

LOGBOOK

Great Aviation History

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The first thing to remember

The staff at **LOGBOOK** magazine welcomes the chance to help you get your story in print. We will gladly work with you, even if you have never had anything published in the past. We are always happy to hear from first-time, one-time or fledgling authors. It is our goal to publish your aviation history.

Please note the following

Although we are dedicated to publishing your aviation history we reserve the right to reject material we find unsuitable. We also reserve the right to edit material, however we will try to ensure that you are pleased with the final product. Always remember that it is the contributor's responsibility to ensure he or she has the legal right to have the material, including photographs, published. All material sent to our office shall be considered released for publication. Sending a contribution to **LOGBOOK** constitutes your approval for us to edit and publish the material.

While every care is taken with material, **LOGBOOK** magazine and its staff cannot be held responsible for lost or damaged contributions. All material is sent at the contributor's own risk. All material, especially photographs, must be clearly marked with the contributor's name, address, telephone number and E-mail. Photographs will be returned, with any applicable payment, after publication.

Manuscripts

We can accept manuscripts in almost any form. Our preferred method is on a CD or as an E-mail attachment, and saved in a Word Document format. Old 3.5-inch discs are also acceptable. After that, we prefer it to be type written on one side of an 8 ½ x 11 inch sheet of paper. Finally, we can accept hand written material as long as the penmanship is clear. In all cases, please double space between lines. Manuscripts, discs and cassette tapes are not normally returned so please keep a copy.

The length of the manuscript can be variable, based on the story you are trying to tell. In general, feature articles are from 2,000 to 5,000 words. Longer articles are also acceptable and can be divided into two or more parts over multiple issues. We strive not to edit material based simply on space requirements. Department submissions are from 500 to 1,500 words. Please review a recent issue for department topics.

Photographs

We can accept photographs as prints, slides or scans. Two formats we cannot accept are negatives and computer generated prints. The latter simply will not scan again to the detail we need. Concerning scans, please scan at 300 dpi and save as a .tif or .jpg. Each photograph needs to be accompanied by a caption and a credit line. It is very important to have your name, address and telephone number on each photograph.

One thing we must point out

In over a decade of publishing great aviation history we have amassed a rather sizable backlog of articles – all great history just waiting to get published. Since **LOGBOOK** is a quarterly publication we do not print as many articles per year as a bi-monthly or monthly publication. As such, it may be a few issues in the future before we can get to your article. We do like to print a wide variety of topics in each issue so your article may move faster than others. We appreciate your patience, and please rest assured that your article will not gather too much dust.

Finally

Please remember that the staff at **LOGBOOK** is more than happy to hear from you if you have any questions. You may contact us at the above listed address. Have fun and Fly Safe,

Dave Powers

Departments in **LOGBOOK** magazine

The following is a list of various Departments within **LOGBOOK** magazine that accept short – about 500 to 1,500 words – articles.

Museums: Always a good place to start. Skip the big museums – Air and Space and the like – and stick with the smaller, lesser-known organizations. Include a list of their collection, a history of the museum, plans for the future and what the people who run the museum are proud of the most. We will need contact numbers and directions on how to get there. Also, please include the Serial Number/Bureau Number of each aircraft, if known.

Aviation Collectables: Another good place for the first time writer. Remember to keep your topic as specific as possible. Rather than “Airline Memorabilia” as a subject – a topic that is quite large – limit your topic to “Time Tables” or “Airline Pilot Wings,” for example. These are quite specific areas and can be covered in 500+ words.

Gate Guards: This is more than just a photographic section. Most Gate Guards are displayed to commemorate a nearby military unit, we need to know the history of that unit. Also, in addition the photograph and the location of the aircraft on display, it is always nice to know more detailed information about the aircraft. For example, try to find out its serial number, former unit and how it got to be where it is today. Remember that at times a display aircraft may have been repainted with a false serial number. If you are not sure of the number, unit or history that’s okay, simply say as much in your article.

Still at Work: Some a old airplanes – the venerable DC-3 or perhaps the de Havilland Beaver for example – are “still at work,” making a living in the sky. Do some research on the history of the bird, tell what it’s doing today. Add a few photographs, and you have a perfect article.

Pub and Taverns: Always a favorite. This needs to be about authentic restaurants/pubs that are run by or cater to aviation enthusiasts. Simply a cafe with an airplane picture on the wall is not quite good enough. Basically, we are looking for those places that people may be willing to go out of their way for to have lunch. We need to know the owners, the history and how to get there. Include photos.

