



The Captain's Log

The Journal of the Airliners International Association

Spring 2011 - Issue 35-4



*Northwest Airlines McDonnell-Douglas DC-10-30ER, N244NW, June 2004, at Portland, Oregon.
Photograph by Scott McGeachy via Airliners.Net. Used with permission.*

The Pacific Northwest

**Our Issue
Celebrating The
Airline Heritage
Of The
Pacific Northwest**



**Feature Article!
Timetables!
Dinnerware!
Postcards!
Wings!
And More!**



Pacific Northern Lockheed L-749 Constellation. Date unknown. Photograph via Aviation Photography of Miami.

Hughes Airwest Boeing 727-2H7, N721RW, August 1977. Photograph via Air72 Slide Collection.



Flight Manifest

From The Flight Deck	3
Airline Service in Oregon's Rose City <i>Jay Prall</i>	4
Playing Cards <i>Fred Chan</i>	8
Book Review <i>Shea Oakley</i>	11
Timetables <i>David Keller</i>	12
Air Etiquettes <i>Arthur H. Groten, M.D.</i>	19
Label Time <i>Daniel Kusrow</i>	23
What Is It? <i>Ken Taylor</i>	26
Dining Service <i>Dick Wallin</i>	27
Jr. Wings <i>Stan Baumwald</i>	29
Wings! Badges! <i>Charles F. Dolan</i>	31
Postcard Corner <i>Marvin G. Goldman</i>	36
Aircraft Modeling <i>Ken Miller</i>	43
Safety Cards <i>Fons Schaefers</i>	45
Flying Stamps <i>Jim Edwards</i>	49
Flight Exchange	47
Upcoming Airline Collectible Shows	52



Horizon Air Dornier 328. Airline Issued Postcard. WAHS Collection.

WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airlines International Association

P.O. Box 489
Ocoee, FL 34761 USA
www.WAHSONline.com Email: Information@WAHSONline.com
Fax: +1.407.522.9352

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 Airlines 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.

Captain's Log Editorial Team

Editor	WILLIAM M. DEMAREST	P.O. Box 489, Ocoee, FL 34761
Feature Editor	DANIEL FRIEDENZOHN	541 Morning Sun Drive, Apt 622, Ormond Beach, FL 32174
Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Air Etiquettes	ARTHUR H. GROTEN, M.D.	P.O. Box 30, Fishkill, NY 12524
Dining Service	RICHARD R. WALLIN	P.O. Box 22, Rochester, IL 62563-0022
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	1757 Landrum Lane, The Villages, FL 32162
Jr. Wings	STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
Postage Stamps	JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It?	KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
Airline Minis	GEORGE SHANNON	P.O. Box 100221, Palm Bay, FL 32910-0221
Postcards	MARVIN G. GOLDMAN	142 West End Ave Apt 29P, New York, NY 10023
Labels & Stickers	DANIEL KUSROW	153 Benziger Avenue, Staten Island, NY 10301
Aircraft Models	KEN MILLER	990 Springfield Drive, Campbell, CA 95008
Photography & Slides	JOE FERNANDEZ	P.O. Box 2650, Kyle, TX 78640
Safety Cards	FONS SCHAEFERS	Verloreneind 3, 1464 GC Westbeemster, NETHERLANDS

All members of the editorial staff are members of the World Airline Historical Society and volunteer their editorial time. Material for possible publication is always welcome and should be sent to the Editor-in-Chief or the appropriate section editor. No remuneration can be made for such material, and no responsibility for it is accepted, although every effort will be made for its safe handling. All contributions are subject to editing.

Opinions expressed and claims made in signed articles and advertisements published in ***The Captain's Log*** are strictly those of the authors and advertisers and do not necessarily reflect the views of the WAHS and ***The Captain's Log***. The WAHS and ***The Captain's Log*** are not responsible for any claims (legal, monetary or otherwise) that may arise from statements made in signed articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and to notify the Editor of ***The Captain's Log*** of any errors.

© 2011. All contents of ***The Captain's Log*** are strictly copyrighted. © Copyright of all original material in ***The Captain's Log*** remains with the creator(s) and owner(s) of said material. Reproduction of said material in ***The Captain's Log*** is strictly for illustrative purposes and does not constitute endorsement by ***The Captain's Log*** and WAHS of the product(s) mentioned.

From The Flight Deck

Welcome Aboard!

Our annual convention this year is in Portland, Oregon and is less than 6 months away. I recently asked Mr. Jay Prall for an update on the "confirmed" venues that will be available to the membership at AI2011. His response: "This year's tours include five (5) aviation museums: Evergreen Air & Space, Tillamook, Pearson, Western Aeroplane & Automotive, and Hillsboro. Convention guests also will have the rare opportunity to visit the ex-Olympic Airways Boeing 727 that is now a private residence in Oregon's rural countryside. Due to travel distances, some tours will only be offered on Tuesday & Wednesday.

Local tours will include the Boeing paint facility at Portland international Airport; Horizon Airlines operations center including their maintenance facility; and a ramp tour of PDX and the Port of Portland's headquarters. This year's Welcome Party is actually two events combined in one. A light Picnic Supper will be served at the hotel before buses depart for Pearson Field where the Pacific Air Transport Boeing 40C will be on display.

Jay reports that all of the vendor wall tables are now sold out. Overall, more than half of the vendor tables are sold. If you want a table, please act quickly! Details and registration information for all of the activities above can be found on the convention website **www.AI2011PDX.com** or at **www.WAHSONline.com**.

It certainly sounds to me like we will have a smorgasbord of aviation related things to do upon our return to the Pacific Northwest this year. I, for one, can hardly wait!

At our January board meeting in Los Angeles, the Association's Directors chose Memphis, Tennessee as the site of our annual convention for 2012. The host hotel will be the Memphis Hilton, and the dates are July 26, 27, and 28, 2012. Some of the highlights will include extensive tours of Federal Express's Memphis "Superhub" operation, Elvis Presley's Convair 880, and the Greenwood-Leflore Airport (GWO) and aircraft scrapyard. I can taste that fine Memphis BBQ already!

Our website continues to attract more and more traffic. In fact the Captain's Log has been downloaded over 50 times since mid-November 2010. We see this as a trend and intend to offer more enhancements to our website, as funds and interest allow. When you get time take a look at our website and send me ideas on how we can improve it.

I hope to see each and every one of you in Portland, Oregon this year! Blue skies and keep the dirty side down!

Duane L. Young

Duane Young, President., President@WAHSONline.com,
P.O. Box 101, Covington, LA 70434



MEMBERSHIP RENEWAL - If your envelope label shows '6/2011', your WAHS membership expires with this issue. Please use the enclosed form to renew your membership today!

New WAHS Members!

Please welcome the following new members:

Joe Rice, Maryland
Ron Suttell, Washington
Scott McGeachy, Canada
Christopher Gaulin, New York

We're happy to have you with us!

Flying Ahead....With The Log

Issue 36-1 ~ The Boeing 737
Issue 36-2 ~ Before the Fall, the Airlines
of Eastern Europe
Issue 36-3 ~ The Land Down Under :
Australia's Airline Heritage
Issue 36-4 ~ Flight Attendants

Airline Service in Oregon's Rose City

Jay E. Prall

jayeprall@msn.com



Pearson Field was home to Pacific Air Transport. The pilot of the Fokker Universal sat in an open cockpit forward of the wing's leading edge, and the enclosed cabin below and to the rear of the pilot held 4-6 passengers. Photograph copyright unknown.

The history of Portland's commercial airline service is really the tale of four airports, a world-renowned aviator, and a city intent on becoming part of the aviation revolution that was taking place on a national scale.

In the sleepy coastal town of Coos Bay an Oregon man, flush with Alaska Gold Rush cash, had a dream. Vern C. Gorst, an Oregon bus line operator, wanted to start an airline, be awarded the air mail contract for the Seattle – Los Angeles route, and carry passengers as well.

Gorst turned to San Diego-based Ryan Aeronautical Company for his fleet. The Ryan M-1, America's first production airplane, featured an open cockpit and room for two passengers or one passenger and a mail sack sitting side-by-side.

On September 15, 1926 Gorst achieved his dream when Pacific Air Transport launched West Coast service with 18-hour flights down the West Coast with intermediate stops in Portland, Medford, San Francisco, Fresno, and Bakersfield.

The carrier's July 12, 1927 timetable showed a 7:00 a.m. southbound departure from Portland. The return trip arrived back into the Rose City at midnight. Portland had its first airline service. Portland's first airport had been

established by the Army in 1923 as a military field near its barracks. The airfield was expanded when an adjacent commercial field was opened in 1925. With the arrival of Pacific Air Transport, Portland found itself on commercial aviation's route maps and could brag that it was home to America's West Coast airline.

Perfect timing for Portland's new airport and its first airline? Well, not exactly.

The Airport Portland Does Not Claim

Starting an airline proved a bigger risk than Gorst could have imagined. By Christmas day of that inaugural year five of the Ryan M-1 fleet had crashed with four fatalities. Gorst wanted out.

It was William E. Boeing who came to his rescue. Not only was the Boeing name associated with aircraft manufacturing, Boeing Air Transport was hauling mail and passengers between San Francisco and Chicago. Boeing purchased a majority of the Pacific Air Transport shares and took control of the carrier. The combined company would be known as the Boeing System though each carrier retained its own identity.

But Pacific Air Transport's "Portland" service was about to get a fact check. The 1928 Boeing System combined timetable told the story. The 7:00 a.m. departure was still in effect, but the departure point was shown as "Portland (Vancouver, Wn.)" with Pacific Air Transport's sales office at "Portland, (Vancouver, Wash.) Pearson Field, Vancouver, 1307."

Portland services were actually being operated out-of-state. The city's first commercial airport was actually historic Pearson Field in neighboring Washington State! In fact, a photo from the period shows the Portland Postmaster ceremoniously loading a mail sack into a Pacific Air Transport plane "at Pearson Field."

Swan Island Airport



Swan Island Airport Terminal. Jay E. Prall Collection.

The Rose City was not about to have its airline service continue in another state. There was growing agitation to build an airport *in Portland*. The Port of Portland responded by purchasing Swan Island, a 253 acre site in the middle of the Willamette River. With the blessing of Congress, fill from river dredging created a land link from the mainland and also more than tripled the island's size. Construction of the Swan Island airport began in 1926 the same year Pacific Air Transport took to the skies in Vancouver. The field boasted four runways.

Though Portland's Swan Island Airport was not completed until 1930, Charles A. Lindberg flew in to dedicate the new facility in 1927.

By the summer of 1931 much had changed in the fledgling airline industry. Pacific Air Transport had relocated to the new Swan Island Airport. Varney Airlines, based in Salt Lake City, had also moved from Pearson to Swan Island. And on a larger scale, a series of mergers involving Pacific Air Transport, Boeing Air Transport, Varney Airlines, and National Air Transport had created United Air Lines – itself a subsidiary of United Aircraft and Transport Corp.



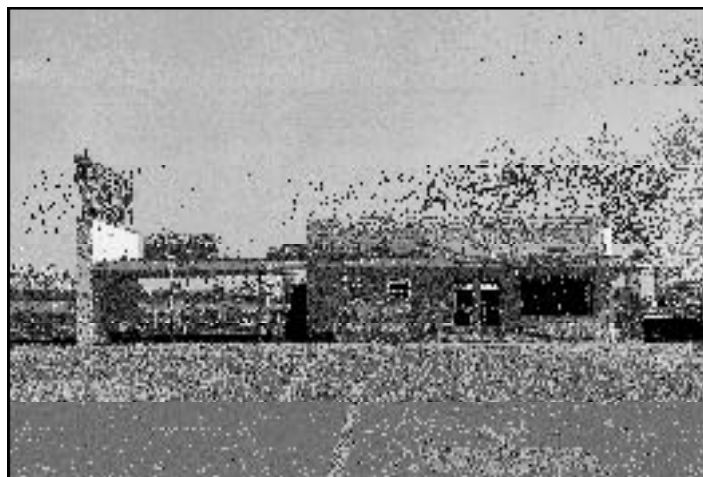
On April 15, 1937, United Air Lines completed its inaugural DC-3 Mainliner flight into Portland's Swan Island Airport. Photograph by Al Monner via Tom Robinson.

Portland-Columbia "Super Airport"

Swan Island was maxed out, and United's Mainliners were growing in size and needed longer runways. Air traffic was increasing, airliners were growing, and Port of Portland officials began to worry that without a new airport location, the city of Portland would fall behind.

A 700-acre site along the banks of the Columbia River was purchased by the city in 1936. It had plenty of adjacent room for growth. Construction funding came from a \$1.3 million Works Progress Administration (WPA) grant. Portlanders would have a new airport and much-needed Great Depression-era construction jobs.

The new "Super Airport, completed in 1940, featured four terminals on the north side of the property near the river. Five runways formed the original airport configuration.



Western Air Lines and Northwest Airlines shared one of four terminal buildings at the Portland-Columbia "Super Airport." United Air Lines was the dominant carrier with the largest terminal, while West Coast Airlines occupied a small building. A fourth terminal housed Alaska Airlines and possibly other carriers. Courtesy Port of Portland, circa 1950.

Portland's Airports Through The Years

All Photographs Courtesy Of The Port Of Portland



Portland –Columbia “Super Airport”, circa 1950.



PDX Terminal Building, circa 1968.

The airport location would make history in 1948 when the Columbia River spilled over its banks and flooded the airfield. Known as the Vanport Flood, the airport remained closed for several months and all scheduled airline services were rerouted to nearby Troutdale Airport.

Portland International Airport, PDX

Portland's aviation scene was still growing. In 1952 a longer 8,800 ft. runway was added. A new terminal was relocated to the south side of the field. When opened in 1958 its concourses were on ground level. A second floor came later.

By the 1980s, the outmoded terminal needed a complete airport makeover. Concourse E was reconstructed, the first moving sidewalks and jet bridges appeared, and the Oregon Marketplace shopping mall blossomed. The next decade brought an extension to Concourse C, the opening of the new Concourse D, and a food court inside secured areas. Concourse A, home to Alaska Airlines regional operations, is the only place at PDX where you can still walk across the tarmac and up the air stairs to your departing aircraft.

Many classic PDX airport postcards show the terminal building with Mt. Hood as a backdrop. Though visitors can no longer walk out of the terminal and into the breath-

taking sight of Oregon's tallest mountain, aviation buffs have an ideal place for visual distractions. The top decks of the short- and long-term parking structures provide ideal panoramas of Mt. Hood, the runways, and the Columbia River.

Portland's four airports have been major players in West Coast commercial aviation. And not every city attracted the likes of Charles A. Lindberg to inaugural festivities.

"Aeroplanes were few so when that one flew over we all looked up," recounts a long-time resident. "Swan Island airport was banked above the [Willamette] river and had a road all the way around it. Cars could park and watch the river traffic and planes coming and going. It was a wonderful place to be proposed to. I had that happen as did many others."

No doubt that same romance with airplanes and sweethearts continues to this day along the banks of the Columbia River overlooking PDX.



*Portland International Airport Welcomes Visitors From Around The World.
Photograph courtesy of the Port of Portland.*

Playing Cards

By Fred Chan

topflite@olympus.net

Cards from the Pacific Northwest

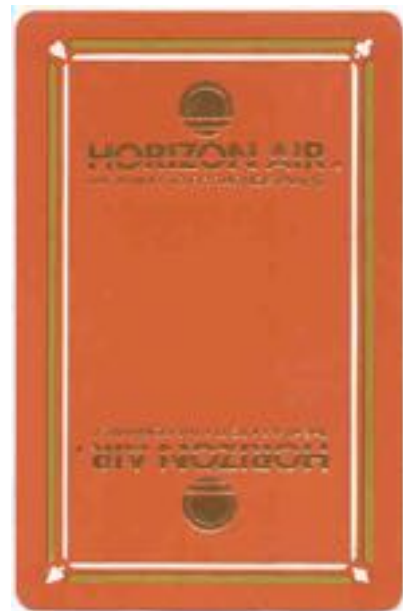
There are essentially only two major airlines based in the Pacific Northwest – Alaska Airlines and Horizon Airlines. Although Horizon is a subsidiary of Alaska, both carriers have always tried to maintain a different marketing identity in order to serve different markets. However, they took an unusual step in 2008 by jointly issuing a deck of cards (Figure 1).

