

Fall 2012 | Issue 37-2

The Captain's Log

The Journal of the Airliners International Association

Delta Air Lines

Ticket Jackets | Timetables | Postcards | Wings | Safety Cards | Models



Delta Douglas DC-6, N190IM, landing at LAX circa 1960. Photograph via Eddy Gual/Aviation Photography of Miami Files.



Delta Douglas DC-8-61 N1301L (c/n 46018) Departs LAX, March 1970. Photograph via Joe Fernandez Imaging Collection.



Delta Air Lines



On the front cover:
Delta Air Lines Convair 880, N880E, Ship
902, c/n 7, prior to delivery to the airline in
early 1960. Photograph via Joe Fernandez
Collection.

Flight Manifest

From the Flight Deck.....	3
AI 2012 Photo Contest	4
AI 2012 Candid Shots.....	5
AI 2012 Postcard Contest	6
AI 2012 Trivia Contest.....	7
Delta Air Lines Greg Romanoski.....	8
Dining Service Dick Wallin.....	12
Aircraft Mini Models George Shannon.....	15
Safety Cards Fons Schaefers.....	16
Airline Happy Hour Al Tasca.....	18
Label Time Daniel Kusrow	19
Postcard Corner Marvin G. Goldman.....	20
Book Review Shea Oakley.....	27
Playing Cards Fred Chan.....	28
Aircraft Models Ken Miller	30
Airline Timetables David Keller.....	32
Tickets and Ticket Jackets Tom Doak-Dunelly.....	36
Photography Joe Fernandez and Eddy Gual.....	38
Wings Charles F. Dolan.....	39
Jr. Wings Lane Kranz.....	42
What Is It? Ken & Beth Taylor.....	43
Airmail Etiquettes Arthur H. Groten, M.D.....	44
Delta Family Tree	45
Flight Exchange.....	47
Upcoming Airline Collectible Shows	48

Captain's Log Editorial Team

Editor WILLIAM M. DEMAREST	PO. Box 489, Ocoee, FL 34761
Feature Editor DANIEL FRIEDENZOHN	6741 Calistoga Circle, Port Orange, FL 32128
Timetables DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards FRED CHAN	PO. Box 2744, Sequim, WA 98382-2774
Air Etiquettes ARTHUR H. GROTEN, M.D.	PO. Box 30, Fishkill, NY 12524
Dining Service RICHARD R. WALLIN	PO. Box 22, Rochester, IL 62563-0022
Book Editor SHEA OAKLEY	53-G Beacon Hill Rd, West Milford, NJ 07480
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 LANE KRANZ	608 Ashleigh Lane, Lantana, TX 76226
Postage Stamps JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It? KEN & BETH TAYLOR	#19 Strathmore, Lakes Bay, Strathmore Alberta T1P 1L8 CANADA
Airline Minis GEORGE SHANNON	PO. 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	PO. Box 2650, Kyle, TX 78640
Safety Cards FONS SCHAEFERS	Verloreneind 3, 1464 GC Westbeemster, NETHERLANDS
Airline Flags HENK HEIDEN	Archimedeslaan 12, 4904 HK Oosterhout, NETHERLANDS
Ticket Jackets TOM DOAK-DUNELLY	PO. Box 275, Sointula, British Columbia, V0N 3E0, CANADA

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.

© 2012. 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.

WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airliners 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 Airliners International Collectibles Show and Convention, and other benefits as announced in The Captain's Log.

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

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

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

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



From the Flight Deck

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

Welcome Aboard!

AI2012 in Memphis was another enjoyable convention. A tip of the hat to Andrew Stiffler, Jen Erland and Wally Wilson; for making our Memphis Convention go as smoothly as it did. The hotel was first class, as was the trading floor, and all of the other activities. The Fed Ex tours, in particular, were a hit with all who participated. They process over 185,000 packages an hour during their peak operation from 10PM till 3AM, and the way they do it is a sight to see! The Elvis Estate tour was also quite a hit, especially with the ladies! The ice cream social on Saturday afternoon was a first, for a good cause, and certainly tasty. I hope to see another similar event held at a future convention.

The 2012 Banquet should be ranked in the top 5 of all time, both for the quality of the dinner and for our feature speaker Mr. Paul Cassel, Senior Vice President, Flight Operations, Fed Ex Express Division. A veteran of Flying Tigers, he enjoyed walking the trading floor, as he and I scoured it for Flying Tiger memorabilia. He even found one of his former co-workers, and they relived their days at Flying Tigers. Captain Cassel was also a member of the flight crew on the Fed Ex Boeing 777F "FedEx Panda Express" from Chengdu, China, to Edinburgh, Scotland. This was a well televised event in which FED EX moved two pandas, Tian Tian and Yang Guang, to their new home in Scotland. I wish all of you could have heard his presentation, and had joined us in Memphis! The Society realized sales of \$1,461.16 from donated items during the Memphis convention. The majority of the items were donated from the estates of Mr. Lawrence Nagin and Mr. Duane Thomas. I would like to once again thank everyone who has donated items to us.

Next year it's off to Cleveland, Ohio for our 37th Annual Convention. The Sheraton Cleveland Airport Hotel, on the grounds of Cleveland Airport, will be the center of our convention activities. Mr. Chris Slimmer and his well seasoned crew are off to a commanding start. United Airlines has agreed to be the Official Airline, and the Cleveland Airport Authority has bent over backwards to help us make this a memorable convention.



Every person who "registers" for the Collectibles Show and Convention will receive a FREE ramp tour of Cleveland Hopkins International Airport. That's right a free tour, imagine that! BUT you must be a registered attendee! Other tours being planned are of United Airlines Operations, United Airlines night maintenance, the airport operations tower, and the FAA Cleveland tower. Among the many other things to do in Cleveland are the International Women's Air and Space Museum, NASA Glenn Research Center, and the Rock & Roll Hall of Fame. I do not have the space to name everything here so please check out the website at www.ai2013cle.com and prepare to be amazed.

A number of you have still not renewed your membership. This concerns me greatly since the success of our organization depends on your continued support! We have come a long way in the past few years. I think you will agree that our publication The Captain's Log has never looked better. Our website is currently undergoing a complete redesign. When complete, the website will have a marketplace for members to buy, sell, and trade aviation collectibles. Our Facebook, Twitter, and Flickr accounts are getting more traffic every day. It is easy to renew via PayPal on our website <http://www.wahsonline.com> or by sending a check or money order by snail mail to Society headquarters.

Here is a listing of your current WAHS officers and board members and their email addresses:

Duane Young, President, jetduane@att.net
Craig Morris, Vice-President, cmorris@softcom.net
Jay E. Prall, Treasurer, jayeproll@msn.com
Bill Demarest, Secretary/Editor, Editor@WAHSONline.com
Marshall Pumphrey, mpumphr@aol.com
Wally Wilson, wlw-jr@cox.net
Dick Wallin, rrwallin@aol.com
Tom Livesey, captnmn@gmail.com
Don Levine, planesandtrains@aol.com
Shea Oakley, ancientskies1@safeaccess.com

Correction from Issue 37-1: Several members pointed out that the Eastern L-1011 pictured on page 5 is seen departing from Toronto, not Vancouver. The Editor apologizes for this oversight.

Flying Ahead....With The Log

Issue 37-3 ~ It's 5 o'clock in the Caribbean

Issue 37-4 ~ The Majestic Propliners

Issue 38-1 ~ Regional Carriers of the United States

Issue 38-2 ~ The Airlines of Germany

Photo Contest



Spirit of Flight -
Best of Show
Walter Wilson
An American Airlines
737-800 climbs off
25 Right, an American
MD-80 taxis clear of
25 Left while other
American Airlines'
aircraft await their
departure at LAX.



1st Place Aerial - Eric Hillyer
Aboard westbound United 737-900 N57439
34,000 feet over Mojave Desert, CA.
April 21, 2012.



2nd Place Aerial - Eric Hillyer
"Cleared for Landing".
Aboard DL 737-800 N3771K two minutes
from LAX 25L. August 5, 2008.



3rd Place Aerial - Walter Wilson
Enjoying the view out the window of an
AirTran Boeing 717.



1st Place Ground - Stephen Griffin
Turbo Otters in Seattle



2nd Place Ground - Ken Miller
Two Aurora DC-3s



3rd Place Ground - Ken Miller
Erickson/Tillamook Mini Guppy

The Airliners International 2012 Model Contest winners and photographs
will be featured in the Winter Issue (37-3) of
The Captain's Log due to space limitations.

Airliners International 2012 Memphis

Photo Contest



1st Place Air
Walter Wilson. A night arrival of a Continental Express liveried ExpressJet Embraer ERJ-145LR on July 22, 2011 at 9:32pm.



2nd Place Aerial
Stephen Griffin. QANTAS A380 taken at LAX on the Demonstration Tour, 1st QANTAS A380 at LAX.



3rd Place Air
Stephen Griffin. DHL Boeing 767-200F taken at Portland during the AI2011 Convention.

Airliners International 2012 Memphis

Candid Shots



FedEx Maintenance Tour Group Viewing Maintenance Work on FedEx MD-10-10F, N566FE, 'Jada'. Photograph by Marvin Goldman.



The annual gathering of the postcard posse at AI 2012.



A break from the action on the trade floor! (Left to Right) Phil Brooks, Lane Kranz, Dan Gradwohl, and Sara Gradwohl. Photograph by Bill Demarest.



Making deals! (Left to Right) Jay Prall, Don Levine and Wally Wilson. Photograph by Bill Demarest.

Postcard Contest



1st Place Winner in AI 2012 Postcard Contest
John Schmidt, "The Fabulous Convoirs: My Favorite Postcards"



3rd Place Winner in AI 2012 Postcard Contest
Bruce Charkow, "A Look at Early Air Travel"



2nd Place Winner in AI 2012 Postcard Contest ~ John Danner, "Elegant In-Flight Dining"

Trivia Contest

Prepared by Jim "JET" Thompson and George W. Cearley, Jr.

- 1. Memphis International Airport considers itself America's first what?**
A. Aerotropolis B. International Airport C. Mid-Continent Hub D. Free Trade Zone E. The first joint Passenger and Air Cargo Airport
- 2. Which airline provided the 1st Jet "Powered" service to MEM?**
A. Capital B. United C. Piedmont D. Eastern E. Southern
- 3. What year did the airline in the question above provide that service?**
A. 1956 B. 1957 C. 1958 D. 1959 E. 1960
- 4. What airline dramatically increased east-west connections via MEM in 1979?**
A. Braniff B. American C. United D. Continental E. Eastern
- 5. Which airline provided the 1st scheduled "Pure Jet" service to MEM?**
A. Eastern B. United C. Delta D. Braniff E. American
- 6. What aircraft was used on the 1st scheduled "Pure Jet" service to MEM?**
A. Boeing 720 B. Convair 880 C. Sud Caravelle D. Douglas DC-8 E. Convair 990
- 7. When was Elvis Presley's Convair 880 the "Lisa Marie" N8809E, originally delivered to Delta?**
A. July 1960 B. August 1960 C. September 1960 D. October 1960 E. January 1961
- 8. What year did Braniff begin service to MEM?**
A. 1945 B. 1952 C. 1956 D. 1958 E. 1961
- 9. What airline provided the 1st non-stop International service to & from MEM?**
A. Delta B. Braniff C. Texas International D. American E. Republic
- 10. What was the name given to Federal Express' first Dassault Falcon 20, N8FE?**
A. Annette B. Cindy C. Mary D. Wendy E. Jenny

Tie Breakers:

1. How many Federal Express mainline aircraft were listed in the 2007/08 JP Fleets publication? This includes 727-100's, 727-200's, A310's, A300's, DC-10's, MD-10's and MD-11's.
2. How many FedEx Feeder aircraft were listed in that same JP Fleets publication? This includes C208's, ATR-42,s ATR-72's and F-27's.

Answers to AI 2012 MEM Trivia Contest

1. A - AEROTROPOLIS, which is an airport-integrated region extending outwards from the airport in strings and clusters of airport-linked businesses and their associate residential complexes.
2. A - CAPITAL
3. B - 1957 with Viscounts
4. C - United with service between CLT, GSO, ORF, RDU, RIC & BHM and DEN, LAS, LAX, SAN, SFO and SEA.
5. C - Delta
6. B - Convair 880 August 1960
7. D - October 1960
8. A - 1945
9. E - Republic 1985 to PVR & CUN Mexico.
10. D - Wendy

Tie Breaker #1: 392

Tie Breaker #2: 313

Winners:

As it turns out we had a tie for 1st place with Sara Gradwohl and Bill Demarest each with 8 correct answers. 2nd place with 7 correct answers was Dave Haas. 3rd place with 6 correct answers was Dan Gradwohl, Sara's husband. The annual "Boobie Prize" with best effort and no correct answers was Marilynn Goldman. Next year the rules will be modified to include 'No searching the Internet for answers via smart phones from the banquet tables'!

Delta Air Lines – A Brief History of a Worldwide Carrier

By Greg Romanoski • Greg.Romanoski@Delta.com



B-767 Spirit of Delta. Photo courtesy of Delta Air Transport Heritage Museum.

If a little insect had not spread north through Mexico into the southern United States in the 1890s, devastating cotton fields along its way, there might not have been a Delta Air Lines.

Aerial Crop Dusting Develops

When the cotton boll weevil reached the Mississippi Valley, such a serious economic threat faced the South that the Entomology Bureau of the U.S. Department of Agriculture set up a laboratory in Tallulah, Louisiana, as the base for large-scale cotton insect research in the early 1920s.

What was needed was a method of applying calcium arsenate, a dry powder insecticide, which would be faster and more effective than sprinkling by hand, from a mule-drawn wagon or tractor.

Application by air seemed most practical. From 1918 there were various attempts at aerial crop-dusting. The first successful small experiments came in 1921, when the Ohio Department of Agriculture dusted catalpa trees against moths.

Dr. B.R. Coad, director of the Delta Laboratory in Tallulah, learned of the work in Ohio and was able to obtain a government grant and loaned Army aircraft (Curtiss Jennies and De Havilland DH-4s) and pilots for further dusting tests in the Louisiana cotton fields in 1922-1924. A frequent and interested observer of the experiments was C.E. Woolman, a young district agent of the Extension Department of Louisiana State University, aviation enthusiast and future founder of Delta Air Lines.

The work of Coad and his team of entomologists and pilots resulted in improved calcium arsenate insecticide, improved aircraft dispensing equipment (insecticide hoppers and agitators), and new application procedures. Crop-dusting became a viable commercial possibility—the first serious development in agricultural aviation.





Huff Daland Dusters

The crop-dusting experiments caught the attention of George Post, a vice president of Huff-Daland, a company based in Ogdensburg, New York, known for building military planes. Recognizing a potential new market for his company, Post persuaded his company to start building a new aircraft—the Huff Daland Duster—the first plane specifically designed for crop-dusting, testing various models at Tallulah in 1923-1924.

