

Winter 2015 / 2016 | Issue 40-3

# The Captain's Log

The Journal of the Airliners International Association

## World's Commuter Airlines & Aircraft

Airline Collectibles and History for the Aviation Enthusiast





Air Hawaii De Havilland DHC-6-100 Twin Otter, CN 101, N8085N, Long Beach, CA May 1968.  
Photograph by Mel Lawrence via Fernandez Imaging Slide Collection.



Fujita Airlines De Havilland DH-114-1B Dove, CN 14024, JA6151 at Tokyo-Haneda, November 1961.  
Photograph by Mel Lawrence via Fernandez Imaging Slide Collection.



# World's Commuter Airlines & Aircraft



On the front cover:  
Wright Airlines DeHavilland DH-114 Turbo  
Skyliner, CN 14056, N506FW at Columbus  
OH, July 1970. Photograph by Bob Garrard  
via Fernandez Imaging.

## Flight Manifest

From the Flight Deck	Chris Slimmer.....	3
Airline Timetables	David Keller.....	4
AI 2015 ATL Contest Winners	.....	13
Safety Cards	Fons Schaefers.....	14
Postcard Corner	Marvin G. Goldman.....	18
Ticket Jackets	Tom Doak-Dunelly .....	24
Aircraft Models	Ken Miller .....	27
Airline Mini Models	George Shannon .....	30
Airmail Etiquettes	Arthur H. Groten, M.D.....	31
Playing Cards	Fred Chan.....	32
Wings	Charles F. Dolan.....	33
Jr. Wings	Lane Kranz.....	36
Flying Stamps	Jim Edwards .....	37
Book Review	Shea Oakley.....	38
Upcoming Airline Collectible Shows	.....	40



# 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](mailto:President@cslimmer@earthlink.net)  
P.O. Box 864, Lawrence, KS 66044

## Captain's Log

The next issue of The Captain's Log will be the last *printed* version of our quarterly publication. The reality is that our membership has dropped from over 1,000 members 15 years ago to our current small membership base. The paid membership dues no longer cover the cost of printing and especially postage in order for us to continue publishing our journal in the current format and size. We already took steps to reduce the size of the Log, but now is the time to face the reality that the world has changed – and we have to do the same. The final printed issue will be a special commemorative look back at the first 40 years of the WAHS. If you have any memories that you would like to share, please email them to: [WorldAirSociety@aol.com](mailto:WorldAirSociety@aol.com)

After 40 years, we'll be producing the Log online with more updates and timely information than ever before! All of the existing content and more will be available through the new WAHS web site. Details will be sent out in the next few months. If you have not provided us your email address, please send it to [WorldAirSociety@aol.com](mailto:WorldAirSociety@aol.com).

If you already paid for your membership beyond the 2015-2016 membership year, we will provide details soon of the new WAHS membership structure. Our Life Members will continue to have full unrestricted access to the 'new' Captain's Log on our website. We appreciate your loyalty over the years.

## Airliners International 2016 MSY

Table sales have exceeded expectations. The Hilton New Orleans Airport booking website is up and active. Due to the limited room nights provided at our special rate of \$79.00, the time to book is now! And the AI 2016 committee has recently arranged discounted airfare to New Orleans thru United Airlines. Check the AI website for the hotel booking link, UA discount information and other breaking news! [WWW.AI2016MSY.COM](http://WWW.AI2016MSY.COM)

## New Board Members

At our October 3, 2015 WAHS Board of Directors Meeting in Atlanta, the Board acted to fill two director position vacancies, by electing Stephen McIninch from Virginia and John Miller of Florida to serve as directors of WAHS until the next annual

membership meeting to be held in July at AI 2016 in New Orleans (MSY). Stephen and John have agreed to join the Board and help guide WAHS in the months ahead.

## WAHS 2016 Board Elections

Presently, we expect to have two officer positions, Treasurer and Secretary (each officer also automatically becomes a Director according to the By-Laws), and two Director-at-large positions, up for nomination and vote at the annual meeting of the membership to be held in July at AI 2016 in MSY. If you are interested in promoting and supporting the Society as Treasurer, Secretary, or Board Director at large, please submit your self-nomination by end of day, March 1, 2016 to be added to the ballot. In order to keep one-third of the Board standing for election each year as provided in the By-Laws, it is presently anticipated that the two officer/director positions and one Board Director at large position will be for three years, and one Board Director at large position will be for one year, effective at AI 2016 in MSY. The self-nomination should be less than 250 words explaining to the WAHS membership why you should be elected to help guide the Society for the next three years. Your self-nomination should be sent via email to Bill Demarest via [WorldAirSociety@aol.com](mailto:WorldAirSociety@aol.com) or via regular mail to the WAHS post office box.

If you would like additional information on the duties required from these positions, please contact Chris Slimmer at ([cslimmer@earthlink.net](mailto:cslimmer@earthlink.net)) / +1.630.805.3628 or Bill Demarest ([WorldAirSociety@aol.com](mailto:WorldAirSociety@aol.com) / +1.407.496.9668).

Thanks for your support of the WAHS the past 40 years, here's to an even better next 40!

Chris Slimmer  
WAHS President

WAHS wishes to pass along the news of the passing of one of our original Life Members, Mary Jayne Rowe of Virginia, in October 2015 at age 82 after a short illness. Our condolences to her husband John and family.



**NEW ORLEANS**  
**JULY 20 - 24, 2016**

# Airline Timetables

## Regional and Commuter Aircraft

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

While air travel offers the greatest advantage for those traveling long distances (in the form of time saved versus surface transport), a large segment of the industry has always been dedicated to serving the shorter flight segments. Therefore, a large number of aircraft have been developed to operate these “commuter” and “regional” routes.

However, determining exactly what constitutes a “commuter” or “regional” aircraft is easier said than done. Factors involved could be seating capacity, operating range, the company operating the aircraft, and even the time period.

For example, in the 1930’s, DC-3s were the best equipment available, and probably wouldn’t have been considered “regional” had that label been in vogue. But by the 1950’s, newer, larger aircraft had largely relegated the Three to serving just those sorts of routes.

Speaking of the Three, Central Iowa Airlines was one of many commuter airlines to utilize the type for short haul services. The illustrated timetable shows a single aircraft operating a busy schedule crisscrossing Iowa on a five-city network. This short-lived airline operated in 1973. [Fig 1]

Martin 404s operated for several commuter carriers after serving with the trunk and local carriers, primarily in the Southeast. Florida Airlines’ timetable dated April 1, 1981 depicts a Martin on the cover and shows service between Miami, Fort Myers and Sarasota. The airline would cease operations soon after. [Fig 2]

Convairs found work with commuter airlines as well. The Air Mid-America Airlines timetable dated December 15, 1971 shows Convair 600s

operating from Chicago – Midway to Champaign, Springfield, and East St. Louis. By operating as an Illinois intrastate carrier, this company was able to acquire larger equipment than would have been possible had it operated interstate service and been subject to FAA regulations. [Fig 3]

Piper Aircraft’s Apache and Aztec models were utilized by small lines in the early days of commuter services. The undated Choptank Aviation timetable (believed to be from the 1960’s) has a small photo of one of the carrier’s Piper Aztecs. Oddly, Baltimore and Washington are out of order in the eastbound schedule, so one cannot simply read down the column as is normally done with timetables in this format. [Fig 4]

Farmingdale-based Cosmopolitan Airlines proudly displayed a later Piper offering, the Navajo Chieftain, on both the cover and interior pages of the timetable dated July 1, 1978. Service was offered from Farmingdale to both Boston and Atlantic City. This company would add larger aircraft in the form of piston Convairs before ceasing operations in the 1980’s. [Fig 5]

Cessna’s 402 has been widely used by commuter airlines from its introduction in 1967 to the present. An early operator of the type was ONG airlines, based at Carbondale, IL, but with offices in Kansas City. A few interesting facets of this timetable was that the format was identical to that used by Ozark Airlines at the time, and that it shows no nonstop flights out of Carbondale. (The airline actually served both St. Louis and East St. Louis, but did not differentiate between the two in the schedules.) [Fig 6]

Air Hawaii was one of several carriers over the years to operate commuter services with 402s in the Hawaiian Islands. The timetable dated April 1, 1978 depicts one of the carrier’s Cessna 402s cruising along the coastline. At the time, service was offered to nine destinations. [Fig 7]

Beech Aircraft has built several models that were well-received by commuter carriers. Beech’s model 18, a World War II vintage aircraft, found work with various commuter airlines, primarily in the 1960’s. The GCS Airlines timetable dated



Fig. 1 - Central Iowa, 1973 (Douglas DC-3)

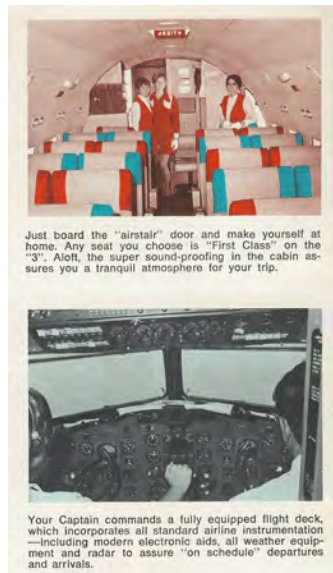


Fig. 2 - Florida Airlines, April 1, 1981 (Martin 404)



November 1, 1968, was actually a post card with the schedule on one side and a photo of a Beech 18 on the other. This airline was a division of Fischer Brothers Aviation. [Fig 8]

Beech's King Air was primarily designed as a business aircraft, but was utilized in commuter service by several lines. One of these was Coleman Air Transport's whose June 1, 1979 timetable depicts an example on the cover. King Airs have been in production since the mid-1960's. [Fig 9]

Beech developed a larger version of the aircraft which was dubbed the Beech 99. The Air Indies timetable dated August 1, 1969 [Fig 10] shows the 99 being utilized on the airline's sole route, connecting San Juan and St. Thomas. Production of the Beech 99 ceased in the late 1970's, only to be restarted with the improved Model C99 several years later. Further development resulted in the Beech 1900, which became the best-selling 19 passenger commuter airliner ever built.

Swearingen also took a business aircraft design and modified it for airline use. In this case, the company's Merlin aircraft was lengthened and marketed as the Metroliner. The type became one of the more widely used commuter aircraft of the 1970's and 80's, with a number of airlines operating sizeable fleets. Air Midwest was one of the larger operators, and the timetable dated March 1, 1977 depicts several of the airline's employees posing with the aircraft. [Fig 11]

Texas' Rio Airways was another Metroliner operator, and pictured the type on the cover of its January 1, 1981 timetable. [Fig 12]

A less successful attempt to create a commuter aircraft from a business design was performed on the Grumman Gulfstream I. This aircraft was also lengthened, with the new model being

EFFECTIVE DECEMBER 15, 1971

# AIR MID-AMERICA AIRLINES



JET-PROP CONVAIR 600  
40 PASSENGER - FIRST CLASS SEATING  
DELUXE SERVICE AT LOWEST COST  
ONE WAY PASSENGER FARES

Chicago/Champaign-Urbana	\$14.00
Chicago-East St. Louis	\$20.00
Springfield-East St. Louis	\$12.00

Tax Included

- PRIME TIME SCHEDULES
- ON TIME RELIABILITY
- CONVENIENT "CLOSE-IN" AIRPORTS
- CERTIFICATED AIR CARRIER
- PROFESSIONAL FLIGHT CREWS
- FEDERAL AVIATION ADMINISTRATION APPROVED
- CHARMING HOSTESSES
- COMPLIMENTARY COFFEE, TEA, MILK AND SOFT DRINKS
- COCKTAIL SERVICE AVAILABLE ON ALL FLIGHTS
- AIR FREIGHT CARRIED ON ALL FLIGHTS
- CHARTER SERVICE

INFORMATION-RESERVATIONS

CHICAGO, ILL. - MIDWAY	312-767-3341
CHAMPAIGN/URBANA, ILL.	217-359-0050
EAST ST. LOUIS, ILL.	618-337-7200
SPRINGFIELD, ILL.	217-528-3466

OR YOUR TRAVEL AGENT

Fig. 3 - Air Mid-America, December 15, 1971 (Convair 600)

EFFECTIVE DECEMBER 15, 1971

# AIR MID-AMERICA AIRLINES



CHAMPAIGN/URBANA, ILL. to CHICAGO, ILL. \$14.00

Leave	Arrive	Flt. No.	Frequency	Stops
8:15a	8:57a	102	Mon.-Fri.	0
4:30p	5:12p	108	Mon.-Fri.	0
5:15p	5:57p	106	Sat. & Sun. Only	0

CHICAGO, ILL. to CHAMPAIGN/URBANA, ILL. \$14.00

Leave	Arrive	Flt. No.	Frequency	Stops
7:15a	7:57a	101	Mon.-Fri.	0
3:30p	4:12p	107	Mon.-Fri.	0
4:15p	4:57p	105	Sat. & Sun. Only	0

CHICAGO-CHAMPAIGN/URBANA  
WEEK-END ROUND-TRIP EXCURSION  
\$20.00 Tax Included  
FARE APPLIES BETWEEN 12:01AM FRIDAY & 11:59PM MONDAY

CHICAGO, ILL. to EAST ST. LOUIS, ILL. \$20.00

Leave	Arrive	Flt. No.	Frequency	Stops
7:30a	8:40a	301	Mon.-Fri.	0
9:00a	10:45a	321	Mon.-Fri.	1
5:00p	6:10p	309	Mon.-Fri.	0

EAST ST. LOUIS, ILL. to CHICAGO, ILL. \$20.00

Leave	Arrive	Flt. No.	Frequency	Stops
7:30a	8:40a	300	Mon.-Fri.	0
9:00a	10:45a	320	Mon.-Fri.	1
5:00p	6:10p	308	Mon.-Fri.	0

EAST ST. LOUIS, ILL. to SPRINGFIELD, ILL. \$12.00

Leave	Arrive	Flt. No.	Frequency	Stops
9:00a	9:30a	320	Mon.-Fri.	0

SPRINGFIELD, ILL. to EAST ST. LOUIS, ILL. \$12.00

Leave	Arrive	Flt. No.	Frequency	Stops
10:00a	10:30a	321	Mon.-Fri.	0

INFORMATION-RESERVATIONS

CHICAGO, ILL. - MIDWAY	312-767-3341
CHAMPAIGN/URBANA, ILL.	217-359-0050
EAST ST. LOUIS, ILL.	618-337-7200
SPRINGFIELD, ILL.	217-528-3466

OR YOUR TRAVEL AGENT

dubbed I-C. The Air North timetable dated July 15, 1981 has a photo of the type on the cover. This aircraft did not prove popular with the airlines, and only 5 conversions were done. [Fig 13]

In addition to aircraft from US manufacturers, companies in many other countries have produced commuter and regional aircraft.

