

Fall 2014 | Issue 39-2

# The Captain's Log

The Journal of the Airliners International Association

## U.S. Non-Scheduled Carriers

Airline Collectibles and History for the Aviation Enthusiast





Rich International L-1011-385-1, N313EA, CN 193A-1929, at Miami.  
Date unknown. Photograph courtesy of Fernandez Imaging Collection.



Ambassador Boeing 720-025, N8711E, CN 18240, MSN 246, landing at Miami, February 1977.  
Photograph by and courtesy of Eddy Gual.



# U.S. Non Scheduled Carriers



On the front cover:  
Transamerica Airlines Lockheed L-100-  
30 Hercules, N23AT, MSN 4301, 1979.  
Photograph courtesy of Phil Brooks.

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# WORLD AIRLINE HISTORICAL SOCIETY, INC.

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

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

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

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

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

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



GAMMA  
TM

# Airliners International 2014

Los Angeles

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



*AI 2014 Trading Floor*

The Airliners International 2014 Los Angeles event was an overwhelming success by all accounts! We saw 1,100 attendees from 18 different countries coming together at the Sheraton Gateway LAX Hotel in July for the ultimate airline 'geek fest'. The 211 tables in two display halls were filled with airline memorabilia. Over 300 enthusiasts participated on tours including excursions to see the LAX operations of Delta Air Lines and United Airlines, tours of the United Boeing 787, a day trip to the 'aircraft boneyard' at Victorville with a visit aboard a 747-400, helicopter sightseeing flights above LAX, and visits to the Hollywood Airport Prop Studio. For the show finale, 124 enthusiasts attended the Saturday evening banquet and enjoyed the presentation from noted aviation artist Mike Machet.

If you missed AI 2014, please plan to attend Airliners International 2015 Atlanta at the Delta Flight Museum. Registration and information available online at [www.ai2015atl.com](http://www.ai2015atl.com).

## **Airliners International 2014 Contest Winners**

### **What Plane/Airport/Airline Is It?**

*Sponsored by World Transport Press and Skyshirts.*

A total of 20 questions where you have to identify the airline, airport or aircraft based on a photograph.

First Prize – Scott O'Leary with 14 correct answers

Second Prize – Michael Rairden with 12 correct answers

Third Prize – Dan Gradwohl with 11 correct answers

Best Attempt Prize – Steve Maddox with zero correct answers.

## **Airliners International 2014 LAX Trivia Contest**

*Sponsored by Jim "JET" Thompson and George W. Cearley, Jr.*

This year's trivia contest featured 10 'easy' questions and a tie-breaker question with questions based on LAX.

First Prize – Steve Haas with 9 correct answers

Second Prize – Rick Neyland with 8 correct answers (determined by tie breaker)

Third Prize – Mike Adkins also with 8 correct answers (determined by tie breaker)

Good Sport Award – Danny Vrolyk with no correct answers

## **Airliners International 2014 Postcard Contest**

Congratulations to the winners of the AI 2014 LAX Postcard Contest:

1st Place – Hubert Jansen, 'Convair Jets at LAX'

2d Place – Bill Baird, 'The Freighters'

3d Place – Chris Slimmer, 'The Real Photo Airport Postcards of Marseille-Marignanne [France]'.

Many thanks to all the contest entrants and also to this year's postcard contest judges: Armen Avakian, Rick Neyland and Joerg Jaegglin.



*View of postcard entries.*

### **Airliners International 2014 LAX Model Contest**

<b>Large Jet</b>	1. Air Algerie 737 Andrew Stiffler	2. Braniff 727 Andrew Stiffler	
<b>Large Prop</b>	1. Apollo Jetstream Jeff Thomsen	2. Horizon Air Dash 8 Dave Kessler	3. CDF S-2 Tracker Ken Miller
<b>Small Prop</b>	1. Aeroflot TU-114 Jeff Thomsen	2. Alaska L100 Ken Miller	3. Northeast Viscount Bill Abbott
<b>Small Jet</b>	1. Pokemon 767 Ken Miller	2. NWA DC-10 Andrew Stiffler	3. Ethiopian 777 Andrew Stiffler
<b>Medium Jet Split non Boeing</b>	1. TWA Wings of Pride MD-80 Sonny Esparza	2. S7 TU 154M Sonny Esparza	3. Aer Lingus A-321 Jeff Thomsen
<b>Medium Jet Split Boeing</b>	1. Alitalia 767-300 Sonny Esparza	2. Pacific 727 Jeff Thomsen	3. Qantas 787 in flight Sonny Esparza
<b>Conversion</b>	1. Pregnant Guppy Jeff Thomsen	2. TWA B307 Jeff Thomsen	
<b>Collection</b>	Northwest Jets DC10, DC9, A320, RJ85		
<b>Flights of Fancy</b>	Federal Express Twin C-5 Galaxy - Cliff Kranz		
<b>Most Popular</b>	American Convair 990A - Bob Venditti		
<b>Judges Best of Show</b>	Pregnant Guppy - Jeff Thomsen		



*Judges Best of Show - 'Pregnant Guppy' - Jeff Thomsen*



*Most Popular - American Convair 990 - Bob Venditti*



## Airliners International 2014 LAX Photography Contest

<b>1st Place Ground</b>	Stephen Griffin	"Lots of Delta Widebodies at LAX"
<b>2nd Place Ground</b>	Brandon Lukas	"A United Airlines Boeing 757-224 N19136 was taken on December 22, 2013"
<b>3rd Place Ground</b>	Brandon Lukas	"A United Airlines Boeing 757-33N N57870 on September 20, 2013"
<b>Spirit of Flight/ Best of Show</b>	Eric Hillyer	"June 9, 2014 aboard a UA 737-900 from seat 10F ORD-TPA. Sunset over Indiana"
<b>1st Place Aerial</b>	Eric Hillyer	"Silver Blue - June 9, 2014 aboard a UA 737-900 from seat 10F ORD-TPA. Sunset over Kentucky."
<b>2nd Place Aerial</b>	Wally Wilson	"Passing over the Front Range of the Rocky Mountains enroute to Airliners International 2014 LAX on July 8, 2014 on board a Southwest Airlines 737-700."
<b>3rd Place Aerial</b>	Ben Wang	"Desolate mountain landscapes of Greenland as seen from the large picturesque windows of Norwegian's Boeing 787 Dreamliner. May 2014."
<b>1st Place Air</b>	Wally Wilson	"An United Boeing 757-222 climbs from LAX's runway 25 Right into the setting sun on January 28th, 2011."
<b>2nd Place Air</b>	Wally Wilson	"An American Airlines MD-80 uses all of runway 1 at DCA at an ambient temperature of 105 degrees departing on a hazy July 29th, 2011."
<b>3rd Place Air (tie)</b>	Stephen Griffin	"An American 737-800 over the American terminal at LAX with the Hollywood sign in the distance."
<b>3rd Place Air (tie)</b>	Mike Chew	"Cooling to the dew point, water vapor condenses into visible moisture within the low pressure airflow over the wing as an United Airlines Boeing 787 departs runway 28 Left from SFO."
<b>Special Recognition - Artistic Rendition</b>	Bryn Forbes	"Sunrise over an Air New Zealand 737 at Auckland"
<b>Special Recognition - Artistic Achievement</b>	Ethan Escorcio - Age 9	"United Airlines Boeing 737"
<b>Special Recognition</b>	Cameron McIninch - Age 7	"Metal Bird and Real Bird at DCA."



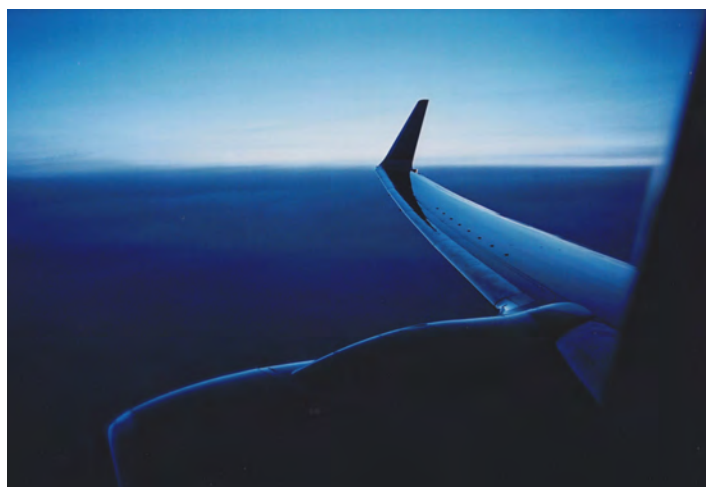
*Photography - Special Recognition - Cameron McIninch*



*1st Place - Flights of Fancy  
Federal Express Twin C-5 Galaxy - Cliff Kranz*



*Photography - 1st Place Ground - Stephen Griffin*



*Photography - 1st Place Aerial - Eric Hillyer*

# Airline Timetables

## Charter Airlines

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

“Charter” airlines, which over the years have also been known as “Irregular”, “Supplemental”, “Non-scheduled” or “Air-taxi” operators, have long been part of the US air transportation system. These opportunistic carriers evolved over time, providing a wide variety of services from transporting sportsmen to remote hunting lodges in light aircraft, to speeding a group of vacationers to far-flung corners of the globe on intercontinental flights.

Timetables for true “charter” airlines are difficult to come by, although a number of them did publish timetables for “irregular” service. Additionally, as the regulatory environment changed, those carriers were able to move into the arena of regularly scheduled services, and issued timetables accordingly.

State Airlines was a small carrier operating on-demand services in the Carolinas. Although not a timetable, the illustrated brochure does contain a route map for the services being offered. (This is somewhat unusual, as most such carriers simply advertised the ability to fly to any acceptable airport within a given distance from its operations base.) This item is undated, but is believed to be from the late 1930’s, and shows Bellanca Cruisairs being operated.

The cessation of hostilities at the end of World War II created an explosion of new airlines, given the number of pilots returning from the war zones and the availability of surplus transport aircraft at fire sale prices. Thousands of new “airlines” were born, most of them short-lived.

The undated New England Airlines timetable indicates that the carrier was one of those many operations that began shortly after the war ended. Despite the depiction of a DC-4 on the cover, this airline flew Curtis C-46 Commando “Deluxe Luxury Liners” crammed with 55 seats. That configuration had to be quite a treat for the 20 or so hours required to travel from Chicago to Fairbanks!



State Airlines, 1930s

In 1946, the Civil Aeronautics Board separated the charter lines into “large irregular carriers” and “small irregular carriers”. The “large” carriers were the ones most likely to encroach on the turf of the established scheduled carriers, so one of the regulations on this group was that they could operate only 8 to 12 flights monthly between any two points. These airlines’ timetables appeared in the back of the OAG (along with the scheduled Air Taxi operators), and they were not allowed to promote that “they operate between designated points with regularity or with a reasonable degree of regularity”.

Possibly the most notorious “large irregular” carrier of the 1950’s was North American Airlines, which was formed in 1950 through the merger of Standard Air Lines and Viking Air Lines. Additionally, several other large irregular carriers were acquired, along with their route authority. This allowed North American to indeed operate a regular service by creatively scheduling the airlines under their control. The undated timetable from the 1950’s shows North American operating to 8 US cities with DC-4’s.

North American’s rapid growth and willingness to push boundaries ran afoul of the CAB and the scheduled airlines. After a number of regulatory battles in which the airline was accused of violating the terms of its operating certificates, North American (which by then had changed its name to Trans American Airlines) was forced out of business.

