

Winter 2012 / 2013 | Issue 37-3

# The Captain's Log

The Journal of the Airliners International Association

## Caribbean Flying

Airline Collectibles and History for the Aviation Enthusiast



BWIA L-1011-500, 9Y-THA, MSN 1222, at Port of Spain, Trinidad, July 2002.  
Photograph by Jay Selman.



Air Aruba, 737-3M8, OO-LTL, MSN 25041, at Miami, November 1991.  
Photograph via Joe Fernandez Slide Collection.



# Caribbean Flying



On the front cover:  
Air France Airbus A340-300 landing over  
world famous Maho Beach, St. Maarten. Pho-  
tograph by Phil Brooks, February 2012.

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

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

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

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

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

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



# From the Flight Deck

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

Welcome Aboard!

If you have not visited our website lately, you have missed a lot of exciting changes. A complete transformation of our site has occurred with completely new graphics and content. This has been accomplished due to the philanthropy of longtime life member Mr. Jeff Matera. In my opinion, our website is now the best you can find anywhere, worldwide. We now have a member forum area where aviation related topics can be discussed and shared. Be sure to go online and join the discussions. We also finally have a trading post area. Items for trade or for sale can be listed. You can also list that special item you need for your personal collection, which is what I just did. One of the unique features of our new site is the background photography featured on all tabs. We will be showcasing many of the fine aviation related photos our members have taken around the world. We intend to showcase a new set of background photos with each new issue of the Captains Log. If you would like to have the opportunity to showcase some of your photography on our website, please contact me for the details.

Our convention for next year in Cleveland is evidently quite the ticket! Our master show chairman Mr. Chris Slimmer has informed me that one of the ballrooms is already completely sold out of tables and the other ballroom is half sold out. They are scrambling to make room for more tables in the foyer area due to the large table demand. The hotel has also informed him of very brisk room sales considering the convention is still seven months away. No doubt with a room rate of \$89 and being an on-airport hotel, and adjacent to the terminal, we expect the hotel will completely sell out. This is a smaller Sheraton Hotel, so it is imperative that you do not wait till the last minute to make your reservation. For all the up-to-date details, go to [www.AI2013CLE.com](http://www.AI2013CLE.com)

Where do you, our members, want a future Airlines International Convention held? We have always tried to hold them in cities that were airline hubs or had a large airline presence. However, maybe we need to consider other venues as well. So send me your top 3 city choices. Please give this some serious thought and send your



selections to [jetduane@att.net](mailto:jetduane@att.net). I will tally up the responses and let you know what your fellow members think in our next issue. By the way, my choices are ORD, DEN, and SEA.

- As always I wish each of you a wonderful holiday season and, of course, best wishes for 2013!

Duane Young

## 2014 WAHS Board Elections

We are seeking self-nominations from anyone interested in joining the WAHS/AIA Board of Directors. We have the Treasurer, Secretary, and two board member positions at large up for reelection. Please contact Duane Young if you're interested in any of these positions. Ballots will be sent out to all active members with Log issue 38-1 in May with the election results being announced at AI 2013 in Cleveland. All members are encouraged to participate.

## Color Copies of the Captain's Log

Through a special arrangement with our printer, we can send you a full color copy of The Captain's Log for an additional of \$12.50 USD per issue. This cost is in additional to your normal WAHS/AIA membership dues. If you're interested, please contact our editor, Bill Demarest, at [Editor@WAHSONline.com](mailto:Editor@WAHSONline.com) for information and to sign-up for the 'gold plated' editions of The Log.

## Member Passing

WAHS was recently notified of the passing of long time member Steven Robinson from Colorado. Steven passed away from unspecified causes in June 2012. He joined WAHS in 1979. His family has donated his extensive collection of airline models and books to the Wings Over The Rockies Museum in Denver. Fellow member Phil Brooks adds, "Steve was the second airline enthusiast I ever encountered, when we both photographed a TWA 707 from the concourse at Indianapolis, and then talked our way onto the ramp to photograph it up close. That was in the summer of 1978. Steve was a serious modeler and photographer, and a big fan of the British Aerospace Corporation One-Eleven aircraft." Our condolences to the Robinson family on their loss.

## Flying Ahead....With The Log

Issue 37-4 ~ The Majestic Propliners

Issue 38-1 ~ Regional Carriers of the United States

Issue 38-2 ~ The Airlines of Germany

Issue 38-3 ~ Britain's Twin Jet - The BAC 1-11

# Model Contest Winners



Figure 1



Figure 2



Figure 3



Figure 4

1st Vacuform and Conversion –  
Tom Kalina, Wisconsin [Fig 13]

2nd Vacuform and Conversion –  
Tom Kalina, Wisconsin [Fig 14]

3rd Vacuform and Conversion –  
Andrew Stiffler, Oregon [Fig 15]

1st Large Jet –  
Andrew Stiffler, Oregon [Fig 16]

2nd Large Jet –  
Andrew Stiffler, Oregon [Fig 17]

1st Medium Jet –  
Tom Kalina, Wisconsin [Fig 1]

2nd Medium Jet –  
Tom Kalina, Wisconsin [Fig 2]

3rd Medium Jet –  
Mark Shem, California [Fig 3]

1st Small Prop –  
Tom Stephany, New York [Fig 4]

2nd Small Prop –  
Tom Kalina, Wisconsin [Fig 5]

3rd Small Prop –  
Andrew Stiffler, Oregon [Fig 6]

1st Large Prop –  
Stan Parker, Mississippi [Fig 8]

2nd Large Prop –  
Tom Kalina, Wisconsin [Fig 9]

3rd Large Prop –  
Tom Kalina, Wisconsin [Fig 10]

1st Youth –  
Joshua Mokry, Mississippi [Fig 7]

1st Flights of Fancy –  
George Frisbee, Illinois [Fig 11]

1st Small Jet –  
Ken Miller, California [Fig 12]

Most Popular (Tie) –  
Tom Stephany, New York, NY  
New York Airways KV-107 [Fig 4]

Most Popular (Tie) –  
Stan Parker, Mississippi,  
North Central DC-3 [Fig 8]

Judges Best of Show –  
Stan Parker, Mississippi,  
North Central DC-3 [Fig 8]



Figure 5



Figure 6



Figure 7



Figure 9





Figure 8



Figure 10



Figure 12



Figure 15



Figure 11



Figure 13



Figure 16



Figure 14



Figure 17

# Airlines of the Caribbean

Sit back and relax with your Sundowner in hand!

Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com



Tobago Express DHC-8Q-315, 9Y-WIZ, MSN 557, landing at Port of Spain, July 2002. Photograph by Jay Selman.

The Caribbean is a complex intersection of its indigenous populations, strong colonial influences and contemporary role as a world playground. Drawing its name from the Carib people of the Lesser Antilles, the region's name has overtaken, though by no means erased, the original designation of the West Indies. The West Indies name originated from the attempts to prospect sailing trade routes to India and subsequent adoption in common use through trading institutions such as the Dutch West Indies Company and on into airline use e.g. British West Indian Airways (BWIA).

It's a huge region dominated by few large land masses. Instead, thousands of islands are distributed along the Caribbean plate and surrounded by the sea. Populations have tended to follow the available land area with Cuba, Haiti and the Dominican Republic having the largest populations at over 10 million people apiece. These three nations account for approximately 70% of the region's population. I note approximately as depending upon the sources you examine, the definition of the countries and dependencies which make up the Caribbean is by no means agreed in contemporary literature.

To give a sense of the geography, we'll let the airlines' own maps themselves tell you in three sections. Figure 9 presents a Route Map from a Bahamasair jacket which covers the North. The centre is highlighted by a Route Map from the rear of a Cubana ticket (Figure 1) while the Southern arc is covered by the rear of a Leeward Islands Air Transport Services (LIAT) ticket (Figure 11). With its large land mass and industrial agricultural base, it should come as no surprise that Cuba was the founding location for airline operation with Compania Aerea Cubana founded in 1920 – though closing in 1921.

Population size was a factor in the somewhat slow development of airline activity in the region as was the overall level of economic wealth of the independent countries and the colonial dependencies. Airline activity from the 1920's through to the end of World War II tended to be dominated by entities owned by Great Britain, the Netherlands and the United States.

The West Indian Aerial Express Corporation (WIAE) was incorporated in 1927 with the initial purpose of providing service to isolated sugar planters near Barahona in the Dominican Republic.





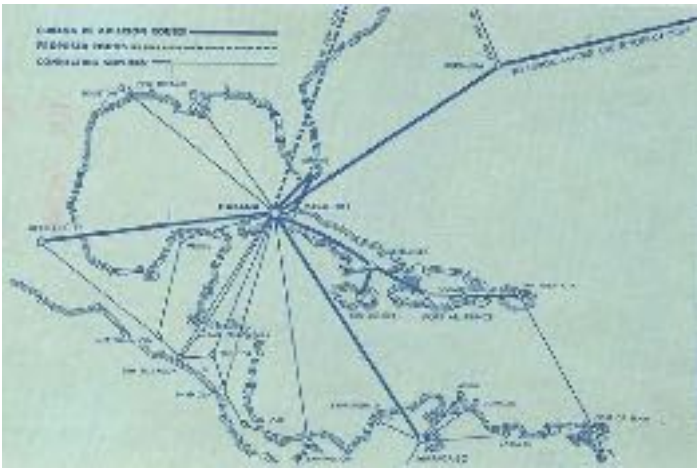


Figure 1 Cubana (Cuba)



Figure 2 Cubana (Cuba)



Figure 3 Cubana (Cuba)



Figure 4 ALM (Curacao) Image courtesy of Henk Heiden

Scheduled service was developed on routes which formed an arc from Santiago de Cuba through Port-au-Prince, Santo Domingo, San Juan and on to St. Thomas & St. Croix. This route intersected with the significant US Mail Route FAM-6 (Miami – San Juan) that was won by Pan American – which acquired WIAX in 1928.

Cuba was the scene for a similar development effort with Compania Nacional Cubana de Aviacion Curtiss S.A. being founded in 1929 by US interests. Pan American, which then overflowed Cuba enroute to other destinations, also acquired this carrier in 1932 and began building what became a dominant presence on US services to Cuba through the end of World War II. C.N.C.A. (less the Curtiss) then carried on, with Figure 2 showing the Domestic Route system and Figure 3 highlighting the Lockheed services.

European colonial influences have had a strong impact on the shape and development of the region. At one time or another Denmark, France, Great Britain, the Netherlands, Portugal, Spain,

and Sweden ... yes, Sweden ... had territorial possessions in the region. Islands were “discovered” by European explorers, fought over directly in economic skirmishes and full wars and ceded or traded as the result of greater conflicts.

Given the success with which the Dutch had established operations in its East Indies colonies (present day Indonesia and surrounding area), it should come as no surprise that the same held true in the West. In 1934 the famous Fokker F.XVIII “Snip” flew from Amsterdam to Curacao to commemorate three centuries of Dutch rule in the Lesser Antilles. The aircraft went on to become the founding aircraft of KLM’s West Indies Division. This, in turn, later transformed in 1964 to become Antilliaanse Luchtvaart Maatschappij – better known as ALM - which was a cornerstone carrier in the Caribbean skies for many years until its demise in 2001. Figures 4 & 10 show both older and younger images from the ALM era.





Figure 5 Air Jamaica (Jamaica)



Figure 6 Cayman Airways (Cayman Islands)



Figure 7 Caribair (Puerto Rico)



Figure 8 BWIA (Trinidad & Tobago)

From the historic British Colonies, three key carriers emerged – Bahamas Airways, British West Indies Airways and Air Jamaica. Bahamas Airways was the first out of the gate in 1936 and made it to the early 70's. Next, founded in 1937 in Trinidad by Lowell Yerex (of TACA fame), BWIA was envisioned as the “core” carrier in the heart of the British possessions. BWIA had a longer run (to 2006) before it closed its doors. BWIA's offspring, LIAT, (formed in 1956) continues operations today as a government supported entity providing important connectivity through the Southern Arc of islands. Finally, Air Jamaica was born in 1963 from a more independence driven set of political parameters and was “restarted” in 1968 having moved away from the traditional connections to BOAC and BWIA to develop with initial support from Air Canada. Today, it operates under the corporate umbrella of Caribbean Airlines which has followed in the wake of BWIA.

Historically, for a traditional airline to make a go of it commercially on an international scale, you need to have at least three strong legs to stand on; preferably four. Those legs are: (1) business travelers, (2) a home population that has the money to travel or expatriates who want to visit home, (3) a reason for foreign leisure

travelers to visit and (4) cargo traffic in the belly. The coffers of many a national treasury and private capital have been drained trying to operate airlines where these conditions are not satisfied – particularly where fleet & destination aspirations are allowed to outstrip market fundamentals. Clearly, from their fates, satisfying these requirements has been a challenge for Caribbean airlines. We salute these carriers with images from each - Bahamas Airways featuring an enchanting harbor scene (Figure 12), Air Jamaica with a Douglas DC-8 (Figure 5) and BWIA with a Boeing 737 (Figure 8) in its final livery.

More recently, the model for success has shifted to allow an airline to be viable based on its geographic positioning as an efficient transfer point between places (the hub and spoke concept). To a limited degree, there were some dimensions to this in Caribbean operators – e.g. ALM to / from KLM on South American flights. Similarly, the low cost carrier model variation has emerged which, given most Caribbean countries are classified by the UN as developing countries for per capita income purposes, could provide an interesting path forward if boundaries on the mobility of people can be transcended.





With article space being limited, and this topic so broad, I'll highlight three additional carriers in closing.

Representing the Dominican Republic is Compania Dominicana de Aviacion (Dominicana) which was founded in 1944 with the support of Pan American. The company operated a variety of aircraft on routes to North America and Europe up to and including the Boeing 747 prior to its closure in the 90's. Figure 13 shows a Ticket Jacket which highlights both its Boeing 727 and its Route System of the day.

Cayman Airways was formed in 1968 through cooperation between the Cayman Islands Government and LACSA. As pictured on the tail of the Boeing 737 in Figure 6, Sir Turtle is the mascot of the carrier which fits with the large number of Sea Turtles in the area which led Christopher Columbus to name the islands Las Tortugas. Later, the name evolved to the Caymans drawn from "caimanes"

for the alligators reported to live there. While this carrier has had its financial challenges, it has "stuck to the knitting" better than others to still be operating more than 50 years later with a compact fleet of B737's and Twin Otters.

Last though certainly not least, we'll highlight Caribbean Atlantic Airlines (Caribair) which with its Puerto Rico base formed a bridge between the US mainland and the US Virgin Islands in the early 40's. The carrier ultimately built a network throughout the

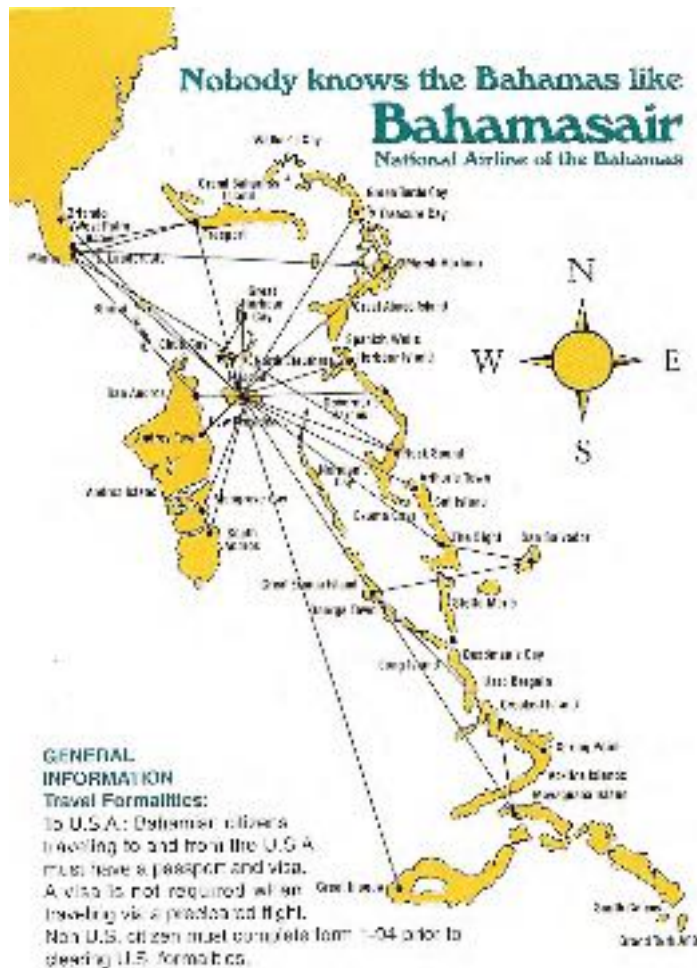


Figure 9  
Bahamasair (Bahamas)



Figure 10  
ALM (Curacao)





Caribbean graduating to DC-9 jets by 1967. Ultimately, the carrier was absorbed by Eastern Air Lines. Figure 7 presents a splendid ticket design with a rich historical allure.

