

Summer 2014 | Issue 39-1

The Captain's Log

The Journal of the Airliners International Association

California

Airline Collectibles and History for the Aviation Enthusiast



Western Airlines Boeing 707-347C, N1502W, MSN 19964, at Miami, April 2, 1972.
Photograph courtesy of Bruce Drum/AirlinersGallery.com.



Delta Air Lines L-1011-385-1 TriStar, N787DL, MSN 193A-1121, Los Angeles, April 1995.
Photograph by Robert Durey via Aviation Photography of Miami Collection.



California



On the front cover:
Western Express Fairchild SA227-AC Metro
III, N2685L, C/N AC648, at Los Angeles,
February 1987. Photograph via Joe Fernandez
Collection.

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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

Email: Information@WAHSONline.com

Fax: +1.407.522.9352

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

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

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

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

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

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



GAMMA
TM

From the Flight Deck

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

Welcome Aboard!

Airliners International 2014 Los Angeles

Our convention this summer in Los Angeles continues to break recent records. Our third negotiated room rate block at the Sheraton LAX has now also sold out. Ballroom display tables are also sold out in BOTH ballrooms, and a waiting list for table cancellations has been established. Please contact jetduane@att.net for any future availability. We have obtained a very limited number of sleeping rooms at the Radisson LAX, which is two blocks away on Century Blvd. The base rate is \$99 per night, and the reservations link is on the AI2014LAX website. The rate is good for July 8, 9, 10, 11 and 12. Our tour schedule was released on April 20th to all who had already registered. The response via telephone and email has been almost too much to handle, and many tours are already half full. We are looking forward to seeing all of you in LA, where those Big Jet Engines Roar!

Airliners International 2015 Atlanta

If you haven't heard the news already, the AI 2015 event will take place June 17-20, 2015 in Atlanta at the Delta Flight Museum. Registration information will be available at AI 2014 LAX. Delta Air Lines is again the "Official Airline" and as such will be working with us to give unprecedented access to much of their operation at the World's Busiest Airport! No where else can you trade, buy and sell airline memorabilia under the wings of an actual Boeing 767-200!



Membership Renewal

Please take a look at your mailing label. If your Membership Expiration date shows '06/2014', your WAHS/AIA membership expires with this issue. Use the enclosed Membership Renewal Form to renew your membership now! If you're located outside the United States, your mailing label won't show your expiration date. Please contact Bill Demarest at WorldAirSociety@AOL.com if you have any questions on your membership status.

WAHS/AIA 2014 Board of Director's Elections

You'll find your 2014 WAHS/AIA Board of Director's Election Ballot with this issue. Please review the candidate's self-nomination write-up and mark your choices on the ballot. Each ballot is individually numbered to ensure one vote per active member; no names or identification required.

Please submit your choices in one of three ways.

- 1) Postal Mail:
World Airline Historical Society, Inc.
dba Airliners International Association
P.O. Box 489
Ocoee, FL 34761 USA
- 2) Via Fax to +1 407-522-9352 (No cover sheet required)
- 3) Via email to WorldAirSociety@AOL.com. You must include your response to each line item AND your ballot number in order for your vote to be valid.

Thank you for participating in this crucial selection process for the leadership team of WAHS/AIA to ensure our organization's growth in the years ahead!

With best regards,
Duane

Flying Ahead with the Captain's Log

Issue 39-2 – U.S. Charter Airlines

Issue 39-3 – The Boeing 747

Issue 40-1 – Atlanta – Hub of the World

Issue 40-2 - Hong Kong's Cathay Pacific



Airline Timetables

Destination California

By David Keller • dkeller@airlinetimetables.com

As airline enthusiasts from around the world travel to California this summer, they will be entering one of the most coveted airline markets in the world. It has often been noted that California's economy would rank it among the top nations if it was an independent country. This being the case, over the past 90 years, a number of airlines have been created in the state, and many more "outsiders" have opened routes to California from other areas of the US and indeed, around the globe.

One of the early carriers providing service in California was West Coast Air Transport, which began operating a route from San Francisco (served via Oakland) to Portland and Seattle in 1929. The illustrated item, which is not technically a timetable (as no arrival and departure times are given), provides general information about the service and a map showing elapsed time along the route. This carrier was purchased by Western Air Express in 1929, which was later forced to sell it to Pacific Air Transport in 1931.

Varney Speed Lines was one of several operations set up by Walter T. Varney, and the timetable dated March 1, 1932 shows 4 daily flights operating between Los Angeles and San Francisco as "The Fastest Airline in the World". The following year, the intra-California operation was discontinued, in favor of a route from Los Angeles to Mexico City. This service would also be short-lived, and Varney's attention turned to his southwest division, Varney Air Transport, which would later become Continental Airlines.



In 1936, Pan American Airways began service across the Pacific from a base in San Francisco. The timetable dated January 15, 1938 shows the weekly service operating to Hong Kong with 5 stops enroute. Pan Am built a substantial Pacific route network, which it sold to United Airlines in the 1980's as a result of its deteriorating financial condition.

SAN DIEGO			
TO CALEXICO			
9:55a	9:55a	301	XSUN \$29.00
4:30p	5:00p	301	XSAT
TO GUAYMAS			
9:15a	12:00p	601	DAILY \$99.00
TO IMPERIAL			
9:55a	9:40a	301	XSUN \$29.00
4:30p	5:20p	301	XSAT
TO LONG BEACH			
7:00a	7:40a	201	XSUN \$26.00
12:00p	12:45p	203	DAILY
2:20p	3:55p	205	XSAT
TO LOS ANGELES EXECUTIVE SERVICE			
8:40a	7:25a	501	XSUN-EL CAJON \$30.00
9:00a	8:45a	503	XSUN
9:15a	10:00a	505	DAILY
10:15a	11:00a	507	DAILY
11:15a	12:00p	509	XSUN
1:15p	2:00p	511	DAILY
2:15p	3:00p	513	XSUN
3:15p	4:00p	515	XSUN
4:15p	5:00p	517	DAILY
5:15p	6:00p	519	XSUN
6:15p	7:00p	521	DAILY
7:20p	8:05p	523	XSAT
TO SAN FELIPE			
11:30a	12:30p	801	DAILY \$45.00

Air Bahaia, July 1980

Pacific Air Lines began service in 1946 as Southwest Airways, one of the original local service carriers in the United States. The company was based in San Francisco, and changed its name to Pacific in the late 1950's. In the timetable dated November 9, 1966, Pacific was operating a small fleet of 727's, as well as F-27's and Martin 404's. 737's were on order, but were never taken up due to the creation of Air West.

A number of intrastate carriers were created to operate solely within the state of California. This could be done without concern for the regulations of the Civil Aeronautics Board, since that body could only regulate interstate travel. One of these was California Central Airlines, which began intrastate service in 1949. The timetable dated April 26, 1953 shows CCA serving 6 cities with its "Candy-Stripe Tail" Martin 202's. Unfortunately, the competition was stiff, and CCA closed its doors the following year.

Pacific Southwest Airlines also began as a California intrastate carrier in 1949, albeit with a more successful outcome. The timetable dated March 22, 1958 shows 4 daily services on the San Francisco - Los Angeles - San Diego route, with additional frequencies on Friday and Sunday. PSA would suffer through various ups and downs before being merged into US-Air in 1988.



Additional intrastate carriers were created in the 1960's, one of which was Futura Airlines. In the undated timetable from the early 1960's, Constellations were being used to operate a 12 flight slate of short hops between various California cities and Lake Tahoe. Certainly, this was not the mission Constellations were designed for, and this was apparently a short-lived operation.

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To LONDON (Gatwick) U.K.											
Dly ex MoTu	1745	BR224	D10	F/J/Y	Non-stop					1205*	
											Discontinued 29 May
Dly ex Mo	1745	BR224	D10	F/J/Y	Non-stop					1205*	
											Effective 1 June - 30 September
Dly ex MoTu	1745	BR224	D10	F/J/Y	Non-stop					1205*	
											Effective 1 October
Mo	1250	PA702	727	F/Y	IAH	1750-1900		BR246	D10	F/J/Y	1000*

British Caledonian, April 24, 1983

In 1961, a number of new routes to California were opened as a result of the Southern Transcontinental Route Case. Delta Air



CALIFORNIA CENTRAL AIRLINES

DAILY SCHEDULED INTRA-COAST FLIGHTS—ONLY ORIGINATE FROM SAN FRANCISCO • OAKLAND • LOS ANGELES • SAN DIEGO • IRVINE

	431 Sat. & Sun.	501 Daily	551 Daily	555B Daily	459 Sat. & Sun.	575 Fri. & Sat.	579 Fri. & Sat.	579 Fri. & Sat.	579 Fri. & Sat.	481 Fri. & Sat.	485 Friday Only	485 Saturday Only
NORTHBOND (Brad Dean)		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
SAN DIEGO.....Lv	8:30		1:30			6:00	7:00		7:00			14:45
LOS ANGELES.....Ar		1:00	2:10									11:20
LOS ANGELES.....Lv	6:15	9:00	1:00	2:20		6:30						11:30
BURBANK.....Ar		9:40	12:45	2:40		6:45	8:00					11:50
IRVINE.....Ar		7:45			3:00			8:00				
SAN FRANCISCO.....Ar	9:58	11:55	2:35	4:35	4:35	8:40	9:40	10:00	9:00	10:00	11:10	11:30
OAKLAND.....Ar		11:10	2:50	4:50	4:50	9:10	10:10	10:30	9:10	10:10	11:20	11:40
OAKLAND.....Ar	10:25	11:55	3:05	5:05	5:05	9:10	11:10	10:30	10:30	10:30	11:40	12:10
(SOUTHBOND) (Brad Dean)	536 Daily & Wed.	544 Daily & Wed.	556 Daily	556 Daily	564 Daily & Sat.	564 Daily & Sat.	576 Daily & Sat.	584 Daily & Sat.	584 Daily & Sat.	584 Daily & Sat.	584 Daily & Sat.	584 Daily & Sat.
OAKLAND.....Lv	8:45	11:30	1:45	1:45	3:30	3:30	6:45	9:00	9:50	10:50	11:10	11:30
SAN FRANCISCO.....Ar	9:20	12:05	2:15		4:00	4:00	5:00	1:15	3:55	11:50	11:10	11:30
BURBANK.....Ar		1:35		3:45				11:10	11:10	11:30		
IRVINE.....Ar				4:05				9:10				
LOS ANGELES.....Ar	11:05		4:20		6:05		7:45				12:55	
SAN DIEGO.....Ar	11:30		5:10				10:10					1:35

* No Saturday Stop on Friday or Sunday.

NORTHBOND 31 37

San Francisco 6:00 9:50

Irvington 9:00 9:50

EFFECTIVE

APRIL 26, 1953

Additional Details and Regulations

Call for Information

SOUTHBOND 31 34

San Francisco 6:00 9:50

Irvington 9:00 9:50

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ONE OF THE SCHEDULED AIRLINES IN THE U.S.A.

Central California Airlines, April 26, 1953

tional's July 1, 1961 timetable shows several of those flights being operated by Electras.

Air West was created in 1968 through the merger of Bonanza Air Lines, West Coast Airlines and Pacific Air Lines, with its base in San Francisco (inherited from Pacific Air Lines). The timetable dated July 1, 1968 was the first issue for the new airline, which had a route system that extended from Canada to Mexico and included over 30 cities in the state of California. Air West became Hughes Airwest in 1970, and was acquired by Republic Airlines in 1980.

In 1969, additional route authority to California was granted to airlines that predominately operated in the eastern half of the country. One of those, Eastern Air Lines, was granted a new route to Los Angeles from Atlanta, which was initially operated with DC-8's.

The timetable dated September 23, 1969 shows these services, although somewhat awkwardly, as one must look at 3 different tables in the columnar section to find all 3 flights.

A rather odd award coming out of the 1969 route awards was Northeast Airlines' new authority to operate between Miami and Los Angeles. Northeast operated almost exclusively up and down the East Coast (with the exception of flights to Chicago, Cleveland and Detroit, which had been added earlier that same year), and lacked suitable equipment for transcontinental operations. The September 14, 1969 timetable shows 3 daily flights on the route commencing October 1st. 727-100's were utilized for the service, often requiring an unscheduled fuel stop. Northeast



California-Transcontinental

Frequency	Hours from GMT	Exc				Daily			Daily			
		Dly	Sa	Sa								
Flight Number		72	64	64	66	60	70	82		80	74	68
Class of Service		F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	Y		F/Y	F/Y	F/Y
Aircraft		737	727	DC8	727	DC8	737	DC8		727	737	727
First Flight Last Flight		---	---	---	---	---	---	---		---	---	---
San Francisco	D-7						1105				1930	
Vancouver	A D-8	0710	0730	0730	0835	0900	1210 1315	1350		1400	2035 2230	2359
Calgary	A D-7	0921 0940					1526 1545					
Edmonton	A D-7		0944 1010	0944 1010				1610 1635			0050 0110	
Winnipeg	A D-6	1224 1245					1829 1850				0351 0410	
■Toronto	A D-5	1555 1620	1522 1545	1522 1545		1610 1635	2200 2225	2155 2240		2100 2125	0720 0745	0700 0730
Ottawa	A D-5					1715 1735					0833 0855	
Montreal	A-5	1720	1645	1645	1600	1805	2325	2345		2225	0928	0830

CP Air, March 4, 1974

Airlines was acquired by Delta Air Lines in 1972, although the Los Angeles route was not included in the merger due to CAB regulations. Delta hoped to receive rights to that route, but the authority was eventually granted to Western Airlines.

The passage of the Airline Deregulation Act in 1978 opened the door for many additional airlines which had previously been denied routes to California. One of the main beneficiaries of deregulation was Southwest Airlines, formerly a Texas intrastate carrier, which was steadily expanding outside its home state. The January 31, 1982 timetable shows Southwest's initial foray into California, with 6 daily nonstop services between San Diego and Phoenix. By the end of the decade, Southwest would be one of the major carriers providing flights within the state of California, dominating routes that had previously been the domain of PSA and AirCal (which had been acquired by USAir and American respectively).



Other airlines had to wait for equipment capable of making the oftentimes long trips from their primary markets to cities in California. Ozark Air Lines was one such example, as the carrier's DC-9 fleet did not possess the range to make those long segments feasible. But on October 1, 1982, Ozark began a daily nonstop between St. Louis and San Diego, made possible by the purchase of a longer range version of the DC-9. Ozark was absorbed by TWA in 1986.

The hosting of the Summer Olympics in Los Angeles in 1984 was another draw for airlines to inaugurate service to the area. Piedmont Airlines began service to Los Angeles from Dayton and Charlotte on

April 1, 1984. The timetable of that same date shows the service being operated with 727-200's which had been configured with a first class section. All other services operated with Piedmont's traditional one-class service. The 727's were replaced by 767's when those aircraft joined Piedmont's fleet.

Deregulation also resulted in the creation of many new airlines, each trying to claim a profitable piece of the airline pie. Some went the low-fare route, while others, such as MGM Grand Air, pursued the premium air travel market. In the timetable dated April 5, 1992, MGM Grand Air was offering 2 daily flights between New York and Los Angeles, utilizing DC-8-62's configured with only 75 seats. Unfortunately, the profit part of the equation proved to be elusive, and scheduled service was terminated shortly thereafter.

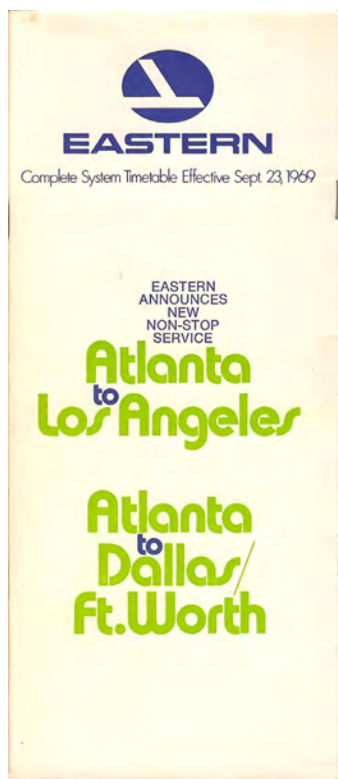
The number of large and medium sized cities within California led to the creation of an almost uncountable number of commuter airlines over the years. These carriers found many niches to exploit, including connections to major hubs, service to vacation areas and cross-border flights to Mexico. Some of these operations grew into the largest commuter airlines in the nation, while others came and went in a matter of months.

Golden Pacific Airlines was a San Francisco-based airline that began operations in 1969. In the timetable dated January 1, 1971, Golden Pacific was serving 15 cities from SFO, becoming one of the largest commuter airlines in the US. Unfortunately, as was frequently the case with large commuter airlines, the boom turned to bust, and the airline ceased operations a few years later.