Both airlines have traditionally designed their cards by using their names and logos (Figures 2, 3, 4 & 5) as well as pictures of their aircraft (Figures 6, 7, 8, 9, 10 & 11). Alaska and Horizon decks are usually readily available except for the deck featuring the Convair 880 (Figure 6) which is very rare, existing in only two or three collections. Two regional seaplane operators have also issued cards – Harbour Air in British Columbia (Figure 12) and Kenmore Air in Seattle (Figures 13 & 14). Incidentally, Kenmore's 50th Anniversary decks were designed by this author.

While they were in operation, two other carriers from north of the border also had playing cards. Figure 15 was from HMY (later Harmony) Airways and Figures 16 & 17 were from Pacific Western.



Figure 1



Figures 2, 3 and 4



Figure 5



Figure 8



Figure 6

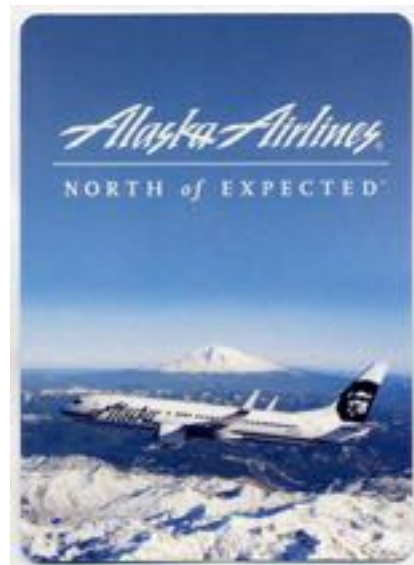


Figure 9



Figure 7

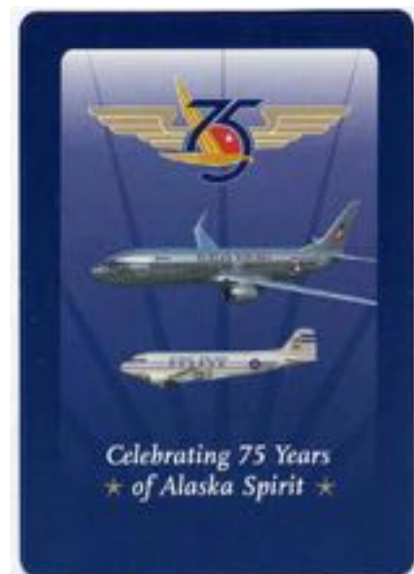


Figure 10



Figure 11



Figure 15



Figure 12



Figure 13



Figure 16



Figure 14



Figure 17

Book Review

By Shea Oakley

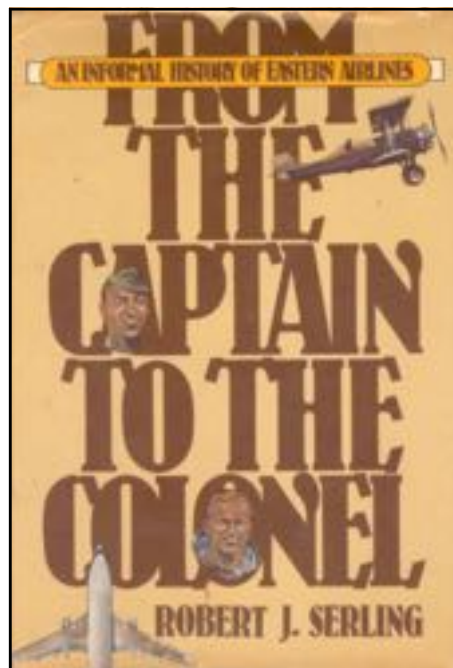
ancientskies1@safeaccess.com

From the Captain to the Colonel

by Robert J. Serling
The Dial Press, 1980
ISBN 0-8037-4610-5

Last year the airline enthusiast community suffered a great loss with the passing of renowned aviation author Robert J. Serling whose career covered half a century of American commercial flight. At the time of his death at age 92, Serling was arguably one of the best writers to ever have addressed our industry. From his employment in the early 1960's as Aviation Editor for United Press International, through the publishing of his final book in 2008, an informal history of Alaska Airlines, Bob Serling set a standard of excellence which few of his peers surpassed. In fact, the very concept of "informal histories" of U.S. airlines can be credited to Serling who crafted them for seven U.S. carriers: North Central, Continental, Western, Eastern, American, TWA, and Alaska.

The subject of Serling's mid-series volume, *From the Captain to the Colonel* (published in 1980) is Eastern Air Lines, and it encompasses the beginnings of the company as an airmail carrier in 1928 through the early years of Frank Borman's presidency. Tackling Eastern's uniquely turbulent, if sometimes illustrious history may have been one of Serling's more personally intriguing efforts. Eastern was a "colorful" carrier, to say the least. In its last three decades of existence, the airline suffered severe turbulence including corporate infighting and infamous labor unrest. Since Eastern was perhaps most identified with its leader of 28 years, World War I ace Edward Vernon Rickenbacker (known by virtually all EAL employees as "Captain Eddie"), Serling spends several chapters on the almost 30 years this benevolent dictator ran "The Great Silver Fleet." Due largely to Rickenbacker's early leadership, Eastern grew to become one of the original "Big Four" U.S. trunk lines (along with United, American, and TWA). In fact, at one point in its later operation the airline claimed to carry more passengers annually than any other "in the free world." Yet, by 1991, the carrier that once billed itself as "The Wings of Man" had sunk into Chapter 7 liquidation. EAL's demise occurred 11 years after Serling published *From the Captain to the Colonel*. At the time it was published, Eastern was in the midst of one of its three major recoveries from financial ruin. (The other two were achieved during Rickenbacker's early leadership in the mid-1930's and in the "Sunrise at Eastern" period under Floyd Hall in the mid-1960's.) The author felt this particular comeback had been accomplished largely by former astronaut Colonel Frank Borman and his management team. Serling goes



out of his way to not only laud Borman as CEO but to nearly lionize him as a sort of latter day Rickenbacker ... thus, the book's title. In fact, several years after completing his Eastern history, Serling partnered with the (by then) ex-EAL president to write *Countdown*, Borman's autobiography.

Whatever Serling's sympathies, *From the Captain to the Colonel* follows his highly readable and fascinating formula of interspersing boardroom intrigue with copious morsels of real-life stories from the "everyday employees" who proudly wore Eastern's wings during its long history. Pilots, flight attendants, middle-managers and others populate the book with their personal tales. Serling also intertwines details about the various types of aircraft flown by EAL which are, of course, indispensable to any quality airline history. From the first Pitcairn Mailwing bi-plane to the A-300 "Whisperliner", the airline's flagship in 1980, Eastern's distinctive fleet gets plenty of coverage, including the "back stories" as to why each type was selected to wear the falcon logo.

The reader is left to wonder how Serling might have crafted a revised edition of this book, one that would have carried Eastern's story to its bitter end. Alas, Serling's "unofficial histories" were always first editions. We can only presume that rather than revise, Serling preferred to progress onto the next carrier to capture his interest.

In my opinion, *From the Captain to the Colonel* is the best of Serling's airline biographies; but, then, I am unabashedly biased – Eastern is my personal favorite bygone carrier. However, I have no reservation recommending any book written by this dean of American commercial aviation authors.

Availability: Used copies of the book start at \$4.00, including shipping, on Amazon.com. Reasonably priced copies can also often be found at airliner collectible shows held around the nation.

Timetables

By David Keller

dkeller@airlinetimetables.com

Portland – Rose of the Northwest

In the competition for air service in the Pacific Northwest, Portland often found the lion's share going to its larger neighbor less than 150 miles to the north. Being the closest major city in the Continental United States to both Asia and Alaska, Seattle is the natural choice as a connecting point for service to those regions. Without the benefit of such connections, Portland has had to earn its keep largely with local traffic.

A number of airline companies sprung up in the late 1920's, primarily to carry the mail, but squeezing in a paying customer or two whenever possible. One of these was Pacific Air Transport, recipient of an Air Mail contract on the Los Angeles to Seattle route, which included Portland. The timetable dated February 1, 1928, shows that Portland was actually being served through Vancouver, Washington, just to the north of the city.

Another early operator to Portland was Bennett Air Transport, which was providing service to 10 communities in Washington and Oregon as indicated by their November 1, 1930 timetable. The founder of this carrier had previously pioneered an air route between Fairbanks and McGrath before being bought out by another line.

In 1931 United Air Lines was created through the amalgamation of Pacific Air Transport and 3 other carriers. The July, 15, 1931 United Air Lines timetable shows the individual airlines operating as subsidiaries. In addition to Pacific Air Transport's north-south operation, Varney Air Lines provided service between Portland and Salt Lake City, linking up with United's transcontinental route.

In 1938, Northwest Airlines, which had been serving Seattle since 1934, began flights to Portland. The June, 1938 timetable shows the inauguration of service to Portland, making connections in Spokane to Northwest's route between Seattle and Chicago. This daily operation also called on Yakima enroute.

Following the conclusion of World War II, the airlines began to seek expansion opportunities in earnest. On August 1, 1947, Western Air Lines extended its California service north to include both Portland and Seattle, in direct competition with United. The routes up and down the coast would quickly become Western's premier routes, receiving heavy promotion and the newest equipment.

Being one of the more picturesque cities in the country, Portland is a natural subject for timetable covers. Western Air Lines' March, 1952 timetable is one of a number to feature a panoramic view of the city with Mount Hood in the background.

Southbound Read Down		Effective February 1, 1928		Northbound Read Up	
Miles	12 00 mi	Lv	Seattle	Ar	3 00 pm 1099
36	11 45 mi		Tacoma	Lv	1 30 pm 1061
151	12 30 mi		Portland (Vancouver, Wn.)		11 30 am 945
312	12 45 mi		Medford		9 00 am 714
726	1 15 pm		Oakland and San Francisco		3 00 am 379
1037	3 15 pm		Fresno		3 00 am 212
994	4 45 pm		Bakersfield		3 50 am 185
1099	6 15 pm	Ar	Los Angeles	Lv	12 01 am Miles

*Plane to Vancouver, Wn., arriving 4:40 p.m.
 (This train makes closest connection with southbound plane from Vancouver, Wn.)
 †Passenger not flown at night except in emergency.
 All service daily, except Monday.
 Express between airports at .75 per pound per mile. Minimum charge \$1.00.
 Right reserved to refuse any package at our discretion.

Call us for information about Transcontinental service
SPECIAL FLIGHTS ALSO ARRANGED

Pacific Air Transport ~ February 1, 1928.
 Courtesy of Craig Morris Collection.

Southbound—Read Down	AIRPORTS	Northbound—Read Up
8:15 A.M.	Lv. TACOMA	8:40 P.M.
9:45 A.M.	Lv. CLATSOP	4:10 P.M.
10:45 A.M.	Lv. ASTORIA	4:00 P.M.
12:15 P.M.	Lv. SEASIDE	3:40 P.M.
1:45 P.M.	Lv. PORTLAND	3:30 P.M.
2:45 P.M.	Lv. ASTORIA	3:20 P.M.
3:45 P.M.	Lv. SEASIDE	3:10 P.M.
4:45 P.M.	Lv. CLATSOP	3:00 P.M.
5:45 P.M.	Lv. TACOMA	2:50 P.M.

Subject to change without notice.
 Passengers should always be placed in advance with view to connections to be made at Portland with BOEING SYSTEM, VARNER AIRLINES, and WEST COAST AIR TRANSPORT CORPORATION for all points east and south.
 TICKET OFFERS

Bennett Air Transport ~ November 1, 1930.
 Courtesy of Craig Morris Collection.

Turbine service came to Portland courtesy of West Coast Airlines in September, 1958. In the December 1, 1958 timetable, F27's hopscotched from Seattle through Portland and on to southern Oregon with 5 stops between Portland and Klamath Falls alone!

Western's August 1, 1958 timetable shows the carrier introducing the Lockheed Electra, which went into service on the Pacific Coast route. As the schedules illustrate, the majority of flights with the new type bypassed Portland for its neighbor to the north. This was a familiar pattern, and when 707 service was inaugurated less than a year later, only one of the 3 northbound flights called in Portland.

NORTHWEST
AIRLINES

SKY
ZEPHYRS

WORLD'S FASTEST TRANSPORTS

Only Direct Route

CHICAGO
TWIN CITIES
WINNIPEG
BILLINGS
SPOKANE
SEATTLE

12.

New Direct Service — Now!
CHICAGO - PORTLAND
Via TWIN CITIES — SPOKANE

1946, INC.

Daily ▲		Coast to Coast Ltd. Daily ▲		Varney Air Lines Subsidiary UNITED AIR LINES		Coast to Coast Ltd. Daily ▲		Daily ▲
11 45 PM		630 AM	0	Lv Salt Lake. (PT) Ar	881	410 PM		455 AM
3 05 AM		10 05 AM	304	Lv Boise. " Lv	577	1 10 PM		1 55 AM
5 45 AM		12 50 PM	548	Lv Pasco. " Lv	333	10 30 AM		11 15 PM
7 35 AM		2 45 PM	734	Ar Portland. Lv	147	8 15 AM		9 15 PM
7 55 AM		↑ 535 PM		Lv Portland. " Ar		⊗ 630 AM		8 55 PM
9 10 AM		↑ 630 PM	854	Lv Tacoma. " Lv	27	⊗ 130 AM		7 55 PM
9 25 AM		↑ 650 PM	881	Ar Seattle. " Lv	0	⊗ 11 45 PM		7 30 PM
11 45 PM		630 AM	0	Lv Salt Lake. (PT) Ar	695	410 PM		455 AM
5 55 AM		⊕ 325 PM	548	Lv Pasco. " Lv	147	10 30 AM		11 15 PM
7 15 AM		⊕ 735 PM	695	Ar Spokane. " Lv	0	⊕ 9 45 PM		9 30 PM

AUGUST 1, 1947

**WESTERN
AIR LINES**

Now Fly
SEATTLE
to
SAN DIEGO

Enjoy True "Western"
Hospitality

SEATTLE
TACOMA

PORTLAND

OAKLAND

SAN FRANCISCO

LOS ANGELES


LONG BEACH

SAN DIEGO

TO SALT LAKE AND CANADA

TO DENVER
AND EAST

TO MEXICO CITY



Alaska

Flight schedules

ALASKA
AIRLINES

FALL AND WINTER 1960-61

(Above) Alaska Airlines ~ Fall 1960

[illegible]

In the spring of 1960, United brought DC-8 jet service to Portland. In the May 25, 1960 timetable, United was operating DC-8 service to Portland from both Chicago and San Francisco (both of which continued on to Seattle).

Although the route map in Alaska Airlines' Fall and Winter 1960-61 timetable shows nonstop service between Portland and Fairbanks, the only service was a twice-weekly continuation of the daily flight from Seattle. This service operated with "DC-6C" equipment, which was apparently able to complete the southbound Seattle-Portland segment in only 15 minutes! (The northbound return trip required 45 minutes, indicating that the southbound schedules are in error.)

Portland's was one of West Coast Airlines' larger stations, due to its positioning as a transit point between cities in Washington State and those in Oregon and Northern California (as evidenced by the route map from the January 13, 1964 timetable). This timetable is also unusual in that it shows quite a number of double and even triple connections for a number of city-pairs on West Coast's network.

Pacific Air Lines was another local service carrier serving Portland. Service began in 1959, and in the timetable dated November 9, 1966, Pacific was operating 2 daily F27 flights from Portland to Eureka-Arcata and on to points in Northern California.

Pan Am began service to Portland in 1948 as part of new service between the Pacific Northwest and Hawaii. In later years service would also be offered to Fairbanks and London by way of either through-service or connecting flights at Seattle. The January 1, 1971 timetable shows Pan Am offering 2 daily flights between Portland and Hawaii; a nonstop, and a one-stop through Seattle. In 1978, after roughly 30 years in Portland, Pan Am would discontinue service as part of its service reductions to cut mounting losses.

