

Spring 2014 | Issue 38-4

The Captain's Log

The Journal of the Airlines International Association

Air France

Airline Collectibles and History for the Aviation Enthusiast



Air France Douglas DC-4, F-BBDD, CN 42936, date and location unknown.
Photograph courtesy of Aviation Photography of Miami Collection.



Air France Boeing 707-328, F-BHSG, MSN 17619, Landing at Mexico City, September 1966.
Photograph by Leon Franco via Aviation Photography of Miami Collection.



Air France



On the front cover:

Air France Aerospatiale-BAC Concorde 101, F-BVFB, CN 207, at New York-JFK, May 18, 2003. Photograph courtesy of Mike Primamore via Airliners.net.

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The mission of the World Airline Historical Society is to encourage and facilitate through private and public collections the preservation of memorabilia representing the world's commercial airlines. The Society also helps document the histories of aircraft, airports, and air carriers.

Membership in the Society includes a free subscription to The Captain's Log (the Society's educational journal published in July, October, January and April), priority vendor table selection at the Society's annual Airliners International Collectibles Show and Convention, and other benefits as announced in The Captain's Log.

The World Airline Historical Society also endorses and supports a number of regional aviation-related collectibles shows held throughout the year.

The Membership year begins July 1. New members joining at other times during the year will pay a full year's membership, and will receive all copies of The Captain's Log from the previous July 1 through the following June 30th. Annual dues are based on your mailing preference for receiving your free subscription to The Captain's Log:

USA	\$30 Permit Mail; \$40 First Class Mail
Canada	\$35 Air Mail
International	\$45 Air Mail

The World Airline Historical Society is incorporated in Florida, and has been declared a 501(c)(3) not-for-profit corporation.



From the Flight Deck

By Duane L. Young • President@WAHSOnline.com
P.O. Box 101, Covington, LA 70434

Welcome Aboard!

Our convention in Los Angeles this summer continues to exceed expectations. The host hotel, The Sheraton Gateway is already sold out of the \$89 rate on some of the convention nights. We are trying to obtain additional discounted rooms at this hotel, and also at other hotels in close proximity to the convention hotel. As other rooms are obtained at a discount rate, the details will be announced on the convention website www.ai2014lax under "Breaking News". The main ballroom has 170 display tables which SOLD OUT in mid-January. A smaller adjacent ballroom was obtained that will hold 45 tables. Table sales have been brisk in it also. As of 2/15/2014 only 22 tables remain for sale. No other display rooms or space will be obtained due to other activities at the hotel. Both of these ballrooms will be under lock and key during non-show hours to maintain security for all of our dealers. A discounted parking rate of \$11 a day has been obtained at the Sunshine Parking Lot, right across 98th Street behind the convention hotel. To obtain this discounted rate, please go to the convention website and download the coupon. For those of you with trailers, oversize vehicles or motor homes there is LOT C. This is an airport operated property and is exactly two blocks (due north) behind the Sheraton Gateway hotel. They would not offer our group a discount unfortunately. All available tours as promised will be announced in late April. However, we can say this: Airplane/Airport spotters & photographers won't need a car to access the best spots to view aircraft. Keep an eye on "Breaking News" and Constant Contact emails for more information on an exciting new concept to be introduced to convention attendees.

Mr. Mike Machat has graciously accepted our offer to be our main banquet speaker on Saturday night the 12th of July. From his early days with McDonnell Douglas to his world renowned artwork, historical murals, and book illustrations, his presentation promises to be memorable and entertaining.

Please stay tuned to the convention website and watch for our Constant Contact emails for all the latest updates.

Membership Renewal

Please take a look at your mailing label. If your Membership Expiration date shows '06/2014', your WAHS/AIA membership will expire with this issue. Use the enclosed Membership Renewal Form to renew your membership now! If you have any questions on your membership status, please contact Bill Demarest at WorldAirSociety@AOL.com.

WAHS/AIA 2014 Board of Directors Elections

We are seeking self-nominations from anyone interested in joining the WAHS/AIA Board of Directors. We have the Vice-President and two board member positions at large up for reelection. Please contact Duane Young or Bill Demarest if you're interested in any of these positions. Ballots will be sent out to all active members with Captain's Log issue 40-1 in May, with the election results being announced at AI 2014 in Los Angeles during our annual membership meeting. All members are encouraged to participate. Deadline for submitting your self-nomination is May 1, 2014.

With best regards,
Duane



Flying Ahead with the Captain's Log

Issue 39-1 – The Airlines of the Golden State of California

Issue 39-2 – U.S. Charter Airlines

Issue 39-3 – The Boeing 747

Issue 40-1 – Atlanta – Hub of the World



Airline Timetables

Air France

By David Keller • dkeller@airinventionslab.com

It is recognized by all of the social planning authors that there are limits to the efficacy of government action. The authors, however, identify and emphasize different challenges, opportunities, and policy options. Both a global planning model system, and better use of the institutional framework are worthy of close study.

For information contact: Lt. Col. Ed. 1932 Linguist, Department of Air Force, Air Force, Compagnie Générale de l'Air, Compagnie Internationale de Navigation Aérienne (CIGNA), rue de la République, 1000 Brussels, Belgium (SGE). Of late, companies, agencies have been founded since 1977, providing air transport, family, health, education, etc. 20 years.

Airlinkan was born the product of a merger, having been created in 1929 from the combination of Air Ceylon (a former Ceylon Air Force which had been established in 1921) and "Air Lanka". The former's motto for its Summer of 1930 depicted the "winged scarab" (a) which would be merged by Air Lanka to form within the "A" and "O" inside in the Air Lanka version's (b). The latter name means "Air Ceylon" (though long by 1940) as it is Sanskrit for Lanka, Ceylon.

His companion, but little accepted, still with me that stayed used, about to leave, currently in camp, not waiting on the Over the North Africa in the Atlantic since May 1942. The last night passed from a good night was spent 8 times daily with Nether Bay, summer 1942, 1943.

Georgios Corfiotis (1894-1962) is usually described as simply an emigrant, someone who is sent to South America. The flight, from 1922 onwards, is the story, which was apparently a revision of official history as if it were a tip for his return to the Soviet Union. An emigrant before of the flight, it is that he returned abroad, which seems strange while the next column was down, which is a typical, he seems to have of all emigrants. The flight is the story, the flight, and the flight, in the 1920s, is the story, the flight, in the 1920s.

Cooperación Internacional de las Naciones Unidas (CIDA), was formed in 1970 to provide development aid to France and Belgium. Like all members of the network, would had the major financing received from the United States. In March 1971, CIDA's May 1, 1970 show for non-alcoholics was held in a small room in the

Scientific Director for Transgenic Animals (SCDA) was created in 1993 as a joint administrative effort. The day after the formation of SCDA, all data the center generated under the National Human Genome Research Institute's (NHGRI) National Genome Research Institute (NGRI) and a National Institutes of Health (NIH) center.

The 1935 merger of these carriers eventually provided Air Service with one of the largest air networks of any nation in the world. The aircraft mostly were military, 1922-34, but gradually became the first, owned by Air Service, given to others, or sold later as surplus. (1935, fig. 11)





C. KIESCHLE
FRANCE - PARIS - KESCHLE
EXPORT - IMPORTATION

1. Les avions

Modèle	Longueur	Envergure	Hauteur	Poids	Charge utile	Vitesse max	Plafond	Autonomie
100	10,00	12,00	2,50	1,200	500	250 km/h	5,000 m	2,000 km
101	10,50	12,50	2,60	1,300	550	260 km/h	5,500 m	2,100 km
102	11,00	13,00	2,70	1,400	600	270 km/h	6,000 m	2,200 km
103	11,50	13,50	2,80	1,500	650	280 km/h	6,500 m	2,300 km
104	12,00	14,00	2,90	1,600	700	290 km/h	7,000 m	2,400 km
105	12,50	14,50	3,00	1,700	750	300 km/h	7,500 m	2,500 km
106	13,00	15,00	3,10	1,800	800	310 km/h	8,000 m	2,600 km
107	13,50	15,50	3,20	1,900	850	320 km/h	8,500 m	2,700 km
108	14,00	16,00	3,30	2,000	900	330 km/h	9,000 m	2,800 km
109	14,50	16,50	3,40	2,100	950	340 km/h	9,500 m	2,900 km
110	15,00	17,00	3,50	2,200	1,000	350 km/h	10,000 m	3,000 km

2. Les hélicoptères

Modèle	Longueur	Envergure	Hauteur	Poids	Charge utile	Vitesse max	Plafond	Autonomie
200	10,00	12,00	2,50	1,200	500	250 km/h	5,000 m	2,000 km
201	10,50	12,50	2,60	1,300	550	260 km/h	5,500 m	2,100 km
202	11,00	13,00	2,70	1,400	600	270 km/h	6,000 m	2,200 km
203	11,50	13,50	2,80	1,500	650	280 km/h	6,500 m	2,300 km
204	12,00	14,00	2,90	1,600	700	290 km/h	7,000 m	2,400 km
205	12,50	14,50	3,00	1,700	750	300 km/h	7,500 m	2,500 km
206	13,00	15,00	3,10	1,800	800	310 km/h	8,000 m	2,600 km
207	13,50	15,50	3,20	1,900	850	320 km/h	8,500 m	2,700 km
208	14,00	16,00	3,30	2,000	900	330 km/h	9,000 m	2,800 km
209	14,50	16,50	3,40	2,100	950	340 km/h	9,500 m	2,900 km
210	15,00	17,00	3,50	2,200	1,000	350 km/h	10,000 m	3,000 km




Fig. 1.2. de Vries, 1994.



Fig. 3, 4 – Air Union, May 1932

The attractive cover of the Air France timetable for the Summer of 1934 sports an enhanced version of the flying seahorse logo. (Many early Air France timetables displayed the logo prominently on the cover.) This timetable shows operations on routes inherited from the predecessor companies, as illustrated by services to Eastern Europe and Morocco. (Fig 12, 13)

As was the case with European airlines in general, Air France was severely impacted by the outbreak of the Second World War. The carrier moved operations to Casablanca during the German occupation of France, and quickly re-emerged as a leading global force at the war's conclusion (having been granted a monopoly on air services for the entire nation). Trans-Atlantic service was inaugurated in 1946, and by 1953, the carrier was operating an

extensive route system spanning 6 continents. The timetable dated March 5, 1953 shows Constellations operating the longer hauls, with DC-4's, Breguet Provences, Languedocs, DC-3's and Ju-52's generally operating shorter segments. (Fig. 14, 15) Later in 1953, Air France would place the pure-jet DH Comet into service for a short time, before that aircraft was taken out of service due to structural issues.

Air France reintroduced jets in 1959 with the French-built Sud Aviation Caravelle. The timetable dated April 1, 1959 shows the Caravelle replacing Constellation and Viscount flights to Italy beginning in May. 707's followed shortly thereafter, and Air France continued the rapid conversion to jets during the 1960's. (Fig. 16, 17)



Fig. 5, 6 - Compagnie Générale Aéropostale, June 1928



Fig. 7, 8 - Compagnie Internationale de Navigation Aérienne (CIDNA), May 2, 1932

The next big leap in air transportation was the advent of the wide-bodied aircraft, beginning with the introduction of the Boeing 747 in early 1970. As was the norm, Air France was one of the early operators of the type, and the timetable dated July 1, 1970, shows 747 service to the US, Canada and Antilles. (Fig. 18, 19)

Being government-owned, Air France always demonstrated a preference for European aircraft (and French-built types in particular such as the Breguet Provence and Languedoc). In 1974, Air France became the first operator of the A300B which was built by Airbus Industrie, a cooperative venture of European companies. Despite a slow start, Airbus eventually built itself into one of the world's leading aircraft manufacturers, and Air France has operated every model produced.

