

Fall 2013 | Issue 38-2

# The Captain's Log

The Journal of the Airliners International Association

## Airlines of Germany

Airline Collectibles and History for the Aviation Enthusiast





Lufthansa Boeing 747-130 D-ABYA, msn 19746, at JFK. This is the first Lufthansa 747.  
Photograph courtesy of Bruce Drum/AirlinersGallery.com



Conti-Flug BAe 146 D-AJET, msn 2202.  
Photographer and date unknown. Photograph via Joe Fernandez Slide Collection.



# Airlines of Germany



On the front cover:  
Lufthansa Boeing 737-130 D-ABEW, msn  
19030, March 1978, photographer and  
location unknown. Photograph courtesy of  
Joe Fernandez Slide Collection.

## Flight Manifest

From the Flight Deck.....	3
Airlines of Germany Fons Schaefers .....	4
Aviation Enthusiast - Hector Cabezas Marvin G. Goldman.....	8
Aircraft Models Ken Miller .....	10
Airline Timetables David Keller.....	12
Playing Cards Fred Chan.....	20
Dining Service Dick Wallin.....	22
Postcard Corner Marvin G. Goldman.....	24
Tickets and Ticket Jackets Tom Doak-Dunelly.....	30
Book Review Shea Oakley.....	32
Flying Stamps Jim Edwards .....	33
AI 2013 Cleveland .....	34
Wings Charles F. Dolan.....	36
Air Etiquettes Arthur H. Groten, M.D.....	39
Jr. Wings Lane Kranz.....	40
What Is It? Ken & Beth Taylor.....	41
Airline Flags Henk Heiden .....	42
Cocktail Items A.I.S. Tasca.....	44
Safety Cards Fons Schaefers.....	45
Frankfurt - Where the Postcards are -- or aren't Rick Neyland ...	49
Flight Exchange.....	51
Upcoming Airline Collectible Shows .....	52

# Captain's Log Editorial Team

## Editor

WILLIAM M. DEMAREST P.O. Box 489, Ocoee, FL 34761

## Contributing Editors

### Timetables

DAVID KELLER 1965 Danelle Drive, Florissant, MO 63031

### Playing Cards

FRED CHAN P.O. Box 2744, Sequim, WA 98382-2774

### Air Etiquettes

ARTHUR H. GROTEN, M.D. P.O. Box 30, Fishkill, NY 12524

### Dining Service

RICHARD R. WALLIN P.O. Box 22, Rochester, IL 62563-0022

### Book Reviews

SHEA OAKLEY 53-G Beacon Hill Rd, West Milford, NJ 07480

### Cocktail Items

AL S. TASCA 19836 SW 118 Ct, S. Miami Hts, FL 33177

### Wings

CHARLES F. DOLAN 1757 Landrum Lane, The Villages, FL 32162

### Jr. Wings

LANE KRANZ 563 Ansley Circle, Atlanta, GA 30324

### Postage Stamps

JIM EDWARDS 81 South 1790 West Circle, St. George, UT 84770

### What Is It?

KEN & BETH TAYLOR #19 Strathmore, Lakes Bay, Strathmore Alberta T1P 1L8 CANADA

### Airline Minis

GEORGE SHANNON P.O. Box 100221, Palm Bay, FL 32910-0221

### Postcards

MARVIN G. GOLDMAN 142 West End Ave Apt 29P, New York, NY 10023

### Labels & Stickers

DANIEL KUSROW 153 Benziger Avenue, Staten Island, NY 10301

### Aircraft Models

KEN MILLER 990 Springfield Drive, Campbell, CA 95008

### Safety Cards

FONS SCHAEFERS Verlorenheid 3, 1464 GC Westbeemster, NETHERLANDS

### Airline Flags

HENK HEIDEN Archimedeslaan 12, 4904 HK Oosterhout, NETHERLANDS

### Ticket Jackets

TOM DOAK-DUNELLY P.O. Box 275, Sointula, British Columbia, VON 3E0, CANADA

### Photography

JOE FERNANDEZ P.O. Box 2650, Kyle, TX 78640

## Contributing Photographers

Joe Fernandez

Bruce Drum

## Layout Artist

Toni Gerling

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## WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airliners International  
Association

P.O. Box 489  
Ocoee, FL 34761 USA

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

Email: [Information@WAHSONline.com](mailto:Information@WAHSONline.com)

Fax: +1.407.522.9352

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

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

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

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

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# From the Flight Deck

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

Welcome Aboard!

Everyone who attended our annual convention in Cleveland, Ohio, had a fabulous time. Even the unseasonable daily rain could not dampen the spirit of the attendees. In fact, I think the rain may have even helped attendance, as our attendance numbers were up substantially from last year. I also saw a number of our members reunited with old friends who had not attended a convention lately. What a party it was and what a job well done by the entire staff of AI2013! Mr. Chris Slimmer and Mr. Bill Demarest, please take a bow! Your fellow members greatly appreciate all you did to ensure a top shelf event. You delivered a great convention, on time, on budget, with flawless delivery and gave us memories to last a lifetime! Go to YouTube to see a film from this year's event at <http://www.youtube.com/watch?v=Ob99N6D3pVY> or search on 'Airliners International 2013'.

As announced during the Cleveland convention, we return next year to Southern California for our annual convention. Airliners International 2014 will be held at the Sheraton Gateway Hotel LAX. The official dates are July 8th to July 12th, and the unbelievable room rate of only \$89 is available for 3 days before and 3 days after the convention. FREE Wi-fi in the guest rooms is also included in the rate. This first class hotel is only 0.2 miles from the entrance

to LAX. With over 800 rooms, FREE 24 hour airport shuttle and a \$89 room rate, it is hard to imagine why anyone would stay elsewhere. The main ballroom has space for over 175 tables, and the ballroom right next to it via a doorway (not hallway) has room for another 75 tables. This other ballroom will be also used for our traditional model, photo and postcard contests. Tour availability will be announced in April 2014.

Our latest elections resulted in the re-election of Mr. Jay Prall (Treasurer) and Mr. Bill Demarest (Secretary). This year I was happy to see we had multiple people running for board positions. As a result, we have 2 brand new Board members, Mr. Tony Trapp and Mr. Chris Slimmer, who were elected to 3 year terms. Please join me in wishing both of these fine gentleman much success as they help the Society to grow and prosper!

With best regards,  
Duane

## Editor's Message

*Regretfully, our editing and fact-checking missed some items in the last issue, Log 38-1. On page 4, Mohawk was acquired by Allegheny Airlines in 1972. Wright Airlines wasn't the only carrier to provide service to Cleveland's Burke Lakefront Airport. TAG Airlines also provided flights. We apologize for this oversight. We know better!*



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

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

Issue 38-4 – Air France

Issue 39-1 – Golden Airways of California

Issue 39-2 – U.S. Charter Airlines



# Airlines of Germany

By Fons Schaefer • f.schaefer@planet.nl



Historic flight JU-52/3m. Photograph from author's collection.

There is no other country in the world where the history of its civil aviation is so intertwined with that of the country itself as Germany. And no other airline has been influenced by geopolitical history so much as Lufthansa. Its prime ancestor started the world's first airline service in a country that just lost a world war. In a next war, it continued operating a huge network under challenging conditions. Then, it was banned for 10 years after which it re-emerged in two completely separate airlines, operating under the same legacy name. One of the two had to give in and adopt another name, but both successfully continued and finally merged after 35 years when the cold war was over. In the current post-war era, it is the second largest airline in the world by number of international passengers.

So, to put the country's air transport developments in perspective, let's start with recapping a century of German history.

## A century of German history

In the past 100 years, Germany was at the heart of two world wars - which it both lost – as well as another world war that only existed as a threat: the cold war.

The First World War lasted from 1914 to 1918, primarily in Europe. Germany was the central belligerent. The United Kingdom and France were the main allies fighting Germany, later joined by the USA. The war ended on 11 November 1918 but only in June 1919 a peace arrangement was dictated to Germany, the Treaty of Versailles. One of its conditions was that Germany would pay war debts to the allies, both monetary and in assets such as coal and steel.

Before the war, Germany was led by an emperor, but thereafter it became a republic which had its headquarters in Weimar, a small city some 280 km southwest of Berlin. The Weimar republic, as it was later known, was in a state of constant turmoil. The war debts caused the economy to suffer, with bizarre inflation rates of up to 100 million percent in only three years time. On top of that came the effects of the Great Depression in 1929. In 1933 the national-socialist party led by Adolf Hitler managed to win democratic elections and subsequently turned Germany into a revengeful one-party state. Berlin was reinstated as the capital.

