

Spring 2015 | Issue 39-4

The Captain's Log

The Journal of the Airliners International Association

ATLANTA

Crossroads of the World

Airline Collectibles and History for the Aviation Enthusiast



Hartsfield-Jackson International Airport, Atlanta, Georgia. Photograph by Jeff Magnet, 2013.



Southern Airways Douglas DC-9-14, N3307L, MSN 45702, at Atlanta, December 1973.
Photograph courtesy of Bruce Drum / AirlinersGallery.com



ATLANTA Crossroads of the World



On the front cover:
Eastern Airlines Douglas DC-8-61, N8778,
CN 45848, at Atlanta, November 1969.
Photograph courtesy of Bruce Drum/
AirlinersGallery.com.

Flight Manifest

From the Flight Deck Duane L. Young	3
Airline Timetables David Keller.....	4
Book Review Shea Oakley.....	12
Label Time Daniel Kusrow.....	13
Wings Charles F. Dolan.....	16
Airmail Etiquettes Arthur H. Groten, M.D.....	19
Ticket Jackets Tom Doak-Dunelly	20
Aircraft Models Ken Miller	22
Playing Cards Fred Chan.....	24
Postcard Corner Marvin G. Goldman.....	25
Jr. Wings Lane Kranz.....	30
Dining Service Dick Wallin.....	33
Upcoming Airline Collectible Shows	36

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WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airliners International
Association

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Email: WorldAirSociety@aol.com

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

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

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

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

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

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



From the Flight Deck

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

Welcome Aboard!

Airliners International 2015 Atlanta

Our next Airliners International event is fast approaching. The 2015 show will be June 17-20 at the Delta Flight Museum in Atlanta, Georgia. Our trading hall has Delta's 767-232 N102DA "Spirit of Delta" as the main attraction. The show organizers report that 225+ tables have already been committed with delegates coming from North America, Europe, and South America so far. The host hotel is the Renaissance Concourse Atlanta Airport Hotel. Please make your reservations now to ensure our special show rate of \$84/night as limited availability exists. For more information, please see their website at www.AI2015ATL.com or the registration form included with this Log. All proceeds from the event will benefit WAHS/AIA and the Delta Flight Museum.

WAHS/AIA Membership Renewals

Please remember to renew your WAHS/AIA membership ASAP if your dues are due in June 2015. Everyone is receiving a renewal notice; however, this doesn't mean your membership will be expiring this year. Your mailing label will show your membership expiration date. If you see '6/2015' – please renew now! If you have any questions, please contact Bill Demarest, our Secretary, at WorldAirSociety@aol.com. Thank you for your continued support!

WAHS/AIA 2015 Board of Directors and Officer Elections

Our annual Board of Directors and officer elections are upon us. For 2015 we have the office of the President and two Board Members at Large up for election.

President. The WAHS President's office is critical to the operation of the Society. This individual will be responsible for guiding the society's efforts to fulfill our mission statement. Duties include, but not limited to, providing leadership to the Board of Directors, representing WAHS to the membership, conducting the annual board and membership meetings, responding to inquiries from members and potential members, and fulfilling all duties as described in our By-Laws. Term of office is for 3 years.

Board Member at Large. The Board Member will support the goals of WAHS/AIA by participating in all board meetings as called for by the President. This individual will contribute their expertise to the board to further the goals of the Society and represent WAHS/AIA at functions and interface with the membership as needed. All

Board members are expected to promote WAHS/AIA and the AI events at regional shows and other outlets. Provide guidance to WAHS officers with managing Society goals and finances. Term of office is for 3 years.

Please send your completed ballot to our WAHS Secretary, Bill Demarest, via email at WorldAirSociety@aol.com or via regular postal mail to our WAHS address at P.O. Box 489, Ocoee, FL 34761 USA. All ballots must be received by Saturday, June 6, 2015 at WAHS headquarters in order to be counted.

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!

Thanks for flying with us.

Duane



Flying Ahead with the Captain's Log

Issue 40-1 – Hong Kong's Cathay Pacific

Issue 40-2 – Airlines of Mexico

Issue 40-3 – The World's Regional & Commuter Aircraft

Issue 40-4 – Taking-off with American Airlines

Airline Timetables

Airlines of Atlanta

By David Keller • dkeller@airlinetimetables.com

Atlanta's importance in the US air transportation system is underscored by a saying I first heard many years ago, "When you die, it doesn't matter if you are going to heaven or hell, you will have to connect through Atlanta." Much of this results from the development of the "hub" strategy, bringing passengers in on a number of similarly-timed flights to provide a multitude of options for connecting traffic. While this has been used in many airports around the world, nowhere has it been more successful than Atlanta.

One of the early airlines to serve Atlanta was American Airways. In the late 1920's and early 1930's, airlines were dependent on air mail contracts, so passenger routes tended to be determined by the award of those contracts. In the timetable dated December 10, 1932, American was operating passenger service to Atlanta as a result of those air mail contracts. A few years later the government cancelled all contracts, and when they were once again awarded to the commercial airlines (after an unsuccessful attempt at having the military fly the mail), American would no longer have contract routes to Atlanta, and therefore no longer offered passenger service.

Eastern Air Transport also operated services to Atlanta as a result of the original air mail contracts. In the timetable dated April 1, 1931, service was operated north to New York and south to Miami. With the awards of the new contracts a few years later, Eastern retained its Atlanta routes, and built a significant presence there as the years passed.

it offered more flights from Atlanta (253) than any other airline offered from any city in the world.

Delta Air Lines began with routes running east and west from Atlanta, thus not putting it into immediate competition with Eastern. However, as routes were added, the two companies found themselves competing in an increasing number of markets. In the Delta timetable dated April 1, 1954, Delta's early connecting strategy is on display, as virtually every incoming flight had multiple connecting options.

Delta and Eastern would eventually build their largest hubs at Atlanta with ever-increasing numbers of flights organized into "banks" which involved dozens of flights arriving within a short window to increase connecting options and decrease connecting times. Delta would pull ahead in this struggle, in part because Eastern also had large operations in New York and Miami which diverted some of its attention away from Atlanta. Delta, on the other hand, was based in Atlanta, and fully committed to defending its turf.

Following the conclusion of World War II, new routes were awarded to the nation's airlines, and Capital Airlines received authority to serve the Southeast, including Atlanta. By the early 1960's, Capital was operating about a dozen routes from Atlanta. The airline's final timetable, dated June 1, 1961 shows the flights timed to arrive in a short window to maximize connecting opportunities.

United Airlines inherited service to Atlanta with its

By the 1970's, Eastern and Delta were battling for supremacy in Atlanta, with both carriers connecting large numbers of passengers through their respective hub operations. In the timetable dated May 1, 1977, Eastern boasted that



American Airways, December 10, 1932



NEW YORK—RICHMOND—ATLANTA			
SOUTHBOUND		NORTHBOUND	
Road Down		Road Up	
No. 7		No. 8	
8:15 a.m. Lv. New York	Ar. 6:30 p.m.*		
12:45 p.m. Fly. Richmond	Ar. 2:40 p.m.		
1:35 p.m. Lv. Greensboro	Ar. 1:00 p.m.†		
3:00 p.m. Lv. Charlotte	Ar. 11:45 a.m.		
4:20 p.m. Lv. Spartanburg	Ar. 10:11 a.m.		
4:45 p.m. Lv. Greenville	Ar. 10:30 a.m.		
5:15 p.m. Ar. Atlanta	Ar. 8:00 a.m. C.T.		
ATLANTA—MIAMI			
SOUTHBOUND		NORTHBOUND	
Road Down		Road Up	
No. 15		No. 16	
7:30 a.m. Lv. Atlanta	Ar. 4:40 p.m. C.T.		
11:00 a.m. Lv. Macon	Ar. 4:11 p.m.		
1:25 p.m. Fly. Jacksonville	Ar. 3:00 p.m.†		
2:25 p.m. Lv. Daytona Beach	Ar. 2:00 p.m.		
4:05 p.m. Lv. W. Palm Beach	Ar. 12:15 p.m.		
4:45 p.m. Ar. Miami	Ar. 11:10 a.m.		

Eastern Air Transport, April 1, 1931

acquisition of Capital Airlines in July of 1961. The timetable dated September 14, 1970 shows United still serving the Atlanta routes from that merger (albeit not with the same gusto for creating connections). This is one of the few United timetables after the Capital merger to show an actual route map, as opposed to very condensed maps that only show a very generalized view of the system.

In the late 1950's, several carriers were awarded route authority to Atlanta and Florida. In the October 25, 1959 timetable, Northwest Orient Airlines was operating 2 daily flights on the recently awarded route from Chicago, plus a Saturday-only frequency, with the daily services continuing to Florida.

TWA was another carrier to receive new Atlanta/Florida authority in the late 50's, in this case from St. Louis and Nashville. The July 2, 1961 shows 2 daily flights from those cities to Atlanta, and as was the case with Northwest, both flights continued on to Florida.

While TWA's service to Atlanta primarily involved flights to St. Louis and later, New York, in 1992, TWA created a hub of its own there. Beginning in June, TWA opened over a dozen new routes, apparently hoping to fill the void left by the bankruptcy of Eastern Air Lines, which ceased operations in early 1991. In the timetable dated September 8, 1993, TWA was offering 57 daily flights from Atlanta, many of which were timed to offer connections. This experiment lasted 2 years and was discontinued in the Summer of 1994.

1969 saw National Airlines begin service to Atlanta as the result of what has to be among the most illogical route awards of the time. The carrier was given authority to operate from Atlanta to San Francisco, competing with Delta. The timetable dated October 26, 1969 finds 2 daily flights offered with DC-8's. Following the

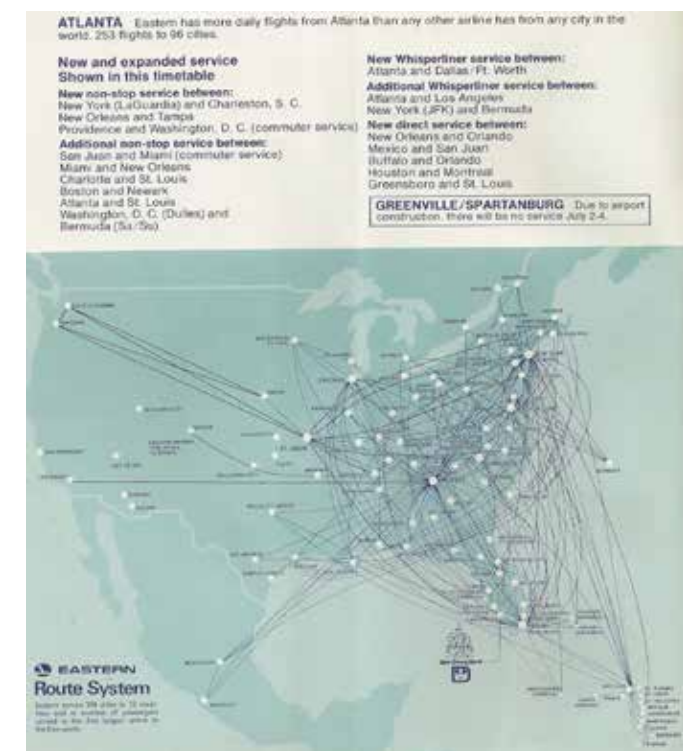
retirement of the DC-8's, National did not have equipment suitable for the route, as the DC-10 was too large, and the distance was a stretch for the 727's range. By 1978, National was operating the route only once weekly, Saturday night and early Sunday morning. (Apparently, flying empty planes solves that range issue!)

Braniff International Airways appeared in Atlanta in two rather unconventional ways. First, an interchange service was started with Eastern Airlines in 1968 to provide no-change-of-plane service between Atlanta and Denver. Eastern operated from Atlanta to Memphis, and the flight became a Braniff service on to Denver.

Secondly, Braniff was awarded route authority from Atlanta to Honolulu in 1969. Rather than attempt to operate a nonstop flight from Atlanta (without the benefit of connecting traffic), Braniff extended flights 501/502 to operate between Dallas and Atlanta. Despite the fact that it was technically a through flight, it was operated as a "change of gauge" segment, so passengers had to change planes at Dallas. The timetable dated April 25, 1971 shows both the Eastern interchange and Hawaii through service.