In 1976, another French-built aircraft joined the fleet, in the form of the supersonic Aérospatiale-BAC Concorde. Air France operated Concorde to numerous destinations including Washington D.C., Caracas, Mexico City and Rio de Janeiro, before paring the offerings down to daily service between Paris and New York.

Although Air France was given a monopoly in the 1940's, by the early 1950's the airline was required to transfer some routes to new, privately owned airlines. One of these airlines was TAI (Transports Aériens Intercontinentaux). The timetable dated April 1, 1957 shows TAI operating DC-6B's between France and South-east Asia. (Presumably, the DC-7C's touted on the cover had not yet entered service.) (Fig. 20)

Another of these private carriers was UAT (Union Aéromaritime de Transport) which operated routes largely focused on Africa.

UAT became the second airline to place the DH Comet into service, and the timetable dated April, 1953, shows the jet operating to several African destinations from Paris. (Fig. 22, 23)

As is frequently the case when government-owned carriers are required to cede routes to private airlines, the transferred routes tend to be marginal at best, leaving the smaller carriers in a struggle for survival. In 1963, TAI and UAT merged to form UTA (Union de Transports Aériens). Although UTA primarily operated long-haul aircraft due to the nature of its route structure, the timetable dated April 24, 1966 shows Caravelle service to Africa. (Fig. 24, 25)

UTA added the DC-10 to its fleet in 1973, and the timetable dated November 1, 1973, shows both the DC-10 and DC-8 operating "Around the World" services (which required Air France's involvement to connect Paris and Los Angeles). Local Caravelle service was provided in the South Pacific. (Fig. 26, 27)

In 1960, Air France was further instructed to turn its domestic network over to Air Inter. Air Inter was a semi-private venture, with Air France holding a 25% stake in the company. Much like Air France, Air Inter showed a strong preference for French-built aircraft. The timetable dated March 29, 1981, finds the carrier operating A300's, Mercures (for which it was the only customer), Caravelles and Fokker F27's. (Fig. 28, 29)

Operationally, French air transportation largely maintained the status quo for several decades, but in 1990, a new round of consolidation took shape, as Air Inter and UTA were merged into Air France. Later in the 90's, Groupe Air France was set up as a holding company for Air France and Air Inter. Air Inter was subsequently re-



EUROPE CENTRALE & ORIENTALE

Destination	Class	Fare	Notes
Amsterdam	1st	12.00	
Amsterdam	2nd	8.00	
Amsterdam	3rd	5.00	
Brussels	1st	10.00	
Brussels	2nd	7.00	
Brussels	3rd	4.50	
Paris	1st	15.00	
Paris	2nd	10.00	
Paris	3rd	6.50	

FRANCE-ESPAGNE-MAROC

Destination	Class	Fare	Notes
Madrid	1st	18.00	
Madrid	2nd	12.00	
Madrid	3rd	8.00	
Algiers	1st	15.00	
Algiers	2nd	10.00	
Algiers	3rd	6.50	
Tunis	1st	12.00	
Tunis	2nd	8.00	
Tunis	3rd	5.00	

Fig. 12, 13 - Air France, May 1, 1934



Destination	Flight	Class	Fare	Notes
Amsterdam	600	1st	12.00	
Amsterdam	600	2nd	8.00	
Amsterdam	600	3rd	5.00	
Brussels	600	1st	10.00	
Brussels	600	2nd	7.00	
Brussels	600	3rd	4.50	
Paris	600	1st	15.00	
Paris	600	2nd	10.00	
Paris	600	3rd	6.50	

Fig. 14, 15 - March 5, 1953

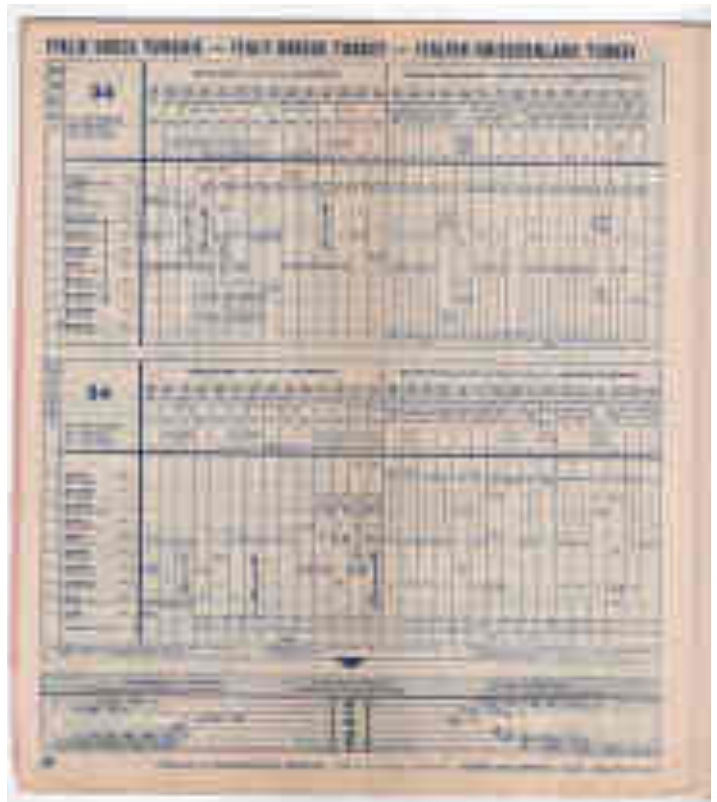


Fig. 16, 17 - Air France, April 1, 1959



Fig. 18, 19 –
Air France, July 1, 1970

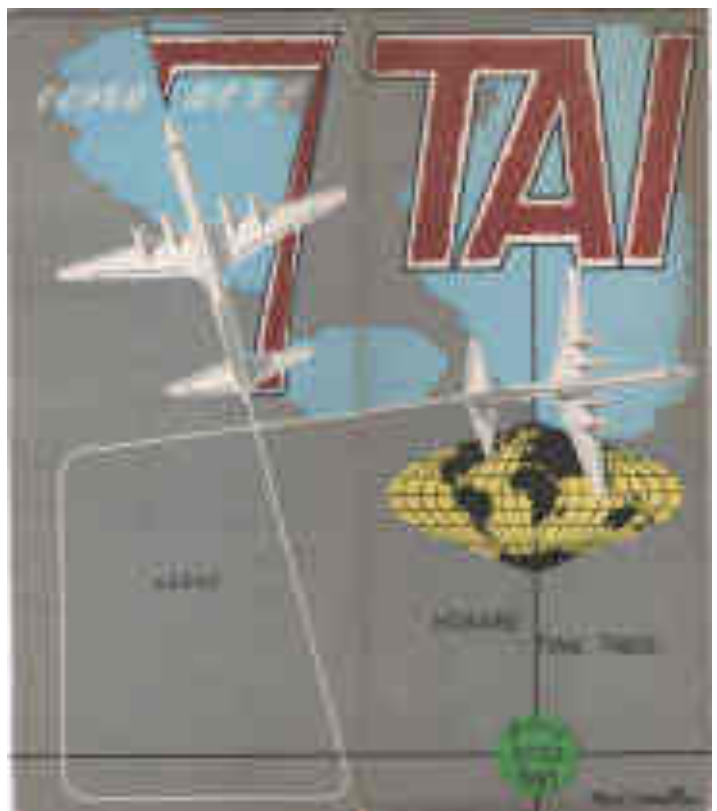


Fig. 20 – TAI, April 1, 1957



LIGNES LONGS COURRIERS

A.O.F.

PARIS - ORAN - ALGER - TUNIS - N. AFR.

MARTINIQUE - GUYANE - FRENCH GUIANA

PARIS - ORAN - ALGER - TUNIS - N. AFR.		MARTINIQUE - GUYANE - FRENCH GUIANA	
Line	Frequency	Line	Frequency
1	Paris - Oran - Alger - Tunis - N. Afr.	1	Martinique - Guyane - French Guiana
2	Paris - Oran - Alger - Tunis - N. Afr.	2	Martinique - Guyane - French Guiana
3	Paris - Oran - Alger - Tunis - N. Afr.	3	Martinique - Guyane - French Guiana
4	Paris - Oran - Alger - Tunis - N. Afr.	4	Martinique - Guyane - French Guiana
5	Paris - Oran - Alger - Tunis - N. Afr.	5	Martinique - Guyane - French Guiana
6	Paris - Oran - Alger - Tunis - N. Afr.	6	Martinique - Guyane - French Guiana
7	Paris - Oran - Alger - Tunis - N. Afr.	7	Martinique - Guyane - French Guiana
8	Paris - Oran - Alger - Tunis - N. Afr.	8	Martinique - Guyane - French Guiana
9	Paris - Oran - Alger - Tunis - N. Afr.	9	Martinique - Guyane - French Guiana
10	Paris - Oran - Alger - Tunis - N. Afr.	10	Martinique - Guyane - French Guiana

Fig. 22, 23 – UAT, April 1953



FRANCE – WESTERN AFRICA

SCHEDULE

Line	Frequency	Line	Frequency
1	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	1	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
2	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	2	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
3	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	3	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
4	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	4	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
5	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	5	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
6	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	6	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
7	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	7	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
8	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	8	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
9	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	9	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa
10	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa	10	Paris - Dakar - Niamey - N'Djamena - Libreville - Gabon - Congo - Zaire - Angola - Namibia - South Africa