Germany started the Second World War on 1 September 1939 when invading Poland, after earlier having 'annexed' parts of Czechoslovakia and Austria. In the next few years, Hitler's Germany managed to conquer most of the European continent. Mussolini's Italy lined up with Germany, so forming the 'axis countries'. On the other side, the same three nations that were the allies in the First World War fought Germany again. They were now joined by the Soviet Union, whose territory itself was partly invaded by the Germans, plus other countries such as Canada and forces from occupied countries like France, Poland and the Netherlands. The combined conquered territories of the axis nations stretched at its height from the northernmost tip of Norway to Greece in the south and from France's Brittany in the West to parts of Russia in the East. The southern Europe countries Spain and Portugal remained neutral, as did Sweden in the North.

As all readers of the Log will know, the allies won the Second World War and Victory over Europe (VE day) was declared on 8 May 1945. This time the allies occupied Germany, making sure

that, unlike after the First World War, it was unable to reinstate military machinery. They divided it into four zones, controlled by the United Kingdom, USA, France and the Soviet Union respectively. The three zones of the Western nations formed West Germany in 1949. The Soviet zone became East Germany. Berlin, the former capital, was in the Eastern zone, but itself divided into zones of the 4 allies. The three western zones merged into West Berlin, the Soviet zone became East Berlin. In 1955, the allied occupation of Germany came to an end, leaving West and East Germany as two independent countries.

History went on and the two post-war mighty powers, the Soviet Union and the USA, got vehemently opposed and in a constant threat of attacking each other. The latter was backed by the United Kingdom, France and other Western world countries, whereas the Soviet Union had secured the support of its Eastern European satellite states<sup>1</sup>. The border between West and East Germany grew into a demarcation line between the west and east at large and soon became known as 'the iron curtain', a phrase reportedly coined by Winston Churchill, the British Prime Minister that led the UK through the war. The city of Berlin copied the greater picture and itself was divided into a western and eastern zone, divided by a concrete wall.

With this border running right across Germany, it is only logical that generals prepared for the third world war to be fought here, making Germany more than any other country the focus of the cold war. This war, which in essence was the constant threat of becoming a third world war, lasted from 1945 until 1990, peaking in the 1950s and 1960s. Both Germany's were full of foreign forces in those decades – the Russians on the east side and the North Americans and Western Europeans on the west side. It was only in late 1989 that the iron curtain fell – literally when the Berlin wall was demolished by civilians from both sides. Soon after, the two Germany's were reunited into a single country and finally could continue as an ordinary state. Today, Germany is just another European country, albeit quite important due to its size, population and economy.

### German air transport

So, how did these political developments influence air transport in Germany? The ending of the First World War gave aviation, which

was still in its infancy, a major development spur. In 1919, the first peace year, many airline attempts started in Europe. But the Germans were first. In spite of having lost the war, it was a German enterprise by the name of Deutsche Luftreederei that started the world's first sustained scheduled daily airline passenger service already on 22 February 1919 between Berlin and Weimar<sup>2</sup>.

Many other airlines started in those pioneer years in Germany, and in 1926 they consolidated into a single company, named Deutsche Luft Hansa, abbreviated as DLH. 'Deutsche' means German, 'Luft' is air and 'Hansa' means trade. It adopted a logo showing a crane.

DLH, also known as Lufthansa, quickly grew into one of the world's largest airlines. In 1935, its route network extended East-West from Moscow to London and North-South from Leningrad in the Soviet Union to Sevilla in Spain, with an extension to South America via Africa. It operated local branches in South America and China. Most of its aircraft were German built, with the Junkers brand being particularly prolific. The 3-engined Ju-53/3m became the mainstay of the fleet in the 1930s and during the war. All in all, DLH received more than 100 examples, a very high fleet number for any aircraft type in those days. The Ju-52 fleet number peaked in 1940, the first full war year, at 78. Over 75% of its operations was performed by this type, which is well recognised for its fuselage of corrugated iron and its three engines, one nose-mounted and two wing-mounted.

The Lufthansa fleet was not entirely of German make, though. Briefly, it operated a Boeing 247. It was acquired in 1934, together with a sister ship that went to the German aviation industry for some reverse engineering. It is said that some late-1930 German aircraft designs strongly resembled the 247. Lufthansa's single pre-war Boeing was written off after it had collided on the ground with an Air France Wibault 83 in May 1935 at Nürnberg. A single Douglas DC-2 was operated from 1934 to 1936.

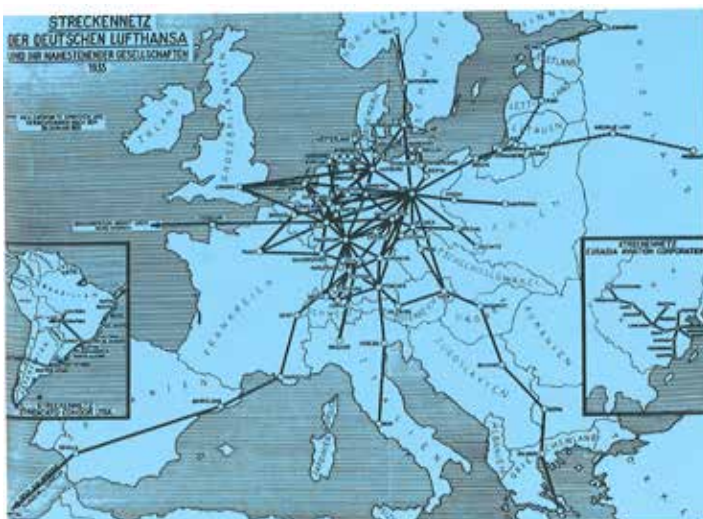
In the 1930s, Lufthansa made regular flights to South America and later also to Bangkok. Route proving flights were made to New York<sup>3</sup> and Japan, but the next war quickly put an end to Lufthansa's ambition to become a global airline.

### The war years

When Germany started World War 2, most of the airlines in Europe had to drastically curtail or even stop completely their activities. But not Lufthansa. During the war it continued to fly as a civil airline, carrying a different sort of passengers – diplomats, refugees and those with a military reason to fly.

The network was limited to the homeland and occupied territories, but that in itself was huge. Compare the 1942 route map with that of 1935<sup>4</sup>. From a radial network with Berlin and other German cities at its centre, it had become a North-South oriented system, connecting occupied and neutral Europe. In Norway, it took over the coastal route from Trondheim all the way north to Kirkenes, near the border with Russia. The connection between Oslo and Trondheim was not by air but by rail.

The neutral countries Sweden, Spain and Portugal formed important destinations. Particularly Lisbon in Portugal was of interest, as it was here where the German airline met the airlines





of its opponents: BOAC, KLM (both operating to England) and Pan Am (Boeing 314 seaplanes). No fighting took place here, of course. Rather, the airlines of the belligerent countries teamed up when the Lisbon airport authorities proposed an excessive fee increase.

Little was documented about the DLH wartime operations until recently a book was published on this very topic: It is in German, but very informative, detailing all aspects of wartime civil aviation<sup>5</sup>.

The Ju-52/3m remained the main type in the Lufthansa war fleet which also consisted of some majestic propliners as the Focke-Wulf Fw 200 and Junkers Ju-90<sup>6</sup>. Today, a restored Ju-52/3m is operated in original Lufthansa colours for nostalgic reasons and rides are offered to the general public. It carries the old registration mark D-AQUI in huge letters, as was common in its time, but the actual registration mark is D-CDLH, painted hidden under the stabilizer in much smaller letters.

During the war, Lufthansa again operated some Douglas products. When 'annexing' the Czech Republic and occupying the Netherlands, the German government confiscated DC-2s and DC-3s from CLS - Czech Airlines and KLM respectively and 'leased' these to Lufthansa. Heavy maintenance on these aircraft was done by Swissair in neutral Switzerland until 1944, when the Swiss decided to no longer support Germany for which the stakes of winning the war were turning. At some time in 1943, Lufthansa leased Bloch 220 aircraft from Air France.

As can be expected, DLH lost many aircraft during the war, partly due to war activity, but primarily by 'traditional' crashes. In the later days of the war, following the allied invasion in France, Lufthansa continued to fly over France to Spain and Lisbon, but considered the risk of shoot downs so severe that parachutes were mandatory for all passengers.

