

Summer 2013 | Issue 38-1

# The Captain's Log

The Journal of the Airliners International Association

## Regional Airlines

Airline Collectibles and History for the Aviation Enthusiast



Piedmont Commuter Jetstream 31, N824JS, August 1986.  
Photograph by Paul Brissette via Joe Fernandez Slide Collection.



Empire Airlines Fokker F28 MK 4000, N110UR, at SYR (Syracuse).  
Photograph courtesy of Bruce Drum/AirlinersGallery.com



# Regional Airlines



On the front cover:  
Allegheny Airlines Convair 440-97,  
N8422H, MSN 465, at Philadelphia.  
Photograph courtesy of Bruce Drum /  
AirlinersGallery.com

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# WORLD AIRLINE HISTORICAL SOCIETY, INC.

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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](mailto:President@WAHSONline.com)  
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Welcome Aboard!

## AIRLINERS INTERNATIONAL 2013

In a few short weeks we will converge on our annual convention in Cleveland, Ohio. If you have not been to the convention website lately, you should take a look today at all that is planned! [www.ai2013CLE.com](http://www.ai2013CLE.com). I recently spoke at length with the show chairman Mr. Chris Slimmer and he was excited about how the convention offerings are all falling into place. He said the ballroom will be full of dealers, the tours and hotel are nearly sold out and he was getting inquiries on all the things to do in and around the greater Cleveland area. Time is short for those of you who wait till the last minute to make plans. He also reminded me that the Pro Football Hall of Fame was a short drive away, as is the Rock and Roll Hall of Fame. I would love to see them both, but after looking at all the activities offered on the website I do not know how I will find time. Mr. Slimmer represents what is best of our Society members - Members doing so much for the betterment of the Society. Make sure you thank him for his hard work when you see him on the convention floor. By all counts AI 2013 Cleveland is going to be fun and memorable.

## Collector Beware

I have been told that some of our members have recently had some bad experiences with purchasing items on eBay. It seems aviation items are being misrepresented and our members are paying top dollar for copies and misrepresented items. They then have been unable to come to a satisfactory resolution with the sellers after purchasing said items. You should always be very careful about knowing who you are dealing with and what you are buying on the internet. I feel this is a classic example of why you should attend

our annual convention, as well as all the regional shows across the country. Photos can hide many flaws that your trained eye can see in person and you are then able to make an informed decision on your purchase. You are able to deal with people you know and trust, and you can be sure that if a problem comes to light our member/dealers will work with you.

## [www.WAHSONline.com](http://www.WAHSONline.com)

Our website continues to improve thanks to Jeff Matera. He has spent a lot of his own time and money to improve it, and it shows! On behalf of all of us, Jeff, we appreciate what you have done for WAHS/AIA! If you have not looked at it lately, go take a look [www.wahsonline.com](http://www.wahsonline.com). I would also encourage you all to support our Facebook page and Twitter account. Both are continuing to grow, and that in turn helps us to expand our membership. I also ask all of you to take a look at the first page of this issue and notice the editors listed. Please remember they all are unpaid members who contribute so much to the quality and success of our publication. As always they deserve our full support and gratitude. Seek them out and thank them all at our convention this year!

## WAHS/AIA Membership Renewals

Don't forget this is the all important time of year to renew your membership. We are only able to offer what we do because of you, our supporters and members. Please renew today so we can report some great renewal numbers at the business meeting in Cleveland. If your membership needs to be renewed, you will see '6/2013' on your mailing envelope. You can also send a note to Bill Demarest, our Secretary, at [WorldAirSociety@aol.com](mailto:WorldAirSociety@aol.com) to confirm your membership expiration date.

## New WAHS/AIA Blog Site

Take a look at our new WAHS/AIA Blog Site at <http://wahscaptainslog.wordpress.com/>. We extend our very special thanks to Bruce Drum / [AirlinersGallery.com](http://AirlinersGallery.com) for setting up and managing this blog site for us. Add your input and comments!

See you in Cleveland!

Duane



## Flying Ahead....With The Captain's Log

Issue 38-2 – The Airlines of Germany

Issue 38-3 – Britain's Twin Jet – The BAC1-11

Issue 38-4 – Air France

Issue 39-1 – Golden Airways of California

# Ohio: Wright in the Midst of Aviation Drama

By Jay E. Prall • jayeprrall@msn.com



Comair CRJ100, N729CA, MSN 7265, at Miami (MIA). Photograph courtesy of Bruce Drum/AirlinersGallery.com

If you want to talk about aviation drama, there is no better place to begin than the state of Ohio. From wind tunnels to airplanes, from one airline hub to four hubs, from commuters to commuters to commuters, from Wall Street to bankruptcy -- Ohio has seen it all. So, let's get started.

## *Bicycles to Airplanes*

Commercial aviation began in the heartland. The Wright brothers, Wilbur and Orville, always had more curiosity and business diversity than most families could ever imagine. The bicycle rage was sweeping America and these two enterprising brothers figured these new fangdangled machines would eventually need repair. A repair shop eventually led to their own brand of bicycles. But their thoughts were somewhere else.

The brothers were fascinated with flight. They had noted the efforts made by glider flights but they were interested in powered flight. And their background with bicycles was the perfect training ground for concepts such as balance and control, strong lightweight structures, chain and sprocket transmission systems for propulsion, wind resistance, and the aerodynamic shape of the operator.

So into the bicycle shop in Dayton came America's first wind tunnel, and out of the shop came the world's first powered, heavier-than-air craft that produced a controlled, sustained flight with a pilot aboard. Not bad for a couple boys.

## *The First Regionals*

As America turned its attention from bikes to airplanes, Ohio once again was in the center of a revolution. A whole new genre of commuter airline companies, also known as "local service airlines," had been birthed. The names included Allegheny, Lake Central, Mohawk, Piedmont, North Central, and others. They were regional carriers with regional ambitions.

The population centers of Cleveland, Dayton, Columbus, and Cincinnati were fertile spots for passengers heading in all directions. Though none of the five airlines noted above was based in Ohio, the fingers of their route maps reached into the state.

Before long, however, these commuter airlines drifted away from their roots. They got bigger, swallowed others, or were themselves swallowed. North Central became part of Republic, then Northwest, and finally Delta. Mohawk was blended into Piedmont. The new Piedmont became part of the new Allegheny just as Lake Central had previously done.

## *A New Generation of Commuters*

The consolidation of the local service airlines was a disaster for many of the smaller communities. Once again, the government stepped in and began encouraging a new breed of "commuter airlines."

Gerald Weller, an aviation legend, was the first to take up the challenge. He was ready to start an airline, and Cleveland's Burke Lakefront Airport would be its home base. Wright Airlines would



be the first carrier to provide scheduled service to the Ohio airport. A Who's Who of commuter aircraft types including Beech 99s, Convairs, DC-3s, Herons, DHC-6 Twin Otters, Embraer "Bandits," and Shorts 360s could be seen across the upper Midwest.

Wright Airlines claimed another milestone when it became the first airline to be financed through the sale of stock on Wall Street -- only to fall into bankruptcy in the late 1980s. America's first commuter airline ended its career by providing the last scheduled passenger flight out of Burke Lakefront Airport.

### ***To Hub . . . or not!***

Six of America's major airlines have given prominence to Dayton, Columbus, Cincinnati, and Cleveland by rewarding them with hubs. But prominence in the airline industry is a fleeting concept.

America West at Columbus (CMH): America West granted hub status to Columbus (CMH) when a restructuring strategy suggested that the airline would be better served by a midway hub. Though small in size compared to its Phoenix base, the hub was eventually serving more than a dozen destinations as far flung as Los Angeles, Boston, and Fort Myers, Florida.

A commuter operation was launched on December 15, 1993, using Mesa Airlines' Beech 1900Ds formerly operated for Midwest Express. Three years later Columbus was operating a true mini-hub with connecting and local regional feed passengers.

But the joy at Columbus would be short-lived. As the management strategy shifted back to non-stop cross-country flights, Phoenix grew and the Midwestern hub withered. In 1998 Mesa CRJs replaced a majority of the mainline aircraft. A new regional partner, Chataqua Airlines with its Embraer jets began replacing the CRJs in 2001. But they too would become part of history. In 2003 American West announced that the Columbus hub would be downgraded and closed.

Piedmont, USAir, and Emery Worldwide at Dayton (DAY): Piedmont took Dayton International Airport to the dance, establishing its eastern hub there in July 1982. Another benefit to the area was Piedmont's reservations center. Opened in March 1985, it was the airline's fifth call center.

No longer one of the "local service airlines", Piedmont had swallowed Mohawk Airlines. But it too would be swallowed. Allegheny, now USAir, had consumed Piedmont in 1989. With other hubs nearby, Dayton was downsized and then eliminated.

Emery Worldwide also selected Dayton as a hub for its air freight/cargo hub sort facility. Completed in 1981, the facility with its proximity to Runway 6L-24R became one of the largest of its kind in the world. Emery ceased operations in 2001.

Ironically, the Piedmont/USAir/US Airways era has a new wrinkle in Dayton. US Airways has two wholly-owned commuter subsidiaries. One is in Dayton, the other in Maryland. To protect the Piedmont and Pacific Southwest Airlines nameplates, the Piedmont name is in Maryland while the PSA brand (acquired through the merger with America West) now flies from Dayton.

Delta, Comair, and DHL at Cincinnati (CVG): Atlanta-based Delta Airlines reportedly considered Dayton for its Midwestern hub. However, the city was bypassed because freeway access at the time was considered too limited. Instead Delta began upsizing Cincinnati and formally named it a hub in 1986. Growth was dramatic and the Atlanta carrier began adding gate space. Two additional runways were completed as CVG became a major international gateway -- growing from 35 nonstop destinations to more than 120, including Europe and Canada. By 2005, traffic had peaked at 22.8 million passengers and 670 daily departures.

Part of that growth was from Cincinnati's hometown airline. Canada's Bombardier had plans to turn a small business jet into a cozy 50-passenger aircraft perfect for an extended family!

Comair got the bug -- and got it bad. As launch customer for the CRJ-100, it would bring the familiar whine of a jet engine to those who loathed the rumble of propeller-driven aircraft including its own Saabs and Embraer "Brasilias." It was a transition that would change global airline fleets and impact airframe manufacturers on three continents.

Larger jets. Smaller jets. Everyone wanted jets. Embraer of Brazil and Dornier of Germany would produce even smaller jets for just 37 passengers while the future would bring aircraft for 99. To keep pace with mainline operations, First Class seating was added. Some carriers went even farther with the introduction of three-class seating: First, Stretch, and Coach.