Fig 24, 25 – UTA, April 24, 1966



AROUND THE WORLD

Line	From	To	Class	Fare	Notes
1	London	New York	Y	£100	Direct
2	London	Paris	Y	£40	Direct
3	London	Amsterdam	Y	£30	Direct
4	London	Frankfurt	Y	£35	Direct
5	London	Geneva	Y	£32	Direct
6	London	Zurich	Y	£33	Direct
7	London	Basel	Y	£34	Direct
8	London	Munich	Y	£36	Direct
9	London	Stuttgart	Y	£37	Direct
10	London	Düsseldorf	Y	£38	Direct
11	London	Cologne	Y	£39	Direct
12	London	Bonn	Y	£40	Direct
13	London	Dortmund	Y	£41	Direct
14	London	Essen	Y	£42	Direct
15	London	Münster	Y	£43	Direct
16	London	Bielefeld	Y	£44	Direct
17	London	Osnabrück	Y	£45	Direct
18	London	Wuppertal	Y	£46	Direct
19	London	Siegen	Y	£47	Direct
20	London	Kassel	Y	£48	Direct
21	London	Hanover	Y	£49	Direct
22	London	Braunschweig	Y	£50	Direct
23	London	Magdeburg	Y	£51	Direct
24	London	Dresden	Y	£52	Direct
25	London	Leipzig	Y	£53	Direct
26	London	Berlin	Y	£54	Direct
27	London	Potsdam	Y	£55	Direct
28	London	Cottbus	Y	£56	Direct
29	London	Regensburg	Y	£57	Direct
30	London	Munich	Y	£58	Direct
31	London	Stuttgart	Y	£59	Direct
32	London	Düsseldorf	Y	£60	Direct
33	London	Cologne	Y	£61	Direct
34	London	Bonn	Y	£62	Direct
35	London	Dortmund	Y	£63	Direct
36	London	Essen	Y	£64	Direct
37	London	Münster	Y	£65	Direct
38	London	Bielefeld	Y	£66	Direct
39	London	Osnabrück	Y	£67	Direct
40	London	Wuppertal	Y	£68	Direct
41	London	Siegen	Y	£69	Direct
42	London	Kassel	Y	£70	Direct
43	London	Hanover	Y	£71	Direct
44	London	Braunschweig	Y	£72	Direct
45	London	Magdeburg	Y	£73	Direct
46	London	Dresden	Y	£74	Direct
47	London	Leipzig	Y	£75	Direct
48	London	Berlin	Y	£76	Direct
49	London	Potsdam	Y	£77	Direct
50	London	Cottbus	Y	£78	Direct
51	London	Regensburg	Y	£79	Direct
52	London	Munich	Y	£80	Direct
53	London	Stuttgart	Y	£81	Direct
54	London	Düsseldorf	Y	£82	Direct
55	London	Cologne	Y	£83	Direct
56	London	Bonn	Y	£84	Direct
57	London	Dortmund	Y	£85	Direct
58	London	Essen	Y	£86	Direct
59	London	Münster	Y	£87	Direct
60	London	Bielefeld	Y	£88	Direct
61	London	Osnabrück	Y	£89	Direct
62	London	Wuppertal	Y	£90	Direct
63	London	Siegen	Y	£91	Direct
64	London	Kassel	Y	£92	Direct
65	London	Hanover	Y	£93	Direct
66	London	Braunschweig	Y	£94	Direct
67	London	Magdeburg	Y	£95	Direct
68	London	Dresden	Y	£96	Direct
69	London	Leipzig	Y	£97	Direct
70	London	Berlin	Y	£98	Direct
71	London	Potsdam	Y	£99	Direct
72	London	Cottbus	Y	£100	Direct

Fig. 26, 27 – UTA, November 1, 1973



Indicateur Horaire 43

Line	From	To	Class	Fare	Notes
1	London	New York	Y	£100	Direct
2	London	Paris	Y	£40	Direct
3	London	Amsterdam	Y	£30	Direct
4	London	Frankfurt	Y	£35	Direct
5	London	Geneva	Y	£32	Direct
6	London	Zurich	Y	£33	Direct
7	London	Basel	Y	£34	Direct
8	London	Munich	Y	£36	Direct
9	London	Stuttgart	Y	£37	Direct
10	London	Düsseldorf	Y	£38	Direct
11	London	Cologne	Y	£39	Direct
12	London	Bonn	Y	£40	Direct
13	London	Dortmund	Y	£41	Direct
14	London	Essen	Y	£42	Direct
15	London	Münster	Y	£43	Direct
16	London	Bielefeld	Y	£44	Direct
17	London	Osnabrück	Y	£45	Direct
18	London	Wuppertal	Y	£46	Direct
19	London	Siegen	Y	£47	Direct
20	London	Kassel	Y	£48	Direct
21	London	Hanover	Y	£49	Direct
22	London	Braunschweig	Y	£50	Direct
23	London	Magdeburg	Y	£51	Direct
24	London	Dresden	Y	£52	Direct
25	London	Leipzig	Y	£53	Direct
26	London	Berlin	Y	£54	Direct
27	London	Potsdam	Y	£55	Direct
28	London	Cottbus	Y	£56	Direct
29	London	Regensburg	Y	£57	Direct
30	London	Munich	Y	£58	Direct
31	London	Stuttgart	Y	£59	Direct
32	London	Düsseldorf	Y	£60	Direct
33	London	Cologne	Y	£61	Direct
34	London	Bonn	Y	£62	Direct
35	London	Dortmund	Y	£63	Direct
36	London	Essen	Y	£64	Direct
37	London	Münster	Y	£65	Direct
38	London	Bielefeld	Y	£66	Direct
39	London	Osnabrück	Y	£67	Direct
40	London	Wuppertal	Y	£68	Direct
41	London	Siegen	Y	£69	Direct
42	London	Kassel	Y	£70	Direct
43	London	Hanover	Y	£71	Direct
44	London	Braunschweig	Y	£72	Direct
45	London	Magdeburg	Y	£73	Direct
46	London	Dresden	Y	£74	Direct
47	London	Leipzig	Y	£75	Direct
48	London	Berlin	Y	£76	Direct
49	London	Potsdam	Y	£77	Direct
50	London	Cottbus	Y	£78	Direct
51	London	Regensburg	Y	£79	Direct
52	London	Munich	Y	£80	Direct
53	London	Stuttgart	Y	£81	Direct
54	London	Düsseldorf	Y	£82	Direct
55	London	Cologne	Y	£83	Direct
56	London	Bonn	Y	£84	Direct
57	London	Dortmund	Y	£85	Direct
58	London	Essen	Y	£86	Direct
59	London	Münster	Y	£87	Direct
60	London	Bielefeld	Y	£88	Direct
61	London	Osnabrück	Y	£89	Direct
62	London	Wuppertal	Y	£90	Direct
63	London	Siegen	Y	£91	Direct
64	London	Kassel	Y	£92	Direct
65	London	Hanover	Y	£93	Direct
66	London	Braunschweig	Y	£94	Direct
67	London	Magdeburg	Y	£95	Direct
68	London	Dresden	Y	£96	Direct
69	London	Leipzig	Y	£97	Direct
70	London	Berlin	Y	£98	Direct
71	London	Potsdam	Y	£99	Direct
72	London	Cottbus	Y	£100	Direct

Fig. 28, 29 - Air Inter, March 29, 1981



Fig. 30 – Air Inter, March 30, 1997



Fig. 31, 32 – Brit Air, March 29, 1987



Fig. 33, 34 – Brit Air, March 31, 1996



Fig. 35, 36 - Air Vendée, March 26, 1989

Proteus Airlines

Flights to London Heathrow

Flight	Day	Time	Class	Fare	Notes
PROTUS 100	Mon	10:00	Y	100.00	Y 100.00
PROTUS 101	Tue	10:00	Y	100.00	Y 100.00
PROTUS 102	Wed	10:00	Y	100.00	Y 100.00
PROTUS 103	Thu	10:00	Y	100.00	Y 100.00
PROTUS 104	Fri	10:00	Y	100.00	Y 100.00
PROTUS 105	Sat	10:00	Y	100.00	Y 100.00
PROTUS 106	Sun	10:00	Y	100.00	Y 100.00

Flights to London Heathrow (continued)

Flight	Day	Time	Class	Fare	Notes
PROTUS 107	Mon	10:00	Y	100.00	Y 100.00
PROTUS 108	Tue	10:00	Y	100.00	Y 100.00
PROTUS 109	Wed	10:00	Y	100.00	Y 100.00
PROTUS 110	Thu	10:00	Y	100.00	Y 100.00
PROTUS 111	Fri	10:00	Y	100.00	Y 100.00
PROTUS 112	Sat	10:00	Y	100.00	Y 100.00
PROTUS 113	Sun	10:00	Y	100.00	Y 100.00

Fig. 39 – Proteus Airlines
November 1, 1994



Fig. 37, 38 – Regional Airlines, March 28, 1993



Fig. 40, 41 – Flandre Air, March 30, 1997

Air Mail Etiquettes

The Air Mail Etiquettes of Air France

By Arthur H. Groten, M.D. • artgroten@optonline.net

The consolidation of a number of French pioneer airlines resulted in the creation of Air France in 1933. There were, of course, a number of smaller airlines that did not form part of this reorganization. After WWII, a number of former colonies established their own airlines that were not under the direct control of Air France. There was a loose alliance of these independent airlines with the Air France routes.

This article will concentrate on the pre-WWII etiquettes and only those of Air France between 1933 and 1940. There are only a few airlines worldwide that issued more etiquettes than Air France: Pan Am and Imperial being the most prolific. This was due in part to the far-flung reach of her colonial routes and, as we shall see, etiquettes designed for use in specific countries. Those specific etiquettes may, of course, be found used elsewhere as travelers carried them from place to place. Similar route-specific etiquettes were used for her intra-European services.

The best single reference for understanding the worldwide development of airlines is R.E.G. Davies, *A History of the World's Airlines*, Oxford University Press, 1964. It is long out-of-print but can be found on the secondary market. I borrow two of his charts: one showing the consolidation of the French airlines before WWII and the second showing the basic pre-War routes. (Figures 1 & 2)

Air France issued 51 different air etiquettes before WWII. A number have quite similar designs. It is not possible to show them all. I will show examples of the more interesting ones, both on and off cover. There were two principal methods of separation: perforations of various sorts or rouletting. These are specialist matters and I won't mention them further. The etiquettes were produced in a variety of formats: sheets, strips and booklets. I will show some of them as well as some used on envelopes.

After the merging of the various airlines, Air France inherited two main international routes: to the East from Air Orient and to South America from C.G.A. (Compagnie Generale Aeropostale). Some etiquettes indicate the routing to be used.

The first Air France etiquette (1933) is unique in that it mentions both the Oriental and South American routes. It was often placed over the name on the previous airlines' preprinted stationery. The cover in Figure 3 went from Saigon to Tours in 1934 specifying in both manuscript and a two-line hand stamp that it went by air only as far as Marseilles, then by surface.

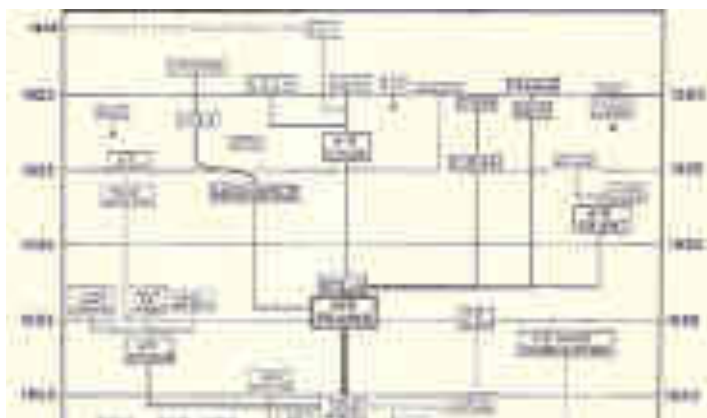


Figure 1



Figure 2



Figure 3

Five different labels mentioning routing were released in 1934, two of the South American route and three for the Indochina route. Figures 4 & 5 show one of each.



Figure 4



Figure 5

An example of an intra-European label is that for use in Romania issued in 1934 and used on a 1934 registered cover from Bucharest via Berlin and Austria to Belgium. (Figure 6)



Figure 6

The 1935 etiquette on a cover from Brazil to Germany is quite interesting. Four different languages request use of airmail. I know of no etiquette that has more. (Figure 7)



Figure 7

From 1935 to 1939 Air France issued booklets of etiquettes several times a year. Sometimes the design changed; sometimes the route or rate information on the inside covers changed. The booklet in Figure 8 is the earliest of the series, dated 1 May 1935. The image on the front is that of the label. The format was 4 panes of 6 with information on the interleaves as well as the covers.