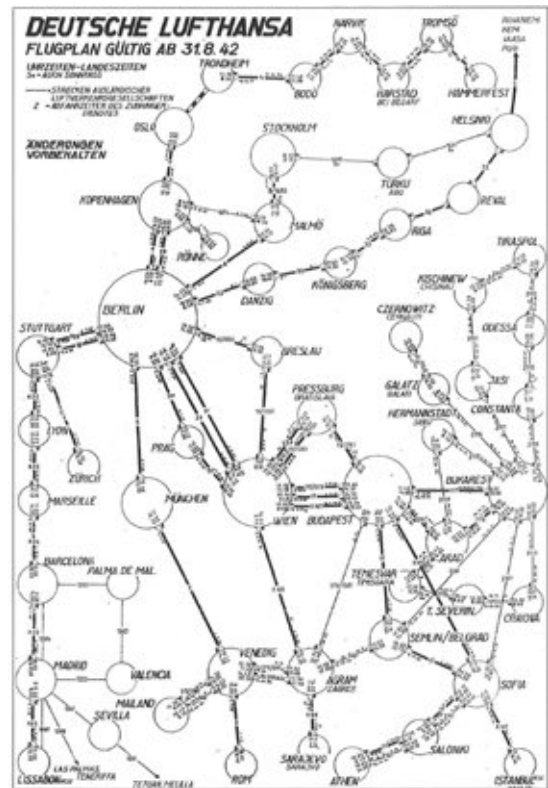
The last Lufthansa flights took place on VE day, with Ju-52/3m D-AQUI returning from the North of Norway to Trondheim and Ju-52/3m D-AFFF returning from Oslo back to the home country ... into an uncertain future.

### Post-war: two Lufthansa's

That future was in a completely destroyed Germany, both from an infrastructural point of view as well as political and societal. The allies, now occupying Germany and having learned their lesson from what happened between the two wars, banned any German aviation industry, including airlines. This ban lasted 10 years. Local and international air transport until 1955 was done by airlines from the UK, USA and France in West Germany and Aeroflot serving East Germany.

But when the ban was lifted, suddenly not one Deutsche Lufthansa sprang up, but two, one each in both West and East Germany. April 1955 marked the first flight for postwar, Cologne based Lufthansa (west), whereas the eastern Lufthansa, based in Berlin Schönefeld, started in September 1955 with an Ilyushin Il-14. The destination is predictable: Moscow.

The latter operated under the Deutsche Lufthansa brand for a



number of years until an international court ruled that it had to change name. The new name became Interflug<sup>7</sup>.

### West German Lufthansa

Both Lufthansa's grew as aviation grew in the 1960s and up. The first intercontinental West German Lufthansa service was already made on 8 June 1955 from Frankfurt to New York by a Lockheed Constellation.

It steadily grew and soon achieved the status of a global airline that it had hoped for 20 years earlier. Domestic and European services started with the Convair 440, later augmented by the Vickers Viscount. As it had missed the 1945-1955 decade, Lufthansa is probably one of the few flag carriers that did not start post-war passenger operations with the ubiquitous Douglas DC-3. Yet, at one time it did fly some DC-3's in a cargo role.

The jet age came in the early 1960s and the props were replaced by the Boeing 720, 727 and 737 models. It was the first non-US airline to put the latter into service. Intercontinentally, the 707 soon replaced the Lockheed L-1049 Constellations and L-1649 Starliners of the first years. Later, Boeing 747s and DC-10s were added.

### The special case of Berlin

There was one destination where Lufthansa was not allowed to go: Berlin and, in fact, the whole of East Germany. Only airlines of the three victorious Western nations could fly into West Berlin's airports Tempelhof and Tegel. East Berlin was served by the airport at Schönefeld, which technically was outside Berlin proper<sup>8</sup>. This situation lasted until the reunification in 1990. Crossing Eastern German airspace from West Germany was only allowed via three air corridors, radiating from Berlin to Hamburg, Frankfurt and Munich.



Pan Am had a major hub at Tempelhof (later Tegel) and operated to many German destinations as well as other European capitals. Dan Air and other British carriers took Berlin sun seekers to the Mediterranean. US carrier Modern Air flew Convair 990s across Europe from Berlin Tegel.

### East German Interflug

Interflug, as compared to Lufthansa, was a much more modest airline. Obviously, it operated only Soviet built aircraft types, such as the piston-engined, short range Ilyushin Il-14, the medium range turboprop Il-18 and the long-range Il-62, powered by 4 tail-mounted jets. Of the Tupolev design bureau, it used on civilian passenger flights only the Tu-134. Its network was focused on Europe, and primarily the Eastern states, although it did fly to some capitals of Western Europe. In all cases, it had to avoid West German airspace, meaning that some flights took about twice the time that a direct routing would require. Outside Europe, it flew to socialist friendly states such as Cuba, Vietnam and some African countries.

### Airbus vs. Boeing

Lufthansa was a loyal Boeing customer until Airbus emerged as an aircraft supplier in the early 1980s. Eventually, Lufthansa operated all Airbus models except the A318. Many Airbus parts were built in Germany. Hamburg is the cabin fitting site for all new Airbuses as well as the final assembly site for some models. The Boeing/Airbus ratio in the Lufthansa fleet changed from 100 to none in 1980 to 70%/30% twenty years later. Now it is Boeing-30% vs. Airbus 70%. Lufthansa was in 2012 the first airline to put the passenger version of the 747-8 into service and is the only airline flying both the 747-8 and the A380. An order for either the A350 or the 787 is expected soon.

### Other German airlines

Lufthansa certainly dominates German civil aviation, being the second largest airline in the world by number of international passengers<sup>9</sup>, but what about other German airlines?

In 1955, two other airlines started which still exist today, in one form or another. LTU commenced as a charter airline and grew into an important leisure carrier flying Germans to many tourist destinations across the world. In 2007 it was absorbed by Air Berlin. Condor was another charter airline which for many years was closely associated with Lufthansa. It operated the same aircraft types and was the world's first charter carrier operating

the 747. Only recently was it dissociated from Lufthansa. It is now part of the European leisure airline group of Thomas Cook. A third charter carrier was Hapag-Lloyd, which started in the early 1970s and has joined the TUI group of airlines.

The majority of other German airlines are or were associated in one way or another with Lufthansa. Lufthansa Cityline, that started as DLT, and Augsburg Airways (originally Interot Airways) operate under the Lufthansa Regional banner. Lufthansa Cargo is a separate full freighter airline, now operating an all MD-11 fleet. Previously it was called German Cargo.

The table below lists all German carriers over the past 40 years with fleets in excess of 15 aircraft (with 30 passenger seats or cargo equivalent) at any time in their history.

	1973	1983	1993	2003	2013
Aero Lloyd	-	6	20	19	-
Air Berlin (Air Berlin USA)	-	1	3	28	} 127
Deutsche BA (Delta)	-	-	9	16	
LTU	10	8	21	32	
Augsburg Airways (Interot)	-	-	2	18	16
EAT (flying for DHL)	-	-	-	-	26
Eurowings (NFD/RFG)	-	-	25	55	28
Germania (SAT)	-	3	10	12	17
Germanwings	-	-	-	-	32
Lufthansa	79	105	233	243	301
LH Cargo (German Cargo)	-	4	5	14	18

Names appearing in brackets are former names. Note that virtually all German airlines had a name change some time in their history. The major exception is Lufthansa. Others without a name change include AeroLloyd, which stopped operations in 2003, WDL and newcomers Germanwings and EAT, the air arm of DHL.

The only airline independent from Lufthansa that has managed to reach a considerable size and network and so can be considered as a serious contender to the flag carrier is Air Berlin. Its roots go back to 1978, when Air Berlin USA was created. That was a US carrier, as Germans were then not allowed to operate from Berlin. Following the fall of the wall, ownership changed hands to Germans and 'USA' was dropped from the name. Air Berlin developed as a leisure carrier, mainly to southern European destinations, flying not only from Berlin, but all major German airports. It has a major hub in the Spanish tourist island Palma de Mallorca. It expanded rapidly in 2006 by taking over Deutsche BA and the next year LTU, thus acquiring a true intercontinental network of scheduled services. But in no way is it threatening Lufthansa's solid position, gained over almost 9 decades of war and peace, as the major German airline.

<sup>1</sup> See The Captain's Log, issue 36-2

<sup>2</sup> REG Davies, A History of the World Airlines, page 20

<sup>3</sup> See The Captain's Log, issue 37-4

<sup>4</sup> Note that the presentation of the two maps quite differ: the 1935 version is a normal map, whereas the 1942 edition uses a presentation where cities are represented by circles that are roughly put in the right geographical position. Timetable information such as flight number and departure/arrival times is added.

