

Spring 2016 | Issue 40-4

Our **40th** Anniversary Issue!



# The Captain's Log

The Journal of the Airliners International Association

Airline Collectibles and History for the Aviation Enthusiast



VARIG Boeing 767-341/ER, PT-VOL, MSN 24844, at Miami.  
Photograph by Joe Fernandez.



TAM Brazil A330-203, PT-MVH, MSN 477, at Miami. Photograph by Joe Fernandez.



# 40th Anniversary Issue

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On the front cover:  
American Airlines A300 and American  
Eagle ATR-72 at Miami. Photograph by Joe  
Fernandez.

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# WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airliners International  
Association

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

Membership in the Society includes a free subscription to The Captain's Log (the Society's educational journal published in July, October, January and April), priority vendor table selection at the Society's annual Airliners International<sup>SM</sup> 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 • cslimmer@earthlink.net  
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## Fellow WAHS members,

Welcome to the commemorative final printed issue of the Captain's Log, a look back at the first 40 years of the World Airline Historical Society.

As I wrote last issue, we are adapting to the changing times and going 100% electronic. All of our airline collectibles history and news will be available in the new WAHS website and email blog. Access to all of this content and more will be available thru our new free and premium membership levels. Life members will receive a lifetime premium membership. And the WAHS will continue to organize the yearly Airliners International shows, more about AI 2016 and AI 2017 below.

Soon to be debuted is the new WAHS website, with access to all of our current collectible articles, access to the archives of all past issues of the Captain's log, "Ask The Experts", "Trading Post" and much more. If you have been receiving our Airliners International email updates, you are already registered. When the website is ready, we will send out email and snail mail to let all of you know!

## Airliners International 2016 MSY,

Thanks to all that have booked multiple sets of room blocks at the Hilton MSY, the hotel is SOLD OUT for AI 2016 MSY! There are still rooms available at other close by hotels. Tours are now listed on the website, including two trips over to Mobile AL to see the new Airbus manufacturing facility! All of the tour booking info is at [www.AI2016MSY.COM](http://www.AI2016MSY.COM)

## Airliners International 2017 DEN,

The Board of Directors of the WAHS has voted unanimously to accept the proposal of holding our 2017 show in Denver Colorado USA! Dates for the show are June 14-17 2017. Our show host hotel is the Crowne Plaza DEN, located at the west end of Pena Blvd, the access highway to Denver International Airport. Proposed tours include the Frontier and United maintenance facilities, DEN ramp tours, and much more. AI 2017 DEN will be represented by the Show Chairman Steve Maddux in New Orleans. He will have all

show information and tables sales, and hotel booking will be available.

## Notice of WAHS 2016 Annual Membership Meeting and Certain Director and Officer Elections

The 2016 annual membership meeting of WAHS will take place on Saturday July 23, 2016, 7:30AM, at the Hilton New Orleans Airport hotel, the site of the Airliners International 2016 MSY convention. At this meeting one Board of Directors member-at-large position, and two WAHS officer positions (Secretary and Treasurer, each of whom automatically becomes a member of the WAHS Board of Directors), will be up for nomination and vote.

Enclosed with this issue of the Captain's Log is a notice of such meeting with explanation and a form of Ballot so you can vote on such elections. It is important that you vote and, regardless of whether you plan to attend the meeting, we urge you to submit your Ballot by e-mail or regular mail in advance. If you attend the meeting in person and want to change your previously submitted Ballot, you will be able to do so.

Thanks to ALL OF YOU for supporting the World Airline Historical Society over the last 40 years! Although the Captain's Log will no longer be issued in hard copy, the Log and the Society are here to stay.

Chris Slimmer  
WAHS President

WAHS mourns the passing of former board member, treasurer, and long time supporter Jay E. Prall on June 5, 2016.

Jay also hosted Airliners International 2011 in Portland, OR. We will have more information available on our website. Our condolences, thoughts and prayers go out to Kathy Prall and family.



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

# Airline Timetables

Looking Back, Looking Forward

By David Keller • dkeller@airlinetimetables.com

1975. The average American family didn't have mobile phones, computers or internet service, and TV options consisted of the handful of local stations nearby. Except for a few visionaries, we wouldn't have been able to imagine the digitally connected world of today.

Most commercial jetliners were manufactured in the US, with DC-9s, 737s and 727s (especially 727s!) just about everywhere. You could walk up to a ticket counter in nearly any airport or ticket office and come away with a printed timetable for your efforts. And the first issue of Captain's Log was distributed by the World Airline Hobby Club (WAHC).

All fares and route authority in the US had to be approved by the Civil Aeronautics Board (CAB). Fares generally fell into a few basic categories (Coach, First Class, etc.) and (with some limited exceptions) did not differ between carriers. It also wasn't possible to fly nonstop between certain cities, such as between Denver and Atlanta (which even then were two of the nation's busiest airports).

The 11 trunk and 8 local airlines typically operated with load factors that hovered around 50%. And it was possible to book a multi-stop flight in many markets.

The cover of the illustrated Delta timetable dated October 26, 1975, shows the airline's special bicentennial logo. [Fig. 1] Later issues (e.g., March 1, 1976) depicted the widget with stars and stripes overlaid on it, which was the design that was applied to the

logo near the forward door on Delta's fleet. [Fig. 2] The itinerary section finds the workhorse DC-9s operating a number of multi-stop flights with as many as 9 segments.

American Airlines' October 26, 1975 timetable shows another feature that disappeared shortly thereafter; fares for each route. While some routes only display the traditional Coach, Night Coach, First Class, and Deluxe Night Coach fares, others show various Excursion fares, which were an early step that would lead to the proliferation of fares in existence today. [Fig. 3]

For those not in a hurry, Frontier Airlines' June 1, 1976 timetable offered a leisurely five stop itinerary between Dallas and Memphis, which required just over 4 1/2 hours. This timetable also shows Frontier's pending route applications, including the coveted Denver/Atlanta service. [Fig. 4]

While the trunk carriers operated all-jet fleets, each of the local carriers had a fleet of propeller aircraft to serve smaller communities. While in most cases that meant turboprops, Southern Airways bucked the trend by keeping a fleet of piston-powered Martin 404s in service. The March 1, 1975 timetable shows service from Atlanta, with the Martins identified by 800-series flight numbers. [Fig. 5]

By the mid-1970's, the local carriers were eager to dispose of their remaining propeller aircraft, and in order to do so, often collaborated with commuter airlines to take over routes that were not suitable for larger pure-jet equipment. (In other cases, commuter airlines jumped in on their own to fill perceived voids in service.)

The result was a large number of commuter airlines being formed in the late 1970's and early 1980's.

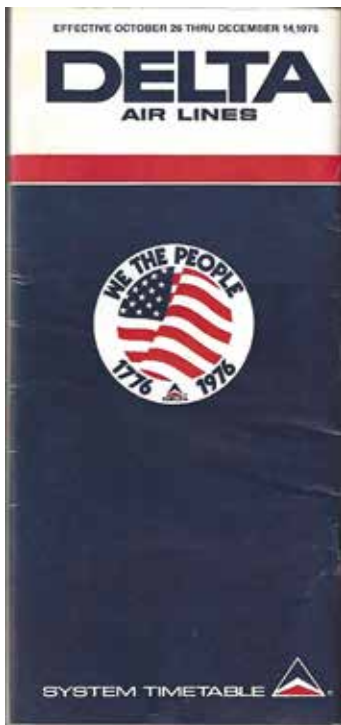


Fig. 1

Fig. 2

Many failed in short order, the most drastic example being Sunair in Florida which reportedly only operated a single flight. The timetable dated January 15, 1981, shows that service was planned for 15 Florida cities. [Fig. 6]

Other commuter airlines achieved much greater success. Horizon Airlines began service from Seattle to Yakima on September 1, 1981. The airline was able to capitalize on opportunities that arose when competitors abandoned markets (or went out of business), and was later able to establish a relationship with Alaska Airlines which is still in effect to this day. [Fig. 7]

In late 1978, the US airline industry was turned on its head with the passage of the Airline Deregulation Act. This allowed airlines far more freedom to set their own fares and enter new markets. Initially, carriers were allowed to apply for “dormant” route authority, (i.e., authority being held by other airlines but not being operated). In addition they were allowed free entry into a single market of their choosing.

Recipients of new route authority had a relatively short time frame in which to start service, or risk losing that authority. This meant that many new routes were opened in late 1978 and early 1979, and were often promoted on the timetables.

Ozark and North Central both issued timetables dated December 15, 1978, which trumpeted new service to highly sought after markets, most notably, Florida. On this date, Ozark began serving 4 Florida cities, while North Central added 5. [Fig. 8] [Fig. 9]

Some airlines were cautious, only adding a small number of routes and new destinations. Continental’s timetable dated January 15, 1979 shows Washington D.C. as the only destination added by the carrier. [Fig. 10] National Airlines added San Juan and Seattle, with both being promoted in the March 2, 1979 timetable. [Fig. 11]

On the other hand, there was Braniff International Airways which threw caution to the wind. They camped out at the CAB to be first in line when applications were being accepted for dormant routes. Their December 15, 1978 timetable shows 30 new routes being operated, and 15 cities added to the network. It was a go-for-broke strategy, and succeeded in bankrupting the airline less than 3 ½ years later. [Fig. 12]

Another facet of Deregulation was the certification of new carriers for scheduled service. The first to take advantage of this were the supplemental airlines, which already had fleets and staff available. World, Capitol and Trans International were all operating scheduled services by the summer of 1979.

World Airways wasted no time transitioning to scheduled service. The timetable dated April 12, 1979 shows daily flights being operated between Newark and Los Angeles, with continuing service to Baltimore and Oakland. [Fig. 13]

The first brand-new startup was Midway Airlines. The timetable dated October 31, 1979 shows new service from Chicago’s then under-utilized Midway Airport to Cleveland, Detroit and Kansas City. Prior to that point, service to Midway Airport consisted of a handful of lightly-loaded flights. Within a few years, Midway Airlines had built the airport into a busy hub, attracting millions of passengers and numerous airlines. [Fig. 14]

The floodgates were opened, and many new airlines were proposed in the next few years. Some never made it off paper, and others never got into the air. And of those that did, most only lasted a few years, some, only months.

So many new airlines were being created, that the traditional 2 letter airline codes were being used up. At first, duplicate codes were assigned to scheduled airlines which had previously been assigned to airlines not offering scheduled services. Then, in 1981, airline codes began to appear which had numeric digits to increase the number of possible codes and alleviate the problem.

Best Airlines began service in 1982, and the timetable dated September 13, 1982 shows 2 aircraft operating to 10 destinations. Best may have been the most mobile airline ever, as it seemed that they dropped destinations and added new ones with almost every new timetable. Operations ceased in late 1985. [Fig. 15]

New Orleans-based Pride Air enjoyed a much shorter run. The inaugural timetable dated August 1, 1985 features service to 15 destinations, as the carrier attempted to establish a hub on the Gulf Coast. Only one additional timetable was issued (on October 1) before operations were halted in mid-November. [Fig. 16]

By the mid-1980’s, the tide turned, and the number of airlines operating in the US began dropping. One reason was that most of the new entrants failed rather quickly, as previously mentioned.



Fig. 3

Line	Arrival	Flight	Class	Week	Days	Operations
<b>NEW YORK/NEWARK (ET) Cont'd</b>						
<b>TO SYRACUSE (ET) # 844-01-02-03</b>						
1234A	8:55A	807	737N-DUP	W	1	1
1234B	1:30P	871	737N-DUP	W	1	1
1234C	8:25P	86	737N-DUP	W	1	1
1234D	7:15A	827	737N-DUP	W	1	1
<b>TO TORONTO (ET) # 825-01-02-03-04-05-06-07-08</b>						
1100A	8:15A	725	737N-DUP	W	1	1
1100B	11:15A	246	737N-DUP	W	1	1
1100C	2:15P	274	737N-DUP	W	1	1
1100D	2:30P	293	737N-DUP	W	1	1
1100E	5:30P	587	737N-DUP	W	1	1
1100F	8:45P	384	737N-DUP	W	1	1
1100G	8:45P	384	737N-DUP	W	1	1
1100H	10:45P	588	737N-DUP	W	1	1
<b>TO TUCSON (MT) # 825-01-02-03-04-05-06-07-08</b>						
1150A	12:45P	88-075	737N-DUP	W	1	1
1150B	12:45P	225-045	737N-DUP	W	1	1
1150C	1:55P	122	737N-DUP	W	1	1
1150D	4:15P	373-031	737N-DUP	W	1	1
1150E	4:15P	221	737N-DUP	W	1	1
1150F	8:45P	314-288	737N-DUP	W	1	1
1150G	8:45P	175	737N-DUP	W	1	1
1150H	8:55P	877-019	737N-DUP	W	1	1
1150I	8:55P	187	737N-DUP	W	1	1
1150J	10:55P	318-81	737N-DUP	W	1	1
1150K	10:55P	227-088	737N-DUP	W	1	1
1150L	10:55P	227-088	737N-DUP	W	1	1
1150M	11:20P	101-288	737N-DUP	W	1	1
1150N	11:20P	289	737N-DUP	W	1	1
1150O	8:15A	388-021	737N-DUP	W	1	1
1150P	8:15A	388-021	737N-DUP	W	1	1
1150Q	1:15P	285-021	737N-DUP	W	1	1
1150R	1:15P	89-021	737N-DUP	W	1	1
<b>TO TULSA (CT) # 825-01-02-03-04-05-06-07-08</b>						
1170A	10:45A	489	737N-DUP	W	1	1
1170B	2:30P	82-589	737N-DUP	W	1	1
1170C	2:30P	448-223	737N-DUP	W	1	1
1170D	2:30P	181-223	737N-DUP	W	1	1
1170E	2:30P	737-019	737N-DUP	W	1	1
1170F	2:30P	223	737N-DUP	W	1	1
1170G	2:30P	223	737N-DUP	W	1	1
1170H	2:30P	223	737N-DUP	W	1	1
1170I	2:30P	223	737N-DUP	W	1	1
1170J	2:30P	223	737N-DUP	W	1	1
1170K	2:30P	223	737N-DUP	W	1	1
1170L	2:30P	223	737N-DUP	W	1	1
1170M	2:30P	223	737N-DUP	W	1	1
1170N	2:30P	223	737N-DUP	W	1	1
1170O	2:30P	223	737N-DUP	W	1	1
1170P	2:30P	223	737N-DUP	W	1	1
1170Q	2:30P	223	737N-DUP	W	1	1
1170R	2:30P	223	737N-DUP	W	1	1
1170S	2:30P	223	737N-DUP	W	1	1
1170T	2:30P	223	737N-DUP	W	1	1
1170U	2:30P	223	737N-DUP	W	1	1
1170V	2:30P	223	737N-DUP	W	1	1
1170W	2:30P	223	737N-DUP	W	1	1
1170X	2:30P	223	737N-DUP	W	1	1
1170Y	2:30P	223	737N-DUP	W	1	1
1170Z	2:30P	223	737N-DUP	W	1	1
<b>TO WASHINGTON BALTIMORE (ET) # 844-01-02-03-04-05-06-07-08</b>						
1190A	8:15A	817	737N-DUP	W	1	1
1190B	8:15A	882	737N-DUP	W	1	1
1190C	11:15A	440	737N-DUP	W	1	1
1190D	11:15A	228	737N-DUP	W	1	1
1190E	11:15A	35	737N-DUP	W	1	1
1190F	11:15A	485	737N-DUP	W	1	1
1190G	2:45P	211	737N-DUP	W	1	1
1190H	2:45P	389	737N-DUP	W	1	1
1190I	2:45P	294	737N-DUP	W	1	1
1190J	4:25P	171	737N-DUP	W	1	1
1190K	7:25P	811	737N-DUP	W	1	1



Another was that the mainline carriers were establishing code-sharing arrangements with the commuter airlines, to provide a common brand, such as American Eagle or Northwest AirlinK. The advantage to the qualifying airlines cannot be overstated, and those without such agreements found it difficult to compete. Some merged, and most eventually ceased operations, either voluntarily or otherwise.

In the second half of the 1980's a number of major carriers were absorbed through mergers, Air Cal, Ozark, Piedmont, PSA, Republic and Western among them. From a timetable standpoint, some of those carriers disappeared without any mention by the surviving airline.

USAir's timetable dated April 9, 1988 promotes its acquisition of PSA. Perhaps not the best combination from both equipment and route structure viewpoints, most of PSA's routes would be dropped within a few years as Southwest expanded its presence on the West Coast, and USAir dealt with the acquisition of Piedmont. [Fig. 17]

A somewhat scarce timetable (given its recent vintage) is Northwest Airlines' issue dated October 1, 1986. [Fig. 18] This is the only "full" system timetable (showing both direct and connecting flights) that was issued after the merger with Republic Airlines. (There were a few international timetables which did show connections but not all services were included.) Northwest changed to a "Frequent Flyer" format, which contained only direct flights, a format which was eventually adopted by nearly all major airlines in the US.

The early 1990's saw the United States and numerous other coalition members go to war with Iraq. Most airlines struggled with the resulting travel downturn, some went to bankruptcy court, and others failed outright. Midway Airlines became one those casualties in 1991, halting operations after almost 12 years,

and having outlasted dozens of airlines that started service in that period.

By the middle of the decade, business conditions were improving, and the allure of the industry was too tempting for some, resulting in a new round of airline creation. Some created "hub" operations in unlikely places such as Colorado Springs, Reno, and Savannah. Others offered service from under-utilized airports serving large cities, to avoid the congestion and higher costs involved with operating to the more popular stations.

Western Pacific inaugurated service in 1995, with the intention of using Colorado Springs as an alternative to the recently opened Denver International Airport, which was 19 miles further from downtown Denver than Stapleton. Particularly for customers in Denver's southern suburbs, the trip to Colorado Springs was judged to be not much greater than that to the new airport.