Canadian manufacturer de Havilland Canada has produced several popular commuter/regional models over the past 50 years. In the 1960's, the versatile DHC-6 Twin Otter was developed, and quickly found work in all corners of the globe. The Cable Commuter Airlines timetable dated December 1, 1968 promotes the aircraft with a cover photo. [Fig 14] This carrier was operating high-frequency commuter service in the Los Angeles area, and would be absorbed (along with Skymark) by Aero Commuter Airlines the following year. Shortly thereafter, Aero Commuter became Golden West Airlines.


DHC marketed the 50 passenger STOL DHC-7 (Dash 7) in the 1970's, followed by the slightly smaller Dash 8 in the 1980's. The Dash 8 was designed to appeal to a greater number of potential customers, putting less emphasis on STOL capabilities and more on operating costs. The first customer to place the Dash 8 into revenue service was Ontario's norOntair. The carrier's timetable dated February 1, 1985 sports a photo of the aircraft on the cover. [Fig 15]

While the original models of the Dash 8 carried less than 40 passengers, the aircraft has been lengthened several times (to the detriment of aesthetics), and the current model, the Q400, can seat up to 78.

The UK version of de Havilland created the Dove, which was the choice of a number of early commuter airlines. The four-engined Heron was developed

fly the finest


# DOVER SALISBURY CAMBRIDGE CHINCOTEAGUE (NASA) OCEAN CITY, MD. BALTIMORE WASHINGTON DULLES



Member  
National  
Airline  
Conference

## CHOPTANK

AVIATION COMPANY INCORPORATED  
CAMBRIDGE, MARYLAND



FLIGHT SCHEDULE									
RESERVATIONS REQUIRED*									
EASTBOUND		Flt. 22 A.M.	Flt. 220 A.M.	Flt. 2200 A.M.	Flt. 23 P.M.	Flt. 230 P.M.	Flt. 2300 P.M.	Flt. 240 P.M.	Flt. 2400 P.M.
DULLES	Lv.	10:00	9:40		5:20	5:00		8:30	
BALTIMORE	Lv.	10:50		9:00	6:15		4:20		8:05
WASHINGTON	Ar.	10:15		9:15	5:35		4:35		8:20
	Lv.	10:25		9:35	5:50		4:55		8:35
CAMBRIDGE	Ar.		10:20	10:00		5:40	5:25	9:10	9:05
SALISBURY	Ar.		10:45	10:30		6:05	5:50	9:35	9:30
CHINCOTEAGUE	Ar.		11:20	10:55		6:30	6:15	10:00	10:00
OCEAN CITY	Ar.		11:30	11:05		6:40	6:25	10:10	10:10
DOVER	Ar.	11:15			6:40				

\*FARES: turn to back page.  
EASTBOUND PASSENGERS please confirm your reservation (see back page)  
EASTBOUND PASSENGERS depart from Dulles at Mutual of Omaha Counter  
depart from Washington at General Avia, Gate 34  
depart from Baltimore at Choptank Avia. Counter



Fig. 4 - Choptank Aviation, undated (Piper Aztec)

from the Dove, and the Air Idaho timetable dated June 1, 1974 depicts the aircraft on the cover. Air Idaho was operating to 5 destinations, but would cease operations the following year. [Fig 16]

Another manufacturer based in the UK is Britten-Norman. The company's most recognizable aircraft, the Islander, has been in production for some 40 years, with over 1000 delivered. The Crested Butte Air Service timetable dated December 15, 1977 finds the type in service between Denver, Crested Butte and Aspen. [Fig 17]

A later development of the Islander, the larger Trislander, was far less successful, with less than 100 constructed. Probably the most famous Trislander of all is Aurigny Air Services' G-JOEY, which was retired this past summer after some 40 years of service. The carrier's timetable dated November 1, 1995 depicts the aircraft sporting the signature face painted on its nose. [Fig 18]

In the 1960's, Handley Page developed the Jetstream in an attempt to break into the commuter aircraft market. Cal-State Air Lines' timetable dated November 15, 1969 depicts a typical 1960's (somewhat provocative) photo of a stewardess with a model of the aircraft. Both Cal-State and Handley Page would go bankrupt the following year, although the Jetstream production was continued for a time by Scottish Aviation, then rejuvenated altogether by British Aerospace in the 1980's. [Fig 19]

British Aerospace was also the creator of one of the earlier regional jets. The 4 engine BAe 146 entered service in the early 1980's,

and Air BC's timetable dated June 3, 1990 finds the 146 operating in a fleet with several other regional types. An improved version of the 146 was created to better compete with later regional jets coming from Canada and Brazil, and was redesignated "ARJ" (Avro Regional Jet) to fit in with the "RJ" designations that were becoming increasingly prevalent. [Fig 20]

The Short Brothers company in Northern Ireland already had decades of experience in aircraft manufacturing when it developed the SD3-30 in the 1970's. A rather boxy looking machine, the 330 was promoted by some commuter airlines as being a "wide body" aircraft. Mississippi Valley Airlines' timetable dated January 1, 1982 finds the type in service on a network that was becoming increasingly dependent on Chicago – O'Hare. [Fig 21]

An improved version of the SD3-30 was offered in the 1980's, the SD3-60. The aircraft offered additional capacity and aerodynamic improvements. The Newair timetable dated April 4, 1983 promotes the addition of the type to the carrier's fleet. [Fig 22]

Fokker Aircraft in the Netherlands traced its history back to the early days of aviation. In the 1950's and 60's, Fokker developed the turboprop F27 "Friendship" and pure jet F28 "Fellowship" respectively. While not necessarily labeled "regional" aircraft at the time, they both certainly filled that role. The F28 became popular with commuter airlines that were making the jump to regional status, like Altair Airlines. Altair's July 1, 1981 timetable promotes F28 "Starjet" service, which was quite a jump for a carrier that was operating Beech 99s and Nord 262s only a few years prior. [Fig 23]



Fig. 5 - Cosmopolitan Airlines, July 1, 1978  
(Piper Navajo Chieftan)



Fig. 6 - ONG Airlines,  
September 15, 1967  
(Cessna 402)



Fig. 7 -  
Air Hawaii, April 1, 1978  
(Cessna 402)



In the 1980's, Fokker revamped both models, creating the F50 based on the successful F27. Maersk Air's timetable dated March 25, 1990 shows the type on several routes, including Billund to London. [Fig 24]

A number of local airlines in the US also experimented with commuter aircraft types, most for only a short time. Lake Central Airlines chose a French aircraft, the Nord 262, one of many "DC-3 replacements". The timetable dated December 1, 1965 illustrates one of the carrier's new Nord 262 prop-jets. The Nord's are shown operating with Convair 340s and DC-3s, although operational problems would result in the type being removed from service for a time while those issues were worked out. [Fig 25]

Germany's Dornier has also produced several models popular with the commuter and regional lines. One of the more unusual was the Skyservant. Washington Airlines made use of the Skyservant between Baltimore and both National and Dulles airports in Washington D. C.. The timetable dated March 1, 1969 shows what appears to be a single aircraft operating 38 segments every weekday. [Fig 26]

In the 1980's Dornier offered the model 228 as a further development of the Skyservant. Precision Airlines timetable dated November 15, 1985 promotes the aircraft, which operated on routes requiring more capacity than the carrier's Navajos. [Fig 27]

Dornier eventually halted production of the 228 to focus on its model 328, a larger twin turboprop model. Fairchild Aircraft acquired Dornier in 1996, bringing the model 328Jet to the market a few years later. By this time, the regional marketplace was crowded with a number of turboprop and jet options, and the 328Jet ceased production after just over 100 airframes were completed. Great Plains Airlines had acquired several aircraft previously operated by the revamped Ozark Airlines, and was operating a network that stretched from Albuquerque to Nashville. [Fig 28]

In the 1980's, Saab AB created a joint venture with Fairchild Aircraft to manufacture the SF 340. Fairchild pulled out of the partnership a few years after production began, so Saab assumed production of the entire aircraft and accordingly redesignated it the Saab 340. Bremen's carrier OLT (Ostfriesische Lufttransport GmbH) operated the type as depicted on the timetable dated

October 27, 2003. [Fig 29] It also operated the Saab 2000, which was a stretched development of the 340.

The French and Italians collaborate on the ATR family of airliners, the ATR-42 and ATR-72, which compete primarily with DHC's Dash 8 Q400. Over 3 decades of production have seen over 1000 aircraft built. The Eurowings timetable dated March 27, 1994 shows the carrier operating both ATR models to dozens of European destinations. The airline has since been acquired by Lufthansa and replaced the ATRs with jet equipment. [Fig 30]

From CASA in Spain comes the C-212 Aviocar. While a sizeable percentage of C-212 production has been for military use, a number of examples have served various commuter airlines. The North American Airlines timetable dated January 15, 1982 shows the type being promoted as a "wide-body". The C-212 is currently produced both in Spain and Indonesia. [Fig 31]

In the 1970's and 1980's, Australia's Government Aircraft Factory (GAF) produced the N24 Nomad. A STOL aircraft that seemed to be an attempt to recreate the Twin Otter, the Nomad was not able to replicate the success of the Canadian aircraft. California's Century Airlines did put the type in service, as promoted on the timetable dated February 15, 1981. This carrier was apparently shut down the following month. [Fig 32]

Brazilian manufacturer Embraer first flew its EMB 110 Bandeirante in the late 1960's. The type entered service in the 1970's, with various configurations for military, executive and airline operations. Many examples were operated by commuter airlines, including Guam's Island Air. The timetable dated September 15, 1980, features a cutaway drawing of the Bandeirante, something not often seen for commuter airliners. [Fig 33]

Embraer later offered the larger, faster EMB 120 Brasilia, and has since become a leading producer of regional jets.

The commuter/regional airline industry has undergone radical changes over the past few decades. The once-numerous commuter airlines operating 19 passenger planes on routes that were frequently less than 200 miles have been supplanted by regional carriers operating turboprops with up to 80 seats, and regional jets with 100 or more.



Fig. 8 - GCS, November 1, 1968 (Beech 18)

FLIGHT SCHEDULE GCS AIRLINES					
Dix, Fischer Bros. Aviation Inc. Effective Nov. 1, 1968					
Daily except Sat., Sun., & Holidays					
GALION, OHIO TO CLEVELAND, OHIO		O.W. Plus Tax \$10.95	CLEVELAND, OHIO TO GALION, OHIO		O.W. Plus Tax \$10.95
Flight	Time	Air.	Flight	Time	Air.
100	7:10 a	8:00 u	200	8:45 a	10:35 a
150	8:30 a	9:20 u	250	11:15 a	12:05 p
200	10:40 a	11:30 u	400	12:45 p	1:35 p
350	12:45 p	1:35 p	450	2:45 p	3:35 p
500	3:10 p	4:00 p	600	4:45 p	5:35 p
700	5:05 p	5:55 p	800	6:45 p	7:35 p
750	5:50 p	6:40 p	850	8:00 p	8:50 p
MANSFIELD, OHIO TO CLEVELAND, OHIO		O.W. Plus Tax \$10.95	CLEVELAND, OHIO TO MANSFIELD, OHIO		O.W. Plus Tax \$10.95
Flight	Time	Air.	Flight	Time	Air.
100	7:30 a	8:00 u	200	9:45 a	10:15 a
150	8:30 a	9:20 u	250	11:15 a	11:45 a
300	11:00 a	11:30 u	400	12:45 p	1:15 p
350	1:05 p	1:35 p	450	2:45 p	3:15 p
500	3:30 p	4:00 p	600	4:45 p	5:15 p
700	5:25 p	5:55 p	800	6:45 p	7:15 p
750	6:10 p	6:40 p	850	8:00 p	8:30 p
MARION, OHIO TO CLEVELAND, OHIO		O.W. Plus Tax \$12.38	CLEVELAND, OHIO TO MARION, OHIO		O.W. Plus Tax \$12.38
Flight	Time	Air.	Flight	Time	Air.
150	8:15 a	9:00 u	250	11:15 a	12:00 p
350	12:30 p	1:35 p	400	12:45 p	1:50 p
500	2:55 p	4:00 p	450	2:45 p	3:50 p
700	4:50 p	5:55 p	800	6:45 p	7:50 p

While much attention is placed on the more glamorous long-haul types, like the A380, A350 and 787, Bombardier and Embraer continue to churn out large numbers of regional jets, while DHC and ATR do the same with turboprops. Interest in the regional segment runs high, as new competitors are arriving on the scene from China, Russia and Japan, leaving little doubt that regional air service remains an integral part of the global air transportation network.



