings on an unconverted Boeing 737-200. The Peoplexpress decals will also fit the series -200.

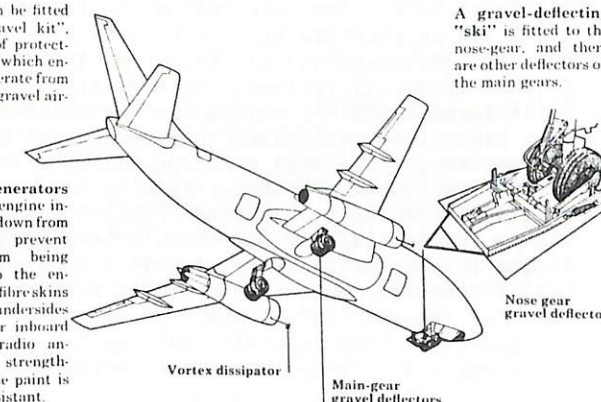
Models/photo Minton

of the versions are of high quality, complete, and easy to use. Micro-Scale has issued two sheets which provide for Western, C P Air, Air California (old colors), and Aloha markings and rumors persist that other markings will become available. The outline and proportions of the model are very good and the results should be pleasing to the eye.

The Entex/Nitto 1/100 scale kit is molded in white and clear plastic, with a two piece black plastic stand in many of the kits. There are a total of 59 parts, and clear parts are provided for all of the cockpit and cabin windows, as well as the navigation lights in the wings. Many of the parts are things like a separate piece for each of the thrust reverser hinge covers, making four in all. The fit of the parts is acceptable, although you will have some trouble with the fuselage seam and the bottom part for the main landing gear. Most of the surface is engraved, and fairly heavy, particularly around the engine nacelles. Fit problems include the usual fuselage seam already mentioned, but further aggravated by the tendency of the nose parts to warp slightly away from each other.

The 737 can be fitted with a "gravel kit", consisting of protective features which enable it to operate from unpaved or gravel airstrips.

Vortex generators under each engine inlet force air down from the lip to prevent gravel from being sucked into the engines. Glass fibreskins protect the undersides of the lower inboard flaps, the radio antennae are strengthened and the paint is abrasion-resistant.



A gravel-deflecting "ski" is fitted to the nose-gear, and there are other deflectors on the main gears.

By taking your time, you can turn out a very nice 1/100 scale model. Besides the decals already mentioned with the various kits, there are not many other markings made for 1/100 scale, but you should be able to make up your own from various other kits without exceptional trouble. Some possibilities, which I haven't checked, but might be made to work, include: Gulf Air from the Mico L-1011 sheet, British Airways from the other L-1011 sheet, Eastern from the Revell L-1011 kit, Western from the Revell DC-10 kit, and possibly a Pan American or Air Canada 737 from the Mico Boeing 747 sheet.

The Airfix/MPC kit in 1/144 scale is probably the most popular kit of the 737, if the availability of markings is any indication. Nearly every decal maker has at least one sheet for this kit. There are many more available than I can list here, but a few are: Western and C P Air from Micro-Scale, Aer Lingus, Shasa, and



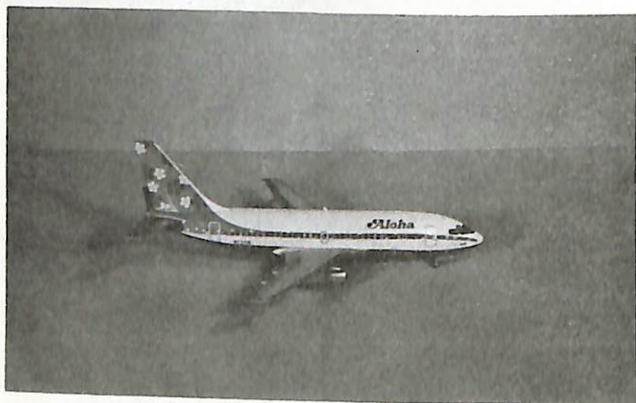
Converting the Boeing 737 to an unimproved runway version is not really very hard. The Air Guinee version on the right has an undetailed gravel deflector and the Saudia on the left is more detailed, but neither shows very well in normal viewing of the model.

Models/photo Minton

Frontier o/c from the same company, Frontier n/c and Wien from Rareliners, Pacific Western and Piedmont from Fowler, Saudia and Gulf Air from ATP, Inc. The kit itself is molded in either gray or white plastic, depending on where the kit was molded. There are a total of either 60 or 62 parts, depending on whether or not you get one of the kits with the two piece stand. These parts include all of the doors, cabin and cargo, and all of the clear transparencies, and front windscreen. There are no terrible problems with the fit, although some of the kits will have a bit of flash. There are two very pronounced sink holes just aft of the main windscreen, and the groove in the trailing edge of the wing tip, for the vent, is usually damaged and needs to be reconstructed for a good appearance along the trailing edge. The engine nacelles do not line up very well, and because the surface detail is pretty heavy, and incorrect besides, you will probably want to fill in the bad fit areas and sand the whole thing down before gluing it to the wing. Otherwise, without much trouble, you can make it into a nice little model.

There are three types of conversions which you may want to try on the 737 kit, and I will cover each of them in the next several paragraphs.

First is converting the 737-200 to a 737-100. This is probably one of the simplest of the airliner conversions, and I based mine on the Airfix Lufthansa kit. It is also useful to use this kit, as Lufthansa actually flew the series 100 aircraft. To make the conversion, all you have to do is remove two windows each from in front of and behind the wing. This leaves 29 windows on the left side of the model and 30 on the right. There are some exceptions to this, for example, some Lufthansa aircraft have only 11 windows in front of the emergency exit, instead of 12 or 13. You will have to check photos and count, or just use the windows as from the kit after making the cut out. Also, if you are making a Lufthansa model, you may have one with the early type of exhaust, before the deflectors were fitted. However, my references state that after production, all of the earlier aircraft were fitted with the later stype of deflectors, so this shouldn't cause you much trouble. Because it might save



The Hasegawa 1/200 Boeing 737 with Micro Scale decals makes up into a very pleasing little model of the aircraft. It can be assembled and finished very quickly and easily.
Model/photo Minton

you some time, here is a list of most of the possible markings you can put on a series -100, although I haven't included all of the registration numbers for some of the fleets, like Lufthansa and Peoplexpress.

