

Fall 2015 | Issue 40-2

The Captain's Log

The Journal of the Airliners International Association

Airlines of Mexico

Airline Collectibles and History for the Aviation Enthusiast



Mexicana Douglas DC-6, MSN 43212, XA-JOS, August 1971.
Photograph by Leon Franco via Aviation Photography of Miami Collection.



Mexicana D.H. 106 Comet 4C, MSN 6424, XA-NAR. Photographer, location and date unknown.
Photograph courtesy of Aviation Photography of Miami Collection.



Airlines of Mexico



On the front cover:
AVIACSA Boeing 737-201 Advanced,
MSN 22962, departing Miami, XA-TYC.
Photograph courtesy of Fernandez Imaging.

Flight Manifest

From the Flight Deck Chris Slimmer.....	3
AI2015 Contest Winners.....	4
Airline Timetables David Keller.....	5
Safety Cards Fons Schaefers.....	11
Postcard Corner Marvin G. Goldman.....	14
Ticket Jackets Tom Doak-Dunelly	20
Aircraft Models Ken Miller	23
Airmail Etiquettes Arthur H. Groten, M.D.....	24
Playing Cards Fred Chan.....	25
Wings Charles F. Dolan.....	26
Jr. Wings Lane Kranz.....	28
Flying Stamps Jim Edwards	30
Book Review Shea Oakley.....	31
Upcoming Airline Collectible Shows	32

Captain's Log Editorial Team

Editor

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

Contributing Editors

Timetables

DAVID KELLER 109 Fleurie Drive, Florissant, MO 63031

Playing Cards

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

Air Etiquettes

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

Dining Service

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

Book Reviews

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

Wings

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

Jr. Wings

LANE KRANZ 563 Ansley Circle, Atlanta, GA 30324

Postage Stamps

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

Airline Minis

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

Postcards

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

Labels & Stickers

DANIEL KUSROW 153 Benziger Avenue, Staten Island, NY 10301

Aircraft Models

KEN MILLER 990 Springfield Drive, Campbell, CA 95008

Safety Cards

FONS SCHAEFERS Verlorenheid 3, 1464 GC Westbeemster, NETHERLANDS

Ticket Jackets

TOM DOAK-DUNELLY P.O. Box 275, Sointula, British Columbia, V0N 3E0, CANADA

Contributing Photographers

Joe Fernandez
Bruce Drum
Eddy Gual

Layout Artist

Toni Gerling

Past WAHS Leadership

Paul Collins - Founder
Bill Demarest - Former President
Duane Young - Former President

All members of the editorial staff are members of the World Airline Historical Society and volunteer their editorial time. Material for possible publication is always welcome and should be sent to the Editor-in-Chief or the appropriate section editor. No remuneration can be made for such material, and no responsibility for it is accepted, although every effort will be made for its safe handling. All contributions are subject to editing.

Opinions expressed and claims made in articles and advertisements published in The Captain's Log are strictly those of the authors and advertisers and do not necessarily reflect the views of the WAHS and The Captain's Log. The WAHS and The Captain's Log are not responsible for any claims (legal, monetary or otherwise) that may arise from statements made in articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and to notify the Editor of The Captain's Log of any errors.

© 2015. All contents of The Captain's Log are strictly copyrighted. © Copyright of all original material in The Captain's Log remains with the creator(s) and owner(s) of said material. Reproduction of said material in The Captain's Log is strictly for illustrative purposes and does not constitute endorsement by The Captain's Log and WAHS of the product(s) mentioned.

WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airliners International
Association

P.O. Box 489
Ocoee, FL 34761 USA

www.WAHSONline.com
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 Chris Slimmer • President@cslimmer@earthlink.net
P.O. Box 864, Lawrence, KS 66044

As the newly elected president of the WAHS, thank you to all that voted. It is an honor to be associated with this great organization – The World Airline Historical Society.

First, let's all thank Duane Young for his many years guiding WAHS. Duane gave so much of his time to run our society. Thanks also to Jay Prall for his long tenure as treasurer. Next time you see them, thank them in person!

Second, many thanks to all that attended Airliners International 2015 ATL. You helped make our 2015 event the best show in many years. We're delight to announce that we have an agreement with the Delta Flight Museum to bring AI back to Atlanta in a few years!

As a co-production of the DFM and the WAHS, all 2015 show proceeds will be used to allow the WAHS to better serve the airline collecting community. Keep an eye on your email - the WAHS Board of Directors will soon announce the exciting details of our changes and improvements.

Next year's Airliners International 2016 MSY will be our first visit to the world class city of New Orleans, Louisiana. Our host hotel, the Hilton New Orleans Airport is offering a fantastic \$79.00 room rate for only the first 500 room nights booked. The booking link is now active thru the show website, WWW.AI2016MSY.COM , book now so you do not miss out. Dealer tables are available, book now, email info@ai2016MSY.com for details. The AI 2016 MSY committee is working on many wonderful tours, including the

possibility of tours of the new Airbus assembly facility in Mobile, Alabama. Tours will be announced after the first of the year. Make plans now to join us on our first trip to "The Big Easy"!

Thanks to all of you for your support of the WAHS over the last 40 years, I look forward to our next 40 years!! If you have any questions or suggestions, please email me at cslimmer@earthlink.net, or by mail at PO Box 864, Lawrence KS 66044

Regards,
Chris Slimmer

Flying Ahead with the Captain's Log

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

Issue 40-4 – Taking-off with American Airlines

Issue 41-1 – The Boeing 757



Photograph via Marvin G. Goldman

Airliners International 2015 Atlanta

Contest Winners

Name-the-Plane Contest (20 questions)

1st Place – Michael Rairden with 13 correct answers
2nd Place – Michael Restivo with 12 correct answers
3rd Place – Phil Brooks with 11 correct answers (tie breaker)

Trivia Contest (10 questions)

1st Place – Rick Neyland with 7 correct answers
2nd Place – Bill Coester with 5 correct answers
3rd Place – Anne Kerr with 5 correct answers (tie breaker)

Models

1st	Conversions	Tom Kalina
2nd	Conversions	Paul Crawley
3rd	Conversions	Paul Crawley
1st	Diorama and Collections	Paul Crawley
2nd	Diorama and Collections	Paul Crawley
3rd	Diorama and Collections	Andrew Stiffler
1st	Flights of Fancy	Ken Miller
	Judge's Best of Show	Paul Crawley
1st	Large Jet	Paul Crawley
2nd	Large Jet	Ken Miller
3rd	Large Jet	Paul Crawley
1st	Large Prop	Paul Crawley
2nd	Large Prop	Paul Crawley
3rd	Large Prop	Andrew Stiffler
1st	Medium Jet	Leo Dashevskiy
2nd	Medium Jet	Tom Kalina
3rd	Medium Jet	Tom Kalina

1st	Small Jet	Darren Jones
2nd	Small Jet	Andrew Stiffler
1st	Small Prop	Ken Miller
2nd	Small Prop	Leo Dashevskiy
3rd	Small Prop	Andrew Stiffler
1st	Vacuform and Scratchbuilt	Leo Dashevskiy
1st	Youth.....	Ethan Escorcia

Photographs

1st	Aerial	Roger May
2nd	Aerial	Wally Wilson
3rd	Aerial	Stefan Saville
1st	Air.....	Wally Wilson
2nd	Air.....	Wally Wilson
3rd	Air.....	Mike Chew
	Best of Show.....	Stefan Saville
1st	Ground.....	Brandon Lukas
2nd	Ground.....	Charlie Pyles
3rd	Ground.....	Brandon Lukas
1st	Youth.....	Ethan Escorcia

Postcards

1st	"Concorde"	John Danner
2nd	"Candler Field to Hartsfield -- 1930s to 1970s"	John Bretch
3rd (tie)	'Scheduled U.S. Air Taxis/ Commuters/Regionals'	Bill Baird
3rd (tie)	"Northeast Airlines"	Bill Demarest

Framable Color Prints. Best Action Photos

AirlinersGallery.com

Over 2,200 airline galleries. Over 24,000 aircraft

Available in 6 sizes and 6 currencies

No Ads. No Registering. No Pop-Ups. No Hassles!

Free Daily Airline News: WorldAirlineNews.com

AG AirlinersGallery.com

Airline Timetables

Airlines of Mexico

By David Keller • dkeller@airlinetimetables.com

For nearly a century, Mexico has proven to be fertile ground for airline service. Mexico's large size and equally large population (both ranking among the top 15 worldwide) provide ample opportunities for domestic air travel. A wealth of natural resources creates a foundation for business travel. And lastly, a bustling tourism industry results in demand for international services, particularly from tourists in countries to the north, who trek south to vacation in the tropical warmth Mexico has to offer.

For much of the past 8 decades, the most dominant names in Mexican aviation have been Mexicana and AeroMexico. Both trace their history back to the early days of aviation,

Mexicana was founded in 1921, beginning operations several years later. Until the carrier's bankruptcy in 2010, it was one of the oldest airlines in operation. The timetable dated February 15, 1937 shows Lockheed Electras in service on domestic routes.

During the Second World War, many airlines' timetables were either focused on wartime messages and restrictions (or non-existent altogether as a result of reduced fleets and/or hostilities). By contrast, Mexicana timetables of the period exhibited some very nice artwork, as depicted by the timetables dated June 1, 1942 and June 1, 1945.



Mexicana was affiliated with Pan Am through much of its early history, and the timetable dated March, 1958 touts that relationship. The airline was operating an all-Douglas fleet consisting of DC-7's, -6's, -4's and -3's. The newest were the DC-7C's, which were employed on the high-profile routes to Los Angeles and Chicago.

In 1960, Mexicana entered the Jet Age, with the inauguration of Comet service. The timetable dated May 1, 1965 depicts the type on the cover, and shows it in service alongside the trusty DC-6 fleet.

