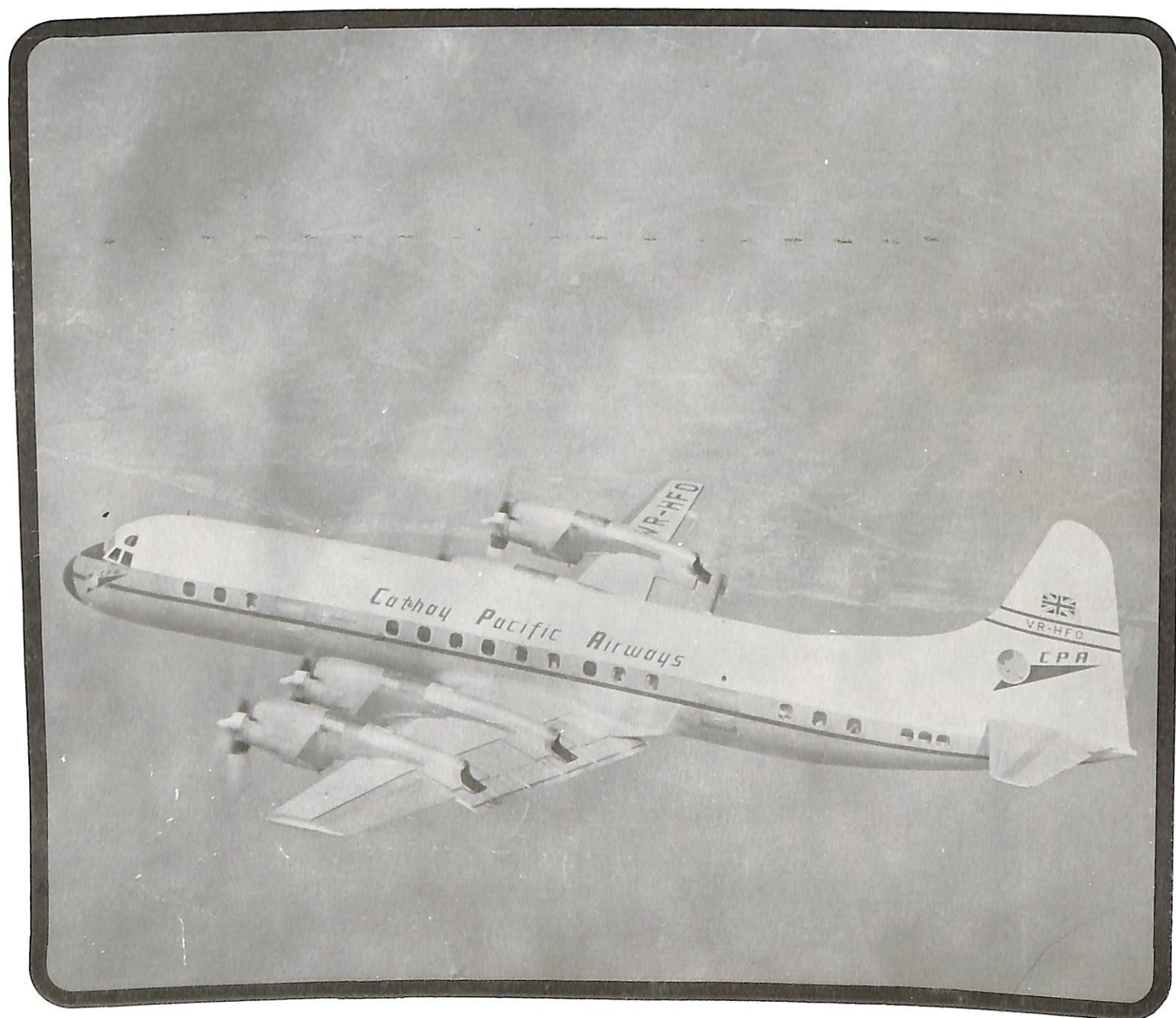


# CELEBRATION!!

10th Anniversary Year

# CAPTAIN'S LOG

Summer 1984





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the material to the Editor.

Thank you



ABOVE: Lockheed used this model of the L-188 on its initial tour to introduce the aircraft to the aviation industry. This photo has appeared in a previous issue of the LOG, but it is such a nice photo we thought we would use it again. Lockheed photo.

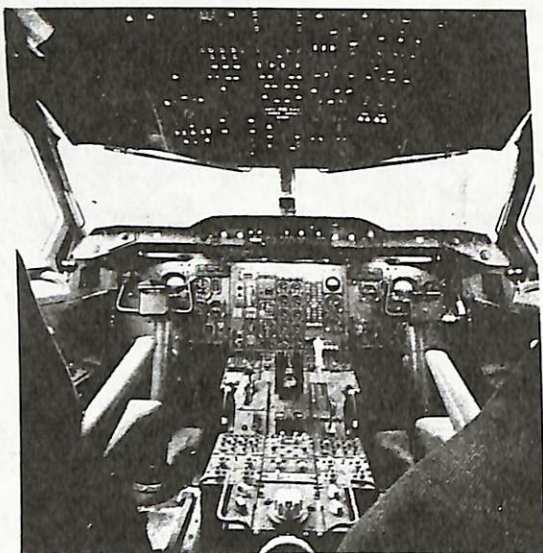
CAPTAIN'S LOG

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The cover photo is used through the courtesy of Aviation World, Inc. This photo was also used by Fred Hems when he produced the super post card of this aircraft. Thanks Pete and Jon for your cooperation.



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

Here it is the middle of September and you are just now receiving your Summer issue of the LOG. What can I tell you? There was three weeks of vacation, including the Airliners International 84 convention, the IPMS Convention and two weeks of the U.S.A. Olympics. Throw in some grass cutting and a few other other side trips and that adds up to a lot of time that I did not spend working on this issue of the LOG. In the future I will try to do better.

The St. Louis convention committee did an outstanding job in presenting Airliners International 84. I don't remember meeting anyone that was not having a good time or did not add any items of airline memorabilia to their collection. Hundreds of collectors spent many hours going through stacks of models, post cards, schedules, slides, old labels and much more. Please see the story on the convention located near the end of this issue of the LOG.

The guys that "won" the convention for 1985 really have their work cut out for them if they are planning on doing a better job than the fellows from the "Arch City." I have been informed that the tentative dates for next years blast will be June 27, 28 and 29. The location will be in San Jose, California at the Red Lion Inn. I am sure that all of you remember the great time we had at Newport Beach several years ago, so I would like to suggest that you start saving those coins so we can all head west once again.

At this time I would like to offer an explanation on what happened to our preconvention party. The money donated by Club members did not quite equal what the cost would have been for a "free" bar, thus the necessity of having a "cash" bar for the party. As the size of our convention has grown, so has the attendance at our party. I believe it is safe to say that all future preconvention parties will be of the "cash" bar

type. The money that was collected this past year will be held in escrow until it is decided how to handle it. Thank you for your understanding on this matter.

The annual Club business meeting did not produce anything of actual importance. The usual question was put to those in attendance, that is, "Do we need a constitution and officers?" The answer, as usual, was that the current method of operation was doing so well that a constitution and officers were not needed. I would certainly like to thank the membership for what I might consider a "vote of confidence" in the way that the Club is being operated. This thanks also comes from our Membership Co-ordinator, Marion Pyles, who has been doing a super job of maintaining the Club membership. We have had a few errors in maintaining the roster, but I would say that 99% all memberships have been handled correctly.

To make our records 100% correct I must once again beg, plead, or what have you, that when you move that you send in a change of address to Mr. Pyles. A number of our errors stem from the fact that a member moves and "forgets" to inform the Club. Please--keep us informed of your correct address!

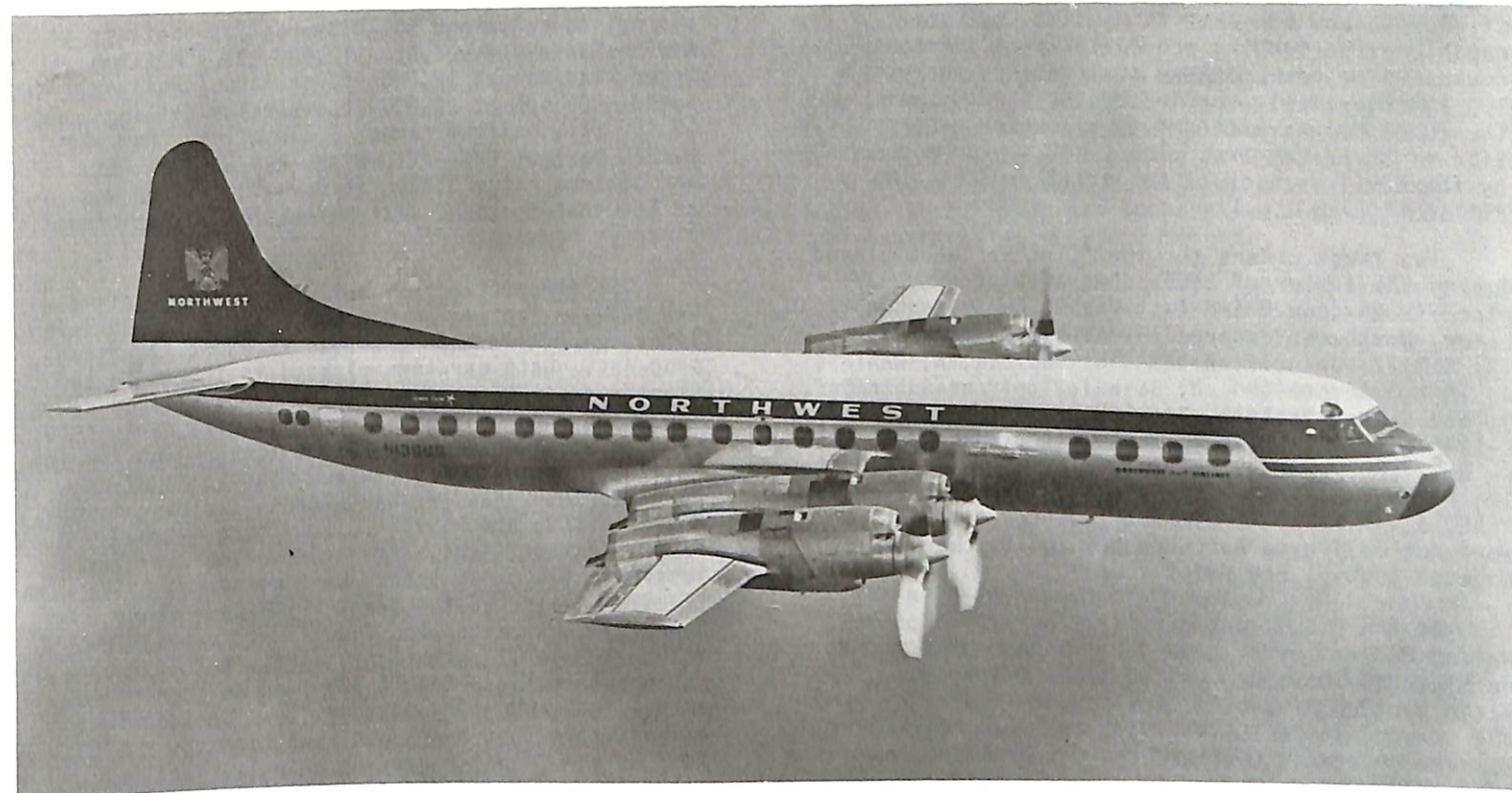
I am pleased to inform you that we are keeping the membership at a steady level. While we have not had a large influx of new members, the roster has been growing at an acceptable level this year. As I have mentioned before, if every active member on the current roster would try to sign up just one new member, the remainder of this year, by the first of the year we could have 1,600 members! That's right--1,600 members if YOU would sign up just ONE new member between now and December 31. With that kind of membership we could have the color in the LOG that many of you have inquired about. Please work on this. To help you along on this project, a membership form is being sent along with this issue of the LOG. Instead of letting that friend at work or next door neighbor look at your issue of the LOG, give him a membership form and sign him up. We do need your total support on this. How about it???

I would like to thank those of you that have volunteered to work on some of the projects that were mentioned in the last issue. I will be in contact with you shortly to let you know what part you can work on. This is in reference to the call for help to work on future stories for the LOG. Please do not give up, I will be contacting you soon.

I believe that we have put together a very good issue for you this time and hope you enjoy the material on the Lockheed Electra and all the other articles. If you do enjoy a certain article, why not drop the author a line and let him know that you appreciate the work that he is doing for YOU, the World Airline Hobby Club member.

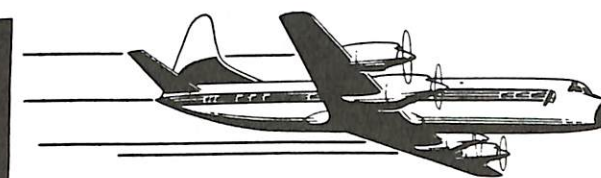
Until next issue, which will be mailed out in the not to distant future, happy collecting!

Paul →



ABOVE: This publicity photo of a Northwest L-188 clearly shows the grace and beauty of the Electra in flight. WAHC file photo.

*Tet Power*  
**ELECTRA**



by  
GEORGE CEARLEY

The "Electra," manufactured by Lockheed Aircraft Co., Burbank, California, represented the first entry of a U.S. firm into the design and development of a prop-jet airliner. The U.S. carrier, Capital Airlines, in 1953 looked at the Viscount for its routes but then went to U.S. manufacturers with a proposal to build an airliner comparable to the Viscount. Lockheed felt the market was too limited for an aircraft of the Viscount's range and capacity, and Capital then turned to Vickers Armstrongs, Ltd., of England and placed an order for 60 of the British built prop-jets.

In 1954 American Airlines began looking at a jet powered airliner for its short to medium haul routes, and it then issued a series of comprehensive proposals to U.S. manufacturers for a prop-jet airliner. Lockheed submitted a proposal for a high-winged twin-engine aircraft designated the

CL-303 and capable of flying at 350 mph. However, again the market seemed too limited. The following year, in 1955, Capital Airlines introduced the Viscount on its routes and was quite successful initially with its new aircraft. American soon revised its earlier specifications and came back with a proposal for a larger prop-jet. Range would be 2000 miles instead of 800 miles as previously requested, passenger capacity was up from 60 to 75, and the plane was to have four rather than two engines. Lockheed responded with a new design, the CL-310, a four engine, low wing aircraft with circular fuselage and similar in many ways to the "Electra" ultimately built. At this time Eastern became interested in the CL-310 but wanted a still larger airliner. After further discussions among American, Eastern, and Lockheed, a new series of specifications evolved for a 20,000 lb. payload aircraft with a cruising speed

of 350 mph and range of 2500 miles, but still capable of performing economically on short haul routes. The new Lockheed designation, representing a larger scale version of the CL-310, was L-188. The fuselage was extended to allow for accommodation of 85 passengers. The L-188 would be powered by the civil version of the military T-56, the Allison 501-D13.

Two large orders for the "Electra" were placed during the summer of 1955. American ordered 35 aircraft on June 8 and Eastern, 40 on September 27. Later, Northwest ordered 18; National, 12; Western, 12; KLM 12; Braniff, 9; PSA, 6; Capital, 5; QANTAS, 4; TEAL, 3 Ansett-ANA, 3; Garuda, 3; Trans-Australia, 3; and Cathay-Pacific, 2. Of these, most were L-188A aircraft. The following airlines ordered L-188C long range "Electras:" Northwest, 18; KLM, 12; PSA, 5; Capital, 5; QANTAS, 4; Garuda, 3; and TEAL, 5. Aircraft ordered by Capital Airlines were not delivered but were painted in the carrier's updated 1960-61 era paint scheme.

Of the U.S. trunk carriers, Delta, TWA, and United did not order prop-jets, either Viscounts or Electras; however, United later inherited a large portion of Capital's Viscount fleet with the merger of the two carriers in 1961. Delta, however, operated Lockheed L-100 freighters from 1966-1973.

Construction on a prototype "Electra" began at Burbank on October, 1955. The first flight was made by this aircraft, N1881, on December 6, 1957. Two additional prototypes, N1882 and N1884, flew initially in early 1958. Type certification was granted by the FAA August 22, 1958. In all, 170 aircraft were ultimately built.

Specifications for the L-188A were as follows: Span, 99 ft.; overall length 104 ft, 6½ in.; height 33 ft.; accommodations for 66-96 passengers; power

BELOW: Eastern was the first major carrier to operate the Electra and the last major carrier to take it out of service. Photo courtesy Eastern Airlines.



plants, four Allison 501-D13 prop-jet engines; maximum take-off weight, 113,000 lbs.; maximum speed, 448 mph at 12,000 ft. or less; cruising speed, 405 mph at 22,000 ft.; service ceiling 28,400 ft.; maximum range, 2,770 miles. For the L-188C maximum take-off weight was 116,000 lbs. and maximum range 3,500 miles. The L-188B was an internal Lockheed designation for international aircraft models.

The first "Electra" delivery to any airline was made to Eastern on October 8, 1958. Four days later, on October 11, American received its first prop-jet. Both carriers planned to introduce the Electra prior to Christmas, 1958, but strikes delayed the inauguration of service until early 1959. Eastern was first to inaugurate service--on January 12, 1959, between New York and Miami. As of January 12, 1959, Eastern had eleven Electras, N5501-N5507, N5509, and N5511-N5513. There is no N5508 in the Eastern fleet. American followed a little less than two weeks later, on January 23, 1959, with Electra service on the New York-Chicago route. On January 23, American had five Electras, N6101A-N6105A. Only 11 days later, aircraft N6101A operating as American Flight 320 from Chicago Midway to New York LaGuardia Airport flew into the East River a mile from touchdown near midnight. Sixty-five of the 73 passengers on board were killed on pilot error and the failure to properly read cockpit instruments. The aircraft was not considered at fault in this disaster.

Despite this one bad note, the Electra enjoyed much early success and acceptance, being popular with passengers and crew alike. The Electra's cabin, compared with earlier piston aircraft, was more spacious, and internal noise level was lower. With its higher cruising speed than piston counterparts, flight times were lower and daily utilization was increased.

In March of 1959, Ansett-ANA of Australia became the first international carrier to operate the Lockheed L-188 Electra. The following month, on April 26, National Airlines introduced its Electras on nonstop flights between New York

(Idlewild) and Miami. National had been the first carrier to actually sign a purchase order for the Electra, although American and Eastern had announced orders prior to National.

Braniff Airways, Inc., of Dallas, Texas, ordered nine Electras on December 14, 1955. The purchase order was signed on March 20, 1956. The first aircraft, N9701C, was delivered April 29 and the second, N9702C, the following May 7th. Electra service was inaugurated June 15, 1959, with these two aircraft, in the following markets: Houston-Dallas-Chicago (Midway) and San Antonio-Dallas-New York (Idlewild). A third aircraft, N9703C, was delivered June 22 and a fourth, N9704C, on August 28. On September first, Electra flights were inaugurated at Washington, D.C. (National Airport) and Dallas-New York service was increased to three daily round trips with all Electras at this time serving Idlewild.

On September 11, Braniff received its fifth Electra, N9705C. Eighteen days later, on the evening of September 29th, N9705C was operating as Flight 542 from Houston International Airport (now Wm. P. Hobby Airport) to New York International Airport at Idlewild with intermediate stops at Dallas Love Field and Washington National Airport. Flight 542 departed the west concourse of Houston International at 10:37 p.m., 22 minutes after the 10:15 p.m. scheduled departure. The delayed departure was because of a mechanical problem with the No. 3 generator which was inoperative on arrival at Houston. Prior to departure Nos. 3 and 4 voltage regulators were interchanged. On board the aircraft were six crew members and 28 passengers including two Braniff personnel. Prior to departure the first officer remarked to an Allison engine representative, "This aircraft trims up funny." No further discussion on this occurred and no record of this was made in the aircraft log book.

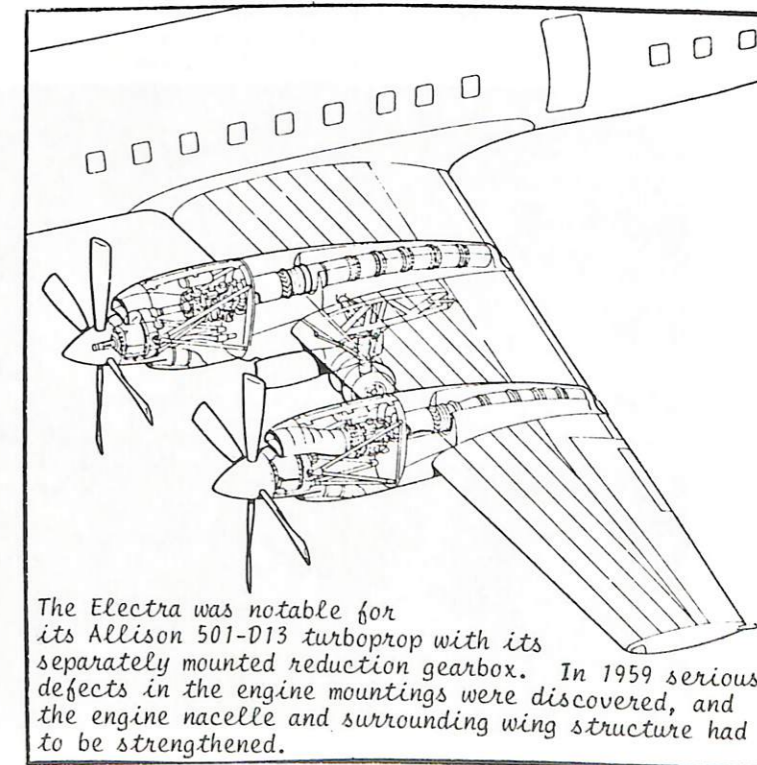
The flight was given an IFR (instrument flight rules) clearance to Leona V.O.R., via Victor Airway 13 west to the Gulf Coast intersection (a radio fix near the present site of Houston Intercontinental Airport on the northern edge of Houston), direct to Leona, to maintain 2300 ft. altitude to Gulf Coast, then to climb to and maintain 9000 ft. At 2240 the flight was cleared for take-off and at 2242 it reported ready and was airborne at 2244, four minutes after take-off clearance. It may never be fully known why there was a four minute delay between take-off clearance and the actual take-off of Flight 542. The general consensus is that the cockpit crew and an engineering specialist on board from the Dallas Base were continuing to check the generator problem. The additional possibility remains, although not proved, that the aircraft's alleged trim problem was being further checked out. It has also been stated that between 2242 and 2244 the Houston tower said, "542 are you rolling?" followed by a long pause and the reply at 2244, "Rolling."

Upon passing Gulf Coast the flight contacted San Antonio Center on 121.1 mcs and reported climbing to 9000 ft. Flight was then issued destination clearance to Love Field, Dallas, via direct to Leona, direct to Trinidad, direct to Forney, direct to Dallas, to maintain 15000 ft.

This transmission occurred at 2252 and Love Field arrival was estimated at 2325. At 2305, Flight 542 reported to San Antonio center as being over Leona at 15000 ft. At 2307 company radio at the Dallas Base was contacted and a request was made that it would like to have the terminal strip on No. 3 propeller insulated. It was also reported that No. 3 sump pump was inoperative. This was the final transmission from the Flight.

Structural failure occurred two minutes later on a course to the next fix, Trinidad intersection, and 3.19 miles east-southeast of Buffalo, Texas, a small town on U.S. Hwy. 75 approximately halfway between Houston and Dallas. The accident occurred on a clear night in good weather and, contrary to other reports, did not occur in a thunderstorm or near Waco, Texas. This latter information relates to a second Braniff Electra crash on May 3, 1968, in an afternoon thunderstorm at Dawson, Texas, northeast of Waco.

The wreckage was distributed in a long narrow ellipse coincident with the flight path to Trinidad. At the southernmost edge of the wreckage was found a section of the hydraulic line from the left heat exchanger. Moving northward, the next items located in order were (1) the No. 1 propeller and gearbox; (2) the left wing (including No. 1 engine and the No. 2 power plant); No. 4 power plant, left outboard horizontal stabilizer; right outboard wing panel; and finally the main wreckage site composed of fuselage, empennage; No. 3 power plant, and right wing stub. The wreckage was scattered over a distance of 13900 ft. Sections of the left wing were a great distance south of the main wreckage (which consisted of fuselage and right wing stub). An in-flight failure of the left wing was indicated, but as of mid-March 1960 no known cause had been determined, and the accident investigation was about to be closed and listed as unsolvable.



The Electra was notable for its Allison 501-D13 turboprop with its separately mounted reduction gearbox. In 1959 serious defects in the engine mountings were discovered, and the engine nacelle and surrounding wing structure had to be strengthened.

In September, 1959, Northwest Airlines had inaugurated service with L-188C Electras in the following markets: Idlewild-Seattle, Idlewild-Milwaukee-Minneapolis. Later that fall Electras were introduced on routes between the "Twin Cities" (MSP), Chicago and Florida. On March 17, 1960, Northwest's first Electra, aircraft N121US, was operating as Flight 710 from Minneapolis/St. Paul to Miami via Chicago (Midway). Flight 710 departed Midway at 1438 on a scheduled non-stop flight to Miami with an assigned cruising altitude of 18,000 ft. The flight plan from Midway was (1) via Victor Airway 53 to Peotone, Illinois; (2) Victor 171 to Scotland, Indiana; (3) Victor 243 to Chattanooga, Tennessee; (4) Victor 51W to Atlanta; (5) Victor 97 to Albany, Georgia; (6) Victor 159W to Cross City, Florida; (7) Victor 7 to Ft. Myers, Florida; and (8) Victor 35 to Miami.

At 1513 Flight 710 reported over Scotland maintaining 18,000 ft. and estimating Bowling Green, Kentucky at 1535. At this time the Indianapolis ARTC (Air Route Traffic Control) center advised Flight 710 to contact the Memphis, Tennessee ARTC center on 124.6 mcs at 1530. The 1513 communication was the last known contact with the flight. At 1640 Northwest Airlines, Inc., received a report at its Minneapolis headquarters that Flight 710 had crashed at Tell City near Cannelton, Indiana. The site of the crash was in southernmost Indiana along the Ohio River. The time of the crash was fixed at 1525 CST.