<sup>5</sup> Lufthansa im Krieg - die Jahre 1939-1945, Werner Bittner

<sup>6</sup> See The Captain's Log, issue 37-4

<sup>7</sup> See The Captain's Log, issue 36-2

<sup>8</sup> This is now the site of the new Berlin Brandenburg airport, which continually suffers delays in re-opening

<sup>9</sup> Ryanair is the first



Ex Lufthansa L-1649 Starliner at Polk City, Florida

# Aviation Enthusiast Profile

Hector Cabezas

By Marvin G. Goldman

This issue of The Captain's Log, being devoted to the airlines of Germany, is a natural place to recognize the achievements of a very special aviation memorabilia collector in Frankfurt, and a close friend of the World Airline Historical Society -- Hector Cabezas.

Hector was born in Argentina in 1935, of German and Spanish descent, and lived his first 20 years in South America. His family also has a connection to the U.S., in that his father obtained a degree in Naval Engineering and Architecture from the University of Michigan, while on a scholarship. In 1955 Hector emigrated to Holland and earned his private and commercial pilot licenses. He piloted Douglas DC-3s for Martinair for some years. Health issues, however, led him to give up flying large aircraft, and he moved to Frankfurt, Germany.

In Frankfurt, he worked with Pan American and other airlines as a sales and cargo manager. In 1976 the Russian airline Aeroflot first came to Germany, and they offered Hector a good position as cargo interline manager. Hector worked for Aeroflot for 26 years until his retirement in 2003.

Meanwhile, Hector was a natural collector even from his youth, and collecting aviation memorabilia became his passion. During the early years that he worked in aviation, airline employees were not that interested in saving memorabilia, so Hector, with his collector instinct, mastery of five languages, and many contacts in the field, began acquiring more and more airline items. Everything he obtained was through gifts from airline personnel and trades.

Soon Hector's home was overflowing. Fortunately, his lovely wife Paula was supportive, and helped at Hector's side throughout his activities. But some more space for the collection just had to be acquired.

Thankfully, Fraport, the transportation company that operates Frankfurt Airport, came to the rescue. It made available to Hector six rooms in the lower floor of Frankfurt Airport's Terminal 2. There Hector maintains his 'Airline Archive' containing over 50,000 aviation items. Particularly strong elements of the collection include about 6,000 wings, badges and patches of international airlines (including 220 wings of German airlines alone), categorized into about 2,200 photographed airline sets; about 250 uniforms; and numerous aircraft models. Other significant items in the Archive include timetables, chinaware, photographs, books, postcards, playing cards, tickets and more. Since 1992 the Archive has been listed in the Guinness Book of Records.

In cooperation with Fraport and Lufthansa, Hector has mounted numerous exhibits of items from his collection at Frankfurt Airport and at Lufthansa's head office, frequently beautifully displaying them in glass cases.

Meanwhile, Hector co-founded in 1986 the Frankfurt-Schwanheim international aviation memorabilia trade fair. In coordination with other leading aviation enthusiasts in the Frankfurt area, such as Kurt Preis and Lothar Grim, the show evolved into probably the largest



Hector Cabezas being honored in the Parade of Uniforms from his airline archive at the 2011 opening of a new runway at Frankfurt Airport.



of its type in Europe. In 2011 Hector retired from co-running that show in order to devote all his time to his Airline Archive, and the Frankfurt-Schwanheim show is now run by Lothar Grim.

I first met Hector at one of the many WAHS Airliners International shows that he used to regularly attend before health issues prevented his taking lengthy trips. He always brought a treasure trove of airline items to the show and was most generous in giving items out and sharing his knowledge. Hector recently said: "WAHS is a society of wonderful guys, and one must feel proud to be a member of this society. Good fortune to everybody."

Hector maintains a website on his Airline Archive at [www.hectorcabezas-aviatic.de](http://www.hectorcabezas-aviatic.de). His contact information is: Hector Cabezas, Airlines-Archiv im Hause Fraport AG, Gebäude 151/

Terminal 2, Postfach 088/T2, 60457 Frankfurt Flughafen, Germany; tel.: 069.690.70965; [hector.cabezas@flughafen-frankfurt.de](mailto:hector.cabezas@flughafen-frankfurt.de).

As Hector says, "I don't know the meaning of the word 'retirement', and I hope to go on collecting as long as I can. Collecting keeps one young."



Airline pilot hats and more in Hector Cabezas' Airline Archive at Frankfurt Airport.



Hector Cabezas in one of the rooms of his Airline Archive at Frankfurt Airport.



Hector Cabezas, his wife Paula, and a 'Pilot Friend' from his Airline Archive at Frankfurt Airport Terminal 2.



# Aircraft Models

Modern Air Transport Convair 990's

By Ken Miller • ozmiller@sbcglobal.net

Quite often I find it a challenge picking a subject to write about for the Captains Log. This issue was no exception. When I think of the "Airlines of Germany" Lufthansa first comes to mind. The only Lufthansa model I've completed is the Mach 5 Orient Express spacecraft for which I used Lufthansa decals from an Airfix 727 as the kit decals didn't work out. My next thought was to write about the VFW-Fokker 614 that was built in West Germany. Doing a little research I learned that the plane flew for three airlines none of which were German so that idea was out. The third time was the charm when I decided to write about charter airline Modern Air Transport's base at West Berlin's Tegel Airport.

Modern Air Transport-MAT was registered in New York as a charter company in 1946. The Martin 2-0-2 was the airline's first equipment and DC-4's were introduced in the 1950's. In 1961 the DC-4's were replaced by L-049 Constellations and DC-7's replaced the Constellations in 1963. The Gulf America Land Corporation bought the company and moved the base to Miami in 1966. To modernise the fleet five Convair 990's were purchased from American Airlines. The first Convair was delivered on January 4th, 1967 and entered service in a 139 seat charter configuration. The new jets overwhelmed the airline and financial losses mounted. After three Convairs had been flying the airline attempted unsuccessfully to cancel the last two deliveries and began layoffs. The first two Convairs were delivered in "Silver Palace" markings. A new management team was brought in and three of the 990's were leased to Nordair during the 1968 summer season. Following more layoffs and a realignment Modern Air Transport became profitable again. With the arrival of the fourth and fifth 990's Modern Air Transport began operations out of Tegel Airport

in West Berlin in March 1968. The inclusive tour regulations were more liberal in Germany than those in the United States. Initially two Convairs were based at Tegel and a third was added for the summer season. Modern Air began service to other European destinations as well as Bangkok and Johannesburg. Modern Air Transport carried over 135,000 passengers during its first year of operations from Tegel. A sixth 990 was added from Alaska Airlines and two more from American in January 1971 as well as American Airlines' remaining spare parts inventory. Modern Air Transport purchased VARIG's remaining two 990's bringing the fleet size to 8 and claiming the title of "the world's largest Convair 990 jet fleet" at the time. As fuel costs rose Modern Air Transport reduced cruising speeds from Mach .85 down to Mach .78 and thereby increased aircraft range over 20 percent.

Among Modern Air Transport's 990 accomplishments were two trans-polar around the world luxury charter flights. Polar Byrd I in 1968 was the first commercial flight to land on the ice runway at McMurdo Sound, Antarctica and was also the first U.S. charter flight to visit Russia with a side trip to Moscow. A similar pole-to-pole charter was repeated in 1970. Another flight in 1970 likely gained more press coverage than the Polar Byrd flights. Plane N5615, which had been used for both polar charters, flew a one day trip from West Berlin to Paris. The plane flew a special Father's Day trip, also billed as a "Get Away From Mama Flight". In addition to the regular cabin crew, German showgirls greeted the 110 passengers (107 male, 3 female) and served champagne while wearing flimsy outfits with transparent bodices. The unique "Busenvogel" (Bosom-bird) flight drew worldwide attention but was not repeated. The flight was said to be the idea of airline



Modern Air Convair 990 photograph via Bob Garrard.



F-RSIN Convair 990 kit. Photograph by the author.



F-RSIN Convair 990 kit. Photograph by the author.

president Morton S. Beyer. Despite protests from women's groups Beyer was unapologetic and said the free publicity gained by the flight was worth the public outcry.

Another management change in 1971 led to focusing all commercial activities in Berlin. Poor financial results led to a Chapter 11 bankruptcy filing and resumption of limited U.S. charter flights the next year. When parent company Gulf Air Corporation filed for bankruptcy protection Modern Air Transport never fully recovered. German operations were suspended at the end of the 1974 season and three 990's were sold. The situation worsened in 1975 as more aircraft were disposed of. On September 1, 1975 the pilots walked out in a contract dispute. On October 6th, 1975 the Civil Aeronautics Board permanently grounded Modern Air Transport by revoking the company's operating certificate.