COMPANIA MEXICANA DE AVIACION, S. A.
MEXICO—TUXPAN—TAMPICO
(Aviones Electra)

TABLA 8A

VIAJE No. 26		Millas	S. México, D. F. C.S.T., L.L.		VIAJE No. 25	Día de ejemplo		Domingo	
Día de ejemplo		0	L.L. Tuxpan, Ver. S.		12.11 PM	Día de ejemplo		Domingo	
Domingo		153	S. Tuxpan, Ver. L.L.		11.10 AM	Día de ejemplo		Domingo	
..		153	L.L. Tampico, Tamps. S.		11.01 AM	Día de ejemplo		Domingo	
..		244			10.15 AM	Día de ejemplo		Domingo	
MEXICO—TAMPICO DIRECTO En Vigor desde diciembre 2, 1936									
VIAJE No. 28		Millas	S. México, D. F. C.S.T., L.L.		VIAJE No. 27	Día de ejemplo		Domingo	
Día de ejemplo		0	L.L. Tuxpan, Ver. S.		3.40 PM	Día de ejemplo		Domingo	
Domingo		153	S. Tuxpan, Ver. L.L.		2.15 PM	Día de ejemplo		Domingo	
..		153	L.L. Tampico, Tamps. S.			Día de ejemplo		Domingo	
..		244				Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
						Día de ejemplo		Domingo	
			</						

California flyers, was ACSA. The undated timetable (believed to be from the 1960's), shows a weekly service from Tijuana to Merida. The carrier's US office address was in Hollywood.

One of the more interesting timetables from Mexico was issued by a carrier named SAESA. The undated timetable (believed to be from the mid-1960's) shows CW20-T (more commonly known as the C-46) service from Mexico City to Reynosa.

Aerolineas Vega operated between the west coast of Mexico and the Yucatan in the 1960's. The timetable dated June 1, 1968 shows DC-6's in service between Acapulco, Oaxaca and Merida.

The timetable titled Empresas Aero Alimentadoras (which translates to Feeder Airlines), shows the schedules for the 5 small carriers listed on the cover. This was a small commuter network in Mexico, with all of the carriers but one operating Twin Otters. (Aeronaves del Mayab operated an HS 748.)

Aerolitoral began service from a Veracruz base in the late 1980's. By the early 1990's the airline had become the regional partner of AeroMexico and greatly expanded its route network. The timetable dated June 1, 1997 shows the airline serving almost 30 destinations in Mexico, plus 4 in the US. Aerolitoral continues to operate as AeroMexico's regional airline, and was rebranded as AeroMexico Connect in 2007.

Aeromar also began service in the late 1980's. The timetable dated February 15, 1995 shows service to 15 destinations. Aeromar currently codeshares with United and AeroMexico, but maintains its own identity.

Aerocaribe was established in the 1970's as Aerolineas Bonanza to

provide service in the Yucatan. In 1990, the carrier was purchased by Mexicana, then later integrated with AeroCozumel. The timetable dated Mar 21, 1997 shows DC-9's and F27's operating from the Yucatan to Mexico City, Cuba and Guatemala as a Mexicana partner. In 2005, AeroCaribe became MexicanaClick to operate as a regional partner. This airline ceased operations along with Mexicana in 2010.

Aero California was founded as an unscheduled air taxi operator in Baja California. By the 1980's, larger equipment was warranted, so DC-3's and Convairs were acquired. DC-9's were added in the late 1980's, and the timetable dated October 29, 1989 shows the airline's first international service, with 2 routes to Los Angeles.

Aero California expanded rapidly during the 1990's, and the timetable dated October 26, 2003 shows an all-DC-9 fleet operating to over 30 destinations. The next few years brought allegations of safety violations and eventually a suspension of service in 2008.

TAESA began service in the late 1980's, and was one of several carriers to take advantage of changes in the airline regulations to challenge the Mexicana/AeroMexico duopoly. New aircraft and routes were added, but maintenance irregularities and the loss of a DC-9 in 1999 hastened the resulting bankruptcy declaration in early 2000. The timetable dated July 1, 1993 sports a photo of Pope John Paul II on the cover, in honor of his visit to Mexico in August of that year.

Aviacsa was created in 1990 by the Mexican state of Chiapas to serve communities in that state. By the mid-1990's, the carrier was acquiring larger aircraft and adding routes to make the transition to a major domestic operator. The timetable dated April 3, 2005 shows 727's and 737's in service to several dozen destinations in Mexico and the US. In 2009, Aviacsa was grounded by the government and ceased all operations.

Like most other areas of the world, Mexico has experienced boom and bust cycles in the airline industry. Many carriers have been established (only to see the vast majority fail), and legacy carriers have struggled to remain relevant against newer competitors. Certainly, additional upheavals are inevitable, but Mexico is an increasingly attractive market as airlines focus on their regional and global networks.

Special thank you to Craig Morris and Arthur Na for sharing timetable images from their collection. (CM – Craig Morris Collection, AN – Arthur Na Collection)



Mexicana – April 5, 1992



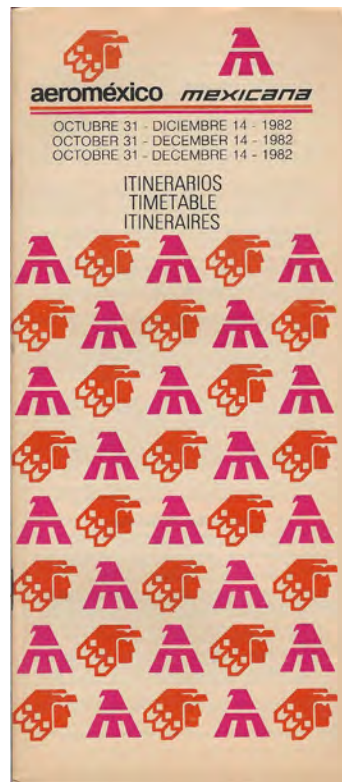
Mexicana – April 1, 2008



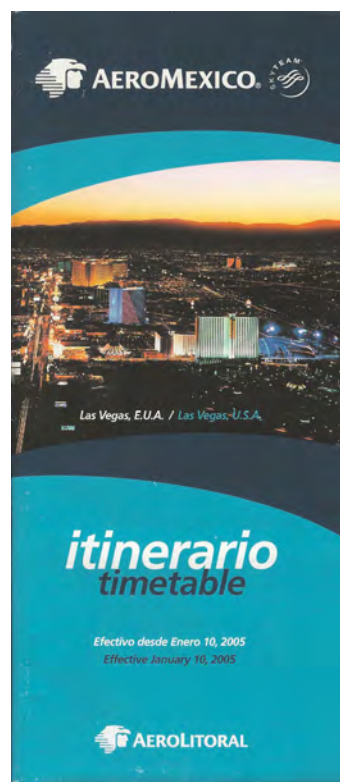
Aeronaves de Mexico –
June 16, 1952



Aeronaves de Mexico –
March 1, 1966



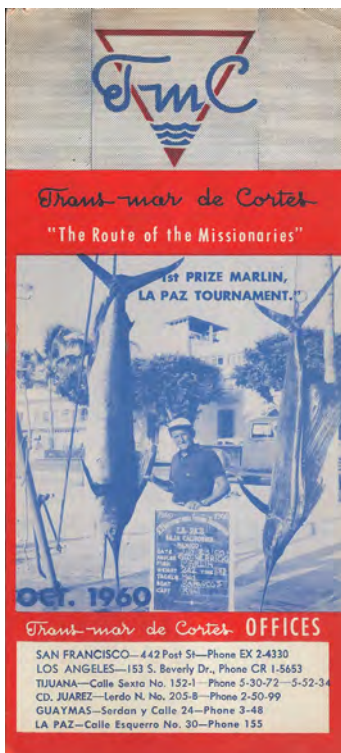
AeroMexico / Mexicana –
October 31, 1982



AeroMexico –
January 10, 2005



Lineas Aereas Occidentales –
June 15, 1934 (CM)



Trans Mar de Cortes –
October 1960



ACSA – No date (CM)



SAESA – No date



Aero California –
October 29, 1989



AVIACSA – April 3, 2005



Aeromar –
February 15, 1995 (AN)



TAESA – July 1, 2003 (AN)

FROM ACAPULCO
DISCOVER
OAXACA
IN ONE DAY FOR ONLY
\$34²⁵ Dlls.

THE EXCURSION'S TOTAL PRICE INCLUDES

- 1.- AIRPLANE TICKET
- 2.- TRANSFER TO ACAPULCO'S AIRPORT
- 3.- BREAKFAST
- 4.- EXCURSION TO ARCHEOLOGICAL ZONE OF OAXACA
- 5.- CITY TOUR
- 6.- LUNCH
- 7.- ALL TRANSFERS BY CAR WITH AN ENGLISH SPEAKING GUIDE IN OAXACA
- 8.- TRANSFER FROM ACAPULCO'S AIRPORT TO YOUR HOTEL.

BY...
VEGA AIRLINES
SEE YOUR TRAVEL AGENT

Aerolineas Vega

FROM
**YUCATAN
TO
OAXACA
AND
ACAPULCO**

EFFECTIVE FROM JUNE 1st 1968

Aerolineas Vega

ACAPULCO • OAXACA • MERIDA

GOOD CONECTIONS... ALL DIRECTIONS

	2-4-6	1-3-5	DC-6	1-3-5	2-4-6
	209	207	55 lbs.	208	210
08:00	08:00	LV.	ACAPULCO	AR.	18:05
08:50	08:50	AR.	OAXACA	LV.	17:15
9:30		LV.	OAXACA	AR.	16:45
11:30		AR.	MERIDA	LV.	14:45

PASSENGER RESERVATION
OFFICES MAIN OFFICES
IN MEXICO CITY, MEXICO
REFORMA 668 NORTE 315
EDIFICIO NUEVO LEON
TEL 26-93-97 & 26-94-78
TELEX - AMAYMEX - 0177644
RECALL - VEGA AIRLINES

ACAPULCO
COSTERA M. ALEMAN 108-4
TEL. 2-13-25 AND 2-02-49

OAXACA
ALAMEDA DE LEON No. 1
TELEPHONE 37-65
AIRPORT 28-44

MERIDA
CALLE 59 No. 452
TEL. 1-82-82

	ACAPULCO - OAXACA	\$ 175.00 M. N. 14.00 U.S. Cy.	\$ 315.00 M. N. 25.20 U.S. Cy.
OAXACA - MERIDA	\$ 319.00 M. N. 25.50 U.S. Cy.	\$ 574.00 M. N. 45.90 U.S. Cy.	
ACAPULCO - MERIDA	\$ 461.00 M. N. 37.00 U.S. Cy.	\$ 830.00 M. N. 66.40 U.S. Cy.	