In 1977, Braniff had a breakthrough in Atlanta, with award of non-stop service to Denver. (It's difficult to fathom that it had previously been impossible to fly nonstop between those cities!) In the July 28, 1977 timetable, Braniff began offering 6 flights each way between Atlanta and Denver in competition with Delta (4 of them nonstops), which had also received the same authority.

While Atlanta attracted many of the trunk carriers, it was not the case with the local carriers. The most obvious exception was Southern Airways, which began service in 1949, having Atlanta as part of the original route network. The timetable dated April 27, 1952 shows Southern operating a very linear route system, with



Eastern Air Lines, May 1, 1977



Delta Air Lines, April 1, 1954

only 3 routes from Atlanta. It also identifies Birmingham as the location of the carrier's General Offices, but Southern would later move their headquarters to Atlanta.

As Southern continued to grow, additional routes were added from Atlanta, primarily to the south and west. Southern's final timetable, prior to being merged with North Central to form Republic Airlines, was dated April 29, 1979, and shows 65 daily flights operated from Atlanta.

Piedmont Airlines began serving Atlanta in 1962. The June 25, 1962 timetable shows new service from Atlanta involving 11 daily flights to cities in Georgia, Tennessee and the Carolinas. Piedmont's presence in Atlanta would continue to grow until deregulation, at which point it began to build its own hub in Charlotte (now among the world's busiest).

Deregulation also brought opportunities for new carriers to carve a piece out of the Atlanta market. Most notable was Air Atlanta, a 727 operator that began service in 1984, attempting to attract business customers with premium service at coach fares. The carrier's final timetable, dated December 1, 1986, shows service to 11 cities from Atlanta. Unfortunately, Air Atlanta was never profitable, and ceased operations in 1987.

Almost 10 years after Air Atlanta's startup, another Atlanta-based airline inaugurated service. ValuJet Airlines took to the air on October 26, 1993, with DC-9 service to Jacksonville, Orlando and Tampa. The illustrated timetable also contains schedules for November and December, as the carrier added aircraft and routes. ValuJet would continue its rapid expansion until the infamous 1996 Everglades crash and subsequent FAA investigation, which resulted in the airline being grounded. Once the carrier resumed flying, it became clear that its name was a liability, so ValuJet

purchased AirTran, and retained the AirTran name. AirTran was assimilated into Southwest Airlines in 2014.

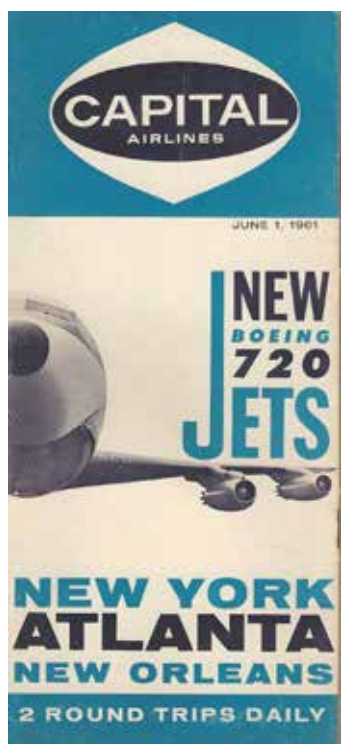
Nationwide Airlines Southeast was an Atlanta-based commuter carrier that began service in 1967. The illustrated (undated) timetable is from 1967 or 68, and shows service from Atlanta to 5 destinations in 4 states. This airline would change its name to Air South late in 1968, and would later purchase both Florida Air Lines and Shawnee Airlines.

Atlantic Southeast Airlines (commonly known as ASA) began Twin Otter service on the Atlanta-Columbus route in 1979. The timetable dated September 15, 1979 shows 6 roundtrips being offered. ASA would later become a Delta Connection carrier, which paved the way for it to become one of the largest regional partner airlines in the country, eventually operating a large fleet of Brasilias and later, regional jets. ASA has since been renamed ExpressJet and is owned by SkyWest.

Atlantis Airlines was a Florence-based operation that expanded into Atlanta, partially due to a codeshare arrangement with Eastern Airlines. Atlantis eventually became an Eastern Express carrier and in 1989 was purchased by Eastern Metro Express, which already operated the lion's share of Eastern's codeshare flights.

Despite Atlanta's standing as one of the busiest airports in the nation, international service was slow to arrive in the Peachtree state. Delta ran an interchange service with Pan Am providing no-change-of-plane service to London through Washington D.C. for a number of years, but it wasn't until 1978 that Delta was able to offer nonstop service on the route. The timetable dated April 30, 1978 shows the inauguration of service between Atlanta and London-Gatwick. Delta's existing L-1011 fleet did not have the necessary range, so several aircraft of a longer range version were leased from TWA to operate the service.

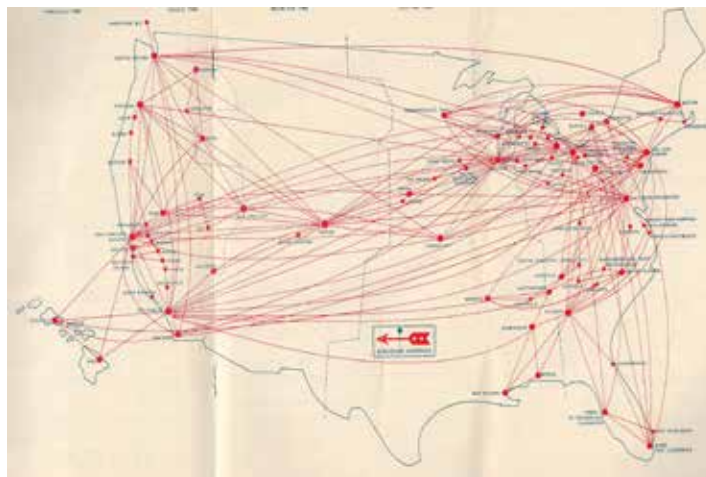
The UK airline receiving rights to serve Atlanta was British Caledonian Airways. The timetable dated April 30, 1980 shows DC-10's operating the route 6 times weekly. Atlanta was BCal's third destination in the US, following Houston and St. Louis.



Capital Airlines, June 1, 1961



United Airlines, September 14, 1970



Another European carrier to inaugurate service to Atlanta that year was Lufthansa. The timetable dated April 6, 1980 shows 3 weekly DC-10 flights between Frankfurt and Atlanta, with the flight continuing on to Dallas.

1979 saw the beginning of nonstop service between Atlanta and Nassau in the Bahamas. The timetable dated November 1, 1979 shows twice daily service being inaugurated on December 13, competing with Eastern's one stop and connecting flights.

The 1980's saw the start of nonstop service to the Cayman Islands. Cayman Airways timetable dated December 15, 1989 shows 2 weekly flights being operated to Grand Cayman.

Somewhat surprisingly, the wait for service to Canada was even longer. On May 1, 1995 both Delta and Air Canada began nonstop service from Atlanta to Toronto. Air Canada's timetable for this date shows 4 roundtrips between the two cities, competing with 2 offered by Delta.

Once the epitome of the word "hub", Atlanta is now more properly described as a "megahub". The gate and runway additions made in the past few decades have allowed Atlanta-Hartsfield to claim the title as the world's busiest airport (in terms of passengers) for the past 17 years running. With the nearest competitor seeing nearly 10 million fewer passengers annually, it appears that ranking won't be changing anytime soon.



Northwest Orient Airlines,
October 25, 1959



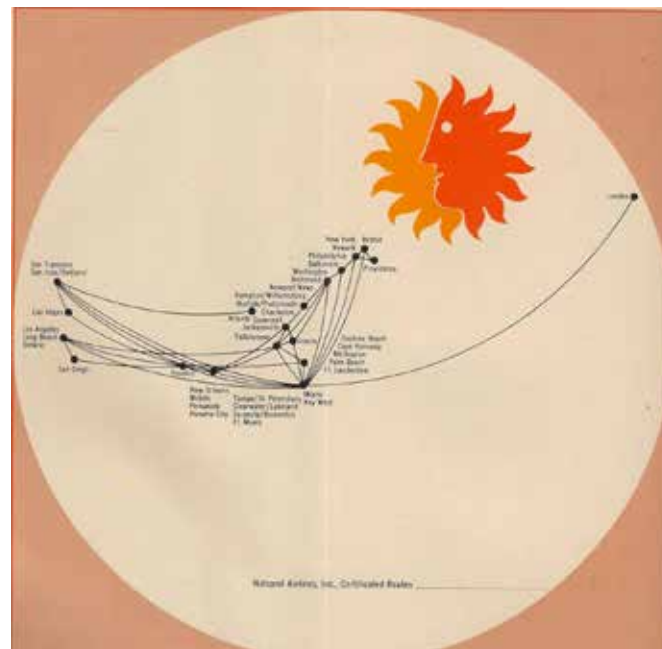
TWA Trans World Airlines, September 8, 1993



TWA Trans World Airlines,
July 2, 1961

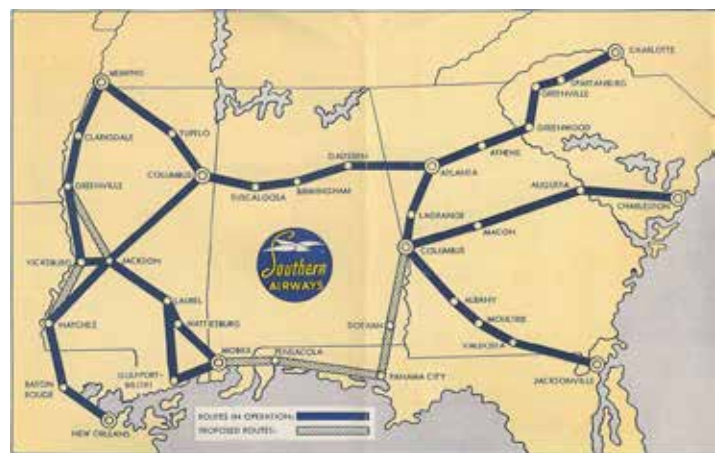


National Airlines, October 26, 1969

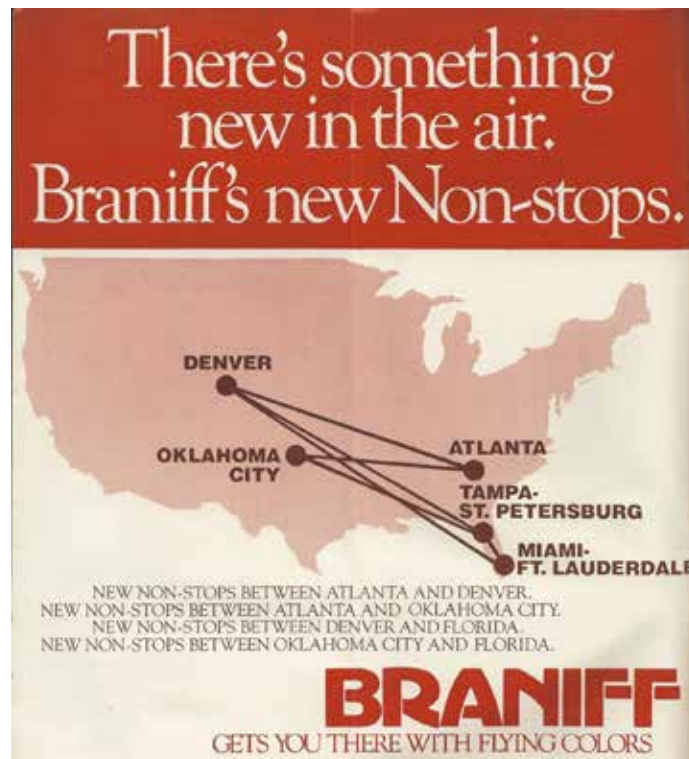
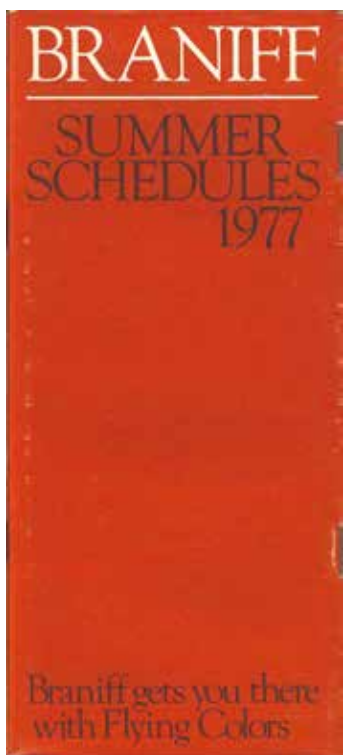