Malaysian Singapore	series 112, 9M-AOU; 9V-BBC
Singapore	series 112, 9V-BBC; 9V-BFD
Aloha	series 159, N73715; N73717
Avianca	series 159, HK-1403; HK-1404
Air California	series 159, N471GB; N472GB
Air Cal	series 159, N471GB; N472GB
Condor	series 130, D-ABEK
Lufthansa	series 130, D-ABEA; D-ABES
MAS	series 112, 9V-BFD; 9M-BBC
NASA	series 130, N515NA
Peoplexpress	series 130, N401PE; N417PE



The Airfix/MPC Boeing 737 build from the box with several varieties of decals applied. The Southwest are from Fowler, the Aloha from Micro Scale, and the Air Florida from ATP.
Models/photo Tony Schneider

Another conversion or modification you might like to make is the unimproved runway or gravel runway version. This version is operated by carriers who may have to operate their aircraft from gravel runways, and involves two changes to the model. The problem that the actual aircraft faces is that of sucking gravel into the engines or throwing it up with the nose wheel so that it might be sucked into the engine or otherwise damage the aircraft. Boeing has modified the aircraft to eliminate this problem by adding vortex dissipators under each of the engine nacelles and a gravel deflector to the nose wheel assembly. Sketches are included to aid you in making this conversion, and you have to add to the nose wheel area, in order that the gravel deflector can be retracted. Carriers who use this configuration include Saudia, Wien, and Air Guinee. And although the new Fowler sheet for Air Tanzania does not indicate it, it is likely that they also use this modification to the aircraft.

Finally, you might want to try making a 737-300 conversion. This consists of an improved version of the original 737, with a lengthened fuselage and new engines. I have not tried this modification, but have the following suggestions if you are thinking about it. I would appreciate your sending in some photos if you have made this conversion. The main changes in the aircraft are an increase in the fuselage (to hold 20 additional passengers), and newer technology engines (CFM56-3), although it will also take Rolls Royce RJ500's). Using the Airfix kit as a basis, you would have to make the following changes to get close to a Boeing 737-300. Increase the length of the fuselage by two window sections in front of the wing and by three window sections aft of the wing. The increase in the fuselage aft of the wing is immediately behind the wing root, so you should not extend into the tapered section. All of the doors for the cabin stay in about the same location. The wings are extended 11 inches at the tips, which in 1/144 scale comes to about 2/25ths of an inch, hardly worth the trouble. But you should add the wing tip flutter booms on each side, just at the edge of the leading edge

slats. The span of the horizontal tail is increased by about the same amount as the wings and the dorsal fin is increased in area in the front. Of these changes, the most noticeable is the dorsal fin area, which could be increased by adding in a former from sheet plastic, and building up with putty. The engines could probably be made up using the CF-6 type from either the 1/200 Airbur of the 1/200 DC-10, both from Hasegawa. Of these two, the DC-10 engines appear more close to the projected 737-300 configuration. The nose wheel has been moved a bit forward and the wheel itself is a little larger. The only carriers I know have ordered this aircraft are USAir, Southwest, and I believe Western Airlines.

Now for some new material that is now appearing on the market. All items mentioned are available from ATP, INC.

ATP sheet AD5027 features those cute little white window frames. These are frames for the cabin windows on the following types of aircraft: L-188, BAC One-eleven, DC-8 and the Boeing 707, 720 and 727. They can be used alone or with the black centers available with silver frames, also from ATP. They will make it easier for you to correctly do fleets with white window frames, for example, the Braniff multicolored fleet and Southwest. ATP sheet AD5025, for the Pan Am Boeing 727-221, provides registrations and names for all of the 221's in the Pan Am fleet, at least at the time the decal was printed. The over all color and registrations are very good, although there is a tiny bit of drift in the white background on the blue field for the American flag. It is not difficult to cut away before applying to the model. The color appears very good. The instructions call out for BAC 707 gray, which is not defined on this sheet, but is on another, and I will comment on this later. The next sheet is AD5039, which for the the L-1011 Tri Star in TWA markings. One of the registrations provided is slightly incorrect, N1034T, which is not for a TWA TriStar (at least not yet). It is not very hard to take out the 1 and put in an 8, making N8034T, which is correct. Extra numbers are provided to make it easy for you to do this. All exit door and RR emblems for the wing are also included, as is the cockpit windscreen.

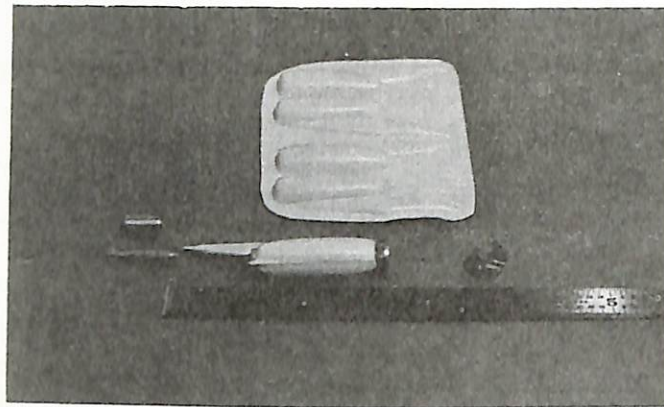
One sheet, which does not have a number, is a reissue of the original Scalemaster sheet for the 1964 era PSA Boeing 727-100. This is the same sheet as the original, and has the same basic artwork on the instructions, which show how to correct the wing fence for the Airfix kit, but it does have some additions. One is the color mix for BAC 707 gray, which is given using Testors 1138 gray and 1145 white at a ratio of one part gray to six parts white. Also included on the opposite side of the instruction sheet are notes and sketches for using the decal on the Electra or the Boeing 737. All of the aforementioned decals are from ATP, and are intended for 1/144 scale models.