Over the years, several commuter carriers have called Portland home. One of these was Pacific Northern Airlines, a short-lived operator which provided DC-3 service from Portland to Eugene and Boeing Field in Seattle during 1973.

Another short-lived Portland-based airline was Far West Airlines. Its Portland service was performed through Hillsboro Airport (HIO), which is primarily a general aviation facility. It is the only airline I am aware of to provide scheduled service to that particular airport.

Air Oregon's timetable dated December, 1977 shows the carrier operating to an amazing total of 23 points within its namesake state. A number of flights operated as "Courier Flights", which were subject to delays. Additionally, certain stations were served on an "On Call" basis, meaning that the flight would only stop there if reservations were made in advance. This airline would be acquired by Horizon Air in 1982.

A relative late-comer to the scene, Horizon Air began service in 1981 and expanded rapidly, acquiring several other airlines in the process. While not based in Portland, the city plays a crucial role as a connecting point for many

of the airline's passengers, much as it did for West Coast Airlines years earlier. In fact, a comparison of Horizon's route map from its October 1, 1985 timetable with that of West Coast shows them to be remarkably similar!

Deregulation offered new opportunities for airlines to add Portland to their systems, especially on the highly coveted north-south corridor along the West Coast. On March 24, 1980, Portland became the 12th city on Air California's system with 2 daily nonstops each to Oakland, San Jose and Reno.

It took a few years longer for Air California's former intra-state rival PSA to enter the Portland market. In the May 18, 1983 timetable, the carrier began service between San Francisco and Portland with 4 daily nonstops in each direction. As was the case with Air California, PSA featured a nice photo of their newest destination on the cover of the timetable.

Although Portland had long served as something of a regional hub for the Pacific Northwest, it hadn't been a significant connecting point for long haul services. This changed in late 1987 when Delta decided to use Portland as its Asian gateway. Initially, service was offered from Portland to Tokyo and on to Seoul 6 times weekly. As Portland was not a major domestic hub, connection service through Portland was largely limited to Delta's hubs in Atlanta, Cincinnati, Dallas/Ft. Worth and Los Angeles. This meant that for many passengers, a double connection would be required, one at the international hub at Portland, and another at one of Delta domestic hubs.

As international service expanded through Portland to include separate daily flights to the initial destinations, with the Seoul flight continuing on to Taipei, Delta "solved" the connection problem with so-called "funnel flights". A single flight number would be assigned to a flight originating at a domestic hub and continuing to an international destination through Portland (even though a change of aircraft was required). In this manner, service to other domestic cities appeared as only a single connection in the timetable, when in reality, 2 plane changes were involved.

Despite dwelling in the shadow of its northern neighbor, Portland has been able to etch its own chapter in airline history. As the "City of Roses" continues to bloom, Portland will increase its standing as a highly desired destination for airlines in the US and abroad.





Western Air Lines ~ March 1952



San Francisco/Oakland to Portland & Seattle/Tacoma

Flight	Leave SAN FRANCISCO	Leave OAKLAND	Arrive PORTLAND	Arrive SEATTLE/TACOMA	Remarks
WAC	7:45			9:50	electra/JET Deluxe 12
W28	10:05			12:08	Coach
W10	11:25		12:30	1:12	Coach
W12	1:15		2:05	4:11	electra/JET Deluxe 8
W14	1:45	1:45	4:15	5:04	electra/JET Deluxe
W29	3:00		4:25	5:16	Coach
W24	5:00		5:25	6:12	Coach
W21	5:55			6:12	Coach
W40	7:35		8:00	8:08	Coach
W41	7:35		8:00	8:08	Coach

(Above and Left) Western Air Lines ~ September 30, 1959



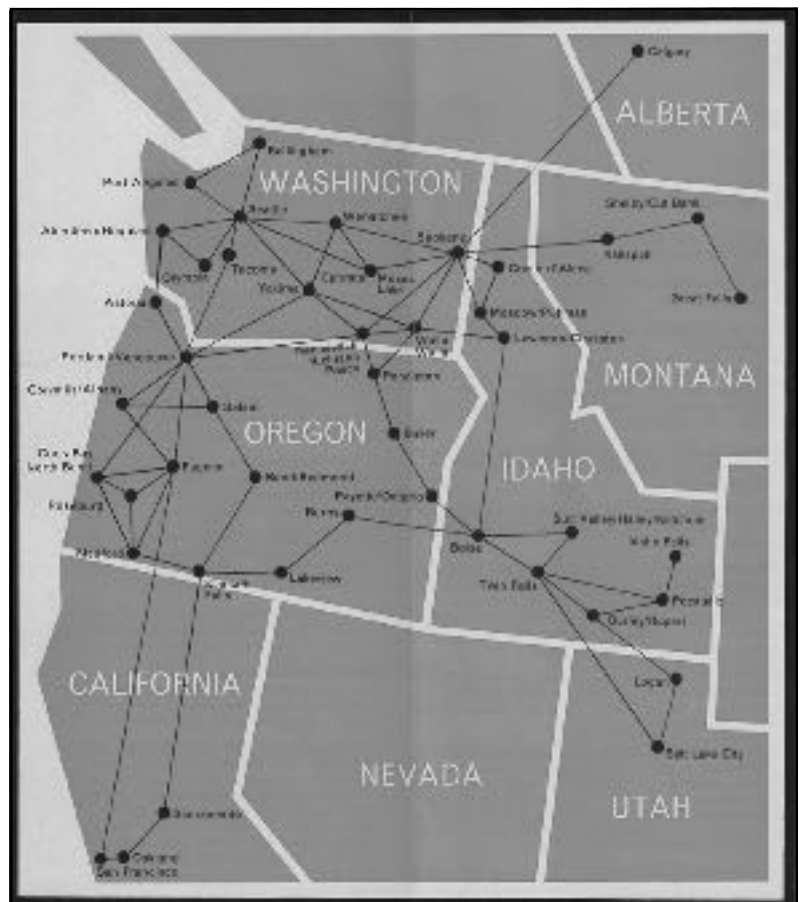
West Coast Airlines ~ December 1, 1958



AirCal ~ March 1980



Far West Airlines ~ December 3, 1979



(Above) West Coast Airlines ~ January 12, 1964
 (Below) Horizon Air ~ October 1, 1985

EFFECTIVE OCTOBER 1, 1985

HORIZON AIR

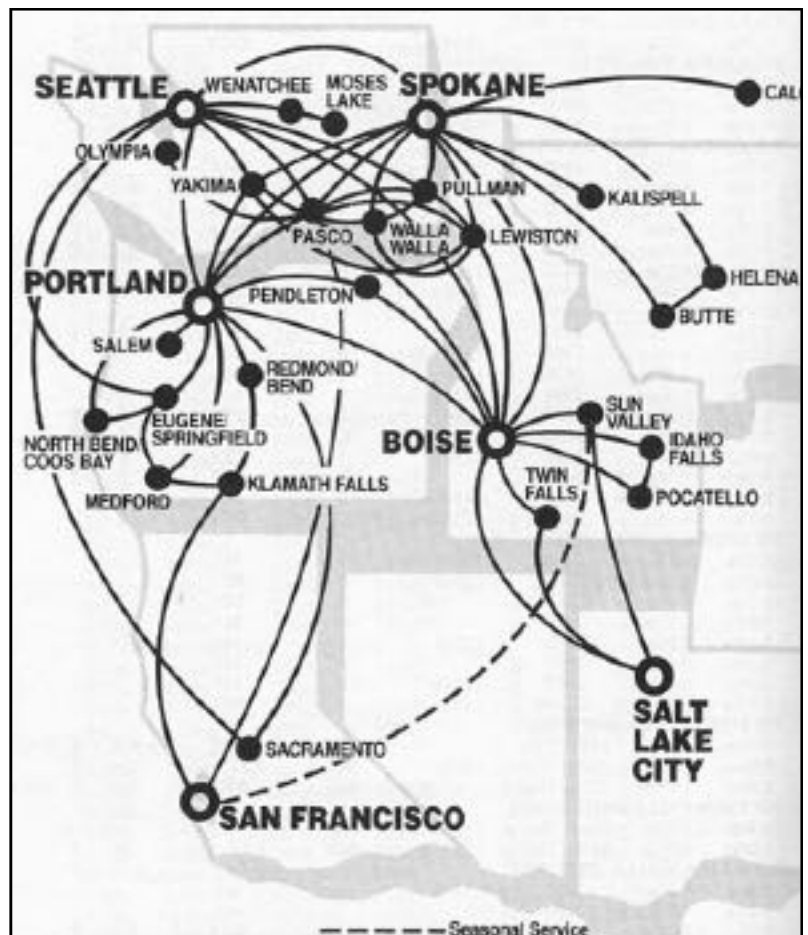
SERVING THE GREAT CITIES

INCLUDES **Cascade Airways**

TIME TABLE

For reservations call your travel agent or
 in Seattle 762-3646
 in Portland 349-4490
 Nationwide Toll-free 1-800-947-9308

Cascade Airways Reservations
 in Washington 1-800-772-3360
 in Idaho 1-800-541-5552



Effective December 15, 1987



DELTA

We Love To Fly And It Shows.

System Timetable



Now Delta Covers More Of The Orient. New Service to Seoul.

Delta Air Lines ~ December 15, 1987



Westbound Headlines									
	Class	PRR	PRR	PRR	PRR	PRR	PRR	PRR	PRR
	Flight	817	837	841	811	811	831	883	
	Frequency	200	200	200	200	200	200	200	
	Days	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
13	Los Angeles (daily)								
13	San Francisco (daily)								
13	Seattle (daily)								
13	Portland (daily)								
13	Seattle (daily)								
13	Hilo (daily)								
13	Honolulu (daily)								
13	Hilo (daily)								

Pan Am ~ January 1, 1971



AIR OREGON AIRLINES


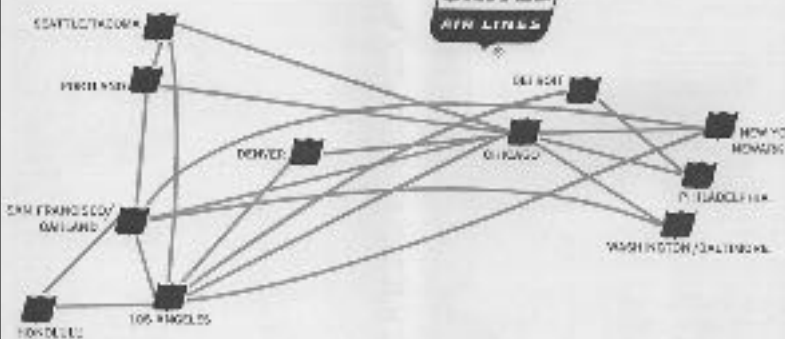
CREATED BY: JTT



PORTLAND			
TO:	ASTORIA		
	502	7:15 am	7:45 am
	504	5:00 pm	5:30 pm
			0 Mon-Fri(OC)
			0 Mon-Fri(OC)
TO:	BAKER		
	405	9:00 am	11:00 am
	481	5:30 am	8:10 am
	481	9:00 am	11:30 am
	407	1:30 pm	3:45 pm
	403	8:30 pm*	10:30 pm*
			2 Sun-Thur, Fri 1 hr later*(OC)
TO:	BANDON		
	182	5:30 am	7:15 am
	182	9:00 am	10:45 am
			2 Monday only(OC)
			2 Tue-Fri(OC)
TO:	BROOKINGS		
	182	5:30 am	8:00 am
	182	9:00 am	11:30 am
			4 Monday only
			4 Tue-Fri
TO:	BURNS		
	381	5:30 am	8:10 am
	381	9:00 am	11:40 am
			4 Monday only
			4 Tue-Fri
TO:	EUGENE		
	182	5:30 am	6:15 am
	703	8:00 am	8:45 am
	182	9:00 am	9:45 am
	705	8:30 pm*	9:15 pm*
			0 Monday only
			0 Mon-Fri(OC)
			0 Tue-Fri
			0 Mon-Thur, Fri 1 hr later*(OC)
TO:	GOLD BEACH		
	182	5:30 am	7:40 am
	182	9:00 am	11:10 am
			3 Monday only(OC)
			3 Tue-Fri(OC)

Air Oregon Airlines ~ December 1977

DC-8 JETS TO 11 CITIES ONLY ON...

JET CONVENIENCE . . . First Class and Golden Coach service, and a new route, you need to land and arrive.

TWO ONLY JETTS BETWEEN . . .

- Philadelphia—Detroit
- Philadelphia—Chicago
- Chicago—Seattle/Tacoma
- Chicago—Portland
- Washington/Baltimore—Chicago

THE ONLY DOUGLAS-HEMP JETTS flying coast to coast along the West Coast and to the Gulf States . . . Hawaii.

United Air Lines ~ May 25, 1960



ONLY UNITED FLIES THE DOUGLAS

DC-8 JET

COAST TO COAST . . . ALONG THE
COAST . . . AND TO HAWAII

PACIFIC AIR LINES TIMETABLE

EFFECTIVE NOVEMBER 9, 1966




we fly to the nicest places

Pacific Air Lines ~ November 9, 1966

PSA

Flight Schedule
Effective May 18, 1983



Catch our Smile,
Now with New
Service to Portland!


PSA ~ May 18, 1983

FAST, FREQUENT SERVICE

WEST COAST AIRLINES

TIMETABLE

TO WASHINGTON, OREGON AND IDAHO



NOW!
MORE F-27
SERVICE
THAN EVER
BEFORE

EFFECTIVE DEC. 1, 1958

West Coast Airlines ~ December 1, 1958

Air Etiquettes

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

Airmail Etiquettes of the Pacific Northwest

Many airlines service and have serviced the Pacific Northwest but only a few issued airmail etiquettes. I will look only at U.S. and Canadian labels. Unlike my article on the Brazilian airline etiquettes, this article cannot be exhaustive. There are many too many labels so only a representative showing is included. I have shown only those covers that originate from or go to the Pacific Northwest.



Figure 1: West Coast Airlines' first etiquette in two formats: for letter or for parcels, 1957.



Figure 2: West Coast's second label after the delivery of their Fairchild F-27s, 1958.

The only company to issue air etiquettes whose headquarters was in the Pacific Northwest was West Coast Airlines in Seattle, founded in 1947. Their first labels were issued in 1957 in two formats: panes of 4 with two tete-beche pairs [A tete-beche pair is one where the labels are upside down with respect to each other.] and a larger label meant for parcels (Figure 1). A year later another label was issued. (Figure 2) The 1957 promised "Coming Soon Fairchild F-27"; the latter simply states "Fairchild F-27," the planes now being in service.

One of the more interesting labels was issued by National Parks Airways in 1931. (Figure 3) The company was founded in 1928 to provide service between Salt Lake City and Grand Forks, Montana with stops at Pocatello and Idaho Falls, Idaho.



Figure 3: Triangular etiquettes are decidedly uncommon. This comes from 1931 in several sizes. The larger were used as air baggage labels. This smaller one clearly says "Via Air Mail."

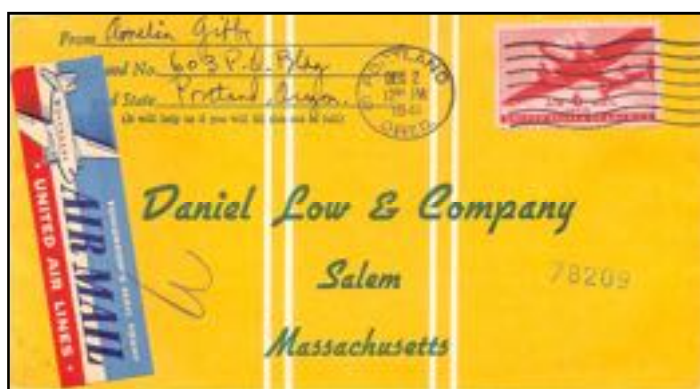


Figure 4: An early United Air Lines etiquette on a cover from Portland, OR to Salem, MA just before the attack on Pearl Harbor, December 2, 1941.