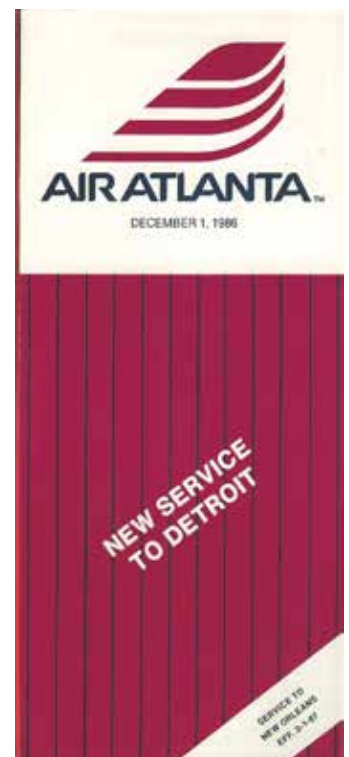
*Braniff International,
April 25, 1971*



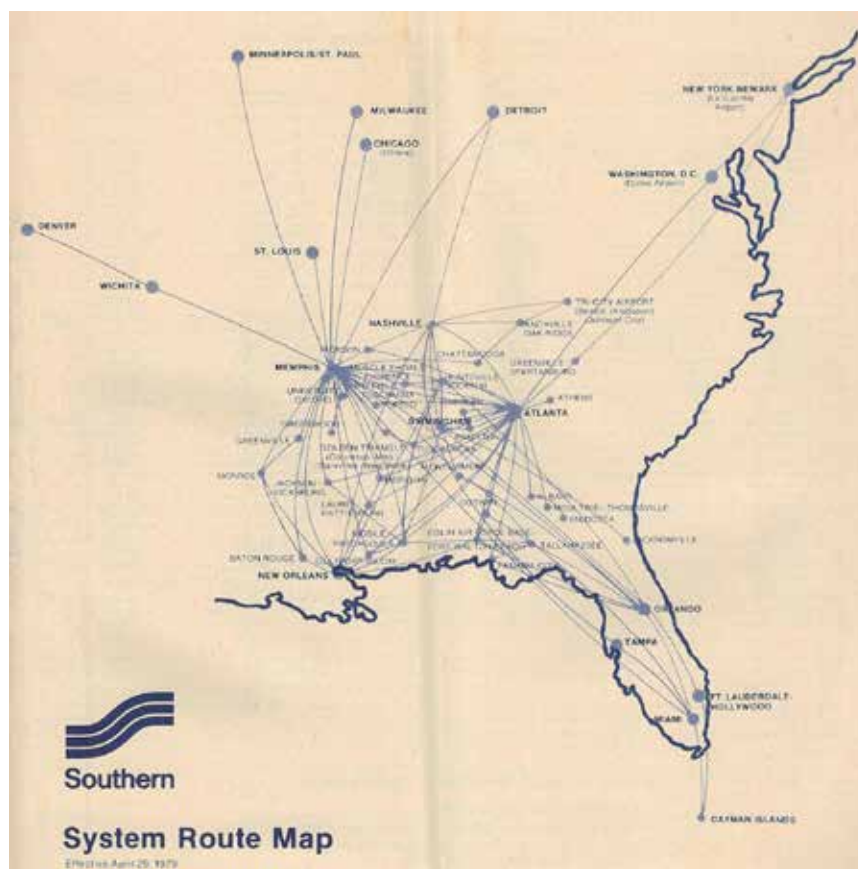
Southern Airways, April 27, 1952



Braniff International, July 28, 1977



Air Atlanta, December 1, 1986



Southern Airways, April 29, 1979



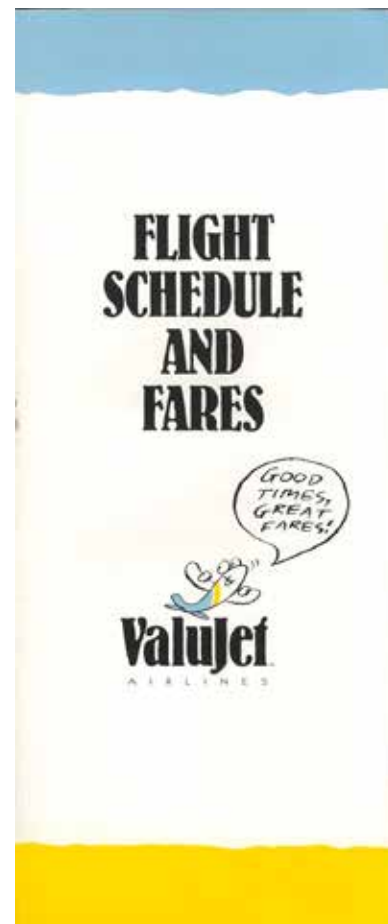
Atlantis Airlines, April 1, 1984

Atlantic Southeast Airlines			
Columbus-Atlanta			
FL Number	LV	AR	FREQ.
EV 101	7:35 a.m.	8:20 a.m.	ex. Sun.
EV 103	10:20 a.m.	11:05 a.m.	ex. Sun.
EV 105	12:35 p.m.	1:20 p.m.	
EV 107	2:40 p.m.	3:20 p.m.	ex. Sat.
EV 109	4:45 p.m.	5:25 p.m.	ex. Sat.
EV 111	7:55 p.m.	8:45 p.m.	ex. Sat.
Atlanta-Columbus			
FL Number	LV	AR	FREQ.
EV 102	9:30 a.m.	10:10 a.m.	ex. Sun.
EV 104	11:35 a.m.	12:15 p.m.	ex. Sun.
EV 106	1:45 p.m.	2:30 p.m.	
EV 108	3:40 p.m.	4:20 p.m.	ex. Sat.
EV 110	6:50 p.m.	7:35 p.m.	ex. Sat.
EV 112	9:45 p.m.	10:25 p.m.	ex. Sat.

In the Columbus area, call 327-4472 for reservations and information. In Atlanta call 781-2234.

This schedule is effective September 15, 1979.