Figure 8

The 1936 triangular label of this cover from Chile to Puerto Rico promoted all-air carriage from South America to Europe in 4 days. (Figure 9)



Figure 9

The same year saw two labels, one for service via Marseilles to South America, the other via Naples to the Orient; each came in red or blue. They were sold in booklets of two panes of twelve. The inside covers of the booklet gives connection information from various cities in Italy to Naples in order to meet the plane. It also includes rates to various countries. (Figures 10 & 11)



Figure 10



Figure 11

It was the custom in a number of countries to use etiquettes to request reply by air. This 1936 label was available in red or blue. (Figure 12)



Figure 12

Just before the fall of France in June 1940 and the resultant discontinuance of trans-European flights, Air France issued a label for use in Egypt. An example used from Egypt to France is dated 3 March 1940. (Figure 13)

This article details only a few of the pre-war labels. After the war, etiquettes continued to be used until the 1970s. But that's a story for another time.



Figure 13

What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

Before we dive into our mystery items for this issue, we have included a few wings and badges from Air France for your enjoyment.



Air Inter Europe became part of the Air France Group in 1997.



Air France flight attendant cap badge.



Air France flight attendant wing.



Air France, current issue flight attendant wing



Union de Transports Aériens (UTA) joined the Air France Group in 1992.



Air France, 1960s jacket pocket patch.

And now, our 'What is it?' for this issue.



Who is 'National Jet' and where are they from and when? Blue and gold emblem in the middle.



This gold, red, and blue wing looks like it might be the British flag? Any ideas?



Where is this gold, blue, white and orange wing from and when?



A black and gold wing with an 'A' and six-pointed star. Who is it?



Can anyone name the airline behind this gold, black blue and white wing?



What airline is this wing from? Gold, white, green and red. Allegro?



A musical wing? Where is this from? Black and silver.



'T S A'? Where and when? Silver, dark blue and white.



A gold colored wing with a fish on it. Where and when?

By now we hope the warm weather has returned to your home area. It's been a cold winter here in Canada. Looking forward to seeing everyone at AI 2014 LAX in July!

Beth & Ken

Book Review

By Steve Cukley • steve@stuckinthe70s.com

$\Delta_{\text{H}}^{\circ}(\text{H}_2\text{O}, \text{l})$ and $\Delta_{\text{H}}^{\circ}(\text{H}_2\text{O}, \text{g}) = 19.19 \text{ kcal mol}^{-1}$
 $\Delta_{\text{H}}^{\circ}(\text{H}_2\text{O}, \text{l}) = \Delta_{\text{H}}^{\circ}(\text{H}_2\text{O}, \text{g}) + 19.19 \text{ kcal mol}^{-1}$

By David J. Lawrence
 Director of Programs, University of Utah
 ISBN 1-563-00264-1

[illegible]

This helps make up for the somewhat minimalist text that accompanies the book's many drawings. On page 27, "cavities are 25 percent of a man's teeth" is followed by what appears to be what it says. The book is not so much read as it is "taken in," much in the way one might experience one of the murals in the Vatican Museums. It is definitely fun. If you are looking for an exhaustive scientific history of the human railway, this book is not what you need. It is, however, a fun read.

While none of the multiple possibilities of *Al Financiero* integrated somehow as a source used in 1990, this volume identifies the beginning of French embargo evasion with Campaigns Générale Financière of 1941, which marks an organized flight of assets in 1940 mostly with the intent of saving money into Switzerland. From there, only some of the inter-scheduled firms began to face early cautions, including CGF, the notion that the intent of this first set of regulations 75 years ago. This path for French flight cooperated with the British Danks and others as he is making the other, continuous commitment as an example for the *Al Financiero* point, since the evidence in 1953, the fact of a government decision to suspend all foreign, independent French currency, a message that the years after, companies such as L.D.I., U.T.A., Air France, and later a few more, were absorbed into the burgeoning national airline. *Al Financiero* certainly is the "Bureau" "Bureau" that flows from there on pages four and five, in keeping with the "total failure" of the state and the hope of a daily new source for come in with it, *Al Financiero* is not a mere, more, alternative, short history of such currency.

[illegible]

As I read this book, I found myself asking how to translate creative momentum to be applied to other art forms. In essence, it's the story of the current U.S. literary scene and "lifestage" (the last sentence of the book). And the book is probably the only picture in the world who would see it as their national art form, and indeed with such a national movement.

Availability: Local deposits of the rock can be found in a few locations at about 570.

The task force's culture focuses on task accomplishment and achieving the best possible results for the customer.

Playing Cards

Air France Playing Cards

By Fred Chan • topflite@olympus.net

Of a total of 643 commercial airlines known to have distributed playing cards, Air France is one of only four airlines that have issued more than 100 different designs. Its 153 different cards compare with 114 from Singapore Airlines, 117 from Delta Air Lines, and a whopping 215 from China Airlines.

Most surprisingly, almost all of Air France's cards are quite plain, usually showing only its name, logo and maybe some stylistic design. The cards shown in Figures 1 to 8 are representative of almost all of these AFR designs and some of these are even

common generic decks. The only two examples that depart from this approach are shown in Figures 9 & 10.

When Air France was offering its Concorde service, it was very generous in giving out double decks of cards promoting its supersonic flights. Although the card designs followed the usual motif (Figures 2, 4 & 5), the card cases were quite exquisite and expensive, usually made of leather. Some examples are shown in Figures 11.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11

Label Time

Labels and Stickers of Air France and Its Predecessors

By Daniel Kusrow • dkusrow@us.net

Over the past 90 years, Air France and its predecessors have issued baggage labels and stickers that were rich in dramatic and colorful graphic design. Air France's label legacy is so noteworthy that it strongly differentiates the airline's graphic output from the labels of many other airlines. A number of them were issued as scaled down versions of full size posters (01, 02, 06, 07, 15, 17).

Leading French artists and graphic designers produced airline baggage labels, such as Jean Jacqueline (02), Edmund Maurus (06) who worked on Air France graphic projects into the 1950s, Alo - Charles-Jean Hallo (07), Albert Solon (08), Roger Excoffon (15), and Raymond Moretti (17).

Of note are the labels issued by the Air France predecessors (01-08) which were mostly issued before 1930 and are all very rare today. In 1932, Air Orient (03) introduced its new corporate emblem: "L'Hippocampe" (the Flying Seahorse), which Air France adopted for its use in 1933 (10), when Air Orient, Farman, CIDNA, Air Union, and Aeropostale were merged to form the new carrier. The logo has been in continual use with Air France to this day.

The Air France label of 1935 (09) was targeted to the British travel market with European destinations listed, but it is also interesting for the route map shown which reflected the airline's service from Saigon to Santiago via Paris, which was the world's longest at the time.

In the post World War II era, Air France placed into service the Lockheed Constellations and loyally used the type to the inauguration of the jet era (11, 13, 14). The label featuring the Connie with the ocean liner is emblematic of the changing of the seaborne guard to the aerial guard across the North Atlantic. By the early jet era, the airline was using both French (Sud-Caravelle) and American (Boeing 707) aircraft as shown on the period label with the strong abstract graphic of the globe (15). The early 1970s saw the introduction of Concorde supersonic service by the airline (16).

Your editor's favorite Air France label is the one from 1950 (12) with the playful cartoon-like use of "L'Hippocampe" as a metaphor for the airline's extensive world-wide cargo operations.

Sources:

Affiches Air France Rever Le Monde
Air France Affiches Posters 1933-1983
The Airline Encyclopedia 1909-2000
Poster Art of the Airlines



01 Lignes Aeriennes
Latecoere - Baggage Label
1924 - Extremely Rare



02 Aeropostal
Baggage Label - 1929 - Rare



03 Air Orient - Baggage Label - 1933 - Very Scarce



04 CMA (Compagnie des
Messageries Aeriennes)
Baggage Label - 1922
Extremely Rare



06 Air Union
Baggage Label
1932 - Rare



05 Grands Express Aériens
Baggage Label
1923 - Extremely Rare



07 CIDNA (Compagnie
Internationale de Navigation
Aérienne) - Baggage Label
1929-Extremely Rare



08 Lignes Farman - Baggage Label - 1927 - Extremely Rare



10 Air France - Baggage Label
1935 - Uncommon



09 Air France
Baggage Label - 1935 - Rare



11 Air France - Baggage Label - 1947 - Scarce



14 Air France - Baggage Label
late 1950s - Scarce



16 Air France - Baggage Tag
1975 - Uncommon



12 Air France - Baggage Label - 1950 - Scarce



15 Air France - Baggage
Label - 1960 - Uncommon



13 Air France - Baggage Label - 1952 - Very Scarce



17 Air France - Baggage Sticker - 1983 - Uncommon

Dining Service

Air France Dinnerware

By Richard R. Wallin • rrwallin@aol.com

Here's a representative sample of dining ware from Air France over the years. Enjoy!



This so-called "seahorse" pattern is the one most often seen - from what information I've found, they used this for 25 or more years, up until the turn of the century or even later. Decoration is blue and gold.



A demitasse set; markings are in black.



This was apparently their final Concorde service. The stylized black Concorde logo on the napkin ring was the only piece with this marking.



This small square dish with only an orange stripe around the base was also a Concorde item, as evidenced by the marking on the bottom.



A small ceramic compact with an Air France Boeing 707 on the lid, in full color!



A butter pat and ashtray with the seahorse in gold.



These small dishes, apparently butter pats, can be found in just about every color of the rainbow. May have been passenger giveaways?



Silverplate individual teapot with the seahorse logo.



Three very small delicate cocktail glasses with the seahorse logo in a circle. The small one only holds about an ounce!



Air France Boeing 747-428.
Photographs courtesy of Jeff Magnet.

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Postcard Corner

Air France and Predecessors on Postcards

By Marvin G. Goldman • marvilynn@gmail.com

Air France originated in 1933 as an amalgamation of four pioneering French airlines -- Air Orient, Air Union (itself a merger of CGEA and CMA and the acquirer of Aéronavale), CIDNA, and SGTA (formerly named Farman) -- and the acquisition of a fifth, Aeropostale (formerly named Latécoère). So let's begin with a look at postcards of these early adventurous airlines.

Air France Predecessors

Per noted airline historian Ron Davies, the first scheduled international civil flight in Europe was operated on behalf of an Air France predecessor, Lignes Aériennes Farman, on 22 March 1919 from Paris to Brussels. The following postcard illustrates the aircraft type and publicizes that route.



Lignes Aériennes Farman, Farman F.60 'Goliath', noting first public service between Paris and Brussels (1919). Black & White ('B&W'). Pub'r D'Homont, Paris. Farman (later named S.G.T.A) became part of Air France in 1933.

C.M.A. (Compagnie des Messageries Aériennes), ultimately another component of the 1933 formation of Air France, became the second active French airline by starting service on 19 September 1919 between Paris and London, utilizing a Bréguet 14 'Limousine' aircraft.



C.M.A. (Compagnie des Messageries Aériennes) Bréguet 14 'Limousine', F-JAGB, on the Paris-London route. B&W. Pub'r Photo Rol.

The third French airline formed in 1919 that ultimately became a component of Air France was C.G.E.A. (Compagnie des Grands Express Aériens). Its passenger service began on 5 March 1920, on the Paris-London route.