The carrier's timetable dated October 29, 1995 shows several of the airline's Logojets, which were essentially flying billboards that the company used as an additional source of revenue. The Colorado Springs hub did not work out, and by 1997, the carrier was exploring a merger with Frontier Airlines and moving its operations to Denver. The merger plans did not materialize, and Western Pacific shut down shortly thereafter. [Fig. 19]

While most of the 1990's-era new entrants suffered the same fate as those from a decade earlier, one survived in an unusual way. Air Tran Airways was a 737 operator based in Orlando. The carrier's August 15, 1994 timetable shows service from Orlando to a half-dozen destinations. [Fig. 20]

Odds are AirTran's story would have ended in bankruptcy like most of the other startups of the period. However, the tragic crash of a Valujet DC-9 in May 1996 while that airline was already

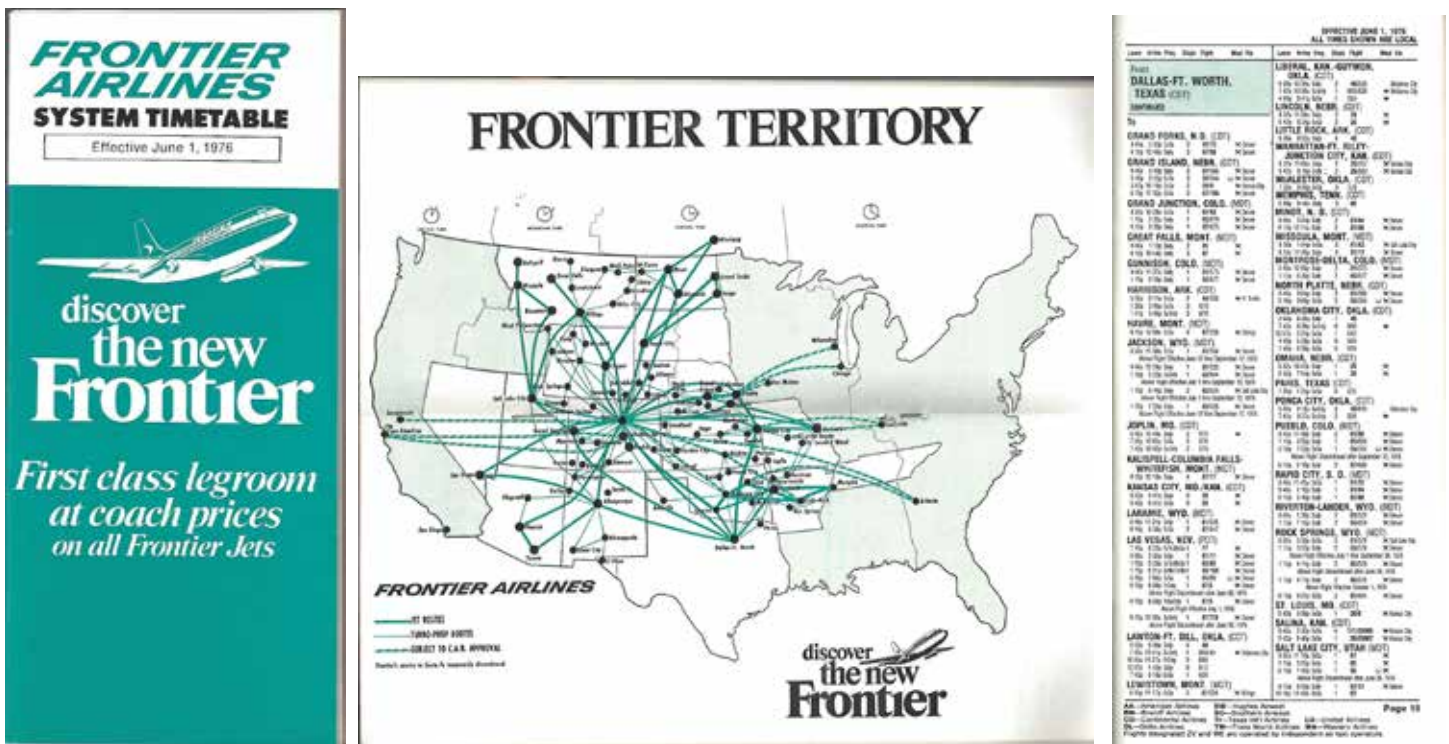


Fig. 4



being investigated for lax safety procedures, led to the carrier's grounding several months later. Desperately needing a way to bury the Valujet name while avoiding the obvious implications of a straight forward name change, the airline purchased AirTran the following year. Despite Valujet being the surviving organization, the AirTran name was retained, and persevered until the completion of the merger with Southwest Airlines in 2014.

The events that unfolded following the terrorist attacks of September 11, 2001 shook the airline industry to its core. A number of the 90's startups failed shortly thereafter, and even most of the major carriers were forced into bankruptcy as cash reserves were depleted.

One of several startups in the 1990's to recycle the names of airlines from the past was Las Vegas-based National Airlines. A struggling 757 operator that never seemed to find its market, National was already in financial difficulty before 9/11, and ceased operations the following year. [Fig. 21]

Another impact of September 11th, was to hasten the phase out of printed timetables. That day was already coming, given the rapid expansion of internet access worldwide. But the financial hardships being faced by the airlines in the post-9/11 world made printed timetables expendable, and most airlines discontinued their printing shortly thereafter.

American Airlines was one of the carriers whose aircraft were used in the attacks, and the few timetables produced afterwards mirrored the mood of the nation, displaying very

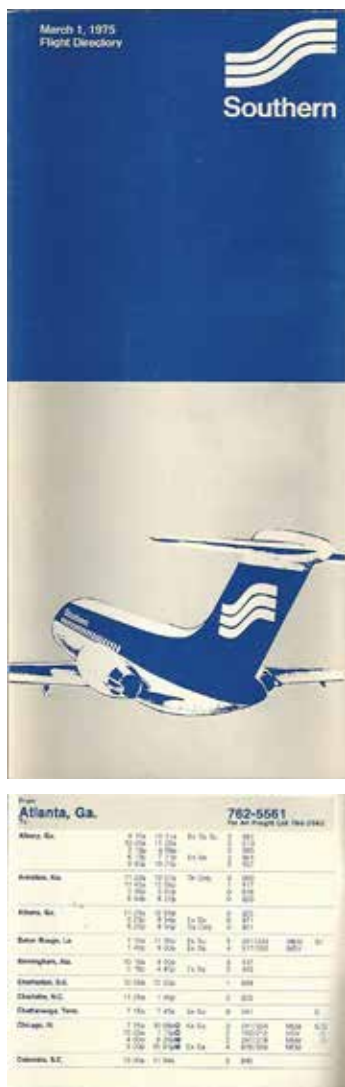


Fig. 5



Fig. 6

somber cover designs as depicted by the January 31, 2002 issue. Their final printed timetable was issued less than a year after 9/11. [Fig. 22]

The last major US airline to issue a printed timetable was Southwest Airlines in 2009. The May 11, 2008 timetable is one of the many "faces" issues that had been the standard since the early 1990's. [Fig. 23]

The years since have been notable for both the "unbundling" of fares and mega-mergers in the industry. The first involves removing items that were previously included in the purchase of a ticket (e.g., snacks, checked luggage, carry ons, advance seat selection), and charging separately for them. This allowed airlines to advertise lower fares, while turning those add-ons into a substantial revenue source.

These ancillary fees now amount to billions of dollars in revenue industry-wide, and the Ultra Low Cost Carriers such as Allegiant and Spirit make a substantial percentage of their total revenue in this manner. Air and seat belts are still included in the basic ticket price ... for now.

The mergers of the past decade have brought the industry very close to the result envisioned by some industry analysts when Deregulation was being considered nearly 40 years ago. Several predicted that the ensuing competitive battles would leave American, Delta and United as the survivors to divvy up most of the US market. (It would have been difficult to predict that a small airline which hadn't yet left the state of Texas would be able to enter the ranks of those well-entrenched carriers.)

While the airline industry in other parts of the world didn't necessarily follow the same timelines as it did in the US, most



areas experienced similar changes. Air service has largely been deregulated and/or liberalized, and the established legacy carriers are struggling to compete with new startup carriers. Additionally, although 9/11 was an attack on the United States, airlines worldwide felt its impact.

2016. The vast majority of folks in the developed world have access to digital content via computers, tablets, phones, or even watches, and have hundreds of TV channels to choose from. Most of us would have difficulty disconnecting from our electronic connections to the world, and find the memory of life without them fading quickly. (Although I do find it a bit annoying that after all the years of finding schedules for my home town, St. Louis, alphabetized as “Saint Louis” in printed timetables, they are now sorted in online schedules by the abbreviated spelling, and appear after San Francisco, Seattle, South Bend, etc.)

European aircraft manufacturer Airbus has wrestled approximately 50% of the commercial jetliner market from the US. Printed timetables would be eligible for the endangered species list (if such items qualified for inclusion), and are inevitably headed for extinction.

Yield management is so specialized it seems each individual seat has its own fare. And that fare can change from one day to the next.

The four remaining major carriers account for the vast majority of passenger miles flown, and do so with planes frequently 90% full with higher seat densities than ever before.

And this year will mark a transition for The Captain’s Log publication of the World Airline Historical Society, which moves

from print to digital distribution. I’m not sure exactly where this journey leads (other than knowing that the images I include in my upcoming articles will be seen in full color rather than black and white), but I’m on board and looking forward.

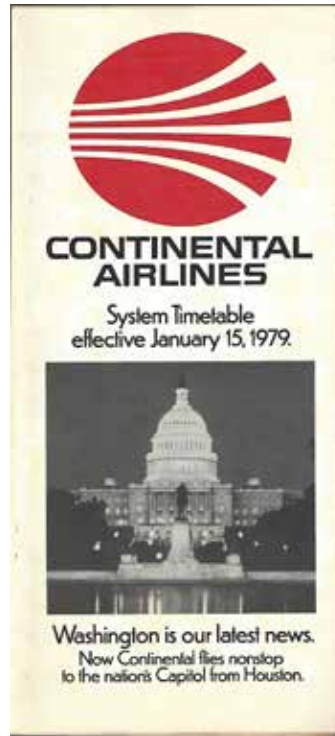


Fig. 10



Fig. 13



Fig. 7

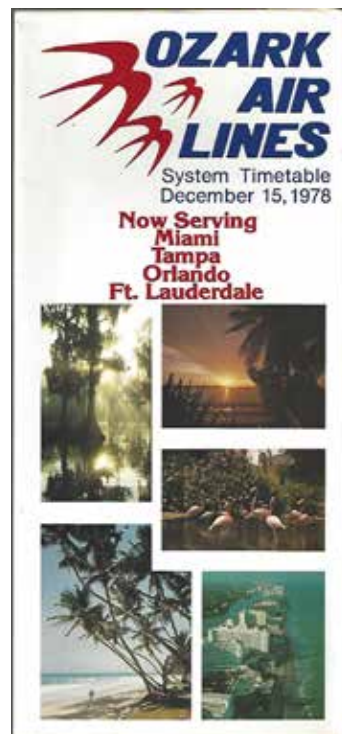



Fig. 8




# NORTH CENTRAL schedule

effective december 15 1978



**... NOW**  
**houston • miami**  
**sarasota • tampa**  
**syracuse • tucson**  
**west palm beach**


# NORTH CENTRAL AIRLINES



## FLY THE NORTH CENTRAL NONSTOPS

Baltimore-Detroit	Chicago-Minneapolis/St. Paul
Boston-Detroit	Cincinnati-Philadelphia
Cincinnati-Milwaukee	Denver-Minneapolis/St. Paul
Columbus-Milwaukee	Fargo/Moorhead-Minneapolis/St. Paul
Dayton-Milwaukee	Grand Forks-Minneapolis/St. Paul
Detroit-Atlanta	Madison-Chicago
Detroit-Milwaukee	Milwaukee-Minneapolis/St. Paul
New York-Milwaukee	Omaha-Minneapolis/St. Paul
Chicago-Rochester	Sioux Falls-Minneapolis/St. Paul
Chicago-Grand Rapids	Toronto-Detroit
Detroit-Sarasota	Detroit-Ft. Lauderdale
Detroit-Houston	Detroit-West Palm Beach
Denver-Tucson	Detroit-Syracuse
Boston-Syracuse	Detroit-Minneapolis/St. Paul
Milwaukee-Tampa	Chicago-West Palm Beach
Milwaukee-Miami	Milwaukee-Philadelphia

Fig. 9



# Pride Air


## INAUGURAL SCHEDULE AUGUST 1, 1985

Fig. 16

# National Airlines

## System Timetable

### Seattle - the newest National city.



EFFECTIVE MARCH 2, 1979

THE BIGGER WE GET, THE BRIGHTER WE SHINE.


# Si, San Juan!



San Juan has not only become a National City, giving us a new gateway to the Caribbean along with Miami, New York, and New Orleans. And on top of that, it's a beautiful city with all the amenities of the Caribbean. From the historic old town to the modern shopping centers and hotels, San Juan has it all. The beaches are beautiful, the food is delicious, and the people are friendly. So why not visit San Juan today? It's a wonderful experience that you won't forget. Call us today for more information. We'll be happy to help you plan your trip to San Juan.

# National Airlines

Fig. 11



# NORTHWEST

Including the routes of Republic Airlines

System Timetable Effective October 1, 1985

Now serving over 130 cities, in 19 countries, on 3 continents.

and 200 additional destinations served by **NORTHWEST AIRLINK**

Fig. 18



# BRANIFF

---

## SCHEDULES

---

### EFFECTIVE DECEMBER 15, 1978

Now! Braniff Service to  
15 new cities throughout  
the U.S.A.  
See pages 29 and 31 inside for details.

Braniff International

Beginning December 15

# BRANIFF'S NEW AIR MAP

**EAST, NORTH, SOUTH AND WEST,  
THESE ARE THE NEW BRANIFF  
CITIES:**

*Albany • Birmingham • Boston • Cleveland •  
Jacksonville • Los Angeles • Milwaukee •  
Oakland • Orlando • Philadelphia • Phoenix •  
Pittsburgh • Sacramento • Salt Lake City •  
Tucson • West Palm Beach*

**WEST, SOUTH, NORTH AND EAST, THESE  
ARE THE CITIES WITH IMPROVED  
BRANIFF SERVICE:**

*Atlanta • Austin • Dallas-Fort Worth •  
Denver • Fort Lauderdale • Houston •  
Kansas City • Las Vegas • Memphis •  
Miami • Nashville • New Orleans • New  
York/Newark • Oklahoma City • Reno/  
Tahoe • San Antonio • Tampa • Tulsa •  
Washington, D.C.*


Braniff proudly announces its first Non-stop and three-  
plane service over 32 new domestic route segments  
involving 16 new cities and improved service to  
20 present cities, all as the first result of the Airline  
Deregulation Act of 1978. With these additions Braniff  
will now serve 54 airports in the U.S.A. Now Denver  
and Memphis become hubs from which the Braniff  
domestic U.S. route system radiates just as at Kansas  
City, Dallas-Fort Worth, Houston and San Antonio. To  
begin service to so many cities at one time is  
unprecedented for any airline in the history of air  
transportation.

**THE BRANIFF JET FLEET IS NEW  
AND EXPANDING.**

Braniff is ready for the new service with a fleet of over  
100 jets, 20 of them placed in service during 1977 and  
1978, 12 scheduled for delivery in 1979 and 22 more on  
order for 1980-81 delivery. The low average age of the  
fleet makes it one of the newest, perhaps the newest  
and therefore the most modern among major U.S.  
airlines. Besides having a growing fleet Braniff for  
some time now has had the flexibility within the fleet to  
add service to new or present cities, even on a semi-  
daily basis as it did recently when awarded the route  
between Reno and Dallas-Fort Worth. This was the  
result in large part of standardizing on jet aircraft for  
each basic type of service. Braniff uses the Boeing 727  
for Mainland U.S.A. and Mexico flights, the large  
range McDonnell Douglas Intercontinental DC-8  
between North and South America, and the Boeing 747  
between Dallas-Fort Worth and London, Dallas-  
Fort Worth and Honolulu and between Seattle/  
Tacoma, Portland and Honolulu.

Soon after the first of the year Braniff will be the  
first U.S. airline to fly the supersonic jet—Concorde.

Fig. 12



**BEST AIRLINES**

FLIGHT SCHEDULE EFFECTIVE  
SEPTEMBER 13, 1982

## Fly The BEST Way.

CALL YOUR TRAVEL AGENT  
or  
**BEST AIRLINES**  
800-354-9830

**FROM ALBANY** Reservations 449-7772

Lv.	Arr.	Flt. No.	Stops	Freq.
<b>TO BUFFALO</b>				
500P	550P	602	0	X6
<b>TO CINCINNATI (Eff. Oct. 1)</b>				
500P	710P	602	1	X6
<b>TO HARTFORD</b>				
910A	940A	601	0	X6
<b>TO TAMPA/ST. PETERSBURG (Eff. Oct. 1)</b>				
500P	920P	602	2	X236
<b>TO WEST PALM BEACH (Eff. Oct. 1)</b>				
910A	1230A	601	1	X236

**FROM GREENSBORO** Reservations 800-354-9830

Lv.	Arr.	Flt. No.	Stops	Freq.
<b>TO MEMPHIS</b>				
730A	820A	801	1	X67
430P	520P	805	1	X6
<b>TO NASHVILLE</b>				
730A	730A	801	0	X67
430P	430P	805	0	X6
<b>TO RALEIGH/DURHAM</b>				
1130A	1150A	802	0	X67
900P	920P	806	0	X6
<b>TO TAMPA/ST. PETERSBURG</b>				
1130A	140P	802/903	1 Via RDU	X236

**FROM BUFFALO** Reservations 832-8210

Lv.	Arr.	Flt. No.	Stops	Freq.
<b>TO ALBANY</b>				
815A	859A	601	0	X6
<b>TO CINCINNATI (Eff. Oct. 1)</b>				
600P	710P	602	0	X6
<b>TO HARTFORD</b>				
815A	940A	601	1	X6
<b>TO TAMPA (Eff. Oct. 1)</b>				
600P	920P	602	1	X236
<b>TO WEST PALM BEACH (Eff. Oct. 1)</b>				
815A	1230P	601	2	X236

**FROM HARTFORD** Reservations 800-354-9830

Lv.	Arr.	Flt. No.	Stops	Freq.
<b>TO ALBANY</b>				
415P	445P	602	0	X6
<b>TO BUFFALO</b>				
415P	550P	602	1	X6
<b>TO CINCINNATI (Eff. Oct. 1)</b>				
415P	710P	602	2	X6
<b>TO TAMPA/ST. PETERSBURG (Eff. Oct. 1)</b>				
415P	920P	602	3	X236
<b>TO WEST PALM BEACH (Eff. Oct. 1)</b>				
955A	1230P	601	0	X236

**FROM CINCINNATI** Reservations 525-0444

Lv.	Arr.	Flt. No.	Stops	Freq.
<b>TO ALBANY (Eff. Oct. 1)</b>				
700A	859A	601	1	X6
<b>TO BUFFALO (Eff. Oct. 1)</b>				
700A	805A	601	0	X6
<b>TO HARTFORD (Eff. Oct. 1)</b>				
700A	940A	601	2	X6
<b>TO TAMPA/ST. PETERSBURG (Eff. Oct. 1)</b>				
740P	920P	602	0	X236

**FROM MEMPHIS** Reservations 526-6364

Lv.	Arr.	Flt. No.	Stops	Freq.
<b>TO GREENSBORO</b>				
835A	1120A	802	1	X67
600P	850P	806	1	X6
<b>TO NASHVILLE</b>				
835A	915A	802	0	X67
600P	640P	806	0	X6
<b>TO RALEIGH/DURHAM</b>				
835A	1150A	802	2	X67
600P	920P	806	2	X6
<b>TO TAMPA</b>				
835A	140P	802/903	3 Via RDU	X236

1 Monday 3 Wednesday 5 Friday 7 Sunday  
2 Tuesday 4 Thursday 6 Saturday X Except  
Flight Schedules and Air Fares are subject to Change.

1 Monday 3 Wednesday 5 Friday 7 Sunday  
2 Tuesday 4 Thursday 6 Saturday X Except  
Flight Schedules and Air Fares are subject to Change.

Fig. 15

Flight schedules and fares  
Effective October 31, 1979




# Midway Airlines




- ▶ **CHICAGO**  
To: From Midway Airport
- ▶ **CLEVELAND**  
To: From Burke Lakefront Airport
- ▶ **DETROIT**
- ▶ **KANSAS CITY**

"We go for you."  
Daily DC-9 Air Service



## Midway Airlines



www.1776.800.76.DC.BA.FH.02

### DC-9 Jet Service Throughout the Midwest

Midway Airlines, Inc.  
Midway Airport  
Chicago, Illinois 60638

Fig. 14

## Western Pacific AIRLINES

### FLIGHT SCHEDULE

Effective October 29th - January 7th, 1995



RESERVATIONS ..... 1-800-930-3030  
 LOCAL RESERVATIONS ..... 1-719-527-7130  
 VACATION PACKS ..... 1-800-722-5775  
 AIR CARGO ..... 1-800-679-3701

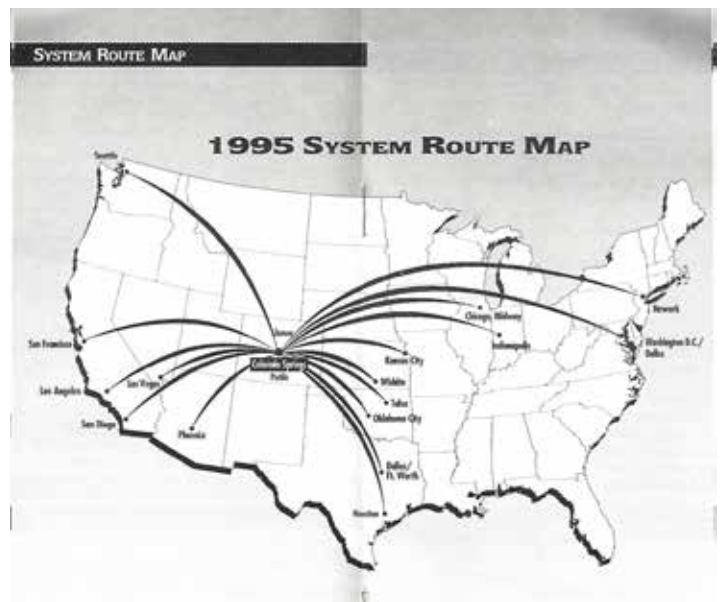


Fig. 19



Fig. 17



More Fun,  
...Less Money

Flight Schedule

August 15, 1994

## Flight Schedule

Times shown are local.  
Effective October 6, 1994.