At the time of the crash, weather was clear except for a few scattered cumulus clouds at 4,000 ft. and visibility was good. The aircraft was in level flight following a north to south course at high altitude. According to witnesses, two puffs of white smoke were seen. This was followed very shortly by a large cloud of black smoke. Two loud explosions were then heard and a large object was seen to emerge from the smoke cloud and fall nearly vertically to earth, trailing smoke and flame. Smaller objects later fell. The fuselage con-



LEFT: ANSETT Airlines of Australia was one of the first foreign carriers to operate the L-188 Electra. This post card by COINCAT depicts an Electra in the freighter configuration.

tinued in level flight for a few seconds and then fell to the ground describing a large trajectory arc. At impact the force was so great that debris was thrown 250 feet in the air. Impact forces formed a crater measuring 30 feet across east to west and 40 feet north to south and 12 feet deep. The south end of the crater contained the No. 2 engine and propeller, parts of the left main gear and left wing structure. The north end contained fuselage structure, cockpit control systems, electrical panel kits, various system components, nose gear parts, elevator torque tubes and rudderpost and bits of tail structure. When the wreckage was removed several days later (a fire had burned in the crater all this time!) it was quite obvious that the fuselage and left wing had struck the ground in a vertical nose down position. All structure had been severely fragmented by impact. The main portion of the right wing and the left outboard wing and power plant were located about two miles north and northeast of the crater. Study soon revealed that the complete right wing and the outer left wing separated from the rest of the plane in flight during such a short time interval that the sequence of separations was not so easily determined. Sixty-three persons on board died in the crash, including 57 passengers and six crew members.

Basic similarities of structural failure to the Buffalo crash seemed apparent very soon. The two investigations were then combined. At a turbulent meeting of Lockheed, the FAA, and Electra operators, it was finally decided to place a special restriction on the Electra limiting it to a 260 mph cruise speed. It was felt that at lower speeds stressful forces would be lessened and would virtually eliminate the chance of another accident before the actual cause of the Braniff and Northwest accidents could be determined. An extensive and thorough investigation by Lockheed, NASA, and Allison followed.

Studies and tests conducted during the re-evaluation program proved that a wobbling outboard propeller caused by a weakened nacelle structure can induce wing oscillations.



ABOVE: The L-188 Electra was quite popular with airline passengers. Here is a nice post card from Aviation World depicting Braniff's color scheme.

Since a propeller has gyroscopic characteristics, it will tend to stay in its plane of rotation until it is displaced by some strong external force such as turbulence, an abrupt maneuver, or power surge. When such a force or moment is applied, the propeller reacts in a direction 90° to the force. For example, if the propeller is displaced upward, the resistance of the structure applies a nose down pitching movement causing the propeller disc to swing to the left due to precession. The yaw stiffness resists this motion, causing precession downward, resisted by pitching stiffness which produces a precessional swing to the right. This, in turn, is resisted to cause an upward precession to complete the cycle. This effect is "whirl mode" and its direction of rotation is counter to that of the propeller.

Normally whirl mode can operate only in flexibility limits of the engine mounting structure and is quickly damped. If, however, the stiffness of the supporting system is reduced through failed or damaged power plant structure, mounts, or nacelle structure, the damping of whirl mode is reduced to a degree depending on the amount of stiffness reduction of the power plant structure. As the structural system is damaged, reducing the spring constant, the amplitude of whirl mode increases and the frequency decreases from its natural value to lower values reflecting wing fundamental frequencies. As whirl mode progresses in a damaged power plant installation, its frequency can reduce from 5 to 3 cps (cycles per second) and will drive the wing in 3 cps torsional and bending oscillations. The wing oscillations, in turn, reinforce and perpetuate the whirl mode. The oscillations are then coupled at the same frequency of 3 cps, becoming a form of induced flutter forced by a powerful harmonic oscillation. Forced oscillations become more likely as stiffness of power plant assembly is reduced and whirl mode can become a driving force on the wing in the cruising speed range. Catastrophic whirl

mode could develop, reduce its frequency and couple with the wing in 20 to 40 seconds or less.

However, certain evidence found at the Buffalo crash indicates that the time from the start of "whirl mode" was 15 seconds or somewhat less! Further evidence indicated a lug bolt on a mount connecting the engine gear box to the compressor sheared and allowed the propeller to begin wobbling. This was probably not due to prior damage to the plane. No evidence could be found from the history of N9705C's operation to indicate prior damage in a discernible form.

The CAB determined that the probable cause of the Northwest Electra crash was the separation of the right wing in flight due to flutter induced by oscillations of the outboard nacelles. Contributing factors were a reduced stiffness of the structure and the entry of the aircraft into an area of severe clear air turbulence.

In its conclusion on the Braniff crash the board stated that in its investigation there was no positive indication of the cause. An attempt was made to eliminate certain possibilities by application of available evidence. Once these possibilities were eliminated, the board said the only remaining causal factor was whirl mode. Supporting evidence for the whirl mode theory was (1) the aircraft was in straight and level flight at a normal cruise speed with no serious mechanical problems; (2) a sound identified as an overspeeding propeller occurred 30 seconds prior to wing failure; (3) structural damage compatible with oscillatory motion of the No. 1 QEC and left wing was present; (4) first slate compressor blades of the No. 1 engine rubbed the air inlet housing supports and (5) the probable cause of the similar accident of N111US at Tell City was whirl mode. The board stated further that if prior damage was a requirement for the necessary reduction in stiffness, it is assumed that evidence of such damage was either obliterated or never existed in a discernible form. The Airline Pilots Association (ALPA) accident report listed the probable cause of the Braniff crash as "unknown." Prior damage of the wing and/or nacelle of N121US, the Northwest Electra, was evidenced and may have been totally or in part the result of a hard landing at Chicago (Midway) earlier in the day, March 17, 1960.

After the discovery of the whirl mode problem, a program was formulated to modify all Electras to prevent any further occurrences. The program, known as the Lockheed Electra Achievement Program (or LEAP), involved strengthening the nacelle structure and redesigning and adding mounts. Also internal modifications were made in the wing itself and a thicker skin was applied. Aircraft already delivered and those far along in production were modified. However, the newest aircraft built had the design modification incorporated into the plane as it was built. The "mod" for an individual Electra took about three weeks.

It has been stated in several publications on the Electra written in years since the crashes of the Braniff and Northwest Electras in 1959 and 1960 that most airlines quit referring to the Electras as such and either called them Jet Prop

or L-188 or didn't mention them at all. This all was said to have occurred soon after the Northwest crash. However, a survey of airline advertisements and timetables from the period April to November, 1960, shows this was definitely not the case. All airlines, including American, Braniff, Eastern, National, Northwest, and Western, continued referring to their aircraft as Electras. However, a curious thing did occur 7½ months (!) after the Northwest crash. Some carriers at this point did drop the Electra designation. In the meantime there had been two more Electra crashes--an American at LaGuardia in September and an Eastern at Boston in October--neither of which was related to "whirl mode."

The probable cause of the crash of the American Electra, aircraft N6127A, was the "failure of the pilot to properly plan and execute the approach to a landing. Factors which may have contributed were the shortened runway and the unmarked upper portion of the dike." The CAB listed the cause of the crash of the Eastern Electra, aircraft N5533, into Boston Harbor on take-off at Logan Airport as "the unique and critical sequence of the loss and recovery of engine power following bird ingestion, resulting in loss of air speed and control during take-off."

It was after these crashes that names such as Jet Prop or L-188 appeared. Eastern, between November, 1960, and July, 1961, referred to their Electras as "Jet Prop" or "Jet-P." In a similar time period Northwest referred to theirs as "L-188 Prop Jet." Braniff for only amonth in November, 1960, called its Electras L-188's. Western, National, and American for all this time continued to refer to their aircraft as Electras.

The LEAP program began in 1960 and the last of the modified aircraft entered service in late 1961. The speed restrictions on Electras were removed as of the end of 1960 for all modified aircraft. Following the LEAP program Braniff, National, American, and Northwest referred to their aircraft as Electra II's. Eastern dubbed theirs, Super Electras. Public acceptance which had fallen in late 1960 to a low ebb returned and the Electra served with most of its original operators until near or just beyond the end of the decade. Eastern retained theirs for air-shuttle use until the Fall of 1977. Of all the airlines, Eastern had operated the Electra for the greatest length of time, being the first to inaugurate service and the last carrier of the original operators to retire it.

A freighter version of the Electra was introduced as a modification of existing aircraft in 1968. The program involved the installation of a large cargo door on the forward left fuselage and another (optional) one in the aft fuselage. A strengthening of the cabin floor was done as well. Also at this time a cargo/passenger convertible Electra was developed.

The Electra in later years has served with freight operators, travel clubs, and with quite a few airlines in Latin America. At this moment as this article is being written a Zantop Electra freighter is winging its way overhead, having



departed DFW just a few minutes ago on the night of March 14, 1984. Saturday, March 17, 1984, marks the 24th anniversary of the Tell City crash and most memories of these days are now long since forgotten.

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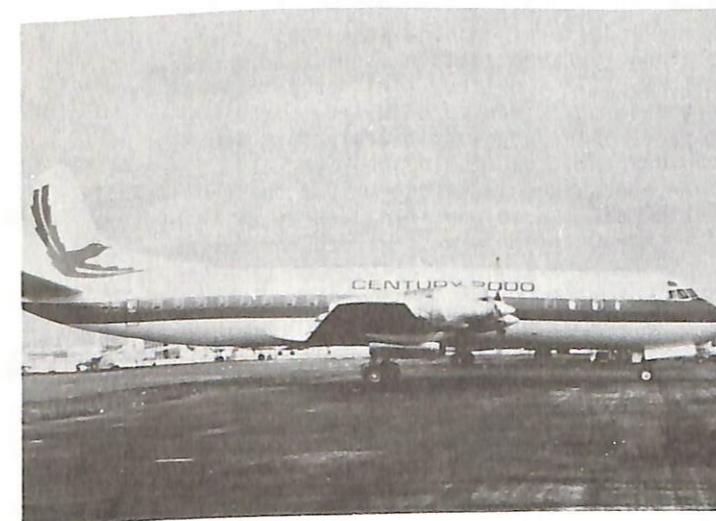
Sherlock, Jay L. Lockheed L-188 Electra and Orion. Tonbridge, Kent, U.K.: Air Britain, Ltd., 1977.



One of the more popular Electra color schemes was that used on the Dodgers L-188. Turner Collection.



American Flyers Airline operated several Electras. Both photos of AFA aircraft from Turner Collection.



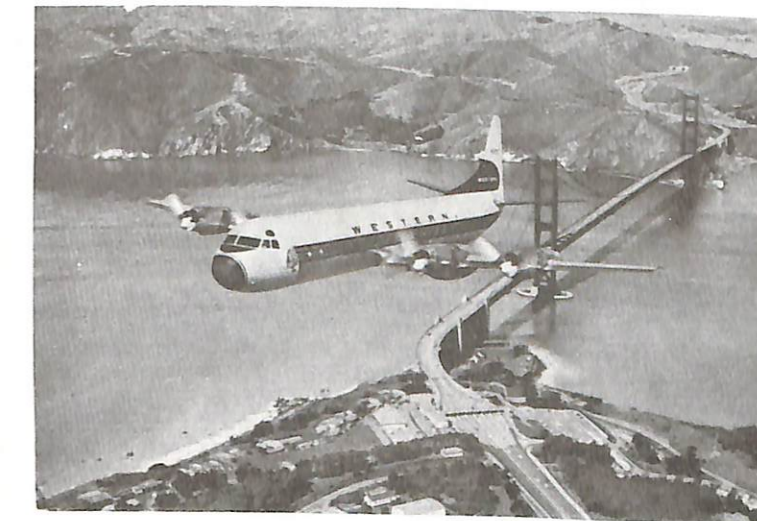
Century 2000, I believe, was a travel club. The color on the cheat line is orange over red. Photo from Turner Collection.



Mandala Airlines of the Philippines sports a very colorful livery. Turner Collection.



Another of the AFA L-188s. Note different window cheat line and nose. Both AFA photos have red cheat line and lettering.



Western operated a number of L-188s. This post card, produced by E. F. Clements, shows a Western Electra flying over the Golden Gate Bridge.



Air California L-188 photographed by Clint Groves of ATP at San Francisco in March of 1978. Photo from the Thomas Livesey Photo Collection.

#### THE LOCKHEED ELECTRA L-188

West Coast Operators

by

Thomas Livesey

During the 1960's and 1970's, the West Coast had a variety of Electra operators with both scheduled passenger and charter/cargo operations. Some of the past operators were Air California, Holiday, Pacific Southwest (PSA), Saturn and Universal. Currently, there are only two operators of Electras on the West Coast; Evergreen International of McMinnville, Oregon and Transamerica of Oakland, California.

#### AIR CALIFORNIA

Air California began operations as an airline on January 17, 1967 with two Electras that they purchased from American Airlines. Both Electras were used on Air California's first routes; San Francisco-Orange County. Air California went on to purchase two more Electras from Qantas Airways during the summer of 1967. With the advent of more aircraft, Air California quickly expanded services to include Oakland, San Jose, Burbank, San Diego, Palm Springs, Ontario and Sacramento besides the original route. The Electra suited the new airline quite well considering the cost of buying new pure jets.

April of 1968 brought Air California its first jet service with two DC-9-10s which were assigned to the San Francisco--Orange County route. Boeing 737s were also added in the fall

of 1968 and thus put an end to their Electra operation. The Electras were phased out at the end of 1968 and were sold to Aircraft Holdings Inc. in March 1969. Air California did purchase an Electra in July 1970 for use with the San Diego Padre Baseball Club and various other charter work.

Air California had no idea that it would be operating Electras again on scheduled services until May 1975. Holiday Airlines of Oakland was operating scheduled services to the mountain resort of Lake Tahoe, California from the Bay Area, Burbank, Los Angeles and San Diego. Holiday ceased operations in November 1974 due to financial troubles and was forced into bankruptcy in May 1975. Air California was awarded the Northern routes of Holiday providing service from the Bay Area to Lake Tahoe. The main reason behind the use of Electras and for that matter any prop-jet, was a Lake Tahoe City Ordinance which prohibited the use of pure jet operations of scheduled carriers because of the noise it would create in the Tahoe Basin. Secondly, the airport elevation at South Lake Tahoe airport is 6,264 feet above sea level and on hot days it would make it almost impossible to get a jet in and out safely. They purchased an Electra from Holiday and used their baseball charter Electra to provide this new service. A third Electra was purchased in March 1977 to supplement the other two.

As November 1979 was approaching, Air California was looking for a way to abandon the Lake Tahoe service as it was a costly one for them. Aspen Airways of Denver, Colorado came to the Bay Area to replace the Tahoe service thus allowing Air California to sell off the Electras in early 1980 to Madala Airlines of Indonesia. This was the end of Air California's eleven year flirt with the Lockheed Electra.

#### PACIFIC SOUTHWEST AIRLINES - PSA

PSA began initial operations during May 1949 with DC-3 type aircraft. The year 1959 brought PSA the introduction of three Electra aircraft to the fleet of existing DC-4s and one DC-6. The 98-seat configuration were ideally suited to the airline's four-destination route structure of Los Angeles-San Diego-Burbank and San Francisco. PSA added a fourth Electra in 1961 which replaced the DC-6. A fifth Electra was added in 1962 and PSA's revenue passenger totals exceeded the one-million mark for the first time ever. A sixth Electra was added in 1963 and the fleet of six Electras would remain unchanged until their phase out in late 1967 when a jet fleet of seven 727-100s and two DC-9-30s brought the Electra phase out in the PSA fleet. The Electra would not be seen again in PSA's colors until 1975.

In April 1975, PSA was awarded the southern route system of the now defunct Holiday Airlines. This new route gave PSA the authority to fly from Los Angeles, Burbank and San Diego to Lake Tahoe. Two Electras were purchased for this new PSA route. By 1977, PSA was awarded permanent authority to serve South Lake Tahoe from Southern California and San Francisco. The fleet grew to four as PSA purchased two more Electras. The fall of 1979 brought another fleet change to PSA as they

BELOW: This nice post card by Aviation World, Inc. depicts an L-188 of PSA ready to depart for Lake Tahoe.



ceased service to Lake Tahoe and phased out the four Electras due to the economics of serving Lake Tahoe. Thus brought an end to the Electra in PSA's fleet.

#### UNIVERSAL, SATURN, TRANSAMERICA AND OTHERS

Universal Airlines of Oakland, California purchased KLM's fleet of surplus Electras in 1968/69 and had them converted to cargo configuration by Lockheed Air Service. The fleet of Electras were used on their extensive network of Military Air-lift Command (MAC) contract flights which were routed to military bases around the world. The Electra was the staple of Universal's fleet and was worked extensively to move a lot of cargo. In the early 1970's, Universal fell into financial problems due to operating losses and poor management. These factors forced the company to cease operations and file for bankruptcy on May 1, 1972.

The fall of Universal allowed Saturn Airways of Oakland, California to become an Electra operator by sheer luck. The Air Force MAC approached Saturn with the proposal that Saturn take over the MAC routes which were badly needed by the military. Saturn agreed to take the routes but did not have the aircraft. Saturn was able to lease the nine remaining Electras from Universal and started flying the routes again on May 5, 1972. Indeed a quick move by the Air Force to keep their routes intact. The nine Electras were eventually purchased in 1974.

In 1976, Saturn and Trans-International of Oakland, California announced a merger of the two companies. December 1, 1976, Saturn became part of Trans-International and thus TIA became the world's largest charter company. TIA changed its name to Transamerica in October 1979 to re-

BELOW: Reno Tahoe Specialty, Inc. published this nice card showing a PSA Electra at the South Lake Tahoe Airport. Note tail of Air California Electra at edge of terminal building.





flect the name of the parent company, Trans-america Corporation which owned TIA.

Evergreen International Airlines did not join the ranks of an airline until 1975 when it bought outright Johnson Flying Service and Intermountain Aviation which were both Electra operators. Evergreen's fleet of Electras was three aircraft in 1975 and was increased to a total of seven within a few years. In recent years Evergreen has begun to sell off or park their Electras at their base in Marana, Arizona. As of early 1984 the fleet of operating Electras stood at two aircraft.

Evergreen has flown a number of Electras over the years. This one was photographed by Thomas Livesey at Marana, Arizona on December 30, 1983.

Note the large freight door on this L-188 of Transamerica. Photo taken by Thomas Livesey at Oakland, California on January 2, 1984.

Below we see the Lockheed Electra that was part of the FAA fleet. This aircraft carries the standard FAA paint scheme. FAA photo.



# The Electra (Safety Card) Story

BY CARL REESE  
© 1984 CABIN SAFETY, INC.

The Lockheed Electra was an aircraft that gave its many operators a large option with regard to the presentation of safety cards. Many cards do naturally exist that have only minor changes, primarily the operator's logo, since the aircraft is aging and has changed hands several times. But just as often, airlines have chosen to present unique and very personalized presentations of their safety information about the Electra.

One such unique presentation was the hinged plastic "Sikkerhetsforskrifter!" card used by **STERLING AIRWAYS** on their Electra L-188C. Illustrations use the standard Eastern Air Lines Galley Door and Escape Slide, but all other drawings are original Sterling material. Unique on this card, using red and blue ink, are the use of a hand-held escape slide at the forward cabin window exit and triangular windows of a Caravelle on the overwing evacuation illustration. (Figure 1)

**NORTHWEST TERRITORIAL AIRWAYS** uses a cardboard "Electra II Cargo/Passenger" single-side card with red and black print. The floorplan shows all emergency equipment available but fails to show any arrows for exit locations in the forward portion of the aircraft. (Figure 2)

Michigan's **NOMADS**, an air travel club, uses a blue and white card dated 1-19-81 and sealed in plastic. Exit illustrations are from the last Eastern Electra card (graphic format) but the overall layout is quite unique to Nomads. The Nomad aircraft shows 4 overwing window exits but the only indication of the forward cabin window (since no arrow) is the escape rope located there.

**Sikkerhetsforskrifter!**  
**Safety on board!**  
**ELECTRA** S  
**STERLING AIRWAYS** S

**ENGLISH**      **SKANDINAVISK**

**GENERAL SAFETY RULES**  
We ask you kindly to read the following brief instructions and remind you that first of all the major rule in safety measures is to remain calm and follow the instructions given by the crew.

**SIKKERHETSFORANSTALTNINGER**  
Vi ber dere vennligst lese de korte Doms i følgende kortfattede instruksjoner og forpung huske at hovedregelen i alle nød-situasjoner er: Bliv rolig og følg de anvisningene som blir gitt. Doms er basert på Doms.

**AT TAKE-OFF AND LANDING**  
The seat back must be in extreme forward position and the tablets raised into the seat back.

**VED START OG LANDING**  
Stolryggen skal være i fullt fremover stilling, og bordet hevet og festet til stolryggen.

**FASTEN SEAT BELT**

Whenever this sign is on, you must have seat belt fastened as tight as possible.

**Når dette skilt lyser, skal du alltid ha fastnet og godt strammet.**

**BEFORE DEPARTURE**  
Please do not unfasten your seat belt before the sign changes.

**VED AVTAKNING**  
Behold vevringst beltet fastnet til skiltet blir slukket.

**NO SMOKING**

Whenever this sign is on it is prohibited to smoke.

**Når dette skilt lyser, er røking forbudt.**

**EXIT**      **EXIT**

Whenever you see one of these signs you have a door through which to escape from the aircraft.

**Der Du ser et av disse skiltet finnes en nødutgang.**

Not all doors should be opened. You will be instructed by your crew.

**Alle alle nødutganger skal åpnes. Du vil bli underrettet om dette av besetningen.**

**SE EVAKUERINGSPLAN PÅ NESTE SIDE**

FIGURE 1

FIGURE 2

**Northwest Territorial Airways Ltd.**  
**Safety on Board**  
**ELECTRA II CARGO/PASSENGER**

**SEAT BELTS**  
Please keep your seat belt fastened when the seat belt sign is on. When the seat belt sign is turned off in flight, we suggest you keep your seat belt loosely fastened.

**HOW TO OPERATE WINDOW EXITS FROM INSIDE**

**STEP 1:** GRASP HANDLE AND PULL UP LEASE LEVER

**STEP 2:** GRASP SMOKE LIFT OUT AND PLACE ON SEAT

**STEP 3:** PULL ENTIRE WINDOW INWARD

**STEP 4:** GRASP SMOKE LIFT OUT AND PLACE ON SEAT

**BRACE POSITION**

1. Remove eyeglasses and sharp articles from pockets.
2. Fasten seat belt tight and low on hips.
3. Lean forward and down as far as possible.
4. Clasp hands firmly under legs.

**COPA**, Compania Panamena de Aviacion, uses a thin card with light blue print. Printed by Edissa, the illustrations are similar to the older Eastern cards but with a slightly different layout.

The Honduran operator **TAN** never used individual passenger safety cards on the Electra. However, a laminated card with typed instructions in Spanish on Flight Attendant Emergency Duties could be found in the galley. The logo was in blue and a red border was added by magic-marker pen for highlight.

Both a 60-seat and a 25-seat combi floorplan were shown on the folding red and white cardboard **GREAT NORTHERN ELECTRA L-188** cards. The window exit illustrations were from the graphic Eastern card but other exit operation drawing were solely used on GNA's own card. (Figure 3)

**FRED. OLSENS FLYSELSKAP** of Norway used two radically different cards. The older type (Figure 4) was a trifold paper leaflet with the inside containing the text and illustrations from a old early 1960s SAS Safety On Board leaflet. This leaflet, accented in brown, shows a unique escape hatch located within the forward cargo door. Figure 5 shows the front of the revised Olsens card that was hinged plastic with colors of red and yellow added. All drawings are original on this 6-79 card and also illustrates a 4 overwing window exit configuration.

Indonesia's **GARUDA** used a standardized format within its fleet at the time of Electra operation, with this aircraft having safety cards with Form # 12-68-S. Unique to this card are illustrations for emergency drop-down oxygen (which never existed on the Electra



**GREAT NORTHERN AIRLINES INC.**

**ELECTRA L-188**

Emergency Information Card

You are flying aboard a LOCKHEED ELECTRA, with a captain and crew who are thoroughly trained and experienced. There is little likelihood we will encounter a situation requiring emergency preparations but it is a good practice to be acquainted with the safety features we have provided for you on this airplane.

ALL SEAT BACKS MUST BE IN THE UPRIGHT POSITION DURING TAKE OFF AND LANDING

**BRACING POSITIONS**

PRIMARY POSITION  
HIGH DENSITY SEATS

ALTERNATE POSITION

DO NOT FOLD, MUTILATE, OR REMOVE FROM AIRCRAFT

FIGURE 3

**safety on board**

**PLEASE DO NOT REMOVE THIS FOLDER FROM AIRCRAFT**

FOLLOW INSTRUCTIONS GIVEN BY AIR CREW

**SEAT BELT**

**NO SMOKING**

**Electra**

**L-188**

FRED. OLSENS FLYSELSKAP  
(FRED. OLSEN AIRTRANSPORT LTD.)  
P.O. BOX 18, N-1390 DELG AIRPORT, NORWAY

FIGURE 5

FIGURE 4

**safety on board**

**ELECTRA**

Portable Oxygen

First Aid Kit

CO<sub>2</sub>

Chemical

Light

Chemical

EXIT A

PULL HANDLE (1) AND LATCHES (2) PUSH DOOR OUT

EXIT B

PULL HANDLE (1) PULL DOOR IN

EXIT C

PULL HANDLE AND LIFT DOOR UP

EXIT D

PULL HANDLE AND PULL DOOR IN

Emergency exit

Emergency exits are already located in the cabin. They are marked with a red dot and a yellow dot. The red dot is located above the exit and the yellow dot is located below the exit. The red dot is located above the exit and the yellow dot is located below the exit. The red dot is located above the exit and the yellow dot is located below the exit.