To market aerial dusting directly to farmers, Huff-Daland Company set up a subsidiary, also named Huff Daland Dusters, which was incorporated on February 27, 1925. Operations were first based in Macon, Georgia, but a lack of experience and the small number of cotton fields in the area resulted in an unsuccessful first season. Dr. Coad, from the Louisiana government laboratory, suggested that the Dusters move to the area. Headquarters were soon established in Monroe, Louisiana.

On May 30, 1925, Woolman left the Agriculture Extension Service to take charge of Huff Daland's entomological work and sales. To the company he brought a genial personality, integrity and a stubborn resistance to failure. He was "a fantastically good salesman," recalled Harold R. Harris, who headed aircraft operations.

The Huff Daland Dusters fleet became the largest privately owned aircraft fleet in the world with 18 planes. The number soon grew to 25 small planes and some larger planes, called "Ton of Dust."

Peruvian Operations

Since the dusting company's income sharply decreased after the summer growing season, Huff Daland shifted operations in the winter to the southern hemisphere: Mexico in 1925, and Peru in 1927.

It was in Peru that Woolman was first involved with passenger service by air, when he and Harris successfully secured Peruvian air traffic rights over stiff competition. In an agreement with the financiers of Pan Am, the Huff Daland Dusters' airline and air mail contracts were operated by Peruvian Airways Corporation, a Pan Am subsidiary. Service was inaugurated on September 13, 1928, from Lima to Paita and Talara, with a 6-passenger Fairchild FC-2

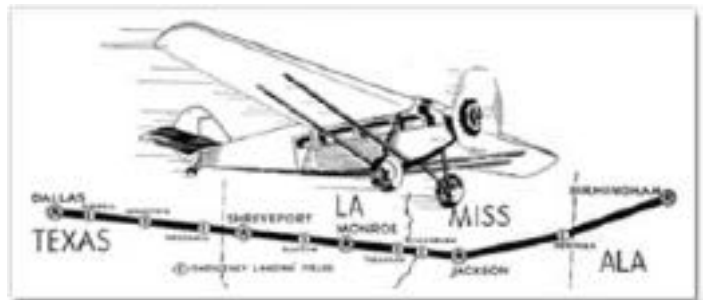
flown by Huff Daland Dusters pilot Dan Tobin. Peruvian Airways Corporation was absorbed into Pan American-Grace Airways (Panagra) in 1929.



Delta Air Service

Returning to Monroe in 1928, Woolman found the parent company, Keystone Aircraft (formerly Huff-Daland), attempting to sell the dusting division. He quickly aroused the interest of Monroe businessmen who purchased the dusting operations. The new company was named Delta Air Service, and then Delta Air Corporation ("Delta" for the Mississippi Delta region).

D.Y. Smith was the first president and Woolman retained his title of vice president and general manager. Delta sold its South American dusters to a Peruvian firm. U.S. dusting operations continued until 1966, but new undertakings were underway in 1928, with the purchase of three 5-passenger, 90-miles-per-hour Travel Air monoplanes.



Passenger Service Begins

On June 17, 1929, Delta Air Service operated its first passenger flight over a route that stretched from Dallas, Texas, to Jackson, Mississippi, with stops in Shreveport and Monroe, Louisiana. As additional planes were delivered from the factory, service was extended eastward to Birmingham, Alabama, and westward to Fort Worth, Texas. Delta reached Atlanta in June 1930.

Delta's new activity represented a bold financial venture since the route was operated without benefit of a mail contract, and revenue from airmail was needed to supplement passenger operation expenses.

The year 1930 brought news that the Post Office Department had awarded the badly needed airmail contract for the southern route to a rival airline. Delta suspended airline services and expanded its dusting and aircraft maintenance operations; Dr. Coad joined Delta as chief entomologist.

In 1934, Delta had an opportunity to win back the route it had pioneered when the U.S. Post Office canceled all airmail contracts and called for new bids. Delta's bid won the airmail contract for the route from Fort Worth, Texas, to Charleston, South Carolina, via Atlanta, Georgia. Delta started its first mail flight on July 4, 1934, with Stinson T aircraft; passenger service resumed on August 5. The planes were capable of carrying seven passengers and the mail at speeds of 100 miles per hour. From this point the airlines climb to prominence in air transportation was firmly established.



Delta Moves to Atlanta

The year 1941 brought a major change at Delta as the company's headquarters and aircraft maintenance base moved from Monroe to Atlanta. (The company's Dusting Division remained based in Monroe, and Delta continued crop-dusting until 1966.)

Delta's route system now stretched north of Atlanta to Cincinnati, and south to Savannah—soon to be extended to Miami in 1945. Delta now flew 21-passenger Douglas DC-3 planes, the industry's first modern airliner.

From Atlanta, Delta greatly contributed to wartime efforts with its aircraft modification program. From a rented hangar, Delta modified a total of 916 aircraft of 14 different types for the armed forces during May 1942-November 1944. Delta's program was the last temporary modification center in the country closed after the war, due to its efficiency. Delta also overhauled 1,115 aircraft engines, 243 propellers and 194 instruments at the military base in Warner Robins, Georgia; trained pilots and mechanics; and operated cargo supply routes for the military during the war years. On October 29, 1945, the Company's name changed from Delta Air Corporation to Delta Air Lines.

In the early 1950s, Atlanta became the testing site of Delta's pioneering spoke flight scheduling model. Planes were scheduled to bring passengers to a hub airport where travelers connected to other Delta flights for destinations far and near.

Chicago & Southern Merger

New routes, employees and aircraft were added to the company when Memphis-based Chicago and Southern (C&S) Air Lines officially merged with Delta on May 1, 1953. The merger brought Delta its first international destinations—to the Caribbean and Venezuela.

The years following the merger saw new growth and strengthening of the company's prominence in air transportation.

Jet Leader

Delta was the first airline to introduce three different types of jets: the Douglas DC-8 (in 1959), the Convair 880 (in 1960) and the Douglas DC-9 (in 1965). Delta was also the first airline to offer single-carrier service between Atlanta and the West Coast, and to link the West Coast and the Caribbean with jet service in 1961.

Delta's famous "widget" logo appeared in branding for new Royal Jet Service in advance ads for the DC-8 jets in 1959. It was gradually adopted as Delta's official corporate logo over the next several years.

Northeast Merger

A merger between Delta and Boston-based Northeast Airlines became effective on August 1, 1972, adding new routes from Boston to Canada, the Caribbean, Miami and Los Angeles. Delta was now the nation's fifth largest airline, spanning 33,300 miles.

Delta and Deregulation

Delta's route system expanded considerably in the 1970s, not only through the Northeast merger, but also through a series of route awards by the Civil Aeronautics Board. Delta's first trans-Atlantic route was inaugurated April 30, 1978, from Atlanta to London, and service to Frankfurt started in 1979.



The Airline Deregulation Act of 1978 brought more changes virtually overnight than had been experienced in the entire forty years that the airlines spent under formal government regulation. Delta continued a steady, controlled growth amid the frenzied expansion of many of its competitors.

Western Merger

Delta's route system truly served the U.S. coast-to-coast after a merger with Los Angeles-based Western Airlines. Founded in 1926, Western was the oldest continually operating U.S. airline at the time. The merger agreement was announced on September 9, 1986, and operations of the two airlines merged on April 1, 1987.



Acquisitions and Alliances

During the decade of the 1990s and into a new century, Delta became a global airline, made important regional and international partnerships and weathered financial challenges.

In 1991, Delta acquired the transatlantic routes of a bankrupt Pan Am and became a major provider of service across the Atlantic. Delta also purchased the Pan Am Shuttle with its frequent service between New York-Boston and New York-Washington, DC.

The Delta Connection program (started in 1984) grew during the 1990s, establishing a nationwide network of regional airlines to support Delta's mainline and hub traffic. In 1999 and 2000 Delta acquired its Connection partners Atlantic Southeast Airlines (ASA) and Comair.

In 2000, Delta offered more choices and flexibility in international travel through SkyTeam, a global alliance founded with partners Aeroméxico, Air France and Korean Air. Skyteam grew steadily in its first decade, as new airline members joined to offer over 385 million annual passengers a worldwide system of over 12,500 daily flights to destinations in 169 countries.



Transforming Delta

On Sept. 14, 2005, Delta took a necessary step to secure its future by voluntarily filing to reorganize under Chapter 11 of the U.S. Bankruptcy Code. The decision to file allowed Delta to address the company's financial challenges while reorganizing the company for the long-term.

With Delta's filing, four of the six largest U.S. carriers were operating under bankruptcy protection, including Northwest Airlines (which filed just minutes after Delta), United Airlines and US Airways. Delta defeated a hostile takeover attempt by US Airways in 2007, and completed restructuring of its transformation plan one year ahead of schedule, emerging from bankruptcy on April 30, 2007, and relisting on the New York Stock Exchange on May 3.

Northwest Merger

Northwest Airlines also exited from bankruptcy in 2007, and merged with Delta on October 29, 2008, forming a stronger, global airline. Single operations began in 2009, as scheduled, officially completing the Delta-Northwest merger and retiring the Northwest name.



Eight Decades of Service

Delta celebrated 80 years of service and growth in 2009. From a tiny airline pioneering a 4-city route across the Deep South in 1929, Delta today stretches around the globe.

Eight decades to the month after its first flight, Delta became the only U.S. airline serving six continents. Nonstop Delta flights started between Los Angeles and Sydney, Australia in June 2009.

All Photographs via Delta Air Transport Heritage Museum (deltamuseum.org)

Dining Service

The World of Butter Pats

By Rich Luckin • rluckin@mindspring.com

This issue we have the treat of a guest column by Richard W. “Rich” Luckin, the country’s foremost authority on transportation china. If the name sounds familiar, he was the curator of this column before I came along. He’s got a knockout collection of airline butter pats and he’ll be sharing some of those here.

If the offerings here pique your curiosity, his book Butter Pat World is still available through Golden Spike Enterprises@www.gserr.com. The book covers the whole transportation gamut: Air, Rail & Ship, in a large 256 page, fully-illustrated hardbound format. DickWallin

Question. What’s round in shape, ranges 2 3/4 inches to 3 7/8 inches in diameter, is made of ceramic material, and used in aviation? If you guessed butter pats, you’re correct!

Let me start out with three Delta ones, since this issue of Captain’s Log is featuring Delta Airlines. The first one (Figure 1) is called BLUE-GOLD ROPE. It measures three and seven-eighths inches in diameter and was supplied by ABCO International. This company was purchased a number of years ago by Oneida, the makers of flatware.

The second Delta pattern (Figure 2) is called DELTA DOGWOOD. Mayer China of Beaver Falls, PA produced this piece. The company

was sold several times and finally ended up under Syracuse China Company management.

Another Mayer China product (Figure 3) is the last Delta butter pat shown here. It’s called SIGNATURE.

All three of the Delta pieces have the airline name on the back of the ware.

Now, we move on to a few somewhat unusual domestic airline butter pats. The first one (Figure 4) is three inches in diameter and the American Airlines logo is featured on the front. Shenango China of New Castle, PA is the producer. I have no idea if this was ever used for in-flight service.

In 1978, Continental Airlines offered a “Golden Dragon Service” china (Figure 5) for first class Pacific travel. The airline used this unique pattern for 6-9 months. It was a STOCK pattern but the Contrails logo in red was backstamped on the underside (Figure 6) of each piece. The last item in this section is a Western Airlines “Wally Bird” butter pat (Figure 7). Mayer China made this pattern as well.

While I’ve seen many other pieces in this pattern, I believe the butter pat is rather rare.



Figure 1 – Delta Air Lines



Figure 2 – Delta Air Lines



Figure 3 – Delta Air Lines



Figure 4 – American Airlines



Figure 5 – Continental Airlines



Figure 6 – Continental Airlines

Next, three examples of what I called VIP china. The first one is the Royal Air Force RAF-VIP pattern (Figure 8) made by Royal Doulton. In 1994 this pattern was used on VIP flights aboard either Vickers VC10s or L-1011 TriStars. At that time, flightware was stored at Brize Norton Air Force Station near Oxford, England. This is the headquarters of the British Air Transport Command. Another Royal Doulton piece is this ROYAL FLIGHT pattern (Figure 9). Decorated in gold, this is one more example of VIP flight chinaware.

About ten years ago, the president of Peru ordered a fine china service for his 757 aircraft. Six different shapes were supplied, including this butter pat (Figure 10).

The next three butter pats were all made by Royal Doulton of

England. Decorated in gold, the first one (Figure 11) was used on Britannia Airways. The pattern is known as LADY BRITANNIA. While not top marked with a logo, the next piece (Figure 12 & Figure 13) does carry the letters B.C.A.L. on the back. The abbreviation stands for British Caledonian Airways and the pattern is called CALEDONIAN.

REPTON-WARD is the name of this Wardair (Canada) pattern (Figure 14 & Figure 15). The airline was taken over by Canadian Airlines International in 1989. This floral-geometric design was a STOCK china pattern. Only those pieces marked 'WD' on the back can be verified as Wardair china.

Another British carrier was Laker Airways. Another English china maker, Wedgwood, produced this ROYAL SERVICE pattern



Figure 7 – Western Airlines



Figure 8 – Royal Air Force (UK)



Figure 9 – Royal Air Force (UK)



Figure 10 – President of Peru

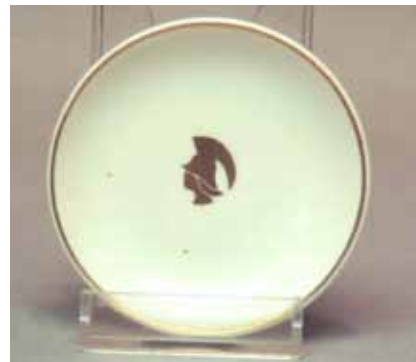


Figure 11 – Britannia Airways



Figure 12 – British Caledonian Airways



Figure 13 – British Caledonian Airways



Figure 14 – Wardair Canada



Figure 15 – Wardair Canada

(Figure 16). The airline's first class seating was named "Royal Service." The front decoration is all gold. The backstamp includes the name "Laker."

Now, on to a few Middle East airlines. The first one (Figure 17) comes from Kuwait Airways and is called OASIS. It's a multi-colored pattern with the logo in a satin gold. The German china maker Hutschenreuther produced this pattern.

Iran Air used this china pattern (Figure 18) in 1995. The pattern is named SIMORGH and it was supplied by the Japanese china maker, Noritake. Another Noritake-made piece is this (Figure 19) Gulf Air GOLDEN FALCON pattern. Emirates had this Royal Doulton piece (Figure 20), which is decorated in gold. Here's another Royal Doulton butter pat (Figure 21) used by Middle East Airlines. The piece is backstamped 'MEA'.

Moving a little further east, we have a Pakistan International butter pat (Figure 22) called KARACHI. The decoration is all gold. The Turkish Airlines logo appears on the back of this butter pat (Figure 23) while the front is decorated in a simple light blue with dark blue dots. Royal Doulton made this piece which is called ISTANBUL.

I figured since I'm the Guest Columnist, I can end with my favorite butter pat and that's the Malaysian Airlines' HIBISCUS pattern (Figure 24). Noritake of Japan produced this floral pattern for the airline's first class service.