1.- Mon 2.- Tue 3.- Wend
4.- Thu 5.- Fri 6.- Sat

COMPLIMENTARY MEALS ARE SERVED
ALOFT AT CONVENTIONAL HOURS

IMMEDIATE CONFIRMATION ON ALL FLIGHTS
MEXICANA AIRLINES GENERAL SALES AGENT, U.S.A.
DIRECT-CONNECTIONS
MEXICO-MERIDA
MEXICO-OAXACA } NON STOP SERVICE
ALL FARES AND SCHEDULES ARE SUBJECT
TO CHANGE WITHOUT NOTICE

Aerolineas Vega – June 1, 1968



Empresas Aero Alimentadoras
– September 1, 1975



Aerocaribe –
March 21, 1997 (AN)



Aero California – October 26, 2003



Aerolitoral – June 1, 1997 (AN)

Safety Cards

Airlines of Mexico

By Fons Schaefer • f.schaefer@planet.nl

How many major airlines does a country deserve? The majority of the world's countries only have one major airline, which then is the flag carrier and typically connects it to neighbouring countries as well as those that are more remote. Of course, the larger a country is, both by population and area, it tends to have more major airlines. But what actually determines the number of major airlines for a country? Is it its size? In that case the largest country, Russia, should have the most and that indeed seems to be the case, but in the cold war days it only had one airline – Aeroflot. Or is its population? China ranks highest by that criterion, and China has many major airlines now (as opposed to some 30 years ago, when there was only - CAAC). India, however, which is the only other country with more than a billion inhabitants, has relatively few major airlines. So, clearly other factors play a role. Quite likely, GNP of a country plays a role (such as in the USA), but also its political system, its market system and the location of major cities – sufficiently apart to sustain air traffic.

So, what is the situation for Mexico? It is the 11th country by population and the 14th by land area. There is one ultramajor city, by population - Mexico City - which is centrally located and has other major cities at sufficient distance, such as Guadalajara,

Monterrey, Acapulco and Merida, to name a few. Yet, in spite of all that, Mexico for a long time had only two major airlines: Mexicana and AeroMexico.

Mexicana was formed as Compania Mexicana de Aviacion (CMA) in 1921 and became one of the oldest airlines in existence until it suddenly ceased operations in 2010, followed by insolvency in 2014 at the age of 93. Originally, it was the major domestic carrier with links to cities in the USA. It extended its network to the Caribbean in the 1970s and some decades later to the rest of the Americas. Briefly and just prior to its collapse it had routes to London and Madrid in Europe. Its first jet was the De Havilland Comet 4C, which entered service in 1960 on the route from Mexico City to Los Angeles. Figure 1 shows the back panel of the Comet safety card, from Carl Reese's collection, reproduced from 'Design for Impact'. Escape slides were still called chutes and were non-inflatable. The first two persons to use it in an emergency evacuation did so as if it were a rope and then had to hold it taut so that the rest could use it as a slide. One of Mexicana's Comets still exists. Since 1995 it is under restoration by volunteers at the Museum of Flight Restoration Center at Everett-Paine Field where it can be visited.



Fig. 1

Mexicana Comet 4C back panel



Fig. 2

Early Mexicana 727-200 card

Later, Mexicana operated the 727. Figure 2 shows a Mexicana 727-200 card of, assumedly, the 1970s. Note the funny way people are drawn – by lines only.

Figure 3 shows three generations of Mexicana safety card heading artwork, all for the A320. The top one is I believe the oldest, from when the A320 was introduced in 1991. The bottom one was introduced around 2001 and replaced in 2008 by the latest generation (not reproduced).



Fig. 3

Mexicana A320 card generations



Fig. 4

Mexicana A318 card front panel

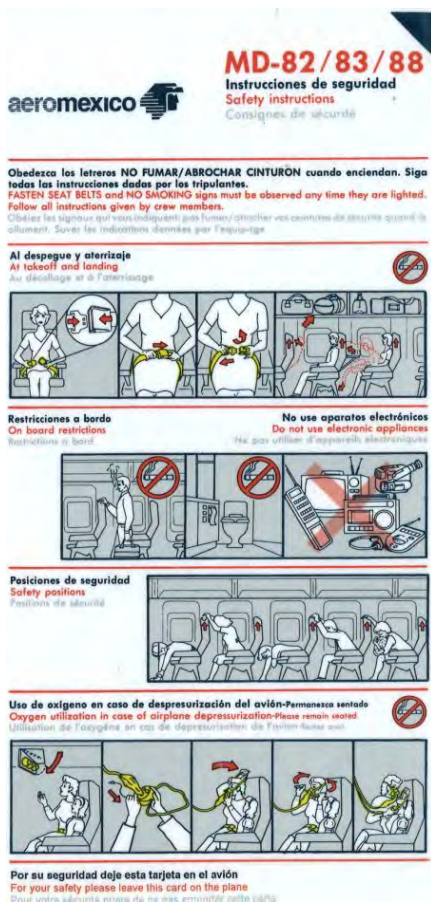


Fig. 6

Aeromexico MD-80 card front panel



Fig. 7A

Aerocaribe DC-9-31 card front panel

Mexicana was one of the few A318 users, see figure 4 for the safety card front panel. Pure A318 safety cards are quite rare, not only because the A318 is the least popular of the Airbus single aisle family, but also because airlines that also have the A319 in their fleet tend to issue a combined A318/A319 card as the exit configuration for both is the same.

The other major Mexican airline, historically, is Aeromexico, which started life in 1934 as Aeronaves de Mexico. It grew significantly in its first decades, largely by the amalgamation of many small airlines that existed in Mexico in the pre-jet era. In 1963 it took over Aerovias Guest, which was the only Mexican airline at the time with connections outside the Americas, as it flew to Lisbon, Madrid and Paris. At some time, Guest flew this route with the Comet 4C, leased from Mexicana. They stopped at many places along the way: Miami, Bermuda and the Azores. Aeronaves took over the European routes, and served them with the Douglas DC-8 and later the DC-10.

Aeronaves de Mexico changed its name into Aeromexico in 1972. This dates the DC-8-51 safety card (fig. 5) to that year or later, but I suspect not much later as the card (actually a paper leaflet) has more text than illustration, which was common for 1960s and early 1970s cards.

More recent equipment includes the MD-80 series, see figure 6. The card has a striking resemblance to the Mexicana A318 card, reproduced adjacently. The introductory text, in three languages, is identical and so are all the captions. Is this a result of precise

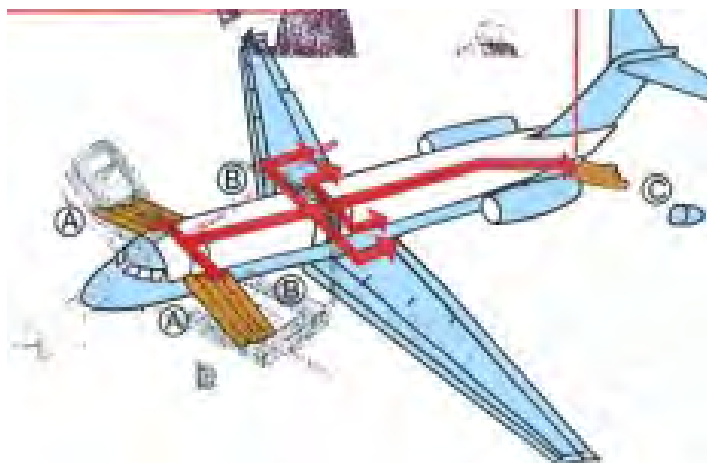


Fig. 7B - Aerocaribe DC-9-31 card detail

copying across companies or were the Mexican government safety card regulations so prescriptive in all details, that airlines did not have any liberty to even make the slightest variation? I do not know the answer (maybe readers will) but find it extra noteworthy that also the size of the cards is identical (11-3/16 by 5.5 inches).

In addition to the two major airlines of the time, Mexico had many smaller airlines that operated in regions of the country only. An example is Aerocaribe, which was based in Merida, Yucatan and connected that city to other cities in the eastern part of the country, and to Havana, Cuba. Its largest aircraft was the DC-9-31. Figure 7a shows the front page of the card, again following the same strict

pattern. The aircraft rendering on the back is quite interesting, particularly the wings which appear to have the aspect ratio of a glider (fig. 7b). Aerocaribe was bought by Mexicana in 1990 and in 2005 its name was changed into MexicanaClick.

The dominance of Mexicana and Aeromexico was broken some ten years ago when three airlines were created that now, together with Aeromexico, form the quad of major scheduled airlines of Mexico. Apart from their creation period (2005/2006), the three newcomers are remarkably similar in other aspects as well. They are all low-cost carriers that now operate Airbus single aisle aircraft (mainly A320s) within Mexico and to destinations in the USA.

VivaAerobus is the smallest of the three and originally operated 737-300s, but these are now being replaced by Airbus A320s. It is partly owned by the Ryan family who also own Ryanair. Destinations are in Mexico, Texas and Nevada (Las Vegas).

