

YESTERDAY'S AIRLINER on TODAY'S AIRLINE

By ROBERT G. HUFFORD

Does your hobby include riding on as many different aircraft as possible? And, did you miss some of the old timers? Many aviation enthusiasts, like myself either because of their tender age or their lack of finances were not riding the airlines in the late twenties or the early thirties. For those who missed this experience, there is yet a chance to fly in a Ford Trimotor and a Boeing 247D. These two types are operated today, in scheduled service, by ISLAND AIRLINES SKYTOURS INC. near Sandusky, Ohio.

Two Ford Tri-motors, N7584 and N7684, fly on a frequent schedule between Port Clinton, Ohio and Put-In-Bay and several other islands in Lake Erie. Port Clinton is located a few miles northwest of Sandusky, about equi-distant between Cleveland and Toledo, on the shores of Lake Erie. Their Boeing 247D, N18E, operates to the same islands from Sandusky Airport, east of the city.

I was able to add these aircraft to my list by scheduling a lay-over in Cleveland on a return flight from the east. I rented a car and drove the 60 miles to Port Clinton in time to catch the 9AM flight to Put-In-Bay. In spite of overcast skies, the 30-odd year old "Tin Goose" was an inspiring sight parked next to the wooden

building that served as a passenger waitingroom - so much like the terminal facilities she had served in her hey-day. The passengers obviously did not share my awe, but were as nonchalant as though they were waiting at the corner bus stop. And appropriately to, for this airline serves the island communities much like a city bus serves suburban areas. It is the most practical means of getting to the mainland for shopping and other in-town chores.

Shortly after we boarded, the pilot, Harold Hauck, noted that we had more passengers than seats. In the same tone that a bus driver would use to persuade the passengers to move to the rear of the bus, he shouted from the pilot's compartment, "One of you will have to ride up here." Without regard for the usual amenities, I made a dash for the co-pilot's seat, my camera case bouncing from head to head as I raced past the seated passengers on my way up the aisle.

We took off in the amazingly short run that is so characteristic of the Ford. Although the trip was much too brief, it was worth all of the expense of getting to Port Clinton just to watch Harold Hauck deftly manipulate the wheel, the throttles and the Johnson bar in landing on the short, sod field at Put-In-Bay. Dur-