I've enjoyed bringing you a few butter pats from our 300 piece collection. Perhaps I can share a few more sometime in the future.

Happy Collecting!



Figure 16 – Laker Airways



Figure 17 – Kuwait Airways



Figure 18 – Iran Air



Figure 19 – Gulf Air



Figure 20 – Emirates



Figure 21 – MEA Middle East Airlines



Figure 22 – Pakistan International



Figure 23 – THY Turkish Airlines



Figure 24 – MAS Malaysian Airlines

Aircraft Mini Models

The Delta Lockheed L-1011 Aircraft Minis

By George Shannon • geraho@aol.com

This article will follow the topic for this issue on Delta Airlines. We'll show the airlines in addition to Delta who also issued L-1011 mini models - Eastern and Air Canada.

First to come out with the L-1011 mini's was Delta Air Lines. The first one was an off-white hard plastic 3" long and has a wing span of 2-3/4". The mini has Delta on one wing and Tri-Star on the other in raised lettering. They kept reissuing these mini's so the colors and materials change slightly; also the engines changed as modifications were made to the aircraft. Then came two mini's with two different sizes of Tri-Star raised lettering on the wings with a blue color. Also the Delta is done in blue. [Fig 1, Fig 2, Fig 3, Fig 4. Caption: "Delta Air Lines"]

Next is the rarest one - the Eastern Airlines L-1011. It's white hard plastic and is 3" long and has a wing span of 2-3/4". It has raised lettering "Eastern" on one wing and "L-1011" on the other. Also

it's marked on the underside "Michaub, Hong Kong". Not many of these mini's have ever showed up so making it hard to find. [Fig 5. Caption: "Eastern Air Lines"]

The third airline is Air Canada. Their mini's were smaller and more toy-like compared to the others. It was made out of vinyl plastic and is 2-3/8" long and has a wing span of 2-1/8" and came in different colors-white, red, royal blue and light blue. They all have "Air Canada" and "L-1011" marked on the underside of the aircraft. Now there might be more colors out there so who knows? [Fig 6, Fig 7. Caption: "Air Canada"]

Next issue we will do the Douglas DC-9. So if you have any info on these mini's, please contact me at geraho@aol.com

Happy Collecting and Cheers,
George Shannon



Fig: 1, 2, 3, 4: Delta Air Lines



Fig: 5: Eastern Air Lines



Fig: 6, 7: Air Canada



Safety Cards

By Fons Schaefer • f.schaefer@planet.nl

Ron Davies, in his 1990 publication on Delta Air Lines, includes a family tree chart of the airline, tracing its history back to the 1924 crop duster Huff Daland which started passenger flights 5 years later as Delta Air Service, initially from Monroe, Louisiana. It shows all the airlines that Delta had amalgamated over the next 61 years such as Chicago and Southern Air Lines (1953), Northeast Airlines (1972) and Western Airlines (1987).

When visiting Delta Air Lines' museum in Atlanta on my way to Memphis to attend this year's convention, I obtained a more recent version of the family tree. It has grown twice as big, owing to the acquisition of Northwest Airlines in 2008.

Northwest itself, just like Delta, started in the late 1920s, already using the name 'Northwest', followed by 'Airways'. It grew as a result of many mergers and acquisitions. When Pacific Air Lines, Bonanza Air Lines and West Coast Airlines merged in 1968, they became Air West, soon renamed Hughes Airwest when bought by Howard Hughes. Southern Airways and North Central Airlines had become Republic Airlines in 1979, which in turn purchased Hughes Airwest in 1980. Six years later Republic was purchased by Northwest Airlines.

Add to that the many feeder companies that operate or operated as 'Delta Connection' or 'Northwest Airlink' and there is a plethora of airlines to choose from to show safety cards that fit the theme of this edition. I will keep it simple, however, and concentrate on Delta and Northwest.

Interestingly, of all the major U.S. air carriers, Delta is the most difficult to find older safety cards for. Whereas 1960 and even 1950 cards (or rather leaflets) abound for such airlines as Pan Am, American, TWA, United and also Northwest, they are scarce for Delta Air Lines. So I asked the safety card guru, Carl Reese, for Delta's first cards. He replied as follows:

"Delta's first "safety card" was a folding 'Water Landings' leaflet for the Convair & DC-7 that appeared (undated) in the mid to late 1950s. The first issue appeared with the Delta C&S logo and then reissued with just Delta.

In 1959/60 a card about the 'DC-8 Oxygen System' appeared (undated), one in English only and another in English/Spanish and then in 1961 similar 'Royal Crown 880 Oxygen System Cards' appeared, again one in English only and one in English/Spanish.

Sometime in the mid 1960s Delta's Fleet safety leaflet appeared that covered the entire fleet."

Fig. 1 shows the front cover of a mid-1960s fleet leaflet. Delta's first safety leaflets that were specific to one aircraft type only appeared when the federal regulations required them, around 1967. At that time, Delta featured two kinds of cards: the 'Overwater emergency

procedures', obviously featuring the life vests and life rafts, and the 'Special Emergency Procedures', featuring exit operation and, for the jets also the oxygen procedures. Calling the latter 'special' fits the spirit of the time, where the archetype of a survivable accident was an emergency landing on sea, as opposed to a scenario where the aircraft just fails to take-off or land normally and needs to be evacuated quickly. We know now that since 1970, the only successful ditching was 'Sully' Sullenberger's landing in the Hudson, whereas since then there have been hundreds of survivable accidents on or near airports.

Delta recognised that too, and in the early 1970s, it changed the title into 'Emergency Procedures', as shown by the 1973 TriStar card (fig. 2).

Later in that decade, Delta started to use the header 'Passenger Safety Information'. The size of the cards was small. When folded, it is only 8.5" high and 4" wide. Figure 3 shows the front and back panels of a 1979 leaflet for the 'B-727-200 SERIES'. It uses drawings highlighting the various aspects in coloured panels. The subjects are traditional: seat belts; oxygen; flotation seat cushions; life vests (shown); life rafts and exit location and operation. Text explanations are in three languages: English, Spanish and French.

In the next decade, the leaflets were slightly redesigned. The coloured panels disappeared and subject headings were made more prominent, see figure 4 for a 1985 DC-8 card. 'No smoking' and 'Brace for impact' were added to the subjects covered. Three years later, a new version was introduced, with 'Overhead bins' added and additional languages: German, Japanese, Korean, Chinese, reflecting the expansion of Delta's network. These cards, with publication month 8/88 (or later) were in use until well into the 1990s and there must have been millions printed, so they are easy to obtain for the collector.

In 1997, Delta started with a complete new line of safety cards. The size increased to 11" by 6" so that they would no longer get lost in the seat pocket. Bright colours were added and the front page was made blue. Maximum use was made of pictorials, so the foreign languages could be dropped. Exit seating criteria, as required by Federal Aviation Regulations appear on the back side, in English text only. What was retained, was the header 'Passenger Safety Information'. Figure 5 shows a sample front panel. In 2008, associated with the Northwest acquisition, Delta turned the front page into red, replaced the 'Passenger Safety Information' title by a more prominently displayed 'Be Safe' and added the Sky Team logo. The contents pages remained the same.

In many aspects, Northwest cards were the opposite of Delta's. When Delta had their small cards, Northwest used letter size cards (8.5" by 11"). Northwest also believed in photographs rather than drawings to convey the safety message. Figure 6 is a front panel sample of the style in use from 1991 until 2003. Figure 7 compares

the contents of a typical Northwest card (top) with that of a Delta (bottom). In both cases, exit operation for the 757 is shown. Those who care for detail will notice that the second exit shown is different between the two airlines. Northwest has the drop-down exits behind the wing whereas Delta uses over wing hatches. But in a small detail there is an interesting commonality: the coding of the cards. Northwest always uses '00-0410', followed by a number specific to the card, e.g. 00-0410-3-3213 for the DC-10. Delta uses '0412' (767-300ER: 0412-81623). Is there anyone who knows the background for these codings?

Northwest did not always use letter size all-photograph cards. In the 1950s, its leaflets explained emergency water landing procedures in text and some cartoons, added with technical aircraft layouts. Fig. 8 reproduces the Stratocruiser layout of a 1952 leaflet card that also featured the DC-4.

A 1969 card for the 727 still shows much text, in four languages (English, Japanese, Korean, Chinese). The airline name is now

'Northwest Orient'. See figure 9, showing the top part of the front panel and the exit diagram inside. The latter warns that one exit may not be usable. Which one? And where is the life raft located?

Around 2003, Northwest stopped making its own cards and went to use the services of Aero Safety Graphics. Those cards were in the typical style of the Seattle based dedicated safety card companies, with standardized drawings. Seven languages were used to explain the symbols.

Finally, I show two Delta Connection card front panels. Comair's 2002 CRJ card copies the style of the parent company (figure 10), whereas ASA uses its own style in an undated BAe 146 card, see fig. 11.

Correction from Issue 37-1: The Lockheed L-1011, Figure 11, on page 17 is actually located at London Stansted Airport in the United Kingdom. The Editor (Bill Demarest) regrets the error.



Figure 1
Mid 1960s Fleet Leaflet



Figure 2
1973 Delta L-1011



Figure 3
1979 Delta 727-200



Figure 4 - 1985 Delta DC-8 card



Figure 5 -
1999 Delta 777



Figure 6 -
2000 Northwest DC-10



Figure 7 -
Northwest 757 (top)
and Delta 757 (bottom)



Figure 8 - 1952 Northwest Stratocruiser

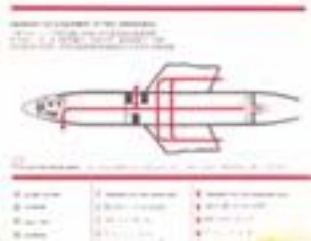


Figure 9 -
1969 Northwest 727



Figure 10 -
2002 Comair CRJ



Figure 11 -
ASA BAe 146

The Airline Happy Hour

Delta's Happy Hour Heritage

By Al Tasca • altasca@bellsouth.net

In keeping with this issue's theme, we're showing cocktail sticks and items from Delta, Northeast, Western, Southern, Air West, Hughes Airwest, and Northwest airlines.

Figure 1 thru 3 show three merger buttons. Figure 1 shows a 1 3/4" diameter Delta-Northeast merger button. Figure 2 is a 3" diameter Delta-Western button showing Sylvester the Cat with a mouthful of feathers. We all remember that Western Airlines (WAL) used to show its 'WALLY bird' sitting on the tail of a 707. Figure 3 shows, I believe, the last Delta-Western merger button, also 3" in diameter. There was also a matching decal and a bumper sticker with the same writing.



Figures 1-6

Figure 4 shows a 4 1/4" Northeast stick with two identical sides and a bubble end. It is all yellow, naturally, with raised "NE Yellowbird" on the shank. The bird on the top is also two sided and contoured.

Figure 5 is 5 1/2" long, one sided with a dimpled end on one side and white with hot stamped writing in gold.

Figure 6 is 6 1/4" long, also one sided and white and also with gold hot stamped writing. This stick has just a flat end, though.



Figures 7-11

Figure 7 shows the most common of the Western sticks. This flying "W" stick comes with either a flat end or a pointed end. The pointed end stick is 5" long, while the flat ended stick is 5 1/4" long. The stick is flat with no writing on it and both varieties come in red, green, yellow, gray, clear and dark blue. I have never seen a dark blue one with a flat end, so if anyone knows of one, or has one, I would like to hear from them.

Figure 8. This 4 1/4" pick called "The Islander" is flat and one sided with raised writing and logo. I have one in all orange, one in orange with gold logo and writing, and another one in dark blue with gold logo and writing.

Figure 9 This shield top pick is also 4 1/4" long, flat and one sided. The raised writing says "Western Airlines International". I have examples in red, black, black with gold writing and logo and black with silver writing and logo.

Figure 10 Fifty Fair celebrating Western's fifty flying years. This 5 3/8" flat one sided stick with a flat end is orange with raised white writing.

Figure 11 This stick showing the WALLY bird reclining in his airline seat (before Sylvester the Cat ate him) is 4 1/4" long with a thick top of the WALLY bird. This stick is hard to find without the cigar or his feet broken. I have the stick in green, red and yellow.



Figures 12-15

Figure 12. Next is the most common of all Southern Airways sticks, the one with the wedge logo. This flat stick with a pick end is 5" long and flat. They come in two varieties. One type has no writing on it, while one variety has the raised name "Southern" written on one side only. I have them in red, white and blue although I don't have a red one with the raised name on it.

Figure 13. This is a white 4" pick, one sided and white with the logo and writing on the top in hot stamped dark blue.

Figure 14. Also white and 4 1/2" this stick also has dark blue writing and logo, but the "Happy Face" is yellow. I can date this one to 1973 (24th year) based on a similar shot glass that I have. The glass says "Have a nice day".

Figure 15 is a matching Southern Airways 1-1/2" sticker.

Continued on next page

Label Time

Delta Air Lines and Its Related Carriers in Labels and Stickers

By Daniel Kusrow • dkusrow@us.net

To celebrate the fact that this is our first Log being printed in glorious full color, I have chosen to display the very graphic and bright first baggage labels and tags issued by Delta Air Lines and related carriers over the years. Several of the related companies (Western and Northwest) actually predated the founding of Delta,

and help to make the current combined company the oldest continuously operated American commercial aviation firm. I am sorry but the new Delta doesn't issue anything like these labels anymore, but then again what airline does?



Delta Air Service
Baggage Label, 1929,
Extremely Rare



Western Air Express
(later Western Airlines)
Baggage Label, 1926,
Extremely Rare



Boston-Maine Airways
(later Northeast Airlines)
Baggage Label, 1933,
Very Scarce



Northwest Airways
Baggage Tag, 1928,
Extremely Rare



Pacific Seaboard
Air Lines
(later Chicago &
Southern Air Lines)
Baggage Label,
1934, Rare

The Airline Happy Hour

Continued from previous page



Figures 16-20

Figure 16 thru 20 are from Air West, Hughes Airwest and Northwest.

Figure 16 is from Hughes Airwest, one sided, all yellow 5" one sided stick with a bubble end.

Figure 17. This is from the predecessor of Hughes Airwest, Air West. This stick is also approximately 5 inches in length and all green plastic.

Figure 18 and 19 from Northwest are almost identical. Both sticks are in red plastic, almost 5-1/2" in length, and feature the stylized tail of a Boeing 707.

Figure 20 is also from Northwest. This is a short stirring stick in silver plastic with 'Northwest' along the side.

Of course, Delta has also issued many cocktail sticks throughout the years. We thought you would be interested in these examples from some of the airlines are part of the Delta family.

Postcard Corner

Delta Air Lines and Predecessors on Postcards

By Marvin G. Goldman • marvilynn@gmail.com

In selecting postcards to illustrate Delta and its predecessors, there's a lot to choose from. Delta has a long history, starting in the mid-1920s. Besides internal growth, it acquired over the years several large airlines, including Chicago & Southern, Northeast, Western and, most recently, Northwest, making Delta by certain measures the world's largest air carrier. Those acquired airlines, in turn, had other predecessors. To keep within this article's size limits, I devote half of the postcard images to Delta, and have chosen only one or two postcards for each of the more significant Delta predecessors. I have also included certain dates of acquisitions, service periods and liveries to aid in assigning a time frame to postcards of Delta and its predecessors.