Fig. 9 -  
Coleman Air Transport,  
June 1, 1979  
(Beech King Air)

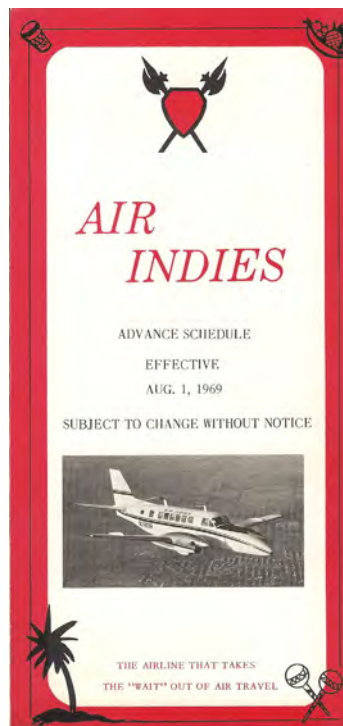


Fig. 10 - Air Indies, August 1, 1969 (Beech 99)

AIR INDIES									
SAUN JUAN - SAINT THOMAS					SAINT THOMAS - SAN JUAN				
Flight No.	Class of Service	Airline Code	Type of Aircraft	Departure	Arrival	Flight No.	Class of Service	Airline Code	Type of Aircraft
96	A	QE	JET-PROP	6:30 A.M.	6:50 A.M.	97	A	QE	JET-PROP
100	A	QE	JET-PROP	8:00 A.M.	8:20 A.M.	101	A	QE	JET-PROP
104	A	QE	PROP	8:30 A.M.	9:00 A.M.	105	A	QE	PROP
108	A	QE	PROP	9:00 A.M.	9:30 A.M.	109	A	QE	PROP
112	A	QE	JET-PROP	9:30 A.M.	9:50 A.M.	113	A	QE	JET-PROP
116	A	QE	PROP	10:00 A.M.	10:30 A.M.	117	A	QE	PROP
120	A	QE	JET-PROP	10:30 A.M.	10:50 A.M.	121	A	QE	JET-PROP
122	A	QE	PROP	10:40 A.M.	11:10 A.M.	123	A	QE	PROP
126	A	QE	PROP	11:20 A.M.	11:50 A.M.	127	A	QE	JET-PROP
128	A	QE	JET-PROP	11:30 A.M.	11:50 A.M.	129	A	QE	JET-PROP
132	A	QE	PROP	12:05 P.M.	12:35 P.M.	133	A	QE	PROP
136	A	QE	JET-PROP	12:40 P.M.	1:00 P.M.	137	A	QE	PROP
138	A	QE	JET-PROP	2:15 P.M.	2:35 P.M.	139	A	QE	JET-PROP
142	A	QE	JET-PROP	4:30 P.M.	4:50 P.M.	143	A	QE	JET-PROP
146	A	QE	PROP	4:45 P.M.	5:15 P.M.	147	A	QE	PROP
150	A	QE	PROP	5:15 P.M.	5:45 P.M.	151	A	QE	JET-PROP
154	A	QE	JET-PROP	5:30 P.M.	5:50 P.M.	155	A	QE	PROP
158	A	QE	PROP	6:20 P.M.	6:50 P.M.	159	A	QE	JET-PROP
162	A	QE	JET-PROP	6:40 P.M.	7:00 P.M.	163	A	QE	PROP
166	A	QE	PROP	7:10 P.M.	7:40 P.M.	167	A	QE	JET-PROP
170	A	QE	JET-PROP	7:35 P.M.	8:05 P.M.	171	A	QE	PROP
174	A	QE	PROP			175	A	QE	JET-PROP
178	A	QE	JET-PROP			179	A	QE	PROP
182	A	QE	PROP			183	A	QE	JET-PROP
186	A	QE	JET-PROP			187	A	QE	PROP
190	A	QE	PROP			191	A	QE	JET-PROP
194	A	QE	JET-PROP			195	A	QE	PROP

FREQUENCY:	DAILY EX. SUNDAY	FREQUENCY:	DAILY EX. SUNDAY
FARE:	ONE WAY - \$12.00	FARE:	ONE WAY - \$12.00
	ROUND TRIP - \$24.00		ROUND TRIP - \$24.00



FROM WICHITA, KANSAS C.S.T.									
For Reservations and Cargo - 316-942-1223									
TO DENVER, Colorado									
321	6:35a	8:35a	4	X6	SWM				
213	7:20a	9:10a	3	X6	SWM				
215	4:15p	6:25p	4	X6	SWM				
621	9:30a	11:30a	4	6 only	SWM				
603	11:20a	1:10p	3	6 only	SWM				
TO DODGE CITY, Kansas									
213	7:20a	7:55a	0	X6	SWM				
405	12:45p	2:10p	2	X67	CN4				
215	4:15p	5:10p	1	X6	SWM				
505	8:50p	9:25p	0	X6	SWM				
603	11:20a	11:55a	0	6 only	SWM				
TO GARDEN CITY, Kansas									
213	7:20a	8:25a	1	X6	SWM				
405	12:45p	2:35p	3	X67	CN4				
215	4:15p	5:40p	2	X6	SWM				
505	8:50p	9:50p	1	X6	SWM				
603	11:20a	12:25p	1	6 only	SWM				
TO GOODLAND, Kansas									
321	6:35a	7:35a	3	X6	SWM				
621	9:30a	10:30a	3	6 only	SWM				

Fig. 11 -  
Air Midwest, March 1, 1977  
(Swearingen Metroliner)



Fig. 12 -  
Rio Airways, January 1, 1981  
(Swearingen Metroliner)



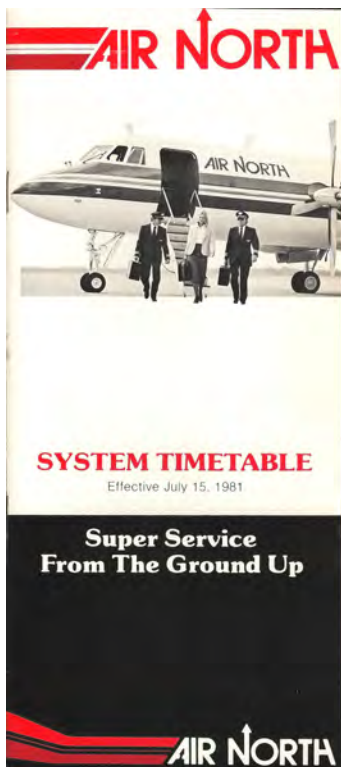


Fig. 13 -  
Air North, July 15, 1981  
(Grumman Gulfstream I)



Fig. 14 - Cable Commuter, December 1, 1968  
(DHC-6 Twin Otter)



Fig. 15 -  
norOntair, February 1, 1985  
(DHC-7 / Dash 7)



Fig. 16 -  
Air Idaho, June 1, 1974  
(de Havilland Heron)



Fig. 17 -  
Crested Butte Air Service,  
December 15, 1977  
(Britten-Norman Islander)

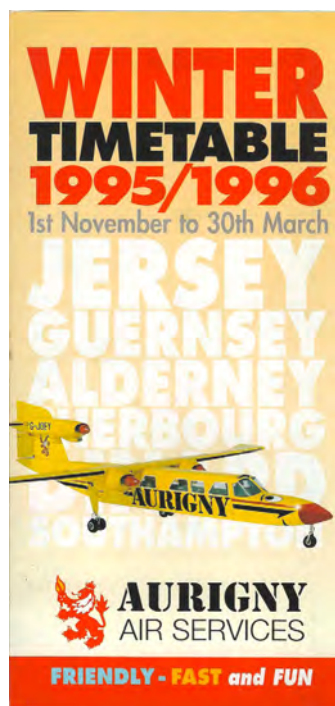


Fig. 18 - Aurigny, November 1, 1995  
(Britten-Norman Trislander)

QUERNSEY-JERSEY									
Frequency	Fit No.	Dep.	Arr.						
M Tu W Th F Sa Su	802	0745	0800						
	806	0815	0830						
	810	0845	0900						
	814	0915	0930						
	822	1015	1030						
	828	1100	1115						
	836	1200	1215						
	844	1300	1315						
	852	1400	1415						
	860	1500	1515						
	868	1600	1615						
	876	1700	1715						
	880	1730	1745						
	884	1800	1815						
	888	1830	1845						
	892	1900	1915						
	896	1930	1945						

GUERNSEY-ALDERNEY									
Frequency	Fit No.	Dep.	Arr.						
M Tu W Th F Sa Su	208	0750	0805						
	212	0900	0915						
	214	0930	0945						
	228	1230	1245						
	240	1645	1700						
	250	1755	1810						

JERSEY-ALDERNEY									
Frequency	Fit No.	Dep.	Arr.						
M Tu W Th F Sa Su	346	0955	1010						
	374	1745	1800						

ALDERNEY-SOUTHAMPTON									
Frequency	Fit No.	Dep.	Arr.						
M Tu W Th F Sa Su	501	0820	0905						
	551	1430	1515						
	567	1630	1615						





Fig. 19 -  
Cal-State Air Lines,  
November 15, 1969  
(Handley Page Jetstream)



Fig. 20 - Air BC, June 3, 1990 (British Aerospace BAe 146)

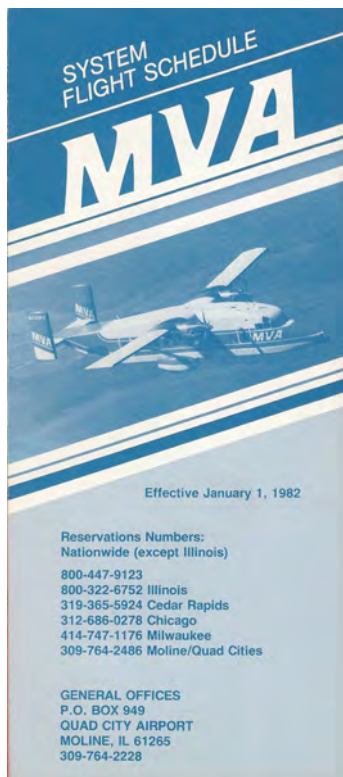
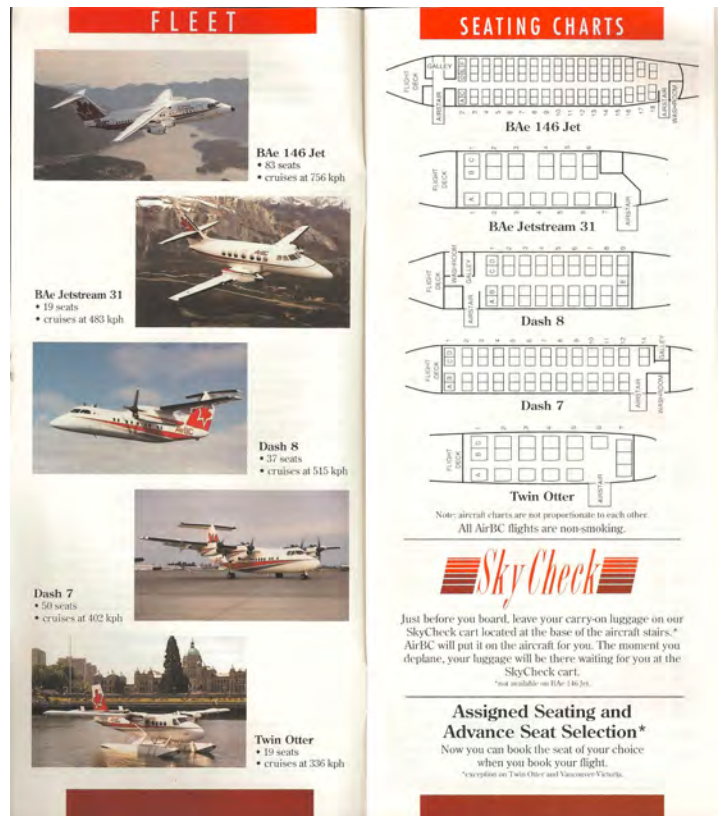


Fig. 21 -  
Mississippi Valley Airlines,  
January 1, 1982  
(Short SD3-30)



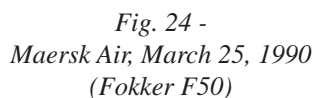
Fig. 22 -  
Newair, April 4, 1983  
(Short SD3-60)



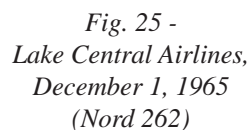
Fig. 23 - Altair, July 1, 1981 (Fokker F28)







\* Transporten mellem Southend og London v.v. sker med tog på 1. klasse.  
\* Transportation between London Liverpool St. Station and Southend  
is by First Class raillink.



**precision  
airlines**

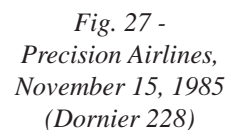
**SYSTEM  
FLIGHT SCHEDULE**

Effective 11/15/85



**INTRODUCING NEW SERVICE:  
BOSTON-WHITE PLAINS**

**CALL US TOLL FREE  
FROM ANYWHERE IN THE USA  
1-800-451-4221**







Getting There on The

# Nomad N24

Besides our convenient routes and schedules, Century features service aboard the exciting new **Nomad-N24 Commuter Liner.** This quiet, super-efficient aircraft seats 16 in airliner-style comfort. Wide 19" seats, individual air and lighting, large picture-windows, underset storage and a smooth, quiet ride add up to a simply remarkable aircraft.

The Nomad-N24. Another big reason to fly Century.

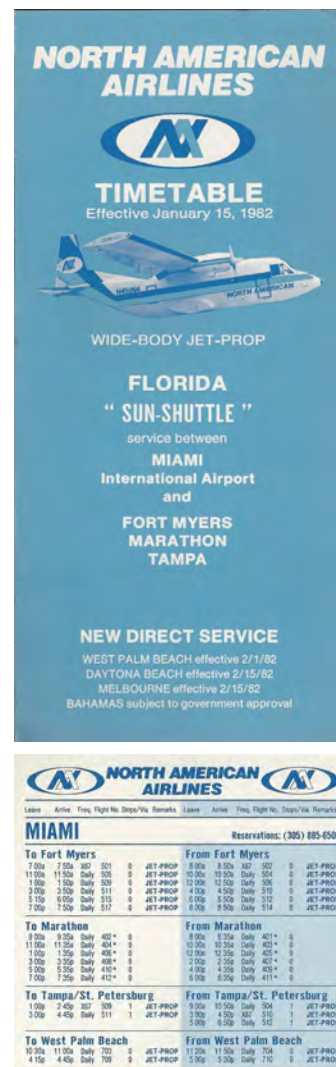
*Fig. 32 - Century Airlines, February 15, 1981  
(Australia Government Aircraft Factory N24 Nomad)*



Fig. 29 -  
OLT, October 27, 2003  
(Saab SF 340)



Fig. 30 -  
Eurowings, March 27, 1994  
(ATR-42 and ATR-72)



*Fig. 31 -  
North American Airlines,  
January 15, 1982  
(CASA C-212 Aviocar)*



*Fig. 33 - Island Air, September 15, 1980  
(Embraer EMB 110 Bandeirante)*



# AI 2015 ATL Contest Winners



*Postcard Contest Entries -in the Delta L-1011 First Class Section*



*Models - First Place - Large Jets - Paul Crawley*



*Photography - Best of Show - Stefan Saville*



*Models - First Place - Medium Jets - Leo Dashesvskiy*



*Photography - First Place - Youth - Ethan Escorcia*



*Models - First Place - Small Jets - Darren Jones*

# Safety Cards

## Regionals & Commuters

The phrases regional aircraft and commuter aircraft are often used in an interchangeable way. In either case, they refer to short range airliners. The regional and commuter aircraft types differ in various ways from mainline aircraft. Many of them are propeller-powered, some even having piston engines instead of turbine engines. A significant proportion has their wings located on top of the fuselage as opposed to the low wing configuration which is normal for all mainliners. The number of engines is not different. The majority has two engines, just like what is normal for the large aircraft.

