



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Spring 2008 - Issue 32-4



*Braniff International Airways Convair 340
Photograph by Mel Lawrence via Shea Oakley Collection*

Skies Over Texas

This Issue:

*The Airlines of Texas
Timetables! Postcards!
Models! Books! Wings!
And More!*



Our Big Event!

*Airliners International
2008 - Dallas*

July 10-12, 2008



American Airlines Convair 990 via the Archives of Aviation Photography of Miami and Air72.com

Historic Dallas Aircraft Photographs

Southwest Airlines Boeing 727-227 N404BN via the Archives of Aviation Photography of Miami and Air72.com



Flight Manifest

From The Flight Deck	3
The Skies Over Dallas <i>Joop Gerritsma</i>	4
Playing Cards <i>Fred Chan</i>	9
Flying Stamps <i>Jim Edwards</i>	13
Timetables <i>David Keller</i>	14
Dining Service <i>R. R. Wallin</i>	20
Slide Photography <i>Joe Fernandez & Eddy Gual</i>	23
Jr. Wings <i>Stan Baumwald</i>	24
What Is It? <i>Ken Taylor</i>	25
Airline Happy Hour <i>Al S. Tasca</i>	26
Wings! Badges! <i>Charles F. Dolan</i>	29
Postcard Corner <i>Marvin Goldman</i>	33
Aircraft Modeling <i>Ken Miller</i>	38
Safety Cards <i>Fons Schaefers</i>	40
Flight Exchange	47
Upcoming Airline Collectible Shows	48



Muse Air MD-81 via Joop Gerritsma Collection

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

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

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

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

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

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From The Flight Deck

Welcome Aboard!

With AI 2008 just around the corner, this issue should get you geared up to attend this year's annual convention in Dallas, Texas. Tony Trapp and Craig Morris are working tirelessly to make this year's convention the best ever. Airliners International 2008 will be held at the Sheraton Grand-DFW Airport hotel. Dallas/Ft Worth International Airport is also the home town airport to the largest airline in the world, American Airlines.

It's election time, and not just for national offices. This issue of *The Captain's Log* contains your ballot for electing new WAHS Board Members and Officers. Please review the ballot and vote. We need everyone to participate in order to insure that WAHS continues to be a society that we can all enjoy and support.

Speaking of support, I would like to thank again all of our Life Members for the support you have given us over the years. Please continue to keep us abreast of your current address and your desire to continue receiving *The Log*.

Another benefit for WAHS members may be coming soon. I am negotiating with VISA for a Society branded credit card. The introductory interest rate is reasonably low, and the Society will receive a percentage on all purchases made. The final details should be available for you at AI 2008 in Dallas.

During our Annual Business Meeting during AI 2008, we should be thinking ahead to AI 2010 and beyond. I feel that the Society should encourage different groups to come forward to sponsor AIs in locations such as the Pacific Northwest, MSP, DEN, or ATL. Of course, it would be fantastic if we had groups from the ORD or NYC areas as well. Think about whether you and a group of your friends are willing to lead an event, and let's discuss it in Dallas.

I will see you all soon at Airliners International 2008!

Duane L. Young



Membership Renewal

If your mailing envelope shows '6/2008' as your membership expiration date, your WAHS membership expires with this issue. Please use the enclosed renewal form to ensure that you receive our next issue in July. If you have any questions on your membership status, please contact our Editor, Bill Demarest, at editor@wahsonline.com or by sending a note to the Society headquarters. We appreciate your continued support of WAHS!

Flying Ahead...With The Log

Issue 33-1 ~ Air of Luxury
Issue 33-2 ~ World of Cargo Airlines
Issue 33-3 ~ Regional Airlines
Issue 33-4 ~ Florida's Airlines
Issue 34-1 ~ The Boeing 707

The Skies Over Dallas

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Braniff DC-6. (Braniff)

In 1917 the U.S. Army Signal Corps established a flight training field at Dallas. They called it Love Field, after Lt. Moss Lee Love, who had been killed in an aircraft crash at San Diego in 1913. Today's successor to Love Field, Dallas/Fort Worth International Airport (DFW), is the second-largest airport in the U.S. (after Denver Stapleton), the third-busiest in the world in aircraft movements and the sixth-busiest in passengers, more than 60 million in 2006. It is being served by 22 passenger and 20 cargo carriers.

