

Postcard Corner

Airlines of Germany on Postcards

By Marvin G. Goldman • marvilynn@gmail.com

Germany is a particularly attractive country for airline and airport postcard collectors, as Lufthansa and other German airlines continue to issue numerous airline postcards. I remember flying on a Lufthansa A340 actually fitted with a postcard rack on a cabin bulkhead, filled with attractive Lufthansa cards. In fact, the collecting of all aviation memorabilia, as well as aircraft photography, are very popular in Germany. All this means there are a lot of good postcards to choose from for this article.

Prominent airline historian Ron Davies, in his classic book on Lufthansa, covers earlier German airline development as well. He notes that from the founding of 'Deutsche Luft-Reederei' on 13 December 1917 (called by him 'The World's First Sustained Airline') until the launch of Deutsche Luft Hansa on 6 January 1926, several airlines and airline groups operated in Germany. By 1925 two large groups dominated -- Deutscher Aero Lloyd and the Junkers Luftverkehr. These two groups merged to form Deutsche Luft Hansa.

The oldest German airline postcard in my collection is one from the Deutscher Aero Lloyd group:



Süddeutscher Aero Lloyd Fokker-Grulich F.III, D-701, at Innsbruck Airport. Black-and-white ('B&W'). Photograph Dornach, Innsbruck. This airline was based in Munich and affiliated with the Deutscher Aero Lloyd group. That group resulted from a merger of the aviation activities of two competing shipping lines, HAPAG and Lloyd, on 6 February 1923. Unlike the competing Junkers group which used only Junkers-built aircraft, the Aero Lloyd group utilized a wide variety of other types, all non-Junkers. The Fokker-Grulich type was built in Berlin starting in 1924; the pictured aircraft entered service in 1925 and passed to Deutsche Luft Hansa upon its formation in 1926.

Nearly one-third of Deutsche Luft Hansa's fleet in 1926 consisted of the six-seat Junkers F-13, obtained from the Junkers airline component of the two groups forming the combined new company.



Deutsche Luft Hansa Junkers F-13, D-558, flying over Moritzburg Castle near Dresden, about 1926. B&W. Pub'r: J. Bettenhausen, Dresden. The F-13, which entered service in 1919, was the first metal airliner, and Davies describes it as 'one of the most significant transport aircraft of all time'.



Derulufthansa Junkers F-13 operating the Riga-Leningrad route. B&W. Pub'r: Rotophot A.G., Berlin. Probably issued in 1928. The back of the postcard says 'Greetings from DERULUFT', so this is probably an airline-issued card ('A/I'). Derulufthansa was founded in 1921 as a joint German-Soviet airline, with Aero-Union (and later the Aero Lloyd group and Deutsche Luft Hansa successively) as the 50% German partner. The route to Leningrad was opened in 1928 using Junkers F-13 equipment. Derulufthansa survived as an airline until 1937.

Deutsche Luft Hansa became an issuer of airline postcards early on. Here is a Lufthansa card showing its aircraft at Berlin's original Tempelhof Airport whose terminal opened in 1927.



Deutsche Luft Hansa tri-motor Rohrbach Ro VIIIIs D-999, D-1280 and D-1314 at Berlin's original Tempelhof airport, probably between 1928 and 1932. B&W. Pub'r: Hansa Luftbild, Berlin. A/I. Originally in the collection of Allan Van Wickler.



Deutsche Luft Hansa Junkers-Ju 52/3m, D-AMAM, 'Kurt Wüsthoff', at Munich. B&W. Real photo postcard no. 19291 by R. Zerie, Munich. In 1932 the tri-motor Ju 52s started to join the airline's fleet, and the Ju 52 became one of the most widely used and reliable aircraft of its day. The pictured aircraft entered service with the airline in 1934.

Following World War II, the old Deutsche Luft Hansa was grounded and Germany was divided into West and East. A new airline in West Germany, trading simply as 'Lufthansa', started scheduled service on 1 April 1955 with Convair 340s.



Lufthansa Convair 340, D-ACAP, at Hannover. Pub'r: Schöning & Co., Lübeck. My card is postmarked 25 January 1963. The

pictured aircraft operated with Lufthansa from 1957 to 1968. Lufthansa expanded rapidly, and upon the unification of West and East Germany in 1990, it became the leading airline for all of Germany, and later a founding member of the Star Alliance, with a worldwide reach and stellar reputation.

Meanwhile after World War II, East Germany started airline operations in February 1956 from a base at Schönefeld Airport in East Berlin. At first it copied the name 'Deutsche Lufthansa', but in 1962 it was renamed 'Interflug'. Prior to 1989 it utilized exclusively Soviet-built aircraft. Following the 1990 unification of West and East Germany, Interflug ceased operations on 8 February 1991. During its existence it was a prolific issuer of airline postcards.



Interflug Ilyushin IL-14, DM-SAG, at Berlin Schönefeld Airport. A/I, no. Ag721/72/64, probably issued about 1964.

Condor was formed in 1955 as a leisure travel airline, taking its present name in 1961. Originally it was an affiliate of Lufthansa.



Condor Boeing 707, D-ABOC, at Munich. Pub'r: Hans Huber KG, Garmisch-Partenkirchen, Bavaria, no. 10464.



Condor Boeing 757-300, D-ABOF. A/I. Condor was the launch customer for the 757-300, taking delivery of the type in early 1999. Like Lufthansa, Condor has been a major issuer of postcards.

Starting in 2000, the Thomas Cook travel group started acquiring the Condor shares held by Lufthansa, eventually acquiring control of the airline. In 2003 the Condor livery was changed to emphasize the connection with Thomas Cook.



Condor Boeing 767-300ER, D-ABUF, with the Thomas Cook logo on the tail. A/I. At first, 'Thomas Cook' also appeared in large letters on the fuselage, but by 2004 the fuselage lettering reverted to 'Condor', as in this postcard.

LTU, like Condor, also started in 1955, at first with charter operations and later with regularly scheduled flights to leisure destinations. In 2007 it was acquired by Air Berlin.



LTU Fokker F.28 at Albenga Airport, Liguria region, Italy. Pub'r: SEAVA, the operating company of Albenga airport. LTU was the

launch customer for the F.28, first operating it in 1969. This very rare postcard was submitted by Leonardo Pinzauti of Firenze, Italy, in whose collection the original resides. Leonardo adds that Albenga was the only landing site close to several attractive holiday resorts, and natural obstacles at both runway ends did not allow larger jet types to operate into that airport.



Air Berlin 737-800, D-ABAF, delivered to Air Berlin in 2001. A/I. Air Berlin started revenue service in 1979, initially as a charter operator. It has evolved into Germany's second largest airline, after Lufthansa, and is a member of the Oneworld alliance. In addition to acquiring LTU in 2007, Air Berlin acquired German airline dba (formerly known as Deutsche BA and Delta Air) in 2006, and increased its ownership interest in the Austrian airline, Niki, to 100% in 2011. Air Berlin and its affiliates have all been large issuers of airline postcards.

Another significant German airline is TUIfly. The next group of postcards show TUIfly and two of its predecessor airlines.



Bavaria Fluggesellschaft BAC-1-11 'Holiday Jet', with 'check-the-box' message menu on right. A/I. Formerly in the collection of Allan Van Wickler. Bavaria was founded in 1957 and started operating BAC-1-11s ten years later. In 1977 it merged with Germanair and became known as Bavaria Germanair, and a few months thereafter Bavaria Germanair merged into Hapag Lloyd. All of these airlines issued numerous airline postcards.