A number of smaller airlines made the transition from “irregular carrier” to scheduled service, including Provincetown-Boston Airline and Avalon Air Transport. It was much more difficult for a “large” irregular carrier to make that transition, although Trans Caribbean Airways became the first to accomplish the feat in 1958.

In the late 1950’s further refinements were made to the role of the non-scheduled airlines, and the “large irregular” carriers became known as “supplemental” carriers. Transocean Air Lines was one of the carriers to be so designated. The timetable dated June 1957 shows service being operated from the West Coast to Hawaii and on to Asia. Transocean was taken over by United States Overseas Airlines in 1960. (Timetable images courtesy of George W. Cearley, Jr.)

While the non-scheduled carriers faced many restrictions to prevent them from taking market share from the scheduled carriers from the 1950’s through the 1970’s, there were far fewer barriers to prevent the scheduled airlines from offering charter services. Several airlines had a number of aircraft dedicated to charter operations, including both Braniff and Continental, which purchased 707-320C’s for use on Military Airlift Command contracts to Vietnam.

Many scheduled airlines (particularly smaller ones) promoted their charter capabilities in the printed timetables. The Capital Airlines



timetable dated October 1, 1953 was one of several to list the professional and college sports teams that had utilized the carrier's "Special Flight Service".

Southern Airways frequently had small ads in its timetables to drum up charter business. The timetable dated June 1, 1975 contains a full-page ad for the service, which had been dubbed "Magna Charter".

The supplemental airlines of the 1960's and 70's graduated to jet equipment, and due to their traditionally high load factors, were able to offer lower fares than the scheduled airlines albeit, with more restrictions. (At the time, the load factor of the scheduled airlines was in the 50-60% range, and some airlines flew more empty seats than full ones over the course of a year.)

However, the passage of the Airline Deregulation Act in 1978 opened the door for the supplemental airlines to offer "regular" scheduled service for the first time. While a number of brand new airlines were established in the years after deregulation (most of which failed after a few years), the charter carriers were the first to join the party, given the fact that they already had aircraft and crews in place.

World Airways was the first to inaugurate service, offering trans-continental service between 4 cities beginning on April 12, 1979, as shown on the illustrated timetable. World tried various ways to succeed with its scheduled services, offering flights to Hawaii and Europe and setting up a mini-hub in Kansas City (where 2 DC-10's could exchange passengers), but eventually reverted to charter operations only. World ceased operations in March, 2014.

Less than a month after World started scheduled service, Trans International Airlines followed suit, with flights to Amsterdam, Frankfurt and Paris beginning on May 1, 1979. The airline would soon be renamed Transamerica Airlines (to better align with its

parent company, Transamerica Corporation), and ceased operations in 1986.

Capitol International Airways began its own scheduled operations on May 5, 1979, with service from New York to Brussels. As with the other supplemental airlines, Capitol found the scheduled arena to be highly competitive, and shut down completely in 1984.

Arrow Air began operations in 1981, first with cargo charters, then passenger charters. By the following year, the carrier had received the authority to offer scheduled services, and the timetable dated March 2, 1985 shows services being operated to 7 cities in the US, Canada and the Caribbean. Arrow suffered a crash and several groundings, which resulted in the loss of its passenger-carrying authority and the eventual closure of the airline.

Indianapolis-based American Trans Air began operations for the Ambassador travel club in 1973, commencing its own charter operations in 1981. ATA did not rush into scheduled service as did many of its competitors, beginning limited services in 1986. The timetable dated April 5, 1987 shows service to 8 destinations. Despite the slow start, in the 1990s, ATA began a rapid expansion of its scheduled offerings, including service to Mexico and Hawaii, as well as the implementation of a hub operation at Chicago's Midway Airport in direct competition with Southwest. This proved to be overly ambitious, and the airline ceased operations in 2008.

Tower Air operated both scheduled and charter flights beginning in the early 1980's. Although many destinations were served over the airline's operational history, the main focus was offering service from the US to Tel Aviv. The timetable dated November 15, 1984 also shows the carrier operating between New York and Los Angeles, which it would terminate early the following year. Tower Air discontinued operations in 2000.

Carnival Air Lines began charter operations in the late 1980's as



New England Airlines, date unknown

Majestic Air. Scheduled authority was granted shortly thereafter, and the renamed carrier began acquiring a fleet of 727's, 737's, and A300's to support increased demand for both scheduled and charter operations. The timetable dated January 18, 1994 shows Carnival operating primarily between the Northeastern US and vacation destinations in Florida and the Caribbean. In 1997 Carnival was acquired by the resurrected Pan Am, which then went bankrupt the following year.

Morris Air was created by a travel agency, initially utilizing aircraft chartered from existing operators to provide service from Salt Lake City. The charter flight schedule dated May 1, 1990, shows almost daily service to both Los Angeles and San Francisco, while less frequent flights were offered to Alaska, Hawaii, Mexico and Florida, all carried out by Continental Airlines. Several years later, Morris Air began acquiring its own aircraft, which were initially operated by Ryan International under contract. In 1993, Morris Air received an operating certificate, and the following year was acquired by Southwest Airlines.

Sun Country Airlines began as a Minneapolis-based charter carrier in the early 1980's. Scheduled service was added in the 1990's,

and the timetable dated June, 1996 features service from MSP to 19 destinations, plus a number of transcontinental flights. The new century brought tough times for the airline, which has gone through 2 bankruptcies since. In contrast to many other airlines that started life as charter carriers, Sun Country has managed to turn its fortunes around, and is still in operation.

Charter airlines have endured many changes over the years, both in terms of regulation and customer demand. These days, the scheduled carriers regularly operate at load factors in excess of 80%, thus removing one of the primary advantages the charter operators had enjoyed for many years. The "ultra low fare" airlines, such as Spirit and Allegiant, now largely fill the role of the "large irregular" carriers of the 1950's, in that they tend to offer few amenities and irregular (less than daily) service on many routes.

While there will always be a market for charter flights (particularly for sports teams and the transport of military personnel), it seems increasingly difficult for a dedicated charter airline to stay in business for an extended period. However, the established scheduled airlines are active in the charter business, and generally have the fleet flexibility to satisfy most of that demand.




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**NOBODY'S SECOND CLASS ON SOUTHERN.**

Southern Airways Charter Department, Hartsfield Atlanta International Airport, Atlanta, Georgia 30320, (404) 767-0644.



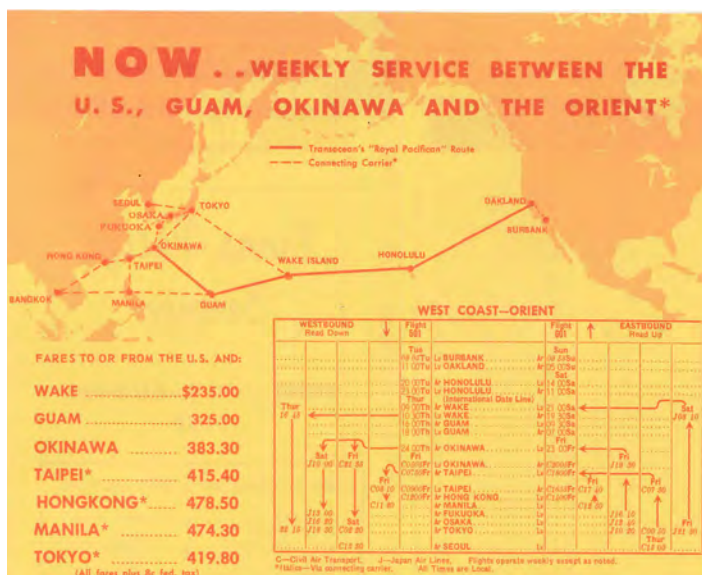
*Southern Airways, June 1, 1975*





FLIGHT TIMES (Your watch and our flights are on local time)*													
WESTBOUND						EASTBOUND							
NEW YORK (La Guardia Field, Marine Term.)	Lv	Flight 200 7:30PM	Flight 201 8:30PM	Flight 600 6:30PM	Flight 601 10:00PM	ET	OAKLAND (Municipal Airport)	Lv	Flight 100 7:00PM	Flight 101 7:00PM	Flight 500 7:00PM	Flight 501 1:45PM	PT
DETROIT	Ar		11:15PM			ET	LOS ANGELES (Lockheed Air Terminal)	Ar	9:00PM	9:00PM	9:00PM	3:45PM	PT
	Lv		12:00AM			ET	DALLAS (Love Field)	Ar	9:45PM	9:15PM	10:30PM	4:00PM	
CHICAGO (Midway Airport, Int'l. Term. Bldg.)	Ar	10:30PM				CT	BALTIMORE (Nat'l. Airport, Int'l. Term. Bldg.)	Lv			6:30AM	12:00AM	CT
	Lv	11:15PM				CT	WASHINGTON, D.C. (Nat'l. Airport, Int'l. Term. Bldg.)	Ar			7:15AM	12:30AM	ET
KANSAS CITY (Municipal Airport)	Ar	1:30AM	3:30AM			ET		Lv			3:15PM	7:30AM	
	Lv	2:15AM	4:15AM			ET	KANSAS CITY (Municipal Airport, Int'l. Term. Bldg.)	Ar	5:45AM	5:15AM		8:00AM	CT
WASHINGTON, D.C. (Nat'l. Airport, Int'l. Term. Bldg.)	Ar			8:00PM	11:30PM	ET		Lv	6:30AM	6:00AM			
	Lv			8:30PM	12:00M	CT	CHICAGO (Midway Airport, Int'l. Term. Bldg.)	Ar		9:15AM			CT
DALLAS (Love Field)	Ar			1:00AM	5:30AM	CT		Lv		9:45AM			
	Lv			2:00AM	6:00AM	PT	NEW YORK (La Guardia Field, Marine Term.)	Ar	1:30PM	2:15PM	5:00PM	9:00AM	ET
LOS ANGELES (Lockheed Air Terminal)	Ar	8:30AM	11:30AM	8:00AM	11:45AM	PT							
	Lv	9:30AM		9:30AM	12:30PM	PT							
OAKLAND (Municipal Airport)	Ar	11:15AM		11:15AM	2:15PM	PT							
SOUTHBOUND						NORTHBOUND							
NEW YORK (La Guardia Field, Marine Term.)	Lv	Flight 300 9:30AM	Flight 302 9:00PM			ET	MIAMI (Int'l. Airport, 20th St. Term.)	Lv	Flight 401 4:00PM	Flight 402 9:30AM			ET
MIAMI (Int'l. Airport, 20th St. Term.)	Ar	1:55PM	9:25PM			ET	NEW YORK (La Guardia Field, Marine Term.)	Ar	10:25PM	3:55PM			ET

*North American Airlines, 1950s*



# TRANSOCEAN AIR LINES

## Supplemental



# Trans-Pacific Service

## JUNE - JULY - AUGUST 1957

FOR INFORMATION & RESERVATIONS:

OAKLAND	Loschermes	9-3223
Oakland International Airport		
LOS ANGELES	Trinity	9-621
403 South Hill St. Suite 303		
SEATTLE	McGraw	6-990
Box 27, Boeing Field		
NEW YORK	PLess	7-3818
3 Randolph Place		
HONOLULU		6-4431
940 Bishop Street		
GUAM		
P.O. Box 309, Agaña		73-646
OKINAWA		87-1374
P.O. Box 24, Kasuga Pearl Office		
TOKYO		4-587-56
Seitohsaka Bldg. 13, Sakurabashi, Shibuya - Minato - Ku		
HONGKONG		2-1943
Rm. 709 Great China House, 8-8A Queen's Rd. Central		
TAIPEI		22029
32 Taiping Air Station, 20 Shien Yang St.		