A Curtiss Carrier Pigeon of National Air Transport (NAT) operated the first scheduled air mail service to Love Field on May 12, 1926. It arrived from Chicago on Contract Air Mail Route 3 (CAM 3) via Moline, St. Joseph, Kansas City, Wichita, Ponca City and Oklahoma City. Passenger service started Sept. 17, 1927 and by the summer of 1929, Fort Worth and Tulsa had been added. From Chicago the service had been extended east to Toledo, Cleveland and New York.

Almost every major U.S. airline and many smaller ones have operated or are still operating at Dallas or other cities in the state. Since space is limited, I will focus on Dallas, our 2008 Convention city.

When the Signal Corps left at war's end, Love Field (DAL) became a hub for barnstormers and other aerial adventurers. The city bought the field on June 22, 1928, for \$325,000.

Texas Air Transport (TAT), founded at Fort Worth in 1927, started Fort Worth-Dallas-Waco-Houston-Galveston mail service (CAM 21) and Fort Worth-Dallas-Waco-Austin-San Antonio-Brownsville mail/passenger service (CAM 22), both on Feb. 6, 1928 with Pitcairn Mailwings. A 1929 merger with Gulf

Air Lines produced Southern Air Transport, which became part of the Universal Air Lines System. TAT and Gulf operated mail services and the Texas Flying Service division ran passenger services from Dallas to Houston, Brownsville and El Paso with single-engine Fokker Super Universals. F-10A trimotors entered service in 1930.

Wedell-Williams Air Service inaugurated service on Nov. 30, 1929 from Fort Worth to New Orleans via Dallas, Tyler, Shreveport, Alexandria and Baton Rouge, but Dallas was dropped in 1931.

In the summer of 1929, Braniff Airlines, another Universal division, began Ford Tri-Motor service from Dallas to Wewoka, Tulsa and Oklahoma City. Universal was acquired by the Aviation Corporation (AVCO). It became part of American Airways in 1930. American Airways became American Airlines in 1934.

Southwest Air Fast Express (SAFE) flew Ford Tri-Motors from Tulsa in Oklahoma to the Texas cities of Wichita Falls, Dallas, Fort Worth, Abilene and Sweetwater. It too became part of American Airlines.

Delta Air Service, predecessor of Delta Air Lines, started Dallas-Shreveport passenger service with Travel Airs on June 17, 1929, and Western Air Express began Los Angeles-Dallas service in 1930 with eight stops on the way, including El Paso, Midland and Abilene.

Three other small airlines at Dallas around 1930 were Cromwell Air Lines (Dallas-Fort Worth-San Angelo), Mid-Continent Air Express (Dallas-Denver) and Bowen Air Lines (Houston-Dallas-Fort Worth-Oklahoma City, and San Antonio-Austin-Fort Worth-Dallas-Tulsa. Chicago was added in 1934.)

In 1931 National Air Transport became part of the United Air Lines system, linking Dallas and Fort Worth to the West Coast via Chicago and Salt Lake City. In 1932 American Airways started a more-direct service to Los Angeles and San Diego via Tucson and Phoenix. Following realignment of the air mail routes in 1934, United/NAT lost Chicago-Dallas to Braniff Airways. Instead it introduced Boeing 247 passenger service to Dallas. American responded with Curtiss Condor "sleeper planes" along its southern continental route, then replaced them with DC-2s on the Dallas service.

Braniff Airways, headed by Paul R. Braniff of the former Paul R. Braniff Inc., was awarded Air Mail route 9 (AM-9), Chicago-Kansas City-Wichita-Oklahoma City-Dallas. Passenger/mail service with Lockheed Vegas began on May 30, 1934. That year Braniff moved its maintenance base from Oklahoma City to Love Field and on Jan. 1, 1935 acquired Long & Harman Air Lines which flew AM-15 to Amarillo with Ford Tri-Motors and also served Galveston and Brownsville. Delta had lost the Dallas-Atlanta service to American in 1930, but restarted it in 1934 with six Stinson Trimotors. Several more new buildings were erected at Love Field as air service expanded.

Bowen Air Lines flew single-engine Vultee 1As on Dallas-Houston and Dallas-Fort Worth-Austin-San Antonio-Corpus Christie-Brownsville services.

In 1935 Braniff Airways introduced seven modern Lockheed L-10 Electras on its services and on Sept. 15, 1935 introduced in-flight meal service – a box of cold sandwiches handed out by the co-pilot. Delta Air Lines put the L-10 on its Dallas and Fort Worth service from Charleston.

American Airlines introduced the new DST (Douglas Sleeper Transport version of the DC-3) on its trans-continental "The American Mercury" service via Dallas, Fort Worth and El Paso in 1936.