Figure 5: United's two labels promoting the new, lower 5¢ rate in force from 1946-8.

United Airlines began as a small company, Varney Airways, in 1926 in Boise, Idaho and grew into one of the main carriers in the U.S. They issued their first etiquette in 1937. Their second came out in 1940 depicting a DC-3. (Figure 4) When the airmail postage rate was reduced to 5¢ in 1946, United issued a number of labels promoting the new, lower rate. (Figure 5) The rate went back to 6¢ per ounce on January 1, 1949. (Figure 6)



Figure 6: A double rate cover from Seattle to Philadelphia after the rate went back to 6¢, 1951.



Figure 7: Northwest Airlines' first etiquette on cover from Seattle to India via the Netherlands, 1938.



Figure 8: The complimentary pouchette and one of the Northwest labels it contained, 1938.

The major airline of the continental U.S. to service the Pacific Northwest was Northwest Airlines, which began life as Northwest Airways in 1926 and changed names in 1934. It was headquartered in Eagan, Minnesota. When they expanded across the Pacific after WWII, they became Northwest Orient in 1949. Its first etiquette came

out in 1938. (Figure 7) The next label, issued shortly after the first, and with slightly different lettering, was supplied to travelers in glassine pouchettes. (Figure 8) Within two years, a second type of label was used. (Figure 9)



Figure 9: Northwest's second type of label used from Prince Rupert, B.C. to Denver, censored, 1942.



Figure 10: Northwest Orient's 1955 label from the sheet format.

The earliest Northwest Orient labels appeared in 1950 and featured the Boeing Stratocruiser. The 1955 label (Figure 10) was available in sheets of 10 or booklets containing two strips of six labels. (Figure 11)

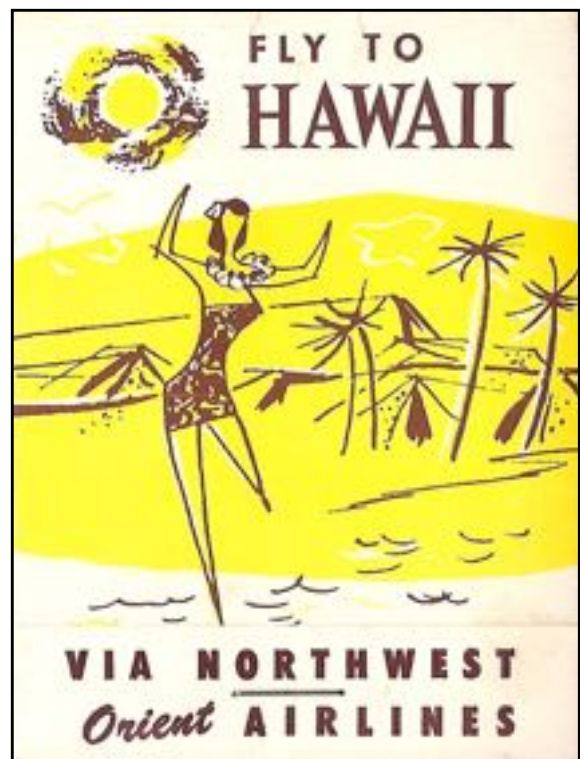


Figure 11: The cover of a booklet containing two strips of six of the 1955 NWO labels.

Alaska Airlines began life as McGee Airways in 1931, becoming Alaska Star Airlines in 1941 and, finally Alaska Airlines in 1944. They remained regional until obtaining a contract to carry mail to Seattle in 1951. Alaska Star issued its label in 1940. (Figure 12) Alaska Airlines used only two labels, a larger one in 1950 to promote air transport without surcharge and the second in 1961. (Figure 13)



Figure 12: Alaska Star Airlines 1940 label.



Figure 13: Alaska Airlines' 1950 and 1961 etiquettes.

Two Canadian airlines were intimately involved with the Pacific Northwest: Trans-Canada Airlines of Montreal from 1936 and Canadian Pacific Airlines of Vancouver, B.C. from 1942.

Canadian Pacific's first three labels were arrow-shaped. The first appeared in 1942; the second in 1946 (Figure 14) and the third in 1948 (Figure 15). Later came a parallelogram in 1951. (Figure 16)

Trans-Canada Airlines first two etiquettes were produced in 1944 (Figure 17 and 18), followed by two more in 1948 (Figure 19) and 1949. (Figure 20) Its final type came out in 1962 in panes of five. (Figure 21)

Every field has its mysteries. Let me close with one. The label on the cover shown (Figure 22) says "This was Sent via Pacific Northwest Route." To date, no one knows what airline, if any, produced this label. Perhaps someone out there knows.



Figure 14: Canadian Pacific's second label on a 1948 cover from Seattle to Pittsburgh.



Figure 15: A single label of CP's 1948 issue.



Figure 16: The third CP type on postcard from Victoria B.C. to New York City, 1952.



Figure 17: A relatively late use, 1947, of Trans Canada's first 1944 etiquette from Victoria, B.C. to Chicago.



Figure 18: TCA's second 1944 label used in that year from Vancouver to Montreal.



Figure 19: TCA's 1948 issue.



Figure 20: TCA's 1949 issue.



Figure 21: TCA's 1950 in a booklet pane of 5.



Figure 22: The mystery cover sent from Seattle to New York in 1927. Whose label was applied?



Boeing 360-80 at Seattle, Washington.
Postcard published by Mike Roberts, C7168.
WAHS Collection.

Label Time

By Daniel Kusrow

dkusrow@us.net

Airline History of the Pacific Northwest in Labels and Stickers

For Airliners International 2011, the World Airline Historical Society is returning to the Pacific Northwest, after a thirteen year hiatus, to the new base of Portland, replacing Seattle – honored home of AI's 1990 and 1998. One thing that becomes apparent in examining the airline baggage labels and stickers of the Pacific Northwest is how much of a significant role Boeing Aircraft and United Air Lines played in the early development of the region's airline service.



Fig. 1 West Coast Air Transport – Baggage Label, 1929, Rare (Craig Morris Collection)

West Coast Air Transport started services in 1928 between Seattle and Los Angeles via Portland and San Francisco. They emphasized safe tri-motor operations initially with Bach Air Yachts and later with better known Fokkers (Fig. 1). Western Air Express of Los Angeles bought out the company in 1929, but control of it passed to Pacific Air Transport in 1931. PAT was the original 1926 air mail route operator along the Pacific coast, and had been acquired by Boeing Air Transport in 1928.



Fig. 2 Varney Air Lines – Baggage Label, 1930, Rare

Varney Air Lines was another one of the original 1926 air mail operators launching its route from Salt Lake City via Boise to Pasco, Washington. By 1929 service was expanded to Spokane, Portland, Tacoma and Seattle (Fig. 2) using Boeing Model 40-A. Boeing Air Transport purchased the company in that same year.



Fig. 3 Boeing System – Baggage Label, 1930, Scarce

Boeing Air Transport was established by Bill Boeing and Eddie Hubbard to bid on the 1926 contract air mail route from San Francisco to Chicago. Service was inaugurated in 1927, operated with Model 40-A biplanes built by Bill's aircraft factory in Seattle. By 1930 Boeing Air Transport was operating larger Model 80 biplanes, also built in Seattle, under its corporate holding company route network known as the Boeing System, which included PAT and Varney operations (Fig. 3).



Fig 4 United Air Lines – Baggage Label, 1932, Scarce



Fig. 5 Gorst Air Transport – Baggage Label, 1932, Rare

In 1931, Boeing Air Transport and National Air Transport, the air mail route company between New York and Chicago, merged to form United Air Lines. The company's first baggage label depicts the nationwide route map, but also the strong network that the company and its predecessors had fashioned in the Northwest (Fig. 4). Vern Gorst was the founder of Pacific Air Transport, and once this had been sold to Boeing, he established a successful Seattle based aerial commuter service across Puget Sound using Loenig amphibians (Fig. 5).



Fig. 6 Empire Air Lines – Matchbook Cover, 1947, Uncommon



Fig. 7 Southwest Airways – Baggage Label, 1948, Uncommon



Fig. 8 Pacific Air Lines – Baggage Tag, 1961, Uncommon

The immediate post World War II period saw several new operators starting to serve the Northwest. Zimmerly Airlines was founded in 1944 in Idaho as an intrastate carrier using Cessnas and Boeing 247s, and by 1946 it had become Empire Air Lines and started to develop a regional network with DC3s across Idaho and eastern Washington and Oregon. In 1952 it merged with West Coast Airlines. Lacking a baggage label for Empire Air Lines, a matchbook cover (for all you airline phillumenists out there) is shown (Fig. 6). Southwest Airways launched operations in 1946 between California cities and to Oregon, and by 1958 had rebranded itself as Pacific Air Lines (Fig. 7 and 8).



Fig. 9 Pacific Southwest Airlines – Decal, 1953, Uncommon

During the period that the Pacific Southwest Airlines' decal was issued, the company was purely an intrastate California carrier, but PSA in the mid 1980s expanded its routes to Oregon, Washington and Idaho in a closing effort to keep operating as an independent company (Fig. 9).



Fig. 10 West Coast Airlines – Baggage Label, 1954, Uncommon



Fig. 11 West Coast Airlines – Baggage Label, 1955, Uncommon



Fig. 12 Hughes Airwest (Douglas Aircraft) – Baggage Sticker, 1973, Uncommon

West Coast Airlines was established in 1941, and began regional operations in 1946 based at Seattle's Boeing Field using DC-3s. The route network quickly spread throughout Washington, Oregon, and Idaho, especially with the acquisition of Empire Air Lines in 1952. The 2 labels depicted here date to the mid-1950s, just before the airline replaced its DC-3s with the Fokker F-27s - becoming the first local service airline to make this upgrade (Fig. 10 and 11). In 1968 West Coast Airlines, Pacific Air Lines, and Bonanza Air Lines merged to form Air West, later becoming Hughes Air West, which continued extensive service in the Northwest until its acquisition in 1980 by Republic Airlines (Fig. 12).



Fig. 13 Northwest Orient Airlines – Baggage Label, 1955, Common



Fig. 14 Pacific Northern Airlines – Baggage Label, 1958, Uncommon

Following World War II, Northwest Airlines, which had started in 1926 as a CAM Carrier in the upper Midwest and had developed a route network reaching Seattle, had been granted authority to operate international routes to Japan and China from Seattle. The company rebranded itself as Northwest Orient Airlines, and flew Constellations and Boeing 377s to the Far East from the Northwest (Fig. 13). Pacific Northern Airlines traced its ancestry to bush operator Woodley Airways formed in the Territory of Alaska in 1932, but by 1951 it had started flying services with Constellations between Alaska and Seattle with extension to Portland (Fig. 14). The airline's corporate headquarters were relocated to Seattle.



Fig. 15 Pacific Western Airlines – Baggage Label, 1968, Uncommon



Fig. 16 CP Air (Douglas Aircraft) – Baggage Sticker, 1975, Uncommon



Fig. 17 Alaska Airlines – Baggage Tag, 2005, Common

Several Canadian carriers, based in British Columbia, that served Seattle from Vancouver during the 1960s through to the 1990s included Pacific Western Airlines and CP Air (Fig. 15 and 16).

Alaska Airlines can trace its roots back to 1932 as one of the original bush operators in the Territory of Alaska. By the early 1960s, it had moved its corporate headquarters to Seattle and was offering jet service to Portland. It is now one of the largest operators at the Portland International Airport, with its later generation 737s being regular fixtures on the airport's aprons and runways (Fig. 17).

What Is It?

By Ken Taylor

keebeetay@efirehose.net

We received many responses to our last two articles in *The Captain's Log*. Keep your emails and letters coming!



Dr. Charles Quarles concerning the 'RA' wing with the American Airlines look. We still don't know where this wing came from, but Dr. Quarles mentioned that he has a half-wing with the same design.



We can now identify this wing from "Corporate Aviation", issued in 2010. Do you have any additional information?



Stan Baumwald identified this cap badge as coming from Interflug, the carrier of the former East Germany that flew from 1959 until 1991.



Stan also told us that this wing comes from Primaris Airlines, a charter airline based in Las Vegas, Nevada.



Fellow Log Editor Daniel Kusrow sent us a note stating that Pan American used this label on their Alaskan services from 1940 to 1941.

Now for our new questions!

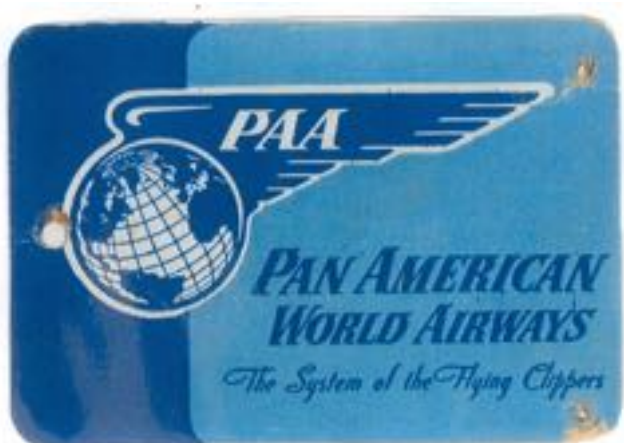


Fig. 1. When and where did Pan American use this baggage tag?



Fig. 2. Who used this cap badge? The wing is gold with white and green background. The image to the right looks like it might be a castle?

Continued on Page 32

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

As we start thinking about heading to Portland for AI 2011 in August, I thought this would be a perfect opportunity to share with you examples of chinaware from the airlines serving the Pacific Northwest. *Bon Appetite!*



Alaska Airlines Gold Coast service featured this attractive china.



This later Alaska pattern featured some triangular designs.



Early Northwest glassware had their familiar NWA initials etched in.



Some tiny wooden NWA souvenirs, probably giveaways, and not used on board?



A small ceramic cup from Northwest advertising "Marie Brizzard Tea Breeze" tea. A small copper cup came with this piece.



Some pieces of Northwest's "707 Tail" china design.



This pattern was used in the 1990's by Northwest; similar to their Regal Imperial service, it had the gold logo and maroon and gold rims. The little ceramic salt & pepper with its own holder was something that not many domestic airlines had!



(Left) A tall thin glass promoted "Lochan Ora Scotch Liqueur". All markings are in red.



(Right) A wine glass with the meatball logo celebrated NW's 747-400 inaugural flight.



A more recent Northwest glass bowl, and lacquered wood underliner was used in service to the far East.



A saucer from Northwest Territory Airlines, with their maple leaf logo in gold.



A champagne bucket used by Northwest added a touch of class, even if it is just stainless steel!



A ceramic coffee mug from Pacific Western.

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Junior Wings of the Pacific Northwest

The Great Pacific Northwest. Love that country. I was fortunate to have lived there for a year in my early years with Northwest Airlines. We lived in the town of Redondo and had a house overlooking Puget Sound. Appropriately, the house we rented was on a part of Puget sound that was called Poverty Bay. We had a great view of the sound and it was great to wake up every morning and see the beauty of the area. Brings back nice memories just thinking about it. But for the vagaries of the airline business, I still might be calling that home. But on to the airline junior wings.

Northwest Airlines had a large presence in this region as this was their jumping off spot to Asia. Back then it was called "The Orient". NWA put out many junior wings over the years but at that time in the 1960's, they went with painting the aircraft to say "Northwest Orient". That name was not an official name change, only an advertising change as the airline was always incorporated as Northwest Airlines. They put out a junior wing with the wording "Northwest Orient" (Fig. 1). I have three different varieties of this wing. One shown is made by Stoffel Seals. Another was made in Hong Kong and still another made in Taiwan.

Alaska Airlines is based in Seattle. Though they do not put out any junior wings now, they have issued eight different varieties over the years. My favorite is the metal wing for the Junior Stewardess (Fig. 2) and they then went to plastic where they varied the colors of the lettering from black to light blue to dark blue (Fig. 3) and even made their last one of these varieties a stick back.