# Talao

## TRANSOCEAN AIR LINES

*Transocean Air Lines, June 1957*



# WORLD AIRWAYS

**DAILY DEPARTURES**

**QUICK REFERENCE SCHEDULE**

**EFFECTIVE: APRIL 12, 1979**

Route	Leave	Arrive	Flight	Stops	Meals
From: Baltimore, MD To: Los Angeles, CA	10:30am	3:10pm	11	Non-Stop	BS*
To: Newark, NJ	10:30am	1:30pm	11	Non-Stop	BS*
From: Los Angeles, CA					
To: Baltimore, MD	10:15pm	8:45am	10	Non-Stop	BS*
To: Newark, NJ	9:30am	5:20pm	30	Non-Stop	BS*
To: Oakland, CA	10:15pm	8:05am	30	Non-Stop	BS*
To: Oakland, CA	10:40am	11:45pm	31	Non-Stop	BS*
From: Newark, NJ					
To: Baltimore, MD	7:45am	8:45am	10	Non-Stop	BS*
To: Los Angeles, CA	12:20pm	3:10pm	11	Non-Stop	L*
To: Baltimore, MD	7:00pm	9:40pm	31	Non-Stop	D*
To: Oakland, CA	7:00pm	11:45pm	31	Non-Stop	D*, CA L*
From: Oakland, CA					
To: Los Angeles, CA	7:20am	9:30am	30	Non-Stop	BS*
To: Newark, NJ	7:20am	9:20am	30	Non-Stop	CA L*

**CASH SALES**

Fare Between	One Way Fare	Tax	Total
Baltimore, MD/Newark, NJ	\$56.85	\$2.15	\$ 59.00
Baltimore, MD/Los Angeles, CA	\$99.99	\$8.00	\$107.99
Baltimore, MD/Oakland, CA	\$99.99	\$8.00	\$107.99
Los Angeles, CA/Newark, NJ	\$99.99	\$8.00	\$107.99
Los Angeles, CA/Oakland, CA	\$99.99	\$11.00	\$110.99
Newark, NJ/Oakland, CA	\$99.99	\$8.15	\$108.15

**CREDIT CARD SALES**

Fare Between	One Way Fare	Tax	Total
Baltimore, MD/Newark, NJ	\$ 27.32	\$2.18	\$ 29.50
Baltimore, MD/Los Angeles, CA	\$101.84	\$8.15	\$109.99
Baltimore, MD/Oakland, CA	\$101.84	\$8.15	\$109.99
Los Angeles, CA/Newark, NJ	\$101.84	\$8.15	\$109.99
Los Angeles, CA/Oakland, CA	\$ 20.83	\$1.67	\$ 22.50
Newark, NJ/Oakland, CA	\$101.84	\$8.15	\$109.99

**\*MEALS: MEALS ARE AVAILABLE FOR PURCHASE AT EACH OF THE FOLLOWING COSTS OF \$3.00 EACH:**

- B "MIDNIGHT SNACK"
- L "LUNCH"
- D "DINNER"
- BS-BEVERAGE SERVICE

**Flight Schedule Information**

Northern California (415) 577-2500

Southern California (818) 626-2817

Outside California (800) 227-1527

Trans International Airlines  
New Scheduled Flights  
Timetable effective May 1, 1979

# to Europe

Flight Number	Effective 5/4 TV302 Super DC-8 Economy Fri	Effective 5/2 TV300 Super DC-8 Economy Mon, Wed	Effective 6/24 TV310 Super DC-8 Economy Sun	Effective 6/19 TV305 Super DC-8 Economy Tue
Los Angeles Bangor, Me	iv 11:15a +45m iv 8:00p			
New York	iv	3:00p	1:00pm	3:00pm
Paris Frankfurt Amsterdam	ar ar ar	10:00a Sat 11:00a Sun, Thu	5:45a Fri	3:30a Wed

All times shown are local

*Trans International Airlines, May 1, 1979*



FROM: INDIANAPOLIS, IN (IND)						
TO: FT. LAUDERDALE, FL (FL)						
4:00p	8:35p	#31	1,3,5	1		
TO: FT. MYERS, FL (RSW)						
8:45a	1:00p	#21	1,2,3,5,6	1		
7:00p	11:15p	#23	7	1	—	9/5/87
4:00p	8:15p	#23	7	1	9/6/87	—
TO: LAS VEGAS, NV (LAS) *						
8:00a	9:45a	#711	4,7	0		
8:00a	9:45a	#107	1,5	0	9/4/87	—
TO: ORLANDO, FL (MCO)						
8:45a	11:45a	#21	1,2,3,5,6	0		
7:00p	10:00p	#23	7	0	—	9/5/87
4:00p	7:00p	#23	7	0	9/6/87	
TO: TAMPA, FL (TPA)						
4:00p	7:10p	#31	1,3,5	0		

skySaver  
to Europe  
\$125<sup>per person</sup>

Scheduled flights  
between New York / Brussels,  
Chicago / Boston / Brussels.

**CAPITOL**  
INTERNATIONAL AIRWAYS

*"The world's oldest  
charter airline  
is now the newest  
scheduled airline."*



***TowerAir***  
**Fall/Winter 1984/1985**  
Flight Schedule & Fares

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*Featuring*

System-Wide Sample Fares for  
Tower Air Scheduled 747 Roundtrip  
and One-Way Flights to/from  
**Los Angeles—New York—  
Brussels—Tel Aviv.**

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**Effective Nov. 15, 1984—Mar. 31, 1985**



# Capital

## AIRLINES

26 years

OF DEPENDABLE SERVICE

OCTOBER 1, 1983

## They fly thru the Air




Many top college and professional athletes, teams—as well as companies, clubs and other organizations—use and endorse Capital's efficient, economical Special Flight Service.

**A few of the Great Names in sports that have used Capital AIRLINES Special Flight Service**

<p><b>Name</b> <b>Home</b></p> <p><b>State University</b> Green Bay Packers U. S. Military Academy University of Michigan Purdue University University of Missouri New York Jets University of Maryland United States Navy U. S. Naval Academy Cleveland Indians University of Iowa Belmont State Hockey Club Virginia Military Institute Belmont State University of Tennessee Los Angeles Rams University of Minnesota Philadelphia Phillies University of Pennsylvania Ohio State University Chicago Bears University of North Carolina University of Kentucky Clemson Football University of Kentucky</p>	<p><b>Ballroom Clubs</b> University of Atlanta Pulsarville Eagles Kendallville Eagles Cleveland Browns CFL University Pewaukee Indians University of Illinois University of Tampa Pittsburgh Pirates Georgetown University Pittsburgh Pirates Purdue University Purdue University University of South Carolina Queens University James Earl Ray Miami Hurricanes New York Yankees Penn State College SCLC Penn State College North Carolina State College Cleveland Cavaliers Cleveland Cavaliers Lamar University Marquette University University of Pittsburgh Chicago Cubs</p>
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**SYSTEM  
TIMETABLE**

**Winter**  
Effective Jan. 18, 1994



**Carnival  
Air Lines**

FLT 203	LV Chicago	8:30PM*
	AR Boston	9:30PM
	LV Boston	9:30PM
	AR Brussels	10:15AM*
	Effective June 19 - Tues.	
	LV Brussels	2:30PM
	AR Boston	4:30PM*
	LV Boston	6:00PM
	AR Chicago	7:30PM*

\* All local times.

*Capitol International Airways,  
May 5, 1979*

*Carnival Air Lin*

*November 15, 1984*

A map of the Eastern United States showing flight routes from New York City. Solid lines represent flights that occurred, while dashed lines represent flights that were coming soon. Destinations include Worcester, MA; Islip, NY; Newark, NJ; West Palm Beach; Ft. Lauderdale; Nassau; Grand Turk; Providenciales; Aguadilla; San Juan; and Ponce. Other cities shown include White Plains, NY; Tampa; Miami; and Orleans. A legend at the bottom left indicates that dashed lines represent flights 'coming soon'.

*January 18, 1994*



## MORRIS

AIR SERVICE

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### CHARTER FLIGHT SCHEDULE

May 1 through June 30, 1990

## LOS ANGELES

	SLC TO LAX		LAX TO SLC	
Day	Depart	Arrive	Depart	Arrive
Monday	7:30 A	8:10 A	9:00 A	11:40 A
Monday	5:00 P	5:45 P	6:40 P	9:20 P
Tuesday	5:00 P	5:45 P	6:40 P	9:20 P
Wednesday	7:30 A	8:10 A	9:00 A	11:40 A
Wednesday	5:00 P	5:45 P	6:40 P	9:20 P
Thursday*	7:15 P	7:55 P	8:35 P	11:15 P
Friday	7:30 A	8:10 A	9:00 A	11:40 A
Friday	5:00 P	5:45 P	6:40 P	9:20 P
Saturday*	7:15 P	7:55 P	8:35 P	11:15 P
Sunday	7:30 A	8:10 A	9:00 A	11:40 A
Sunday	5:00 P	5:45 P	6:40 P	9:20 P
Sunday	10:20 P	11:00 P	11:40 P	2:10 A

Fares from \$79 - \$99 each way based on round trip.  
 Add \$10.00 for one way. No advance purchase required.  
 Other flights are added during peak times.  
 \* Flight times change June 1, 1990.

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## SAN FRANCISCO

Via Oakland International Airport

	SLC TO OAK		OAK TO SLC	
Day	Depart	Arrive	Depart	Arrive
Monday	12:30 P	1:10 P	1:50 P	4:15 P
Tuesday*	12:30 P	1:10 P	1:50 P	4:15 P
Wednesday	12:30 P	1:10 P	1:50 P	4:15 P
Thursday*	12:30 P	1:10 P	1:50 P	4:15 P
Friday	12:30 P	1:10 P	1:50 P	4:15 P
Sunday	12:30 P	1:10 P	1:50 P	4:15 P

Fares from \$89 - \$99 each way based on round trip.  
 Add \$10.00 for one way. No advance purchase required.  
 \* Beginning June 1, 1990.

All charter flights via Continental Airlines  
 and are subject to the terms of the  
 Operator / Participant Contract.

Fares and Schedules subject to change without notice.