Comair became the darling of the regional airline industry with its stock price soaring. Passengers flocked to the new regional jets. In September 1994 Comair moved into the new Terminal C. The airline claimed that the facility, a far cry from the usual dingy space afforded regional airlines in other airports, was the largest concourse in the world dedicated for a regional airline. The airport basked in Delta's success and laid claim to another milestone. Cincinnati was the first hub to have jet flights to all non-stop destinations.

As Wright Airlines and Burke Lakefront Airport discovered, being first sometimes ends in a financial wreck. After being an independent airline, Comair was purchased by its partner, Delta Airlines, and eventually caught up in the major airline's bankruptcy proceedings. Though both would rise from the ashes, Comair would be shut down in 2012, its former Golden Slipper status now only a faded memory. The 50-seat jets launched by Comair found themselves on the endangered species list at Delta and other mainline carriers in the United States.

As the economy slowed, so did Delta's perceived interest in Cincinnati. Though it remains a hub, it has been downsized and "right sized". After just 15 years, Terminal C went dark and Delta Connection flights moved elsewhere. "Mother Delta" retains the building lease until 2025.

Before we leave Cincinnati, we must acknowledge DHL's presence. CVG is one of the cargo giant's three global "super hubs," along with Hong Kong and Leipzig, Germany. About 92 percent of the company's volume in the U.S. moves through CVG. The hub was established in 1984, later relocated to Wilmington,



America West Airlines Boeing 757 “Ohio” Model On Display at Columbus, OH (CMH). Photograph courtesy of Terry Nash.

Ohio for a four-year stint, and then relocated back to Cincinnati. It continues to be a bright spot for the airport.

Continental and United at Cleveland (CLE): For many years United Airlines had a strong presence in Cleveland. But after many of those flights moved to the Washington Dulles International Airport (IAD) hub, Continental Airlines saw an opportunity to establish a Midwestern hub in the city. The airline became the airport’s largest tenant and eventually garnered nearly two thirds of all the traffic through the facility. A new Concourse C was constructed to handle Continental Express flights.

But Cleveland and Continental didn’t always see eye-to-eye. Nearby Akron-Canton Airport was also vying for the region’s traffic. In 2003 Continental’s then-CEO, Gordon Bethune, publicly took on the Cleveland business community for not throwing all their support behind Continental and Cleveland. It was a speech that would anger many locals.

In the fall of 2007 Continental announced a major expansion of its flights through the hub. A spike in fuel prices the following summer grounded those plans. Though cuts were implemented throughout the carrier’s system, Cleveland’s were more severe. The cuts continued into the next year.

In a 2009 speech, Continental’s then CEO, Larry Kellner, stirred local emotions when he proclaimed, “We are strong in the Atlantic,

we are strong in Latin America, we are strong in New York, we’re strong in Houston.”

The United-Continental merger of 2010 created more worries. In response to those concerns, United Continental Holdings signed a letter of agreement stipulating service levels through October 2015. A mere month after the deal had been inked, current CEO Jeff Smisek told city business leaders that “Cleveland needs to earn its hub status every day.”

It would be less than honest to wonder what the future holds for Cleveland as it sits awkwardly sandwiched between United’s Newark and Chicago mega-hubs.

### ***Gracious to Airline Enthusiasts***

But there is one other piece of history that we cannot overlook. Ohio has been very gracious to aviation enthusiasts and memorabilia collectors. The World Airline Hobby Club, forerunner of the World Airline Historical Society, held its first gathering during the summer of 1977 in Cincinnati. The Airliners International 2003 Convention landed in Columbus. Dayton is a constant suitor. And Cleveland has graciously opened its airport, its city, and its aviation history to Airliners International 2013.

Ohio, always Wright in the middle of aviation drama. And this is a great year to be part of that drama!



# Report from the Field

EAA AirVenture 2012

By Jim Thompson • jet1649@att.net

The EAA AirVenture Oshkosh 2012 was another exciting year of both new and old airliner aircraft attending the “Worlds Greatest Aviation Celebration” as EAA President Rod Hightower calls it.

There were a number of airliner types that show up on a regular basis, which is always nice to see. Then you have some that are making a return visit after a long absence. Naturally the first time visitors always draw a crowd and add excitement each year.

Two of 2012’s attendees drawing the most attention and interest were a long absent aircraft as well as a first time visitor. The long absent aircraft was ORBIS International’s McDonnell Douglas DC-10-10 N220AU s/n 46501, the second DC-10 off the assembly line.

The first time visitor was a much older foreign airliner, the 73 year old RIMOWA Junkers JU52 from Europe. Swiss Registered HB-HOT s/n 6595, manufactured in 1939, stopped at AirVenture 2012 during a cross-country visit to the U.S.A.

This was the first time a German original JU52 had attended the EAA Air Show. The C.A.F. JU52 which has been there a number

of times was manufactured in Spain. It was also the first time since 1937 that a plane of this type had traveled this distance.

Their adventure began on June 18, when they departed Leverkusen, Germany just outside of Cologne. They made stops in Norwich, England; Vagar, Faroe Islands; Reykjavik, Iceland; Kulusuk, Greenland; Iqaluit, Canada; Auburn, Maine; Cleveland, Ohio finally arriving Oshkosh for the 1st time on June 30th.

After a brief stop at Oshkosh, the aircraft continued its USA tour returning to Oshkosh just before the start of AirVenture 2012.

During their stay at AirVenture 2012, HB-HOT flew each afternoon in the “Showcase” part of the show. This gave everyone an opportunity to get some photographs of the aircraft in the air as well as demonstrate its maneuverability in the sky. The pilots performed what could easily be called aerobatics with the aircraft in terms of short field take off, very tight turns and steep climbs for this aircraft.

The JU52 began its homeward bound trip on Sunday July 29th, arriving back in Dubendorf, Switzerland on August 17th. On the



RIMOWA Junkers JU-52



FlaBob Express C-47A



American Airways Stinson Trimotor



"Taildragger Aviation" Beech C-45A



FedEx Airbus A300F4-605R



ALA Douglas DC-3A



Douglas DC-3C



American Airlines Boeing 737-823

last leg of their flight home, they were intercepted over Hohentwiel Mountain by 2 other JU52's and the 3 aircraft arrived together.

The ORBIS International DC-10 was making its second and no doubt final visit to AirVenture since it will be retired in 2013 and replaced by an MD-10 donated from FedEx. The aircraft is both a flying Optical hospital and classroom. Visitors were able to tour the aircraft each day and talk with the crew and staff.

Other interesting aircraft types attending AirVenture 2012 included 1939 WACO EGC-8 NC61KS s/n 5072 painted in US Civil Aeronautics Authority livery. This aircraft is owned by JCMC, Inc. in Junction City, Kansas.

Beech O Sphere, LLC in Jackson, Wyoming flew in their Beech C-45 (Beech 18), N213SP s/n AF-860 with "Taildragger Aviation" titles.

Ron Alexander had his 1940 Douglas DC-3A N28AA, s/n 2239 with "ALA" titles on display. This was the same DC-3A that took many attendees of Airliners International Atlanta 1994 for rides.

K W Plastics of Troy, Alabama had their 1942 Douglas DC-3C N728G, s/n 4359 in Douglas Corporate livery on display again. This is always nice to see.

FedEx flew in a 1996 Airbus A300F4-605R N665FE s/n 769 for

display and tours for a day. This was the first time they had an A300 on display in many years.

American Airlines flew in their specially painted 1999 Boeing 737-823 N905AN s/n 29507. This is their "Flagship Liberty" with these titles and a yellow ribbon on the tail. It took a plane load of WW II Veterans to Washington, D.C. on an "Honor Flight" for the day to see the WW II Memorial and other sites.

Yellowstone Aviation, Inc. of Jackson, Wyoming flew in their American Airways 1931 Stinson SM-6000-B Trimotor, NC11153 s/n 5021 again. This is a frequent visitor and always a delight to see and photograph.

The "Flabob Express" 1945 Douglas C-47B (DC-3) N103NA s/n 33569 flew in from Flabob Airport in Riverside, California.

Southwest Airlines flew in a Boeing 737-700 for a day and gave away baggage name tags, balloons and peanuts.

So as you can see AirVenture always has lots of great surprises and wonderful airline and airliner type aircraft for the historian.

Photos supplied by Janice Thomas, information gathered by Neal Thomas. Information supplied by EAA AirVenture 2012 Media Relations, ORBIS International, [www.rimowa-in-the-air.com/northamerica](http://www.rimowa-in-the-air.com/northamerica), FAA Aircraft Registry.



# Aircraft Models

## American Eagle ERJ-145

By Ken Miller • ozmiller@sbcglobal.net

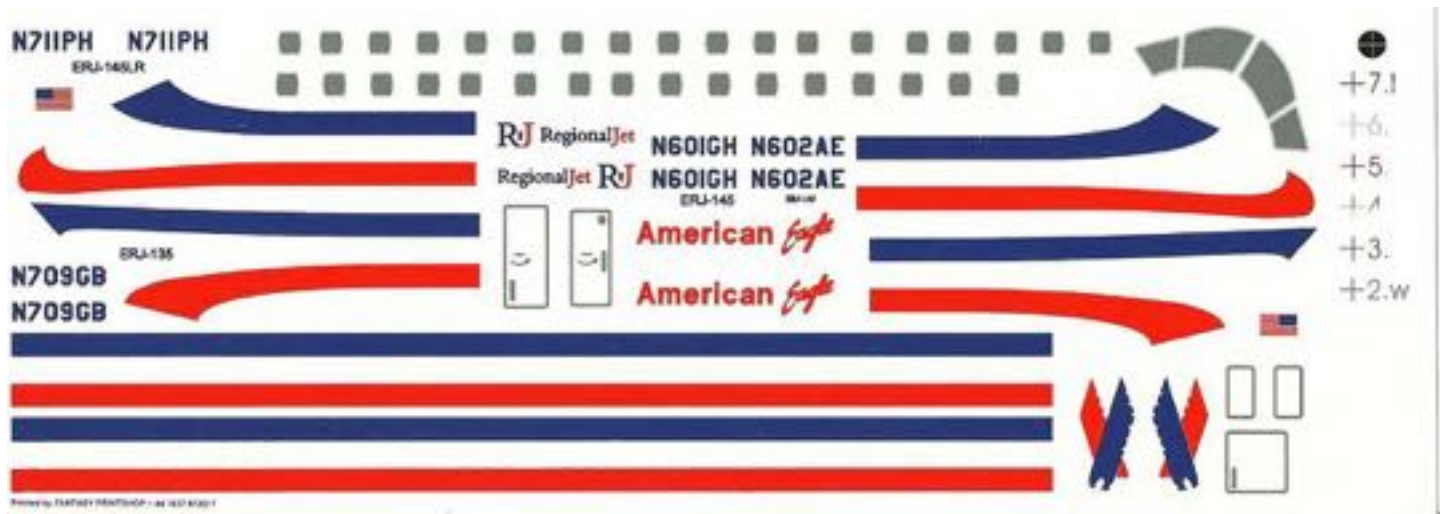
Initially I thought I wouldn't have a model to write about for this issue of the Log. I do have an interest in commuter airliners but only have a few models of "commuter" type planes. The word regional first threw me off but I then remembered I had an American Eagle ERJ 145 model that might fit the bill. The first item I read about American Eagle Airlines was that it is considered the world's largest regional airline system. The kit is a vacuform produced by Welsh Models. Bingo! I had found a topic to write about.