Imperial Airlines spent many years content to operate the single route between El Centro and San Diego. The business card size timetable dated October 1, 1976 shows 6 flights operating weekdays only on the route. In the early 1980's, Imperial would greatly expand its reach throughout Southern California before going out of business in the mid-1980's.



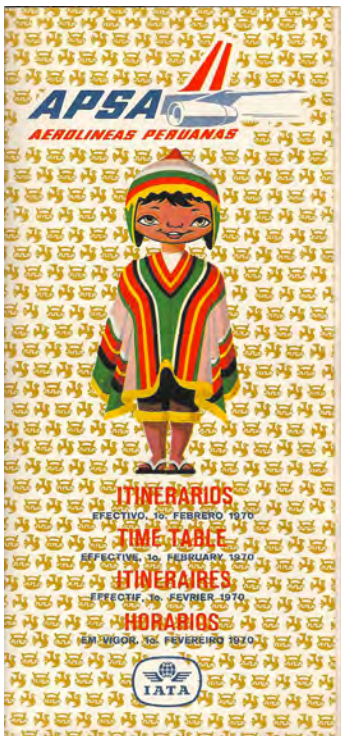
Delta Air Lines, June 11, 1961



Eastern Air Lines, September 23, 1969

FLIGHT NO.	CLASS OF SERVICE	AIRCRAFT	FREQUENCY	STOPS
781	Y	747	Daily	1
782	Y	747	Daily	1
783	Y	747	Daily	1
784	Y	747	Daily	1
785	Y	747	Daily	1
786	Y	747	Daily	1
787	Y	747	Daily	1
788	Y	747	Daily	1
789	Y	747	Daily	1
790	Y	747	Daily	1
791	Y	747	Daily	1
792	Y	747	Daily	1
793	Y	747	Daily	1
794	Y	747	Daily	1
795	Y	747	Daily	1
796	Y	747	Daily	1
797	Y	747	Daily	1
798	Y	747	Daily	1
799	Y	747	Daily	1
800	Y	747	Daily	1
801	Y	747	Daily	1
802	Y	747	Daily	1
803	Y	747	Daily	1
804	Y	747	Daily	1
805	Y	747	Daily	1
806	Y	747	Daily	1
807	Y	747	Daily	1
808	Y	747	Daily	1
809	Y	747	Daily	1
810	Y	747	Daily	1
811	Y	747	Daily	1
812	Y	747	Daily	1
813	Y	747	Daily	1
814	Y	747	Daily	1
815	Y	747	Daily	1
816	Y	747	Daily	1
817	Y	747	Daily	1
818	Y	747	Daily	1
819	Y	747	Daily	1
820	Y	747	Daily	1
821	Y	747	Daily	1
822	Y	747	Daily	1
823	Y	747	Daily	1
824	Y	747	Daily	1
825	Y	747	Daily	1
826	Y	747	Daily	1
827	Y	747	Daily	1
828	Y	747	Daily	1
829	Y	747	Daily	1
830	Y	747	Daily	1
831	Y	747	Daily	1
832	Y	747	Daily	1
833	Y	747	Daily	1
834	Y	747	Daily	1
835	Y	747	Daily	1
836	Y	747	Daily	1
837	Y	747	Daily	1
838	Y	747	Daily	1
839	Y	747	Daily	1
840	Y	747	Daily	1
841	Y	747	Daily	1
842	Y	747	Daily	1
843	Y	747	Daily	1
844	Y	747	Daily	1
845	Y	747	Daily	1
846	Y	747	Daily	1
847	Y	747	Daily	1
848	Y	747	Daily	1
849	Y	747	Daily	1
850	Y	747	Daily	1
851	Y	747	Daily	1
852	Y	747	Daily	1
853	Y	747	Daily	1
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861	Y	747	Daily	1
862	Y	747	Daily	1
863	Y	747	Daily	1
864	Y	747	Daily	1
865	Y	747	Daily	1
866	Y	747	Daily	1
867	Y	747	Daily	1
868	Y	747	Daily	1
869	Y	747	Daily	1
870	Y	747	Daily	1
871	Y	747	Daily	1
872	Y	747	Daily	1
873	Y	747	Daily	1
874	Y	747	Daily	1
875	Y	747	Daily	1
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881	Y	747	Daily	1
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890	Y	747	Daily	1
891	Y	747	Daily	1
892	Y	747	Daily	1
893	Y	747	Daily	1
894	Y	747	Daily	1
895	Y	747	Daily	1
896	Y	747	Daily	1
897	Y	747	Daily	1
898	Y	747	Daily	1
899	Y	747	Daily	1
900	Y	747	Daily	1

The July, 1980 Air Bahia timetable show high frequency services being offered from its home base of San Diego to both Los Angeles and Tijuana and less frequent service to a handful of other destinations. Air Bahia was an example of the many companies with short life spans, operating for less than 2 years.



The major cities in California also attracted helicopter operators to provide commuter service across what had become sprawling metropolitan areas. SFO Helicopter Airlines operated in the San Francisco Bay area from the early 1960's until the mid-1970's (even experimenting with hovercraft service along the way). The timetable dated June 1, 1975 contains service from SFO to Marin County, Emeryville and Oakland. This airline shut down a few years later and was not related to the carrier by the same name that operated during the 1980's.

Los Angeles also enjoyed helicopter service, which for many years was operated by Los An-

Service in California was so attractive that in some cases, airlines would set up completely separate operations within the state, with no connection to their primary route system. Mid Pacific Air was one example, with the Hawaii-based carrier starting an operation in Southern California in 1985. The timetable dated November 1, 1985 shows a 4-city network on this short-lived experiment.

California is also an attractive market for airlines from all parts of the globe. Its geographic location makes it a logical destination for Asian and Pacific airlines, while the large Hispanic population draws service from Latin America.

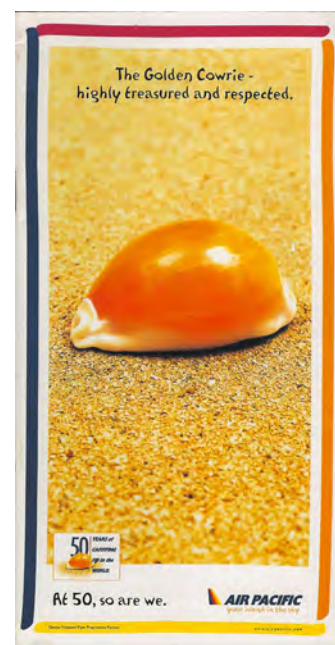
In Mexicana's July 1, 1969 timetable, the carrier was operating 3 daily 727 roundtrips between Mexico City and Los Angeles, with 2 of them making intermediate stops. Los Angeles was Mexicana's largest US gateway, and would receive steadily increasing frequencies until the carrier shut down in 2010.

APSA, Aerolíneas Peruanas, operated services from Peru to Europe and the Americas. In the February 1, 1970 timetable, APSA was operating 4 weekly Convair 990 services from Peru to Los Angeles, with an intermediate stop in Mexico City. Just over a year later, the airline was forced to cease operations.

Other Mexican airlines were also attracted to Los Angeles including Aero California, which began as a small airline operating in the Baja California Peninsula. In the 1980's, the carrier began expanding, adding DC-9's to its fleet and gaining authority to serve the US. The route map from the timetable dated October 25, 1998 shows service from Los Angeles to 10 Mexican cities, although some routes were operated only a few times weekly. Aero California went out of business in 2008.

ESTADOS UNIDOS-MEXICO-PANAMA-CARIBE-AMERICA DEL SUR • UNITED STATES-MEXICO-PANAMA-CARIBBEAN-SOUTH AMERICA														
ETATS UNIS-MEXIQUE-PANAMA-CARAIBES-AMERIQUE DU SUD • ESTADOS UNIDOS-MEXICO-PANAMA-CARIBE-AMERICA DEL SUR														
No. Nacionalidad del Pasajero No. Nationality of the Passenger Clase de Viaje Class of Travel Clase de Viaje Class of Travel														
G	HE	EP 91 990 F.Y.	EP 61 990 F.Y.	EP 61 990 F.Y.	EP 63 990 F.Y.	EP 91 990 F.Y.	EP 111 DC-8 F.Y.	EP 61 990 F.Y.	EP 63 990 F.Y.	EP 91 990 F.Y.	EP 61 990 F.Y.	EP 63 990 F.Y.	EP 71 990 F.Y.	EP 111 DC-8 F.Y.
		CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL	CLASE DE VIAJE CLASS OF TRAVEL
→ LOS ANGELES INTERNACIONAL	LV.	18.30			18.30			18.30				10.00		
→ MIAMI INTERNACIONAL	LV.		01.30	01.05		01.30		01.30		01.30	01.30		18.00	
→ MEXICO CENTRAL MEXICO	AR.	23.45 MEXICO 05.45			23.45 MEXICO 01.45			23.45 MEXICO 00.45				15.00		
→ PANAMA TOCUMEN PANAMA	AR.		04.00	04.30		04.00		04.00		04.00	04.00	16.00		
→ PORT OF SPAIN PARCO	LV.		08.45	09.45		09.00		04.45		05.00	05.00			
→ CARACAS MARTIN CARACAS	AR.					17.50							17.50	
→ BOGOTA EL DORADO BOGOTA	AR.			07.00		18.40		19.30				18.40	19.30	
→ GUAYAQUIL SINCE SULTAN GUAYAQUIL	AR.	05.45	06.15	08.00	06.30	20.20		21.00		09.45		21.00	20.20	
→ LIMA JORGE CHAVEZ	AR.	06.30	07.00		08.45			07.00		06.30		21.00	21.00	
		08.00	08.30	10.30	08.00	08.15		08.30		08.00	08.15	23.15	23.15	
→ LIMA JORGE CHAVEZ	LV.	09.00	09.15	11.30	09.15	09.00		11.15		09.15	09.15	09.55	11.15	
→ LA PAZ LA ALCA	AR.					13.00		13.00					13.30	
→ SANTIAGO PUIGSOL SANTIAGO	AR.		14.15	16.30	14.15			14.15		14.15	14.15	06.00		
→ BUENOS AIRES EZEIZA	AR.		15.00		15.00			15.00		15.00	15.00	07.00		
→ SAO PAULO SANTANA SAO PAULO	AR.	15.00	16.30		16.30			16.30		16.30	16.30	08.30		
→ RIO DE JANEIRO GALEO	AR.		15.45		15.45			15.45		15.45				
		16.30			16.30			16.30		16.30				
		HE 91 990 F.Y.	HE 61 990 F.Y.	HE 61 990 F.Y.	HE 63 990 F.Y.	HE 91 990 F.Y.	HE 111 DC-8 F.Y.	HE 61 990 F.Y.	HE 63 990 F.Y.	HE 91 990 F.Y.	HE 61 990 F.Y.	HE 63 990 F.Y.	HE 71 990 F.Y.	HE 111 DC-8 F.Y.

APSA, February 1, 1970



Airlines from north of the border found their way to California as well. In the March 4, 1974, CP Air was operating 2 daily round trips between San Francisco and the airline's pri-

[illegible]

many international gateway, Vancouver. Both flights continued to Montreal with 3 or 4 additional stops, requiring up to 10 hours of travel time.

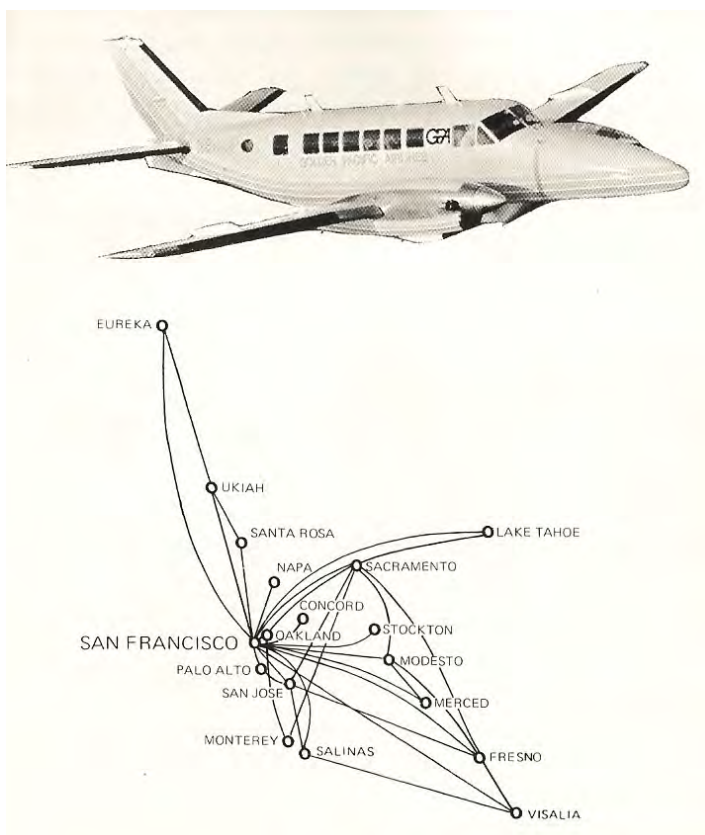
One of the many Asian airlines to serve California was Korean Air Lines. In the 1970's, Korean was beginning to expand internationally, and the timetable dated November 1, 1974 featured daily service to Los Angeles with 747's operating 4 of the frequencies and 707's handling the remainder.

In the May, 2001 timetable, Air Pacific, Fiji's international airline, operated services connecting the island nation with Asia, North America and Australia. The US service made use of 747's and 767's operating 4 weekly nonstops to Los Angeles. Recently, the carrier has decided to revert to its previous name, Fiji Airways.

While European airlines tended to focus on the East Coast destinations (New York in particular), a number of them began looking to California as they acquired equipment with sufficient range to make such trips feasible. Lufthansa's April 24, 1966 timetable shows 5 weekly services between Germany and San Francisco, all of which called at Montreal on the way.

Another European airline to serve California was British Caledonian Airways. Since its formation in 1970 from the merger of British United Airways and Caledonian Airways, BCal had offered service from London to Europe, Africa and South America. But getting routes to the US was a tougher task, and the carrier largely had to settle for destinations that the state-owned British Airways didn't already serve. But by 1983, British Caledonian had received rights to 5 US cities, including nonstop DC-10 service from London Gatwick to Los Angeles. The airline was eventually absorbed by British Airways in 1988.

California's allure as a destination for both business and leisure travelers has been a constant throughout the history of commercial aviation. Airlines will persist in seeking new routes to exploit that market, ensuring that the state's major airports will continue to experience increases in visitors from cities in the US as well as from abroad.



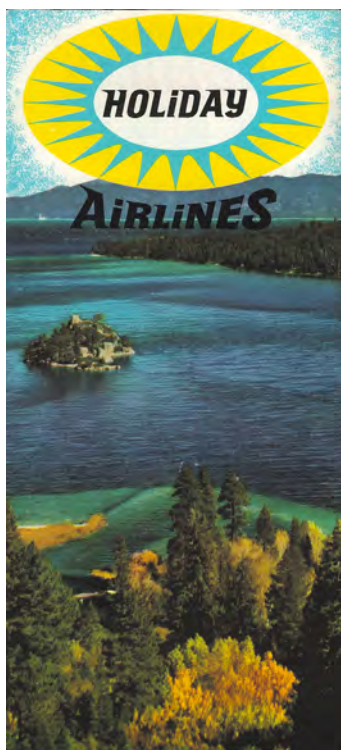
FLIGHT SCHEDULE					
FLIGHT 101					
STATION	DEPART	STATION	ARRIVAL		
Los Angeles	6:00 AM	Bakersfield	6:40 AM		
Bakersfield	6:50 AM	Fresno	7:25 AM		
Fresno	7:45 AM	Sacramento	8:45 AM		
Sacramento	9:00 AM	Oakland	9:30 AM		
Oakland	9:45 AM	Lake Tahoe	10:45 AM		
FLIGHT 402					
STATION	DEPART	STATION	ARRIVAL		
Lake Tahoe	3:00 PM	Oakland	4:00 PM		
Oakland	4:40 PM	Sacramento	5:10 PM		
Sacramento	5:25 PM	Fresno	6:25 PM		
Fresno	6:35 PM	Bakersfield	7:20 PM		
Bakersfield	7:30 PM	Los Angeles	8:10 PM		
FLIGHT 404					
STATION	DEPART	STATION	ARRIVAL		
Lake Tahoe	11:00 AM	Oakland	12:00 PM		
FLIGHT 204					
STATION	DEPART	STATION	ARRIVAL		
Oakland	12:30 PM	Lake Tahoe	1:30 PM		

SPECIAL SERVICE FOR RESERVATIONS

When you plan your next trip with FUTURA AIRLINES, why not let FUTURA AIRLINES make your hotel, dinner show, rental car, other airlines reservations for you. This service is yours for the asking. Just pick up your phone and call your FUTURA AIRLINES TRAVEL AGENT OR YOUR OWN TRAVEL AGENT who will contact FUTURA AIRLINES. FUTURA AIRLINES can confirm any reservation for you immediately with FUTURA AIRLINES unique teletype system. Why not let FUTURA AIRLINES relieve you of your reservation problems...IT'S FREE FOR THE ASKING.