DEPARTURE	ARRIVAL	FREQUENCY	FLT #	STOPS
<b>AGUADILLA</b> 800-872-8000				
<b>TO NEW YORK (JFK)</b>				
5:00 PM	7:40 PM	FR/SA/SU/MO	416	0
3:40 PM	6:20 PM	TU/WE/TH	420	0
<b>MIAMI</b> 305-594-8000				
<b>TO SAN JUAN*</b>				
2:10 PM	5:40 PM	TH/FR/SA/SU/MO	441	0
<b>MONTREAL</b> CITY 514-636-3890 • SUBURBS 514-488-9131				
<b>TO SAN JUAN*</b>				
10:40 AM	4:10 PM	SA/SU	451	0
<b>NEW YORK (JFK)</b> 800-872-8000				
<b>TO AGUADILLA*</b>				
10:30 AM	3:05 PM	FR/SA/SU/MO	415	0
8:10 AM	2:55 PM	TU/WE/TH	419	1
<b>TO SAN JUAN*</b>				
8:10 AM	12:50 PM	FR/SA/SU/MO	411	0
8:10 AM	12:50 PM	TU/WE/TH	419	0
<b>PHILADELPHIA</b> 800-872-8000				
<b>TO SAN JUAN*</b>				
9:00 AM	1:40 PM	TH/FR/SA/SU/MO	431	0
<b>SAN JUAN</b> 809-721-7373				
<b>TO MIAMI</b>				
3:00 PM	4:30 PM	TH/FR/SA/SU/MO	440	0
<b>TO MONTREAL</b>				
5:40 PM	9:10 PM	SA/SU	452	0
<b>TO NEW YORK (JFK)</b>				
2:15 PM	5:00 PM	FR/SA/SU/MO	412	0
2:15 PM	6:20 PM	TU/WE/THU	420	1
<b>TO PHILADELPHIA</b>				
7:00 PM	9:40 PM	TH/FR/SA/SU/MO	430	0
<b>TO TORONTO</b>				
5:40 PM	11:10 PM	SA/SU	452	1
<b>TORONTO</b> 416-922-4901				
<b>TO SAN JUAN*</b>				
9:00 AM	4:10 PM	SA/SU	451	1

\*Effective April 28, 1985 until October 27, 1985, arrival and departure times in Puerto Rico are one hour earlier.

Arrow Air, March 2, 1985



Sun Country Airlines, June 1996

Minneapolis Summer Timetable										
June — August 1996										
DESTINATIONS		FARES		Mon	Tues	Wed	Thurs	Fri	Sat	Sun
MSP ARUBA	\$399 RT plus taxes		Flight #						589*	589*
Departure								6:00 a.m.	6:00 a.m.	
ARUBA MSP			Arrival						2:55 p.m.	2:55 p.m.
			Flight #						589*	589*
			Departure						3:55 p.m.	3:55 p.m.
			Arrival						11:30 p.m.	11:30 p.m.
MSP ATLANTA	21-day advance \$129 OW \$258 RT	Regular \$179 OW \$358 RT	Flight #			359 8:00 p.m. 11:15 p.m.			359 8:00 p.m. 11:15 p.m.	
ATLANTA MSP			Departure					358** 4:15 p.m. 5:30 p.m.		
			Arrival	358** 4:15 p.m. 5:30 p.m.						
MSP BOSTON	21-day advance \$139 OW \$278 RT	Regular \$199 OW \$398 RT	Flight #	412 1:45 p.m. 5:15 p.m.	412 1:45 p.m. 5:15 p.m.	412 1:45 p.m. 5:15 p.m.	412 1:45 p.m. 5:15 p.m.	412 1:45 p.m. 5:15 p.m.	409 7:00 a.m. 10:30 a.m.	
BOSTON MSP			Departure	411 6:15 p.m. 8:15 p.m.	411 6:15 p.m. 8:15 p.m.	411 6:15 p.m. 8:15 p.m.	411 6:15 p.m. 8:15 p.m.	411 6:15 p.m. 8:15 p.m.		411 6:15 p.m. 8:15 p.m.
			Arrival							

# Safety Cards

The U.S. Charter Airlines

By Fons Schaefer • f.schaefer@planet.nl

The summit period for the U.S. charter airlines was in the 1970s. I still remember Capitol, ONA and TIA often flying to my home airport (Amsterdam) with their DC-8s and DC-10s.

The deregulation of 1978 and other air transport developments caused their demise. Prior to that they were the group of airlines not bound by strict tariffs and landing right rules, but flying full loads of tourists from all kinds of airports in the USA to Europe and other parts in the world. In addition, many had contracts for the military, flying troops to areas where USA's foreign policies needed them. In the late 1960s and 1970s that was South-East Asia, later it became other regions of conflict, such as the Middle East.

They all flew American stock, mainly Douglas long-haul products: the stretched DC-8s and the DC-10. Those fitted their business models – long stretches with many passengers. Low fares, no luxury, high capacity.

But aviation changed and many of the charter airlines either disappeared or adapted to a model that stood the time: ACMI operations. ACMI stands for a lease construction where Aircraft, Crew, Maintenance and Insurance are the responsibility of the charter airline that leases its aircraft to another airline. The latter, often a foreign scheduled air carrier, then sells the seats and pays itself directly for fuel and other expenses such as catering, handling and overflight fees, etc.

Now, few charter airlines are left. Most of the famous names disappeared – Capitol Air, TIA, ONA, ATA and only recently North American Airlines, Ryan International and World. Some others last well, such as Miami Air and Omni Air.

In their heydays, the charter airlines were also known as the supplementals. This comes from the options that the FAA offers for carrier certification: flag, domestic and supplemental. The flag

carriers fly the international routes on a scheduled basis and the domestic do the same within the 48 contiguous states and Alaska. The supplementals form the third category: flying unscheduled and on demand, either domestic or international. Since deregulation this distinction may seem to have faded, but actually most of today's carriers are multiple certified and have an option: they can fly either flag, domestic or supplemental, subject to the type of flight on the day. The main areas of difference are in flight dispatch (no dispatcher is required for supplemental), flight time limitations and fuel supply.

The rules for safety cards do not differ for the type of operation but have clearly evolved over time with more cabin safety elements needed to be shown over time. From a safety card point of view, the supplementals are not the most interesting group of airlines. Most of them used or use the services of the dedicated card makers such as Interaction Research, Aero Safety Graphics and Carl Reese's Cabin Safety International, all featuring their standard artwork with no unusual features.

Some airlines made cards themselves, such as American Trans Air, Overseas National Airways and Trans International Airlines. I reproduce both sides of their cards. The ATA 707-123B (figure 1) is coded '3-80' which dates it to the first start of operations by ATA. The ONA DC-10 (figure 2) is likely from the 1970s as is the TIA DC-8-61 card (figure 3). They give a flavour of the time and show just the minimum of what the FAA required in those days: an aircraft diagram showing the exit locations; exit operation, seat belt use, bracing position and the yellow stuff: life vest use, oxygen use.

The other cards are more recent and display many more items and detail to catch up with FAA's more elaborate requirements.



Figure 1A and 1B

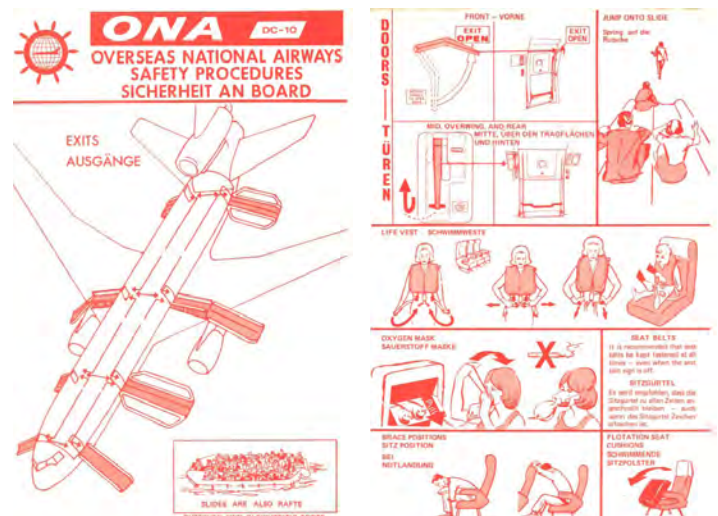


Figure 2A and 2B





Figure 3A and 3B

They are made by the specialised safety card companies so their contents are similar and standard. The most interesting part is their front page with the airline's logo and name, as shown.

Miami Air (figure 4). This charter airline started in 1991. Their business model differs from the rest in that in addition to charters, they do presidential campaigns, sport teams and ACMI work. Their cards are made by Interaction Research. They now have Boeing 737-400s and -800s but used to fly the 727 as well.

North American (figure 5). Based in Tampa, Florida, North American Airlines started operations in 1990 and did both scheduled operations, charters and flights for the military, but recently had to close down. Their card is made by Cabin Safety International in 2012 and is for a 767-300. Quite unusually, it says that it is 'FAA approved'.

Omni Air (figure 6). Omi Air International, based in Tulsa, Oklahoma, is one of the few remaining U.S. charter and ACMI operators. They operate the 777 since 2011. Its safety card is also made by Cabin Safety International.

Ryan International Airlines (figure 7). Started operations in 1998 with DC-10 equipment. Later, other equipment was used, such as 757 and Airbuses. They were based in Rockford, Illinois and stopped early 2013. The safety card was made by Aero Safety Graphics.

TransOcean Airways (figure 8). Operated briefly international air charter services in 1989 and 1990 with DC-8 equipment based in

New Iberia, Louisiana. The safety card was a simple black and white Interaction Research card. Although I could not find a record for TransOcean operating the 727, such safety cards actually exist. Would TransOcean have been on the verge of using 727s when they collapsed? An interesting aspect of this short-lived airline may be its name. There have been and still are many other airlines with Trans and Ocean in their name:

- Oakland based Transocean Air Lines of 1946 to 1960;
- the Australian flying boat operator Trans Oceanic Airways, 1947-1952;
- Current Japan Transocean Air (formerly Southwest);
- Current Madagascar based airline Trans Ocean Airways.

And perhaps Hollywood has used the name in some of their many aviation drama films.

World. World Airlines stopped operations in March this year after a long life of more than six decades performing both scheduled flights and civil and military charters. It also became a well-known ACMI carrier wet-leasing its aircraft to many other airlines. World adapted the safety cards to the carrier they flew for. See figure 9 with the World DC-10 card in the center, an Aer Lingus MD-11 card on the left and a Monarch Airlines (itself a UK charter airline) on the right. They all have a World identifier at the bottom.

T? Finally, I include a DC-8-71 card which does not reveal the operator's name (figure 10). It only bears a symbol with a T. I assume it is US as it fits the pattern – stretched DC-8, simple card. Is there any reader who can identify the carrier?



Figure 4





Figure 5



Figure 6



Figure 7



Figure 9



Figure 8



Figure 10



# Wings

## U.S. Non Scheduled Airlines

By Charlie Dolan • wingcobda@yahoo.com

The topic of charter carriers brought back memories of the early years of my career with the U.S. Customs Service and what were simpler times. My first duty station was Niagara Falls, NY and we processed many charter flights at Niagara Falls International Airport (KIAG) during the summer months. These were the days before I started collecting wings and I missed out by failing to obtain the insignia of Lloyd International, Universal Airlines, Donaldson International, PomAir Ostend and many others. I have obtained several of these since 1982, but I could have been looking for others had I not been tardy.

My next station was Montreal's Dorval Airport (CYUL) where I began the collection and met Captain Dick Koran who was a great mentor and a good friend. Our daily activities revolved around scheduled flights, but we did process occasional charters to the south during winter and also the odd gambling charters to Atlantic City, NJ (KACY). That was where I obtained the insignia of Worldways Canada, Wardair and Nationair. Because the International Civil Aviation Organization had a major presence in the city, I was able to make many contacts, which resulted in additions to my display.

My days in Baltimore, MD (KBWI) provided almost an even mix between scheduled and charter flights. The annual spring break from high schools and colleges brought many different carriers into the inspection facility. Several of these were one or two aircraft operations such as Sky Trek and Viscount Air Services and others were large operators attempting to boost their bottom line by adding a flight or two to Acapulco or Cancun on the weekends.