Looking to the future, can you picture a Caribbean airport as an alternative hub to Miami? Was the concept of a tie up between International Air Bahama and Loftleidir perhaps before its time and could it be re-born as a double hub concept? Would a carrier like Caribbean Airlines perhaps fit in that picture? Would the region be “virgin ground” as a transfer hub for a Middle Eastern or Asian carrier with global aspirations that is constrained on direct traffic rights into North and South America? Or are all of these types of ideas “pie-in-the-sky” and superseded by today’s generation of aircraft which readily fly from one hemisphere to the other.

More tangibly, with incomes rising throughout South America, it is interesting to watch the promotions of Caribbean tourist destinations and cruises rise in places like Chile and Brazil. Coupled with Cuba slowly but steadily returning to the fold of nations for which conventional travel and trade is possible, this creates more interesting short term possibilities for airline growth in the region.

These, and many more questions, will make the Airlines of the Caribbean quite interesting to watch in the years to come.

Sources: Airlines of Latin America since 1919 by R.E.G. Davies, fellow Editor Henk Heiden for sharing images, the on-line edition of Encyclopedia Britannica and the United Nations web-site.



Figure 11  
LIAT (Antigua)

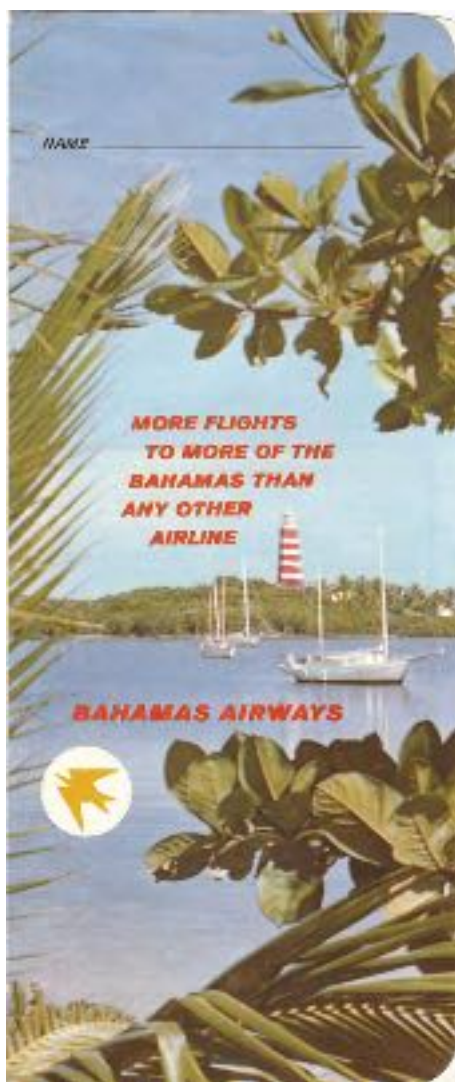


Figure 12  
Bahamas Airways (Bahamas)



Figure 13  
Dominicana (Dominican Republic)



# Aircraft Mini Models

By George Shannon • [geraho@aol.com](mailto:geraho@aol.com)

Welcome to the world of the Mini's. This time we are looking at the DC-9 plastic mini that was issued by the Douglas Aircraft Company. They produced these DC-9s that are 3-5/8" long with a wing span of 3" for their sales department to help sell their new DC-9-10 aircraft just coming out on the market in the middle 1960's.

I know there at least 10 airlines and there might be more out there. One of the great things about these are the classic airlines they made them for, like Ozark, Southern, Bonanza, Trans-Texas, Allegheny, West Coast, Northeast and Texas Int'l. Also there was Eastern and Delta Airlines.

Most of the planes had the airline name on one wing and DC-9 on the other, and the first ones were issued in a cream color plastic. Later issues were in white. Exceptions exist for the following: Northeast is in yellow plastic, Trans-Texas has Pamper Jet on one wing, Allegheny has Fan Jet on one wing and Texas Int'l has INT-Nat'l on one wing. Also they used different colors for the marking on the following airlines: Bonanza-red, Eastern-light blue, Ozark-green, Northwest/West Coast-black, and the rest of them are in dark blue.

So if you have any more information on these or any other mini, please send it my way at [geraho@aol.com](mailto:geraho@aol.com).





# Dining Service

By Dick Wallin • rrwallin@aol.com

We'll take off on our Caribbean dining adventure with these examples of glassware and chinaware from several notable carriers.



Air Jamaica's (Jamaica) doctor bird logo is shown in white frosting on these glasses.



An ALM (Curacao) glass with a white frosted logo.



An older Air Jamaica (Jamaica) pattern had an ornate gold design.



BWIA (Trinidad & Tobago) glass with white frosted logo.



A more recent Air Jamaica (Jamaica) pattern has red and blue stripes with a gold logo.



BWIA (Trinidad & Tobago) glass with an older logo.





ALM Antillean Airlines (Curacao) had these attractive blue & yellow china decorations.



BWIA (Trinidad & Tobago) butter pats showing two different logos.



Cubana (Cuba) demitasse set with salt and pepper shakers; decoration is blue and red.



Cayman Airways (Cayman Islands) glass denoting their affiliation with LACSA.



# Flying Stamps

By Jim Edwards •

The Caribbean is rich with philatelic history showing aircraft and airlines from this region. Come on our winter journey to the warm sunny islands via our review of aviation postal stamps.



This HS748 was part of a set of stamps issued in 2006 upon the 50th anniversary of LIAT (Leeward Islands Air Transport) by Saint Lucia.



A Bahamasair Boeing 737 was portrayed on this stamp issued by the Bahamas in 1987.



Cubana's fleet was shown on a set of stamps and souvenir sheet issued by Cuba in 1999 on the airline's 70th anniversary. This stamp shows the DC-10. Other aircraft in the set include the F-27, TU-204, and DC-3.



Cuba issued another set of stamps and souvenir sheet in 2008 on Cubana's 80th anniversary. The set also includes stamps with the Ford Trimotor, Sikorsky S-38B, DC-3, DC-4, IL-62M, IL-96, and the TU-204. The stamp shown here has the Ford Trimotor.



This 2006 issue from Anguilla shows a Winair DHC-6 Twin Otter.



The 50th Anniversary of Aviation in the Cayman Islands Postal Set recognizes this Cayman Airways Boeing 737-200.



Jamaica issued this First Day Cover in 1999 upon the 30th anniversary of Air Jamaica. The stamps feature Air Jamaica's Airbus A310, A320 and A340.

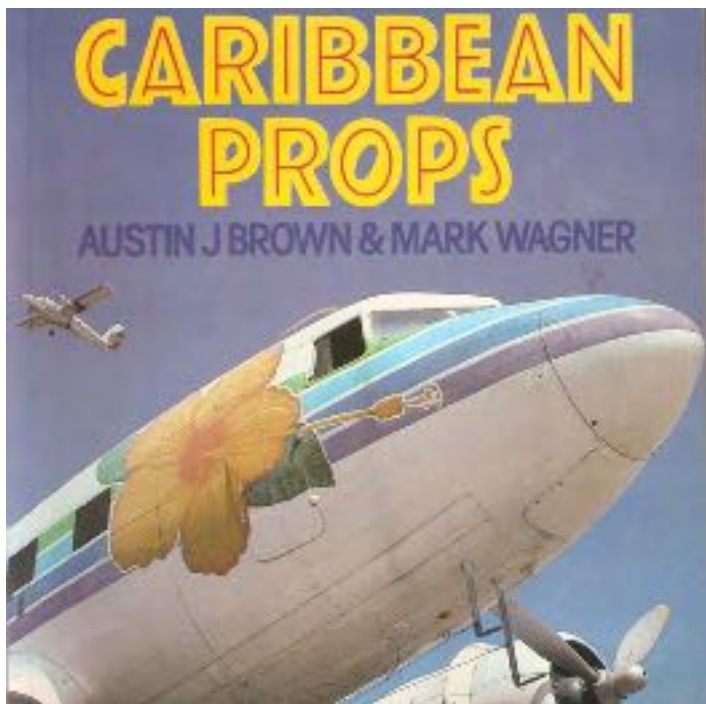


Air Martinique's Dornier 228 is shown on this 1994 postal issue from St. Vincent.



# Book Review

By Shea Oakley • [ancientskies1@safeaccess.com](mailto:ancientskies1@safeaccess.com)



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

## ***Caribbean Props***

***By Austin J. Brown and Mark Wagner  
Osprey, 1990  
ISBN 0-85045-909-5***

Finding a book for review that matched the theme of this issue of the Captain's Log was a bit of a challenge. Volumes about commercial aviation in the Caribbean are scant, and I had to think for a while before remembering this photo-book from the same Osprey series as Big Props and Miami Props. Used copies of Caribbean Props are in plentiful supply online, so I picked up a slightly dog-eared copy for a reasonable price. It was only after I purchased the book that I found a perfect copy in the research library of the aviation museum for which I work. Even more ironic was my sudden realization that I had donated it to the museum in the late 1990's before I became one of their employees!

It is just as well that I replaced the copy in my personal collection. This effort is a beautiful snap-shot of cargo and passenger air service using "recip's" (and a few turboprops) back in the colorful 1970's and 80's.

The book has something for everyone who loves these refugees from the pre-jet era. From Dakota's to Connie's, Mallards to Commando's, the authors present a visual cornucopia born

from their own flying experiences throughout the region during that period. We are fortunate that these aviators were also avid photographers. Locations covered range from the Bahamas to Barbados, including one of the period's last great bastions for propliners, Santo Domingo in the Dominican Republic.

While this book is only 128 pages in length, it is chockfull of all-color images, making it a great candidate for any enthusiast's coffee-table. Plenty of captions help communicate the flavor of a time and place that was exotic, to say the least. You can almost hear the low tones of drug smugglers getting ready to fire up a reluctant R-2800, or perhaps the equally hushed conversations between nervous travelers about to board a late-forties era flying boat for the "island-hop" from St. Thomas to Tortola.

Derelict aircraft also receive their fair share of sad coverage. Particularly poignant to this reviewer were the images of De Havilland Herons long flown by Puerto Rico International Airlines (Prinair) awaiting their fate in San Juan. My parents often told me of flying with a two-year old in a Heron from STT to SJU in 1970. More than 15 years later as a teenage airline buff, I remember gingerly walking inside the open hulk of one of Prinair's fleet, the last remaining Heron at Opa-Locka Airport in Florida. Could it have been the very same airplane?

The Virgin Islands Seaplane Shuttle section likewise released a flood of nostalgia in this reviewer, especially one of the book's rare interior shots featuring the St. Thomas seaplane terminal. The Shuttle was the successor carrier to Antilles Airboats on which I had travelled as a still-young passenger about ten years after the Prinair flight. My father and I flew from Fajardo, Puerto Rico to Charlotte Amalie, St. Thomas on an ancient Grumman Goose. I still remember the ground crew having to use a crow-bar to secure a balky passenger door that had popped open while we water-taxied out for take-off. That certainly inspired confidence!

I suspect any airline enthusiast who flew anywhere in the West Indies during the time period of the images in this volume will have his or her own memories stirred. But even if you have never traveled to this part of the world, if you love propliners captured amidst lush tropical scenery, Caribbean Props is a book worth having.

Availability: Used copies of this book can be found on Alibris.com starting at about \$4.00. Reasonably priced copies can also sometimes be found at airline collectibles shows held around the nation (or maybe even in the library of your local aviation museum!)



# Safety Cards

## Caribbean Safety Cards

By Fons Schaefer • f.schaefer@planet.nl

The Caribbean is a unique crescent of islands. We will follow it from the top point to the bottom point and review safety cards of unique operators and aircraft types. Fly with us and see what makes this area of the world so special for flying.

At the left top point on the map the Caribbean crescent starts with its largest island – Cuba. It is so close to the USA, yet politically so far away. Its airline fleet is dominated by aircraft from Russia, to which it still has strong ties. In 2001, I visited Cuba for my employer which had put them on its travelling black list. As my next appointment was in the USA my itinerary called for a TACA flight from Havana to San Salvador and from there on North. As it happened, El Salvador was sadly struck by an earthquake days before. So my TACA flight was cancelled and I saw my chance and booked Cubana to Cancun instead. The distance between the two cities is less than an hour flying time, so I expected to fly the

Yak-42, but quite to my surprise, and delight, they put the Ilyushin 62 on the route. It was one of the last chances to fly this old but beautiful aircraft. Its safety card shows artwork that resembles that of one of the major Seattle area card producers, as you may be able to see on Figure 1 which shows the front panel and the ‘wet’ side. Aerogaviota (translated as “Flying Seagull”) is a domestic Cuban operator that has a large inventory of Antonovs. Their An-26 card uses text rather than pictures to show where the exits are, and remains completely silent about how to open them (Fig. 2).

Moving on, we leave aside the Cayman Islands and Jamaica which both lie to the south of Cuba and fly southeast, to the island of Hispaniola which hosts two countries: Haiti, with a French origin, and the Dominican Republic, which used to be Spanish. A local DomRep operator is Servicios Aereos Profesionales, S.A. (SAP). The airline flies between the country’s main cities and to some



Figure 1

foreign destinations, using small regional aircraft of various types, such as the LET410, the Twin Otter and the Shorts 360. The cards for the latter two types share exactly the same illustrations for exit locations and operation. Figure 3a shows the 360 card. Note that the illustrated aircraft more than resembles the Twin Otter rather than the Shorts. Figure 3b shows the exit operation. This is the Twin Otter card, but exactly the same illustrations appear on the 360 card. As all aircraft designs are different, I have my doubts as to whether this is right: safety cards should exactly explain the aircraft type it is on.

Skipping Puerto Rico, the last of the Greater Antilles, we move on to the US Virgin Islands. Here, on the island of St. Croix, Antilles Air Boats was based. It was founded in 1968 by the famous pilot Charles Blair, who was killed in a Goose accident in 1978. His

wife, Maureen O'Hara, a former actress, continued the airline until 1989 when its fleet was wrecked by Hurricane Hugo. The airline briefly operated the mighty Shorts flying boats, but the mainstay of the fleet was the Grumman Goose. Figure 4 shows the front side of its safety card.

As there are more islands in the Caribbean then space in this article, we overfly the British Virgin Islands to arrive at famous Sint Maarten. This small island is partly French and partly Dutch, but not to the same extent. On the French side you are indeed in France, and even in the European Union, whereas the Dutch side is an autonomous country. Although forming part of the Kingdom of the Netherlands, it largely rules itself since 10/10/10 when it became detached from Curaçao and other Dutch Antilles islands that until that day formed the Netherlands Antilles. Its airport is



Figure 2



renowned for the beach approach. Check YouTube for the latest shot of a bikini beauty between a Boeing's pair of body gears.