I knew very little about American Eagle other than it serves as the "feeder" airline for American Airlines. Reading about the airline I

learned more information but am still more than a little confused. American Eagle operates over 1800 flights daily serving 159 cities across the USA, Canada, Mexico, and the Caribbean. American Eagle began as a collection of regional carriers with contracts to carry the American Eagle brand. The first American Eagle flight was operated by Metroflight Airlines on November 1, 1984. Metroflight utilized Convair 580 turboprop aircraft that had been operated by Frontier Airlines. Other carriers that have flown in Eagle livery include Executive Airlines, Command Airways, Air Virginia, Simmons Airlines, Wings West Airlines, and Chaparral Airlines. Until 1987 these airlines flew under contract with Ameri-



American Eagle EMB-140. Photograph courtesy of Manas Barooah via A-net.com



American Eagle decals via Fantasy Printshop



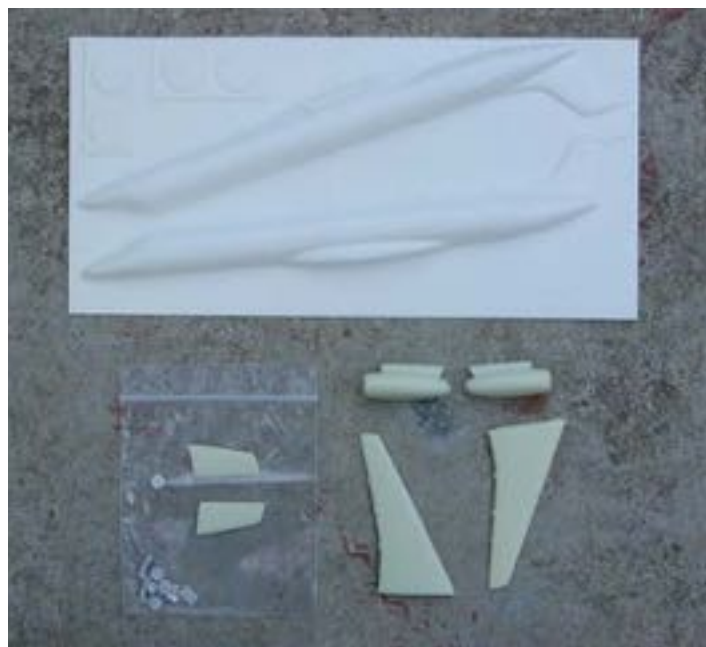
can Airlines to provide regional feed to American's hub airports. In 1987 and 1988 AMR acquired its regional carriers starting with Simmons Airways. By mid 1991 AMR had consolidated the number of carriers to four. The May 15, 1998 merger of Wings West and Flagship into Simmons (and the name change of Simmons to American Eagle Airlines) reduced the number of carriers flying as American Eagle under separate operating certificates to two: American Eagle Airlines Inc. and Executive Airlines Inc. American Eagle launched its regional jet service in May 1998 using the Embraer ERJ 145 aircraft. During 2007 AMR studied ways to spin American Eagle Airlines off into a separate company. In July 2011 AMR announced the spin-off of American Eagle Airlines but the plans were put on hold when AMR Corp. filed for bankruptcy in November 2011. American Eagle currently operates from four hubs located at Chicago O'Hare, Dallas Fort Worth, Miami, and New York (at both Kennedy and La Guardia Airports). As of April 2013 American Eagle's fleet consists of 242 aircraft which include the Bombardier CRJ700 and Embraer 135, 140, and 145 models.

The Embraer ERJ 145 was launched at the Paris Airshow in 1989 as a stretched and turbofan powered modification of the EMB 120 Brasilia. The ERJ 145 has 75% parts commonality with the EMB 120. The ERJ 140 is a shorter version of the ERJ 145 with 96% parts commonality and a shared crew rating. The ERJ 145 seats 50 passengers, the ERJ 140 seats 44, and the ERJ 135 seats 37. American Eagle is the second largest operator of the ERJ 145 after ExpressJet Airlines.

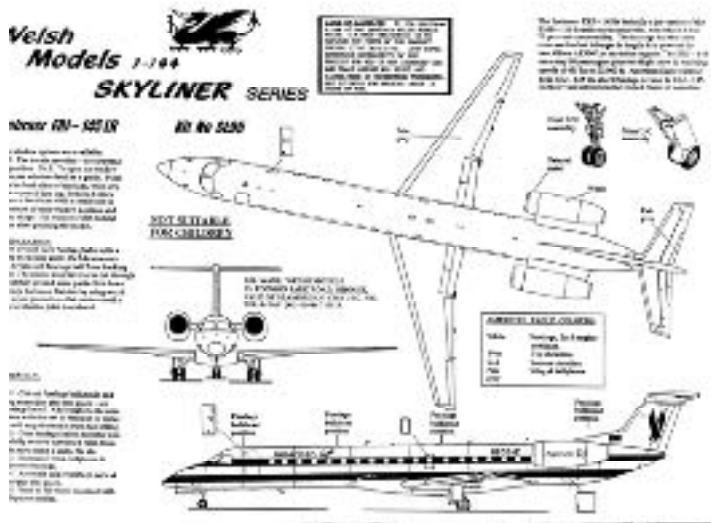
The ERJ 145 model is by Welsh Models. Welsh Models kits are vacuforms which are a little more difficult to build than a standard injection molded kit. If a person can build an injection molded model they can build a vacuform kit. Welsh Models is known primarily for their vacuform 1/144 scale kits. For those who do not know, a vacuform kit is made from a sheet of styrene plastic that is molded into shape by a vacuform mold process. The parts need to be cut from the sheet, sanded to fit, and glued together. For this kit and many others the wings and engines are made from resin and the landing gear is white metal. For the fuselage halves one will have to cut alignment tabs and add them before gluing the fuselage

halves together. The interior of the fuselage is strengthened by adding slow drying epoxy glue. One needs liquid styrene cement for the plastic parts and epoxy and/or super glue to join the metal and resin parts. Clint Groves of ATP sold a video tape on how to build vacuform models that was quite low budget but informative as well. I consider the tape a classic and I still build vacuform models using the techniques that Clint shared. Welsh Models provides an opportunity to build models of planes that wouldn't normally be produced in an injection molded kit.

So I do have a model of a regional airliner. As I said at the beginning of the article I have learned quite a bit of information about American Eagle Airlines but am still a little confused about the airline and business operations. Welsh Models is the premier vacuform airline model company. Were it not for Welsh many airline model kits would not be available. The techniques used to build a vacuform kit are different from building an injection molded kit but really not much more difficult.



Welsh Models kit components. Photograph by the author



Welsh Models instructions for EMB-145



American Eagle Route Map via company web site

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joining forces with a larger carrier, Resort Air was an exception. This company began flying Metroliners between St. Louis and Lake Ozark in 1983, and within a few short years was operating TWA Express service for TWA's domestic hub operation in St. Louis. In the process, the company was renamed Trans-States Airlines, and has since acquired Compass Airlines (formerly Independence Air / Atlantic Coast Airlines).

Republic Airlines is another regional that traces its roots back to a rather small commuter line, Chautauqua Airlines. Chautauqua began service as an Allegheny Commuter carrier in 1974, providing service from Jamestown, PA to Pittsburgh and Buffalo. Other carriers whose operations in one way or another have become a part of Republic are Frontier Airlines, Midwest Airlines, and Shuttle America. The Shuttle America timetable dated February 10, 1999, shows early service for the airline, which started operations the previous November.

Sky West Airlines began service to a number of Utah communities in 1972, several of which were served "upon request", as illustrated by the timetable dated January 1, 1973. SkyWest (as it is currently known), entered into a code-sharing agreement with Western

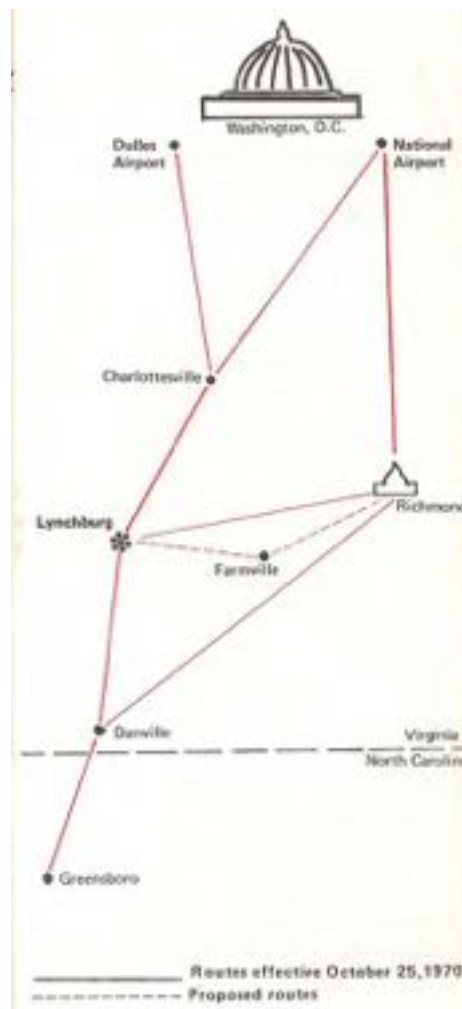
Airlines, prior to Western's merger with Delta in 1987, at which point it became a Delta Connection carrier. The company has grown to a fleet of over 700 regional jets, acquiring another larger regional carrier, Atlantic Southeast Airlines, along the way. ASA began service between Atlanta and Columbus Georgia in 1979, as depicted in the timetable dated 12/1/79.