CITY	Departures					Arrivals				
	TO	FLT	DEPART	ARRIVE	FREQ	FROM	FLT	DEPART	ARRIVE	FREQ
HARTFORD, CONNECTICUT (BDL) BRADLEY INTERNATIONAL AIRPORT	Orlando	103	11:15AM	2:00PM	6	Orlando	104	7:45AM	10:30AM	6
	Orlando	105	3:45PM	6:30PM	7	Orlando	106	12:15PM	3:00PM	7
	Orlando	101	6:15PM	9:00PM	1,2,4,5	Orlando	102	2:45PM	5:30PM	1,2,4,5
HUNTSVILLE, ALABAMA (HSV) HUNTSVILLE INTERNATIONAL AIRPORT	Orlando	111	7:30AM	10:00AM	1,2,3,4,5	Orlando	114	7:00PM	7:30PM	7
	Orlando	113	7:30AM	10:00AM	6	Orlando*	112	9:30PM	10:00PM	1,2,3,4,5
KNOXVILLE, TENNESSEE (TYS) MCGHEE-TYSON AIRPORT	Orlando	145	10:00AM	11:30AM	7	Orlando	146	8:00AM	9:30AM	7
	Orlando	141	12:30PM	2:00PM	1,2,3,4,5	Orlando	142	10:30AM	12:00PM	1,2,3,4,5
	Orlando	143	4:30PM	6:00PM	6	Orlando	144	2:30PM	4:00PM	6
NEWBURGH, NEW YORK (5WF) STEWART INTERNATIONAL AIRPORT	Orlando	131	9:05AM	11:35AM	1,2	Orlando	136	10:15AM	1:15PM	6
	Orlando	135	2:00PM	4:30PM	6	Orlando	134	12:25PM	2:55PM	3,4,5
	Orlando	133	4:00PM	6:30PM	3,4,5	Orlando	138	6:00PM	8:30PM	7
ORLANDO, FLORIDA (MCO) ORLANDO INTERNATIONAL AIRPORT	Hartford	104	7:45AM	10:30AM	6	Hartford	103	11:15AM	2:00PM	6
	Hartford	106	12:15PM	3:00PM	7	Hartford	105	3:45PM	6:30PM	7
PROVIDENCE, RHODE ISLAND (PVD) T. F. GREEN STATE AIRPORT	Hartford	102	2:45PM	5:30PM	1,2,4,5	Hartford	101	6:15PM	9:00PM	1,2,4,5
	Huntsville	114	7:00PM	7:30PM	7	Huntsville	111	7:30AM	10:00AM	1,2,3,4,5
	Huntsville*	112	9:30PM	10:00PM	1,2,3,4,5	Huntsville	113	7:30AM	10:00AM	6
	Knoxville	146	8:00AM	9:30AM	7	Knoxville	145	10:00AM	11:30AM	7
	Knoxville	142	10:30AM	12:00PM	1,2,3,4,5	Knoxville	141	12:30PM	2:00PM	1,2,3,4,5
	Knoxville	144	2:30PM	4:00PM	6	Knoxville	143	4:30PM	6:00PM	6
	Newburgh	136	10:45AM	1:15PM	6	Newburgh	141	9:05AM	11:35AM	1,2
	Newburgh	134	12:25PM	2:55PM	3,4,5	Newburgh	135	2:00PM	4:30PM	6
	Newburgh	138	6:00PM	8:30PM	7	Newburgh	133	4:00PM	6:30PM	3,4,5
	Newburgh	132	7:20PM	9:50PM	1	Providence	125	9:00AM	11:45AM	4,5
	Providence	126	11:00AM	1:45PM	7	Providence	127	2:30PM	5:15PM	7
	Providence	122	12:20PM	3:05PM	1,2	Providence	121	3:50PM	6:35PM	1
	Providence*	124	7:30PM	10:15PM	3,4	Providence	128	4:00PM	6:45PM	2
	Orlando	125	9:00AM	11:45AM	4,5	Orlando	126	11:00AM	1:45PM	7
Orlando	127	2:30PM	5:15PM	7	Orlando	122	12:20PM	3:05PM	1,2	
Orlando	121	3:50PM	6:35PM	1	Orlando*	124	7:30PM	10:15PM	3,4	
Orlando	123	4:00PM	6:45PM	2						

Fig. 20

SPRING/SUMMER 2001  
**FLIGHT SCHEDULE**  
Effective 4/1/01

National Airlines  
Everything's better up here.

City	Flight	Day	Time
Chicago-Midway	601	Daily	6:00
Chicago-Midway	602	Daily	8:00
Chicago-Midway	603	Daily	10:00
Chicago-Midway	604	Daily	12:00
Chicago-Midway	605	Daily	2:00
Chicago-Midway	606	Daily	4:00
Chicago-Midway	607	Daily	6:00
Chicago-Midway	608	Daily	8:00
Chicago-Midway	609	Daily	10:00
Chicago-Midway	610	Daily	12:00
Chicago-Midway	611	Daily	2:00
Chicago-Midway	612	Daily	4:00
Chicago-Midway	613	Daily	6:00
Chicago-Midway	614	Daily	8:00
Chicago-Midway	615	Daily	10:00
Chicago-Midway	616	Daily	12:00
Chicago-Midway	617	Daily	2:00
Chicago-Midway	618	Daily	4:00
Chicago-Midway	619	Daily	6:00
Chicago-Midway	620	Daily	8:00
Chicago-Midway	621	Daily	10:00
Chicago-Midway	622	Daily	12:00
Chicago-Midway	623	Daily	2:00
Chicago-Midway	624	Daily	4:00
Chicago-Midway	625	Daily	6:00
Chicago-Midway	626	Daily	8:00
Chicago-Midway	627	Daily	10:00
Chicago-Midway	628	Daily	12:00
Chicago-Midway	629	Daily	2:00
Chicago-Midway	630	Daily	4:00
Chicago-Midway	631	Daily	6:00
Chicago-Midway	632	Daily	8:00
Chicago-Midway	633	Daily	10:00
Chicago-Midway	634	Daily	12:00
Chicago-Midway	635	Daily	2:00
Chicago-Midway	636	Daily	4:00
Chicago-Midway	637	Daily	6:00
Chicago-Midway	638	Daily	8:00
Chicago-Midway	639	Daily	10:00
Chicago-Midway	640	Daily	12:00
Chicago-Midway	641	Daily	2:00
Chicago-Midway	642	Daily	4:00
Chicago-Midway	643	Daily	6:00
Chicago-Midway	644	Daily	8:00
Chicago-Midway	645	Daily	10:00
Chicago-Midway	646	Daily	12:00
Chicago-Midway	647	Daily	2:00
Chicago-Midway	648	Daily	4:00
Chicago-Midway	649	Daily	6:00
Chicago-Midway	650	Daily	8:00
Chicago-Midway	651	Daily	10:00
Chicago-Midway	652	Daily	12:00
Chicago-Midway	653	Daily	2:00
Chicago-Midway	654	Daily	4:00
Chicago-Midway	655	Daily	6:00
Chicago-Midway	656	Daily	8:00
Chicago-Midway	657	Daily	10:00
Chicago-Midway	658	Daily	12:00
Chicago-Midway	659	Daily	2:00
Chicago-Midway	660	Daily	4:00
Chicago-Midway	661	Daily	6:00
Chicago-Midway	662	Daily	8:00
Chicago-Midway	663	Daily	10:00
Chicago-Midway	664	Daily	12:00
Chicago-Midway	665	Daily	2:00
Chicago-Midway	666	Daily	4:00
Chicago-Midway	667	Daily	6:00
Chicago-Midway	668	Daily	8:00
Chicago-Midway	669	Daily	10:00
Chicago-Midway	670	Daily	12:00
Chicago-Midway	671	Daily	2:00
Chicago-Midway	672	Daily	4:00
Chicago-Midway	673	Daily	6:00
Chicago-Midway	674	Daily	8:00
Chicago-Midway	675	Daily	10:00
Chicago-Midway	676	Daily	12:00
Chicago-Midway	677	Daily	2:00
Chicago-Midway	678	Daily	4:00
Chicago-Midway	679	Daily	6:00
Chicago-Midway	680	Daily	8:00
Chicago-Midway	681	Daily	10:00
Chicago-Midway	682	Daily	12:00
Chicago-Midway	683	Daily	2:00
Chicago-Midway	684	Daily	4:00
Chicago-Midway	685	Daily	6:00
Chicago-Midway	686	Daily	8:00
Chicago-Midway	687	Daily	10:00
Chicago-Midway	688	Daily	12:00
Chicago-Midway	689	Daily	2:00
Chicago-Midway	690	Daily	4:00
Chicago-Midway	691	Daily	6:00
Chicago-Midway	692	Daily	8:00
Chicago-Midway	693	Daily	10:00
Chicago-Midway	694	Daily	12:00
Chicago-Midway	695	Daily	2:00
Chicago-Midway	696	Daily	4:00
Chicago-Midway	697	Daily	6:00
Chicago-Midway	698	Daily	8:00
Chicago-Midway	699	Daily	10:00
Chicago-Midway	700	Daily	12:00

Fig. 21

American Airlines American *air*

WORLDWIDE  
**TIMETABLE**  
EFFECTIVE JANUARY 11, 2002

MORE ROOM THROUGHOUT COACH ONLY ON AMERICAN

Fig. 22

SOUTHWEST.COM  
MAY 11, 2000 FLIGHT SCHEDULE

As a Culture Ambassador,  
I belong in the  
spirit that's behind every  
smiling face you see.

Fig. 23



# Safety Cards

The Collectors

By Fons Schaefer • f.schaefer@planet.nl

In all previous issues of this section of the Captain's Log, (and future electronic issues), the focus was on a collection of safety cards matching the theme of the issue. At the occasion of this commemorative issue, the subject is the editor as collector.

Over its four decade history, The Captain's Log has had several editors of this section. It was started by Carl Reese (then residing in Cecilton, Maryland) in the early 1980s. I had then just started collecting safety cards. My very first safety card was of a Boeing 707 of Air India (figure 1). I picked it up somewhere airside at my local airport (Amsterdam Schiphol) where I worked at the air mail distribution centre in the weekends in my student days. That must have been somewhere around 1979.

I do not remember how I heard of the organisation, but in 1986 I joined the WAHS. In those days a membership list was distributed identifying collector's interests. My entry prompted Carl to contact me and we started writing and swapping. There was no internet in those days so all communication went via regular 'surface' air mail. Later I visited him in Maryland which gave my collection a boost. He gave quite a few sample from his own company but also donated some unique cards, the most special of which is the safety card used by Braniff for its Concorde flights (figure 2). Later, such a card easily made more than \$300 on eBay.

Carl by then had the vastest collection of safety cards in the world, counting 30,000 different cards. Today, still counting, he must have passed the 100,000 mark. And that is for cards he does not make himself. Since the early 1980s he owns and operates a small business which makes many cabin safety cards for the airline industry. One of his customers was the Belgian airline Delta Air Transport (DAT) which had some Embraer Brasilias. Martinair, my later employer, acquired one of these for crew transport in the Caribbean and simply transformed the DAT cards into Martinair cards by adding a sticker. When the aircraft was disposed of, I

inherited the entire shipset of cards. Offering these for swap or sale at shows always prompted people to ask me whether those cards had really been on board an aircraft or were fake (figure 3).

After several years Carl resigned as contributor to the Captain's Log and end 1990 Robert Neal Marshall of Los Angeles, CA. took over. Robert stopped in 1994. The next editor that I could trace was Todd N. Helm of Springfield, IL. He was active for at least some time in the early 2000s, but I am not sure when he started.

In the meantime, my collection of safety cards grew slowly and steadily, partly because friends who knew about my interest kept collecting for me and partly because of my job at Fokker. As cabin safety engineer I was responsible for cabin safety R&D and certification of Fokker products. That included the facilitation of sample safety cards for the airlines that bought Fokkers, for which I directed the design of the Fokker safety cards. See figure 4 for a typical Fokker card, the Dutch royal flight Fokker 70. Fokker did many tests in the area of aircraft evacuation. One of these entailed 'naïve persons' sitting in an aircraft who were handed out safety card prototypes and asked to interpret the illustrations. That gave some really interesting and unexpected results. To illustrate this, I use an example from a different source. Figure 5 was shown to test persons who were asked to describe its meaning. About half gave the correct answer, but some of the wrong answers were:

- Make a choice: either sit right up, or bend down;
- Agree who will sit upright and who will bend down;
- The female shows how to wear the belt; the man how to brace; and even
- In case of an emergency, women must protect their breasts and men their crotch.

If this simple illustration already gives such diverse answers, than what does this say about the comprehensibility of the more complex safety features that are supposed to be understood by the travelling public? I personally think it is a myth that passengers can understand safety cards.

A follow-on myth is that safety cards save lives. One case often quoted as proof of such is that of a Pan Am Boeing 707 that crashed in January 1974 in Pago Pago, American Samoa. During the ground slide the cabin stayed intact and there were no traumatic injuries, except to the first officer. All fatalities were caused by fire and, according to the NTSB report, the cabin crew not opening the primary exits and passenger inattentiveness to the pretakeoff briefing and the passenger information pamphlet. The survivors had used the left overwing exit, self-opened by one of them. The accident report says these survivors all had 'listened to the pretakeoff briefing and read the passenger information pamphlet. These actions prepared them for the evacuation by stressing the location of the nearest exit and the procedures to be followed in an emergency.' The number of survivors was actually only 5 (out



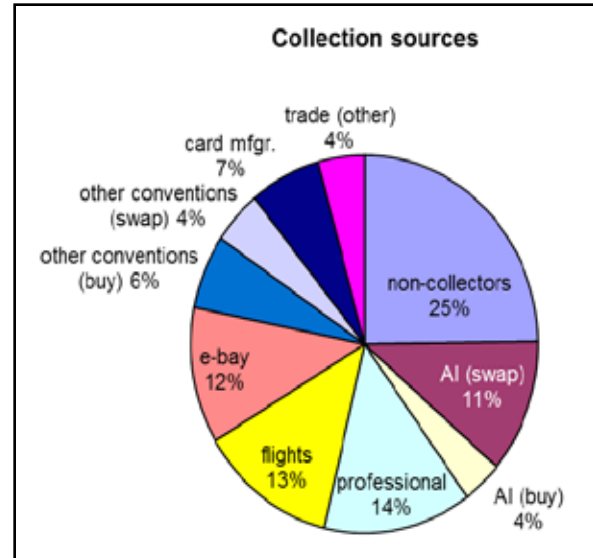
Fig. 1 - Air India 707

of 91 passengers). John Godson, in his book 'Clipper 806 – the anatomy of an air disaster', published in 1978, has a different theory on the relationship between the safety pamphlet and the crash's outcome. To understand that, see figure 6, which is the section that explains the operation of the main doors. Godson claims that the text instruction to 'push door out' after operating the door handle, is fatally misleading. This type of door (which is common on many airliners) initially has to be pulled inwards when the handle is operated and only then can be pushed out, as the picture intends to show. He speculates that may have been a major reason for the large number of fatalities. 'The rescuers discovered more than twenty bodies neatly stacked one on top of the other in the immediate vicinity of this egress.', he says and surmises that passengers during the slide had already reached the forward main entrance door before the crew could and continues: 'some of the first persons to reach there must have studied the Emergency Instruction folders' and tried to push the door straight out rather than pull it inside first, resulting in the door not opening. His theory is that those passengers had accurately read the safety card which in itself was wrong and thereby unsafe. It is impossible to determine whether he is right. Since this accident, text pamphlets have been replaced by pictorial cards. As to my knowledge, no other accident report mentions the influence of safety cards on the survivability outcome of a crash, either bad or good.

In the 2000s, I decided to rekindle my safety card collection and visit shows to increase it. Initially this was in Europe only, but in July 2006, when on a business trip to Central America I stopped over in Washington to visit the Airliners International Convention. That was a great experience, for many reasons. One reason of course was the huge size of the show and the many safety card collectors with whom to swap, but another was the tour to Andrews AFB where we were allowed to board 'Air Force Two', the C-32A (757) which, at the time, was used by Condoleezza Rice. The aircraft was equipped with civil style cards, even made by one of the commercial safety card makers. A guard approved my request to take along a card but when a second person did so he refused.

This was also the show where I was asked to become the editor of this section.

Currently, my collection counts about 2250 different cards, which is small when compared to fellow collectors. How did I get them? I decided to do some research for this article. Except for the first 250 or so, the collection spreadsheet that I keep lists the source. Below graph shows the distribution.



About 25% of the cards I received from friends who themselves are not collecting, but were so kind as to bring cards along.

The next 15% I obtained at Airliners International Conventions, either by swapping (11% of total) or buying (4%). Some 14% I got donated in the course of my profession as a cabin safety expert, airline auditor or in other ways of professional aviation life. At the time of its bankruptcy, Fokker kept some interesting safety cards that it gathered on sales tours, such as Ghana Airways VC-10 (figure 7). A prototype safety card was distributed to all members

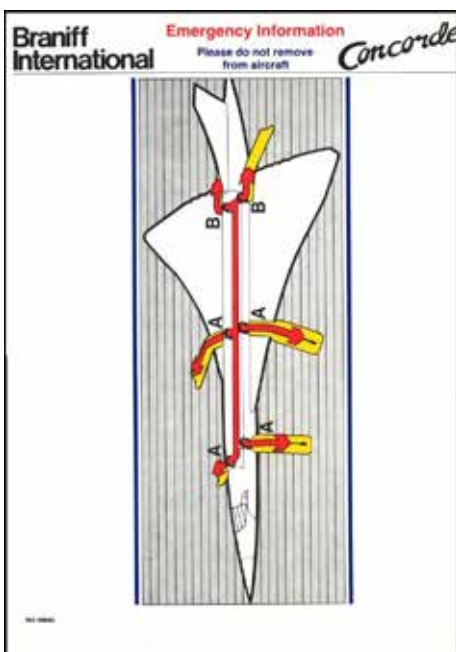


Fig. 2 - Braniff Concorde



Fig. 3 - Martinair Embraer 120 Brasilia

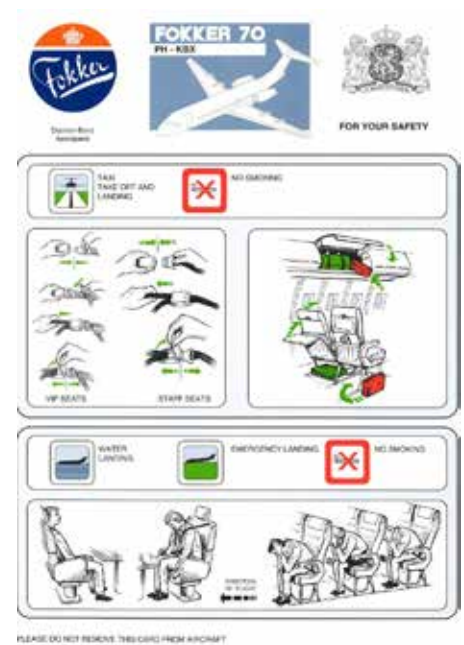


Fig. 4 - Dutch royal flight Fokker 70



of a professional meeting on safety card regulations that I attended in 1988 (figure 8). Another card came from an aircraft accident site. I could have obtained many more but professional ethics kept me from doing that where the situation was not appropriate.