Hapag-Lloyd Flug 737-200, 727-100 D-AHLS, and A320-200. A/I. The German transportation conglomerate Hapag-Lloyd founded Hapag-Lloyd Flug as a charter airline in 1972. The airline became a subsidiary of the German travel conglomerate TUI in 1999. TUI then formed a separate low-cost airline, Hapag-Lloyd Express in 2002. In July 2007, Hapag-Lloyd Flug and Hapag-Lloyd Express were merged and traded as TUIfly.



TUIfly 737-800 D-ATUA, with its smile logo. A/I. TUIfly, based in Hannover, operates as a low-cost airline offering charter and scheduled flights. In 2009 it entered a strategic partnership with Air Berlin, including nearly 20% cross ownership, and it has been transferring scheduled routes and certain aircraft to Air Berlin, with the intention that TUIfly will concentrate in the future exclusively on charter flights.



Germania 737-700, D-AGER. A/I. Germania was founded in 1978 as 'Special Air Transport' (SAT) and adopted its current name in 1986. This Berlin-based and privately-owned airline continues to

operate successfully. It flexibly offers wet-leases of aircraft and crew to other airlines and also operates charter and scheduled flights.



Air Hamburg Britten-Norman Islander landing at a German North Sea island. A/I, 2011. Collection of P.K. Chai, Malaysia. Air Hamburg operates scheduled air taxi flights from its base in Hamburg to the North and East Frisian islands along the North Sea coast of Germany and to nearby areas, as well as charter flights. Founded in 2005, the airline is still active.

As in other countries, a number of German airlines have not survived the strong competition in the business. Here is a brief postcard sampling.



European Air Express ATR-42-300, D-BAAA. A/I. This was a regional German airline based mainly in Düsseldorf which operated from 1999 through 2007.



Cosmos Air Dornier 328 and Personnel. A/I. Cosmos Air was established in 1997 as a subsidiary of Arcus-Air Logistic, and operated scheduled flights from Mannheim to Berlin/Tempelhof and London City Airport. In 1999 Cosmos was sold to Cirrus Airlines which operated until 2012.



Lufthansa City Line Canadair CRJ-100LR, D-ACJH, in special 'Little Europe' livery. A/I. Lufthansa City Line is a regional airline now based in Cologne, Germany. Founded as Ostfriesische Lufttaxi (OLT) in 1958, and renamed 'DLT' in 1974, it became a wholly-owned subsidiary of Lufthansa in 1992 and was renamed 'Lufthansa City Line', forming part of the 'Lufthansa Regional' network.



Interfly BAC-1-11. A/I together with Intercontinental Travel Agency, Munich. Collection of Lothar Grim, Darmstadt, Germany. I asked Lothar Grim, who is one of the most noted airline postcard collectors and now runs the large aviation memorabilia show held semi-annually in Frankfurt-Schwanheim, whether he could submit one of his favorite German airline postcards for this issue. This is the card he chose. Lothar says it's 'very hard to find'. (Not only have I never seen this card, I hadn't even heard of the airline). Lothar notes, 'Even if no airplane was owned, and no contract with any travel agency in the sales books, everything in the PR [public relations] department was done to look healthy and professional'. Is it possible this 'airline' never got off the ground?

We now turn to three successful current affiliates of Lufthansa. Similar to Lufthansa, these airlines are significant issuers of airline postcards.



Eurowings ATR-42, ATR-72 and BAe146. A/I. Eurowings was formed in 1993 by a merger of NFD and RFG, two German commuter airlines. It operates flights both within Germany and to international destinations. By 2006 Lufthansa acquired a controlling interest in Eurowings, which is now a partner in 'Lufthansa Regional', based in Düsseldorf.



Germanwings Airbus A319 at Berlin Schönefeld. A/I. Germanwings was originally established by Eurowings in 1997, to act as its low-cost airline arm. In 2009 Lufthansa, which had already acquired control of Eurowings, purchased all of Germanwings. In early 2013, Lufthansa rolled out the 'new Germanwings'. This includes transferring from Lufthansa to Germanwings point-to-point short-haul international flights operating from German cities (other than Frankfurt and Munich). Starting 1 July 2013 Germanwings introduced a new logo and airline image, including its own unique three-tier pricing system. All this is part of Lufthansa's continuing move towards utilizing separate airlines for (a) long-haul flights with more traditional services, and (b) short-haul flights with lower cost, individually selected services -- a model increasingly being implemented by long-established 'legacy' carriers.

Here is a final tribute card to Lufthansa in appreciation for its being the current worldwide leader in issuing airline postcards for itself and its affiliates.



Lufthansa Airbus A380. A/I, 2009. Lufthansa placed its first A380 in scheduled passenger service in 2010, and the aircraft type already serves many of its leading international destinations.

Lastly, Frankfurt Airport may well be the most represented airport on postcards, with hundreds of different ones published. Here is just one, showing how you can arrive in Frankfurt to attend the semi-annual aviation memorabilia show in adjacent Schwanheim village, with plenty of postcards to buy, sell and trade.

Frankfurt Airport, Pub'r: Michel + Co., Frankfurt, no. P8.

Notes: Except as noted, the original postcards of those shown are in color, published in standard or continental size, and from the author's collection. I estimate their rarity as -- Rare: the Süddeutscher Aero Lloyd, Lufthansa Junkers F-13, Deruluft Junkers F-13, Lufthansa Junkers Ju-52, LTU F.28, and Interfly cards; Uncommon: the Lufthansa Rohrbach Ro VIIIs at Berlin, Lufthansa Convair 340, Interflug IL-14, Condor 707, and Bavaria BAC-1-11 cards. The rest are fairly common.

References:

- Davies, R.E.G.: (a) A History of the World's Airlines, Oxford University Press (1967; reprinted 1983); (b) A History of Airlines in the Jet Age, Smithsonian National Air and Space Museum (2011); and (c) Lufthansa: An Airline and Its Aircraft, Paladwr Press (1991).
- Lufthansa and affiliates' websites.
- Airline and Wikipedia websites on the individual airlines.

Airliners International 2013, Cleveland, Postcard Contest: Many thanks to all the Postcard Contest participants, including award winners John Danner, John Schmidt, John Bretch and Bill Baird; judges Armen Avakian, Bruce Charkow, Kent Gillespie and Jack Harty; coordinator Bill Demarest; and the overall coordinator of the different contests, Wally Wilson. This year's postcard displays were excellent, and again showed that collecting airline and airport postcards is fun, educational, and enjoyably challenging. I hope to again see great postcard contest entries at Airliners International 2014 next July in Los Angeles.

BAC-1-11 Postcards. The next Captain's Log issue will be devoted to the BAC-1-11 aircraft. If you have some favorite postcards showing that aircraft, and if you e-mail to me up to three images so I receive them not later than 31 October 2013, I'll be glad to consider them for possible inclusion in the next Postcard Corner.

Until next time, Happy Collecting. Marvin.

Tickets and Ticket Jackets

Four of Germany's Notable Carriers

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

When it comes to the Airlines of Germany as a topic, there is the obvious first choice and then the field opens. We'll start our discussion with three carriers which some people may have called "Germany's Other Airline" and, indeed, one of these carriers did just that!

LTU International Airways (LTU Lufttransport-Unternehmen GmbH) was founded in 1955 and plied the popular tourist destination routes for over five decades. Immediately recognizable on airfields around the world with their distinctive Red & White livery, LTU was purchased by Air Berlin to support its long-haul aspirations.