I pursued the BAC 707 gray problem, and found that it matches color G1 in the Lloyd article in the summer 1979 issue of Scale Aircraft Modeler. Matching this information against several photos in Koku Fan, and in my own collection, I believe it most closely matches FS 595a 36595. There is no FS 595a match given in the Lloyd article, but Ishikawa identifies this color as AA092-A8 and calls it light gray. This number does not match back to any of the ANA or Munsell colors, so if any of you have any additional information on this subject, please send it in and we will include it in a future column.

Big-D-Cal sheet D-006 is for the Metro I or Metro II in Air Wisconsin colors. As already reported, the colors are excellent. And the instructions provide all of the necessary information for making either the Metro I, with the round windows of the Metro II with the squarish windows. Also, sheet D-004 and sheet D-005 are for the Revell Connie in Eastern and the Revell DC-7 in Pan American. These are reissues of the Scalemaster sheets, which were themselves reissues of the original Revell sheets. Review samples of these decals all courtesy of ATP.

On the rumors and reissues front, it is said that the Airfix Boeing 727-200 will soon be available in Iberia markings and that the MPC version of the same kit will be issued in American Airlines markings. It is rumored that Revell has discovered the molds for the DC-7C, and will someday reissue that kit, from Revell of Mexico, in Swissair markings. (The original kit was issued in both Swissair and Pan American markings.) We can perhaps expect Muse Air markings for the DC-9-80 one of these days. Also it is possible that Fowler will reissue the National sunbird markings, and a sheet for the Emery 727 and the Sabena 737, but we will have to wait and see.

This issues modeling tips section is from WAHC member Tony Schneider, and concerns converting the Revell DC-8-61 to either a DC-8-62 or a DC-8-63 using the RVF engine conversion kit. The conversion kit is a set of engine pylon and nacelle halves as seen in the photo. The nacelles are somewhat too short, and the pylons represent only the outboard and not the inboard configurations. Tony's technique for this was to use the following additional parts: from left to right in the photo, a section of 1/4 inch aluminum tubing, a proper size bomb from a military kit, and a compression fitting ferrule, Weatherhead part #60X5. This is a brass water pipe fitting and you should be able to get it at a hardware store. He recommends the following treatment of this water compression fitting: File away one end of the fitting to the high spot in the center (the compression part), and round off the squared end resulting from the filing. Epoxy the engine fan part to the untouched end of the ferrule, and then epoxy this assembly to the engine halves, as you glue them together. Fill around the joint to obtain the correct contour, building up for strenght with a filling of epoxy



This photo shows the original kit parts from RVF for the -62/63 conversion; the bomb, aluminum tubing and ferrule, and the parts epoxied together before filling and sanding.
Photo Tony Schneider

before adding the usual putty filler you are using. You will find it easy to use the epoxy as a filler if you wait until it is beginning to cure and then fill it into the holes. This will keep it from flowing out while it cures. Carve to the best contour, and then use putty as a filler, and sanding for the final shaping. When I did this part of the conversion, I used plastic tubing, but I like Tony's idea because it makes for a thinner edge to the leading edge of the nacelle. Either way, the results will be that you will have to increase the front of the nacelle by about 1/8th of an inch. For the exhaust end, cut the fins away from the bomb, holding it in the center of the tubing using the epoxy, with the tail of the bomb extending about 1/16th of an inch. Finally, glue (using the epoxy) this whole assembly into the rear of the engine nacelle. Use sheet plastic to extend the wing tips, building up the correct shape for the inboard nacelle, and you will have the model finished if it is a series 63. Tony notes it is easier in some ways to extend a series eleven model for the 62 that to reduce the 61 in length. Either way, its up to you.



Completed model using the RVF engines on an extended Revell series -11 kit. Decals are from the Micro scale sheet for the Boeing 707, and model is painted red. White window outlines are now available from ATP.
Model/photo T. Schneider

Many thanks to Tony for this information and the tips on the conversion. If any of you have other information you would like to see included in this column, please feel free to send it in. Also feel free to send in photos of your completed models--we would all like to share in your "best" efforts.

Finally, Clint Groves comments on the new and announced releases he saw at the 42nd Annual Hobby Industry Convention and Trade Show. Revell displayed a 1/144 Concorde, possibly based on the Nitto mold. The E4A will be released in November, and will easily make into an airliner. MPC has the 727-200 in AA markings, the fuselage has been corrected, but the wings still have the same stall fence error. Should be available in the last week of May. Monogram has the TWA Super G Connie set for release in November in its "Heritage Series." Anmark showed box art for a 1/100 scale Boeing 767-200 in United markings, to be released late in 1983.

Until next time--happy modeling.

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The Slide Collector

BY

GEORGE W. HAMLIN

Before we start on this issue's column, a world of thanks to those who have taken the trouble to write, and also, to those members who have contributed photos. Both types of contribution help make the column better, by providing interesting material, and also, by helping us to keep in touch with the interests of the membership. Please keep it up!

SLIDE SELLERS

Once again, one of the individuals listed previously has moved. Since the last issue, we have learned that Aerophotos' Seymour Hills has a new address, which is as follows:

Aerophotos
623 San Diego Avenue
Daly City, California 94014

POSTCARDS

Club member Al Brice advised us recently that he is interested in producing postcards of airliner subjects. In addition to shots of interesting paint schemes and unique aircraft, Al also mentioned that he might like to see airport scenes showing several aircraft. Since I don't know what his specific requirements are, I would suggest writing first prior to sending any slides for consideration--if possible, and be sure to include a self-addressed envelope. It might help, also, to indicate what types of material you have, including description of any particularly interesting shots. Al's address is:

Alan W. Brice
715 N. 40th Street #3041
Grand Forks, North Dakota 58201

While on the subject, we would be interested to know if any other postcard publishers are looking for new material and/or photographers. If so, please let us know, so that we can provide this information in a future column. We would be happy to list all publishers indicating an interest.