On June 12, 1937 Braniff replaced the ten-passenger L-10 with 14-passenger DC-2s on its major services from Dallas southbound to San Antonio,



Braniff Airways introduced the L-10 Electra in 1935.

Corpus Christie and Brownsville and northbound to Oklahoma, Kansas City and Chicago and introduced stewardesses. DC-3s entered Braniff service from Dallas to Amarillo on Feb. 3, 1940. Delta replaced its L-10s with DC-2s to Dallas on March 16. DC-3s followed on Dec. 24.

A new terminal was opened on Lemmon Avenue on the east side of Love Field on Oct. 6, 1940. Three hard-surface runways had also been built. In 1942 Braniff also moved its administrative headquarters from Oklahoma City to a new building at Love Field. American Airlines gave Love Field its first international service on Sept. 8, 1942 to Fort Worth, Monterrey and Mexico City.

After Pearl Harbor, the airlines went to war. Braniff turned its DC-2s over to the military and flew military and government personnel and war materials for Air Transport Command both domestically and on the "Banana Run" to the Panama Canal Zone through Mexico and Central America. Braniff also trained military air and ground crews and performed maintenance on military aircraft.

When the war turned in favor of the Allies, Braniff made route applications for services to South America, the Caribbean and even Europe. The CAB awarded routes to South America in 1946 and Braniff Airways became Braniff International Airways.

A 1945 Master Plan for Love Field called for a new terminal, an expanded ramp and for runway extensions, all to accommodate the DC-4, DC-6 and Constellation that were entering service. On May 5, 1946 Braniff inaugurated DC-4 service from San Antonio to Dallas, Kansas City and Chicago. It acquired the Lockheed Modification Center at Love Field for its increased maintenance needs. American Airlines started DC-4 service to Love Field in the spring of 1946 and Delta on Jan. 27, 1947. American introduced the DC-6 at Love Field in the spring of 1947, followed by Braniff on Nov. 5, 1947.

A small newcomer, Texas Air Lines, began services from Dallas and Fort Worth within Texas in 1946 with Beech 18s. It did not last long.



Braniff introduced the Convair 340 in 1952. (Braniff)

Braniff started scheduled South American service to Havana, Panama and Guayaquil on June 4, 1948 with the DC-6, to Lima on June 18, La Paz on Feb. 8, 1949, Rio de Janeiro on March 9, Asuncion on March 7, 1950, Buenos Aires on May 29 and Sao Paulo on Oct. 13, 1951. In August 1952, Braniff took over Mid-Continent Airlines of Kansas City, MO. Its Convair 240s, however, were sold and did not join Braniff service.

Gradually, more airlines added Dallas to their networks, expanded existing services or introduced new aircraft. Pioneer Airlines (formerly Essair) came to Love Field with DC-3s on Feb. 19, 1947, connecting it with West Texas and New Mexico. Central Airlines flew five-seat Beech Bonanza singles from Dallas and Fort Worth into Oklahoma and Kansas in 1949-50. DC-3s were added for expansion into Arkansas, Missouri and Colorado. American Airlines introduced the Convair 240 on June 1, 1948, Delta the DC-6 on Jan. 1, 1949 and Braniff the Convair 340 on Nov. 1, 1952. Braniff operated "El Conquistador" service to South America, first with the DC-6, then the DC-7C. Slick Airways operated DC-6A air freight services out of Love Field in the 1950s and early 1960s.

Interchange services enabled airlines to offer their passengers destinations they did not serve themselves, but without requiring them to change airplanes. Delta and American introduced an interchange between the Southeast, Texas and California on Sept. 25, 1949 with Love Field the point where the crew of one airline took over the aircraft from the crew of the other. On April 29, 1951 Delta, American and National Airlines joined on the Florida-West Coast service through New Orleans and Dallas. Braniff and TWA inaugurated a Dallas-Amarillo-Las Vegas interchange with TWA Constellations.

Photographs of Love Field from the late 1940s and into the 1950s show major expansions of facilities to keep up with increases in traffic and the larger aircraft.

On March 5, 1950 a Braniff DC-4 demonstrated at Love Field the first Jet-Assisted Takeoff (JATO) by a commercial airliner in the U.S. In 1955 Braniff acquired two Curtiss C-46 Commando freighters and

added a DC-6A freighter in 1960. But the cargo division was closed down at the end of 1962.