The historic LTU fleet dates back to the Vickers Viking with the size and scale growing from the prop through the jet era. Of the many aircraft types flown by the airline over the years, the definitive aircraft which many passengers and enthusiasts alike associate with LTU is the Lockheed 1011 TriStar. The TriStar was critical to serving overseas destinations from Europe with wide-body passenger comfort.

Figure 1 presents the cover of this 1988 jacket design featuring the TriStar and that slogan ... Germany's Other Airline! This specific design was geared to US passengers (Figure 2) with the entire inside content providing contact information in the US and Germany.



Figure 1



Figure 2

Switching gears, we'll turn farther back in time to the tension of the Cold War era and the post World-War II division of Germany into the Federal Republic of Germany and the German Democratic Republic (GDR). The national carrier of the GDR, formed in 1955, adopted the familiar Deutsche Lufthansa name – that which was used by the original pre-war national airline of Germany.

Deutsche Lufthansa (DLH) operated a compact domestic and East Bloc network with the Ilyushin IL-14 and IL-18. Inevitably, the choice of name led to friction with the successor airline in the West (who had commercial rights to the name) and with the West German authorities. In 1963 the airline was shut down and its assets, personnel and role as flag carrier were transferred to Interflug.

A "signature" destination of DLH and later Interflug was Leipzig – home to the famous Leipzig Fair. The fair took on great significance in the Communist era as a major event as part of Comecon (Council for Mutual Economic Assistance) economic activities in the East Bloc. The ticket example featured in Figure 3 was issued by DLH in 1959.

Successor to DLH, Interflug (Gesellschaft für internationalen Flugverkehr m.b.H.) developed a more significant route network which reflected both the economic and political interests of the GDR and associated East Bloc countries. Interflug's scheduled route system extended into West & North Africa and the Middle-East. Figure 4 presents a 1965 example of the Interflug ticket used for a Berlin – Budapest round-trip. With the reunification of East & West Germany in 1990, Interflug was unable to find a path forward and went into liquidation.

We'll now turn our attention to the major of majors through the years – Lufthansa. The story falls into pre and post World War II components. Pre-war, Deutsche Luft Hansa A.G. was formed in 1926 and operated an extensive European network which came under military control during the war until ceasing operation in 1945. An example of their outer ticket jacket from 1933 is illustrated in Figure 5. Inside the jacket note the historic street address (Figure 6) and an interesting period piece ad for Leuna Benzin (Figure 7).

The airline, operating as Deutsche Lufthansa, also had international tendrils for which we've picked an interesting ticket example in Figures 8 & 9 of a Deutsche Lufthansa Antiengesellschaft issued ticket in Peru for a 1939 flight from Arequipa to Lima. This ticket example contains very detailed terms and conditions in Spanish on the inside covers. A web check indicates Junkers W 34 and JU-52 aircraft were active in this part of the Peru and Ecuador operations. Post World War II, the airline of today Deutsche Lufthansa AG and commonly known as Lufthansa (or Lufthansa German Airlines) was founded in 1955 to initially operate domestic services in West Germany and then expand quickly to include European and Trans-

Atlantic destinations. Due to the geo-political considerations of the day, Berlin was not part of the system and Frankfurt assumed the lead role in the network even though the Federal Republic's capital was not located there.

The growth of Lufthansa mirrors first the growth of West Germany's economic recovery and, ultimately, the strength and economic resurgence of the reunited Germany. Through the decades, a defining characteristic of the airline has been its premium services. Figure 10 illustrates an example of the carrier's "First Class Senator Service" ticket jacket design from 1983. Thirty years later, in the ever competitive airline industry, maintaining the loyalty of the airline's First Class and frequent business travelers will be crucial for the health of this venerable founding member of the Star Alliance.



Figure 7



Figure 3



Figure 8



Figure 4



Figure 9



Figure 5



Figure 6



Figure 10

Book Review

By Shea Oakley • ancientskies1@safeaccess.com



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

Lufthansa: An Airline and Its Aircraft

By R.E.G. Davies, Illustrated by Mike Machat
Orion Books 1991
ISBN 0-517-57022-X
90 Pages

The second in the late author's *Airline and Its Aircraft* series, Davies' volume on Lufthansa covers the complex history of the German national flag carrier. This book continues in the format of the first volume on Pan Am, the same format used in later volumes about Aeroflot, Delta, Eastern, Imperial Airways, Saudia, TACA, TransBrasil, and TWA. This work basically consists of a chronological progression in which the left-hand page addresses a period in the company's history while the right-hand page features the aircraft added to the fleet during that period. Many of the right-hand pages also include the color, line view drawings of established aviation artist Mike Machat. The end result is both informative and pleasing to the eye, making all of the histories in this series ideal "coffee table" books to grace the home of the airline enthusiast.

Chronicling Lufthansa must have presented a bit of a challenge, even for a man of Davies' stature. (He was Curator of Air Transport for the Smithsonian for many years.) He argues that the earliest forerunner of what was long known as Deutsche Luft Hansa (DLH) is "DELAG," a company that operated Count Von Hindenburg's pre-World War I passenger-Zeppelins on sightseeing flights within Germany starting in 1909. While the flights remained unscheduled except for a short period after the end of the Great War, these airships were purpose-designed to carry paying customers. The company was later linked with Aero-Union, an airline that operated heavier-than-air aircraft and was one of the many direct,

corporate ancestors of Lufthansa. There are, in fact, at least 25 early airlines depicted in one of Davies's trademark, hand-drawn "genealogical charts" (page 19). The reader soon learns that the German flag carrier's development can be accurately described as "Byzantine," but Davies wades through it all and with a palpable enthusiasm for the story.

It is clear that Davies is an admirer of his subject and its mostly illustrious history. That history includes some unique operations such as:

- The ship-launched seaplanes that pioneered scheduled, transatlantic, sea-air mail services in the 1930's,
- The first non-stop North Atlantic crossings by a four-engine land-plane (the Condor) in 1938, and
- The saga of the later passenger dirigibles: Graf Zeppelin and its ill-fated sister ship, the Hindenburg, during that same decade.

The author also tells the little known story of DLH's World War II scheduled commercial services which amazingly carried on to within one week of the Third Reich's final defeat.

The post-war reconstitution of Lufthansa in 1955 as the national airline of what was, then, West Germany is covered through to the initial years of reunification in the early 1990's. (Oddly, no mention is made of this political miracle or its anticipated effect on the airline.) It is here that the book falls a little short. It appears that Davies was more interested in the DLH years, at least based on the comparatively lesser space devoted to post-war Lufthansa's development. The result is a failure to really do justice to this period in the company's history.

One comment I have relates to Machat's pictorial depictions of Lufthansa's pure-jet aircraft in the same latter section. Most of the company's aircraft in the 1960's and 70's featured a class name like "Europa Jet" for the Boeing 727's and "City Jet" for the 737's. These titles, along with individual city names and crests, were carried on the lower forward fuselage but do not appear in any of the drawings. It may be that the artist wanted to present a "generic" example of each type, but the airplanes look a bit bare without them!

These two criticisms aside, *Lufthansa: An Airline and Its Aircraft* remains the best historical treatment of this renowned carrier whose classic Crane logo continues to girdle the globe for "The Fatherland" today.

Availability: Used copies of this book can be found on Alibris.com starting at about \$10. Copies can also often be found at airline collectibles shows held around the nation.

Flying Stamps

By Jim Edwards •

Germany has always been in the forefront of commercial aviation as evident by the success of her efforts with heavier and lighter than air aircraft beginning in the early 1900s. The West German, East German and now unified Germany postal services have issued many postage stamps featuring commercial aircraft. Here are a few examples for your review.



This 1969 issue from the German Democratic Republic (East Germany) pictures Interflug's IL-18 and TU-134.