But even more exciting than Sint Maarten is Saba, a rock outcrop only 20 minutes flying away. Its 399 meter landing strip is on the sole stretch of horizontal land that they could find on the entire island. At either end there are cliffs bordering on the sea. Interestingly, both runway ends have a cross painted on it. Every pilot knows that this means the runway is closed, so how come that Sint Maarten's airline Winair can still land here? The crosses actually mean that the runway is closed to everybody without a special permission to land, and Winair pilots are the lucky few that have that. I flew the trip once and can testify that when taking off again, with a full load, the aircraft uses the full runway length and simply drops into the air as it leaves the cliffs at the runway end. The stall warning activates for a second and then it flies. It is the closest to a naval aircraft carrier's take off that you can get on a

commercial flight. The aircraft used for this fascinating experience are Twin Otters - what else? Its safety card is very neat, as Figure 5 shows.

Next comes a whole string of smaller islands, oriented North - South with British and French origins. The major airline here is Leeward Islands Air Transport (LIAT), headquartered in Antigua. It is the main carrier for the islands of British origins such as St Kitts and Nevis, Antigua, Montserrat, Dominica, St Lucia, St. Vincent and the Grenadines and Grenada and, in between, the two French islands, Guadeloupe and Martinique. LIAT operated for many years the Avro 748. Figure 6 shows one page of a 4 page booklet, showing a liberal rendering of the aircraft.

To the east of the string of islands is a one-off, Barbados. Further to the south, close to the coast of South America, is Trinidad and Tobago, the seat of former British West Indian Airlines, which was



Figure 3A

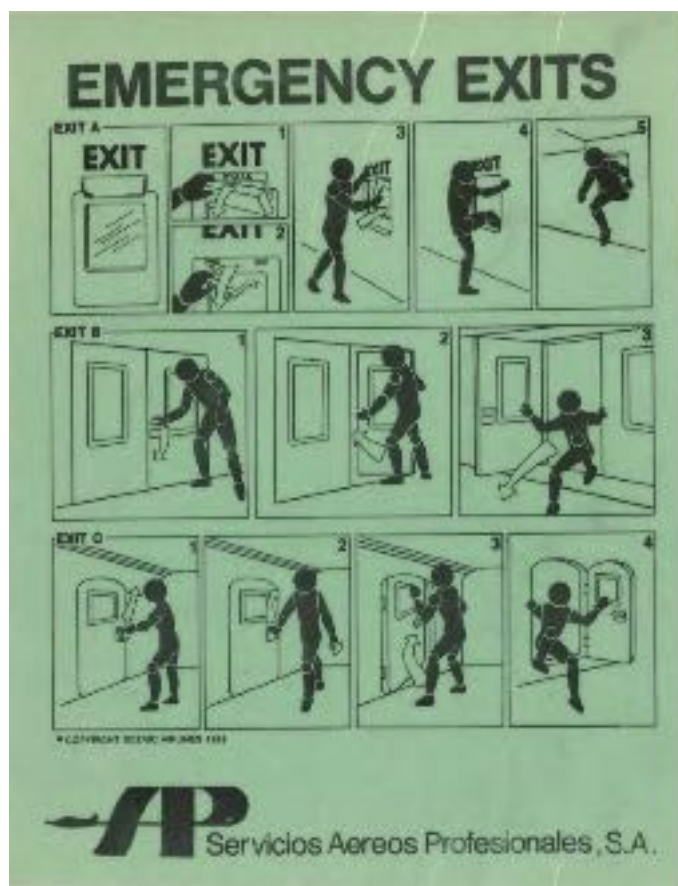


Figure 3B



affectionately known as ‘BeeWee’. Like LIAT, they flew the 748 (identified by them as HS 748; Hawker Siddeley had taken over Avro) to hop between the islands. Figure 7 shows the front side of the safety card, with a more realistic drawing of the 748 than LIAT used.

The crescent ends with a string of small islands belonging to Venezuela, of which Isla de Margerita is the largest. It is a popular sun destination for European tourists, but more popular are the ABC islands, at the very lower left tip of the crescent: Aruba, Bonaire and Curaçao. These three islands form the Dutch Leeward Antilles. They all belong to the Kingdom of the Netherlands, but have different levels of autonomy. Several airlines are based here. Dutch Antilles Express is one of them. It operates a fleet of ATR 42s and Fokker 100s. In style with its tropical base, the ATR card uses primary colors (Fig. 8). A small local operator is Divi Divi Air, hopping between the three islands with a small fleet of Islanders.

This 9 seater has more doors than what you would expect: one for the pilot (also giving access for the passenger on the right, who hence must board first), one on the left side for the four aft seats and one on the right for the four middle seats. This is probably the only commercial fixed-wing aircraft type in the world where passengers board on the right side of the aircraft.

This ends our Caribbean tour. So, what did you observe, apart from all the island hopping? You may have noticed that the big four aircraft types are missing: no Airbus, Boeing, Bombardier or Embraer products. Of course, they do fly here, but they are more the exception than the rule, as in the Caribbean you can still really fun fly on small aircraft such as Twin Otters, Islanders, Shorts 360 and find unique safety cards.

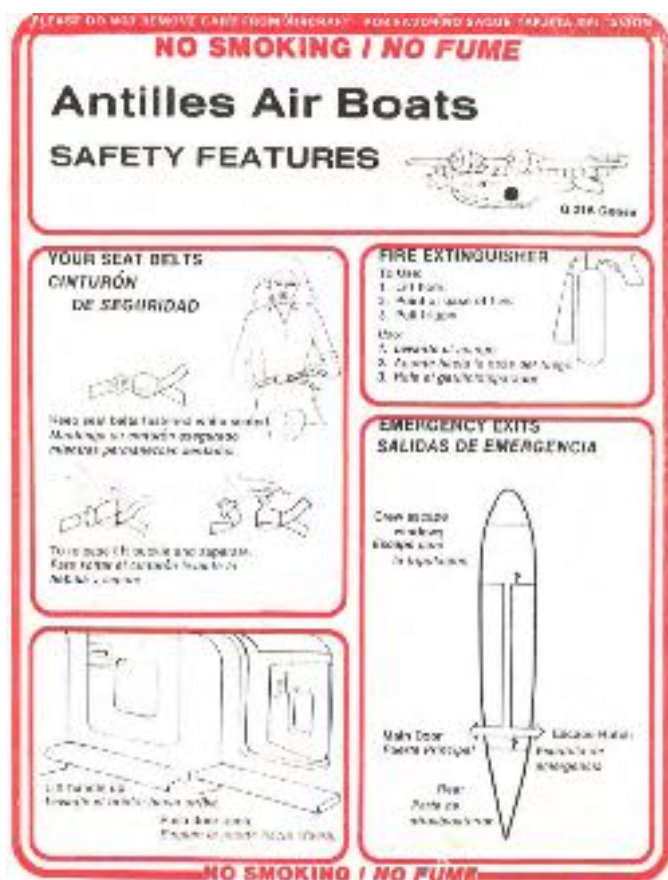


Figure 4



Figure 5

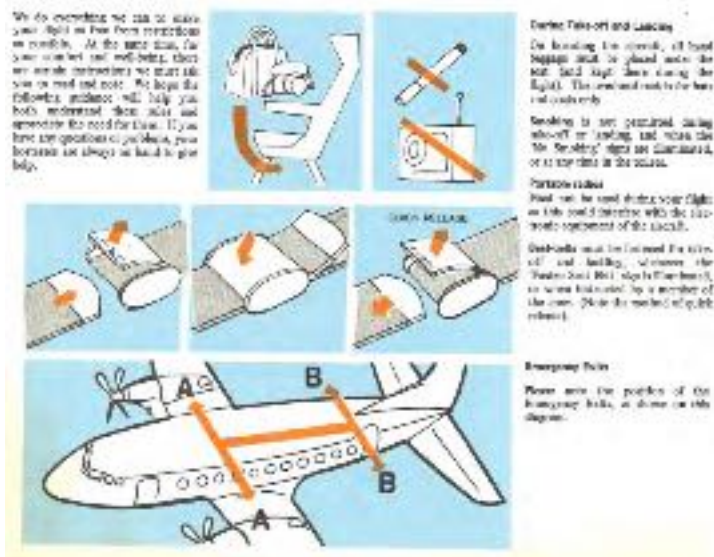


Figure 6



Figure 8

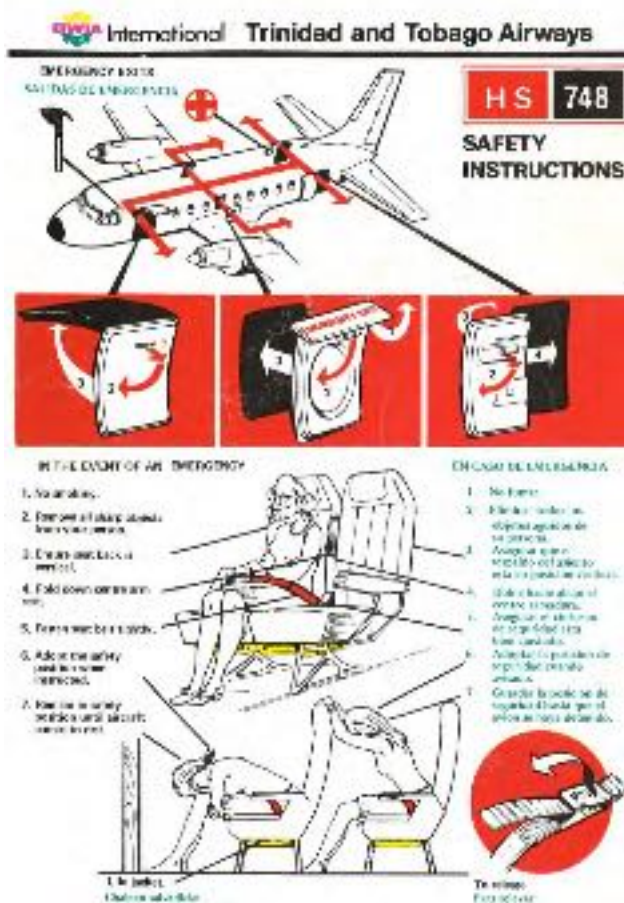


Figure 7

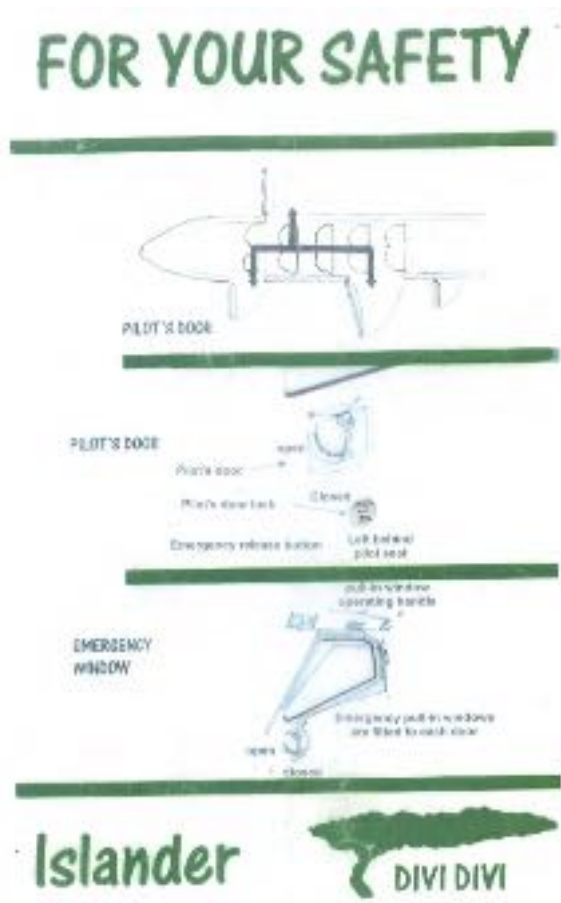


Figure 9



# Label Time

Airlines of the Caribbean in Labels and Stickers

By Daniel Kusrow • [dkusrow@us.net](mailto:dkusrow@us.net)

The baggage labels and stickers for airlines of the Caribbean have not been issued in the larger quantities that they have been by airlines in the U.S., Latin America, and Asia. As a result, they are often more difficult to obtain by the collector, some of them being extremely rare. Their designs are characterized by tropical themes, the colorful lifestyle and culture of the islands, the use of flying boat equipment from the earliest days through to the modern era, and historical colonial references. Of the airlines that are featured in this article, only Cubana and LIAT are still in operation today. The LIAT sticker brings back fond memories of a flight on one of their intra-island commuters in 1988 by your editor from Barbados to Grenada with a transit stop in mountainous St. Vincent, with its black sand beaches.

Also included is a pre-World War II brochure for KLM's Caribbean operations at Curacao. It features strong Art Deco graphics with a Fokker Tri-motor. Accompanying the image is a group photo from approximately 1939 taken at Hato Airport. The persons pictured were the senior deck officers of the Holland America Line's flagship "Nieuw Amsterdam" in Curacao during a Caribbean cruise port call. Third from left is your editor's father-in-law, Hendrik Voorspuy, who was 3rd Mate (Navigation Officer) on the ship at the time. This was his first airplane flight, and based on the photo he and his fellow officers enjoyed it very much. He will be celebrating his 94th Birthday this January.



Aeromarine West Indies Airways – USA,  
Baggage Label, 1921, Only Known Copy



West Indian Aerial Express –  
Dominican Republic,  
Baggage Label, 1928, Extremely Rare



Pan American Airways – USA,  
Baggage Label, 1930, Very Scarce



Cubana – Cuba,  
Baggage Label, 1940, Scarce



Compana Domicana de Aviacion (CDA) –  
Dominican Republic,  
Baggage Label, 1951, Scarce



Caribbean International Airways (CIA) –  
Cayman Islands,  
Baggage Label, 1952, Scarce



Bahamas Airways – The Bahamas, Baggage Label, 1956, Uncommon



British West Indian Airways (BWIA) – Trinidad & Tobago, Baggage Sticker, 1958, Uncommon



Caribair – Puerto Rico, Baggage Label, 1959, Uncommon



Trans Caribbean Airways (TCA) – USA, Baggage Sticker, 1960, Uncommon



Cohata – Haiti, Baggage Label, 1966, Scarce



Antilles Air Boats – U.S. Virgin Islands, Baggage Sticker, 1975, Scarce



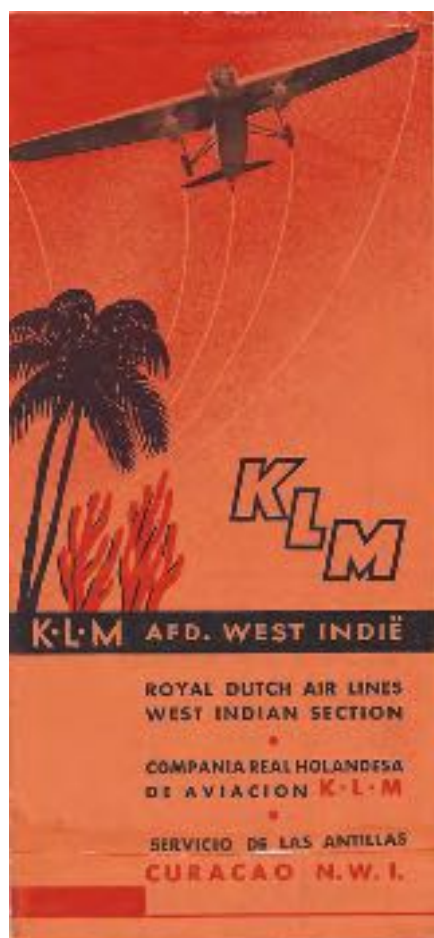
Chalk's International – USA, Travel Agent Sticker, 1983, Scarce



ALM Antillean Airlines – Curacao, Baggage Sticker, 1991, Uncommon



Virgin Islands Seaplane Shuttle – U.S. Virgin Islands, Baggage Sticker, 1996, Scarce



KLM Caribbean Service – Curacao, Brochure, 1935



LIAT (Leeward Island Air Transport) – Antigua, Baggage Sticker, 1991, Uncommon



KLM Caribbean Service – Curacao, Passengers Photo, 1939



# Postcard Corner

## Airlines of the Caribbean on Postcards

By Marvin G. Goldman • [marvilynn@gmail.com](mailto:marvilynn@gmail.com)

The scenic islands of the Caribbean provide a great setting for a postcard tour of locally-based airlines. We'll fly in a northwest to southeast direction, starting in the Western Caribbean (which includes the larger islands), then hopping along the Eastern portion with its smaller islands, and reaching our last destination in the Southern Caribbean islands off the northern coast of South America.