Futura Airlines, no date. Image courtesy of Craig Morris.

Golden Pacific, January 1, 1971



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YOUTH/MILITARY FARE
CONFIRMED SPACE
FAMILY PLAN AVAILABLE
* ONE WAY ON ROUND TRIP

FLIGHT NUMBER	FREQUENCY	LEAVE OAKLAND	LEAVE SAN JOSE	ARRIVE LAKE TAHOE
500 DC-6	SAT. & SUN.	9:00 A.M.	8:30 A.M.	9:50 A.M.
600 DC-6*	EVERY DAY	6:00 P.M.	6:30 P.M.	7:20 P.M.

LAKE TAHOE TO BAY AREA
*Subject to equipment change

FLIGHT NUMBER	FREQUENCY	LEAVE LAKE TAHOE	ARRIVE SAN JOSE	ARRIVE OAKLAND
715 DC-6*	EVERY DAY	7:15 A.M.	8:05 A.M.	8:45 A.M.
445 DC-6	SAT. & SUN.	4:45 P.M.	6:15 P.M.	5:35 P.M.

ONE-WAY 11.95 plus tax
ROUND-TRIP 21.90 plus tax

For reservations and flight information call
HOLIDAY AIRLINES
OAKLAND... 569-0740 • SAN JOSE... 286-1669
LAKE TAHOE... 541-1142
Or phone your travel agent

Holiday Airlines, no date

MID PACIFIC AIR TIMETABLE 4

Effective November 1, 1985

TOLL FREE 1-800-367-7010

TO ORANGE COUNTY

FROM LAS VEGAS

Depart	Arrive	Flt. No.	Frequency
8:30	9:40	710	DAILY
11:45	12:55	712	EX TU WE
3:40	4:50	714	EX SA
5:20	6:30	720	SU only
7:15	8:25	708	DAILY

FROM FRESNO

Depart	Arrive	Flt. No.	Frequency
6:30	7:40	402	EX SA SU
7:45	8:55	406	SA only
9:15	10:25	404	EX SA SU

TO LAS VEGAS

FROM ORANGE COUNTY

Depart	Arrive	Flt. No.	Frequency
9:15	10:25	733	SA only
10:10	11:20	721	DAILY
1:20	2:30	723	EX TU WE
5:30	6:40	725	EX SA
8:45	9:55	711	DAILY

FROM BURBANK

Depart	Arrive	Flt. No.	Frequency
9:50	11:00	703	DAILY
1:15	2:30	707	EX MO TU WE
5:40	6:55	709	EX TU SA
9:10	10:20	717	DAILY

TO BURBANK

FROM LAS VEGAS

Depart	Arrive	Flt. No.	Frequency
8:15	9:30	778	DAILY
11:30	12:45	706	EX MO TU WE
3:30	4:45	708	EX TU SA
7:30	8:45	704	DAILY

TO FRESNO

FROM ORANGE COUNTY

Depart	Arrive	Flt. No.	Frequency
8:15	9:25	403	EX SA SU
8:50	10:00	405	EX SA

*Mid Pacific Air,
November 1, 1985*

Imperial Airlines

186
P. O. BOX 186, IMPERIAL, CALIFORNIA 92251

PHONE 355-2405 EL CENTRO, CALIFORNIA
PHONE 231-7371 SAN DIEGO, CALIFORNIA

Effective June 1, 1977

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- San Jose
- Los Angeles
- San Luis Obispo
- Santa Maria
- Paso Robles
- Sacramento
- Fresno
- Bakersfield
- Visalia
- Modesto

NOW FLYING... 29-PASSENGER NORD 262 PROP-JETS ON SELECTED ROUTES



Swift Aire, June 1, 1977

Flt. No.	Lv. El C.	Flt. No.	Lv. S.D.
501	6:00	602	7:05
503	8:10	604	9:40
505	10:40	606	11:40
507	2:00	608	3:00
509	4:00	610	5:20
511*	6:20	612*	7:15

(a.m. light type-p.m. dark type)

*Tuesday thru Friday only
No flights: Saturday-Sunday-Holidays
Effective October 1, 1976

Imperial Airlines, October 1, 1976

1974年 11月 1日 発効



KAL

國際線運航時間表



大韓航空

North & Westbound										1974年 11月 1日 發効																											
曜 DAY 日		SUNDAY 日								MONDAY 月								TUESDAY 火																			
Hours from	便 名 FLIGHT NO.	KE 001	KE 202	KE 204	KE 306	KE 502	KE 602	KE 702	KE 704	KE 005	KE 202	KE 204	KE 302	KE 304	KE 306	KE 502	KE 602	KE 704	KE 001	KE 202	KE 204	KE 302	KE 304	KE 308	KE 504	KE 604	KE 606	KE 702	KE 704								
GMT	等 級 CLASS	F/Y	F/Y	Y	Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	Y	Y	Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	Y	Y	Y	Y	F/Y	F/Y	F/Y	F/Y	F/Y							
	機 種 AIRCRAFT	B747 DC-8 B727 B727 DC-8 DC-8 B720 B707								B707 B707 DC-8 B727 B727 B727 DC-8 DC-8 B747								B747 DC-8 B727 B727 B727 B727 DC-8 B707 B720 B720 DC-8																			
-8	로스앤젤레스 LOS ANGELES 発 LV	0900								2220									0900																		
-10	호노룰루 HONOLULU 着 AR 発 LV	1220 1330								0150 0300									1220 1330																		
		INT'L DATE LINE (TUE)																		INT'L DATE LINE (TUE)																	
+7	盤谷 BANGKOK 発 LV						0810									0810									0910												
+8	香港 HONG KONG 着 AR 発 LV						1150 1240									1150 1240											1350										
+8	台北 TAIPEI 着 AR 発 LV						1320 1410	1400 1450								1400 1450										1330 1410			0900								
+9	大阪 OSAKA 着 AR 発 LV						1730 1810			1210 1640					1220				1700 1810		1210 1640					1220 1830											
+9	東京 TOKYO 着 AR 発 LV						1915		1700 1330							1020		1330												1020 1330							
+9	福岡 FUKUOKA 発 LV												1640 1150						1700 1810							1640 1150											
+9	釜山 PUSAN 着 AR 発 LV					1325							1720		1325										1720			1325 1400									
+9	濟州 CHEJU 着 AR																																				
+9	서울 SEOUL 着 AR																																				

Korean Air Lines, November 1, 1974

EFFECTIVE JULY 15, 1975

LOS ANGELES HELICOPTER AIRLINES

Scheduled DAILY Flights to L. A. Airports



L. A. INTERNATIONAL AIRPORT
Commuter Terminal 646-9157

DOWNTOWN LOS ANGELES
L. A. Hilton Hotel 723-4300

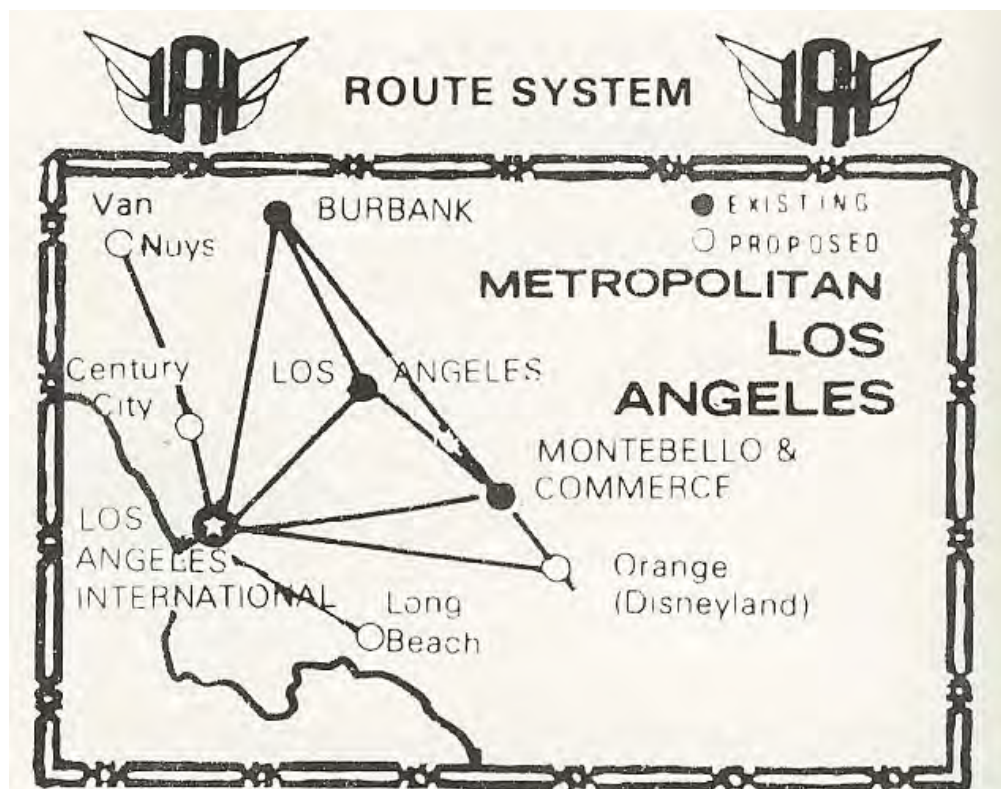
HOLLYWOOD/BURBANK AIRPORT
Main Terminal Bldg. 845-6171

CITY OF COMMERCE/MONTEBELLO
Montebello Holiday Inn 721-6600

LOS ANGELES HELICOPTER AIRLINES
Box 90899-Airport Station
World Way Postal Center
Los Angeles, California 90009

Reservations and Information

723-4300/721-6600




Los Angeles Helicopter Airlines, July 15, 1975

Lufthansa
German Airlines

**EFFECTIVE
APRIL 24, 1966**



**ADVANCE
SUMMER
SCHEDULES
NO. 1**

[illegible]

MGM GRAND AIR

FLIGHT SCHEDULE

(Effective April 5, 1992)

*All scheduled transcontinental service
operated with spacious DC-8 Super 62s
(see back for aircraft seat map)*


LOS ANGELES West Imperial To NEW YORK JFK

Depart	Arrive	Flight	Meal	Frequency	Stops
8:40a	4:55p	200	Branch	Daily	Norstop
5:30p	11:40p	600	Dinner	Ex. Sat.	Norstop

NEW YORK JFK To LOS ANGELES West Imperial

Depart	Arrive	Flight	Meal	Frequency	Stops
10:50a	1:30p	300	Branch	Daily	Norstop
6:40p	9:45p	500	Dinner	Ex. Sat.	Norstop

*For information and reservations, call
your travel agent or (800) 933-2646.*



MGM PARTICIPATES IN UNITED AIRLINES' MILEAGE PLUS™.

Printed on USA

Lufthansa, April 24, 1966

MGM Grand Air, April 5, 1992

[illegible][illegible]

Effective July 1, 1961

NATIONAL★

AIRLINE OF THE STARS

Most jet flights
daily between
New York
& Miami



**FASTEST
DIRECT JET
SERVICE
CALIFORNIA
MIAMI**

FIRST WITH JETS IN THE U.S.A.
SYSTEM TIMETABLE

Mexicana, July 1, 1969

National Airlines, July 1, 1961



Complete System Timetable Effective September 14, 1969

Starts October 1, 1969

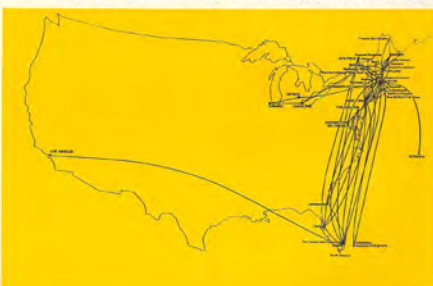
**Non-Stops
Miami-
Los Angeles**

First Flight Miami
To
Los
Angeles



**Northeast
Airlines
Presents**

Northeast Airlines



Northeast, September 14, 1969

**WEST COAST
AIR
TRANSPORT
CORPORATION**



TRAVEL BY AIR



West Coast Air Lines, 1929



**AIR
CALIFORNIA**

SERVING SAN FRANCISCO AND THE
ORANGE COUNTY/DISNEYLAND AREA



FLIGHT SCHEDULE		
ORANGE COUNTY to SAN FRANCISCO		
FLIGHT 101	Lv. 7:00 AM	Ar. 8:00 AM
FLIGHT 111	Lv. 8:45 AM	Ar. 9:45 AM
FLIGHT 121	Lv. 12:15 PM	Ar. 1:15 PM
FLIGHT 131	Lv. 5:30 PM	Ar. 6:30 PM
FLIGHT 141	Lv. 7:15 PM	Ar. 8:15 PM
SAN FRANCISCO to ORANGE COUNTY		
FLIGHT 202	Lv. 7:00 AM	Ar. 8:00 AM
FLIGHT 212	Lv. 8:45 AM	Ar. 9:45 AM
FLIGHT 222	Lv. 12:15 PM	Ar. 1:15 PM
FLIGHT 232	Lv. 5:30 PM	Ar. 6:30 PM
FLIGHT 242	Lv. 7:15 PM	Ar. 8:15 PM

Schedules shown are based on expected flying times. Because weather and other factors may affect operating conditions, departures and arrivals cannot be guaranteed.

Air California, no date

PAN AMERICAN AIRWAYS SYSTEM

& ASSOCIATED LINES
TIME TABLES



**BERMUDA • CUBA • NASSAU
WEST INDIES • MEXICO
CENTRAL & SOUTH AMERICA
HAWAII • PHILIPPINES
CHINA • ALASKA**

Corrected to January 15, 1938
Subject to change without notice

PACIFIC AIR LINES TIMETABLE

EFFECTIVE NOVEMBER 9, 1966




we fly to the nicest places

THERE'S A BIG DIFFERENCE!

**All our flights between SAN JOSE and LOS ANGELES are
BIG 727 JET FLIGHTS**

6 FLIGHTS EVERY WEEKDAY—5 DAILY ON WEEKENDS
JET COMMUTAIR SERVICE ONLY \$13⁵⁰ EACH WAY




**We fly to the nicest places
...why not come on along**

A tempting Continental Breakfast is served on appropriate flights.
Cocktail Service is always available (from eye-openers to night-caps).

TRANSPACIFIC SERVICE

U.S.A.-HAWAII-GUAM-PHILIPPINES
MACAO-HONGKONG

TABLE 12

Daily	3:20	Lv. BOSTON, Mass., U.S.A. (AMA)...	E.S.T.	Ar.	11:49	Daily
"	4:55	Lv. NEW YORK, N. Y., U.S.A. (UAL)	"	Ar.	9:30	"
"	4:40	Lv. WASHING'N, D. C. (AMA) (PAL)	"	Ar.	10:27	"
"	10:40	Lv. CHICAGO, Ill., U.S.A. (UAL)	C.S.T.	Ar.	3:28	"
"	9:10	Ar. SAN FRANCISCO, U.S.A. (UAL)	P.S.T.	Lv.	1:00	"
Orient	Express	Pan American Airways Co. (PAAP)				Orient
Wed. (x)	3:00	Lv. SAN FRANCISCO (Alameda), U.S.A.	P.S.T.	Ar.	10:30	Express
Thur.	8:30	Ar. HONOLULU (Pearl Harbor), H.I.	H.L.T.	Lv.	12:00N	Wed. (x)
Fri.	7:30	Lv. HONOLULU (Pearl Harbor), H.I.	H.L.T.	Ar.	5:30	Tue.
"	3:00	Ar. MIDWAY ISLAND	M.L.T.	Lv.	6:00	Mon.
Sat.	7:30	Lv. MIDWAY ISLAND	M.L.T.	Ar.	5:00	Sun.
Sun.	4:00	Ar. WAKE ISLANDS	165°	Lv.	6:00	Mon.
Mon.	7:00	Lv. WAKE ISLANDS	"	Ar.	7:00	Sun.
"	5:00	Ar. GUAM ISLAND	150°	Lv.	6:00	"
Tue. (x)	6:00	Lv. GUAM ISLAND	"	Ar.	6:30	Sat. (x)
"	5:00	Ar. MANILA (Cavite), P.I.	120°	Lv.	4:00	Sat.
Wed. (x)	8:30	Lv. MANILA (Cavite), P.I.	120°	Ar.	2:30	Thur. (x)
"	1:50	Ar. MACAO	"	Lv.	"	"
" (x)	3:30	Ar. HONGKONG (Kai Tak Airport)	"	Lv.	8:30	" (x)

Provisional operation east bound from Manila, subject to return to previous schedule.