The Convair 990 aircraft is certainly legendary. As a pre-teen I first read about the Convair 880 and 990 aircraft in a book titled "The World's Worst Aircraft". Reading about the 990 taught me new information about the airline industry. An airliner could be considered a failure not because of safety, maintenance or design problems, but just because it didn't make money for the company that had built it. Convair had lost an order for thirty Convair 880's from United Airlines at the end of 1957. In order to sell jets to American Airlines, Convair was willing to make major changes to the 880 design. In August 1958 Convair and American Airlines signed an order for 25 airplanes to be called the Convair 600. Convair's contract to build an almost completely new airplane was signed without approval from General Dynamic's board of directors. Afterwards, the board was informed that there would be "a slight modification" to the 880 design. In the spring of 1960, Convair reportedly at the request of American Airlines agreed to change the 600 designation to "990". Many if not all purchasing airlines "drove a hard bargain" with their purchases from Convair. When the 990 program was completed, Convair had built only 37 aircraft. When the books were closed parent company General Dynamics had written off \$425 million dollars in losses from building the 880 and 990 jets. The amount translates to an average of \$4.16 million per airframe which is greater than most of the aircraft sold for. The \$425 million at the time was the greatest loss sustained by a surviving U.S. corporation. The loss record is definitely not one a company would be proud to earn.



Convair 990 decals via Vintage Flyer Decals.

There has been only a handful of Convair 990 kits produced. Revell released one in 1/137 scale which is close to 1/144 scale but not quite. In 1961 Aurora released a 1/107 scale model which is likely the largest 990 kit produced. The Oldmodelkits.com website reports that the Aurora model was only released once and discontinued due to poor sales of the real plane. The United decals from the Aurora kit are an "odddity" as the United order fell through four years before the kit was released. Microscale made a short foray into plastic models in the 1970's and released simple ex-Topping models of the 880 and 990. The kits were simple travel agent style models without landing gear consisting of 5 pieces including a two part stand. Currently Welsh Models makes a vacuform/resin 990 model. F-RSIN also makes a short run injection molded model. I treated myself for my birthday and bought the F-RSIN model from Airline Hobby Supplies. The model comes in a big box and consists of one sprue containing all of the parts. I counted 51 parts on the tree. The molding isn't up to the Minicraft DC-8 or MD-80 level but with some work I suspect the model will build into a nice 990. I have a Modern Air Transport decal from an old issue of Airline Modeller that provided decals with each issue. Currently one can get a Modern Air Transport decal from Vintage Flyer Decals. I prefer the early Modern Air Transport Silver Palace markings over the later scheme but find it a little odd that only the early markings are available on a decal. The later markings would be suitable for both the Polar Byrd and "Busenvogel" flights.

I do think I managed to find an interesting topic for this issue of the Captains Log. The Convair 990 is a beautiful airliner even though it was a definite financial failure. Modern Air Transport has an interesting history as well with a large base of operations in West Berlin Germany. The Polar Byrd flights as well as the notorious "Busevogel" flight assure Modern Air Transport a chapter in the history of airlines.

# Airline Timetables

## Airlines of Germany

By David Keller • [dkeller@airlinetimetables.com](mailto:dkeller@airlinetimetables.com)

The outbreak of hostilities that occurred during the Second World War impacted airlines around the globe. While some airlines ceased operations entirely due to being occupied by foreign powers, others found a significant portion of their fleets being redirected to military use as troop and cargo transports.

At the conclusion of the war, the airlines were anxious to resume full commercial operations, with many opening new routes made possible by the operational experience and technical advances achieved during the conflict. While the recovery was swift for many, Germany's airlines would be impacted by the war and its aftermath for decades.

Germany's national airline Deutsche Luft Hansa (DLH) was created in 1926 through the merger of Deutsche Aero Lloyd and Junkers Luftverkehr. The new carrier expanded rapidly throughout Europe due to the lifting of restrictions that had been placed on Germany following its defeat in the First World War. The timetable dated April 4, 1937 shows service connecting Germany with major cities throughout Europe. (Early Lufthansa timetables were done in a format that was like a route map with the flight information presented along the route lines. This timetable opens up to approximately 33" by 24", so I am only able to show a small portion of the item.)

In 1939, Lufthansa started service to South America and southeast Asia. However, with the declaration of war by France and the United Kingdom later that year, civilian operations were halted as the airline was put into military service. At the conclusion of the

war, the carrier's remaining assets were liquidated by the Allied governments.

Once again, Germany faced numerous restrictions imposed by the victorious nations. In particular, the country was partitioned into zones of occupation administered by the United States, United Kingdom, France and Soviet Union and the German capital of Berlin (situated in the Soviet sector) was similarly divided. Although the initial plan was for the Allies to eventually administer Germany as a whole, disagreements between the parties resulted in the creation of two separate states; the Federal Republic of Germany (widely known as West Germany), and the German Democratic Republic which was created by the Soviets in their area of administration.

As another round of wartime restrictions were loosened on Germany in the years that followed, a new national airline, Aktiengesellschaft für Luftverkehrsbedarf, was created in 1953. Despite uncertainty about when the carrier would be permitted to start operations, an order was placed for a small number of Convairs and Constellations. The following year, the fledgling carrier acquired rights to the Lufthansa name and logo.

The new post-war Lufthansa (which is a completely separate company from its pre-war namesake) began service in 1955. The timetable dated April 22, 1956 shows the carrier operating to a dozen European destinations and 3 in North America. As illustrated on the route map, Lufthansa provided no service to Berlin, as German airlines were prohibited from doing so.

Services between Berlin and West Germany were operated by airlines from the United States, United Kingdom and France.



Flg. Ziel	von	bis	Veranstalter
00 Berlin	10.04.19	10.04.19	AN, CA, G, H, T
01 Berlin	08.05.19	10.05.19	
01 Berlin	08.05.19	10.05.19	DE, NE
01 Polen (München)	02.07.19	11.08.19	IT
00 Iran	03.04.19	10.04.19	FL, NE
00 Thailand	13.04.19	14.04.19	IT
00 Polen (München)	07.04.19	17.04.19	IT
00 Tunes	14.03.19	17.03.19	IT, NE
00 Brasilien	08.04.19	04.05.19	AN, IT
00 Iran	04.04.19	11.04.19	IT
00 Brasilien	04.05.19	21.05.19	IT
00 Venezuela	04.05.19	24.05.19	AN, IT
00 Iran	07.04.19	11.04.19	IT
00 Polen (München)	02.04.19	24.04.19	AN, NE, IT

Tag	Ziel	von	bis	via	Veranstalter
08	Spiele	18.04.91	23.04.91		AFKÖ, ST, ISL, WSL
09	Konferenz	11.05.91	23.05.91		AFK, ISL, WSL
09	Spiele	01.06.91	06.06.91		AFK, ISL, WSL
09	Konferenz	01.06.91	06.06.91	Stuttgart	AFK, ISL, WSL, RSG
09	Stadion	02.07.91	14.07.91		AFK, ISL, WSL, RSG
01	Spiele (Rathen)	04.06.91	10.06.91		AFK, ISL, ST, WSL, RSG
01	Spiele	11.06.91	20.06.91		AFK, ISL, WSL, RSG
01	Spiele	05.07.91	20.07.91		RSG
01	Spiele	18.07.91	23.07.91		RSG, AFK, ISL, WSL
01	Spiele	01.08.91	13.08.91		RSG
02	Stadion	04.05.91	14.05.91		RSG, AFK, ISL, WSL
02	Stadion	04.05.91	14.05.91		RSG, AFK, ISL, WSL
02	Stadion	04.05.91	14.05.91		RSG, AFK, ISL, WSL

## Air Berlin. Summer 1995

Aero Lloyd, May 31, 1989

Aero Lloyd, May 31, 1989

## Air Berlin, Summer 1995



Beginning in late 1950, Pan Am had a fleet dedicated to the Internal German Services, transitioning from DC-4's to DC-6's to 727's and 737's over a period of nearly 4 decades. The UK's services were undertaken by British European Airways, and the timetable dated April 1, 1971 shows BAC 1-11's and Viscounts in use on the Berlin sectors.

This unique situation finally ended with the reunification of Germany in October, 1990. The Lufthansa timetable dated October 28, 1990 is the first to show the carrier operating to Berlin. (An interesting service in this timetable is a Lufthansa flight between Berlin – Schönefeld and Moscow being operated with a TU-134.) Finally free of restrictions after 45 years, Lufthansa has become one of the largest airlines in the world.