**your safety**

**EVACUATION OF AIRCRAFT**

Your crew will now direct you to your emergency exit. You have ample time so do not rush or panic. Once outside, inflate your life-jacket by the method which has been explained to you and which is illustrated overleaf. Above all, please obey the directions of the aircraft crew.

**IMPACT POSITION**

Lean far forward, cradling your head and arms on the pillow and blanket.

**EMERGENCY EXIT**

In lounge or seats

**EMERGENCY EXIT**

At window positions

**LEGEND**

EXIT SHOWS

In the event of an emergency, the following instructions should be followed:

1. Remain calm. Remove glasses, dentures and any sharp articles such as pens, costume jewellery. These objects can cause injury if you are jolted suddenly.

2. Take off your shoes for easier walking on the wing, but keep them with you. Take off ties, loosen collars, and tops of tight-neck dresses.

3. Don your life-jacket but do not inflate it yet.

4. Tighten seat belt as low as possible. Straighten seat.

5. Assume impact position illustrated.

6. Wait for aircraft to stop, then await order to disembark.

FIGURE 6A (Inside)

FIGURE 6B (Outside)

**LIFE JACKET INSTRUCTIONS**

Your life-jacket is the best of its type, reliable, sturdy of construction and equipped to simplify the location of passengers in water. You will have been shown how to use it and should the need arise your hostess will again be pleased to assist you further.

Follow each of the steps laid down below — but remember NOT to inflate your life-jacket until you are OUTSIDE the aircraft as it will hamper your exit.

1. Remove the jacket from the valise.

2. Push it over your head.

3. Tie the top securely around your waist, under the jacket.

4. Inflate by pulling downwards firmly on the red toggle.

5. Top up if necessary, using the mouthpiece.

6. Place the position of your whistle and light. To operate light pull towards.

**Safety Precautions**

**ANSETT-ANA**  
GOLDEN ORCHID SERVICE

as was apparently an accidental carry-over from the DC-8 card) and 4 overwing window exits. These laminated cards were accented with red and yellow, the colors being used sparingly.

A very creative trifold leaflet was produced by ANSETT-ANA when they launched "Electra Golden Orchid Service". Accent colors are pale green and light brown. Both sides of this leaflet, using several photographs, are shown above as Figure 6A and 6B. ANSETT-AIRLINES OF AUSTRALIA, a descendant member of the Ansett Transport Industries, standardized on a heavy cardboard card with dark green (and a few red highlights) and showed the last Ansett logo as illustrated in Figure 7. Make note of the small dot just above the logo: this was yellow and served as a color-coding system.

Form OP101A was the small plastic card used by AMERICAN AIRLINES on their Prop-Jet Electra. Later revised, OP101-B (the last issue), was printed on cardboard and was a bit larger. (Figure 8)

BRANIFF INTERNATIONAL Electra II, Form 963-663070 (Rev. 7-67) was bright yellow and this single small card style was used during the "Flying Colors" days. (Figure 9) Noting the revision date, I can assume that a fleet card existed during the "El Dorado" days and based on a major FAR change during 1967 banning fleet cards, this was the result.

**IMPORTANT INFORMATION**  
EMERGENCY BRIEFING CARD  
ELECTRA

Your safety is our first consideration and every possible precaution is taken to ensure it. These instructions are for your guidance in the unlikely event of an emergency occurring. Rough air at high altitudes, although infrequent, can be severe. We strongly recommend that your seat belt be fastened at all times and pulled tight whenever the seat belt sign is on.

**LIFE JACKETS**  
Your life jacket is located in the luggage rack above your head.  
1. Remove the jacket from container.  
2. Pass the jacket over your head.  
3. Tie the tapes securely around your waist under the jacket.  
4. When instructed, pull the red toggle downward to inflate. If necessary, top up afterwards, using the mouthpiece.  
To operate light pull lanyard, do not inflate your life jacket whilst you are inside the aircraft.

**BRACE POSITION**  
1. Straighten seat back vertically.  
2. Tighten your seat belt.  
3. Remove glasses, dentures and any sharp articles which could cause injury in a sudden jolt.  
4. When instructed, assume brace position as illustrated.  
5. Do not move until aircraft finally comes to rest.

**ESCAPE CHUTES**  
The escape chutes, located at both rear exits, will be prepared by the crew members. Sit in the chute and slide down with your arms folded. Do not slide wearing shoes. On reaching the ground, move quickly away from the base of the chute.

PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT

FIGURE 7

FIGURE 9

Emergency Information  
QUICK EXIT LOCATIONS | ELECTRA II

SEE OTHER SIDE FOR ADDITIONAL INFORMATION

BRANIFF INTERNATIONAL

**ELECTRA**  
A IMPORTANT INFORMATION FOR OUR ELECTRA PASSENGERS  
Even though you may be an experienced air traveler, there are certain features of this aircraft with which you may not be familiar.  
AMERICAN AIRLINES

**EMERGENCY EXITS**  
There are five exits provided for your use. The chart below will show you the one closest to your seat. The ones marked window exits are removable windows. The left rear service door and lounge exit are provided with evacuation slides.

PLEASE SEE REVERSE SIDE

FIGURE 8

**IMPORTANT INFORMATION**  
FOR OUR PASSENGERS

FIGURE 10A (Cover)

FIGURE 10B (Detail of Electra Information)

WESTERN AIRLINES  
LOCKHEED ELECTRA II EMERGENCY EXITS

There are five exits provided for your use. The chart below will show you the one closest to your seat. The window exits are removable. For easy access to the window, push the sill back toward the window forward. The two exits at the aft end of the cabin are doors equipped with last operating evacuation slides.

**WINDOW EXITS**  
To open: Pull cover and pull handle.

**DOOR EXITS**  
To open: Pull release lever down. Lift bar at base of door fully up.  
To open: Grasp handle and pull down. Pull top inward and tilt.  
To open: Push in.

**EMERGENCY DOOR WITH AUTOMATIC INFLATION SLIDE**  
To Open: REMOVE cover and pull HANDLE DOWN. REMOVE door inward and out.  
To Open: REMOVE side handle cover and PULL handle UP. Slide will spring to doorway and out.

**EVACUATION SLIDE**  
Use manual inflation handle, if necessary.  
To Open: REMOVE cover, PULL HANDLE DOWN. REMOVE window INWARD.

TYPICAL - BOTH AIRCRAFT  
ELECTRA II, DC-6B

EVACUATION SLIDE

FIGURE 12

Trans Continental Air Transport  
Johnson Air

**WESTERN AIRLINES INTERNATIONAL**  
IMPORTANT INFORMATION

You are flying aboard an aircraft with a Flight Crew which is thoroughly trained and experienced. It is extremely unlikely that an emergency would occur, but you should study this card to learn the exits located nearest your seat and how to open them.

**SEAT BELTS**  
Even if the "SEAT BELT" sign is turned off in flight it is recommended that you keep your seat belt fastened, whenever you are in your seat.

**NO SMOKING**  
When the "NO SMOKING" sign is off, you may smoke cigarettes while seated anywhere in the Cabin. Whenever the "NO SMOKING" sign comes on, however, all cigarettes are to be extinguished.

**HAND LUGGAGE**  
Federal Aviation Regulations require any article of baggage carried aboard to be placed under a passenger seat.

**LIFE VESTS**  
In the event of a water landing, life vests are provided under each seat. Clear instructions for use are contained in the vest storage packet.

**FEDERAL AVIATION REGULATIONS**  
No person shall drink any alcoholic beverage aboard an air carrier aircraft unless such beverage has been served to him by the air carrier operating the aircraft.  
No air carrier shall serve any alcoholic beverage to any person aboard air carrier aircraft if such person appears to be intoxicated.  
No air carrier shall permit any person to board an air carrier aircraft if such person appears to be intoxicated. Alcoholic beverages cannot be served to minors.

**PORTABLE RADIOS**  
Federal Aviation Regulation Part 91.15 permits only the following Portable Electronic Devices to be operated aboard air carrier aircraft:  
1. Portable voice recorders  
2. Hearing aids  
3. Electric shavers or  
4. Electric razors or  
5. Any other portable electronic devices that Western's Communications Department has determined will not interfere with the aircraft's navigation or communications systems.  
Operation of Portable FM Radios is expressly prohibited.

PLEASE SEE OTHER SIDE

FIGURE 11

VARIG (See Summer 1983 Captain's Log) uses two issues: One for the "Electra II" with forward airstairs and the other for "VLA-VLB" that are modified combi/freighter aircraft.

The old WESTERN AIRLINES fleet card shown in Figure 10A and 10B was a trifold gloss paper leaflet with blue print on the 720B, Electra and DC-6B. (Form SF-311 12/65)

When revised by the change in the FARs, Form SF-454 as assigned to the Electra II on 10-67, using turquoise ink on white cardboard. Western also used a folding 8 1/2" X 11" paper safety leaflet that showed life raft and life vest procedures for their combi aircraft service to Kodiak, Alaska.

Figure 11 shows the Western SF-454 card and its modifications for use by JOHNSON AIR (black and white with airstair drawing from the Air California card) and by TRANS CONTINENTAL AIR TRANSPORT (black and white).

Several versions of REEVE ALEUTIAN's Electra cards are shown below in Figure 12. These cards (using Western illustrations) are broken down by aircraft registration.

- N1968R** 3 Cards: Two in blue cardboard, one with crew vests in red and the other with them in bright pink or orange. The third, a white card with red ink, carries form MAN 106 (Rev 1/81).
- N7135C** A Black & White card without form number.
- N178RV** The older card is black on a green card and labelled simply MAN 106. Later, blue ink on white, the form read MAN 104 (Rev 1/81)
- N7140C** Black & White without form number.
- N9744C** 3 Cards: The older is black on a green card. Revised was form MAN 106 without a date and was green ink on white cardboard. MAN 105 (Rev 1/81) showed different raft locations.

REEVE ALEUTIAN AIRWAYS, INC.  
IMPORTANT INFORMATION FOR OUR PASSENGERS

You are flying aboard an aircraft with a thoroughly trained and experienced Flight Crew. Although it is extremely unlikely that an emergency would occur, you should study this card to learn the exits located nearest your seat and how to open them.

**MAIN CABIN DOOR AND FORWARD DOOR**  
EACH WITH AUTOMATIC INFLATION SLIDE  
To Open: PULL HANDLE DOWN. Open door by LIFTING bar at bottom of door. Push 1 handle UP to lock door open.  
To Open: STAND TO SIDE. REMOVE side handle cover and PULL handle UP. Slide will spring to doorway and out.

**EMERGENCY DOOR WITH AUTOMATIC INFLATION SLIDE**  
To Open: REMOVE cover and pull HANDLE DOWN. REMOVE door inward and out.  
To Open: STAND TO SIDE. REMOVE side handle cover and PULL handle UP. Slide will spring to doorway and out.

**EVACUATION SLIDE**  
Use manual inflation handle, if necessary.  
To Open: REMOVE cover, PULL HANDLE DOWN. REMOVE window INWARD.

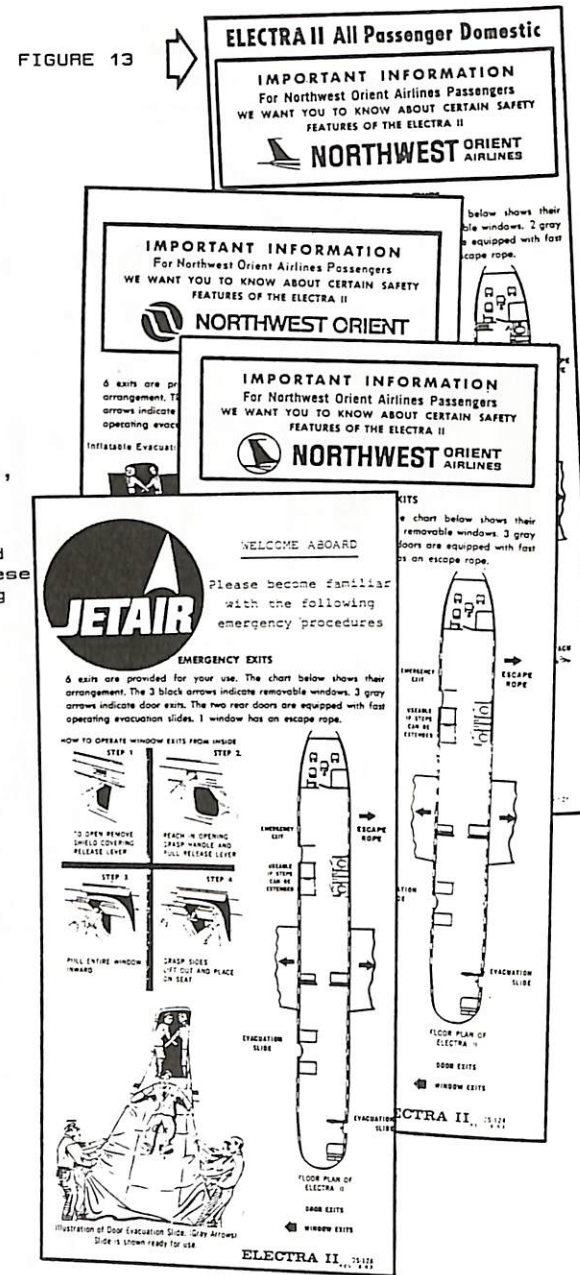
PLEASE SEE OTHER SIDE

The NORTHWEST ORIENT Electra II cards were black and white cardboard. One entitled "All Passenger Domestic" (OS-126) was single-side, also being used with Northwest logo by SAN DIEGO PADRES BASEBALL TEAM. A slightly revised logo appeared on OS-124 (8-63) and this card was found in use with the Northwest logo aboard JET-SET TRAVEL CLUB. The final Electra card showed both inflatable and hand-held slides on the OP-124 (9/69) issue. The reverse side of the last issue was printed with illustrations of the window exits and brace positions. (Figure 13)

A modification of the Northwest OS-124 (8-63) card was used by INTERNATIONAL JET-AIR of Canada on heavy gauge cardboard retaining the Northwest form number and date.

The older (pre-graphic) art style Eastern Air Lines cards were used by AIR FLORIDA, two in blue and two in green on white cardboard (some showing life vests, some with flotation cushions and yet others with or without an escape slide at the forward cabin window exit). AMERICAN FLYERS AIRLINE printed Form #2 (8/65) based on the Eastern card but printed by red silk-screen on white plastic. Several of these cards were also used by UNIVERSAL AIRLINES following their acquisition of AFA. NORDAIR modified the Eastern card by adding French and a Canadian Eskimo Dialect on their blue and white cardboard cards although the aircraft had 4 overwing window exits. VAGABOND AIR TRAVEL CLUB printed their cards in red and white based on the older Eastern style.

The later graphic Eastern cards were used by CCI/COMMUNITY COOPERATIVE INVESTMENTS (CCI-102 in blue and white cardboard) and their subsidiary GALAXY AIRLINES (GAL-103 with black ink on orange or red cardboard). Air Florida also issued their last Electra card (blue and white cardboard) based on the graphic format. (Figure 14 and insert)



EASTERN AIR LINES cards are summed below and except for the Golden Falcon, were printed on plastic with blue ink.

Form	Date	Notes
?	11-58	"Golden Falcon"
14-CC-1521	7/70	Pre-Graphic
14-CC-1521E	-	Pre-Graphic
14-CC-1522	10/67	Pre-Graphic
14-CC-1523	8/65	Pre-Graphic
14-CC-1523	8/67	Pre-Graphic
14-CC-1523	10/67	"Overwater Eqpd"
14-CC-1705	10/70	Graphic
14-CC-1705	6/72	Graphic
14-CC-1705	7/75	Graphic

FIGURE 14

INSERT (Logos used by CCI and GALAXY AIRLINES)



PSA's earlier "Super Electra" Form 178 was a small white cardboard issue similar to the Western card in size, from whom several illustrations were taken. PSA used a yellow card (2-3 11/75 Supersedes PSA 17D) when they reintroduced the Electra on Lake Tahoe services. This reissue was similar to the Air California card.

Speaking of AIR CALIFORNIA, two issues were printed. One noted an escape rope at the forward cabin window exit and was cardboard with red highlights. The other was laminated and deleted the mention of the escape rope.

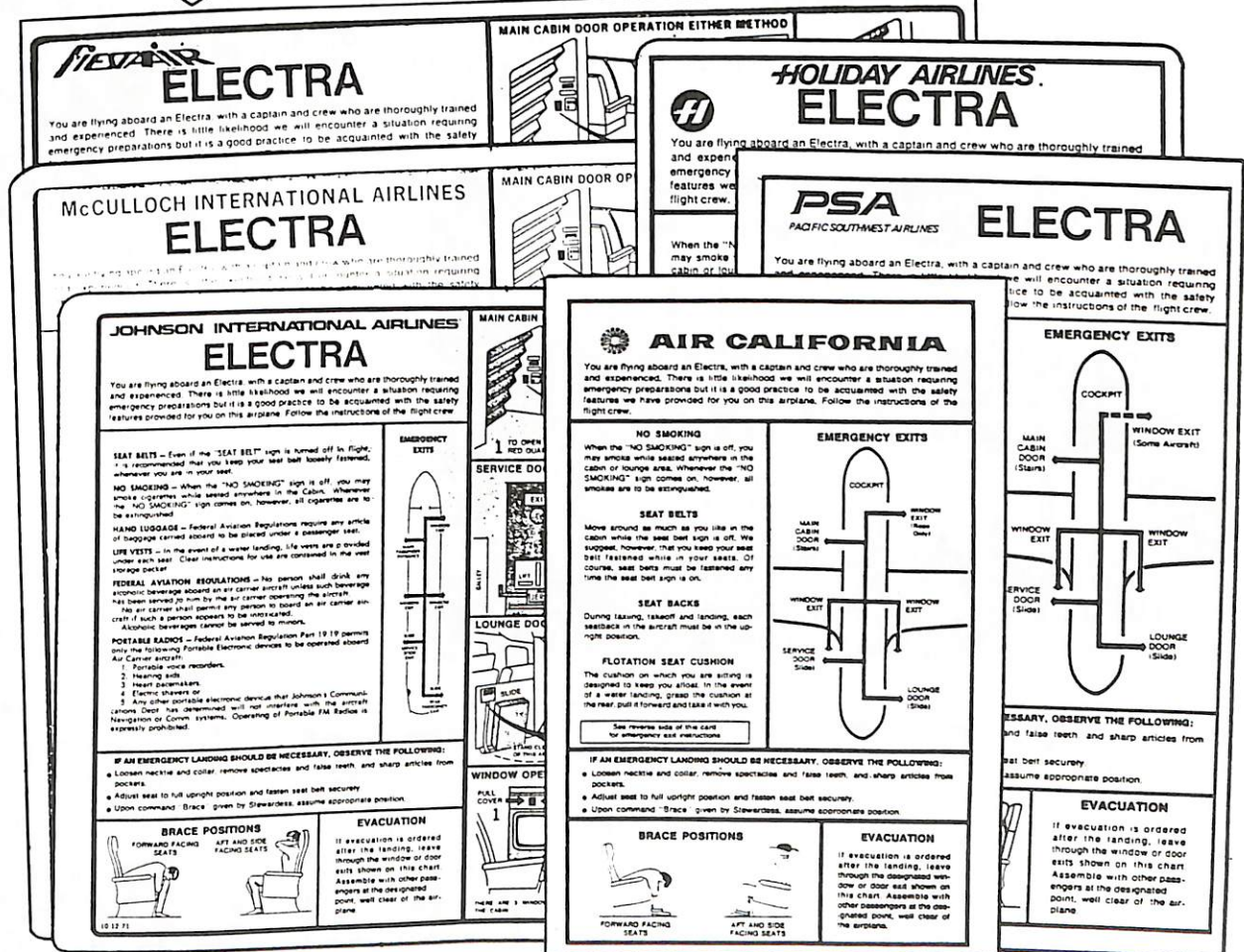
HOLIDAY AIRLINES, a short-lived California intrastate carrier, also used the Air California Format with black and red ink for their 1-15-72 issue.

Enlarged to include overwater instructions on the reverse side were the Electra cards used by FIESTA AIR (black and white cardboard), JOHNSON INTERNATIONAL (black print on orange cardboard dated 10/12/71) and McCULLOCH INTERNATIONAL (red and blue print on plastic dated on 2/8/71). The front of these cards were both sides of the Air California card laid side-by-side to allow the space for their ditching instructions on the back. (Figure 15)

EVERGREEN INTERNATIONAL Electra safety cards were a combination of everyone's cards, printed 8 1/2" X 11" on yellow cardboard with green print and then laminated. It is noted as PN 0286.

Folding cards for the L-188 are very similar for DENVER PORTS-OF-CALL and GULF AIR TRANSPORT. The Ports-of-Call card was the original source for these two cards and was black and red on white laminated cardboard. The GAT cards have rough sketches of the former's illustrations (accented with pink) and includes life vest illustrations.

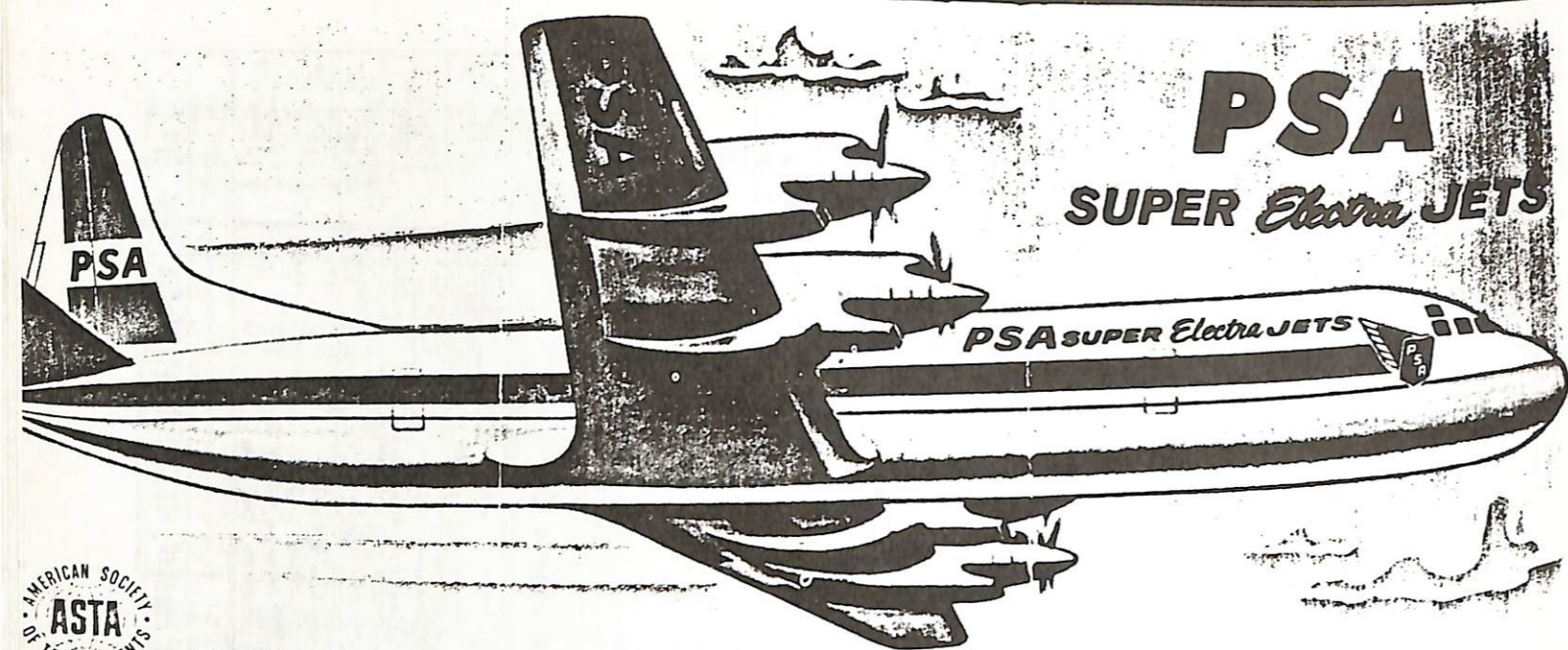
FIGURE 15



I would appreciate receiving any information that you might have, including actual safety cards, for the airlines that I was unable to cover in this article. It would be my pleasure to present an update on "The Electra (Safety Card) Story" in future issues of the Captain's Log. I could use safety cards for National, Falconair Sweden, Air Manila, Mandala, Qantas, ONA, TEAL/Air New Zealand, LAP and others. Thanks for your interest and safe flying!







# PSA SUPER *Electra* JETS

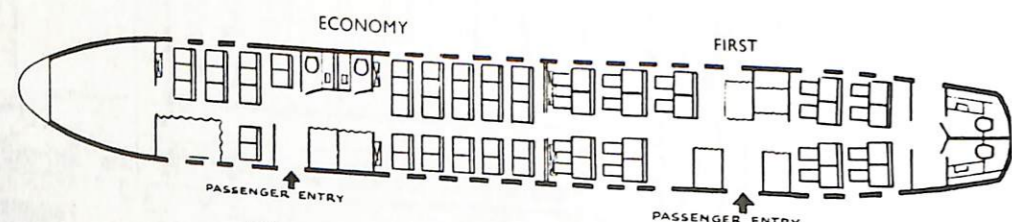


**SPECIAL  
CHARTER FLIGHTS**  
For your group or organization

PSA is the **ONLY** California Scheduled Air-  
line operating without subsidy or assistance  
from Local, State or Federal taxes

**FLIGHT SCHEDULES**  
A SCHEDULED AIRLINE

Above: Cover of PSA pocket schedule effective June 25, 1962, showing the airline's Electra in delivery color. Below: QANTAS Electra seating chart and sample of L-188 schedules of Summer 1960. (EM = QANTAS). EM was the two-letter code of QANTAS before QF.



## ELECTRA INTERNATIONAL

AUSTRALIA to HONG KONG and JAPAN

SYMBOLS:  
☒ Electra International.