One of those majors was United Parcel Service, which had added seven Boeing 727QC aircraft to the fleet. Monday morning to Friday afternoon they hauled our packages. On Friday evening they took the kids to the holiday destinations and brought them back either Saturday or Sunday night. Having observed both the UPS cargo and passenger operations, I'd have to agree that they seemed to run the tightest ship in the shipping business.

The charter flights which passed through Bermuda while I was there were cleared in the United States ports of entry, so I did not have contact with charters at Kindley Field (TXKF).

The days prior to the attacks at the Pentagon, World Trade Center and the attempted hijacking of United flight which crashed in Pennsylvania were primarily oriented toward the collection of duties and the prevention of entry of drugs, plant pests and uninspected food products to the U.S.. Before the Immigration Service and Customs Service were merged into the US Customs and Border Protection, people came under the purview of the INS.

The only time we were told to concentrate on people rather than goods was when a Martinair Holland charter of two DC-10s arrived carrying World Cup fans from Amsterdam. We were tasked

with looking out for "hooligans", who might be intent on creating havoc at one of the games.

I think we all miss the simpler times.

Enjoy the attached images.

A hearty thanks to John Corpening who provided information about California Airlines, whose insignia was shown in the last issue. The carrier proposed intrastate passenger service with DC-6 and Caravelle equipment it 1964 from San Jose, CA. It did not get off the ground.

Falcon Air  
Express  
6F FAO  
1995-present

The wing and cap badge are of gold color metal with a central oval bearing a logo of white, orange and black. Both of these ovals have a clear plastic coating.

The cap badge has a single screw post and two positioning pins. The wing has a satin finish and is clutch back. There are no hallmarks.



Global  
International  
Airways  
GL GIA  
1981 – 1984

The wing and cap badge are of gold color metal with red enamel letters "G I A".

The cap badge has a single screw post and two positioning pins. There is no hallmark. The wing is clutchback and hallmarked "Blackinton".





Gulf Air Transport 1979 – 1991

The wing is of gold color metal with the attached letters “G A T” in silver color metal. The wing is clutch back without any hallmark.



Pace Aviation  
Y5 PCE 1996 – 2009

The wing is of silver color metal with the deeper surfaces in satin finish and the higher surfaces polished. The center disc is of dark blue enamel with a silver bird. The wing is clutch back and is hallmarked “Chambers Group Tampa FL”.



Saturn Airways  
KS 1948 – 1976

Both the wing and cap badge are of silver with a dark wash on the recesses to simulate age. The center disc of both are of white and turquoise enamel. The cap badge has a single screw post and a disc with two tabs to prevent movement. It is hallmarked “B STER”. The Saturn wing is hallmarked “B STERLING” and is clutch back. The center disc is a separate piece which is pressed onto the base wing with two pins.



Private Jet Expeditions  
5J PJE  
1989 – 1995

The wings and cap badge are of heavy, thick metal which appears to have been chromed. The cap badge has a single screw post and one positioning pin. The wing is clutch back. Neither has a hallmark.



Trans International Airlines  
TV TIA 1947 – 1986

#### Type 1

The wing is of polished silver metal with white and turquoise enamel. It is clutch back and hallmarked “ENTENMANN LOS ANGELES”



#### Type 2

The wings and cap badge are of silver metal with the deeper surfaces satin finish and the higher surfaces polished. Each center oval is in turquoise color enamel. The wings are pin back and the cap badge has a single screw post. There are no hallmarks.





### Type 3

The metal used in this issue is quite a bit thicker than the previous two issues and has a slightly brown or bronze cast to the metal. The enamel is a lighter turquoise / green than the previous issues. The words "Trans International" are in black.

The cap badge has a single screw post and two positioning pins. The wing is pin back. There are no hallmarks.



### Trump

STB 1989 – 1992

### Type 1

The first insignia used by the Trump Shuttle crews were made up quickly by the use of red on white plastic stickers which were placed over the white and blue ovals of the crews' Eastern Air Lines insignia. The Donald was in a rush to put his stamp (or brand) on his new venture.



### Type 2

The new insignia are of highly polished gold color metal with red enamel "T"s. The cap badge has a single screw post and is not hallmarked.

The wings are clutch back and are hallmarked "Balfour" between a shield and the circled "R" indicating registration.

The captain's wing in my collection has open space between the points of the star. I have seen many wings which have metal between those points. I received the wing pictured in August 1989 from Trump's Chief Pilot, Ed Comer.



### United Parcel Service

5X UPS Early 1980s – present

The cap badge and wing are of gold color metal with polished high surfaces and satin finished deeper surfaces. The detailing in the feathers of the wings is very well done. The shield in the center of the wing and cap badge has brown paint behind the letters and "ribbon".

Both wing and cap badge have two screw posts and neither is hallmarked.

# Air Mail Etiquettes

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

It is not clear to me if any truly charter airline utilized airmail etiquettes. It would seem unlikely, given that charter airlines tend not to require the kind of promotion that scheduled ones do.

In any event, I've selected 5 covers from small airlines with interesting etiquettes. Many of these airlines were local. Finding true commercial usage of the etiquette or the air service is rare. Of the 5 shown, only the National Parks example is commercial.

The 1929 penalty envelope from Great Falls, Montana was carried locally by National Airways, Inc. and then by a larger commercial carrier to Washington, D.C. A penalty envelope, such as this, permitted officials who were entitled to send mail without postage to do so. However, additional fees for special delivery or, in this case, airmail, had to be paid. (Figure 1)

Gillam's Alaska service is clearly described on its label. This 1935 letter was carried on an emergency flight and then forwarded to a collector in Oregon per request at the upper left. (Figure 2)

The "Air Pick-Up" service utilized a system (illustrated on the etiquette) that permitted a plane to snatch the mailbag without landing. This was similar to such devices used by the railroads. All American Airways, Inc. devised and used these in a number of places, here in 1946. (Figure 3)

Figures 4 and 5 are from helicopter air services offered in New York (Skybus by New York Airways, Inc., 1953) and Chicago (Chicago Air Service, Inc., 1950). Both of these examples were prepared by collectors. I have never seen either one used commercially.

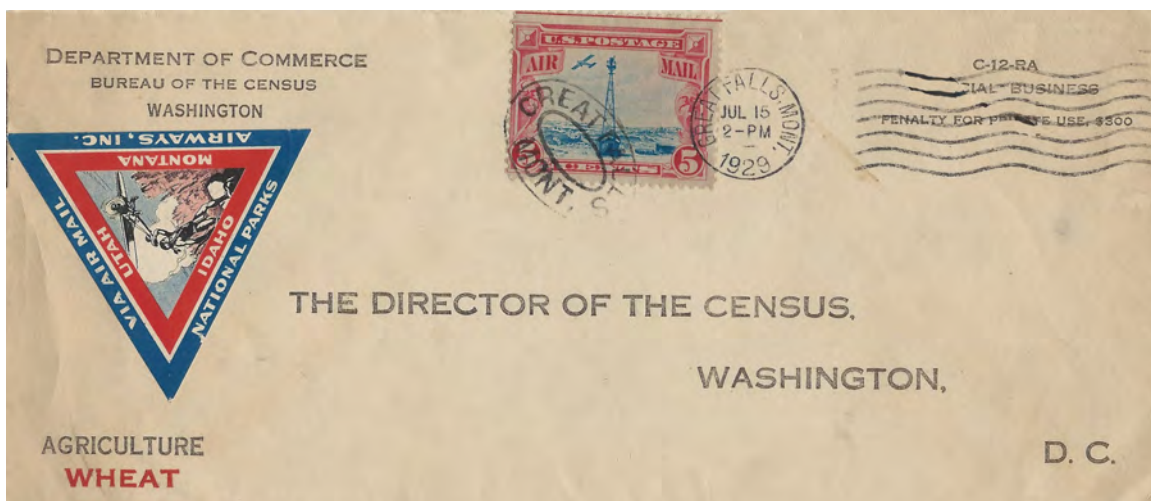


Fig. 1



Fig. 2





Fig. 3



Fig. 4



Fig. 5

# What Is It?

By Ken & Beth Taylor • keebeetay@telus.net

We had a fun time at Airliners International 2014 in Los Angeles. It's always fun to renew acquaintances, meet new friends, and add material to our collection!

Unfortunately we didn't receive any replies to our inquiries in Log 39-1.

We have four 'mystery' wings for this issue.



This silver wing has a stylized 'A' in the middle. Any ideas on its origin?



This gold hat emblem has 'Arriva Air International' in red, white and blue colors. Does anyone have information on this airline?



This is a very ornate gold wing, but we have no idea where it came from. Do you?



This gold wing might be from South America, but we're not sure. Your thoughts?



This is a gold and blue Lufthansa style wing, but what is 'SFG'?

We've found WAHS member Stan Baumwald's new book "Aviation Insignia of the United States" to be an excellent reference source.

Until next time!  
Ken & Beth



*Flying Tiger Line label*



*All American Airways label*



# Airline Mini Models

## Douglas Prop Era Mini Models

By George Shannon • geraho@aol.com

This time we are looking at the Douglas Prop Era.

We start with a rare one - a United Air Lines DC-6 Mainliner 300. It's in a light gray color and is 2-5/8" long and has a wing span of 3-1/4". Next comes the DC-7 Mainliner - I have United and Braniff. The United one came in a silver gray, gold color and the Braniff is silver gray. They are 3" long with a wing span of 3-1/4". The United one was the most common give-a-way from that time period. Now we have a gray SAS DC-6/7 with a wing span of 3-3/8" and is 2-7/8" long. Not much is known about this one, maybe airline issued or not.

Well that's all for the Douglas products, now we go to their cousins from Canada -- the Northstar.

TCA Trans-Canada Air Lines was the only carrier to issue the Northstar. I have a white one and a blue one. There might be other colors and they came with a pin style back. They are 2-1/2" long with a wing span of 3". Now comes the rarest one of all, a TCA Northstar on a swizzle stick. This one is red in color and is 6-3/4" long and with the same wing span. More colors might exist?

Next time we are going to visit Air Canada and the last of the small planes issued by an airline to date.

Happy Collecting,  
George Shannon



*North American Airlines label*



*Modern Air label*

# Playing Cards

## Collecting Playing Cards from Charter Airlines

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

Collecting cards from charter carriers is much more challenging than from scheduled airlines for a number of reasons: (1) there are many more charter airlines than airlines that operate on regular schedules and most of these are much smaller in size, thereby lacking the resources to spend on marketing tools like playing cards, and (2) the smaller carriers usually fly shorter routes, reducing the need for inflight entertainment even more.

Entry into and exit from the charter business are much easier than for scheduled airlines. I am not aware that there has ever been a record kept of how many and which companies have operated as charter carriers, so it is almost impossible for a card collector to have meaningful knowledge as to what to look for. Generally, if an aviation deck surfaces, a collector would have to find out whether the issuing operator was a charter or a long forgotten scheduled carrier.

In spite of these limitations, I was surprised to find that there have been 27 charter carriers known to have issued playing cards, and these have ranged from small local carriers to operators of larger jet aircraft and from local charters to services targeted at specific markets. Except for use as a marketing tool, there is apparently no rhyme or reason as to why certain charter operators would choose to have playing cards while others do not. However, some examples are shown to indicate the diversity in their designs.