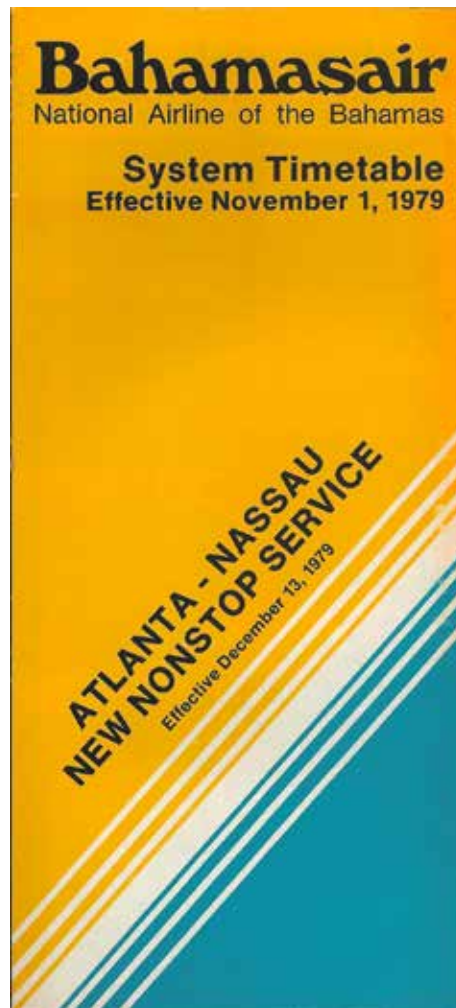
ASA, September 15, 1979



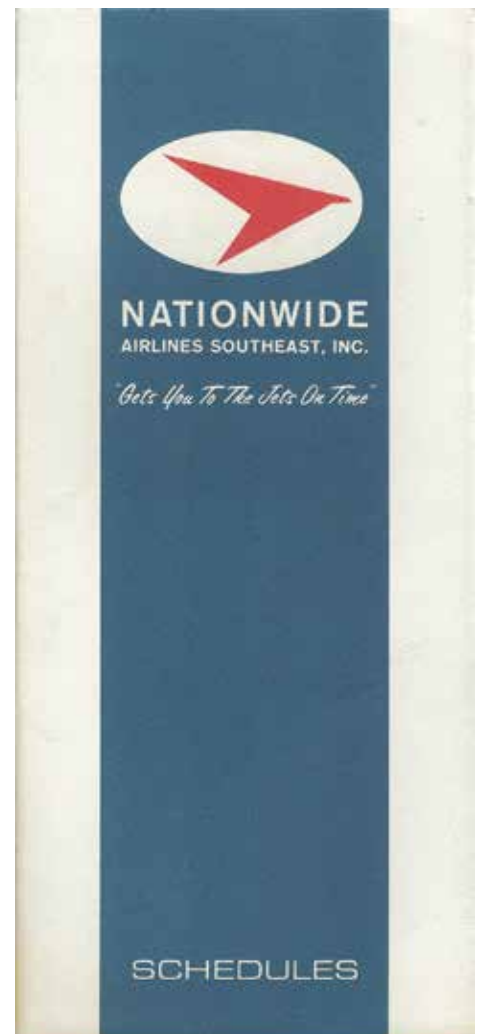
ValuJet, October 26, 1993



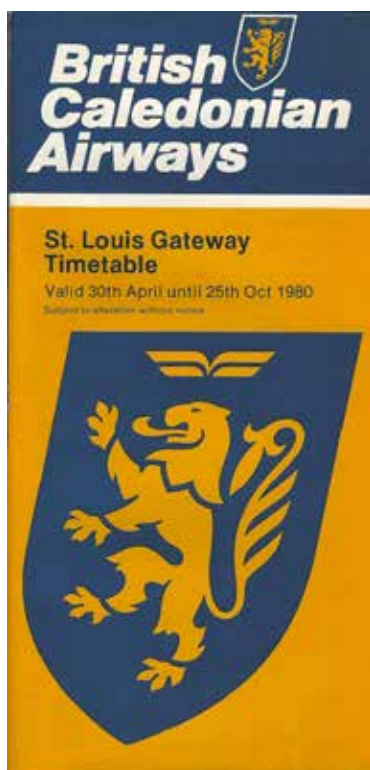
Delta Air Lines, April 30, 1978



Bahamasair, November 1, 1979



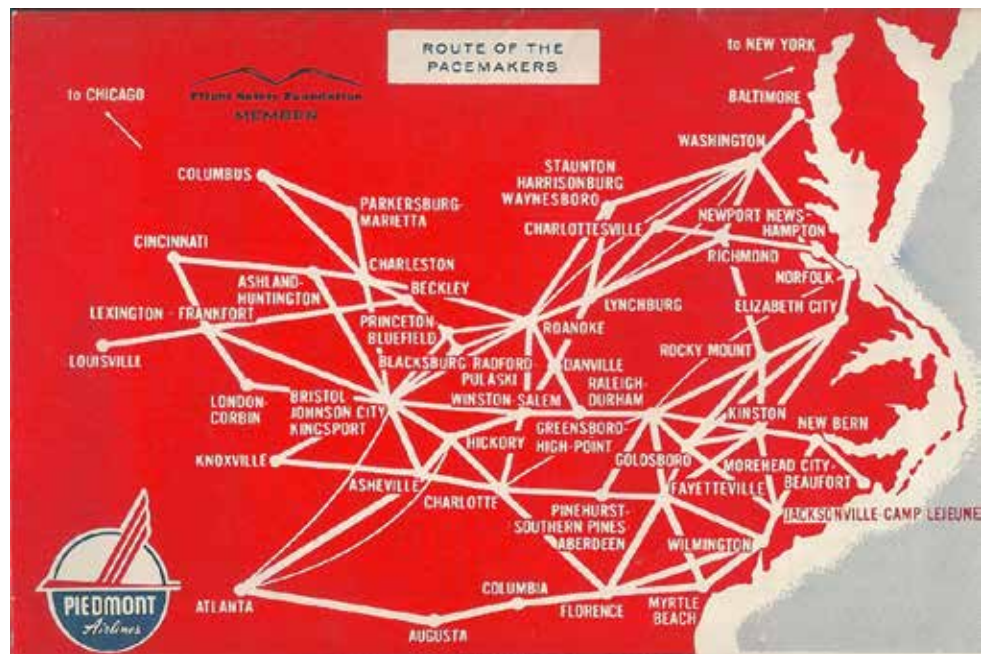
Nationwide Airlines Southeast, undated



British Caledonian Airways, April 30, 1980

ATLANTA, GEORGIA		Reservations: 800-321-8000	
To Andros Town, Andros CONDULT BAHAMASAIR	From Andros Town, Andros 8:15a 11:45a 140 150/200 NAS - 6-10/13		
To Deadman's Cay, Long Island CONDULT BAHAMASAIR	From Deadman's Cay, Long Island 8:40a 9:15a 11 150/200 NAS - 6-10/13		
To Freeport, Grand Bahama 9:15a 12:45p 1247 30 100/200 FLL 10:00a 1:15p Daily 140/150/170 MIA 1:00p 3:30p 140 200/200 NAS 6-10/13 3:50p 6:15p 12 140/170/190 MIA	From Freeport, Grand Bahama 8:00a 11:45a 140 200/200 NAS - 6-10/13 1:00p 4:30p Daily 140/150/170 MIA 8:15p 9:40p 12 100/150/170 MIA		
To George Town, Exuma 8:55a 7:05p 47 30 100/170 MIA 10:00a 4:00p 13 140/170/190 MIA	From George Town, Exuma 8:00a 11:45a 140 200/200 NAS - 6-10/13 8:00a 9:15p 1 140/150/170 MIA 11:00a 4:15p 13 100/150/170 MIA		
To Governor's Harbour, Eleuthera 10:25a 4:30p 138 140/170/190 MIA 1:00p 4:50p 1 140/170/190 MIA	From Governor's Harbour, Eleuthera 7:55p 8:55p 124 100/150/170 MIA		
To Marsh Harbour, Abaco 8:55a 1:40p 13 30 100/170 MIA	From Marsh Harbour, Abaco 10:25a 1:40p 12 100/150/170 MIA		
To Nassau, New Providence 1:00p 2:45p 140 200 8 6-10/13 4:00p 6:15p 47 200 9 6-10/13	From Nassau, New Providence 10:00a 11:45a 140 200 8 6-10/13 1:00p 4:30p Daily 140/150/170 MIA 8:15a 11:30a Daily 140/150/170 MIA 9:15a 1:30p Daily 140/150/170 MIA 10:00a 1:00p Daily 140/150/170 MIA 1:15p 4:45p Daily 140/150/170 MIA 3:00p 7:00p Daily 140/150/170 MIA 7:00p 11:00p Daily 140/150/170 MIA		

From Atlanta To			
LEAVE	ARRIVE	FLIGHT	FREQUENCY
Albany, Georgia			
10:05a	11:00a	101	Ex. Sat-Sun.
5:55p	6:50p	107	Sat. Only
6:05p	7:00p	105	Ex. Sat.
Augusta, Georgia			
9:30a	10:25a	204	Ex. Sat-Sun.
3:00p	3:55p	210	Daily
7:45p	8:40p	233	Daily
Birmingham, Alabama			
12:55p	12:50p	209	Ex. Sun.
5:40p	5:35p	222	Daily
Charlotte, North Carolina			
12:30p	2:05p	102	Ex. Sat-Sun.
8:15p	9:50p	106	Daily
Greenville, South Carolina (DOWNTOWN AIRPORT)			
12:30p	1:25p	102	Ex. Sat-Sun.
8:15p	9:10p	106	Daily



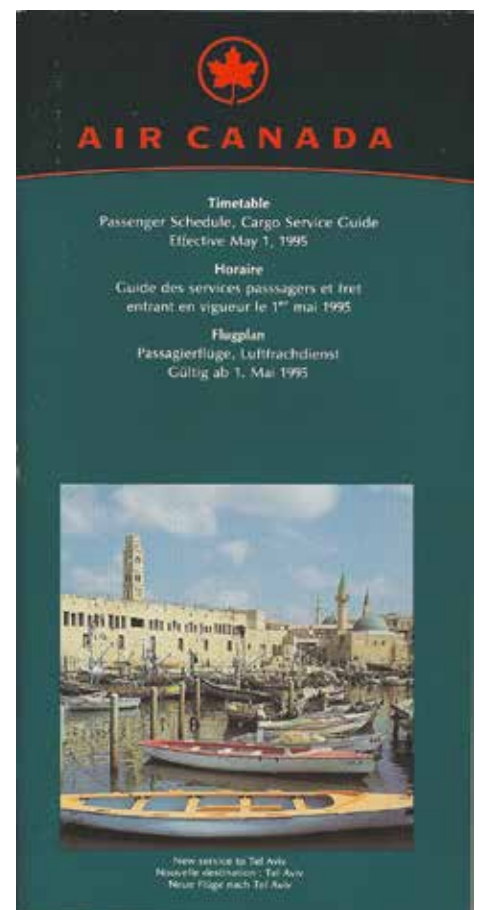
Piedmont Airlines, June 25, 1962



Lufthansa, April 6, 1980



Cayman Airways, December 15, 1989



Air Canada, May 1, 1995

Book Review

By Shea Oakley • Ancientskies1@safeaccess.com

Eastern Air Lines: A History, 1926-1991

By David Lee Russell

McFarland & Company, Inc., Jefferson, NC and London

Published 2013

ISBN: 978-0-7864-7185-0

I have a special interest in Eastern, having flown aboard its aircraft extensively during both my childhood and early adult years. As a collector and historian EAL has always been a primary focus of my enthusiasm. In fact, along with National Airlines, I'd have to say Eastern is one of my two all-time favorite carriers.

For this reason I was quite excited by the prospect of reading the first history of "Rickenbacker's Airline" published in nearly 35 years; since the late Robert Serling released 'From the Captain to the Colonel: An Informal History of Eastern Air Lines' in 1979. I very much looked forward to getting a different perspective on the story of this venerable company, one of the original "Big Four" U.S. Trunk carriers, including the tumultuous and ultimately tragic last 12 years of its existence that were not covered by Serling.

What I found instead was a volume that borrowed so heavily from 'From the Captain to the Colonel' that I almost felt at times like I was re-reading the earlier book. While proper (and numerous) attributions to Serling's work are made in the chapter notes at its end much of Russell's book seemed awfully familiar. This was my first disappointment with a fairly compact paperback volume that, with tax, cost me over \$40.

The second was found in some of the factual errors it contained. I understand that the author is more a historian with an interest in EAL than an airline historian proper (he works as an "information systems consultant" according to the back cover page.) That said I was still a bit dismayed by the nature of some of the errors. For instance the author states that the Comet IV started flying passengers after the Boeing 707 when it actually beat the 707 into service by some two weeks to historically inaugurate the first jet service across the Atlantic in October 1958. Later he writes that Eastern put the 737 into service in 1963. It is safe to say that he meant the 727 and in 1964. Legacy EAL never flew the 737 and certainly couldn't have in 1963 as the best-selling Boeing jetliner did not have its first test flight until 1967! Similarly Eastern did not, as Russell states, have phase-in problems with the Lockheed L-1011 in the Winter 1971/72 season since the "Whisperliner" was not flown in revenue service by its launch customer until April of 1972.

While some of these mistakes may be the result of bad outside editing it seems the larger core issue is that the author is not deeply conversant with his subject matter in general. He would have done well to have some additional help from the commercial aviation history community in the editing process.

I did enjoy the before mentioned recounting of EAL's latter years as well as a very evocative two-page description, by another writer, of a first flight experience in an Air-Shuttle Connie in 1962. Also much appreciated was a section where Russell tells the ongoing story of the lives of people instrumental in the carrier's development after they left Eastern, a sort of "where are they now" approach.

So Eastern Air Lines: A History is not without some virtues; just not enough to overcome the downside to the point where I can honestly recommend this book

Availability: New copies can be found on Alibris.com starting at 39.98.

In Passing



Phillip R Glatt passed away on February 10, 2015 in Cranston Rhode Island. A native of Providence, Phil was involved in the aviation industry for most of his lifetime. He worked as an airline catering manager for Marriott, Flying Foods, and more recently, Miami Air. Phil was also a flight engineer for Elan air on board their DC-8s. As a long time

member of the World Airline Historical Society, he was highly recognized by everyone during conventions and other WAHS events, always busy helping the society out. Phil was also an avid photographer with one of the best cataloged airliner slide collections in the country and was the co-host of the popular Miami Slide Convention from 1991 to 2001. Phil would always be there for his friends, often inviting us to his home for dinners, BBQ, and slide shows. Apart from being a photographer, he was a top aviation historian with good knowledge of the history of airlines. During his catering career, he resided in a number of cities which included Providence, San Diego, Tampa, and Miami. Phil is survived by his mother, Evelyn Glatt of Cranston, his sister Rise Siegel of Michigan, and other family members. He was 58 years old. Blue Skies Phil!

- Joe Fernandez

Label Time

Airline Baggage Labels and Stickers Seen at Atlanta over the Years

By Daniel Kusrow • dkusrow@us.net

Hartsfield-Jackson Atlanta International Airport has enjoyed several different names since its founding in 1925, including its original name of Candler Field and post-World War II designation as Atlanta Municipal Airport. The baggage labels and stickers in this article reflect these title changes for the airport and cover the almost 90 years of the airport's commercial air transport operations, the extreme volume of which over the last several decades have made the airport the busiest in the world. It is interesting to note that the airport has maintained its original location since its inauguration, albeit it is now on a greatly expanded footprint.

The labels and stickers of long-time based Delta Air Lines are featured here ranging from the Art Deco inspired graphics of the 1930s to the more modern corporate graphics of the late 20th century.

Other early Atlanta commercial aviation pioneers represented are Interstate Airlines (later to merge with American Airways) and Eastern Air Transport which preceded the 1934 Air Mail Scandal. Hightower Flying Service was an early charter operator at Candler Field.

Regional carrier Southern Airways was based at Atlanta Municipal after the 2nd World War and through a long winding merger

process over many decades was to later become part of Delta via the Northwest acquisition. Capital Airlines was a frequent operator into Atlanta during the 1950s, with an early version of LCC fares.

Golden Isles Air Lines was a Georgia intra-state carrier based on coastal St. Simons Island that saw service to Atlanta in the 1960s. After airline deregulation in the late 1970s, Air Atlanta was formed in mid 1980s and operated 727s from the airport before departing the scene.

A large contingent of international carriers have flown to Atlanta, but one of the more obscure ones was the Argentinean LCC carrier LAPA (Lineas Aéreas Privadas Argentinas) using a single 767-300ER. The service was not long lasted.

Another airline that was home based at Atlanta was AirTran, which started as ValuJet in 1993. It was ultimately so successful that Southwest fully acquired it by the end of 2014, affording the LCC a large presence at Atlanta.