Compared to the other major U.S. airlines over the past decades (such as American, Eastern, Pan Am, TWA and United), Delta has relatively fewer 'airline-issued' postcards. Like most airlines, Delta for some time has no longer furnished postcards on board its flights. However, recently Delta and the Delta Air Transport Heritage Museum in Atlanta have issued some modern postcards of Delta aircraft that are available for purchase at the museum and its website "deltamuseum.org". In addition, Delta has been issuing a few modern 'advertising' or 'destination'-type postcards, including some from local offices in Europe.

Delta traces its roots to Huff-Daland Dusters, a crop-dusting operation established in 1925. I am not aware of any postcards issued by that company, but recently the Delta heritage museum published the following:



Huff-Daland Duster (Petrel 31) crop duster. Modern postcard of one of the company's original aircraft, beautifully restored by Delta employees. Aircraft donated to the National Air and Space Museum in 1966, and on loan to the Delta Air Transport Heritage Museum, Atlanta, Georgia. Postcard published in 2002 by the Delta Heritage Museum and available from the museum or its website.

In late 1928 C. E. Woolman and a group of investors in Monroe,

Louisiana, acquired the assets of Huff-Daland Dusters and formed Delta Air Service. This new company continued crop-dusting and, with two newly acquired Travel Air Model S-6000-Bs, started scheduled passenger service on 17 June 1929.



Travel Air Model S-6000-B, modern postcard issued by the Delta Air Transport Heritage Museum of a restored model. Available from the museum or its website.

From 1930 to 1934 Delta barely survived, as it could not obtain any useful airmail route from the U.S. Government in order to be profitable. However, when the mail routes were rebid in 1934, Delta managed to land new Route 24 between Dallas/Ft. Worth, Texas and Charleston, South Carolina, via Monroe, Louisiana; Birmingham, Alabama; and Atlanta and Augusta, Georgia. Initially it used Stinson aircraft, but at the end of 1935 Delta acquired the first of five Lockheed 10 Electras that served as its main aircraft during the last half of the 1930s.



Delta Lockheed 10 Electra at August, Georgia. 'Linen' finish. Pub'r: John J. Miller Co., no. 67788; printed by Tichnor Bros., Boston.

In 1940 Delta acquired Douglas DC-2 and DC-3 aircraft, starting a long close relationship with Douglas airliners, followed by DC-4s in 1946, DC-6s in 1948, and DC-7s in 1956.



Delta Douglas DC-2, NC14921, its first of the type, at Atlanta, Georgia. 'Linen' finish. Pub'r: R. & R. News Co., Atlanta; printed by Curteich-Chicago, no. 0B-H1385, 1940. This aircraft was purchased from American Airlines and in service with Delta from February 1940 to January 1941.



Delta Douglas DC-6 'Deltaliner', N1601M, its first DC-6. Airline issue ('A/I'). In service with Delta from October 1948 to December 1968.



Delta-C&S Douglas DC-7, N4871C. A/I, no. T106. This aircraft is shown in its original delivery color scheme and was the first one delivered to Delta, in March 1954, soon after the May 1953 merger of Chicago & Southern (C&S) into Delta. The image on this card was utilized on two other Delta-issued postcards, with slight modifications. First, the card was reprinted with the tail marking changed to show a 'Golden Crown', reflecting an enhanced service, still with the Delta-C&S name which was retained by the airline from the time of the merger until September 1955. Then, the card

was reprinted a second time with the Delta-C&S name on the front changed to "Delta" and with other stylistic livery changes. The wording on the back of each version differs. Yet all three versions carry the same airline issue number.

For shorter-haul routes during the 1950s, Delta modernized its fleet with Convair 340s starting in 1953 and 440s starting in 1956.



Delta Convair 440, N4820C, at Paducah, Kentucky. This aircraft was originally a model 340 acquired in 1954 that was modified to the 440 standard after 1956. Pub'r: Curteich no. 1DK-665; distributed by Wilson's Book and Stationery, Paducah, 1961.

Delta joined the jet age on 18 September 1959 by launching the first scheduled service of the Douglas DC-8 pure jet (New York to Atlanta route). Just eight months later, in view of delays in pending improvements to the DC-8 line, Delta became the first to launch service of the Convair 880. For short-haul routes, Delta introduced the DC-9 in 1965.



DC-8-11, N804E, at Miami. This was one of Delta's first DC-8s, received in October 1959. It was subsequently upgraded to a DC-8-12 and then DC-8-51 standard. Pub'r: Curteich no. G.519; distributed by Gulf Stream Card, Miami. My card is postmarked 15 November 1961.



Convair 880, N8802E, Delta's second 880, received February 1960. Delta initially called the 880 the "Aristocrat of Jets", as stated on the reverse of this card and emphasized by the crown over the 880 on the front. A/I, no. T-315, also with an apparent Curteich number ODK-606 indicating a 1960 issue date. This card was later reprinted by Delta (bearing the same postcard numbers) with the text on the front removed and different text on the reverse. The 'Aristocrat' wording was dropped and, in a preview of things to come, the number of passengers noted was increased from 84 to 92.



Lockheed L-1011 TriStar 500, N751DA, the first model 500 operated by Delta, introduced in 1979 particularly for long-range routes. A/I in 2000 as an historical postcard. This card shows the classic Delta 'widget' livery in use from about 1962 to 1997.

Hartsfield International Airport in Atlanta, Georgia has served as Delta's main hub for several decades. The dominance of Atlanta at this airport is amazing. Just like today, the following airport scene in the 1980s featured row after row of Delta aircraft.



Douglas DC-9-14, N3303L. This is an unusual 'pop-up' postcard issued by Delta. When opened up, the inside has an interior view on the left and a 'pop-up' view of the DC-9 with a sky background, giving a 3-D effect.

The 1970s saw the introduction of several wide-body jet aircraft. Delta operated a handful of Boeing 747s and DC-10-10s in the early 1970s, but found them not the best suited for its route system. Instead it turned to the Lockheed L-1011 Tristar 1 and later the Tristar 500, operating more than 50 L-1011s.



Delta aircraft, including Boeing 727s, L-1011s and DC-8s, taking on passengers at multiple rows of gates, Hartsfield International Airport, Atlanta, Georgia. Pub'r: Thomas Warren Enterprises, Atlanta, nos. 561109 and A-153.

Delta's fleet today includes over 750 aircraft with a mixture of mainly Boeing, Airbus and regional jet types, the largest percentage being modern Boeing types. Here are a few postcard examples:



Delta Boeing 767-200, N102DA, its first 767, with a special livery symbolizing Delta's role as the Official Airline of the 1996 Olympic Games in Atlanta. A/I, no. P98303. There is another variation of this card, A/I no. P97977, with the aircraft closer up and lower, and with the Delta Olympic logo smaller. Named 'The Spirit of Delta', the funds to acquire this aircraft were raised by Delta's employees through payroll deductions. The aircraft is now on display at the Delta Air Transport Heritage Museum.



Delta 777-200, with the 'Color of Motion' tail livery, its main tail livery from 2000 to 2007. Delta introduced the 777 in May 1995. A/I, 2000.



Delta Boeing 757-200, N638DL, with new livery, 'Upward and Onward', adopted 30 April 2007 and still current. This livery re-introduced the Delta 'widget' logo, in updated form. It took four years to complete the livery changeover on all its aircraft. Pub'r Delta Air Transport Heritage Museum, Atlanta, 2008.

Turning to more significant airlines that merged into the Delta system over the years, I have selected one or two postcards of each, generally showing an aircraft and color scheme in use at the time of the acquisition concerned. Let's start with the first major acquisition by Delta -- Chicago & Southern Air Lines on 1 May 1953.



Chicago and Southern Air Lines 300 mph NEW *Luxury Constellation* built by Lockheed

Chicago & Southern Lockheed Constellation 749. A/I, Nov. 1951. This aircraft type became a Delta-C&S aircraft upon the 1953 merger of C&S into Delta.

Delta's next acquisition was Northeast Airlines (known as Boston-Maine Airways prior to 19 November 1940). This acquisition occurred on 1 August 1972.



Northeast 727-95 in the famous 'Yellowbird' livery introduced in 1966, over the Miami Beach 'Gold Coast', Florida. A/I, 1966. Northeast's Boeing 727s of this type and the subsequent larger 727-200s were all taken over by Delta upon the 1972 merger. Renowned aviation historian Ron Davies noted in his history of Delta, p. 84: "One Yellowbird deserves special mention. When the first [Northeast Yellowbird] Boeing 727-200 made its inaugural scheduled flight on 14 December 1967, from Miami to New York (Kennedy) this was the first in the world by one of the most successful commercial aircraft in history."



Boston-Maine Airways Lockheed L-10 Electra at Burlington, Vermont. Pub'r: Levin Paper Co., Burlington; printer Colourpicture, Cambridge MA, nos. 52 and 10270, 'linen' finish. Boston-Maine operated this type starting in 1936, the airline's name changing to Northeast in 1940.

In December 1986 Delta acquired Western Air Lines, their operations being merged on 1 April 1987. This added numerous western U.S. routes to Delta's system and made it the fourth largest airline in the U.S. at the time.



Western Airlines McDonnell Douglas DC-10-10, referred to by Western as the 'Magnificent Queen of Western's jet fleet' and the 'DC-10 Spaceship'. A/I. There are two versions of this card, with different text on the reverse and a different destinations list. Western operated this type from 1973 until its 1987 merger with Delta.



Pacific Northern Airlines Boeing 720, taking off from Seattle-Tacoma International Airport. A/I, no. P42365, issued late 1961 or early 1962. Artist card. Originally founded as Woodley Airways, the airline adopted the Pacific Northern name in 1945 and, in 1967, it merged into Western Airlines which later merged into Delta.

The latest and largest acquisition by Delta is the 1 October 2009 merger of Northwest Airlines into Delta. This has resulted in Delta becoming, by some measures, the largest airline in the world today.



Northwest Airlines four-view postcard showing a Boeing 747-400 and 757, Airbus A320, and MD-80 in the color scheme featuring a logo on the tail having an 'N' and circle with a triangle pointing northwest. Probably an A/I, no. 23285-E. Postmarked 8 January 1994. Northwest merged into Delta on 1 October 2009.



Northwest Orient Airlines 747-100 tri-view card also showing two interior scenes. A/I, about 1970. Oversize, 6 x 8.5" (15.2 x 21.5cm.). 747 timetable on portion of back. Northwest dropped 'Orient' from its brand name upon its 1986 acquisition of Republic.

Northwest itself had absorbed several other airlines over the years. Here are some postcard examples of more significant ones, funneling into Northwest and then ultimately into Delta.



Republic Airlines Boeing 727-200, N715RC. A/I, no. 0-04 10-3-1186. Oversize, 3.75 x 8.5" (9.5 x 21.7cm.). Republic merged into Northwest Airlines on 1 October 1986.



Hughes Airwest DC-9-15, N9349, at Reno, Nevada. 'Stippled' edges. Pub'r: Smith Novelty, Carson City, Nevada; printed by Colourpicture, Boston, no. P305136.



North Central Airlines Douglas DC-9. A/I, printed by Cartwheel, Afton, Minnesota, no. 121383, issued about 1977. A variant of this card has North Central's Philadelphia office phone numbers on the reverse. North Central was founded in 1944 under the name Wisconsin Central. The North Central name was adopted on 16 December 1952. On 13 July 1978 North Central merged with Southern Airways to form Republic Airlines.



Air West DC-9-31, N9344. 'Stippled' edges. Pub'r: Ellis Post Card Co., Arlington, Washington, no. 116593. Air West was formed on 17 April 1968 as a combination of three airlines -- West Coast, Bonanza, and Pacific. It was renamed 'Hughes Airwest' in July 1970. This aircraft went on to serve in the colors of Hughes Airwest, Republic and Northwest.



Southern Airways DC-9-31, N908H. A/I. Oversize, 4 x 7" (10.2 x 17.7cm). Southern merged with North Central Airlines on 13 July 1978 to form Republic Airlines.



West Coast Airlines DC-9. A/I, probably in 1966 when West Coast first acquired DC-9s. Artist postcard. West Coast was founded on 5 December 1946 and became a significant regional airline in the Pacific Northwest.

Republic Airlines acquired Hughes Airwest (previously known as Air West) on 1 October 1980. Air West in turn was a combination of three airlines. Here is a selection of postcards from this group of airlines that eventually, through Northwest, melded into Delta.



Bonanza Air Lines Fairchild F-27A 'Silver Dart', N149L, over Hoover Dam, Nevada. A/I. Oversize, 4 x 8.5" (10.1 x 21.5cm.). This card was issued attached to another Bonanza postcard showing a DC-9. Bonanza was founded 5 August 1946 and served major cities in Arizona, California, Nevada and Utah.



Pacific Air Lines Boeing 727-100, N2979G. Pub'r: Aviation World, nos. B-025, 77842-D. Pacific was founded in 1941 under the original name of Southwest Airways, the name being changed to Pacific on 6 March 1958. It was mainly a feeder airline serving southwestern U.S. cities.



Southwest Airways Martin 2-0-2, N93049, at Los Angeles International Airport, probably between 1952 and 1958. Published as an airport card by H. S. Crocker Co., Los Angeles, no. LA-1098; distributed by Souvenir Color Card Co. Southwest Airways was formed in 1941. To summarize how the world of airline mergers remarkably led it into the Delta family, (a) Southwest's name was changed to Pacific in 1958; (b) Pacific combined with West Coast and Bonanza to form Air West in 1968; (c) Air West's name

changed to Hughes Airwest in 1970; (d) Hughes Airwest merged into Republic (formed by the 1978 combination of North Central and Southern) in 1980; (e) Republic merged into Northwest in 1986; and (f) Northwest merged into Delta in 2009.

Lastly, at various times since 1984 Delta has owned some regional airlines and operated them as 'Delta Connection' carriers. These included Atlantic Southeast Airlines, Ransome, Comair and Mesaba/Northwest Airlinck. Only Comair is still owned by Delta, and even that airline is slated to cease being a subsidiary of Delta, as Delta's policy is now to operate 'Delta Connection' services utilizing aircraft owned by other companies.



Comair 'Delta Connection' Canadair CRJ-100ER, N708CA, c/n 7235. Pub'r: Plane Views, Clackamas, Oregon, no. PV-087.

Notes: The original postcards of those shown are all in color, from the author's collection and, except as noted, published in standard or continental size. I estimate their rarity as -- Rare: the Delta L-10 and Southwest Airways/LAX cards; Uncommon: the Delta DC-6, Convair 440, DC-8, Convair 880, and DC-9 'pop-up'; C&S Constellation; Northeast 727, Boston-Maine L-10; Pacific Northern 720; Northwest multi-view cards; and Hughes Airwest, Air West, and West Coast DC-9 cards. The rest are fairly common.