The islands furthest north in the Western Caribbean, and closest to the U.S., are the Bahamas, so let's start with a couple examples from this multi-island former British colony which attained independence in 1973.



Bahamas. Bahamas Airways BAC 1-11 'Flamingo Jet', YP-BCP, at Nassau, Bahamas. Pub'r: Calypso Distributors, Nassau. Plastichrome no. 10x1108798. Bahamas Airways operated, under different successive owners, for over 40 years until 1973. This BAC 1-11 was in its fleet in 1970.



Bahamas. Bahamasair 737-200, C6-BFC. Airline issue ('A/I'), London Office. Bahamasair was formed as a national airline upon the independence of the Bahamas in 1973, and it operated this aircraft from 1985 to 1992.

South of the Bahamas, and a mere 90 miles from the U.S., lies the largest island in the Caribbean -- Cuba. The first substantial Cuban airline was Compañía Nacional Cubana de Aviación Curtiss, established by a U.S. aviation group in October 1929. Pan American acquired this airline in May 1932, keeping the name while dropping the word 'Curtiss', and changing the name again in 1945 to Cía. Cubana de Aviación. Eventually local Cuban interests acquired control of the airline in 1948, and it was nationalized by the Cuban Government's Castro regime in 1959.



Cuba. Compañía Nacional Cubana de Aviación Curtiss (C.N.C.A.) Ford Tri-Motor Model 4-AT-E, NC 8406, at General Machado Airport, Havana, Cuba, ready to leave with passengers and mail. A/I. Sepia. Pub'r A. E. Trujillo, Havana. This aircraft operated with C.N.C.A. only a few months and was sold to Spain in 1930, before Pan American's acquisition of the airline in 1932.



Cuba. Cía. Cubana de Aviación Vickers Viscount, over Havana. A/I, no. P20690. This aircraft type entered service with Cubana in May 1956. My copy of this card bears a handstamp of the Cuban Ministry of Communications dated 9 October 1957.



Cuba. Is it 5 o'clock in the Caribbean in this scene? Here we see some Cubana passengers enjoying their beers, with a Russian-built Ilyushin IL-62 on the tarmac. A/I. (Paul Roza Collection). Note the Cubana 50th anniversary logo flight bag, dating this card to 1979 when Cubana issued several postcards honoring its 50th year of service.

Completing the Western Caribbean is a line of islands just south/southeast of Cuba. From west to east these include the Cayman Islands, Jamaica, and Hispaniola comprised of Haiti and the Dominican Republic. Here are sample airline postcards of each.



Jamaica. Air Jamaica Airbus A340-300, 6Y-JMP. A/I. 5 x 7" (12.4 x 17.5 cms.). Founded in 1968, Air Jamaica is the national carrier of Jamaica. However, since 2011 it has been owned by Caribbean Airlines which is based in Trinidad and Tobago. Air Jamaica only had one A340 in its fleet, from about 2002 to 2008.



Haiti. Air Haiti Curtiss C-46C Commando, HH-AHA, at Port-au-Prince, 7 June 1985. Pub'r: Renato Krause/Berlin. Air Haiti was founded in December 1969 and used C-46s primarily for cargo flights. Its operations have ceased, but this aircraft is believed to still be stored at Port-au-Prince, Haiti.



Cayman Islands. Cayman Airways Boeing 737-200 VR-CAL. A/I, 1996. This small airline, formed in 1968, remains the national carrier of the Cayman Islands.



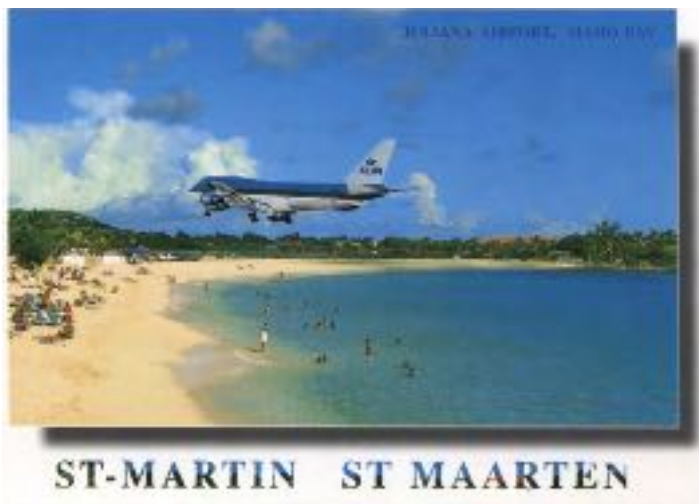
Dominican Republic. Dominicana de Aviación Boeing 727. A/I. The registration number shown on the card, HI-ABC, is not an actual one. Dominicana operated from 1944 to 1995.

The Eastern Caribbean generally comprises an arc of islands starting east of the Dominican Republic, with Puerto Rico on the left and curving southeast as far as Grenada. Here is a selection from the Eastern Caribbean.





Puerto Rico. Caribbean-Atlantic Airlines (Caribair) Douglas DC-3, fleet no. 202 (N79044), at San Juan International Airport, Puerto Rico. A/I. Pub'r: Rahola Photo Supply, Santurce, Puerto Rico, no. 30408. Printer: Dormand Postcards, Riverhead, New York. Caribair, based in Puerto Rico, operated from 1939 to about 1973.



St. Maarten/St. Martin. Princess Juliana International Airport, with a KLM 747 on short final over Maho Beach, about to land. Pub'r: Exbrayat, Saint-Martin, French West Indies, no. SM 196A. This is one of the most famous airports in the world for breathtaking close-up landings, as the landing strip is immediately after the low fence separating it from the narrow beach and road. Many beautiful videos and photographs of these landings can be accessed on the web and elsewhere. The airport is on the Dutch side of this small island group divided between Dutch and French interests.



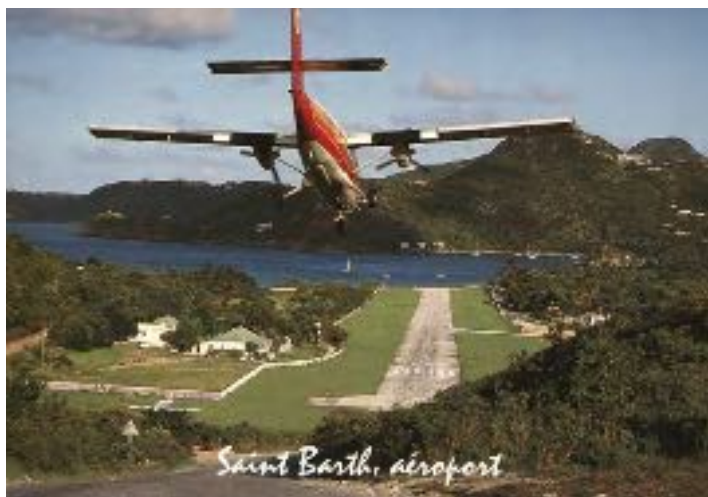
U.S. Virgin Islands. Antilles Air Boats Short S-25 Sandringham 4, VP-LVE. A/I. 6 x 9" (15 x 22.8 cms.). Pub'r: Prestige Press, St. Croix, U.S. Virgin Islands, no. R30269. Based in St. Croix, this airline operated from 1964 to 1981.



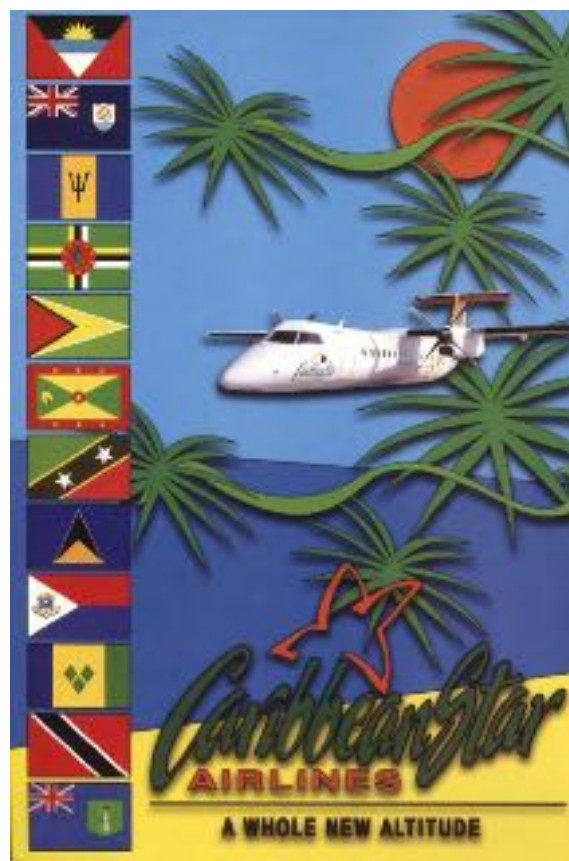
St. Maarten, Saba and St. Eustatius, each part of The Netherlands. Winair (Windward Island Airways Int'l) DeHavilland Canada DHC-6-300 Twin Otters. A/I. Pub'r: Production Island Photo, no. P14554. Winair, based in St. Maarten which now owns 92% of the airline, has served the northeast Caribbean since 1961. It is the only carrier serving each of Saba and St. Eustatius. Its Twin Otters have proven ideal aircraft for the smaller airstrips it serves, such as the one at Saba whose airstrip length is only 1300 ft. (396m), with cliffs overlooking the sea at each end. Pilots require special certification in order to land there.



British Virgin Islands. Air BVI Douglas DC-3, VP-LVI. A/I. 3-1/2 x 7 in. (8.9 x 17.8 cms.). Air BVI existed from 1971 to 1993, and this aircraft served with it during 1975-81.



St. Barthélemy ('St. Barts', 'St. Barth'), an overseas territory of France. Air Guadeloupe DeHavilland Canada DHC-6-300 Twin Otter, F-OGES, landing at St. Barts Saint-Jean Airport. Pub'r: André Exbrayat, Fort-de-France, no. SB11. My copy is postmarked 1996. This aircraft served with Air Guadeloupe during 1970-97, and thereafter with Air St. Barthélemy and Air Caraïbes. The St. Barts airport is considered one of the most dramatic and difficult airports to land at. While the aircraft pictured in this card landed safely at that time, in 2001 it swerved after touchdown there and crashed.



Antigua. Caribbean Star Airlines Bombardier Dash 8, and flags of 12 Eastern Caribbean islands. A/I. Pub'r: Ace Cards, Barbados, no. 111B 2 48 0105. Caribbean Star was founded in Antigua in 2000 and owned by U.S. interests. In 2007 the airline merged into LIAT, described in the left column.



Antigua. LIAT (Leeward Islands Air Transport) British Aerospace Corporation BAC 1-11-500, VP-LAP. A/I. Pub'r: Caribbean Graphic Developments, Antigua; printer: IGI, Hollywood, Florida, no. R29248. (Leonardo Pinzauti Collection, Florence). According to Leonardo, LIAT, which styles itself as 'THE Caribbean Airline', was born in 1956. It grew steadily, mostly feeding the larger network of BWIA (Trinidad's flag carrier). In 1971 Court Line, one of the UK's largest charter airlines, bought a 75% stake because it owned several hotels in the Caribbean area and needed a local carrier to service them properly. Thereafter some Court Line BAC 1-11s spent winter months in that area, finished with the LIAT logo and trademark over its parent's colorful livery. The sudden collapse of Court Line forced LIAT to close down in 1974. However, the regional carrier was reorganized with ownership passing to 11 Caribbean nations. Since then it has been partially privatized.



Montserrat. Montserrat Aviation Services DeHavilland Twin Otter. Pub'r: The Montserrat Philatelic Bureau, Ref. MPHQ9, issued 1983. Montserrat, a British overseas territory south of Antigua and Barbuda, has had a succession of very small carriers, typically operating versatile Twin Otters. The current local airline is Montserrat Airways. A few Caribbean islands have issued local postage stamps in postcard form. This is one example. St. Vincent issued one in 1982 featuring a LIAT Hawker Siddeley HS-748.





Martinique. Air Martinique Dornier 228, F-OGOL. Issued by Dornier, Munich. Air Martinique was founded in 1974 and based in the French overseas region of Martinique. This aircraft entered its fleet in 1988. In July 2000, Air Martinique was merged with Air Guadeloupe, Air St. Barthélemy and Air St. Martin to form Air Caraïbes which is now the regional airline of these islands in the Eastern Caribbean.

We now turn to the Southern Caribbean which comprises several islands just north of Venezuela, including Trinidad and Tobago; and Aruba, Bonaire and Curacao.



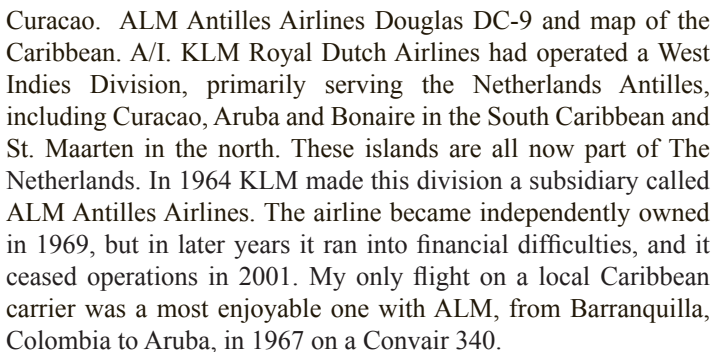
Trinidad and Tobago. British West Indian Airways ('BWIA') Vickers Viscount at Piarco Airport, Trinidad, 1955, with a BWIA DC-3 and Vickers Viking in the background. A/I. Artist: David Moore, 1985. BWIA was one of the oldest airlines in the Caribbean, having been started in 1940 by New Zealander Lowell Yerex, who also founded TACA in Central America. It later became the national airline of Trinidad and Tobago and ultimately the largest airline operating out of the Caribbean.



Trinidad and Tobago. BWIA West Indies Airways Boeing 737-800. A/I. This new name of the airline was adopted in 1999, the same year it introduced a new 'steelpan' livery, as shown in this card, based on Trinidad's steel drum instruments. The Boeing 737-800 type entered its fleet in 2000. Financial issues, however, caused to airline to be liquidated in 2006. However, a new airline arose in Trinidad to replace it -- Caribbean Airlines (see next card).



Trinidad and Tobago. Caribbean Airlines advertising card. A/I. Caribbean Airlines started operations at the beginning of 2007, effectively replacing BWIA. In 2011 it acquired Air Jamaica, including the Air Jamaica routes and brand. It now serves as the flag carrier of Trinidad and Tobago as well as Jamaica (the latter under the Air Jamaica brand). The airline (including both brands) now serves 20 destinations with a modern fleet, and it is the largest locally-based airline in the Caribbean today.