*ATI Air Transport International*



*Executive Jet*



*Crystal Shamrock Airlines*



*Million Air*





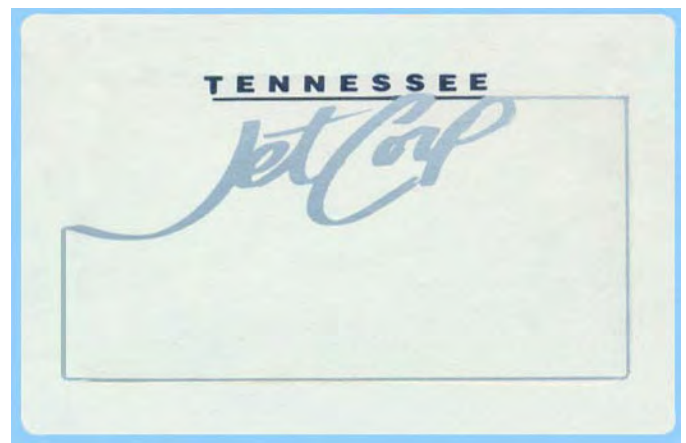
*Milwaukee Charter*



*Swift Aviation Group*



*Northeast Jet*



*Tennessee Jet*



*Sterling Aviation*



*World Jet Charter*

# Postcard Corner

## U.S. Charter Airlines on Postcards

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

The term ‘charter’ airlines in the U.S. generally covers those airlines regulated by the former Civil Aeronautics Board (C.A.B.) as Non-scheduled, Irregular, Charter, or Supplemental Carriers, mainly from 1945 and continuing until the U.S. Airline Deregulation Act of 1978, as well as former and current scheduled cargo and passenger airlines with significant charter operations.

Several of these airlines have issued promotional postcards, so let’s look at a selection from some of the more interesting carriers.

The ‘charter’ airlines that existed under C.A.B. regulation have had a fascinating history. (See the chapters by Ron Davies cited in the ‘References’ section at the end). Let’s first look at four significant airlines formed during 1945-47 and which did not become ‘Supplemental’ carriers following the establishment of that category in 1962.

North American Airlines was part of a group of non-scheduled airlines founded by Stanley Weiss in 1947. Its members were regulated as ‘Irregular Carriers’, and the group started utilizing the ‘North American’ name in 1950. North American was a pioneer in introducing substantially lower fares in the U.S. However, it thereby became entangled in contentious legal battles with the C.A.B. and incurred strong opposition from the major U.S. passenger airlines. The company lasted until 1957.



North American Airlines DC-4, N63396. *Airline Issue* (‘AI’).

Resort Airlines, founded in 1945, was the first airline to develop inclusive air tours. These were holiday tours integrating round-trip flights, ground transport and hotels. It eventually expanded to include much of the Eastern U.S. and Canada, linking them with the Caribbean. Although these tours only lasted until 1955 and the airline itself only until 1960, Resort did lay the groundwork for future comprehensive air tour travel.



Resort Airlines ‘Suncruises’ Route Map Postcard. AI, early 1950s. Pub’r MWM, Aurora, Missouri, no. 12,585F.

Trans Caribbean Airways, like Resort Airlines, was also founded in 1945 as a non-scheduled airline with the Caribbean as its target. With DC-4s it initiated service to Puerto Rico in 1946. It eventually succeeded in becoming a ‘Scheduled’ airline on the New York-San Juan, Puerto Rico route in 1957, thereby becoming the first non-scheduled carrier to be reclassified as a ‘Scheduled’ airline. Trans Caribbean expanded in the 1960s, but it was eventually acquired by American Airlines in 1971.



Trans Caribbean Airlines Douglas DC-6B Over San Juan, Puerto Rico. AI. Formerly in Deke Billings Collection. There are two printings of this card, with slightly different coloring on the front, and different text coloring and publisher information on the back.

Transocean Airlines was founded as a nonscheduled airline in 1946 by Orvis Nelson whose motto was “We fly anything, anywhere, anytime”, and the airline became famous for doing just that. Its flights included military and civil cargo and passenger operations stretching from Asia to the U.S. and to Europe and the Middle



East. It even provided the pilot crews and aircraft in 1950 to start up Japan Airlines. In 1951 Transocean was awarded the right to operate scheduled contracted air services throughout Micronesia. Its attempts to become a second U.S. trans-Pacific airline via Hawaii and Guam (the other being Pan Am) were thwarted, however, and Transocean ceased operations in 1960.

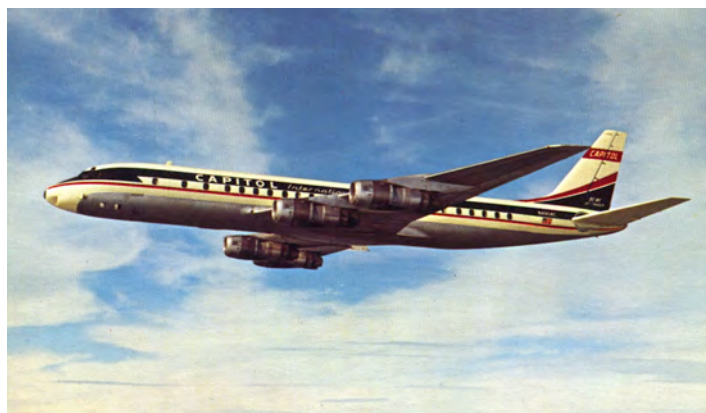


*Transocean Air Lines Advertising Postcard with Stylized Douglas DC-4, promoting Geneva to Tel Aviv (Lydda) Charter Flights. AI. Postmarked 13 July 1949.* In 1949, before EL AL Israel Airlines started scheduled service, Transocean operated charter flights from Geneva to Lydda (now known as Tel Aviv's Ben-Gurion Airport) bringing Jewish European World War II refugees from Europe to Israel. It issued this postcard to promote that service. I acquired it in May 2014, in a trade with Kent Gillespie. Thereafter I researched on the web the name of the writer of the postcard -- 'H. H. Sargent Jr.'. It turns out he was a Transocean purser. The airline had a very good safety record, but in July 1953 its DC-6 'Royal Hawaiian' went down in the Pacific east of Wake Island for reasons unknown, with the loss of all 58 passengers and crew. Sadly, Purser Sargent was aboard that flight.

In 1962 a new law was passed establishing a formal category of 'Supplemental' airlines. The C.A.B. appointed 15 of the stronger nonscheduled airlines to provide 'charter trips...to supplement the scheduled service' that the trunkline carriers (such as American, TWA and United) were authorized to provide. The C.A.B. authorized the area (domestic U.S., inter-territorial, foreign, or a combination) and type (cargo, passenger, government contract work, or a combination) that each carrier could provide. None of these 'Supplemental' airlines exist today, either merging into other airlines or ceasing altogether. The last to survive, until March 2014, was World Airways. Here are postcards from 12 of those 15 'Supplemental' airlines, presented alphabetically.



*American Flyers Airline Boeing 727. AI. Formerly in Deke Billings Collection.* American Flyers was founded in 1949, and eventually received C.A.B. certificates to operate both interstate and trans-Atlantic flights, including the offering of inclusive tour charters. In 1971 it was acquired by another 'Supplemental', Universal Airlines.



*Capitol International Airlines Douglas DC-8. AI. Capitol International operated from 1946 to 1984. (It was known as Capitol Airways, 1946-1967, and as Capitol Air, 1982-84). The airline had a major trans-Atlantic charter operation.*



*Modern Air Transport Convair CV-990s at Klagenfurt Wörthersee Airport, Austria, Pub'r H. Steinmann, no. 404. Formerly in Dave Prins Collection.* Modern Air existed between 1946 and 1975. In 1966 it received authority to operate passenger and cargo charter flights in the U.S. and to Canada and Mexico. It then obtained



U.S. military contract work. By 1972 it transferred its operations to West Berlin's Tegel Airport, operating from there before the reunification of Germany.



Overseas National Airways DC-8-32, 'Independence', with USA Bicentennial Livery, Issued 1975, AI. 5x7" (12.7x17.8 cms.). Overseas National was organized in 1950 and operated until 1978. By 1960 it became the largest nonscheduled U.S. passenger airline. It also operated military charter contracts, and starting in 1966 it became a large trans-Atlantic charter carrier.



Purdue Airlines DC9-30 Over Purdue University. AI, about 1968. Formerly in Deke Billings Collection. Purdue Airlines (formerly 'Purdue Aeronautics Corporation') was formed in 1950 as an affiliate of Purdue University, Lafayette, Indiana. It operated as a fixed-based operator, mainly to serve the needs of the University, until 1971.



Saturn Airways DC-8-61F. AI, about 1968. 5x7" (12.7x17.8 cms.). The airline was founded in 1948 as 'All American Airways'

and renamed 'Saturn Airways' in 1959. It acquired AAXICO Airlines in 1965 and the assets of Universal Airlines in 1972. In 1976 it was acquired by another 'Supplemental' carrier, Trans International Airlines ('TIA', named changed to Transamerica in 1979), which existed until 1986. Saturn operated domestic and trans-Atlantic passenger and cargo flights and was a significant military contractor.



Southern Air Transport DC-7CF. AI. Pub'r Kurt Waldmann, Miami, Dexter Press 23560-C. Formerly in Allan Van Wickler Collection. Southern Air Transport existed from 1946 to 1998, with its main base in Miami. It specialized in transporting livestock. It also was a major U.S. military contractor, with a base in Okinawa, and had contracts with the U.S. Central Intelligence Agency.



Standard Airways DC-9-15, N490SA, acquired new by the airline in March 1966. AI. Standard Airways began operations as 'Standard Air Cargo' in 1946, renamed 'Standard Airways' in 1953. It had U.S. and other North American operations, mainly in cargo. The airline operated until 1968.



Trans International Airlines ('TIA') DC-8. AI, Pub'r Lorilee, Saratoga, California, no. SC10226, 1967. TIA was formed in 1948 as 'Los Angeles Air Service' which changed its name to



'Trans International' in 1960. In June 1962, upon receiving a DC-8-51, it became the first supplemental carrier to operate jet aircraft. Following passage of the U.S. 1978 Airline Deregulation Act, its name was changed to 'Transamerica Airlines' in 1979, and it added scheduled passenger flights. The airline continued in existence until 1986.



*United States Overseas Air Lines ('USOA') DC-6B. AI. Formerly in Allan Van Wickler Collection.* USOA was founded in 1946 and operated mainly as a charter airline for military personnel and civilian passengers. It took over various operations of Transocean Airlines in 1960, but succumbed to competition in 1964.



*Universal Airlines DC-8. AI, postmarked 24 November 1971.* Universal Airlines was founded in 1956 as 'Zantop Air Transport'. It specialized in shipments of auto parts from Detroit to assembly plants throughout the U.S. and also served as a military contractor. In 1968 it acquired DC-8-61s, and In 1971 it acquired American Flyers Airline. Operations ceased in 1972 and its assets were acquired by Saturn Airways, but its affiliate Zantop continued as a military contract carrier.



*World Airways DC6A, N90783, Convertible Passenger/Cargo, at Oakland Int'l Airport. AI, Mike Roberts SC7601. Formerly*

*in William Demarest Collection.* World Airways was founded as a nonscheduled charter carrier in 1948. DC-6As joined its fleet in the late 1950s. The airline played significant roles in many humanitarian missions, including during the Hungarian Revolution of 1956 and the last days of the Vietnam War in 1975. Following passage of the 1978 U.S. Airline Deregulation Act, World Airways tried to break into the scheduled low cost travel passenger market. I remember flying during that time on a World DC-10 scheduled flight from Newark Airport to Oakland, California. The widebody aircraft was new, spacious, and beautiful. But I was surprised to see only 20 other passengers aboard. No wonder they had to exit that market by 1987. The airline continued as a major charter and cargo airline, and existed longer than any of the 15 'Supplemental' airlines -- until March 2014.