About 13%, or about 250 cards, I indeed collected when flying -- in some cases by crew permission, but in others not. In 1989 touring China I flew a CAAC Trident from Xian to Shanghai. There were no cards in the seat pockets but at disembarkation I noticed a few in the hatrack -- not of the Trident, but the CAAC BAe 146 (figure 9). A few days later I did fly on a 146 which was without any safety card. China has vastly improved aviation safety since. A most memorable flight was that in a Zeppelin NT, figure 10. This aircraft had stopped in the Netherlands for some local sightseeing flights before delivery to Airship Ventures, California where it operated in the San Francisco Bay area until 2012.

From 2005 onwards, I acquired cards via eBay. One of the first of those is the oldest in my collection: a KLM pamphlet dating back to about 1934 (figure 11). This sample is in German and explains the life vest (Rettungsgürtel), its operation (Gebrauchsanweisung) and manual inflation (aufblasen), and the emergency exit (Notausgang), which apparently was in the roof of the aircraft. The type of aircraft was probably the Fokker F.7/3m. This card well illustrates my collection strategy, which can be summarized

as 'quality, not quantity'. I try to get a good representation of cards over time, geographical distribution, and, of course, aircraft type and usage (airline, private, military, etc.). Another example telling its own story by means of the realistic illustration is an RAF Dakota ditching instructions booklet that I found at a show. The seller had not recognised it as a safety pamphlet and put it between aviation promotional material. These are rewarding rare finds (figure 12).

Visiting shows other than AI contributed to about 10% of the collection, with the balance between swapping and buying quite different than from the AI conventions. Then there are the card safety manufacturers as a source -- this is mainly Carl Reese's company and, to a lesser extent, an Olympia, Wa. based card manufacturer that I visited at the occasion of the Portland Convention in 2011.

Many safety card collectors build up their collections by writing to aircraft manufacturers and airlines. I never did that (but did receive such letters). Nowadays, this route is less successful as airlines and manufacturers, for various reasons, no longer respond to such requests.

Finally, a question: I have one card in my collection which I know little about -- figure 13 -- does anyone recognize the aircraft type and, even more obscure, the airline?

### Safety Position for Emergency Landing

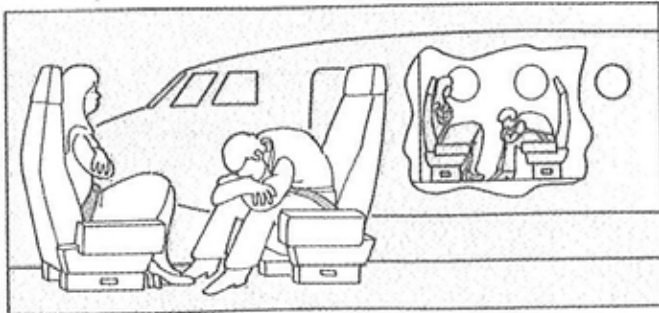


Fig. 5 - Test illustration

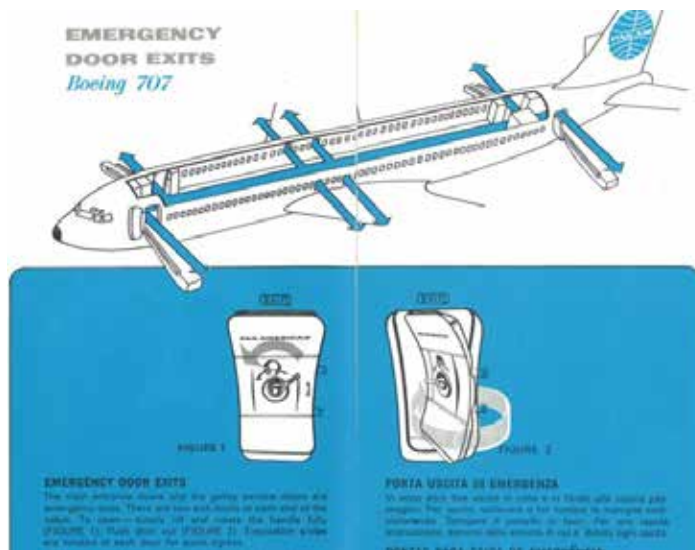


Fig. 6 - Pam Am 707 exits operation



Fig. 7 - Ghana Airways VC-10





Fig. 8 - Prototype safety card



Fig. 11 - KLM, probably Fokker F.7/3m



Fig. 9 - CAAC BAe 146



Fig. 12 - RAF Dakota



Fig. 10 - Zeppelin NT

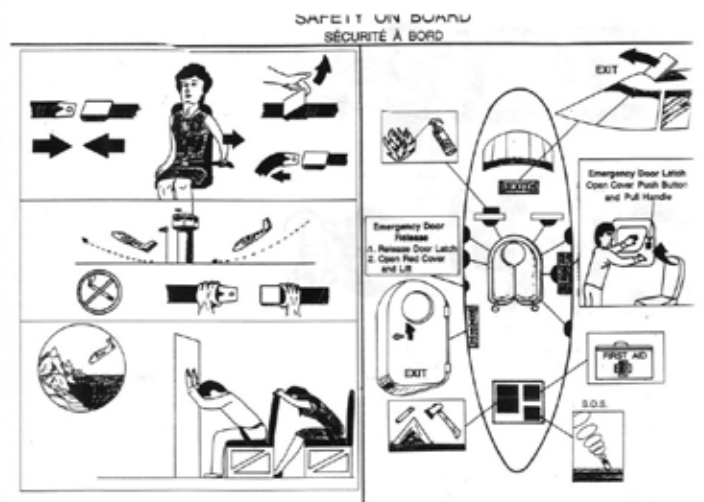


Fig. 13 - Mystery card

# Ticket Jackets

Of the Airline Industry, Collectibles and Travel Memories

By Tom Doak-Dunelly • eaglesteadlanding@cablerocket.com

Given our esteemed Editor is giving “free range” for this issue to speak about collecting, here are a few stories which will hopefully bring a smile to your face and a memory or two of your own.

## Canadian Pacific Airlines – First Flight

First entry goes to first flight – Age 6 months – in a Bristol Britannia from Vancouver to Winnipeg. Thank heavens there was a return portion as any reader familiar with Winnipeg will know what it is like in the summer – hot, humid and mosquito laden! (Yes, I even understood this at that age). The CPA ticket shown is a 1964 example for a superior destination ... Honolulu.

## Air Canada – First Class & Fuel Dumping

From the 70’s, the joys of pass travel seeing us seated in First Class in the nose of a B747-200 from Toronto to London ever so briefly. The landing gear would not stow properly so we did donuts over the Great Lakes to dump fuel and then landed at Montreal where two Stretch DC-8’s were sitting at the Dorval Maintenance Centre and we ramp transferred to those, and vermin class, for the rest of trip to London. This 1979 Double Decker Bus jacket example fits the bill.

## Mount Cook Airlines – Glacier Landing

From the 80’s, picture a gloomy, fog shrouded valley and the tiny terminal building for Mount Cook airfield in New Zealand. It’s 0800h. Add two bus loads of overseas tourists to join a handful of us staying locally. Stir and stew for six hours. Watch increasingly irritated, impatient and irate travelers who reach the boiling point that Mother Nature and mountain weather will not align to their tour itineraries. Come 1400h, the tour buses depart to get to their next destination. 1430h the fog and cloud lifts. By 1515h us “locals” are on top of the glacier in our ski equipped Cessnas for an absolutely wizard afternoon. The moral of the story ... you decide.

This ticket example harks back to the sked days of the carrier with a Queenstown – Christchurch flight.

## Air New Zealand – Class and Professionalism

On-board the overnight B767 service from Honolulu to Auckland and the morning breakfast service is about to begin. Two youngsters are a bit restless and itching to get into trouble. The Purser sees this and takes them aside to put them into harness to help serve the morning meals – simply brilliant!

On the final descent, the Captain puts extra care into his final message to the cabin, welcoming visitors for work or pleasure on behalf of the airline and to his fellow countrymen “Welcome Home.” It’s tough to capture what was said here ... you had to be there to know how sincere and welcoming it felt. I’ve only ever experienced a similar effect twice since (once each on Canadian Airlines International and British Airways). The jacket example illustrated is a 1991 example for “The Pride Of The Pacific.”

## QANTAS – Avoiding an International Incident

Riding up top in the “bulge” of a B747 from Sydney to Honolulu. After take-off, the Steward makes his rounds for our drink order. My “better half” immediately asks for a Steinlager, having fallen in love with NZ’s finest and not having found an Aussie beer to match. Tension ensued. Hostilities were barely averted. Took until two hours out of HNL for friendly relations to resume between the pair. Enjoy this ticket example from 2000 for a Sydney – Singapore – Paris return routing.

## Air Namibia – Hot and High in Windhoek

Picture a long runway (15,010 feet), at elevation (5640 feet), in the hot desert, with a long, long line of railway tank cars to bring in jet fuel and a modest terminal building which is quiet until it explodes with activity for the flights from Germany and you have Hoseo Kotako International Airport located to the east of Windhoek.

I’ve included this jacket example from the national carrier as it really captures well the challenges of the airline industry. A small flag carrier seeking to stay viable. A pivotal flagship route (Frankfurt) which has been consistently challenging to find the right aircraft that can economically carry the payloads on a year round basis for a hot and high location (B747SP, B747-400, MD-11, A340, B767-300, A330 have all been used in



CPA Ticket - 1964



Mount Cook Line Ticket



Air Canada Jacket - 1979



recent memory). A veritable “laundry list” of aircraft types (over 30) flown over the years by the carrier and its predecessors. The mix of overseas, regional and domestic flights. Two base operation with the domestic flights (and some regional) operating from Eros closer to the city centre. Last, but not least, the threat of major players gaining access (e.g. Emirates).

All these have generated a myriad of items for collectors and make it a fun airline to watch. I highly recommend the First Flight Covers which are a pleasure to assemble.

**Malev Hungarian Airlines – Passengers to remain seated?**

Speaking of national carriers trying to survive ...the award for an airline whose cabin crew consistently allowed passengers to get up from their seats on landing and leaving the active runway to wrestle their luggage from the overhead bins into the aisles (or on other passengers' heads) while taxiing goes to Malev. Now defunct, and in my opinion deservedly so for such unsafe practice as I experienced on flights with them, I'll be kind and present a 1965 Ticket Budapest – London example from “better times.”

**Lithuanian Airlines – Perfunctory if not Surly**

Similarly, the award for an airline whose cabin crew truly viewed their role on board as being to enjoy quality time reading their fashion magazines and tabloid rags and to minimize passenger contact goes to Lithuanian .. also now defunct. Sadly. The worst qualities of the old Aeroflot directorate survived into the post-Soviet era.

**Finnair – When Innovation Goes Awry**

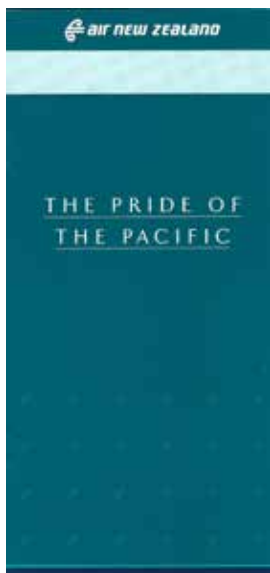
Before proceeding, I have a great fondness for the carrier and its staff and enjoyed many flights with them over the years. In my opinion, this carrier has succeeded where the vast majority of others have failed in navigating over 90 years of operation to where it has moved past being a HEL-to-point national carrier to a true hub feeding European traffic to and from Asia. So this next story is quite atypical for this excellent airline.

I was on the “bus” (as the route between Stockholm and Helsinki was known to business travelers) returning home at the end of the day to HEL. My seatmate was an executive from one of my client companies and we had a pleasant chat on the 50 minute ride. The carrier had recently introduced a little innovation in the form of a camera on the nose gear of the A320's. Normally pilots would activate it on short final and it gave passengers a pleasant if not invigorating view of the approach and touch down. Not this evening.

As soon as the display screens in the cabin were activated with the feed, the normally clear display had rivulets of hydraulic fluid running down the lens ... lots of rivulets. Finns are by and large very quiet, stoic people. This

sight though led to quite active murmuring in the cabin which was the Finnish equivalent of a torrent of screaming in other cultures. My seatmate said “This is not good.” As the nose gear touched the runway, the rivulets turned to the cinematic equivalent of an oil slick. At which point, I replied “No, that isn't good.” Good thing it was the last rotation of the day. Even better that was a great landing ... one where we could walk away and the aircraft was still flyable ... albeit with a connector replaced and the fluid levels topped up.

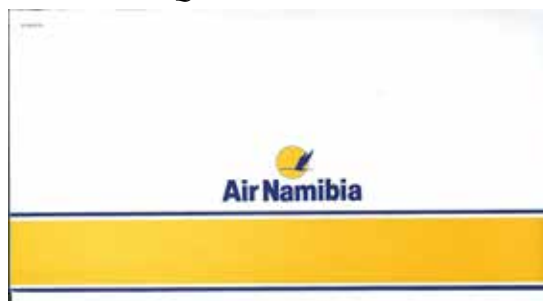
Go well. Safe Travels. Happy Collecting.



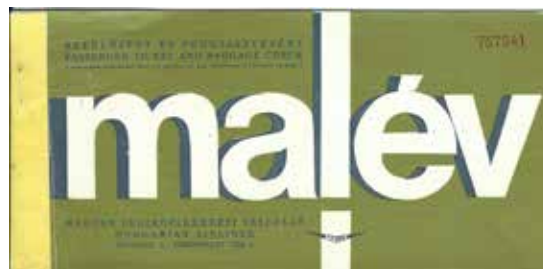
*Air New Zealand Jacket  
1991*



*Qantas Ticket - 2000*



*Air Namibia Jacket*



*Malév Ticket - 1965*



*Lithuanian Airlines Jacket*



*Finnair Jacket - 2006*



# Airmail Etiquettes

## Why I Collect Airmail Etiquettes

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

For the past several years I have been writing about those funny little pieces of paper that are applied to envelopes to designate carriage by air. I have been a stamp collector for 65 years although for the past 20 or so I have concentrated on postal history or how the postal system works.

We have all seen etiquettes on letters such as airmail, registered, certified and special delivery, to name a few. They tell us what additional services are being utilized. Because much of my interest in postal history has centered on the development of commercial airmail I started paying attention to the labels. Recently, I've begun limiting my collection to those used before WWII and I still have several thousand different with many used on envelopes.

You've had a taste of these covers in my articles which tend to be about a specific country or theme. Those will continue. Here I want to show a number whose unifying theme is that each is the first airmail etiquette issued by the country involved.

The very first was issued by France on August 17, 1918, a simple boxed "Par Avion" on red paper. (Figure 1) It is on a postcard carried on the first experimental flight by A. Vancaudenberghe at St. Nazaire.

A number of labels specify the route to be used such as Czechoslovakia's 4 different destinations from Prague. Figure 2 calls for the route from Prague to the Netherlands to pass through Strasbourg. The other routes were through Paris, Warsaw and London. Another, from the Ivory Coast to Paris in 1931, noted "de Dakar a Toulouse." (Figure 3)

Some, though not many, have the country name on them such as the etiquette on this registered cover from Madagascar to Paris on the first official flight between the two countries in 1930. (Figure 4)

Others indicate the extra postage required for airmail as on this 1934 cover from Mozambique to Scotland: the air fee was Fr. 1.05. French is the official international postal language. In this case, Mozambique added the Portuguese "Por Aviao" to the French "Par Avion." (Figure 5)

From Tahiti to France in 1927, a particularly rare label was used to seal the letter. (Figure 6)

Etiquettes in the shape of arrows are often seen as on this 1931 cover from Guatemala. The paired oblique lines indicate the end of air service, in this case, most likely in the U.S. (Figure 7)

I have many more and, in due course, they will appear in these pages. I welcome correspondence with interested members.



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7

# Postcard Corner

WAHS Members Collecting Airline and Airport Postcards  
-- and their Favorite Cards

By Marvin G. Goldman • marvilynn@gmail.com

For this 40th anniversary edition of the Captain's Log, I thought it would be good to profile airline and airport postcard collectors who are members of the World Airline Historical Society. We see many of these collectors at Airliners International and other shows, or we interface with them online, but it's interesting to know more about them and their collections personally.

So I asked each member postcard collector who I know to consider submitting to me a brief biographical sketch covering how they got started in airline/airport postcard collecting; who any early mentors were; and the size and nature of their collection. I also requested a personal photo and scans of their favorite airline/airport postcard and why they chose it.

I received an overwhelming favorable response, with 28 collectors submitting their information. Their bio sketches reflect early influences in their lives, such as visits to airports, viewing impressive airliners, first flights (including finding an airline postcard in the seat pocket), writing to airlines for memorabilia, postcard collecting mentors (many illustrious names here, past and present), and attending airline shows.

Several collectors just couldn't bring themselves around to choosing only one favorite card among the thousands in their collection, and wanted to show more than one favorite. So with the gracious consent of the Captain's Log Editor, I allowed them to include up to two favorite postcards. The illustrated 'favorites' cover the spectrum of collecting -- from the common sentimental card to the rare -- including airliners (29 different airlines and 24 different aircraft types), airports, interior scenes, flight attendants, advertising and even a helicopter.

The collectors are presented alphabetically, and the text is in their own words, with only minor edits. I hope you enjoy this article as much as I delighted in preparing it.



## Armen Avakian

I became interested in collecting postcards when I was about nine years old and living in Boston, Massachusetts. I would go to Logan International Airport with my parents when they went there to pick up or drop off someone. At the airport I enjoyed watching airliners take off and land, and observing all the different types of jet and propeller airliners and their

various color schemes. From that point on, I started collecting photos and postcards of airliners and airports and would send letters to airlines asking for any photos or postcards of their

aircraft. I would also write to managers of major airports asking for any photos of their respective airfield.

I soon heard about the World Airline Historical Society and started attending airline conventions throughout the U.S. and the world. My mentors included fellow Society members who are experts on airliner and airport cards, who know what to look for in a postcard and develop a sense of the card's value. Through my years of collecting cards, I have developed a sense of how rare some of them are and how challenging it is to get a certain card.

I collect airliner postcards from different time periods, but mainly those showing scenes of props and jets from the 1950s and 1960s. I especially enjoy collecting airport cards, particularly those showing a good view of the airfield, including the runway layout and even part of the terminal complex. Especially interesting are airports that have undergone expansion throughout their history and where the postcards of those airports reflect that expansion. I also collect model aircraft kits, brochures, pamphlets, photos and annual reports.