Interestingly, there are many different manufacturers of regional aircraft. For large aircraft, which are extremely costly to design, build and support, the market has evolved from a situation where about 50 years ago there were many suppliers: Boeing, Douglas, Lockheed, BAC, Vickers, Hawker Siddeley, Aerospatiale, Tupolev and Ilyushin. Now only Airbus and Boeing can deliver large airliners. For regional and commuter aircraft the situation is quite the opposite. Since they emerged in the mid-1960s as a new category many manufacturers entered the market. Whereas the large aircraft came from four manufacturing countries only, with the USA being dominant, the situation for the regionals is quite diverse. Here, the USA is a small player. Initially, most of the regionals came from Europe (France, Germany, Netherlands, Spain, Sweden, UK). But Europe became too expensive and now only two designs are still produced there: the Islander on the small end and the ATR 42/72 at the larger end. The centre of gravity for building regionals shifted west to Canada and Brazil. The latest trend however is an eastward shift. Manufacturers in China (COMAC ARJ21), Russia (Sukhoi Superjet) and Japan (Mitsubishi MRJ) have now all started to take their share. Even Turkey has plans for a TRJ family, based on the defunct Dornier 328 family.

So, how to show a representative set of safety cards for the regionals? With so many different manufacturers and designs, I decided to use the number of seats abreast as a leading theme. Not only does it create some order, but also it is actually quite common that all seats are shown on safety cards of smaller aircraft. (Large aircraft seldom show all seats, with the exception of Russian safety cards, for which this is apparently mandatory.)

The table lists the major regional types arranged per seating range, number of seats abreast, type of propulsion (propeller or jet) and high-wing or low-wing.

The choice of passenger seat cutoff figures is not random but determined by regulations. Globally, up to and including 19 passengers seats no cabin crew is required. In the US, 30 seats is an important discriminant for commuter rules and, also in the US, pilot union agreements have scope clauses expressed in number of seats, of which 70 is quite common. Most aircraft shown are two-engined, except for the Antonov An-2 and Cessna Caravan (both single engine), the Dash 7 and the BAe 146/ARJ (both 4 engines)

By Fons Schaefer • f.schaefer@planet.nl

and the 3-engined Trislander.

As to exits, regional aircraft typically have one main entrance which is also an emergency exit and one or more true emergency exits. The entrance is on the left side, either at the front or in the rear. The Yak 40 is unique in having as its only normal passenger entrance a ventral door under the tail, similar to the ventral door of the DC-9. Exits in the fuselage side are for emergencies only and not large enough for normal boarding. Most emergency exits on the regionals are of small size, either Type IV or Type III per regulatory standards. On low wing aircraft they are typically located above the wing (overwing exit). On high wing aircraft they have a high stepdown. Often the entrance door has built-in steps so as not to be dependent on external stairs. Larger aircraft (typically above 50 seats) have escape slides on some exits.

### Propeller types

The smallest commuter aircraft type is the Islander. Designed and built on a UK island (Isle of Wight) by Britten-Norman, the name not only reveals its origin, but also very appropriately describes its operational purpose, which in many cases is island hopping. Built since 1967, it is the only UK airliner that is still in production, albeit at a very low rate now. So far, about 1250 samples have been produced. For an airliner, it is unique in that it has no aisle at all. Passengers board directly at their seat. The 9 seat version has 3 passenger doors, one on the right and two on the left. Some doors have a window that can be ejected, providing a secondary means

Seats→ ↓Seats abreast, wing	Up to 9	10-19	20-30	30-50	50 – 70	above 70
<b>Propeller</b>						
2, high wing	Islander	Trislander, Do 228				
2 low wing		Beech 1900, Swearingen Metro				
3 biplane		Antonov An-2				
3 high wing		Short Skyvan, DHC Twin Otter, LET 410, Cessna Caravan	Nord 262/ Mohawk 298, CASA 212	Short 330/360, Dornier 328		
3 low wing		Jetstream 31	Embraer Brasilia, Jetstream 41, IAI Arava	Saab 340	Saab 2000	
4 high wing				Fokker F.27, CN-235, ATR42, DHC Dash 7, DHC Dash 8, An-24, Y7	Fokker F.27- 500, Fokker 50, Dash 8-400, ATR 72, MA60	
4 low wing				HS/BAe 748,	Namc YS-11, BAe ATP	
<b>Jet</b>						
3 high wing				Dornier 328 Jet		
3 low wing				Embraer 135/145		
4 low wing				Yak 40, VFW 614, CRJ100/200		CRJ700 & up, Embraer 170/190, Mitsubishi MRJ
5 high wing						BAe 146/ARJ, Antonov An-148
5 low wing					Fokker F.28	Fokker F. 28 Mk4000, Fokker 70/100, Sukhoi Superjet, COMAC ARJ-21, Bombardier CSeries



for emergency escape. One passenger sits to the right of the pilot and boards left, before the pilot takes his or her seat. The stretched version of the Islander, called Trislander because of the third, tail-mounted engine, making it the smallest three-engined aircraft of the world, has 5 doors. Figure 1 shows a safety card with both the Islander and the Trislander. This card was made by Aurigny, the airline connecting the Channel Islands with the UK and France. The Islanders have left the fleet, but it still operates 40 year old Trislanders on the route from Guernsey to Alderney. Be quick if you want to fly these, because they will soon be replaced by the Dornier 228. The other archipelago in the world called Channel Islands, off the Californian coast, is also linked to the mainland by means of an Islander, operated by Channel Islands Aviation based in Oxnard, CA.

Another two abreast airliner, and one of the few US designs, was the Swearingen Metro family. The card in figure 2 shows a 19 seat layout of a 'Metro II or III' operated by Skywest Airlines under the 'The Delta Connection' brand. The card is dated 4/19/89 and is a single side 7 by 11-3/4 inch printed letter size card folded double and stapled. The seating layout shows a forward boarding door also being an emergency exit with three overwing emergency exits. Escape routes are neatly lined out in rail track format.

The first three abreast airliner shown is the Cessna 208 Caravan. This is a single engine commuter aircraft. Commercial air transport with such aircraft is prohibited in Europe but allowed in the US and other parts of the Americas. This situation in Europe will change soon which is good news not only for Textron (to which Cessna now belongs) but also for Pilatus with their PC-12 and the Mooney 301-derived Socata TBM family. The card in figure 3 is by Air Santo Domingo of the Dominican Republic. To the right of the aisle are benches seating two persons, facing forward. In the configuration shown, there are only 9 positions, but the Caravan has room for a total of 14. Out of 4 emergency exits, two are the crew doors and one is a cargo door which on the Caravan is also the normal passenger entrance.

Another single-engined, three abreast air transport type is the ubiquitous, single engine Antonov An-2. Being a biplane, it is both a high-wing and a low-wing airplane. More than 18,000 were built

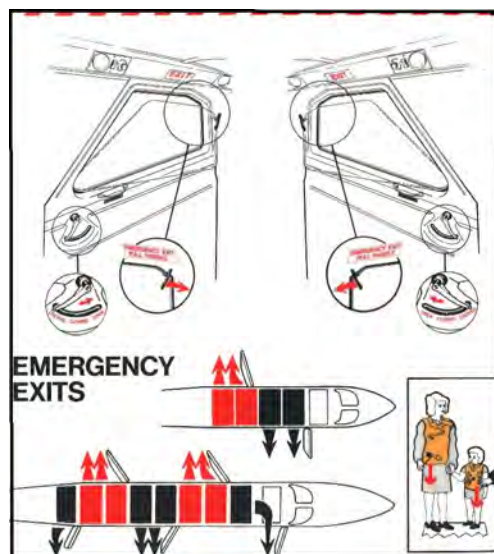


Figure 1 – Aurigny Islander and Trislander

aircraft. There are two exits: the entrance door ('cabin door') and an exit in the cockpit roof (incorrectly translated from German as 'cabin proof').

In the three abreast range, the De Havilland Canada Twin Otter is probably the most used Western built airliner. Like the Islander, it is a true island hopper and can be found wherever there are many islands. One of such places on the globe are the Maldives. Figure 5 shows the Twin Otter by Trans Maldivian. These aircraft are float equipped and bring tourists to their tropical resorts. The entrance door is on the rear and there are 3 emergency exits in addition to two crew exits.

A low wing 3 abreast aircraft in the up to 29 seats bracket is the Nord 262. This aircraft is of French origin and was built in small numbers. Figure 6 shows the front panel together with an inside panel of the Cimber Air safety card. Cimber Air was a Danish regional air carrier that also operated, as one of the very few airlines in the world, the VFW-614. The German VFW-614 was unique because of the location of the two jet engines: on top of the low wing. An American version of the Nord 262 with more powerful engines is the Mohawk 298. The name 298 came from the DoT Part 298 regulation (sometimes cited as FAR 298, which it is not, as FARs are only numbered in the 1- 199 bracket). Part 298 allowed airlines using commuter aircraft certain exemptions from economic regulation provision. The Mohawk 298 conversion fitted that regulation, hence the name.

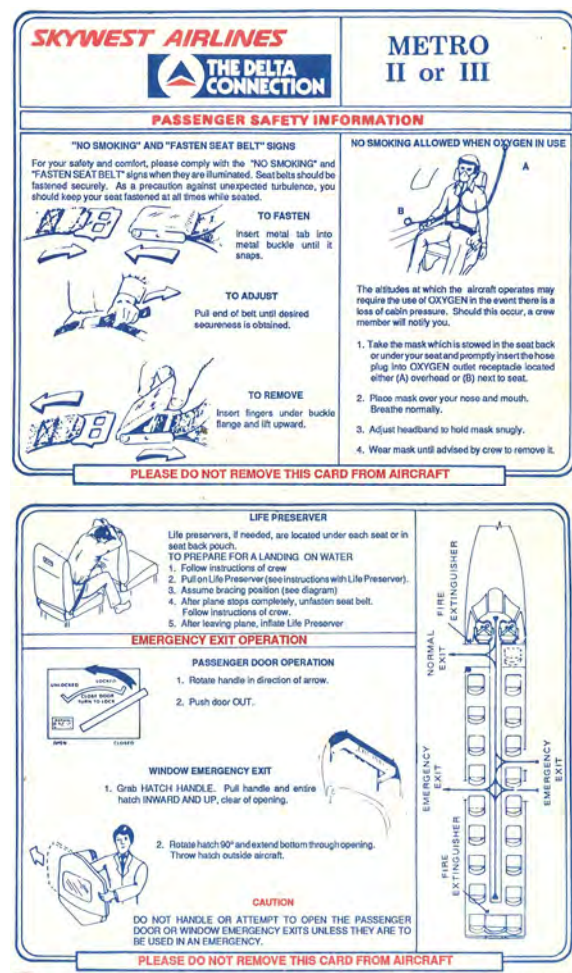


Figure 2 – Skywest Metro

The CASA 212 is a shoebox type of aircraft of Spanish design seating up to 21 passengers. The entrance door is at the rear left but this aircraft also has a Lockheed Hercules style ramp in the rear. This safety card (figure 7) came off a Jet Express (sic!) CASA 212 operating on the JFK-Atlantic City route as Trans World Express. Being just above the 19 seat discriminant it carried a flight attendant. I still remember its simple method of air conditioning. When waiting in line for take-off at JFK on a hot day in July 1989 the captain simply lowered the aft ramp to get in some fresh air.

The Embraer Brasilia was one of the first Embraer designs that paved the way for their later success as a major supplier of regional aircraft. The safety card shown (figure 8) is from Moscow based Rusline. This Brazilian aircraft type, with a maximum of 30 passenger seats, was also popular in the USA at one time. Skywest was once the largest operator of the world. Its last Brasilia flight was only earlier this year.

The largest propeller powered regional aircraft have a 4 abreast seating. The De Havilland Canada Dash 7 is the smallest 4-engined air transport craft. A typical seating layout is 48, as shown in the Israeli airline Arkia safety card (figure 9). Uniquely, the seats are not shown in top view, but in a bird's eye view rendering which is more common for large aircraft, except for the showing of the seats.

A regional aircraft type uncommon in the west, is the Chinese Xian MA60. This is a derivative of the Xian Y7, which was a Chinese licence built Antonov 24. The safety card in figure 10 shows 64 seats in a 4 abreast layout. It has no airline logo but the script of the first language seems to be Khmer, suggesting that it is from Cambodian Bayon Airlines. Outside China, the type is used in South-East Asia, Africa and some South American countries. It is notorious for its high accident rate.

## Jets

Many of the regional jets have 'RJ' in their name: ARJ, BRJ, CRJ, ERJ, MRJ, TRJ.

ARJ stands for two different regional jets. As ARJ70, ARJ85, ARJ100 or ARJ115 it is the out-of- production Avro Regional Jet, which was a re-designation for marketing purposes of the BAe 146, born as Hawker Siddely 146. It has four rather small engines, causing some critics to call it 'the aircraft with the five APUs'. The numbers in the name indicate the passenger seating capacity,

in either 5-abreast seating or a high capacity 6 abreast.

ARJ stands for 'Advanced Regional Jet' when the Chinese ARJ-21 is meant, with 21 standing for the 21st century. This aircraft type was recently certified but has yet to enter service. ARJ does not stand for Antonov Regional Jet as that RJ is designated Antonov 148, shown in figure 11. This type resembles the 146/ARJ series, the main difference being the number of engines: only 2.

The BRJ (Bombardier Regional Jet) was contemplated in the late 1990s but not developed further. Now, Bombardier offers the CRJ, with a similar seating capacity as then foreseen for the BRJ and also in a 5 abreast seating.

CRJ stands for the Canadair Regional Jets, now produced by Bombardier which took over Canadair in 1986. Its cabin is 4-abreast. The main entrance is forward because of the tail-mounted engines.

ERJ is for Embraer Regional Jets. Here there is an anomaly between the commercial designation and the formal name. The commercial name of the tail-engine mounted Embraer family has ERJ in its name: ERJ 135 and ERJ 145. However, the formal name is EMB-135 and EMB-145. This jet has a 3 abreast seating, with a forward entrance. Figure 12 shows the safety card by the Kenyan airline named Aircraft Leasing Services. For the larger Embraer family of 80 to 130 seaters (4 abreast) with wing-mounted engines, the naming is almost the opposite: the certification name has ERJ in it (e.g. ERJ 170-200 for the E-175) whereas commercially it is simply known as the E-jet. The next generation of the E-jet is marketed as the E2-jet.

MRJ stands for the Mitsubishi Regional Jet which made its first flight on 11 November this year. It has a 4 abreast cabin layout and is quite similar to the Embraer E family in overall appearance. Two sizes are offered: the MRJ70 and the MRJ90. Skywest Airlines has placed an order for 100 units with options for 100 more, but has still to decide for which version.