Pinnacle Airlines was originally known as Express One, beginning service as a Northwest Airlink carrier at the Minneapolis/St. Paul hub in 1985. Several airlines have been acquired by Pinnacle, one of which was the original Airlink operator, Mesaba Airlines. Mesaba began operations in 1973, and the timetable from December of that year shows service from Minneapolis/St. Paul to Grand Rapids and Eveleth-Virginia. Colgan Airways is another company acquired by Pinnacle, and an early timetable for the airline finds the carrier operating from the Washington D.C. area to Poughkeepsie and Raleigh/Durham.

Mesa Airlines' initial service was from its Farmington, New Mexico base to Denver and Albuquerque in late 1980. The airline expanded (primarily in the Southwest), and by the late 1980's began supplementing that growth with the acquisition of other



Cardinal Airways, October 25, 1970



Cardinal Airways, October 25, 1970



Cape Air, Spring 1991



carriers. One of those airlines absorbed by Mesa was Wichita-based Air Midwest, which started service in 1967 as Aviation Services Inc. The illustrated timetable from the late 1960's shows the airline operating from Wichita to Salina and Springfield, Missouri. Another airline to find its history (indirectly) entwined with Mesa was Scheduled Skyways, which had been purchased by Air Midwest in 1985. The timetable dated June 1, 1973 contains service from Fayetteville to Tulsa and Little Rock. Mesa closed down the Air Midwest subsidiary in 2008.

Horizon Air was organized in 1981, and began service on September 1 of that year with a small fleet of F-27's. The inaugural timetable shows the initial service from Seattle to Yakima, with Pasco flights beginning the following week. Horizon Air has acquired a few other carriers, most notably Air Oregon, which began service in 1978. The June, 1978 timetable shows the carrier operating to 23 destinations, all within its namesake state. Horizon Air subsequently was purchased by Seattle-based Alaska Airlines, operating as Alaska's regional code-sharing partner. It is an unusual operation in that jets are no longer incorporated into its fleet, as opposed to most code-sharing carriers which operate regional jets. While the airline operated under its own name for some 25 years after being acquired by Alaska Airlines, in 2011 the decision was made to retire the Horizon Air name, in favor of Alaska Airlines titles and colors.

American Airlines' primary code sharing partner is American Eagle, which was founded in Michigan as Simmons Airlines. The undated timetable from the early 1980's shows Simmons

early service between Michigan's two peninsulas. A number of other airlines have become part of American Eagle through various means. Metro Airlines was one of the largest commuter airlines in the US, operating high frequency service from Dallas/Ft. Worth and Houston to smaller communities prior to becoming an American Eagle carrier. The inaugural timetable dated June 8, 1969 shows the carrier's beginnings as Houston Metro Airlines. Another notable company rolled up into American Eagle was Air Virginia, which began service in the late 1960's as Cardinal Airlines, as illustrated by the timetable dated October 25, 1970.

While the majority of "regional" airlines operate either regional jets or large turboprop types, Cape Air is a notable exception. The carrier began service in the 1980's on the Boston to Provincetown route, which has been flown by numerous companies over the years. The timetable dated Spring/Summer 1991 shows an increase in frequency from 3 daily roundtrips in the early Spring, to 8 in the peak season. Cape Air has since added additional destinations from Boston, but has also found a niche by bidding on (and frequently winning) Essential Air Service contracts in various parts of the country.

While nearly all of the commuter carriers from the 1970's and 1980's no longer exist as individual entities, a number of them have been involved in the creation and growth of today's regional airlines. I doubt that many of the entrepreneurs who started those businesses would have foreseen the evolution of their industry only a few decades later.



Skyways, June 1, 1973

Route	Leave	Arrive	Flight	Freq.	Route	Leave	Arrive	Flight	Freq.
FAYETTEVILLE TO LITTLE ROCK	7:00a	8:00a	101	W, F	LITTLE ROCK TO FAYETTEVILLE	8:00a	9:00a	102	W, F
FAYETTEVILLE TO TULSA	7:00a	8:00a	103	W, F	TULSA TO FAYETTEVILLE	8:00a	9:00a	104	W, F
LITTLE ROCK TO TULSA	7:00a	8:00a	105	W, F	TULSA TO LITTLE ROCK	8:00a	9:00a	106	W, F

Skyways, June 1, 1973

Aspen Airways, December 16, 1966



Aspen Airways, December 16, 1966



A vertical strip of the AIR OREGON magazine cover from June 1978. The cover features a repeating pattern of the title "AIR OREGON" in white on a teal background, with various city names in a light, overlapping font.

**air wisconsin**  
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FLIGHT NO.	DEPARTS	TIME	ARRIVES	TIME	FARE		COLLECTIONS
					One-way	Round Trip	
46	Wichita, Kansas	9:15A	Salina, Kansas	9:56A	\$ 11.50	\$ 21.00	Most morning flights from Southern cities.
47	Salina, Kansas	10:15A	Wichita, Kansas	10:56A	\$ 11.50	\$ 21.00	Most morning flights to Southern cities.
50	Wichita, Kansas	11:15A	Springfield, Mo.	1:00P	\$ 29.50	\$ 39.00	Most flights to Western cities.
51	Springfield, Mo.	1:30P	Wichita, Kansas	3:13P	\$ 29.50	\$ 39.00	Most afternoon flights from Southern cities.
48	Wichita, Kansas	3:45P	Salina, Kansas	4:26P	\$ 11.50	\$ 21.00	Most evening flights to Southern cities.
49	Salina, Kansas	4:45P	Wichita, Kansas	5:26P	\$ 11.50	\$ 21.00	Most evening flights to Southern cities.

Aviation Services, no date

**JET SHUTTLE SCHEDULE**  
EFFECTIVE JUNE 8, 1969



**HOUSTON METRO AIRLINES**

**CLEAR LAKE CITY - INTERCONTINENTAL**  
CLC - IAH  
NORTHBOUND

FLT. #	DAILY	DEPART	ARRIVE
300	Ex. Sat-Sun	6:00 a.m.	6:35 a.m.
301	Ex. Sat-Sun	6:30 a.m.	6:45 a.m.
302	Ex. Sat-Sun	7:00 a.m.	7:15 a.m.
303	Ex. Sat-Sun	7:30 a.m.	7:45 a.m.
304	Ex. Sat-Sun	8:00 a.m.	8:15 a.m.
305	Ex. Sat-Sun	8:30 a.m.	8:45 a.m.
306	Ex. Sat-Sun	9:00 a.m.	9:15 a.m.
307	Ex. Sat-Sun	9:30 a.m.	9:45 a.m.
308	Ex. Sat-Sun	10:00 a.m.	10:15 a.m.
309	Ex. Sat-Sun	10:30 a.m.	10:45 a.m.
310	Ex. Sat-Sun	11:00 a.m.	11:15 a.m.
311	Ex. Sat-Sun	11:30 a.m.	11:45 a.m.
312	Ex. Sat-Sun	12:00 p.m.	12:15 p.m.
313	Ex. Sat-Sun	1:00 p.m.	1:15 p.m.
314	Ex. Sat-Sun	2:00 p.m.	2:15 p.m.
315	Ex. Sat-Sun	3:00 p.m.	3:15 p.m.
316	Ex. Sat-Sun	4:00 p.m.	4:15 p.m.
317	Ex. Sat-Sun	5:00 p.m.	5:15 p.m.
318	Ex. Sat-Sun	6:00 p.m.	6:15 p.m.
319	Ex. Sat-Sun	7:00 p.m.	7:15 p.m.
320	Ex. Sat-Sun	8:00 p.m.	8:15 p.m.
321	Ex. Sat-Sun	9:00 p.m.	9:15 p.m.
322	Ex. Sat-Sun	10:00 p.m.	10:15 p.m.
323	Ex. Sat-Sun	11:00 p.m.	11:15 p.m.
324	Ex. Sat-Sun	12:00 a.m.	12:15 a.m.
325	Ex. Sat-Sun	1:00 a.m.	1:15 a.m.
326	Ex. Sat-Sun	2:00 a.m.	2:15 a.m.
327	Ex. Sat-Sun	3:00 a.m.	3:15 a.m.
328	Ex. Sat-Sun	4:00 a.m.	4:15 a.m.
329	Ex. Sat-Sun	5:00 a.m.	5:15 a.m.
330	Ex. Sat-Sun	6:00 a.m.	6:15 a.m.

**INTERCONTINENTAL - CLEAR LAKE CITY**  
IAH - CLC  
SOUTHBOUND

FLT. #	DAILY	DEPART	ARRIVE
301	Ex. Sat-Sun	6:35 a.m.	6:00 a.m.
302	Ex. Sat-Sun	6:45 a.m.	6:30 a.m.
303	Ex. Sat-Sun	7:15 a.m.	6:45 a.m.
304	Ex. Sat-Sun	7:45 a.m.	7:15 a.m.
305	Ex. Sat-Sun	8:15 a.m.	7:45 a.m.
306	Ex. Sat-Sun	8:45 a.m.	8:15 a.m.
307	Ex. Sat-Sun	9:15 a.m.	8:45 a.m.
308	Ex. Sat-Sun	10:15 a.m.	9:45 a.m.
309	Ex. Sat-Sun	11:15 a.m.	10:45 a.m.
310	Ex. Sat-Sun	12:15 p.m.	11:45 a.m.
311	Ex. Sat-Sun	1:15 p.m.	12:45 p.m.
312	Ex. Sat-Sun	2:15 p.m.	1:45 p.m.
313	Ex. Sat-Sun	3:15 p.m.	2:45 p.m.
314	Ex. Sat-Sun	4:15 p.m.	3:45 p.m.
315	Ex. Sat-Sun	5:15 p.m.	4:45 p.m.
316	Ex. Sat-Sun	6:15 p.m.	5:45 p.m.
317	Ex. Sat-Sun	7:15 p.m.	6:45 p.m.
318	Ex. Sat-Sun	8:15 p.m.	7:45 p.m.
319	Ex. Sat-Sun	9:15 p.m.	8:45 p.m.
320	Ex. Sat-Sun	10:15 p.m.	9:45 p.m.
321	Ex. Sat-Sun	11:15 p.m.	10:45 p.m.
322	Ex. Sat-Sun	12:15 a.m.	11:45 p.m.
323	Ex. Sat-Sun	1:15 a.m.	12:45 p.m.
324	Ex. Sat-Sun	2:15 a.m.	1:45 a.m.
325	Ex. Sat-Sun	3:15 a.m.	2:45 a.m.
326	Ex. Sat-Sun	4:15 a.m.	3:45 a.m.
327	Ex. Sat-Sun	5:15 a.m.	4:45 a.m.
328	Ex. Sat-Sun	6:15 a.m.	5:45 a.m.
329	Ex. Sat-Sun	7:15 a.m.	6:45 a.m.
330	Ex. Sat-Sun	8:15 a.m.	7:45 a.m.