When considering the submission of some of your slides to a publisher--postcard or otherwise--keep in mind that only top quality work should be included. There is a natural tendency to consider subject matter more important than sharpness, especially in your own work, but except for exceedingly rare shots, high quality is a must for good reproduction. This may not apply as much if you have Kodachromes of Comet I's

in airline service, but, in general, technical quality's very important once you get beyond the slide show with you friends and neighbors.

This is not meant to discourage you from trying to get your work into print, but rather, to encourage you to be realistic about your chances, and to enhance them by providing photos for possible publication which are crisp and exposed well. If possible, obtain and make use of a good magnifier--there are a number of types available. If you have not used one of these devices to take a really close look at your slides, you may be surprised to find that what looks sharp to the unaided eye is fuzzy under a 8X (power) magnification. If you find this to be the case, check out your photographic technique, particularly focusing and shutter speed (the brighter, the better, if depth of field doesn't become a problem).

A really outstanding slide is a combination of a number of factors, including subject matter, composition, exposure and sharpness. Not every postcard I've seen is superb, but the better your shots are, the better the chances of seeing your work in print will be.

SLIDE IDENTIFICATION

In an earlier column, we discussed the need to have slides include at least basic information about their origin, if at all possible. This should include the location, date, photographer and subject information, particularly if some distinguishing features (such as the registration) are not visible. While it may be troublesome to add this information to every slide, what seems obvious today could prove to be hard to establish at a later date.

For example, since slides often circulate extensively in the trading circles, it may become next to impossible to determine who took a particular shot, unless the information is on the slide mount to begin with. This may not seem to be very important, but, in an extreme case, could result in legal problems if the slide were published, due to changes made in the copyright law several years ago. In any case, we think that it is appropriate that the original photographer always receive credit for published work. It is entirely appropriate to credit the collector, also, if applicable, but the person pressing the shutter is the creator of the image, and should always be credited.

Placement of the identifying information on the slide mount varies considerably. Most photographers seem to prefer to put the data on the non-emulsion (opposite from the side with "Kodak" on slides processed by that manufacturer), so that the essential information can be viewed at the same time as the image, such as when it's held up to a light source, or observed in a hand held viewer. Most slides which are labeled in this manner include at least the registration, and possibly, location and date taken.

There are any number of arrangements for this information. As an example, on slides which I trade, I place the registration in the upper left corner, the location (generally, just the three letter code of the airport) in the lower left corner, and the date (rubber stamped) along the right border. Thus, the essential "what, where, when" is readily visible when looking at the slide. Information about the photographer--in the form of a rubber stamp stating that (for better or worse!) the slide was taken by yours truly, appears on the opposite side of the slide mount, since I consider this information to be of less immediate importance to the casual viewer, and too much printing on the mount tends to clutter things. In addition, space is left on the opposite side (with the date, etc.) for other pertinent facts such as carrier, aircraft type, etc. I don't include this on slides that I send in trade, since there seems to be a number of personal preferences on this issue, but do add this information, along the top border, on my own slides and those by others which are in my collection.

If you have any thoughts on this subject, or use a system which works well for you, please let us know so that we can discuss the issue in a future LOG.

PHOTOS

This issue we're featuring both some of the newer carriers, and the 737. As always, we are looking for interesting shots to use here, so please help us to continue having as wide a variety as possible by sending some of your material--either slides or prints, for consideration.

From Australia comes this shot of Ansett's 737, VH-CZR. Wonder if they can keep all that white paint clean! Photo by Martin Hornlimann.

Lufthansa has a number of aircraft in natural metal finish, including this 737, D-ABHX. Photo by Udo Schaefer.

The DC-9-80 isn't the first twin jet operated by PSA, as shown by this shot of N984PS at San Francisco on September 21, 1971. Photo by George Hamlin.



The Aer Lingus 737 is quite attractive in its green and blue paint livery. This company has leased 737's to a number of carriers so you can see a variety of different paint schemas mixed with the Aer Lingus logo. WAHC file photo.



Here is a nice shot of Eastern Provincial's 737. This print taken from a slide provided by Air Pix Photography.



This pic shows a combination of the two aircraft shown above. The 737 has Aer Lingus registration. Rareliners and Micro-Scale provide decals to make such a mixed-up "Guppie." WAHC file photo.



Air Tanzania has a very attractive paint scheme on their 737. This scheme is available from Fowler Brothers if your interested in doing a model of this aircraft. WAHC file photo.



Alan Daves also provided this shot of DC-8-61, N862FT in the colors of Emery Worldwide, at Long Beach on October 16, 1982.



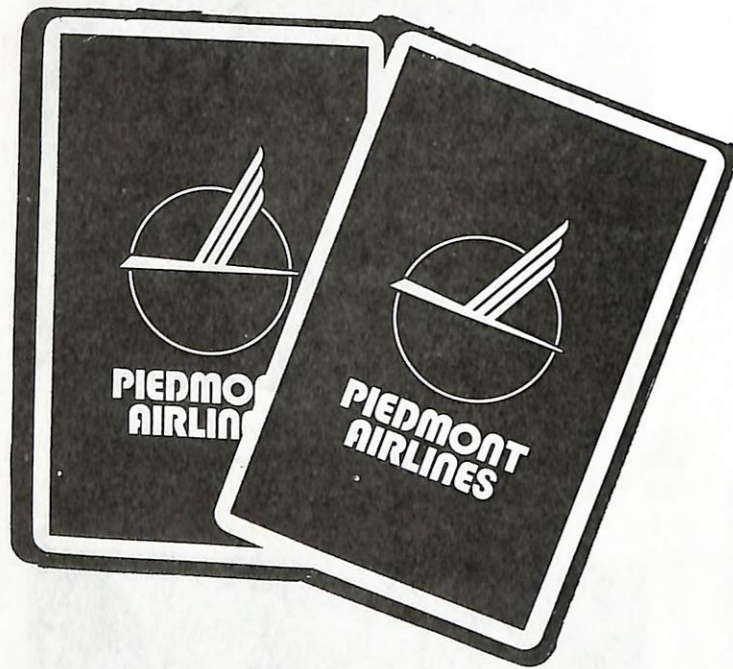
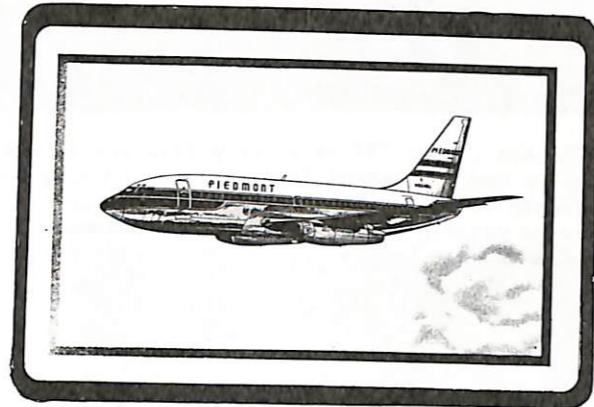
One of the more colorful "new entrants" is this beautiful 747 of The Hawaii Express. The cheat line on this big bird contains just about every color in the rainbow. Must be seen to be really appreciated. Photo by Alan Daves.