Pan American Airways, January 15, 1938

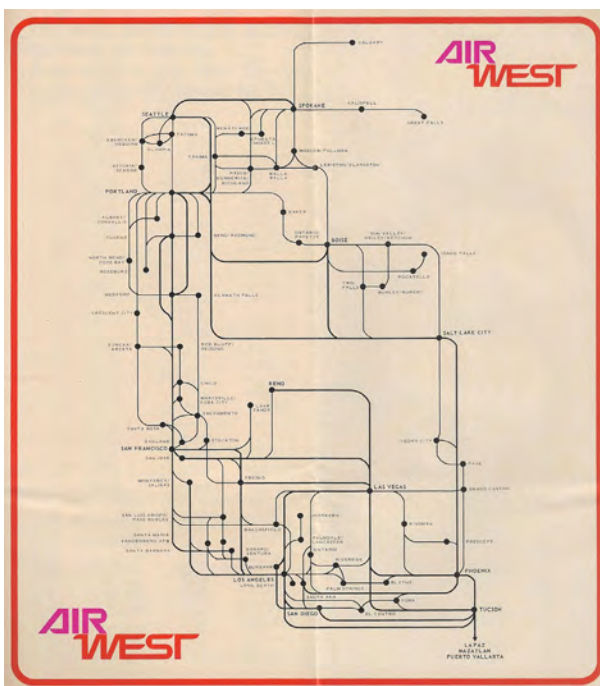
Pacific Air Lines, November 9, 1966



Ozark Air Lines, October 1, 1982



Piedmont Airlines, April 1, 1984



Air West, July 1, 1968

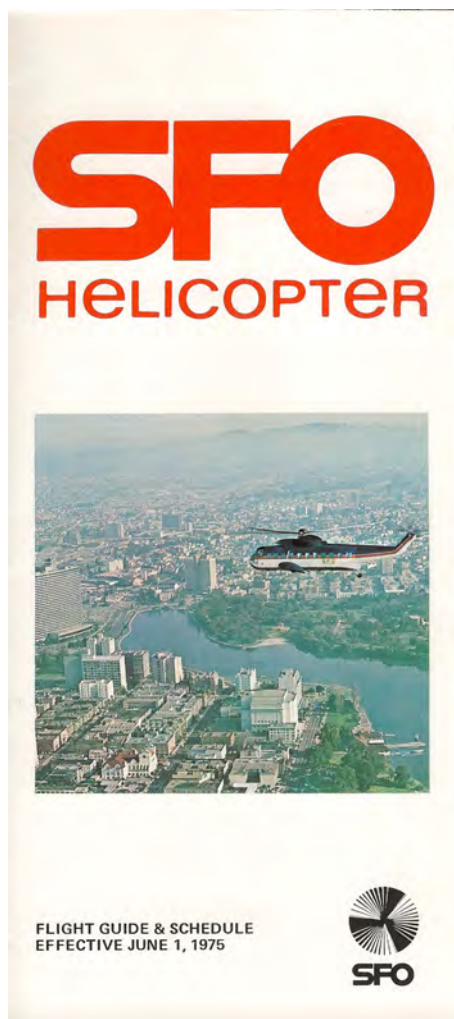


VIDEO FLIGHT	SAB LEAVE	LEGA ARRIVE	ESCALA VIA	FREQ FREQ	EQUIPO EQUIPM	VALIDEZ VALIDITY
De/From						
LOS ANGELES (LAX)						
A/TO CHIHUAHUA						
405/415	12:25	17:15	TIJ	D	D98/DC9	
A/TO CIUDAD OBREGON						
115/640	07:35	22:30	LMM	D	DC9	
A/TO CULIACAN						
115	07:35	10:40	0	D	DC9	
A/TO DURANGO						
133	14:30	18:50	0	47	DC9	
131	15:20	19:40	0	26	DC9	
137	15:20	20:30	1	135	DC9	
A/TO GUADALAJARA						
101	08:00	13:50	1	D	D98	
141	16:05	22:35	2	D	D98	
A/TO HERMOSILLO						
141	16:05	18:30	0	D	D98	
A/TO LA PAZ						
145	07:45	10:40	0	X47	DC9	
141	16:05	19:55	1	D	D98	
A/TO LORETO						
163	11:30	14:15	0	D	D98	
A/TO LOS CABOS						
101	08:00	11:15	0	D	D98	
A/TO LOS MOCHIS						
115	07:35	11:35	1	D	DC9	
A/TO MANZANILLO						
151	14:20	19:15	0	D	D98	
A/TO MAZATLAN						
145	07:45	11:55	1	X47	DC9	
123	08:15	11:35	0	47	DC9	
A/TO MEXICO						
405	12:25	19:35	2	D	D98	
151	14:20	20:50	1	D	D98	
A/TO MONTERREY						
101	08:00	15:20	2	D	D98	
A/TO PUEBLA						
405/501	12:25	20:45	TIJ	D	D98/DC9	
A/TO SAN LUIS POTOSI						
405/426	12:25	21:50	MEX	D	D98/DC9	
A/TO TAMPICO						
405	12:25	21:00	3	D	D98	
A/TO TEPIC						
405	12:25	17:00	1	D	D98	
A/TO TIJUANA						
405	12:25	13:15	0	D	D98	
A/TO TORREON						
133	14:30	19:45	1	47	DC9	
131	15:20	20:35	1	26	DC9	
137	15:20	19:35	0	135	DC9	

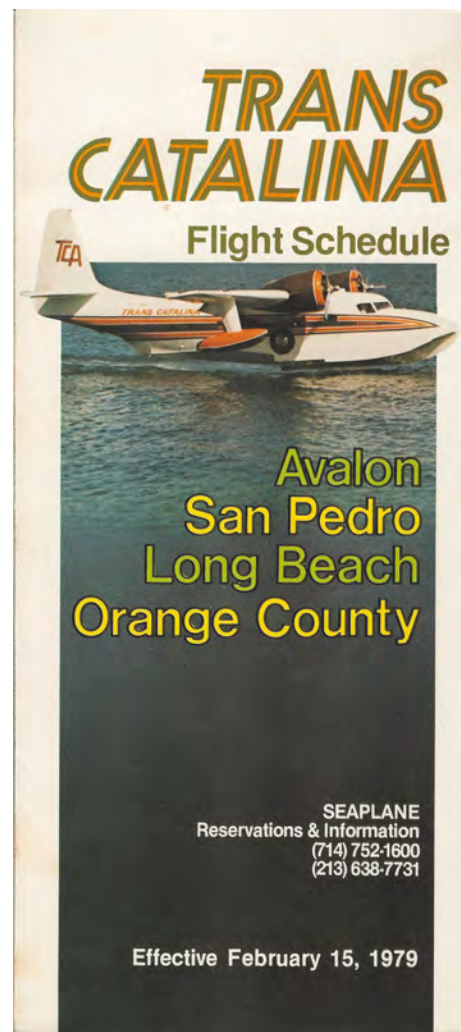
Aero California, October 25, 1998



Southwest Airlines, January 31, 1982



SFO Helicopter, June 1, 1975



Trans Catalina, February 15, 1979



PSA, March 22, 1958

FLIGHT SCHEDULES Pacific Southwest Airlines FLIGHT SCHEDULES											
DAILY MONDAY THRU THURSDAY						FRIDAY ONLY					
Northbound	731	125	415	601		Northbound	731	111	105	301	501
Lv. San Diego	7:30	12:35	4:15	6:00		Lv. San Diego	7:30	11:00	1:00	3:05	5:15
Ar. Los Angeles	8:10	1:15	4:55	6:40		Ar. Los Angeles	8:10	11:40	1:40	3:45	5:55
Lv. Los Angeles	8:30	1:35	5:15	7:00		Lv. Los Angeles	8:30	12:00	2:00	4:00	6:15
Ar. San Francisco	10:10	3:15	6:55	8:40		Ar. San Francisco	10:10	1:40	3:40	5:40	7:55
Southbound	702	144	632	732		Southbound	702	114	302	412	602
Lv. San Francisco	7:00	1:45	6:30	7:40		Lv. San Francisco	7:00	12:00	3:00	4:10	6:00
Ar. Los Angeles	8:40	3:25	8:10	9:20		Ar. Los Angeles	8:40	1:40	4:40	5:50	7:40
Lv. Los Angeles	9:00	3:45	8:30	9:40		Lv. Los Angeles	9:00	2:00		6:05	
Ar. San Diego	9:40	4:25	9:10	10:20		Ar. San Diego	9:40	2:40		6:45	
SATURDAY ONLY						SUNDAY ONLY					
Northbound	745	731	101	125	601	Northbound	901	111	105	301	501
Lv. San Diego		7:30	10:00	12:35	6:00	Lv. San Diego	9:00	11:00	1:00	3:05	5:15
Ar. Los Angeles		8:10	10:40	1:15	6:40	Ar. Los Angeles	9:40	11:40	1:40	3:45	5:55
Lv. Los Angeles		7:45	8:30	11:00	1:35	Lv. Los Angeles	10:00	12:00	2:00	4:00	6:15
Ar. San Francisco		9:25	10:10	12:40	3:15	Ar. San Francisco	11:20	1:40	3:40	5:40	7:55
Southbound	702	112	144	402	632	Southbound	902	114	302	412	602
Lv. San Francisco	7:00	10:30	1:45	4:00	6:30	Lv. San Francisco	9:00	12:00	3:00	4:10	6:00
Ar. Los Angeles	8:40	12:10	3:25	5:40	8:10	Ar. Los Angeles	10:40	1:40	4:40	5:50	7:40
Lv. Los Angeles	9:00	12:30	3:45	6:00	8:30	Lv. Los Angeles	11:00	2:00		6:05	
Ar. San Diego	9:40	1:10	4:25	6:40	9:10	Ar. San Diego	11:40	2:40		6:45	

SYSTEM TIMETABLE EFFECTIVE OCTOBER 26, 1958

SUNSHINE HOLIDAYS

Plan your Winter vacation
in the warm, wonderful sun
in Hawaii, California or Nevada.

See your Travel Agent or United for details.

Effective October 26, 1958

SOUTHBOUND COMPLETE—PACIFIC COAST SCHEDULES

(Contained on three pages — 18, 19, 20)

REFERENCE MARKS ARE EXPLAINED ON PAGE 1.

Vancouver-Seattle-Tacoma-Spokane-Portland-San Francisco-Oakland-Los Angeles-San Diego

Table 7

	VT 568	ST 554	272	A 670	DT 560	276	682	356	358	354	382	680	ST 582	376	654	652	DT 590	374	DT 584
VANCOUVER, B.C. (PST) Lv																			
Bellingham Lv																			
SEATTLE-TACOMA Lv																			
Spokane Lv																			
Walla Walla Lv																			
Pacificus Lv																			
PORTLAND Lv																			
Portland Lv																			
Salem Lv																			
Scio-Bend Lv																			
Eugene Lv																			
Medford Lv																			
Boise (MST) Lv																			
Reno (PST) Lv																			
Sacramento Lv																			
Stockton Lv																			
OAKLAND Lv																			
OAKLAND Lv																			
SAN FRANCISCO Lv																			
OAKLAND Lv																			
OAKLAND Lv																			
Stockton Lv																			
Modesto Lv																			
Merced (Yosemite Park) Lv																			
Monterey-Carmel Lv																			
Salinas Lv																			
Fresno Lv																			
Visalia Lv																			
Bakersfield Lv																			
Santa Barbara Lv																			
LOS ANGELES (Lockheed airport) Lv																			
(International airport) Lv																			
Long Beach Lv																			
SAN DIEGO Lv																			

United Air Lines, October 26, 1958

SAN FRANCISCO—1 HOUR 58 MINUTES

SAN FRANCISCO (S. F. Bay Airdrome) to LOS ANGELES (Grand Cent. Air Terminal)

\$18.95 one way—\$34.11 round trip

Read Down					Read Up			
Flite 5	Flite 15	Flite 19	Flite 21		Flite 4	Flite 12	Flite 18	Flite 20
8:45 AM	11:45 AM	2:45 PM	5:45 PM	LV. San Francisco* AR (Pier 5)	11:15 AM	2:15 PM	5:15 PM	8:40 PM
9:00 AM	12:00 M	3:00 PM	6:00 PM	LV. Alameda AR (S. F. Bay Airdrome)	10:58 AM	1:58 PM	4:58 PM	7:58 PM
10:58 AM	1:58 PM	4:58 PM	7:58 PM	AR. Los Angeles† LV. (Grand Central Terminal)	9:00 AM	12:00 M	3:00 PM	6:00 PM

* For the convenience of our passengers, transportation will be furnished without charge between Ferry Building and Pier 5. Limousine leaves Ferry Building five minutes before scheduled departure from Pier 5.
 † Limousine service between Los Angeles or Hollywood business centers and Grand Central Air Terminal: 75¢ per passenger. Limousine leaves Biltmore Hotel thirty minutes before scheduled departures from Grand Central Air Terminal. Passengers called for 7 Arrives Ferry Building, San Francisco.

SAN FRANCISCO
 Ferry Bldg., or Pier 5
 Garfield 4787
 (24 hour service)

OAKLAND
 S. F. Bay Airdrome
 Alameda 1600

LOS ANGELES
 Grand Central Air Terminal
 Vandyke 6151
 (24 hour service)
 Airport Phone: Douglas 9033

RESERVATIONS MUST BE MADE IN ADVANCE
 Tickets must be purchased two hours before plane departure to insure reservations.

SERVICE DAILY

Varney Speed Lines, March 1, 1932

VARNEY
SPEED LINES

AIR SERVICE LTD.

**THE ONLY AIRLINE INTO
 SAN FRANCISCO—"Market St."**

Los Angeles
 Hollywood
 Oakland
 San Francisco
 Sacramento

"From the City of Los Angeles to the Heart
 of San Francisco 1 hour 10 minutes
 faster than any other route"

VARNEY LANDS AT FERRY BUILDING

"The Fastest Airline in the World"

"GO VARNEY"

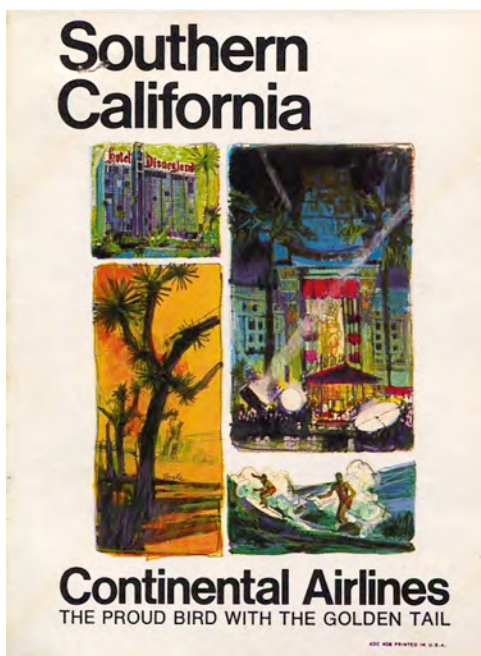
Effective March 1, 1932.
 Subject to change without notice.

LABELS etc.

Marvin Goldman Collection



Above three labels ex-Daniel Kusrow Collection



Delta LAX pin



American Airlines LAX baggage tag.

Air Mail Etiquettes

Airlines of California

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

Space permits showing only a few of the etiquettes of certain airlines that have served California, beginning with United who issued 13 different from 1938 to c. 1952. The earliest one (1937) (Figure 1) is die-cut and seen on a 40¢ rate cover to Argentina. That was the correct postage for a ½ oz. weight but this weighed more and thus insufficiently paid. In 1940, a new one was issued. The words "Air Mail" can be found in either blue or black; the blue is scarcer. (Figure 2) A special label was produced to celebrate their 25th anniversary: "the nation's first/coast-to-coast air route/the Main Line airway/Sept. 8 -1920-1945." Figure 3 shows its usage on a 1946 cover from the Commodore Hotel in New York, addressed to Canada.

Continental released 8 etiquettes between 1938 and c. 1970. The first one has quite a striking design with a stylized wing behind a Native American. (Figure 4) Two years later another was released, again with the Native American motif. (Figure 5) In 1945, the final style replaced the Native American with a winged bird. (Figure 6 used on a 1946 cover from Detroit to New York) In 1947, the words at the bottom were changed to "The Blue Skyway."