*This card of Logan International Airport in Boston is a good example of how postcards show an airport's expansion over the years, especially one like Logan situated on a harbor. The scene is from the early 1960s and reflects how Logan had already expanded from a smaller land area when it was known as Boston Municipal Airport in East Boston MA. It also shows a good variety of airliners at the time, including the Lockheed Constellation and Electra as well as the Boeing 707. Subsequent postcards illustrate how much Logan airport has expanded to the south and east by soil reclaimed from Boston Harbor to build up the land to accommodate runway extensions as well as expand the terminal building. (Mike Roberts photo, card nos. BM220 and C16601. Pub'r Bromley and Co., Boston).*





**Bill Baird**

*Bill Baird as a Captain for Polar Air Cargo, on his last flight prior to retirement*

I believe I have around 25,000 unduplicated cards in my airline postcard collection. I guess I have to 'blame' Elmer Maves for getting started in the airline postcard collecting side of this hobby, but the efforts of Bill

Demarest and Marvin Goldman have kept my interest alive over the years through the Captain's Log. Also, the late Ben Sutherland helped me by providing newly issued cards when I was putting out during 1993 through 2010 the Newsletter of the North American Chapter of the Aviation Postcard Club run by Doug Bastin. Ben and I probably communicated every weekend about new issues.



*One of my favorite cards is of the Trans-Texas Airways Convair 240, airline issued, which I obtained from Rick Neyland some time ago. Back in the '70s TTA had a \$25 fare that allowed you to ride all weekend long over their system. So, I saved my money and got quite a bit of riding time on the Convairs.*



**Doug Bastin**

*Doug Bastin in the DC-6 Diner, Coventry Airport, UK*

Coming from a railway family and spending one's childhood near London Heathrow, I guess an ongoing interest in both forms of transport was inevitable. I first started collecting selected railway postcards in the 1970s and picked up a few old Heathrow

cards as a by-product, but by the 1980s airlines and airports were the dominant interest. I was not aware of other collectors until I saw a flyer for Fred Hems' Heathrow swopmeet and there first met Dave Prins, the late Lothar Grim and others and got into the international collecting scene, first attending AI in 1988. I collect worldwide airline-issues and airports from 1919-on. At the last count there were about 12,000 airline issues and 8000 airports in

my collection, but I now look mainly for unrepresented carriers and locations or anything with a British connection. [Editor: Doug has run the Aviation Postcard Club International for many years, issuing numerous Newsletters as well as postcard catalogues covering the Comet, BAC-111 and VC-10 aircraft and Heathrow Airport].



*This Nigeria Airways Vickers VC-10 (leased from BOAC) at Lagos hits all the buttons -- British connection, rare airport, rare airliner/airline combination and lots of airport action - not just a picture of an airliner but a moment in time. Just like in photo postcards from the early 1900's, everybody has stopped to look at the camera. (Pub'r: John Hinde no. 2NG37).*



**Robert Bauer**

My interest in airlines began with a visit to Midway Airport in Chicago. There I first laid eyes on a TWA Constellation. I was fascinated by that beautiful aircraft. I was nine years old when I first flew on the Connie from Midway to New York-LaGuardia (LGA) as an unaccompanied minor, and I received wonderful treatment from the cabin attendants,

who among other things brought me to visit the cockpit while the airliner was in flight. My interest was nourished by repeated visits to the 'Cloud Room' at Midway. Its large windows overlooked the ramp. I subsequently flew on every model of the Connie, culminating with a flight to Paris on a 1649A. I began gathering postcards from that time, and I now have a collection of more than a thousand cards. I have a particular interest in Russian planes of the Soviet era, and I am also much interested in TWA, Braniff, Lufthansa, Interflug, Aeroflot and the USA majors.





[Robert Bauer favorite postcard] *For the reasons stated above, my favorite postcard is one with a TWA Constellation. (TWA Lockheed 049 Constellation over Shannon, Ireland. Airline-issued. Pub'r Umberto Boeri, Rome).*



**John Bretch**

I grew up with Delta Air Lines and started really collecting postcards seriously about 40 years ago. I have a modest collection and I look for interesting cards with aircraft parked on the ramp with the terminal in the background and preferably action around the airplane.

One of my favorite postcards is one showing the position of a Southern DC-3 at Greenwood, Mississippi on the ramp with the terminal in the background and with the words showing the name of the terminal included in the picture.



*Southern Airways Douglas DC-3 at Greenwood, Mississippi. Pub'r: Deep South Specialties, Inc., no. D.S.816.*



**Bryan Cameron**

I have been collecting postcards since 1969 when I was age 12. I used to live with my parents directly under a flight path to the Dorval airport [in Montreal, Canada]. After school I would watch the planes fly over and write down on a piece of paper what time and what airline. I then had the idea to contact the airlines and ask for timetables

so I could see when to expect certain airlines. Alitalia was the first to answer, and sent along two postcards, a DC8 and DC9. That started everything. Now I have over 16,000 just airline issue and airport views. I do not collect blank or info back cards, reproduction or military cards.

My favorite airline is All Nippon Airlines ('ANA'), and I like Asian airlines and airports in general. I thought I was alone in the world of airplane postcard collecting at the beginning, until I met another local collector, Bruce Charkow. Next was Jack Greenbaum and now the list is huge. Here is one of my all time favorite cards:



*All Nippon Airways ('ANA') Sikorsky S55 Helicopter. Airline issue.*



**Al Canales**

In the early 70's I started my uncle on building model airplanes. He branched out into collecting airline memorabilia and showed me his postcards, and that got me interested. I remember going to the 1st WAHC (now WAHS) convention in Cincinnati, taking what I thought was a good selection of cards. Then I saw Joe Turner's and Jon

Proctor's collections and realized I'd barely scratched the surface.

The first card in my collection was mailed to me by George Cearley -- a Continental Airlines 720 at Denver. Some of my earliest

cards were from Steve Mason at Victor 66; Jack Greenbaum; and Tom Mundis. I still enjoy the hobby and the many friends and characters worldwide that I have made including my good friend in Canada, Bruce Charkow.

I have about 11,000 cards in my collection. I collect only U.S. airline issue, non-US airline issue from airlines no longer in business or with a prop or early jet pictured, all U.S. airport issued cards with a plane pictured, and non-US airports (except former Soviet bloc countries or China) with a prop or early jet pictured.



*My favorite postcard is not a rare one but one that brings back many happy memories of hours spent on that observation deck visible under the wing of the DC-7 doing what I truly enjoyed. Who knows -- that lone figure standing up there could be me. (Dallas Love Field, with American Airlines Douglas DC-7s. Pub'r H.S. Crocker Co., Los Angeles, no. TPC-166; Dist'r Texas Post Card Co., Dallas, Texas).*



**Bruce Charkow**  
*Bruce Charkow (on right) with Singer-songwriter Rod Stewart*

I have been collecting airplane/airport postcards for 40+ years. I got into it because I loved hanging around airports and airplanes as a kid, mainly YVR (Vancouver, Canada), when airport counters were 'cluttered' with postcards, there for the taking. To this day, I still say that the best job I ever had was in 1965, working on the ramp for Air Canada at LHR (London Heathrow), just loading baggage on planes! Little money and no room for advancement - but hey, what an amazing time I had that year!!

No doubt, my 'mentor' was and remains Texas' own Al Canales. He taught me that there was more to collecting postcards than just buying them. I first met Al at Airlines International 1986 Hartford and I picked 100+ cards from his postcard boxes, but when it came to pay for them, he asked what I had for trade. Trade?? What's trade I asked?? I had nothing for trade because I didn't know what trade was all about - so all the cards went back in his box!!! Was I pissed off?? However, I can assure you that never happened

again!!! I was prepared for him next year because I had my trade cards ready!!

My collection is selective. I collect airline issue and airport postcards showing planes from just a few airlines: AC/TCA, CPA, AA, UAL, TWA, and EAL. I also collect postcards of Japanese airports, Stratocruisers, and cards of airplane interiors (not cockpits).

So what is my favorite postcard? And you just want one? It was a tough decision but being Canadian, my favorite cards are of course from Canadian airlines so here are two all-time favorites:



*The first is a real-photo black-and-white postcard of a Canadian Pacific Airlines Convair [240, CF-CUX] at Sandspit Airport (YZP). The airport is of course significantly smaller today but still located on Moresby Island off the Pacific coast of British Columbia.*



*This second card is a fantastic black-and-white airline issue Canadian Pacific Airlines DC-3 interior. You can see the 'luxurious' seating and a list of the cities in western Canada that played host to CPA's beautiful DC-3 fleet. So how do you choose favorites from 6,000+ postcards?? Well I just did.*





**Colin Cohen**

Some 50 years ago as a young boy I was fortunate enough to travel by air abroad with my parents to holiday resorts around Europe. In those days airlines often placed picture postcards of their aircraft in the back pockets of the seats as a giveaway promotion. I recall the first card I had in my collection was an Alitalia DC9

which I picked up from the seat while travelling from Heathrow to Milan. From this small giveaway my collection now has no less than several hundred thousand postcards at least!

In the 1980s a number of avid European aviation collectors formed a sector of the U.S.-based World Airline Hobby Club (now WAHS), in cooperation with the late Paul Collins so that the club could become global. A newsletter was produced which ceased after a couple of years, although an annual one-day convention was held in London for members to trade aviation collectables in addition to the WAHS conventions held in different U.S. locations. In 1991 Phil Munson formed the Aviation Postcard Club in the UK [later run by Doug Bastin] to which I contributed some 50 articles over 15 years, updating collectors with new issues of postcards which I had obtained or heard about from other collectors. My articles became the regular feature on the back page of each Club newsletter until 2006 when my hobby days became less possible due to work commitments and also the lack of new airline issue postcards being produced etc.

From the early years of collecting to date I have met up and corresponded and traded with many fellow collectors. I have always specialised in jets from Viscounts upwards in size, tending to prefer airline issues or action airport shots, although more recently (as these have become fewer and fewer) I have had to make do with the huge influx produced by commercial printers and collectors which are less attractive or sought after today, but nonetheless often produce some remarkable shots.

Whilst I still maintain my collection, and all new issues are being sent to me regularly from most airline publishers, I have not really had time for the hobby for a number of years now. Perhaps one day when I retire it will keep me occupied. Meanwhile, happy collecting and good luck to all at WAHS for the next fifty years!



*Perhaps the most memorable postcard in my collection is an Airbus A300 card produced by Air Siam which I first set eyes on at a WAHS Airlines International convention in St. Louis in 1984. The airline had ceased operations, the card was very rare, and the collector who had it refused to trade with me at the time. For several years no one had ever heard about it in Europe when I used to ask around at shows etc. Then one day at a local show, someone came up to me and offered to sell me a batch of old cards he was disposing of, and the pile contained no less than five copies of this very rare card! I was so thrilled I quickly bought all five copies and got home and placed them as pride of place in my albums.*



**John Danner**

My fascination with air travel dates back to early childhood. Going to the airport with my father to view the action -- DC-3s arriving and departing, passengers and crew boarding and deplaning -- was thrilling and captivating. My passion for commercial aviation has never waned.

I began collecting airline postcards over 30 years ago by attending postcard shows and bidding in auctions for the purpose of preserving air transport history and development. Mentors to me included my brother Jim, who was a recognized historian and author on Zeppelin airship travel, and Jack Lengenfelder, a pilot, friend and author of a book on aviation postcard collecting. I gained much insight from both.

I consider my collection, which numbers 4500+, to be 'artifacts' in the study of air transport history. I seek vintage and modern images depicting crews and interiors, airport nighttime views and rare classic airliners.





[John Danner favorite postcard] *My favorite is a very rare real photo black-and-white postcard of a Lockheed Vega float plane, NC-102W, operated by Alaska-Washington Airways. It is standard size and postmarked Ketchikan, Alaska 7-25-1930. The photographer was Ordway. This carrier operated from 1929-1932 between Seattle and points in Alaska and British Columbia. The name 'Taku' on the plane refers to Taku Harbor, Alaska.*



**William Demarest**

My interest in collecting airline postcards started about age 10 when my father returned from a business trip to Tokyo with a postcard of a JAL 747. Like most of us born in the pre-internet age, I started writing to airlines on a regular basis and kept adding to my collection. I still have this postcard. This passion led me to a career with United Airlines for just short of 20 years.

Nowadays I prefer to collect only airline issued postcards focusing on the early days of the jet age to the current day. Although I haven't been able to add to my collection as quickly as I like, I do have about 9,000+ postcards filed away in my home office. I also maintain a website where my collection is displayed (along with contributions from other collectors) as a reference source for airline postcards ([www.AirlinePostcardDatabase.com](http://www.AirlinePostcardDatabase.com)). [Editor's note: Bill Demarest was the Postcard Corner editor for the Captain's Log from 1985 to 1994.]

As for my favorite postcard, asking me to select just one is like sending a child into a candy store. Too hard to decide! So here are two.



*Panair do Brasil Lockheed Constellation, airline issue, interior scene. I've had a passion for Panair and Brazilian aviation for decades. (The decor does conjure an image of a house of ill repute.) This is also the most expensive postcard I've ever purchased - about \$95 US about 12 years ago.*



*CAAC (Civil Aviation Administration China) Boeing 747SP B-2442. Airline issue. I actually flew on this aircraft with Jim 'Jet' Thompson in 1984 when we explored China for a week. We flew the SP from London-Gatwick to Zurich to Sharjah UAE to Peking (Beijing) and return. I still remember the green Astro turf color carpeting, being stuck in the middle section, and enduring sitting next to a Chinese farmer chain smoking for the entire journey into PEK.*



**Fred Erdman**

On March 1, 1953 I was 13 and I took my first airplane trip. I flew on a United DC-3 Flight #127 on route YNG (Youngstown, Ohio) - CAK (Akron) - CLE (Cleveland) - CHI (Chicago Midway; no MDW code then, there was no O'Hare Airport). Then continued on a TWA Constellation, flight #17 from CHI to ABQ (Albuquerque, fuel stop because of bad headwinds) to LAX (Los Angeles).

The first airline postcard I got showed Capital and United DC-3s sitting on the ramp at Youngstown, Ohio, acquired at the airport restaurant gift shop. This was exactly the way the ramp looked the day I left -- Capital and United DC-3's parked nose to nose. The Capital DC-3 had a left hand door and the United DC-3 had a right hand door. The first airliner postcard I got was on the TWA flight #17 going to LAX. These two cards, shown below, are my favorites.

The picture of me in a United B767-300 cockpit with a United Captain's hat was taken by the Captain of that flight on March 1, 2013, which marked the 60th anniversary of my first flight. I always travel with 700 U.S. airline postcards in two books on every flight I go on in the U.S. When I go out of the U.S. I also carry an extra book of postcards of the airlines of that country. I always dress with a shirt and tie and I get a lot of upgrades because of that. Came out of Aruba last year and I was the only one with a tie on in 90 degree weather. Almost every flight I'm on I get invited up to the cockpit to talk with the crew. I even get free drinks and sometime free snacks in the back. The crew really goes nuts over these postcards.

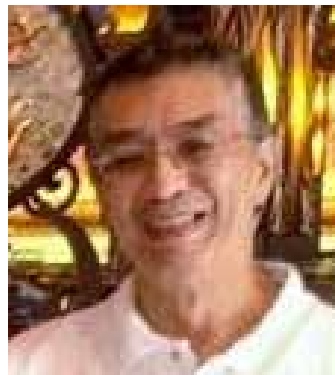
I wish the Captain's Log well on its 40th anniversary of publication. My membership number in the World Airline Historical Society is 11. [Editor's note: For many years Fred Erdman published airline postcards under the name International Airline World Publishing Company.]



Capital Airlines and United Airlines DC-3s at Youngstown, Ohio airport, early 1950s.



TWA Lockheed 049 Constellation in flight. Airline issue, June 1950. In aircraft seat pocket on March 1, 1953.



**Kuo-Ching 'Peter' Fu**

I started collecting airline postcards after receiving a Malaysia-Singapore Airlines ('MSA') Boeing 707-309B postcard in the early 1970's, and began seriously collecting after attending the first DFW (Dallas-Ft. Worth) airline memorabilia show in the 1980's. Now my collection has around 19,000 airline and publisher issued

cards (I compensate the apparent lack of quality and rarity with quantity and variety). One prominent part of this collection is about 3,000 cards in the oversized category. My connection to the airline industry is mainly through my late father who worked for Civil Air Transport/Air America/Air Asia (Engineering) for 27 years. My own very tenuous connection was a 2-1/2 months stint with Singapore Airlines at Taipei Songshan Airport (TSA) as a traffic clerk trainee in 1978. Now retired after a career as a civil engineer in the fields of municipal water and wastewater, I have more time to devote to my collection.



Civil Air Transport DC-4, B-1004, airline issue. This is my favorite card and carries a great deal of sentimental value. It has been my ultimate airline postcard collection goal. Alas! I only have the privately published version of the original, same picture but plain



postcard back. The image shown is that of the original postcard and is courtesy of Chris Slimmer several years ago. This is probably the first card issued in the 1950's by Civil Air Transport (CAT), a storied airline that my father spent his entire career (in conjunction with Air America and Air Asia (Engineering)) from 1948 till 1976 when the Air America corporation complex dissolved. Most likely I flew on this 4-engine aircraft as a little kid in Taiwan on a family vacation!



This Delta Air Freight C-46R Commando postcard, issued in 1957 but only recently acquired by me, is another favorite. There are at least two black-and-white publisher-issued modern postcards in regular size of this view. However, this card is not only in color but also airline issued, oversized and seldom seen.



### Kent Gillespie

I first started collecting airline postcards when I was 10. I happened to visit a Pacific Northern Airlines ticket office in Anchorage during a trip to Alaska in June 1956. I asked if I might look at their copy of the Official Airline Guide. Since they hadn't yet thrown out their May copy of the OAG, they told me I could have it. I was thrilled and accepted it gladly.

Using the index of airlines in the front of the OAG I, along with my friend from next door, started writing to airlines all over the world. We only asked for postcards of planes and stickers, but almost always got much more. Back then, virtually every airline we wrote to replied. This went on for a few years until I entered high school. At that time other things took over and I lost interest in my airline hobby for the most part.

A number of years later, when I was working for Eastern Air Lines in New York, I came across a fellow employee who turned out to be a collector, and he told me about airline collectible shows. I tried one out, and have been back into the hobby full force ever since. My postcard collection consists primarily of airline issued

and airport issued postcards. I have a very limited amount of publisher postcards, when they fill a particular need, but as a rule I do not collect publisher cards. My collection in albums currently totals about 10,500 cards.



My favorite postcard is this Pan American real photo B-377 Stratocruiser [N1038V] at Stuttgart, Germany (card number 4306, black-and-white, published by Zobel-Verlag, Stuttgart). The Stratocruiser is my favorite aircraft type. I have flown on it twice -- once when I was very young on Northwest Airlines, and again when I was 12 on Pan American from San Francisco to Honolulu.



My other favorite card is this Transocean Airlines real photo black-and-white DC-4 [N74648 'Hawaii'] at Wake Island (no card number or publisher indicated). This card is much rarer than my first choice, but of course it is not a Stratocruiser.



### Marvin G. Goldman

On my very first flight, aboard a Continental Airlines 707 'Golden Jet' from Los Angeles to Denver and Chicago in 1959, the seat pocket contained a postcard of the plane, which I still have today. I really got into the hobby, however, when I met Allan Van Wickler in the early 1980s. He told me about WAHS. I joined and attended

my first Airliners International convention in 1983 near Washington DC. There Stan Baumwald had just acquired an enormous horde of old airline postcards in mint condition and was selling them off, surrounded by a frenzy of collectors.

From then on I started collecting worldwide with a preference for airline-issued cards; postcards with special history behind the pictured aircraft, airline or airport; airline interiors and crews; and airline artistic advertising cards. I particularly enjoy the hobby because of the challenge of finding interesting cards and the pleasure of meeting other collectors. I have been the editor of the Postcard Corner column of the Captain's Log since 2006. My collection now contains about 10,000 cards.