+ or - on G.M.T.	NORTHBOUND READ DOWN All times local	Wed.	Wed.	Sat.	Sun.
		EM262 F/Y☒	EM244 F/Y☒	EM262 F/Y☒	EM244 F/Y☒
+10	SYDNEY ... dep.	00.30	21.00	00.30	21.00
+10	PORT MORESBY ... dep.	05.45 06.45		05.45 06.45	
+9½	DARWIN ... dep.				
+8	MANILA ... dep.		Thu. 02.30 03.15		Mon. 02.30 03.15
0	HONG KONG ... dep.	12.15 13.15	08.00	12.15 13.15	08.00
+9	TOKYO ... dep.	15.45	09.00	15.45	09.00
			11.30 12.15 13.30	18.45	11.30 12.15 13.30

EFFECTIVE MARCH 1, 1959

COMPLETE SYSTEM TIMETABLE

# EASTERN AIR LINES

TRAVEL REQUIREMENTS  
Be sure to read paragraphs "Important Travel Requirements" and "Check-in" on page 31.

**ONLY EASTERN FLIES THE  
ALL-NEW JET-POWERED  
ELECTRA TO FLORIDA**

**EASTERN IS FIRST  
WITH U.S. MADE  
PROP-JETS**



The **ALL-NEW** Golden Falcon  
**PROP-JET ELECTRA**

BUILT BY LOCKHEED...POWERED BY GENERAL MOTORS

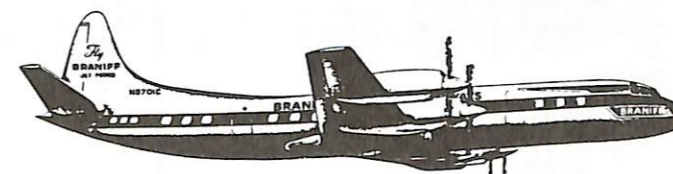
Now--Eastern offers your clients the first U.S. built, U.S. powered prop-jet airliner...the all new Golden Falcon Prop-Jet Electra!

Built for Eastern by Lockheed Aircraft Corporation, the Golden Falcon Prop-Jet Electra introduces a completely new kind of smooth, restful, vibration-free flight. Cruising at speeds of well over 400 miles an hour. Eastern's Electra is the world's fastest, quietest, most luxurious prop-jet airliner!

This winter, treat your clients to new jet-age speed and luxury...book them aboard Eastern's Golden Falcon Prop-jet Electra!

Above: Eastern ad from Jan. 1959; below: Braniff ad from June, 1959.

**now!! BRANIFF'S**



*Tet Power*  
**ELECTRA**

SERVING: NEW YORK • DALLAS  
SAN ANTONIO • CHICAGO • HOUSTON

Electra flight is the ultimate in travel comfort. Enjoy the utmost in relaxing quiet, panoramic views, and ultra modern luxury. Cruising at almost 7 miles a minute, Braniff's ELECTRA takes you farther faster... gets you there "flight fresh."

Effective Sept. 27 through Oct. 31, 1959

# WESTERN AIRLINES

**NEW!**  
*electra* **JETS**

between  
LOS ANGELES • SALT LAKE CITY  
MINNEAPOLIS / ST. PAUL  
and  
PHOENIX • LOS ANGELES

EFFECTIVE OCT. 10

# THE MODEL SHOP

by

DAVE MINTON

In view of the fact that the Electra remains one of the most sought after kits available to the model collector, and frequently scores as the most popular airliner in polls, it is interesting to note that no definitive kit of the model is available as a regular injection molded model in any of the popular scales. There are, however, a large number of kits available which will let you model the Electra, and listed below are those known to me. Also included in the listing are conversion kits for the Electra, values for such kits are listed when known. Some of the conversion kits are not yet available, and when this is the case, it is so noted.

Although it is possible to build up most of these kits into very pleasing completed models, by far, the best is the Revell kit. Since it is vintage, it does not really go together simply, but with time and care, a really exceptional model can be completed. I have not seen the Hooker conversion kit, which is designed for use with the Hasegawa 1/72 P3C kit, and the Atlantic model conversion, designed for use with the L&S 1/144 P3C, is not yet available. However, should you decide to model any of these, be sure to check the props, because the prop tips for the models are round, and these did not see

that the cast metal gear is not very good is because it will not support the weight of the model over a long period of time. Better than hassle with it, make your own--now.

Both of the J & L kits, particularly the 1/72 scale version, suffer from a rather deeper than necessary fuselage section under the lower part of the emplane. This is especially true for the bottom of the fuselage, but also true throughout the cross section. There is no simple remedy for this, but one suggestion is to cut away the lower part, and section it. Next step glue it back in place, and putty and sand to get the proper cross section. If you use this method, however, be careful to reinforce the fuselage from the inside before gluing the two halves together. On both of the kits, the wings and props are pretty bad, and you may want to seriously consider using the fuselages and making conversion kits out of them, converting the appropriate P3, depending on what scale you are working.

The Victor 66 conversion kit is no longer readily available, but it was designed for use with the Revell kit, and pressed in 60 thousands

Airtec	L-188	1/144	Foam	Window decals	10.00	+
Airtec	L-188	1/72	Foam	Air Cal	18.00	+
Dubena	L-188	1/200(?)	Injection	Guruda	15.00	-
Coma/Aermec	L-188	1/144	Injection	KLM	25.00	-
Atlantic	L-188	1/144	Conversion	NWO(use with L&S P3)	9.00	July
J&L	L-188	1/72	Vacuumed	WAL	18.00	-
J&L	L-188	1/144	Vacuumed	WAL/NWO	10.00	-
Hooker	L-188	1/72	Vacuumed	n/a conversion	4.00	+
Victor 66	L-188	1/115	Vacuumed	AA conversion	10.00	-
Revell	L-118	1/115	Injection	AA	75.00	-
Revell	L-188	1/115	Injection	Dodgers	90.00	-
Revell	L-188	1/115	Injection	Varig	80.00	-
Execuform	L-10	1/72	Vacuumed	n/a	10.00	+

service with very many of the passenger carrying Electras. Most of the airliner Electras has the older styl square tipped props. You could over-look this problem as being too minor to merit correction, but it would not be hard to simply carve the tips, carefully, to a more correct style of square tip. Otherwise, you will have to make completely new blades, which is a time consuming task. The two foam kits were not very hard to build, and these come with cast metal props, and at least the small version came with cast metal landing gear. I recommend that you do not use the gear on the model, however. Use it as a guide to make new gear out of aluminum and brass tubing, and you can use the cast metal wheels. The reason

plastic, because that was the original thickness of the Revell model. Although it suffered from some problems, mainly due to the thickness, it worked quite well with the Revell kit to give an acceptable model. The primary things you would have to change on the Revell model, which would also be the same if you were doing a conversion using one of the other kits, are as follows: remove all of the hard points from the lower wing surface; remove the MAD (Magnetic Anomaly Detector) Boom from the rear of the fuselage, and build up that section using an appropriately shaped bomb and putty; build in the section of the horizontal tail, where the MAD Boom has been removed; change the prop tips.

If you are making a model using just the P3 kit, you will also have to make some changes in the fuselage. Basically, you will have to increase the length of the fuselage by about 1.2 cm, remove the weapons bay, and reshape the nose. I did all of these in the following order: use the nose from a second kit, butting just behind the second window on the left side of the first kit--I discarded this piece. I then cut a similar part from the second kit, except 1.2 cm longer as measured from the rebuilt nose, which is about 0.7 cm shorter than the existing kit nose. I rebuilt the nose of the model by slicing the kit nose something like baloney, and removing every other slice. Then I puttied and sanded to the correct shape. I fixed the bomb-bay, or, actually, more correctly, the weapons bay, by sawing the entire section from each half of the fuselage, and regluing to a smooth fuselage. Be SURE to reinforce



Seen at the St. Louis convention were these two 1/72 scale Electras in American and National colors. Both were made using Gene Hooker decals and the Hooker conversion for the Hasegawa P3C model. Photo by Hooker.

the joint from the inside with scrap plastic and epoxy. I did this conversion on the Revell kit, but it would work just as well on any of the others.

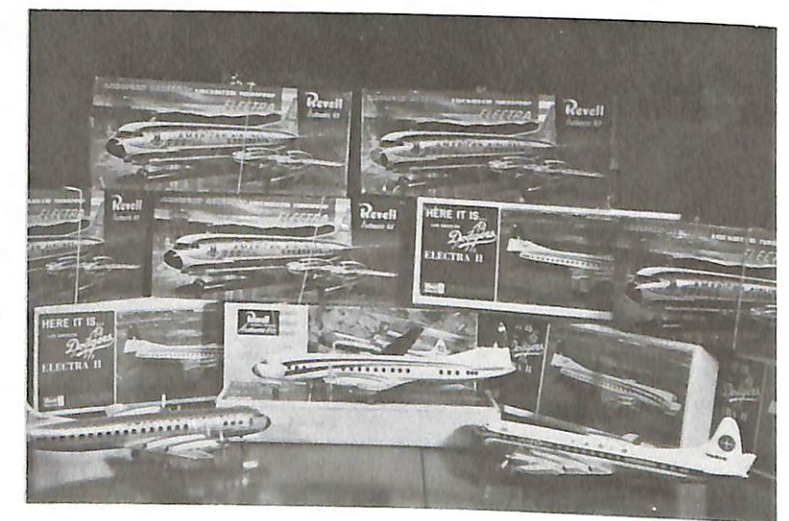
There are a number of decals for modeling the Electra and I am going to mention those that I know about. Most of the available decals are purchased either from ATP or from Gene Hooker. Both have ads elsewhere in the LOG. Early on, Victor 66 made marking in AA and EAL (meatball) colors for the Revell kit. These are not available, except by trading. JSS did the Braniff easter egg markings, but I do not know if these are still available. You can get the following from ATP: Northwest

(Regal Eagle), AA round tail logo, Air California, EAL and the PSA old colors in 1/144 scale. From Gene Hooker and his multi-decal sheets you can get Air Florida, Northwest, Eastern, AA and National. All of these come in various scales, by using Gene's multi-decal sheets.

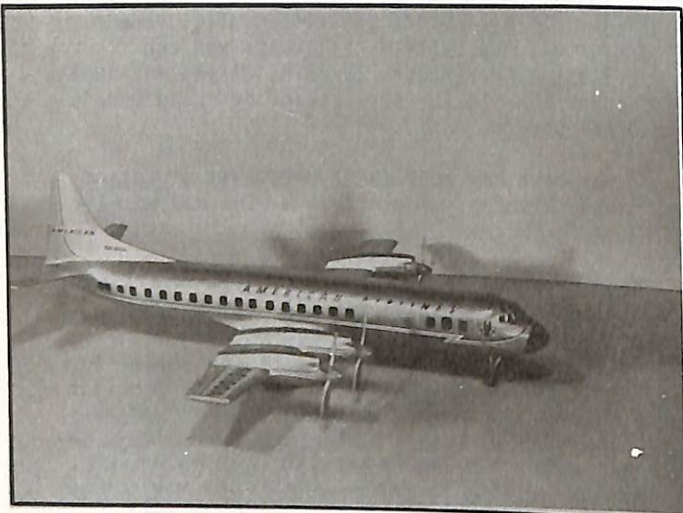
If you have any additional questions or suggestions on the Electra, please drop a line and we will pass it on in the next issue.

Nothing to report in the new goodies department, but the latest announcement from ATP offers some exciting news--Heller has announced for a 1/72 DC-6; Revell of Germany an A-310; and Matchbox a DHC-6 Twin Otter. The Italic C-130 gunship is available at the time of this writing, and it has the proper early style three bladed Allison props, but with props from an old MPC or Airfix kit, you can probably do one of any of the various civil verison. Testor's has also announced that they will release a 1/48 C-130, but the version has not been announced.

ATP also mentions, in their latest catalog, various new and interesting things from a company called Atlantic Models, which ATP will be carrying. By the time you receive this issue of the LOG some of these may be available. The new items also included a 1/144 CV-340 (possibly in Lake Central decals from ATP), a 1/144 757-200, 1/144 MD-80 with injection molded gear, 1/144 767-200, and a set of CFM-55 engines to convert the Revell DC-8-61 to a DC-8-70 series and a fuselage to convert the L&S P3C to a L-188 Electra in 1/144. This last conversion may also be available with ATP Northwest Regal Eagle decals. Finally, for the 20th anniversary of the Boeing 727, ATP has available at \$9.00, a special limited edition release of the Eastern model, in the delivery markings.



Still one of the most popular collector kits available, the Revell Electra. Here we see the American Airlines, Dodger and Varig all made using the original kit parts and decals. Models/photo by D. H. Minton.



Probably more popular as a collector item than either the Dodgers or Varig models, though certainly not any more rare, the American Airlines Electra, with proper time and care used during construction, builds into the more colorful of the three. Model/photo D. H. Minton.



Although the decals are old and difficult to use, the Dodge Electra still builds into a pleasing model. This aircraft eventually went to Evergreen and from there to Air California. Model/photo by D. H. Minton.

The convention in St. Louis was quite a success, with the number and quality of the models improving each year. I will address this in more detail in a future issue of the LOG, wherein we will discuss some rule changes. On the whole, however, the categories were successful, although we may want to try some realignment of two or three of them.

Several members have sent in photos of their models, which I greatly encourage. If you have constructed any models and have done some conversion work, please photograph your work and send it in and I will make sure it is published. If you have any questions about modeling or any other aspect of our hobby, please write in and we will certainly try to answer your questions. If you



Also seen at the St. Louis convention were these TWA L-1049G and L-749 aircraft, done using the Heller kits and with the new TWA decals available from Gene Hooker. Models and photo by Gene Hooker.

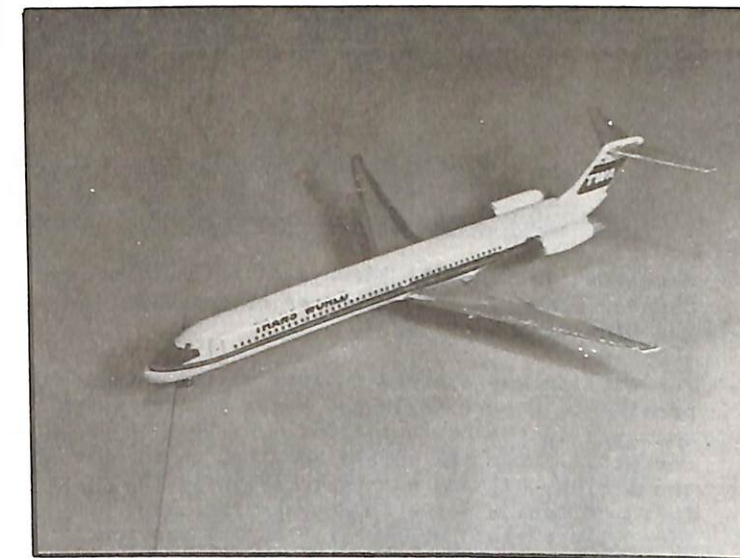


want a personal answer from any editor please be sure to send along a SASE, it will speed up your answer considerably.

Finally, my book on modeling, entitled, "Building Model Airliners" is scheduled for release on the 31st of August. It is being published by Kalmbach, who also publish Finescale Modeler, which has featured at least one article on an airliner conversion, and will feature more in the future. One of the problems is that no one is submitting material to be published on civil aircraft and airliners. The book will probably retail for about \$6.95 and should be available at your local hobby shop. Until next issue--happy modeling.



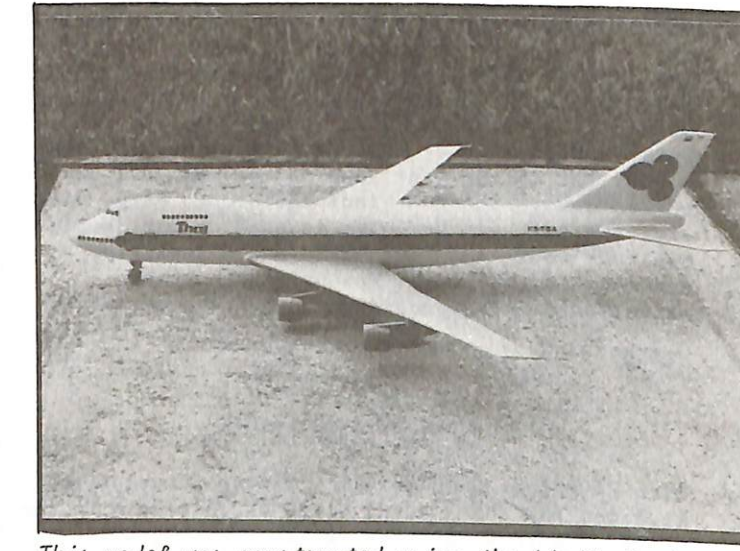
MPC model of the Boeing 737 done in Delta markings. The markings were made up using DC-9 decals from the USAirfix, when Scalemaster made the decals. The detail markings came from various other sheets. Model/photo by Michael McCasland.



TWA MD-80 using the Allen Hess conversion kit. The fuselage strips came from a Runway 30 727 sheet with the tail logo and titles from the Hasegawa TWA L-1011 sheet. Model/photo by Michael McCasland.



Model of an MPC Boeing 737, using Micro Scale decals. Model and photo by John Ziegler.



This model was constructed using the Airfix Boeing 747-100 model, converted to a series 200 by correction of the upper cabin windows, and markings were made up using the Micro Scale DC-10 sheet. Model and photo by Joseph A. Romero.

#### MUSEUM OF FLIGHT

The World Airline Hobby Club would like to invite you to join the MUSEUM OF FLIGHT. The museum is the restored famous Red Barn, where Boeing had their beginning so many years ago. This original building of the Boeing complex is now surrounded by a beautiful museum housing many Boeing memorabilia items. There are aircraft, uniforms, models, engines, and much more. The Museum publishes a newsletter, Air Museum News, which contains stories on early aviation and the early aircraft that made Boeing one of the most

respected names in the field of aviation.

The World Airline Hobby Club has been receiving this publication for a number of months and we can highly recommend that you become a subscriber. To become a member of the Museum of Flight and receive your subscription to Air Museum News, send \$15.00 to Museum of Flight, 9404 E. Marginal Way S., Seattle, WA 98108. Be sure to mention that you read about them in the Captain's Log. Membership fee is tax deductible.



# THE WORLD'S AIRLINES

by

JOOP GERRITSMAS

## NORTHWEST TERRITORIAL AIRWAYS

Northwest Territorial Airways of Yellowknife, NWT, Canada, operates four Electras on scheduled cargo and passenger services.

The Airline was started in 1961 by its current president, Robert Engle and began general cargo charters in the north in 1962. By 1971 it was also operating cargo and supply services in support of the mining, oil and gas exploration in the one-third of Canada above 60 degrees latitude. It also flew aerial forest firefighting services under contract. The fleet included one DC-6A/B, three DC-3 operating on wheels in the summer and skis in the winter, and some additional smaller aircraft.

The assets of International Jet Air, including one Electra and scheduled services from Calgary and Edmonton to northern points, were acquired in 1975.

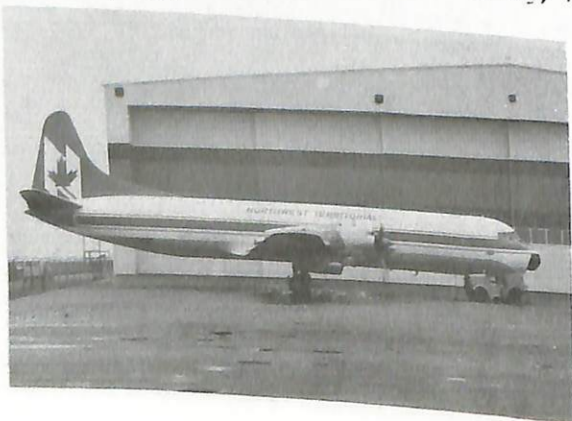
NWT Airways uses its four Electras on the trans-territories scheduled passenger run between Fort Nelson in British Columbia in the west via Yellowknife and nine other intermediate points, to Frobisher Bay in the east, and on the weekday, routes to Vancouver-Edmonton-Winnipeg-Toronto cargo service. A Lockheed Hercules is used on world-wide contract work, and five DC-3s are maintaining services in the north, resupplying northern settlements and supporting exploration activities.

-0-0-0-

## ZANTOP INTERNATIONAL

With 24 Electras in service, Zantop International Airlines has the largest fleet of this type in the world. It took delivery of its first of nine ex-ONA Electras in September, 1974 and has expanded its fleet ever since.

C-GNWD is an L-188CF, c/n 2003, of Canadian carrier Northwest Territorial, seen at Toronto in May, 1984. Gerritsma photo.



Zantop International was formed in 1971, but its roots go back to Zantop Air Transport, established in 1961 by the Zantop family. Two DC-4, one DC-3 and 12 C-46 were used on charters for the automobile industry by 1963. Negotiations in 1961 for five Lockheed Hercules freighters for a \$5 million military contract were unsuccessful. Instead, Zantop bought two, and later a third, prop-jet, twin tailboom rear-loading Argosy freighters from Britain, plus eight DC-7F and seven DC-6A/B for this work.

The Zantop family sold its interest in the airline in 1966 to Universal Consolidated Industries and the carrier became Universal Airlines. It declared bankruptcy in 1972.

In 1971 the Zantop family established the present Zantop International Airlines, again at Detroit Metro and again to fly urgently needed car parts to plants across the U.S. The fleet was 11 DC-6A/B, seven CV-640 and one C-46. The first of nine ex-ONA Electras was placed in service in September, 1974 and in 1975 the airline moved its base to Detroit Willow Run. Fleet that year also included 15 DC-6A/B and 14 CV-640, besides the nine Electras.

In May 1978 the airline received CAB authority for general cargo charters throughout the U.S. and by February 1980 it was also operating an extensive scheduled cargo network across the country. The first jet, an ex-Pan Am DC-8, went into service in 1978 and in September 1980 the airline took over the Georgia-based cargo division of Hawaiian Airlines, including eight Electras and some military contracts.

Today, the fleet includes six DC-8, 11 DC-6A/B, nine CV-640 and the 24 Electras, all freighters. Zantop flies to 18 domestic points on a scheduled network and is also involved in world-wide cargo charters and contract work.

Lockheed Electra L-188AF, N346HA, c/n 1043, of Zantop seen at Memphis, TN., in December 1980. The aircraft is now withdrawn from use at Macon. Gerritsma file photo.



# Gone But Not Forgotten...

by

JOOP GERRITSMAS

In this series, our International Editor, Joop Gerritsma, looks at those airliners of which only one or more prototypes were built, and those which saw limited production only.

## AIRSPPEED AMBASSADOR

The Airspeed Ambassador was designed to meet a requirement by the British airline industry for a post-WW II medium range airliner, and was a direct competitor of the CV-240.

The aircraft resulted from a wartime study by Lord Brabazon of Tara defining the needs of Britain's airlines.

With the Constellation, the Ambassador ranks, no doubt, among the most elegant airliners ever built. Designed with an airfoil-shaped fuselage, for increased performance, the aircraft somewhat looks like a high-wing Connie.

The first of two 35-40 seat prototypes made its maiden flight on July 10, 1947. Both were powered by two 2,400 h.p. Bristol Centaurus 631 radials. British European Airways ordered a fleet of 20, but it wanted a 47-passenger version was the resulting Ambassador 2 production version was powered by two 2,625 h.p. Centaurus 661 engines and the all-up weight went to 52,500 lbs, later increased to 55,000 lbs, compared to the a.u.w. of 45,000 lbs for the prototypes.

A pre-production prototype first flew in May, 1950 and BEA started route proving flights between London and Paris in September 1951 with the first

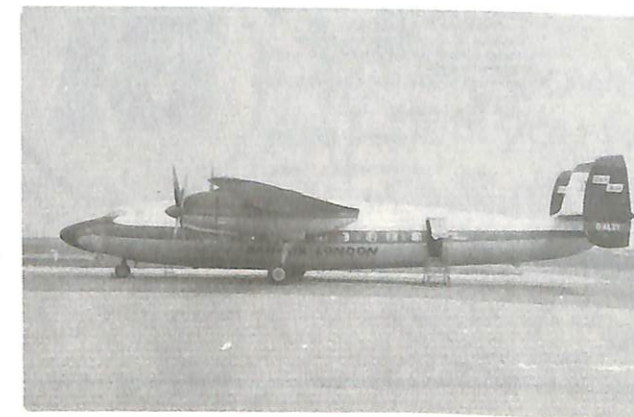
Low-slung fuselage of Ambassador is shown in this photo of an Autair aircraft at Rotterdam in May of 1967. Gerritsma photo.



production aircraft. Regular services began March 13, 1952. Since this was the year Queen Elizabeth II ascended to the British throne, BEA gave its Ambassadors the class name Elizabethan, and named individual aircraft after prominent people during the reign of Queen Elizabeth I, such as William Shakespeare, Sir Walter Raleigh, and others.

Construction Number	Registration	Aircraft Name
51	G-AGUA	-----
52	G-AKRD	Golden Lion
5210	G-ALFR	Golden Hind
5211	G-AMAD	Sir Francis Drake
5212	G-ALZN	Elizabethan
5213	G-ALZP	Sir Richard Greenville
5214	G-ALZR	Sir Walter Raleigh
5215	G-ALZS	William Shakespeare
5216	G-ALTZ	Sir John Hawkins
5217	G-ALZU	Lord Burghley
5218	G-ALZV	Earl of Leicester
5219	G-ALZW	Sir Francis Walsingham
5220	G-ALZX	Sir John Norris
5221	G-ALZY	Sir Philip Sidney
5222	G-ALZZ	Edmund Spenser
5223	G-AMAA	Sir Francis Knollys
5224	G-AMAB	Sir Francis Bacon
5225	G-AMAC	Sir Robert Cecil
5226	G-ALZO	Christopher Marlowe

Ambassador G-ALZY, of Dan-Air London at Rotterdam, in May 1967. Gerritsma photo.



Construction Number	Registration	Aircraft Name
5227	G-AMAE	Earl of Essex
5228	G-AMAF	Lord Howard of Effingham
5229	G-AMAG	Sir Thomas Gresham
5230	G-AMAH	Sir Christopher Hatton

EDITORS NOTE: See "Airliners" No. 18 published by Airline Publications & Sales, Ltd., Hounslow, Middx. published late in 1976 or early 1977, for additional information on the Airspeed Ambassador.