No change was bigger, both for the airport and the airlines, than the introduction of jetliners. They required longer runways, larger terminals, more check-in counters and more gates to handle larger numbers of passengers than the propliners ever carried. A new terminal with three concourses (coded green, yellow and red), with 26 boarding gates, was opened in Jan. 1958. Maintenance areas were also expanded.



Continental Viscount 812

But first came the propjets. Continental Airlines replaced its Convairs with the British Vickers Viscount to Love Field on April 1, 1959. American operated the first L-188 Electra service from Dallas on May 17 the same year, to New York. Braniff followed with San Antonio-Dallas-New York and Houston-Dallas-Chicago on June 15.

American was also first with a pure jet at Dallas. 707-123 nonstops to New York began July 12, 1959, taking three hours and ten minutes, almost an hour less than the previous scheduled time. Delta inaugurated nonstop DC-8 Dallas-Atlanta service on Nov. 15, 1959. It was extended to San Francisco in 1961. The first Braniff jet, a 707-227, inaugurated "El Dorado Super Jet" Dallas-New York/Idlewild service on Dec. 19, 1959 and Dallas-Chicago/O'Hare on Dec. 20.

A new entrant, Lone Star airlines, began Martin 2-0-2A service between Houston and Love Field with six daily roundtrips in early 1960. Services ceased before the end of the year.

Trans-Texas Airways of Houston lasted longer. DC-3 "Super Starliner" service to Dallas/Love Field began on Oct. 11, 1947, also linking it with Palestine, Fort Worth, Brownwood and San Angelo. The first of 25 Convair 240s entered service on April 1, 1961. Central also replaced its DC-3s with Convair 240s in 1961. Delta introduced Convair 880s to Atlanta and New York/Idlewild on July 1, 1960.

Love Field added four gates to the "red" concourse in the late 1950s. American introduced the medium-range Boeing 720 between Dallas and New York. Braniff 720s followed in Feb. 1961. Mexicana

placed British Comet IVC jetliners on the Mexico City-San Antonio-Dallas service three days a week from April 5, 1961. The DC-6 operated on the other days. Braniff responded with the 707 and 720 on April 30.

Eastern Air Lines began three daily Electra round-trips Dallas-New Orleans-Florida in June 1961.

Eastern replaced its DC-7Bs with the 720 in 1961 and Continental started jet service from Love Field to Denver in July 1962 with the 720, but it lasted only a few months.

Yet another new jetliner started service at Love Field on April 15, 1962 when American introduced the Convair 990 to New York and Chicago.

In 1968 Love Field built a new terminal just for Braniff, east of the 'red' concourse. A Braniff-Pan American interchange gave Love Field direct service



Braniff L-1888 Electra arrives at DAL. (Braniff)

to Europe on July 1, 1962. Braniff crews flew a Pan American 707-321 from Houston via Dallas to Chicago and a Pan American crew continued to London and Frankfurt.

On the morning of Nov. 22, 1963, President John F. Kennedy landed at Love Field in the 707 'Air Force One' for a visit to the city. He was assassinated while his motorcade traveled through the city. A few hours later Vice-President Lyndon B. Johnson was sworn in as president on board the aircraft before leaving for Andrews AFB.

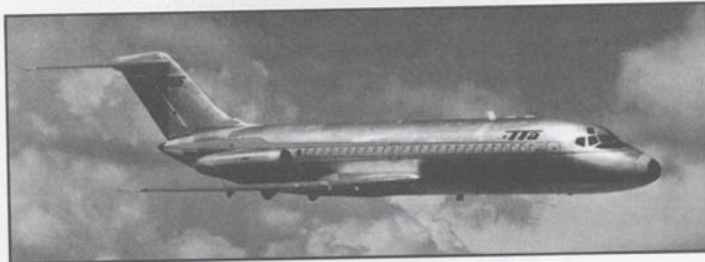
New types of jetliners continued to come to Love Field. Eastern and American introduced the 727 in 1964 and in 1965 Braniff took delivery of its first short-range BAC 1-11 twinjet from Britain. American started 707-323C freighter service at Love Field in September and Delta introduced the DC-9 to Dallas in December. Continental DC-9s followed in April 1966.

In November 1965 Braniff unveiled an eye-catching new color scheme with aircraft fuselages in either orange, ochre, lavender, dark blue, sky blue, beige, turquoise and lemon yellow. All had a white tail carrying the initials 'BI' and the American flag. In De-



Braniff BAC 1-11 twinjet. (Braniff)

cember 1965, Central introduced its new Rolls Royce Dart propjet powered Convair 600. Trans-Texas Convair 600s (the 'Silver Cloud 600') followed in March 1966. Central merged into Frontier in



Trans-Texas DC-9 "Pamper Jet" (TTA)

1967.