*EL AL Israel Airlines Bristol Britannia, issued by EL AL's New York Office in 1957. Total size 10-1/8 x 28" (25.7 x 71 cm). This is my favorite because it is rare and uniquely composed of six different detachable postcards of varying sizes, each advertising the new turboprop Britannia on the back and showing a piece of the aircraft. Also, it forms part of a related special interest--collecting EL AL memorabilia of all types, as to which I have the world's largest collection outside of the airline itself.*



### **Sara Gradwohl**

In 1975 I received a pair of Western Airlines junior wings from my great-aunt and uncle. I thought this was the greatest souvenir from their trip to Hawaii and they had no idea what they were starting: an airline memorabilia collection!

I discovered airline postcards when I was working in

Corporate Communications at Northwest Airlines and met retired Northwest 747 captain Vince Doyle. Vince enjoyed stopping by to reminisce and share highlights from his extensive collection. He gave me a few duplicate pieces to help me with my growing collection. One of those items was a 1953 Northwest-issued Boeing 377 Stratocruiser postcard. My reaction was "What the heck kind of airplane is THAT?" I have spent the last 20 years as an enthusiastic student and collector of Northwest memorabilia. This isn't the rarest postcard (you can buy them on eBay) but it is my favorite.

My husband Dan Gradwohl is also an airline enthusiast and we have enjoyed combining and expanding our airline collections. We have just under 1,000 cards from around the world with an emphasis on airline/airport issue. But honestly, I'll take just about anything and dream about the romance and adventure the image inspires!



*Northwest Orient Airlines Boeing B-377 Stratocruiser. Airline Issue no. PF 16-A-53.*



### **Joerg Jaegglin**

My father was working for Swissair, and as a family we took advantage of this and travelled frequently by air. I had a handful of postcards from the time I was a teenager, and no new additions until I was over 25 years old -- when the postcard collecting virus fully attacked me. I immediately started to attend all major

conventions in Europe and the Airliners International shows. I do not count the cards in my collection. However, considering that I do collect every postcard related to civil aviation worldwide, be it airline issues or publisher cards, as well as every airport postcard worldwide no matter whether it shows airliners or buildings, it must be quite a large collection.

As I live close to the airport of Zurich, Switzerland, I thought that the card I want to show here should be a postcard of Zurich airport. I love this kind of view from the 1950s, and this one shows an airliner which came into Zurich not very often. Panair do Brasil started flights into Zurich in 1948 and they dropped the destination around the mid-50s.

[Editor's note: For several years Joerg Jaegglin, also known as 'JJ', has contributed the official show postcards for the annual Airliners International conventions. He also runs the aviation postcard website, 'jjpostcards.com'].]





[Joerg Jaegglin favorite postcard] *Panair do Brasil Lockheed 049 Constellation, PP-PDC, at Zurich Airport, Switzerland. Swissair Photo AG, Zurich, no. 6120.*

era forward, but not much earlier than that. I collect both airline-issued and publisher cards, as nowadays some airlines do not issue their own postcards and publishers do issue cards to show the color scheme of an airline or bygone views of planes from slides.

In recent years, my interest has specialized in collecting postcards of the Convair 880 and Convair 990 jets, as I'm originally from San Diego where they were built at Lindbergh Field. Suffice to say, I am missing only a few known Convair cards to be found and collected!

My favorite postcards include:



*VARIG Boeing 707-300, PP-VJT. Airline issue.*



*Cathay Pacific Convair CV-880, VR-HGA. Airline issue.*



### Hubert Jansen

While my first airplane trip was on United DC-6 from San Diego, CA to Los Angeles, the first real exposure to jet travel and the acquisition of aircraft postcards was with my parents in June 1962 from San Diego to New York City on an American 707 and then from New York to Cologne, Germany on a Lufthansa 707. I took the seat

pocket brochures with postcards that airlines provided at that time.

Thereafter, while in high school in the San Diego area, I went to most of the airline offices in downtown Los Angeles to gather timetables and postcards, and subsequent trips to Germany found me going to downtown Frankfurt to ask for timetables and postcards and to practice my German in front of strangers! Early 1970 college years at Santa Clara University allowed me to 'hit' the airline offices in San Francisco and visit the charter airlines at Oakland Airport to acquire promotional material. I also wrote to airlines around the world for a postcard, timetable or brochure about their services. You learn about geography that way too!

Going to the first Airliner Collectible Show in Millbrae, CA started my full bore in collecting airline postcards and other airline items, along with becoming a member of Bay Area Airline Historical Society. Meeting Howard Grant and Rick Neyland, along with Craig Morris, got me into serious card collecting and knowing, 'what was out there' to acquire. Subsequently, joining WAHS, going to AI Conventions and LAX shows, and the successor SF Show by Mike Chew, cemented me in airline postcards. And now, of course, eBay and similar individual websites are sources. I estimate I have about 15,000 airline-issued and publisher cards.

My collection emphasizes jet aircraft from the late 1950s to present. I do have piston aircraft postcards from the DC-2, DC-3



### Charles 'Chuck' Kohlhaas

I became involved in airline and postcard collecting through my friend Marvin Goldman, my attorney in New York for nearly 30 years, and once I found out Marvin was collecting airline postcards I was on the lookout for them. In the late 90's in a small junk shop near Dijon, France I found a postcard of a Comet in Air France livery,

which, according to Marvin, is a scarce card. Later, I went to a postcard show near one of my businesses in Albuquerque to look

for cards for Marvin and picked up a few New Mexico cards (my home state). This then triggered a collection of New Mexico and, later, El Paso (my present residence) and subway and elevated railway and Stanford University postcards. I have about 26,000 postcards altogether of which 160 are Interflug – the only airline I collect, and I have a number of airport postcards in the New Mexico and El Paso collections.



*Interflug [the national airline from 1963 to 1990 of the Deutsche Demokratische Republik, East Germany, the Soviet zone ('DDR')], check-in at its home base at Schönefeld Airport in Berlin. Airline issue, nos. 314/20 and III/18/6 Ag 721/65. This dreary scene seems to capture the very essence of the DDR.*



*American Airlines Convair CV-990 at the airport of El Paso, Texas, a favorite because I currently reside in El Paso. Pub'r Petley Studios, Phoenix, no. EP-151. Postmarked 29 May 1966.*



**Daniel Kusrow**

My collecting of airline postcards started at an early age. I was posted the Middle East Airlines ('MEA') card shown here when I was 3 years old by my father, who was a U.S. Diplomatic Courier traveling from Frankfurt to the Middle East. I really started collecting airline postcards in earnest in 1996, when I got

a chance to meet and buy lots of airport postcards from Chris Slimmer at that year's Washington D.C. Regional Airline Show. I also met Allan Van Wickler at this show, who encouraged me greatly in my early airline postcard collecting. My airline postcard collection is pretty focused these days -- I concentrate on postcards of Aeromarine Airways, Imperial Airways, Pan American Airways flying boats, and those that feature airline baggage labels visible in the scenes.

I chose the postcard displayed since it is one of the oldest in my collection; have had it for over 45 years. It is not in great condition, was taped into a photo album at one time (hey I was only a 3 year old kid), but my father spent a lot of jetting around on MEA 707s. The busy scene on the ramp of Beirut International Airport is very engaging with the snow capped Chouf Mountains in the background. Front and center are the 707s that would operate as lifelines to the rest of the world throughout the long Lebanese Civil War that started the year after I received this card.



*Middle East Airlines ('MEA') Boeing 707 Lineup at Beirut Airport. Airline issued, 1974.*



**Larry J. Myers**

My postcard collecting hobby started in the 1960s while I was a radio announcer on the local radio station in Lowville, New York. A listener sent in a song request on an early 1900s real-photo postcard. I was a collector from then on. In later years, as an airline pilot for Empire Airlines, my specialty began both as a collector and dealer in airline postcards.

Perhaps Chris Slimmer, with a fabulous collection of airline postcards, gave me extra incentive to deal in airline postcards. By the time I had accrued a collection of one-hundred-and-ten-thousand postcards and written an illustrated airline postcard book, I knew it was time to sit back and relax for a while. I sold that book from my website until the supply was exhausted.



In retrospect, airline postcard collectors and dealers are a knowledgeable, friendly, and helpful group that makes collecting exciting and pleasurable.

[Editor's note: Larry published 'Rare Airline Postcards And Their Prices', covering over 300 rare postcards, in 2000. He also has written many airline postcard articles and checklists, still accessible online at postcardpost.com by clicking on the tab 'The Green Door'].



*Transocean Air Lines Douglas DC-4, N9938F, at Lajes Field, Azores. Black-and-white. Pub'r Gevaert. The reason it's my favorite airline postcard is that it's only one of 5 airline postcards I currently own, following the sale of my entire collection a few years ago!*



**Rick Neyland**

On a visit to Seattle in early 1961, my father gave me a couple of dollars and said to "go get some candy" while he and my mother went to the Western Airlines counter to check on the space available list for the return flight (my dad was a mechanic for Western). I went to the newsstand and what immediately attracted me were those small picture postcards of the Seattle-Tacoma ('SEATAC') airport in a long rack. Forget the candy!

In April of the next year, I was looking for those SEATAC postcards, but they had since been thrown out along with some Air Force brochures (mothers always need a clean house). It was then that I decided to start this hobby and have been at it ever since -- even during my years serving in the Air Force. I would look for postcards in stores and on trips and it was in 1964 when I began to write to airline offices listed in the Official Airline Guide. Downtown L.A. proved to be a mecca for foreign airline postcards, as many of them serving LAX had offices there.

I reside in El Segundo, California, and I primarily concentrate on old and new airline issues, domestic and foreign, but my collection

also includes airports and general aviation aircraft as well as those of the U.S. and foreign militaries, air bases, and naval air stations....and some publisher issues. Oversized, long, and blank back postcards also fill my cache. Views include the aircraft exterior, interior, flight crews, and artist conceptions to round out my collection. My collection numbers in the thousands.

Here are a couple favorites. I obtained these two postcards from the Air Canada ticket counter at Seattle-Tacoma International Airport on May 10, 1969. My parents and I were in Seattle that day to celebrate their 28th wedding anniversary as well as my 20th birthday. I love the angles of these in-flight views and in particular of the DC-8 which is flying over the Palos Verdes Peninsula, southwest of downtown Los Angeles. Our home city is off to the left side of the card.



*Air Canada Douglas DC-8-61. Airline issue, no. ADV1293.*



*Air Canada Douglas DC-9-32. Airline issue, no. ADV1294.*



**Leonardo Pinzauti**

I started collecting airline postcards in 1966, after my first visit to Rome-Fiumicino airport: there I picked up some nice cards I still have in my collection. Thereafter I started writing to airline offices in Rome and Milan. The first three positive answers came from Aer Lingus, LOT-Polish Airlines and Swissair. Two

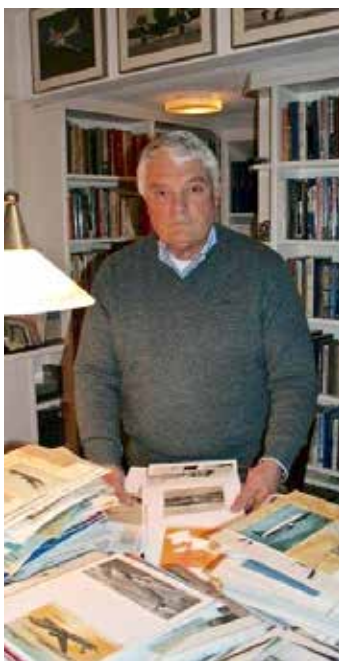
years later I met another Italian collector. Even though he gave up collecting in the '70s (and I absorbed his collection), we are still in touch. In 1969 I had in my hands an issue of 'Aviation Letter' (I never ended subscribing to it): this monthly publication put me in touch with other collectors abroad.

Up to 1979 I had one of the largest collections in Europe. Due to many different reasons I was obliged to stop and to neglect all this for about 10 years. In 1990 I started again, and I am still filling in the gaps of the '80s (plus those of the '60s and before).

I prefer cards printed by or on behalf of air carriers or showing airports. A few years ago I stopped collecting 'publisher' issues. My collection numbers over 15,000 cards, but this figure includes also 'publisher' issues. Here is my favorite postcard, chosen because it is Italian and very rare:



*Airone-Trasporti Aerei Fiat G.12L, I-AIRN, one of those courageous post-WWII Italian airlines. This tri-propeller airliner is shown at Olbia-Venafiorita (NW Sardinia Island) airport, Italy. Anonymous black-and-white real photo postcard.*



**Dave Prins**

When I was 6 years old my parents and I moved from Indonesia, where I was born, to The Netherlands. The voyage was made in a KLM Lockheed Constellation (PH-LDK) and took 2 full days. We made intermediate stops in Singapore, Bangkok, Rangoon, Bombay, Beirut and Rome before we landed at Amsterdam's old Schiphol Airport. The whole flight made such an impression in the mind of this little boy that, by that moment, I decided to become an airline pilot. Most children change their minds about what they want to become when they are growing up, but not me.

When I was 10 years old my parents and I moved to a small town near Schiphol Airport, and I became friends with a boy of my age who lived next to me. His father worked for the famous Fokker factories, where the F-27's and later on F-28's were built. Together we often went to the airport, where we looked at the beautiful planes departing to and arriving from all kinds of exotic places. We also visited the airline offices and shops at the airport to obtain postcards, timetables and stickers, and so my airline collection started to grow.

My dream came true when I finished school and really became the KLM airline pilot I always wanted to be. My first job was being a co-pilot on the Fokker F-27s of KLM's affiliate NLM. I then served as a pilot on KLM's DC-8-55, DC-8-63 and Boeing 747-200/300 aircraft, and I retired in 2005 as a captain on the 747-400 which I flew for over 12 years. In the meantime my postcard collection was growing as I visited many airliner collectible shows all over Europe and the USA and also during my trips to the far corners of the World. Hopefully I will be able to continue collecting for many more years.

I have a few hundred favorite beautiful postcards in my collection of about 45,000 cards, but since I had to make a choice, here's one of them:



*Fujita Air Lines Fokker F-27. Airline issue, early 1960s. This is a very rare card, in mint condition, that I acquired in a set of two different postcards in an original cover during one of my trips to Japan. The other card in the set is a ground shot of the same aircraft. [Editor's note: Fujita Air Lines operated from 1952 until 1963/64 when it merged into another Japanese airline.]*





**Jon Proctor**

The picture of me is at the Bird Aviation Museum (birdaviationmuseum.com) in Sagle, Idaho, where I am a volunteer.

Growing up in an airline family, I acquired my first postcards by rifling through seat pockets on American Airlines planes, mostly DC-6s and -7s. Flying

through Los Angeles International Airport starting in 1959 I found racks of cards featuring photos by Bill Eccles, hence my introduction to ‘airport’ chromes.

My collection grew exponentially after I joined TWA and traveled more. But it was Peter Black who prompted my serious interest in collecting. He took me to a postcard bourse run by the Metropolitan Postcard Club in Manhattan, where I emptied my wallet gathering up some real treasures and for the first time paid \$5 for a single card, of an American Airways Ford Tri-Motor over New York City. Later we formed Aviation World and published more than a half-million chromes of 200-plus subjects. I produced 200 more under the Flite-Line Fotocards and AirlinerCARD names. [Editor’s note: Jon Proctor and Peter Black also alternated writing the Postcard column of the Captain’s Log from 1978 to 1985].

Now retired, I have cut my collection down to American Airlines and TWA, and keep my eye out for occasional additions to these categories. Here’s my favorite:



*American Overseas Airlines Boeing B-377 Stratocruiser, N90944, at Shannon, Ireland. Published in Ireland. Peter Black gave me this postcard early in our friendship. I’m sure it was worth more than the 25 cents he paid, even back then, but it was his generosity that made this rare card become even more of a treasure.*



**Paul Roza**

I’ve been interested in airliners ever since I can remember. As a young boy of Polish heritage and living in New Jersey, my family and I made frequent trips to JFK airport in the 1970s-1980s to pick up relatives visiting us from Poland. I spent many hours on the rooftop parking lot of the Pan Am terminal watching

airliners, particularly LOT Polish Airlines IL-62’s which is where my interest in Soviet-built civil aircraft began. In fact, my first flight ever was on a LOT IL-62 in 1976, which took me to Poland on what turned out to be one of the best summer vacations of my life.

Collecting postcards was a result of collecting airline memorabilia in general, but postcards soon became my favorite item to collect. Joining the WAHS (then known as the World Airline Hobby Club) in 1984 opened many doors and allowed my airline memorabilia collection to grow, especially the postcard category.

My specialty is airline-issue and airport-issue postcards showing Soviet-built civil aircraft. My collection numbers approximately 1600 cards. Although Aeroflot cards comprise a large part of my collection, I prefer cards from the other original operators of these aircraft: Eastern European airlines, Cubana, CAAK/Air Koryo, etc.

My favorite card shows my favorite airline and aircraft: it depicts LOT’s fleet of IL-62’s sometime in 1973-1974, as the card was issued by LOT in 1974. To me it symbolizes the golden age of Polish civil aviation, the 1970s, and takes me back to my youth where my wonderful hobby began. LOT had dreamed of opening a transatlantic route for many years and finally were able to do so with the arrival of the IL-62 in 1972. Even though they were forced to buy the IL-62 for obvious political reasons, they were extremely proud of this aircraft and the routes it allowed them to open. Their marketing and advertising at the time reflected this pride.



*LOT Polish Airlines Ilyushin IL-62 fleet, SP-LAA, -LAB and -LAC. Airline issue, 1974. LOT received its 4th IL-62 on 26 April 1974, so if this photo was taken before then, it shows LOT’s entire IL-62 fleet at the time.*



**Chris Slimmer**

I was first introduced to air travel at the young age of 12, when my whole family (Mom, Dad and 6 kids) moved from the suburbs of Chicago to La Paz, Bolivia for 7 months in 1968. Great photos and stories of First Class air travel, including a flight on an ex-AA Electra via LAB in Bolivia! NW, PA, BN, LB, LH, KL and others on this

trip. I went to the travel agencies in La Paz, and got old OAG's, I learned to read the OAG at 12!

When I returned to the U.S., I wrote to all of the world airlines from the back address pages of the OAG. Those pictures and postcards covered two walls of my bedroom. When we moved again, all of those wonderful images were thrown out (the horror!). The footlocker of timetables and brochures was thrown out while I was at college (Mom says dad did it, dad says mom did it!).

As I got older, I collected neon signs and neon clocks. While searching for old neon in Sheboygan, Wisconsin in the 80's, I found a 60's Delta timetable for \$3. This re-ignited my airline

interest, and a few months later I met my first postcard dealer at a show in California. Somehow I decided that the airport postcards were cooler than the airline issues, and my current collection was born.

I am fascinated by all aspects of airports, and one of my side collections is trips to different airports -- I am currently at 1,054 airports scored. My intent is to own one copy of each airport postcard ever made, an impossible dream. But I am trying, the quest continues! It is MUCH harder to find new cards for your collection when you have sooooo many! I have also started MANY sub-collections -- stewardess postcards, interesting airline ad cards, even airline ties (I have over 600). And now I have accepted the position of WAHS President to keep the history alive and move the WAHS into the internet age.



**Allan Van Wickler**  
(pictured with wife Sue)

Hard to believe I collected for some 35 years. Started in Garden City, Long Island, New York, and loved every minute of it. I probably had a thousand favorites. Great art form. I really collected as a young boy and, moving back to Long Island in 1971, I found my original 2,000 topographical postcards -- mostly New England 'linens'. Then started all over again. I quickly realized I had to concentrate on subject matter and that's when airlines became my number one priority. I discovered the Metropolitan Postcard Club and Long Island Postcard Club and met a few characters named Jon Proctor, Peter Black and Joe Turner. Eventually I ran 'Van's Postcard Pigout' in my home (glad Sue didn't divorce me when Peter made a spaghetti dinner in our kitchen one time). I said 'yes' when Bill Demarest asked me to be the Postcard editor of the Captain's Log, and I was happy to do it to help him out. I served as Postcard Corner editor of the Log from 1995 to 2006 and then was able to transfer the responsibility over to Marvin Goldman and the rest is history.