For the next six years, the Ambassadors served BEA very well. By the end of 1952 they were flying on most major routes, and by 1955 had reached Middle Eastern destinations. BEA found out quickly that the aircraft had a better operating return on short routes than the Viscount, but its full commitment of the Viscount precluded further Ambassador orders for the airline. But it was the merger of Airspeed into deHavilland that really killed the Ambassador. Even as other European airlines were showing an active interest, deHavilland closed the line down after the 20th BEA aircraft had been completed because it needed the production facilities for its Comet jetliner.

BEA began phasing out the Ambassador in 1957 when it started to take delivery of the larger Viscount 800 series and the first three to go went to Butler Air Transport of Australia. Others were sold to small independent British carriers, such as Dan-Air, and Autair, while others went to Globe Air of Switzerland, and the Royal Jordanian Air Force. BEA operated its last Ambassador flight on July 30, 1958, on the Cologne-London sector.

From the outset the Ambassador was designed to take four Rolls Royce Dart popjets (the same engines as for the Viscount) and the second prototype and first production aircraft both became flying testbeds for different types of propjet engines. At one point BEA even considered re-engining its entire fleet with Napier Eland prop-jets, two to an aircraft, but all these plans were abandoned, following the standardization on the Viscount.

Today, the sole surviving Ambassador is maintained in a non-flying condition by the Dan-Air Preservation Group in England.

# Sticker Chatter

by  
Don Thomas

Although the Lockheed Electra (L-188) was used by many of the large U.S. airlines--American, Eastern, National, Braniff, Western, and Northwest, none of them apparently featured this aircraft in their baggage labels or other sticker advertising. Northwest did feature their Boeing Stratocruisers, and American their DC-6 and DC-7 aircraft, and Western their 707 jets, but the Electras were never really mentioned by them on labels as far as we know.

My earliest commercial flight was on an Eastern Air Lines Electra, but it was the original L-10 twin-engined job which Eastern used in 1935 and 1936, before switching to the big Douglas DC-2's and DC-3's. The more modern four-engined Electra, the L-199, was not into operation until early 1956, again by Eastern.

For CONCORDE enthusiasts, British Airways now has a round label, white on dark slate color, see illustration. Also they use a small pair of Concorde labels--one says "MACH 2" and the one below it says "Miami." This is for the Concorde's new flights, with Miami added to Dulles as a U.S. terminal. Have only see one each of the new labels. Incidentally, I have plenty of the Braniff Concorde label--will send one to anyone who sends a stamped self-addressed envelope for it.

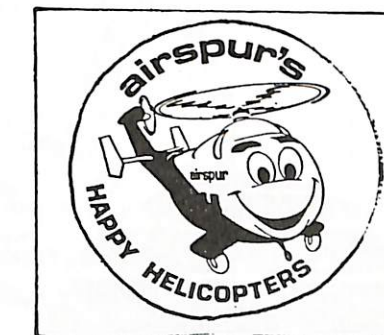
Also illustrated is a United Airlines label, "United to Tokyo & Hong Kong." This Royal Pacific Service label should be available at California offices of United, but maybe in the back room or the sales/marketing divisions. Also, has anyone come up with any United Olympics labels??? Are there any such labels being put out by any carrier flying into LAX for the "big show?" Please keep us in mind if any new items show up.

Also from California, Pat McCollam sends a very happy-looking helicopter label from Airspur, a new airline in the Los Angeles area which uses the choppers mostly for trips to nearby airports, of which there are many in the L.A. area.

Air Atlanta is a new airline flying from Atlanta, Ga. to New York, Memphis, and Miami. The BIL is red on white, and the long type has places for name and addresses on back.

From Africa two new ones are shown--Kenya Airways and Nigeria Airways.

A new label from DHL, a worldwide courier and cargo service, shows the Olympics logo. DHL does much business in the California and Hawaii areas, but also many other places. It is reputed to be



A PICTORIAL HISTORY

1928 -- 1984

BY

GEORGE W. CEARLEY, JR.

This soon to be released update of my earlier volume will be published and ready for your enjoyment by late summer or early fall. A much more extensive history, and many more photographs in hardback edition. Preserve your copy or copies now. Each book is only \$25.00 including postage and handling. For further information, if necessary, contact:

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owned in Hong Kong. (My son is flying a Lear Jet for them on the Atlanta-Cincinnati run almost every night.)

China Airlines now has a Boeing 767--note the label which is a silver color.

SAA--South African Airways--is celebrating 50 years of operation with a new label--as illustrated.

Dave Smith of WAHC Europe and Ken Sanford of IATA Montreal both sent in a label from Latrobe, Penn.--Vee Neal Airlines, announcing that they are now called Jetstream International. Sure sounds like a big airline--now. Dave also sent in the new CP Air, red on white, which says "Fly the Royal Canadian Class."

Caribbean Express calls itself the Sunshine Airline and flies from Miami to some of the small Out Islands of the Bahamas.

Britannia of England has a prolific air label output. Illustrated is one of the latest, while the others are the 767 and the 737.



A very beautiful red, white and blue sticker from QANTAS.



One of the last LAKER stickers to be issued. Very attractive.



This CAPITOL sticker is in the shape of a paper airplane.



A very attractive green on white label from Eagle Air.



Singapore Airlines 747-312 "BIG TOP" label, very nice.



Another green on white label from Bouraq Indonesia Airlines.



Ethiopian Airlines promotes its new Boeing 767 with this very attractive label.



AirMalta features the 737-200 Advanced on this red, white and blue label.



On a bright orange background Ladeco says "We Love You" and features their 737.



Here is a nice old label of Southern Airways featuring their DC-3.



Another old label, this one featuring Lufthansa's Constellation.



Here is a very nice red, white and blue label produced by Capitol Air.

# Post Card Corner

by  
PETER BLACK

The abundance of new post cards mentioned in the last issue continues unabated as this issue goes to press. Very few of the new cards, however, are airline issues.

From Canada, Aviation Hobby Canada has produced a card of a Wardair 727, APC of England has issued a United Arab Airlines deHavilland Comet 4C and a Court Line BAC-111. Charles Skilton & Fry has a British 757, British Midland 707 and Short 360, Britannia 767 and a Brymon Dash 7. Executive Aviation Historians, also from the UK has eight (8) new cards including two different Northeastern 727s, an F-28 and Caravelle of Iberia, A TAE DC-8, Pyramid YS-11, Aeroflot TU-104 and American Flyers Constellation. Michel Moskal of Belgium has a new group of nice cards including a Mexicana DC-10, Lina Congo 737, Kenya Airways 720B, Air Canada DC-8-63 freighter, Air Sinai 737 and several others. Manche post cards of Brazil has a new Ladeco 727, Pluna 737, Air Florida Commuter Bandeirante and Vasp Viscount. Aeroprint of Sweden has a new Braathens 767, Maersk Bell Helicopter, Scanair DC-8-63, SAS DC-8-63, and several others.

Also from Europe, Jetstream of Zurich has their first set of eight (8) cards out, including a Syrianair TU-134, Manx Viscount, Pointe Air DC-8-61, Aero B DC-6A, Aero Virgin Islands DC-3, and a Dan Air Ambassador. Editions PI of France has several new cards, including a UTA 747-300 and also one of KLM's 747-300, and a few others. Air line issues from Europe include a fleet shot from the West German regional carrier NFR, a black & white card of a Crossair SF-340, a DFS (West German, also Boeing 757.

AeroGem, known for their high quality slides, has produced their first batch of 11 post cards, including a Florida Express BAC-111, Eastern 747 in the original 1971 full color scheme, a Hawaiian Air DC-8-62, Southern Martin 404 in the final color scheme, a Trans Caribbean 727-200, Best Air DC-9, and four others. USAir has a new card of their 737-300 which will enter service near the end of this year. Muse Air has a new vertical format advertising card of their DC-9-80, and Mary Jayne's RR Specialties has a set of 20 new cards including a Piedmont 727-100, Atlantis Metro, Air Virginia BAe 748, two different Aspen CV-580s, Air Vermont Beech 99, Altair DC-9, Frontier and RAO Twin Otters, and others. The International Airline World Publishing Co. continues their collector series with a number of new cards, including several ONA DC-8s, several Air Florida Electras, a Summit Skyvan, and

others. Finally, Aviation World has released a CAAC 737 and a MD-80, also of CAAC, another Braniff DC-8-62--this time in dark blue, a Finnair F-27, a Polynesian 737, a United Caravelle in the final paint scheme, and a Transamerica DC-8-73.

Late word from New Zealand: Fourcolour Productions has new cards of an Air New Zealand F-27, and an Air Pacific BAC-111 in the last color scheme.

We have received advance word on a few new cards that should be out in the coming months, and we will keep you posted on them in future issues. Please remember to keep us posted on any new and unusual post cards you find out there. Until next issue--happy collecting.



Aeroprint of Sweden produced this card of a Scanair DC-8-63 registration SE-DBL landing at Stockholm on Feb. 18, 1984.



Here we have a Surinam Airways Boeing 737-2L9 produced by Michel Moskal Postcards of Belgium.



Another Moskal Postcards depicts a Mexicana DC-10-15. Very attractive card.



Skilton's list of cards continues with this nice presentation of a British Midland 707-300C.



Fourcolour Productions Ltd of New Zealand has produced this very attractive Air Pacific BAC 1-11.



Aviation World has produced this very nice Boeing 737-2T4 of CAAC.



Mary Jayne's RR Spec. Inc. produced this nice commuter Metro II of Atlantis Airlines.



Another Mary Jayne card is this of Bar Harbor Airlines Beech 1900. Very nice card.



Our Fred Hems of APC Publications in England has come up with a very nice card of a United Arab Airline deHavilland DH 106 Comet 4. Very nice.



Another new release from Aviation World is this United Airlines Sud Aviation Caravelle 6R.



AeroGem Postcards of the U.S. has issued its first set of cards which includes this nice ONA Lockheed Electra.



Here we see a nice card of a DC-7B of NOMADS Travel Club. Club release printed by Dexter Press, Inc.

The year 1984 marks the 50th anniversary of the London-Melbourne Race in which KLM's Douglas DC-2 participated. To honor this historical event, a "new" PH-AJU DC-2 was restored and retraced the route of the original aircraft. Shown here are just several of a number of cards that have been issued to commemorate the event.



Original DC-2 being handled on the ramp at Schiphol Airport in 1935.



The only Airline produced card presented this time around belongs to USAir and features their new 737-300.



Super card of Hawaiian Airlines Convair over Diamond Head and Waikiki. Dated September 15, 1961.



The restored Douglas DC-2 named "Uiver" after the final inspection for take-off in December 1983.



The successful return of PH-AJU after winning the first prize in the handicap section of the race.

# AIRLINE PLAYING CARDS

by  
TOM DRAGGES

I would like to start by thanking Dan McIntyre and family and Jon Proctor for the fine job they did for Airliners International 84. Also a big thanks to all those behind the scenes who took the time to help. Let's not forget Ozark Airlines for all their support. Hope we see you in San Jose in 85!

Now on to the playing cards for this issue.

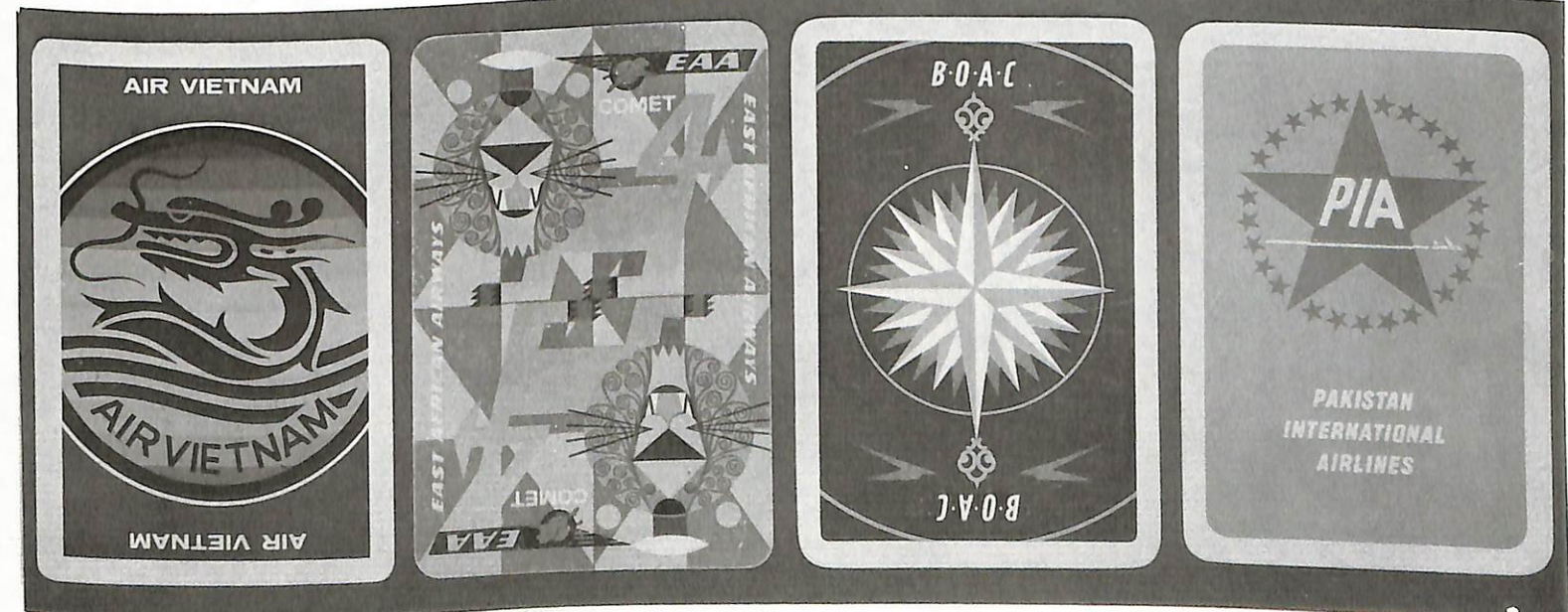
We will first start off with some nice items that recently showed up at Club Headquarters. Paul Collins has traded for some really nice items with a new Club member. Featured here we see a very nice card from Air Vietnam, having a black dragon on a background of fading shades of red, yellow and green. Beautiful card. Also we have an East African Airways, China, Garuda and BOAC card. The Pakistan International card comes with either a red or green background.

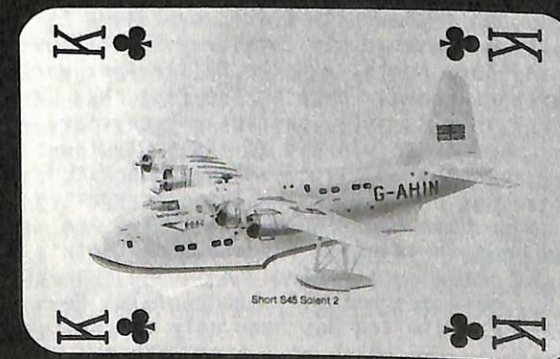
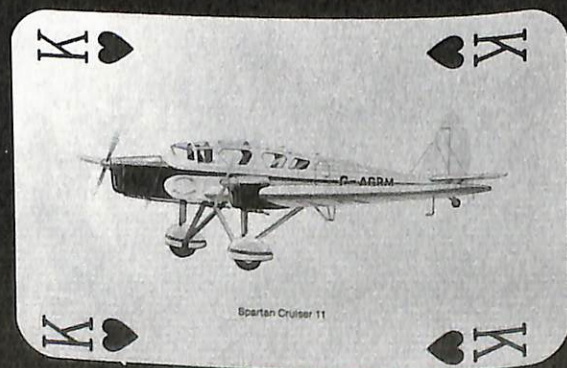
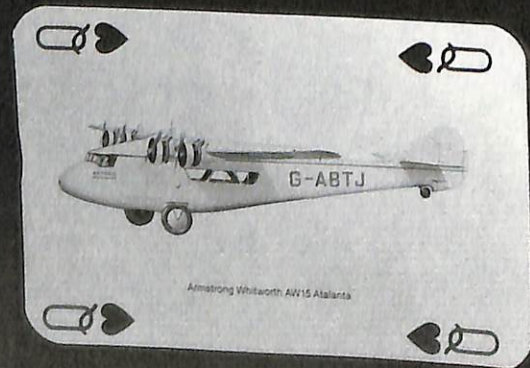
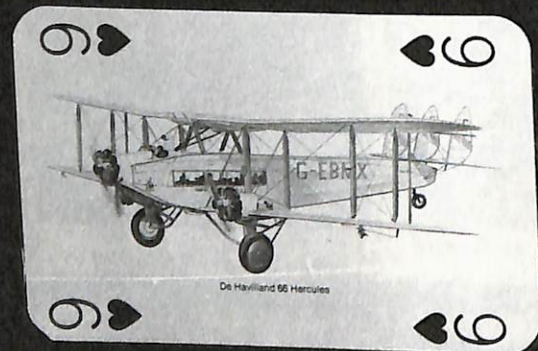
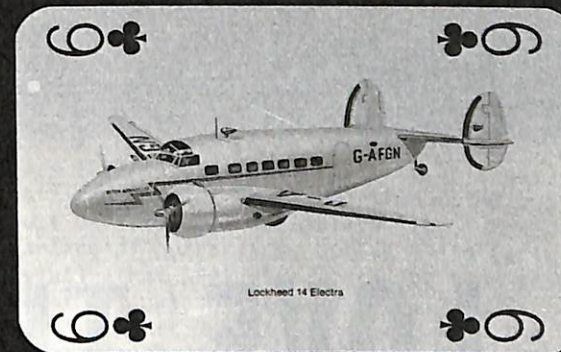
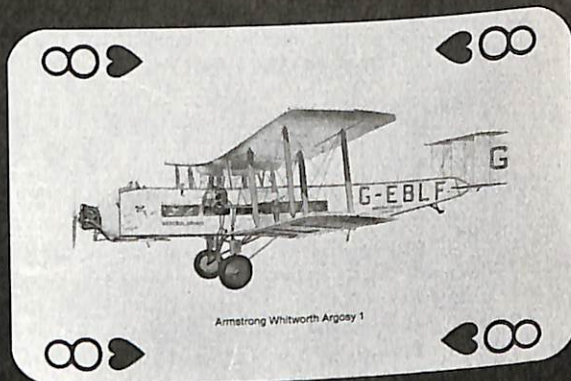
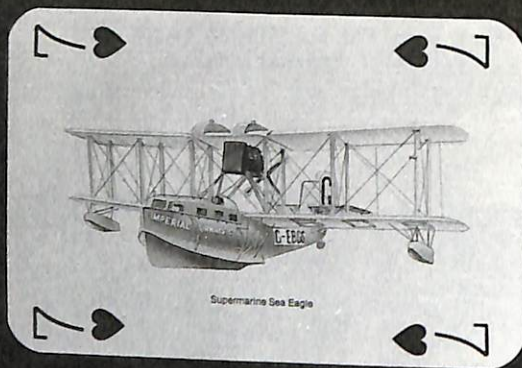
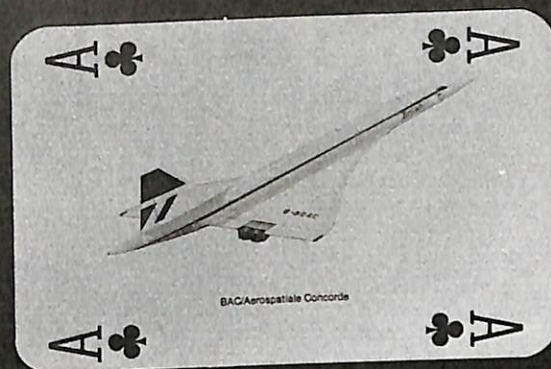
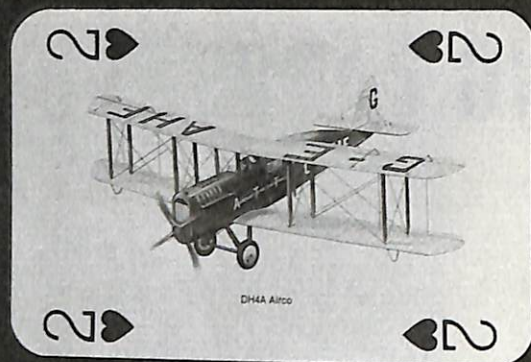
Our next several pages will feature cards from a special deck issued by British Airways about a year and a half ago. This deck illustrates all the various aircraft British Airways and its predecessors have operated over the years. The aircraft are pictured on the face of the cards.

If you would like to order this beautiful deck you can order it from Aviation World, Inc., P.O. Box 240, La Guardia Airport Stations, Flushing, New York 11371. The price is \$5.00 per deck plus

\$1.05 for postage and handling. Should you order more than one deck be sure to enclose adequate postage.

Thanks for tuning in and now I must go so I can start work on Airliners International 85! Happy collecting.







# LOVE THAT SPIRIT!

## A History Of Southwest Airlines

by  
ROYCE BARRON

Southwest Airlines Company is a Dallas, Texas based corporation that operates a system of short haul flights between high density markets, utilizing Boeing 737-200 aircraft. As of March 9, 1984, Southwest served 22 cities in ten states. During the early years of Southwest's existence, the airline was plagued by lawsuits which were filed by the larger, well established air carriers, the cities of Dallas and Fort Worth, and the Dallas-Fort Worth Regional Airport Board. Despite the fact that Southwest was only a small, upstart air carrier, the airline managed to win all of its early lawsuits. Another problem that Southwest has faced has been the loss of its first and second presidents, M. Lamar Muse and Howard Putnam, two men known throughout the airline industry for their expertise and competence. Since beginning operations, Southwest has been economically successful. In recent years, the airline has been able to consistently operate in the black at a time when the majority of the airline industry has operated in the red. In short, despite a rocky existence involving several lawsuits and the loss of two presidents, Southwest has risen and managed to remain among the ranks of America's few profitable airlines.

The airline that would later become Southwest was first conceived in 1966 when Rollin W. King, a 35-year old graduate of Harvard Business School, verbally submitted the idea of starting an airline to San Antonio attorney, Herbert Kelleher.

"My banker here, John Parker, thinks it's a good idea," King said. "He says he can't conveniently get between Houston, Dallas, and San Antonio. He says I should buy some bigger planes and start up an intrastate, short-haul, commuter line. I'd had the idea to do so much myself." Herb Kelleher initially responded to the idea by telling Rollin King he was crazy. King remained persistent in his attempt to gain Kelleher's support, however. Finally, after he had explained all of the advantages and the economic potential that a new airline might provide, Kelleher agreed. With Kelleher's agreement the airline which would later become Southwest was started on its way to reality.

Rollin King and Herbert Kelleher's inspiration for their potential new airline was Pacific Southwest Airlines (PSA), a California air carrier which is now the west coast equivalent of Southwest. The

two partners felt that the type of airline which they were proposing could only be successful in a state large enough and with major cities far enough apart that the airline could operate profitably but would not be governed by the stiff regulations of the Civil Aeronautics Board (CAB). Only a few states met this criteria. One was California with PSA. Another was Texas which did not have an airline of this type. Kelleher and King recognized this as an excellent opportunity to start a new airline.

On March 15, 1967, Kelleher and King incorporated their proposed airline as Air Southwest Company. Eight months later, Air Southwest Co. made its initial application with the Texas Aeronautics Commission (TAC) to serve Dallas, Houston, and San Antonio. The TAC hearing on Southwest's application began January 15, 1968, and ended February 20, 1968, when the TAC unanimously voted to grant the airline's application. The delivery of Air Southwest's certificate was delayed, however, by a restraining order placed on the TAC by three CAB carriers.

Air Southwest got off the ground financially in 1971 with the sale of promissory notes in March. The notes were sold in the amount of \$1.25 million. On March 29, 1971, Air Southwest Company changed its Company title to Southwest Airlines Company. Three months later, Southwest Airlines Company made its first public issue of stock, 650,000 shares at eleven dollars a share.

On June 18, 1971, Southwest Airlines began operations with flights between Dallas and Houston and between Dallas and San Antonio utilizing three Boeing 737-200 aircraft. It had taken five years from the time that the airline was conceived for Kelleher and King to get it into the air. This was due to legal battles involving the airline, the TAC, and three CAB carriers. In fact, Southwest would continue to be involved in legal cases throughout its first six years of operations.



ABOVE: Southwest's second 737 appears here in original color scheme. Note word "Airlines" that appears on rear fuselage. Airline post card.

Among the legal cases that Southwest has been involved in during its history were a case to prevent it from starting operations and another case to force it out of Dallas' Love Field and into Dallas-Fort Worth Regional Airport. Southwest has also been involved in several other minor legal cases. The airline first encountered legal opposition on February 28, 1968, while under the name Air Southwest, when three CAB carriers, Braniff International, Trans Texas, and Continental obtained a temporary restraining order which prevented the TAC from delivering Air Southwest's operating certificate. On August 6, 1968, the Texas State District Court in Austin sided with the CAB carriers and ruled against Southwest. Seven months later, the Texas State Court of Civil Appeals also ruled against Air Southwest.

Air Southwest continued its legal fight, however, and on May 13, 1970, the Texas Supreme Court unanimously overturned the decisions of the lower courts and ruled in favor of Air Southwest. Air Southwest's legal position was further strengthened on December 7, 1970, when the United States Supreme Court denied an appeal by Braniff and Texas International (formerly Trans Texas) over the Texas Supreme Court decision. The U.S. Supreme Court decision did not assure Air Southwest's starting of operations, however. In fact, the last obstacle that prevented Southwest from starting operations was not removed until June 17, 1971, the day before operations began, when the Texas Supreme Court restrained a Texas State District Court from enforcing an injunction preventing Southwest from commencing service. This court action allowed the airline to finally get off the ground. However, even though Southwest was finally operational, it still faced several more legal battles.