While the West Germans were creating their post-war national airline, the East Germans were doing the same, creating their own version of Deutsche Lufthansa in 1955. Since the rights to the name and logo had already been acquired by the West German flag carrier, a lawsuit was filed against the East German airline. Meanwhile, in 1958 Interflug was created as an East German charter airline. Given the legal issues surrounding Deutsche Lufthansa, in 1963 the East German government transferred all of that carrier's assets and employees to Interflug, which would henceforth become the new flag carrier.

The Interflug timetable dated April 1, 1968 shows the carrier operating IL-18's and AN-24's. At a time when many European flag carriers were phasing out the last of their propeller types, Interflug had yet to introduce any pure jets. (A full page ad inside promotes the TU-134, which was scheduled to join the fleet in 1969.) Additionally, this timetable shows that Interflug was not operating to any Western European destinations.

The Interflug timetable dated April 1, 1977 shows that the jets

had indeed arrived, in the form of IL-62's and TU-134's. Only a handful of Western European destinations were being served, with most routes being to Eastern Europe and Communist-friendly countries in Africa or Asia.

Another airline formed in the mid-1950's was Condor. Lufthansa originally had a minority stake in the carrier, but by the end of the 1950's had acquired a controlling interest. Condor then became Lufthansa's charter division, becoming one of the largest in the world. Like many European "leisure" operators, Condor frequently operated a series of flights on a given route, and the timetable dated April, 1995, shows departure dates (but not times), on its many routes. Condor is now part of Thomas Cook.

Lufttransport Union (better known as LTU) was organized in 1955, operating charter flights to numerous destinations around the world. The timetable for 1982/83 shows the weekly flight schedule between Germany and 4 US destinations, utilizing L1011's. LTU was acquired by Air Berlin in 2007.

Air Berlin was created in 1979 as Air Berlin USA to operate charters from Berlin. This was a US company, necessitated by the previously mentioned prohibition against German carriers offering such service. With German reunification, a majority interest was acquired by German investors, and the "USA" was dropped. The timetable dated Summer 1995 shows departure dates from German cities to numerous vacation destinations utilizing a fleet of 737-400's.

Hapag-Lloyd Flug was established in 1972 by the Hapag-Lloyd shipping group. Initially a charter carrier, scheduled services were added as the fleet expanded. The timetable for Winter 1999/2000 shows the original orange and blue colors. Hapag-Lloyd was acquired by TUI, and in 2007 was rebranded as TUIFly.



Air Bremen, March 28, 1989

Von <b>Bremen</b>		Neuenland	
Nach <b>Brüssel</b>		National	
1 2 3 4 5 – 7	16.00 – 17.15 HR 041	C/M	
Nach <b>Kopenhagen</b>			
1 2 3 4 5 6 –	06.45 – 07.55 HR 021	C/M	
– 2 – 4 – – –	11.55 – 13.10 HR 023	C/M	
1 2 3 4 5 – 7	19.30 – 20.45 HR 025	C/M	
Nach <b>London</b>		Stansted	
1 2 3 4 5 6 –	07.30 – 08.10 HR 031*	C/M	
1 2 3 4 5 – –	13.00 – 13.40 HR 033*	C/M	
– – – – – 7	17.00 – 17.40 HR 037*	C/M	
* 24. Sep. – 28. Okt. Ankunft eine Std. später			

Air Bremen, March 28, 1989



BEA British European Airways, April 1, 1971

Berliner Spezial Flug (BSF) was one of a number of airlines attempting to capitalize on new markets being opened up following reunification.

Delta Air began service as a German regional carrier in 1978. The timetable dated October 29, 1989 shows the carrier utilizing Dornier 228's and Saab 340's on its own services, as well as flights on behalf of Lufthansa and Swissair. In 1992, British Airways acquired a large stake in the airline, renaming it Deutsche BA. Thus began a move away from the turboprop types in favor of jets. In the Deutsche BA timetable dated March 29, 1995, the transition is underway, with 737's and F100's joining the turboprop Saab 340's and 2000's in the fleet. In 2003, British Airways sold the carrier, which was rebranded simply as dba. It has since been acquired by Air Berlin.

Ostfriesische Lufttransport (OLT) traces its history back to 1958, when it was founded as Ostfriesische Lufttaxi, primarily serving islands in the North Sea. In the early 1970's OLT began adding regional routes, and the airline was renamed DLT Luftverkehrsgesellschaft. DLT grew into a major regional carrier, and the timetable dated October 25, 1987 shows 6 turboprop types being operated, with many services under Lufthansa flight numbers. In 1992, the carrier became Lufthansa Cityline.

Shortly after OLT's transformation to DLT, it was decided to separate the local island services from the regional flights, resulting in the rebirth of OLT. As shown on the cover of the timetable dated April 1, 1975, the carrier's primary focus was returned to serving island destinations in the North Sea. The following year, those services were transferred to OFD (created by OLT and others), and the timetable dated April 1, 1985 shows OFD operating almost the exact same route structure as OLT 10 years earlier.

In 1983, an air taxi operation by the name of Airflight began

operations. In 1986, the carrier was renamed German Wings, and in 1989 the company began scheduled services. The timetable dated October 29, 1989 shows MD-83's operating to 4 German cities, plus Paris. This short-lived operator ceased flying in 1990, and is not related to the present-day Germanwings.

Interot began operations from its base in Augsburg in 1986. The timetable dated October 28, 1990 shows 8 weekday flights being offered to 4 destinations with Beech 1900's and King Airs. In 1996, the carrier was renamed Augsburg Airways. For the last decade or so, Augsburg Airways has been operating as a Lufthansa Regional partner, but Lufthansa has announced the end of that agreement, and Augsburg Airways is scheduled to cease operations on October 31, 2013.

Regionallflug (RFG) began service in the 1980's with a fleet of ATR-42's and Metroliners operating from hubs at Dortmund and Paderborn/Lippstadt. The timetable dated October 30, 1988 has a nice cover photo of both types.

Another regional carrier from the same time period was Nürnberger Flugdienst (NFD). In the timetable dated October 27, 1991, NFD was operating a fleet of ATR's (both -42s and -72s), Metroliners and Dornier 228's primarily from operational hubs at Nürnberg and Hannover.

In 1993, RFG and NFD merged to create Eurowings. (I do believe Germany holds the record for airlines identified by 3 letters!) The timetable dated January 1, 1993 illustrates the logos of the predecessor companies on the cover, as well as on the seating diagrams, which show an all-ATR fleet. Eurowings has since become part of Lufthansa Regional, although in 2014 it is slated to begin operating services on behalf of another Lufthansa-controlled carrier, Germanwings.