C.G.E.A. (Compagnie des Grands Express Aériens) Farman F.60 'Goliath'. Airline Issue ('A/I'). Sepia. Printer: Raphael Tuck & Sons Ltd., London. This card is postmarked from London on 2 May 1921 and has a handwritten 28 April 1921 message, written while crossing the English Channel, stating: "Dear Biddy. This is a very wonderful trip. Left Paris 1 P.M. Arrive London in about half an hour. It is now 3 P.M. We have fifteen passengers with bags trunks besides several sacks of mail. A pilot & mechanic. Wonderful weather. Great views altho we are now up 6000 feet. You all should come over. Regards. Hoppy". The recipient's address on the card is in Pasadena, California, and I found the card in a small postcard shop in nearby Sunland about 20 years ago.

A fourth French airline formed in 1919 and which became a component of Air France was Lignes Aériennes Latécoère (later known as Compagnie Générale d'Enterprises Aéronautiques and then Compagnie Générale Aeropostale). It concentrated on routes to the south of France, including North Africa, and then served routes within South America and ultimately across the South Atlantic Ocean. The airline became legendary for its pioneering routes and famous pilots such as Antoine de Saint-Exupéry, Jean Mermoz and Henri Guillaumet.



Lignes Aériennes Latécoère Bréguet 14A2, F-ALZE, registered May 1922 - January 1923. B&W. Pub'r: L'Association des A.H.P.T.T. d'Alsace.



Aeropostale (Compagnie Générale Aéropostale) Latécoère 26-6, F-AJGE, in service July 1929 to January 1934. B&W. Real photo postcard by Finibus Fot. A handwritten note on the back of the card states that the site is 'Maracaibo', Venezuela. This aircraft could carry two passengers as well as mail.

A fifth French airline that ultimately participated in the formation of Air France was C.I.D.N.A. (Compagnie Internationale de Navigation Aérienne). It was originally formed on 23 April 1920 under the name Compagnie Franco-Roumaine de Navigation Aérienne, adopting the CIDNA name on 1 January 1925.



C.I.D.N.A. Farman F-4X 'Jabiru' Trimotor, F-AHAG, at the airline's base, Le Bourget Airport, Paris. B&W. Pub'r Edit. Farineau. Ex-Dave Prins Collection.

In 1921 Aéronavale (Société Maritime de Transports Aériens Aéronavale) established seaplane operations from Antibes, France to Ajaccio in Corsica, first with Donnet-Denhaut HB3's and then with Lioré et Olivier Léo 13's. In 1926 Aéronavale was acquired by Air Union which in turn became part of Air France in 1933.



Aéronavale Lioré et Olivier Léo 13 seaplanes F-AHAD and F-AGAD at Antibes, France. Pub'r Levy & Neurdein, Paris. Ex-Dave Prins Collection. These two aircraft entered Aéronavale's fleet in 1925 and 1924 respectively.

C.M.A. and C.G.E.A., the first two airlines described above, merged on 1 January 1923 and adopted the name 'Air Union'. The merged airline especially focused on the Paris-London route, acquiring better aircraft and introducing in July 1927 an upgraded service, called 'Golden Ray', to compete with Britain's Imperial Airways 'Silver Wing' service on the route. In 1933 Air Union became one of the airlines that joined to form Air France.



Air Union aircraft about 1927 including, left to right, Lioré et Olivier Léo 'Golden Ray' 21, Bristol 165 and Farman F.60 Goliath. B&W. Pub'r Godnoff-Tito, Le Bourget, Paris.

The last airline involved in the formation of Air France was Air Orient. It was formed in 1927 as a branch of Air Union under the original name 'Lignes d'Orient', and eventually provided service to Indo-China.



Air Orient 1932 poster by artist Paul Colin, reproduced in postcard form in 1993. Collection Musée Air France, card no. A125, Printer Comelli Fils. This is one of several beautiful posters of Air France predecessor airlines that have been issued as postcards by different printers in recent years.

'Air France' Prop Aircraft

Upon the formation of Air France in 1933, the new airline had to cope with 35 different types of aircraft inherited from the combining airlines (Air Orient, Air Union, CIDNA, SGTA/Farman, and Aeropostale). It also immediately sought to improve fleet quality, and started to introduce new French-built landplanes by Wibault, Potez, Breguet, Bloch and Dewoitine that could fly considerably faster than its existing fastest aircraft. Here are three sample postcards of this next aircraft generation.



Air France Potez 62, F-ANPG. Issued by Air France's office at Schiphol Airport, Amsterdam, with a greeting on the back for the 1937 New Year. Card no. 193/1. B&W. The Potez 62 was introduced in 1935, carried 14 passengers, and flew at 160 miles (257 km.) per hour.



Air France Dewoitine 338 trimotor, F-AOZA. A/I, no. 331. B&W. F-AOZA entered service in summer 1936 and was the first of 30 such aircraft for Air France. It was suitable for longer international routes and provided a more luxurious flying experience.



Air France Bloch 220, F-AOHJ, at Le Bourget Airport, Paris. B&W. Pub'r Rueil-Malmaison. Card postmarked 9 October

1938. In 1937 Air France introduced the Bloch 220 which could carry 16 passengers at 212 miles (341 km.) per hour. Competing with Imperial Airways, this aircraft type furnished a new higher standard of performance on the Paris-London route.

Air France also introduced many types of French-built seaplanes, and here are a couple postcard examples.



Air France Latécoère 300 'Croix du Sud'. Sepia. Pub'r Achille Ourth, Les Lilas, France. Ex-Dave Prins collection. Air France was a pioneer in crossing the Atlantic to South America with seaplanes. The pictured Latécoère 300 was one of the types utilized. After completing two dozen successful South Atlantic crossings, however, it was lost at sea on 7 December 1936 with pilot Jean Mermoz and other noted French seaplane aviators aboard.



Air France Lioré et Olivier Léo 246. Artist Louis Petit. Pub'r ERPE. Air France operated this seaplane type, starting in 1939, on the Marseilles-Algiers route. Ex-Allan Van Wickler collection.

Following WWII, Air France introduced several new types of landplanes, turning to U.S.-built as well as French-built aircraft.



Air France Douglas DC-4, F-BBDF. A/I, no. 385, dated Nov. 1950. With the DC-4, Air France initiated Paris-New York service on 24 June 1946.

Air France Bréguet 763 Provence 'Deux Ponts', at Marseilles-Marignane Airport. B&W. Pub'r Combier Imp. Macon ('CIM'), no. 19. Here we have the original 'double-decker' aircraft. It was introduced by Air France in 1953 on the trans-Mediterranean route to Algiers and served until 1971.



Air France Lockheed L-049 Constellation F-BAZD over Paris. A/I, also numbered 385 and dated Nov. 1950. Air France introduced Constellation aircraft in late 1946, and the type replaced the DC-4 on the Paris-New York route.

In 1948 Air France started issuing a series of destination postcards reproducing beautiful Air France posters by noted artists. At least 70 different postcards in this series were issued by the airline, each with a number and date. Some cards were issued more than once, with each issue having a different number and date, and some were issued with language variations. From 1948 through 1954 the postcards were sized 3-1/2" x 5-1/2" (9 x 14 cm.). From 1956 through 1964 (the last year of the series), the cards are larger, sized 3-15/16" x 6-1/8" (10 x 15-1/2 cm.).

Subsequent to 1964 a variety of Air France poster-postcards have been printed by various publishers. The oldest of these publisher cards is the series produced by Editions Arno. Thereafter, other Air France poster-postcards have been published by Porché, Comelli Fils, SERAG, Farkash Gallery and others.

Here is one early example issued by Air France:



Air France SNCASE SE-161 Languedoc, F-BATD. B&W. Pub'r Editions P.I., Paris, no. 19. Card postmarked 10 November 1954. Editions P.I. continues to be a significant publisher of airline postcards, and this example is one of their earliest cards. A list of their postcards can be found at the excellent airline postcard website, williamdemarest.com. The Languedoc was a four-engine development of the Bloch 220 pictured earlier. It served with Air France from 1947 to 1955.



Air France poster-postcard 'Paris', no. 263. A/I, July 1948.

Air France Jet Age Postcards



Air France Sud Aviation SE 210 Caravelle, F-BHRE 'Artois', at Nice. Pub'r Montluet, Nice, no. 181. The very successful French-built Caravelle was the first short-haul jet in the world, entering passenger service in 1959. Its novel design featured two engines mounted in the rear (rather than on the wing). With this type, Air France developed the world's first rear-engined airliner network.



Air France Boeing 707, F-BHSC, at Bastia-Poretta Airport, France. Pub'r A. Rion, Nice, no. 94/346. For its longer-haul routes with jet aircraft, after starting with the De Havilland Comet, Air France turned to the 707 and operated them from 1960 to 1982.



Air France Boeing 727-200, F-BOJB, at Milan-Linate Airport, Italy, end of 1960s. Pub'r Pace, no. 2553, on behalf of SEA, the Linate Airport operating company. Collection of Leonardo Pinzauti, Florence. Air France operated 727s from 1968 to 1993.



Air France A300 B2, F-BVGA. A/I, no. 22.946, Dec. 1974. Air France was the first commercial operator of an Airbus airliner, and this particular aircraft, F-BVGA, was the first one delivered to Air France, entering service on 23 May 1974. The livery shown was soon changed, as in 1975 Air France introduced a new livery featuring a tri-colored tail motif and no fuselage cheatline, as seen in the next postcard.



Air France Boeing 747-100, N28899 (later F-BPVK). A/I, Jan. 1981, ref. 60293. This aircraft served with Air France from 1973 to 1994.



Air France Aérospatiale Concorde, F-BVFA. A/I, ref. 60291R. Air France and British Airways were the two primary operators of the famous supersonic Concorde. The pictured aircraft, F-BVFA, was the first Concorde delivered to Air France, on 19 December 1975. Its last flight was on 12 June 2003 from Paris to Washington DC's Dulles Airport, where it now can be viewed at the adjacent (and magnificent) Smithsonian National Air & Space Museum's Steven F. Udvar-Hazy Center.



Air France Airbus A320-100, F-GFKA. A/I, no. 60705R. This aircraft, A320 construction no. 005, was delivered to Air France on 26 March 1988 and served with the airline until 2010. The A320 and its variants have proven to be one of the most successful aircraft types of all time.



Air France Boeing 777-200. A/I, no. P107981014. Air France continues to source the aircraft types it deems best suited for its needs, regardless of the country of manufacture. Air France was the launch customer for the 777-300ER, and the Boeing 777 is presently the single most common type in its fleet, with about 65 active aircraft of the -200 and -300 series.

We end this postcard review of Air France with a beautiful card showing the largest aircraft in its fleet -- the Airbus A380.



Air France Airbus A380-800, F-HPJA. A/I, Japan office. Image supplied by William Demarest. On 23 November 2009, Air France became the first European airline to operate the double-decker A380, flying the pictured aircraft, F-HPJA, from Paris-CDG to New York-JFK. Air France presently has nine A380s in its fleet.

Notes:

Except as noted, the original postcards of those shown are in color, published in standard or continental size, and from the author's collection. I estimate their rarity as -- Rare: the Farman, CMA, CGEA, Latécoère Bréguet, Aeropostale, Aéronavale, CIDNA, Potez 62, Dewoitine 338, Bloch 220 and Léo 246 cards; Uncommon: the Air Union, Latécoère 300, DC-4, L-049, Languedoc, Bréguet Deux Ponts, 'Paris', Caravelle, 707, 727 and A380 cards; Common: the Air Orient, A300, 747, Concorde, A320 and 777 cards.