This 1969 First Day Cover celebrates the 50th anniversary of German air mail service. The Junkers JU-52 and Boeing 707 are shown on the envelope.



Germany produced two stamps in 1980 that showed the Lufthansa Super Constellation and Boeing 747 aircraft.



This 1980 issue shows a 1950 Lufthansa Viscount image.



Uruguay printed this stamp in 1980 to publicize Lufthansa's Boeing 747 cargo service to the Latin American nation.



From the Maldives, we have this postal issue showing a LTU Lockheed L-1011 TriStar from 1984.



The Condor Fokker F27 is depicted on this postal issue from 1980.



Strangely enough, Mongolia issued this stamp in 1984 showing an IL-62 from Interflug of East Germany.

Airliners International



WAHS Treasurer Jay Prall admires the sleek lines of a CommutAir DHC-8 undergoing maintenance.



Part of the CLE OPSshots.com Gang! (L to R) DJ Reed, Bob Beach, Cole Goldberg, and Chuck Slusarczyk.



United Airlines hangar tour with 737s undergoing maintenance.



View of the trading floor.



Another view of the trade show area.



The National Museum of Commercial Aviation in ATL joined us at AI 2013 CLE.



1st Place - Postcard Contest: John Danner

2013 Cleveland

TRIVIA CONTEST WINNERS

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

Prizes donated by Mike Chew

1st Place with 7 correct answers: Don Collins
2nd Place with 6 correct answers: Nelson Hoffman
3rd Place with 6 correct answers: Werner "Bud" Lindquist
Hard Luck Award for 0 correct answers: Jeff Bridges

PHOTO CONTEST WINNERS

1st Place Ground: Jeffrey Magnet
1st Place Air: Walter Wilson
1st Place Aerial: Eric Hillyer
2nd Place Ground: Danny Daugherty
2nd Place Air: Walter Wilson
2nd Place Aerial: Walter Wilson
3rd Place Air: Jeffrey Magnet
3rd Place Aerial: Danny Daugherty
3rd Place Ground: Eric Hillyer
Spirit of Flight - Best of Show:
Stephen McIninch

POSTCARD CONTEST WINNERS

1st Place: John Danner, "Flight Deck Postcards"
2nd Place: John Schmidt, "Commuters"
3rd Place: John Bretch, "Stratoliners"
Honorable Mention: Bill Baird, "Lockheed L-188 Electras"

MODEL CONTEST WINNERS

1st Place Small Prop: Bob Venditti
2nd Place Small Prop: Ken Miller
3rd Place Small Prop: Mike Nelson
1st and 2nd Place Small Jet: Ken Miller
1st Place Medium Jet: Ken Miller
2nd Place Medium Jet: Mark Shem
3rd Place Medium Jet: Andrew Stiffler
Judges Best of Show: Bob Venditti
1st and 2nd Place Large Prop: Andrew Stiffler
1st, 2nd, 3rd Place Large Jet: Andrew Stiffler
Most Popular: Andrew Stiffler
1st Place Flights of Fancy: Tom Stephany
1st Place Collection: Tom Hueg



1st Place - Aerial: Eric Hillyer



1st Place - Ground Shot: Jeff Magnet



1st Place - Large Props
TAT Ford Trimotor



1st Place - Small Prop / Best of Show
Simmons YS-11



1st Place - Small Jet
British Airways Boeing 737

Wings

Wings from Airlines of Germany

By Charlie Dolan • wingcobda@yahoo.com

We had a great time in Cleveland at AI 2013. The best part of the convention is getting together with friends who share the enthusiasm of collecting airline memorabilia. The worst part is not being able to share the event with those who were unable to attend the yearly meeting.

This year I felt like the prom king because of all the attention which was heaped upon me – well, not upon me but the items which I had for sale. The activity around my table brought back memories of a trip I made to Minsk, Belarus in the early 1990s. We were walking back to our meeting after lunch and saw the crowds swarming at the doors of the GUM store. Our embassy contact told us that there was a shipment which had come in to the shop. We asked what kind of product would cause such a commotion. He said that it didn't matter, there was merchandise to buy. If the buyer himself did not need it, it could be used for trade.

I just know that Karen and I were busy for just about all the hours the convention floor was open. It was a fun four days.

The wings and cap badges included in this issue represent German carriers for the pre- and post-war eras. DLH Deutsche Luft Hansa was the largest air carrier before the war and is once again the major German air carrier. Earlier carriers such as Deutsche Aero Lloyd (1924) and Junkers Luftverkehr (1921) operated air services, but I have never seen any of their insignia.

The pre-war Lufthansa wing is a magnificent piece with a solid metal backing and heavy blue enamel. It has quite a bit of heft to it. The cap badge is also made of substantial material, with a solid bakelite or early style plastic behind the crane. The badge has a crown at the top, just above the D L H, which harkens back to the German royalty.

During the 1930s and early 1940s, the swastika held a prominent place in the Lufthansa insignia.

When Germany resumed airline activity after the war, there was the division between East and West Germany. Both sides wanted to return to the skies bearing the name "Lufthansa". This was done for several years, but litigation began and the carrier known as D L H Ost (East) saw the likely outcome of the suit and became Interflug.

With the reunification of the country, Lufthansa is now the flag carrier and Interflug has joined Deutsche Lufthansa Ost as a footnote in the annals of history.

I hope you will enjoy seeing the insignia of the German carriers, past and present. I will keep the article short because there is much more coverage of the convention which will be presented by other editors.



Atlantis AG • NO • 1968 – 1972
Started by former employees of Sudflug

Wing with black center disc is of gold color metal with two screw posts. The wings have a textured finish and are not hallmarked. There is a clear plastic coating over the central oval.

The wing with the orange center oval with the black "A" is very similar to the black center wing, but has a pin back.

The bullion wing is gold thread on black fabric. It is of the sew-on variety. The oval disc in the center is black with an orange "A". There is a clear plastic coating on the disc.



Calair • DZ • 1965 – 1972
Calair Transportflug

Both wing and cap badge are made of gold color metal with a satin finish. The "C" in the center of each is in light blue, dark blue and black enamel. The "CALAIR" on the cap badge is in black also. Both pieces are hallmarked "WIEDMAN". The wing has two screw posts and the cap badge has one screw post and one positioning pin at the top.



Deutsche BA • DI BAG • 1992 – 2008

This wing is of highly polished gold color metal with black, red and yellow enamel. It is clutch back with no hallmark.



Lufthansa Ost • 1955 – 1958

After World War II, Germany was not allowed to operate any airlines until the mid 1950s. The East Germans wanted to retain the name Deutsche Luft Hansa and established a carrier by that name in 1955. By the time 1958 rolled around, the handwriting was on the wall that indicated West Germany's Lufthansa would win the right to use that name and the East German airline became Interflug.

The cap badge is a stamping in rather thin gold color metal. Most of the metal is satin finish with the "DLH" polished. The Lufthansa crest is set in dark blue enamel. The cap badge is not hallmarked and is a pin back.

The wing is of similar design and construction although the metal seems a bit thicker. It has no hallmark and is pin back.



Lufthansa Pre-war

The cap badge for the pre-1933 Deutsche Luft Hansa is a stunning piece. It is of the type which was sewn on to the uniform cap and is made of gold bullion thread on black fabric. There is a crown design above the letters DLH which indicates an attachment to German royalty. The center device is of a material, resembling bakelite, which is hard with a shiny surface. The Lufthansa crane is in silver metal and is embedded in this black center material.