Next in order is Western who had 5 etiquettes between 1945 and c. 1950. Again, a Native American motif was used on the first one released in 1945. (Figure 7) That motif was never changed. (Figure 8)

Lastly is Bonanza with 4 air etiquettes between 1949 and c. 1965. The earliest shows what appears to be a DC-3 (Figure 9) followed a year later the one stating "route of the gold strikes" (1950) produced in booklets of 5 labels per pane. (Figure 10)

It is interesting that a major airline like United apparently stopped issuing their own labels around 1950. They may be found used much later but they were only the earlier ones with no new designs. I find it enlightening to look at the different motifs that were used and what they tell us about what the airlines thought was important.



Fig. 1



Fig. 2



Fig. 4

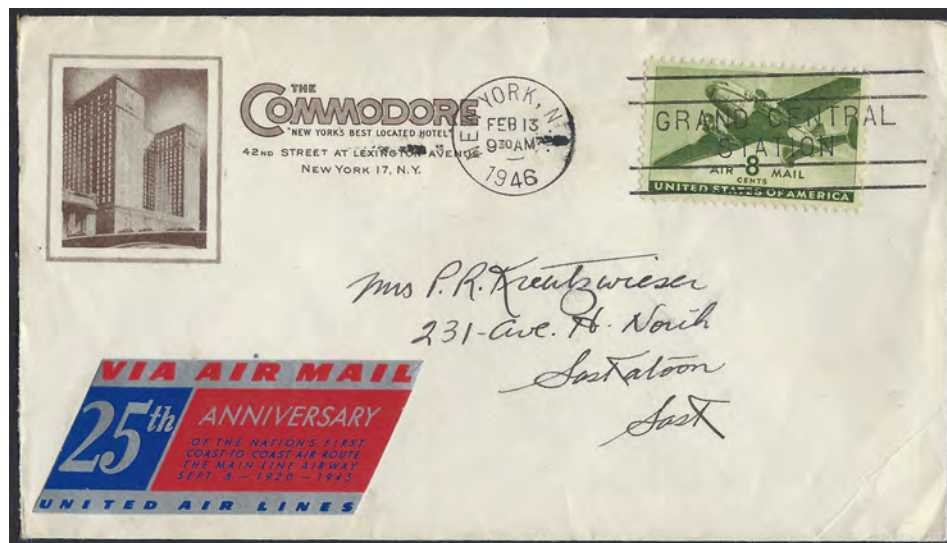


Fig. 3



Fig. 5



Fig. 7



Fig. 8



Fig. 9



Fig. 6



Fig. 10

What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

We've had numerous responses to our 'mystery' wings in the last issue.



This 'mystery' wing is in fact from Taban Airline of Iran, says Mr. B. Frye.



He also sent along an image of an older wing from the same carrier.



This wing was produced by British Aerospace prior to their 1999 merger with Marconi Electronic Systems to form the present day BAe Systems plc. John Danner, Peter Fu, and Doug Bastin confirmed the source of this wing.



Several readers including Yavar Khan confirmed that this wing was indeed from Ansett Airlines of Australia which went out of business in September 2001.

Now we're off to the newest 'What Is It?' items for this issue.



This gold wing has red, yellow and blue 'tails' in the middle. Any idea of who, where and when?



This all gold wing appears to be old with what appears to be 'ABC' intertwined in the middle. Any ideas?



This is another gold wing with a 'WF' in gold on a dark blue background. We wonder where this one is from!



Is this a civil or military wing? This all cloth wing has dark gray, light gray, gold and dark blue colors.



This emblem may not be from an airline, but we suspect it is. Your thoughts?



This silver and black wing has an 'AV' in the middle. What airline used this wing?



Where is/was PARIS AIR located that used this gold wing?



We believe this all gold emblem to be a hat badge. Who, where and when?

That's all for this issue. We'll see you at Airlines International 2014 in Los Angeles!

Ken & Beth

Flying Stamps

By Jim Edwards •

United Airlines and Western Air Lines have had a major presence at Los Angeles International Airport over the years. Since we're not aware of any stamps featuring LAX per se, we'll be focusing on postal stamps issued through the years with aircraft from these two carriers.



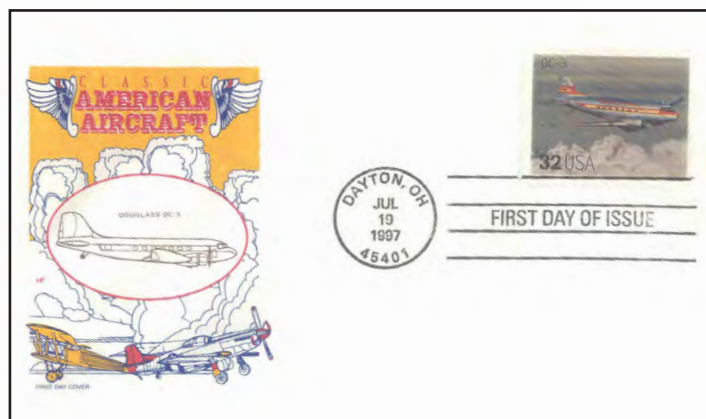
The western Pacific island nation of the Solomon Islands issued this United Boeing 247 stamp in 2003 as part of a series dedicated to the '100th Anniversary of Aviation'.



Along with Niue and the Solomon Islands, the British Virgin Islands also issued stamps in 2003 with United aircraft. In this example, we see a United Airlines Douglas DC-4.



More United Airlines aircraft are shown on this postal sheet issued in 2003 by Niue. The series is also dedicated to the '100th Anniversary of Aviation' and shows an United Boeing 737-200 and Boeing 377 Stratocruiser.



The U.S. Postal Service issued a series of stamps in 1997 to commemorate "Classic American Aircraft" with this \$0.32 stamp showing a Western Airlines Douglas DC-3.

[Below] This Western Airlines "AirLetter" from 1982 shows a Boeing 727-200 aircraft. Western offered 48-hr delivery of mail between selected zip codes on their system for an additional \$1.00 charge. Obviously this is a forerunner to today's USPS Priority Mail service! Additional designs also showed the Boeing 707, 737, and McDonnell-Douglas DC-10.



Playing Cards

Airline Playing Cards from Golden State

By Fred Chan • topflite@olympus.net

Being the most populous state in the country as well as the gateway to Asia, many domestic and international carriers fly to and from California. In the past, there have also been large airlines that operated within the state, including some unusual ones. This column will cover just the important and unusual airlines that flew in the skies over the Golden State.

Western Airlines was a major carrier with routes to many other states. Before its acquisition by Delta Air Lines, Western issued a total of 13 decks, most of which were quite plain in design (Figures 1 & 2), except for its first deck issued in 1959 which showed a cowboy on horseback and a wagon train in the background, a tribute to the old West (Figure 3). The airline's name and logo were printed on the faces of the cards. This deck is quite rare and a sealed deck can easily fetch \$40.

The large intrastate carrier, Pacific Southwest Airlines, is known to have issued only three different decks, all somewhat difficult to find, probably because they were made for marketing purposes and not for inflight entertainment on its relatively short flight segments. Figure 4 shows an example.

The other major intrastate carrier, Air California (later AirCal) also had issued playing cards. The Air California decks (Figure 5) are very rare while the AirCal cards (Figure 6) are fairly easily available.

World Airways was also headquartered in California. Figure 7 shows an example of the many decks it used on its long international routes.

Two extremely rare decks were issued by California airlines that no longer exist – California Eastern (Figure 8) before it was acquired by Slick Airways in 1948 and Wings West (Figure 9) before it became an American Eagle carrier.

Although there are no cards known to have been issued by Slick Airways, there was a deck issued jointly with Los Angeles-based Flying Tigers Line (Figure 10), probably around the time of their merger talks in 1954, but the merger was not completed. Only single cards of this deck are known to exist and if a deck does show up, it would literally be priceless.

Before its acquisition by FedEx, Flying Tigers had also issued 15 different card designs usually featuring its famous Tiger logo. An example is shown in Figure 11.

Perhaps the most unusual decks that have come out of California are the decks from Aero Spacelines, a cargo carrier for over-sized space components (Figure 12), and Security Transport which flies prisoners from one location to another. It is safe to assume that the card deck shown in Figure 13 was issued for marketing purposes and not for inflight entertainment because the passengers on those flights are usually handcuffed and would not be able to play cards easily.



Figure 3



Figure 1

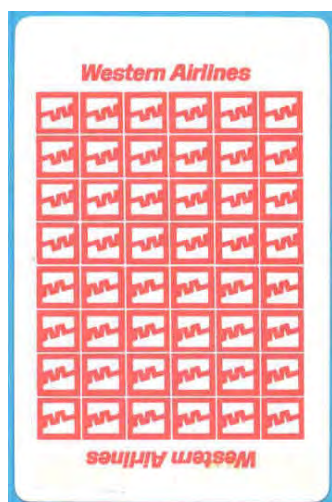


Figure 2



Figure 4



Figure 5



Figure 6



Figure 8

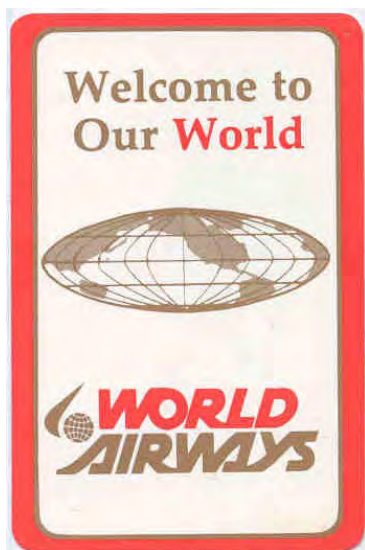


Figure 7



Figure 9

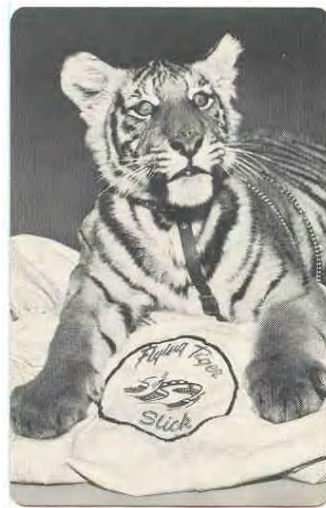


Figure 10



Figure 11



Figure 12



Figure 13

Postcard Corner

Airlines in California

By Marvin G. Goldman • marvilynn@gmail.com

Writing about airlines in California is a special treat for me because I was born and raised in Los Angeles. Also, I remember the fantastic Airliners International show at LAX in 2004, and I'm really looking forward to another great experience at Airliners International LAX 2014. With that background, I decided to concentrate my postcard selection for this article on airlines in the greater Los Angeles area. Of course, nearly all of them also served destinations elsewhere in California.

Let's start with five postcards from 1929-1938.



Maddux Air Lines Fort 4-AT-B Tri-Motor, N4532. Airline Issue ('A/I'), 1929. Sepia. Ex-Deke Billings collection. Craig Morris also has this and other Maddux airline issues as well as six very rare real photo postcards with different views of a 1930 TAT-Maddux Ford Tri-Motor crash at Oceanside, California. Maddux started service in Southern California in 1927 and expanded during 1928-29 as seen in the route map on this postcard. In November 1929 Maddux was acquired by Transcontinental Air Transport (T-A-T), resulting in TAT-Maddux Air Lines. In 1930 TAT-Maddux merged with its main competitor, Western Air Express, to form Transcontinental & Western Air, which later became Trans World Airlines (TWA).

photo postcard. Publisher ('Pub'r') Talbot Photo, no. 28, 1930-31. Ex-Deke Billings collection. Western Air Express, formed in 1925, introduced in April 1930 the 32-seat Fokker F32, the largest land transport aircraft at the time and the first four-engine aircraft designed and built in the U.S. (in Teterboro, New Jersey). WAE operated two F32s in commercial service and only for about one year. The airline originally based this type in a huge specially-built hexagonal hangar at nearby Alhambra, California airport, the main one serving the Los Angeles area at the time. As noted above, WAE merged with TAT-Maddux, ultimately becoming TWA.



TWA DC-3 at Burbank Airport 'Union Air Terminal'. A/I. Sepia. My card is postmarked 18 November 1938. Burbank Airport, just north of Los Angeles, originated in 1928. It has had eight different names, and noting the specific name can help date many Burbank Airport postcards: Angeles Mesa Drive Airport (1928-1930), United Airport (1930-1934), Union Air Terminal (1934-1940), Lockheed Air Terminal (1940-1967), Hollywood-Burbank Airport (1967-1978), Burbank-Glendale-Pasadena Airport (1978-2003) and Burbank Bob Hope Airport (2003-present).



Western Air Express Fokker F32, NC334N, at Grand Central Terminal, Glendale, California. Black and white ('B&W') real



American Airlines DC-3 'DST' (Douglas Sleeper Transport), NC-14988, over downtown Los Angeles. The first flight of a DC-3 was made with this aircraft (under registration NX-14988) on 17 December 1935. A/I, no. A-160-D. B&W.



Douglas DC-4E prototype, NX18100, on first takeoff, 7 June 1938, at Clover Field (now known as Santa Monica Airport). B&W real photo postcard. Possibly issued by Douglas Aircraft Company which had a major manufacturing facility at Clover Field for many years. United Air Lines utilized this aircraft for in-service evaluation in 1939, but did not accept it. The aircraft, however, was then redesigned and became the very successful DC-4. Santa Monica Airport is still utilized for general aviation.

Catalina Island, about 22 miles (37 km.) off the California coast near Los Angeles, has a long and colorful aviation history. The first flight from the mainland to Catalina occurred on 10 May 1912, a biplane with a pontoon, piloted by Glenn Martin, becoming the first sea landing in history. Since then several airlines have operated seaplanes to Catalina, starting with Chaplin Airlines' flying boats in July 1919. Landplanes followed in the 1940s. Postcards of airlines flying to Catalina are very popular, and here are two examples.



United Air Lines DC-3 Over Catalina's 'Airport in the Sky'. B&W real photo postcard. Several different cards exist showing similar views of United DC-3s over Catalina. Bruce Charkow displayed about a dozen from his collection at one of the Airliners International Postcard Contests. Catalina's Airport in the Sky officially opened 27 June 1946, and its first commercial flights were by United Air Lines DC-3s.



Catalina Air Lines Grumman G-21A Goose, N329, taking off from Catalina Island. Pub'r: H. S. Crocker, San Francisco, no. GW334-B. The Catalina Air Lines name was utilized from 1963 to 1969. From 1953-1963 it was known as Avalon Air Transport, and in 1969 its name was changed to Golden West Airlines which operated to Catalina until 1973.

LAX originated as an open agricultural area that became known as 'Mines Field' in 1926. On that site the 'Los Angeles Municipal Airport' was officially dedicated on 7 June 1930. Commercial airlines, however, continued to use Burbank and Glendale Airports during the 1930s pending necessary improvements to the Los Angeles site, and World War II further delayed the start of airline operations there. Finally, on 9 December 1946 four major U.S. airlines serving California at the time -- American, TWA, United and Western -- started operations at Los Angeles Airport, and Pan American followed a month later. This made Los Angeles Airport the main one in the greater Los Angeles area. On 19 May 1950 the airport was named 'Los Angeles International Airport' (LAX). The next postcard shows an aerial view of LAX likely taken in 1950, with propliners from American Airlines and other carriers filling the scene.



Los Angeles International Airport. B&W real photo postcard, no. GWA 17. My card is postmarked 22 April 1951.

Several beautiful postcards of propliners at LAX were published as airport cards in the 1950s, often based on photos by the airport's photographer, Bill Eccles. Here are three examples credited to Eccles:



Western Airlines Convair 240 at LAX, in the original Western livery for the type. Pub'r: H. S. Crocker, Los Angeles, no. L-78. Western began operating Convair 240s in 1948 and started replacing them only upon its acquisition of Lockheed Electras in 1959.



United Air Lines Douglas DC-7 'Mainliner' at LAX. Pub'r Mitock, no. P20379.



TWA Constellation at LAX. Pub'r Mitock, no. P20378. My card is postmarked 5 September 1957.

Of course, many other airlines besides the majors operated from LAX or Burbank during the 1950s. Here is a brief selection:



California Central Airlines Douglas DC-4. A/I. Linen finish. Pub'r Colourpicture, Los Angeles, no. K4390. Ex-Allan Van Wickler collection. CCA operated as a scheduled intrastate California airline during 1947-1954, based in Burbank, California.



Flying Tiger Line Douglas DC-6B. A/I, with printed 'thank you' note on the back for shipping with Flying Tigers. Pub'r Lithochrome Press, Los Angeles. Headquartered at LAX, in 1949 Flying Tiger started the first commercial air cargo route in the U.S., transcontinental from Los Angeles and San Francisco to Boston. It also operated passenger charters. In 1989 the carrier merged into FedEx.