Several U.S. scheduled cargo carriers (that were not 'Supplemental' airlines) also operated significant cargo charters and occasional passenger charter flights. Here are two examples.



*Flying Tiger Line Lockheed L.1049H Super Constellation, with printed 'Thank You' message on back from a Sales Representative of the airline. AI. Founded in 1945 as a cargo airline, Flying Tiger Line became the largest transporter of air freight prior to being acquired by FedEx in 1989.*



*Seaboard World Airlines Douglas DC-8F. AI. Founded in 1946 as Seaboard & Western Airlines, this cargo carrier adopted the Seaboard World name in 1961. Based at Idlewild Airport in New York (later known as JFK), it primarily served a trans-Atlantic route. Jet service started with the DC-8F in 1964. The airline eventually merged into Flying Tiger Line in 1980.*



Today several charter airlines exist for a variety of special purposes. Here are postcards from two of them.



*Sun Country Airlines DC-10-40, N144JC, at its base in Minneapolis/St. Paul, Minnesota. Pub'r Eleven Left, no. J12779. 5.5x8.8" (14x22.2 cms.).* Sun Country originated in 1983 as a charter airline. The pictured DC-10-40 was in its fleet from 1986-1991. Sun Country has arisen anew after overcoming two bankruptcy proceedings, and today it operates both scheduled and charter passenger flights, the latter under the name 'Sun Country Charters'.



*Miami Air International Boeing 727-200. AI, 4.5x6.5" (11.4x16.5 cms.).* There are two printings of this card, the typeface on the backs being different. Miami Air started operations in 1991 as a specialty charter airline, utilizing 727-200s. Today, operating with 737-800s, its main charter customers include the U.S. government and military as well as sports teams, corporate and meeting incentive groups, and other affinity groups.

#### Notes:

The originals of all postcards shown are in color and from the author's collection. Except as noted, all are in standard or continental size. I estimate their rarity as -- Rare: Flying Tiger, the Resort, Southern Air Transport, Standard, Transocean and World cards; Uncommon: the American Flyers, Capitol, Modern Air, Purdue, Saturn, Seaboard, Trans Caribbean, United States Overseas, and Universal cards. The rest are fairly common.

#### AI 2014 Postcard Contest:

Congratulations to the winners of the AI 2014 LAX Postcard Contest: 1st Place--Hubert Jansen, 'Convair Jets at LAX'; 2d Place--Bill Baird, 'The Freighters'; 3d Place--Chris Slimmer, 'The Real Photo Airport Postcards of Marseille-Marignanne [France]'. Many thanks to all the contest entrants and also to this year's postcard contest judges: Armen Avakian, Rick Neyland and Joerg Jaeggin.

#### Next Issue on Boeing 747s --

##### Submit Scans of Your Favorite 747 Postcards:

The next issue of The Captain's Log will cover the Boeing 747 aircraft (all series). Postcard Corner will feature '747' postcard favorites submitted by our airline and airport postcard collectors. Please consider sending to me at [marvilynn@gmail.com](mailto:marvilynn@gmail.com) scans of two or three of your favorite 747 cards. I will try to include at least one card from as many collectors as possible. Scans should preferably be at 300 dpi and at least 1MB in size.

#### References:

Davies, R.E.G., *Airlines of the United States since 1914*, ch. 17 'The Charter Airlines', Smithsonian Institution Press (1972); *Airlines of the Jet Age*, pp. 65-66 'The U.S. Supplementals', Smithsonian National Air and Space Museum (2011); and *Rebels and Reformers of the Airways*, chapters on Stanley D. Weiss 'First with Air Coach' and Orvis Nelson 'Mr. Transocean', Smithsonian Institution (1987).

Websites: Miami Air and Sun Country have their own websites on their current operations. Historical websites exist by devotees of several of the covered airlines, including Flying Tiger Line, Seaboard World and Transocean, and there are Wikipedia and other pertinent websites on all the airlines shown. More postcards on all these airlines can be seen at William Demarest's comprehensive website, 'AirlinePostcardDatabase.com'.

Until next time, Happy Collecting, Marvin



*Transocean Air Lines Label.*



# Book Review

By Shea Oakley • [Ancientskies1@safeaccess.com](mailto:Ancientskies1@safeaccess.com)

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

**35 Miles from Shore:  
The Ditching and Rescue of ALM Flight 980**

**By Emilio Corsetti III**  
**Odyssey Publishing, Lake St. Louis**  
**ISBN: 978-0-9778971-0-0**

In May 1970 a DC-9-33CF owned and flown by Overseas National Airways (ONA), and wet leased to ALM Antillean Airlines of the Dutch West Indies, ditched in the Caribbean Sea between St. Maarten and St. Thomas after running out of fuel. 23 of the 57 passengers and 6 crew aboard perished. Corsetti's excellent book reminds us that the famously successful landing of a US Airways A-320 in the Hudson River in 2009 is the exception, not the rule, when it comes to commercial jet ditchings. This is particularly true when such events occur in the open ocean.

The story of ALM 980 is comprehensively told over 327 pages of meticulously researched and well-presented information that reads like "a fine novel" (as is pointed out in a back page review by the late Bob Buck, an author and former TWA captain). In addition to thoroughly covering the flight and the dramatic rescue operation that followed its end the book also contains a great deal of backstory relating to the history of ONA, one of the larger U.S. "Supplemental" charter carriers. ALM's story is also covered, though not to as great an extent.

As with most air disasters the loss of N935F was a product of several causal factors that came together in an unfortunate way. Anyone of these, if removed from the equation, would have spared both the "Carib Queen" and the souls aboard her who did not come out of the water that day. These factors included fuel totalizer gauges that were less than fully reliable, en route and destination weather issues, an aircraft operating at the extreme limit of its range, and a sadly common lack of crew communication in the pre-Cockpit Resource Management era (a lack that extended to include nearly non-existent coordination between the cockpit and cabin crew immediately prior to the ditching). Once the airplane was down a number of emergency evacuation issues quickly became apparent as well, not the least of which was an unintentional raft inflation that obstructed access to the forward doors. After adding seas with 10-15 foot swells to the picture the reader is left thinking that, despite the crew's mistakes, the large number of survivors was actually somewhat miraculous under the circumstances. Credit for much of this "miracle" must also go to the courageous U.S. Coast Guard and U.S. Marine rescue helicopter crews, who were operating in winds at the ditching site whose gusts sometimes exceeded 40 MPH.

As for the carriers involved, both ONA and ALM are gone now. ONA suffered several more aircraft hull losses after this one. Most of the accidents were non-fatal but did little to burnish the image of an airline that had already been nicknamed, probably unfairly, "Often Never Arrives." The general decline of the Supplementals in the decade following the last flight of N935F unfortunately included the company and it closed its doors in 1978. ALM lasted 23 years longer but was an early casualty of the severe post-9/11 downturn in global air traffic.

35 miles from Shore features detailed appendices and endnotes as well as a 16-page center photo section. This book is very well written, a true "page-turner", and one I highly recommend for anyone with an interest in air disasters, a subject which is both technologically fascinating and emotionally compelling.

Availability: Used copies of this book can be found on Alibris.com starting at about \$3.00.



*Resort Airlines Inc. Label.*



*ONA DC-10*



*TA B747*



*Trans Caribbean Airways Label.*



*TIA DC8*



*Total Air L1011*



# Aircraft Models

Transamerica Airlines

By Ken Miller • ozmiller@sbcglobal.net



*Transamerica Airlines B747-271C/SCD. Photograph courtesy of Andy Kennaugh via [Airliners.net](http://Airliners.net).*

I know a little about charter airlines including Transamerica Airlines. The more I read and the more I learn about Transamerica Airlines the more fascinating I find the airline. Likely when I was young I saw a Transamerica DC-8 during one of my family jet trips to visit relatives over Christmas break. Fast forwarding a number of years I'm also sure that I saw a Transamerica Boeing 747 model at Clint Groves ATP shop and house in San Jose. I remember recognizing the tail logo on the model as the same as the Transamerica logo that I saw in movie theaters watching favorite United Artists movies such as the Pink Panther and James Bonds films. I have always enjoyed reading accounts of flight crew members as their jobs can often be mundane doing the same tasks every day but also with the chance that something completely out of the ordinary can and will occur at any time.

A number of years back I bought a copy of Crisscrossing the Globe written by Cynthia Swenson McAlister about her travels as a Transamerica/Trans International flight attendant. Wow..... being a flight attendant is crazy and being a charter flight attendant is REALLY crazy. At some point I picked up an ATP Transamerica decal for myself. I haven't built a Transamerica model yet but when I do it will likely be a 747 using the "vintage" ATP decal.

Kirk Kerkorian purchased charter operator Los Angeles Air Service in 1947 for \$60,000. The airline started out with a single DC-3 flying tourists from Los Angeles to Las Vegas. The airline expanded rapidly adding DC-6's and Lockheed L-1049 Constellations. To better reflect the growing route structure the airline was renamed Trans International Airlines in 1960.

The company was the first charter airline to introduce jet service with the introduction of the Douglas DC-8 on trans-Pacific routes. Other jet types operated included the Boeing 727, 747, and DC-10.

In 1968 Kerkorian sold his interest in the airline to the insurance conglomerate Transamerica Corporation. The airline remained focused on charter and cargo operations until Deregulation in 1978 when it began scheduled passenger operations. In 1979 the airline started scheduled transatlantic passenger flights to Shannon and Amsterdam and was renamed Transamerica Airlines. Transamerica flew charter flights between New York and Africa that were known as the "Roots" program following the popularity of Arthur Haley's book Roots. Other popular charter destinations included the Caribbean, South America, and Hong Kong. The airline flew over one hundred hajj pilgrimage flights on behalf of UTA and Air Afrique. The airline was also a US military charter contractor and flew troops from both Clark Air Force Base in the Philippines and Andersen Air Force Base, Guam to Travis Air Force Base, California during the Vietnam War. The airline flew refugee flights as well after the Vietnam War had ended. The fleet was very varied including the already mentioned DC-3, DC-6, L-1049 Constellations, DC-8, 727, 747, and DC-10s. Two other strictly cargo types operated were the Lockheed L-188 Electra and L-100 Hercules. Transamerica seems like an airline that would pretty much fly anything anywhere at any time.

In the early 1980's the Transamerica Corporation announced its intentions to divest all of its holdings that were not financial in nature. The airline was divested in 1986. There were potential buyers for the airline but Transamerica found it more profitable to sell the airline off in pieces. Transamerica Airlines was dissolved and ceased operations on September 30, 1986.

Transamerica's fleet is worth mention due to its uniqueness. Transamerica was the first US airline to order and receive Boeing 747 Combis which were also the first General Electric powered 747's delivered. The 747's were operated in a 484 seat layout.