And another elusive junior wing was put out by Pacific Northern Airlines. This is a metal fold over type (Fig. 4). PNA merged with Western Airlines which then merged with Delta Airlines.

Horizon Air is also based in Seattle. They put out three different wings (Fig. 5) one of which is plastic and the other two are paper. The wing shown here is made of paper.

We have to include Hughes Air West in this gaggle also. They were the airline that absorbed the three airlines that made up Air West - namely Pacific, Bonanza and West Coast Airlines.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7

West Coast Airlines put out three very elusive junior wings and I will show both styles (Figs. 6 & 7). All three are laminated and the 2nd issue has one for the junior pilot and the other for the junior stewardess.

There are many other airlines that flew into the Pacific Northwest such as Western, PSA, Pan Am and so on but this gives just a short glance at the aviation history of this part of the world.

Happy Collecting!

Log Issue 35-3 ~ Flying Down To Rio Dick Wallin's 'Dining Service' Article

Here's a follow-up to the VARIG salt & pepper shakers (page 25) from one of our readers in Brazil.



May I try to contribute with your article: the wild VARIG set for salt and pepper (page 25, wild designs, the first up and left ones) was a tribute to the Rio-São Paulo shuttle. They represent the well-known Sugar Loaf, situated in Rio de Janeiro, and a very traditional building in São Paulo City, named COPAN (Companhia Pan-Americana de Turismo), an Oscar Niemayer project, ordered due the IV Century of São Paulo City (it has that curved shape).

Regards, Jonas Ferreira



Fig. 3. The 'A E' in the middle of this cap emblem is in green with a gold wreath. Any idea who used this?



Fig. 4. This small copper wing has a pin-back and shows a 4-engine aircraft. I'm told that this wing came from Pan American. Can anyone confirm this or provide more information? How about it, Stan?



Fig. 5. This gold wreath cap emblem has a dark blue center with what looks like an island. The image appears to be Cuba. Can anyone provide more information?

We're looking forward to AI 2011 this summer in Portland. It's been a long, cold winter in Canada!

Ken & Beth

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Airlines of the Pacific Northwest

I am looking forward to AI 2011 for many reasons. Not only will it be a chance to swap lies and “brass” while renewing contacts with friends from around the country, it will be an opportunity for Karen and me to visit our daughter, Julia, who has just purchased a condominium in Portland, Oregon. My first visit to PDX came over the Christmas season of 2009 when we spent twelve days in the city and helped her begin the process of house hunting. It is a far cry from the days in 1970 when Karen and I first became homeowners. The numbers today are staggering. Adding to the prospect of visiting her in her new quarters, we will be seeing much of the USA as we drive from one corner of the country (Florida) to the other (Oregon). I recall Julia bemoaning the fact that we would be too far away from her in Boston at the time I accepted a posting to Bermuda. How things can change when it comes her turn to accept a curator’s position at the Portland Art Museum.

Our trip out and back on Southwest Airlines was smooth and trouble free. We headed west MCO-LAS-PDX and returned PDX-PHX-MCO. The outbound trip was a tad longer than the eastbound, but a wake-up at 0330 hours for an early departure more than evened things out.

The December weather allowed me to see snow again, in person, after a long time away from the white stuff. As a matter of fact, the last time I had seen “cloudy and cool” collecting on the ground was in February 2004 when I was at the Hanford Nuclear Site in Richford, Washington attending WMD interdiction training. The trip from Pasco, Washington to Bermuda via Salt Lake City and Atlanta was a marathon that lasted almost thirty hours. Thankfully, now that I’m retired, I’ll never be placed at the “mercy” of those travel planners.

We were accommodated at a Red Lion Inn for that assignment and I did enjoy the level of service there. I’m sure that they will treat us well in Portland. The Columbia River in Washington is quite a bit narrower than at Portland but I’m looking forward to that view as well.

The wings and cap badges I have included with this article are representative of the air carriers which have served the area. Since recent issues have featured Alaska Airlines and the current Northwest Air Lines insignia. I have not included them. The Northwest U S Air Mail wing in the image is the later style because the original wing having the Equator as the cross bar of the “A” is just about impossible to obtain. And, even though I flew to PDX on Southwest Airlines, this article features airlines of the Pacific NORTHwest.

I hope you enjoy the images of the wings and hat badges included in this issue. I was lucky enough to have been granted access to the attic at Wm. Scully, Ltd. In Montreal, where I uncovered three of the Canadian Pacific Air Lines cap badges. They were all missing the silver Lockheed L-10 aircraft, but a wonderful gentleman who worked with CP Air at Dorval Airport (CYUL) gave me one of those pins and I was able to have a silversmith produce duplicates for me. Those items were traded away many years ago, but isn’t that what makes this hobby fun?

Looking forward to seeing you all in Portland this August. The snow will have melted by then --- I promise!

Canadian Pacific Air Lines (CP / CPA)



Style I

The cap badge is of gold color metal with blue and red enamel in the shield. The badge has two screw posts to secure it to the cap. In the gold circle there is a silver Lockheed 10 aircraft, which is affixed to the badge with a single screw post. The badge is hallmarked “SCULLY LTD. MONTREAL”.

The pilot wing is of gold color metal with dark blue enamel in the center shield. It has two screw posts and bears no hallmark.

The Flight Engineer wing is composed of the same material and has two screw posts and no hallmark.

The Flight Attendant wing is of the same material as the cap badge and bears the “SCULLY LTD MONTREAL” hallmark as well as a stamping which looks like a centurion’s head. The wing is pin back and the shape of the item is much more curved than the pilot / engineer wings.

Canadian Pacific Air Lines (CP / CPA)



Style II

This cap badge is also of gold color metal with two screw posts and no hallmark. The center disc is of white and blue enamel. The "goose" and smaller disk of white and blue enamel on brass color metal is a separate piece, which is attached to the badge with a single screw post.

The pilot wing is of gold color metal and white and blue enamel. It has two screw posts and is not hallmarked.



Style III

The cap badge is of the same material as style II with a change in the look of the "goose". This "goose" does not have the small disk around it and is of blue enamel only on the brass base. It has a single screw post to attach it to the badge.

The pilot wing is like that of style II in design, but this item is clutch back.

Canadian Pacific Air Lines (CP / CPA)



Style IV

The goose is gone from this style, replaced by the CP "service mark". The cap badge is of gold color metal with a satin finish, and has red and orange enamel in the center. The badge has two screw posts and lacks a hallmark.

The pilot wing is of gold color metal with both satin and polished finishes. The wing is not hallmarked and has two screw posts.



Style V

This is the last CP Air insignia before the mega mergers of the air carriers of Canada.

The cap badge and wing are both of gold color metal with satin and polished finishes. Both items have two screw posts. Neither wing nor cap badge have a hallmark.



Horizon Air (QX / QXE)



The cap badge is of gold color metal with both polished and satin finishes. The center disc has one red stripe and three shades of orange with a clear plastic finish over those colors. The badge has a single screw post and is hallmarked "OLYMPIC"

The pilot wing is of the same construction as the cap badge, but it is pin back. It also is hallmarked "OLYMPIC".

Hughes Air West



The cap badge is of gold color metal with antiqued satin finish on the "wings" and polished finish on the center design. There are two medium blue enamel bars supporting the center design. The badge has a single screw post and two positioning pins. It is hallmarked "cTo 1/10 10k"

The wing is also of gold color metal with both satin and polished finishes. It is clutch back and bears the same hallmark as the cap badge.

Northern Consolidated Airlines Inc. Alaska



The wing is of gold color metal with a satin finish. The center shield is of dark blue enamel with the image of an airplane flying over a dog sled team and rider. There is no hallmark on this clutch back wing.

Northwest Airlines (NW / NWA)



The cap badge is of gold color metal with dark blue enamel in the center. The badge has a single screw post with two positioning pins. It is hallmarked "JOSTEN DURA".

The pilot wing is the U S AIR MAIL style in the later version that has the Equator passing under the letters "AIR". It is of gold color metal with two screw posts and no hallmark.

The Flight Engineer wing is of polished gold color metal with blue enamel at the center. It has two screw posts and is hallmarked 1/20 10k GF.

The Navigator wing is of gold color metal and has two screw posts. It is not hallmarked.

Pacific Air Lines



The cap badge is of polished silver metal with red and blue enamel. It has a single screw post and a single positioning pin at the bottom of the badge. There is no hallmark.

The pilot wing is of satin finished silver metal and blue and red enamel. The wing is clutch back and lacks a hallmark.

Pacific Northern Airlines.



The pilot wing is made of silver color metal with a polished finish. The center disk is red enamel with the Alaska State flag in dark blue enamel. The wing is clutch back and hallmarked "STERLING" under a difficult to make out design.



Northwest Airlines Boeing 720B at Seattle, WA.
Published by Mike Roberts, C14977. WAHS Collection.

Pacific Western Airlines (PW / PWA)



The cap badge is a stamping of gold color metal. It has a textured finish in the square area between the finely detailed wings. The center of the badge is of white and red enamel or gloss paint. The badge has two screw posts and lacks a hallmark.

The wing is of gold color metal with both textured and polished finishes. It has two screw posts and lacks any hallmark.

VISIT THE NEW ENGLAND AIR MUSEUM!!
LARGEST AVIATION MUSEUM IN THE NORTHEAST.
 Home to the Sikorsky VS-44A Flying Boat, the
 Lockheed 10-A Electra and the Airborne
 Express Sud Caravelle

860-623-3305 www.neam.org
 Closed Thanksgiving, Christmas & New Years
 Bradley International Airport, Windsor Locks, CT



Boeing 707. Postcard published by Plastichrome, P27861.
WAHS Collection.

Los Angeles-LAX

Airline Memorabilia Show & Sale

<http://www.LAXairlinereexpo.com>

Saturday – JUN 18, 2011

9am to 3pm

EMBASSY SUITES HOTEL LAX/SOUTH

1440 E. Imperial Ave., El Segundo, CA 90245

For Room Reservations – Call: 1-800-362-2779 and mention the

LAX AIRLINER EXPO group

Shuttle to/from LAX provided by the hotel

Complimentary full breakfast & evening manager reception

(5:30PM – 7:30 PM)

For Additional Information:

DAVE CHERKIS - (702) 360-3615

MARSHALL PUMPHREY - (562) 987-1904

For vendor table reservations, please make checks/money order orders payable to:

David Cherkis Photography, 1825 Warrenville Street, Las Vegas, NV. 89117

DISPLAY TABLES (72" X 30"): \$68 EACH OR \$73 EACH FOR WALL SPACE

Includes vendor + 1 additional adult admission

Number of display tables requested _____ (wall) _____ (regular) x \$ _____ .00 = \$ _____ .00

NAME: _____

COMPANY: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

PHONE: _____ EMAIL: _____

ITEMS TRADING/SELLING: _____

CA. RESALE# _____

By my signature hereon, I and all associated with me agree to a release of liability and to hold harmless the Promoters, David Cherkis Photography and the Embassy Suites LAX/South for any loss of any kind based upon my participation at the above event.

Signature: _____ Date: _____

NO TABLE REFUNDS WITHIN 45 DAYS OF SHOW

Next Show in 2012 JAN 22nd

Postcard Corner

By Marvin G. Goldman

marvilynn@gmail.com

Airlines of the Pacific Northwest in Postcards

Welcome to the great Pacific Northwest, home to the Airliners International 2011 show and convention on 23-27 August in Portland, Oregon. Let's start our postcard look at airlines serving this region with Alaska Airlines and its affiliate Horizon Air -- the 'Official Carriers' of AI 2011. Alaska started scheduled flights from its home state to Seattle and Portland in 1951.



Alaska Airlines Boeing 737 on final approach to Portland International Airport, Oregon, with majestic Mt. Hood in the background. Official card issued by Airliners International 2011, Portland.



Alaska Airlines 'Golden Nugget' Convair 880M, N8477H, at Seattle-Tacoma International Airport, State of Washington ('Sea-Tac'). Photo by Clifford B. Ellis and published

by Ellis Post Card Co., Arlington, Washington. Dexter Press no. 52985-B. This card exists in both standard and continental sizes. J. Boyd Ellis and his son Clifford produced several thousand different postcards of scenes in the State of Washington, including beautiful real photo black and white and color airport views. This pictured aircraft was delivered new to Alaska Airlines in 1961 and was its sole 880. The tail livery is similar to Eastern's falcon. The colorful 'Golden Nugget' theme was started in 1958 and became a successful promotional theme for several years. Sea-Tac airport opened to full commercial airline service in 1949.



Alaska Airlines 'Fly Alaska to the Northwest' advertising card. Airline Issue ("A/I"). Back of card says 'Together, Alaska Airlines and Horizon Air serve more than 70 cities in eight Western states, Canada and Mexico'. There are at least two other cards in this series, one to 'Arizona/California' and another to 'Canada'.



Alaska Airlines Boeing 737-800, N546AS, pictured over Mt. Hood, Oregon, with Mr. Rainier and Mt. Adams, Washington, in background. A/I, no. 8 in a series. This was the first 737-800 delivered to Alaska Airlines, in February 2005.

Horizon Air was founded in 1981 and acquired by Alaska Airlines in 1986.

On 25 January 2011, Alaska Airlines announced that it will be retiring the Horizon Air brand. All Horizon planes will be repainted in the trademarked Eskimo Alaska livery, but the service will stay the same. Horizon's fleet is now mainly centering on Bombardier Q400s.

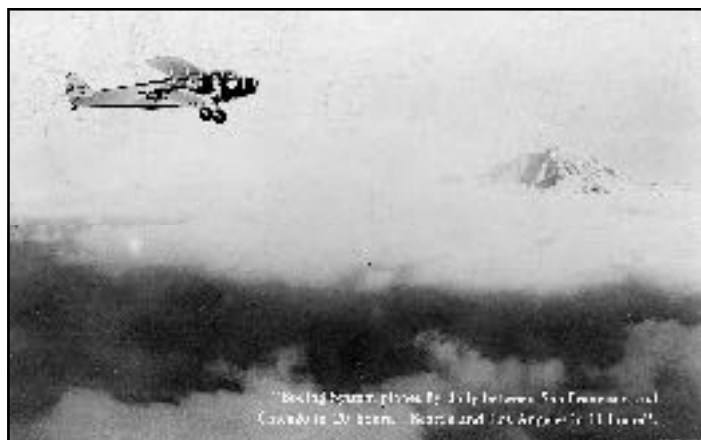


Horizon Air Fairchild/Fokker F-27, N272PH, over Seattle. A/I. Published by Impact Hawaii, nos. WF001 and 2680-H, 1985. This aircraft operated Horizon's first flight, on 1 September 1981 from Seattle to Yakima, Washington.



Horizon Air Fokker F28-4000. A/I. Printed by Purple Mountain Greeting Cards, Aurora, Colorado, no. PMGC P304.

Of course, the Pacific Northwest immediately recalls The Boeing Company, with its origin and aircraft manufacturing plants in the State of Washington. Starting in 1927, Boeing was also in the airline business as 'Boeing Air Transport'. That business was transformed in 1931 through consolidations with other airlines, resulting in the formation of United Air Lines.



Boeing Air Transport 80A, registration NC793K, flying past Mt. Rainier. B&W. Published by Advertisers Publicity Service, Rutherford, New Jersey. Formerly in the collection of Allan Van Wickler. This card is postmarked 3 March 1935. Boeing placed the 80A into service in 1929, and in 1931 Boeing Air Transport merged with other airlines to form United Air Lines. United operated NC793K until that aircraft was purchased in 1942 by Reeve Airways, forerunner of Reeve Aleutian Airways.



United Air Lines Boeing 247, NC 13335, at Boeing Field, Seattle, Washington. B&W real photo. Photographed and published by Ellis, no. 1003. This aircraft entered United's fleet in May 1934.



United Air Lines DC-3 (on right) and Northwest Airlines DC-3 (on left) at Spokane, Washington, Municipal Airport. Real photo postcard by COS Studio, no. 62-885.



United Air Lines Douglas DC-8, N-8004U named 'Mainliner Capt. R.T. Freng', at Portland International Airport. Published by Anderson Sundry Co., Portland, no. 9C-K2419. 1959. This was the eighth DC-8 constructed and the first for United, delivered on 29 May 1959. Converted in 1964 to a DC-8-21, it flew until 1978.