Southwest's second major legal battle was started because of an ordinance which had been passed three years before Southwest had started operations. This ordinance, the Regional Airport Concurrent Bond Ordinance, was an oath which the cities of Dallas and Fort Worth had extracted from all the CAB carriers operating at Dallas' Love Field and Fort Worth's Greater Southwest Airport in 1968. In taking this oath the carriers had sworn that they would move to Dallas-Fort Worth Regional Airport (DFW) once it was constructed. One airline had not taken this oath, however. This airline was Southwest. Southwest had not even been in operation when the Regional Airport Concurrent Bond Ordinance was passed and thus was not legally bound to move to DFW. When Southwest made it known that they had no intention of moving to the new airport, the cities of Dallas and Fort Worth and the Regional Airport became enraged. On June 6, 1972, the three parties jointly sued Southwest to force it out of Love Field and into DFW. Herbert Kelleher justified his airline's position by stating, "The passenger has a right to travel from Dallas to Houston, and not from Grapevine (the location of DFW) to Conroe."

The hearing on the lawsuit against Southwest began on March 26, 1973, in the court of Federal Judge William M. Taylor, Jr. On April 26, 1973, Judge Taylor ruled that Southwest could operate from Love Field as long as it remained open as an airport. Judge Taylor's decision was appealed



ABOVE: Southwest 737-2H4 advanced undergoes maintenance in the airline's hangar at Love Field. Photo by author.

in the Fifth Circuit Court of Appeals in New Orleans on March 18, 1974, and was upheld by the court on May 31, 1974. As DFW Airport had opened four months earlier without the presence of Southwest, the only significance that the upholding of Judge Taylor's decision had on Southwest was that it further strengthened the airline's legal morale.

On April 15, 1974, while the Fifth Circuit Court of Appeals was handling the appeal of Judge Taylor's 1973 decision, the Dallas City Council passed an ordinance closing Love Field as an airport. Two days later, Judge Taylor issued a restraining order prohibiting the enforcement of the city council's ordinance and, over the next four months, held three meetings with all of the interested parties to the Love Field/Regional Airport controversy. The legal battle over Southwest's use of Love Field came to an end on January 28, 1977, when the Fifth Circuit Court of Appeals upheld Judge Taylor's preliminary injunction on the Love Field case. This decision ended three years of legal cases in which the federal courts upheld Southwest's right to use Love Field eight times.

Southwest also was involved in several minor legal cases from February 19, 1975, until January 25, 1977. These cases were fought against Texas International, Braniff, and the City of Fort Worth over the TAC's granting of six new destinations to Southwest. All together, Southwest had been involved in legal fights for nine years. Despite these legal confrontations, Southwest's first years of operation were very important to the airline and very prosperous. In fact, Southwest's actions during its early years were partially responsible for its present day success. From 1971 until 1977, Southwest made several moves

which led to profitability. The most outstanding was the airline's reopening of air service to Houston's Hobby Airport.

Hobby Airport had been Houston's primary airport since the 1930's but had been vacated in 1969 when Houston Intercontinental Airport was opened. As one would expect of an older airport, Hobby was fairly close to downtown Houston, the heart of the city's booming oil industry. In fact, a trip from downtown Houston to Hobby Airport was less distant than a trip from downtown to Houston's world famous medical center complex. These factors were evidence that Hobby held great economic potential. Southwest recognized this economic potential and decided to make their move. On November 14, 1971, Southwest transferred half of its Houston service to the completely vacant terminal at Hobby. This resulted in a dramatic increase of traffic to Houston. This service to Hobby proved so successful that Southwest transferred the remainder of its Houston service to Hobby six months later.

While Southwest saw the move to Hobby as a means of achieving economic prosperity, the larger CAB carriers saw Southwest's move as a threat to their own Houston service. So rather than sitting back and watching Southwest steal all of their passengers, two CAB carriers, Braniff and Texas International, moved portions of their Houston service back to Hobby and competed directly with Southwest on the Dallas Love Field/Houston Hobby Airport route. Eventually both airlines ceased operations at Hobby, leaving Southwest behind. Braniff lost in the neighborhood of \$4,000,000 during the direct competition with Southwest. This \$4,000,000 was equal to about half of Braniff's profits from domestic operations in 1973. Coincidentally, 1973 was the first year for Southwest to turn a profit since beginning operations.

The losses suffered by Braniff proved to the airline industry that Southwest was not just a small, insignificant commuter line, but a legitimate competitor that needed to be eliminated. Thus, Braniff and Texas International began a joint conspiracy using several tactics, both legal and illegal, to try and put Southwest out of business. These tactics proved unsuccessful and, as if to add insult to injury, both Braniff and Texas International were later indicted by the Justice Department for violations of the Sherman Antitrust Act by conspiring to force Southwest out of business. These charges were dismissed on February 22, 1977, but both airlines were reindicted on the charges on August 15 of the same year. Furthermore, Braniff was fined \$100 thousand by the US District Judge Edwin F. Hunter on December 27, 1978, after pleading no contest to charges that it had used illegal tactics to try to force Southwest out of business. In December 1975, one magazine writer, discussing Braniff's tactics against Southwest, stated, "In Braniff the provocative element is the pointlessness of it all; Southwest is not going to put Braniff out of business." In reality, Southwest was unintentionally working towards putting Braniff out of business by drawing passengers from crucial Braniff routes. On May 13, 1982, Braniff International Airways did, in fact, file for bankruptcy. Many industry observers felt that part of the blame for Braniff's collapse should rest with Southwest because Braniff was unable to remain competitive with the smaller airline in its last years of existence.

While Southwest's early years were its most important in economic terms, its later years from 1977 until the present have been important in terms of expansion. During these years, Southwest has entered nineteen new markets while dropping one unprofitable one. Of these nineteen new markets, twelve are outside of Texas. In expanding outside of Texas, Southwest changed from a TAC carrier to a CAB carrier.

In December 1978, Southwest obtained authority to extend service to New Orleans effective in January 1979, and thus became subject to regulations by the CAB. Southwest's expansion outside of Texas was a milestone in the airline's short history. Since its change to CAB carrier and the subsequent deregulation of the airline industry, Southwest has started operations to twelve cities in nine southwestern states. Although Southwest offers service to twelve destinations outside of Texas, only five are served from Dallas. This is because of a law known as the Wright Amendment.

The Wright Amendment, written by United States Representative Jim Wright of Fort Worth and passed in 1978, prohibits any air carrier from selling or providing passage between Love Field and any destination not in Texas or its contiguous states. Thus, scheduled flights from Love Field are restricted to destinations in Texas, Louisiana, Oklahoma, New Mexico, and Arkansas. The Wright Amendment was a compromise bill adopted at the time of Southwest's proposed expansion outside of Texas. It was designed to limit air service into and out of Love Field so that Southwest would not have an unfair advantage over the carriers operating

at DFW. As a result of the amendment, the majority of Southwest's interstate service originates from Hobby Airport in Houston instead of from Love Field. Despite this restriction, Southwest's interstate service has proven successful.

While Southwest's later years have been highlighted by its expansion outside of Texas, a major problem that the airline has faced during this period has been the resignation of its first president and the subsequent appointment and resignation of its second. Southwest's first President and CEO, M. Lamar Muse, was hired by Rollin King and Herbert Kelleher in January 1971 after having worked for several airlines including Trans Texas, American, and Southern. In his time at Southwest, Muse was credited or received partial credit for such ideas as Southwest's famous 1973 "Nobody's Going to Shoot Us Out of the Sky for a Lousy \$13" advertising campaign and for Southwest's unique type of service.

Muse's most memorable contribution to Southwest, however, was the "love" theme. Southwest's "love" theme was used both for advertising and for inflight service. In advertising it was found in such campaigns as "Love Is Our Hobby," "Loving You Is What We Do," and the current "Love That Spirit." It is also found in the form of a heart in Southwest's company logo. On flights, the "love" theme consisted of stewardesses in hot pants serving common cocktails with unusual names. For example, a Bloody Mary became a Dracula's Daughter on Southwest. Even Southwest's planes had their place in the "love" theme as they became the 737 "Lovejets." The "love" theme stemmed, quite obviously, from the fact that the airline operated out of, and had its home base at, Dallas' Love Field. It was just one of the many ideas that Lamar Muse contributed to Southwest. The "love" affair between Lamar Muse and Southwest Airlines ended on March 28, 1978 when he resigned as President and CEO of Southwest after falling from the grace of the airline's board of directors.

On July 25, 1978, the board of directors of Southwest unanimously elected Howard Putnam, then Group Vice President - Marketing Services of United Airlines, to the position of President and CEO of Southwest. Putnam assumed his office on August 21, 1978. Much of Southwest's expansion was made under the leadership of Howard Putnam. The airline's initial expansion outside of Texas took place while Putnam was in office, as well as much of the airline's expansion inside of the state. Under Putnam's leadership, Southwest started service to three new destinations in Texas. Service to Amarillo began December 12, 1978, service to Jefferson County began March 5, 1979 (but was terminated on September 5, 1980), and the reinstatement of service into Houston Intercontinental Airport began on September 8, 1980. Southwest's reentry into Houston Intercontinental was countered by a controversial reentry into Love Field by Texas International. Once again Southwest faced direct competition on its Dallas-Houston route. However, Texas International steadily lost money on the Love Field-Houston route and on a Love Field-Jefferson County route and within six months of starting operations at Love Field, had terminated all service there.

On September 22, 1981, Howard Putnam surprised Southwest Airlines, as well as the rest of the air-



line industry, by announcing his resignation from Southwest to become President and CEO of Southwest's financially-ailing former foe, Braniff. Also joining Putnam at Braniff was Phillip Guthrie, VP-Finance of Southwest. Putnam remained with Braniff through its bankruptcy in May, 1982 and served as the defunct airline's President until early 1983. His actions during the last months of Braniff's existence have earned him high esteem throughout the airline industry.

Despite losing both Howard Putnam and M. Lamar Muse, the period from 1977 until the present has been important for Southwest, highlighted by the airline's expansion to destinations outside of Texas. Other highlights for Southwest during this period include the listing of Southwest Airline's common stock on the New York Stock Exchange for the first time in June 1977, the certification of the airline by the CAB in December 1978, the celebration of the airline's tenth anniversary on June 18, 1981, and the order of ten new Boeing 737-300 aircraft on June 23, 1981.

In these years which saw the bankruptcies of two major airlines and the near bankruptcy of several others and in which most airlines operated in the red, Southwest managed to consistently turn a profit and remain well in the black.

Southwest has been successful from the beginning. In its first ten years of operations, the airline's annual passenger boardings have increased 1098% from 308,999 in 1972 to 6,792,927 in 1981. With this consistent increase in passengers has come profit. Southwest first became profitable in March 1973 and has not operated in the red since. Southwest has remained profitable because of several factors. These factors include the carriers concept of simplicity of operations, a concept of high productivity, and a modern aircraft fleet.

Southwest's concept of simplicity of operations sounds fairly simple but has proven very successful for the airline. It consist of operating one type of aircraft, utilizing one major domicile and maintenance facility, having simplified passenger check-in procedures and fare structures, utilizing cash register ticketing, not offering food service on flights, and not participating in any interline ticketing or baggage agreements. The airline's concept of high productivity consists of daily aircraft utilization of eleven hours and ten minutes turnaround time between most flights. Southwest's concept of simplicity of operations and high productivity are two factors in their success. A third factor is Southwest's fleet.

The Boeing 737 is the backbone of Southwest's fleet. At the present time they operate only the 200 Series Advanced, but starting in 1984, Southwest will also operate the more advanced and fuel efficient 300 Series. In economic terms the -200 is one of the most efficient aircraft that can be used on short-haul, high-density routes like the ones that Southwest flies. As of January 1, 1982 the carrier operated 25 737-200 aircraft. Twenty-four of these were owned by the carrier and one was on lease from Trans European Airways of Belgium. In addition, Southwest has recently began to operate 727-200 aircraft. Southwest originally operated this type between February

1979 and January 1980 with a 727-291 leased from Braniff. They also operate a 737 leased from AerLingus.

Compared to the present 737-200, the 737-300 is eight feet, eight inches longer, carries 24 more passengers, an increase of 20%, and has new CFM56-3 turbofan engines compared to the P&W JT8D-4 jets on the present 737's. The 737-300 has several assets which place it ahead of its older counterpart, the 737-200, as well as its closest competitor, the McDonnell Douglas DC-9-80. For example, it is more economical than either aircraft mentioned above. Fuel consumption per seat on a 250 nautical mile trip will be 20% less than the -200 and 9% less than the Super 80. Another asset of the -300 is that it is much quieter than the -200 Series. This fits Southwest's interests well because one of the major controversies presently surrounding the carriers use of Love Field is the amount of noise that the airline's jets make. When the -300's join Southwest's fleet, the airline will have one of the most advanced jet fleets in the airline industry.

Southwest has been able to remain profitable through years of lawsuits and the loss of two highly successful presidents. It has grown from an intrastate commuter line serving three cities in Texas to a regional carrier serving twenty cities in eight southwestern states. The first eleven years of Southwest's history have proven to be very successful, and the airline's outlook continues to look good, well into the future. While Southwest's first decade molded the airline, its second decade will probably be a period of refinement in which the carrier will carefully expand its system and make changes in service to better suit the passenger and his needs. In any event, Dallas-based Southwest Airlines will continue to be a pacesetter in the airline industry.



ABOVE: Downtown Dallas appears in the background of this shot of Southwest 737-2H4 N67SW christened "Rollin W. King" after the airline's founder. Photo by author.

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*The author wishes to expressively thank George Cearley, Jr., Clinton Groves, Cyndi Jungblut, Sandra Rutter, and the Public Relations Department of SOUTHWEST AIRLINES for the valuable help which they provided during the preparation of this article.*



# Wings & Things

by  
DICK KORAN

It's a little difficult getting a start on this after two weeks in Hawaii--more specifically, Maui! I was sorry that we were going to miss the convention in St. Louis and having the opportunity of seeing everyone again; but, the sun, ocean breezes and the Maui beaches beckoned and we gave in to the Islands! No offense, STL!

American Airlines, of course, provided the air transportation from DTW to HNL via ORD and SFO. We flew Hawaiian Air from Honolulu to Maui on a Dash 7 that the airline is using on quite a number of their flights in and around the Islands in addition to their DC-9 fleet. Mid Pacific is giving both Hawaiian and Aloha a battle for the inter-island business--and Royal Hawaiian Air Service is still flying into Maui's Kaanapali Airport and also into Kahalui as well as to many other island destinations.

With this issue of the LOG, I would like to present a little of something for everyone--from wings to hat badges, from pins to kiddie wings, and a few unidentified wings as well. I would also like to thank those of you who have written with comments and questions! Makes me feel good that you are responding to what is being written and shown here.

New member Charlie Dolan, who lives close to Montreal's Dorval Airport, wrote with some interesting information on Air Canada after reading the Spring 1984 issue. He has been checking into Air Canada aircrew insignia and has come up with some information that will prove quite interesting to the wing and badge collectors. "Seems that the early Air Canada 'backend' crew (not pilots) wings were color coded to show the crewmen's base," Charlie said in his letter. "So far, white indicated YUL base, green (emerald) indicated YVR, red and yellow have been linked to either YYZ or YWG." Dolan has promised some more detective work and will pass along the definitive results when he gets the data together. I hope that he will make his contacts with Air Canada pay off as this kind of information always proves quite helpful in filling in the gaps.

You will notice that I have included two more examples of Mohawk pilot wing insignia. While on one of my American trips through Denver, I met a

USAir Captain by the name of Dick Curtis. After spending a few minutes discussing the weather and other "pilot talk," I put the full court press on him about old wings from Mohawk. Well, seems he had two uniforms hanging in his closet back in Pennsylvania and he was more than willing to pass them along to me for the collection. Luck would have it that we would meet a week later, again in Denver (same flight schedule), and he handed the two wings illustrated over to me. Dame Fortune smiled again! If you refer to the previous Mohawk photos, you will note that these are different from the others.

Mentioning these Mohawk variations to Dr. Charles Quarles, he in turn mentioned that a former Mohawk pilot wrote to him with some additional interesting facts about the differences in these bullion Mohawk wings. According to Quarles' source, it seems that the reason collectors are coming up with all these variations is because the wings were sewn by hand. Since the wings were not sewn on a machine using a pattern device, there were never two wings that were the same! There also was some question as to what the Indian head was to look like as well. Since I have displayed six different Mohawk pilot wings in the LOG, it seems that Quarles' contact has provided us with some pretty good facts.

I have again taken the liberty to display some more PAA-Africa items and would like to acknowledge the help of member George W. Hester who is the source of these goodies. Hester was associated with PAA in the early days and was part of the Africa operations. Don Thomas recalls having flown with George when he was piloting a Boeing Clipper in Africa and Don was a passenger returning from a PAA-Ferries trip. I called George on one of my New York layovers and talked him into loaning me these items for inclusion in this column. During our conversation, George told me that he was employed by Pan American Airways Africa Ltd. in 1941 and 1942. An interesting side note was his comment that when he received the numbered "Africa" epaulet pines he had to sign for them! Note, too, the handmade ivory PAA-Africa badge. When PAA-Africa ceased operations in 1942, Hester went from Khartoum to Accra and joined up with the military's Air

Transport Command. The alternative to that move was the draft board!

When World War II ended, Hester went to work for TWA in Geneva, Switzerland, and later went with that company to Paris. Later, George worked for Northwest in Shanghai, China, and later with Panagra in Lima, Peru. At one point in his long career, he also worked as a radio operator for American Airlines in Tucson.

Somewhere along the way, George admitted to having decided he'd seen enough of the world and thought it best to settle down and get a real job! He then pursued his present career and is now an investment administrator with Paine, Webber, Jackson and Curtis in New York. I had planned on showing a picture of his Panagra Station Manager's badge and his PAA-Africa lapel pin but those photos came out too dark for reproduction here.

Another wing I have illustrated is that of H.R.H. Prince Tala Bin Abdul Aziz Al Saud's personal pilot, Manuel F. Montes. Manny was laid off from American during the "crunch" of a couple of years ago and found his niche in Riyadh, Saudi Arabia. The wings were custom designed in Los Angeles and are 18K gold plated. The wing here is Manny's "spare" and I now have it. The Boeing 727 he flew was one of Lufthansa's earlier -100 models and was bought by the Prince in 1976. It was kept in good shape by Lufthansa for Prince Talal under a maintenance contract until just recently when the contract went to Alia Royal Jordanian Airlines as a result of the close friendship between Prince Talal and King Hussein.

A number of requests have come in asking for additional information on my comments regarding the proposed availability of wings from a major U.S. flight insignia manufacturer's representative. Well, a fellow collector sent me a copy of a letter he received from Mr. Chambers of Balfour and I will quote from it here so that those of you who would like to can contact him.

The letter was sent to the attention of wing and cap badge collectors and indicated that Mr. Chambers is in the process of offering to collectors many original manufacturer wings and cap badges. A catalog of those items available will be made ready for distribution on or about July 15th, 1984. If interested, send Mr. Chambers your name and address at the following location:

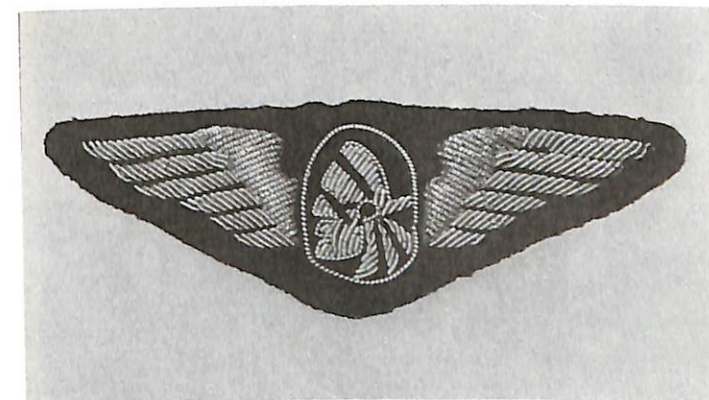
Mr. Frederik L. Chambers  
Regional Manager  
Balfour Recognition Products Group  
P.O. Box 10536  
Tampa, Florida 33679

Chambers has noted that prices for these selected wings and cap badges will range from \$35 to \$45 each. He also stressed that it is his intention to offer these items to bonafide collectors and "THEY ARE NOT FOR RESALE!" Now that you are all aware of this really nice opportunity--and the prices--I will again recommend that you check your sources when it comes to acquiring wings and things and the prices thereof!

It has been brought to my attention AGAIN that there are people "out there" who are in the business of charging very high prices for copies, reproductions, fakes, or what ever else you would like to call these items that are on the market. It is a shame (and a sham!) that this sort of thing is happening in airline collecting, but it happened in the military collecting field a long time ago not to say anything about "antique" furniture.

I would suspect that there are, or will be, certain individuals who will either acquire wings on the market, or have them made here or overseas, and then charge rather hefty prices to the unsuspecting collector. A word to the wise, CHECK YOUR SOURCES!

So, with that, I will close for the Summer LOG and wish everyone a Happy Day! Remember--Blue side up!!!



MOHAWK pilot wing. Another example of the silver bullion on black wings made for Mohawk. This is one of six different variations I've seen to date.



MOHAWK pilot wing. The second Mohawk variation given to me by Captain Dick Curtis of USAir. This is another fine example of the variations available. One of the best I've got in my collection.



PAN AMERICAN CLIPPER STEWARDESS kiddie wing. This one from the 1950s era and a good example of early plastic kiddie wings. It uses a small safety pin mounted in two little plastic ridges on the back for wear. Hester collection.



PAA-AFRICA cap or hat badge. This gold finished badge has a single screw back for wear and is not hallmarked. It is numbered--#251 as it was an issued item. The enamel is dark blue. Hester collection.



PAA-AFRICA badge hand-made from Ivory. This badge was made in Africa during the war and has a small, thin pin for wear mounted on the back. It is a fine example of unauthorized insignia. Hester collection.



PAA-AFRICA shirt patch. Dark blue thread on a tan material and worn on the uniform shirt. Hester collection.



PAA-AFRICA epaulet pin. These pins came as a set of two and are 1/20th 10K gold. Each is pin back for wear and each pin is numbered. The pin at the top is #1075 and the one below showing the reverse side is #1076. Hester collection.



ARABIAN PRINCES'S PRIVATE PILOT'S WING. These wings were worn by a pilot of American Airlines when he was layed off and flew the 727 of Prince Talal Bin Abdul Aziz Al Saud. The 727 was a former Lufthansa aircraft and was maintained by the German airline for the Prince. These wings are 18K gold plate and have a brown enamel center with the gold palm tree.



NAMIB AIR from Namibia in the south of Africa. The badge has a finely made gold wreath with a white glass-like center. The sun is orange and the bird and letters "Namib Air" are done in dark blue. The hat badge uses two screw backs for wear.



CONAIR OF SCANDINAVIA hat badge. This company is located in Denmark and is a privately-controlled Danish charter operator. The "wings" are gold finished and the center is a medium blue enamel with gold letters "Conair." The "C" is black, the "sun" is orange and the sun's rays are gold finished.



MERPATI NUSANTARA AIRLINES of Indonesia. Pilot wings were sent to me by a Captain who trained with American Airlines in 1971 on the BAC 1-11. The wings are all gold finish and are mounted on a black cloth backing. A large pin-back is used for wear. The detail on the wing is quite fine.



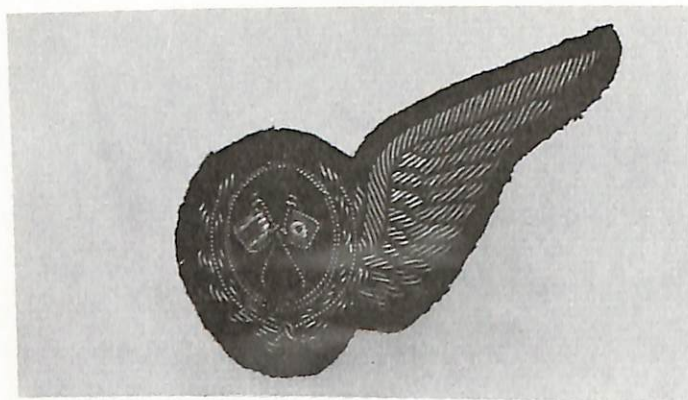
OSTERMANN AERO A/B pilot wing. An example of a wing made on a canvas-like material, done in red and yellow on a black background. Wing is sewn on for wear. Ostermann Aero is a pure helicopter company operating in Sweden and doing well according to my source.



FREEDOM AIRLINES pilot wing. This wing is polished silver finish and has a white enamel center with a red "F" and blue stylized "A". Clutch backs are used for wear and there are no hallmarks although we have seen this pattern before.



THE NEW BRANIFF pilot wing. This wing has a silver finish and uses clutch backs for wear. The wing is almost 3/4 inches wide and is the Captain's wing. Note the star and "circle" to denote which cockpit position. The silver finish is also dull in tone.



UNIDENTIFIED: A half wing from England. Using gold bullion for the half wing, the center is a dark blue "pad" with two flags. Flag on left small blue square in center of red horizontal stripes. Flag on right is red with a white circle in center. Backing is black. Anyone out there know this Company???



UNIDENTIFIED: Pilot wing. This wing is a gold finished wing with a black enamel center. The two "birds" are done in white. Wing is pin back but has no hallmarks. Any ideas???



UNIDENTIFIED: Pilot wing. This wing is a heavy piece and is well made. The wing uses a very heavy horizontal pin for wear and is numbered #1426. There are no hallmarks or makers marks. Wing is silver finished and has an enamel center with light blue letters "TP" on a red and black square. The pin on the back has the appearance of pins used on 1930s and 40s German and Australian flying and aircrew badges. Any ideas???

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# The Slide Collector

BY

GEORGE W. HAMLIN

#### The Convention:

As those of you who were in attendance know already, the 1984 edition of Airliners International, which was held in St. Louis, was a very enjoyable event. There were lots of opportunities to acquire slides, as well as other types of collectibles, beginning with extensive trading prior to the meeting, and continuing throughout the show, where slide sellers/traders were in abundance. We enjoyed the opportunity to renew acquaintances and meet new friends, as well as having the opportunity to peruse what probably is the largest variety of airliner slides available at a single place and time. By the way, congratulations to all the slide and photo contest winners.