References: 1. Davies, R.E.G. (a) "Delta: An Airline and Its Aircraft -- The Illustrated History of a Major U.S. Airline and the People Who Made It", Paladwr Press (1990) (presently available at a bargain price from the Delta museum); (b) "Airlines of the United States since 1914", Smithsonian (1972); and (c) "A History of Airlines in the Jet Age", Smithsonian National Air and Space Museum (2011).

2. Cearley Jr., George W. The Delta Family History (1985).

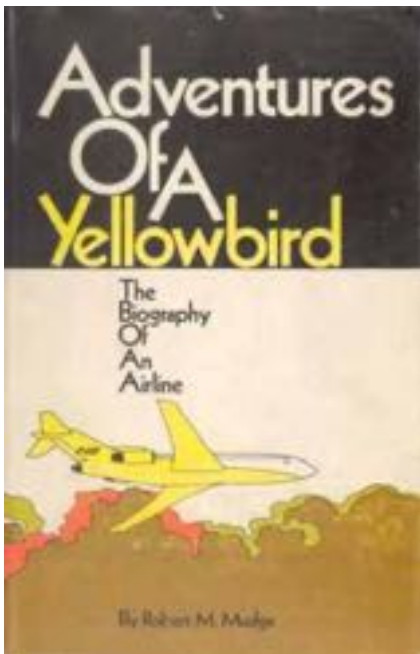
3. Delta Air Transport Heritage Museum--www.deltamuseum.org.

Aviation Postcard Club Newsletter: Doug Bastin issued in August the Summer 2012 issue of the Aviation Postcard Club's On-Line Newsletter. This issue features great articles with over 140 postcards shown in color. Obtainable through aviapc@aol.com.

Airliners International 2012, Memphis, Postcard Contest: Many thanks to all the Postcard Contest participants, including entrants Bill Baird, Tom Bretch, Al Canales, Bruce Charkow, John Danner, William Demarest, and John Schmidt; judges Arman Avakian, Jack Greenbaum and Craig Morris; and the overall coordinator of the various contests, Wally Wilson. This year's postcard displays were better than ever, and showed that collecting airline and airport postcards is fun, educational, and enjoyably challenging.

Book Review

By Shea Oakley • ancientskies1@safeaccess.com



This review column focuses on both current and older books on commercial aviation topics.

**Adventures of a Yellowbird:
The Biography
of an Airline**
By Robert W. Mudge
Branden Press, 1969
ISBN 8293-1029-7

There is a reason why the gentleman who lent me *Adventures of a Yellowbird* for the purpose of writing this review asked me to insure it for \$150 when I mail it back to him.

Few out-of-print books addressing American commercial aviation topics during the past 50 years command the dollar value of this one. This book, the only one attempting to exclusively chronicle the history of Northeast Airlines, is exceptionally rare and also appears to be in great demand among collectors. However, after reading this volume, the work of an NEA captain, I must admit to having mixed feelings as to whether it, objectively, is worthy of the value it commands today on the open market.

As a history of Northeast's early days and as an aviator's-eye-view of several incidents and accidents that occurred during the first quarter century of the airline's existence, this book gives a good account. Where the author comes up short is in providing the kind of wider perspective on this carrier's unique story that we've come to take for granted from other authors' works in this genre (the late Robert J. Serling's excellent series of "unofficial histories" of various airlines comes to mind). Another issue is one of imbalance concerning the coverage of nearly 50 years of NEA's existence between its founding in 1931 and the year this book was published, 1969. By my count, 113 of 367 pages cover Northeast's exploits during World War II, a period of about four years. Meanwhile the three-year period in which the carrier was bought by its last owner and radically transformed into the "Yellowbird" airline (implied by the book's title) receives less than three pages of seemingly perfunctory coverage. The title does not effectively reflect the book's content.

No doubt the war years were incredible ones for the New England carrier. The harsh weather conditions inherent to that section of the country gave NEA crews a definite "leg-up" on the challenging, often dangerous, Atlantic flying undertaken for the U.S. Air

Transport Command, mostly by larger and more prestigious airlines. In the end no one did it better than Northeast, and Mudge was obviously very proud of what was accomplished by the little "upstart" outfit for which he flew. He had a right to be.

The author's accounts of incidents and accidents, both during and after the war, are generally also well-chronicled. The one that most caught my attention was the tale of Flight 109 involving a Convair 240 operating the Boston, Logan-New York, LaGuardia run in the winter of 1956. The aircraft lost its entire electrical system, including primary flight instruments, moments after beginning its climb-out into heavy fog that blanketed much of the region. If that wasn't enough, 109 happened to be a night flight. The story of the crew somehow managing to continually avoid vertigo-induced spins into the Atlantic and then navigating all the way to a safe landing at LGA with nothing but a magnetic compass and a flashlight to provide cockpit illumination is certainly compelling.

Mudge also does a decent, if not nearly as comprehensive, job of describing one of the worst disasters in Northeast's history, the crash of a DC-6A on Riker's Island, NY. This occurred on a snowy night the year after the Convair incident. One gets the feeling that the author is not as comfortable addressing incidents like this, in which the "probable cause" involves pilot error. (For further coverage of the Riker's Island accident, the book *Tiger on a Leash* by Alvin Moscow recounts the story in detail.)

Adventures of a Yellowbird was written three years before the airline disappeared into history upon its 1972 merger with Delta. As I finished this book, I found myself wanting to know much more about Northeast, especially the story of its many management-related sagas that, among other things, included a few years of ownership by an increasingly erratic Howard Hughes. I also desired to learn more about its final years when television tycoon George Storer controlled NEA and embarked on a complete corporate makeover. Storer's effort resulted in the transformation, almost overnight, of one of the most staid companies in the industry into literally one of the most colorful (a la Braniff). Alas, *Adventures of a Yellowbird* doesn't contain more than relatively brief accounts of both Hughes' and Storer's personal imprints on the airline. For a fuller history of these and other aspects of the life and death of Northeast Airlines, we'll have to wait for another book. Sadly, being now 40 years after NEA's demise, it seems unlikely that such a book will ever be written.

Availability: Used copies of this book can be found on Alibris.com starting at \$108. Lower-priced copies can also occasionally be found at airline collectibles shows held around the nation.

Playing Cards

By Fred Chan • topflite@olympus.net

Before it started acquiring other airlines, Delta Air Lines itself had used playing cards as an important means to market its brand and for inflight entertainment. One of its early issues was in the 1950s (see Figure 1) which had a notation on the card, "Please return to your stewardess so she will have them available for other passengers." Obviously, many passengers did not follow these instructions because some of these decks are still available in online auctions 60 years later.

Later, Delta favored using reproductions of destination posters in its card designs and, in the 1960s and 1970s, issued four large series of these cards amounting to 42 different designs (see examples in Figures 2 & 3). Its more recent cards show only its aircraft and logo (Figures 4 & 5). In total, Delta has issued 121 cards under its own brand.

Many of the airlines that Delta acquired over the years had also issued cards in their own names. Chicago & Southern had 4 decks, Northeast 11 decks, Western 13 decks, and most recently Northwest 51 decks. Examples from these airlines are shown in Figures 6, 7, 8 & 9, respectively. (The count for Northwest does not include 11 decks from Southern Airways and six each from North Central and Republic Airlines).

An interesting deck from NWA is shown in Figure 10, which is a picture of the final flight of an NWA Boeing 747-200 freighter after its acquisition by Delta. This deck was a limited issue and is extremely rare.

Delta's two low-cost subsidiaries also had cards - Delta Express (3 decks) and SONG (2 decks). See Figures 11 and 12. Airlines which have operated as Delta Connections have also issued cards, as seen in Figure 13 (Atlantic Coast), Figure 14 (Comair), and Figure 15 (Mesaba).

I have often been asked if Hughes Air West had ever issued any playing cards and the answer is an unfortunate "no," to the best of my knowledge.

If one adds up the numbers above, the total number of playing cards issued by Delta related carriers amounts to 237 or 5.3% of all the playing cards known to have been issued by 620 air carriers all over the world. This is another indication of Delta's dominance in the industry. Almost all of the issues by Delta and the larger airlines it has acquired are fairly easy to find except that the decks from the smaller carriers are quite pricey, if they can even be found.



Figure 1 – Delta Air Lines



Figure 2 – Delta Air Lines

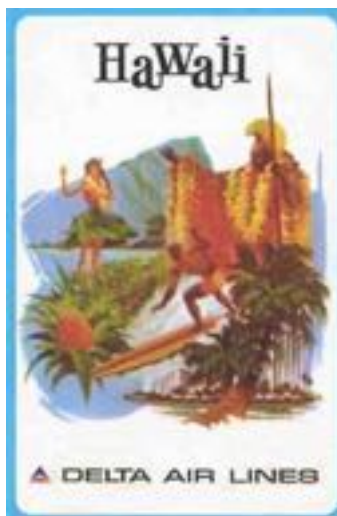


Figure 3 – Delta Air Lines



Figure 5 – Delta Air Lines



Figure 4 – Delta Air Lines



Figure 7 – Northeast Airlines



Figure 8 – Western Airlines



Figure 9 – Northwest Airlines



Figure 6 – Chicago & Southern



Figure 10 – Northwest Airlines



Figure 13 – Delta Connection / Atlantic Coast



Figure 11 – Delta Express



Figure 12 – Song



Figure 15 – Mesaba Airlines



Figure 14 –
Delta Connection / Comair

Aircraft Models

The Aurora Hughes Airwest DC-9

By Ken Miller • ozmiller@sbcglobal.net

Writing about a Delta Airlines model should be a pretty easy assignment. Delta is a huge airline. Wikipedia lists Delta as the world's largest airline ranked in a few different ways. In 2010 Delta had the most passenger kilometers scheduled. In 2011 Delta carried the most passengers. In 2012 Delta had the largest airliner fleet. No doubt about it, Delta is a seriously large player in the airliner world. Writing about a Delta model shouldn't be too difficult either. I could write about my last L-1011 and Boeing 727 flights which were both returning from the 2001 Airliners International show. Delta also operated the Lockheed L-100 (civilian version of the Hercules) which is pretty rare. These planes/models are all good topics but I've yet to build anything in Delta markings.

Editor Bill Demarest "saved" me with a reminder that anything related to Delta's history was also fair game. Hughes Airwest was mentioned as a possibility and I thought to myself, Huh? How could Hughes Airwest be related to Delta? Well it's true. Hughes Airwest became part of Republic Airlines in 1980, Republic merged into Northwest Airlines in 1985, and Northwest Airlines merged into Delta Airlines in 2009 creating the world's largest airline.

I have built the Aurora Hughes Airwest DC-9 model so I decided to write about it. I wondered if I could have written about the model already, but I wasn't sure. After a couple of searches, I did find my old article from 2005 that I'd written for the Milwaukee Airliners International Show and Log featuring Northwest as well as Midwest Airlines. The Aurora Hughes Airwest DC-9 is such a neat kit though that I'm going to write about it again.

The Aurora DC-9 kit is a "shortie" DC-9-14 and is in 1/72 scale. The kit markings are for ship N9102. N9102 was delivered to West Coast Airlines in 1966 as part of a three aircraft order. The planes were registered N9101, N9102, and N9103. Unfortunately N9101 was lost just a few weeks later in a controlled flight into terrain crash. Another DC-9-14 replaced N9101 and was registered N9104. West Coast Airlines, along with Bonanza and Pacific Airlines, merged to form Air West in 1968. In 1970 Howard Hughes became involved in a takeover battle and the company changed its name to Hughes Airwest. A new modern "Sundance" corporate image was formed and the Flying Banana had been born.

As I mentioned in the second paragraph, Hughes Airwest became part of Republic Airlines in 1980, Republic merged into Northwest Airlines in 1986, and Northwest merged with Delta in 2009.



Maybe N9102 had stayed with Northwest and made its way into Delta's fleet? Checking production lists as well as registration and photo databases, I found out that this was not the case.

N9102, N9103, and N9104 were sold to Texas International Air between 1974 and 1975. Unfortunately N9104 was lost in 1976 during an aborted takeoff and N9103 was lost in 1980 after running off a runway during a storm. N9102 soldiered on joining Continental's fleet in 1982 after Texas International Air merged into Continental. It then flew for Sunworld until purchased by Midwest Express in 1988. In 1989 it was leased and operated by Great American Airways for 5 months. Midwest Express re-registered it as N80ME and operated it until January 2003. The plane was reportedly scrapped/parted out at Milwaukee in 2003. I know that all of this information reads like a soap opera but it does tell quite an interesting story. N9102 never flew in Delta markings but it did play a part in an airline that became part of Delta.

As I mentioned at the beginning, the Aurora DC-9 kit is a "short" DC-9-14. Aurora was sold to Monogram models in 1978, so Aurora models can be and are considered collectors items. Aurora's 727, 737, 747, and DC10 models left a bit to be desired. The DC-9 turned out to be a very nice kit and looks good even nowadays. The kit was first issued in 1965 in TWA markings followed by Eastern, and finally Air Canada. The box art stayed the same, only the markings on the plane were changed.

The Hughes Airwest version was released in 1974. For the TWA, Eastern, and Air Canada versions the fuselage originally had window holes. In the Hughes Airwest version the windows are filled in. The model also had new boxart. The decals include silver

windows to represent the reflective silver covering the original Hughes Airwest aircraft had. The kit was offered until 1978 when Aurora was sold to Monogram. Strangely enough, Monogram re-released Aurora's so-so 737 and 727 kits but the nicest of the lot, the DC-9, has never been re-released. The boxart for the Hughes Airwest release is pretty stunning as well.

The kit went together quite well. I used Testors Model Master Blue Angels Yellow paint for the yellow. I custom mixed steel and gray to paint the coroguard wing panels. For some easy added detail I used squares of black decal trim film to represent the cockpit eyebrow windows and also made some antennas with sheet styrene. At some point my model developed a small crack down the upper fuselage. Eventually I did some sanding, re-gluing, and a re-paint of the affected spot which makes it look as good as new. Lesson to be learned is maybe to use some styrene sheet reinforcement when building a similar kit as the fuselage halves are quite large and the plastic a little thin for a 1/72 scale model.

Overall the Aurora Hughes Airwest DC-9 is a great kit. The prototype aircraft had a very long and illustrious career and the model builds into a very good representation of the real plane. My model holds a proud spot in the display cabinet. It's a nice, big, and bright model.

Photographs of the Aurora DC-9 kits are courtesy of Christian Bryan at theboxartden.com.

Aurora Hughes Airwest Model by the author.



Airline Timetables

By David Keller • dkeller@airlinetimetables.com

Of the myriad small companies that pioneered air transportation in the US during the 1920's and early 1930's, the vast majority have since been lost to bankruptcy and/or merger. The handful that remain have met numerous challenges over the past 80-odd years, including recessions, regulatory changes, fuel shortages, terror threats and fare wars.