Volaris is now the second largest airline after Aeromexico with a market share of close to 25% of domestic traffic. Internationally, it flies to 15 destinations in the USA, most taken over from Mexicana. Although Volaris used to have normal loose safety card, it is believed that they now only have safety cards attached to tray

tables, like Ryanair, see figure 8. Since it is attached to the aircraft, the airline's name is not clearly identified, but zealous watchers will spot it somewhere.

The third newcomer, Interjet, has the most diverse network, which besides many Mexican and a few US destinations include Colombia, Costa Rica, Cuba and Guatemala. In addition to the Airbus A320, of which it has 42, Interjet flies the Russian Sukhoi Superjet 100. It is the only Western world operator of this type, of which it now has 16 in its fleet. Although the aircraft type is generally known as Superjet 100 its official name is RRJ-95B, as portrayed on the right bottom corner of the safety card, figure 9a.

This modern card shows many cabin safety aspects, but the illustrations are tiny, so details may get lost to the passengers. The card has no unusual features, but I do find it quite curious to see that there are so few survivors hanging on to the three slides close to the ditched aircraft. (fig. 9b).



Fig. 5
Aeromexico DC-8-51 front panel

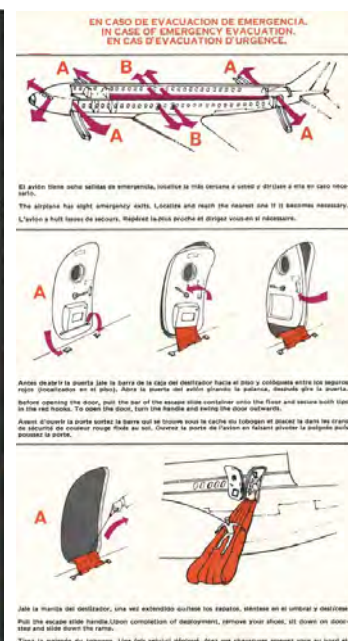


Fig. 5
Aeromexico DC-8-51 back panel



Fig. 9A - Interjet Superjet front panel



Fig. 8 - Volaris A320 card attached to tray table



Fig. 9B - Interjet Superjet lower back panel

Postcard Corner

Airlines of Mexico on Postcards

By Marvin G. Goldman • marvilynn@gmail.com

Mexico and its airlines are very special for me. Mexico City was the first home of my wife Marilyn and myself after our marriage, as I completed a post-graduate fellowship on Latin American Comparative Law at the National University of Mexico. Later, in my law firm practice in Manhattan, I flew many times to Mexico on business, on Aeroméxico and Mexicana, as well as on Eastern and other airlines.

For this article I will concentrate on postcards of airlines based in Mexico.

The first Mexican airline was Compañía Mexicana de Transportación, S.A. ('CMTA'), founded in 1921, which operated a few short routes, most being to or from Tampico at the Gulf Coast because of the nearby oil fields. Not much else happened locally until the formation in 1924 of Compañía Mexicana de Aviación, S.A. ('CMA') which acquired CMTA and made slow but steady progress in routes through 1928.

In January 1929 Pan American Airways, led by Juan Trippe, acquired CMA, viewing it as a link within Mexico for air service from Brownsville, Texas onto Mexico City and then beyond to link with Pan Am's routes in Central America and the Caribbean. Although many local Mexican airlines were formed from the 1930s to the mid-1950s, CMA remained the dominant Mexican carrier during that period.



Compañía Mexicana de Aviación ('CMA') Lockheed 10E Electra, XA-BAS, at Mexicali, Baja California, Mexico, probably 1937. Real photo postcard. Pub'r Foto Venus. Chris Slimmer Collection. This aircraft type, supplied by Pan American, was utilized on CMA's Mexico City-Los Angeles route during 1936-37.



CMA - Pan American Airways Douglas DC-2, NC14950, soon re-registered as XA-BKY, at Mazatlan, Sinaloa, Mexico, 1937-38. Real photo postcard. airport card no. 40. Chris Slimmer Collection. Pan American provided CMA with DC-2s to replace the Lockheed Electras on CMA's Mexico City-Los Angeles route starting in 1937, and DC-3s supplemented the DC-2s starting in 1938.



CMA Douglas DC-4, XA-FIT, over the Christopher Columbus Statue on Paseo de la Reforma of Mexico City in a comic postcard, part of a set of 10 issued by CMA in both individual and booklet form in the late 1940s or early 1950s.



CMA Douglas DC-7C, XA-LOC, at Los Angeles International Airport, 1957-58. Bill Eccles Photo, Pub'r Colourpicture no. P22745.

Aeronaves de México was founded in 1934 by Mexican investors. In 1940 Pan Am (which already owned CMA) acquired a controlling interest in Aeronaves, but starting in 1946 the Mexican government and private investors initiated a series of steps that reduced Pan Am to a minority position in both Aeronaves and CMA. By 1957 Aeronaves became a formidable competitor of CMA, as it introduced not only Lockheed Constellation service, but turboprop Bristol Britannia aircraft as well.



Aeronaves de México Bristol Britannia, XA-MEC, entered service 18 December 1957, on the Mexico City-New York City route. A/I.

Lineas Aéreas Mexicanas ('LAMSA') was formed in 1934 under the name Lineas Aéreas Mineras. The name change occurred within a year after United Air Lines acquired control of the airline in 1943, seeking to emulate what Pan Am had accomplished with CMA. However, United encountered numerous obstacles in trying to forge profitable routes for LAMSA, and in 1952 it sold out to Mexican investors who merged LAMSA into Aeronaves de México.



Aeronaves de México Convair 340, XA-KIL, introduced to its fleet in 1954. Airline Issue ('A/I').



Lineas Aéreas Mexicanas ('LAMSA') Douglas DC-3, XA-FUJ, on the right, at Torreón, Coahuila, Mexico, between 1948 and 1952. Real photo postcard, airport issue no. 2548. Chris Slimmer Collection. Note the United Air Lines-style livery, including the United shield on the tail; this aircraft was formerly NC25618, United's Mainliner 'Philadelphia'.



Aeronaves de México Lockheed 749A Constellation 'Tijuana' at Acapulco, Mexico, about 1957-58. A/I.

Throughout the 1930s to 1950s, dozens of small local airlines arose in Mexico, almost all of which had limited years of service. Many were absorbed by CMA or Aeronaves. Vintage postcards showing these early local carriers are rare. The preceding Torreón Airport postcard also shows, on the left, an Aero-Transportes S.A. (ATSA) DC-3, which served between 1948 and the 1950s. ATSA operated from 1943 until 1959 when it was absorbed into CMA.

Another rare postcard of a local Mexican airline of that era is the following beautiful one showing an Aerovías Reforma DC-3.



Aerovías Reforma Douglas DC-3, XA-FIX, 'Tijuana' at Guadalajara, Jalisco, Mexico. Real photo postcard. Pub'r Julio, Series B, no. 57. Chris Slimmer Collection. Aerovías Reforma was formed in 1945, merged with other carriers a few years thereafter, and was acquired by Aeronaves de México in 1953.

I am aware of only two other local Mexican carriers on postcards from this period, although I would think more must exist in the hands of collectors. William Demarest's website shows a postcard issued by Aerovías Centrales (another Pan American affiliate, formed in 1932 and whose routes were taken over by CMA about 1935) posted on eBay with an interior view of one of its Lockheed L-10 Electras, and Joerg Jaeggin sent me the following unusual postcard image from his collection.



Servicios Aéreos Balnearios Ixtapan Boeing 247. A/I, about 1948. Joerg Jaeggin Collection. I have not been able to find information on this carrier, but if it operated commercial flights, it probably served only the Ixtapan de la Sal baths and spa, about 70 miles from Mexico City. A similar card, with a different card number on the front and probably published at the same time, shows apparently the same aircraft and titles, clearly bearing registration XA-DIZ, whose list of owners includes an individual who probably set up Balnearios Ixtapan. An eBay image of that other card appears in Doug Bastin's Aviation Postcard Club International Newsletter #53, Dec. 2005.

While CMA and Aeronaves de México were competing vigorously within Mexico and in routes to other North American destinations, another Mexican airline arose in 1946, Aerovías Guest, which focused on international services and became the first to offer direct trans-Atlantic service from Mexico to Europe -- starting in 1948 with DC-4s. Aerovías Guest continued until 1962 when its routes were acquired by Aeronaves de México.

Aerovías Guest DC-6 with Passengers Carrying Their Mexican Souvenirs. A/I, Chris Slimmer Collection. Its DC-6s served from 1959 to 1962.



By the late 1950s CMA became generally known as simply 'Mexicana'. Labor strife and other internal problems at both Mexicana and Aeronaves de México led the Mexican Government to take over both airlines in 1959, and Pan Am completely exited Aeronaves in 1959 and Mexicana in 1968.

During the 1960s Mexicana and Aeronaves entered the jet age, and here are some postcard examples:



Mexicana de Havilland Comet 4C, XA-NAS, at Mexico City. A/I. Mexicana began pure jet Comet service in 1960 to four U.S. destinations.



Aeronaves de México Douglas DC-8-51, XA-PIK, acquired in 1964. A/I. There are two varieties of the back of this card; one has added text advertising Aeronaves' new twice daily service from Mexico City to New York. Ex Deke Billings Collection.



Aeroméxico (name change from Aeronaves de Mexico in January 1972) Douglas DC-9-15, XA-SOY. A/I.



Aeroméxico Douglas DC-10-30, XA-DUH. A/I. Entered fleet in 1974.



Tampico. Tamps.



Mexicana Boeing 727-200, at Tampico 'Gen. Francisco Javier Mina' Airport. Pub'r 'RS' (Roberto Studio), distributed by Humberto Chapa, no. ICS-105278PL2. Leonardo Pinzauti Collection. Even comparatively recent Mexican airport cards are quite uncommon and hard to find.