Airline Playing Cards

BY
TOM DRAGGES

I would like to welcome aboard all those new Club members that are interested in the collecting of airline playing cards. Quite a few new members have indicated that they are interested in this area of collecting.

As you know by now, our featured airline is **PIEDMONT**. Over the years they have produced several fine playing cards for their passengers. The first pair that we are illustrating are similar in design, the only difference being the background color. One card has a brick red background while the other is dark blue. The logo and lettering are in white. This is all bordered in gold. These are the oldest samples that we have in our collection for Piedmont.

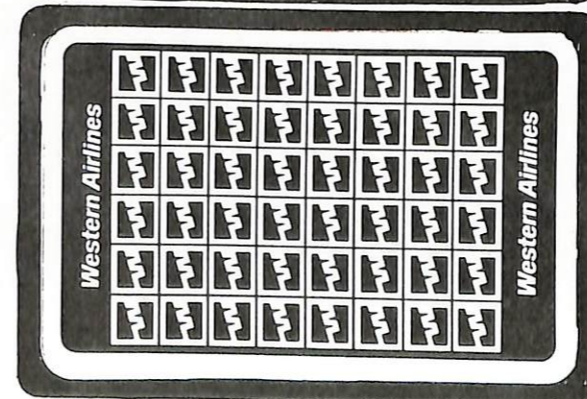


The next design illustrated is that of a Boeing 737 in early Piedmont colors. The inner boarder is blue, outer boarder is white. There may be a card that exists with a red inner boarder, but I am not sure. Following the above mentioned card we have another pair of cards that are similar in design, but with different color boarders. One border is red while the other is blue. The logo is in blue on a white background with red lettering.

The newest Piedmont card features their 737 with the notation "Fly Piedmont." in red letters. The aircraft and lettering are bracketed with a red, white and blue "half" circle. This is a very attractive card.



Unfortunately not to many airlines have issued new playing cards. Alaska Airlines has issued a deck with their new slogan "Fly with a happy face." This card features their 727 in the "new" color scheme. The background is in various shades of blue. Nice colors. Also Western Airlines issued a new deck. It is similar to one they issued four years ago, except the colors are reversed. This is the one with W's in squares across the card. The background is red with white squares and W's with white boarders.

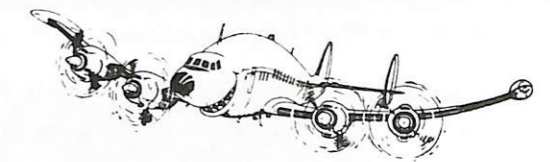


Another new set of cards that has appeared in recent months is a city/state series from Ozark Airlines. Two of the cards are pictured, and represent the state of Florida and the city of St. Louis, the home of Ozark. The Florida card is multicolored with a beach scene showing palm trees, beach and a big orange representing the sun. Very attractive card. The St. Louis card is just the opposite. This card is printed on black and gray stock and shows downtown St. Louis looking through the Gateway Arch. If you know of other city/state cards please let me know so we can add samples to our ever growing collection of cards. Single cards are helpful, but full decks would be appreciated. I will also be happy to make a trade.

Happy collecting until we deal the next new hand of cards.



JETS ARE FOR KIDS



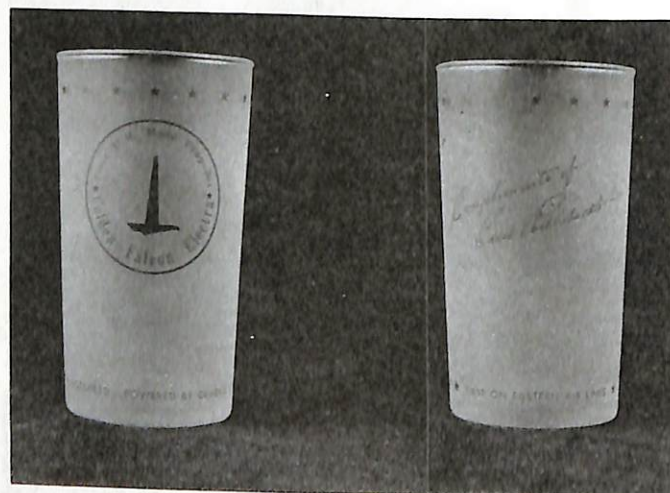
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The Tray Table