The wing is of heavy construction in gold color metal and thick, dark blue enamel. The detailing in the wings and wreaths is exquisite. The Lufthansa crane has silver plating, which is starting to deteriorate. The motto "NEC SOLI CEDIT" (He yields not even to the Sun) is at the top center of the wing. The wing is numbered 313 and is hallmarked "PAUL KUST" "SYDEL STR. 19" In the center of those marks, "BERLIN S.W. 19" The wing has a heavy pin back to attach to the uniform.



DLT • 1974 – 1992
Deutsche Luftverkehrsgesellschaft
Now Lufthansa City Line

Both of these wings are of an antiqued finish gold color metal. The letters are of white enamel on a red or blue oval center device. Each wing has two screw posts. The wing with the red center oval has no hallmark. The blue wing is hallmarked "FAHNEN-REUTES" with "MUNSTER" under the brand name.



Eurowings • EW • EWG • 1993 - present
Eurowings Luftverkehrs AG part of Lufthansa Regional

The wing is of gold color metal with a satin finish. The design in the center oval is in red and blue. The wing has two screw posts and lacks a hallmark.



German Cargo Service GmbH • FH • GEC • 1997 – 1993

The cap badge is of the sew-on variety with gold bullion thread on a black fabric background. These threads are quite a bit finer (thinner) than the earlier examples of gold bullion thread. The wing is of gold color metal with grey and brown enamel in the wings and center design. The wing is pin back and without a hallmark.



Germania • ST • GMI • 1978 – present
Germania Fluggesellschaft MbH

This is a very lightweight wing which leads me to suspect it is made of aluminum. It has a deeply textured and satin finish. The center logo is of dark and light green with gold letters on a white bar. The entire center logo and name have a clear plastic coating. This wing has no hallmark and is clutch back.



German Wings • PW KFK • 1989 - bkrpt

The cap badge is a sew-on item with gold color thread on a padded black fabric backing. The center logo is in pink and white with a clear plastic coating. It seems to be attached to the backing with a pin, but I did not wish to disassemble the badge to make sure. The wing is of brass with black and pink paint filling the depressions for the letters and logo. There is no hallmark and the wing retains one of its original two screw posts.



Hapag – Lloyd • HF • HLF • 1972 – 2005

The wing is of gold color metal with the deeper surfaces in a satin finish and the higher surfaces polished. The design in the center is in medium blue enamel. This wing is clutch back and hallmarked “CARL POELLATH” with the town name SCHROBENHAUSEN” under Carl’s name.



Interflug • IF • IFL • 1958 – 1991
Interflug Gesellschaft für Internationalen Flugverkehr mbH

The cap badge is of the sew-on variety made up of gold color thread on black fabric background. The East German shield is in the center of the badge in gold metal with red, yellow and black enamel. The metal wing is made of tin gold color metal with red paint. This piece is a stamping with two screw posts.

Hector Cabazas, of Frankfurt, whose airline archive includes about 6,000 wings including 220 of German airlines, indicates that this is not the “real” qualification insignia. The true qualification badges are worn on the uniform sleeve and are the gold and black insignia shown. The Interflug insignia is the dart design in the oval, shown in both sew-on and pin back varieties. The captain is the star in wreath, pilot the star, engineer the gear and navigator the globe.



N F D • 1974 – 1993
Nurnberger Flugdienst

This wing is also rather light in weight and seems to be a stamping. The thin metal is gold in color with dark blue enamel in the center oval which is attached to the wing base. The oval seems more substantial than the wing to which it is attached. The wing is clutch back and not hallmarked.



Sudflug • SZ • 1952 – 1968
South German Charter AG
First German airline formed post WWII

Taken over by Lufthansa and then moved to Condor.

The first two wings are of gold color metal with dark blue enamel centers. Both have two crew posts. Neither is hallmarked.

The cap badge for the third issue is the sew-on variety with gold bullion thread on black fabric backing.

The wing is of gold color metal with blue enamel. It has two screw posts and lacks any hallmark.

Air Etiquettes of German Airlines

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

Considering the long and complicated history of the development of the German airline system, there are only two companies that issued airmail etiquettes: 1) Deutsche Luft Hansa during the Reich continuing into the post-war years as Lufthansa and 2) Interflug in the East. Other airlines that made up what became Lufthansa had air baggage labels but not airmail etiquettes. That developmental history is, no doubt, told elsewhere in this issue.

The first DLH etiquettes were a set of 5 in different languages issued between 1934 and 1935. Those for use from Germany were in German and came first in blue during April 1934 and then in red in November, printed in sheets of 20. (Figure 1) The latter is known both with and without perforations. There followed, in 1935, those in Dutch, Belgian, English and Italian. (Figure 2) Their long horizontal rectangular shape is rather unusual as is its use on cover. (Figure 3)

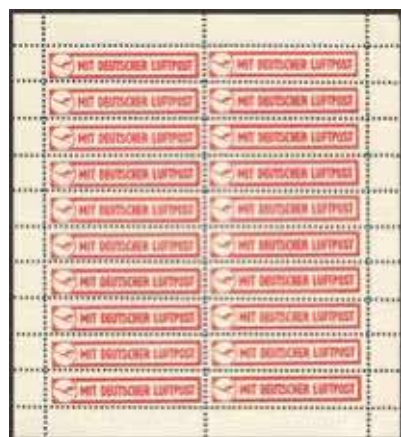


Fig. 1: Full sheet of 20 of the first DLH issue (1934).



Fig. 5: The East Germany Lufthansa etiquette issued in booklets of 10 vertical panes of 5.



Fig. 6: Two of the four Federal German Lufthansa issues. The first came in vertical strips of 4; the second was for use from Japan.



Fig. 2: The first issue without perforations and in the other four languages perforated (1935).



Fig. 4: The issue for Spanish language users from Peru to Germany in 1938.



Fig. 3: The first issue used from Germany to Uruguay in 1935.



Fig. 7: East German Interflug etiquettes, all issued in booklets of 10 vertical panes of 5.

In 1937, a more prosaic etiquette was released for use in Spanish speaking countries. It specified “Lufthansa” as the carrier. (Figure 4)

During the post-war period, East Germany’s airline, Deutsche Lufthansa, issued an etiquette in two color combinations (dark blue & yellow-orange or blue and yellow) from 1957 to the mid-1960s (Figure 5); and West Germany’s airline, Lufthansa, issued four etiquettes between 1959 and the 1990s, of which I show two. (Figure 6)

Upon the East German Deutsche Lufthansa airline becoming known as ‘Interflug’, it issued three designs from 1963 to the 1980s. (Figure 7)

After the 1990s, the etiquettes were either government or private issues.

Junior Wings

Airlines of Germany

By Lane Kranz • lanekranz@msn.com



Condor Flugdienst GmbH, Condor (CGF-01, CGF-02)



Lufthansa Junior Kaptain (DLH-01)



Lufthansa Junior (DLH-04)



Luft Transport-Unternehmen (Air Transport Enterprise),
LTU (LTU-02 small letters)



Luft Transport-Unternehmen (Air Transport Enterprise),
LTU-LTS (LTU-04 stick-on)



Luft Transport-Unternehmen (Air Transport Enterprise),
LTE (LTU-05)

One of the best reasons to attend the annual WAHS Airliner's International conventions is to pick-up little gems like these. These new issue wings were spotted at AI 2013 in Cleveland. While eBay remains a favorite forum among serious collectors, nothing replaces being there in person to sift thru boxes and tables filled with treasures. Next year's convention will be in Los Angeles. Plan to attend! I'll see you there! Lane



New Issue. United Airlines, USA



Last Issue. Comair, USA



New Issue. Emirates, UAE (Note: this wing is available at www.emiratesofficialstore.com)

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

Photographs from author's collection.