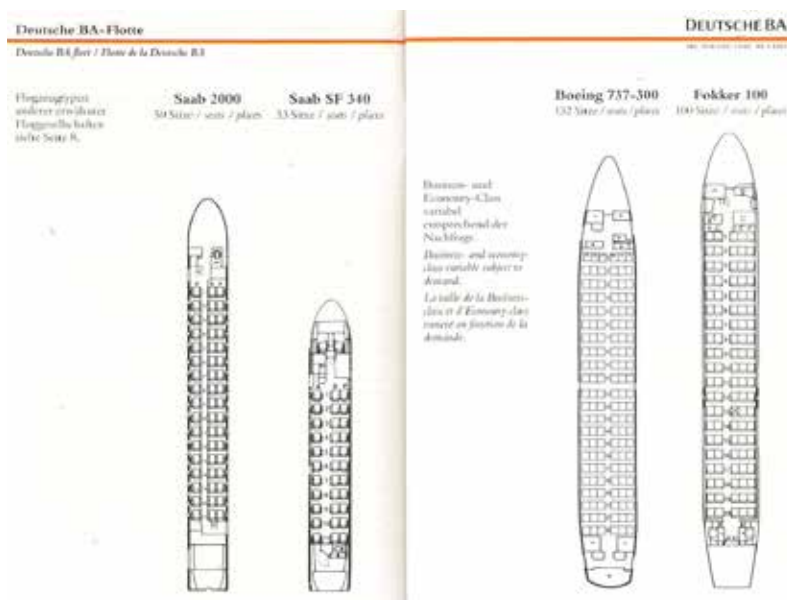
City-Air, April 2, 2002



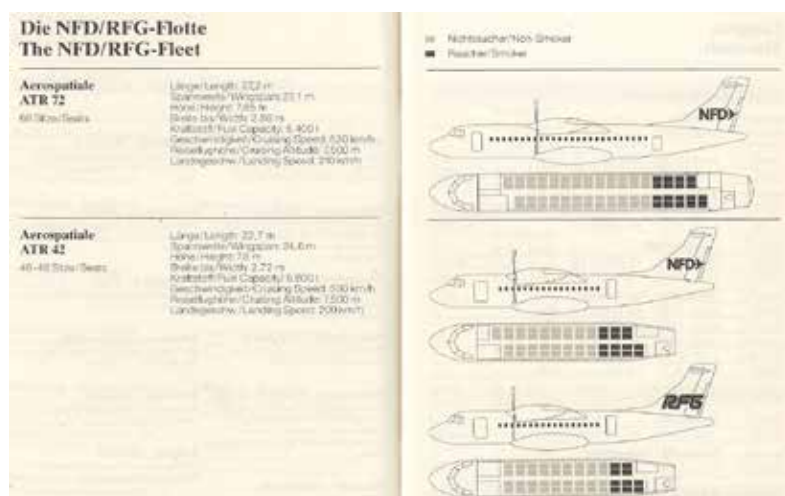
Condor, April 1995



Delta Air, October 29, 1989



DeutscheBA, March 26, 1995



Eurowings, January 1, 1993

Aero Lloyd began as a charter airline operating a small fleet of Caravelles in the early 1980's. During the late 80's and early 90's, the airline did offer some scheduled domestic flights with its fleet of MD-80's and DC-9's. The timetable dated May 31, 1989 shows service to Dusseldorf, Frankfurt, Hamburg and Munich. Aero Lloyd ceased operations in 2003.

Hamburg Airlines was one of the many German regional airlines that focused on offering service from one or two German cities to other domestic and international destinations. In the March 27, 1989 timetable, Hamburg Airlines offered Dash 8 service from Hamburg to several German cities as well as points in The Netherlands, United Kingdom, Belgium and Sweden. This company ceased operations in 1997.

Air Bremen was a short-lived airline that operated from 1988-90. In the timetable dated March 28, 1989, the carrier was connecting

Bremen to London-Stansted, Copenhagen and Brussels.

City-Air started service in 2000 as TAG City Air with service between Paderborn-Lippstadt and Berlin-Tempelhof. Two years later, the timetable dated April 2, 2002 illustrates the carrier's name had been shortened to City-Air, and a fleet of ATR-42's and Metroliners (which seemed to be preferred types for many German regional airlines), was serving 10 destinations. The carrier went bankrupt in early 2004.

Over 2 decades have passed since Germany was finally able to shed the political impacts of the Second World War, and cities in the former East and West German nations have become part of a cohesive transportation system. Many small carriers have come and subsequently gone (either through bankruptcy or acquisition), and a few large airlines and their regional partners have emerged, paralleling similar transitions in many other parts of the world.

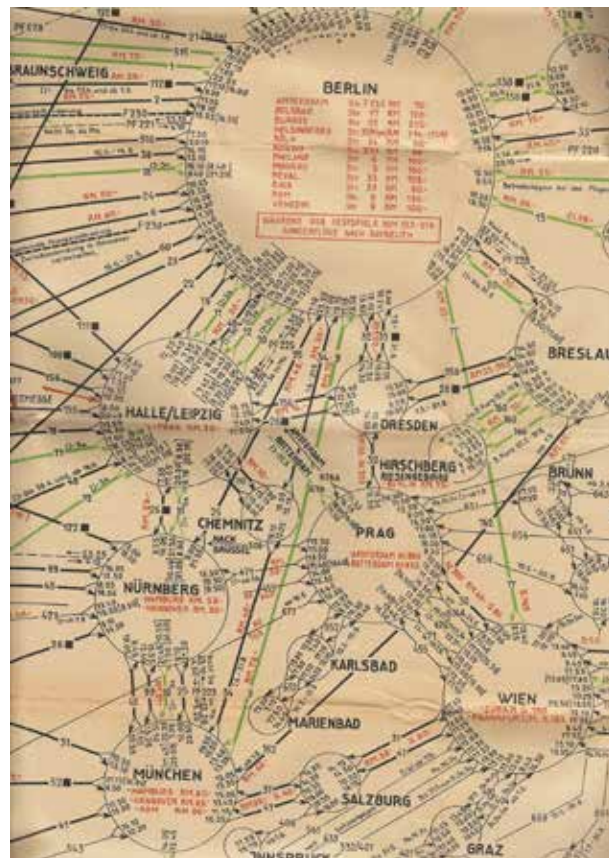




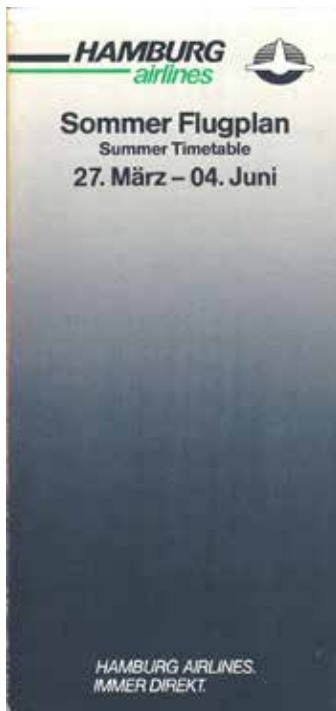
## DLT-Flugziele



DLT, October 25, 1987



Lufthansa, April 4, 1937. Image courtesy of Charlie Dolan.



Hamburg Airlines, March 27, 1989

**BOEING DASH 8/100**

36 ..... Sitze ..... 50  
 480 km/h ..... max. Geschwindigkeit ..... 530 km/h  
 2000 km ..... max. Reichweite ..... 2000 km  
 7600 m ..... max. Flughöhe ..... 7600 m