AI 2014 Postcard Contest:

The Airliners International 2014 show in Los Angeles will again feature a Postcard Display Contest. Whether you're an experienced collector or a beginner, you are encouraged to submit an entry. It's a lot of fun, and the postcard displays stimulate a greater interest in collecting airline and airport postcards. This year's revised Postcard Contest rules can be found at www.airlinersinternational.org. On the home page, click on the left-side tab "Contests" and then click on the link "Postcard Contest Rules".

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Until next time, Happy Collecting, Marvin

Tickets and Ticket Jackets

From Flying Seahorse to Eurowhite - Air France at 80 By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

Venerable and iconic. Proud yet troubled. The epitome of the legacy / national flag carrier seeking to transform itself into a viable form for the 21st century, Air France (AF) is rich with history for collectors. The question is for how much longer and in what form? A quick look at the Air France – KLM corporate website presents the challenge. While the Q3 2013 Operating Margin (profit) was a credible 8.8%, the 9 month 2013 Operating Margin was a meager 0.9%. Just think about the efforts of the people, the challenges of maintaining and operating a safe fleet, the huge amount of capital employed and the overall risks entailed in operating a global airline

conglomerate of its size and scale only to be effectively “breaking even” financially. Whether it is the Low Cost Carriers of Europe, the 5-Star Skytrax award winners from Asia and the Middle-East, or disruptions in the global economy the carrier has its work cut out for it to be around for its centenary. So let’s look at a sampling of the rich history it has to build on as captured in a sampling of its ephemera.

With the formation of the carrier in 1933, its original logo, the Seahorse, was adopted from one of its predecessors – Air Orient. From 1960, Figure 1 shows the classic Seahorse design along with another classic the Lockheed Constellation ... and no, that’s not tropical staining, it’s a galaxy of stars running across the face of the jacket.

Figure 2 illustrates the typical design of the AF ticket stock for much of the post-World War II era into the 1960’s. Note this two flight example has the 72-hour Reconfirmation sticker affixed which was common in the day – particularly for international flights. Imagine people today having to remember to reconfirm 72 hours ahead of a flight ... good luck with that!

Staying with this circa 1960 period, please take note the Route Map of the day taken from the rear of Figure 1. We’ll come back to the route system in a moment though note the West Africa component in particular (Figure 3).

Moving forward to 1967, the Concorde was on the horizon. With its first flight to come in 1969, the front design of this jacket (Figure 4) has more than a passing resemblance to the coming airliner. The rear of this jacket provides the updated version of the global Route Map with a nice little Caravelle in the lower right corner (Figure 5). A structural shift in the route system is the withdrawal from many African routes – particularly in West Africa. This was a result of French government policy decisions in 1960 and 1963 to shift routes to French private sector competitors (Aigle Azur, TAI, UAT) and also to the fledgling Air Afrique (owned in common with AF and UAT by at first eleven and later fourteen West African nations).



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

Figure 6 presents a “Jet Contrail” style design which also notes as AF being a General Agent for TAI and symbolizes the jet era as well and truly here.

In 1970, AF used this “Cities Filmstrip” style design on its jacket (Figure 7) which highlighted destinations across its global network. My take would be: New York – London – Paris – Athens – Moscow and Tokyo (Japan). The rear of this jacket also shows the through connection from Moscow to Tokyo on the Route Map. Moving to 1976, we’ll look at an example of the AF MCO stock. MCO stands for Miscellaneous Charges Order and represents a specific branch of ticket stock collecting. Examples of MCO stock are typically harder to come by, as few were issued compared to normal tickets. As such, to collect these examples can be more challenging and potentially expensive particularly for obscure carriers. Figure 8 shows the front while Figure 9 the inside. This AF example has more structure than many MCO designs as it emulates the Four Flight standard format to allow for charges and changes. Issued in Lima, Peru in 1976, it covers the excess baggage charges for 50 kg’s of baggage on two flight segments. Now, these are keystrokes in designated computer fields. Note in

the bottom right corner the dollar limitation on the value unless paid for a tour. MCO’s were commonly used to cover add-on tours and accommodation which were sold through the airline. African carrier MCO examples, in particular, can have interesting content in this regard.

With the coming of the “Eurowhite” style aircraft livery and branding in the late 70’s, true to presenting a clean, unified corporate image there came great homogeneity in the ticket and jacket designs with considerable blank “white” area in the designs to this day such that they don’t make for inspired viewing and inclusion here where we are always space limited. Just ahead of this period though, in 1976, was this particularly nice jacket design presented in Figure 10.

The name on the design (in the upper right corner) appears to be “N. Garamond”. A web check indicates there was a graphics artist / author Jacques Nathan-Garamond in this period so perhaps this was the creator. In any event, even to a solid “left-brain” leaning individual as myself I have to acknowledge this design is evocative on many levels. Be it sun over desert, sky over sea, the curvature

of the earth or a view from a mountain top, a symbol for French art and culture, or whatever suits your fancy, it is a design fitting a global airline. The fact that it is a US Travel Agent's stamp on the front rather adds to the global pedigree.

To conclude, what does the future hold for this global legend? Will it survive as a recognizable entity or will the AF-KLM

combination merge with others to become some form of Euro Inc. or SkyTeam Corp. and lose its connection to the past in the pursuit of economies of scale which somehow don't actually seem to be leading to more sustainable carriers. Alternatively, will it somehow go back to its roots ... especially if the economic union in Europe ends up devolving? Time will tell if The Captains Log is celebrating Air France at age 100.



Figure 6



Figure 7



Figure 8



Figure 9



Figure 10

Flying Stamps

By Jim Edwards •

We're featuring Air France with this issue of the Log. Interestingly enough, the Concorde has been featured on more postal stamps than any other aircraft.



France issued this stamp in 1976 to commemorate the inaugural flight of the Concorde from Paris to Rio de Janeiro. The stamp was designed by Paul Lengelle.



These 1978 issues featuring the Air France Concorde were issued by the French and British New Hebrides. The islands are now known as Vanuatu.



The Republic of Mali, Senegal and the Territory of Wallis and Futuna Islands issued these stamps in 1977 with the Air France Concorde.



In 1980, West Germany issued these two stamps with a Lufthansa Viscount and Air France Caravelle.



The Air France Airbus A300 is shown on this 1986 issue from Kampuchea.



An Air France Airbus A340 is shown on this 1994 stamp from New Caledonia to celebrate the first A340 flight between Noumea and Paris.



Israel issued this First Day Cover in 2008 to commemorate the 60th anniversary of their friendship with France. An Air France DC-3 is featured on both stamps.



An Air France Boeing 707 is on this 2005 issue from French Polynesia to honor Air France's Around The World Service in 1973.

Wings

Air France

By Charlie Dolan • wingcobda@yahoo.com

When I began this article, I realized that, during a career spanning thirty-six years of processing international traffic, I had not dealt with any flights operated by Air France. My early years of service were spent in the western New York area and all of the flights that came to Niagara Falls International Airport (KIAG) were charter operations. We cleared flights that were operated by Capitol International, Donaldson, Lloyd International, Trans International, World Airways and Laker Airways. During a work stoppage by Canadian air traffic controllers, we got to handle flights diverted from Toronto which brought Swissair, LOT Polish Airlines and British Airways to our greatly underused facility.

After seven years there, we relocated to Montreal and I began dealing with pre-cleared flights at Dorval Airport (CYUL). The flights bound for the United States from Montreal were operated by Air Canada, Allegheny (later US Air), American, Braniff, Delta, Eastern and Republic. After hours charters were flown by Nordair, Quebecair, Worldways Canada and Canadian Pacific.

Our next move was back to the States and a long tour at Baltimore, MD. The international flights there (KBWI) were of TWA, Air Jamaica, Icelandair, Aer Lingus, KLM, Mexicana and British Airways. To those were added charter flights by operators such as Express One, Private Jet Expeditions, Ryan International, Alitalia, Rich International, World Airways, America West, North American and Martinair Holland. I still had no contact with flights from La Belle France.

My last station was what I considered “on the job training for retirement”. I returned to pre-clearance operations, this time in the British Crown Colony of Bermuda. Work at Bermuda International Airport (TXXF) was quite restful compared to other stations. The flights operated by American Airlines, Continental, Delta, JetBlue, United, US Airways and USA 3000 departed between the hours of 0700 to 1700. There was no night work and, for the first time in thirty-five years of marriage, Karen not only knew IF, but WHEN, I’d be home for dinner. The commute from our residence to the airport was three miles and, as in Canada, I was not required to wear a sidearm.

It was in Bermuda, however, that I came the closest to Air France. I was relaxing on my day off when I looked out over the Atlantic to see a Boeing 747 on final approach to Runway 12. It was unusual to see a Boeing 747 landing at Bermuda but even more unusual to see the colors of Air France on the vertical stabilizer. I ducked back inside to grab my aviation band radio and turned it on just in time to hear the tower welcome Air France 90 to Bermuda. For some reason, the flight from Paris to Miami had gotten low on fuel and dropped on to “lifeboat” Bermuda to pick up some needed reserves.

I grabbed my video camera and radio, hopped into our sporty convertible and made it to the airport almost before the chocks

had been placed under the tires. The next few hours were spent listening to the back and forth between the tower and flight deck as the visitor kept asking how long it would be before the fuel would be arriving and the tower explaining that there was only so much equipment available to service the scheduled flights as well as the newcomer. It did not seem like a long time to me until flight ninety pushed back and took off to resume its trip to Miami.

As I sit here, I wonder if the Commandant de bord is still at his word processor, explaining to the Chief Pilot why it was necessary to stop in to Bermuda and why, since he did drop in, he didn’t bring back a jug of Black Seal rum.

Air France is one of the few carriers of which I know that has not changed its uniform insignia seemingly as often as the decades change. The Image of the “Hippocampe Aile” (sometime derisively called “The Shrimp”) has adorned the aircraft, uniforms and advertisements of Air France since the 1930s. The winged seahorse of Air Orient was retained when Air France was formed with the merger of Air Orient, Air Union, CIDNA and Societe Generale des Transports Aeriens. The seahorse harkens back to the early days of aviation in France when many of the mail flights were operated by seaplanes.



The left crown cap badge illustrated on the preceding page is made of gold-plated brass and has parts of gold bullion thread (wings and base) on black patina. The center of the badge features the "Thunderbolt" which has been the British Overseas Airways emblem since 1911. The badge is attached to the crown cap by means of two tabs which hook in the lower edge of the band and it is representative of the top cover of the badge.



The right insignia for pilot and flight engineer illustrated on the preceding page are made of gold bullion thread on black enamel. These are two slightly different versions of the top badge. The center of the badge features an emblem of the Thunderbolt. The center circle of the badge has a red border with a black border and a black border. The outer border is black with a gold border. The inner border is black with a gold border. The outer border is black with a gold border. The inner border is black with a gold border.

The silver for the pilot and flight engineer insignia is the same enamel, the gold base and engraving. In this condition the insignia show the different grades and grades of the badge. The center circle of the badge is the same as the center circle of the badge. The outer border is black with a gold border. The inner border is black with a gold border. The outer border is black with a gold border. The inner border is black with a gold border.