Eastern Air Transport - Baggage Label – 1930 - Rare



Southwest – Baggage Tag – 2000 - Uncommon



Interstate Airlines - Baggage Label – 1929 - Extremely Rare



Hightower Flying Service - Baggage Label - early 1930s - Rare



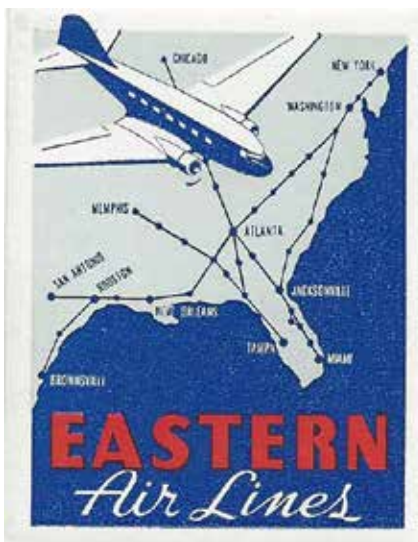
Capital Airlines - Baggage Label - early 1950s - Uncommon



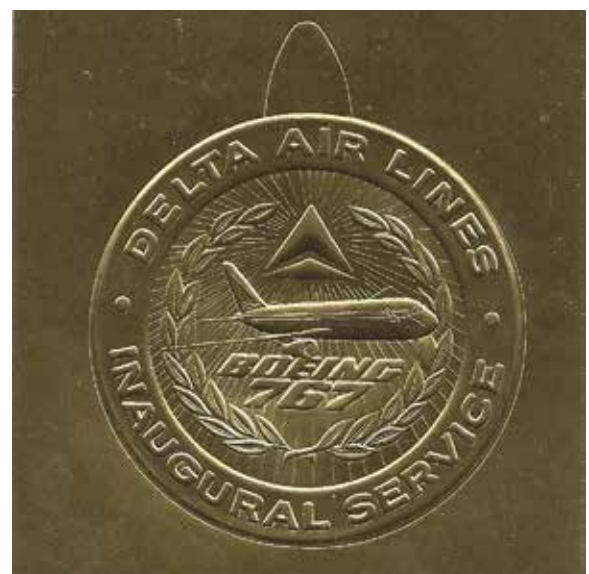
Delta Air Lines - Baggage Label - 1935 - Rare



Golden Isles Air Lines - Baggage Sticker - early 1960s - Scarce



Eastern Air Lines - Baggage Label - late 1930s - Scarce



Delta Air Lines - Baggage Sticker - 1982 - Uncommon



Southern Airways – Mailing Label – mid 1950s - Scarce



*Delta Air Lines – Mailing Label – Uncommon
(Marvin Goldman Collection)*



Delta Air Lines – Advertising Sticker – 2000 - Uncommon



*LAPA – Baggage Sticker – late 1990s – Scarce
(Marvin Goldman Collection)*



Air Atlanta – Baggage Tag – 1985 - Uncommon



AirTran – Baggage Sticker – 2000 – Uncommon

Wings

My Atlanta Memories

By Charlie Dolan • wingcobda@yahoo.com

I managed to miss Atlanta during its days of expansion when transiting that airport must have been quite an adventure. When I was a kid and my family would travel from New York to Florida to visit grandparents, Atlanta was in “fly over” or more accurately “fly past” territory. The flights we used hugged the east coast of the U.S. and generally utilized Idlewild (KIDL), Washington (KDCA), Jacksonville (KJAX), Melbourne (KMLB), West Palm Beach (KPBI) and Vero Beach (KVRB).

My father had discovered the financial advantage of the “Night Coach” fares, so we usually checked in at the New York airport at 2230 or 2300 hours and spent the rest of the night heading south to enjoy the warm temperatures in Florida. I made sure I stayed awake to watch the light of the moon shining on the cloud tops or reflecting off the water of coastal marshes. The fun of these flights increased with the long gone wide seats and sometimes the lounge seats at the rear of the Douglas and Lockheed propeller aircraft. The balance of the trip from Jacksonville was on Convair or Martin twins. Alas, enough of the distant past.

When I was out on my own and traveling for work or vacation it seemed that whether the travel was north-south or east-west, the flights went inland and visited Atlanta (KATL). Unlike the old Army maxim “Hurry up and wait”, my Atlanta transits became “Hurry up --- or wait”. It seemed that whenever I changed flights at Atlanta there was never a happy medium. It was one extreme or the other.

On a return trip from Brunswick, GA (KBSK) to Baltimore, MD (KBWI) the time set for the transfer was more than adequate. I had been told at check-in that the connecting flight was on another pier. Luckily the agent told me that there was a tunnel located about half way down the pier that made it unnecessary to proceed to the end of the pier. As luck would have it, a ground hold at Brunswick ate just about all of that cushion and had me running a footrace with the second hand to make my connection. Luckily I had quit smoking at that point and had wind enough to make the mad dash.

At the other end of the pendulum were the changes made when time stood still. Naturally, these events took place when the flights to which I was connecting were within yards of the arrival gate. The first of these was when I was on a “long explore” (as Pooh would say) returning to Bermuda from a training course in Pasco, Washington. The route was Pasco (KPSC), Salt Lake City (KSLC), Atlanta (KATL) to Bermuda (TXKF). Just for fun, an eight hour lay-over was provided in Salt Lake City and a four hour lay-over at Atlanta. It looked like a trek of massive proportions even before an additional two hour delay was added at Atlanta.

On my final employer paid flights, just before retiring, Karen and I were repatriating from Bermuda to our new home in Florida. We would leave the island at ten in the morning and be home by six in the evening. Of course, weather had other ideas. The Bermuda

morning dawned wet and windy, causing a two hour delay for departure. We missed our planned connection to Orlando, FL (KMCO) and got to spend a few extra hours in Georgia. This was funny in a way because Karen had not enjoyed being in the Peach State after our post honeymoon two-year stay while I was assigned to Fort Gordon.

One of my best memories of Atlanta was on our return to Buffalo, NY (KBUF) after the Blizzard of '77. We had flown down to visit my father and while we were away, Buffalo decided to pull a blanket of snow over its head and go to sleep for a few days. Eastern Air Lines contacted us and advised that all service to Buffalo was suspended and we would be advised when we would be able to return home. Luckily we were able to keep our lodging for the next two days because the folks who were scheduled to use them were stranded on the other end.

When we arrived in Atlanta, the gate agent told the passengers that while the L-1011 would be the first flight to operate into Buffalo since the blizzard hit, the Mayor of Buffalo had forbidden travel in the city and that violators would be subject to arrest. Back in 1977, I was considered an “essential worker” and my co-worker, who was picking us up to drive us home, was also essential, I figured there would be no problem.

As we waited for the flight to begin boarding, the captain deplaned to get some food. He had a full head of grey hair and his elbows were getting ready to peek through a sweater he was wearing. Karen asked me if he seemed a bit old to me. I told her that that was just the person we wanted up there because he had been doing his job for a long time and he must have been doing it well.

I'll be looking forward to seeing you all in Atlanta. My tables will be near the door to the hall right near the “Spirit of Delta” I haven't seen that airplane since my days in Montreal, Quebec (CYUL).

Air Atlanta CRB • 1984-1987

Both the wing insignia and cap badge are made of gold color metal with a textured surface behind highly polished raised designs. The wreath and star of the captain's wing have a satin finish. The wing is clutch back and has no hallmark. The cap badge has a single screw post at the center and also is without hallmark.



Braniff International
BN • BNF • 1928-1982

The insignia shown are from the sixth version of Braniff insignia.

The wings are made of highly polished silver color metal. The center rectangle is in white enamel with silver letters “BI”. Both wings have two screw posts to attach to the uniform.



The cap badge is made of silver bullion thread on a dark brown fabric backing. The center device is of white enamel with polished silver letters and edging. The badge is attached to the cap with a single screw post and has two pins on either side of the post to keep it in position. There seems to be a hallmark at the bottom of the rectangle, but I can only make out an “r” even with the use of a loupe.

British Caledonian Airways
BR • BCC • 1970-1988

All of the insignia are of the sew-on variety and lack any indication of manufacturer. They are all made up of gold bullion thread on a black fabric background. Black thread adds detailing to the designs on the insignia. The centers of the shields are in medium blue fabric. There is a polished gold color “E” in the shield of the flight engineer brevet.



Delta Air Lines
DL • DAL • 1924 – present

Delta's first cap badge is made of brass with dark blue and white enamel. There is light detailing on the lower edge of the “feathers” in the wings. There is a single screw post to attach the badge to the hat. There is a hallmark at the bottom which looks like “W&W CO”



Delta's first wing was gold bullion thread on a black fabric backing with a gold “D” in the center of a blue triangle. That wing is exceedingly rare.

Delta's second wing is of silver colored metal in the USAF style with the letters “DAL” superimposed on a triangle. The center disc had a textured finish. The wing is clutch back and hallmarked “STERLING”.



Delta's third series of insignia was the “blue ball”.

The wings are of gold color metal and are pin backed. The center disc is a separate piece which has two pins which are pressed into the wing's base. The center is of dark blue enamel with the word “Delta” in gold color. There are no hallmarks on the wings.



The cap badge is also of gold color metal with dark blue enamel in the center triangle. The words “AIR LINE” are in gold color. The cursive styled word “Delta” is in silver and is pressed into the base of the badge with three pins. There is no hallmark.

The fourth style Delta insignia featured the red, white and blue enamel delta on the gold color base. The wings are clutch back and lack hallmarks.



The cap badge is also gold color metal with the tri-color enamel delta. The badge has a single screw post and two positioning pins. There is no hallmark.

The next iteration of insignia was dubbed the “frowning Delta” due to the shape of the gold band between the blue and red enamel in the center design, as well as the low morale of the employees at that time. The wings are clutch back and are not hallmarked. The cap badge has a single screw post and two positioning pins. The cap badge lacks a hallmark as well as the word “DELTA” at the base of the badge. Many crews reverted to wearing the previous style insignia and apparently were allowed to do so before the next version was introduced.



Delta's current version insignia are of gold color metal with a red and maroon enamel triangle in the center. The captain wing in my collection is pin back and the first and second officer wings are clutch back. There are no hallmarks.

The cap badge has a single screw post and two positioning pins. There is no hallmark, but the word “DELTA” has been restored to the base of the triangle.

***Delta Chicago
and Southern
1953 – 1955***

After the merger of Delta Air Lines and Chicago & Southern the carrier operated as Delta C&S for two years.

The wing is of gold color metal with a satin finish. The center disk is of red enamel with gold color lettering. The wing is clutch back and has no hallmark.



The cap badge is also of satin finished gold color metal with the red and gold center disc. This disc is a separate piece which has two pins which are used to press it onto the base. It has a single screw post and two positioning pins. There is no hallmark.

***Kiwi International
Air Lines
KP • KIA
1992-1999***

The kiwi insignia are of bronze color metal with dark accents in the recessed areas to simulate patina. The center ovals are of turquoise and purple enamel with a stylized “K” in white enamel. The wings are clutch back and the captain wing is hallmarked “Balfour”. The cap badge has a single screw post and lacks a hallmark.



***Ozark Airlines
OZ • OZA
1950 – 1986***

The wing is of gold color metal with a satin finish overall, but highly polished surfaces on the letters “O” and “A” as well as the airplane in the center. It is pin back and hallmarked “LGB” “1/20 10KGF”. The feathering in the wings is finely detailed.



The cap badge has the same fine detailing in the feathers and the highly polished raised surfaces. It has a single screw post and one positioning pin. It is hallmarked as the wing.

***Southern Airways
SO • SOU
1944 – 1979***

The wing and cap badge are of gold color metal with dark blue enamel in the center. The feathers in the wings are finely detailed.

The wing is pin back without a hallmark. The cap badge has two screw posts and two positioning pins. It also lacks a hallmark.



***ValuJet
J7 • VJA
1992 – 1997***

The wing is of highly polished gold color metal with a light blue, white and yellow shield in the center. The “V” is in black enamel. The wing is clutch back and lacks a hallmark.



Atlanta Airport Tower. Photograph by Jeff Magnet, 2013.

Airmail Etiquettes

The Airmail Etiquettes of Eastern Air Lines

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

I discussed Atlanta's premier airline, Delta, in a previous article. Here we'll look at the other airline with close ties to Atlanta, Eastern Air Lines. These Atlanta-related companies did not issue airmail etiquettes: Air Atlanta, AirTran, ValuJet, Atlantic Southeast, Southwest Airlines and UPS.

Eastern was founded in 1926 and ceased operations in 1991. Although based in Miami, it had a major hub at the Hartsfield Atlanta International Airport. Despite being founded so early in commercial aviation, it did not issue its first airmail etiquette until 1937, using a striking parallelogram shape incorporating one of its planes. (Figure 1) A couple of years later, it issued a modified version, extending the "airstream" aft of the plane. The cover in

Figure 2 uses special "In Flight" Eastern stationery. A similar design, for use in Latin America, used Spanish for its message, shown on cover from Mexico. (Figure 3) It wasn't until after the war in 1945 that a new type was created for regular airmail. (Figure 4)

Thereafter, throughout the 1950s Eastern's etiquettes were issued primarily for use on parcels. There are three variant designs for a small label (Figures 5a-c) and two for a larger one. (Figures 6a-b)

Her last etiquettes appeared in 1953. Believe it or not, I do not have examples to show.