What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

Hello everyone. Beth and I were sorry to have missed Airliners International 2013 in Cleveland in July. We heard that it was a great show! We send our congratulations to all the folks who organized this annual event.

Now we move onto a few new and old items.



Fig. 1. Several weeks after a visit on a ship with John Tesoriero, a package arrived in the mail containing this lapel pin of a hat in a ring. It is a 20 year service pin from Eastern Airlines. The hat in the ring signifies Eddie Rickenbacker's squadron during World War 1. The 25 year pin is the same. It has a diamond chip in the hat. John, from Georgia, was awarded the pin in 1988, and I still say, "Thanks John".



Fig. 2. The next reply is from Hubert Jansen of California, referring to Issue 38-1. The wing are from Libyan Arab Airlines, and NetJets, a company that rents, leases and timeshares Corporate Jets; it is one of Warren Buffett's Berkshire Hathaway companies.



Fig. 3. Charlie Dolan also commented on NetJets, and Libyan Airlines, much as appeared above.



Fig. 4. A letter on Hawker Aircraft, (issue 36-4), was very interesting, but did not identify the Hawker badge.

Here are wings for you to identify:



Fig. 5. This beautiful wing is in silver with red lettering and a dark blue oval circle in the middle. "S3" – does this ring a bell with anyone?



Fig. 6. An aircraft flying over the United States. It's a gold wing with the map in dark green. Any idea who "Southeastern" is or might have been?



Fig. 7. This image shows what might be a silver cap badge with a wing in the middle. No letter exists to give us a clue. Any ideas?



Fig. 8. This is a very simple gold wing with 'AP' in the middle. Maybe Air Panama?



Fig. 9. A gold wing from 'Nuyusa Air' above a flying bird logo. Tell us where this came from?



Fig. 10. Another simple gold wing with 'Atlas Jet' in the middle. Would this be from the Turkish airline of the same name?



Fig. 11. This is a gold wing with 'AT' in the middle on a dark background. Thoughts?

Please send us your answers and comments. We look forward to hearing from you. In the meantime, enjoy the Fall weather! Ken & Beth.

Airline Desk Flags of Germany

By Hank Heiden • sb122953@wolmail.nl

This selection of desk flags includes two from Interflug, the airline of the former East Germany. There are several airports in Europe who use desk flags as marketing tools. Two from Germany are from Flughafen Dresden and Flughafen Münster/Osnabrück.



The national airline of the former German Democratic Republic, better known as East Germany, started under the name 'Deutsche Lufthansa' in 1955 and operated as 'Interflug' from 1962 until it ceased in 1991. The airline flew mainly with Russian aircraft. The flag is red with white lettering of the text and logo.



This later one from Interflug is mainly white with red lettering.



Old Lufthansa flag in blue and yellow with the common crane in black.



This Lufthansa 'flag' actually is a metal desk stand in yellow and blue.



LTU International Airways is Luft Transport Unternehmen. The company started in 1955 and was taken over in 2007 by Air Berlin. The flag is red with white lettering.



Dresden Airport



Air Berlin's foundation began in the USA. During the oil crisis of the 1970s, US pilot Kim Lundgren lost his job at Pan American in Europe. Instead of going back to the USA, he realized his dream and set up a charter airline. In 1978, the airline was incorporated in the US state of Oregon under the name "Air Berlin Inc.". This was because at that time, before the reunification of Germany, air traffic to and from Berlin was restricted to airlines from the Allied countries. The first flight took off from Berlin-Tegel in 1979. Air Berlin is now the second largest airline in Germany and the seventh in Europe by passenger numbers (about 33 million per year). The company flies to 150 destinations in 40 countries.



Airport Münster/Osnabrück.



Label courtesy of Hank Heiden Collection

Airline Happy Hour

Swizzle Sticks from Germany

By Al Tasca • altasca@bellsouth.net

[Fig 1] The Red Baron. This 6-1/4" red stick is flat and one sided. The picture and writing on the top is hot stamped in black ink. Origin unknown.

[Fig 2] This flat one sided stick is 5-3/4" long with dark, transparent smoke gray plastic. The Lufthansa raised logo is on one side only. The ridge around the top is raised on both ends. This stick has a pointed bottom.

[Fig 3] This flat two sided stick also comes from Lufthansa's Senator Service. It is white with gold hot stamped logo and writing. The shank is flat, but slightly thicker than the top. The bottom has four raised aircraft tails – one for each side of the shank.

[Fig 4] This 5-1/2" two sided stick featuring Lufthansa's Senator Service is most unusual. It has a round top with a raised logo and

a bubble end. The shank is not flat nor is it round. Each side is more triangular with four ridges. I have these sticks in white, off white, and one in an almost beige color. The edges on the top on both sides are raised. The interesting thing is that the Lufthansa crane logos are not all the same on the sticks; the crane is flying at different angles. Maybe they're not from the same manufacturer; however, no manufacturer names are shown.

[Fig 5] This is another unusual stick from Lufthansa that may come from a coffee packet with napkin, sugar, and maybe a spoon. This stick is 5-1/2" long, flat and with a raised name and ridges around the edges on both sides. I have four different versions of this stick in transparent, smoke black, smoke dark brown, and smoke beige. They all have the oblong end but some have the raised name on one side while others have the raised name on both sides.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

Safety Cards

German Safety Cards

By Fons Schaefer • f.schaefer@planet.nl

The mainstay of DLH, the German flag carrier until the end of World War II, was the Junkers Ju-52/3m. It is likely that safety leaflets were used on those aircraft, as contemporary airlines such as Imperial Airways (UK) and KLM (the Netherlands) did so, but I have no evidence of that. The Ju 52 card in figure 1 is that of the current Lufthansa historic flight. It features the corrugated iron design on the front page. Inside is an aircraft diagram showing two exits, one at the forward cabin end on the right side and the other diagonally opposite, so at the left rear. Interestingly, both have '1' as position number. (Normally, position 1 indicates the most forward pair of exits).

When the aviation ban imposed by the allies was lifted in 1955 and Lufthansa started flying as a new airline under an old name, it quickly introduced safety leaflets. In style with the period, those leaflets concentrated on the ditching scenario and what passengers could do. The tone of the leaflets, again matching the decade, was bringing the serious matter of surviving a water landing with a wink. Figure 2 shows the front and back panels. Inside, preparation for ditching instructions were given including how to don a life vest. Life raft launching and exit operation was not explained as that was left to the crew.

Around 1960, Lufthansa introduced cards that recognised that there were other survivable scenarios and explained passengers how to step through an overwing exit and slide down a chute. Exit operation was still not shown. Two samples (of the Super Constellation/Starliner and the Boeing 707) are reproduced in Carl Reese's safety cards book 'Design for Impact'. These cards were a mix of text and simple illustrations, in line with the tradition of the time.