One Way Fare, \$10  
Military Shuttle Fare, \$5  
Children Under 18, \$5

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DESIGNATION HY

Houston Metro Airlines, June 8, 1969



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Wings Airlines, May 17, 1976

FLT. NBR.	FROM	TO	DEPART	ARRIVE
240	CVG	EVV	800A	800A
241	EVV	CVG	825A	1025A
231	CVG	CLE	310P	440P
232A	CLE	CVG	510P	640P
232B	CVG	EVV	655P	655P
233	EVV	CVG	720P	920P

Wings Airlines, May 17, 1976



Shuttle America, February 10, 1999



Sky West, January 1, 1973

Horizon Air,  
September 1, 1981

Colgan Airways, no date

Mesa Air Shuttle, no date

Gateway Aviation, February 20, 1969

Gateway Aviation, February 20, 1969

ASA Atlantic Southeast Airlines,  
December 1, 1979

# Playing Cards

## Regional Carriers Issue Playing Cards Too

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

Mainly because of the much larger number of decks given out, most people are more familiar with the playing cards issued by the major airlines, but some would be surprised to know that many regional and local carriers have also used cards as an effective marketing tool. By my count, 67 of them have issued at least one deck, more for sales promotion than for inflight entertainment.

Sometimes it is difficult to distinguish between a local and a regional airline and for the purposes of this column, it would be impossible to cover all 67 airlines. I have chosen, first, to show four of the more unusual designs and, secondly, to show examples from some of the other airlines.

Probably the oldest deck of cards issued by a small airline was from All American Aviation before 1949 when it became All-American Airways and eventually Allegheny Airlines and the USAirways. Extremely rare and only one set of the maroon and blue double deck is known to exist.

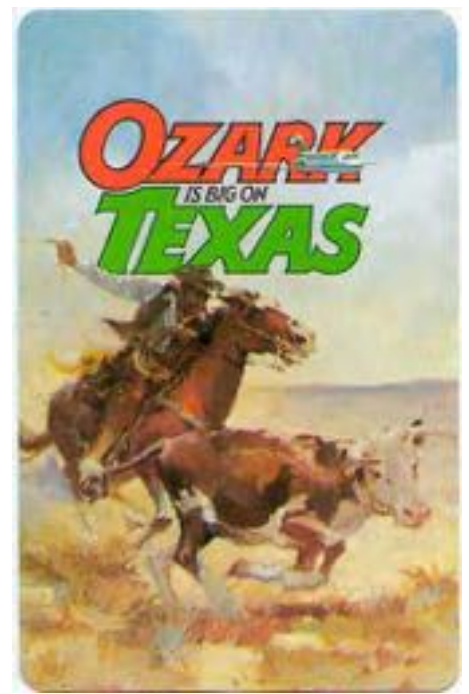
Another rare deck is the one showing a picture of Rattlesnake Island, one of the destinations of Island Airlines of Port Clinton, Ohio. Only one deck and a few single cards exist.

The deck from Princeton Airways is probably the most non-aviation design I have seen on an airline card but it reflects the milieu of its headquarters location. Most of Northern Consolidated Airlines' cards carried a message promoting travel to Alaska, as seen in this example advertising its fishing camps.

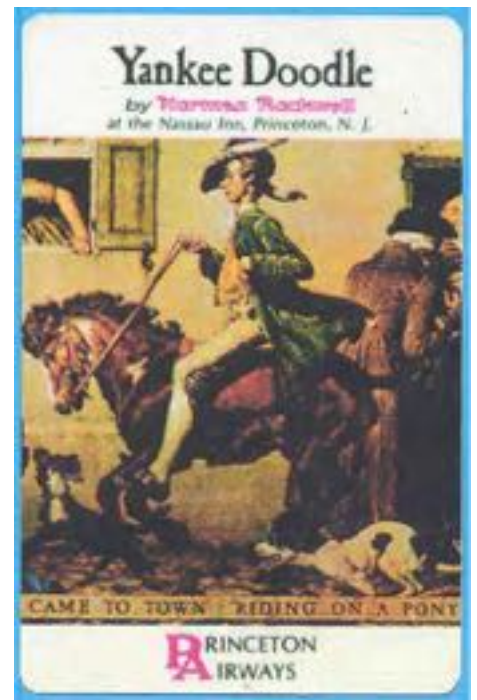
The other card designs shown here, without commentary, are the more colorful examples from some local and regional carriers, staying away essentially from the numerous decks that show only their names and logos.











Pennsylvania Airlines Inc. Label courtesy of Henk Heiden Collection.

# Flying Stamps

## Regional Airlines on Stamps

By Jim Edwards •

We have very few stamp issues portraying US regional carriers. The two carriers that we can share with you are American Eagle and America West Express.



The Caribbean nation of St. Kitts issued this stamp of an American Eagle ATR-42 in 1987 as part of a series featuring aircraft serving the island.



This two stamp postal block was issued in 1995 by another Caribbean island, Nevis, to celebrate 10 years of service by American Eagle. The \$3 stamp is an ATR-42; the 80 cent stamp shows the logo of the American Airlines President's Club.



Another American Eagle ATR-42 is shown on this postal stamp from Dominica in 1998.



An America West Express Fokker F70 is the focus of this issue from the Republic of Palau in 2003.

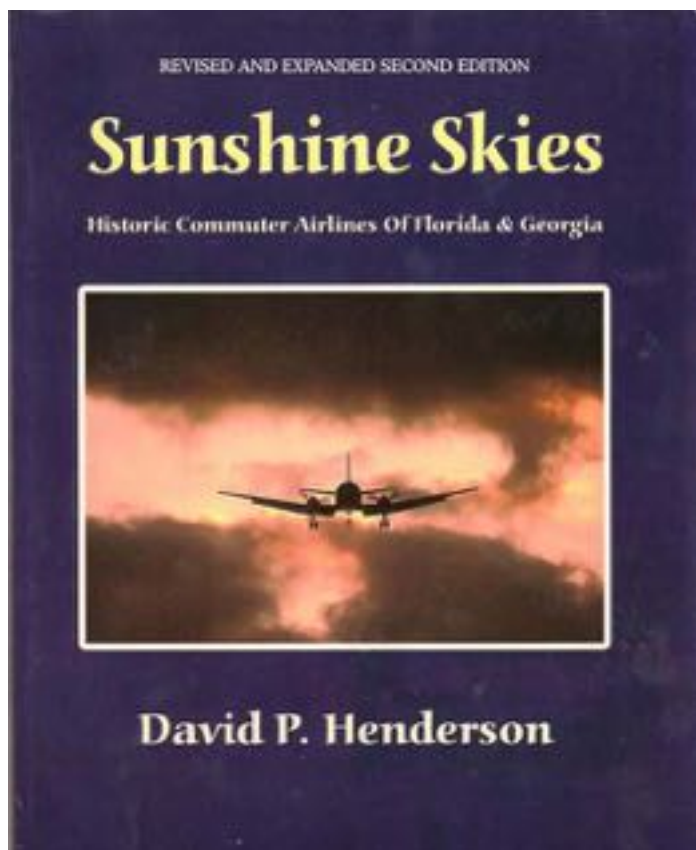


Gilpin Air Lines. Label courtesy of Henk Heiden Collection.



# 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.*

## ***Sunshine Skies***

*Historic Commuter Airlines of Florida & Georgia  
Revised and Expanded Second Edition*

*By David P. Henderson  
Zeus Press, 2008  
ISBN 1-4404-2474-8*

As far as I know Henderson is the only author to have chosen a particular region of the country and written a volume of this depth about the small air carriers that served it. *Sunshine Skies* touches upon over 80 commuter airlines in 262 mostly-illustrated pages. It does so with a fully engaging combination of carefully researched facts and a delightfully accessible writing style. This book is, simply put, a great read that can be enjoyed even by the airline enthusiast who does not have a specific interest in commercial aviation in the U.S. Southeast. This reviewer happens to be one of the people who do have such an interest.

When I was a boy, my family owned a home in Sarasota, Florida. It was from Sarasota/Bradenton Airport in 1978 that I embarked on my first and only DC-3 flight, on Florida Airlines (pages 52-59), from "SRQ" to Miami, with a stop in Ft. Meyers. I also remember,

as a teenager in the 1980's, walking from the old main terminal to the commuter terminal to check out and add to my collection the timetables of the myriad small airlines that served SRQ. Florida and, to a lesser extent, Georgia were indeed "Meccas" for interesting companies flying equally interesting equipment during the 1970's and '80's. It is not surprising that Henderson, who was raised in Atlanta and vacationed extensively in Florida during his formative years, picked this part of America in which to chronicle a lesser known, but fascinating, facet of commercial aviation history.

As mentioned this is an illustrated book and the author does an excellent job with those illustrations. The commuter airlines of the Southeast U.S. are well-documented visually with plentiful photographs. Henderson not only includes dozens of aircraft shots, but he goes the extra mile to include numerous photos of flight schedules and route maps. These images, which encompass nearly fifty years of history, are quite comprehensive. Their locations on each page also closely match the text – something not found in all commercial aviation books, including some written by better-known authors with larger publishers behind them.

Special attention is given to airline service to Key West, Florida, the southernmost city in the continental United States and one of the childhood haunts of Henderson. Ground access to Key West is limited to a long and tedious (if beautiful) two-lane highway, so air access has always been part of its lifeblood. The author does a wonderful job of chronicling the ups and downs of commuter flying to this onetime home of Ernest Hemingway during the period covered by the book. Aircraft used by carriers serving the route included, but were not limited to: DC-3's, Martin 404's, Convair 440's, CASA 212's and Embraer Bandeirantes. This variety of equipment is a microcosm of the contents of the remainder of *Sunshine Skies*. It includes airlines flying other classic and exotic metal such as the Beech 18, Vickers Viscount, De Havilland Dove/Heron and the Nihon YS-11, to name just a few.