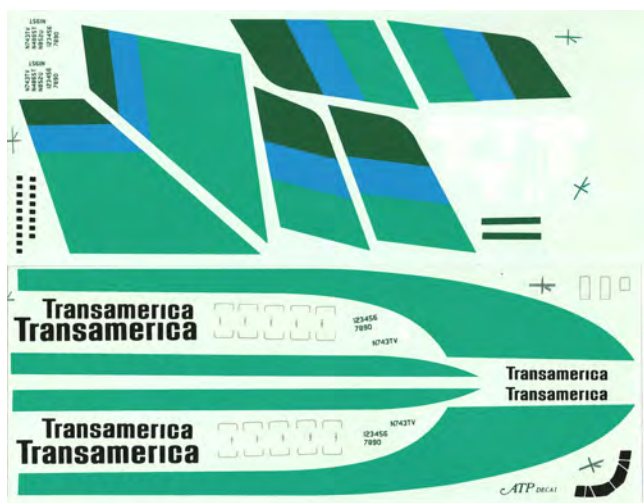
The airline had originally ordered five 747's but cancelled the last two. The three 747 combis had the rear side cargo door as well as the opening nose. Transamerica also operated three DC-10s. Aeromoe's website shows a total of nine Lockheed L-188 Electras, seventeen L-100 Hercules, and eleven stretch DC-8's all operated by Transamerica through the years.

As I mentioned in my introduction reading Cynthia Swenson McAlister's Crisscrossing the Globe book was what got me hooked on Transamerica Airlines. She was selling the book at the San Francisco Airliner show a number of years back. Cynthia flew for Transamerica for 14 years and pretty much flew everywhere and saw everything. When she was interested in being a flight attendant she knew that only charter airlines based their crews in Northern California. She interviewed with Universal Airlines being hired and sent to Dallas for training. On her last day of training it was announced the Universal was going bankrupt and that the class was out of work. Two weeks later Trans International mailed her a letter asking if she was interested in working for them. She accepted and began a career that served as the basis for the book. Some of the interesting stories include scheduling, last minute changes, and jet lag. Her second flight involved flying commercial from Oakland to New York and on to Rome. Three days later the crew was supposed to fly back to New York and Oakland.

When the crew arrived at New York on return, Scheduling telexed that instead of continuing to Oakland the crew was to go to San Bernardino then to Anchorage. Changes like this are throughout the book. Another crew had picked up passengers in Bermuda and announced the flight time to Baltimore. The passengers piped up and said they were going to Connecticut. The crew filed a new flight plan and another crew was scheduled to fly the remaining legs from Baltimore to San Bernardino, and Anchorage. In 1971 Transamerica Airlines boasted that it flew to more airports than any other carrier. From reading Cynthia's book I certainly believe the claim.

Over the years I picked up two copies of the ATP Transamerica 747 and DC-8 -73 decal. The address on the decal is the South San Francisco PO box so the decal predates ATP moving to San Jose. The instructions state that one will need to trim the tail decal to fit a DC-8 by using the DC-8 tail as a template. For the L-100 or Electra the DC-8 and 747 titles will also work but one will need to cut and trim the stripes to fit. One decal claiming to fit four different aircraft is a pretty good deal. My decals still look good and hopefully will stay that way. I will definitely use and overcoat before trying to use them. 26 Decals also makes the earlier Trans International Airlines decals for both the DC-8 and DC-10 models. I have included photos of beautiful Trans International DC-8 and DC-10 models built by Steve Jacobson. Steve worked for TIA from 1972 to 1975.

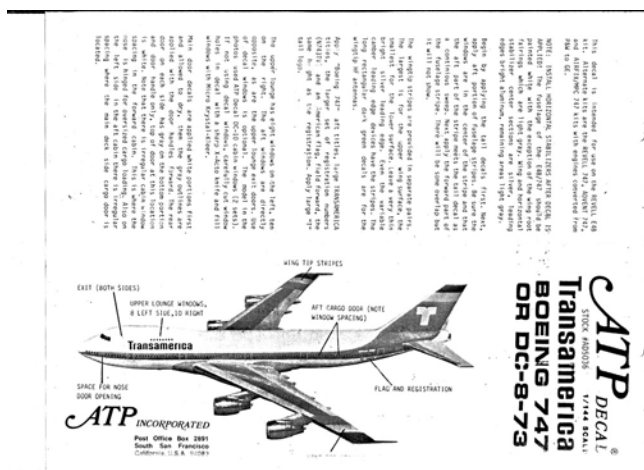
One of these days I will build a Transamerica 747 model in recognition of the crews and workers for all charter airlines.



ATP Model Decal



Trans International DC-10 model  
photograph courtesy of Steve Jacobson and AirlinerCafe.



ATP Model Decal Instructions



Trans International DC-8 model  
photograph courtesy of Steve Jacobson and AirlinerCafe.



# Dining Service

Dining Onboard Charter Airlines

By Dick Wallin • rwallin@aol.com



American Trans Air had this attractive china for use on their "Around the World" charters. The borders were a fancy dark blue & gold roping, made by Inflight Top - Noritake.



Short-lived Canadian carrier Odyssey International had this china with red and blue markings. Their founder was a speaker at one of our Airliners International banquets, in Toronto if I recall correctly. In his speech, he mentioned they had china, so afterwards, I pounced on him to get me a sample of it!



Rich International used these glasses with their logo. These turned up after they shut down; as far as I know, they did not have china.



Transamerica had a nice size set of this china with their logo in gold.



Transamerica cocktail and wine glasses.



Trans International used this china with their tail logo, incorporating the TIA initials, in an aqua color. Made by Alox in China.



This was apparently the final china used by World Airways, with red and blue markings. Previously World had china with just a gold rim stripe, and their "globe/boomerang" logo in red on the bottom.

# Junior Wings

U.S. Charter Airlines

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



*Metro International Airlines (FTL-01). This charter carrier operated a couple of passenger configured 747s on behalf of Flying Tiger Line for a brief period in the early 1980s for Tower Travel Corp.*



*Capitol Air (previously known as Capitol International Airways) issued two junior wings (CPA-01 and CPA-02).*



*Trans International Airlines (TAI-01) and Transamerica Airlines (TAH-01) was a charter carrier owned by Kirk Kerkorian. This carrier shut down on September 30, 1986.*



*Key Air (KEY-01) operated charter flights on 727 aircraft for a brief period during the 1980s.*



*Leisure Air (LWD-01) issued this beautiful junior wing during the 1990s. Leisure operated charter flights with A320, DC-10, and a couple of 757 aircraft based in Winston-Salem, NC. This company folded in 1995.*



*Express One International, previously known as Jet East International, operated 727 and DC-9 jets on cargo and passenger charter operations. They issued a sole junior wing (LHN-01).*



*Champion Air, a long-time charter operator for MLT Vacations shut down in 2008. Champion issued several junior wings, including (CCP-02).*



*North American Airlines issued this larger style junior wing. North American operated charter flights on behalf of El Al, Club Med, and the US military.*



*Finally, Miami Air International, one of the few remaining pure-charter airlines in the US, issued this updated junior wing reflecting the company's new logo.*

*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. [lanekranz@msn.com](mailto:lanekranz@msn.com)*



*New upstart airline People Express (operated by Vision Air) issued a new junior wing.*

*Keep on Collecting!  
Lane*



# Flight Exchange

Our Member Forum for buying, selling and swapping airline memorabilia  
Send your advertisement to [Editor@WAHSONline.com](mailto:Editor@WAHSONline.com) or to our Post Office Box

**FOR SALE:** Air Force One and Air Force Two playing cards and other memorabilia. 60 AF1 and AF2 decks (including 3 duplicate decks), 6 Presidential related decks, and many other AF1 and Presidential items. The AF1 & AF2 playing cards were issued by Truman, Eisenhower, Johnson, Humphrey, Nixon, Agnew, Rockefeller, Ford, Mondale, Reagan, Bush 41, Clinton, Gore, Bush 43, & Cheney. Asking price for entire collection: \$3000.00. Contact Fred Chan for pictures, [topflite@olympus.net](mailto:topflite@olympus.net).

**HERALDRY OF THE AIR – AVIATION INSIGNIA MUSEUM.** Founded in 1960. 3200 South Nova Road Lot 51, Port Orange, FL 32129. Peter Bruce Walton, Director. Email: [heraldryoftheair@msn](mailto:heraldryoftheair@msn). Phone: +1.386-760-4758. Over 17,000 items on display-Badges, Patches, Flags, Plaques, Swords, Medals and Uniforms. Displays devoted to the Armed Forces of the world, Spaceflight, airlines and commercial aviation, and much more! Open by appointment only so please call at least 24-hours in advance.

**WANTED PNA SILVER WREATH** - I managed to obtain the center disc of the Pacific Northern Airlines cap badge. I am lacking the silver wreath which surrounds the red disc. It seems to be a generic style which could be used with other center devices. The hallmark looks like "ROBBINS". Any leads to a wreath like this would be greatly appreciated. Please contact Charlie Dolan, [wingcobda@yahoo.com](mailto:wingcobda@yahoo.com) or call (352) 751-5560 or (352) 446-3603 for the cell.



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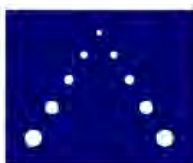
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# UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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

See WAHSONline.com for a complete show listing.

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

Please send your show listing to WorldAirSociety@aol.com or to WAHS headquarters.

## **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.

## **VANCOUVER AIRLINE & AVIATION COLLECTIBLE SHOW • Saturday, October 18, 2014**

Richmond Rod & Gun Club Auditorium. Fast Metro access from YVR. 7891 Cambie Rd @ River Rd. Free parking. Admission \$4 CAD. 10:00 am until 5pm. 6 ft vendor tables \$45 CAD. For information, contact Henry@AirlineHobby.Com or phone 604.737.9996. VancouverAviationShow.com

## **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.

## **FIRST ANNUAL EAST CHINA AIRLINE COLLECTIBLES SHOW • Saturday and Sunday, November 8th & 9th, 2014**

Shanghai International Airport Hotel - Hongqiao Airport (SHA), People's Republic of China. Show Hours: 9am until 4:30pm daily. To book tables or reserve a hotel room at the special show rate, please email Andrew Klein at eastchinaairliners@163.com.

## **LONG BEACH AIRLINER EXPO • Saturday, January 24, 2015**

The Los Angeles Airliner Expo has moved to Long Beach!

Long Beach, CA. Holiday Inn-Long Beach Airport, 2640 Lakewood Blvd., Long Beach CA 90815. Show Hours: 9:00am until 3:00pm. For special hotel rates, call the Holiday Inn at +1.562.597.4401 and mention the LAX Airliner Expo Rate. Free shuttle to/from LGB. Free parking at the hotel. For additional information, contact Dave Cherkis +1.702.360.3615 or Marshall Pumphrey +1.562.987.1904. <http://www.laxairlinerexpo.com>.

## **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).

## **SAN FRANCISCO AIRLINE COLLECTIBLE SHOW • Saturday, March 7, 2015**

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

## **DALLAS AIRLINE COLLECTIBLE SHOW • Saturday, May 9, 2015**

Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: jetduane@att.net or by calling (504) 458-7106.

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



Trans International Boeing 727-171C, N1727T, CN 19859, MSN 559, at JFK.  
Photograph courtesy of Bruce Drum / [AirlinersGallery.com](http://AirlinersGallery.com)



Universal Airlines Douglas DC-8F-55, N803SW, 1966, at Wilmington, DE (ILG).  
Photograph courtesy of Bruce Drum / [AirlinersGallery.com](http://AirlinersGallery.com)





World Airways Douglas DC-10-30CF, N106WA, CN 46835, at Miami, 1978.  
Photograph courtesy of Bruce Drum / [AirlinersGallery.com](http://AirlinersGallery.com)



Capitol International Airways, Douglas DC-8-63, N805WA, CN 46143, MSN 547. August 1983.  
Photograph courtesy of Fernandez Imaging Collection.