Later in that decade, or perhaps in the early 1970s, Lufthansa introduced its own, unique safety card artwork that would be a template for the next 40 years. It consists of a series of equal size squares with simple, black and white drawings, neatly lined up horizontally, one line per subject. Each line starts with symbols, for which the legend is at the top of the page. The use of colours is kept to a minimum: yellow, primarily for life vests and oxygen masks, and red for arrows. Figure 3 shows one page of a 1974 Boeing 707 card. All safety items are covered by 30 squares only, explaining 5 subjects, of which exit operation is now the most important. In addition, there is a diagram of the aircraft showing the exit locations. The A380-800 card, issued in 2011, uses the same artwork and contents as the 707 card, with only 3 more panels covering floor lighting and prohibition of electronic devices, see figure 4. The 1995 Lufthansa Cargo 747 card, on the other hand, needed not less than 79 panels to explain all kinds of situations and escape means to cargo attendants such as grooms, see figure 5. Lufthansa kept this artwork style until very recently. The card format significantly changed though. Initially it consisted of normal paper, folded once, thereby creating a front cover which was used only for the airline's logo, a side drawing of the aircraft

type and the text 'For your safety' in 14 languages. Later, plastic was used, no longer folded. The front page illustration disappeared and so did all the languages. Apparently assuming that they have become self explanatory for the general public, Lufthansa also dropped the explanation of the symbols.

Lufthansa's style was often copied. Figure 6 shows the front page of the German state A310, operated by the German Air Force (Luftwaffe) transport division. It includes the same 14 languages, which makes one wonder who else than German state officials were carried on board. Or, perhaps, this was just the result of merely copy-pasting the Lufthansa example?

Other airlines used the Lufthansa style but added their own colour, such as Air Berlin (Fokker 100, figure 7) and Germanwings (Airbus A319, figure 8). These cards are still single page, double sided. Lufthansa affiliates Lufthansa Cityline and Eurowings also added colours and expanded their cards with a special page on the carriage of children and infants. The back page of the 2009 Eurowings CRJ 900 card even gives details on securing Child Restraint Devices, see figure 9.

Lufthansa broke its 40 odd years-old artwork style when introducing the first 747-8 card in 2012. Shades of grey and mild colours were introduced and the fold came back. An interesting feature on this card is the design of the 747-8 upper deck slide, which has a bridge-like arch structure to provide more stability in strong winds, figure 10.

Some German airlines attempted not to copy the Lufthansa style, but I leave it up to the reader to study the cards for the Hapag-Lloyd 737-700 (figure 11) and Condor Berlin A320 (figure 12) and determine whether they did succeed.



Fig. 1: Lufthansa Historic Flight Ju 52

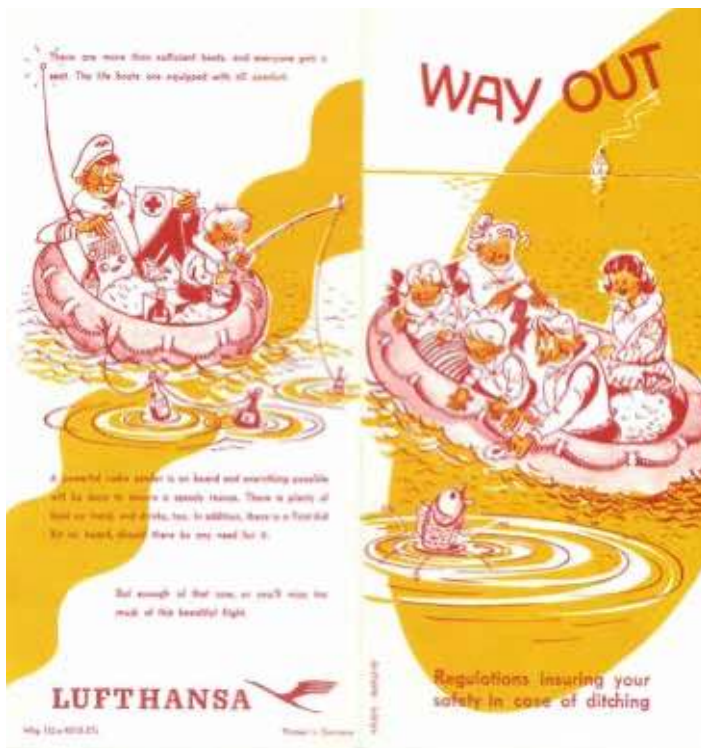


Fig. 2: Lufthansa Ditching Instructions



Fig. 3: Lufthansa Boeing 707



Fig. 4: Lufthansa Airbus A380-800



Fig. 5: Lufthansa Cargo Boeing 747

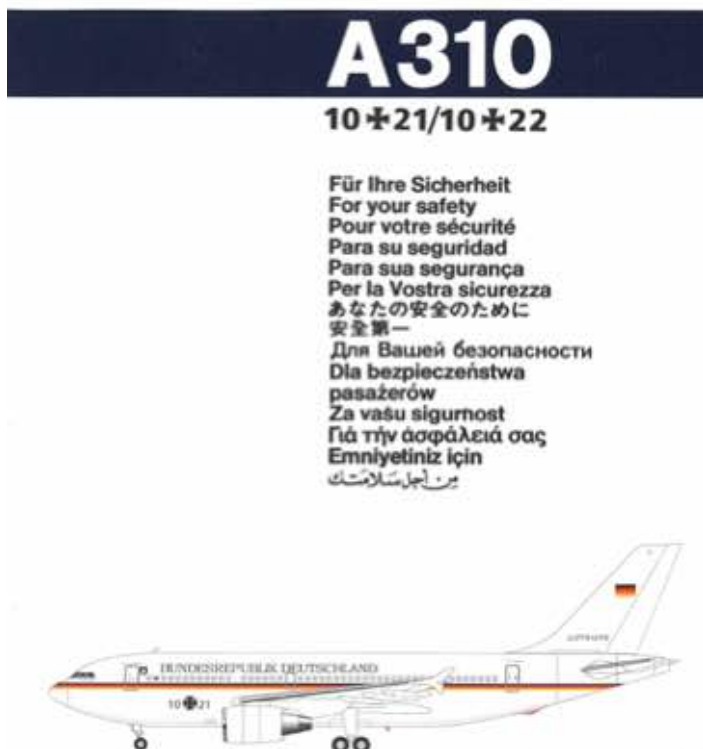


Fig. 6: German Air Force Airbus A310



Fig. 11: Hapag-Lloyd Boeing 737-700



Fig. 7: Air Berlin Fokker 100



Fig. 12: Condor Berlin Airbus A320



Fig. 9: Eurowings CRJ 900



Fig. 10: Lufthansa Boeing 747-8



Fig. 8: Germanwings Airbus A319

In the Captain's Log 35-2 (Fall 2010) I predicted that the 'running green man' symbol for emergency exits would soon appear on safety cards. I have now spotted the first sample: Air India's 787-8. Apparently, they consider it so novel that they decided to use almost half of the front page of their card to make passengers familiar with the aircraft application of this universal symbol for emergency exits.



Frankfurt - Where the Postcards are -- or aren't

By Rick Neyland • dc9neyland@yahoo.com

As this edition of the Log is dedicated to the airlines of Germany, it brings to mind the International Tauschtage der Luftfahrt - or simply the Frankfurt Airline Trade Show which every year meets on the first weekend of November in Schwanheim, a hamlet located about 6 kilometers northeast of the Frankfurt airport. This event takes place in a 'turnhalle', or gymnasium, and attracts collectors and vendors alike from Brazil to the Balkans, from the U.S. and Canada, and from other countries as well. It is the largest show of its kind in Europe and quite possibly the second largest in the world outside of our own Airliners International events.

The convention inaugurated in the fall of 1986 on the mezzanine level of one of Frankfurt airport's terminals - a convenient location for dealers and collectors alike and for visitors or passengers seeking leisurely time to spend between connecting flights. But due to a change in airport management, the cost of renting the space became prohibitive and the current location was established in 1991. A second yearly meet, albeit smaller and for one day, takes place in the early summer. The entrance to both venues is free.

My sojourn began on the afternoon of October 31 on a flight to Indianapolis via Salt Lake City. Having recently retired from Delta, I decided to invite WAHS member and friend Armen Avakian, a resident of Indy, to join me.