Curacao. Divi Divi Air Britten-Norman BN-2, PJ- SUN. A/I, no. 5. Founded in 2001 and based in Curacao, Divi Divi flies scheduled service only among the three Dutch Antilles 'ABC' islands -- Aruba, Bonaire and Curacao. This airline's name comes from the Divi Divi tree, the national tree of Curacao and part of the unique landscape of these scenic islands.

I hope you enjoyed our Caribbean island hopping. These islands are indeed beautiful, and the recreation wonderful. When 5 o'clock in the afternoon rolls about, it's time to really relax. Maybe join the Postcard Posse while having a refreshing drink.

Notes: Except as noted, the original postcards of those shown are all in color, published in standard or continental size, and from the author's collection. I estimate their rarity as -- Rare: the Cubana de Aviacion Curtiss and Cubana passengers cards; Uncommon: the Bahamas Airways, Cubana Viscount, Cayman Airways, Caribair, Antilles Air Boats, Air BVI, Winair, LIAT and BWIA Viscount cards. The rest are fairly common.

References:  
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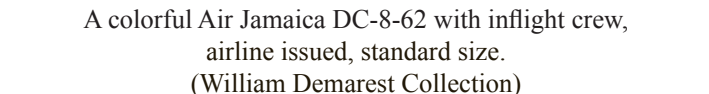
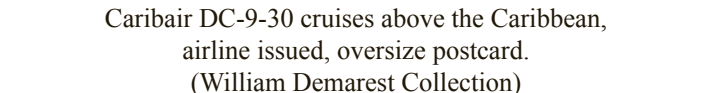
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Davies, R.E.G. *Pan Am: An Airline and Its Aircraft*, Paladwr Press (1987).

Airways magazine. Ogle, Trevor. 'Winair: Still winging it after half a century' (December 2012, pp. 38-45), and 'STOL at Saba' (September 2012, pp. 35-38).

Until next time, Happy Collecting. Marvin.

## Editor's Favorites





# What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

Our questions do get answered. From Captain's Log issue 37-1, we received two responses.

Hector Cabezas of Frankfurt, Germany identified this wing as a Flight Controller emblem from the former East German carrier, Interflug.



Bernard Frye of Terre Haute Indiana identified this wing as coming from Iran Aseman Airlines, circa 2006.



From Issue 37-2, What Is It #4, is the pilot wing of ValuJet Airlines from Atlanta Georgia, 1993.



Now we have our new questions.

This cap badge appears to be of British influence (#1). Any ideas?



This one has an Owl wing? #2



A wing with a very bright letter "T" on a blue background with a red border. #3



A large cap badge with the letter "W" in blue and an outline of the United States. #4



Where did this wing come from? Middle design in blue, gold wings, and silver eagle on top. #5



Is this wing "B L C" or is it "L B C"? Where is it from? #6



Is this wing from China? Blue and white design on a gold wing. #7



This is a bright silver wing with a rear standing red LION. Who knows the correct identity of this wing? #8



A gold wire wing with a letter "A", blue and black background, on this wing. #9



All of these pieces were obtained last summer at AI 2012 in Memphis. How about it, readers? Please help us put a name to the carriers issuing these wings.

Thanks from Ken and Beth!

# Playing Cards

## Island Hopping in the Caribbean

By Fred Chan • [topflite@olympus.net](mailto:topflite@olympus.net)

In addition to the large international carriers that bring loads of tourists to the Caribbean to enjoy its sunny beaches, a number of smaller airlines provide island hopping service in the region. The number of these carriers is not known but only fifteen of them have known to have issued playing cards.

These are Air Caraibes (1 deck), Air Caribbean (1), Air Jamaica (5), Air Martinique (2), ALM (7), BWIA (7), Caribbean Star (1), Cayman Airways (3), Cubana (3), Dominicana (3), Halisa (in Haiti, 3), Old South (1 deck before it became Air Caribbean), Surinam Airways (5), and Trans Caribbean (9). An example from each airline is shown.

Guyana Airways also issued a deck but this was only a box containing generic cards.

The cards from Cayman Airways should not be confused with several decks issued by the Cayman Islands Tourist Board featuring the same Cayman Airways pirate logo (or vice versa). See example shown.

The Cubana cards go back to the pre-Castro days in the 1950s and are very rare. Only one deck is known to exist among the collectors.



Air Caraibes (Martinique)



Air Caribbean (Trinidad & Tobago)



Cayman Islands Tourist Board  
(Cayman Islands)



Caribbean Star (Antigua)



Cayman Airways (Cayman Islands)



Guyana Airways (Guyana)





Air Jamaica (Jamaica)



Trans-Caribbean Airways  
(USA)



Surinam Airways  
(Surinam)



BWIA (Trinidad & Tobago)



Air Martinique  
(Martinique)



ALM Antillean  
(Curacao)



Cubana (Cubana)



Halisa Air (Haiti)



Dominicana  
(Dominican Republic)



Old South Air Service  
(Air Caribbean) (USA)

# Aircraft Models

## Airlines of the Caribbean

By Ken Miller • ozmiller@sbcglobal.net

I've never been to the Caribbean but Princes Juliana Airport in St. Maarten is certainly on my list of places to visit. There are many beautiful airline liveries from Caribbean airlines and model decals to go with them. I don't have any Caribbean models built but do have two very pretty Cayman Airways and Bahamasair decals to share. The Bahamasair decal was produced by ATP and the Cayman Airways by Liveries Unlimited, both being companies no longer in business. I'll share some information about each company, both of which were "major players" in the model airliner business not too long ago.

For starters let's talk about the actual Bahamasair and Cayman Airways Airlines. Both airlines are national flag carriers. Each airline started operating 732's and operated flights from their respective countries to the United States.

Bahamasair was born out of the 1970's oil crisis. In 1970 British Airways stopped service to the Bahamas and the government predicted that other major airlines would follow suit and also cancel services. Bahamasair was established by the Bahamas government and started service on June 1st 1973. Pan Am and other airlines had stopped service, opening up the market for Bahamasair. The airline's slogan is "We don't just fly there, we live there". Service was provided by 732's, and Twin Otters provided intra-island service. Dash 8's initially were to have replaced the

737-200's but didn't have the necessary capacity, so the 737-200's remained in service until recently being replaced by 737-500's. Cayman Airways has a similar history and business profile to that of Bahamasair. It started service on August 7, 1968 following the Cayman Government's purchase of a 51% share of Cayman Brac Airways. The airline became fully government owned in December 1977. The airline's slogan is "Those who fly us, love us". The airline's mascot is Sir Turtle. The original Sir Turtle design was by Suzy Soto and did not include the red scarf. The original design was used on Cayman Islands Customs baggage stickers and became the logo of the Department of Tourism which was headed by Erik Bergstrom who was Suzy Soto's husband. In 1978 the red scarf was added to Sir Turtle by Chief Pilot Wilbur Thompson, and the modified Sir Turtle became the airline's logo. All Cayman Airways flights feature complimentary Tortuga Rum punch which is a signature cocktail of the Cayman Islands. Service was provided by 737-200's until being replaced by 737-300's.

Speaking of models and decals, I find both the Bahamasair and Cayman Airways color schemes and decals beautiful works of art. Each is so nice I thought it best to mention both. Luckily I've known company founders/owners Clint Groves and Jennings Heilig, both of whom were kind enough to share information about ATP and Liveries Unlimited with me.

The Bahamasair decal is from ATP. I bought it both because of the beautiful markings as well as the challenge presented by the massive amount of yellow on the decal. If and when I decide to use it, the yellow part will be a bear to apply, what with the inevitable wrinkling and patchwork needed. Not for the faint of heart. Clint Groves started ATP in 1967 as Air Transport Photography doing color slide duplicates. Clint was an A & P mechanic for Central



Bahamasair Boeing 737-200. Photograph courtesy of Bob Garrard via A-Net



Bahamasair decal by ATP



Bahamasair decal by ATP



Airlines at Dallas Fort Worth and Kansas City and TWA in Kansas City and San Francisco. At TWA he was also an R&E mechanic and line maintenance foreman. Lloyd S. Jones was an ATP customer as well as the owner of Scale Master Decals. Clint had built some 1/144 Constellation models and asked Lloyd about decals for them. Lloyd convinced Clint to go into the decal making and selling business. Clint's first decal was a Capital 049 Constellation released in 1973 for \$ .99. Manufacturing costs continued to grow through the years. When Clint did his Bahamasair decal the artwork cost \$500 and the minimum 3000 copy silkscreen print cost another \$6500. Clint bought Runway 30, Microscale, Rareliners, Flight Designs decal artwork and owned Big-D-Cal and 200AD decals. For myself and many others, ATP is one of the main reasons I started building model airliners. Around 1996 I saw the ATP ad in the back of Airliners Magazine and called for a catalog. At that time ATP was in San Jose California and I realized I lived close enough to drop in to buy anything related to model airliners. Clint was knowledgeable and very helpful to a "newbie". Sadly ATP moved to Gustine California a few years later and Clint permanently closed shop a couple of years after that. ATP and Clint Groves continue to be a topic of discussion in the model room at every Airliners International Show. The ATP decal selection was huge.

The Cayman Airways decal is from Liveries Unlimited. I likely first learned about Liveries Unlimited decals from the ATP catalog. The first Airliners International show I attended was Seattle in 1998 where I met Jennings Heilig at the social hour. At the time, Liveries Unlimited decals were the best decals available. Around 1992 Jennings had been doing free-lance decal work for military model airplane decals. After a Washington DC IPMS meeting he and some others were lamenting that one needed several different decal sheets to build a model airliner. Separate decals were needed for the airline markings and for door outlines and windows. Aris Pappas mentioned a lack of aftermarket decals for the Airfix 1/72 scale 707 as well. The Liveries Unlimited decal line began in 1993 with Pan Am, Braniff, Western, and TWA decals for the Airfix 707 model. Jennings attended the 1994 Atlanta Airliners International Convention and brought his decals along. In his words he didn't have packaging, instructions, signage or a sales plan and figured he would sell at best a couple of decals. By the end of the show he had sold over a hundred of most anything and Liveries Unlimited was "born". Liveries Unlimited became a runaway success and Jennings stopped his free-lance work. He folded up Liveries

Unlimited in 2002 to take up other life opportunities. Jennings continues to stay affiliated with many of the "big names" in the model airline industry world and continues to do free-lance art production and model kit research for them. In his own words "I'm currently a Registered Nurse working in hospice in the local community, doing decal artwork and working with the model kit industry for fun".

Both the Bahamasair and Cayman Airways decals are beautiful. I'm happy to have them and will build nice models using them at some time. I'm also fortunate to have met Clint Groves and Jennings Heilig who produced these works of art.



Cayman Airways Boeing 737-200.  
Photograph courtesy of Ben Wang via A-Net



Cayman Airways decal by Liveries Unlimited



Cayman Airways decals by Liveries Unlimited

# Airline Timetables

## Airlines of the Caribbean

By David Keller • dkeller@airlinetimetables.com

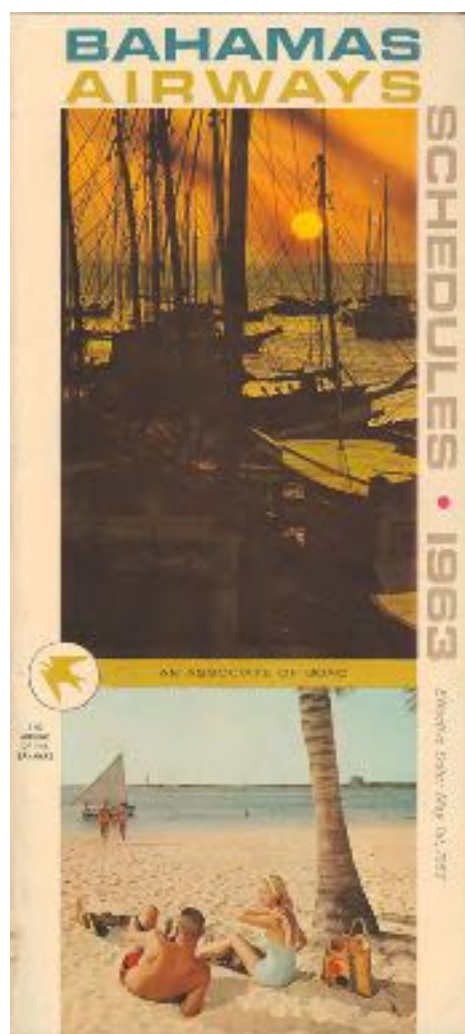
The geographic region generally referred to as the Caribbean encompasses a wide area, both geographically and culturally. Essentially a chain of islands stretching southeastward from Florida and curving to meet the northern coast of South America, each one has a distinct “personality” resulting from varying degrees of Spanish, British, French, Dutch, African and native influences. The many nations and territories that now make up this part of the world have given rise to numerous small airlines, as varied as the region itself.

The Bahamas consists of a large number of islands spread over a large area, making air service essential. Bahamas Airways was an early operator, beginning inter-island services in 1936. The timetable dated May 1, 1963 shows Viscounts and DC-3's in service between the islands and South Florida, while inter-island services employed additional types such as the Grumman Goose and Aero Commander [Figures 1, 2]. Bahamas Airways operations ceased in the early 1970's.

In the mid-1960's, International Air Bahama (later referred to as simply Air Bahama), began operating to Europe utilizing Luxembourg as their gateway. A 707 was operated initially before being replaced by a DC-8. The timetable dated May 1, 1971 shows the carrier operating the DC-8 on 6 weekly roundtrips requiring over 20 hours of flight time! This carrier operated until the early 1980's. [Figures 3, 4]

Out Island Airways emerged in the early 1970's, also operating interisland and Florida services. In the illustrated timetable (undated, but believed to be from late 1972 or 1973), the carrier indicates that all flights were operated by “Jet-Prop” equipment. Out Island also operated (or perhaps planned to operate) Fokker F-28's for a short period. [Figure 5]

In 1973, the government of the Bahamas decided to set up a state-owned carrier, and purchased Out Island Airways and Flamingo Airlines, which it then turned into Bahamasair. As with earlier carriers, Bahamasair operated primarily inter-island and South Florida services. However, the timetable dated November 1, 1979, shows the carrier expanding with service to Atlanta in December [Figures 6, 7]. In 2012 Bahamasair retired its last remaining 737-200's after over 3 decades of continuous service.



THE INTERNATIONAL SERVICES									
FROM FLORIDA	BH 414 ★ DAILY	BH 442 ★ DAILY	BH 448 ★ DAILY	BB 342 ★ DAILY	BH 326 ★ DAILY	BH 448 ★ DAILY	BH 414 ★ DAILY	BH 452 ★ DAILY	
MIAMI ..... Lv	8:15	9:00	12:30		3:00	3:30	6:30	6:00	
FT. LAUDERDALE ... Lv	9:45			1:00					
WEST PALM BEACH ... Lv				1:30	4:00				
WEST END ..... A*									
NASSAU ..... A*	10:35	10:20	1:50			4:20	5:20	7:30	
		Note 1					Note 2		
TO FLORIDA	BH 441 ★ DAILY	BH 445 ★ DAILY	BH 341 ★ DAILY	BH 448 ★ DAILY	BH 326 ★ DAILY	BH 417 ★ DAILY	BH 453 ★ DAILY	BH 451 ★ DAILY	BH 451 ★ DAILY
NASSAU ..... Lv	8:00	11:00	12:30			2:00	5:00	5:00	5:00
WEST END ..... Lv			11:00		1:30				
WEST PALM BEACH ... A*			11:30				5:50		5:00
FT. LAUDERDALE ... A*				1:20	2:30	2:30	6:20	5:50	7:20
MIAMI ..... A*	8:30	11:50							
			Note 1				Note 3	Note 2	Note 2

Figures 1, 2 (left and above)  
Bahamas Airways (Bahamas), May 1, 1963



As in other parts of the world, new entrants have sprung up in recent years, and Trinity Air Bahamas was formed in the early 1990's to operate jet service between Nassau and South Florida. The illustrated timetable shows service to Miami and Ft. Lauderdale. This particular airline only survived for a few years. [Figure 8]

The largest island in the Caribbean is Cuba, which is served by the state-owned carrier Cubana. Prior to Fidel Castro's rise to power in the late 1950's, Cuba was a popular destination for American tourists and enjoyed service from Pan Am and National Airlines. However, the Communist Revolution and breaking of diplomatic ties resulted in the end of scheduled air service between the two countries, which are only separated by 90 miles. The international timetable dated November 1, 1984 shows Cubana's services to destinations in Canada, Europe, South America and the Caribbean, utilizing a fleet of Soviet-built aircraft [Figure 9].