Turkey recently announced developments based on Dornier products. The TRJ328 obviously is based on the Dornier 328. But whether the TRJ 628 is based on the Dornier 728, which was almost ready to fly when Dornier collapsed in 2002, remains to be seen.

The regional jet market is growing and offers opportunities for more manufacturers. The alphabet has 26 letters.

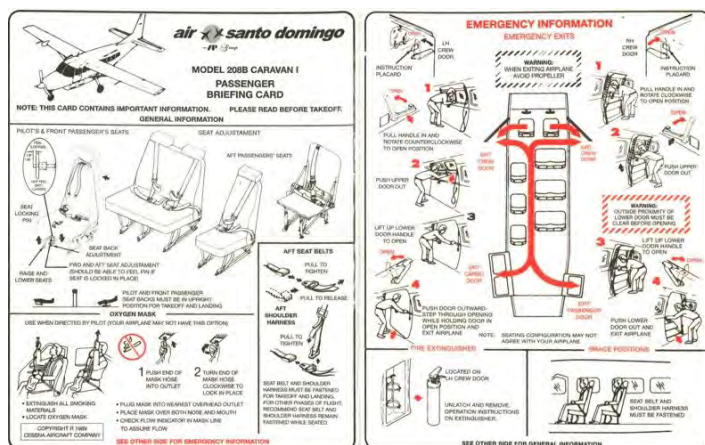


Figure 3 – Air Santo Domingo Caravan

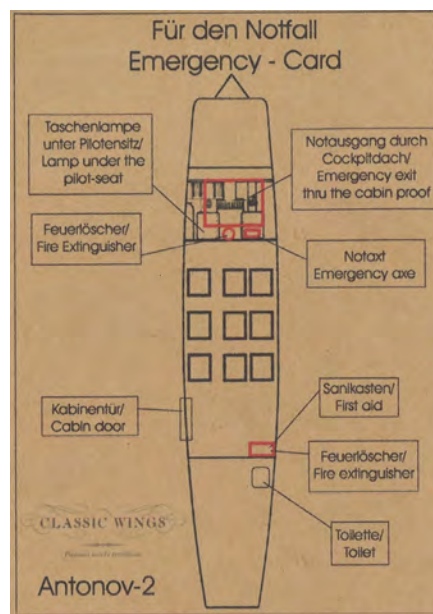


Figure 4 – Antonov 2



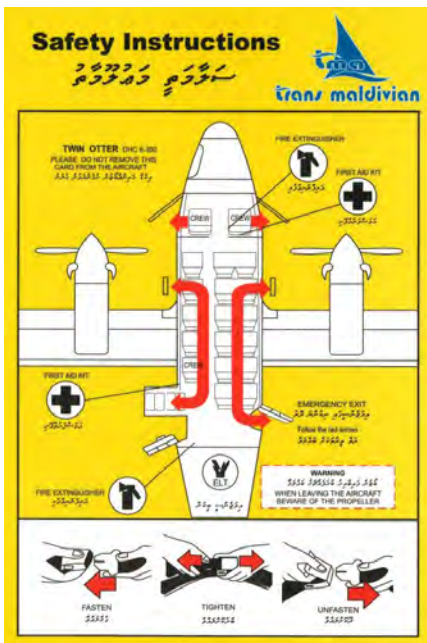


Figure 5 – Trans Maldivian Twin Otter

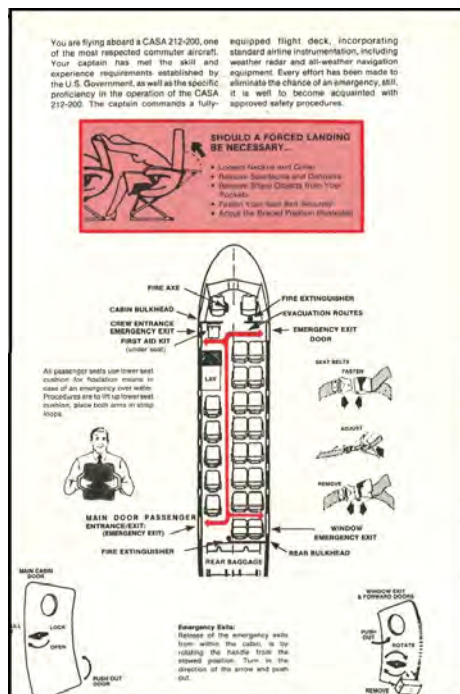


Figure 7 – Jet Express CASA 212



Figure 12 – ALS Embraer 135

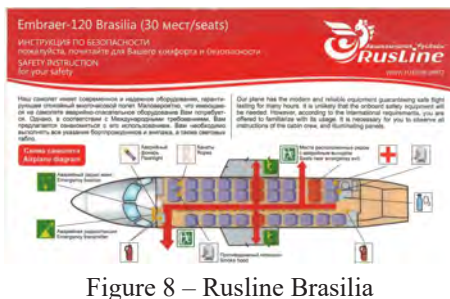


Figure 8 – Rusline Brasilia



Figure 6 – Cimber Nord 262



Figure 9 – Arkia Dash 7



Figure 10 – Xian MA60



Figure 11 – Antonov An-148



# Postcard Corner

## Regional Airlines on Postcards

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

The world of 'regional airlines' is very broad. For example, the leading airline rating guide, Skytrax, defines a regional airline for award purposes as "a carrier that operates predominantly short haul or regional international flights, with in some instances just a few long haul routes". Others define regional to include a portion of a country. This means that one could select postcards from hundreds of carriers -- far too many to cover in the space available.

I decided to limit my postcard selection for this article to airlines not ordinarily featured in The Captain's Log. Also, I chose each postcard to show a different aircraft of the types usually flown by regional airlines.

We'll start our regional airline tour in the U.S. followed by the Americas, Europe, Africa, Asia and the Pacific in that order.



*Mesa Airlines Beech 1900D, N3YV, at Phoenix, Arizona, airport. Airline Issue ('A/I'). Mesa was founded in 1982 and has become a major regional and feeder airline in the U.S. The pictured aircraft served Mesa during the period 1991-98.*



*SkyWest Airlines 'Delta Connection' Canadair Regional Jet CRJ-200ER, N403SW. Probably A/I. Distributor: Smith-Southwestern,*

*Inc., Tempe, Arizona. Founded in 1972, SkyWest is another major regional and feeder U.S. airline, having contractual relationships with several leading airlines and serving destinations throughout the U.S. as well as in Canada, Mexico and the Bahamas. It acquired N403SW, pictured on this card, in 1994 and retired it not later than 2011.*



*Cape Air Nantucket Airlines Cessna 402, N6875D, in 'Flagship Whalers' livery. A/I. Part of a series of cards featuring their Cessna 402s. Cape Air, founded in 1988, operates in the U.S. Northeast, Midwest and State of Montana, in the Caribbean, and as 'United Express' in Micronesia. The aircraft shown is still in its fleet.*



*SeaPort Airlines Pilatus PC-12 and Cessna 208 Caravan. A/I. SeaPort, based in Portland, Oregon, offers regional commuter service in the U.S. West Coast and southern Midwest. At the Airlines International 2011 show in Portland, SeaPort offered sightseeing flights in the Pilatus to registrants and also distributed copies of this postcard.*





*NWT Air (Northwest Territorial Airways) Lockheed L-188 Electra at Yellowknife Airport, Northwest Territories, Canada. A/I. NWT was acquired in 1997 by First Air which continues to operate mainly in northwest Canada.*



*Régional Airlines Embraer ERJ-145, F-GRGA. A/I. This aircraft has served with Régional and its successors since 1997. In 2001 Régional merged with Flandre Air and Proteus Airlines to form Régional Compagnie Aérienne Européenne, a subsidiary of Air France, and since 2013 that subsidiary operates under the 'Hop!' brand.*



*Tropic Air de Havilland DHC-6 Twin Otter, V3-HTA, landing at Lighthouse Reef, Belize. A/I. Oversize - 12.7 x 17.7 cm. Tropic Air, founded in 1979, flies within Belize and recently added nearby destinations in Mexico and Central America.*



*Cimber Airlines VFW 614, OY-TOR. Postcard issued by the manufacturer VFW-Fokker, probably in 1975. The small 44-seat VFW 614 was the first jet aircraft designed specifically to serve the regional airline market. It entered commercial service with Cimber Air of Denmark in late 1975. The aircraft was ahead of its time, and only 16 examples were sold -- to three small European carriers and the German Air Force. (See 'Stateside with the VFW 614' by William F. Mellberg, in Airliner World, October 2015, pp. 58-62).*



*TRIP Linhas Aereas ATR 42-300, PP-PTC, at Fernando de Noronha Island in the Atlantic, Brazil. Pub'r Brascard, Brasil Turistico no. 50. TRIP was founded in 1998 in Campinas, Sao Paulo State, Brazil, and operated as a domestic regional airline. In 2014 it merged into the large Brazilian airline, Azul.*





*NLM (Nederlandse Luchtvaart Maatschappij) Fokker F27-300, PH-KFA, at Schiphol Airport, Amsterdam. A/I. Black and white real photo. (A similar postcard exists showing NLM's Fokker F27 PH-KFB). NLM was established in 1966 as a regional subsidiary of KLM Royal Dutch Airlines, serving destinations in Holland and nearby countries. Its name was changed to NLM Cityhopper in 1988 and to its current name KLM Cityhopper in 1991. Leading airline postcard collector Dave Prins of Holland had a 35-year career as a first officer and then captain for the KLM system. His initial flight for them was as a first officer for NLM on the pictured Fokker F27, PH-KFA. Dave ultimately served as a 747-400 captain for KLM until his retirement.*



*Crossair SAAB 340, HB-AKP, flying over the Swiss Alps. A/I. Crossair was a regional airline headquartered at EuroAirport Basel-Mulhouse-Freiburg near Basel, Switzerland. It operated from 1978 to 2002. In 2002, following the bankruptcy of Swissair, Crossair acquired most of Swissair's assets and transformed itself into 'Swiss International Air Lines'.*



*Lufthansa Regional Embraer ERJ-195LR, D-AEBH. A/I, 2011. Lufthansa Regional is an alliance and brand name of regional airlines within the German Lufthansa group. Presently the brand is utilized by Air Dolomiti, based in Verona, Italy, and Lufthansa City Line based in Cologne, Germany. The Lufthansa group continues to be a major issuer of airline postcards, and probably issues more than any other carrier.*



*Federico II Airways Dornier 328, D-CDXQ. A/I. According to Leonardo Pinzauti of Florence, Italy, Federico II was an Italian regional airline established in February 1998 with support from the Apulia regional government. It launched scheduled service in November 1998 with Dornier 328s operating from Foggia airport. The tiny airline searched for a wider niche market but did not succeed, and stopped flying in 2001. Leonardo advises that this uncommon postcard is the only one they ever published. (Leonardo Pinzauti Collection).*





*Aegean Airlines Boeing 737-300. A/I.* Aegean was founded in 1987 and adopted its present name upon its start of scheduled passenger service in 1999. It acquired Olympic Airways in 2013 and is now Greece's largest airline. Aegean received the Skytrax 'Best Regional Airline in Europe' award for 2015.



*Air Malawi BAC 1-11, model 475. A/I. Postmarked 21 February 1973.* Air Malawi operated from 1964 to 2013, originally as a subsidiary of Central African Airlines and later as the Malawi state-owned airline. It served Malawi's domestic market and nearby African countries.



*DETA--Linhas Aéreas de Moçambique Boeing 737-200, CR-BAA. A/I.* DETA was founded as Mozambique's flag carrier in 1936 and was restructured and renamed LAM--Linhas Aéreas de Moçambique in 1980. It serves regional destinations in central and south Africa. The pictured aircraft entered the fleet in 1969, and its registration was changed to C9-BAA in 1975.



*Czech Airlines (CSA) Airbus A319, OK-NEM, at Prague's Václav Havel Airport. A/I.* This aircraft, acquired in 2008, is still in the fleet. Czech Airlines traces its origins back to 1923. In an unusual affiliation, Korean Air acquired in 2013 a 44% ownership interest in Czech Airlines, and it feeds Asian passengers into Prague for ongoing regional flights on Czech. (Korean is one of the languages on signs in Prague Airport). In March 2015 Travel Service (another Czech airline which operates under the Smart Wings brand), purchased a separate 34% ownership interest in Czech Airlines.



*Drukair -- Royal Bhutan Airlines ATR 42-500, A5-RGH, at Paro Airport, Bhutan. A/I. Oversize, 11 x 17 cm.* Drukair commenced operations in 1983 and flies to regional destinations in South Asia. The pictured aircraft has been in its fleet since 2011.





*Bangkok Airways Boeing 717-200, HS-PGP, in 'An island in the sky' livery. A/I. Oversize, 10.5 x 18 cm. Founded in 1968 and based in Thailand, the airline adopted its present name in 1989. It operates as a regional carrier serving domestic Thai destinations and nearby countries. Bangkok Airways received Skytrax's 'World's Best Regional Airline' award in 2014 and placed 2d worldwide in 2015 after Dragonair of Hong Kong. It is a welcome prolific issuer of beautiful postcards.*



*Japan Air Commuter NAMC YS-11A-500, JA8771. A/I. JAC was founded in 1983 and is presently majority-owned by Japan Airlines. It serves destinations within Japan, mainly acting as a feeder for Japan Airlines. This aircraft served JAC from 1990 to 2005.*



*Silk Air Airbus A320-200, 9V-SLA. A/I. Silk Air serves as the regional arm of Singapore Airlines, serving short-haul destinations*

*in Southeast Asia and from India to Australia. It placed 5th worldwide in Skytrax's 2015 'Best Regional Airlines' awards. The pictured aircraft served with Silk Air from 1998 to 2005. I obtained this postcard on board while flying on Silk Air from Surakarta, Java to Singapore in 2001.*



*Flight West Airlines BAe Jetstream 32EP, VH-XFB. A/I. Flight West existed from 1987 to 2002, serving primarily destinations within Queensland, Australia.*



*Air Rarotonga, Embraer EMB-110P1 Bandeirante, ZK-FTS. A/I. Pub'r Paradise Island Promotions. Oversize - 12.5 x 17.5 cm. Air Rarotonga, established in 1978, operates within the Cook Islands, associated with New Zealand, and also flies to a few nearby Polynesian destinations. The pictured aircraft served under the 'ZK' registration from 1989 to 2005 and later under registration ES-FTS.*

*In closing, the next page shows a bonus postcard, especially for those enthusiasts liking rare, old historical airline postcards. This was submitted by Joerg Jaegglin of Bassersdorf, Switzerland, as his favorite Swiss regional airline postcard.*



# Labels



NHORA (Navigation Horlogère Aérienne) Fokker-Grulich F.III, CH-153, owned and operated on behalf of NHORA by Balair of Switzerland. A/I, 1926-27. Joerg Jaeggli Collection ([www.jjpostcards.com](http://www.jjpostcards.com)). NHORA was established by the watch industry of the Swiss Neuchâtel canton (note the propeller and watch logo on lower right) and operated during 1926-28. The pictured map shows NHORA destinations from La Chaux-de-Fonds and Le Locle (the birthplace of the Swiss watchmaking industry) in the Jura Mountains towards the South including Lausanne and Geneva, with the snow-covered Alps in the background.