Pacific Air Lines Martin M-202, N93047. Pub'r Int'l Airline World, Springfield, Ohio, no. HC-154, 1985. Pacific Air Lines (originally named Southwest Airways) started regional West Coast service in the 1940s, linking Los Angeles and San Francisco with smaller communities in California and Oregon and later Nevada. This

Martin aircraft entered its fleet in 1955. In 1968 Pacific merged with Bonanza and West Coast Airlines to form Air West which became Hughes Airwest.

1959 marked the start of the jet era at LAX. On 25 January 1959 American Airlines introduced Boeing 707 service between New York and Los Angeles. Later that year Continental Airlines also started operating new 707s out of LAX. My first flight ever was on a Continental 707 'Golden Jet' which took off from LAX on the beautiful sunny morning of 17 December 1959, bound for Denver and Chicago with Coach John Wooden and the UCLA Basketball Team, who I assisted as equipment manager while a student at UCLA. Our team also had several flights on Western Airlines' new propjet Lockheed Electras from LAX to the San Francisco area and Washington State in early 1960.



Continental Airlines Boeing 707-100 'Golden Jet'. A/I.



Western Airlines Lockheed L-188 Electra, N7135C, at Ontario International Airport, California. Airport card. Pub'r MWM Co., Aurora, Missouri, no. 56,743F. This card shows Western's first Electra, acquired in 1959. Ontario Airport opened in 1928 and is one of the significant current airports near Los Angeles, along with Burbank, Long Beach and Orange County airports.

Until 1961, the terminals at LAX were only temporary structures. In 1960 construction of a new jetport started at LAX, with the new facilities being officially dedicated on 25 June 1961. Whereas in 1959, the first year of jet flights at LAX, only 250,000 passengers flew in and out of the airport on jet aircraft, in 1961 that number rose to 1 million, and today's annual total is over 66 million.



American Airlines Boeing 707 at LAX. Airport card. Pub'r Kolor Sales, Glendale, California. Dexter Press no. 56477-B, about 1961-62. The right side of the card shows a portion of the new American terminal, reached by underground passageways. In the background you can see the 12-story administration building and control tower, completed in June 1960, and the iconic LAX Theme Building completed in 1961, shaped like a flying saucer that has landed on four legs, with a slowly revolving restaurant in the center. Numerous LAX postcards picture this Theme Building.



United Air Lines 'Satellite' Terminal at LAX, with United 727s and a DC-8. Airport card. Pub'r Interstate Hosts, Los Angeles, no. IH-5; Dexter Press no. DT-27585-C, issued 1967. United was the first carrier to operate out of a new terminal at LAX, on 18 August 1961. Today these then-new airline terminals have been vastly expanded.



TWA 747-100 at LAX. Airport card. Pub'r Krieg, Los Angeles, no. C27061. 1970s. Ex-Allan Van Wickler collection. The card proclaims 'Los Angeles-Center Of The World'.

Let's turn now to some of the other California airlines whose names have passed into history.



Golden West Airlines DHC-6-200 Twin Otter, N66200. A-I. Pub'r Multiple Photos, Los Angeles, no. 11526. This was a different airline from the original Golden West mentioned above in connection with Catalina Air Lines. The 'new' Golden West started out as 'Aero Commuter' in 1967, which then acquired the name 'Golden West' from the original airline. The new Golden West expanded to serve many airports in California, becoming the state's largest commuter airline by the early 1980s. Financial difficulties, however, forced its closure in 1983.



Los Angeles Airways Sikorsky S-61 Helicopter at LAX, with two United aircraft in the background. Possibly A/I. Pub'r Interstate

Hosts, Los Angeles, no. IH-1, Dexter Press no. DT-27581-C, issued 1967. Los Angeles Airways operated the first regularly scheduled helicopter mail service on 1 October 1947. By 1957 it had numerous daily flights to 11 heliports in Southern California, and in March 1962 it became the first civil operator of the S-61 helicopter. The airline operated until 1971.

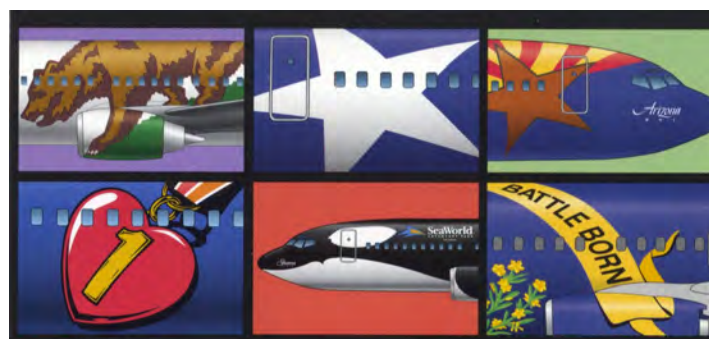


Air California Boeing 737-200 'Sunjet', N463. A/I, no. 160578. Ex-Deke Billings collection. This aircraft entered the Air California fleet in July 1968, and this card is postmarked 14 January 1970. Air California started in 1967 as an intrastate airline, based in Newport Beach, California and Orange County (John Wayne) Airport. It later expanded service to other states. In 1981 its name changed to 'AirCal', and in 1987 it was acquired by American Airlines.



Pacific Southwest Airlines (PSA) Boeing 727-100, N976PS, at Hollywood-Burbank Airport. Airport card, 1977-78. Pub'r Western Publishing, Los Angeles, no. L-252. PSA was one of the first large discount airlines in the U.S. Based in San Diego, California, it operated from 1949 until 1988 when it was acquired by US Airways.

Returning to airlines currently serving California, here are cards of two formidable lower cost competitors:



SOUTHWEST AIRLINES®

Southwest Airlines, six-view card showing special aircraft liveries. A/I. Two of the six color schemes relate to California -- the upper left shows a portion of the 'California One' livery introduced in 1995, and the middle bottom shows part of the 'Shamu' orca of SeaWorld (first site opened in San Diego, 1964), introduced in 1998 on two aircraft. Southwest, of course, has become one of the world's largest and most admired airlines, and it has a major presence at LAX.



JetBlue Airways tail art card. A/I. Oversize, 5" x 7" (12.7 x 17.7 cm.). JetBlue started operations in 1999 and has become a major U.S.-based airline. Since 2001, Long Beach, California is one of its focus destinations. JetBlue also serves many other California airports including LAX (notwithstanding an earlier postcard it issued saying "Goodbye LAX--fly jetBlue from Long Beach Airport"), Burbank, San Diego, San Jose, San Francisco, Oakland and Sacramento.

In 1996 LAX built a new, higher air traffic control tower near its Theme Building, as seen in these next two postcards.



Continental Airlines Boeing 767-400ER, N76055, taking off from LAX, with the present air traffic control tower and the Theme Building in the background. On the ground are aircraft of American, Delta and Aeromexico. Pub'r Airliners International 2004 LAX and jjpostcards, Bassendorf, Switzerland. Photo by Michael Carter. This is one of the postcards provided to attendees of the previous Airliners International show at LAX, in 2004.



LAX in a two-view card, with the top view showing American and Delta aircraft on the ground and a Virgin Atlantic 747 landing; and the bottom view showing a Delta MD-11 and a QANTAS 747-300. Airport card. Pub'r Mitock, North Hollywood, California, no. MLA-303.

The contribution of Douglas Aircraft to aviation and to airlines serving California is featured in the Museum of Flying (www.museumofflying.com), located at Santa Monica Airport, 8 miles (12 km.) from LAX. The Museum reopened with enhanced facilities in February 2012, including a magnificent new 10 x 20 foot (3 x 6 m.) mural, 'Fly Douglas', depicting Douglas aircraft from the DC-1 to the DC-10, by noted aviation artist Mike Machat. We close this postcard review of airlines in the greater Los Angeles area with the following postcard of that mural.



Douglas DC-1 to DC-10 aircraft depicted in the 'Fly Douglas' large mural by aviation artist Mike Machat, at the Museum of Flying, Santa Monica Airport, California, issued in postcard form by the Museum about 2012 and available there. Oversize card, 5-1/2" x 8-1/2" (14 x 21-1/2 cm.). Mike Machat is the featured banquet speaker at Airliners International 2014 LAX.

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 Maddux, Western Air Express and TWA DC-3 cards; Uncommon: the American DC-3, Douglas DC-4E, United DC-3, Catalina Air Lines, LAX aerial view, Western Convair, United DC-7, TWA Constellation, California Central, Flying Tiger, Continental 707, and Western Electra cards. The rest are fairly common.

AI 2014 Postcard Contest:

The Airliners International 2014 show in Los Angeles will again feature a Postcard Display Contest. Whether you're an experienced collector or a beginner, please consider submitting an entry. It's a lot of fun, and the postcard displays stimulate greater interest in collecting airline and airport postcards. This year's revised Postcard Contest rules can be found at www.airlinersinternational.org. On the home page, click on the left-side tab "Contests" and then click on the link "Postcard Contest Rules". I look forward to seeing you at Airliners International 2014 - LAX, 8-12 July.

References:

Davies, R.E.G., Airlines of the United States since 1914, Smithsonian Institution Press (1972), and Airlines of the Jet Age, Smithsonian National Air and Space Museum (2011).

Los Angeles Department of Airports, Historical Review, 16 pp. (1995).

Pedersen, Jeannine L., Catalina Air Museum, Catalina by Air, Arcadia Publishing (2008).

Proctor, Jon. Website <http://jonproctor.net/lax-through-the-years>. Gorgeous photos, with descriptions, of airliners at LAX in the early years.

Schoneberger, Pattison and Nichols, Flight Path Learning Center of Southern California, Los Angeles International Airport. Arcadia Publishing (2009).

Underwood, John. Grand Central Air Terminal. Arcadia Publishing (2006).

Wikipedia and other websites on the airlines, aircraft, and airports shown.

Until next time, Happy Collecting, Marvin



Tickets and Ticket Jackets

Away We Go To California -
For the Familiar and Obscure

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

With Airliners International being held in Los Angeles, what better place than to start than with Air LA. The carrier operated scheduled services from the mid-1980's through to 1995. Figure 1 illustrates an example jacket from approximately late 1989 which lists the cities served and highlights upcoming service to Tijuana, Mexico in early 1990. Figure 2 presents a stylized rendition of the Route Map from the 14th Anniversary year.

The focus being on California, we would be remiss if we didn't focus on the namesake carrier: Air California or AirCal. Through Figures 3-6, we present four examples of the carrier's jackets – two old and two from towards the end of the airline's twenty year run. In Figure 3, we have the original logo in use from roughly 1967-1977. Text from the interior of this jacket reads: "Take Air California and we'll take care of everything. Sunjet tours are the quick and easy way to California and Nevada's most inviting vacation places ... Disneyland, Monterrey, Las Vegas, Reno / Nevada and the San Francisco Bay Area." This goes to the heart of the vacation / leisure destinations in the state and nearby which most passengers will identify with. Figure 4 illustrates the change in design dating to approximately 1981. Following this period came the recognizable AirCal period in the 1980's.

Vacation travel was by no means the only focus of AirCal. Figure 5 presents an example of the carrier's "737 Executive Class Service" design targeting business travelers and which refers to the familiar Boeing 737 readily identified with the carrier.

The reach of AirCal extended north to Vancouver, British Columbia Canada in time for the World's Fair Expo'86. An artists rendition of many familiar Vancouver scenes – though a bit mixed and

CITIES SERVED

Bermuda Dunes / Palm Desert
Los Angeles International
Bullhead City / Laughlin
Grand Canyon
Las Vegas
Ontario
Blythe
Tijuana starts Early 1990

CURRENT ROUTE SYSTEM ...AND GROWING!



OUR 14th Anniversary
AirLA

Fig. 2



Fig. 1

matched to the actual placement in real-life (somehow the North Shore mountains have ended up behind the downtown skyline and Canada Place in the harbour with Sky Train and Stanley Park totems in the foreground... definitely artistic license) – is presented in Figure 6.

Fearsome competitor to AirCal was of course Pacific Southwest Airlines. Figure 7 is a 1985 example (Code 3-41 4/85) of the many PSA jacket designs with this one highlighting its frequent flyer program connectivity to TWA as well as Great Escape Vacations inside the state and adjacent states – vacations seem to be a common theme on the California landscape.

Sun Aire (Figure 8) began its life as Borrego Springs Airlines in the late 60's and operated small commuter aircraft until being absorbed by SkyWest in 1984.

Visiting the Golden State we turn our focus to Golden West Airlines (Figure 9). Another commuter carrier with a 25 year run from the late 60's through to 1983, this example is a design from towards the end of the run in 1982. Its signature aircraft – the De Havilland Canada DHC-7 (Dash7) is pictured in a small “thumbnail” image inside along with no less than twelve (12) pages of advertising of

items targeted to the purchasing tastes of business travelers (Remy Martin cognac anyone?). Hence, the carrier's demise should not have been for a lack of advertising revenue.

Figure 10 presents the rear of a 1982 jacket example for Pacific Express - a short lived carrier which did build a sizeable route network though only had a two year run. This co-promotion ad with Budget also shows the BAC 1-11 which the carrier operated. The award for the snappiest jacket design goes to Imperial Airlines. Figure 11 presents a 1982 example of its SkyHopper design illustrating a “Business Hare”. Figure 12 presents its stylized Route Map of the day. Once again, in a theme common to the California scene, this carrier closed doors in 1986 after a twenty year run.

We'll close our review with a look at a classic “fledgling” carrier jacket design from Pacific Cal-Air (Figure 13). Featuring the Swearingen Metro, the carrier operated in the early 1980's over a limited route network. It may not be clear in the image, the obscured destination is “Burbank” and “Boise” has been added on in a separate printing which doesn't exactly match the ink or font of the original printing. Waste not want not, someone at this carrier wasn't going to let the jacket go to waste or be out of date!

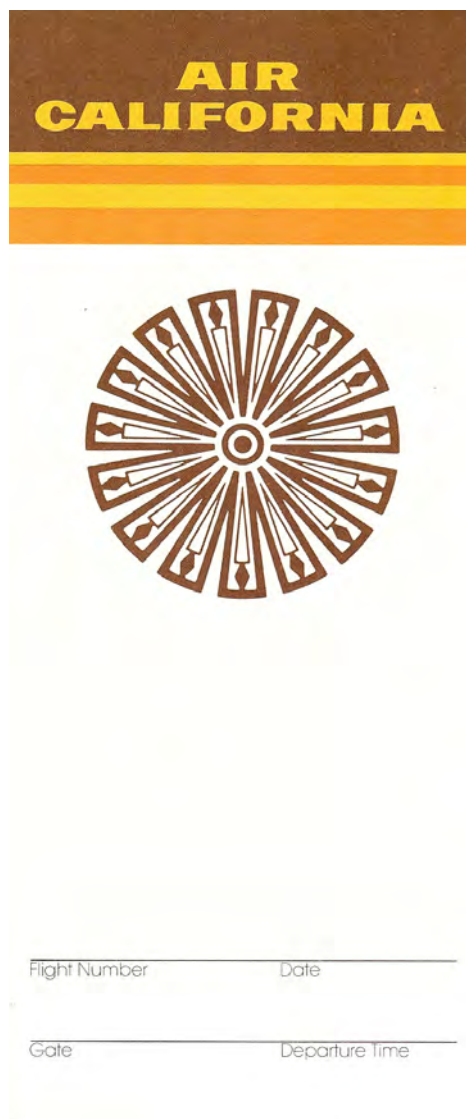


Fig. 3



Fig. 4

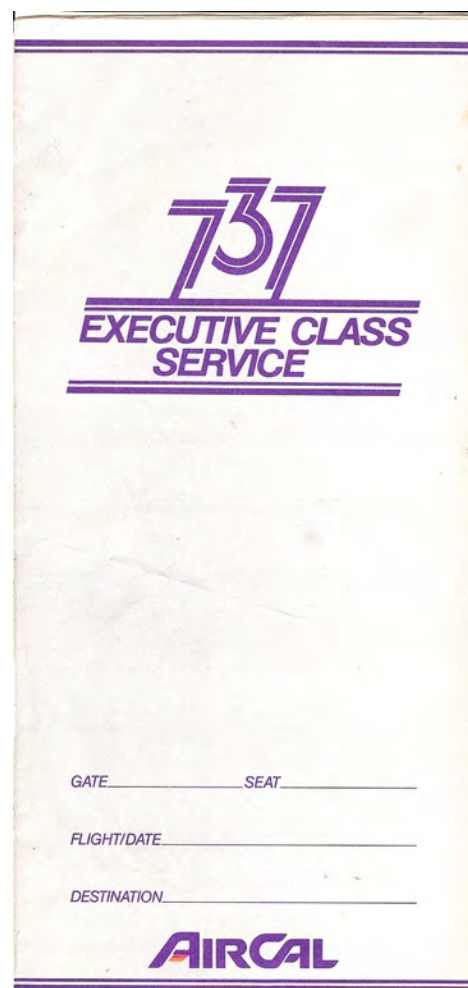


Fig. 5

EXPO '86
VANCOUVER BRITISH COLUMBIA CANADA



Convenient Flights Daily from
Southern California and the Bay Area.