Cayman Airways was established in the late 1960's by the government of the Cayman Islands. In the timetable dated October 29, 1978, the carrier was operating BAC 1-11's to 3 destinations from Grand Cayman [Figures 11, 12]. The 1-11's would be replaced by Boeing types, with the airline eventually settling on the 737-300's in use today.

The initial incarnation of Air Jamaica operated during the mid-

1960s, using aircraft provided by BOAC and BWIA. The timetable dated May 1, 1967 shows service from Jamaica to Miami and New York [Figure 13].

In 1969, the present-day version of the carrier was created with the familiar orange and yellow colors. The timetable dated October 29, 1972 has the Air Jamaica's smartly-painted DC-9-30 on the cover and shows service to 5 destinations from Jamaica. For over 4 decades, the airline expanded and contracted several times, and finally in 2011 was sold to Caribbean Airlines, which continues to operate Air Jamaica under its own brand [Figure 14].

Most of the islands in the Caribbean are not large enough to warrant intra-island flights, but several carriers have offered such service in Jamaica. Jamaica Air Service operated during the 1970's, and the illustrated timetable (undated) shows the airline operating what appears to be a single HS 748 on a 22-segment daily schedule to 4 domestic stations [Figure 15].

Another domestic Jamaican carrier was Trans-Jamaican Airlines, which began service in 1973 as Jamaica Air Taxi. The timetable dated May 31, 1993 lists several routings that make 3 stops, meaning that a passenger could visit each city on the system on a single trip! [Figures 17, 18] This airline became Air Jamaica Express in 1996, and ceased operations in 2005.

One of the earlier airlines to be established in the Caribbean was Dominicana de Aviacion, generally known simply as Dominicana. The carrier began service in the mid-1940's, and the timetable dated December 15, 1980 finds 727's operating to a half-dozen destinations. Dominicana ceased operations in the mid-1990's. [Figures 19, 20]

In the early 1960's, Dominicana was joined by a competing airline, Aerovias Quisqueyana. The illustrated timetable from the Spring of 1974 shows DC-8 service from Santo Domingo to San Juan and Miami with an additional route planned to Madrid. [Figures 21, 22] (Constellations were also operated during the 1970's, making Quisqueyana one of the last airlines to use the type in scheduled passenger service.) Operations ceased in the late 1970's.

Puerto Rico's status as a US territory has brought a windfall of airline service to San Juan, essentially turning it into the hub of the region. Caribbean Atlantic Airlines (later to be known as Caribair) began operations in 1939 connecting Puerto Rico and the



Eastbound	Flight No. 104	Westbound	Flight No. 103
Miami	to	London	to
London	to	Miami	to

Figures 3, 4 (right and below)  
International Air Bahama (Bahamas), May 1, 1971

US Virgin Islands. The timetable dated January 31, 1971 shows Caribair operating a fleet of DC-9's and "JATO" Convair 640's on a route network that extended from Miami to Trinidad [Figures 23, 24]. In 1973 Eastern Airlines purchased Caribair in order to expand its presence in the Caribbean.

Trans Caribbean Airways was founded in 1945 to provide service between San Juan and New York. The January 9, 1967 timetable shows DC-8 service between those cities, with two weekly frequencies continuing to Aruba. [Figures 25, 26] In the late 1960's and early 1970's, Trans Caribbean added 727's and several new routes. But in the Spring of 1971, American Airlines acquired the airline, quickly converting many of the frequencies to 747's.

Smaller airlines also found Puerto Rico to be fertile ground. Prinair began operations in 1966, and steadily amassed a sizeable fleet of De Havilland Herons that were used to provide high-frequency service from San Juan to nearby cities. The December 15, 1979 timetable shows service from San Juan to 10 cities, 4 of which had at least 16 weekday roundtrips, including 39 to St. Thomas. [Figures 27, 28] After adding CASA 212's and Convair 580's in the early 1980's, Prinair ceased operations in 1984.

Another high-frequency operation in the area was Antilles Air Boats, based at St. Thomas in the US Virgin Islands. As the timetable dated April 26, 1973 advertises, the carrier was the "World's Largest Seaplane Airline". Unfortunately, in 1978, the airline's founder, Charles Blair, was killed in a crash while piloting a Grumman Goose on one of the carrier's flights. Within a few years, the airline was shut down completely. [Figures 29, 30]

British Caribbean was a short-lived BAe 146 operator based at Tortola in the British Virgin Islands. The carrier's introductory timetable dated April 17, 1986 shows 8 weekly flights being flown to Miami. This flight segment is over 1100 miles, and while the timetable does not indicate a technical stop it appears that one was made at Providenciales. [Figures 31, 32]

Saint Maarten-based Windward Islands Airways (now known as Winair) commenced operations in 1962. The April 1, 1977 timetable shows Twin Otters and Islanders in service on a 5-city route system. After 50 years of service, this carrier is serving over a dozen destinations. [Figures 33, 34, 35]

Leeward Islands Air Transport (LIAT) has been operating in the Eastern Caribbean since 1956. The timetable dated December 12, 1970 shows LIAT operating a fleet of HS 748's and Islanders on a system that extends from San Juan to Trinidad. This timetable also shows several "no reservation, guaranteed seating" operations timed for business travelers. [Figures 36, 37]

Air Martinique and Air Guadeloupe were among several small airlines serving French territories in the Caribbean. The timetable dated October 25, 1992 shows schedules between the Antilles and Paris for both airlines. (The same aircraft operated for both carriers, as each flight served both Fort de France and Pointe-à-Pitre from Paris.) In 2000, these airlines, along with Air Saint Barthélemy and Air Saint Martin were merged to form the regional carrier Air Caraïbes. [Figure 38]

BWIA began operation in 1940 as British West Indian Airlines. By the 1950's, it was already being referred to by its acronym,

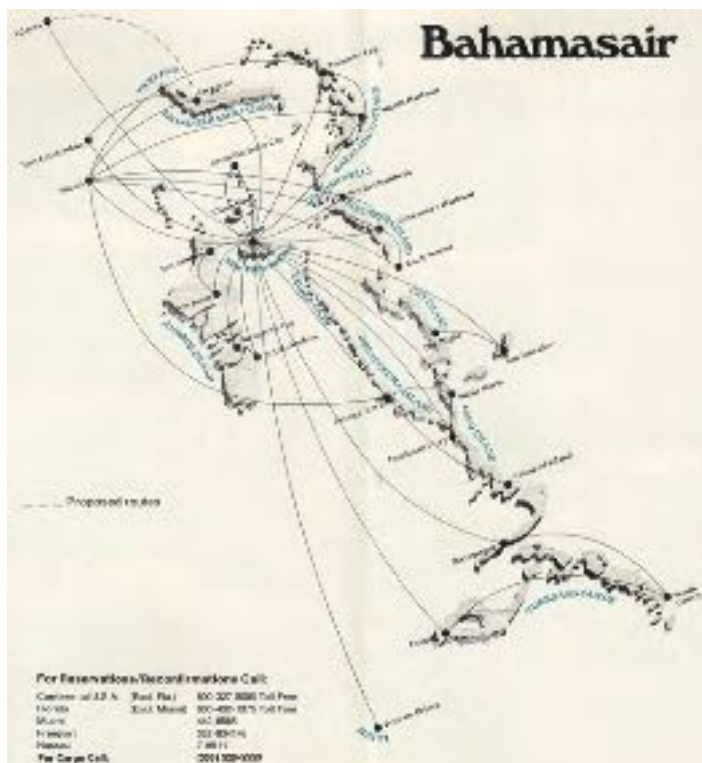
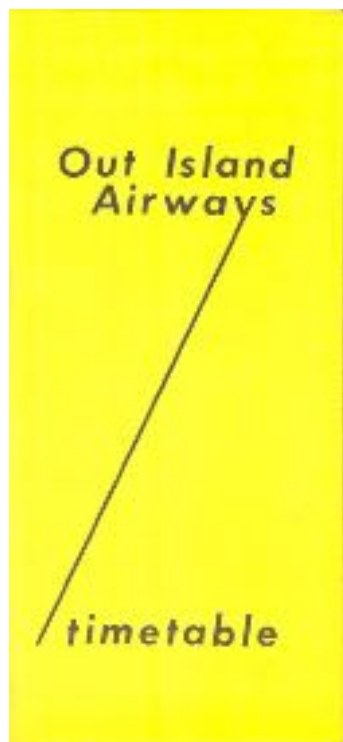


Figure 5  
Out Island Airways (Bahamas),  
late 1972 or 1973

Figures 6, 7  
Bahamasair (Bahamas), November 1, 1979



and in the mid-1960's, the original name no longer appeared on timetables. In the late 1960's, BWIA became "BWIA International" and, following a merger with Trinidad and Tobago Air Service, also displayed the titles "Trinidad and Tobago Airways". Despite all the name tweaking, BWIA was growing into one of the largest airlines in the Caribbean. The timetable dated December 15, 1980 displays one of the carrier's L1011-500's, which operated in a fleet that also contained 707's, DC-9's, and HS 748's. [Figure 39] BWIA ceased operations at the end of 2006, with its services being taken over by Caribbean Airlines.

ALM (Dutch Antilles Airlines) was set up by KLM in 1964 to serve the "ABC Islands" of Aruba, Bonaire and Curaçao. The August 1, 1973 ALM timetable shows DC-8's (probably KLM aircraft), DC-9's and Beech 80's in service to 17 cities. [Figures 40, 41] A DC-9 photo on the back cover shows the 60's-era KLM colors, which would soon be replaced by the familiar teal and orange scheme. In the mid-1980's, Aruba pulled out of the arrangement with ALM, forming Air Aruba in the process. By the early 2000's, both ALM and Air Aruba had ceased operations.

Despite the image of Caribbean islands as paradise, they have proved to be far less for many of the airlines operating in the region. Quite a number have come and gone, and others have endured financial struggles for a number of years to maintain operations. But as long as the tourists continue to seek vacations in the Caribbean, there will be opportunities for those airlines that remain.



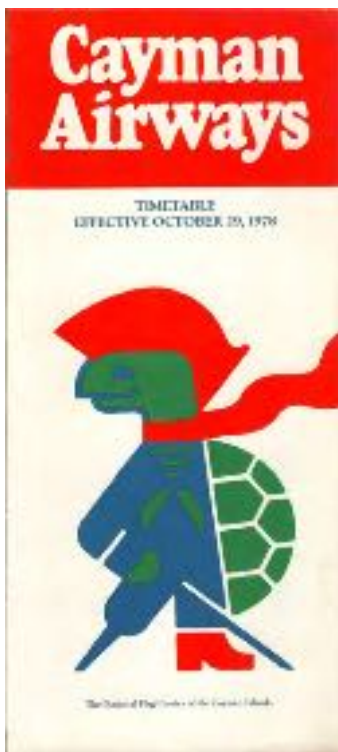
Figure 8  
Trinity Air Bahamas (Bahamas),  
No date



Figure 9  
Cubana (Cuba),  
November 1, 1984

FROM NEW YORK TO JAMAICA				FROM JAMAICA TO NEW YORK			
FLY NO	FLY NO	FLY NO	FLY NO	FLY NO	FLY NO	FLY NO	FLY NO
400	LY 707-320	401	LY 707-320	404	LY 707-320	405	LY 707-320
402	LY 707-320	403	LY 707-320	406	LY 707-320	407	LY 707-320

Figure 13 Air Jamaica (Jamaica), May 1, 1967



Figures 11, 12  
Cayman Airways  
(Cayman Islands),  
October 29, 1978



Figure 14  
Air Jamaica  
(Jamaica),  
October 29, 1972



Figure 15  
Jamaica Air Service  
(Jamaica),  
No date



FROM: NEGRIL - NEG				
To: Montego Bay - MBJ				
6:00	8:00	10:00	12:00	14:00
17:00	19:00	21:00	23:00	25:00
27:00	29:00	31:00	33:00	35:00
37:00	39:00	41:00	43:00	45:00
47:00	49:00	51:00	53:00	55:00
57:00	59:00	61:00	63:00	65:00
67:00	69:00	71:00	73:00	75:00
77:00	79:00	81:00	83:00	85:00
87:00	89:00	91:00	93:00	95:00
97:00	99:00	101:00	103:00	105:00
107:00	109:00	111:00	113:00	115:00
117:00	119:00	121:00	123:00	125:00
127:00	129:00	131:00	133:00	135:00
137:00	139:00	141:00	143:00	145:00
147:00	149:00	151:00	153:00	155:00
157:00	159:00	161:00	163:00	165:00
167:00	169:00	171:00	173:00	175:00
177:00	179:00	181:00	183:00	185:00
187:00	189:00	191:00	193:00	195:00
197:00	199:00	201:00	203:00	205:00
207:00	209:00	211:00	213:00	215:00
217:00	219:00	221:00	223:00	225:00
227:00	229:00	231:00	233:00	235:00
237:00	239:00	241:00	243:00	245:00
247:00	249:00	251:00	253:00	255:00
257:00	259:00	261:00	263:00	265:00
267:00	269:00	271:00	273:00	275:00
277:00	279:00	281:00	283:00	285:00
287:00	289:00	291:00	293:00	295:00
297:00	299:00	301:00	303:00	305:00
307:00	309:00	311:00	313:00	315:00
317:00	319:00	321:00	323:00	325:00
327:00	329:00	331:00	333:00	335:00
337:00	339:00	341:00	343:00	345:00
347:00	349:00	351:00	353:00	355:00
357:00	359:00	361:00	363:00	365:00
367:00	369:00	371:00	373:00	375:00
377:00	379:00	381:00	383:00	385:00
387:00	389:00	391:00	393:00	395:00
397:00	399:00	401:00	403:00	405:00
407:00	409:00	411:00	413:00	415:00
417:00	419:00	421:00	423:00	425:00
427:00	429:00	431:00	433:00	435:00
437:00	439:00	441:00	443:00	445:00
447:00	449:00	451:00	453:00	455:00
457:00	459:00	461:00	463:00	465:00
467:00	469:00	471:00	473:00	475:00
477:00	479:00	481:00	483:00	485:00
487:00	489:00	491:00	493:00	495:00
497:00	499:00	501:00	503:00	505:00
507:00	509:00	511:00	513:00	515:00
517:00	519:00	521:00	523:00	525:00
527:00	529:00	531:00	533:00	535:00
537:00	539:00	541:00	543:00	545:00
547:00	549:00	551:00	553:00	555:00
557:00	559:00	561:00	563:00	565:00
567:00	569:00	571:00	573:00	575:00
577:00	579:00	581:00	583:00	585:00
587:00	589:00	591:00	593:00	595:00
597:00	599:00	601:00	603:00	605:00
607:00	609:00	611:00	613:00	615:00
617:00	619:00	621:00	623:00	625:00
627:00	629:00	631:00	633:00	635:00
637:00	639:00	641:00	643:00	645:00
647:00	649:00	651:00	653:00	655:00
657:00	659:00	661:00	663:00	665:00
667:00	669:00	671:00	673:00	675:00
677:00	679:00	681:00	683:00	685:00
687:00	689:00	691:00	693:00	695:00
697:00	699:00	701:00	703:00	705:00
707:00	709:00	711:00	713:00	715:00
717:00	719:00	721:00	723:00	725:00
727:00	729:00	731:00	733:00	735:00
737:00	739:00	741:00	743:00	745:00
747:00	749:00	751:00	753:00	755:00
757:00	759:00	761:00	763:00	765:00
767:00	769:00	771:00	773:00	775:00
777:00	779:00	781:00	783:00	785:00
787:00	789:00	791:00	793:00	795:00
797:00	799:00	801:00	803:00	805:00
807:00	809:00	811:00	813:00	815:00
817:00	819:00	821:00	823:00	825:00
827:00	829:00	831:00	833:00	835:00
837:00	839:00	841:00	843:00	845:00
847:00	849:00	851:00	853:00	855:00
857:00	859:00	861:00	863:00	865:00
867:00	869:00	871:00	873:00	875:00
877:00	879:00	881:00	883:00	885:00
887:00	889:00	891:00	893:00	895:00
897:00	899:00	901:00	903:00	905:00
907:00	909:00	911:00	913:00	915:00
917:00	919:00	921:00	923:00	925:00
927:00	929:00	931:00	933:00	935:00
937:00	939:00	941:00	943:00	945:00
947:00	949:00	951:00	953:00	955:00
957:00	959:00	961:00	963:00	965:00
967:00	969:00	971:00	973:00	975:00
977:00	979:00	981:00	983:00	985:00
987:00	989:00	991:00	993:00	995:00
997:00	999:00	1001:00	1003:00	1005:00