In overcoming these obstacles, perhaps no airline has gone through more major changes than Delta Air Lines. From its origins in the "Deep South", the carrier gradually expanded through route authority awards and acquisitions (which frequently had the effect of introducing new types into Delta's fleet.)

With its beginnings in the 1920's as a crop dusting business, Delta began carrying passengers between Dallas, Texas and Jackson, Mississippi in 1929. At that time, air mail contracts were the airlines' primary source of income, and the lack of such a contract forced Delta to discontinue passenger services the following year.

A new lease on life came in the form of the Air Mail Act of 1934, which awarded Delta a contract to operate a route from Dallas to Charleston, South Carolina (with numerous enroute stops, including Atlanta). The timetable dated July 1, 1935, shows 11 stations being served by 6 daily numbered flights. (Fig 1A, Fig 1B)

Despite the original east-west orientation of Delta's system, much of the expansion for the next several decades would entail routes from those original stations to the north and south. In the 1940's, Delta received the authority to extend its reach as far north as Chicago, and south to Miami. The timetable dated November 1, 1946 contains a promo for the carrier's new "Rocket" DC-4

service that reduced travel time between those two cities to a mere 6 hours. (Fig 2A, Fig 2B) (Interestingly, flights in both directions were operated overnight, rather than in daylight hours.)

While only able to expand its reach westward through an interchange agreement with American Airlines, Delta bolstered its north-south position even further in 1953 with the acquisition of Chicago & Southern Air Lines. The impact of the new routes can be seen in a comparison of the maps from the April 1, 1953 and May 1, 1953 timetables. (Fig 3, Fig 4A, Fig 4B) The merger brought new stations such as Houston, St. Louis, Kansas City, Memphis and a number of Caribbean destinations into Delta's system, while strengthening its presence in cities such as Chicago and New Orleans. In what would become a common theme in future mergers, Delta also acquired a new type of equipment in the merger, the Lockheed Constellation. The airline operated as "Delta C & S Air Lines" for several years following the merger.

In the mid-1950's, Delta scored yet another coup with a service award from Atlanta to New York, Baltimore, Philadelphia and Washington DC. The timetable dated April 1, 1956 contains a full-page ad for the new service, and promotes upcoming through service to Houston with DC-7's. (Fig 5A, Fig 5B)

Delta's increased stature become evident in 1959, as it became the first carrier to put the Douglas DC-8 in service on September 18th with 2 daily round trips between Atlanta and New York. (United also operated its first DC-8 flight that same day). The September 1, 1959 timetable shows the new service, with upcoming flights to Chicago and Miami. (Fig 6A/Fig 6B)



(Fig 1A/1B): Delta Air Lines, July 1, 1935



(Fig 2A/2B): Delta Air Lines, November 1, 1946



After years of expanding primarily to the north and south, Delta made the first significant westward expansion of its system in 1961, when new Southern Transcontinental awards were made. As illustrated in the timetable dated June 11, 1961, Delta was now able to carry passengers to Las Vegas and the West Coast. (Fig 7A, Fig 7B) This timetable also shows the Convair 880's "Royal Jet" color scheme utilized by Delta, which different from the DC-8's own unique scheme. Delta was the launch customer for the 880, originally operating them in an all-first class configuration.

Delta was easily one of Douglas Aircraft's most loyal customers; having operated all of the manufacturer's commercially produced offerings except the aborted DC-5 effort. Fittingly, in 1965, Delta operated the world's first service with the latest model from Long Beach, the DC-9. The timetable dated December 1, 1965 shows the DC-9 entering service on December 8th. (Fig 8A, Fig 8B) By this time, Delta had unveiled its classic "widget" scheme, but the first DC-9's were painted with the widget turned on its side. (This variation did not last long, and shortly thereafter, the standard widget orientation was applied to all jet aircraft.) Unlike carriers such as Eastern, TWA and United, Delta didn't update piston equipment to the newer jet-era colors, so it wasn't until the retirement of the last Convair 440's in 1970 that Delta sported a fleet that shared a common color scheme.

Being the loyal Douglas customer that it was, Delta was also the last trunk carrier to be lured by Boeing's offerings. While many of the other trunks had either operated the first generation 707/720 models, or jumped on the 727 bandwagon in the mid-1960's, Delta didn't become a Boeing operator until late 1970, with the

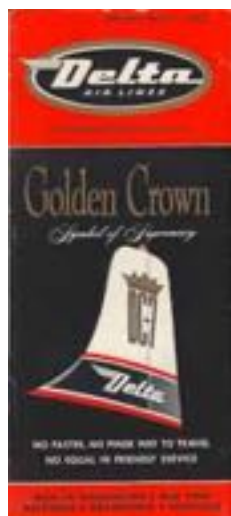
introduction of the 747. The October 25, 1970 timetable shows the type going into service on the Atlanta-Dallas-Los Angeles route. (Fig 9A, Fig 9B) Like many trunk carriers, Delta later would determine that the widebody trijets (L1011 in this case), were more suitable for its system, and disposed of its 5 aircraft 747 fleet by 1977.

1972 brought another merger, as Delta acquired Northeast Airlines, again adding a primarily north-south set of routes to its system. Northeast had also been operating a Miami to Los Angeles route prior to the merger, but Delta was not permitted to operate this segment pending CAB approval, as depicted on the map in the timetable dated August 1, 1972. (Fig 10A, Fig 10B) (Western Airlines would eventually receive that authority.) Also with this merger came Northeast's modest fleet of 727's, which ended Delta's run as the only trunkline to eschew the type. Shortly after the merger, Delta began placing orders for factory-new 727's, and ended up ordering over 100 examples. Delta has since operated each Boeing model since the 727 (not including the 787 which has yet to be delivered.)

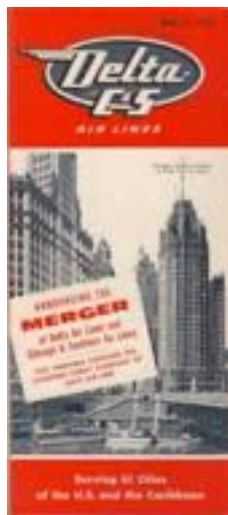
Western Airlines was the next carrier to be merged into Delta. While Delta was serving a number of cities in the western US



(Fig 3): Delta Air Lines, April 1, 1953 Route Map



(Fig 5A/5B): Delta Air Lines, April 1, 1956



(Fig 4A/4B): Delta Air Lines, May 1, 1953



(Fig 6A/6B): Delta Air Lines, September 1, 1959

from its strongholds in the Southeast and Midwest, its ability to offer local services in that part of the country was quite limited. The Western acquisition “filled in the map”, providing Delta with access to a large percentage of the nation’s top travel markets, often through its hubs in Salt Lake City and Los Angeles. The merger also brought 737-300’s into Delta’s fleet, as well as reintroducing the DC-10. (Delta had purchased 5 DC-10’s in the early 1970’s as a stopgap measure due to delays in L1011 deliveries. Those aircraft were sold to United, and left Delta’s fleet in 1975.) Delta’s timetable dated April 1, 1987 shows the merged systems. (Fig 11A, Fig 11B)

Despite Delta’s late-developing affinity for Boeing products, the carrier remained loyal to the legacy of Douglas, having ordered a large fleet of MD-80’s, and on February 7, 1991 became the first US operator of the MD-11. The February 1, 1991 timetable shows the type in operation on a Tokyo-Los Angeles-Orlando routing. (Fig 12A, Fig 12B) Like most passenger carriers that ordered the MD-11, Delta was not particularly pleased with the aircraft, and disposed of them relatively quickly. (This apparently didn’t sour Delta’s relationship with McDonnell Douglas, as it accepted delivery of the first MD-90 in 1995.)

Later in 1991, Delta expanded its service offerings to Europe as a result of its purchase of Pan Am’s Atlantic division. In addition to European services through the New York and Miami gateways, Delta also acquired a fleet of A310’s and a hub in Frankfurt, Germany. Delta later purchased additional A310’s from Airbus, only to dispose of the entire fleet a few years later. The timetable dated November 1, 1991 was the first to show Delta operating the former Pan Am routes to Europe. (Fig 13A, Fig 13B)

The Twenty-first century has become the era of the megacARRIER, and Delta Air Lines jumped into the fray with its purchase of Northwest Airlines in 2008. More hubs were added to Delta’s repertoire, including Detroit, Memphis, Minneapolis/St. Paul and Tokyo. Equipment-wise, a large fleet of Airbuses (A319’s, A320, and A330’s) came in the bargain, along with a number of DC-9’s (a type Delta had retired many years earlier) and 16 747-400’s.



(Fig 7A/7B): Delta Air Lines, June 11, 1961



DALLAS / FT. WORTH, TEXAS To (Dallas Love Field)		Temperatures 312 548 Air Fuel 358 338	
ATLANTA, GA.		Temperatures 312 542 Air Fuel 351 433	
2 57a	4 30a	195	NONSTOP
2 58a	8 25a	137	NONSTOP
3 00a	10 54a	190	ONE
3 00a	11 35a	403	NONSTOP
3 40a	2 21a	193	NONSTOP
3 40a	3 15a	210	NONSTOP
7 20a	5 17a	348	NONSTOP
4 15a	3 20a	174	ONE
4 32a	1 35a	16	NONSTOP
4 38a	8 44a	314	ONE
3 20a	3 15a	194	NONSTOP
3 42a	11 30a	189	ONE
3 51a	11 30a	429	ONE
10 51a	9 25a	327	NONSTOP
AUGUSTA, GA.			
2 57a	4 50a	191/228	Atlanta
3 58a	10 51a	137/149	Atlanta
3 58a	12 51a	451/437	Atlanta
3 40a	3 21a	714/775	Atlanta
3 40a	4 42a	231/338	Atlanta
3 20a	4 15a	804/278	Atlanta
4 32a	9 20a	18/786	Atlanta
7 20a	11 20a	114/783	Atlanta
3 50a	12 40a	429/767	Atlanta

(Fig 9A/9B): Delta Air Lines, October 25, 1970



(Fig 8A/8B): Delta Air Lines, December 1, 1965



(Fig 10A/10B): Delta Air Lines, August 1, 1972

Delta's many mergers have created a family tree that now encompasses a large portion of the airline history of the United States:

- Chicago & Southern Air Lines (formerly Pacific Seaboard)
- Northeast Airlines (formerly Boston Maine-Central Vermont Airways)
- Western Airlines (formerly Western Air Express, General Air Lines)
- West Coast Air Transport
- Pacific Marine Airways
- Colorado Airways
- National Parks Airways
- Inland Airlines (formerly Wyoming Air Service)
- Pacific Northern Airlines (formerly Woodley Airways)
- Pan American World Airways (Atlantic Division)
- Northwest Airlines (formerly Northwest Orient Airlines)
- Republic Airlines
- Southern Airways
- North Central Airlines (formerly Wisconsin Central Airlines)
- Hughes Airwest (formerly Airwest)
- Bonanza Air Lines
- Pacific Air Lines (formerly Southwest Airways)
- West Coast Air Lines
- Empire Air Lines (formerly Zimmerly Air Lines)

It is also possible that Delta has operated more aircraft types in its history than any other carrier in the world. Types operated (or on order) include:

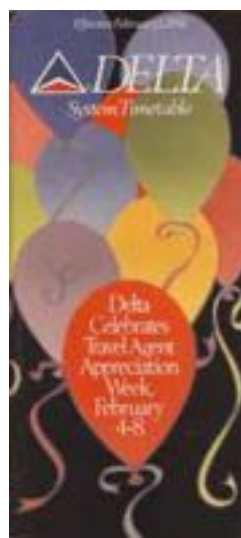
- | | |
|-------------------------------------|---------------------------|
| • Stinson Trimotor | • 727-100/200 |
| • Lockheed L10 Electra | • FH-227 |
| • DC-2 | • 747-100/400 |
| • DC-3 | • DC-10-10 |
| • C-46 (freight) | • L1011-1/100/250/500 |
| • DC-4 | • 737-200/300/700/800/900 |
| • DC-6 | • MD-80 |
| • Constellation | • 767-200/300/400 |
| • DC-7 | • 757-200/300 |
| • Convair 340 | • A310-200/300 |
| • Convair 440 | • MD-11 |
| • DC-8-10/20/30/50/60/70 | • 777-200 |
| • Convair 880 | • A319 |
| • Lockheed L-100 Hercules (freight) | • A320 |
| • DC-9-10/30/40/50 | • A330-200/300 |
| | • 717-200 |

Once Delta takes delivery of the 88 AirTran 717's it has on order, it will surpass American Airlines as the carrier to have operated the most Douglas/McDonnell Douglas jetliners. (Given the fact that the 717 was actually an MDC product, designed prior to the manufacturer's merger with Boeing.) This is fitting, considering Delta's loyalty to the "Douglas Commercial" series of airliners for some 7 decades.

The operating environment for Delta (and other airlines) will continue to evolve as it has for the entire history of commercial aviation. Delta has, on many occasions, shown the ability to meet the many challenges of surviving in a tough industry, and will very likely continue to do so for many years to come.



(Fig 11A/11B): Delta Air Lines, April 1, 1987



(Fig 12A/12B): Delta Air Lines, February 1, 1991



(Fig 13A/13B): Delta Air Lines, November 1, 1991

Tickets and Ticket Jackets

A Sixty Year Cross Section of Delta History

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

With the number of Delta ticket and ticket jacket combinations easily filling an entire issue of the log, we're going to look at a sample cross section of examples from 1949 through 2009.

From 1949, the Deltaliner (Douglas DC-6) adorns the cover of the first jacket we'll focus on (Figure 1). Have a look at the cities & contact list which occupied the inside front cover (Figure 2). Are you old enough to remember when telephone exchanges were given names such as FR - Franklin or MA - Magnolia and it was common for a phone number to be given with the Exchange Name? The "Fares to Airport" look pretty appealing don't they? The rear of this jacket features Delta's Route Map of the day - "The Delta Skyways" (Figure 3).

As a ticket example from 1949, consider the Special Service Ticket featured in Figure 4.

Next, we'll turn our attention to a Golden Crown version - featuring the Douglas DC-7 - as illustrated in Figure 5 (Code: FORM T-101-59). This late 50's era jacket contains nice advertising content featuring Delta's use of Esso products (Figure 6). This type of advertising / co-promotion was common with major US and European carriers.

This wouldn't be Delta if we didn't include the L-1011 in our survey. Figure 7 features a 1975 ticket with flaps and landing gear deployed on the cover image (Code: 0432 - 01041 4/75). "The Newest Bird to Paradise" was the punch line to the attractive Delta Hawaii jacket in Figure 8 (Code: 0412-70144 REV 12/84). Our final L-1011 jacket is a familiar one with an "insert with a twist". On first look, the jacket in Figure 9 was a normal version of the 4-89 issue of this image. The twist came with the very interesting Security insert which carries a penciled date of 6 /Jan/90 (Figure 10). This note serves as a reminder of how long threats have been active against the travelling public and carriers in the modern era. Moving towards the present day, Figure 11 presents a montage of four (4) jacket examples from the 2006 period where Delta boldly highlighted its 400 city network and promoted its Caribbean and Latin American destinations.