There is little to criticize in this quite inclusive work. Airlines in Georgia do get comparatively less space, but this only reflects the fact that the state did not enjoy the same level of commuter activity. (This was a function of the extensive service provided in the state by trunk carriers, Delta and Eastern, not to mention the extensive route system of local service carrier Southern Airways during much of the covered period.) My only lament is that there were not more color photos of some of the brightly-hued birds of the Florida carriers. This is, however, understandable considering the prohibitive cost of printing books in all, or even partial, color. We can always hope for more in the third edition!

Availability: Used copies of this book can be found on Alibris.com starting at about \$17.00. Copies can also be found, though somewhat rarely, at airline collectibles shows held around the nation.



# Label Time

## Labels from the Golden Age of Airlines in Cleveland

By Daniel Kusrow • dkusrow@us.net

In honor of this year's Airliners International, your editor tried to review his collection for material associated with airlines operating in and out of Cleveland. The only ones he could find were all from 1950 and earlier, really the Golden Age of Air Transport. The Loenig Amphibian on the Thompson label is an aircraft rarely seen on other airlines' labels. Dewey Eldred was really an indigenous

operation to Cleveland; not sure how much scheduled passenger service they offered.

Also displayed is the summer of 1922 Aeromarine Airways' timetable for Cleveland's first ever airline service, across Lake Erie to Detroit. This is a very rare timetable. Many thanks for Reuben Martinez supplying it for display.



Colonial Air Transport  
Baggage Label, 1929, Rare



Dewey Eldred Flying Service  
Baggage Label, 1940-Rare



United Air Lines  
Advertising Labels, 1950, Uncommon



Transamerican Airlines  
Corporation  
Baggage Label, 1933, Scarce



Clifford Ball, Inc.  
Baggage Label, 1930, Rare



Thompson Aeronautical  
Corporation  
Baggage Label, 1930, Scarce

# Postcard Corner

## Regional Airlines in Cleveland Area Service

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

In view of Airliners International 2013 being held in Cleveland, Ohio, I hope you enjoy this selection of postcards showing regional airlines and their smaller aircraft, past and present, serving the Cleveland area.



*Aeromarine Airways Curtiss F5L Flying Boat (Model 75 civil conversion) Over Put-in-Bay, Ohio, En Route from Detroit to Cleveland. Sepia. Pub'r: H. A. Herbster, Put-in-Bay, Ohio; Printer: The Albertype Co., Brooklyn NY. Aeromarine operated from late 1920 to early 1924 and was one of the first airlines in the world. It started a Cleveland-Detroit route in July 1922 and opened the first ticket office in the U.S. that month, in Cleveland.*



*TAG Airlines DH104 Dove Heron 5A at Burke Lakefront Airport, Cleveland. Pub'r: Wilbur Evans Co., Cleveland, Plastichrome no. P66696. TAG Airlines operated from 1957 to 1970, its primary route being between Cleveland and Detroit. Burke Lakefront Airport, on the shore of Lake Erie, still operates, mainly for privately owned and charter business aircraft, and it is the official reliever airport for Cleveland Hopkins International Airport.*



*Lake Central Airlines Nord 262. Airline Issue (A/I). Plastichrome by Colourpicture Publishers, Boston. Formerly in the collection of Deke Billings. Lake Central served several states mainly bordering on the Great Lakes, including service to Cleveland and other Ohio cities, from 1950 to 1968 when it merged into Allegheny.*



*Island Airlines Ford Tri-Motor at Port Clinton Municipal Airport, Ohio. Pub'r: Mark "K" Spec., Findlay, Ohio, no. 116.764. Port Clinton, about 75 miles (120 kms.) from Cleveland, served as Island Airlines' base for flights to nearby scenic islands in adjacent Lake Erie. Founded in 1930, Island Airlines used Ford Tri-Motors from 1936 to 1986. The airline styled itself as the "Shortest Airline in the World".*





*Mohawk Convair 440, N4403. A/I. Pub'r: Hannau, New York NY, no. 47907. Mohawk system route map on reverse of card. Mohawk served the Mid-Atlantic and Northeastern portions of the U.S. starting in 1945 (under the Robinson Airlines name from 1945 to 1952). In 1972 it was acquired by Allegheny. Its destinations included Cleveland.*



*Allegheny Airlines Douglas DC-3. A/I. Pub'r: L.B. Prince Col., Arlington VA, no. PE-51. This card is postmarked 15 November 1954. Formerly in the collection of Deke Billings. Allegheny operated from 1939, originally under the All American Aviation and All American Airways names, taking on the 'Allegheny' name in 1953. Like Mohawk, it served the Mid Atlantic and Northeastern portions of the U.S., including Cleveland. In 1979, following deregulation in the U.S., Allegheny expanded from being a regional carrier and changed its name to US Air, later US Airways.*



*North Central Airlines Douglas DC-3, N12978, in 1955. Issued*

*by Airlines International 2005. Pub'r: j.j.postcards, no. CA015. North Central, originally founded in 1944 as 'Wisconsin Central', operated in the Midwest, including Cleveland. It joined with Southern Airways in July 1979 to form Republic Airlines. Consolidation later continued as Republic merged into Northwest, and Northwest merged into Delta.*



*Ozark Air Lines Fokker FH-227B, N4216. A/I. Ozark operated in mid-America from 1950 to 1986 when it was acquired by TWA. It utilized Fokker 227s from 1966 to 1980.*



*Wright Air Lines Beechcraft 99-A, N20FW. A/I. Pub'r: J. C. Unitas, McMurray PA, no. R10867. Formerly in the collection of Deke Billings. Wright was based at Burke Lakefront Airport in Cleveland and operated in the Ohio, Michigan and Pennsylvania area, from 1966 to 1985.*

Following airline route deregulation in the U.S. in 1978, many regional airlines extended their route systems, several merged, and the landscape of regional carriers changed dramatically. A new system developed whereby smaller local airlines became affiliated with major airlines by contract or ownership, and they acted as feeders for the majors, particularly at hub airports. The flight and aircraft might be titled, for example, "Delta Connection", "United Express", "US Air Express" and the like, but the operator could be a local airline.





*Atlantic Coast Airlines - United Express Canadair Regional Jet CRJ-200ER, N625BR, with United Express route map including Cleveland. A/I, United Express. Oversize, 5 x 7" (13 x 18 cms.). Formerly in collection of Allan Van Wickler. Atlantic Coast started operations in 1989. It became 'Independence Air' in 2004 and continued operating until January 2006.*



*ExpressJet - Continental Express (now United Express) Embraer ERJ-145. A/I. William Demarest Collection. ExpressJet was established in 1986, and it maintains a hub in Cleveland for United Express. ExpressJet and SkyWest Airlines are both presently owned by holding company SkyWest Inc.*



*Comair -- Delta Connection Canadair Regional Jet, CRJ-200, construction no. 7235. Pub'r: Plane Views, Clackamas OR, no. PV087. Comair was established in 1977, and Delta acquired full ownership in 1999. However, in 2012 Delta shut down Comair, preferring to have different local operators bid to serve as feeder airlines to Delta.*



*Air Wisconsin - United Express British Aerospace BAeATP, N852AW. Pub'r: Flite-Line/Udo Schaeffer, no.16 in 1990 postcard set. Air Wisconsin, established in 1965, operated as United Express from about 1990 to 1993. Today, it flies exclusively for US Airways Express under an agreement with US Airways.*



*American Eagle British Aerospace BAe Jetstream 31, N406AE. Pub'r: Plane Views, Clackamas OR, no. PV-031. American Eagle is different from the other feeder airlines mentioned here because it is presently owned by the airline it serves -- American Airlines. American is considering selling American Eagle, as it presently*

Today, four U.S. regional carriers serve Cleveland, represented by 12 different operating airlines. These are American Eagle (affiliated with American Airlines); Delta Connection (operated by Chautauqua, ExpressJet, Pinnacle and SkyWest); United Express (operated by Chautauqua, CommutAir, ExpressJet, Republic, Shuttle America, Silver, SkyWest and Trans States); and US Airways Express (operated by Air Wisconsin, Chautauqua, Mesa, PSA and Republic Airlines). These regional airlines serve as feeders to their respective affiliated major airlines -- American, Delta, United and US Airways. Here is a sampling of cards of these regional operators.

believes (as did Delta in shutting down Comair in 2012) that it may do better financially by having different local operating airlines bid to be feeder airlines to its major cities.



*Mesa Airlines - United Express Embraer EMB-120, N284YV. Pub'r: Manche, Sao Paulo. Mesa was established in 1979 and presently, among other activities, operates flights on behalf of United Express and US Airways Express.*



*Mesa Airlines - US Airways Express Embraer ERJ-145. Issued by San Juan College, New Mexico, to publish their aviation program. William Demarest Collection. Presently, Mesa's flights to and from Cleveland are exclusively on behalf of US Airways Express.*



*SkyWest Airlines - Delta Connection Canadair Regional Jet CRJ-200, N4039W. Pub'r: Smith-Southwestern, Tempe AZ. SkyWest, founded in 1972, presently serves Cleveland through flights marketed as either Delta Connection or United Express.*



*Shuttle America Bombardier Dash 8-300, N801SA. William Demarest Collection. Shuttle America was founded in 1995. One of its crew bases is in Columbus, Ohio, and it serves Cleveland on behalf of United Express. Note that this image is not a 'postcard'. It's a two-sided 'photo fact card', without a postcard back. With the rise of electronic communication, people now send fewer actual postcards through the regular mails, and airlines and aircraft manufacturers have increasingly turned to printing two-sided cards to publicize their offerings. I know several airline postcard collectors who have started to add these two-sided cards to their collections. For many airlines, it's now the only way to get new 'airline-issued' cards. What do you think? Do these two-sided cards belong in a 'postcard' collection? Are they a separate collectable? Should I expand the subject matter of my Postcard Corner column to include them in the future? I'll welcome any comments on this subject.*

*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 Aeromarine card; Uncommon: the Allegheny, Lake Central and TAG cards. The rest are fairly common.

*AI 2013 Postcard Contest:* The Airliners International 2013 show in Cleveland will again feature a Postcard Contest. Whether you're an experienced collector or a beginner, you are encouraged to submit an entry. It's a lot of fun, and the postcard displays stimulate a greater interest in collecting airline and airport postcards. This year's revised Postcard Contest rules can be found at [www.ai2013cle.com](http://www.ai2013cle.com). On the home page, click on the left-side tab "Contests" and then click on the link "Postcard Contest Rules".