Figures 17, 18  
Trans-Jamaican Airlines  
(Jamaica),  
May 31, 1993

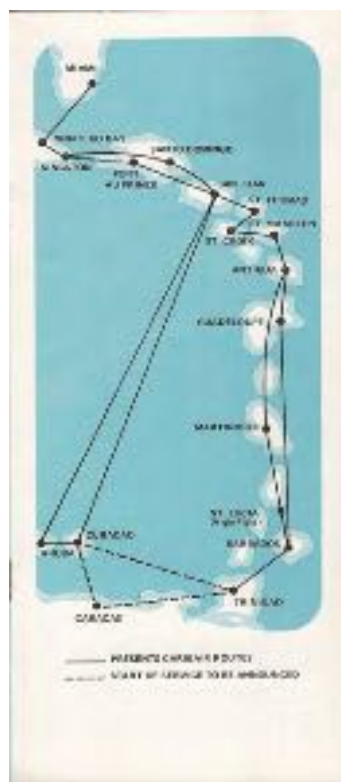


Figures 19, 20  
Dominicana  
(Dominican Republic),  
December 15, 1980

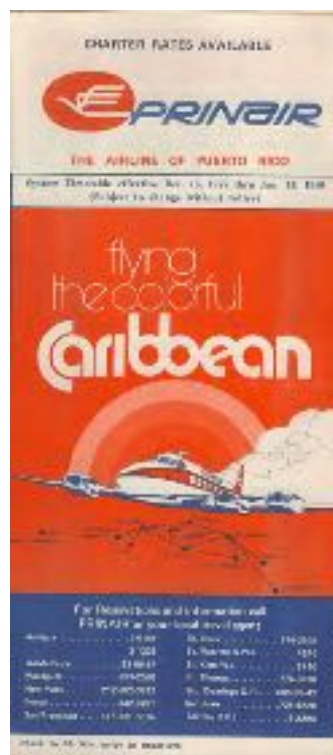




Figures 25, 26  
 Trans Caribbean (USA),  
 January 9, 1967



NEW YORK — SAN JUAN — AIRWAYS									
NEW YORK —	FLIGHT	99	101	105	209	109	117	121	
SAN JUAN —	CLASS	Y/R	Y/R	F/Y/R	F/Y/R	F/Y/R	F/Y/R	F/Y/R	
AIRWAYS	DEPARTURE	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	
EFFECTIVE	NEW	1	1	1	1	1	1	1	
JAN. 9, 1967	THROUGH	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	
NEW YORK	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	
SAN JUAN	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	
SAN JUAN	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	
RECEIVE	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	



**st. thomas**  
 FROM SAN JUAN TO SAN JUAN

FLIGHT	CLASS	Y/R	F/Y/R	F/Y/R	F/Y/R	F/Y/R	F/Y/R	F/Y/R	F/Y/R
101	Y/R	1	1	1	1	1	1	1	1
105	F/Y/R	1	1	1	1	1	1	1	1
209	F/Y/R	1	1	1	1	1	1	1	1
109	F/Y/R	1	1	1	1	1	1	1	1
117	F/Y/R	1	1	1	1	1	1	1	1
121	F/Y/R	1	1	1	1	1	1	1	1

Figures 21, 22  
 Aerovias Quisqueyana  
 (Dominican Republic,  
 Spring 1974

Figures 23, 24  
 Caribair (Puerto Rico),  
 January 31, 1971

Figures 27, 28  
 Prinair (Puerto Rico),  
 December 15, 1979



**ST. THOMAS**  
TO: CHRISTIANSTEDT, ST. JOHN, U.S. VIRGIN ISLANDS (SEE PAGE 10)

Depart	Arrive	High	From	Notes
7:10A	7:35A	231	St. John	8
8:40A	9:05A	235	St. John	0
9:00A	9:25A	234	Daily	8
9:15A	9:40A	231	St. John	0
9:30A	9:55A	233	Daily	0
9:45A	10:10A	238	St. John	0
9:10A	9:35A	238	Ex. St. John	0
9:30A	9:55A	233	Daily	0
9:45A	10:10A	237	Ex. St. John	0
10:30A	10:55A	231	Daily	0
10:45A	11:10A	232	Ex. St. John	0
11:30A	11:55A	243	St. John	0
11:45A	12:10P	244	Daily	0
12:15P	12:40P	247	Daily	0
1:35P	2:00P	241	Ex. St. John	0
1:50P	2:15P	250	St. John	0
2:00P	2:25P	243	Daily	0
2:15P	2:40P	271	Ex. St. John	0
2:30P	2:55P	273	Daily	0
4:00P	4:25P	282	Ex. St. John	0
4:15P	4:40P	283	Daily	0
4:30P	4:55P	285	Daily	0
4:45P	5:10P	284	Daily	0
5:00P	5:25P	285	Daily	0
5:15P	5:40P	281	Ex. St. John	0
5:30P	5:55P	282	Daily	0
5:45P	6:10P	283	Daily	0
6:00P	6:25P	283	Daily	0

Figures 29, 30  
Antilles Air Boats  
(US Virgin Islands),  
April 26, 1973



Figures 31, 32  
British Caribbean (British Virgin Islands),  
April 17, 1986

**British Caribbean**  
**Timetable**  
Effective from April 17, 1986  
All Schedules are Local Times

Miami to Tortola B.V.I.			
Flight Number	RT: 140 Frid. only	RT: 305 Daily Excl. Fri.	RT: 204 Fri. only
Departs Miami	5:00 AM	12:00 PM	4:00 PM
Arrives Tortola	10:00 AM	3:25 PM	6:55 PM

Note: All times at Tortola are 1 hour later up to and including April 25, 1986.  
- All flights by call-around B.V.I. 340 jobs

Tortola B.V.I. to Miami			
Flight Number	RT: 141 Fri. & Sat. only	RT: 345 Daily Excl. Fri. & Sat.	RT: 105 Daily 12:00 Excl. Fri. & Sat.
Departs Tortola	7:45 AM	11:40 AM	6:00 PM
Arrives Miami	10:40 AM	3:10 PM	7:10 PM



Figures 33, 34, 35  
Winair (Saint Maarten), April 1, 1977

# V. MARSHALL ISLANDS AIRWAYS INT'L INC.

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Figures 36, 37  
LIAT (Antigua), December 12, 1970

**AIR SHUTTLE SERVICES**

**ANTIGUA—MONTSERRAT—ANTIGUA**

LI	LI	LI	LI
117	118	119	120
OLY	OLY	OLY	OLY
A	A	A	A
T	T	T	T
1000	1400	1700	2000
1010	1410	1710	2010

**ANTIGUA—BARBUDA—ANTIGUA**

LI	LI	LI	LI
114	115	116	117
OLY	OLY	OLY	OLY
PM	PM	PM	PM
T	T	T	T
1000	1400	1700	2000
1010	1410	1710	2010

**ST. KITTS—NEVIS—ST. KITTS**

LI	LI	LI	LI
1000	1000	1000	1000
OLY	OLY	OLY	OLY
PM	PM	PM	PM
T	T	T	T
0700	1500	1800	2000
0710	1510	1810	2010

**BARBUDA—CARRACOU—PRINCE IS.  
CARRACOU—BARBUDA**

LI	LI	LI	LI
110	110	110	110
OLY	OLY	OLY	OLY
PM	PM	PM	PM
T	T	T	T
0800	1600	1900	2000
0810	1610	1910	2010

**AIR SHUTTLE SERVICES**

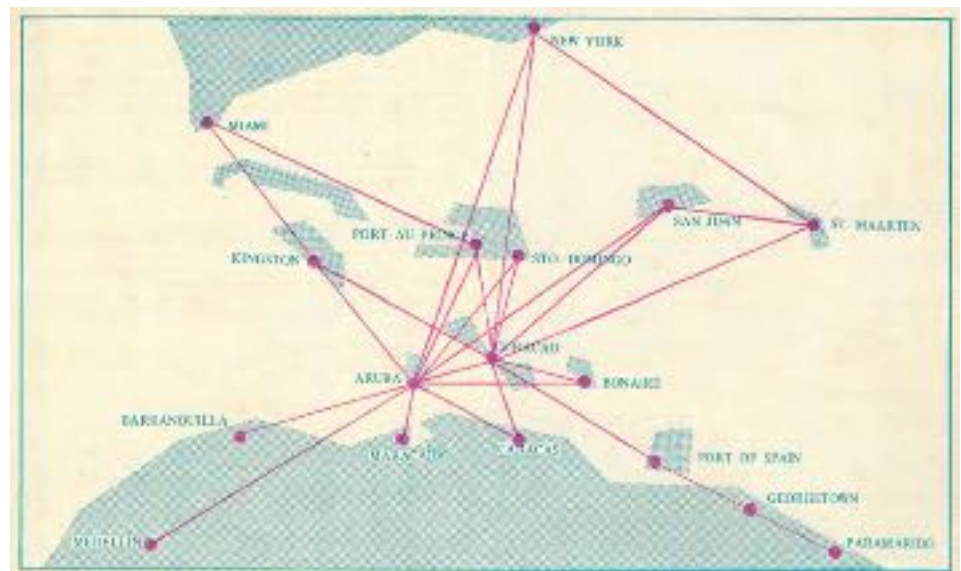
No reservation is required and your seat on the aircraft is guaranteed if you check in for your flight at least 30 minutes before scheduled departure.



Figure 39  
BWIA International  
(Trinidad & Tobago),  
December 15, 1980



Figures 40, 41  
ALM Antillean (Curacao),  
August 1, 1973



# Photography

Communication is a very successful tool for serious aviation

By Joe Fernandez • n314as@yahoo.com

## FOR STARTERS - TRY AN AIR SHOW!!!!

Air shows are held throughout the country every week, especially spring thru fall. There is usually one close enough to attend from your location. An air show is a great place to begin testing your photographic skills as there is easy access to many types of aircraft, both on the ground and flying, early morning to early evening. Some of my photos here were chosen from the Wings Over Houston air show, one of the most popular in the nation and a show that is highly recommended by all in the aviation field! So what does this have to do with commercial aviation? Well, not only do some commercial planes fly in them, they also help you determine what is the best photographic lens, shutter speed, and angle for many types of shooting situations.

## AIR SHOW STATIC DISPLAYS

Static displays are the parked aircraft for up close viewing by the public. I suggest taking at least two lenses with your camera(s) to photograph these planes. First, a wide to normal telephoto zoom will be the best one to use. I use two Canon short zooms, one in the 20-35mm span and the other from 28-135mm (this one is perfect for most shots). These can cover from a small Cessna to a C-5 Galaxy. They also have enough width to get interior shots of the planes (flash suggested for interior and some exterior shots for better lighting detail).

You can practice positioning, sun angles, close-ups, and some action (when they are running engines or taxiing). This can cross over to your commercial aviation photography should you have the chance of shooting planes on a ramp. It is also important to take notes of every frame and to compare photos using several focal lengths to see which one looks better for that particular airplane. Positioning is very important. Not all planes can be taken at similar stances. For example, it is suggested that a propeller plane be taken at 3/4 front angle to show more of the props. On the other hand, there may be a plane with sensational tail artwork in which a more rear photo would be better to show the details. The normal standard is to also take a shot at exactly the 50mm setting, even up (perpendicular) with the main landing gear. This is what is known as the side-on or "roster" shot which is very popular with airliner slide and photo collectors unless of course, it blocks some important fuselage title or scheme because those are always important to document. Registration and serial number collectors always look for these photos.



This is one of the Harvards which were converted over to look like Japanese Zero planes and fly many air shows around the country in the Tora Tora Tora display. Here it is sitting in a nice clean parked position close to side on to 3/4 view. I also took the shot low to the ground looking up at the plane to give it some more character. (Joe Fernandez Imaging).



This is the Douglas VC-118 (DC-6) at the Pima Air Museum in Tucson. You can see that the idea of a 3/4 front shot was applied to this plane as well, especially having props. I found this angle to be nice. (Joe Fernandez Imaging)

## AIR SHOW ACTION

The most important part of an air show is the flying display. Enthusiasts want to see what planes are made for and up to what extremes do these pilots take their machines when flying. This is where you get to practice your action shots which are in many ways, similar to takeoff and landing shots of airliners. A good small to medium zoom lens will be the perfect one for capturing movements. I suggest the 100-400mm "L" lens for Canon users or the 80-400 VR lens for Nikon folks. Both are professional models with a medium price range but with low dispersion "pro" glass. They are also not as heavy and can be used hand-held.



You will see takeoffs, landings, low speed and high speed flying, props and jets. All the variety will be here for you to practice and to implement into your airliner photography. Although most people use the “autofocus” devices of a camera, I suggest that to begin practice on capturing action, use manual focusing first and learn to set the shot up. During runway action, I simply pre-focus on an area in front of me that the plane will fly by, for example, the area 30 degrees to the left and to the right of my center. When I prefocus in that range, I would now only worry about panning for proper framing of the aircraft because I know the focus is in place. You can use shutter speeds as high as 1/1000 for jets but it is suggested that for props, you go much lower to avoid “frozen” action which is a common mistake today. Please note that prop planes taking off have much more “RPMs” than those landing. You can probably get a nice prop blur of a takeoff at 1/250th shutter speed, yet on a landing plane, you may need to drop the dial to 1/60th. I also suggest using “RAW” or your highest image quality and to use ISO 100 because the lower, the better the quality will be.

During air shows, as mentioned above, you have an entire day’s worth of action in which you can practice camera settings and prepare yourself to airline photography. Most are either free or have a small entry fee to participate in them. Some also offer special photo pit areas for the advanced photographer to capture angles closer than available to the general public. These pits also come with an additional fee but are highly recommended, not only because you may get good clearer shots of the action, you can also ask questions and speak with other top photographers, usually in the advanced-amateur or professional level, to get some pointers. Most will lend you some help. You may also contact me if you have some photography questions.



The very nice Bluebonnet Belle DC-3 based in Burnet Texas and Galveston’s Thunderbird B-17 can be seen in nice side-on flying action at the annual Wings Over Houston Airshow. I pre-focused that area in front of me allowing to only worry about the panning for the width of the planes in my viewfinder as they flew by. (Joe Fernandez Imaging)



I took the same principles that I had applied to the DC-3/B-17 shot and used them to shoot this Chalk’s G-73 Turbo Mallard on a flyby. (Joe Fernandez Imaging)



Another one of the Tora planes was taken by me with a telephoto zoom as seen here during the Wings Over Houston airshow. I manually focused the plane as it was slowly moving to take my shot. (Joe Fernandez Imaging)



I applied the same technique to this shot of a 737-300 at Miami International Airport. (Joe Fernandez Imaging)

Happy Holidays and good luck on your shooting!