#### Vintage Material:

Gary Dolzall, former editor of the Captain's Log, has provided us with some truly vintage material from his collection for our feature this issue. The location covered is JFK, or, more precisely, since we're talking about shots which date from a quarter-century ago, Idlewild, or IDL for short.

Both propliners and jets are evident during these transition years photos, including some fairly unique visitors. Certainly falling into this category is the shot of Transocean's L749 Constellation, N9813F. According to the Constellation Production List, this aircraft, originally purchased by KLM a decade earlier, served with Transocean only for about a month in 1958--fortunately, it was captured on film!

It's also apparent from the photos that considerably more of the roof at the International Arrivals Building was accessible than has been true in recent years. Imagine not only being able to roam the length of the roof, but being able to shoot DC-7's, Constellations and the early jets... it must have been nice. Hope that you enjoy them!

#### Boeing 747 c/n 20559:

As most of you probably know, this aircraft, a 747-230B, was the ill-fated ship flying KAL flight 007 when it was shot down last year.

Club member Alan Daves has provided us with a series of slides which show this aircraft at several stages in its career, beginning as Condor's D-ABYH, and later, as HL7442 with Korean.



Boeing 747, c/n 20559 as Condor's D-ABYH, at LAX in September, 1976. Alan Daves photo.



The same 747 as HL7442, complete with "I Love New York" sticker at LAX in August, 1982. Alan Daves photo.

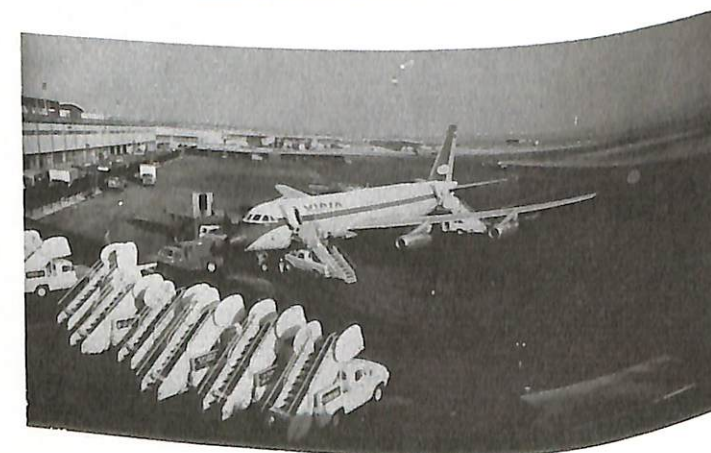
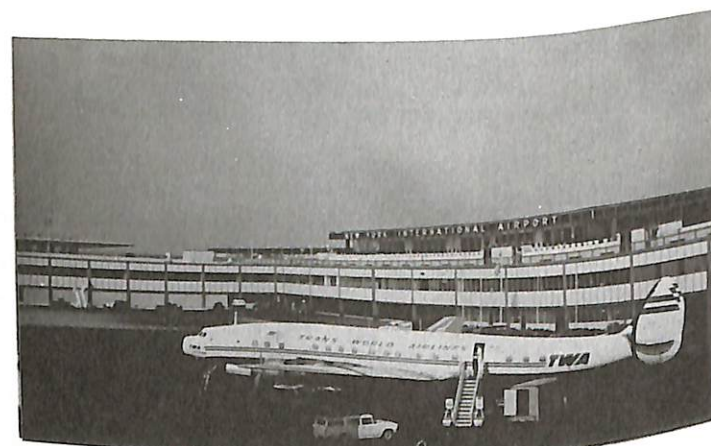
What makes this set of photos unique is the vantage point for the last one--Anchorage, on August 30, 1983. We believe that this is the last known shot of this aircraft, and thank Alan for sharing it with us. You may have seen it before--ABC News used it as a backdrop for its commentary about the disaster.



HL7442 at Anchorage, August 30, 1983. Alan Daves photo.

The Phantom (no, not the F-4 kind!):

Have you ever gotten a roll of slides back, only to discover that something appeared in that perfectly posed shot of an airliner that wasn't there when you looked through the viewfinder and pressed the shutter? Previously, I knew of the phenomenon only by hearsay, but now I have evidence to show that it does, indeed, exist! In discussing this with other photographers, it seems that this apparition never appears when you're shooting by yourself; just when two or more people shoot together. This by itself would not seem so odd, except that no one ever sees the thing until after the processed film is in hand.



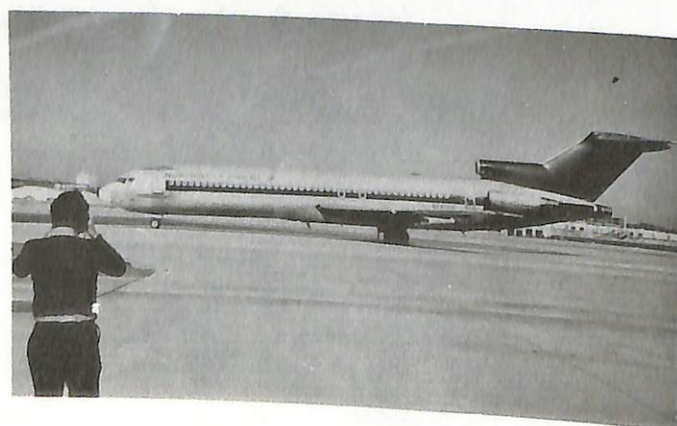
#1 A rare shot, a Transocean L749, N9813F, taken in April of 1958.

#2 An unusual visitor--an Aeroflot UT-104A, CCCP42456 during September 1969 with a Loftleider DC-4 in the background

#3 A true classic: TWA L1649A, N7302C, photographed in September of 1960.

#4 Viasa's CV-880 VV-C-VIA is reviews during January, 1962. Looks as if jetways are still pretty much in the future!

"The Phantom" at work!



Lots of interesting subjects here; besides the KLM DC-7C (PH-DSK), check out the BOAC 707-436's and Alitalia DC-8-40. (May, 1962.)

Herewith, then, our shot of one version of it, taken at Hartsfield International in 1983. (I thought that I was getting a shot of a Northwest 727!) We would be interested to know if others have had the same experience, and, would like to know if anyone can provide details about its identity, habits, usual haunts, etc. Please let us know!

Photos:

As usual, we're pleased to be able to share some recent shots of interesting aircraft, including a nice KLM shot from Europe. Until next time, we hope that your shooting and collecting continue to be enjoyable; try to remember the Log if you come across anything interesting.

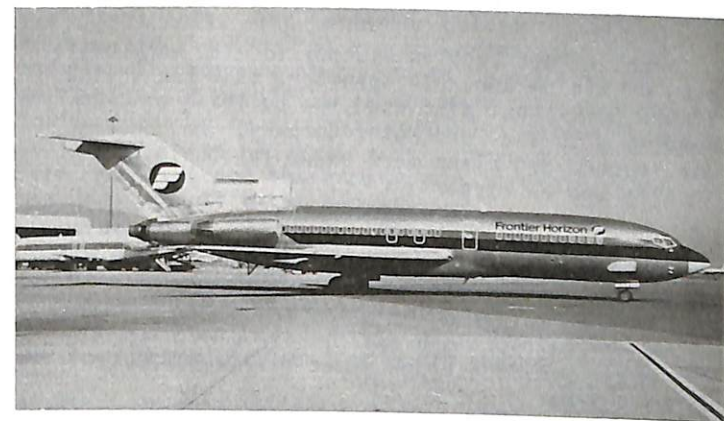
#5 Trans Central VS-11A, N907TC, Oklahoma City taken by Charles E. Stewart.

#6 Frontier Horizon 727-23 N1973 at SFO. Photo by Seymour Hills.

#7 Global 747-133 at Montreal/Doval in April, 1984. Photo by Hans Oehninger.

#8 Florida Express BAC-111 N1544 on final at MIA taken by Alan Daves.

Pan Am's DC-4 N88886 appears to be a converted C-54 taken in April, 1958.



# REPORT FROM THE FIELD

by

JIM "JET" THOMPSON

This issue, to follow in line with our feature aircraft, the Lockheed L-188 Electra, I have decided to cover the one airport in the country with the most Electra operations. This airport is Detroit's Willow Run, located just east of Ypsilanti, Michigan, and thus the reason for the YIP airport code.

Let's look back in history to the very beginning of Willow Run. In November, 1940 the United States Government discussed the building of B-24 bombers with the Ford Motor Company. An agreement was reached and plans were begun for building a factory and an airport.

Ford Motor Company owned a large tract of land on the east side of Ypsilanti. This is about 2 1/2 miles west of Detroit. After a study was done, it was decided to build the plant and airport on this site. The airport and the factory were named for the small drainage creek named Willow Run, that flows nearby.

Four months after the government first approached the Ford Company, work was started on clearing the land. A month later, on April 18, 1941, ground was broken on the site of the factory. In July, 1941, just three months later, work was started on the airport itself. The last runway was completed just five months later on December 4, 1941.

Production of some B-24 parts had begun in November of 1941. This was just seven months after ground was first broken for the factory. The first B-24 rolled off the line in October 1942. The factory was huge in size, with the main building covering 67 acres. The assembly line was almost 3/4 of a mile long and was fully completed in early 1942.

A major problem developed very quickly and that was of having very few good roads connecting the airport with Detroit. A multi-lane divided highway was drawn up. On September 12, 1942 the Detroit Industrial Expressway was completed. This appears to be the first airport expressway in the country.

When World War II ended, Willow Run was producing 70% of all the B-24's built. They had built a total of 8,685 airplanes and at the height of production, a B-24 came off the line every 63 minutes!

After the war, activity at both the plant and airport dwindled. For a while, the airport was a storage lot for many B-24's returning from Europe.

Since Fords massive River Rouge complex was located only 25 miles away, in Dearborn, they had no use for the now idle plant. It was finally turned over to the Kaiser Frazer Corporation. For several years they built a series of small cars at the factory.

The factory was later used to build Fairchild C-119 and C-123 cargo planes. Production of these was later moved to other plants. General Motors purchased the plant in 1953, and today it is the home of their Hydramatic Division.

As the war ended, Detroit's aviation picture began to change. The newer and larger DC-4's and Constellations were too big for Detroit City Airport (DET). Being totally surrounded by homes and industry, there was no room for expansion. The longest runway was only 5,100 feet long. While the airport was close in to town, only six miles from the core city, the town fathers were faced with a race against time, as there was not enough time to locate and build a new airport capable of handling the new planes. If they could not expand, Detroit would fall behind other industrial cities and would only be served by the smaller aircraft of the various airlines. One thing was sure, if the airlines were going to operate larger aircraft into Detroit, they would be flying into either Willow Run or Wayne Major Airport. The problem was--which airport to move to?

Wayne Major Airport was located about ten miles east of Willow Run. It was built in the late 1920's and used as a general aviation airport and was also the home of the Michigan Air National Guard. It was taken over by the Army Air Command in 1941 and used as a bomber staging base. Limited airline operations were carried out there from time to time by the nonscheduled airlines. It is also connected to Detroit by the Detroit Industrial Expressway, which is now part of Interstate 94.

The decision was made to use Willow Run Airport. Wayne Major was closer to downtown, but the facilities were much better at Willow Run. Willow Run offered two large brick hangars that were a quarter mile long each plus they had nice big aprons. Another asset of Willow Run was the better roads and parking areas. Airport officials felt it would be easier and faster to convert Willow Run into passenger use than Wayne Major. It was intended however, that Willow Run would only be used until a new airport facility could be built or Wayne Major improved.

Up to this time, Willow Run had been run by the University of Michigan. After the war, it had been



ABOVE: Nice shot of a MOHAWK CV-440 serial N4405 taken at YIP on May 27, 1964. Air Pix Collection/Tom Cooney photo.

turned over to the University with the condition that it be kept open for public use. They had turned the old military area on the east side of the field into a research facility. This left the west side, which was next to the old bomber plant, open for use as an air terminal. The other large hangar, about a half mile away, could be used by the airlines for maintenance.

Airlines National Terminal Service had been contracted by the University to run the airport. Once operations were moved from City Airport, the first airline to begin service at Willow Run was Capital Airlines. At this time the airport was given the three letter code of YIP. Later, Capital was once again first, with service with the first four-engine aircraft, the DC-4.

Even as Willow Run became the major airport for the Detroit area, plans were in the works for a permanent air terminal for Detroit. For many years the idea was to build a new airport in the northeast suburbs of Detroit. Another plan was to build a new facility across the Detroit River in Windsor, Ontario Canada. Plans for both ideas were finally discarded in favor of expanding Wayne Major Airport.

Wayne Major had built a small terminal building in 1952 and had some limited service by several nonscheduled airlines. Things changed in April, 1954 as Pan American Airways operated the first scheduled flight from Wayne Major, with a DC-6B named "Clipper Great Lakes." Two years later BOAC began service to London and American Airlines signed a 30 year contract to serve Wayne Major.

In 1957 the name of the airport was changed to Detroit Metropolitan Wayne County Airport. A 10.4 million dollar airport expansion program was announced and by August of 1958 a new 10,500 foot runway was in use. Now the other airlines began to move from old Willow Run to the new Wayne County airport. In October 1958 American and Allegheny moved into the new Jet Age terminal. In the spring of 1959 Delta and Northwest moved in. In November of 1959, Delta

began the first scheduled jet service from Detroit using DC-8 equipment with flights to Atlanta and Miami.

Plans were made to expand Metro Airport, as it was now called. The other airlines serving Detroit remained at Willow Run until the new terminal at Metro was completed. The end of scheduled passenger services at Willow Run came on June 25, 1966. At two o'clock in the morning a United Airlines Boeing 727 arrived at Willow Run as the last scheduled arrival. At two twenty-five, with Captain R. V. Wilson at the controls, United flight 496 departed YIP for Philadelphia, Washington, D.C. and New York. This was the last scheduled commercial passenger flight to depart from Willow Run Airport.

Things quieted down a bit at Willow Run after the airlines left. The passenger concourses were torn down and the terminal was converted back into a hangar. The airport continued to be used as a general aviation facility. There were some passenger flights, operated by such non-scheduled carriers as McCulloch, Johnson and Evergreen. Chrysler and General Motors based their corporate aircraft there along with several other companies.

About this same time several cargo carriers began to move into Willow Run. Zantop Air Transport, Inc. had been using Wayne Major Airport since moving from Jackson, Michigan in 1952. When the airlines moved into Metro, Zantop just moved over to YIP.

Willow Run's location was ideal for the cargo operators. The airport developed into a large air cargo center to serve the needs of the giant auto industry. The following airlines have served YIP as a cargo carrier: Overseas National, Saturn, Ortnier, Fleming, Intermountain, Shamrock, Central American and Evergreen.



ABOVE: A North Central DC-3 sits on the apron at YIP on May 16, 1963. Air Pix Collection/Tom Cooney photo.

In 1966 Zantop Air Transport, Inc. was sold for \$3 million and the name was changed to Universal Airlines. Universal set up a maintenance base but began to switch from a cargo business to a charter passenger airline. They did not succeed and in May of 1972 filed for bankruptcy. Earlier in the year they had in fact, pulled out of Willow Run altogether.

When Universal went bankrupt, Duane Zantop came back to Willow Run and set up a new business, Zantop International Airlines. The company was set up as a private-contract carrier. Within 30 days he had purchased aircraft, hired flight crews, acquired ground facilities, received FAA certifications and signed contracts with the auto companies for their freight business.

Zantop has remained and grown at Willow Run. As time went by, there were others who used Willow Run as their base. In this group was Shamrock, Mark Air, Rosenbalm, Mannion, Jet May, Interstate, Trans Continental and Connie Kalitta. The following airlines would operate out of Will Run but not as a base, and this included Hawaiian Air Cargo, Pat Air, Southern Air Transport and Intercontinental.

When Universal Airlines closed in 1972, Deane Melvin took over their flight crew training facility in hangar two and set up the International Air Academy. He also acquired Universal's Electra and DC-8 simulators. Three years later, in 1975, he got back into the air cargo business and set up Trans Continental Airlines.

In 1980 when Hawaiian Air Cargo closed up, they sold their Electras to Zantop. Zantop began replacing their DC-6's with the Electra. Willow Run became the homebase of the largest Electra fleet in the country.

In addition to freight operations at Willow Run there are also several maintenance facilities operating there. Ace Aircraft Service does aircraft maintenance and painting. They have painted planes for Global, Worldways and American International. Rosenbalm Aviation also paints planes and have done many of Emery's 727's at their YIP facility.



ABOVE: An American Flyers Electra sits on the ramp at YIP on September 27, 1963. Air Pix Collection/Tom Cooney photo.



ABOVE: Another shot of the AFA L-188. Note the large props with the round tips. This photo was also taken on September 27, 1963. Air Pix Collection/Tom Cooney photo.

Today you can find the following airlines and aircraft operating at Willow Run. Rosenbalm Aviation operates their own DC-8's plus four DC-8-33F's and two DC-8-73F's for Emery. Kalitta Flying Service brings in their one DC-8-63AF and one DC-8-33F along with various Lears and Turbo-Beeches. AFS, Inc. flies one Lear and two Cessna 402's for Silver Kris.

Trans Air Link operates six DC-6's leased from Zantop plus several of their own. They are all flown under contract for Zantop. Southern Air Transport brings in one L-100-30 Herky and one DC-8-21F, also under contract to Zantop. Air Transport International flies two DC-8-54's for Zantop also. Trans Continental Airlines, the second largest carrier at Willow Run, operates a fleet of six DC-6's flown on common carriage and for Flying Tiger.

Zantop International Airlines is the largest carrier at Willow Run. In fact, Zantop is the second largest freight-only airline in the country, topped only by Flying Tigers. Using Willow Run as their hub you can see their nine Convair 640's, one DC-8-54F, one DC-8-62AF, three DC-8-33F's and 13 of their Lockheed L-188A/CF Electra freighters. Nine of the Electras are flying military contracts in other parts of the country.

For photographing these fine aircraft, always ask permission on the cargo ramps. It will usually be given with no problem. When you are out there, keep your eyes open as there is quite a bit of activity going on, especially around the Zantop ramp. DON'T GET IN THEIR WAY, as this can put an end to the photography for the rest of us. As far as General Motors and Penastar goes, DON'T EVEN THINK ABOUT IT! They will not give you permission and if you are found on their ramps or shooting, security will be called and YOU WILL BE REMOVED. DO I NEED TO SAY MORE!!!

Just remember these few do's and don'ts and you will have an enjoyable time at YIP. One note to remember--the black ramp where Zantop and Trans Continental park, can throw your automatic lens off, so be prepared to make adjustments for this.



ABOVE: An Eastern Air Lines Lockheed L-188 taxis into the terminal at YIP. Aircraft registration is N5535 and was taken on April 12, 1963. Air Pix Collection/Tom Cooney photo.

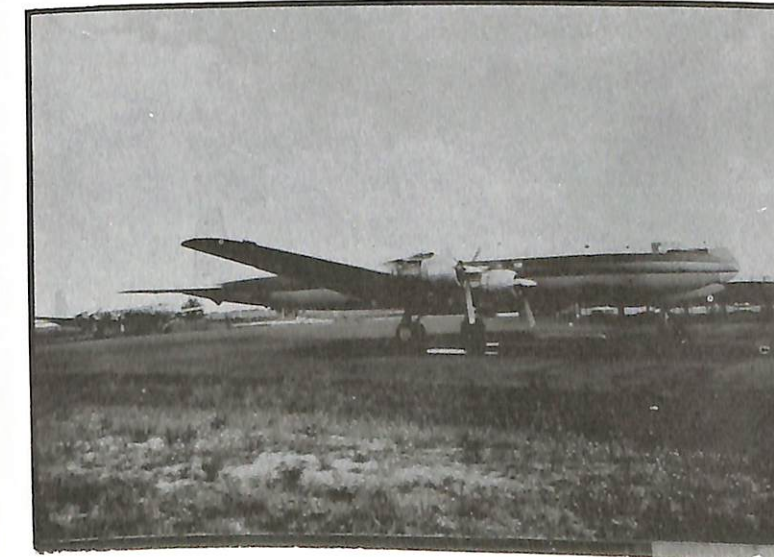
BELOW: Zantop Int'l Airlines L-188AF Electra N5504, arrives at Willow Run in 1980. Thompson photo.



One final thing to think about. In 1983 there were over 170,000 aircraft movements at Willow Run. In 1966, the last year the passenger airlines flew out of there, they only had 136,228. So Willow Run is still a busy place!

I would like to thank the following for giving me a great deal of help on this article. Without their help and information this story would not have been possible. Big thanks to Karl Smalley, John Stewart, the Sunday News and the Detroit News. Thanks guys, you really came through for me.

BELOW LEFT: Zantop Int'l Airlines DC-6B N4913R awaits another load at YIP in 1980. Thompson photo.  
BELOW: A Trans Continental Airlines DC-6A sits on the ramp at YIP in 1980. Thompson photo.  
BELOW RIGHT: A Jet Way DC-6A waits to receive its load at YIP in 1980. Thompson photo.



# The Tray Table

by  
KEITH ARMES

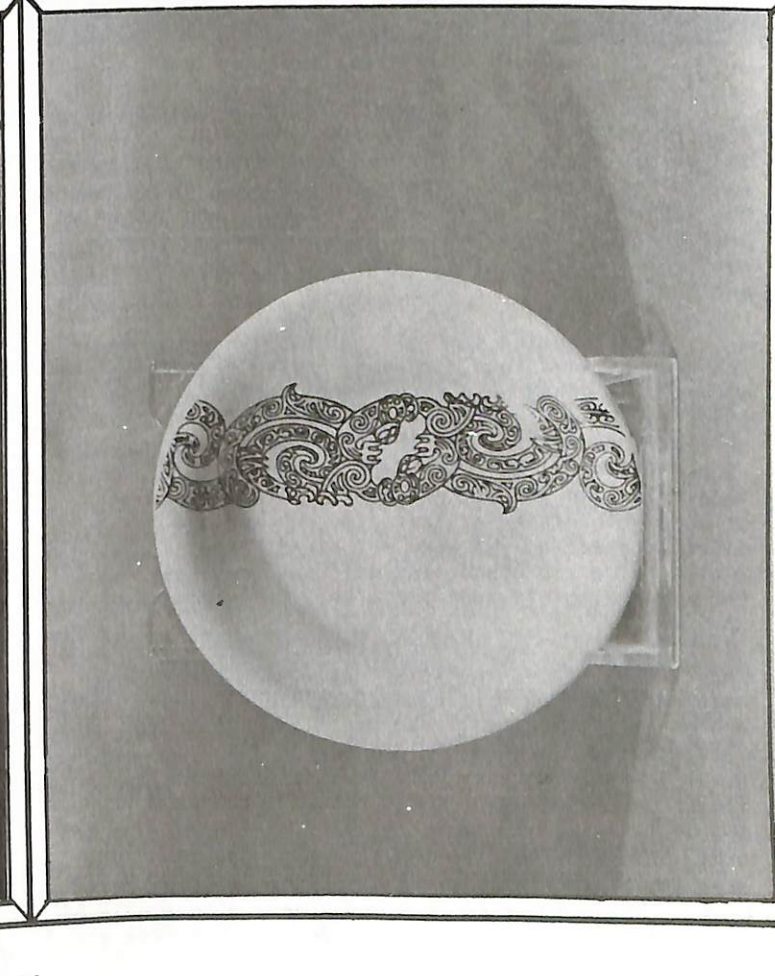
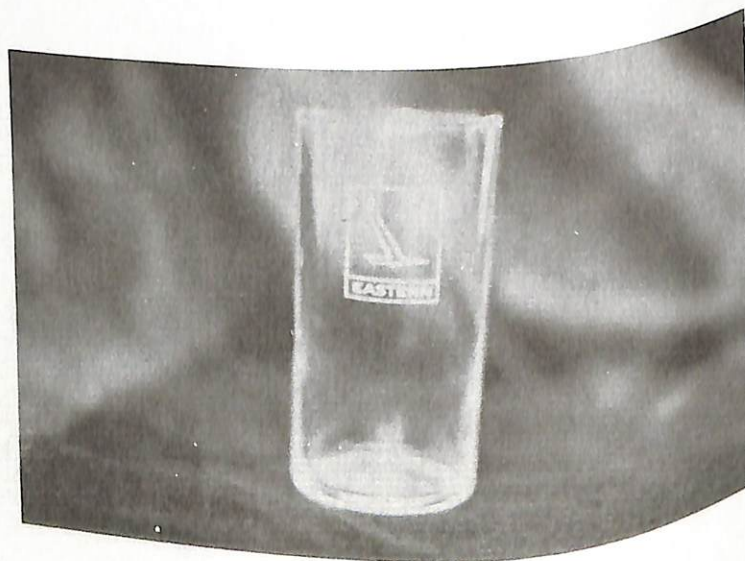
In this issue we will feature some various items recently uncovered and take a look at some nice items from the collection of WAHC member Dick Luckin.

One of the most striking and unusual items to be found recently is a serving pitcher of B.O.A.C. It is a light blue outside and white inside with the mark "Wade regilor London England" on the bottom. Whether this was used inflight or only for onground promotion is still in question. Anybody know? Also pictured are two B.O.A.C. glasses recently found with the short stem version being the oldest (circa late 50's early 60's). Another find is an Eastern water glass with the falcon symbol nicely displayed above the word "Eastern." Again, I'm not sure whether this was used inflight or not.



Dick Luckin provides us with photos of some nice items including a beautiful TWA Royal Ambassador dinner plate with a Carrier and Ives print on the front. This was made by Rosenthal as was all the original Royal Ambassador service. Also shown are versions of United Airlines coffee cup (circa 1961) and a classy tea pot first produced in 1967. Last but not least a butter plate from Air New Zealand with one of the more elaborate designs ever seen on any airline chinaware.

We certainly welcome any pictures of your collections for publication and as always-- happy collecting!