Trans-Texas expanded greatly in the mid-1960s and became the largest regional in the Southwest. Services to Mexico started on Aug. 17, 1966. DC-9 "Pamper Jets" entered service on Oct. 30 and in 1969 the airline became Texas International Airlines.

The 727 joined Braniff in July 1966. In January 1967 Braniff acquired Pan American-Grace Airways (Panagra) and thereby expanded its network along the west coast of South America. Nonstop Dallas-



Braniff took over Panagra in 1967. DC-7C shown. (Panagra)

Honolulu service started on Jan. 15, 1971 with a 747-121. Other Pacific services from Dallas inaugurated in 1978-79 included Seattle-Portland-Honolulu and Los Angeles-Honolulu-Guam-Hong Kong, Seoul and Singapore. A 747-SP-27 entered service in 1980.

From Jan. 13, 1979 to the end of May, 1980 Braniff operated an interchange service with British Airways and Air France Concorde from Dallas/Fort Worth to London and Paris via New York. However,



BA and AF Concorde flew for Braniff, but not in its colors. (Braniff)

the New York-Dallas leg was flown subsonic.

Braniff went bankrupt in 1982, mostly due to an over ambitious expansion program after deregulation in 1978. Limited services resumed with 30 Boeing 727s on March 1, 1984. In 1985 the new Braniff started a hub operation at Kansas City. As it grew, the Dallas/Fort Worth hub was eliminated in the Fall of 1988. The only remaining services were to Kansas City and Orlando.

Already in 1927 Dallas had proposed a joint airport with neighboring Fort Worth, but the latter had declined and developed its own airport, Meacham Field. In 1953 it was replaced by Amon Carter Field, developed jointly with American Airlines and only 12 miles from Love Field. Amon Carter Field was bought by the City of Fort Worth in 1960 and renamed Greater Southwest International Airport (GSI).

By 1961 the FAA refused to invest any more money in two major airports so close together. When Love Field became congested, the federal government imposed a joint airport on the two cities on a site halfway between them. Construction started in 1969 and the Dallas Fort Worth Regional Airport opened for service on Jan. 13, 1974. It became Dallas Fort Worth International Airport (DFW) in 1985. American Airlines started service to London in 1982 and Tokyo in 1987. Delta Air Lines built a domestic hub at DFW, but closed it in 2005 in an attempt to avoid bankruptcy. It reduced its operations from 256 daily nonstops to 21.

Today, DFW is linked to 135 domestic and 39 international destinations. It is American Airlines' largest hub with about 800 daily departures, 84% of all flights at DFW.

While GSI was closed, Love Field remained open for general aviation, but Southwest Airlines started cheap, no-frills service from Love Field to Houston and San Antonio on June 17, 1971. This contravened an agreement between Dallas and Fort Worth

that the airport would be closed to air carrier service. Fort Worth protested and the result was the Wright amendment, which restricted passenger traffic out of the airport to locations in Texas and the four neighboring states of Louisiana, Arkansas, Oklahoma and New Mexico. Long-haul traffic was permitted, but only on aircraft seating no more than 56 passengers. In 1997 Kansas, Mississippi and Alabama were added to the states that could be served from Love Field. In 2000 several Federal appeals courts struck down all lawsuits against the expansion.

Southwest's success inspired its co-founder, president and CEO Lamar Muse to start his own airline, Muse Air (some called it "Revenge Air") at Houston. No-smoking, first-class-only service to Dallas began on July 15, 1981 with two MD-81s, with two more added for expansion to Midland, Odessa and Tulsa on May 16, 1982, and Houston-Los Angeles on Oct. 1. Cheaper second-hand DC-9-51s replaced the MD-81s, but expansion to New Orleans, Las Vegas, San Jose and Ontario (CA) caused financial losses and on March 11, 1985 Muse Air was sold to Southwest as a separate division. To avoid a Department of Justice monopoly ruling, Muse Air was reorganized as TranStar in February 1986. Losses continued and the airline ceased operations on Aug. 9,



Southwest Airlines 737-3H4. (AeroGem)

1987.

Air travel went into a tailspin after Sept. 11, 2001. Most airlines pulled out of Love Field, but Southwest remained and today offers service to 63 U.S. cities. Also flying out of DAL are Continental Express (ExpressJet Airlines) to Houston, and American Eagle to Austin and Kansas City. Love Field celebrated 85 years in aviation in 2002 and was designated a Texas State Historical Site in 2003. American Eagle has since pulled out.