A year or two ago, I reduced the size of my collection from some 9,300+ cards to 5,875 'best' cards. I'd previously given my 3,500+ military cards to the National Air and Space Museum of the Smithsonian Institution. I thought about it and thought about it, and in 2015 I contributed my airline collection of cards to them as well.

A number of my favorite cards include an airline stewardess pictured with her aircraft. I featured many of these in one of my Postcard Corner articles for the Captain's Log (vol. 24, no. 2, 1999). As I worked for Pan American for some years, here are two of those favorites with Pan Am aircraft in the background.



*I like this one the best! Aerovías Guest Douglas DC-6 with Passengers at Airport Carrying Mexican Souvenirs. Airline-issued.*



\* \* \* \* \*

I hope you enjoyed getting to know better many of our Society's airline and airport postcard collectors. When this issue of the Captain's Log is placed online, it will be in color, and there will be opportunities in the future to make changes or to add similar bio sketches and favorite airline and airport postcards of other collectors who are or become WAHS members.

*Until next time, Happy Collecting,  
Marvin*



*Pan American Airways Stewardess with Pan Am Boeing 307, NC19910 'Comet', in background. Airline issue, 1940s, no. 425.*



*Airliners International 1998 Official Show Postcard*



*Airliners International 2009 Official Show Postcard*



*Pan American Airways Stewardess with Boeing 707 in background. Airline issue, North Miami, Florida, no. C-17655.*



*Airliners International 2010 Official Show Postcard*

# Aircraft Models

## A Desert Airliner

By Ken Miller • ozmiller@sbcglobal.net

For this issue of the Log I thought I would share one of my favorite model builds. The real aircraft type is legendary though it certainly was not a commercial success. The model was good for its day though certainly isn't state of the art now either. The project involved seeing one of the real airplanes in storage as the spark for me attempting to build a unique model. Years back I saw the row of former TWA Convair 880's parked at Mojave and thought it would be neat to model one of them. At the time the Glencoe Convair 880 kit was the only model readily available so I picked one up. After building the model nice and shiny I was able to heavily weather it so it ended up looking like one of the planes at Mojave.

General Dynamics purchased the Convair Corporation in March of 1953. Convair began development of a medium-range commercial jet in April 1956 to compete with the Boeing 707 and Douglas DC8. Initially the design was called the Skylark, then Convair 600 and finally the 880. Both numbers referred to the planes top speed of 600 miles per hour and 880 feet per second. The plane's first flight was on January 27, 1959. The FAA mandated additional instrumentation for the plane for which Convair added the hump along the top of the fuselage. Convair 880 sales were not successful and production ended just three years later. The Convair 880 offered five-abreast seating in contrast to the six-abreast seating of the 707 and DC8. Boeing also outcompeted Convair by offering the 720 medium range version of the 707. The Convair 880's General Electric CJ-805-3 turbojets also had a higher fuel consumption rate than the Pratt and Whitney JT3Cs of Boeing 707.

TWA and Delta both placed initial orders for the first forty Convair 880 aircraft. Convair promised the first forty delivery slots to both airlines which likely further discouraged other airlines from ordering the type. Final assembly of the aircraft was at the Convair plant in San Diego, California. General Dynamics lost approximately \$185 million over the short lifetime of the Convair 880 and 990 programs. At the time the losses were the greatest incurred by any corporation. Only 65 Convair 880's were produced. During the time of Convair 880 production Boeing built and sold three hundred sixteen 720 and 707 airliners. TWA which was run at the time by Howard Hughes played a major role in the Convair 880 program. Hughes wanted TWA to have a faster jet than the others. TWA ordered sixty two and purchased thirty. The purchase agreement was not beneficial for TWA in that Hughes purchased the aircraft through his Tool Company and leased them back to the airline for an inflated price. Minority shareholders of TWA sued and Hughes ended up losing control of TWA because outside creditors financing the deal did not want Hughes controlling both development and operation of the aircraft. TWA operated Convair 880s from 1961 to 1974.

Hawk Model Airplanes was established in 1928 by brothers Dick (Sr.) and Phil Mates in Chicago, Illinois. The company was



*Photograph by the author*

purchased by the Testors Corporation in 1970. From the company start in 1928 to the early 1950's Hawk manufactured a successful line of solid wood aircraft models. During World War II Hawk manufactured plastic identification models for use in military training. In 1946 Hawk produced a Curtiss R3C-1 racer which was one of the very first all plastic kits. Hawk originally released their Convair 880 kit in 1960.

Glencoe Models re-released the kit in 1991. Glencoe is pretty much a one person operation run by founder and CEO Nick Argento and reissues classic early years model kits. The Hawk/Glencoe Convair 880 kit is box scale at 1/126 but will match many of the Heller releases as well as the Hawk Testors C-131/Convair 240 kits. My build went together quite well though I do remember a very large gap in one of the wing roots. I don't remember if I used sheet styrene or just putty to fill it. I ended up blanking off the engine intakes and adding landing gear actuator struts. I wish that I'd taken a photo before weathering the model as it looked quite spectacular. Masking the bare metal and white sections was difficult to do to match the red decal stripe. I didn't notice till later but my sides definitely do not match. There is no clear part for the windshield so I used Microscale Krystal Clear to fill in the windshield. Weathering the model was fun and not as difficult as I had expected. I used a wash of white paint over the red stripes to fade them. I also used thinned gray paint to cover up the registration and TWA Twin Globe logos. At one point the real plane's engines had been marked and sold separately from the planes. Following photographs, I hand wrote the registration and engine #'s on the nacelles with a black Sharpie marker. The base is a varnished square of wood with model railroad ground foam attached with acrylic matt medium.

I believe I first saw a photo of a Mojave ex-TWA Convair 880 in Graham Robson's Desert Airliners book. Fifteen ex-TWA 880's along with four unmarked ones were owned by American Jet Industries which purchased and stored them at Mojave in 1979. The company had plans to convert the aircraft into freighters by installing a port side cargo door. Three cargo door conversions



were completed but no aircraft were sold. In December 1999 fourteen of the remaining Convair 880's were sold for scrap to Torco Oil Corporation. The planes' engines were removed and shipped to Illinois to be used as power generators on oil rigs and overseas oil fields.

As far as I can tell there is only one intact Convair 880 and a cockpit section at Mojave both of which are owned by Scroggins Aviation. Ship 35 was delivered to TWA on August 1960 as N828TW and flew with TWA until placed in storage on April 29, 1974. N828TW was later sold on April 18th, 1978 to American Jet Industries and reregistered as N815AJ. The plane then was ferried to Mojave with other ex-TWA 880's. N815AJ was sold to Torco Oil Co. in December, 1993. Seven years later the plane was sold to P&M Aircraft and used for movie filming. On November 30, 2010 Scroggins Aviation purchased the plane and will continue to use it for film productions. Ship 23 was sold to TWA on August 29, 1963 and registered as N817TW. TWA retired the plane on June 1, 1974 along with the other TWA 880's and put it in storage at Kansas City. American Jet Industries purchased the plane on April 18th, 1978 and reregistered it as N812AJ. American Jet Industries ferried the plane to Harlingen, Texas on June 25, 1978. The plane ferried to Mojave on September 9, 1980. In June 1985 the plane was sold to Charlotte Aerospace and then to Warner Brothers Pictures in September 1990. In 1990 Clint Eastwood directed and starred in the movie "The Rookie". Ship 23 starred in the film for an explosion and crash scene. A crazed pilot in a corporate jet chased Clint Eastwood's and Charlie Sheen's characters around the airport. At one point the small jet crossed the runway as a large jetliner was taking off causing a crash, explosion and fire. The last ten feet of a wing and the number one engine were torn off of ship 23 in the crash. Aviation Warehouse purchased and owned the plane for seven more years until Scroggins Aviation purchased it in 1998. Due to the plane's poor condition and lack of funding Scroggins scrapped the plane but preserved 43 feet of the front fuselage and cockpit.

My Mojave Airport TWA Convair 880 build is one of my favorites. The Convair 880 was quite a unique airliner and the ex-TWA planes stored at Mojave were and continue to be iconic. The Hawk/Glencoe kit is a classic model kit as well dating back over fifty years. I started with a novel idea and was able to build a respectable model with it. One comment a person shared with me on seeing the model stays with me. He looked at the model and remarked to me "You've been to Mojave haven't you?"



Credit: Modellingmadness.com



Credit: Modellingmadness.com



Credit: Brian Lockett, Goleta Air and Space Museum



Credit: Oldmodelkits.com

# Playing Cards

45 Years of Collecting Playing Cards

By Fred Chan • flyinghigh@olympus.net

About five years before the first issue of *The Captain's Log*, and long before I was familiar with WAHS, I was on a TWA flight in 1971 from San Francisco to London (via Chicago) on my way to Oslo. I had little else to do on such a long trip, after I had read all the magazines onboard and finished flirting with the stewardesses. So I asked for a deck of cards to play solitaire. The deck given to me was, appropriately, one showing a Boeing 747, the type of aircraft I was actually flying on. See Figure 1.

More interestingly, the box flap said "Collectors Series." I was amazed to find that some people actually would collect these items, but that started me on my hobby. From then on, I always asked for cards on all my trips and started accumulating them, not collecting. I didn't even tell anyone about my "accumulation" because they might think it was silly (and some still do).

I also tried to add to my collection by asking other people to get cards for me when they travel and by writing to the airlines themselves. In the past 45 years, 55 friends and relatives have come through and 249 airline representatives have answered my requests favorably. Here are some of the more unusual examples:

- The parents of a friend knew I collected airline playing cards. They had worked for Kuwait Airways and while in the process of fleeing Kuwait during the first Gulf War in 1991, they remembered to bring out two old decks from that airline showing a deHavilland Comet and a Hawker Siddeley Trident (Figures 2 & 3). Although a few cards are missing, those partial decks are prized additions to my collection.

- In response to a letter to Finnair in the mid-1970s, I received a deck of cards and a promise by its Director of Customer Relations that he would keep me on his distribution list for any new decks issued in the future. This promise was kept for 35 years, without any prompting, before the gentleman retired. Unfortunately, his successors have not kept up with that practice, even after a few gentle nudges.

- Singapore Airlines representatives have also been similarly helpful over the last 20 years, as have Etihad and SilkAir, but over a shorter period of time.

- TWA had also been a very good source for cards because they have always issued many different designs and because a letter written to them about 30 years ago landed on the desk of Jon Proctor who was working in the Public Relations Department at that time, and I was "covered" from that point on until TWA became part of American.

- When writing to the airlines, I usually enclosed a check of \$10 to help cover the cost and postage. Most airlines have always returned the checks with or without sending playing cards, except for three carriers which cashed the checks without any acknowledgement or sending any cards. There were two other unusual cases: first, a representative from an African airline asked for another check to be made out to him personally and not to his airline. (How dumb did he think I was?) In the second case, an airline in South America responded with a letter telling me not to bother them again. (I have always wondered about how good their inflight services might be.)

Other excellent sources for cards are the Airliners International Conventions, of which I have been fortunate to have attended 30 of the 40 events held so far. Besides acquiring additions for my collection, I have met many other card collectors over a long period of time – George Flaherty, Barbara Lunaburg, Larry Richards and Martin Chundela (30 years ago), Luc Mertens, Al Meder and Dick Golightly (25 years ago), Dave Chester, Joe Mazanek, Jan Walls, and Greg Mattocks (20 years ago), Gary Duch (10 years ago), and many new collectors in more recent years.

Like other collectors, I also check the on-line auctions. While some rare and unusual decks have surfaced from time to time, there is also an awful lot of chaff to sort through, including an increasing number of fake decks. Computer graphics have made it much easier and cheaper to produce fake decks for the unwary buyer.

When in doubt as to what is or is not authentic, card collectors usually rely on AIRLINE PLAYING CARDS – Color Reference Guide. This publication was started by Trev Davis and myself in printed form in 1985 and I converted it entirely to a digital format in 2005. Updates have been provided periodically.

Farewell Message: Shortly after writing about my experiences above, coincidentally, I sold my entire card collection in preparation to moving into a retirement home where I can enjoy a work-free and a care-free lifestyle. Unfortunately, there is not sufficient space to accommodate my collection of 3500 decks of playing cards.

I plan to continue attending the AI Conventions and to keep up my many friendships in WAHS. I have also enjoyed being the editor of this section of *The Captain's Log* for 16 years and hope my readers have found my comments helpful in their collecting efforts.



Fig. 1



Fig. 2



Fig. 3



# China & Dining Ware

Memories of the Captain's Log

By Dick Wallin • rrwallin@aol.com

In this final printed edition of The Captain's Log, I was invited to share some favorite memories, but this time it won't be about dining ware, but about people. My first AI was in 1986, and I've only missed one since then, so it's about the people encountered over a 30 year period, both at AI's and countless regional shows. In alphabetical order, here are some of my best people memories:

**PAUL COLLINS** - Founder of WAHS and without whom none of the rest of all this would have happened! (And he was a railroad employee!!!)

**BOB BUCK** - Retired TWA Chief Pilot who shared some unique memories of his dealings with Charles Lindbergh.

**MARTIN CAIDIN** - Pilot and owner of the Junkers JU-52 "Iron Annie" who gave us a hilarious AI banquet speech about his adventures with his prized craft.

**R.E.G. "RON" DAVIES** - Curator of Air Transport at the Smithsonian. Ron was a very gracious person; at a show in DFW, someone asked him a question about the initials of a very obscure airline. He started out his response by saying "well I'm no expert, but I think....." This brought a round of laughter from those in earshot, as he was in fact the world's foremost aviation expert!

**AL HAYNES** - Captain of the United DC-10 flight 232 which he landed at Sioux City with a complete lack of hydraulic controls. At a regional show, when meeting him, I called him a hero, but he modestly said "no I'm really no hero; United hired me to fly the DC-10s and I was just doing that to the best of my ability". At an AI banquet, he was the featured speaker and kept us

spellbound, injecting his narrative with tapes of the actual radio communications during the crisis.

**"TEX" JOHNSTON** - Boeing test pilot who did a barrel roll in the 707 prototype over a large boat regatta crowd.

**CLAY LACEY** - Who dazzled an Airliners International banquet audience with his spectacular in flight photography.

**BOB MORGAN** - Captain of the famous B-17 "Memphis Belle". Bob not only impressed us plane guys at the show, but he ended up marrying the show promoter!

**JOHN RUSSELL** - Retired Pan Am pilot; John took his first training flights on flying boats, and retired as a 747 captain! He lived in the Bay area, so attended only the SFO regional shows. A very interesting and modest individual, whose exploits could no doubt fill many books,

**JOHN TRAVOLTA** - Well everyone knows who he is, but at one of the LAX regional shows, he came through the door, and spent over an hour circulating around the room and buying items that caught his eye. Near my table, one of our guys asked him about the specific model of his personal 707, and he immediately got into a detailed discussion about his prized aircraft. He came in as a normal attendee, no hoopola; he had an assistant who paid for and carried his purchases.

These are some of my favorite WAHS memories!

Dick Wallin



*Airliners International 1990 Seattle.*

*Tex Johnston and Mike Machat with Machat's painting of Johnston's 707 Prototype Barrel Roll. Photo by Marvin G. Goldman.*

# Flying Stamps

American Airlines

By Jim Edwards •

For this final issue of the printed Log, we're taking a look at postal stamps featuring American Airlines aircraft through the years. I found it interesting that American never served some of these countries, but, yet, American is easily identified all over the world.



This American Douglas DC-3 is featured on a postal stamp issued by Berlin in 1979. The stamp was designed by Fritz Haase of Bremen.



For a series on the world's airports, the Union of Comores issued this stamp in 2008 with an American Airlines Boeing 777 at JFK.



Another American DC-3 was portrayed on a postal issue by the Bahamas in 2003 to celebrate the 100th anniversary of powered flight.



An American Eagle ATR-42 was depicted on this issue from St. Kitts in 1987.



Also from the Caribbean we find this issue from Dominica with another American Eagle ATR-42 issued in 1998.



From the Pacific, the Republic of Palau also issued a stamp for the 100th anniversary of flight in 2003 with this American Airlines Curtiss Condor.



*American Overseas Airlines Airmail Etiquette*



*American Airlines Airmail Etiquettes*



# Junior Wings

The World's 40 Rarest Junior Wings

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

To celebrate the Captain's Log 40th Anniversary we have put together a list of the World's 40 Rarest Junior Wings. I have collaborated with the world's current greatest junior wing collectors to assemble this list. Many thanks to Dave Cherkis, Bill Gawchik, Jose Gonzales, Cameron Fleming, and Bryan Mellon for sharing wings from their outstanding collections as well as their expertise. Together, the six of us voted on the Top 10 and we present this list to celebrate 40 Years of collecting. Also, a very honorable mention to long time collector, mentor, and friend Stan Baumwald for being the "godfather" of junior wings and his contributions, as well.

Collecting junior wings is certainly a 'niche' hobby. WAHS member Bryan Mellon shared his story on how he got started collecting junior wings. In 1980, Bryan was five years old and his family moved to Japan. He flew four different airlines between Richmond and Tokyo. At the end of the trip, he had four different junior wings (Eastern, Delta, Western, and Northwest) and he was hooked on collecting. Today, Bryan is a pilot for Alaska Airlines and he still has those original four wings from his trip.

My experience started in the early 1980s as a young teenager. I started collecting timetables, post cards, junior wings, and just

about anything airline related. In 1985 I attended my first Airliners International convention in San Jose, California. I was in heaven. These were my kind of people! I was hooked. Over the next few years I began to realize that I needed to narrow my focus to junior wings and timetables. One story comes to mind from my early days as a junior wing collector. I was a college student in 1989 and I didn't have much money. I ran into Stan Baumwald at an airliner show and he was selling a Texas International junior wing for \$40. He told me it was really rare and hard to find, but \$40 was just too much for my college student budget. I passed on that one. I spent the next 20 years regretting my decision as that wing is extremely rare and hard to find. I eventually found another one, but it cost me a lot more than forty bucks! I guess they call that perspective. Today, I'm a pilot for Delta Air Lines and collecting junior wings is still one of my greatest passions.

I realize this list is quite subjective and everyone will have their own opinion. However, the purpose of this list is to showcase the best of the best from the world's greatest junior wing collectors. Here are the 40 Rarest Junior Wings in the World:

Keep Collecting,  
Lane



#1 Pan American Junior Pilot  
(Boeing 314 Flying Boat)



#5 Air Panama Junior Pilot



#8 Transair Ltd. Junior Pilot



#2 SAM Columbia Piloto Honorario



#6 Mexicana Sobrecargo Juvenil



#9 Hawaiian Airlines



#3 Philippine Airlines Junior Captain



#7 Mexicana Sobrecargo Infantil



#10 Air Florida Commuter "Sun Shuttle"



#4 Air Panama Junior Stewardess

The remaining 30 junior wings are presented without ranking and in no particular order.