by
KEITH ARMES

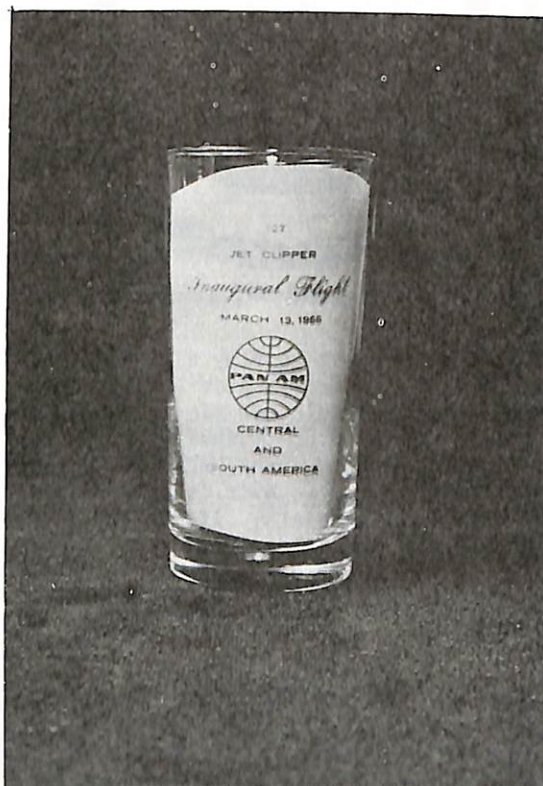
Many times airlines use dining service items for much more than just food serving tools. Since these items are so visible to the passenger, their alternate uses include advertising, commemoration, historical display and announcements of inagural services. Since the early days of the airlines dining service pieces have reflected this other channel to communicate to the passenger. Fortunately for us collectors, many of these items include dates which add great value to the pieces. One of the finest examples of this is the Eastern Airlines "Electra" glass. This item not only announced Eastern as the first to sue this plane, but also included General Motors as the maker of the engines. Topping things off and giving credibility, a replica of Eddie Rickenbacker's signature was printed on the back.



Eastern Airlines Electra glass, front and back.

Another airline heavily into this type of dining service pieces is Pan Am. Glasses have been used to identify inagural flights and cities, along with historical flights and introduction of new equipment. The most recent of these uses was a rock glass with the lettering "New L-1011 service*Houston London/Gatwick * July 1980 *" Pan Am's historical plates depicting the aircraft used in the early days of the airline are another prime example of using dining service items for other than food service. This set has already become extremely valuable.

The most common alternative use for food service items has been advertising. I am sure you have all seen the many glasses, mugs, and

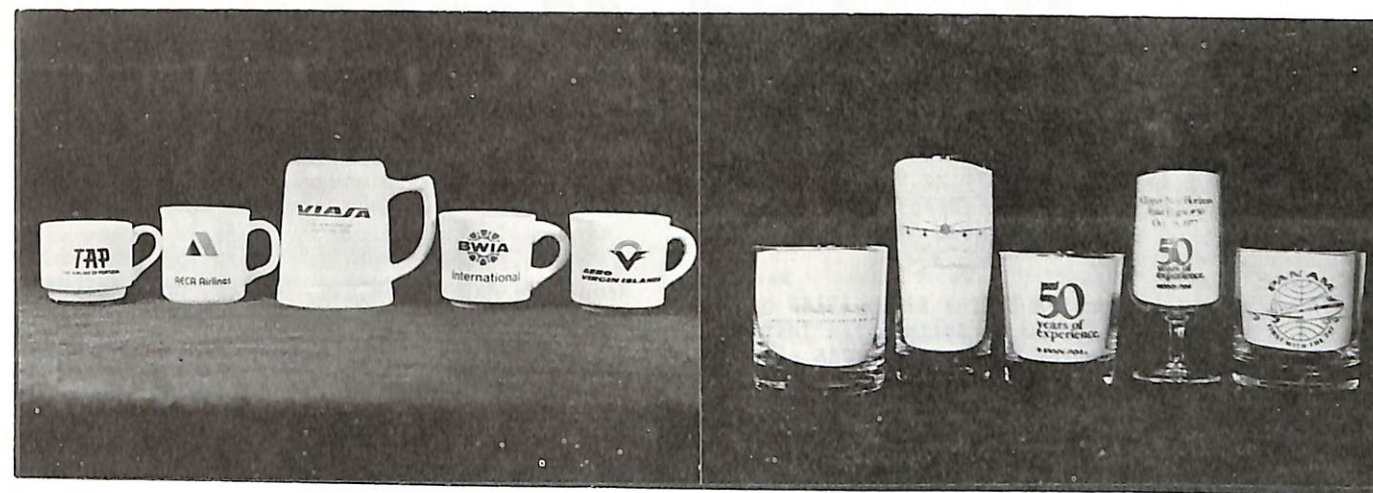


Pan Am glass issued for inagural of the Boeing 727 service to Central and South America.

cups issued by the airlines (or other manufacturers) which show only the airlines name and logo (or slogan) or allude to a specific function the airline performs (Delta cargo or United express). I have pictured a few which I have been able to collect, but unfortunately the vivid colors can not be shown. Many of these items can be found floating around airline offices and travel agencies--so be on the lookout.

NEW ITEMS DEPARTMENT

Continental has come out with new silverware (stainless of course). The logo is engraved at the handle base.