After an hour flight the next day down to Atlanta, we made the connection to Frankfurt having been upgraded to Business Class. Upon arrival on Friday morning and with Euros in hand, we proceeded via the city train to Kelsterbach, a short distance away.

After a short rest, Armen and I made our way to Schwanheim via bus and arrived in time at the Turnhalle for the pre-convention get-together. In a somewhat cramped downstairs lounge, the frenzy of postcard exchanging had begun with big-name collectors Dave Prins (from The Netherlands), Barrie James and Graham Cowell (from the UK) and a contingent of about 20 others in presence. The congenial atmosphere of the group lasted for about 2 hours before continuing on in the dining hall upstairs.

Arriving in the Turnhalle at 8:30 the next morning, Armen and I joined in the friendly fracas. Needless to say the first 5 hours are the most intense as visitors crowd in to be first to buy or trade for their collectibles, whether it be postcards, safety cards, pilot or junior wings, and await to jump in like a pack of hungry hounds. Roman Dabrowski, who is employed in the travel industry in Poland, usually surfaces with new airline issues and other postcards which at times have become scarce.

Having been in this hobby since 1962, I am discovering two trends which could be of disappointment to us die-hard collectors. One

is a lack of new airline issues. In light of the plethora of upstart airlines, new aircraft and color schemes, there is a trend towards less and less postcards being produced. Perhaps budgets and the bottom line have something to do with it, but as a communication media, postcards in a realm of electronic gadgetry are going the way of the pterodactyl. [Editor's note: This is somewhat offset, however, by the growth of advertising postcards, where an aircraft is absent or not the main image, and collectible airline-issued cards that are not postcards]. The other is the issuance of bogus postcards by collectors who pass them off as 'airline issued' ... originating in print shops in certain countries. Such products include the fair but beautiful EVA Air (Taiwan) Boeing 747s and 777s, the postcards of Airbus Inflight (which I thought had come from Airbus), and several carriers operating in Russia and the CIS. I glummed over missing a Yes Airways (a short lived Polish carrier) A320 card until Roman informed me with his knowledge that it was a fake.

Around 5pm, the convention was winding down for the day and several of the dealers had already packed up to return again next year.

At 9am the next morning, Armen and I arrived at the Turnhalle to see that the place was less than half of what it was the day before. Still retaining their five tables and ready for business were Heino Gabel and wife who own and operate Airliner-World, a hobby store in the town of Pfullendorf. By 3pm all remaining vendors were packing up as the 27th winter show came to a close.

Late the next morning, Armen and I left for Indianapolis via Detroit after which I continued on to my home near Los Angeles. The Frankfurt Convention is always a good one and 8 or more of us make the journey from the states. At this writing, I plan to go again this year.



Frankfurt-Schwanheim Aviation Memorabilia Show. Next show 2 and 3 November 2013, details on page 52. This show is the largest in Europe in terms of interest to airline and airport postcard collectors. Photo courtesy of Carl McQuaide.

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Looking for all things Beechcraft in airline service. The Beechcraft Heritage Museum in Tennessee with its extensive collection of aircraft has asked the World Airline Historical Society (WAHS) to create a major, permanent exhibit of Beech aircraft in airline service. WAHS is looking for donations of post cards, timetables, safety cards, photos, models, and anything else. Please contact Jay Prall (jayeprall@msn.com or 503-799-3003 Central Time) to discuss what you have. The Beechcraft Heritage Museum is also looking for models of Beech aircraft in airline markings (no Fantasy Models, thanks). If you would like to do a model and have it on permanent display with your name, it would be appreciated! A charitable donation letter will be cheerfully sent upon request.



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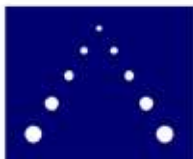
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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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

See WAHSONline.com for a complete show listing.

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

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

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. Admission: \$5, 12 and under are free. For more information, contact 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.

TORONTO AIRLINE & AVIATION COLLECTIBLE SHOW • Sunday, October 6, 2013

Hilton Garden Inn, Toronto Airport, 3311 Caroga Drive, Mississauga, Ontario L4V 1A3, Canada. Show hours: 10am until 3pm. Admission: \$6 CAD. For more information, see www.torontoairlinershow.com or via email at aitor@sympatico.ca

MINNEAPOLIS AIRLINE COLLECTIBLE SHOW & GET TOGETHER • Saturday, October 12, 2013

Best Western Plus Motel (across from the Mall of America), 1901 Killebrew Drive, Bloomington, MN 55425, Phone (952) 854-8200. Time: 9am until 4pm. Admission: \$5, children under 12 free. For more information, contact Bill Rosenbloom or Bill Marchessault (612) 386-5080 or via email at bill@airlineposters.com

BRUCONVENTION 2013 • Saturday, October 12, 2013

Brussels, Belgium. Zaventem (Atheneum Zaventem-Kortenbergh, Spoorwegstraat 1, Zaventem). To get all details and news, please see <http://www.facebook.com/bruconvention> or contact Olivier Lamoral at bruconvention@hotmail.com.

2013 HOUSTON USA AVIATION SLIDE CONVENTION • Saturday October 12 and Sunday, October 13, 2013

1940 Air Terminal Museum @ Houston Hobby Airport (8325 Travelair Street, Houston TX 77061). Saturday 10 am until 9pm, Sunday 12pm until 9pm. Suggested \$7 donation to the museum per day. For more information, please contact Joe Fernandez, n314as@yahoo.com or phone (512) 395-7223 or Jarrod Wilkening, wilkeningjarrod@yahoo.com, (713) 320-3861.

22nd ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW • Saturday, October 19, 2013

1940 Air Terminal Museum @ Houston Hobby Airport (8325 Travelair Street, Houston TX 77061). Show Hours: 9am until 4pm. Ramp tours. For more information, please contact Duane Young, jetduane@att.net or phone +1 (504) 458- 7106.

FRANKFURT-SCHWANHEIM AIRLINE COLLECTIBLE SHOW • Saturday, November 2 and Sunday, November 3, 2013

Turnhalle, Saarbrücken Str. 4, Frankfurt-Schwanheim, Germany (near Frankfurt Airport). Show host: Lothar Grim. For further information contact aviationweekend@gmx.de.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, March 8, 2014

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. Admission: \$5, 12 and under are free. SFOairlineshow@juno.com; www.SFOairlineshow.com

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Los Angeles, CA. Sheraton Gateway LAX Hotel. "The World's Largest Airline Collectible Event!". For more information, see www.AI2014LAX.com. Phone: 504-458-7106 (USA Central Time), via Email: info@ai2014LAX.com or Snail Mail: AI 2014 LAX, PO Box 101, Covington, LA 70434, USA.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, September 27, 2014

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

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

Bavaria Germanair BAC 1-11-414EG D-ANNO, msn 160, at Palma de Majorca, Spain.
Date and photographer unknown. Photograph courtesy of Joe Fernandez Slide Collection.



Condor Boeing 757-230 D-ABNF, msn 25140. "Rizzi" Bird color scheme. December 1999.
Location and photographer unknown. Photograph courtesy of Joe Fernandez Slide Collection.



Continental Deutsche Luftreederei Douglas DC-4 D-ABEF.
Aviation Photography of Miami Collection File via Bryant Petitt Collection. Photograph by Mel Lawrence.
Date and location unknown.



Lufthansa Lockheed L-1649A Starliner D-ALUB, msn 1034. Photographer, date and location unknown.
Photograph courtesy of the Aviation Photography of Miami Collection.