Mexicana Airbus A320-200 with Mexico City in the background. A/I. Part of a set of different Mexicana aircraft types, each with a different city background. Others in the set I am aware of include Cancún (B727-200), Oaxaca (F-100) and New York (B757-200). The livery at this time, in the 1990s, featured tails with different colorful Mexican designs.

While Mexicana and Aeroméxico continued to dominate the Mexican market in the 1970s and 1980s, the 1990s saw increased economic pressures in Mexico, a deregulated airline environment, and the first significant successes of low-cost airlines in Mexico. Aeroméxico declared bankruptcy in 1988, but re-emerged as a reorganized airline. Mexicana faced repeated financial difficulties, and during 1993-1996 it was majority-owned by Aeroméxico's owners. Eventually, despite recognized good service, Mexicana was declared bankrupt in 2010, its flights ceased and it was liquidated in 2014, a sad end to one of the earliest airlines in Latin America.

There have been dozens of new 'low-cost' airlines operating in Mexico from the 1990s until today, several of which have been highly successful. Few airline-issued postcards of these carriers exist, but I do include a couple airline issues that I am aware of; otherwise one must turn to numerous publisher-issued cards. First, here are two airlines that consecutively arose to become the third largest airline in Mexico, but whose success did not last:



TAESA (Transportadores Aéreos Ejecutivo S.A.) Airbus A300B4-200, XA-SYG, at Cancún, March 1996. Pub'r O.K.C. no.

A218. TAESA started scheduled low-cost service from Mexico City in 1991, offering much lower fares. It grew quickly to become Mexico's third largest airline, with nearly a 25% market share, but the Mexican financial crisis in 1994 severely impacted TAESA, and it went bankrupt in 2000.



Aviacsa (Consortio Aviacsa, S.A. de C.V.) Douglas DC-9-15. A/I. Originally established by Mexico's State of Chiapas as a regional airline, it was privatized in 1994, transformed into a low-cost operation, and rose to replace TAESA as the third largest airline in Mexico. Its operations were suspended in 2009, however, due to alleged maintenance irregularities, and it ceased operations in 2011.

In contrast, here are postcards of the three largest 'low-cost' Mexican airlines that continue to operate successfully today -- Volaris, Interjet and VivaAerobus:



Volaris A320, A/I, February 2008. William Demarest Collection. Volaris, based in Mexico City, was founded in 2006. Today it flies to over 50 destinations, including over 20 in North America outside Mexico, and it is Mexico's second largest airline, after Aeroméxico.



Interjet Airbus A320, with test registration D-AVVD/later XA-FUA, at Hamburg Finkenwerder Airport, 2013. Pub'r Flying Photos no. A32-0052, photo by Gerd Beilfuss. Courtesy of Joerg Jaegglin and available at jjPostcards.com. Interjet, founded in 2005, is based in Toluca, 40 miles west of Mexico City. The airline is now Mexico's third largest carrier, flying to over 40 destinations, including nine locations outside Mexico.



VivaAerobus Boeing 737-300, XA-VIR, landing at Miami, 2012. Pub'r Flying Books, no. AIR573/2012. Courtesy of Joerg Jaegglin and available at jjPostcards.com. VivaAerobus, founded in 2007, is partly owned by Ryanair, and it flies to over 20 destinations.

Notwithstanding the strong competition from the above-mentioned 'low-cost' airlines, AeroMéxico (current style includes a capital 'M') remains Mexico's 'flag carrier' and largest airline. So let's close this postcard review of Mexican airlines with a beautiful airline issue from AeroMéxico, which has come a long way since I flew on their DC-8s between New York and Mexico City in the 1960s and '70s.



AeroMéxico Boeing B777-200ER, A/I. Oversize card. Image on williamdemarest.com. AeroMéxico, based in Mexico City, flies to over 60 destinations and is one of the founding members of SkyTeam. Its subsidiary AeroMéxico Connect serves additional domestic locations in Mexico.

Notes: My thanks to William Demarest, Joerg Jaegglin, Leonardo Pinzauti and Chris Slimmer for the postcard images they submitted from their collections for this article. The originals of all postcards shown are in color except for the CMA Lockheed 10E Electra, CMA DC-2, LAMSA/Aero Transportes, Aerovías Reforma, and Balnearios Ixtapan cards. Except as noted, postcards shown are from the author's collection. I estimate their rarity as follows: Rare: the aforementioned five postcards that are in black and white, and the Mexicana DC-4, Aerovías Guest, and Mexicana 727 cards; Uncommon: the Mexicana DC-7C and Comet cards, all the Aeronaves and Aeroméxico cards, and the Aviaca and Volaris cards; Common: the Mexicana A320, TAESA, Interjet and VivaAerobus cards.

Airliners International 2015 Postcard Contest. Many thanks to all who submitted the beautiful entries in this year's AI postcard contest and to the judges. Details are in this issue's review of AI 2015.

References:

Davies, R.E.G. Airlines of Latin America since 1919, Smithsonian Institution Press, Washington DC (1984), chapters 1-4 on Mexico; and Airlines of the Jet Age: A History, Smithsonian Institution (2011), ch. 42 on Mexico.

Stretton, Richard, 'Aviation in Mexico: An Industry Comes of Age', in Airliner World, May 2015, pp. 22-28; and his website <http://yesterdaysairlines.weebly.com> (click on tab 'Airline Development' and then tab 'Mexico').

AirlinePostcardDatabase.com, by William Demarest.

Websites on AeroMexico, Interjet, VivaAerobus and Volaris.

*Happy Collecting, and hasta la vista.
Marvin*



Ticket Jackets

Airlines of Mexico

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

Spanning over 3,200 kilometers in length, it comes as no surprise that Mexico has had a strong presence of airline carriers to provide regional and national connectivity dating back to the founding of C.M.A. in 1921 (commonly known as Mexicana) and others (notably Aeronaves de Mexico in 1934 now known as Aeromexico).

The foregoing names are probably the first to come to mind to most enthusiasts given their long operating histories and international presence. Hence, it is where we will start.

Figure 1 presents the sharp, clean look of a CMA Mexicana de Aviacion ticket – 2 Flight Format, 1961 issue for a round trip from Mexico (City) to Oaxaca. The rear of the ticket (Figure 2) highlights their international routes to Chicago, Los Angeles, San Antonio y La Habana Cuba! Note the 4-engined Douglas on the ticket back; I lean towards DC-7 as it entered service in 1957 with the carrier close to the issue date of the ticket. Perhaps though, the DC-6 or DC-4 which also served in the fleet.

Ultimately, Mexicana had a long run by operating through to 2010. Figure 3 presents an example of their Clase Ejecutiva jacket design (undated; likely from around 2000). Towards the end, in its search for survival, the carrier was briefly part of the Star Alliance (2000 – 2004) and flirted with oneworld after its regional competitors joined with the other alliances. An example of the Star Alliance period jacket appears in Figure 4.

Our discussion started with the natural fit between airlines and the lengthy geography of the country for domestic travel. Mexicana's regional affiliate was Aerocaribe whose bright, tourist-centric jacket design from 1998 (Figure 5) also highlights an aircraft (possibly Fokker 70 / 100 type) with registration XA-SNZ which doesn't readily show in databases. If anyone has some insight, please drop a line! Aerocaribe ultimately assumed the MexicanaClick name in its final days.

We'll segue to the other familiar historic carrier – Aeronaves de Mexico - with Figure 6 and this 1959 example of a 2-Flight Format ticket for a round trip from Mexico (City) to Acapulco. This example also highlights a common practice of airlines / travel agents of the day organizing ground transport to the terminal with the stamp on the front indicating that "Car Will Call At: 8.45 a.m." Quite civilized!

Figure 7 illustrates an interesting design for Aeromexico's "Servicio Caballero Aguila". Featuring the signature "Eagle Warrior" logo variation adopted in the 1980s this looks like a jacket design of the period. It is actually a mini-brochure (Figure 8) highlighting the new service on its international DC-10 flights to New York, Miami, Madrid and Paris and presenting virtues and amenities of the service ... sin costo, extra!

Mexico has seen its own "low-fare wars" and in two specific ways is ideal for carriers with truly low-cost structures to thrive – high population (over 120 million) and relatively low GDP (around \$10,000 USD per person – roughly one-fifth of that of Canada or the US). To thrive thus means having a truly low cost structure.

We'll close our survey with two of the venerable carriers who certainly gave it a good run in the low-fare arena though ultimately succumbed to flying old metal versus being able to renew into younger, more cost efficient fleets – Aero California and Aviacsa. Aero California was an iconic DC-9 operator so it was naturally featured on its ticket jacket designs (Figure 9). Aviacsa (Figure 10) flew a mix of older aircraft types with its final years settling in on a small fleet of Boeing 737-200's. I recall seeing one of these on the ramp at LAX after AI 2004. On the exterior it was in great shape, no "tell tale" fluid streaks and clean, though older, paint. You just had that sinking feeling though it was truly a matter of time as was the case with its demise in 2011.

Mexico represents great opportunity with a healthy element of risk for airlines. It is a paradox – engaged in a lengthy internal conflict (vis-à-vis drug and criminal elements) while still being a sought after sun and fun destination by North American travelers. The two themes oddly co-exist though it would be fair to say the historic Pacific Coast tourist cities have been largely replaced by those in the Mayan Riviera due to the conflict.