Our last example in our sixty year survey is a reminder that no matter how capable a carrier is and how committed they are to customer service, sometimes things don't go smoothly. Figure 12 presents an "Our Apologies" style ticket jacket to the "Dear Valued Delta Customer" (Figure 13) (Code:S108590 7/09) which apologizes for any inconvenience experienced, emphasizes the importance of the customer's business and that "getting you back and on schedule is our #1 priority."

Delta has conveyed a classy, professional message, even while the company navigated the rocky path from regulated legacy carrier in the US Southeast to being a founding member of the SkyTeam global alliance.



Figure 1 (left) - Delta DC-6 "Deltaliner" ticket jacket, 1949
 Figure 2 (right) - Delta DC-6 "Deltaliner" ticket jacket, 1949, Reverse Side



Figure 3 - Delta Route Map inside 1949 ticket jacket



Figure 4 - Delta ticket from 1949



Figure 5 – Late 1950s ticket jacket featuring the DC-7



Figure 6 – Advertising found in the late 1950s ticket jacket



Figure 7 – 1975 Delta ticket jacket featuring the L-1011 TriStar



Figure 8 (above) – Delta ticket jacket advertising their new service to Hawaii



Figure 9 (right) – Another Delta ticket jacket with the L-1011 TriStar

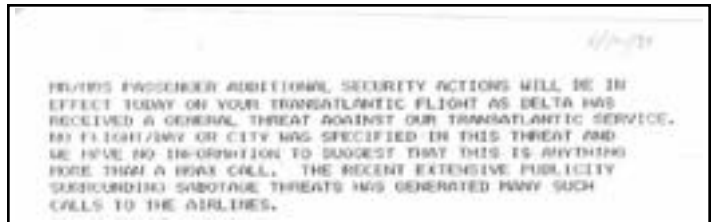


Figure 10 – Security notice insert from 1990



Figure 11 – Montage of various ticket jackets from 2006



Figure 12 (left) – Delta “Apology” folder

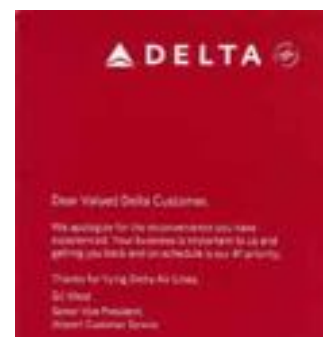


Figure 13 (above) – Another Delta customer satisfaction folder

Photography

Contact!

By Joe Fernandez and Eddy Gual • (Joe) n314as@yahoo.com • (Eddy) eddyslides@gmail.com

Communication is a very successful tool for serious aviation photographers. Many of our photos were not possible to take without prior planning with other parties. When you get things going, you may get rewarded with what you want. Think of it as a lottery. You don't play - you don't win. You don't ask - you don't get the shot!

If you see an interesting plane or one that catches your eye, don't be afraid to take steps into finding out who owns it, how long it will stay, and if you can photograph it. Some will say no. Others will question your motive. In the long run, most will allow what you want. It is best to go directly to its owner or pilot. A good explanation of what you are going to do is important. Be prepared with a business card, notepad, and a portfolio of your work. Bring at least two cameras and different lenses - from wide angle to telephoto. Establishment of connections to the business is good practice to use when requiring access to write stories as well as shooting for a little profit. Once you have the permission and have gone over details, the control of the plane is mostly on your side - meaning where you can set it up to the best advantage. You can now practice placement of different angles as the positioning of the plane is your call!

Professional aviation photography comes in many ways. Whether we shoot the plane on the ground or in the air, the communication is always the most important factor in the entire assignment. We photograph commercial bizjets and airliners on a regular basis. First, taking notes before the shoot and working out those details with the owners and pilots is a good habit. You have timeframes. In other words, this is the time that the people involved set for you to do your process. Our standard is to take the best possible shot at the beginning in case the owners or pilots have to leave before you can finish your entire shoot. Do the artsy or b-level shots later. Second, we try to schedule the shoot in the early morning or late afternoon when the sunlight is low for premium lighting on the plane. The best scenario is for the sun angle to be low enough to put light on the main gear. Third, we want the plane on the cleanest ramp area possible. Scout the airport for the best location in which they can move a plane to. Allow some time because the plane may have to be tugged to a distant remote setting. Fourth, the removal of unsightly items such as towbars, cones, and covers is a must. Some will refuse to remove a wheel chock. In that case, place it on the more distant wheel. You may be able to remove it with photo software later. Air to air photography also requires a great deal of planning. Does your photo plane have clean windows or removable doors? Is that same plane compatible in speed with your subject plane? Do the pilots know how to maneuver the aircraft to avoid wake turbulence while looking for the best positions to take the photos? Can the tremendous costs of an air to air shoot meet your budgets? Can you handle the high noises and vibrations associated with this style of photography?

A professional aviation photographer does many angles, but one thing for sure, that photographer got there because of his or her communication. You will never take that prized shot unless you ask. Go out and enjoy this hobby and be prepared to take it to the next level. The chances are there - you just have to look for them. Good luck and feel free to drop us a line if you have further questions with your imaging!

Have a wonderful fall season!!!!



Delta Air Lines flag.
Courtesy of Henk Heiden Collection

Wings

The Wings of Delta Air Lines

By Charles F. Dolan • wingcobda@yahoo.com

The Delta Air Lines of today is an amalgamation of many historic air carriers from all corners of the United States. The modern Delta brings together parts of the histories of Western Air Lines, Northwest Air Lines, Northeast Airlines and the carriers which had been merged into those airlines in past years. Some of those were Boston Maine Airways, Central Vermont Airways, National Airways, Wisconsin Central Airlines, North Central Airlines, Republic Airlines and Southern Airways, to name but a few.

Most of my contact with Delta Air Lines has taken place outside the United States, at pre-flight inspection facilities (often called preclearance facilities) operated by the U. S. Customs Service, now known as U.S. Customs and Border Protection. I spent a total

of thirteen of my thirty-six year career at the inspection operations in Montreal, Quebec (Dorval Airport CYUL) and Bermuda's Kindley Field (TXKF). It is interesting to note that both airports have changed names, as did U.S. Customs. Montreal is now served by Pierre Elliot Trudeau International Airport and Bermuda International Airport is named after L.F. Wade.

As I have mentioned in previous columns, I began my collection of cap badges thirty years ago, when Braniff International went bankrupt the first time. I was influenced by the Boeing Aircraft Company advertisement of 1965 which featured the insignia of fifty-five airlines which operated Boeing jets. I brought my almost complete recreation of that advertisement to the Memphis convention and have been encouraged to keep that board intact and strive for completion. Within months of starting the display, I was contacted by Dick Koran and we became fast friends in a very short period of time. He was a true gentleman and a wealth of information. He was also a convincing enthusiast of this facet of aviation history, who convinced me to expand my search to the wings worn by the crew members of those airlines. I decided to concentrate on the "front end" crew to conserve space and funds.

At Montreal, Delta operated flights to Miami, Fort Lauderdale, Atlanta, Philadelphia and Boston. Over the course of months following the start of my search for wings and cap badges, I found one Boeing 727 captain, who was based in Boston, who was interested in the concept of the collection and more than willing to help me add to the display. He indicated that he was scheduled to have training in Atlanta and would see what he could pick up at the uniform shop to assist me. Not long after, he came through on a trip and presented me with the Delta tri-color cap badge and wings of captain, first officer and second officer. The cost was amazingly reasonable.

Over the years I have been able to find those insignia shown in the article. For the most part, the costs have not been truly reasonable, but that could be a result of the growth of the hobby, rarity of the items and inflation.

At Memphis, I was happy to find vendors who had the pieces of the new Delta insignia, which I needed to add to my display. With the recent merger of Northwest Airlines and Delta Airlines the need for a second officer rating was presented by the addition of freighter aircraft requiring a flight engineer.

I hope you find the wings and badges shown here interesting. I wonder if anyone else sees a strange resemblance between the current Delta "widget" and the Citgo gasoline logo?



Julia K. Dolan, PhD and the Citgo sign. A Boston University tradition. Did Delta use the same image maker?





Chicago and Southern (CS/CSA) 1934-1953

Figure 1 Both wing and cap badge are of polished brass. The cap badge has a single screw post and is hallmarked “METAL ARTS CO. ROCH. N.Y. and 1/20 10k G.F.”

The wing is pin back and has the scroll indicating “CAPTAIN” soldered to the upper edge of the wing. It is hallmarked “MACO G.F.”

Delta Air Lines (early) 1924

Figure 2 The cap badge is made of brass with dark blue and white enamel. It has a single screw post to attach to the cap and is hallmarked “W&K CO.”

Delta C&S 1953-1955

Figure 3 The wing and cap badge are made of gold color metal with a satin finish and red enamel in the disc behind the words “Delta C & S”

The cap badge has a single screw post and two positioning pins. There is no hallmark.

The captain’s wing is clutch back and it also lacks a hallmark.

Delta Air Lines (DL/DAL) 1924 – present

Figure 4 The wings and cap badge are of gold color metal with the deeper surfaces in a satin finish and the higher surfaces polished. The “Delta” in the center of the cap badge and wings is of red and maroon enamel.

Figure 5 The cap badge has a single screw post and two positioning pins.

The captain wing is pin back and the wings for first and second officers are clutch back. None of these insignia bear a hallmark.

Hughes Air West (RW/RW) 1970-1980

Figure 6 The pilot wing is of gold color metal with a clutch back. The three diamond shape in the center is highly polished and the rest of the wing has a slightly antiqued satin finish. The wing is hallmarked “cTo 1/10 10k”.

The cap badge is of similar style and finish with the addition of two medium blue enamel bars at the sides of the three diamond shaped center. The badge has a single screw post and two positioning pins. It bears the same hallmark as the pilot wing.

Northeast Airlines (NE/NEA) 1931-1972

Figure 7 The issue showing the pilgrim on the DC-3 is made up of a gold color metal base with a silver center device soldered to that base. The design in the center is backed with blue and orange enamel. The cap badge has one screw post and has two discs with two tabs on each disc to prevent the badge from moving out of position. The badge is hallmarked “ROBBINS CO. ATTLEBORO MASS”

The wing is of the same construction but lacks any hallmark. The means of attachment have been removed from the wing, but it looks like it had been pin back.



Figure 8 The second items shown are those with the pilgrim's head. The cap badge has a single screw post and positioning pin. There is no hallmark. The wing is pin back and also lacks a hallmark.

Northwest Airlines (NW/NWA)

Figure 9 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" later style. The wing is of gold color metal with two screw posts and no hallmark. The early, very rare, air mail pilot wing had the equator line passing through the middle of the letters in "AIR".

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

The navigator wing is made of gold color metal with two screw posts. There is no hallmark.

Southern Airways

Figure 10 The wing and cap badge are made of finely detailed gold color metal with dark blue enamel. The wing is pin back.

The cap badge has two screw posts and two positioning pins. Neither cap badge nor wing bear hallmarks.

Western Air Lines

Figure 11 The earlier issue (Indian head) is made of silver. The cap badge has two screw posts and is hallmarked with the Balfour logo and the wording "B STERLING".

The wing is also of silver and is clutch back. It bears the same hallmark as the cap badge.

Figure 12 The last Western Air Lines insignia has the large letter "W" in the center.

Both cap badge and wing are of silver color metal. The wing is clutch back and hallmarked "LGB STER"

The cap badge has two screw posts and is not hallmarked.

Jr. Wings

Delta's History of Junior Wings

By Lane Kranz • lanekranz@msn.com

From its humble beginnings as a crop dusting outfit in the Mississippi Delta region, to its days flying Air Mail Route 24, Delta has evolved into one of the world's most recognizable brands.

Delta's route map today tells a fascinating story of its own internal growth in the southeastern US coupled with numerous mergers and acquisitions. In fact, many of the companies that Delta has merged with were themselves a product of previous mergers and acquisitions.

Delta Air Lines has produced over a dozen different junior wings over the past 83 years. Its 'widget' logo has been included in most, but not all, of the junior wings it has issued. Additionally, many of the companies that have been folded into Delta's history have produced some extraordinary and highly collectable junior wings. The following is just a sampling of some of the unique junior wings that make up Delta's heritage.

As a side note, I started my airline career with Delta in the summer of 1988. I was between college semesters and was hired as a Cabin Service Employee at the DFW hub. It was the summer after the Western Airlines merger and a fascinating time to be around Delta jets! I worked various shifts and my duties included vacuuming the aircraft carpeting, replacing material in seat-back-pockets, emptying the trash, and cleaning toilets. You might say I started my airline career at the bottom. I'll never forget going up and

down the service elevators on the L1011 and cleaning the cabins of the DC-8s and DC-9s. It was a priceless experience. Today I'm a pilot for Delta, flying the A319/A320 based in MSP. I'm proud of my company and proud of the way they treat their employees. I believe we have the best CEO in the airline industry and excited to be a part of the next chapter of this great company. Internally, we call it, "Service from the Heart", a phrase coined by C.E. Woolman. At Delta, it's not just a phrase or slogan, it's something most employees strive for every day. The widget is the logo, the headquarters is ATL, but the heart of Delta is its employees.



Above: (top) DAL-20. A beautiful and rare wing, Dusty the Delta Air Lion. (left) DAL-01. Delta's first junior wing, issued in the 1950's with the distinctive Flying D logo. (right) DAL-05 issued in the 1960s.



(top left) DAL-09. One of the most common junior wings in circulation. (middle) DAL-10. Delta paid millions of dollars to an advertising agency to come up with this updated 'soft widget' logo. Employees referred to this as the 'frown logo' which sadly represented many difficult years for the company and its employees. Later, Delta would replace its plastic junior wings with a paper wing, featuring the frown logo, DAL-11 (above). After Delta merged with NWA in 2009, it issued (top right) DAL-13 and DAL-14 featuring the timeless widget logo with the two-tone red colors. The gold wing is given out by pilots and the silver wing is given out by flight attendants. Junior wings are back at DAL!

The Delta Family Tree (below)



What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

We had a fun time at Airliners International 2012 in Memphis despite the unbearable heat (for us Canadians). We reestablished contact with old friends and made many new ones.

Several responses were received from our inquiries in the last issue of The Captain's Log (37-1).



Figure 2 is from ATI – AER TURAS TEORANTA (Ireland). Thanks, Charlie!



It turns out the Figure 3 is actually a Canadian Astronaut wing, current edition. We salute Jim Smith, a RCAF veteran, for this information.



Mahan Air of Iran produced this wing, Figure 12. Thanks, Bernie.

Hector Cabezas of Frankfurt, Germany sent along images of these two wings from LUFT HANSA, the pre-World War II carrier. These were kiddie wings that Hector actually obtained as a child in the 1930s.



The wings are made of thin tin stock and are roughly the same size of today's kiddie wings. Hector reports that the wings were sold as left over stock from the former German airline Aero-Lloyd and as children's toys.

We now have a few new wings that perhaps you can help us identify.



Figure 1. This appears to be a 'K' with a dark and light blue background. Kiwi International, perhaps?