The author acknowledges using 'Dallas Love Field' by George Cearley Jr. (1989), 'Airlines of the United States since 1914' by R.E.G. Davies (1972), 'The Airline Encyclopedia 1909-2000' by Myron J. Smith Jr. (2002) and Wikipedia as the main sources for this history.

Playing Cards

By Fred Chan

topflite@olympus.net

Playing Cards from the Skies Over Texas

Many different playing cards have been issued by numerous Texas-based airlines. The number is so large that it would not be possible to do a comprehensive review here.

Some examples from each of the Texas airlines are shown to give an indication of the variety of the cards that have been issued. Some of the rare and unusual examples shown here deserve additional comment.

American Airlines (1930s): A very rare deck showing the old logo with the eagle facing left (Figure 1).

American Airlines (jumbo): This refers to the unusually large size (128 x 180 mm) of the card and not the size of their aircraft. This is very rare and was probably a marketing or promotional issue (Figure 2).

Braniff Airways (1930s): Issued during the very early days of the airline and is very rare (Figure 3).

Continental Airlines (1950s): Also an early issue and very difficult to find (Figure 4).

Cards from Hudson Airways are so rare that only singles of this card is known to exist in a few collections (Figure 5). Cards from another small carrier, Thunderbird Airways, are also very rare (Figure 6).

While one would expect that cards from a small and short-lived airline like Legend would be difficult to obtain, it is indeed very common (Figure 6). There are no buyers even for \$1 per deck in on-line auctions, probably because the card manufacturer had to dispose of a huge inventory after Legend ceased operations.

Decks from Texas International (Figure 7) and its predecessor, Trans Texas, are available from on-line auctions but they command high prices (Figure 8).

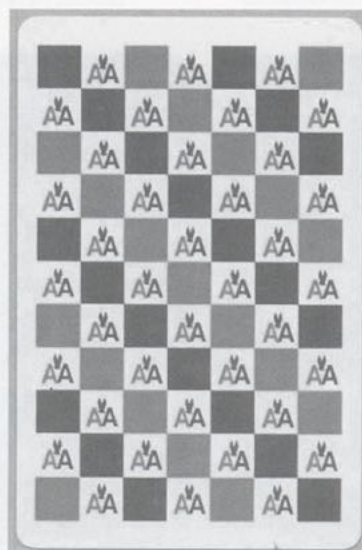
Southwest Airlines has always been very generous with giving away cards, so all of their designs are generally available. TranStar and Muse Air cards are also fairly easily available except for the Muse deck shown with the blue background (Figures 9 & 10).



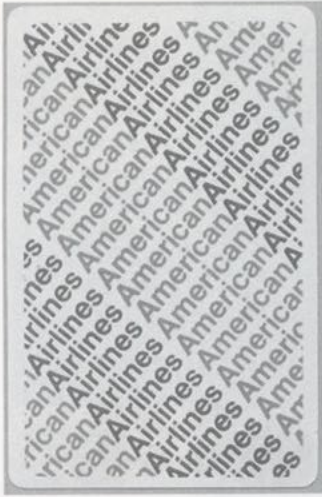
Figure 1 - American Airlines (1930s)



American Airlines (1950s)



American Airlines (1960s)



American Airlines (1970s)



Figure 2 - American Airlines



Figure 3 - Braniff (1930s)



Braniff - (1940s)



Braniff (1950s)



Braniff (1960s)

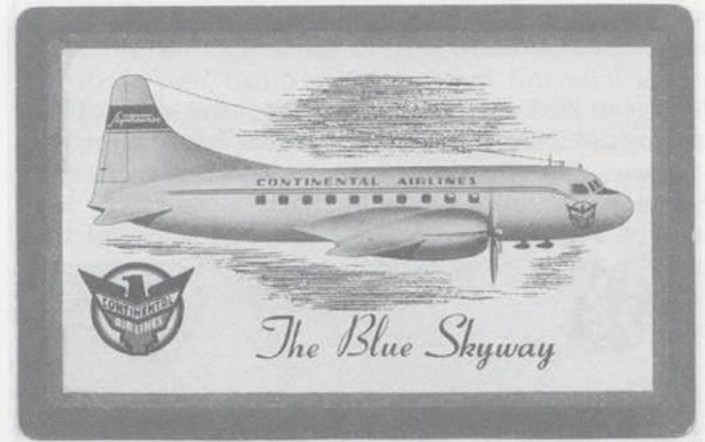


Figure 4 - Continental (1950s)