United Air Lines Boeing 727 approaching Portland International Airport with Mt. Hood in background. Published by Smith Western, Portland, and printed by Kina Italia, Milan. Steve Terrill photo. No. CT-3271. This card, same number, also exists in several other formats. For example, one has a white frame and blue lettering and another (shown at the end of this article) has large 'PDX' letters.



(Previous Column) United Air Lines Menu Card, with view of Crater Lake National Park, Oregon. A/I. 1950s. The back of the card says: 'Only United Air Lines links the beautiful Pacific Northwest with California, the Midwest and All the East'. Today that statement can be made by many airlines.

Northwest Airlines (merged into Delta Air Lines during 2008/09) was another major player in the Pacific Northwest.



Northwest Airlines Douglas DC-3 at Boeing Field, Seattle, Washington. B&W real photo postcard. Photographed and published by Ellis, no. 1003. Allan Van Wickler collection.



Northwest Airlines Boeing 377 at Sea-Tac airport. Photographed and published by J. Boyd Ellis, Arlington, Washington, and printed by H.S. Crocker Co., San Francisco, no. C-141. Formerly in the collection of Allan Van Wickler. Allan tells me that this card also exists in a slightly different version with a man walking to the right of the aircraft.





Northwest Airlines Lockheed 1049G Super Constellation at Sea-Tac airport. Photographed and published by J. Boyd Ellis, Arlington, Washington, nos. C-141 and 18659. Northwest was the first airline to operate this model, on 1 July 1955. My card is postmarked 23 September 1959. Aviation Color Photo later reproduced this standard-sized card in continental size.

Now let's take a look at some other significant airlines in Oregon, Washington and British Columbia (in Canada just north of Washington) that have issued airline postcards.



West Coast Airlines Fairchild/Fokker F-27 over Mt. Rainier, Washington. A/I. Published by H.S. Crocker Co., San Francisco. West Coast Airlines was the first operator of this version of the F-27, placing it in service in Sept. 1958. West Coast was founded in 1941 as a regional airline based in Seattle, serving Washington, Oregon and other western states. Remarkably, through mergers, it survives in a sense as a predecessor of Delta Air Lines. In 1968 West Coast merged with Pacific and Bonanza to form Air West, which became Hughes Airwest in 1970. Hughes was acquired by Republic in 1980, Republic merged into Northwest in 1986, and Northwest merged into Delta in 2008/09.



Flying Tigers Canadair Swingtail CL-44 prop-jet at Portland International Airport. A/I. Photo by the airline's Station Manager in Portland, Robert Beckman. Flying Tigers purchased several of these freighters in 1961 and operated them until 1969.



Pacific Northern Airlines ('PNA') Boeing 720, N7201P, taking off from Sea-Tac. A/I artist card, no. P42365. Issued late 1961 or early 1962. The airline acquired its first two 720s in March 1962, registration nos. N720V and W. The registration N7201P shown on this card was not used. Originally founded as Woodley Airways, the airline operated local routes in southwest Alaska. It adopted the Pacific Northern name in 1945, and expanded to serve an Anchorage-Seattle route in 1947. In 1967, however, Pacific Northern merged into Western Airlines.



Western Airlines Lockheed L-188A Electra, N7135C, at Ontario International Airport, California. Published by mwm co.,

Aurora, Missouri, no. 56.743F. This aircraft served with Western from May 1959 until February 1972. I flew several flights on Western Electras from Southern California to points north, including Seattle, during 1959-60.

Western Airlines was founded in 1925 as Western Air Express. It was merged with Transcontinental Air Transport (T-A-T) to become Transcontinental and Western Air (TWA) in 1930, but was severed from TWA in 1934 and adopted the 'Western Airlines' name in 1941. The airline was mainly noted for its West Coast routes, although it later expanded to eastern U.S. destinations. In April 1987, Western merged into Delta Air Lines.



Pacific Western Airlines Boeing 737-200 over Vancouver, British Columbia, Canada. A/I. Photo by Ranson, Edmonton, Canada, no. PWA 9238. Pacific Western was founded in 1946 in British Columbia. In 1987, Canadian Pacific Airlines was merged into it, and the resultant airline was named Canadian Airlines International. Subsequently, Canadian acquired Wardair, and in 2001 Canadian merged with Air Canada.



Air Canada Lockheed L-1011s at Vancouver International Airport. Published by Natural Color Productions, Richmond, British Columbia, Première card nos. AW93 and 23609R. Vancouver International is the second busiest airport in Canada (after Toronto Pearson International) in terms of both aircraft movements and passengers. Air Canada, largest airline in Canada, originated in 1936 as Trans-Canada Airlines, with Vancouver being its original home base.

Aircraft manufactured in the State of Washington by Boeing have been featured on numerous postcards issued by Boeing, and on some cards of Sea-Tac airport.



The Boeing Aircraft prototype 747 over Sea-Tac, with Mt. Rainier, Washington in background. Published by Smith-Western Co., Tacoma WA, no. CT-1135A.



First rollout of Boeing's 747SP at its Everett, Washington production plant, on 19 May 1975. The aircraft temporarily bears registration N530PA for the occasion as it was destined for eventual delivery to Pan Am. The first flight was scheduled for July 4th, which accounts for the red, white and blue striping on the aircraft. The Boeing prototype 747 sits alongside for comparison. Company issue, probably in 1975.

Lastly, the Pacific Northwest is noted for several seaplane operations connecting coastal cities and offshore islands in British Columbia and Washington.

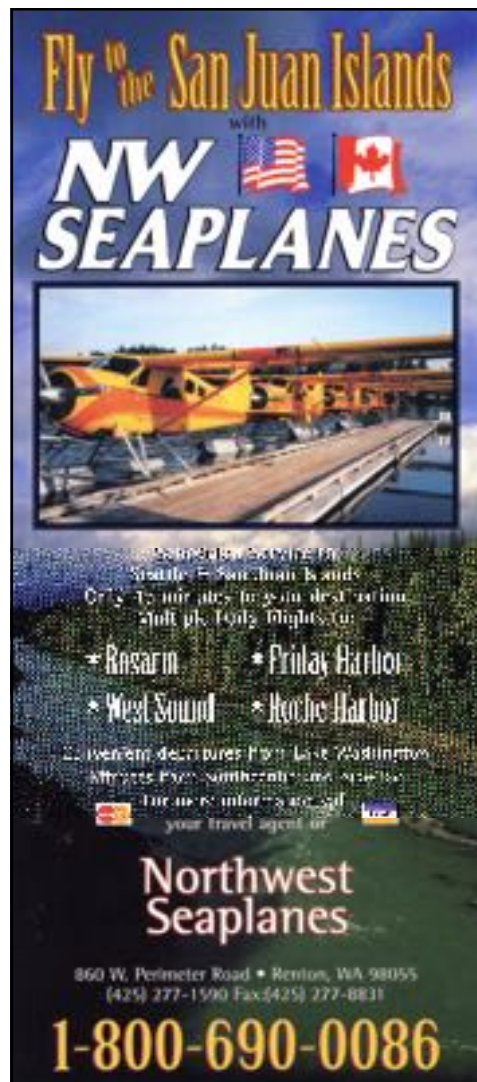




Air BC deHavilland Canada DHC-6 Twin Otter over Vancouver, British Columbia. A/I. Printed by Lawson Graphics Pacific, Vancouver, no. KC-3848. Air BC was established in 1980. In 2002 Air BC was consolidated with Air Nova, Air Ontario and Canadian Regional Airlines to form a new subsidiary of Air Canada, branded Air Canada Jazz.



Harbour Air Seaplanes deHavilland Canada DHC-3 Otter. A/I. Artwork by Cravet. Unique folding 'pop-up' airline postcard by The Pop Card Company, Victoria, British Columbia. I guess the 'killer whales' are in the picture to stress that Harbour's seaplanes are safer than a boat or swimming. Harbour was founded in British Columbia in 1982 and, together with affiliate Westcoast Air, it now has a fleet of 30 seaplanes and claims to be the 'world's largest all-seaplane airline'. Harbour Air continues to issue many beautiful airline postcards, including this one where the seaplane 'pops up' when opened, much to the delight of collectors.



Northwest Seaplanes deHavilland DHC-2 Beavers. A/I. Oversize. 1992. Northwest Seaplanes, founded in 1988 and based in Renton, Washington, operates a fleet of five Beavers, each seating six persons.

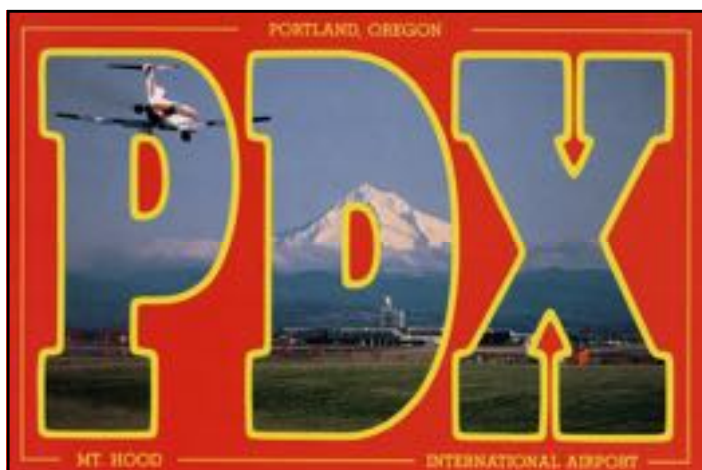
Notes: The original postcards of those shown are, except as noted, in color, published in standard or continental size, and from the author's collection. I estimate their rarity as – Rare: the Boeing 80A, United/NW DC-3s at Spokane, and Northwest DC-3 at Boeing Field cards; Uncommon: the Alaska CV-880, UAL DC-8, UAL Crater Lake menu, NW 377, NW Constellation standard-sized, West Coast F-27, Flying Tigers CL-44 at Portland, Western Electra, Boeing 747SP rollout, Harbour and NW Seaplanes cards. The rest are fairly common.

References:

Airways Classics, *Alaska Airlines* (Airways International, 2007).
 Davies, Ed, and Ellis, Steve, *Seattle's Commercial Aviation: 1908-1941* (Arcadia Books 2009).
 Davies, R.E.G., *Airlines of the United States since 1914* (Smithsonian 1972).
 Airline and airport websites, and Wikipedia articles, on the illustrated individual airlines.

I hope to see you at AI 2011 in Portland, Oregon. We will again have a popular postcard display contest, so please consider submitting an entry. Contest rules are posted on the ai2011pdx.com website. In the meantime, if you ever have any comments or suggestions on my airline and airport postcard articles, please let me know. Note that my e-mail address has changed since the previous issue; it is now marvilynn@gmail.com.
Happy Collecting.

Marvin



Editor's Postcard Selections



Hughes Airwest DC-9, A/I, Oversized.



West Coast Airlines DC-9, A/I, Standard Size

Back Issues of The Captain's Log Available For Sale

- | | | |
|------|---|------------------|
| 26-1 | TWA – Trans World Airlines | SOLD OUT! |
| 26-2 | US Airways Memorabilia | SOLD OUT! |
| 26-3 | Latin American Airlines | |
| 26-4 | Commuter & Regional Airlines | |
| 27-1 | Airlines of Canada | |
| 27-2 | European Charter Airlines | |
| 27-3 | The Convair Twins | |
| 27-4 | Airlines of Africa | |
| 28-1 | South Pacific Adventure | |
| 28-2 | Airlines of Scandinavia | |
| 28-3 | Eastern Air Lines | |
| 28-4 | Douglas DC-7 | |
| 29-1 | Airlines of California | |
| 29-2 | Airlines of the Middle East | |
| 29-3 | The Boeing 727 | |
| 29-4 | Airlines of Alaska | |
| 30-1 | Milwaukee and Upper Midwest | Airlines |
| 30-2 | Meet The Fokkers! | |
| 30-3 | The Airlines of Hawaii | |
| 30-4 | A Capital Experience | |
| 31-1 | British Airways | |
| 31-2 | Airlines of Japan | |
| 31-3 | India and her Airlines | |
| 31-4 | The Lockheed Constellation | |
| 32-1 | EL AL Israel Airlines | |
| 32-2 | The Mighty DC-10 | |
| 32-3 | United Airlines | |
| 32-4 | Skies Over Texas | |
| 33-1 | Air of Luxury | |
| 33-2 | World of Cargo Airlines | |
| 33-3 | Regional & Commuter Airlines | SOLD OUT! |
| 33-4 | Florida's Airlines | |
| 34-1 | Boeing 707 | |
| 34-2 | Pan Am's World | |
| 34-3 | Rotors & Floaters | |
| 34-4 | New York! New York! | SOLD OUT! |
| 35-1 | Skies Over Britain | |
| 35-2 | Douglas DC-3 - 75th Anniversary | |
| 36-3 | Flying Down To Rio - Brazil's Airline History | |

Update your collection by adding copies of *The Captain's Log* to your library! Single issues are available for:

- \$5.00 USD - Domestic US First Class
- \$7.50 USD - Canada, Air Mail
- \$10.00 USD - Worldwide, Air Mail

Send your check or money order to:

World Airline Historical Society, Inc.
P.O. Box 489
Ocoee, FL 34761 USA

Payments accepted via PayPal.com by using:

membership@WAHSONline.com

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

Northwest Lockheed Electra L-188

I'm feeling a little frustrated as I can't find my **Famous Airliners Electra** book which was to be my major source of information for this article. I'll manage the best that I can. Northwest Airlines certainly meets the theme of airlines of the Pacific Northwest. Northwest operated the Electra in domestic service. There is a photo of a Northwest Electra at Seattle on Airliners.net.

Northwest Airlines was founded on September 1, 1926 under the name Northwest Airways. The name was derived from the historical term for the Midwestern United States which was the Northwest Territory. The airline's focus was hauling mail for the United States Postal Service. The first route was from Chicago to Minneapolis using open cockpit biplanes. The airline began carrying passengers in 1927. Winnipeg was added as the first international route in 1928. In 1933 the airline was chosen to fly the "Northern Transcontinental Route" from New York City to Seattle. During World War II Northwest Airlines flew military equipment and personnel from the Northwest United States to Alaska. The airline began painting the aircraft tails bright red as a visual aid in the harsh weather conditions. After the war the government designated Northwest as the main airline to operate over the North Pacific due to its experience operating in subarctic conditions. In 1947 the airline began stationing employees at Tokyo airport by flying from the United States via Alaska in its Great Circle Route. On July 15, 1947 Northwest became the first airline to provide direct commercial service between the United States and Japan. In 2004 the airline carried more passengers across the Pacific Ocean than any other United States carrier. Northwest also operated one of the largest domestic route networks in the United States. Northwest operated 18 Electras from 1959 to 1971.

The Lockheed L-188 continued Lockheed's strong position in airliner production started by the Constellation series of proliners. In 1954 Lockheed developed the CL-303 twin engine turboprop design to meet an American Airlines requirement to carry 60-70 passengers. No other carriers were interested so Lockheed did not continue with the design. American revised its requirements and specified a four engine design for 75 passengers. Lockheed responded with the CL-310 which would have either Rolls-Royce Dart or Napier Eland engines. Eastern Air Lines wanted an aircraft that would seat 85 to 90 persons so Lockheed enlarged the CL-310 into the L-188 Electra and used Allison turboprops. American Airlines ordered 35 aircraft on June 8, 1955 and Eastern ordered 40 aircraft on September 27, 1955. The first delivery was to Eastern Air Lines on October 8, 1958, and entry into service was in January 1959.



*Northwest Lockheed L-188 Electra. Airline issued postcard.
WAHS Collection*

Unfortunately there were three fatal Electra crashes in fourteen months between February 1959 and March 1960. The first was American Airlines flight 320 from Chicago Midway Airport to New York La Guardia Airport. The plane crashed on approach to La Guardia killing 65 out of the 73 on board. The Civil Aeronautics Board determined that the cause of the crash was the crew descending below landing minimums prematurely. Other contributing factors were that the crew had limited experience in the type, the weather was marginal, and the crew likely experienced a sensory illusion with respect to height and altitude.