Figure 1



Figure 4



Figure 2



Figure 3



Figures 5a-c



Figures 6a-b

Ticket Jackets

A Simple Salute to “Hotlanta” Carriers

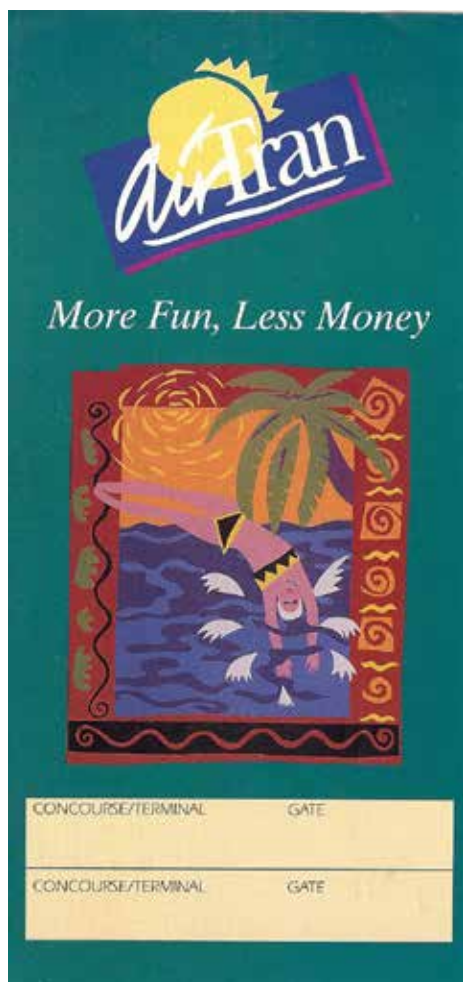
By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

As I know there will be contributors far better positioned than myself to do justice in their articles on the rich history of airlines and aviation in Atlanta, I’m going to defer to those voices.

For this issue, enjoy the “visual salute” to a cross-section of carriers which have had a presence in Atlanta and a selection of ticket and jacket designs spanning nearly fifty years. May they bring back fond memories for you.



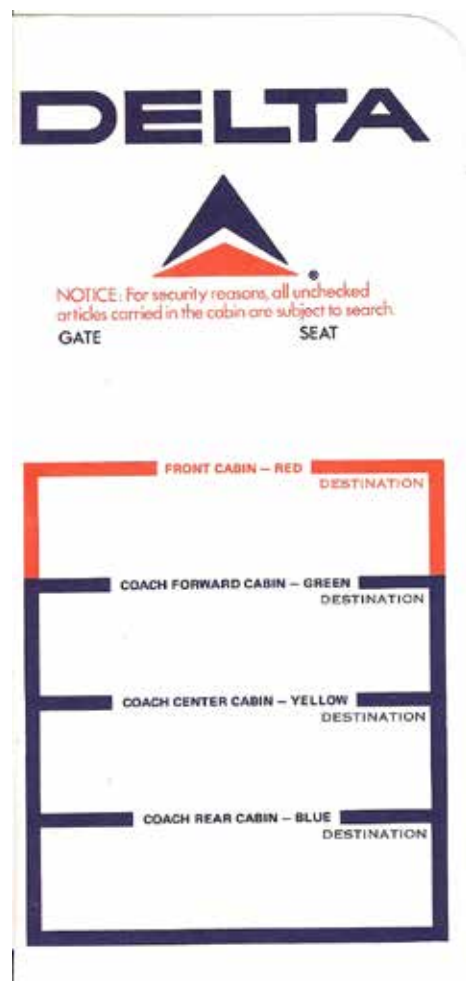
Atlantic Southeast Airlines



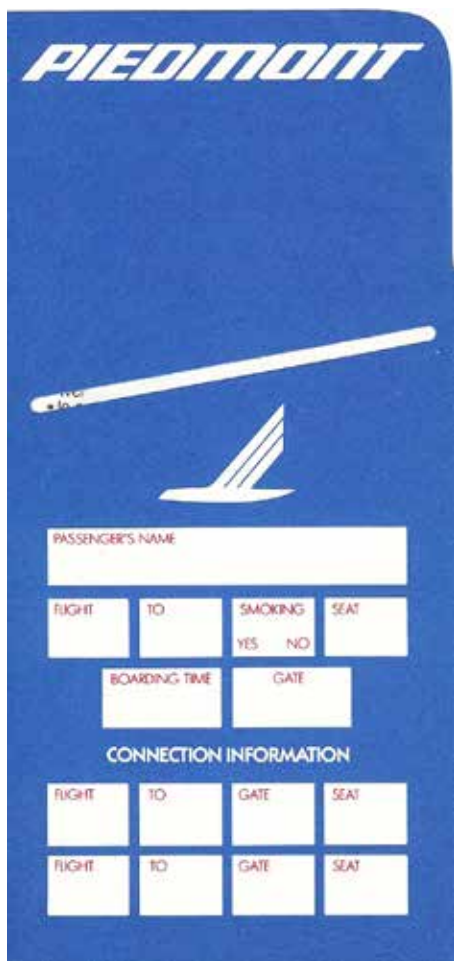
AirTran, 1995



AirTran Boeing 717 launch, 2001



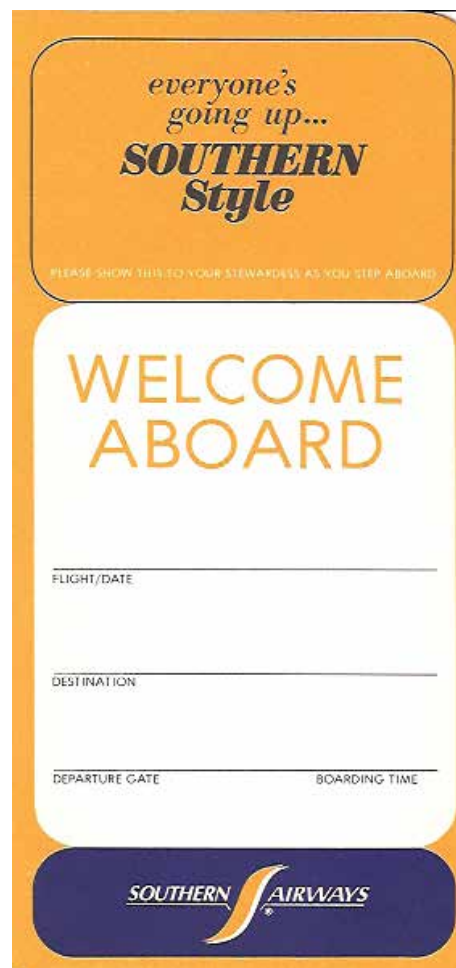
Delta Air Lines, 1972 design



Piedmont, 1988 design



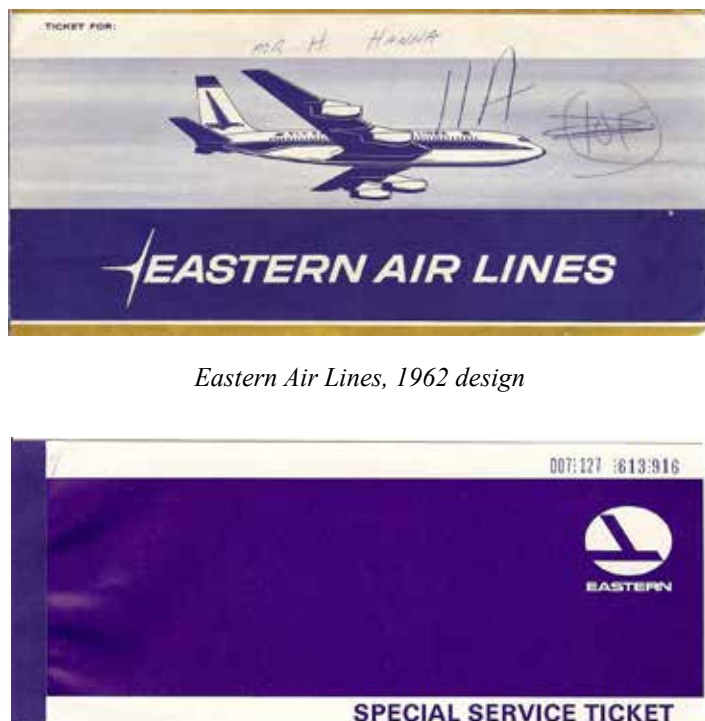
Republic / Southern Airways, 1979 design



Southern Airways, undated



Delta Air Lines DC-7, 1956 design



Eastern Air Lines, 1962 design

Eastern Air Lines, 1969 design

Aircraft Models

Delta Air Lines L-100 "Hercules"

By Ken Miller • ozmiller@sbcglobal.net



Delta Air Lines L-100 (L-382) Hercules, N9258R, CN 382-4170. Photograph courtesy of Bob Garrard via Airliners.net.

I have a soft spot for freighters and out of the ordinary airliners. Both Delta Air Lines and Alaska Airlines regularly operated the Lockheed Hercules in airline service. I've always wanted to build a Delta Hercules. After learning that Airliners International 2015 was going to be in Atlanta I decided to build one for the show. William Ippolito was the banquet speaker at the Dallas Fort Worth Airliners International and he shared many stories of his career with Delta. One of the aircraft he flew for Delta was the Hercules.

The Lockheed C-130 Hercules (L-100 civil designation) is truly a world class aircraft. The YC-130 first flew on August 23, 1954. The C-130 is one of five aircraft types that have remained in service for over fifty years and continues to remain in production sixty one years after its first flight. The civilian version of the C-130 is designated the L-100 and first flew in 1964. One hundred fourteen L-100's were delivered between 1964 and 1992. In 1959 Pan American ordered twelve Lockheed Super Hercules that were to be delivered in 1962. The Super Hercules was to be 23ft. 4in. longer than the standard sized C-130B. Both Pan American and Slick Airways (which had ordered six) cancelled their orders and the other variants didn't evolve past the design studies. Lockheed

then produced a commercial variant based on the de-militarized version of the C130E Hercules. The type certificate was awarded on February 16th 1965. Lockheed originally built twenty one production aircraft with the first delivery to Continental Air Services on September 30th, 1965. Continental Air Services was a subsidiary of Continental Airlines set up to provide operations and airline support in South East Asia during the Vietnam War. Slow sales led to the development of two longer versions, the L-100-20 and L-100-40 variants.

Delta originally had a fleet of Curtiss C-46's to carry freight, and the airline purchased three L-100's to replace the C-46's. The planes were delivered to Delta between August and October 1966. Over the years Delta returned each L-100 to Lockheed and had the fuselage stretched to the L-100-20 length. While the original aircraft were getting the fuselage stretch Delta short term leased another five L-100's. The L-100's were used to shuttle jet engines and maintenance crews as well as for scheduled freight service. Scheduled routes included Atlanta to New York and Atlanta to San Francisco by way of Minneapolis, Dallas Love Field, and Los Angeles. By the early 1970's the airline had enough under floor

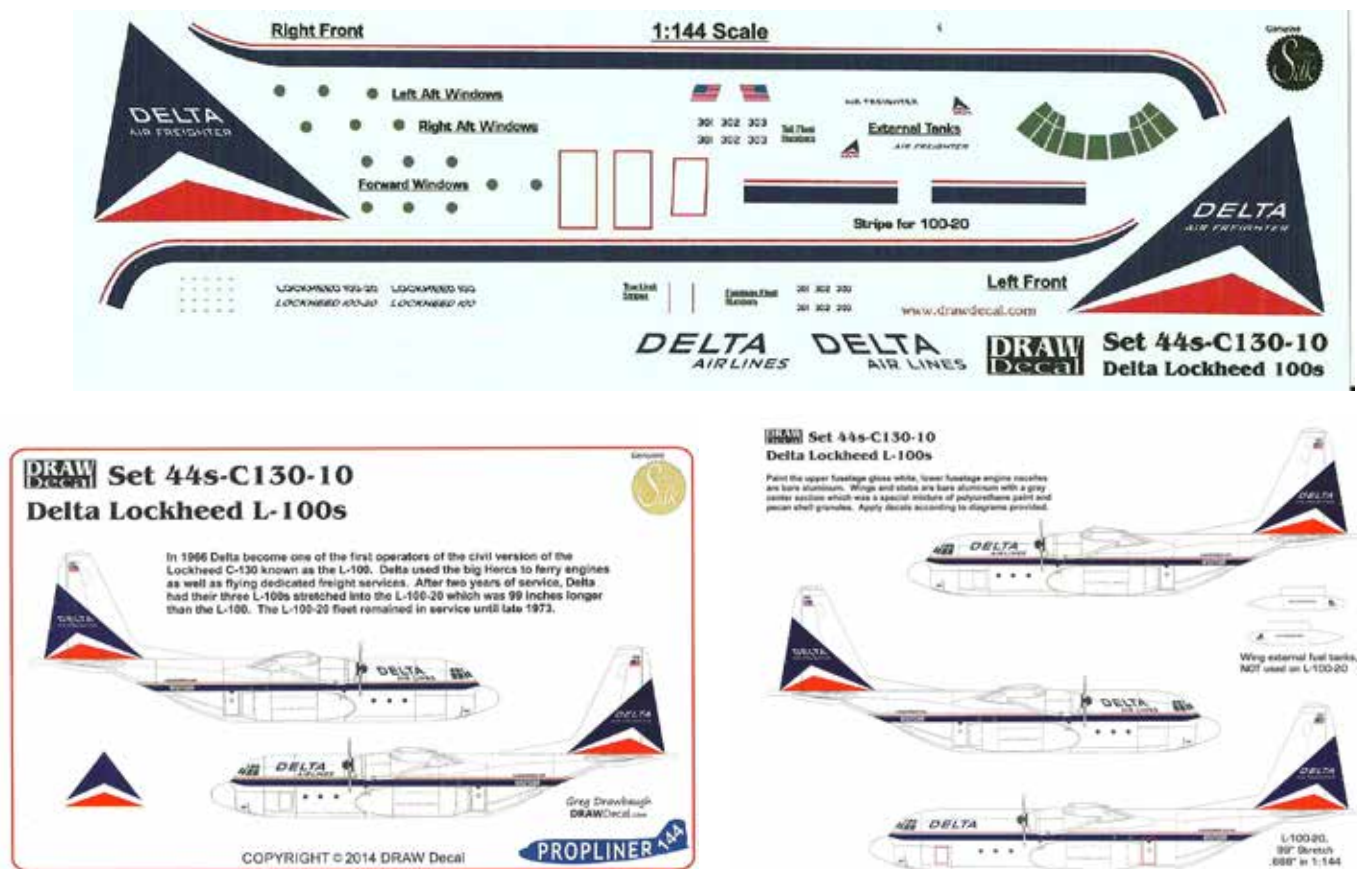
cargo space in wide body jets, and the L-100's were no longer needed. L-100 service ended September 1st 1973 and the aircraft were sold between October 1973 and March 1974.