AIRLINERS INTERNATIONAL



AIRLINERS INTERNATIONAL

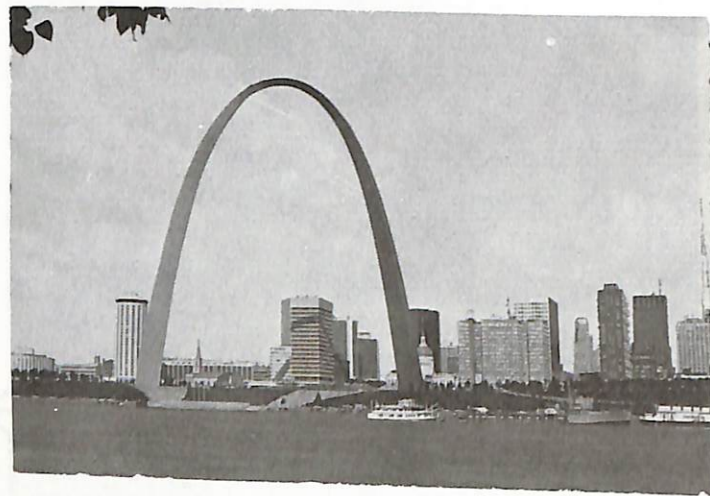


AIRLINERS INTERNATIONAL



BY

PAUL F. COLLINS



most every railroad in the country. This was a very enjoyable way to spend the day before the start of an airline convention!

On the way back to the Marriott the ladies got their revenge since we "had" to stop at one of the large shopping centers so they could spend some of their money. I think they more than got even!

General registration started on Thursday afternoon and the folks manning the booth really had their hands full. By the time the booth opened the line of attendees reached all the way down the hall. By the time the booth closed, most of those that would be attending the convention were registered--a very fine job! When the booth closed for the evening, it was time for the welcoming party to begin.

It was necessary to have a "cash" bar type party this year, mainly due to the number of those attending. I believe the days of a free open bar type bash is gone. Those that sent in money to support such a party will be reimbursed either by a refund or reduction on their 1985 membership fee. More on this later.

The party started out a little on the slow side, but things picked up, especially after the hotel bar closed their two for the price of one drink special. Members and friends drifted into the party room in pairs and groups and soon everyone was having a very enjoyable time. Many old friendships were renewed and some new ones made. As I moved from group to group, I immediately got the feeling that this was going to be a good convention. Everyone was having a good time and talking about the great stuff that they had brought with them to sell and trade. After listening to these guys and gals, I couldn't wait for Friday morning to arrive so we could start wheeling and dealing!

When Friday morning did arrive, some Club members were just a little slow in getting into the swing of things. However, after a nice breakfast and a few cups of coffee, everyone was ready to get on with the business of the day--buying, selling and trading airline memorabilia.

This part of the convention story could easily be taken from any of the other stories that I have written on the convention. I do believe, however, that this year there was more of everything--more post cards, more slides, more models, more "miscellaneous" and more collectors. Once again Don Thomas "cornered"

the market on selling old airline baggage labels. The activity around Don's table was brisk for two days. I don't know of anyone walking away from Don's area that did not have a handful of bargains. Keep up the good work Don--we need you!

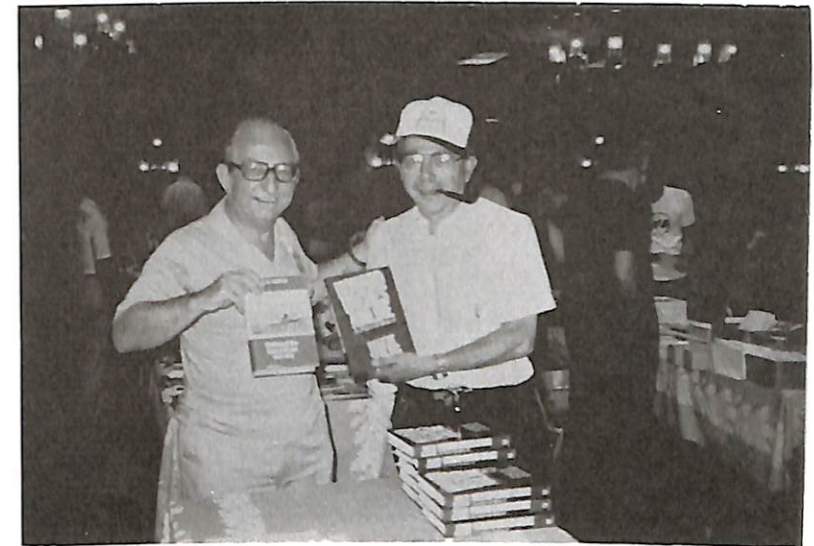
Walking around the ventor area was really a treat, especially if you were a serious memorabilia collector. Books, models, decals, post cards, slides, schedules, wings, labels, safety cards, you name it, it was there, just for the taking, if you had the right trade material with you or the right amount of cash. Everyone seemed to be having a good time participating in the activities going on in the room. I did my best to visit all the tables that were set up. I hope I didn't miss any because I was looking forward to adding to my post card collection and I didn't want to miss that "rare" card that someone might have had stuck away in an old box! (I didn't find any rare ones, but I did find some nice ones for my collection.)

While many of us were doing our thing in the trade area, many members were participating in the other activities that the convention committee had set up. There were a number of tours available and those that took the time to take them really enjoyed themselves. I understand those that took the airport photo tour lucked out more than any of the others. Can you imagine being placed between two active runways at a busy airport like St. Lou, with all your cameras, and be allowed to shoot anything that passed your way? Well, that's what happened to those on the photo tour! Talking to the committee member that set up this tour! Talking with others that went on the other tours, they were just as lucky. On behalf of all those that went on the tours, a big thank you to the convention committee for a job well done.

Activities continued for most of the afternoon but things slowed down just a little for the annual convention business meeting which took place at five o'clock in the theater section. This is when the site selection for the following years convention is made. Only two areas placed a bid for the 1985 convention; Cincinnati, (again!) and the boys from the Frisco Bay area. Both presentations were well-done and when the smoke had cleared, it was voted to go to San Jose in 1985. Good luck to Tom-Tom and the others that will be working with these young men. California--here we come--again!

With that job out of the way, there was a short meeting for members of the World Airline Hobby Club. In general, there were no major complaints about the way the Club was being operated or the contents of the "Captain's Log" or anything for that matter. Those "Log" editors that were present were introduced to a nice round of applause, which was well deserved. With nothing else of major concern to discuss, the meeting adjourned.

The ventor area was not closed during the meetings, so after the meeting for the Club closed, many drifted back into the trade area. Those that did not go back to the trade area either went to diner in the hotel or made arrangements to go out for diner at one of the many nice restaurants in the immediate area. I am sure that everyone slept well, it had been a long day.



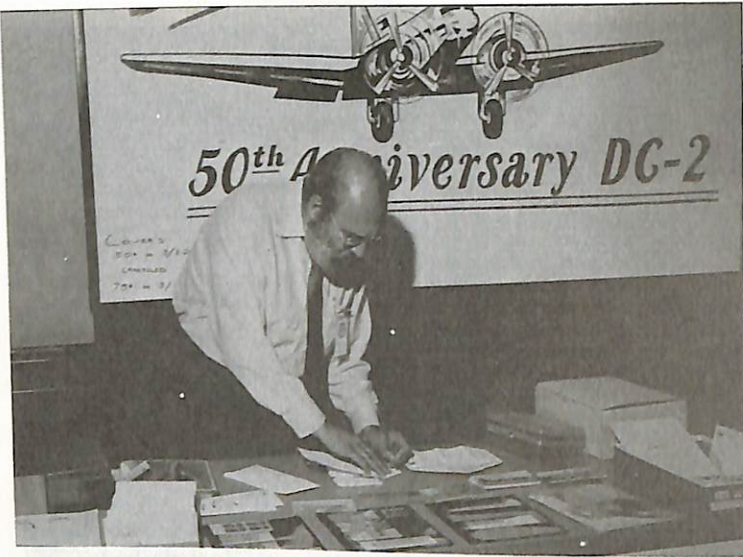
ABOVE: R.E.G. Davies and Robert Serling are seen here promoting their new publications. Two "greats" of aviation writing that really seemed to enjoy the time that they spent at Airliners International 84.

Saturday started just about the same as Friday had, only there wasn't the big rush to get into the trade area. However, after about an hour, the room was full and everyone was back at it again, trading and selling all that beautiful airline memorabilia. There were some additional activities planned for this day and many in attendance took part. Several distinguished aviation writers were on hand to autograph their latest publications. Mr. Robert Serling was on hand to sign his latest offering, Howard Hughes' Airline, An Informal History of TWA, and would later be the guest speaker at the banquet. R.E.G. Davies was also signing several of the books that he is famous for. Both gentlemen were well received, and I'm sure, sold a few copies of their works. Thanks to both of these fellow "birdmen" for participating in Airliners International 84.

Notice was given that the room had to be cleared by five o'clock so the area could be prepared for our annual banquet. As the deadline approached, the last few "big" deals were made and the room was cleared. Those that were going to attend the banquet headed back to their rooms to freshen up and change cloths. Many of those that were not going to the banquet, stayed around the lobby and made a few last trades. Some folks just don't know when to quit!

The evening started with a cash bar in the lobby area where the banquet was to be held. You could hear a lot of stories of how a big deal was made or about how Joe Blow got the last of some rare item before I got to the right table. It was easy to see that just about everyone was in a good mood, except for the guy that blew the "big" deal! About 7:30 the doors to the banquet room were opened.

After everyone was seated, Dan McIntyre and Jon Proctor, co-chairman of Airliners International 84, made short speeches welcoming everyone and thanking



ABOVE: Mr. Allan Koplars, set up a "post office" in the lobby of the Marriott to sell a special envelope dedicated to Airliners International 84. It is hoped that this activity will be carried on to California in 1985. Mr. Koplars was also selling other postal items related to aviation and was a very interesting gentleman to talk with. I hope to see him in San Jose next year.

those that had made the convention a success. Following their remarks, the annual Aviation World Airline Trivia Contest was conducted. Surely it takes these guys the other 11 months of the year to come up with the questions that they ask! The even more remarkable part is that someone knows most of the answers!

Following the trivia contest the banquet meal was served. The service was excellent and the meal was just as excellent. From the cheddar cheese soup to the main course of roast prime rib, to the dessert, it was delicious.

As the dishes were being cleared away, it was time for the Name the Plane Contest, presented by the Southern California Airline Enthusiasts. Mike Machat and Terry Waddington picked some fine details of a number of aircraft for us to identify. These fellows do a fine job picking some out-of-the-way part of an aircraft to be used. I still don't know how you can identify an airliner by looking at the wing root, a prop tip, a trailing edge, a wing tip or a window and know what type of aircraft your looking at. A lot of those present could and everyone had a grand time trying. Thanks fellows for a fun time.

It was now time for the introduction of the guest speaker, a job that was left in the capable hands of co-chairman Jon Proctor. Jon was proud to introduce Mr. Robert Serling, former UPI aviation news editor and author of several best selling books, including *The President's Plane is Missing*, *The Left Seat*, *Loud & Clear*, and *Wings*. Mr. Serling has spent most of his professional life in and around aviation as a journalist and author, and his books stand as industry classics.

Mr. Serling's opening remarks were off-the-cuff comments about aviation and the airline industry in particular. Most of these comments were of a humorous nature and received a number of laughs and chuckles from the audience. These comments out of the way, Mr. Serling got down to the main part of his speech, and some of his comments were not so funny. The main context of his presentation was on deregulation and the effect that it has had on airlines and their operations. His presentation was well received and at the conclusion Mr. Serling received a standing ovation from those present. A big hand should also go to the convention committee for presenting a gentleman of Mr. Serling's quality for our annual banquet.

Before the presentation of display awards, Terry Waddington presented the Second Annual Paul Goethe Memorial Award. Also on hand was the gentleman that was given the award in Washington last year but had to leave before he could receive it. This award will be given annually, at the discretion of the Southern California Airline Enthusiasts, to a person they select as best exemplifying the spirit that was demonstrated by Republic pilot Paul Goethe who past away two years ago during the conclusion of Airliners International 82.

It was now time to present awards to those that had models, photographs, slides and general memorabilia displays. There were quite a number of entries in all the various contests which equates to a number of awards. Prizes were given to those selected in first, second and third position. I do not have a list of those that won in the various categories, but I would like to extend best wishes to all those that won awards and to all those that participated in the contests. I would like to invite as many of you as possible to bring models, photos, slides and general display items to California in 1985.

The final act for Airliners International 84 was to present the Grand Door Prizes. All tickets were placed in the hopper and several of those attending the banquet would be winners of round-trip tickets to next year's convention. Airlines providing these tickets were TWA, USAir and Ozark. Congratulations to all the winners and I will see you next June in San Jose.

On behalf of all those attending Airliners International 84, I would like to take this opportunity to thank the St. Louis Convention Committee for giving us a super time. The location for the convention could not have been better--right across the street from the airport, and the facilities of the Marriott were outstanding. I would also like to extend best wishes to the Frisco Bay Area group that will be hosting Airliners International 85. All roads lead to San Jose in 1985! SEE YOU THERE!!!

CONTENT  
DELETED  
DUE TO PRIVACY  
CONCERNS

# STEPHEN PIERCEY

On May 20, 1984 the aviation community lost a good friend. On that date Stephen Piercey was killed in an air to air collision. Steve was at the Hanover Air Show doing some air to air photography when the two aircraft involved hit together.

For those of you that did not know Steve, he was the Editor and driving force behind the magazine, Propliner. This magazine was dedicated to the spirit of the piston-engine aircraft. Steve wrote many of the articles and provided many of the fine photographs that illustrated his stories and others. From passing, the magazine also passed into history. The reports that I have received, Propliner was a true labor of love for Steve. I can readily associate with that feeling because the Captain's Log is a labor of love for me. Steve put in many hours working on the magazine and traveling all over the world to collect the photos that appeared therein. Although I did not know Mr. Piercey as well as some of you did, I felt I knew him from the work he did. I shall miss him.

It is safe to say that the issues of Propliner that have been published will be collector items, now that the spirit behind that publication is gone. The magazines contained some of the finest articles and photographs of an era that will never be seen again. Connies, Electras, DC-3s, DC-4s, -6s and -7s as well as the many other prop aircraft that have been produced around the world, filled the pages of Propliner. Steve's parents have requested that the magazine no longer be published. Their request will be honored.

Those of you that have subscribed to the magazine are requested to write to the outlet from which you ordered the magazine. Some type of refund system will be set up so you can get your money back.

*Paul J. Galvin* ✈

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JACK KNIGHT AIR LOG AND THE AFA NEWS

If you are into aerophilatelic, then you should become a member of this organization. Everything you wanted to know about this area of collecting is printed on the pages of the Air Log. The Log is heavy on Lindbergh, balloon, labels, first day covers, rocket mail, zeppelin items and much more. Annual AFA/Club dues are

\$8 including \$6 for the annual subscription to the Jack Knight Air Log & AFA News. In each issue of the News you will find a super list of items available by mail auction. For additional information or membership write to AFA/Club Home Office, P.O. Box 1239, Elgin, Illinois 60121-1239. You'll be glad you did.



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WORLD AIRLINE HOBBY CLUB

CAPTAIN'S LOG

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PACIFIC SECTION

Marion Pyles  
Membership Co-ordinator

POLICY

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

CONTRIBUTIONS WANTED

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

PUBLICATION DATES

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

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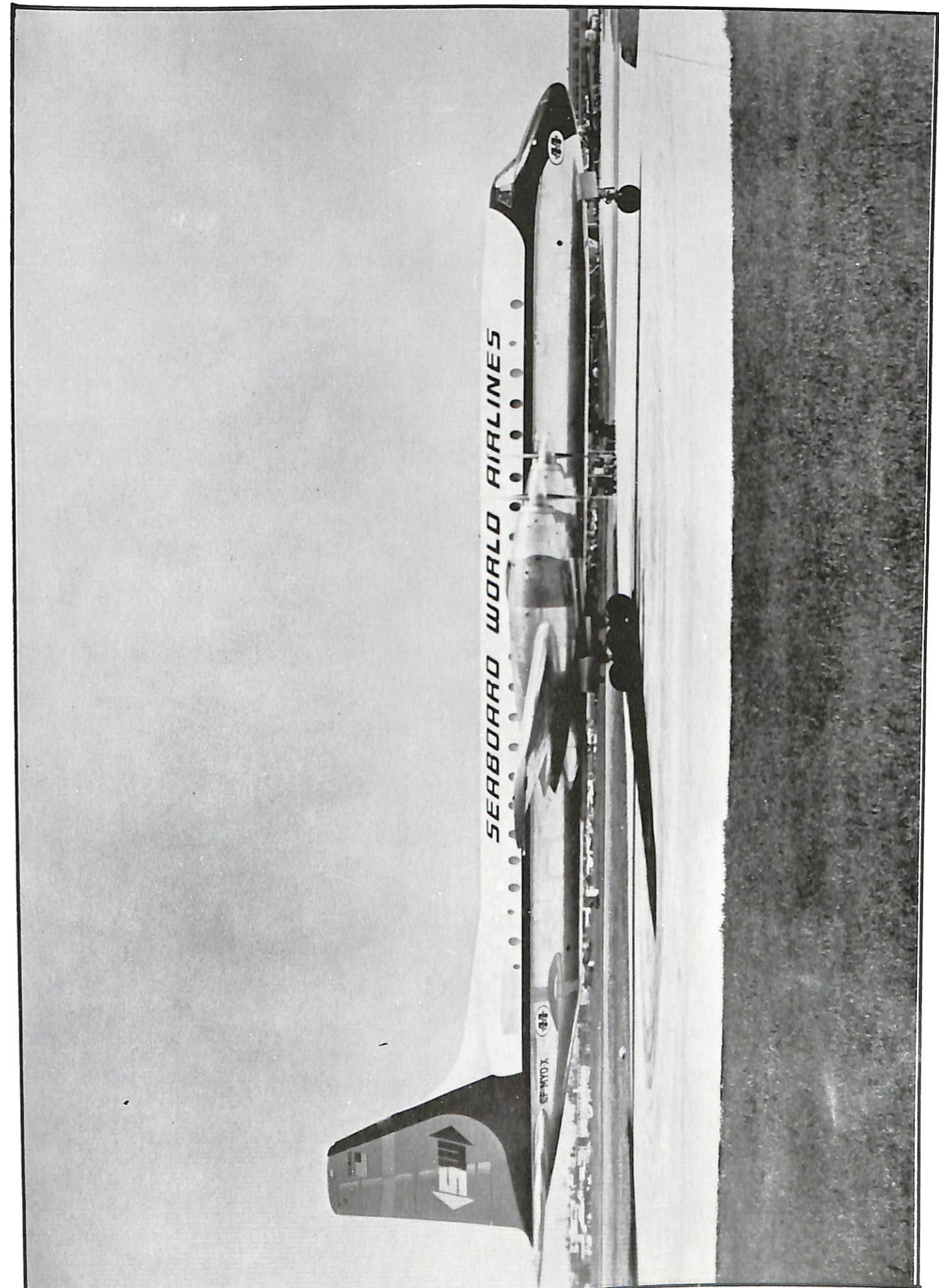
Please send your membership renewals and new membership forms to the following: European goes to Fred Hems; all other will go to Club Headquarters in Cincinnati, Ohio. When sending in new memberships and renewals, please use the correct U.S. dollar amount. Please do not send foreign (to the U.S.) money for your membership or checks drawn on other than U.S. banks. If you are joining the European Branch of the Club, please send Mr. Hems the equivalent of \$12/\$20 US in British pound notes. If you have any questions about method of payment, please contact Club Headquarters.

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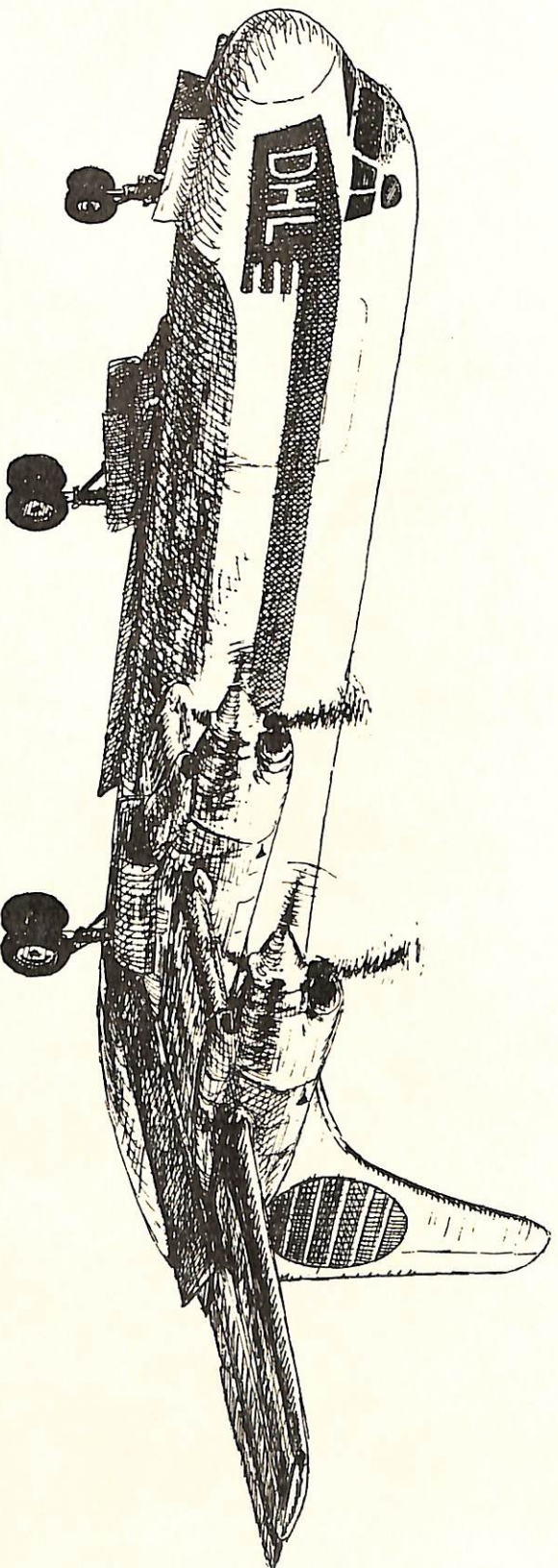
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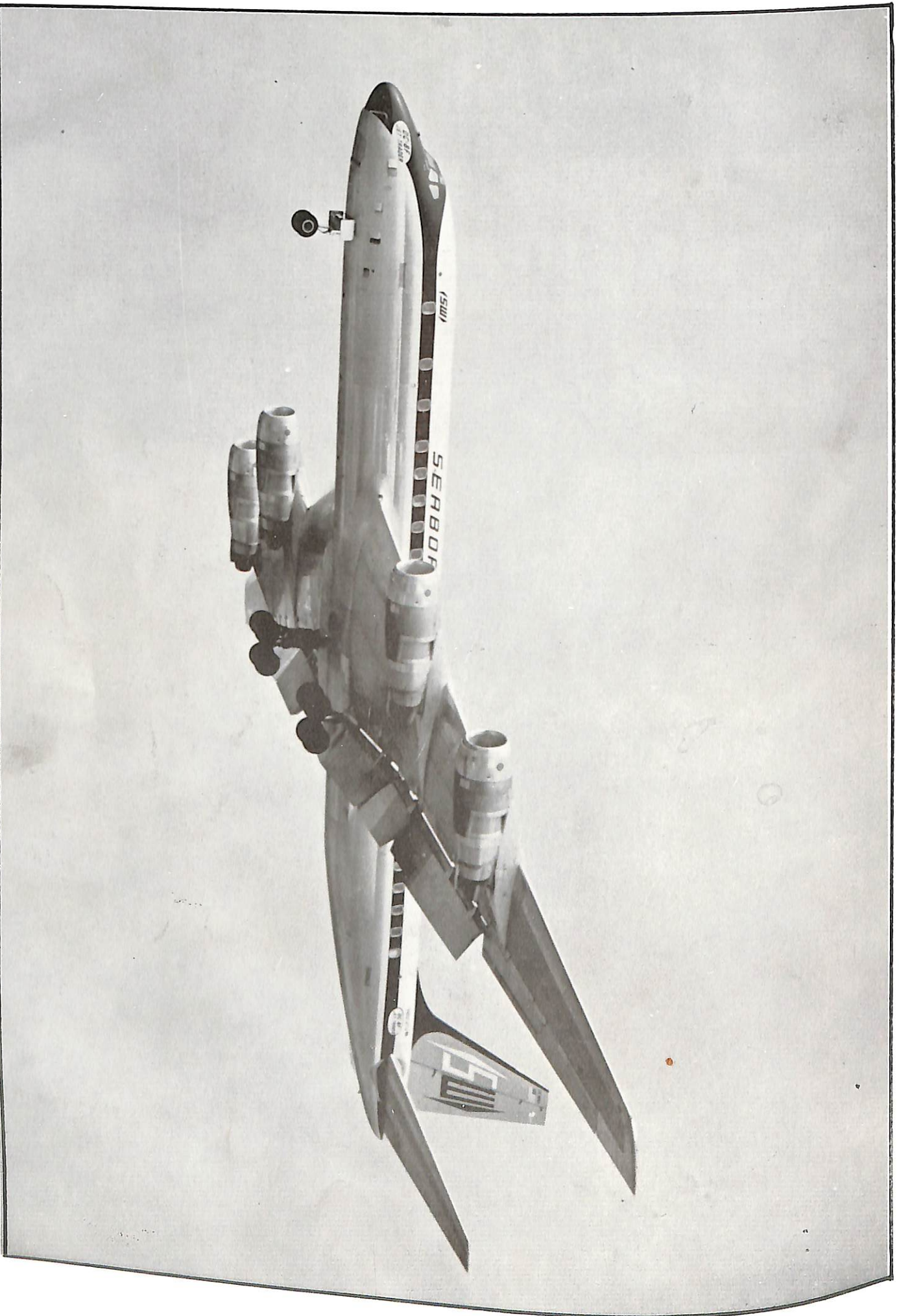


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