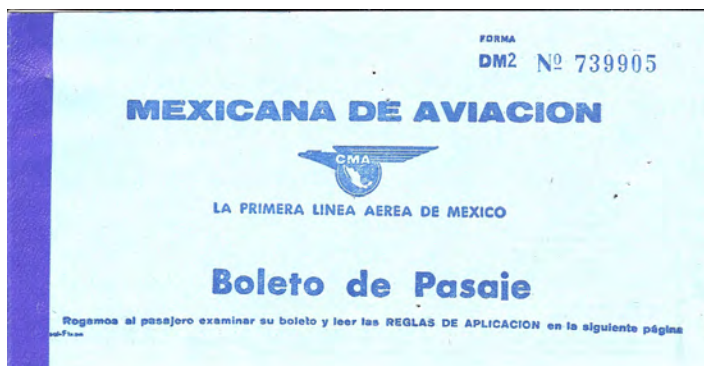


Fig. 1



Fig. 2

Today's carriers are in a significant renewal stage. Aeromexico - with its 787's and 737 MAX's - and Interjet - with its choice of the Sukhoi Superjet as well as the Airbus family- represent two examples. It will be interesting to observe if breakthroughs occur in two areas in the years ahead (1) will Trans-Pacific routes represent bring a new element of prosperity and (2) can Mexican carriers finally do what Mediterranean carriers have had difficulty doing – capture a share of the sun & fun passengers coming to their shores? Time will tell.



Fig. 3



Fig. 9



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8

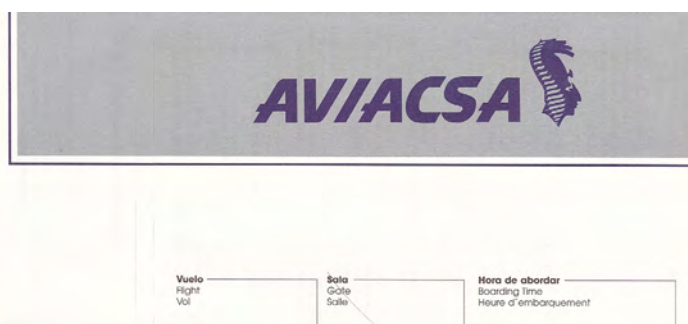


Fig. 10

Aircraft Models

Revell Lodela Aeromexico DC-8

By Ken Miller • ozmiller@sbcglobal.net

The Revell Lodela Aeromexico DC-8 model holds a special spot for me on my model shelf. The model is one of the first ones that I finished after returning to modeling upon completing college and starting a family. I bought this kit and a handful of others from an estate sale list in the early 1990's. I had also recently discovered ATP Models, and Clint Groves helped talk me through building the model.

Lodela was officially known as Plasticos Lodela SA and was a Mexican manufacturer of plastic models, producing models from other manufacturer's molds. The name was a contraction of the founder's surname Apolo Lopez de Lara. The company was founded in 1957 and produced kits using Revell, Entex, Airfix, and Heller molds. The final Lodela models were sold around 2000 and were Airfix molded airliners boxed and distributed by Lodela with Mexican and South American markings. Sadly the company closed after the owner passed away. I've read reference to Lodela being called Revell Mexico as they released many Revell kits. My DC-8 kit instructions were identical to the US instructions other than that all the text was in Spanish. The kit is a "classic" likely first released in the early 1960's. The kit engines are early Pratt & Whitney JT3C engines. The actual plane modeled is XA-SID which was a DC-8-50 with the later Pratt and Whitney JT3D engines. Just as with their 707 kits, Revell wasn't concerned with providing the proper engines in their DC-8 kit for the actual aircraft. All of the short body Revell DC-8 kits come with the JT3C engines and all of the long body DC-8's come with the later JT3D engines. An ongoing debate for airline modelers is whether to leave windows open or to fill them and use decals instead. The Revell DC-8 kits are unique in that there are window depressions in the fuselage but they are not open. To make open windows one has to drill out the windows and to use decals one needs to fill in the window depressions.

I first learned of ATP Airliners America from an ad inside Airliners Magazine in the mid 1990's. I called the number, Clint Groves answered, and he promptly mailed me his catalog which pretty much started my airline modeling hobby. I found that I lived about thirty minutes from Clint's Abelia Court San Jose address so I ended up making monthly trips to his "store". I remember mentioning the Aeromexico kit to Clint and he encouraged me to purchase his window decals to finish the model. He told me that the window layout on the kit wasn't accurate but I could putty them in and use the ATP window decals instead. I painted the model bare metal aluminum using Testors Metalizer and sealant. I found that the sealant still didn't do a very good job of protecting the finish so I later coated the model with Future which was also suggested by Clint. Back then it likely wouldn't have made any difference but I do wonder why Clint never mentioned the engines to me or sold me a stretch DC-8 model for the JT3D engines.

Aerovías de México, S.A. de C.V. (Airways of Mexico, SA de CV), operating as AeroMéxico, is the flag carrier airline of Mexico based in Mexico City. The airline was established as Aeronaves de México on 15 September 1934 by Antonio Díaz Lombardo. The first flight was from Mexico City to Acapulco using a Stinson SR Reliant on September 14th, 1934. The airline's first jet-engined aircraft were a pair of Douglas DC-8's. DC-8-21 In 105 45432 XA-XAX was delivered on October 28th, 1960 and DC-8-51 In 162 45633 XA-NUS was delivered on May 10, 1962. Later in the 1960s, more DC-8's were added. In 1970 Mexican domestic airlines were nationalized into an integrated air transport system under the control of Aeronaves de México. In the early 1980's the airline expanded and a new orange and silver color scheme was introduced. In April 1988, the state owned company was declared bankrupt and was grounded for three months. In August 1988, a privatization program began which involved retiring the eight Douglas DC-8's (3 -62s and 5 -51s) along with the remaining ten DC-9-15 aircraft.



DC-8-51 In 330 45935 XA-SID “Guanajuato” was delivered new to Aeronaves de Mexico on July 2nd, 1968. As I mentioned earlier Aeromexico retired their DC-8’s in 1988. After leaving Aeromexico the plane was converted to a DC-8-51(F) freighter in 1994. The plane had a number of different owners after Aeromexico. The plane was registered C-FFSB and N508DC for Holiday Airways, Agro Air Associates, ATC Columbia and Fine Air. The plane was scrapped in Roswell in 2001 after having been in service for 47 years.

Clint Groves from ATP Airlines America helped me with this model and started me on my airline modeling hobby journey. Sadly Clint passed away on June 30th of this year. Clint meant a lot to me and I was pleasantly surprised to read that he meant just as much to many other airline modelers as he did to me. Greg Drawbaugh summed up Clint very nicely.

Clint was honest as the day was long, and while some of his “escapades” and stories were certainly not for the ears of children, Clint was a great man and served our hobby well.

A highlight of the 2014 LAX Airlines International Show was Clint driving down to visit for the day. I know that the modelers were very pleased to see him. A personal favorite Clint Groves anecdote of mine happened at the 2000 Phoenix Airlines International Show. Clint had driven to the show in his Lincoln Continental and brought some items to sell. Early in the show I overheard someone trying to “lowball” him on prices and told

Clint he’d wait to the the last day of the show when his prices would drop. Without missing a beat Clint deadpanned.....”I raise my prices 20% on the last day of shows”. Maybe you had to be there but I found it very funny then and still do.

My Aeromexico DC-8 model holds a special place for me on my model shelf. It is an old “classic” kit and the one that Clint Groves helped me with the construction. Thank you Clint for everything you shared with me through the years. We all miss you.

Photo Credits:

Revell Lodola Aeromexico DC-8 Model Kit courtesy of Boxartden.com

ATP Catalog cover image courtesy of Mike Egan via Drawdecal

Aeromexico DC-8 photo by Robert M. Campbell

Remaining photos by the author.



Airmail Etiquettes

Airmail Etiquettes of Mexico prior to World War II

By Arthur H. Groten, M.D. • agroten43@icloud.com

Like virtually all other countries, the first airmail labels were issued by the government. Mexico's first appeared in 1927. (Figures 1 & 2)

The development of airlines and air routes in Mexico was very complex, beginning with the establishment of the C.M.A. (Compania Mexicana de Aviacion) in 1924 as a local carrier of payrolls in the Tampico area. By 1928 they had extended the route to Mexico City and added a new one from Vera Cruz to Merida. C.M.A. was acquired by Pan American in 1929, adding a U.S. connection at Brownsville, Texas. Figure 3 shows C.M.A.'s first etiquette, a die-cut airplane, issued at the time of the Exposicion de Aeronautica, Comercio e Industria in 1931. The label at the upper left was issued by Mexico's second airline, C.A.T. (Compania Aeronautica de Transportes) in 1930. The Pan Am promotional label at the lower left commemorates the joining of C.M.A. and Panama. It is quite unusual to have etiquettes of two different companies on one envelope.

C.A.T. released a second label, also in 1930, specifying its name. (Figure 4)

C.M.A., in 1938, issued a type very similar to that used by Panama at the time, with the red and green of Mexico rather than the red and blue of the U.S. (Figure 5)

Three other airlines issued their own etiquettes: A.S.C.A. (Aerovias Centrales S.A., first absorbed by C.A.T. and subsequently absorbed by C.M.A.) in 1931 (Figures 6a & b), L.A.O. (Lineas Aereas Occidentale) in 1934 (Figure 7) and C.A.S. (Compania Aeronautica del Sur) in 1935 (no example available). All these labels are scarce to very rare.

After the War, LAMSA, Aerovias Reforma, Aerovias Guest S.A., Aerotransportes S.A. and Aeronaves de Mexico all issued their own labels, a story for another time.