**BOEING DASH 8/300**

Triebwerke  
2 x Pratt & Whitney  
 2000 WPS ..... Leistung ..... 2350 WPS



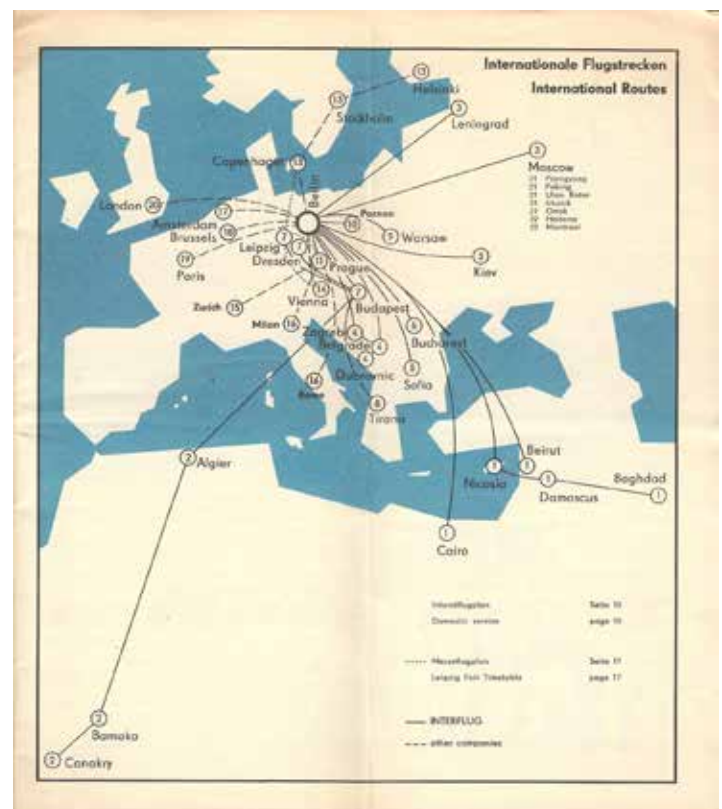
Hapag-Lloyd,  
Winter 1999/2000



Interflug, April 1, 1977



Interflug, April 1, 1968



Interflug, April 1, 1968





Interot, October 28, 1990



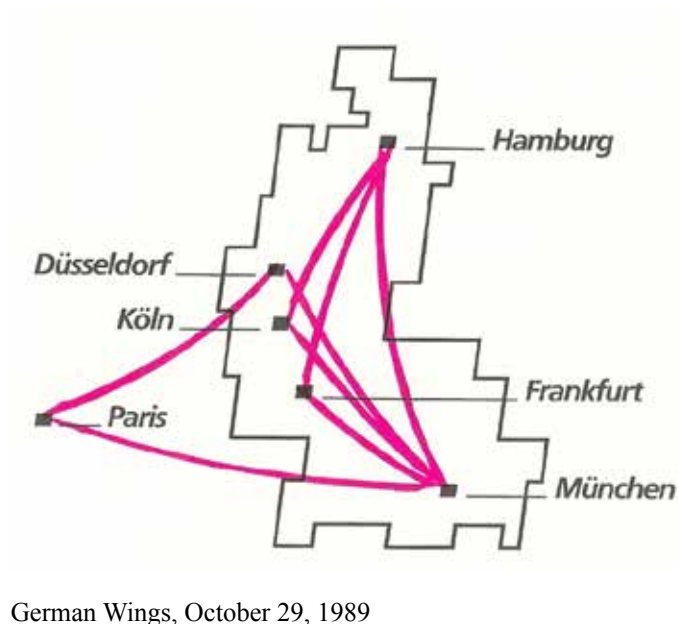
Interot, October 28, 1990



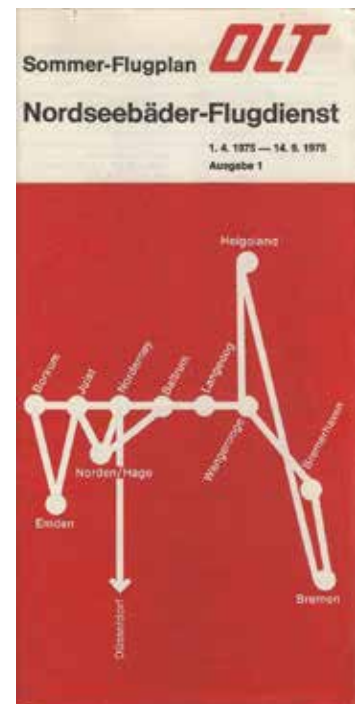
LTU 1982/1983



German Wings, October 29, 1989

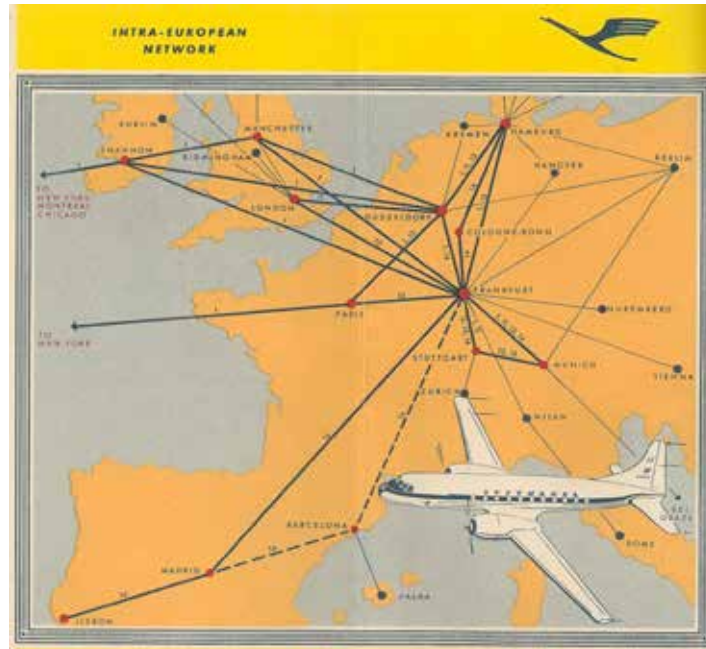


German Wings, October 29, 1989



OLT, April 1, 1975





# Playing Cards

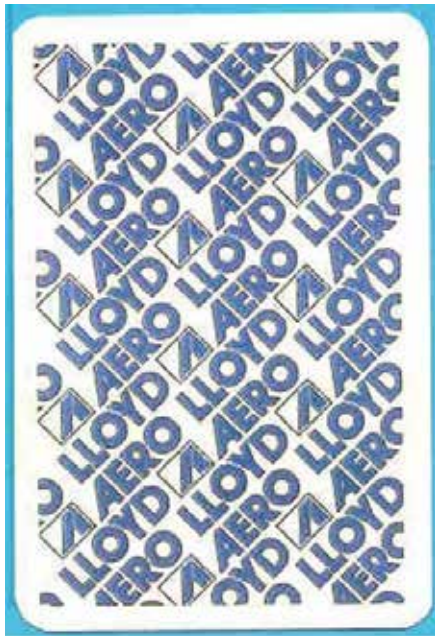
## Playing Cards from the Airlines of Germany

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

Germany has always had a strong interest in aviation and it is no surprise that the number of commercial airlines there is quite large. The good news for card collectors is that most of them have issued multiple decks of playing cards, including Interflug from the old East Germany. The largest carrier, Lufthansa, is known to have put out 87 different designs.

Some German decks are Skat decks which have 32 cards (versus 52 cards in a regular deck) and are used specifically for certain card games in Germany.

Examples of cards issued by German airlines are shown to give an indication of the wide variety of different designs that have been used.



Aero Lloyd



Air Berlin



Germanair



Condor

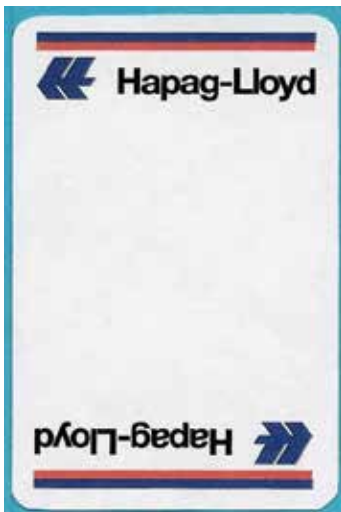


Eurowings



Hamburg International





Hapag-Lloyd



Interflug



LTU



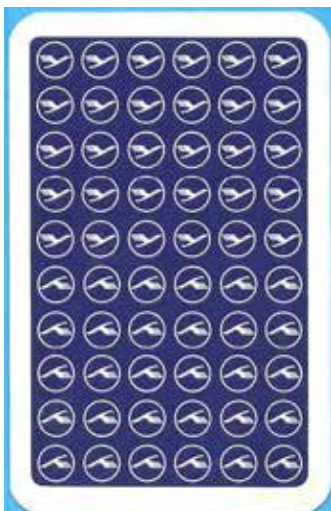
LTU SUD



Lufthansa



TransAer Cologne



Lufthansa



Lufthansa



Transair



TUI Fly



# Dining Service

Airlines of Germany

By Richard R. Wallin • rrwallin@aol.com

Coverage of the Airlines of Germany would be impossible to depict without going into the famous Zeppelins, a mode of air travel unique to Germany. Indeed the Graf Zeppelin, which operated 1928-1937, was the first aircraft in the world to have traversed a million miles! More widely known (because of its spectacular demise) was the Hindenburg, which operated several flights successfully in 1936, before exploding on its first 1937 trip. Both airships carried dining ware that was unsurpassed in elegance; these pieces are worth thousands of dollars today. In 1935-37, the airships were jointly owned by German Zeppelin and Lufthansa.



*A 1930's era large Lufthansa bowl carries their logo in blue; on the back is the manufacturer's name, Hutchenrueher.*



*This heavy weight Lufthansa pattern, featuring light gray and dark blue markings, reportedly was used in the 1950's.*



*A small plate with the logo and name embossed at top and center; but the lower rim denotes the Lockheed Super G Constellation!*



*A souvenir Lufthansa flask features a JU52 Junkers and a Boeing 707.*



*A delicate cup & saucer from the Graf Zeppelin. The "LZ" stands for Luftschiffbau Zeppelin. Decoration is in blue and gold. Made by Heinrich & Co.*



*A true historical relic is this small pitcher which was found as the remains of the Hindenburg were being bulldozed up at Lakehurst, NJ. It is said that a pitcher this size, about 5" tall, was used when passengers requested a refill of their coffee. This item still bears the soot and dirt from the Hindenburg explosion.*



*A Graf Zeppelin tureen; on the back is the ship name and date it began service - 1928.*



*A Hindenburg creamer and sugar bowl, decorated in black and gold, with the logo on the creamer in blue.*



*A close-up of the logo used on most Hindenburg china, depicting the airship across a globe.*



*A small Hindenburg wine glass, with an etched logo of the airship across the globe in front. These glasses are very rare, as the glass itself is almost paper-thin and easily broken.*



*Hindenburg coffee cup and egg cup.*



*A close-up of the logo on a spoon used on the Hindenburg, with the airship across the globe and the DZR initials (Deutsche Zeppelin-Reederi)*