Braniff flight 542 was a scheduled flight from Houston International Airport Texas to New York La Guardia Airport with intermediate stops at Dallas Love Field and Washington National Airport Washington D.C.. On September 29, 1959 twenty three minutes into the forty-one minute flight from Houston to Dallas the plane disintegrated in mid-air. The aircraft was eleven days old and only had 132 hours of flight time. After interviewing witnesses and examining the debris field the Civil Aeronautics Board determined that the initial failure of the aircraft had begun in the left wing and was caused by "flutter". The CAB was unable to determine the cause of the flutter. Teams from Lockheed, Boeing, Convair, NASA, and the FAA also failed to determine the cause of the flutter.

Six months later on March 17th, 1960 Northwest Flight 710 was enroute from Minneapolis St. Paul to Chicago Midway Airport and then to Miami International Airport. The aircraft broke up in flight over southern Indiana after departing Chicago Midway. A wing and two engines were found five miles from the location of the fuselage. N121US had been Northwest's first Electra and had entered service in July, 1959. NASA, Boeing, and Lockheed engineers determined that the probable cause of this accident and that of the Braniff Electra were separations of the wings due to flutter caused by the motor mounts. Lockheed initiated the LEAP Lockheed Electra Action Program to strengthen the motor mounts and wings. Lockheed funded and completed the work on all 145 Electras at a cost of just under 25 million dollars. Because of the crashes the public had lost confidence in the Electra and the advent of pure jet airliners also relegated

the Electra to second line service. Production ended in 1961 after 170 aircraft had been completed. Lockheed developed the L-188 Electra line into the highly successful P-3 Orion maritime patrol aircraft for the United States Navy. Lockheed built 734 P-3 Orions.

Building an Electra model can be a bit of a challenge. When I built my model the options were either a Welsh vacuform kit or an ATP resin conversion fuselage and parts from an AR11/LS P3 Orion kit. Since then Minicraft has released a plastic kit of the Electra though it is not thought of as one of their better kits. I opted for the ATP resin fuselage conversion. At the time ATP was located across town so I could look through the catalog, call ahead, and drive over to purchase any/everything airline model related I needed and wanted. The fuselage came in two halves along with a nicely done Northwest decal. I

sanded and assembled the fuselage using five-minute epoxy for the halves as well as attaching the wings and stabilizers. The Electra nose shape is a tricky one to get right and if/when I build another one I'll spend some more time looking at photographs/drawings to get things more accurate. I used one of my painting tricks and painted the tail flat red then glossed it up with a coat of Future floor polish.

The Electra played an important part in airliner history. Were it not for the crashes early in its career and the advent of pure jets it probably would have been very successful. My model turned out rather nicely and there's definitely no doubt that it is an Electra. I wish I'd had the chance to fly on one but was lucky enough to see one at Opa-Locka at the Miami Airliners International show a number of years ago.



Northwest Lockheed L-188 Electra Model. Photographs by the author.



Safety Cards

By Fons Schaefers

f.schaefers@planet.nl

Safety Cards - Pacific Northwest

Many airlines produce their own safety cards in-house. But others use the services of specialised safety card companies. Worldwide, I know of about 8 such companies. The bulk of these companies are located in North America, some in Canada (see footnote 1), some in the US, the latter all concentrated in a small area in the northwest. More precisely, and not surprisingly, in the Seattle area, or "Boeing country".

The oldest, existing 40 years now, is **Interaction Research Corporation** (IRC). This company was started by psychologist and ergonomist Dan Johnson, who had started his career in 1967 with Douglas and continued there until 1980, latest as a consultant. IRC is located south of Seattle, for a long time in Olympia, but recently relocated to nearby Lacey. Early IRC cards can easily be recognized by the 'Just in Case' registered trademark sporting prominently on the front panel (Fig. 1). Just in case is also the title of a book that Johnson wrote on airplane safety and survival in 1984.

Aero Safety Graphics started in 1985 and is now located in Redmond, just east of Seattle. The name behind this company is Peter Bonneau. It is the proud supplier of the safety card for the USAF C-32A, which visitors to the 2006 convention who went on the Andrews AFB tour may remember having boarded (fig.2).

Number three in the area is Gregory Miller's **Safeair**, also based in Olympia. It started in 1988 and is probably the smallest of the three. Its artwork shows resemblance with that of the other Olympia based company, suggesting some ties. For instance, compare the way that the seat belted person is frontally portrayed by both Safeair (fig. 3, left, taken from a 1995 Western Pacific Airlines 737 card) and IRC (center). The usual way for showing belted persons is not frontal, but at an angle. Interestingly, IRC changed the appearance of characters according to the customer. The right panel of fig. 3 comes from a 1980 CAAC 747SP card. The person's face has been modified and the skirt is replaced by trousers.

Readers may remember that the former issue of the Log showed many Embraer house cards, which are quite common. **Boeing** house cards on the other hand are rare, which may be explained by the abundance of card suppliers in its vicinity, which all deliver to customers of Boeing, so that Boeing itself need not make them. Figure 4 shows

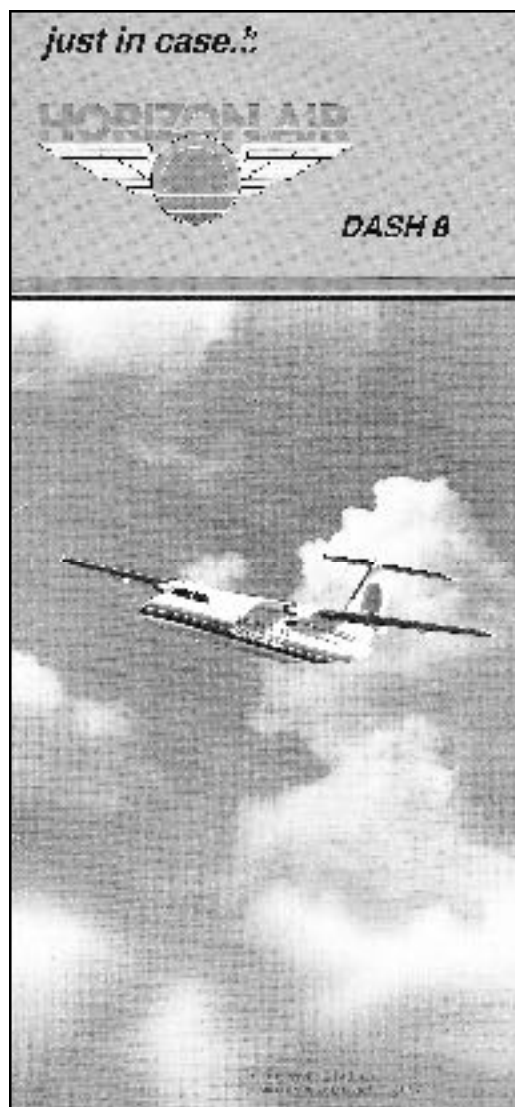


Figure 1

the life raft locations panel of a card that I believe is a Boeing house card. It is a twofold card bearing no identification other than a form number (FS 727-200) and a date (7-1-1981). Six languages are used: English, Spanish, Chinese, Japanese, German and French. If readers know more about the origins of this card, please let me know.

Airline names in the USA, more than anywhere else in the world, are inspired by the compass points. Eastern, Western, Southern, Northeast, Northwest and Southwest are or were all major US airlines. In the Pacific Northwest region, airlines typically have West in their name. I review cards from two of them, one long gone and one current.

Air West was formed in 1968 when Bonanza Airlines, Pacific Airlines (originally known as Southwest Airlines!) and Boeing Field, Seattle based West Coast Airlines merged. Later, it became known as Hughes Airwest, when Howard Hughes bought it in 1970. In turn, it was bought in 1980 by Republic Airlines that was absorbed in Northwest in 1986. Fig. 5 shows a 1968 card of the F-27. This must have been a Fairchild rather than a Fokker produced aircraft as Fairchild then had sole selling rights in the US. Later, when Fairchild stopped producing, Fokker

1 Including Carl Reese's Cabin Safety International, which moved from Delaware to Calgary, Alberta

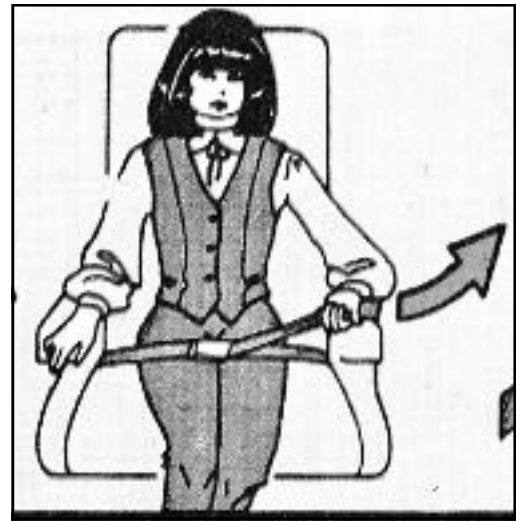
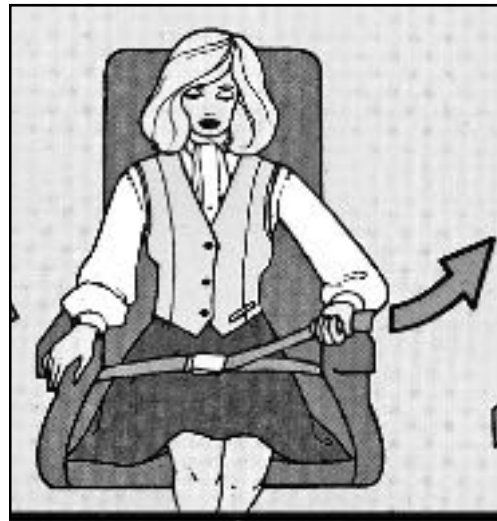


Figure 3

C-32A

BOEING 757-200

Safety



If you are sitting in a seat, make sure you are seated properly and well enough to follow these instructions. Please let a crew member know if you are unable to do so.

During takeoff and landing, you must be seated and your seatbelt must be fastened. You must also stow any carry-on baggage, including personal items, in the overhead bins or under the seat in front of you. Do not use electronic devices during takeoff and landing. If you are unable to do so, please let a crew member know.

During flight, you must remain seated and your seatbelt must be fastened. You must also stow any carry-on baggage, including personal items, in the overhead bins or under the seat in front of you. Do not use electronic devices during flight. If you are unable to do so, please let a crew member know.


During landing, you must remain seated and your seatbelt must be fastened. You must also stow any carry-on baggage, including personal items, in the overhead bins or under the seat in front of you. Do not use electronic devices during landing. If you are unable to do so, please let a crew member know.

Remember, safety is everyone's responsibility. Please follow these instructions carefully to ensure a safe flight.

Figure 2

SAFETY

● SEGURIDAD ● Sicherheit ● СБЕДИТЕ



LIFE RAFT LOCATIONS ● UBICACION DE LA BALSA SALVAVIDAS

● БАЛКА СЛОВАЖИ ● СЛОВАЖИ

● Standort der Rettungsboote ● emplacement des canots de sauvetage

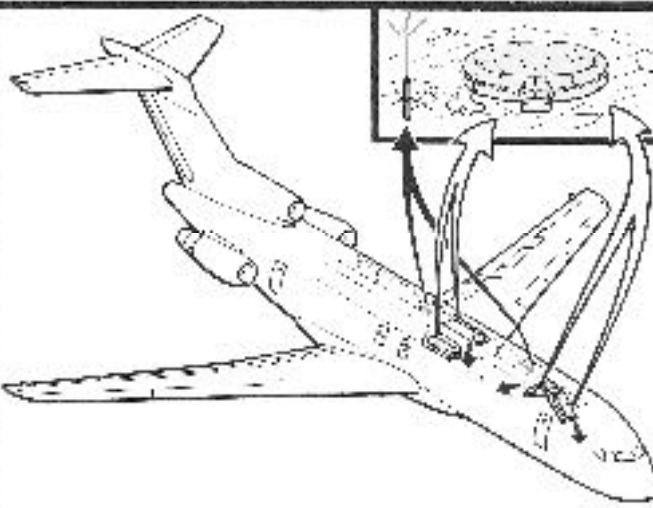


Figure 4

sold F 27s itself to US customers. Also, the stairs at the left aft exit indicate that this card was for a Fairchild F-27, as Fokker never delivered F27s with integrated stairs.

SkyWest is currently a feeder airline for AirTran, Delta and United with a major presence in both Oregon and Washington. As United Express, Portland is one of its five hubs. Its current fleet mainly consists of Bombardier CRJs, which have glossy safety cards. In 1989 that was different. A single side printed paper card was used, folded and then stapled. Fig. 6 shows the bottom part of such a card for the 'Metro II or III'. Note the level of detail of the cabin layout drawing, even showing the pilot's seatbelts. The escape routes are drawn with railway tracks precision.

The local exception to the compass point naming is **Horizon Air**, even though that name is not too far from the compass context. It is based in Seattle and serves more destinations in the state of Washington than any other airline. Today it mainly operates Bombardiers (Q400s and CRJ700s) but in its early days it flew the Fairchild F-27. Horizon Air has always been a loyal customer of IRC. Fig. 7 shows in six steps the operation and use of the small Type IV exit on the F-27, which has a 5 feet jump distance to the ground. Note that it is advised to leave the hatch inside, which some experts say is not wise as it is quite unstable and may fall on the floor, thus creating a stumble block for the evacuation.

North of the border, airline names are more connected to geographical names than compass points.

Air BC, short for Air British Columbia, was a local airline that operated under this name from 1980 until 2002, at one time as 'Air Canada Connector'. Its fleet mainly consisted of De Havilland Canada products, such as the Twin Otter floatplane, see fig. 8. Noteworthy on this card is the circular rooftop exit that is concealed by a ceiling panel. The inset aircraft illustration shows emergency equipment locations by means of tiny symbols which are explained in heavy font on the right bottom.

Vancouver Island Helicopters (VIH) is a helicopter operator engaging in all kinds of aerial work for forestry, oil and gas, mining, logging, firefighting and construction. It also flies passengers on sightseeing tours over glaciers and for that purpose carries safety cards. Fig. 9 shows a 1989 Bell 206 card made by Cabin Safety International. Safety cards for helicopters have unique features, such as the danger zones as seen on this card's front panel.

Also Vancouver area based, but then on the city's international airport, was **Canadian Pacific**, also known as CPAir. For a long time it was one of the two Canadian majors – the other was Air Canada. It ceased to exist in 1987, when absorbed into Pacific Western to become Canadian/Canadien, which eventually became part of Air Canada. Fig. 10 shows the front page of the 1983 yellow bi-lingual card. Standard safety features common in those days were shown: seat belts, oxygen, exits and slides, life vests and life rafts. Not shown are floor lighting, exit row

restrictions, electronic devices, etc., as they were then not in vogue yet.

An extraordinary Canadian operator is **Conair**, based in Abbotsford, B.C., close to the US border. It specialises in aerial firefighting, using equipment such as Grumman Trackers, DC-6s and Lockheed Electras. Normally, these aircraft do not carry passengers and therefore have no safety cards, but I am aware of at least one exception to that rule. In 1986-1991 they converted three Fokker F27s into fire fighters, keeping 20 passenger seats on board for personnel transport. These aircraft did have safety cards, as shown in fig. 11. They were black and white copies containing artwork that was obviously copied from other cards, as can be seen when comparing the operation of exits B on this card with that on IRC's Horizon Air card, fig.7.