Continental (1980s)



Continental (1990s)

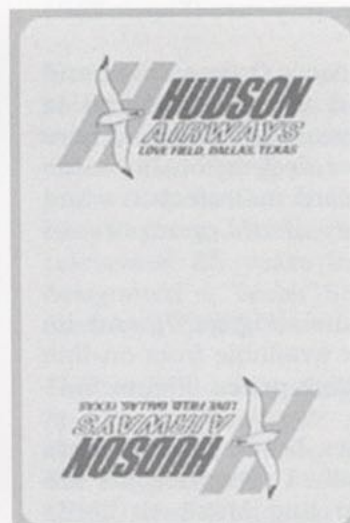


Figure 5 - Hudson Airways





Figure 6 - Legend Airlines



Figure 7 - Texas International

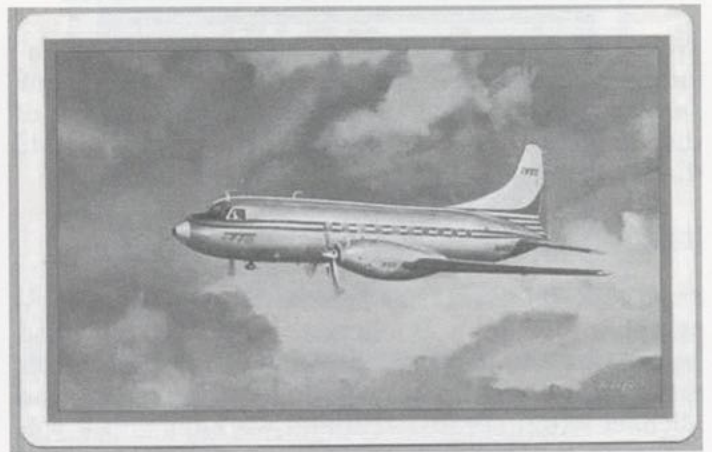
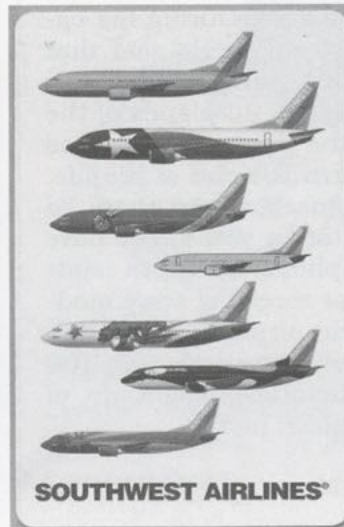


Figure 8 - Trans Texas Airways



Southwest Airlines (1980s)



Southwest Airlines (1990s)



Southwest Airlines (2000)



Figure 9 - Muse Air



Figure 10 - TranStar

Historical Research Questions

From time to time, WAHS receives requests for information from researchers who have heard of our society and efforts to preserve the rich heritage of the airline industry. Here are two recent requests that maybe you have knowledge of:

Information on Michael Rabin

I'm a musicologist (Ph.D., Columbia University), biographer of Nadia Boulanger (W.W. Norton) and lapsed violinist (former student of Louis Persinger and Sandor Vegh). I'm currently doing research on Michael Rabin (1936-1972) and working with a collaborator in Germany, Michael Waiblinger. Many of the violinist's papers and all of his agent's documents were destroyed during the 1970s and we are obliged to reconstruct the artist's life and career one tiny piece at a time.

Michael was an aviation enthusiast. During his career, he traveled some 500,000 miles. He said that he often visited aircraft factories, hung around with flight crews, and knew the specs of all planes of the era. He had also memorized the timetables of some 40 commercial airlines. Toward the end of his life, he also took flying lessons himself. Might there be any letters or other documentation you might have seen from or about him? Any photos or letters relating to him visiting the plants or receiving scale models of aircraft? (He was an avid airplane model collector also and is said to have received over 100 models from airlines and/or factories)? Might any of your aviation contacts have known him?

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Email: drrosenstiel@earthlink.net

History of Inflight Magazines

I represent Cabinet Magazine, a non-profit Brooklyn-based quarterly of art and culture. The magazine would like to write a history of inflight magazines. We would love to be able to find some older issues of inflight magazines to thumb through for images to accompany our article. Please let me know if you can help.