Scrapbook: This is a catch-all photograph department. This is where you can send one, two or more photographs – with captions – for publication. Sometimes we try to put together a “theme” for an installment of the Scrapbook - “Naval Aviators in the South Pacific” - for example. Other times it is simply a potpourri of photos. The main thing to remember here is that you need to provide a detailed caption. A good caption is a story in itself. Note: This section pays at the photograph rate.

The LOGBOOK: This department consists of short stories of a personal experience. Call it a sea story, hangar tale, chair flying or just shooting the breeze, these tend to be shorter than a feature length article. Throw in a photo or two and you have a perfect entry in The LOGBOOK.

Finally: We are always coming up with new ideas for Departments and sometimes dropping old ones. Also, a department may be in one issue and not the next. The best way to stay in touch is to take a look at a recent issue. Feel free to drop us a line if you have any questions.

Hints for contributors to **LOGBOOK** magazine

- We publish stories about all aspects of aviation history, from the very beginning to just yesterday. These stories can be personal tales, narratives about distant or close relatives or other aviation personalities you have always admired or events that have always fascinated you. Almost any topic that you've always thought should be written down is appropriate for submission. Truthfully, you should write this knowledge down because history can be a fleeting thing.
- Try to write as you would tell the story verbally. Although we follow all the basic rules of English grammar we do not want to sound like a dull textbook. Write as you would speak.
- Keep your stories about very specific topics, people, events, etc... For example, rather than writing about the history of Pan American Airways, which is and has been the topic of several full-length books, write about a singular event or person. "Pan Am's First Flight from Key West to Cuba" is a more focused topic. Similarly, a person's life story can easily fill a book, so try to concentrate on a certain event or time in this person's history. Let's say, for example, your Uncle Joe flew B-17s in World War Two. You could write briefly about his growing up, his time in flight school and his time in the squadron. Then you could fully tell of that one mission where he came back to England with "two turning and two burning" and came in on "a wing and a prayer."
- Keep large amounts of numbers, such as the full description of the dimensions of an aircraft, out of the main text of the story. Rather, put these numbers in a chart or sidebar that will accompany the story. One or two numbers are fine; a whole bunch can interrupt the flow of a good story. This is also true with several dates listed in succession. It would be much better to put them in a chart.
- Your research needs to be very thorough and complete. Our staff will review each submission for accuracy but it is the responsibility of the author to make sure everything is correct. You open yourself up for comment from the general readership for incorrect information. Additionally, your submission needs to be in your own words – simply cutting and pasting from an internet article will not be accepted.
- If you are a bit unsure on how to write a feature article, you may want to attempt something shorter for your first try. Visit a local museum and write about its collection or write about the exploits of a pilot that you happen to know. Review a recent issue for examples of short pieces and departments.
- About photographs: Our staff and the publisher can not be held responsible for lost or damaged material. With this in mind you may consider sending a high quality scan (300-dpi/saved as a .tif file) of your original. Avoid doing any modifications or touch up to an image. If the original photo is a bit fuzzy or not the best composed image that's still okay. Vintage images are not always the best in the technical sense but they are the most interesting. 99.9% of the really interesting photos of airplanes and aviators were not taken by professional photographers. Also, remember that captions are a must.
- About scans: Scans must be of the original print or slide and sent to us as an electronic file, either on a disc or as an E-mail attachment. Scans of images taken from a book, newspaper or magazine will simply not work. Also, laser or inkjet prints, although they may look good, will also not work.
- Above all, relax and have a good time. You do not have to have a Graduate Degree in History or English to write good aviation stories. Our staff is dedicated to helping you get your story in print.

Payment for submissions

Each contributor is considered independent and not an employee of **LOGBOOK** magazine or the publisher. All material is considered an unsolicited submission and as such the magazine and its publisher assumes no responsibility for accidents or injury incurred while collecting this material.

We offer no kill fees. Material is considered accepted when it is published. Also, please note that a positive response to a query does not mean the material has been accepted or that a contract has been entered upon between the publisher and the author.

Payment is made upon acceptance and publication of the manuscript and/or photographs. Payments are mailed four to six weeks after publication. Payment is for the gross amount due and no taxes are withheld. Any tax payment required is the responsibility of the contributor.

Payment Schedule

(all figures in U.S. dollars)

Feature article.....	up to \$200.00*
Short article/departmen.....	up to \$50.00*
Interior/Back Cover Photographs.....	\$5.00 each
Front Cover Photograph.....	\$50.00

*Based on the length of the article, amount of editing, composing captions, etc...

As always, please feel free to contact us if you have any questions.

This payment schedule is current as of: **1 January 2014** and supercedes all previous schedules.