#### References:

- Airways magazine. US Airlines: National, Regional, and Commuter Passenger Airlines. (May 2013 issue).
- Cleveland Hopkins International Airport official website: [clevelandairport.com](http://clevelandairport.com).
- Goldman, Marvin G., "Postcard Corner", in The Captain's Log, Issue 33-3 (Winter 2008/2009), "Regional & Commuter Airlines", pp. 26-29.
- Van Wickler, Allan, "Postcard Corner", in The Captain's Log, Issue 26-4 (Spring 2002), "Focus on Commuter & Regional Airlines", pp. 39-42.



# What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

Hello Collectors! We've received many replies to our last article. Here are a few answers.



This is Papua Airways of Port Moresby, New Guinea, circa 1960.



Ed Powers and Charlie Dolan reported that this is a cap badge from Wackenhut Security.



We now know that this is a wing from Air Tours International of Manchester, UK-1990



Marvin Goldman identified this wing as from the Israeli Air Force, possibly from late 1940's.



Christopher Hipkins of the UK says this is Axis Airways, France, 2012 flight attendant issue.

Now for your questions.



Where is Doysa Air wing from?



Where is Atlasjet from?



A half wing, probably flight crew wing. Who and Where?



Netjets...from where and when?



This large wing appears old.. Where? when?



Any ideas on this gold wing?



Where is this wing from?



A wing from ,where?



Any ideas on pre 1952 Sky wing?

That's all for this issue. We hope we'll be able to join everyone in Cleveland for Airliners International 2013! Ken & Beth



# Tickets and Ticket Jackets

## Regional Carriers of the United States The Pressures to Go Big ... or Go Home

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

It has been observed that the airline industry is a great industry to work in though a lousy industry to generate a return on investment. With the deregulation of the industry, the foremost barrier to entry to start an airline (or to expand one) in the U.S. was significantly reduced.

Subsequently, with the emergence of leasing as the primary vehicle for airlines to secure aircraft, the second greatest barrier – raising

capital & financing to purchase aircraft tumbled. Thus emerged a complex thirty (30) year frenzy of merger & acquisition (M&A) activity focusing on regional carriers growing in their own right, joining with peers and / or joining with historic “mainline” carriers to result in the handful of carriers – Alaska, American, Delta, United and their commuter arms – which tend not to be identified as the “Low Cost Carrier” fraternity (e.g. Southwest, jetBlue).

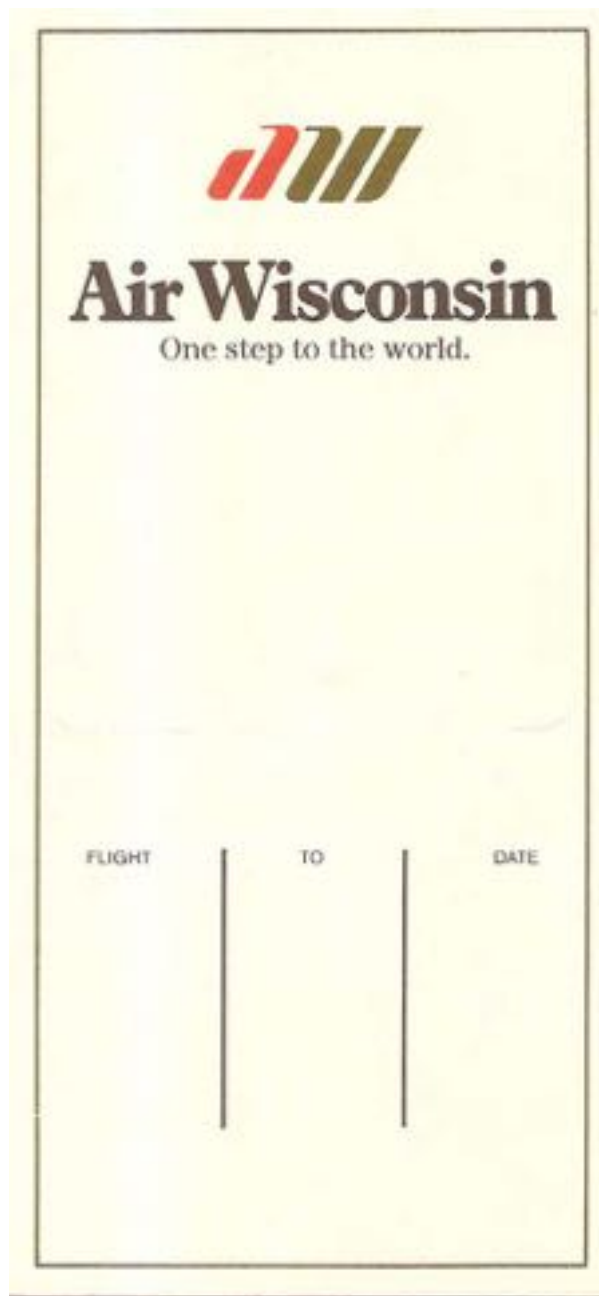


Figure 1 - Air Wisconsin



Figure 2 - Allegheny Airlines



Figure 3 - Altair Airlines



Figure 4 - Central Airlines

There are historic regional airlines and contemporary ones. Most of the illustrations which accompany this article are from the historic carriers – the ones which operated quite visibly in their own right. They had visible livery, air crew uniforms, advertizing, promotional material and branding which built, in most cases, customer allegiance and fond attachment.

Today, large contemporary equivalents exist though they are comparatively invisible to the travelling public. A case in point from my own experience is my travels in and out of Memphis, Tennessee over a two year period on United Express in 2001-03. From day to day and week to week the segments to Denver and Chicago were flown by any one of Air Wisconsin, Atlantic Coast Airlines, or SkyWest. Memphis station itself was an ACA station. You would have been hard pressed to have had 5 people on those

50 seat CRJ's recognize which airline's people and metal were actually flying them.

What has led to this phenomenon? In a nutshell, size matters. Once upon a time growing larger was simply the aspiration of a visionary owner / CEO to build a leading carrier. As the industry evolved post deregulation, finding economies of scale became much, much more vital and running a steady-state carrier of a constant size became perceived as recipe for ultimate failure.

The harsh might call the focus on organic growth and, when that failed, the many M&A marriages as one giant "race to the bottom". The travelling public thus far has voted with their patronage in favour ... the grumbling about seat room, meals and add-on charges for traditional services aside.





Figure 5 - Horizon Air



Figure 6 - Hughes Airwest



Figure 7 - Ozark Air Lines

This is a huge subject - too huge to do justice to in our available space. So I've picked a cross section of ten carriers to provide one example Ticket Jacket from each. Hopefully a favourite of yours will appear and no doubt I've missed many. To the extent I let you down on a favourite, or disagree with my observations, please accept my apologies and I'll take simple refuge that I'm writing as a Canadian observer of the US industry.

Air Wisconsin (Figure 1) – “One step to the world” says it all on this jacket which then featured their BAe-146 aircraft. Today, Air Wisconsin is, by their own web statement, “the largest independently held regional airline in the United States.” Its primary role has most recently been as a US Airways Express carrier.

Allegheny Airlines (Figure 2) – began its life as All-American Airways in 1937 and dropped its “too regional” sounding name in 1979 to become US Air as it pushed westward in 1979.

Altair Airlines (Figure 3) – Born 1967, Passed Away through bankruptcy in 1982. Based in Philadelphia, the compact 14 destination regional route system on this jacket ranged to Albany, Islip, Richmond, and Williamsport.

Central Airlines (Figure 4) – “Take The High Road” is the enthusiastic slogan on this peppy jacket design featuring “Radar Convair Service.” This jacket highlighted services to 45 cities in six states (Arkansas, Colorado, Kansas, Missouri, Oklahoma and Texas). Born in 1949, Central was sold and merged into Frontier in 1967.

Horizon Air (Figure 5) – “Wings of the Great Northwest” is the slogan on this 1999 design. Note the five partners shown on the jacket design, three of which are no longer with us today. Of note, the carrier was formed in 1981 in the aftermath of deregulation when larger carriers withdrew from routes in the Pacific Northwest leaving the region underserved. Since 1986, the carrier has been part of the Alaska Air Group and now serves 45 cities in the Western US and Western Canada.



Figure 8 - Reno Air



Figure 9 - Republic Airlines



Figure 10 - Texas International Airlines

Hughes Airwest (Figure 6) – Who can forget the “Top Banana in the West” with its trademark Sundance Yellow and Universe Blue accents in this jacket and its DC-9’s? A classic example of the regional airline growth cycle, predecessor Air West was formed from three carriers (Bonanza, Pacific and West Coast). With the arrival of Howard Hughes on the scene the airline was renamed in 1970 and had a ten year run expanding to serve over 40 cities in the Western US, Canada and Mexico before being sold to Republic.

Ozark Air Lines (Figure 7) – this jacket highlights its concentrated Midwest route system ranging from Minneapolis & Milwaukee to Nashville & Tulsa and its connection points to TWA which acquired the carrier in 1986.

Reno Air (Figure 8) – a First Class design for this MD-80 series carrier which was a favourite of customers and collectors alike in its brief run from 1990 – 1999 when it became the target of a strategic acquisition by American Airlines bringing sixteen (16) western destinations firmly into the AA structure.

Republic Airlines (Figure 9) – This jacket design clearly states the origins of the “original” Republic formed from the merger of North Central Airlines and Southern Airways. (As distinct from the current Republic - a carrier for US Airways and United). The Republic of 1979-1986 embodied the “Go Big” model adding Hughes Airwest as noted above to ultimately struggle and fail to make it all work economically and ended up being merged into Northwest.

Texas International Airlines (Figure 10) – Concluding our brief survey, we have the familiar purple design of the former Trans Texas Airways. The airline is the place where the famous, or infamous, Frank Lorenzo “cut his teeth” as a notable cost cutter. In 1982, the airline and Continental Airlines were merged using a holding vehicle (Texas Air Corporation) which then went on to tackle other carriers such as TWA, Eastern and People Express. From humble beginnings to being at the heart of major M&A plays, the TI story typifies the historic “Go big or go home” pressures facing US regional carriers. It remains to be seen how the current generation of regional airlines will fare.



# Wings

## Regional Carriers

By Charlie Dolan • wingcobda@yahoo.com

While I was poring over research sites on the computer trying to get background information on those carriers whose insignia are included here, an old song kept running through my mind. An old Hee Haw ditty went this way: ----

“Where, oh where, are you tonight?  
How could you leave me here all alone?  
I searched the world over and thought I’d found true love.  
You met another and ---Pfft, you were gone.”

It seemed that was the way of many regional airlines.