**Notes:** The originals of all postcards shown are in color except for the NLM card. All postcards shown are from the author's collection except for the Federico II and NHORA cards. I estimate their rarity as follows: Rare: the NHORA postcard. Uncommon: the Air Malawi, Cimber, DETA, Federico II, NLM and SeaPort postcards. The rest are fairly common.

**References:** Websites and Wikipedia articles on the airlines and aircraft registrations concerned, and comments by the mentioned airline postcard collectors.

AirlinePostcardDatabase.com, by William Demarest.

*Until next time, Happy Collecting,  
Marvin*



# Ticket Jackets

## Regional and Commuter Aircraft

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

An abundance of potential material and oh so little space to work with. This is my way of apologizing in case your favourite aircraft isn't featured in this article. Given the space limits, I've aimed to cover examples where the aircraft is featured in the ticket or jacket image.

We'll start with the British Aerospace BAe-146. Taking to the air in 1981, this tried and true 4-engine aircraft (marketed for its quiet noise level as the Whisperliner) was originally a good fit for high-density city pairs. Figure 1 presents a jacket example from Air BC which operated three of the aircraft as a regional feeder to Air Canada. Today, the BAe-146 and its successor, the Avro RJ series, is found performing its original duties as well as mining charters in Australia, cargo hauling and even firefighting.

Staying with Britain, we'll move to the smaller end of the spectrum with the Britten-Norman BN-2S Islander which is a spunky short & rough field performer which debuted in 1965 and is still in active service fifty years later. Having had the pleasure of landing on a cattle covered pasture near Port Howard, in a Falkland Islands Government Air Services model, I can attest first hand to these capabilities! The ticket example presented in Figure 2 features the seldom discussed TAC Taiwan Airlines which employed these aircraft on domestic services.

From Canada, a highly successful series of Regional Jets was born under Canadair and brought to market by Bombardier. From the 50 seat CRJ-100's 1st flight in 1991 through to the 100 seat CRJ-1000 of today, the uptake of these aircraft has been high, in particular by US commuter feeders to the mainline carriers. That being said, while the aircraft economics were great, passenger comfort left much to be desired and very quickly the models had to be evolved with changes like lowering the floor to try to provide a wee bit more shoulder room to relieve the pressures of the cramped four abreast seating.

In Figure 3, we have a jacket example of an early CRJ in service with Southern Winds Lineas Aereas of Argentina (circa 2001

based on the 5th anniversary logo). Contrast this with the extended fuselage of the 900 series jacket example from MAT Macedonian Airlines (Figure 4). While the CRJ continues to be offered today in its advanced models, the early models are moving more towards secondary operators as their fuel efficiency is a factor as is the fact that while they are jets their "block time" advantage over turbo props isn't that high on many destination pairs.

Maintaining the Canadian theme, we'll turn to the de Havilland Canada family of aircraft for which the later variants are produced by Bombardier. The DHC-6 "Twin Otter" is our first aircraft. With its 19 seat capacity, high wing arrangement and excellent STOL capabilities, this aircraft hit the mark for both commuter and bush operators who wanted to maximize capacity just below the level at which many jurisdictions required a Flight Attendant to be carried. Figure 5 illustrates a jacket example with C-FLAI of Lab Air (Labrador Airways) of Canada. This carrier links isolated communities (with eclectic names such as "Black Tickle") in Labrador and the North Shore of Quebec to major centres for services or onwards air connections.

The Twin Otter is a venerable beast performing yeoman's duty in very hostile environments (such as the Kenn Borek operations in Antarctica) and in float plane service around the world. From its first flight in the mid-1960's, the carriers and military operators which found it the perfect fit for their needs are now often the modern purchasers of the 400 series variant (with updated avionics and engines) from Viking Air in Victoria, British Columbia, Canada (which purchased the type certificates for the discontinued de Havilland Canada models through the DHC-7 / Dash-7 from Bombardier).

Figure 6 illustrates an example of a 1988 Arkia Israel Airlines ticket featuring the De Havilland DHC-7 "Dash-7" in landing configuration at Eilat by the Red Sea. The Dash-7 was targeted to commuter airlines with "close-quarter" downtown airport locations where its excellent STOL capabilities would provide an advantage. Ransome did use its capabilities serving Washington National as



Fig. 1



Fig. 2



one example. The Dash-7 was never a huge commercial success with the Dash 8 coming along with very similar capabilities and only two engines. Today, they are favourites of rough field operators and a common sight in UN markings for those carriers in Africa.

Finally, we have the Dash 8 family which lives on in production today as the 70+ seat Q400 series. As noted earlier, with its high cruise speed of 400 mph, it can nip through many city pairs with little time penalty versus a Jet, do so more quietly and with better passenger comfort. As an example here, I've made the slightly ironic choice of a 300 series 1998 ticket example from Penta of Brazil (Figure 7) ... Embraer territory of course!

Embraer is no slouch in its own right in this genre and indeed has Bombardier on the competitive ropes with its very successful E-series (including its 45 aircraft sale to Air Canada many years back while Bombardier's C-series struggles to enter the market). The starting point was the Embraer 110 Bandeirante which was produced in a variety of civilian and military models and stretched over time into the P1 & P2 models. Continuing the theme of delicious irony, I have selected the Manitoba, Canada operator Skyward to illustrate this aircraft (Figure 8).

Moving up-size with Embraer, we have the EMB 145 featured in Figure 9 with operator PB Air of Thailand. This jacket design is quite specific to the aircraft type as it incorporates an Aircraft Seat Chart with Emergency Exits inside. Reportedly, the airline was originally founded by the largest brewery in the country (Boon Rawd Brewery founded by Piya Bhirombhakdi) to transport its own personnel.

Turning to the Fokker family of aircraft, Icaro Air (Ecuador) features its Fokker F-28 HC-CDG on a ticket design from 2004 (Figure 10). From humble beginnings with Cessna's in the 70's, this carrier operated in many sectors from Air Taxi through Heli Ops through

to passenger service with the F-28's. Ranging from the F-27 through the F100, Fokker has been a major global provider in this field.

Also from Europe is the Let-410 from Czechoslovakia. This aircraft originated in the 60's as a potential successor to the venerable Antonov AN-2. Built to handle short & rough field conditions, many examples still serve around the world. Figure 11 presents a jacket example in service with Aero Ferinco of Mexico (XA-TAU) in happier times. A web-check shows photos of this aircraft stripped of its engines with an unconfirmed notation it was damaged in Hurricane Wilma.



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 3



For a final example from Europe we turn to the Short Brothers series of aircraft and the Shorts 360 (or SD3-60) and this jacket example from British Columbia, Canada operator Pacific Coastal (Figure 12). This was the 1981 evolution of the line which started with the Skyvan and moved through the SD3-30 transitioning from freighter to commuter in the process. This boxy design was a passenger favourite in terms of roominess though certainly was not a speedy steed and would wallow in windy conditions. The only time I ever thought I was going to cartwheel on a take-off was in one of these when a sudden change in prevailing wind came cross-wise to try to lift the high wing. Thankfully, a successful abort was performed!

In stark contrast to the roomy boxiness of the 360, we will close our survey with the sleek, though oh so compact interior, Swearingen (Fairchild) Metro and this crisp jacket design of an Air Midwest Metroliner inflight (Figure 13). Entering service in the early 70's this was a born and bred commuter aircraft with good cruise speed which partly compensated for its cramped interior. Sadly, after

several fatal crashes in the 80's & 90's, it picked up the negative moniker "The Death Tube". Fading from the passenger scene, many examples you will see today are in feeder courier service. So when you are taxiing past the cargo ramp on your next flight, there is a good chance you'll see a couple of young pilots at the start of their careers "hand-bombing" packages in or out of one of these as they build their flight hours to move into flight deck of your aircraft.



Fig. 9



Fig. 11



Fig. 12



Fig. 10



Fig. 13



# Aircraft Models

Revell DHC-6 Twin Otter

By Ken Miller • ozmiller@sbcglobal.net

I have built quite a few commuter airliner models through the years. One classic plane and model that I have yet to build is a de Havilland Canada DHC-6 Twin Otter. The DHC-6 Twin Otter is a classic airplane and the Matchbox Models kit is also a classic model of the plane.

De Havilland Canada began development of the DHC-6 Twin Otter in 1964 and the first flight was on May 20th, 1965. The plane was to be a twin engine replacement for the single engine DHC-3 Otter. It is a 19-passenger STOL (Short Takeoff and Landing) plane developed by de Havilland Canada. The company produced six series 1 aircraft which were prototypes. Production began with series 100 aircraft and evolved into series 200 and 300's. Production ended in 1988. After production of the 300 series ended the remaining tooling was purchased by Viking Air of Victoria British Columbia who manufacture replacement parts for out of production de Havilland Canada aircraft. On February 24th, 2006 Viking purchased the type certificates from Bombardier Aerospace for all out of production DHC-1 through DHC-7 aircraft. On April 2nd, 2007 Viking announced that with 27 new orders the company was restarting production of the Twin Otter line which would be series 400 aircraft. Over 900 Twin Otters have been delivered

over the production history. A number of commuter airlines in the United States started by flying DHC-6 Twin Otters. Houston Metro Airlines constructed their own STOLport airstrip in Clear Lake City Texas near the Johnson Space Center which was specifically designed for DHC-6 Twin Otter operations. Larger airlines also operated the Twin Otter including Alaska Airlines, the original Frontier Airlines, and Ozark Air Lines. Commuter airlines also flew the Twin Otter in the markings of Eastern Airlines, British Airways, and Continental. Two personal favorite DHC-6 Twin Otter operators of mine are Island Air in Hawaii and Loganair in Scotland.

Island Air in Hawaii began scheduled services on September 9th, 1980 as Princeville Airways. The airline first flew between Honolulu and Princeville, Kauai using two DHC-6 Twin Otters. The initial service was primarily for Princeville Resort guests. The airline then expanded its interisland routes with service to Hana, Maui; Hoolehua, Molokai; Kahului, Maui; Kamuela, Hawaii (Big Island); Kapalua, Maui (West Maui) and Lanai City, Lanai. The Princeville Airways fleet consisted of eight DHC-6 Twin Otter aircraft. In May 1987 Consolidated Oil and Gas sold Princeville Airways to the Aloha Air Group which was the owner of Aloha



Airlines. Princeville Airways was renamed Aloha Island Air. In 1995 the FAA certified Aloha Island Air to operate larger aircraft. In April 1995 Aloha Island Air began operating their first 37 seat Dash 8. On February 26, 2013 the airline was purchased by Larry Ellison and ATR-72 service was started the following day. On April 29, 2015 the airline announced service cuts as well as reducing the workforce by 20% and cancelling delivery of new aircraft. The airline had lost 21 million dollars in 2014.

Logainair Limited is a Scottish regional airline founded in 1962 by the Logan Construction Company operating a Piper PA-23 Aztec for company charter flights. In 1967 Loganair began flights between the Orkney Islands and added the Shetland Islands in 1970. Up to October 2008 Loganair was a British Airways franchisee operating flights sold through BA using BA flight codes. Loganair then became a franchise airline of Flybe operating in Flybe colors. In May 2015 two Viking Air DHC-6 -400 Twin Otters were acquired by Highland and Islands Airports to be operated by Loganair on the Scottish Government's Public Service Obligations between Glasgow and Cambelltown, Tiree, and Barra. Loganair's Barra Airport flights are particularly interesting in that the airport is the only one in the world where scheduled flights use the beach as the runway. The flight schedules are adjusted to match the tides. (Utilizing Britton-Norman Islanders, Loganair also operates the world's shortest commercial route, between Westray Airport and Papa Westray airport which is only 1.7 miles.) The Matchbox Models kit of the DHC-6 Twin Otter was first issued in 1983. The kit is still available as a Revell release.

Matchbox Models originated in 1972 when Jack Odell and Lesney Smith who were the management of Lesney Products & Co Ltd. wanted a share of the plastic model kit market. The first kits appeared in the 1973 Matchbox Collectors catalog along with the main range of Matchbox die cast model cars and trucks. By 1974 the Matchbox Model range had grown to over thirty models and a separate kit catalog was produced. An "infamous" feature of Matchbox models was that they were molded in three different bright colors often not matching those of the actual airplane. The DHC-6 Twin Otter is no exception, originally molded in yellow, white, and gray. The kit comes with both long and short noses as well as optional floats and skis. A minor nit with the kit is that the props are molded in flight mode whereas for the real plane

the props are feathered when parked. A modeler can modify the props to be feathered. In 1982 Matchbox entered receivership and was taken over by Universal Toys. In 1991 Revell bought the Matchbox molds and produced the kits using the Matchbox name for ten years. After 2001 Revell has released many former Matchbox kits including the DHC-6 Twin Otter. Modelcraft of Canada also released a run of the kit at one point. The Modelcraft and later Revell releases do not have the multicolored plastic.

Just as there have been and continue to be many DHC-6 Twin Otter operators there are many different decal options for the kit. My original Matchbox release has decals for Auriginy and a Canadian Forces Search and Rescue plane. A later Revell release has markings for West Coast Air. The Modelcraft release included markings for Alaska Air Golden Nugget, NorOntair Loon, and Maldivian Air Taxi. There are many aftermarket decals as well. I plan on using a Liveries Unlimited sheet for Island Air in the final Aloha Air scheme. For Loganair I have a 26-decal sheet of an earlier scheme.

The DHC-6 Twin Otter is a great airplane and the Revell kit is a great complement to the real plane. The DHC-6 Twin Otter design has had a 50 year run and the Matchbox kit has had a 32 year run with both continuing to go strong. One of these days I'll manage to build some "Twotter" models for myself.