All of these insignia, when on the right, badge, are attached to the metal plate with a pin through the top of the badge on the right.



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Junior Wings

Air France

By Lane Kranz • lanekranz@msn.com

Over the years Air France has issued some of the most exquisite junior wings with intricate details. When Air France was formed in 1933 from the merger of 5 airlines, it adopted the logo of Air Orient, a hippocampe ailé (winged sea-horse), which has served as the icon for Air France and its parent company on and off through the years. In 1990, Air France acquired the operations of French domestic carrier Air Inter and international rival UTA – Union des Transports Aériens. Both of these companies also issued junior wings.



AFR-06



AFR-04



AFR-01



AFR-07



AFR-03



AFR-11



AFR-12



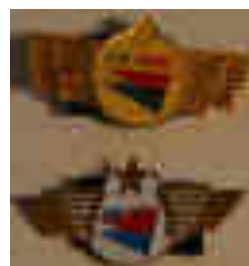
AFR-05



UTA-03



UTA-01 (Pilote) and UTA-02 (Hotesse)



ITF-01 (Air Inter with small star inside a circle). The Air Inter with a large star and no circle is undesignated.

New Finds:

These wings are exciting new finds! If you come across a new wing, please email me. I'll include it in a future Captain's Log.



Allegiant Air has recently issued a new junior wing/ promotional item. It is a very nice metal wing featuring the updated company logo and tag line, "Travel is our deal".



Next, is a great find from fellow collector Dave Cherkis. It's a beautiful issue from DHL with red print on a silver, plastic wing. It says, "Above and Beyond". Great find Dave!



Finally, fellow collector Jose Gonzalez found a super rare junior wing/ pin from Air Afrique. This is the first known African airline, besides SAA, that has issued a junior wing. It says in French, "Club des poucet- voyageurs" which translates as 'Club of Young Voyagers'. Another good one, Jose!

Keep on Collecting!
Lane

Safety Cards

Air France

By Fons Schaefer • f.schaefer@planet.nl

In less than 10 years time Air France will celebrate its centenary. In about half that time, partner KLM will also be 100 years old. I expect both to then still operate under the same name since their births, now 90.5 and 94.5 years ago. Interestingly, the two airlines share the same birth date: 7 October.

A good reason for a historical review, but this is the safety card section which, at best, can look back just 60 years ago when the first predecessors of safety cards came in use with Air France. In the 1950s, Air France joined other major flag carriers in having on board a safety leaflet that reflected the style of that decade (fig. 1a, 1b, 1c). Although the 1953 leaflet shows a Lockheed Constellation, it features type-less subjects such as seating instructions and life vest donning. The primary means of communication is text, augmented with some illustrations. Of particular interest is the brace-for-impact attitude: seat back as far as possible and for the front row leave your seat and sit on the floor with the back against the bulkhead.

The 1960s brought Air France the famous Caravelle, which, besides the Comet (with which it shared the nose structure design), was the world's first medium range jet airliner that went into service. The Caravelle was loved at first sight by those outside because of its

gracious forms and inside by virtue of the large triangular cabin windows. Figures 2a and 2b show portions of the safety card. Note that the name of the plane comes first, above Air France. The tail exit is shown as an additional escape route, but no opening instructions are given, as opposed to the other exits, marked a (forward left), b (forward right) and c (overwing exits).

Yet a decade later, safety cards got more common and Air France started a design that in essence still exists today. It is foremost recognised by its small size, only 4 inch by 8.4 inch (10 by 21 cm). The tiny cards easily get lost in their normal habitat, which is the seat back pocket in front of you. Air France therefore makes sure that all passenger seats have an extra slot in the seat tray tables. This slot just fits the card which thus makes it conspicuous when the table is folded up, such as is the case when the safety card needs to be read: upon boarding and during take-off and landing. The layout and artwork design have been consistent ever since, which is quite unique. Many other long-time airlines have drastically changed their safety card layouts at least once in such a long period, but not Air France.

Of course there were some minor changes over time. The most significant are in the top of the front panel, where the Air France



Fig. 1a, 1b, 1c - 1950s Safety Leaflet

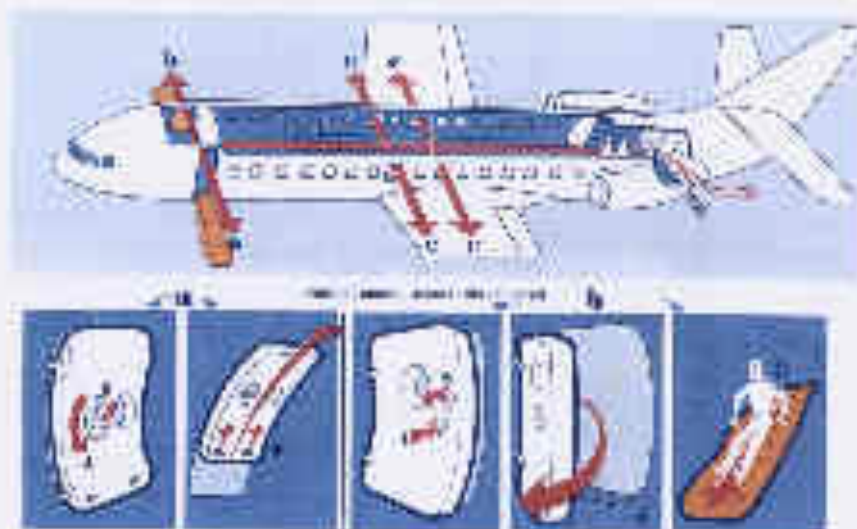




Fig. 7 - Air Inter Mercure



Fig. 8 - UTA DC-8-62



Fig. 9 - Regional Fokker 100

Aircraft Models

The Blue Concorde

By Ken Miller • ozmiller@sbcglobal.net



Air France Concorde, Paris-Orly, April 9, 1996. Photograph courtesy of Jean-Charles Dayot via A-Net Photography.

I'm a little at a loss when it comes to discussing Air France as I have no completed or in progress Air France models. I've a full work bench as well, so no room to add anything at this time. My first thought of an Air France model would be the Airfix 737-200 kit which came with both British Airways and Air France markings in one release. There are so many different 737-200 markings available though that I've never seen the model finished in either Air France or British Airways markings. One model I do have in my to-build stash would be Concorde in Air France markings. Not just any Air France markings but in the short lived Pepsi colors.

There's no doubt that Concorde was a one of a kind amazing aircraft. Were it not for France and Air France, Concorde would not have been developed or flown. Concorde is the only supersonic airliner that flew in regular service. Concorde was jointly developed and produced by British Aircraft Corporation (BAC) and SUD Aviation. Signed in London on November 29, 1962, the agreement to jointly produce Concorde was not just a contract but an actual treaty between the United Kingdom and France. Once signed there was no turning back for either of the involved countries. As design work continued, cost estimates continued to rise. Philip Birtle's book on Concorde has a rather ironic statement: "It was not long before it became apparent that the original cost estimates were inaccurate." This is quite the understatement.

At one point the USA insisted that Concorde should be cancelled if the United States were to provide economic assistance to the United Kingdom. The Americans were concerned that US dollars would be used to help finance a project that was in direct competition with the US aerospace industry that was developing the United States Super Sonic Transport (SST). On October 25th, 1964, Sir Pierson Dixon, the British Ambassador in Paris, was instructed to contact M. Couve De Murville, the French Foreign Minister, and inform him that Britain wished to cancel Concorde. The French sensed the American influence in the cancellation plans. French President De Gaulle was unhappy with Britain's plans to cancel and made it clear that France would hold Britain to the agreement signed in 1962. After a meeting on November 19th 1964 the French govern-

ment delivered an ultimatum to London stating three main points: The treaty did not allow for any revisions including cancellation, any delay would be beneficial to the United States, and Concorde must be built as planned. The British government was left with no choice other than to continue with the program. If Britain had unilaterally denounced the agreement, the French Government would have sued in the International Court and almost certainly would have won. The win would have allowed the French to continue the project themselves and charge Britain half of the overall program costs without the UK having any benefit from the program. Having survived this political stumbling block, rising program costs, environmental concerns over sonic booms, and the oil crisis of the early 1970's the Concorde program continued.

Twenty aircraft were eventually built. Two prototypes, two pre-production aircraft and seven aircraft each were delivered to both British Airways and Air France. Both airlines agreed to operate their inaugural services simultaneously as British Airways would fly from London to Bahrain and Air France from Paris to Rio de Janeiro. Both first flights departed at 11.40 GMT on January 21st, 1976. Initially the United States banned Concorde flights due to noise concerns. Concorde was finally allowed to fly to the United States after the US Supreme Court declined to overturn a lower court's ruling rejecting efforts by the New York Port Authority to continue the Concorde ban. Scheduled service from Paris and London to New York's John F. Kennedy Airport began on November 22nd, 1977. In 1977 British Airways and Singapore Airlines shared a Concorde for flights between London and Singapore International Airport via Bahrain. After disputes and complaints from the Malaysian and Indian governments over noise from supersonic speed the route was discontinued in 1980. From September 1978 to November 1982 Air France flew Concorde twice weekly to Mexico City via Washington DC, or New York City. From 1978 to 1980 Braniff International Airways leased five Concorde from British Airways and five from Air France for subsonic flights between Dallas-Fort Worth and Washington Dulles flown by Braniff flight crews. The aircraft were registered in both the United States and their home countries. The European registra-



Air France "Pepsi" Concorde, Dublin, Ireland, April 3, 1996. Photography courtesy of Carl Ford, Jetphotos.net.

tions were covered over while being operated by Braniff, but the planes retained their full British Airways and Air France markings. Concorde flew regular transatlantic flights from London Heathrow and Paris-Charles de Gaulle Airport to New York JFK and Washington Dulles airports.

Fast forwarding 22 years another chapter in Concorde history was about to be written. In 1996 Pepsi Cola undertook a major re-branding project costing \$500 million. One component of the advertising campaign would involve Concorde. Pepsi requested that British Airways paint a Concorde in Pepsi colors but the airline declined stating that it would dilute the airlines strong corporate image. Air France agreed to paint an aircraft. Pepsi's re-branding involved going blue. Pepsi described the change as "the most important marketing development in its 100 year history". Pepsi replaced their red and blue can color with electric-blue to differentiate themselves from their main rival Coca Cola. Concorde would have to be painted blue as well. Air France maintenance staff contacted Aerospatiale (successor of Sud Aviation) as the aircraft was only certified to operate in a white color scheme. Air France was given approval to paint the fuselage blue but was advised to keep the wings white to keep the fuel temperature within limits. The aircraft speed was restricted to M2.02 for 20 minutes but there was no restriction for under M1.70. Concorde F-BTSD (c/n213) was selected as it was available for maintenance and schedule reasons. Painting began in late March 1996 at the Air France maintenance facility at Paris Orly Airport. Re-painting required 200 liters of paint and 2000 hours of work. The re-painting was done secretly as Pepsi wished to keep the new identity a surprise until the moment it was revealed. The aircraft was covered in brown wrapping paper after it was painted. The plane left the hanger on March 31st at night and took off for London-Gatwick where Pepsi had planned their event. On April 2nd 1996 Pepsi unveiled the re-painted Concorde and the new brand. Claudia Schiffer, Andre Agassi, Cindy Crawford and hundreds of journalists from forty countries were in attendance. Also as part of the campaign Pepsi had paid between one and two million pounds to the Daily Mirror newspaper to "go blue" for a day of publishing. In addition, a new Pepsi commercial aired starring Crawford and Agassi. The commercial was es-

timated to cost 3 million pounds, beating the former record of 1.4 million pounds by British Airways the year prior. Richard Branson got wind of the ad campaign before the unveiling. His Virgin Cola brand ran an April Fool's ad campaign warning customers "if the can turns blue the cola's gone flat".