Over the last thirty years, I have collected many hundreds of cap badges and air crew wings from all over the United States and other countries around the world. I now regret that I had not done more to document the mode of acquisition and history of the carrier itself. As I selected items which had not been featured in my column previously (or at least recently), I realized that many lacked provenance. It is my failing alone.

In many cases, the airlines depicted in this issue failed financially, were absorbed by other carriers or reinvented themselves as new entities. Sunbird became CC Air, which later became part of Mesa Air. Little information can be found concerning Alpha Air, Chicago Express and Royal West.

Anyway, the insignia are interesting and were part of the varied history of aviation in the U.S.. As the old saying goes, “You just had to be there’.

Hope you enjoy the images.



### Aeromech

**1951-1983 KC AMH**

Both the wing and cap badge are of gold color metal with a satin finish. The high surfaces of the center disc are highly polished. The cap badge has two pins at the mid-level, clutch back style. There is no hallmark. The wing is clutch back and is hallmarked “Blackinton”.



### Air Oregon

**1978 – 1982**

The wing is of gold color metal with dark antiquing in the lower surfaces. The wing is clutch back and does not bear a hallmark.



### Alpha Air 1969

Both wing and cap badge are made of silver metal with white, blue and red paint in the diamond and words. Both pieces are clutch back with two pins each. Neither piece is hallmarked.



### Bar Harbor Airlines

**1968 – 1991 QOBHA**

The first issue of the Bar Harbor insignia was in silver and the second was in gold color metal. The cap badges were highly polished and had a single screw post and two clutch back pins. Neither issue had a hallmark.



The wings are clutch back with highly detailed feathering. The bird in all three wings is gold in color and polished. The discs in the silver issue are dark blue enamel and the gold issue has a light blue enamel disc. None of the wings are hallmarked.



**C C Air - Charlotte**  
**Commuter Air 1987 – 2002**  
**Had been Sunbird Airlines**  
**1979 - 1987**

The wing insignia is of padded, black material and silver bullion thread. The center disc is of silver metal with matte black paint in the deeper surfaces behind the lettering. The wing is clutch back and lacks a hallmark.

The cap badge is also of silver bullion thread on black fabric. The center disc is similar to that of the wing. The badge has a single screw post and two clutch back pins. It has no hallmark.



**Chicago Express**  
**1993 – 2005 C8 WDY**

The wing is of silver metal with a satin finish. It has two screw posts and is not hallmarked. The center disc is off-white, green and black and has a clear plastic coating over the disc.



**Clinton Aero**  
**SS CLI**

The wing is satin finished silver metal with orange and brown enamel in the center disc. The wing is clutch back and hallmarked "Blackinton".



**Command Air**  
**1966-1998**  
**DD CMM**

The wing is satin finished silver metal. In the center is a gold color device with the stylized letters "C" and "A" in red and blue enamel. The wing has two screw posts and lacks any hallmark.



**Freedom Airlines**  
**1980-1984**  
**DN FRE**

The wing is of silver color metal and appears to have been a stamping. It has a clutch back. The feathering in the wings is nicely detailed and the center disc is made up of white, red and blue enamel. There is no hallmark.



**Henson Airlines**  
**1961 – 1987**

The U S Air style wing and cap badge are of silver color metal with red enamel in the letters. The wing is clutch back and is hallmarked "Balfour". The cap badge is also brush finished silver metal with red enamel letters. The badge has a single screw post and two pins. There is no hallmark.

The Piedmont style insignia are made of silver bullion thread on black fabric. The center discs are silver metal with matte black paint behind the lettering. The wing is clutch back and the cap badge has a single screw post with two additional pins. Neither piece is hallmarked.





### **Mohawk Airlines**

**1945 – 1972 MO**

This is the cap badge used after the name change from Robinson Airlines to Mohawk. The badge is polished silver with dark blue, red and black enamel. The badge is hallmarked “sterling” and it had a single screw post and two pins.



A second style wing in my collection is of the same design, but with a medium blue enamel in the center device. This wing is hallmarked “V.H.B.”

I do not know why or when the color change was made.



### **PCA**

**Pennsylvania Commuter Airlines**

**1965 – 1985**

The cap badge is a stamping in silver color metal. The center device is maroon enamel with silver letters and design. The badge has a single screw post and two clutch back pins.

The wings are a bit more polished and are of thicker metal than the cap badge. There are two clutch back pins on each wing. Both are hallmarked “Blackinton”.



### **Rio Airlines**

**1970 – 1987 XO**

The cap badge is of gold color metal. The deeper surfaces are textured and the higher ones polished. It has a single screw post and two pins to maintain its position. The hallmark is an “H” inside a diamond.

The wing is also of gold color metal with the polished and textured surfaces as in the cap badge. It is clutch back and does not bear a hallmark.



### Royal West

1987 Short lived

The wing and cap badge are of gold color metal with a satin finish except for the higher surfaces in the center of each piece, which are highly polished. The cap badge has one screw post and two clutch back pins. The wing is clutch back. Neither piece is hallmarked.



### Sky West Airlines

1972 – Present

OO SKW

The first style wing, “Sky West”, is silver metal with matte black paint behind the polished silver letters and design. It is clutch back and hallmarked with letters I cannot make out. (I’m getting old, I guess)

The wings and cap badge are of gold color metal with a satin finish except for the polished higher surfaces. Black enamel is behind the lettering in the centers. The cap badge has a single screw post and one positioning pin. The wings are clutch back. No item is hallmarked.



### Sunbird Airlines

1979 -1887 ED SUR

Became Charlotte Commuter (C C Air)

The cap badge is a gold metal disc with an orange background of a yellow bird and a gold border of the bird’s beak and what I assume a representation of the sun. There is a clear plastic coating over the entire device. The cap badge has a single screw post and one pin to keep it in position. There is no hallmark.

The wing is of gold color metal with the same design as the cap badge in the center. It is clutch back and is not hallmarked.

## Editor’s Selection



Great Plains Airlines of Tulsa, Oklahoma operated Dornier DO328JETS during its short existence from 2001 until ceasing operations in 2004. This airline issued postcard shows their colorful livery. Postcard courtesy of William Demarest Collection.



# Junior Wings

## Regional Carriers of the US

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

The number of regional carriers in the US has remained relatively constant over the years, but a quick check of your local airport may reveal a different picture. The reason: branding. Today, the vast majority of U.S. regional carriers are associated with the new Big Three: United, Delta, and American. For example, Delta uses 8 different regional carriers, all of whom fly under the Delta Connection banner. Likewise, United uses 9 different regional carriers that all fly under the United Express identity, and the soon-to-merge American/USAirways will certainly use an equal number

of regionals under its American Eagle and American Connection brand. There are still a few regional carriers that fly under their own identity, most notably, Silver Airways, Great Lakes Aviation, Cape Air, and SeaPort Airlines. However, many of these airlines are listed as “partners” with the Big Three.

Listed below are some junior wings from the present and the past.

Happy Collecting, Lane



Rio Airways Dash 7



Rio Junior Wing (RIO-01)



Mesa (ASH-02)



Henson (HEN-01)



Great Lakes Beech 1900



Horizon Air (HOR-01)



Midstate (MIS-01)



Conquest Airlines (CAC-01)



Silver Airways Saab 340



Horizon Air with Yellow/  
Orange logo (undesignated)



Big Sky (BSY-01)



Aspen Mountain Air (LSS-01)



Comair Delta Connection  
(undesignated)



Sunland Airlines (SLA-01)



ERA Aviation (ERH-01)



SeaPort Airlines Pilatus PC-7



Comair (COM-01)



Skyways (SKM-01)



Lone Star (LSA-01)



Cape Air Cessna 402



American Eagle (EGF-01)



Mississippi Valley Airlines  
(MVA-01)

*Note: Baumwald Numbering System designation used with generous permission from Stan Baumwald.*

*Photographs from author's collection.*

The World Airline Historical Society/Airliners International Association has affiliations with a number of museums around the United States and Europe. We will feature additional museums in future issues. Please support our sister organizations!



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Please send your show listing to editor@wahsonline.com or to WAHS headquarters.

## **FLORIDA TRAVEL COLLECTIBLE SHOW • Saturday, June 8, 2013**

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

## **AVIMAGE 30th AIRLINERS CONVENTION • Saturday, June 8, 2013**

Paris, France. Best Western Hotel at Roissy CDG, 1 allée du Verger, 95700 Roissy-en-France. Hours: 9:00am – 5:30pm. Admission: €5. Contact avim.mp@orange.fr or www.avimage.org for additional information. Sponsored by Avimage.

## **AIRLINERS INTERNATIONAL 2013 • Thursday – Saturday, June 27-29, 2013**

Sheraton Cleveland Airport Hotel, Cleveland OH. For more information, please contact Chris Slimmer +1 (630) 805-3628 or via email info@ai2013cle.com. Website: www.ai2013cle.com. Airliners International 2013 Cleveland LLC, P.O. Box 763, 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 (deecceeflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904. Special room rate available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

## **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; Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405. Web site: www.newarkairlineshow.com

## **SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, September 28, 2013**

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

## **27th Annual ATLANTA AIRLINE COLLECTIBLES SHOW • Saturday, October 5, 2013**

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

## **USA AVIATION PHOTOGRAPHERS SLIDE EVENT • Friday, October 11 and Saturday, October 12, 2013**

La Quinta Inn and Suites, Chandler (Phoenix Arizona) - 15241 S. 50th Street Phoenix Arizona (I-10 at Chandler Blvd) Times: Friday 4 PM to 11 PM, and Saturday 7 AM to 11 PM. For more information, please contact Joe Fernandez at n314as@yahoo.com or Jarrod Wilkening at wilkeningjarrod@yahoo.com.

## **MINNEAPOLIS/ST PAUL AIRLINE COLLECTIBLE SHOW • Saturday, October 12, 2013**

Best Western Plus, 1901 Killbuck Drive, Bloomington, MN. Time: 9am – 4pm. For information, contact Bill Rosenbloom via email at Bill@airlineposters.com

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Air Wisconsin deHavilland DHC-7, N707ZW, May 1985.  
Photograph by Dave Campbell via Joe Fernandez Slide Collection.



Mesaba Beech 99, N10MV, April 1985.  
Photograph courtesy of Joe Fernandez Slide Collection.





Mohawk Airlines FH-227B, N7806M, MSN 515, at JFK (New York).  
Photograph courtesy of Bruce Drum/AirlinersGallery.com



Freedom Airlines Convair 580, N5836, August 1981 at ORD (Chicago).  
Photograph courtesy of Joe Fernandez Slide Collection.