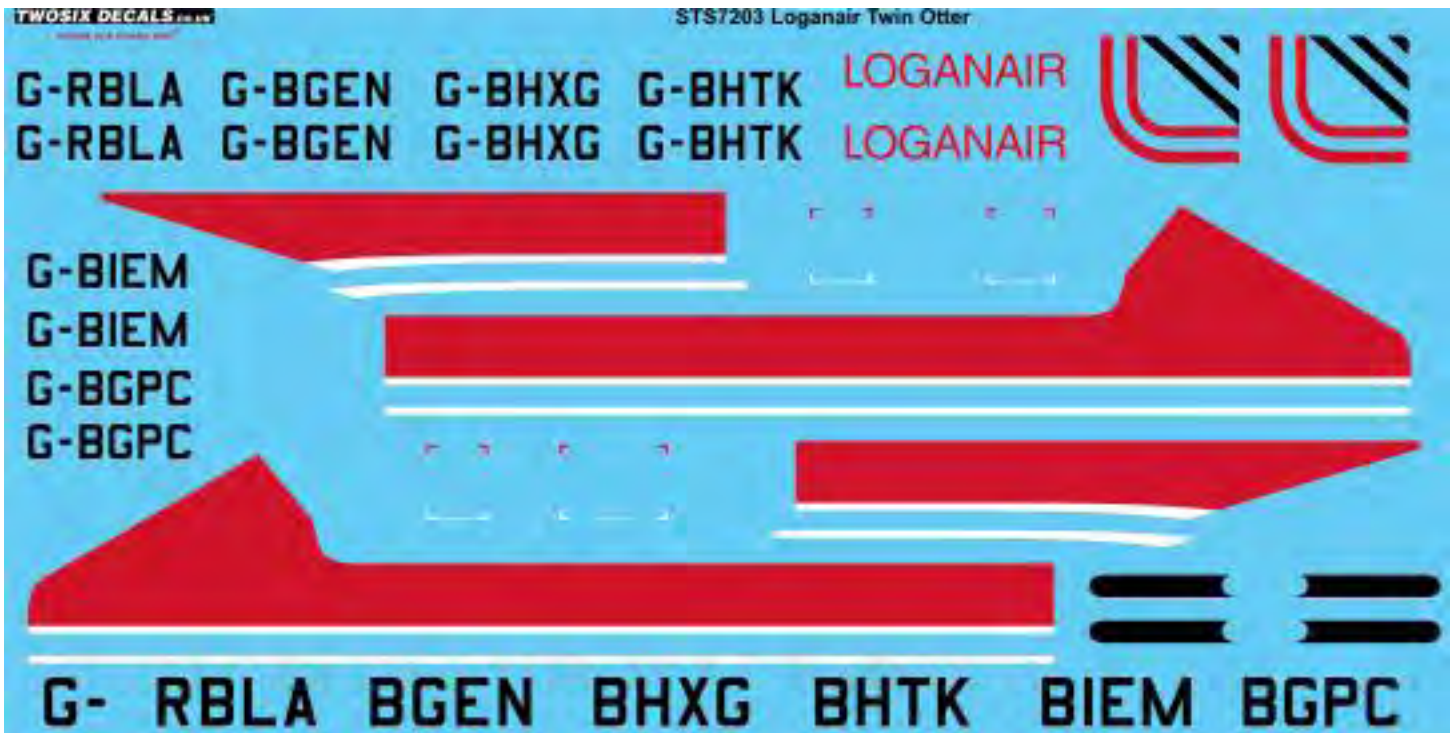


Island Air Twin Otter Paul Spijkers Airliners.net

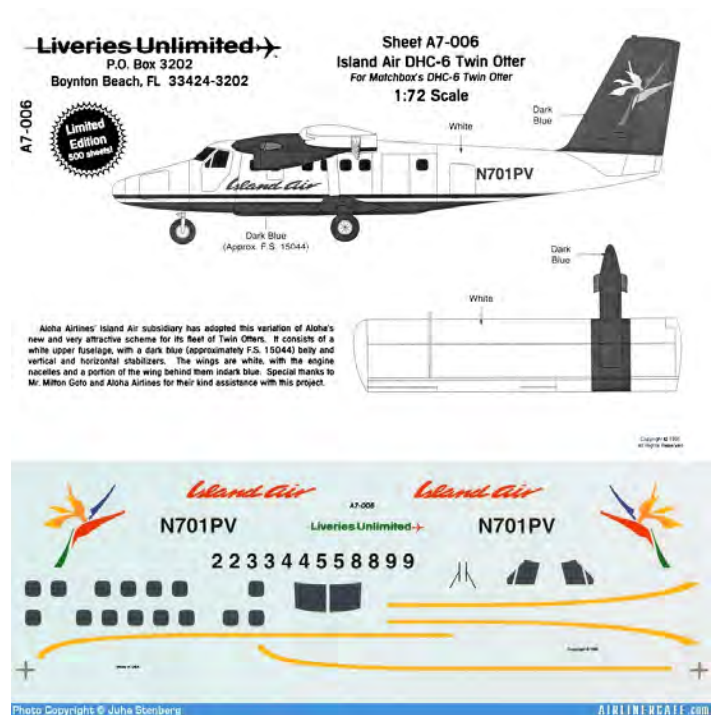
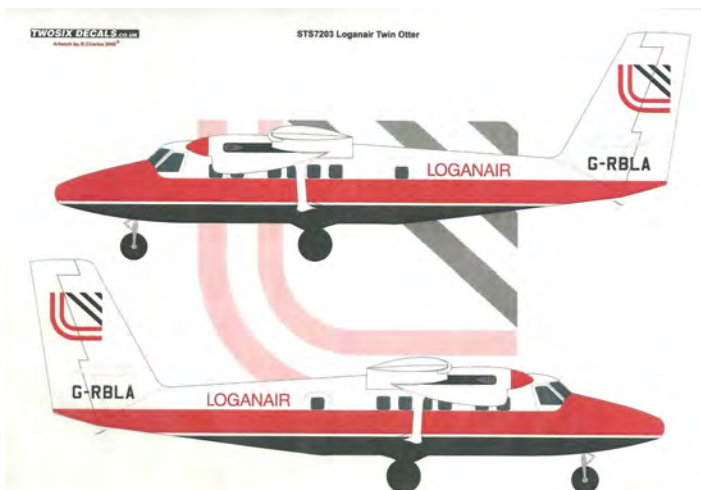


Loganair route map Loganair website





Loganair Decal and Instructions Author



Flybe Twin Otter Bernd Sturm Airliners.net

Island Air Decal AirlinerCafe.com

# Airline Mini Models

## The Douglas DC-8

By George Shannon • Geraho@aol.com

Greetings! This time we are looking into the world of the Douglas DC-8 mini models. The standard DC-8 or DC-8-50 models are all the same size, 3" long and wingspan of 3" and made of gray plastic.

Some of these were airline give-a-ways and some were Douglas made sales samples. The difference between them is the lettering which was either raised or indented or just stamped on.

Here is a list of the markings and lettering type:

NAL blue letters, United small blue letters with indented DC-8 under the wing, United with indented letters, United indented letters with DC-8 Jet Mainliner under the wing, TCA with indented letters with DC-8 and made in Canada under the wing, Air Canada with raised letters with DC-8 and made in Canada under the wing.

Then there are some blank ones with nothing on them and with indented DC-8 under the wing. (Figures 1, 2, 3 and 4)

There might be more of them out there but who knows.

Next comes the Super DC-8 which is 3 1/2" long and has a wingspan of 2 7/8" and was made in white plastic. Only two versions of these models were made as airline give-a-ways. Delta with Super DC-8 in black indented letters and Finnair DC-8-62 in blue letters. (Figures 5 & 6)

Well that's all for this time and remember to send me your information so that I can complete a master list of aircraft and airlines. Take care and Happy Holidays to all! Cheers!

George Shannon



*Fig. 1*



*Fig. 4*



*Fig. 2*



*Fig. 5*



*Fig. 3*



*Fig. 6*



# Airmail Etiquettes

## U.S. Regional & Local Airlines

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

There are quite a number of airlines that could be considered local or regional in the U.S. I can only show a few of them here which I will do in chronological order.

Colonial Air Transport Inc. began flights from New York to Boston in 1926 until she merged with American in 1930. This label in the 1928 cover is interesting in that it promotes the new 10¢ per ½ oz. rate to anywhere in the U.S. It went by surface from Lexington Ken. to New York at the 2¢ rates and then, for the extra 10¢, by air from New York to Boston and on to Malden Mass. (Figure 1)

In 1927, Alfred Frank founded National Parks Airways serving Salt Lake City, Ogden, Pocatello, Butte, Helena and Great Falls. He added Idaho Falls and W. Yellowstone. NPA merged with Western Airlines in 1937. (Figure 2) The cover shown is an Official envelope that required no surface postage but did require postage for any other service. In this case, the airmail rate was 5¢.

Arthur Hanford Jr. and his Hanford Airlines offered charter service from Sioux City Iowa (his headquarters) to Omaha, Minneapolis and Bismarck, expanding somewhat in 1934. The airline was renamed Mid-Continent in 1938 and merged with Braniff in 1952. (Figure 3)

One of the more colorful characters was Alaskan Bush Pilot Harold Gillam who initially flew a route from Cordova to Copper Center in the early 1930s. He moved his headquarters to Fairbanks and flew many Alaskan routes between 1935 and 1943. (Figure 4)

Pacific Seacoast Air Lines, founded in 1932, moved its headquarters to Memphis in 1935 and changed its name to Chicago & Southern Air Lines. International flights began in 1950 and she merged with Delta in 1953. (Figure 5)

Clifford Ball began operating between Pittsburgh and Cleveland in 1926. He sold in 1930 and the name was changed to Pennsylvania-Central Airlines adding a route between Pittsburgh and Chicago in 1938. Her name changed to Capital in 1948. In the 1950s, she was the 5th largest carrier in the U.S, eventually merging with United in 1961. (Figure 6)

1939 saw the first airline to be authorized for "local service" by the Civil Aeronautics Board. This was Essair, the forerunner of Pioneer (1946) who merged with Continental in 1955. (Figure 7) This particular etiquette was only recently discovered.

One thing that can be noted from the above is that these small airlines never survived in their original form. By the 1960s, for the most part they were a memory, at least as far as airmail etiquettes were concerned.



Fig. 1

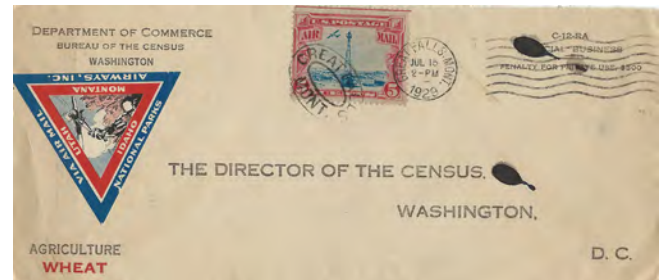


Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7

# Playing Cards

Playing Cards featuring Regional and Commuter Aircraft

By Fred Chan • flyinghigh@olympus.net



Fig. 1

For this column, we also face the same difficulties in finding cards that feature the aircraft that some of these carriers have used in their playing cards. However, the aircraft that I have found on these cards represent some of the most unusual types.

Probably the rarest of all the cards from a small airline are the decks showing a Beech 18 (aka Twin Beech) issued in the 1940s

In previous columns on regional airlines (Summer, 2013) and charter carriers (Fall, 2014), I commented on the difficulty of keeping track of playing cards issued by these companies. The reasons are that there are many more of these carriers than there are major airlines and they distribute fewer cards because they serve smaller markets. Also, they have much shorter flight segments, so there is a lesser need to provide inflight entertainment.

by All American Aviation (Figure 1), the predecessor of Allegheny Airlines, USAir, and USAirways.

Another predecessor of Allegheny, Mohawk Airlines, also displayed its aircraft prominently on its cards – first with the Fairchild Hiller F227 (Figure 2) and then with the BAC-111 (Figure 3).

Aircraft manufactured in Canada are quite popular among the regional and commuter carriers. The land-version of the DeHaviland Canada (DHC) Twin Otter has been shown on the cards from Air Wisconsin (Figure 4) while the float-version has appeared on TransMaldivian's cards (Figure 5). DHC's single engine Beaver is featured on Kenmore Air's 50th Anniversary issue (Figure 6).

More Canadian made aircraft have also appeared on other card designs – Bombardier's Dash Q8-300 on Maldivian's elliptically shaped cards (Figure 7) and DHC's Dove on another issue from Air Wisconsin (Figure 8).

Air Wisconsin has also shown its largest aircraft, the BAe-146, on its cards (Figure 9) as has Makung Airlines in Taiwan (Figure 10) before it became part of EVA Air.



Fig. 7



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 8



Fig. 9



Fig. 10



# Wings

## Regional and Commuter Carriers

By Charlie Dolan • wingcobda@yahoo.com

This topic offered the chance to include a large number of carriers. The short range of regional carriers almost pre-ordained the creation of many small carriers to bring travelers to larger airports to join their longer range flights or to bring business people from the more remote suburbs to the cities where the company headquarters were located. Many of these airlines had fewer than ten aircraft and generally carried fewer than fifty passengers.

Because I spent many years in Montreal, I have accumulated several sets of insignia from that part of the world, but I have also included items from smaller carriers identified as “regional” based on the size of their fleets and the range of their routes. As I try to do when selecting images for the articles, I have chosen insignia which have not previously been featured, or had they been, our failing memories will not pick up on that detail.

The Air Florida Commuter wing is that of National Commuter Airlines. Although they were not directly related to the major National Airlines (NA), their aircraft were painted in similar livery and their crew wings were a whimsical take-off on the National “Sun King”. Many years ago, Dick Koran had featured this wing in his “Help, Help” box at the end of his article, requesting identification. National Commuter Airlines was one of many smaller carriers, such as Air Miami, Marco Island, Florida Airlines, Pompano Airlines and Key Air, used to bring folks to connect to Air Florida’s major routes.

As another interesting coincidence, the Altair Airlines set came about from a chance meeting at Dorval Airport with an Altair captain who had come to Montreal for DC-9 training at Air Canada’s simulator facility. As I assume to be normal procedure, crews from other carriers were scheduled to use the Air Canada equipment on “red eye” flight. The AC crews got to learn on less beastly schedules. The Altair cap badge was one on my first acquisitions back in 1982.