Figure 2. We believe that this is a Delta Air Lines wing. Gold lettering with a dark blue background. What flight crew position and from when?



This all gold wing with intertwined lettering appears to spell out 'ABCG' or is it 'ABGC'? Where and when?



This wing in Figure 4 has a blue, white and yellow background with a gold 'V'. What airline? When was it used?



Figure 5. This half-wing emblem, gold and black, says 'CAT'. Who used this wing?



This is another half-wing with gold and black lettering. Swissair? Please advise.



Figure 7. This all gold wing has an eagle similar to American Airlines. But, who is 'RA'?



This gold wing, Figure 8, appears to be quite old and simple in detail with black 'SAT' lettering. Any idea where this wing came from?

Our best regards to all. We look forward to your emails and letters.

Ken & Beth

Airmail Etiquettes

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

The history of Delta Air Lines is expounded in this issue. Briefly, Delta Air Corporation began flying in 1934 from Dallas to Charleston. To this was added the Cincinnati to Savannah route via Knoxville in 1941; New Orleans in 1943 and expansion from Cincinnati to Miami and Chicago in 1945. The company's name became Delta Air Lines during the period. In 1953, Delta merged with Chicago and Southern Air Lines.

Over its lifetime, Delta issued 9 airmail etiquettes, all of which are shown below. Six of the first seven used the same design with different [or absent] wording. In the midst of this series, a completely different design appeared and the last two reflected the merger with C&S. These etiquettes were usually issued in complimentary booklets, usually of 100.

The first two appeared in 1936, differing only in the placement of the word "Via." (Figures 1 & 2) Figure 3 shows one of these tied to the cover, an uncommon occurrence. The next was issued in 1939. (Figure 4a & b, the booklet) No new ones were released until 1947, after WWII. The first three post-war issues returned to the original design with their earliest dates of 1947 (Figure 5 & 6) and 1948 (Figures 7 & 8). In 1955 one appeared with both Delta and C&S mentioned (Figure 9) and the last one, in 1961, returned to Delta only but mentioning its Southern connection. (Figure 10a & b, the booklet)

Delta also issued a number of air baggage labels with specific reference to their A.M. route 24. Air etiquettes almost never have such references.



Figure 1



Figure 4b



Figure 8



Figure 2



Figure 9



Figure 3



Figure 5



Figure 10a



Figure 6



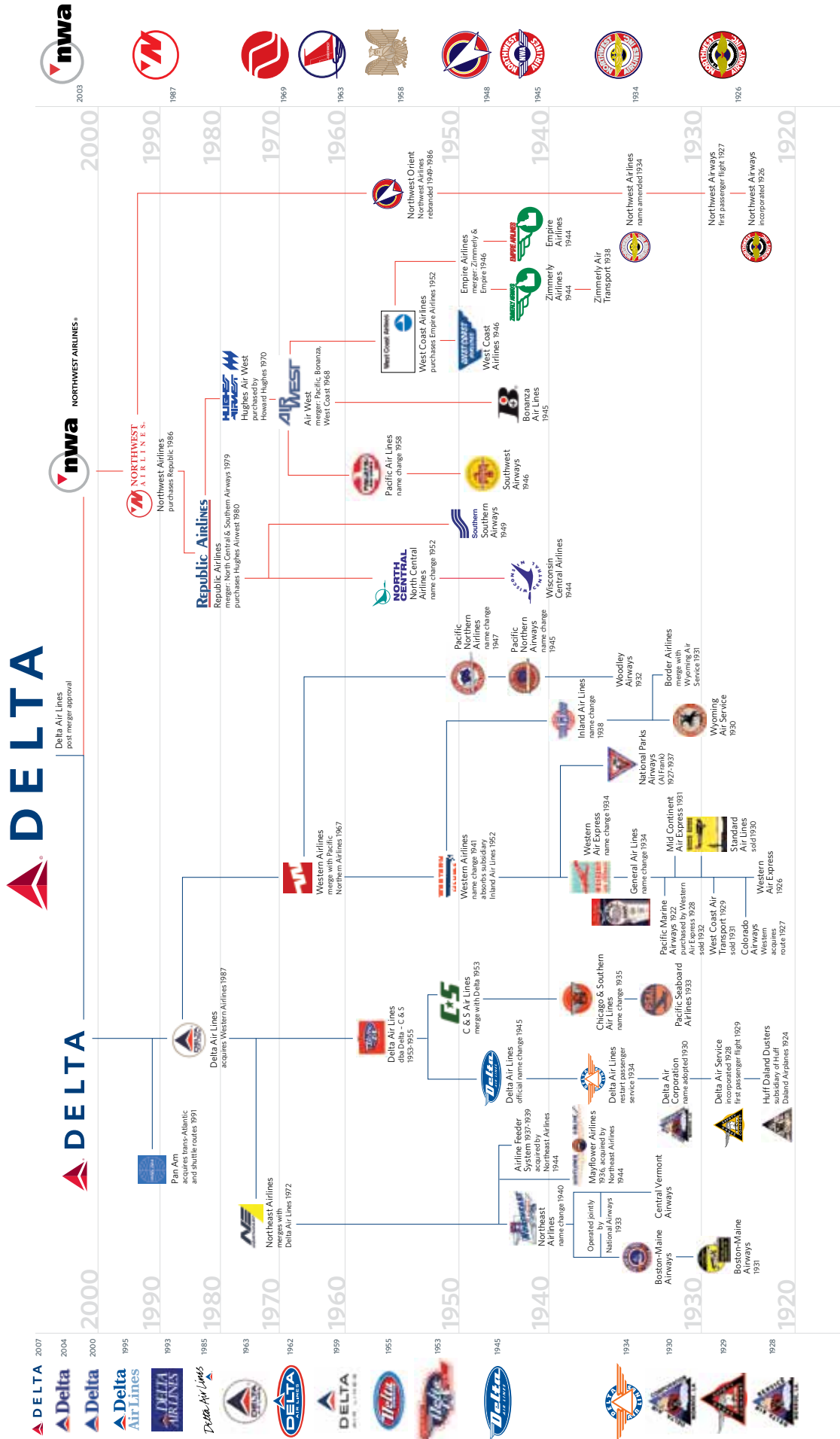
Figure 4a



Figure 7



Figure 10b



From the collection of Lane Kranz

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

airways@airwaysmag.com

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

WANTED: Airline Butter Pat Dishes. Contact Rich Luckin via rluckin@mindspring.com or call (303) 278-0669.

WANTED: 1/400 scale diecast models of Air Bridge Cargo ABC B747-300, Transaero B747-300, Aeromaritime B747-300, and ANA All Nippon B747-300. Please contact Jeff Magnet at jaymagnet@comcast.net.

MODEL KITS FOR SALE: Eastern Europe KVZ/VEB KITS: AN-24 \$15, YAK-40 \$15, YAK-24 \$10, L-410 \$10, TU-104 By Aurora \$35, IL-18 \$20, IL-14, \$35, MI-10k \$15, TU-154 \$15, TU-114, \$15, AN-12 \$15, MI-6 \$10, TU-144, \$20, AN-2 \$25, TU-134, \$20, IL-62, \$20. Some kits available in more than quantity of one. Shipping extra. Many more Revell, Aurora, Heller, Airfix, Monogram, Faller, Frog and others. See <http://bentleycollectables.com> or Email: airlinebuff2000@yahoo.com

WANTED: Pilot and Flight-attendant wings and badges used by airlines in Sweden, Norway, Denmark, Finland, Greenland, the Faroe Islands or Iceland. Will buy or trade. Mr. Eirikur Lindal, Huldubraut 36, 200 Kopavogur, Iceland. or send e-mail: andromeda@simnet.is.

WANTED: Material related to the recently demolished National Airlines "Sundrome" terminal at JFK (Terminal 6) and any items from Sarasota-Bradenton Airport circa 1968-89. Also Eastern "Falcon" and National "Now" employee newspapers:1964-80. Please contact Shea Oakley at ancientskies1@safeaccess.com

Aviation Magazines, Annual Reports: Out-of-print copies of Airliners, Airways, etc. Pristine condition: \$5 each. Airline annual reports: \$10 each. Shipping will be added on all items. Let me know what you need. Jay at 503-799-3003 (Central Time) or jayeprall@msn.com.

Airline Collection for Sale. Timetables, annual reports, postcards, buttons, labels, cocktail glasses and much more. Please contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: +1-239-352-0216. alligator@embarqmail.com.

FOR SALE. 1/175 Scale Boeing 747SP wheel friction airliners in Boeing test aircraft scheme. Asking \$30. Qty 5 OAG hotel/motel travel planners for sale. Lots of airport layouts and airline advertising. Asking \$5 each. In good to very good condition. Please contact David Lee Wilcox, 465 Ashley Lane, Roanoke, Texas 76262.

Survey On Future Locations For Airliners International Events

We're interested in hearing from you on your top five city choices for future AI sites. Please send an email to Duane Young at jetduane@att.net with your wish list. Thanks!

The AG is the online home of high-quality aviation stock images of jet and prop planes. Our growing digital photo library offers the best aircraft pictures of airliners and airlines, past and present.



For aviation hobby collectors we offer the best color prints and posters of airline, military, government and business jets and planes. We also have a large selection of aviation gifts using any of our images including Photo Stickers, Postcards, Mouse Pads, Photo Panels, Ceramic Tiles, Mugs, Photo Puzzles, Coasters, Photo Luggage Tags, Photo Key Tags, Refrigerator Magnets, Tote Bags, Playing Cards, T-Shirts, Photo Aprons and Buttons.

AirlinersGallery.com

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.

VANCOUVER AIRLINE SHOW • Saturday, October 6, 2012

Oakridge Centre Mall Auditorium, Vancouver, BC, Canada. Show hours: 9am – 5pm. Admission: \$2.50 CAD. For more information, see www.VancouverAviationShow.com. Airline & Aviation Collectible Show, 337-2740 West King Edward, Vancouver, BC Canada V6L 3H5.

26th Annual ATLANTA AIRLINE COLLECTIBLES SHOW • Saturday, October 6, 2012

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

PLASTIC MODELLING CLUB ERDING - 4th Annual Bavarian Model Exhibition • Saturday/Sunday, October 13-14, 2012

City Hall, D-85435 Erding (Bavaria), Germany. For more information, contact Josef Schmitt, Postfach 82 01 35, D-81801 Munchen, Germany or via email pmce@gmx.de www.plastik-modellbau-club-erding.de

MINNEAPOLIS AIRLINE COLLECTIBLES SHOW • Saturday, October 20, 2012

Best Western Plus Hotel (across from the famous Mall of the Americas), 1901 Killibrew Drive, Bloomington, MN. Phone 952-854-8200. Special show hotel rate of \$99. Admission: \$5, children under age 12 are free. Hours: 9am until 4pm/ The show is sponsored by the NWA History Centre, and the contact will be Bill Rosenbloom, bill@airlineposters.com, 612-386-5080. The show is being held in conjunction with the 10th Anniversary Celebration of the NWA History Centre.

PHOENIX SLIDE CONVENTION • Saturday, October 20, 2012

La Quinta Inn and Suites Phoenix Chandler – 15241 S. 50th St, Phoenix (I-10 at Chandler Blvd) - All day trading and selling commercial and military aviation slides, 7AM-10PM. Contact Joe Fernandez at n314as@yahoo.com or Jarrod Wilkening at: wilkeningjarrod@yahoo.com

CHICAGOLAND AIRLINE COLLECTIBLE SHOW • Saturday, October 27, 2012

Holiday Inn-Elk Grove Village, 1000 Busse Road. Show hours: 9am until 3pm. Free shuttle to/from O'Hare Airport. Admission: \$5, children under 12 free. For more information, please call Steve Mazanek +1.773-909-5623. Call the Holiday Inn at +1.847-437-6010 for special show rates.

HOUSTON AIRLINE COLLECTIBLES SHOW • Saturday, November 3, 2012 • NEW DATE!

Sheraton North Houston/Bush Intercontinental Airport, 15700 John F. Kennedy Blvd., Houston, TX 77032. Admission: \$5 (\$1 discount with airline id). Show Hours: 9am until 3pm. Free parking. For more information, please contact Duane Young, jetduane@att.net, +1.504-458-7106. Contact the hotel for special show rate of \$79/night at +1.281-442-5100.

AVIATION WEEKEND FRANKFURT • Saturday/Sunday, November 3-4, 2012

Turnhalle Schwanheim, Frankfurt/Main, Germany. For more information, contact Lothar Grim via email at aviationweekend@gmx.de

BRUCONVENTION 2013 • Saturday, November 17, 2012

Brussels, Belgium. Zaventem (Atheneum Zaventem-Kortenberg, Spoorwegstraat 1, Zaventem). Hours: 9am until 4pm. Entrance fee: 2€ per person. For questions or to reserve a table (only 25€, including one entrance), you may do it by email by contacting Olivier Lamoral (bruconvention@hotmail.com). Visitors with a reserved table will be allowed to enter from 8am to install their collectibles.

LOS ANGELES AIRLINE MEMORABILIA SHOW • Saturday, January 19, 2013

Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245. Contact: David Cherkis (deecreeflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at +1 (562) 987-1904. Show hours: 9am until 3pm. Special room rate available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, March 9, 2013

SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance +1 (408) 504-8345. Show hours: 9am until 3pm. SFOairlineshow@juno.com; www.SFOairlineshow.com

DALLAS AIRLINE COLLECTIBLE SHOW • Saturday, April 27, 2013

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

FLORIDA TRAVEL COLLECTIBLE SHOW • Saturday, June 9, 2013

Airline and Florida Collectibles. Fantasy of Flight Museum, Polk City, Florida (between Orlando and Tampa on I-4). Show hours: 10am – 3pm. General Admission is \$8 or free with purchase of admission to the museum for that day. Contact: Jon Anderson, +1.407-376-2614, film1270@gmail.com for more information. For table reservations contact Greg Spalding 407 671 8559 or qed4-4@ail.com

AIRLINERS INTERNATIONAL 2013 • Thursday - Saturday, June 27-29, 2013

Sheraton Cleveland Airport Hotel, Cleveland OH. For more information, please contact Chris Slimmer +1 (630) 805-3628 or via email info@ai2013cle.com. Website: www.ai2013cle.com. Airliners International 2013 Cleveland LLC, P.O. Box 763, Coceo, FL 34761 USA.

LOS ANGELES AIRLINE MEMORABILIA SHOW • Saturday, August 3, 2013

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

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

Delta Boeing 727-95 N1633 (c/n 19249), October 1977 at Atlanta. Photograph via Joe Fernandez Imaging Collection.



Delta Shuttle Boeing 727-232 N526DA (c/n 21586), September 1999 at Boston. Photograph by Phil Glatt via Joe Fernandez Imaging.



Delta Boeing 747-132 N9896 (c/n 19896) at Miami, September 1972. Photograph by Bruce Drum/AirlinersGallery.com



Delta Boeing 777-232/ER N866DA (c/n 29738), landing at MIA February 2000. Photograph via Joe Fernandez Imaging