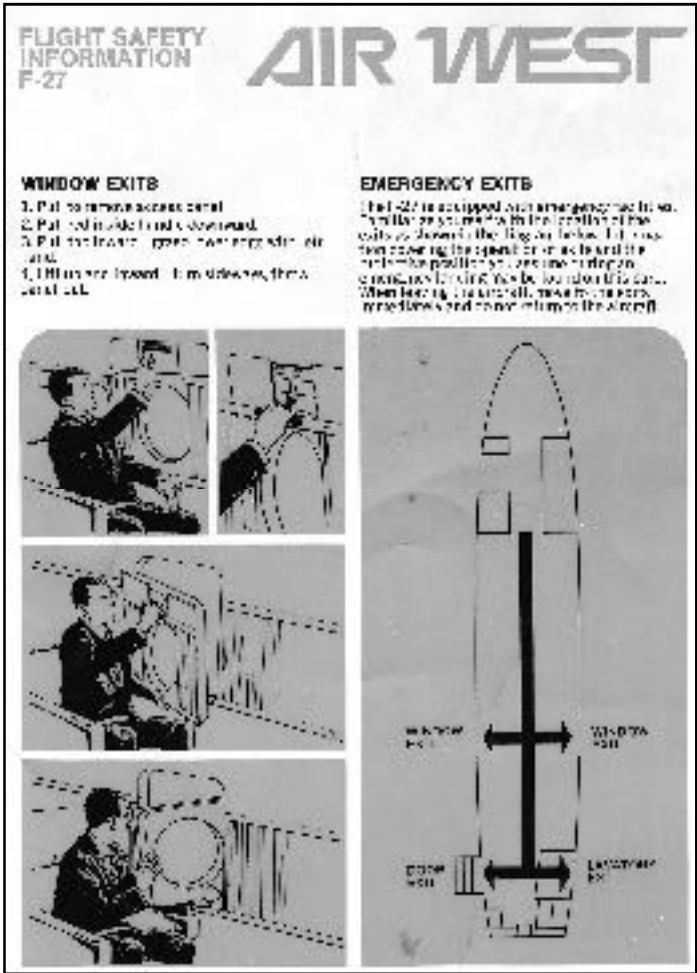


Figure 5



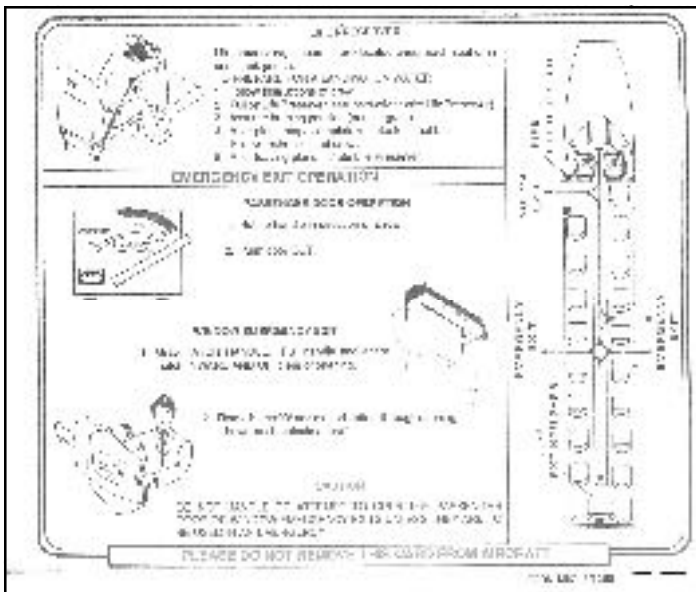


Figure 6

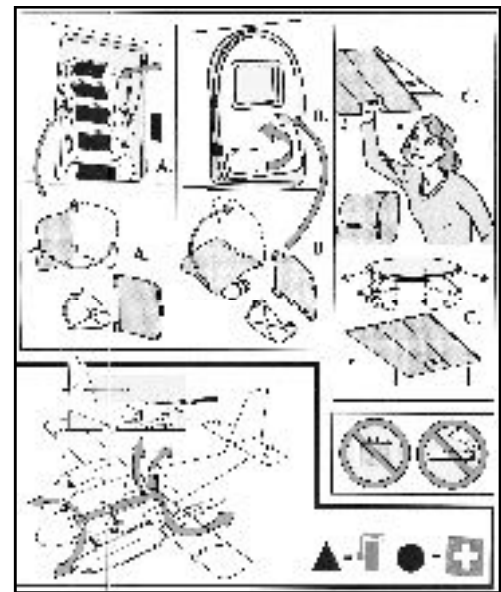


Figure 8

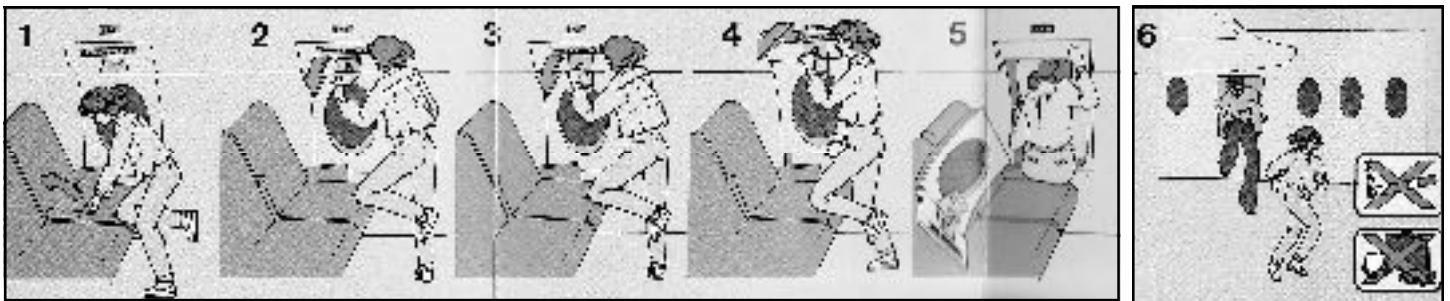


Figure 7

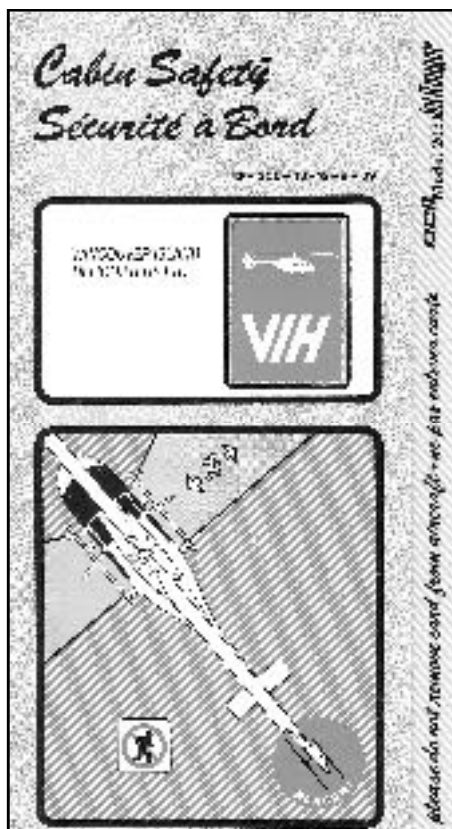


Figure 9



Figure 10

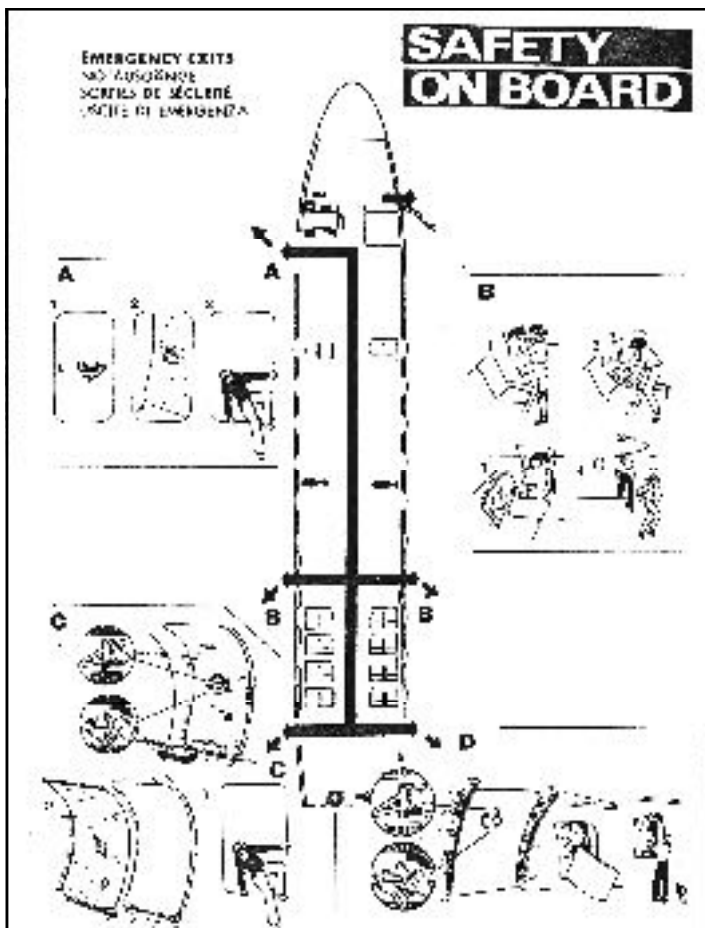


Figure 11



Air West Fokker F-27. Airline Issued Postcard.
WAHS Collection.

WAHS Remembers

WAHS/AIA mourns the loss of long-time member and devoted supporter **Paul Kowalewski** of Menlo Park, CA who passed away suddenly on February 4, 2011 at age 52. We extend our condolences to his family.

Flying Stamps

By Jim Edwards

The Pacific Northwest

My choices for airlines from the Pacific Northwest as depicted on postal stamps are rather limited.



A Canadian Airlines DC-10 and Boeing 767 are shown on these stamps issued by Barbados in 1996 as part of a series to pay tribute to CAPEX '96 and transportation links to Canada.



The Republic of Palau in the Pacific Ocean region honors C P Air and their Boeing 747 on this stamp issued in 2003 to celebrate 100 years of aviation.

Airways

A Global Review of Commercial Flight

The leading edge all-color international monthly magazine devoted to airlines, airliners and the air transport industry. Truly 'A Global Review of Commercial Flight', Airways offers an unparalleled collection of contemporary reports, entertaining columns, and a healthy dose of nostalgia.



Subscribe

direct from the
publisher and

save

up to

50%!

See our secure website for
worldwide delivery rates.

www.airwaysmag.com

Tel: +1 360 457 6485

Fax: +1 360 457 6419

Flight Exchange

Our Member Forum For Buying, Selling And Swapping Airline Memorabilia

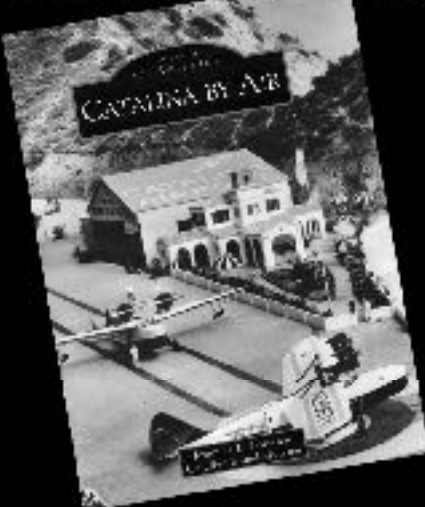
Send Your Advertisement to Editor@WAHSONline.com or to our Post Office Box.

STILL ON THE WAHS/AIA WISH LIST:

Airliners International **program booklets** for 1977 (Cincinnati), 1978 (Toronto), 1979 (Dallas), 1981 (Miami), 1994 (Atlanta), 2000 (Phoenix), 2002 (Houston), and 2003 (Columbus). Still looking for **Official Postcards** from 1993 (Washington -- Capital Viscount), 1994 (Atlanta -- Alexander Aerop. DC-3A), 2003 (Columbus -- Lake Central CV 340), and Washington (2006 -- Penn Central DC-3 & AF Concorde). We have no **stickers** for 1977, 1978, 1979, 1993, 1997, and 1999. Also missing are **wings/lapel pins** for 1986, 1988, 1989, 1992, 1993, 1996, 1997, and 1998. It is possible some of the items noted above were never produced by the respective organizers. If you have anything on the list and are ready to donate it, e-mail WAHS treasurer, Jay Prall, jayeprall@msn.com. Thanks to so many of you for your gracious AI donations as we rebuild the WAHS collection!


AIRLINE POSTCARD COLLECTORS: For sale, sets and groups of postcards published by Udo Schaefer, O.K.C. Cards, Flite-Line Fotocards, Skyliner Cards, Coincard, Bilhete Postcards, and several others. All in limited quantities. For listing, please send a S.A.S.E. to: Mary Jayne Rowe, 1905 Dressler Drive, Covington, VA 24426.

Catalina Island Museum



Sharing and preserving Catalina's cultural heritage

Located in the historic Casino Building
Call for hours and rates
910/510-2414
www.CatalinaMuseum.org



History's Never Been This Much Fun!

Home of the Piedmont Airlines DC-3





Carolinas Aviation Museum
4108 MINUTEMAN WAY
CHARLOTTE, N.C. 28208
704-359-8442
www.carolinasaviation.org





*Brantley Airways Postcard
from Lawrence, Kansas*

ALWAYS BUYING

rare, airline-issued postcards
airport postcards
safety cards
timetables

PLEASE CONTACT
Chris Sliemer
P.O. Box 864
Lawrence, Kansas
66044 USA
620.805.3628
csliemer@earthlink.net

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 editor@wahsonline.com or to WAHS headquarters.

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 16, 2011. Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: jetduane@bellsouth.net or by calling (504) 458-7106.

LGW2011 / GATWICK AIRCRAFT ENTHUSIASTS CONVENTION

Sunday, April 17, 2011. K2 Sports Centre, Pease Pottage Hill, Crawley, Sussex, UK. Hours: 10am to 5pm. Admission: £4. For more information, please email lgw2011@gatwickaviationsociety.org. Free parking and free shuttlebus to/from Gatwick South Terminal Coach Station.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, April 30, 2011. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate available. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

HEATHROW AIRCRAFT ENTHUSIASTS FAIR

Sunday, May 15, 2011. Kempton Park Racecourse, Sunbury-on-Thames, Middlesex, UK. Time: 10:30am to 3:30pm. For more information, email londoner657@blueyonder.co.uk or www.aircraftenthusiastsfair.co.uk.

PARIS - 28th ANNUAL AIRLINERS CONVENTION

Saturday, May 28, 2011. Paris, France. Best Western Hotel at Roissy CDG, 1 allée du Verger, 95700 Roissy-en-France. Contact avim.mp@orange.fr or www.avimage.org for additional information. Sponsored by Avimage.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, June 18, 2011. Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245. Contact: David Cherkis (deeceeflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumpfr@aol.com) via phone at (562) 987-1904. Special room rate of \$109/night available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

AIRLINERS INTERNATIONAL 2011

Thursday - Saturday, August 23 - 27, 2011. Red Lion Inn on the River, Portland, Oregon. For more information, please contact Jay E. Prall at info@ai2011pdx.com or Airliners International 2011 PDX, P.O. Box 757, Ocoee, FL 34761 USA. Web site: www.AI2011PDX.com.

NEWARK AIRLINE COLLECTIBLE SHOW

Saturday, September 10, 2011. Ramada Inn Newark Airport, Jeff Matera, Newarkshow@aol.com; Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405. Web site: www.newarkairlineshow.com

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, September 24, 2011. SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. SFOairlineshow@juno.com; www.SFOairlineshow.com

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, October 22, 2011. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate available. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, October 29, 2011. Sheraton - Houston Intercontinental Airport, Houston, TX. 20th Anniversary Show! Special room rate of \$79/night with free airport transportation. For more information, contact Duane Young at (504) 458-7106 or jetduane@bellsouth.net.



Horizon Air Fokker F-27, N272PH, at Boeing Field, Seattle, August 1981. Photograph via Air72 Slide Collection.

Horizon Air Fokker F-28, N490US, September 1998. Photograph by Bill Hough via Air72.com.





PDX - Portland (Oregon) International Airport. Photograph courtesy of the Port of Portland.

Alaska Airlines Boeing 727-21 N314AS. Photograph via Aviation Photography of Miami.