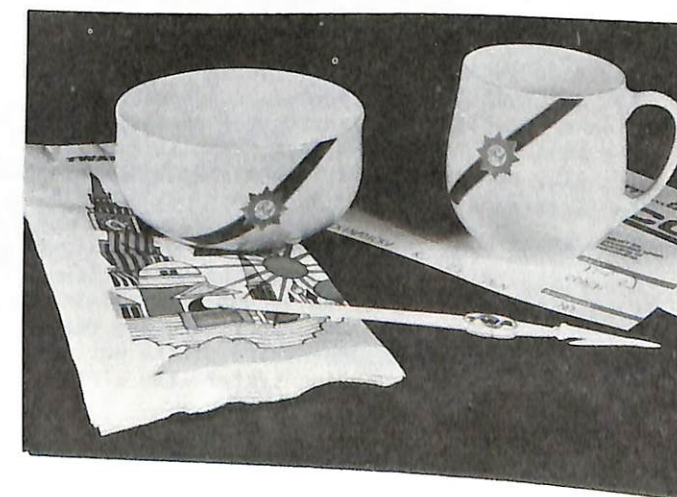
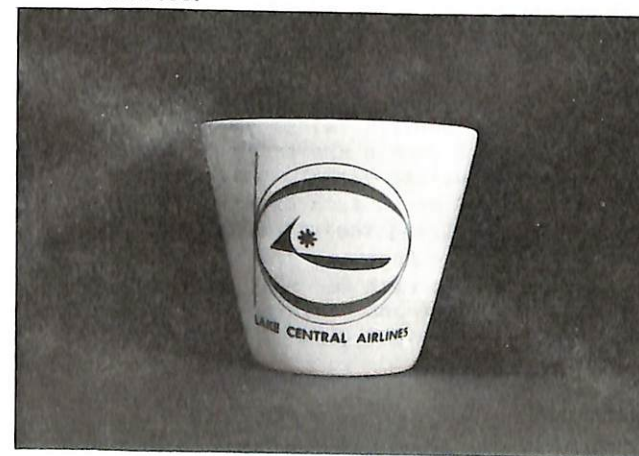


Mugs of TAP Portugal, British West Indies Airlines, Aero Virgin Islands, Aeca Airlines and anniversary mug from Viasa.

Pan Am glasses: Pan Am World's Most Experienced Airline; Jet Clipper America, used on inagural flight of Pan Am's 707 New York to Paris; rock glass commemorating Pan Am's 50th anniversary; wine glass denoting the famous Polar Flight #50 around the world to commemorate Pan Am's 50th Anniversary.



The four pictures presented here are items from the collection of WAHC member Dick Luckin. Above left we have two variations of the Southern Airways shot glasses and above right the front and rear of an Alaska Airlines plastic mug. Below left we have a very nice Lake Central Airlines china cup. And finally, below right several items of TWA's Royal Ambassador service.



NATIONAL AIR AND SPACE MUSEUM

While at the convention you must make it a point to visit the Smithsonian's National Air and Space Museum. Opened in 1976, the Museum offers its visitors a dazzling array of flying machines and spacecraft never before assembled in one place.

Twenty-three exhibit areas house artifacts ranging from the Wright brothers' original 1903 Flyer and Lindbergh's "Spirit of St. Louis" to a touchable moon rock and a Skylab Orbital Workshop which visitors may enter.

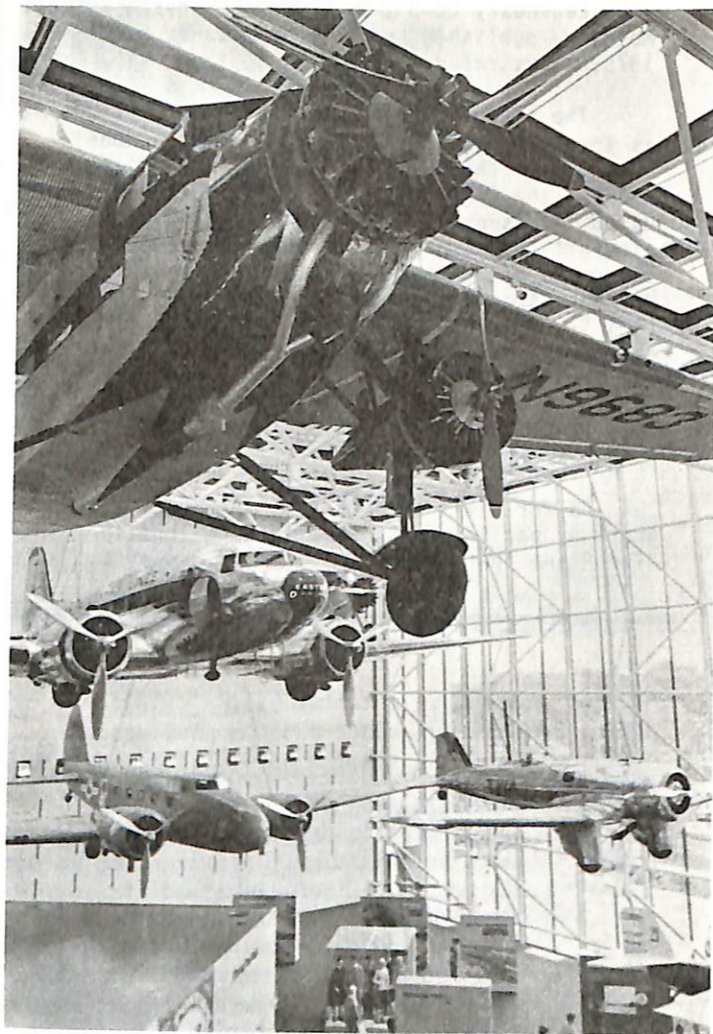
Also included are dozens of airplanes and spacecraft, missiles and rockets, engines, propellers, models, uniforms, instruments, flight equipment, medals and insignia. These items document most of the major achievements--both historical and technological--of air and space flight.

The Smithsonian's interest in aeronautics dates back to its early years. In 1861, the first Secretary of the Smithsonian, Joseph Henry, recommended to President Lincoln that balloonist Thaddeus Lowe be permitted to demonstrate the potential of the balloon for military observation.

The third Secretary of the Smithsonian, Samuel P. Langley, constructed and tested a number of heavier-than-air craft from 1887-1903. Two of these unmanned models succeeded in flying under steam power over the Potomac River for more than a half-mile (1 km).

Interest in rocket research was prompted by Charles Abbot, later the fifth Secretary of the Institution, when he supported the early work of the American rocket pioneer Robert H. Goddard. Goddard was one of the first to recognize the potential of the rocket for propelling vehicles through space.

The exterior of the 680 ft. long, 90 ft. tall Museum is constructed of Tennessee marble of a pinkish hue. All the aircraft and spacecraft displayed were actually flown or were used as backup vehicles, unless the label specifically notes an exception.



Pictured here are just a few of the many aircraft on display at the National Air and Space Museum. A Ford Trimotor, Douglas DC-3 and a Boeing 247D can be seen here. Be sure to bring your camera!

