

AFJ TRAVEL TIPS



DISGUISE YOUR CAMERA. Nothing will label you a tourist more than a camera case. In order to blend in while still protecting your camera, carry it in a small, soft sided cooler bag with a shoulder strap. You'll

look less like a tourist and more like a local heading for work.

ONE SIDE OF THE BED IS USUALLY FIRMER THAN THE OTHER. If you're traveling solo and your room has a double bed, sleep on the side that's farthest from the telephone. It's usually slept on less frequently and is therefore more comfortable.

RECYCLE HOTEL FREEBIES. Once the hotel shampoo bottles I always seem to bring home are empty, refill them with your own brand of shampoo, conditioner, and shower gel—instead of buying travel-size containers at the drug store. Toss them along with other small items (toothbrush, toothpaste, nail file, pillboxes, and a comb) into a medium-size Ziploc

bag and you're ready to go; the clear plastic lets you find things easily.

CHECK FARES PERIODICALLY AFTER BOOKING YOUR AIRFARE. Although you've already paid for your flights, continue to monitor *Travelocity's Fare Finder*. The airline may have a sale, and buying new tickets could save you money—even after you pay the change penalty. My wife and I each pocketed \$187 on a recent trip from New York to Seattle by re-ticketing.

BRING A SINGLE-HOLE PUNCH AND LANYARD ON YOUR NEXT CRUISE. Once onboard, you can make a hole in your plastic key card and attach the lanyard, allowing you to carry the key around your neck. This is especially useful when your dress or slacks have no pockets. Just be sure to put the hole where it won't interfere with the card's magnetic strip.

LUGGAGE TAGS MAKE TERRIFIC LINT REMOVERS. I unpacked a pair of black slacks recently and saw that they were covered in white fuzz. I didn't have a lint brush handy, so I used the airline luggage tag sticker from my bag—the gummy side took the lint right off.

CLASSIC CRASH TRUCKS OF YESTERYEAR

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Photo Mark A. Redman Collection

In 1972, Ward LaFrance Truck Corporation introduced its "Statesman" series of heavy duty airport crash trucks. This version was the second generation of the firm's venture in a custom heavy duty vehicle. The first generation was introduced about ten years prior. The "Statesman" was offered in a variety of sizes and was built on a heavy duty 4x4 chassis, utilizing Ward LaFrance's "UltraVision" two-section cab. The very first "Statesman" was a 3000 gallon model and saw service with the Orlando, Florida (USA) Fire Department at McCoy Jetport, now known as Orlando International Airport. The rig had two 1000 gpm Hale pumps, 3000 gallons of water, and 500 gallons of foam. It was powered by twin Detroit V6-53 Diesels driving through MT640 Allison automatic transmissions into a Cotta transfer case. Max speed was in excess of 60 mph. Only a handful of the big "Statesman" rigs were built. Syracuse Hancock Int'l Airport, New York had a pair of the 3000 gallon trucks, as did Philadelphia International Airport. The lone 3000 model for export was also a 3000 gallon unit for Panama, and was painted a silver-blue color. There were also two smaller versions that were produced by Ward LaFrance, one was a 1500 gallon version for Chemung County Airport in Elmira, New York, and a 2000 gallon job for Melbourne Regional Airport in Florida.