Ansett ANA Junior Flying Club



Panagra Junior Pilot



Bahamasair Jr. Pilot



Trans Australia Junior Flying Club



Aeroposta



BWIA



American Airlines Junior Pilot



Eastern Airlines Jr. Test Pilot



Metro International



West Coast Airlines Junior Stewardess



Hawaiian Airlines



Scanair Sunjet Hostess



Scanair Sunjet Pilot



EL AL



Tasman Empire Air Lines Junior Jet Club



Capital Airlines Junior Pilot  
(also one of the smallest junior wings)



SAS Junior Pilot



Aeropostal



Pacific Northern Airlines



British Airways



KLM Junior Stewardess



Trans European Airlines



Saudia



Icelandair Junior Captain



Japan Airlines



Zoom Airlines Future Flyers



Philippine Airlines Jr. Flight Attendant



Philippine Airlines Junior Flight Captain



Philippine Airlines Junior Flight Attendant



Texas International (the one that got away)



# Wings

American Airlines

By Charlie Dolan • wingcobda@yahoo.com

As I write this, we are expecting a rapid drop in temperatures, into the forties, by morning. It is November 22, 2015 but I have to get ahead of the calendar because when the deadline for this article arrives, I will be at sea. On Jan 3, 2016 Karen and I leave Fort Lauderdale on the Pacific Princess and will return to that port on April 24, 2016. It's a once in a life time around the world cruise and we decided that as long as we are pretty healthy, can walk long distances and survive the rich food (within reason) this is the time to do it. The icing on the cake is that we can drive to the port allowing us to laugh at airline baggage fees and weight restrictions.

Back to the topic – American Airlines, my association with AA began on November 9, 1954. On my tenth birthday, my father took me and my twin brother on a trip to Washington, D.C. to visit the nation's capitol. We flew down KLGK-KDCA on a Convair and back KDCA-KLGA on a DC-6 (or vice versa). I wasn't collecting tail numbers back then, the bug hadn't bitten. Regardless, that was when my interest in aviation began.

In the previous issue we dealt with commuter carriers, and American Airlines filled that bill for me as well. During my college years, I "commuted" between Long Island and Buffalo, NY primarily on American Airlines. When I started in 1963, the route was served by DC-6s and Lockheed Electras. I preferred the Electras. By 1967, the routes were operated by the Lockheed Electra, Boeing 727 and BAC 400 (BAC1-11). With a few desertions to Mohawk Airlines and Greyhound, I normally traveled by American for Thanksgiving, Christmas and Easter breaks as well as for summer vacation.

I had many interactions with AA during my years serving U.S. Customs while stationed at Montreal (CYUL) and Bermuda (TXKF). It was in Montreal that I first heard about and then met Dick Koran, the previous editor of this column and a great friend. He was a wealth of information and a true mentor in the collecting of airline insignia. He introduced me to the society and many of my current friends. Whenever he'd bid a trip to Montreal, or later, Baltimore, we'd try to touch base and swap lies and maybe brass.

My last duty station with the Customs Service and later DHS / CBP was Bermuda's Kindley Field (TXKF). American operated flights to New York and Miami during that period. One of the captains who came through BDA was Charles "Choo-Choo Charlie" Canavan. He was noted for wearing Bermuda style shorts with the proper style socks whenever he flew the New York – Bermuda trip. We had a common bond in that both of us began flight training at Zahn's Airport in Amityville, NY. The Bermuda Tourism folks featured him in several write-ups, mentioning that he gave his passengers a short sight seeing tour as he taxied to the runway pointing out historical buildings at the edges of the airport.

Another famous American Airlines pilot was Ernest K Gann, the author of many aviation related books such as The High and the

Mighty, Island in the Sky and Fate is the Hunter. He left American shortly after World War II to join the short-lived Matson Line air service between the mainland and Hawaii. Under the heading "It seemed like a good idea at the time", he followed American's "Old Number One", Capt. Sloniger, who had surrendered his highest seniority position to help the steamship line inaugurate air service.

It has been interesting keeping up with all the changes going on at American Airlines with the mergers and changes in livery. I miss the orange lightning bolt and polished aluminum. I got used to the red, white and blue stripes and large "AA" on the vertical stabilized. I'm still trying to not think "CUBANA" when I see the new livery taxi by me. Maybe I'm old fashioned.

US Air Mail



This was the first wing used by AA when it was American Airways. This generic U S Air Mail wing was used by many of the early air carriers, which carried the country's mail.

The wing is of gold color metal with fine detailing in the feathers of the wings. The surface of the globe is of a textured finish and the Equator line passes through the middle of the word "AIR". The letters U S AIR MAIL are polished. The wing has two posts with serrations, which might be thin screw posts or it might be clutch back. I'm just not sure. The wing is hallmarked "Patent applied for" on the back side of the globe and "rolled gold" on the back of the left wing.

U S Air Mail Mate



I cannot be sure if this wing was used by American Airways, but it is in fact a "mate" to the wing described above. This wing is pin back and the curved metal tab with the black letters "MATE" is attached to the base wing with two screw posts. It is hallmarked as the U S Air Mail wing described above.

## AA Wing



I believe that this wing was introduced at the time American Airways became American Airlines. The wing is of gold color metal with finely detailed feathers in the wings and a flat disc behind the eagle and double As. This wing is pin back and lacks any hallmark. If you look closely at the left wing and the edge of the disc between the 4 and 8 o'clock position, this is a misstrike. Perhaps this wing was not issued and could explain the lack of hallmark.

## American Airlines Cap



I missed out on the American Airways cap when it was offered on eBay, probably due to a lack of funds. The cap is of medium blue fabric with the words AMERICAN AIRLINES in gold bullion thread on a black fabric band. The eagle and double As are held to the cap by a single screw post. There is no hallmark. The chin strap is of gold color metal with a stamped design. It is not adjustable. It is held to the cap by two buttons with the eagle and AA.

## Wings 1953-1959



All are of gold color metal with screw posts for attachment to the uniform jacket. Each is hallmarked LGB 1/20 10K GF.

Check / Supervisory pilot has star and wreath, Captain has star, Pilot wing is plain. Eagle faces right. Earlier wings had eagle facing left.

## AA Hat 1949-1960



Hat is of blue fabric with gold bullion thread eagle, AA and wreath on black padded backing which is attached to a black fabric band which goes around the hat's sweatband. There is a paper tag on the back of the emblem reading "S. Appel & Co Est. 1856. Made in U.S.A.". The bill of the cap is black leather. The chin strap in non-adjustable and made of stamped metal.

## Flight engineer wings



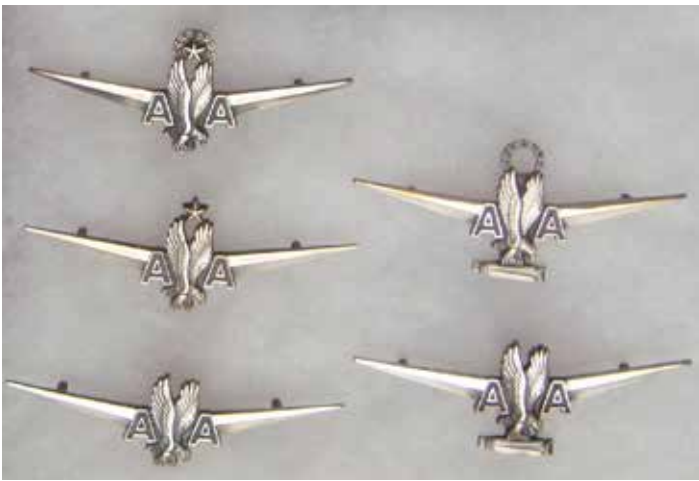
Two styles of engineer wings are shown. The larger wing is of gold color metal and is clutch back. It is hallmarked "LGB 1/20 10K GF". The detailing of the feathers in the wing is very fine. It looks as if the engine arrangement would be that of an eight cylinder design, which I do not think existed. The diameter of the propeller is also quite small compared to the circumference of the engine.

The smaller wing is pin back and is hallmarked "1/20 G.F." Clark Skillman has told me that these engineer wings were worn by American Overseas Airlines flight engineers.

Another difference between AA and AOA is that the eagle on the hats of AOA crews faced left.



Wings 1960-present



American changed from gold to silver insignia in 1960.

All the wings shown in the image have two screw posts. They are hallmarked with a “B” in a shield shape which indicates Balfour and “SF”. The captain wing is hallmarked LGB Sterling.

The Supervisory /Check Pilot wing has a star and wreath, Captain wing a star and Pilot wing is plain.

The wings for Supervisory Flight Engineer have a wreath over the eagle, which is standing on a jet engine nacelle. The Flight Engineer wing has the eagle on the engine without the wreath.



The AA cap, which is worn with this style uniform, is of blue fabric with a metal and silver bullion thread emblem on padded black backing. The silver eagle and “AA” has a single screw post and one positioning pin to hold it to the cap. It is hallmarked “LGB Sterling” The chin strap is of silver metallic thread on a leather backing and is not adjustable. The bill of the cap has a dull black fabric surface and silver bullion thread “v”s indicating Captain status.

Other images-----



Ernest K. Gann during his time with Air Transport Command wearing his AA hat and leather flying suit. This was when he got the inspiration for his book “Island in the Sky”

NEW YORK TO BUFFALO							BUFFALO TO NEW YORK						
Effective October 27, 1963							Effective December 1, 1963						
Leave NEW YORK	From Airport	Arrive BUFFALO	Freq- uency	Type	Flight No.	Flight No.	Arrive BUFFALO	From Airport	Freq- uency	Type	Flight No.	Flight No.	
8:00	LaGuardia	9:13	Ex. Su.	0	ELECTRA	491FT	7:15	LaGuardia	Ex. Su.	0	ELECTRA	496FT	
9:30	LaGuardia	10:43	Daily	0	ELECTRA	491FT	8:30	LaGuardia	Ex. Su.	0	DC-8	221	
12:15	Newark	1:24	Ex. Su.	0	ELECTRA	497FT	9:05	Newark	Ex. Su.	0	ELECTRA	497FT	
1:50	LaGuardia	3:03	Daily	0	ELECTRA	245FT	9:35	LaGuardia	Sa. Su.	0	ELECTRA	497FT	
3:15	LaGuardia	4:28	Daily	0	ELECTRA	499FT	11:15	LaGuardia	Daily	0	ELECTRA	497FT	
5:35	LaGuardia	7:15	Ex. Su.	0	DC-8	215	2:38	LaGuardia	Daily	0	ELECTRA	421FT	
6:20	LaGuardia	7:33	Daily	0	ELECTRA	395FT	3:20	LaGuardia	Ex. Su.	0	DC-8	240	
7:30	LaGuardia	8:44	Daily	1	DC-8	215	5:30	LaGuardia	Daily	0	DC-8	212	
7:45	Newark	8:28	Ex. Su.	0	DC-8	215	5:38	LaGuardia	Ex. Su.	0	ELECTRA	371FT	
9:00	Newark	10:48	Ex. Su.	1	ELECTRA	421FT	6:35	Newark	Ex. Su.	0	ELECTRA	497FT	
9:00	N.Y. Int'l.	10:27	Ex. Su.	0	ELECTRA	445FT	8:28	LaGuardia	Daily	0	ELECTRA	471FT	

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 Nassau/Suffolk ..... Northore 9-5586  
 Bridgeport ..... 375-6667  
 New Haven ..... 467-1647

AMERICAN AIRLINES

1963 AA timetables for New York – Buffalo service. The first class fare was less than it costs to check a bag today. Also note the old style telephone exchanges.

# WAHS Memories

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

Many of us in the “hobby” can trace our passion for airlines and airliners far back into our early childhood. A love for commercial aviation is actually something we cannot remember not having. I do not, for instance, remember the day in December 1969 when my parents took a photograph of me happily playing with a tin, friction-powered Eastern 727. I was 22 months old at the time.

What I do remember, quite clearly, is the day 15 years later when my mom (God rest her soul) and I walked into Airliners International 1984 in St. Louis....and I nearly fell over. For what seemed to be as far as my eye could see were hundreds of tables chock full of every kind of airline-related item my teenaged mind could imagine. I also saw hundreds of people who apparently were all as interested in this stuff as I was! That day brought a bit of a “double-epiphany” for me. I realized that there was a massive amount of airline memorabilia in the world, far more than I had ever dreamed possible. Perhaps more importantly I discovered that I was not alone in my, at the time, all-consuming love for commercial aviation and its history. I was 16 and this was one of the greatest days of my life up to that point. In our hotel room that night my mom and I joked about how I was going to bed with a slightly modified verse from an old holiday rhyme following me into sleep: “and visions of airplanes danced in his head.”

I had joined the World Airline Hobby Club, as it was then known, the prior year. (I remember my first issue of the Captain’s Log featured an article about TWA retiring the last of their 707’s and,

if I recall correctly, it included a picture of our current Editor-in-Chief boarding one of the last flights and looking like he was just out of college!) Once I found out about the St. Louis convention there was no question in my family that I would be there. They all knew it was a “pilgrimage” I had to make.

In the 32 years since my first “AI” I have made enduring friendships that remain dear to me and had the opportunity to serve the World Airline Historical Society as a trustee, Log editor, and co-chair of Airliners International 2010. I also think it is safe to say that the WAHS has played an important role in my “growing up” to become the full-time director of an aviation museum. I am very thankful that the late Paul Collins, who I met at that first of many shows in 1984, let his own love for all things “airlines” inspire him to found and grow our organization.

“Visions of airplanes” still often “dance in my head.” And that is nowhere more true than when attending the AI’s and the other regional shows I am sometimes able to make. For me few things in this life beat the unique feeling that comes from being with like-minded and like-hearted friends in a big airport hotel exhibition room in the midst of the things we mutually love.

So thank you, World Airline Historical Society, for over four decades of being the catalyst for so much happiness in my life, and the lives of so many others.

Fly on....





# 2016

# AIRLINERS INTERNATIONAL<sup>SM</sup>

# 40 YEARS



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# UPCOMING AIRLINE COLLECTIBLE SHOWS!!

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

See WAHSONline.com for a complete show listing.

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

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

## PARIS AIRLINERS SHOW 2016

Saturday, June 4, 2016. Paris CDG Airport Best Western Hotel, 1 allée du Verger 95700 Roissy-en-France. Show hours : 9am until 6pm. Free car park and shuttle from CDG. Admission : 5 €. Display table : 27 €. Special hotel rates. For more information, contact: Emmanuel Frochewajg, 114 rue de Bellevue, 92700 Colombes, France. Email : frochewajg@aol.com. Website: <http://manupostcards.weebly.com/>

## 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: Duane Young 504-458-7106 (USA Central Time), General Information e-mail: [info@ai2016MSY.com](mailto:info@ai2016MSY.com), or AI 2016 MSY LLC, PO Box 101, Covington, LA 70434 USA.

## LONG BEACH / LOS ANGELES AIRLINER EXPO

The Los Angeles Airliner Expo has moved to Long Beach!

Saturday, August 20, 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>.

## CLEVELAND AIRLINE COLLECTIBLE SHOW

Saturday, August 27, 2016. Sheraton Cleveland-Hopkins Airport Hotel (site of AI 2013). 5300 Riverside Drive. Cleveland, Ohio 44135. Show hours: 9am until 3pm. Admission \$5. For additional information, please contact: Bob Palermo. Phone: 216-551-4549, Email: [rpalermo@msn.com](mailto:rpalermo@msn.com). Free parking at the hotel!

## NEWARK AIRLINE SHOW

Saturday, September 10, 2016. Ramada Inn – Newark Airport, 160 Frontage Road, Newark NJ 07114. Discount room rates available through hotel website or by calling +1-973-589-1000. Show hours: 9am – 3pm. \$10 admission charge. Children under 12 – free! For more information, see [www.NewarkAirlineShow.com](http://www.NewarkAirlineShow.com) or contact Robert Tierney, +1-732-236-5677, LT4191@hotmail.com.

## 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)

## MINNEAPOLIS AIRLINE SHOW SALE & GET TOGETHER

Saturday, October 8, 2016. Best Western Plus Hotel, 1901 Killebrew Drive, Bloomington, Mn, Phone: 952-854-8200. For more information, please contact Bill Rosenbloom, 612-386-5080 or via email at [bill@airlineposters.com](mailto:bill@airlineposters.com).

## CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, October 22, 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.

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

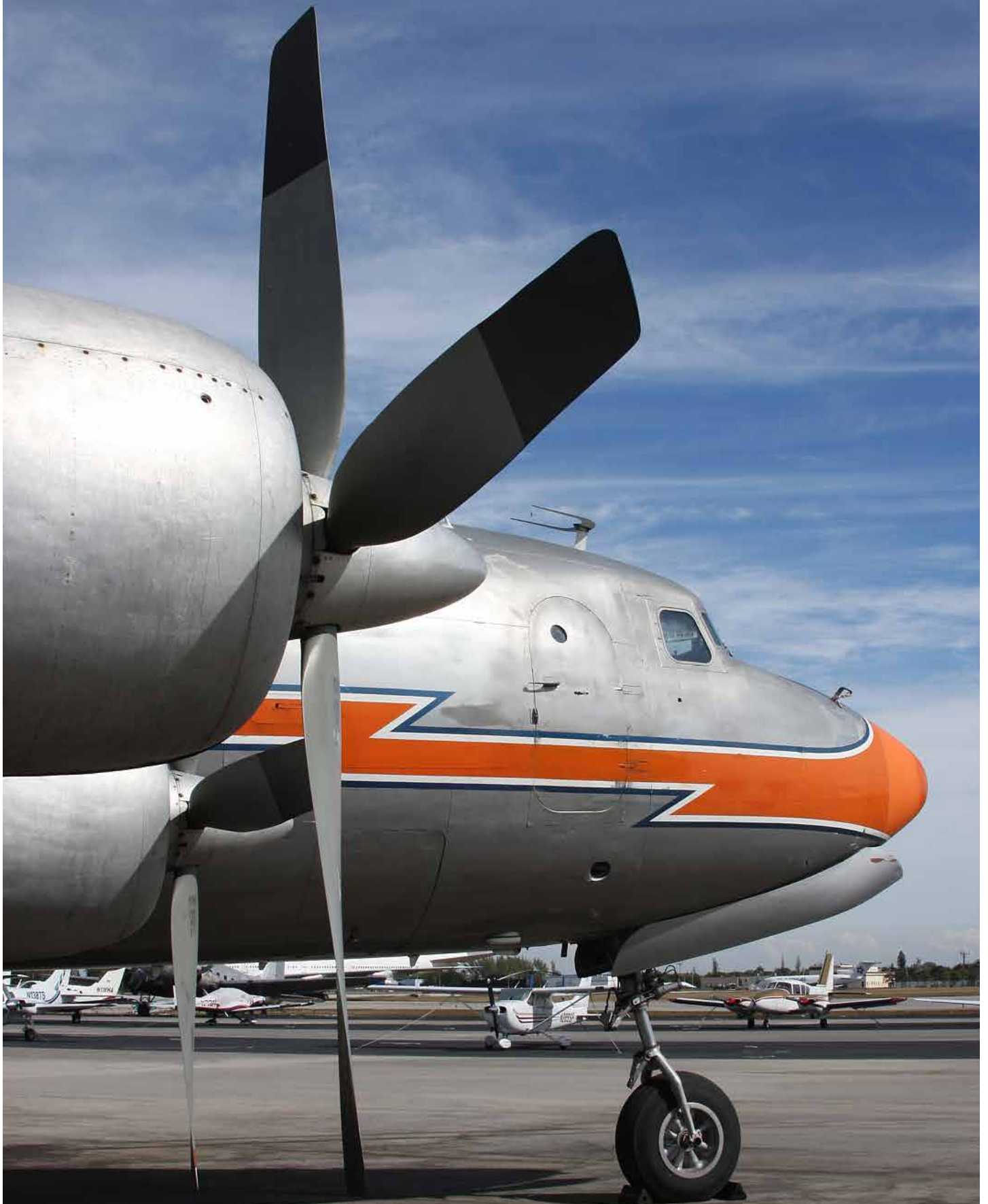


Chalk's Ocean Airways Grumman G-73T Mallard, N142PA, MSN J-42. Photograph by Joe Fernandez.



Northwest A320-211 N328NW, MSN 298. LAN Airlines Boeing 767-3Q8/ER, CC-CML, MSN 28206 at Miami. Photograph by Joe Fernandez.





Douglas DC-7B(F), N381AA, MSN 44921 at Opa-Locka Airport, Miami. Photograph by Joe Fernandez.