William Ippolito wrote a chapter in his Leaving on a Jet Plane book about his experiences flying the L-100 for Delta. Two stories that I found amusing were that after experiencing a few inflight engine failures (two if I recall correctly) he earned the reputation as the company expert on L-100 inflight engine failures. Other crew would ask him his thoughts on dealing with an inflight engine shut down as he had become the expert. Mr. Ippolito also shared that Delta provided free freight shipping for Delta employees. He had bought an English sports car and shipped it across country on the L-100. All was well until the plane had an engine failure and was unexpectedly stranded at Atlanta. A company "suit" walked by, noticed the sports car in the L-100, and was not happy about it. This incident was the end of free freight shipping for Delta employees. William ended up paying the company to have his car shipped to his destination.

Over the years I have built a handful of C-130 and L-100 models. Up until now I have used the Revell kit which is really ancient. The kit was originally released with the original flat nose and three bladed props of the C-130A which would date it to the late 1950's. The kit is rough, the engine/prop spinner shapes are way off, and the kit scale is also a little off at around 1/140. I built an Alaska Hercules a number of years back where I used aftermarket Aeroclub props and engines which turned out well. After reading Mr. Ippolito's account of him shipping the sports car across the

country I thought it would be a great basis for a diorama. Minicraft had released a "new" C-130 kit which I thought would be a good change and update from the Revell kit. I had a set of "Cousin Guido" Delta decals for the Revell kit. Checking fit beforehand I discovered that they did not fit the Minicraft kit due to the the size/ scale differences between the 1/140 Revell and 1/144 Minicraft kits. I emailed Greg Drawbaugh at Draw Decals and he sent me a set of updated decals for the Minicraft kit. Comparing the Revell and Minicraft kits is like night and day though the Minicraft kit still isn't perfect. The Minicraft kit is CAD designed by Braz with many intricate panel lines. With the thin plastic there are a handful of sink marks that I needed to fill. The engine shapes aren't quite correct but are head and shoulders better than the Revell ones. On assembling the model I found that I needed to do quite a bit of work filling in the sink marks and rescribing the panel lines across the seams. At one point I counted thirty panel lines needing work. At first I thought the model would be a very quick build but it has turned out not to be the case. I'm currently in the putty, sand, scribe, and re-putty stage which is likely my least favorite part of model building. Braz models offers aftermarket resin engine faces as well as an extended -40 fuselage for the Minicraft kit. For a short time I considered building a stretched -20 fuselage but opted not to as the seams from the splice would be visible in the interior when I left the rear cargo door open to show off the sports car.

Delta's L-100 service played an interesting and important part in airline history. If all goes according to plan I'll have a neat diorama of Mr. Ippolito's misadventure shipping his new sports car across the country. I'll see you in Atlanta at Airliners International 2015.



Delta Air Lines L-100 decals courtesy of Greg Drawbaugh, Draw Decals.

Playing Cards

Atlanta Playing Cards

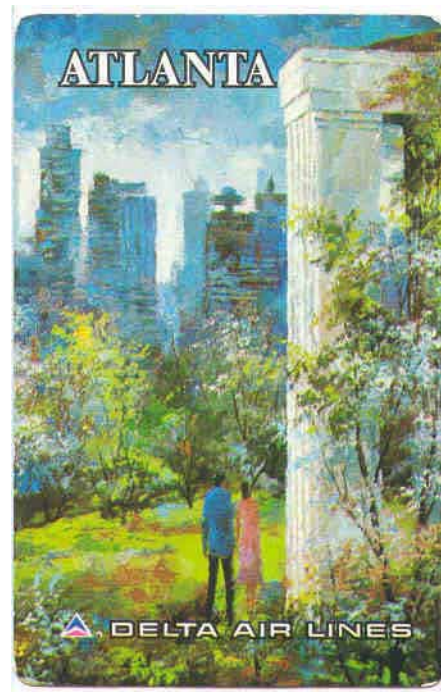
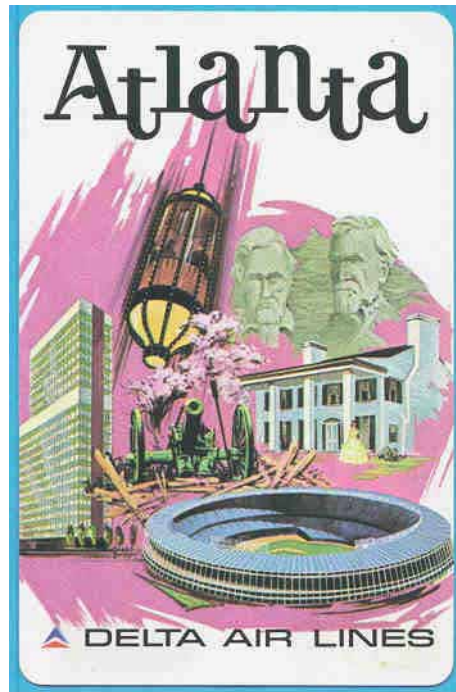
By Fred Chan • topflite@olympus.net

Although it has long been a major hub for a number of airlines, I was surprised to find that Atlanta has been featured in very few airline card designs. Further research indicates that this is also true for the other major hub cities. It could be that the airlines' advertising departments do not see a city as a great selling point to convince someone to select that particular airline.

Of a total of almost 4700 different cards which are known to have been issued by 647 airlines, there are only five designs that show Atlanta on the backs of the cards.

Air Atlanta issued several decks of different colors of the same design when it was in operation briefly in the early 1980s, while Delta Air Lines featured Atlanta in each of the three series issued between 1959 and 1975. Other decks in these series showed pictures of other major cities served by Delta.

A very unusual deck is the 2012 issue by Delta and UPS, in conjunction with Hartsfield-Jackson Airport and the Metro Atlanta Chamber, to commemorate the 50th Anniversary of the International Air Cargo Association and the Air Cargo Forum.



Postcard Corner

Atlanta Airport and Airlines on Postcards

By Marvin G. Goldman • marvilynn@gmail.com

In 1925 the owner of Coca-Cola, Asa Candler, leased to the City of Atlanta his abandoned auto racetrack site, for development into an airfield named 'Candler Field'. The first airlines to serve Atlanta were Florida Airways in 1926 and Pitcairn Aviation in 1928, both of which later became part of Eastern Air Lines. In 1929 the City purchased the land from Asa Candler on favorable terms and, although the airport was officially renamed 'Atlanta Municipal Airport', it continued to be popularly called 'Candler Field'.

Delta Air Service (later named Delta Air Lines) began service to Atlanta in 1930, and during the 1930s both Delta and Eastern expanded their routes into and out of Candler Field.

Here is my earliest postcard of Candler Field showing an airline:



Eastern Air Lines Douglas DC-2 at Atlanta 'Candler Field', mid-1930s. 'Linen' finish. Pub'r Tichnor Bros., Boston, no. 65610. The airport's terminal building, which opened in 1932, appears behind the center of the aircraft. The card back says 'Twenty-six passenger and mail planes arrive and depart daily from this great modern airport....' The Peach State Aerodrome in Williamson, Georgia, just south of Atlanta, is actually in the process of recreating what Candler Field looked like in the 1920s and 1930s. See www.peachstateaero.com.

In March 1939 the airport built its first control tower in a six-story building with administrative facilities. The control tower can be seen in this next card:



Aerial view of Candler Field Showing New Control Tower in center, 1939. Pub'r Curteich no. 9A-H83. 'Linen' finish. The back of the card now proudly claims 28 daily airline arrivals/departures (up from the previous card's 26).

In 1940 Delta Air Lines acquired four DC-2s, but these were retained only until the end of that year, being replaced by DC-3s.



Delta Air Lines Douglas DC-2, NC14921, at Atlanta, 1940. 'Linen' finish. Pub'r Curteich no. 0B-H1385. There are two versions of this card. This one refers to the 'Merry-Go-Round' at the airport, stating on the back: 'Large crowds gather twice a day to view the arrival and departure, within a space of only a few minutes time, of seven large passenger ships; and this spectacular sight is known as the famous 'Merry-Go-Round.' The other version lacks this reference.

During World War II Candler Field also became a U.S. air base, and it doubled in size. In 1941 Delta moved its headquarters from Monroe, Louisiana, to Atlanta, and for decades it has been the dominant airline there. Passenger numbers continued to grow, and in 1948 the airport closed its old terminal building and moved operations into a Quonset hut war-surplus 'temporary' terminal

while it developed plans to build a larger terminal. That year saw more than 1 million passengers pass through Atlanta airport.

The 'temporary' terminal proved to be not so temporary. It served until May 1961 (when a new terminal designed to accommodate the jet age finally opened). Here are three postcards from the 'temporary' terminal era at Atlanta Municipal Airport.



'Temporary' Passenger Terminal at Atlanta Municipal Airport, 1948. 'Linen' finish. Pub'r Curteich no. 8B-H706.



Delta Douglas DC-6, N1902M, Delta DC-3 and Capital DC-3 in front of Atlanta Municipal Airport 'Temporary' Terminal, about 1949. Pub'r Atlanta News Agency, Dexter Press 50317.



Interior of the 'Temporary' Passenger Terminal at Atlanta Municipal Airport, 1948. 'Linen' finish. Pub'r Curtech no. 8B-

H1640. In this view you can see ticket counters for Eastern, Delta and Capital Airlines. The back of the card says 'The ticket counter, 200 feet in length, is the world's longest'.

On 3 May 1961 Atlanta Municipal Airport finally opened its new 'Jet Age' terminal, publicizing it as the 'largest single terminal' in the U.S. The terminal was designed to accommodate 6 million passengers a year, but in its first year 9.5 million passengers utilized it!



New Jet-Age Terminal at Atlanta Municipal Airport, with Tail of an Eastern Air Lines Lockheed L-188 Electra, N5509, 1961. Pub'r Curteich 1DK-777.



Piedmont Airlines Martin 404, N40417, at Atlanta Municipal Airport. Pub'r Nelson Jones, Lakewood, Ohio, no. K-16186. This aircraft served with Piedmont during 1962-68. Note on the right the observation deck atop Concourse C/D.



Kiwi International Airlines Boeing 727-200 at ATL. Photograph by Jim Edwards.



Southern Airways Martin 404, N141S, over Atlanta. Airline Issue. Southern became another significant airline serving Atlanta Airport and eventually maintained its operational headquarters there. It introduced Martin 404s to its fleet in 1961. The airline merged with North Central in 1979 to become Republic Airlines, which in turn became part of Northwest in 1986 which merged into Delta in 2008.