Joe Fernandez

# Wings

## Caribbean Carriers

By Charles F. Dolan • wingcobda@yahoo.com

It took me only sixty-seven years to make my first visit to the Caribbean. I have spent five and a half years as a resident of Bermuda. Before that assignment Karen and I visited the island many times by air and sea, but I always maintained a distance from the more southerly islands.

I must confess that my reluctance to venture into that area was influenced by a thirty-six year career with the U.S. Customs Service. I had become all too familiar with some of the more potent agricultural products of that sunny clime and the feeling had been reinforced by scanning copies of The Daily Gleaner, which had come into my possession during searches of Air Jamaica Boeing 727s, A-300s and other aircraft which dropped into BWI Airport to complete Immigration and Customs formalities.

In January of this year we were invited to attend the destination wedding of the son of Karen's best friend since grammar school. The destination – Montego Bay, Jamaica. It was an invitation which could not be refused. The weather was perfect, the ceremony quite nice and the resort facilities better than anticipated. We had an enjoyable four days on the island. The flip side of the coin was that our wait in line to process Jamaica Immigration at Sangster International Airport was longer than an hour. The bus ride to the beach resort took us through areas which gave evidence of poverty, even though they were right on the ocean. And as if to confirm my suspicions that all was not skittles and beer on the Island, I found it impossible to buy a copy of the Daily Gleaner until we returned to the airport for our trip back to the United States.

The wings featured in this article were obtained over the last thirty years from just about anywhere than the Caribbean. The Tropical Air wing came from an Air Canada pilot who had done work for them while on furlough from northern skies. The Air Jamaica wings featuring the "Love Bird" were given to me by an Air Jamaica pilot who had been using the Air Canada flight simulator at Dorval Airport (CYUL). Most of the other items came to the display via eBay.

One of the more interesting insignia is the Air Jamaica style pilot wing with the Air Canada maple leaf in the center. Although I do not have documentary evidence, I assume that the insignia was worn by Air Canada crews who were training Jamaican nationals to operate the Boeing and Douglas aircraft which had been leased from Air Canada. It was obvious that many of Air Jamaica's fleet had begun life with the northern airline as evidenced by English/French placards in the cabin and Air Canada property tags on many of the "black boxes" under the cabin floor.

Another interesting insignia set is that of ALM. The items featured are an early set which shows six yellow stars. When Aruba became independent, the insignia were changed to show only five stars.

The CUBANA insignia remind me of the day I ALMOST became a thief. I was working at Dorval Airport and noticed a CUBANA tri-jet parked just outside the Air Canada maintenance base. As I entered the employee cafeteria on the lower level of the terminal, I saw three CUBANA uniform caps on the hat rack. The thought of "exchanging" my uniform hat (by mistake, of course) passed rapidly through my mind. I resisted the impulse and waited the fifteen years it took for the same hat badge to come up for auction on the internet.

So, enjoy the Caribbean experience in this issue of the Log, but go lightly on the rum punch.

## Caribbean Air Carriers

### Aerocaribbean (Cuba) 1983-present

**Figure 1** - The wing is made of gold color metal with a textured surface in the lower parts of the wing. The oval disc is made up of white, orange and light blue enamel. The wing has two screw posts and lacks any hallmark.

### Air Aruba (Aruba) 1986-2000 Type I wing

**Figure 2** - Wing is of gold color metal with satin and polished surfaces. The "arrow" design is of red enamel with a small blue







enamel "A" under it. The wing is clutch back and lacks any hallmark.

#### Type II wing

**Figure 3** - The wing is of gold color metal with all surfaces polished. The center disc has a double "AA" in light and dark blue with the words "AIR ARUBA" in dark blue. There is no hallmark. A later style wing was issued with the same features except that a plastic surface covered the center disc.

**Figure 4 and 5** - The Air Aruba cap badge was the same design as the wing, but I do not have one, so I cannot describe how it attaches to the cap.

#### Air Jamaica (Jamaica) (1968 – 2007)

*Now operating as part of Caribbean Airlines*

**Figure 6** - The cap badge is of the sew on variety with gold bullion thread on black fabric. The center disc is of orange enamel with the "love bird" in brass color metal. The wing is of the same design as the cap badge and has two screw posts to attach to the uniform jacket.

**Figure 7** - A second wing of the Air Jamaica design, but with the Air Canada maple leaf in a red disc, found on ebay. I suspect that this was worn by Air Canada pilots while they trained Jamaican air crews. It also has two screw posts to attach to the uniform.

#### ALM Antilliaanse Luchvaart Maatschappij (Netherlands Antilles) 1964-2001

**Figure 8** - The cap badge is of gold color metal with a satin finish. There is a single screw post. The badge lacks a hallmark. The center disc is of white, light blue and yellow enamel.

The wing is also of gold color metal with the white, light blue and yellow enamel. It is clutch back and lacks a hallmark.

The insignia shown are an earlier issue with six stars. When Aruba became independent, the insignia were changed to show only five stars. They represented Bonaire, Curacao, Saba, St. Eustatius and St. Maarten.

#### Bahamasair (Bahamas) 1973-present

**Figure 9** - The wing is of gold color metal with satin finish on the lower surfaces and polished upper surfaces. The center disc is of light blue, white and yellow enamel. The wing is clutch back and lacks a hallmark.

#### Caribbean Star (Antigua Barbuda) 2001-2007

##### Merged with LIAT

**Figure 10** - The cap badge is of polished gold color metal with a center oval in off white color and gold lettering. There is a plastic coating on the center oval. The badge has a single screw post and two positioning pins. It is hallmarked "CWS" "1-800-934-4931" "Y2K".

The wing is also of gold color metal with polished high surfaces and satin finished low surfaces. The stripe and lettering are of dark green paint or enamel. The wing is clutch back and has the same hallmark as the cap badge.

#### Cayman Airways (Cayman Islands) 1968-present

**Figure 11** - The cap badge is of gold color metal with both satin and polished finishes. The image of "Sir Turtle" has a blue body, green head and shell, red cap, boot and scarf. The letters are in blue. It has a single screw post and lacks any hallmark.



The wing is also gold color metal with satin and polished surfaces and the same colors as the cap badge. It is clutch back without hallmark.

#### CUBANA (Cuba) 1929-present

**Figure 12** - This issue of CUBANA insignia is, to my mind, the most attractive. The cap badge is of silver color metal with light blue, dark blue and green enamel. The red and green enamels are translucent and highlight the textured metal behind them. The badge is held to the cap by a large threaded disc on a single screw post. There is no hallmark.

**Figure 13** - The wing is also of silver color metal with light and dark blue as well as red enamel in the center oval. The scroll under the oval is of bronze color metal with the "cubana" (in lower case letters) of red enamel.

**Figure 14** - The wing has two lugs on the back. A brass color backing plate with a pivoting second piece of metal allows two hooks to engage the lugs. There is no hallmark.

#### Dominicana (CDA Compania Dominica de Aviacion) (Dominican Republic) 1944-1999

**Figures 15 and 16** - The first type cap badge is of the PAA style in gold color metal with dark blue enamel. (PAA had a 40% interest in CDA between 1944-48). The outline of the Island of Hispaniola shows the division between Haiti and the Dominican Republic with arrows emanating from the DR side of the island.

The cap badge has a single screw post and is not hallmarked.

Images and information courtesy of Stan Baumwald.

The metal CDA wing is made up of three pieces soldered together. Each wing is attached separately to the center disc. It is clutch back and hallmarked "N.S. Meyer, Inc. New York". The metal appears to be highly polished. The cloth wing is of the sew-on variety with gold bullion thread on black fabric. The logo in the center disc is made up of blue fabric, gold bullion and black thread.

**Figure 17** - Type 2

The cap badge is of polished and satin finish gold color metal with white and red enamel. It has a single screw post and lacks a hallmark.

The wing is textured and polished gold color metal. It is pin backed and lacks any hallmark.

**Figure 18** - Type 3

The cap badge is of gold color metal with both satin and polished finishes. The enamel is white, red and blue. It has a single screw post without any hallmark or positioning pin.

The gold color wing is clutch back with the center disc held to the base by means of a screw post and small nut. The center disc has red, white and blue enamel.

#### LIAT Leeward Islands Air Transport Service (Antigua) 1954- present

**Figure 19** - The cap badge is of the sew-on variety with gold bullion thread on padded black fabric.

The wing is of gold color metal with the center disc in orange and black enamel. The wing is pin back and lacks any hallmark.

#### Trans Jamaica Airlines (Jamaica) 1973-2005

**Figure 20** - The cap badge is of a base metal with gold plating. A plastic coated center disc in white, green, yellow and black has the letters "T", "J" and "A". The badge has a single screw post and one positioning pin. There is no hallmark.

#### Tropic Air (Belize) 1979-present

**Figure 21** - The wing is polished gold color metal with a red painted Sun and black line, lettering and Plane. The wing is pin backed and bears no hallmark.



# Jr. Wings

## Caribbean Junior Wings

By Lane Kranz • [lanekranz@msn.com](mailto:lanekranz@msn.com)

The Caribbean has a rich aviation history and includes a few spots that must be on any aviation bucket list. On the island of St. Martin/ St. Maarten lies the mecca of plane spotting in the Caribbean—Sunset Beach Bar. Located between the aqua blue water and white sand beach and the only runway at Princess Juliana International Airport (SXM), this is THE spot to get up close and personal with arriving jets (Figure 10). Nearby lies the island of St. Barts and the Gustaff III Airport (SBH). Its short runway contains no fence or barrier, only signs. You can literally walk down the beach and up to the edge of the paved runway.

One additional spot for serious aviation history buffs lies in the city of San Juan (SJU) in the Condado area near Ashford Avenue's hotel row. Trans Caribbean Airways used mosaic tiles to create a

beautiful advertisement on the side of a building over 40 years ago. This structure is still visible today and remains in good condition. (Figure 9)

Junior Wings include: (Figure 1) Trans Carib Junior Pilot and (Figure 2) Trans Carib Junior Hostess. These beautiful wings are made of metal and are among the most sought-after among the Caribbean region carriers. TCR-01 and TCR-02.

The number system shown was developed by noted collector, and former WAHS Jr. Wing editor, Stan Baumwald, and used as a reference guide by collectors.



Figure 9



Figure 1



Figure 2



Air Aruba [Aruba], ARU-01.



Cayman Airways [Grand Cayman], CAY-04.



Halis Air [Haiti], HBC-01.



Hispaniola Airways [Dominican Republic], HIS-01.



Figure 10



Air Bahama [Bahamas], ABH-01 and ABH-03.



ALM Antillean Airlines [Curaco], ALM-02 and ALM-03.

# Airmail Etiquettes

## Airmail Etiquettes of the Caribbean

By Arthur H. Groten, M.D. • [artgroten@optonline.net](mailto:artgroten@optonline.net)

Unlike other areas of the world, there are only a few etiquettes that were used in the Caribbean. Most of them were the formula type with "By Air Mail" above "Par Avion." They vary in typography, color, perforations and so forth. For the most part they are readily distinguishable.

I show 10 different types, identified as to country of use. Seven are off cover: Bahamas (rare, 1929); Barbados (2 of the 3 types known: 1934-8 & 1940-2); Jamaica (one type in many different colors, 1930-45); St. Kitts (one of 2 types, 1933); St. Lucia (1931-3); St. Vincent (1930-35). (Figures 1-7)

On cover are Antigua (one type, 1929-32); St. Kitts (the second type, c. 1940) and Trinidad (one type in many colors, 1929-33). (Figures 8-10)

Haiti is the only Caribbean country to use the alternate general type: "Air Mail" (instead of "By Air Mail") over "Par Avion" (2 types, 1931-2). (Figure 11)

Martinique, being French, uses a private French type that is red in France but light blue on the island. (Figure 12)

Of all the Caribbean countries, only Cuba has a multiplicity of types and it is the only one that has etiquettes for specific airlines. The governmental type appeared in 1930. (Figure 13) All others are for private use (an example is shown in Figure 14) or airlines.

Cubana (Compania Nacional Cubana de Aviacion) produced its first in 1931. (Figure 15) Next came one that was available in booklets as were all the later ones) with panes of 5 etiquettes, the first being in 1940. (Figure 16 booklet & 17 on cover). Their second type appeared in 1953. (Figure 18) They celebrated their 25th anniversary with a special etiquette in 1955. (Figure 19)

The other Cuban airline to issue etiquettes was Expreso Aereo Interamericano in 1946 (Figure 20)

The other countries of the Caribbean, for the most part, used etiquettes prepared for use elsewhere.



Figure 11

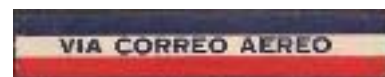


Figure 13



Figure 14



Figure 15



Figure 18



Figure 19



Figure 20



Figure 1



Figure 2



Figure 3

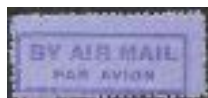


Figure 4



Figure 5



Figure 6



Figure 7





Figure 16



Figure 17



Figure 8



Figure 9



Figure 10



Figure 12

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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](mailto:ancientskies1@safeaccess.com)

Airline Collection for Sale. Timetables, annual reports, postcards, buttons, labels, cocktail glasses and much more all related to Delta, Northeast, C&S, and Western airlines. Please contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: +1-239-352-0216. [alligator@embarqmail.com](mailto:alligator@embarqmail.com).

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# UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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

See WAHSONline.com for a complete show listing.

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

Please send your show listing to [editor@wahsonline.com](mailto:editor@wahsonline.com) or to WAHS headquarters.

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

Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245. Contact: David Cherkis ([deceeflyer@cox.net](mailto:deceeflyer@cox.net)) via phone (702) 360-3615 or Marshall Pumphrey ([mpumphr@aol.com](mailto: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](mailto:SFOairlineshow@juno.com); [www.SFOairlineshow.com](http://www.SFOairlineshow.com)

## **DALLAS AIRLINE COLLECTIBLE SHOW • Saturday, April 27, 2013.**

Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: [jetduane@att.net](mailto: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](mailto:film1270@gmail.com) for more information. For table reservations contact Greg Spalding 407 671 8559 or [qed4-4@ail.com](mailto: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](mailto:info@ai2013cle.com). Website: [www.ai2013cle.com](http://www.ai2013cle.com). Airliners International 2013 Cleveland LLC, P.O. Box 763, Ocoee, 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 ([deceeflyer@cox.net](mailto:deceeflyer@cox.net)) via phone (702) 360-3615 or Marshall Pumphrey ([mpumphr@aol.com](mailto: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.

## **NEWARK AIRLINE COLLECTIBLES SHOW • Saturday, September 7, 2013**

Ramada Inn Newark Airport, 160 Frontage Rd., Show hours: 9am until 3pm. Admission: \$10, children until 12 free. Free parking. Jeff Matera, [Newarkshow@aol.com](mailto:Newarkshow@aol.com); Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405. Web site: [www.newarkairlineshow.com](http://www.newarkairlineshow.com)

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



Aerochago Lockheed L-749A Constellation, HI-422, at Santo Domingo, 19 February 1987.  
Photograph by Marvin G. Goldman.



ALM Convair 340, PJ-CVB "Bonaire", at Aruba, 9 September 1967.  
Photograph by Marvin G. Goldman.





Prinair DH-114 Heron, N578PR, MSN 14103, at St. Thomas, February 1975.  
Photograph by Jon Proctor.



Trans Caribbean Boeing 727-2A7, N8791R, at JFK Airport, New York, 1969.  
Photograph by Bruce Drum/AirlinersGallery.com.