The Paul E. Garber Facility, open to the public as a "no frills" museum and located in Suitland, Maryland, displays more than 100 air and spacecraft and related objects from the Museum's reserve collection. Trained guides conduct free tours, including a behind-the-scenes look at the restoration workshop. The Convention Committee will be setting up a tour of this facility, so be sure to check your registration sheet to see when this tour will be taking place.



George Greig has just recently produced the second in a series of aviation T-shirts. The subject this time is the venerable old DC-3.

These shirts are made of a high-quality blend of materials and are white with green trim. The DC-3 shown is N52V, a former PIEDMONT AIRLINES airplane, and is printed in the colors that it operated in as a freighter with PINEHURST AIRLINES. These colors are black, gray, white and two shades of green.

The price of these T-shirts is \$6.95 (US) each, which includes handling and 3rd class postage. Please include \$.50 extra per T-shirt if you wish them to be sent First class. Overseas customers please include \$1.00 for surface mail or \$3.00 for airmail to help with postage costs.

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PACIFIC NEWS

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

We are offering a subscription to PACIFIC NEWS for \$15 (Australian) per year.

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

europa news

EUROPE NEWS is the quarterly newsletter of WAHC European Branch. It currently runs to around 22 pages per issue and contains regular columns on post cards, stickers/labels and modelling. Some recent articles have covered the DC-3 in Europe, Flown Postal Covers, the L-1011's of LTU and much much more.

We are offering a subscription to EUROPE NEWS for 3.50 per year.

Please note we will only accept Sterling payments and that we will dispatch by surface mail only. Please send your application to WAHC Europe, 74 St Leonards Gardens, Heston, Hounslow TW5 9DH, England

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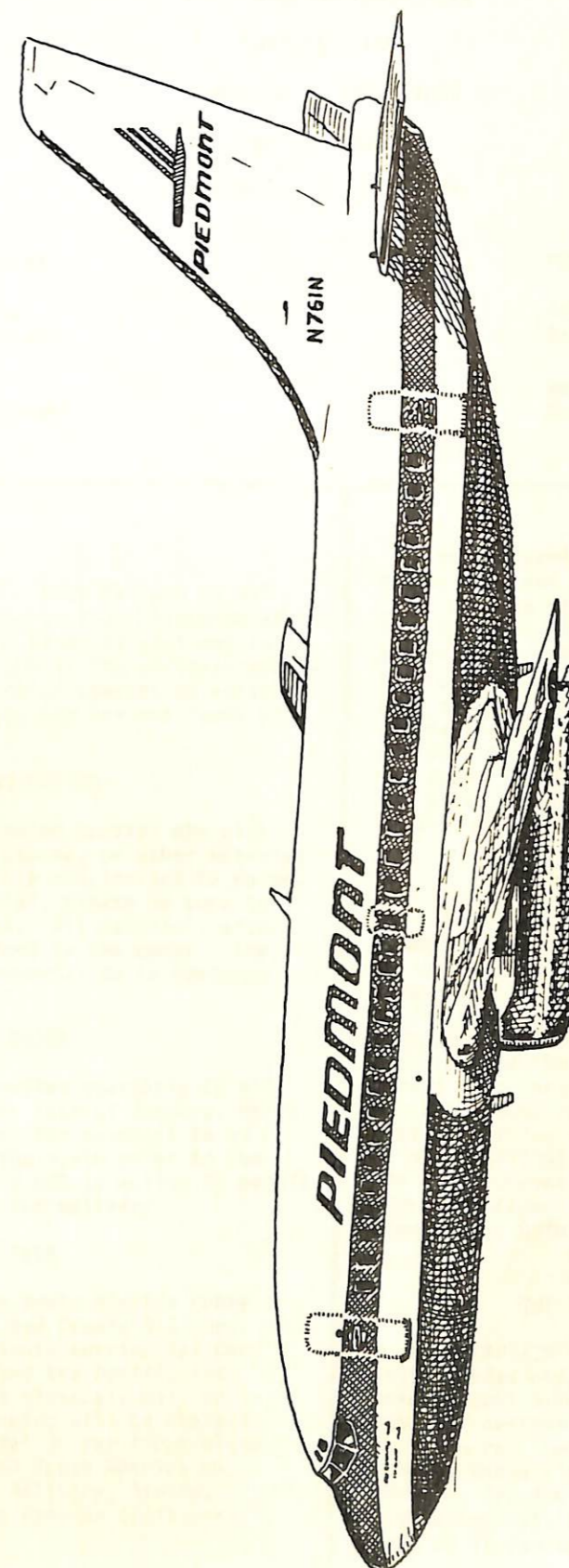
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Marion Pyles

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Fred J. Hems
Secretary/Treasure

PACIFIC SECTION

John Chivers
Pacific Co-Ordinator

Gavin J. Miller
President/Secretary

POLICY

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

CONTRIBUTIONS WANTED

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

PUBLICATION DATES

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

MEMBERSHIP FEES

Membership fees in the World Airline Hobby Club are as follows: U.S. and Canada \$12 per year; Europe, Central and South America \$14 per year; Africa, Middle East and the Pacific Area \$16 per year. Should first class/air mail delivery be required, the following will be charged: U.S. and Canada an additional \$5 for first class mailing; Europe, Central and South America an additional \$6 for air mail delivery; Africa, Middle East and the Pacific area an additional \$10 for air mail delivery.

Please send your membership requests and renewals to the people listed inside the front cover of this magazine. Those in Europe to Mr. Fred Hems; in the Pacific Area to Mr. Gavin Miller. All others please send your requests for membership and renewals to Mr. Marion Pyles. When sending in new memberships and renewals, please use the correct US dollar amount in the currency of the country to which you are writing. (Example: If your joining the European Branch of the Club, please send Mr. Hems the equivalent of \$14 US in British pound notes.)

CHANGE OF ADDRESS--IMPORTANT

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

THE FLIGHT EXCHANGE

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

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