Fig. 2



Fig. 3

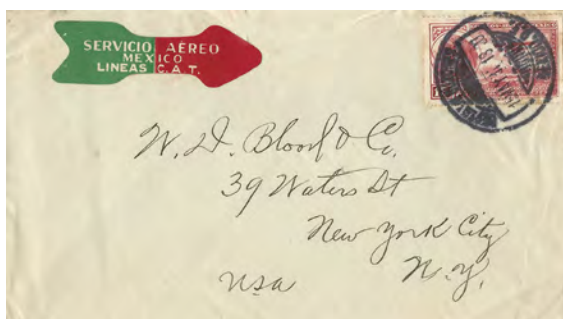


Fig. 4

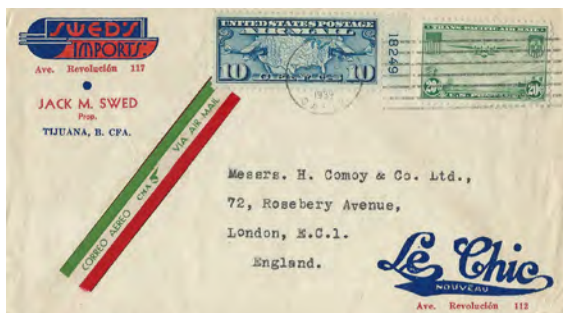


Fig. 5



Fig. 1



Fig. 6A



Fig. 6B



Fig. 7

Playing Cards

Playing Cards from South of the Border

By Fred Chan • topflite@olympus.net

There are only two major airlines in Mexico, Aeromexico and Mexicana, and both of them have issued playing cards. Although Aeromexico has issued 20 different card designs over the years, and Mexicana twelve, it is surprising that the card designs from both airlines have followed similar paths: name and/or logo and images of historical artifacts. Perhaps both carriers have been using the same graphics designer?

Figures 1 through 5 show some examples from both airlines on the use of their names and logos on their playing cards, while Figures 6 & 7 are examples of the use of historical artifacts.

An interesting factoid about playing cards from both airlines is that the older issues are more readily available than the new decks, probably due to the declining use of playing cards for inflight entertainment.

In addition to Aeromexico and Mexicana, there is a smaller carrier (Volaris) that has also issued playing cards, albeit only one deck is known to exist (Figure 8).

On an entirely different subject, be aware that if it looks too good to be true, it is too good to be true.

I am referring to playing cards that have not been officially issued by real airlines!!! Some aspects of this problem have been discussed in previous columns but warnings on this subject are worth repeating because this problem is getting more common. These efforts are also becoming more sophisticated with clever use of computer graphics and new printing technologies that can produce small numbers of decks for as little as \$8 each.

So, be careful ! Those rare and unusual decks being offered to you may not be real.



Fig. 1



Fig. 2

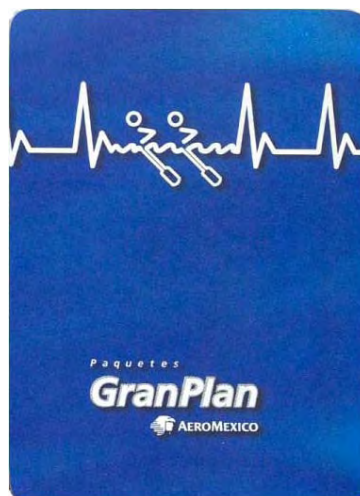


Fig. 3



Fig. 4



Fig. 5



Fig. 6

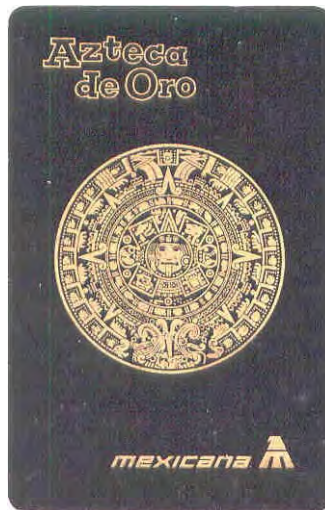


Fig. 7

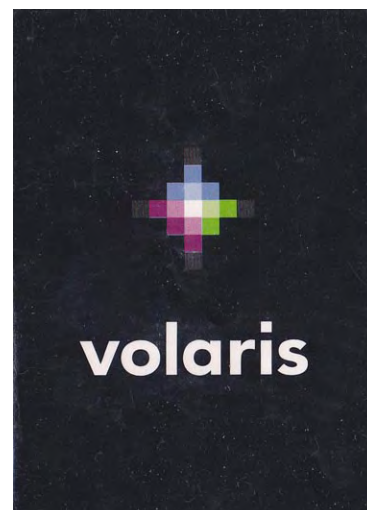


Fig. 8

Wings

Airlines of Mexico

By Charlie Dolan • wingcobda@yahoo.com

Most of the airlines whose insignia are featured in this issue operated through Baltimore-Washington International Airport in scheduled or charter service while I worked there between 1986 and 2002. Mexicana had scheduled service with the DC-10 and the Boeing 727 based on seasonal load factors. I was not there when the CMA Mexicana insignia of the Pan American style were in use, but I was able to see the transition from the silver to gold insignia.

Over the years, during spring break charter seasons, tour packagers utilized the services of Allegro and TAESA on a regular basis and, on rare occasions, flights were operated by Aeromar, LaTur and Aviacsa.

Another regular operator, which somehow eluded me, was Aerocancun. Their insignia were exquisite to my collector's eye. The base insignia was in silver with a white and turquoise center disc. I probably made a pest of myself to their chief pilot (Captain M....) and that might be why I didn't obtain a set, but he insisted that he would bring a set on his next trip. I wish I could display it in my collection and I have Aerocancun in my eBay watchlist.

One of the reasons I would like to have Aerocancun in my collection is because it played a large role in one of my more interesting afternoons while working for the U S Customs Service. I was the senior inspector at BWI Airport, responsible for coordinating the arrival and departures of flights requiring Customs inspections or departure formalities. One afternoon, we had a call from the Maryland State Police and Airport Operations advising us that a charter flight operated by Aerocancun had been the subject of a bomb threat. The aircraft would be parked at a remote de-icing stand and the passengers would be brought to the Customs inspection site by planemates while their baggage was checked by detector dogs before being brought to the inspection hall. The Supervisory Inspector that afternoon decided that because I was the duty officer, and a pilot, that I would stay with the aircraft and flight crew until the aircraft was "cleared". It was interesting to see an MD-80 "field stripped" on the ramp. Every door was opened and the emergency exits were also opened "just in case". The Maryland State Police explosive detection dogs indicated that there were no explosives in the baggage and while we were there, the Customs detector dog did not react to any contraband.

The crisis over, the emergency exit doors were reinstalled, all the boarding doors were closed and the aircraft was taxied to the gate. I got to ride along in the cockpit. Long story short, a mother, who objected to her daughter's taking a vacation with a boyfriend the mother did not like, was arrested for making a false bomb threat.

Just another strange day in a thirty-six year career.

Aeromar VW TAO
1987 – present
Transportes Aeromar, S.A. de C.V.

The wing is of old color metal with a silver disc in the center having black lettering. The feathers in the wings are finely detailed. It appears that the wing was clutch back, but the pins have been removed so I cannot be positive. There is no hallmark.



The cap badge is of gold color metal with polished high surfaces and satin depressed surfaces. The letters are in matte black paint. The badge is clutch back and is not hallmarked.

Aeronaves de Mexico AM AMX
1934 - 1988
AeroMexico
1988 – present

The A de M wing is of gold color metal with finely detailed feathers in the wing. The center disc has orange enamel behind the man / eagle design which is enhanced with black enamel. The lettering is also in black enamel. The unhallmarked wing is clutchback.



The cap badge is of gold bullion thread on black fabric, which is sewn onto the cap. The center disc is of the same construction as the disc on the wing.

The Aeromexico wing is of gold color metal with textured feathers and a polished center disc. The design and lettering are in black. The wing is clutchback and lacks hallmark.



The Aeromexico cap badge is also of gold color metal with polished leaves and textured wings. The center disc is polished with black design and letters "aero" in orange and "mexico" in black. The badge is clutchback and has no hallmark.

Allegro L L G R O
1992 - 2004
Lineas Aereas Allegro

The wing is of silver color metal with a satin finish other than the polished top line. The center disc is white with the "A" in green and red. The disc has a plastic coating. This wing is clutch back and hallmarked "CWS 1-800-934-4931 1995".



The cap badge is of polished silver color metal with the center oval in the same design as that of the wing. The badge has a single screw post and two clutch back pins. It is hallmarked as the wing.

Aviaxsa / Aviaca
6A CHP
1990 - 2011
Consortio Aviaxsa,
S.A. de C.V.

This cap badge is of silver color metal with a textured satin finish. The letters "CONSORCIO AVIAXSA" are polished silver. The center disc has a polished gold color head on a medium blue background. This center disk is pressed into the silver base with a single pin. The badge is clutch back and not hallmarked.



LaTur LP LPT
1988 - 1992
To TAESA

The LaTur cap badge is in gold color metal with polished wings and satin finish leaves. The center disk is yellow paint with light blue, medium blue and black paint pennants.



The badge is clutch back and not hallmarked.

Mexicana MX MXA
1921 - 2010
Compania Mexicana de Aviacion,
S.A. de C.V.

Type 1

The wing is of gold color metal with blue enamel in the center disc and bar below the disc. The letters "CMA" and outline of Mexico are gold. The wing is pin back and not hallmarked. The design of this wing is similar to that of Pan American Airways although the wings are not as wide or pointed as those of PAA.

The cap badge is gold color metal with dark blue enamel. It is also of the PAA basic design. The badge has a single screw post and two tabs which keep it in position. It is not hallmarked.



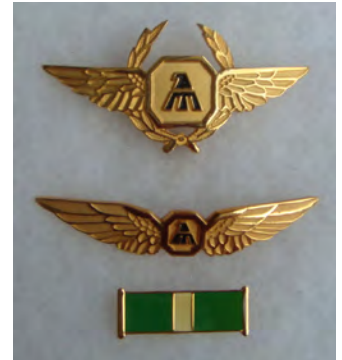
Type 2

The wing and cap badge are of satin finish silver color metal. The design and lettering are of black enamel. The wing is clutch back and the cap badge has two screw posts. There are no hallmarks.



Type 3

The wing is of gold color metal with polished higher surfaces and satin finished lower surfaces. The eagle design is of black paint. It has two screw posts and lacks a hallmark.



The wing is of similar design and is clutch back. It also lacks a hallmark.