While researching this article I came across images of a Nord 262, N486A in the liveries of Altair, National Commuter, and Pompano Airlines. It would be interesting to find out how many cycles that aircraft performed.

Druk Air, of Bhutan, has a small fleet of five aircraft and would have been a perfect fit for my column in Vol. 25, No. 4, 2000/2001 which featured the colorful or ornate insignia of small carriers. Nestled in the Himalayas, the airports into which Druk Air operates present quite a few challenges.

I had seen the Lockheed Electras operated by Northwest Territorial on the ramp at Dorval Airport many times in the 1980s, but I was unable to secure their insignia until very recently.

Regionair was a Quebec carrier which had been known through 1981 as Northern Wings Ltd. (Les Ailes du Nord Ltee.) Quebecair

integrated the carrier into their system in 1981 but had acquired Regionair in 1965.

Royal Nepal Airlines Corporation has a history going back to 1958. I have the wing insignia and a uniform hat with the badge attached. The face in the center of the cap badge is not the friendliest and I hope the cabin staff do not emulate his attitude.

The SAS Commuter insignia look great with the silver wings outlined in gold. They operated between 1998 and 2004, when their operations were integrated into the main SAS system.

It may have been a stretch to include Silk Air in the article because some of their routes extend to six hours in length. The carrier is a subsidiary of Singapore Airlines.

TAG Airlines was also known as Taxi Air Group. This was a true commuter airline operating in the Detroit area to bring passengers into the downtown airport. It suffered a fatal crash into Lake Erie in 1970 and that resulted in the cessation of operations.

Union of Burma Airways is purported to be the first air carrier to have been the subject of a hijacking. A DC-3 was taken over by members of the Karen National Defense Forces and forced to land on a beach after a planned landing strip had not been completed on time. A large amount of cash, which was on board’ was taken and the aircraft and crew were released. Censorship prevented the release of this information until 2014. Reportedly, there is a movie in the works.



Air Florida Commuter  
National Commuter Airlines 1982-1984.

Part of Air Florida’s regional feeder network. Although not connected with the major carrier National Airlines (NA), its aircraft had similar livery and the pilot wings were a whimsical representation of NA’s Sun King.

The wing is polished brass with clutch back and lacks any hallmark.



Altair Airlines • AK • 1967-1982

The Altair insignia are of polished silver metal with medium blue and black enamel. The wing has two screw posts and lacks a hallmark. Altair's cap badge has a single screw post and two positioning pins. It also lacks any hallmark.



Northwest Territorial (now part of First Air)

The wing is of gold color metal with a brushed finish. The design at the top of the wing is of red and white enamel. The letters are black enamel inside raised polished metal. The wing is clutch back and is not hallmarked.

The cap badge is of similar color and texture gold metal. The center design is of white and red enamel. As the wing, the letters are of black enamel inside raised, polished gold color metal. The badge has a single screw post and one positioning pin. No hallmark.



Druk Air KB • DRK • 1983-present

Backing up my theory that the smaller the fleet of the carrier, the more impressive are the insignia. This flag carrier of Bhutan has a fleet of five aircraft.

The wing is polished gold color metal on a black fabric backing. It is pin back and quite thick compared to the metal of the cap badge. There is no hallmark.

The cap badge is quite wide, 4.25 inches across, and is a stamping of thin gold color metal. The detailing of the two dragons and the feathers is quite fine. The badge has a single screw post and two positioning pins. There is no hallmark.



Regionair

This wing is of textured and polished gold color metal. The design in the center disc is of black enamel. The wing has two screw posts and lacks any hallmark.



Royal Nepal Airlines Company • RA • RNA • 1958 – present

The cap badge is of polished gold color metal. It has two lugs through which a split pin passes to attach it to the cap. There is no hallmark.



The wing is of gold color metal and is pin back. It is hallmarked “A E NEW DELHI”.



SAS Commuter Airlines • SK • SAS • 1998 – 2004  
absorbed into SAS

The wing is of finely detailed silver and gold color metal. It has a single screw post and lacks a hallmark.

The cap badge is of silver color metal with the outside edges plated gold. The crests of Sweden, Norway and Denmark are of light blue, yellow, white, red and dark blue enamel. The center disc is attached to the main part of the badge with two flat tabs. Two lugs through which a split pin passes attaches the badge to the hat. There is no hallmark.



Silk Air MI • SLK • 1992 – present

The wing is polished brass with a central shield of dark blue and turquoise and a white bird figure. There is no hallmark and the wing has two lugs with a split pin to attach to the jacket.

The cap badge is the sew on variety made of gold bullion thread on black material.



TAG Airlines (Taxi Air Group) • 1957 – 1970

The wing which is similar to the U S Navy wing is polished gold color metal. The central oval has a textured finish and the letters T A G are in dark blue enamel. The wing is clutch back and is hallmarked “GEMSCO N.Y.” 1/20 10k G.F.

The cap badge is based on brush finished gold color metal with light blue, grey-blue and dark blue enamel. The badge has a single screw post and one positioning pin. There is no hallmark.



Union of Burma Airlines • UB • UBA • 1948 – present  
Now Myanmar National Airlines

The wing is polished brass color metal with a textured surface behind the stars in the center. It is pin back with no hallmark.

The cap badge is of the sew-on variety with gold bullion thread on a black background. The circle behind the stars is of dark blue color fabric.

# Junior Wings

## The World's Regional & Commuter Aircraft

The World's Regional & Commuter Aircraft are well represented in junior wings. Dozens of regional airlines have issued junior wings. Some date back to piston props, while others operated more modern turboprop and turbojet equipment.



Air Florida Commuter "Sun Shuttle" (FLA-02)



Denali Air (DEN-02)



Gulfstream International (undesignated)



Comair Delta Connection (undesignated)



Era Aviation (ERH-01)



Aspen Mountain Air (LSS-01)



Conquest Airlines (CAC-01)

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



Pilgrim Air Service (PMT-01)



Rio Airlines (RIO-01).

## New Finds



Silver Airways



Bar Harbor



AeroMexico

A few "new finds" to pass along. Thank you to the follow WAHS members for identifying several new wings. Bill Pero obtained a new wing from Silver Airways, a Saab 340 EAS operator. Bryan Mellon discovered a junior wing pin from Bar Harbor Airlines, a name that disappeared many years ago. Finally, Jose Gonzales found 2 new issue wings from Aeromexico. The top wing is grey and black with a single pin. The lower wing is white and black with 2 pins. Both wings are made of a soft, flexible rubber material, similar to their previous issued junior wings.

Keep on Collecting!  
Lane



# Flying Stamps

## Commuter Aircraft from Around the World

By Jim Edwards •

Over the years, a number of countries have issued postal stamps featuring commuter airlines and aircraft. Enjoy this selection from our collection!



The Caribbean nation of St. Lucia issued a set of stamps to honor the 50th anniversary of LIAT, the regional carrier. We have an HS-748 and DHC-8 displayed here.



Also from the Caribbean, Anguilla's 2006 set of historical aircraft featuring a Winair DHC-6 Twin Otter.



In 1994, St. Vincent issued this stamp with an Air Martinique Do-228 in honor of the 50th anniversary of I.C.A.O. (International Civil Aviation Organization).



Going to the other side of the world, the Marshall Islands in the Pacific issued a set of stamps featuring 'Classic Aircraft' in 2001 which included Scotland's Loganair DHC-6 Twin Otter.

From Guernsey, we have a block of stamps issued in 2001 in recognition of Aurigny Air Services's 40th anniversary as the flag carrier of the Channel Islands.



# Book Review

By Shea Oakley • [ancientskies1@safeaccess.com](mailto:ancientskies1@safeaccess.com)

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

## **Short-Haul Airliners at Work**

*By Philip Handleman*

*Motorbooks International, 1998*

*ISBN 0-7603-0576-5*

*112 Pages*

I have never felt a deep affinity for regional and commuter aircraft. My tendency, as I suspect is the case with many airliner enthusiasts, is to be drawn towards “heavy metal”; the larger jets that ply the major air routes of the world. That said the airplanes represented in Handleman’s photo-book do possess qualities which give them a certain universal appeal for anyone who is fascinated by commercial aviation.

I think this is particularly true for the smaller turbo-prop types. The Dash-8’s and Brasilia’s of the world allow the opportunity for students of airline history who are too young to remember the “golden age” of propellers to catch a little of the flavor of those earlier days. Flying in choppy air at 8,000 feet in a small cabin while watching silver props spin outside your window is a much more “primal” aviation experience than riding in the center seat of a 21st century wide body at five times the altitude.

Whatever the reason for, and degree of, their appeal the fact is that not a lot of books have been written about this kind of equipment, or even about the regional and commuter airline industry as a whole. That became evident when I was researching what book to review for this issue of the Log. It pretty much came down to this volume or the one general history of these types of carriers that is available, an exhaustive 350 some-odd page work by the late R.E.G. Davies. Not wanting to wade into so large a book Short-Haul Airliners at Work became the obvious choice for this occasionally lazy book review editor.

As mentioned this is a “photo-book” which means there are only two full pages of solid text followed by a lot of captions under the all-color images of what types were flying the shorter routes in 1998. The photographs themselves are engaging enough. My major beef with them relates to the fact that the author’s long list of acknowledgements reveal that he had a lot of friends in the P.R. departments of the various carriers depicted. Therefore it is no surprise that the air-to-air shots which predominate are the kind you find on airline or airframe manufacturer-issued publicity handouts. There would appear to be very little “enthusiast photography” and therefore some of the pictures look a bit alike, especially in the way the subject aircraft are posed.

On a more positive note most of the regional and commuter airliners we are flying in today are present (or virtually present) because they were either already in service in the late 1990’s or were the basis for what is currently extant. A prime example of this is the De Havilland Canada Dash-8 which has since “morphed” into the much larger and more advanced Bombardier Q-400. You will not find the Q-400 here but you will find a number of shots of its earlier ancestor, an aircraft that I still regularly see overflying Northern New Jersey air space. So despite the book’s age it does not seem terribly dated.

To sum up, Short-Haul Airliners at Work is an attractive, coffee-table sized photo-montage that does a good, if not fantastic, job of visually covering aircraft that range from the Cessna 402 to the Fokker F-100. If you are among those who take a special interest in this segment of the aircraft and airline industry you might want to consider purchasing a copy.

Availability: Used copies can be found on Alibris.com starting just under \$10. Copies can also sometimes be found at airline collectibles shows held around the nation.

**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](http://WorldAirlineNews.com)**

**AG**

**AirlinersGallery.com**



# 2016 AIRLINERS INTERNATIONAL JULY 20-24

40  
YEARS

HILTON NEW ORLEANS AIRPORT



# MSY

OVER 175 TABLES  
OF THE WORLD'S FINEST  
AIRLINE COLLECTIBLES

## www.AI2016MSY.com

### PROPOSED TOURS FOR REGISTRANTS

MSY Ramp Tour

Flight seeing over New Orleans

Original MSY Lakefront Airport,  
(Shushan) Art Deco Bldg.

Louisiana Aviation Museum

French Quarter/Bourbon Street

Mississippi River Plantation Homes

Swamp Tours

Stennis Space Center

Airbus F. A. (Mobile)

July 20 - 24, 2016

**HILTON NEW ORLEANS AIRPORT**

300 FEET FROM MSY TERMINAL

INCREDIBLE \$79 ROOM RATE

VALID JULY 19TH TO 24TH

INCLUDES FREE WIFI

24 HOUR FREE AIRPORT SHUTTLE

# 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.

## **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>.

## **2016 USA AVIATION SLIDE EVENT**

Friday and Saturday March 4-5, 2016. La Quinta Inn and Suites, Tucson Airport - Tucson Arizona. Two days of commercial and military photography slide trading and selling. Possible tours available to a number of aviation venues in the area including Pinal Air Park, Pima Museum, and Avra Valley. \$15.00 covers both days. To be put on the update mailing list, please contact Joe Fernandez at ( fernandezimaging@gmail.com ) or ( n314as@yahoo.com ). You can also visit us on Facebook. For hotel reservations, please call 520-573-3333. Location is next to Tucson International Airport making it easy access to the event.

## **SAN FRANCISCO AIRLINE COLLECTIBLE SHOW**

Saturday, March 5, 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](http://www.SFOairlineshow.com)

## **DALLAS AIRLINE COLLECTIBLE SHOW**

Saturday, April 2, 2016. NEW LOCATION. Courtyard & TownePlace Suites DFW Airport North/Grapevine, 2200 Bass Pro Court, Grapevine, TX 76051. Show Hours: 9am until 3pm. For more information, please contact Duane Young, [jetduane@att.net](mailto:jetduane@att.net) or phone +1 (504) 458- 7106.

## **DETROIT AVIATION and AIRLINE COLLECTIBLES SHOW**

Saturday, April 9, 2016. Hangar One, west side of Detroit Willow run Airport, 801 Kirk Profit Drive, Ypsilanti, MI. 9am – 4pm. Admission: \$5. Children under age 15 free. Sponsored Yankee Air Museum and Detroit Wayne County Airport Authority. For more information, [www.DetroitAviationShow.com](http://www.DetroitAviationShow.com) or call Yankee Air Museum, 734-483-4030.

## **CHICAGOLAND AIRLINE COLLECTIBLE SHOW**

Saturday, April 30, 2016. 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.

## **AIRLINERS INTERNATIONAL 2016**

Thursday – Saturday, July 21-23, 2016. New Orleans, LA. Hilton New Orleans Airport Hotel. Special show rate of \$79/night – limited availability. See our website for complete information: [www.AI2016MSY.com](http://www.AI2016MSY.com). Phone: 504-458-7106 (USA Central Time), General Informational e-mail: [info@ai2016MSY.com](mailto:info@ai2016MSY.com), or AI2016MSYL, PO Box 101, Covington, LA 70434 USA.

## **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](http://www.SFOairlineshow.com)

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



Florida Airlines Martin 404, CN 14102, N145S, at Atlanta 1979.  
Photograph via Fernandez Imaging Slide Collection.



Apache Airlines Beech C-50 Twin Bonanza, CN CH-138, N3700B, at Phoenix 1966.  
Photograph by Mel Lawrence via Fernandez Imaging Slide Collection.





Bonanza Air Lines Fairchild F-27, CN 38, N747L. Date and location unknown.  
Photograph via Fernandez Imaging Slide Collection.



Allegheny Commuter (Fischer Brothers Aviation) De Havilland DH-114 Heron, CN 2079, N3FB.  
Photograph via Fernandez Imaging Slide Collection.