AirCal offers:

- Affordable fares
- Pre-reserved seating
- Extra legroom

Call your Travel Agent or
(800) 4-AIRCAL

AIRCAL
We Make Flying Easy

Fig. 6

TICKET FOR _____

PSA

FLIGHT **138** CONNECTS TO: _____

TO **Sea** _____

GATE _____ SEAT ON CONNECTING FLIGHT: _____

SEAT **6D** _____

☐ SMOKING ☐ NON-SMOKING

3-41 4/85

Fig. 7

**GOLDEN WEST
AIRLINES**

Flight/Date	Connecting Flight/Date
Time	Time
Destination	Destination
Gate	Gate

Fig. 9



Fig. 8





	Seat No.
 No Smoking	
 Smoking	
Flight	
Gate	

Fig. 10



Fig. 12



Servicing:
OAKLAND
FRESNO
EUREKA
SACRAMENTO
RENO
BOISE

Fig. 13

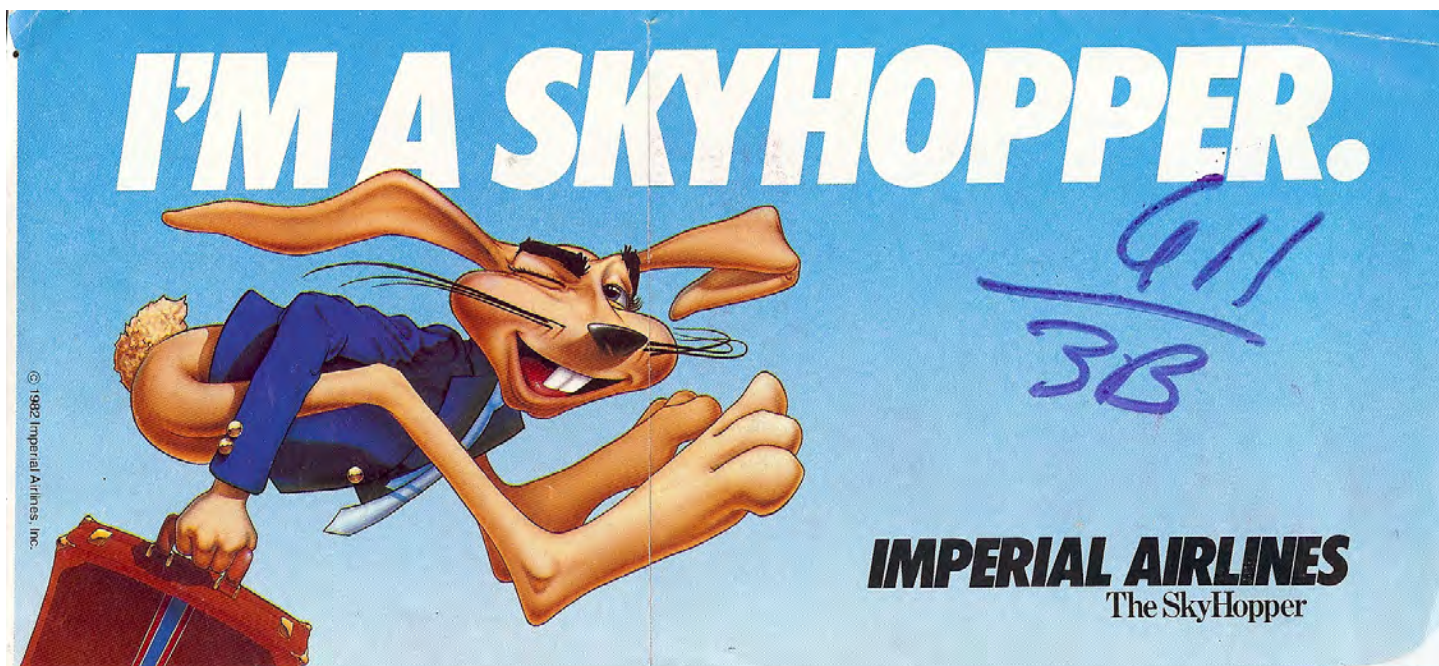


Fig. 11

Wings

Airlines of California

By Charlie Dolan • wingcobda@yahoo.com

Just like Florida, California has a lot of flat country and many more days of sunshine rather than rain. Because it is located on the west coast of the U.S.A., it is naturally a gateway to arrive in or depart from the country. Over the years, shipping gave way to aviation and the State of California was instrumental in the development of aircraft and airlines.

Lockheed Aircraft Company had large plants in California and the routes across the Pacific would not have been developed as quickly as they were without the Pan American flying boats which headed west from San Francisco Bay.

Pan American, Trans World Airlines and American Airlines have been featured in previous issues, so I tried to dig through my goodie boxes and cases to find insignia from lesser known carriers or those which have not been presented before.

Many years ago, Dick Koran would throw in a “Help, Help, Help” picture in an attempt to discover the identity and hopefully a bit of history concerning a wing. I am doing this with the wing I have identified as California Airlines. It is a finely detailed wing, but I cannot gather any history about this company. Where was it based? What routes did it ply? What equipment did it operate? When did it start and end operations? Any information would be greatly appreciated.

I included Western Airlines and Western Air Express because they have not been seen on the pages of The Captain’s Log in many years.

At the end of the photos I attached the images of two carriers that are included for the worst of reasons.

Asiana Airlines had the incident at San Francisco International, which should never have taken place. Tragically three lives were lost and many people suffered injuries in what should have been the last mile or mile and a half of their journey.

World Airways was suddenly shut down after a run which had begun in March 1948. It had been a familiar sight on both sides of the Pacific Ocean and we can only hope that their former employees find a safe landing spot after their turbulent flights.

I hope you will find the items featured interesting. Thanks to Mike Rairden, formerly of World Airways, for the images of the gold and blue World Airways wing and cap badge.



California Airlines

I do not have any information about this carrier. For all I know, they could have been a bus company, but they had an attractive cap badge. Any background information would be appreciated. Thanks in advance.

This cap badge is of gold color metal wings with a silver flag and pole. The bear in the center of the flag is of gold color metal. It has a single screw post and two positioning pins. A tag attached to the badge indicates the maker is Pagnano of California.



Catalina Air Transport • 1940-1946

Brass wing with white and red enamel center disc. Two screw posts. Hallmarked “RITTER L.A.”



Southwest Airways • 1946 – 1958

This carrier became Pacific Airlines

This is the second insignia issued. Both wing and cap badge are of gold color metal. The wing has fine detailing in the feathers and is pin back. The center disk is dark blue enamel. There is no hallmark.

The cap badge has two screw posts one at the top and the other at the bottom. The center disc is very dark blue, almost black. There is no hallmark.



Pilot wing – second issue

The wing is of gold color metal with red enamel. It has two screw posts and is not hallmarked.



Fourth issue

Both wing and cap badge are sterling silver. The feathers have very fine detailing. The pilot wing is clutch back and the cap badge has two screw posts. Both items have the Balfour “B” logo and are hallmarked “STERLING”.



Western Air Express • 1926 -1941

This is the second issue wing.

It is made up of silver bullion thread and ribbon on black material. The center disk is of white and blue enamel. The wing is clutch back with no indication of manufacturer.

Western Air Lines • WA WAL • 1941 – 1987

Merged with Delta



Fifth issue

This was the last Western Airlines insignia before the merger with Delta.

Both cap badge and captain wing are of sterling silver. The wing is clutch back and is hallmarked "LGB STER". The cap badge has two screw posts and lacks any hallmark.

Asiana Airlines
OZ AAR • 1988 - present



Both wing and cap badge are of the sew-on variety. The insignia are made up of gold bullion thread on black material backing. The design in the center is made of red, yellow and blue thread on white fabric.

World Airways
WO WOA 03-29-1948 – 03-27-2014



Type 1

These insignia are of silver bullion thread on black backing. The center discs are of silver color metal with red and black enamel. The wing is clutch back. The center disc is attached to the cap badge by a single screw post.



The cap badges of each variety of World Airways insignia are attached to a band which covers the headband of the cap. These bands are held in position by the buttons used to secure the chin strap to the hat.



Type 2

The wings are of gold color metal with red enamel. Both are pin back without hallmarks. The cap badge is of brown material with yellow thread forming the leaves. The center disk is gold color metal with red enamel. It has a single screw post and one positioning pin.



Type 3

The wing is gold color metal and is pin back. There is no hallmark. The cap badge is of gold bullion thread on black material. The disc is attached to the cap band by a single screw post with two positioning pins.



The final World Airways cap badge and wings. I just received these images from Mike Rairdan, late of World Airways, now flying for an Air Canada subsidiary. These are the wings and cap badges last used by World Airways before the airline closed. They are all of polished gold color metal with dark blue enamel or paint in the center. The wreath around the cap badge disc is of gold bullion thread on black fabric. The center disc has a single screw post. There was a later cap badge with metal leaves around the disc in the Jostens style.

Type 4

The wings are gold color metal and clutch back. Neither is hallmarked.

The cap badge is gold bullion thread on black material. The disc has a single screw post and one positioning pin.

Junior Wings

The Airlines of the Golden State of California

By Lane Kranz • lanekranz@msn.com

The Airlines of the Golden State of California include several well known names that had a major presence in California for decades. Additionally, there are a few lesser known names that lasted just a few years before succumbing to bankruptcy or being acquired by another carrier. I have also included several junior wings issued by Airports in California. These wings are highly collectable

and many are more rare and harder-to-find than airline issued junior wings. The Golden State provides one of the best vantage points in the world for plane spotting and the upcoming Airliners International 2015 show at LAX is going to be a collector's paradise! See you there!



Pictured Above: Air California (ACL-01), Air California (ACL-02), AirCal (ACL-03), PSA (PSA-01) and PSA (PSA-04), Jet America (JET-01), and Pacific Express (PEA-01).



New Finds:

These wings are exciting new finds! If you come across a new wing, please email me. I'll include it in a future Captain's Log. laneckranz@msn.com

Fellow collector Jose Gonzalez found a variation of the new Alaska Airlines junior wing. As shown below, there is one version with the jet pointing to the left and another with the jet pointing to the right. Good catch!



Keep on Collecting!
Lane

MGM Grand Air (MGM-01), Continental (COA-01) and Continental (COA-04), Western Air Lines (WAL-01) and Western Airlines (WAL-10). All Airport Wings are undesignated. Santa Barbara Municipal Airport, Paso Robles Municipal Airport (one of the only pink colored junior wings in existence). Sacramento Metro Airport, and Ontario International Airport.

A New Aircraft Register

By Fons Schaefer • f.schaefer@planet.nl

Off the coast of the Los Angeles area you'll find the Channel Islands. They consist of 8 islands, 5 of which form part of a nature reserve and are uninhabited. Of the remaining three, only Santa Catalina has some light habitation. Today, air transport to the islands is by means of helicopters and Islanders, but in the 1960s Avalon Air Transport used a Sikorsky VS-44 flying boat for the route. The aircraft still exists and is now in the New England Air Museum in Windsor Locks, Connecticut.

But this article is about another archipelago also called the Channel Islands, which recently broke news amongst aviation collectors. So, where are those islands, what is the news and what is there to collect?

Those Channel Islands are in the sea strait between England and France which they are named after: the Channel, one of the busiest shipping lanes of the world. The islands lie south of the Channel, within viewing distance of Normandy in France, and also consist of eight inhabitable islands. The largest are Jersey and Guernsey, each of which forms a country on its own, with Guernsey also having the other six islands. Although many think they form part of the United Kingdom this is not true, and neither do they belong to the European Union. They do resort under the British Crown however, so are not completely autonomous.

This political status of semi independence gives both countries some interesting powers. Apart from trivialities as being able to issue its own money, postal stamps and having its own internet extension (.gg for Guernsey and .je for Jersey), they have full authority in many other areas, including aviation.

The news now is that Guernsey recently started its own aircraft register.

But, why, you might think.

Are there so many aircraft in the country, which has two airfields and a population of only 60,000 that merit it? After all, aircraft are normally registered in the country where they are based. Or, are they? Yes and no. Many countries indeed require that aircraft on their register belong to someone (an individual or a company) based there. But international conventions do not prevent otherwise, and this is one of the reasons why over the past few decades off-shore aircraft registers emerged. Best-known are those of Aruba, Bermuda and Cayman Islands. These registers offer services to aircraft owners and operators that have no operational ties with the island but want to use financial benefits that they offer such as favourable import and tax conditions. Guernsey now enters the market as well, offering its services world-wide.

So, how do you start a new aircraft register?

In the case of Guernsey, its government decided that it would go

for a public-private partnership in which the government is the public partner and a commercial company would be the private partner. The latter was found by means of an offer for tender which was won by SGI Aviation, my employer, who subsequently created a Guernsey-based company that now operates the register and appointed me as the Registry Manager.

The next challenge was to develop all that an aircraft registry needs in terms of aviation laws, regulations, instruments of oversight, procedures, forms and the lot.

And then came the selection of a nationality mark. Each country in the world has been allotted one or more nationality marks, such as N for the USA, B for China, C for Canada, F for France and XA, XB and XC for Mexico. Contrary to common belief, these marks are not assigned by ICAO, the International Civil Aviation Organization. Rather, each country can select them themselves from a range of marks that the International Telecommunications Unit (ITU) assigned to it a long time ago. As the Guernsey register is considered to be a subregister of that of the United Kingdom, we looked at what was still available in the ITU list for the United Kingdom. Consider the following list of available marks:

- Two-letter combinations:
ZB; ZC; ZD; ZE; ZF; ZG; ZH; ZI; ZJ; ZN; ZO; ZQ
- Three-letter combinations: VP-x (except x being A, B, C, F, G, L or M); VQ-x (except VQ-B and VQ-T)
- A single number: 2

These nationality marks must be followed by the registration marks, which normally consist of letters (the US is an exception in allowing registration numbers and combinations of numbers and letters). The total number of the letters, including both the

All but a few of the 196 independent countries in the world have an aircraft register. The main purpose of an aircraft register is to make clear what nationality an aircraft has. The largest, of course, is that of the USA, with reportedly about 350,000 aircraft in it. It is grossly contaminated however and the true number is more like 230,000. There are also some non-independent countries with their own register. These mainly involve territories of the United Kingdom and the Netherlands, such as:

- UK: Bermuda, Cayman Islands, Isle of Man and now Guernsey;
- Netherlands: Aruba and Curaçao;

China also has subregisters in Hong Kong and Macao, and, according to some, in Taiwan.

nationality mark and the registration marks is normally 5, thus examples available to us would be: ZB-ABC, VP-DEF and 2-WAHS.

So, which of the nationality marks listed above would you have chosen?

We recognised that the number 2 has the highest potential. Imagine it, followed by four letters of your own choice. Start your creativity working...

The brand name of the register followed suit: '2-REG'.

But then, what is there to collect?

Aircraft spotters collect registrations of aircraft they have seen, or photographed. A new nationality mark adds a new series to their collection. So far, these spotters should go to Guernsey to make these additions to their collection, but gradually 2-registered aircraft will spread over the world when corporate jets enter the register. The first airliners with a 2-REG were so applied in

Germany and Turkey. Many more will follow, on aircraft and in places nobody knows yet.

As said, the number 2 as prefix opens up a host of combinations with 4 letters for creative people. So far, the following registrations have been issued. The first three are for aircraft owned by leasing companies, the rest by creative owners resident in Guernsey and Jersey.

2-ABIE 2-ABIF 2-ASIA 2-BEST 2-BOYS 2-DOLU
2-HIGH 2-KOOL 2-MIKE 2-OFUS 2-PLAY 2-RICH

We expect the register to grow rapidly, mainly with corporate jets, as for the time being aircraft in airline use are not yet eligible for a 2-REG.

So, next time you are watching airplanes, look out for the registration starting with a 2.

Fons Schaefer, 2-REG Channel Islands Aircraft Registry Manager



Too rich to play



Prepared for a ferry flight to ...



2-ABIF spotted in Istanbul

Aircraft Models

Mother Grinning Birds - PSA's L1011 Service

By Ken Miller • ozmiller@sbcglobal.net



L-1011 1/100 scale model courtesy of Kurt Niedrauer

Pacific Southwest Airlines (PSA) was the definitive California airline. Kenneth Friedkin started the airline in 1949 with a single DC-3. PSA grew to become the dominant carrier in California in 1970 after posting fifteen straight years of profit. The combination of low fares, good value, frequent flights, as well as fun and superior customer service made for an excellent airline. PSA pretty much “wrote the book” on how to be a successful low fare airline.