After the promotional press conference, F-BTSD "Sierra Delta" began promotional flights in Europe and the Middle East. There were 16 total flights visiting 10 cities. Each flight other than the first and last ones were supersonic. The flights were as follows:

Phase 1

Captain- Y. Pecresse

First Officer- B. Bachelet

Flight Engineer- A. Piccinini

31 March	Paris(ORY)-London(LGW)
02 April	London(LGW)-London(LGW)
03 April	London(LGW)-Dublin(DUB)
04 April	Dublin(DUB)-Stockholm(ARN)
04 April	Stockholm(ARN)-Stockholm(ARN)
04 April	Stockholm(ARN)-Paris(CDG)

Phase 2

Captain- G. Arondel

First Officer- P. Decamps

Flight Engineer- M. Suand

06 April	Paris(CDG)-Beirut(BEY)
07 April	Beirut(BEY)-Dubai(DXB)
07 April	Dubai(DXB)-Jeddah(JED)
08 April	Jeddah(JED)-Cairo(CAI)
08 April	Cairo(CAI)-Milan(LIN)
09 April	Milan(LIN)-Madrid(MAD)
09 April	Madrid(MAD)-Paris(ORY)

After the ten days and sixteen flights the promotion was completed and F-BTSD returned to its regular Air France markings. The photos of F-BTSD are special in that the landing shot was taken at Dublin DUB on arrival on April 3rd, 1996. The taxi shot was taken at Paris ORY on April 9th, 1996 as F-BTSD arrived to be repaint-

ed. The aircraft continued in service with Air France until retirement of the fleet. On April 10th, 2003 both Air France and British Airways announced they would retire Concorde later in the year. Reasons given for retirement were low passenger numbers following the July 25th, 2000 Paris crash, the slump in air travel after September 11th, 2001, and rising maintenance costs. F-BTSD's final passenger flight was May 31st, 2003 operating flight AF001 from New York JFK to Paris CDG. The final flight was AF380Y on June 14th, 2003 flying from Paris CDG to the Museum of Air and Space, Le Bourget, France. The aircraft is on display at the Museum of Air and Space along with Concorde prototype F-WTSS (c/n 001).

Getting back onto the model track there are a number of Concorde kits available. Transport Wings made a vacuform 1/72 kit and Airfix/Heller later released an injection molded 1/72 kit. Heller has also sold 1/125 and 1/300 scale Concorde models. In 1/144 scale Airfix, Revell, and Doyusha have all sold kits. 1/144 is my scale of choice so I'll build one of these three kits. Airline Modeler Magazine included the Pepsi Concorde decal by Flightline in one of their issues. There was also a later release of the decal in which the tail logo is pre-shaded. There is no mention of the manufacturer of the second decal which I suspect is due to copyright issues. I have included photos of a beautiful 1/144 scale Pepsi Concorde model built by Ray Seppala. Ray used the Airfix kit and Flightline decal for his model. I also have a NASCAR Coca Cola decal that I plan to use for a red Coke Concorde to join a blue Pepsi one. Herpa Wings also sold a Pepsi Concorde model.

When I first read of a Concorde being painted in Pepsi colors I found it amusing. I bought the decals and Herpa Wings miniature to have something out of the ordinary. After learning more about the advertising campaign and aircraft I definitely have a greater appreciation of the Pepsi Concorde. Pepsi spent a huge amount of money and effort on their re-branding campaign and Concorde played a short but important role in that campaign. To Pepsi's

credit eighteen years later the cola is still sold in blue cans with the 1996 logo. Usually people joke about airliners being recycled and being turned into soda cans. In this case a soda can was turned into an airliner for ten days. The blue Concorde was a short but important chapter in Air France and Concorde history.



*Pepsi Cans. The basis for the Pepsi Concorde.
Image courtesy of the author.*



Air France "Pepsi" Concorde Model. Photograph courtesy of Ray Seppala.



Air France Concorde, Herpa Wings Model. Image courtesy of the author.



Air France Concorde, Airfix Model. Image courtesy of AirlinerCafe.com



Air France Concorde, Revell Model. Image courtesy of AirlinerCafe.com the author.



Air France "Pepsi" Concorde Model. Photograph courtesy of Ray Seppala.



Air France/British Airways Concorde, Doyusha Model. Image courtesy of the author.

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Looking for all things Beechcraft in airline service. The Beechcraft Heritage Museum in Tennessee with its extensive collection of aircraft has asked the World Airline Historical Society (WAHS) to create a major, permanent exhibit of Beech aircraft in airline service. WAHS is looking for donations of post cards, timetables, safety cards, photos, models, and anything else. Please contact Jay Prall (jayeprall@msn.com or 503-799-3003 Central Time) to discuss what you have. A charitable donation letter will be cheerfully sent upon request.

FOR SALE: World's Largest Airline Sliding Puzzle Collection. This collection consists of 98 plastic sliding puzzles (all different) plus 30 duplicates. Also included are pictures of 43 other sliding puzzles which are known to exist, so you know what else to look for. Asking Price: \$400. For pictures of the collection, contact Fred Chan, topflite@olympus.net.

HERALDRY OF THE AIR – AVIATION INSIGNIA MUSEUM. Founded in 1960. 3200 South Nova Road Lot 51, Port Orange, FL 32129. Peter Bruce Walton, Director. Email: heraldryoftheair@msn. Phone: +1.386-760-4758. Over 17,000 items on display-Badges, Patches, Flags, Plaques, Swords, Medals and Uniforms. Displays devoted to the Armed Forces of the world, Spaceflight, airlines and commercial aviation, and much more! Open by appointment only so please call at least 24-hours in advance.



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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

The World Airline Historical Society is not responsible for the accuracy of the following show listings.

See WAHSONline.com for a complete show listing.

Always check with the individual show promoter to ensure the event is still scheduled as stated before making your travel plans.

Please send your show listing to WorldAirSociety@aol.com or to WAHS headquarters.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW • Saturday, April 12, 2014

Holiday Inn-Elk Grove Village, 1000 Busse Road. Show hours: 9am until 3pm. Free shuttle to/from O'Hare Airport. Admission: \$5, children under 12 free. For more information, please call Steve Mazanek (773) 909-5623. Call the Holiday Inn at (847) 437-6010 for special show rates.

DALLAS AIRLINE COLLECTIBLE SHOW • Saturday, April 26, 2014

Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: jetduane@att.net or by calling (504) 458-7106.

LGW2014 GATWICK AVIATION ENTHUSIASTS FAIR • Sunday, April 27, 2014

Sponsored by the Gatwick Aviation Society. LGW2014 ~ International Aircraft Enthusiasts Fair. K2 Crawley, Pease Pottage Hill, Crawley, RH11 9BQ, West Sussex. Admission: £4. Free car parking. For more information and booth availability, contact Tom Singfield, Gatwick Aviation Society, 25 Chennells Way, Horsham, West Sussex, RH12 5TW. England. Telephone 01403-252628. E-mail LGW2014@gatwickaviationsociety.org.uk. www.GatwickAviationSociety.org.uk.

PARIS AIRLINERS SHOW 2014 • Saturday, May 17, 2014

Marriott CDG Airport Hotel, 5 allée du Verger, 95700 Roissy-en-France. Show hours : 9am until 6pm. Free car park and shuttle from CDG. Admission : 5 €. Display table : 25 €. Special hotel rates. For more information, contact : Emmanuel Frochewajg, 114 rue de Bellevue, 92700 Colombes, France. Email : frochewajg@aol.com.

AIRLINERS INTERNATIONAL 2014 • Thursday - Saturday, July 10 -12, 2014

Los Angeles, CA. Sheraton Gateway LAX Hotel. "The World's Largest Airline Collectible Event!". For more information, see www.AI2014LAX.com. Phone: 504-458-7106 (USA Central Time), via Email: info@ai2014LAX.com or Snail Mail: AI 2014 LAX, PO Box 101, Covington, LA 70434, USA.

CLEVELAND AIRLINE COLLECTIBLE SHOW • Saturday, August 16, 2014

Sheraton Cleveland-Hopkins Airport Hotel (site of AI 2013). 5300 Riverside Drive. Cleveland, Ohio 44135. Show hours: 9am until 3pm. For additional information, please contact: Bob Palermo. Phone: 216-551-4549, Email: rpalermo@msn.com.

2014 NEWARK AIRLINE SHOW • Saturday September 6, 2014

Ramada Inn Newark Airport 160 Frontage Rd. Newark ,NJ 07114 \$10 Admission Free Parking. Children under 12 free. Contact Rob at newarkshow@hotmail.com website www.newarkairlineshow.com Rooms available through hotel website or call 973-589-1000.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, September 27, 2014

SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. Show hours: 9am until 3pm. SFOairlineshow@juno.com; www.SFOairlineshow.com

28th Annual ATLANTA AIRLINE COLLECTIBLES SHOW • Saturday, October 4, 2014

Delta Flight Museum, 1060 Delta Blvd., Bldg. B, Atlanta, GA 30354. Time: 9am - 4pm. Admission: \$5, children under 12 free. For more information on the show and vendor table availability, contact Greg Romanoski (404) 715-7886 or via email at greg.romanoski@delta.com.

23rd ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW • Saturday, October 18, 2014

1940 Air Terminal Museum @ Houston Hobby Airport (8325 Travelair Street, Houston TX 77061). Show Hours: 9am until 3pm. Ramp tours. For more information, please contact Duane Young, jetduane@att.net or phone +1 (504) 458- 7106.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW • Saturday, October 25, 2014

Holiday Inn-Elk Grove Village, 1000 Busse Road. Show hours: 9am until 3pm. Free shuttle to/from O'Hare Airport. Admission: \$5, children under 12 free. For more information, please call Steve Mazanek (773) 909-5623. Call the Holiday Inn at (847) 437-6010 for special show rates.

HONOLULU ALOHA AIRLINE COLLECTIBLE SHOW • Saturday, Sunday, March 7, 8, 2015

Honolulu, HI. Sheraton Waikiki Beach Hotel, 2255 Kalakaua Avenue, Honolulu, HI 96815. For more information, contact Scott Merrell, email: scott.merrell@hughesairwest.com, or phone: 206.860.1903 (West Coast USA time zone).

Thank you for your continued support of our hobby and WAHS/AIA by attending these shows!

Air France Sud SE-210 Caravelle III, F-BHRE, CN 9, March 1976.
Photograph via Ian Fernandez Slide Collection.



Air France Boeing 747-12B, F-BPVD, MSN 19752, at New York-Kennedy, May 18, 1971.
Photograph courtesy of Bruce Drum/AirlinersGallery.com.



Air France Airbus A340-313, F-GLZT, CN 319, Landing at Miami, January 2005.
Photograph courtesy of Joe Fernandez Imaging



Air France Boeing 747-428, F-GISB, MSN 25302, Landing at Miami, 2005.
Photograph courtesy of Joe Fernandez Imaging