Aerial View of Atlanta Airport showing Concourses B, C and D in the foreground and Concourses E and F with Delta aircraft at the top, all with a mix of jet and prop aircraft. About 1965. Pub'r Atlanta News Agency, Chamblee, Georgia, Dexter Press 6255-C.



Delta Air Lines aircraft at Atlanta, showing rotundas and gates added in 1968 to Concourses E and F. Pub'r John Hinde, Dublin,

no. 2GA13. The back of the card notes that the airport is the third busiest in the U.S., emplaning and deplaning tens of millions of passengers each year; and that between 11AM and 2PM the airport is the world's busiest. Airport postcard collector Chris Slimmer has called this card one of his favorites, noting "a wonderful composition. Printed by the best postcard printer in the world... John Hinde."

William B. Hartsfield, a long-time Mayor of Atlanta and the driving force behind the development of Atlanta Airport as a major airline hub, passed away in February 1971, and on 28 February 1971 the airport name was changed to 'William B. Hartsfield Atlanta Airport'. On 1 July 1971, following the launch by Eastern Air Lines of the airport's first international service (to Mexico and Montego Bay), the airport was again renamed, to 'William B. Hartsfield Atlanta International Airport'.



Eastern Air Lines Boeing 727s along Concourse B of Hartsfield Atlanta International Airport, mid-1970s. Pub'r Atlanta News Agency, Atlanta, Dexter Press no. DT-82467-C. Even into the 1970s Eastern was still boarding passengers from the ramp and not through jetways.

On 21 September 1980 Hartsfield Atlanta International Airport opened the world's largest air passenger terminal complex at the time, designed to accommodate up to 55 million passengers per year. Here are three views of this amazing facility:



Midfield view of the new Airport terminal complex that opened in 1980, with parallel concourses containing over 125 gates. Pub'r

Aerial Photography Services, Atlanta, Dexter Press 70990-D. Ex-Allan Van Wickler collection. (I must have looked at this postcard a dozen times before noting the typo 'Interational' in its caption. The publisher later re-issued this card in a slightly different format, simply stating 'Atlanta' on the front).



Aerial view of Hartsfield Atlanta International Airport with the City of Atlanta in the background. Pub'r Aerial Photography Services, Atlanta, no. MC3-2543.



A striking view of Delta aircraft, including Boeing 727s, L-1011s and DC-8s, taking on passengers at just one of its concourses at Hartsfield Atlanta International. Pub'r Thomas Warren, Atlanta, nos. 561109 and A-153.



Air Atlanta Boeing 727-100, N7074U, 1985. Pub'r AeroGem no. 96341-D. Air Atlanta was based in Atlanta, featured all first class seats and meals, and operated from 1984 to 1987. At times it served as a Pan Am Express feeder airline to Pan American.



ValuJet Douglas DC9-30, N3339L. Airline Issue, mid-1990s. There are two varieties of the back of this card -- one says 'Good Times Great Fares', the other says 'Low Fares Everyday, Everywhere we fly!'. ValuJet began operations in 1993, serving as a low-cost carrier originally based in Georgia. After a 1996 crash which led to the uncovering of serious safety violations by the airline, ValuJet conformed to safety requirements, merged with a smaller company, and changed its name to AirTran Airways.



AirTran Airways Boeing 717-200, N949AT. Airline Issue, 2002. AirTran became the new name of ValuJet in 1997. The airline merged into Southwest Airlines in 2011.



Southwest Airlines Boeing 737-700, N794SW. Airline Issue. With its acquisition of AirTran in 2011, the venerable Southwest Airlines also developed a large presence at Atlanta Airport. William Demarest Collection.

In October 2003, to honor Maynard Jackson, another Mayor of Atlanta, the Atlanta Airport was again renamed, this time as 'Hartsfield-Jackson Atlanta International Airport'.

Since 1998 Atlanta Airport has been the world's busiest passenger airport. It serves 2,500 daily flights by airlines operating to more than 150 U.S. destinations and over 75 international cities in 50 countries. The Atlanta Airport website states that the airport averages over 250,000 passengers a day -- that's about 90 million a year!

We close this Atlanta postcard article with a beautiful view of the very aircraft under whose wings Airliners International will stage its June 2015 show and convention in the Delta Flight Museum at Hartsfield-Jackson Atlanta International Airport.



Delta Air Lines Boeing 767-200, N102DA, 'Spirit of Delta', its first 767, with a special livery symbolizing Delta's role as the Official Airline of the 1996 Olympic Games in Atlanta. Airline Issue, no. P98303. A variation of this card, no. P97977, exists with the aircraft closer up and lower, and with a smaller Delta Olympic logo stamp. The funds to acquire this aircraft were raised by Delta's employees through payroll deductions. The aircraft is now on display in its original livery at the Delta Flight Museum, Atlanta Airport, site of the Airliners International June 2015 show and convention.

Notes:

The originals of all postcards shown are in color and, except as noted, are from the author's collection. All are in standard or continental size. I estimate their rarity as Uncommon: The first two 'Candler Field' cards; the three 'Temporary' Terminal cards; and the Atlanta Municipal Airport cards that show five concourses or that show Delta, Eastern or Piedmont aircraft. The rest of the postcards are fairly common.

AI 2015 Postcard Contest:

The Airliners International 2015 show at the Delta Flight Museum, Atlanta Airport, 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 2015 - Atlanta, 16 - 20 June.

References:

www.sunshineskies.com/atlanta.html

This is a great website with hundreds of pictures, many postcard views, and extensive information on the history of Atlanta Airport.

www.atlanta-airport.com

Official site of Hartsfield-Jackson Atlanta International Airport. Its history section is at www.atlanta-airport.com/Airport/ATL/Airport_History.aspx.

www.deltamuseum.org

Official site of The Delta Flight Museum, Atlanta Airport, where Airliners International 2015 will be held 16-20 June.

<http://golldiecat.tripod.com/atl.html>

History of Hartsfield Atlanta International Airport from 1961 to 1980, illustrated with postcard views.

Cearley, Jr., George W., The Delta Family History. Self-published (1985).

Davies, R.E.G., Delta: An Airline and Its Aircraft. Paladwr Press (1990).

*Until next time, Happy Collecting.
Marvin*

Junior Wings

By Lane Kranz • lanekranz@msn.com

When people think of Atlanta they often associate several of the Fortune 500 Companies that are headquartered here. Brands like Coca-Cola and Delta Air Lines have timeless recognition and are well represented in Atlanta. However, other well known companies have their corporate headquarters in ATL, including United Parcel Service (UPS), The Home Depot, SunTrust Banks, Newell Rubbermaid, and First Data Corporation. Hartsfield-Jackson Atlanta International Airport has a long name with a lot of history, but their 3 letter identifier, ATL, has become a brand in itself.



Pictured Above: The ATL junior wing issued by Hartsfield-Jackson International Airport, followed by two classics, Delta Air Lines (DAL-09) and Eastern Airlines (EAL-08). Coca-Cola junior wing (not numbered) and United Parcel Service (UPS-02).



Pictured Above: ATL frequent flier Air Tran (MTE-01 and not numbered) issued two junior wings, nearly identical except for the legal markings. "sm" refers to service marks not yet registered with the US Patent and Trademark Office. The "R" inside a circle ® is the registered trademark symbol. Start-up carrier Valujet (VJA-01) and Piedmont Airlines (PAI-02) were frequent visitors to ATL, although they each represented very different eras.



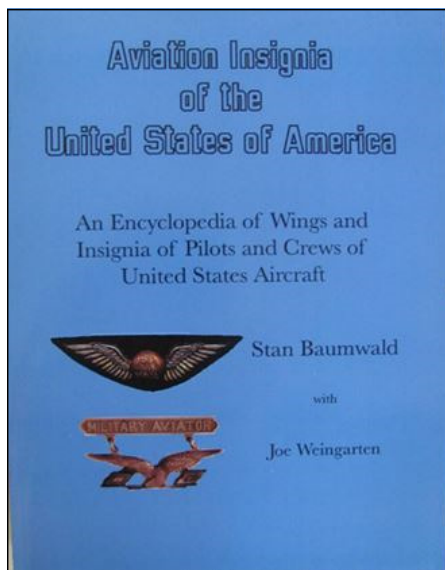
New Finds:

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

Pictured Below: Two recent eBay sales revealed a hard-to-find wing and uncovered a previously unknown junior wing. Copa Airlines of Panama issued this very hard-to-find junior wing, known among collectors as the illusive Blue Copa wing. Challenger Airlines Junior Stewardess junior wing/pin was previously unknown to wing collectors. This airline, previously known as Summit Airways, operated from 1947-1950, when it merged with Monarch Airlines and Arizona Airways to form Frontier Airlines. A very rare piece.



Keep on Collecting!
Lane



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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.

FIRST ANNUAL EAST CHINA AIRLINE COLLECTIBLES SHOW

Saturday and Sunday, March 28 & 29, 2015. Shanghai International Airport Hotel - Hongqiao Airport (SHA), First Floor, Banquet Room, Shanghai, 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.

TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW

Sunday, April 12, 2015. Hilton Garden Inn, 3311 Caroga Avenue, Mississauga, Ontario. It is less than 15 minutes from YYZ. For more show information, including table availability, please contact Steve Emmins via email at aitor@sympatico.ca.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, April 18, 2015. 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.

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.

PARIS AIRLINERS SHOW 2014

Saturday, June 6, 2015. 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. <http://manupostcards.weebly.com/>

AIRLINERS INTERNATIONAL 2015 ATLANTA

Thursday, Friday, Saturday, June 18 - 20, 2015. Delta Flight Museum, Atlanta Hartsfield-Jackson International Airport, Atlanta, GA. Special show hotel rates available at the Renaissance Concourse Atlanta Airport Hotel for \$84/night. For full information, please see our website www.AI2015ATL.com or via email at registration@ai2015atl.com. Airlines International 2015 ATL LLC, P.O. Box 747, Ocoee FL 34761. Registration questions? Bill Demarest @ +1.407.496-9668.

LONG BEACH / LOS ANGELES AIRLINER EXPO

The Los Angeles Airliner Expo has moved to Long Beach! Saturday, August 15, 2015. 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>.

CLEVELAND AIRLINE COLLECTIBLE SHOW

Saturday, August 22, 2015. 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.

TORONTO AVIATION & AIRLINE COLLECTIBLES SHOW

Sunday, October 4, 2015. Hilton Garden Inn, 3311 Caroga Avenue, Mississauga, Ontario. It is less than 15 minutes from YYZ. For more show information, including table availability, please contact Steve Emmins via email at aitor@sympatico.ca.

MINNEAPOLIS AIRLINE SHOW SALE & GET TOGETHER

Saturday, October 10, 2015. Best Western Plus Hotel, 1901 Killebrew Drive, Bloomington, Mn, Phone: 952-854-8200. For more information, please contact Bill Rosenbloom, 612-386-5080 or via email at bill@airlineposters.com.

24th ANNUAL HOUSTON AIRLINE COLLECTIBLES SHOW ***** NOTE THE NEW DATE *****

Saturday, October 31, 2015. 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.

LONG BEACH / LOS ANGELES AIRLINER EXPO

The Los Angeles Airliner Expo has moved to Long Beach! Saturday, January 9, 2016. 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>.

AIRLINERS INTERNATIONAL 2016

New Orleans, LA – July 20-24, 2016 – Hilton New Orleans Airport Hotel More information will be available at AI 2015 in Atlanta.

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

Delta Air Lines Lockheed L-1011, N728DA, MSN 723, at Atlanta.
A water salute celebrating the last flight of Delta's L-1011 fleet, July 31, 2001.
Photograph courtesy of Fernandez Imaging Collection.



ValuJet McDonnell-Douglas MD-80, N801VV, MSN 48046, March 1996 at Atlanta.
Photograph by Norbert Raith via Aviation Photography of Miami Collection.



Air Atlanta Boeing 727-22, N7083U, MSN 19147, January 1984 at Atlanta.
Photograph by Ray Leader via Aviation Photography of Miami Collection.



Cubana de Aviación (Cuba) Illyushin IL-62s at Atlanta for the 1996 Olympic games.
Photograph by Norbert Raith via Aviation Photography of Miami Collection.