For six months in 1974 and 1975 PSA operated Lockheed L-1011 TriStar jumbo jet service within California. Starting L-1011 service seemed like a good idea for PSA but the reality was that adding the jumbo jet was a big mistake. PSA jets with their smiling faces were known as “Grinningbirds”. Being the largest plane in the fleet the L-1011s were known as “Mother Grinningbirds”. Another one of my in-progress projects is to build a PSA L-1011. Even though the PSA jumbo jets were an economic failure they certainly were photogenic and will build up into a spectacular model.

PSA owes its legacy to founder Kenneth Friedkin. Friedkin began flying at age 17, obtained his private license at 20, and earned his instructors rating at 23. Before World War II he was chief instructor and director of training at a flying school in Glendale, California. He directed training at the nation's first flight school for the Woman's Auxiliary Service Pilots (WASP). Later he contracted to train Canadian Air pilot-candidates. In 1942 he became a charter pilot for Consairways, a division of Consolidated-Vultee (later known as Convair) and flew military supplies across the North Atlantic. He later became a production test pilot for Consolidated-Vultee. After the war ended Friedkin and Joe Plosser teamed up to start Plosser-Friedkin Flight School in San Diego. Business was good for the flight school with many ex-military pilots using GI

Bill financial assistance to take transition courses to obtain civilian flying licenses.

By late 1948 the stream of GI Bill students had become a trickle. Friedkin and his employees brainstormed ideas to make up for the lost student revenue. Banner flying, airplane sales, and flying baitfish cargo, and single passenger charter flights were all tried but with poor results. After six months Friedkin and Andy Andrews decided to start an airline to fly from San Diego to San Francisco using a DC-3. On a reconnaissance trip to the bay area they learned that the San Francisco airline traffic was primarily tied up by trunk line carriers Western, TWA, and United but that Oakland Airport was underserved and had mainly non-scheduled airline service. Friedkin also noted that there were untapped passenger markets both in San Diego and Oakland of sailors wishing to travel north or south and only able to afford a bus or train ticket. Kenny and Andy decided if they could keep a DC-3 full every flight that they could charge a fare similar to that of ground transportation.

On May 6, 1949 twenty six sailors boarded the first PSA flight at the San Diego passenger terminal. The DC-3 seated 28 passengers. The airfare cost \$15.60 one way. One week later Burbank was added as an enroute stop. By 1948 the Los Angeles-San Francisco flight corridor was possibly the busiest air route in the world. Western, United, and TWA fiercely competed for passengers and many of the fourteen smaller airlines went broke trying to match the larger airlines ticket prices and service. PSA was lucky that the airline was savvy enough to outcompete the trunk airlines but small enough to not be noticed. As PSA only operated in California and did not fly mail contracts the airline's scheduling and airfares were not regulated by the Civil Aeronautics Board (CAB) but by the

California Public Utilities Commission (PUC). Granted there was still bureaucracy with the PUC but I'm certain it was much less than it would have been with the CAB.

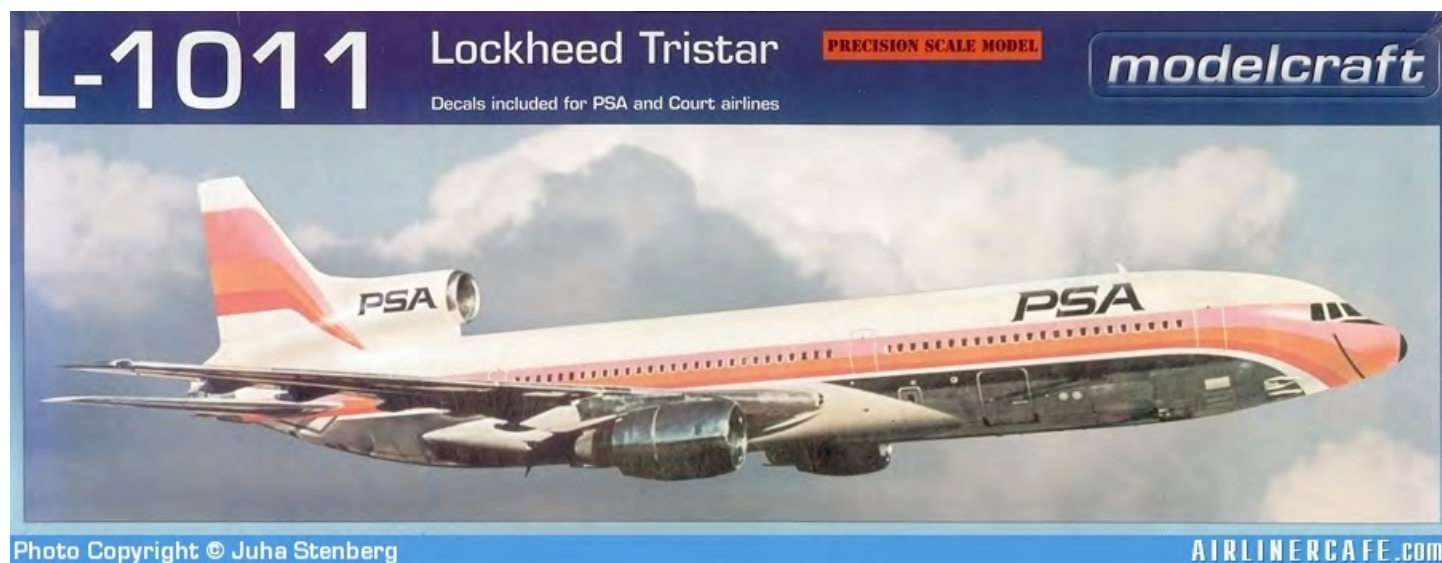
PSA continued to grow by leaps and bounds in California. The airline operated the DC-3, DC-4, a single DC-6, Electra, DC-9, 737, and 727 up to the early 1970's. The PSA smile is a distinct part of the airline's history. In 1969 an ad agency had arranged to use a smiling airplane that talked through its smiling lips in a television ad. A brand new 727 had a large smile painted on the nose with washable paint for the ad. As the filming took longer time than expected the plane was rushed back into service without time to wash the smile off. Management was deluged with calls complimenting them on adding the smile. The paint shop was ordered to paint permanent smiles on all PSA aircraft as soon as possible so the "Smile" was born. The smiling planes were referred to as Grinning Birds. By 1972 the airline served Oakland, San Francisco, San Jose, Sacramento, Burbank, Los Angeles, Long Beach, Ontario, and home base of San Diego. By the early 1970's limited gate availability both at San Francisco and Los Angeles airports led PSA to consider using a wide body aircraft.

PSA purchased and operated L-1011 aircraft for only a short time period. During 1970 Andy Andrews met with Lockheed officers to discuss purchasing larger aircraft to address the limited gate space at San Francisco and Los Angeles. Had gate space been available at San Francisco and Los Angeles airports PSA could have easily increased passenger capacity by scheduling two 158 passenger 727 aircraft for a single flight segment. Andrews planned to use one 300 seat L-1011 at a single gate to effectively double passenger capacity. The enlarged seating capacity would also enable PSA to consider longer routes outside of California. Fuel prices had remained constant in recent years fluctuating between 9 and 11 cents per gallon. PSA's fuel contract with Shell Oil would not be up for renewal until 1973. PSA had considered a proposal from McDonnell Douglas for the DC-10 before settling on the L-1011. On August 31st, 1970 Andrews announced that he had signed a letter of intent with Lockheed for two Lockheed L-1011 TriStars

with delivery positions for another three. Delivery of the first two aircraft was expected in 1972.

During L-1011 development, troubles and delays with the Rolls Royce RB.211 engines led to Rolls Royce declaring bankruptcy on February 4th, 1971. The first two L-1011's were in flight testing. L-1011 production stopped for ten months forcing six thousand Lockheed employees to be laid off. Great Britain agreed to continue investment in Rolls Royce and the RB.211 engine program only if the United States government or banks would guarantee that Lockheed would build the L-1011. In May of 1971 President Nixon asked Congress to guarantee \$250 million dollars in bank loans to Lockheed. The President signed the Emergency Loan Guarantee Act in August 1971. TriStar was back on track and deliveries began in early 1972.

Due to the delay with the TriStar PSA and Lockheed renegotiated their agreement in December of 1973. Delivery of the first aircraft was scheduled for the second quarter of 1974. Arrangements were made to lease the first two aircraft from Lockheed through 1989 and to purchase the other three aircraft during the second half of 1975. The first L-1011 entered service on August 1st, 1974. The plane was scheduled to operate three Los Angeles-San Francisco round trips, beginning and ending each day at the San Diego maintenance base. In theory the airplane could be turned at the gate as quickly as a 727. In addition to the regular doors the airline could board passengers through a lower door at the rear of the lower lounge. Once inside the lounge passengers could leave their luggage in racks in a special baggage compartment and continue upstairs to the cabin. The second TriStar left the Palmdale Lockheed factory on an around-the-world sales trip including a stop at the Farnborough Air Show for a week. Along with some one hundred Lockheed salesmen, pilots, mechanics, and executives aboard the 32-day flight were twelve PSA stewardesses, two mechanics, six pilots, as well as the airline's public relations director. Various PSA vice presidents and their wives also joined the flight for short periods at different times during the month long trip. The L-1011 left Palmdale on August 30th and flew eastward to 24 cities in 21



Photograph courtesy of AirlinerCafe.com



Photograph courtesy of Jon Proctor

nations on the 46,000 mile trip. The plane returned to San Diego on October 4th, 1974 and entered regular service on October 18th. With two Tristars in the fleet, schedules were changed to allow simultaneous 0800 departures from both Los Angeles and San Francisco flying a total of ten daily round trips between both cities. Turnaround times were increased from 35 minutes to one hour. Delivery of the two L-1011s could not have come at a worse time for the airline. The Arab oil crisis was in full swing. Fuel prices had more than doubled from 14 to 30 cents per gallon. PSA applied to the PUC for fare increases due to the rising costs. The increases were granted but not until the airline had already incurred \$2.5 million of unrecoverable fuel costs. Reductions in federally mandated fuel allocations, increased fuel costs, inflation, and a sharp decline in people travelling by air resulted in empty seats. The PSA L-1011s were removed from service on March 31st, 1975 in hope that they would return to service on June 15th. Traffic continued to lag and the planes were ferried to the Arizona desert never to fly again in PSA colors.

While seeking to sell or lease the two already delivered L-1011s, PSA also had to negotiate with Lockheed for sales to other airlines of the three L1011s still on order. A major obstacle was that all of the PSA planes had been ordered with the below deck lounge that replaced the galley and a large section of the cargo hold. PSA and Lockheed sued each other when PSA refused to take delivery of the three undelivered Tristars. Lockheed wanted to keep the \$18 million deposit paid while PSA wanted relief from its purchase obligation. The lawsuits were finally settled in 1980, two years after Lockheed had sold the three undelivered L-1011s to LTU International Airways. With Lockheed's help the original two aircraft had been subleased to AeroPeru for two years. In 1985 PSA arranged for Worldways Canada to buy the two original Tristars from then-owner Bank of America National Trust and Savings Association which finally allowed the airline to divest itself from the L-1011 program. The only former PSA L-1011 still in existence is the derelict Flying Hospital plane parked at Tucson. One could say that the PSA L-1011 program signaled the beginning of the end for the airline. Likely no one could have predicted doubled fuel costs, the long delay in the L-1011 program, and dropping ridership associated with the Arab oil crisis. PSA management took a gamble with the L-1011 and lost. Deregulation likely didn't help PSA either by allowing Southwest Airlines to enter the California market and compete with PSA at their own

game on their home court. In 1987 AirCal, one of PSA's intrastate competitors, was acquired by American Airlines. One hour after the AirCal American merger was announced, PSA agreed to be acquired by US Airways. PSA's final flight was on April 8th, 1988.

As I mentioned in my introduction PSA was the definitive California airline. There are quite a few kits and decals available to build a PSA model. For an L-1011 the only kit with PSA markings I am aware of is a Modelcraft version of the old Revell kit which was released in 1999. I remember reading about the upcoming release and driving over to Clint Grove's ATP Models in Gustine to buy two copies of the just released kit. Microscale also released a decal of the PSA markings as well as the Lockheed House Colors. For the PSA markings one would need to paint the stripes. A bonus of the Microscale sheet is that it includes the list of launch airlines that go along the side of both the test aircraft and the PSA plane that travelled to Farnborough.

Like many of my models my PSA L-1011 is about half finished. I first mentioned the Revell L-1011 kit when building and writing about the Orbital Science Stargazer Pegasus launch plane. When I was ready to start the finish work on the Stargazer I realized the kit had the early style thrust reversers and I would need later ones for an updated plane. A quick change of plans and my model became a PSA TriStar. The only modification I've added is the under lounge fairing that was required by the FAA to protect passengers in the lounge while landing or taking off in case of a gear collapse. If all goes well I'll have the model finished to share at Airliners International this July. I did find a beautiful completed 1/100 scale model at Airliner Cafe built by Kurt Niedrauer. Kurt contacted 26 decals and had a 1/200 scale decal sized up to fit his model. Even though I don't plan to detail the interior of my model I have included some interior shots of the PSA planes. PSA interiors were very colorful and the jumbo interior and lower level lounge were very "well decorated".

The PSA L-1011s certainly looked stunning even though they were pretty much an economic failure. A model is a great way to remember the positive perspective about L1011s and PSA Airlines. Gary Kissel's "Poor Sailors Airline" book and Jon Proctor were both great resources for my research and story.

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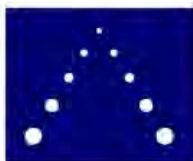
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See WAHSONline.com for a complete show listing.

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 WorldAirSociety@aol.com or to WAHS headquarters.

PARIS AIRLINERS SHOW 2014 • Saturday, May 17, 2014

Marriott CDG Airport Hotel, 5 allée du Verger, 95700 Roissy-en-France. Show hours : 9am until 6pm. Free car park and shuttle from CDG. Admission : 5 € Display table : 25 € Special hotel rates. For more information, contact : Emmanuel Frochewajg, 114 rue de Bellevue, 92700 Colombes, France. Email : frochewajg@aol.com.

AIRLINERS INTERNATIONAL 2014 • Thursday - Saturday, July 10 -12, 2014

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.

CLEVELAND AIRLINE COLLECTIBLE SHOW • Saturday, August 16, 2014

Sheraton Cleveland-Hopkins Airport Hotel (site of AI 2013). 5300 Riverside Drive. Cleveland, Ohio 44135. Show hours: 9am until 3pm. For additional information, please contact: Bob Palermo. Phone: 216-551-4549, Email: rpalermo@msn.com.

2014 NEWARK AIRLINE SHOW • Saturday September 6, 2014

Ramada Inn Newark Airport 160 Frontage Rd. Newark ,NJ 07114 \$10 Admission Free Parking. Children under 12 free. Contact Rob at newarkshow@hotmail.com website www.newarkairlineshow.com Rooms available through hotel website or call 973-589-1000.

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

28th Annual ATLANTA AIRLINE COLLECTIBLES SHOW • Saturday, October 4, 2014

Delta Flight 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.

23rd ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW • Saturday, October 18, 2014

1940 Air Terminal Museum @ Houston Hobby Airport (8325 Travelair Street, Houston TX 77061). Show Hours: 9am until 3pm. Ramp tours. For more information, please contact Duane Young, jetduane@att.net or phone +1 (504) 458- 7106.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW • Saturday, October 25, 2014

Holiday Inn-Elk Grove Village, 1000 Busse Road. Show hours: 9am until 3pm. Free shuttle to/from O'Hare Airport. Admission: \$5, children under 12 free. For more information, please call Steve Mazanek (773) 909-5623. Call the Holiday Inn at (847) 437-6010 for special show rates.

HONOLULU ALOHA AIRLINE COLLECTIBLE SHOW • Saturday, Sunday, March 7, 8, 2015

Honolulu, HI. Sheraton Waikiki Beach Hotel, 2255 Kalakaua Avenue, Honolulu, HI 96815. For more information, contact Scott Merrell, email: scott.merrell@hughesairwest.com, or phone: 206.860.1903 (West Coast USA time zone).

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

Golden West DHC-7-102, N701GW, MSN 21, Santa Barbara Municipal, July 1981.
Photograph by John Kimberley via Joe Fernandez Slide Collection.



AirCal Boeing 737-293, N464AC, MSN 10309, Los Angeles, April 1987.
Photograph via Fernandez Imaging Slide Collection.



PSA L-188C Electra, N172PS, MSN 1109, at San Francisco, CA, 1964.
Photograph via Joe Fernandez Slide Collection.



PSA Boeing 727-51, N976PS, MSN 18799, August 1982.
Photograph via Joe Fernandez Slide Collection.