Many years ago I was given the green and white bar, which was worn by a Mexicana pilot under the wing on the uniform jacket. I was told that this bar was issued by the pilots union and represented the number of hours flown. I have not been able to find out what other colors there are and which hours are represented by the colors.

TAESA GD TEJ
1988 - 2000
Transportes Aereos
Ejecutivos, S.A.

The wing is of gold color metal with a satin finish on the lower surfaces and polished finish on the higher surfaces. The wing is clutch back and lacks a hallmark.



The cap badge is of similar construction as the wing and is also clutch back without any hallmark.

Volaris Y4 VOI
2005 - present
Concesionaria Vuela Compania de
Aviacion, S.A. de C.V.

The wing and cap badge of Volaris are the same. The basic wing is polished silver metal with a textured finish on the lower surfaces in the feathers. The design in the center of the disc has small squares in black, blue, green, purple and white enamel. At the lower edge of each wing is a tab which has bent to face to the rear of the wing and this tab is pressed through the fabric of the cap and the jacket and secured with a clutch back. There are no hallmarks.



Junior Wings

Airlines of Mexico

By Lane Kranz • lanekranz@msn.com



For decades, Mexico aviation has been dominated by Mexicana and Aeromexico. However with the shutdown of Mexicana in 2010, AeroMexico has been crowned as the Mexican Heavyweight Airline. This opened the door to the rise of several Mexican low-cost carriers, including: Volaris, Interjet, and VivaAerobus. We are hopeful that these new carriers will add junior wings to their onboard offerings.

Pictured Above: Mexicana Piloto Jet Infantil (MEX-04), Cancun Air (not designated), Aerolitoral (LIT-01), Mexicana Sobrecargo Jet Infantil (MEX-06), Mexicana Piloto Jet Infantil (MEX-01), Mexicana (MEX-07), Aeromexico (AMX-02), Aeromexico (AMX-01).





NEW FINDS

This summer's Airliners International 2015 in ATL was a huge success! In addition to a fantastic turnout, several "new finds" surfaced. Many of these were previously unknown. Many thanks to the following WAHS members for sharing: Dave Cherkis, Bryan Mellon, and Marvin Goldman.

Pictured Above: A new El Al junior wing, note the different style lettering compared to the previous edition. New version of the Ansett New Zealand Adventurer with nameplate. New version of the Reeve RAA junior wing in light blue. The previous edition was in dark blue. A new junior wing from Air Transat which appears to double as a UM pin. New issue junior wing pins from Aer Lingus and Niki (Austrian low-cost airline and subsidiary of Air Berlin). A previously unknown junior wing from Alaska Airlines featuring their Disneyland paint scheme. Finally, a new issue from Air Choice One. This company provides scheduled EAS service from St. Louis and Chicago to small communities in the upper Midwest. They operate Cessna Caravans.



CORRECTION

In the previous edition, this junior wing was identified as Cathay Pacific Airways in error. It is actually Canadian Pacific Airlines. Many thanks to Charlie Dolan for the correction and my apologies!

Keep on Collecting!
Lane

Flying Stamps

Airlines of Mexico

By Jim Edwards •

We have a limited selection of postal issues from Mexico highlighting the country's airline heritage.



Mexico issued this 20 peso stamp in 1984 to commemorate the 50th anniversary of AeroMexico.



Mexicana's Boeing 727-200 was shown on this issue from 1974 to commemorate the airline's 50th anniversary.



Mexicana's 50th anniversary of the airline's first airmail route - Mexico City – Tuxpan – Tampico was recognized on this issue from 1978.

Clint Groves

One of the true founding fathers in our airline hobby is gone. Clinton "Clint" Groves passed away June 30, 2015 at his home in Weldon, California, following heart and kidney complications. He was a few days short of his 72nd birthday,

Born in Louisville, Kentucky, Clint began working for TWA in the 1960s as a mechanic, later transferring to San Francisco, where he was promoted to foreman before leaving in the 1970s to devote his full-time attention to ATP – Air Transport Photography, a fledgling company offering model-related supplies and duplicate slides for sale. His vast knowledge of the airline industry allowed him to produce high-quality, accurate decals and other items related to the hobby.

After closing his company, Clint settled in Weldon, near Lake Isabella, California and began selling off his vast slide collection on airlinehobby.com.

Those who knew Clint became accustomed to what can only be called a free spirit. He spoke what he thought, maintained a unique sense of humor and made many friends in the hobby. A more honest person I've never met.

Rest in peace, Clint; you will be forever missed.

Jon Proctor



Book Review

By Shea Oakley • ancientskies1@safeaccess.com

Editor's Note - Shea's article from our Summer 2015, Captain's Log 40-1, was omitted in error from the final publication. Our apologies!

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

BEYOND LION ROCK: The Story of Cathay Pacific Airways

By Gavin Young
Hutchinson 1988, Penguin 1990
ISBN 0 09 173724 9 (Hutchinson)
245 Pages

I must admit that Cathay Pacific Airways has always been on the outer edge of my airline enthusiast "radar." The simplest explanation for this was Cathay's absence from the U.S. East Coast market for a large part of my lifetime. Having been raised in the New York/New Jersey metro area, I suppose I can only blame my provincialism for this oversight. I grew up with other Pacific Rim carriers like JAL and Qantas being much more central to my awareness, if for no other reason than the fact they both served JFK at one time and had ticket offices along 5th Avenue in Manhattan (said offices being regular childhood haunts of mine.)

So when I picked up Gavin Young's arguably seminal history of "CPA" I frankly knew little about my subject matter. I was happy, then, to discover a truly fascinating story about an airline for which I now have a great deal of respect. Cathay Pacific has certainly earned its current status as one of the world's more impressive international air carriers.

Founded in Shanghai, China in 1946 by two expatriate pilots who flew "The Hump" for CNAC during World War II, American Roy Farrell and Australian Sydney De Kantzow, Cathay began with a single DC-3 named "Betty" and soon moved its headquarters to the then British Crown Colony of Hong Kong. It has remained Hong Kong-based to this day. In 1948 Butterfield & Swire, a British-owned international company based in London (now known as the Swire Group) bought a majority holding in CPA and has remained at least a part-owner ever since.

An airline that was birthed and grew amidst the exotic surroundings and intrigue of the mid to late 20th Century Far East, with Hong Kong as its base, could not help but have a fascinating story, and fascinating it is. The interesting thing is that, in the midst of the intrigue, Cathay's long time head, "Jock" Swire was an authentic old-fashioned English gentleman whose integrity was both well-known and well-respected. He was involved in CPA from the DC-3 to the 747 era and left a stamp of above-board business dealings and concern for his employees that earned his airline the love and support of both the Chinese and British citizens of Hong Kong. At least to the time of this book's publishing this continued to be true.

As for the book itself the writing is excellent. Young was a UK-born international journalist and travel-writer for The Observer and The Guardian who also found time to pen several diverse volumes on subjects that interested him during his many years spent abroad. While not an aviator he does an excellent job of "sweating the details" as far as accuracy and knows how to address a non-fiction topic in a style that reads a bit like a novel. There are several sections of inset photos, in both black and white and color, but frankly even if Beyond Lion Rock (the name inspired by a large outcropping in Hong Kong Harbor not far from the legendary Kai Tak Airport) contained no photography the writing is vivid enough to almost make images superfluous. The author paints pictures in words that make this history of Cathay Pacific Airways a joy to read. It is unfortunate that Young passed away in 2001. It would have been wonderful if he could have written an expanded second edition covering the history of "Hong Kong's own airline" into the 21st Century.

Availability: Used copies of the 1990 Penguin version can be found on Alibris.com starting at \$0.99. Copies can also sometimes be found at airline collectibles shows held around the nation.

Free

To a deserving non-profit organization such as BSA, CAP, Boys Club, etc.

103 new unused issues of AIRWAYS Magazine 2007-2015. Pay postage only. Contact William Draeger, wdraeger@tampabay.rr.com, phone (727) 797-3635.



Photograph via Marvin G. Goldman

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 26, 2015. SFO Grosvenor Best Western SFO Airport, Mike Chew, PO Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. Show hours: 9am until 3pm. SFOairlineshow@juno.com; www.SFOairlineshow.com

29th Annual ATLANTA AIRLINE COLLECTIBLES SHOW

Saturday, October 3, 2015. 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.

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.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, November 7, 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.

AVIATION WEEKEND FRANKFURT

Saturday / Sunday, November 7 and 8, 2015. Location: Turnhalle Frankfurt-Schwanheim, 10 Min. from FRA Airport, Saarbrücker Straße 4, 60529 Frankfurt, Germany. Time: 9:30am – 5:30pm both days. For more information, see www.aviation-weekend.com.

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>.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, March 6, 2016. SFO Grosvenor Best Western SFO Airport, Mike Chew, PO Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. Show hours: 9am until 3pm. SFOairlineshow@juno.com; www.SFOairlineshow.com

AIRLINERS INTERNATIONAL 2016

New Orleans, LA – July 20-24, 2016 – Hilton New Orleans Airport Hotel

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, September 24, 2016. SFO Grosvenor Best Western SFO Airport, Mike Chew, PO Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. Show hours: 9am until 3pm. SFOairlineshow@juno.com; www.SFOairlineshow.com

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

AeroMexico Douglas DC-9-87 (MD-97), MSN 49585, N214AM at Las Vegas 1999.
Photograph courtesy of Bruce Drum / AirlinersGallery.com.



AeroMexico McDonnell Douglas DC-10-30, MSN 47861, XA-RIY at Miami, August 1991.
Photograph courtesy of Bruce Drum / AirlinersGallery.com.



VivaAerobus Boeing 737-3B7, MSN 23378, XA-VIB, at Austin TX, April 2009.
Photograph courtesy of Fernandez Imaging.



Mexicana Airbus A319-112, MSN 1925, N925MX, at Miami, September 2005.
Photograph courtesy of Fernandez Imaging.