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Flying Stamps

By Jim Edwards

Stamps, Texan Style

While our postal stamp selections are somewhat limited for Texas, a number of countries have issued stamps with aircraft related to the airlines of the Lone Star State. Enjoy!



The Government of the Bahamas issued this stamp with an AMERICAN AIRLINES Douglas DC-3 in 2003 to celebrate 100 years of powered flight.



In the same format as the Bahamas stamp, the Republic of Kiribati issued this stamp in 2003 with a BRANIFF Boeing 727.



The Federated States of Micronesia issued this stamp in 1984 with a CONTINENTAL MICRONESIA Boeing 727.



This AMERICAN AIRLINES Douglas DC-3 stamped was issued in Berlin, Germany in 1979 as part of a series of stamps to benefit German youths.



Another AMERICAN AIRLINES aircraft, a Curtiss T-32 Condor, was featured on this stamp issued by the Republic of Palau in 2003 to celebrate 100 years of powered flight.



This BRANIFF Airbus A320 was issued by the Republic of Dagestan, one of the largest republic's of Russia in the Northern Caucasus. This stamp was one of four featuring aircraft issued in 1998.

Timetables

By David Keller

dkeller@airlinetimetables.com

Airlines of Texas

The state of Texas, with its enormous size, large population centers and relatively flat topography, has long been a fertile breeding ground for airlines of all sizes. A steady rate of growth in both population and personal wealth provide a large number of travelers wanting to cover those Texas-sized distances (or reach destinations outside of the state) in a minimum amount of time,

An early entrant into the Texas airline scene was Bowen Airlines. Bowen began operations in October of 1930 between Houston, Dallas and Fort Worth. By the end of 1930, the carrier had expanded to both Tulsa and Oklahoma City, and the illustrated timetable, dated July 11, 1931, shows those additional destinations. In 1935, Bowen was acquired by an Oklahoma-based airline, Braniff Airways.

Another early, albeit short-lived, Texas carrier was Long & Harman Air Lines. This company started service in June, 1934, and the timetable from that year finds them serving 11 Texas communities. By early 1935, this airline had also been acquired by Braniff Airways.

As mentioned, despite being viewed as a Texas-based airline by most, Braniff Airways was actually based in Oklahoma City in the early 1930's. The June 15, 1933 timetable shows Braniff operating from Oklahoma to Chicago, with service to Texas by virtue of connections with Bowen Air Lines. Shortly after acquiring Long & Harman Air Lines and Bowen Air Lines, Braniff moved its headquarters to Love Field in Dallas. The timetable dated December 1, 1936, shows the extension of services into Texas as a result of those acquisitions.

Braniff's expansion would continue after the end of World War II, with the addition of service to South America in 1948 and the East Coast in 1956. Growth was also achieved by the acquisition of Mid-Continent Airlines in 1952. Still, Braniff was one of the smaller "trunk" carriers, and by the mid-1960's found itself being just another airline with a red, white and blue paint scheme. That would change in late 1965, as Braniff unveiled the "End of the Plain Plane" campaign, which involved aircraft painted in a variety of solid colors and flight attendants in uniforms inspired by space suits. The timetable dated 10/1/65 is the first to show the airline's new "BI"



NEW YORK TO THE GULF
IN ONE DAY



SERVING
Chicago Kansas City
St. Louis Bartlesville
Tulsa Oklahoma City
Springfield, Mo.
Burlington, Iowa

Connections Shown on Inside of Folder

PURCHASE SCRIP BOOKS
With our new low tariffs and the use of Braniff Scrip Books, our rates are actually lower than railroad scrip fares . . .

\$100.00 Scrip Book	- - -	\$90.00
\$500.00 Scrip Book	- - -	\$400.00

Braniff - June 15, 1933

logo, although there is no promotion of the image changes. Braniff was immediately raised out of its relative obscurity, and would enjoy a much higher profile for the remainder of its existence. Braniff also had the notoriety of operating a single 747 for most of the 1970's, and the dubious distinction of being the first major carrier to fail under Deregulation when it drove itself into bankruptcy in 1982.

LONG & HARMAN, Inc.
AIR LINES
Main Office: Love Field
DALLAS, TEXAS
Phone 5-5622

DAILY SCHEDULES

SCHEDULE 1		SCHEDULE 2
Lv. 7:50 am Dallas 8:25 pm Ar.		Lv. 8:15 am Fort Worth 8:00 pm Ar.
Lv. 8:15 am Fort Worth 7:05 pm Lv.		Lv. 9:15 am Waco 6:05 pm Lv.
Lv. 10:20 am Austin 5:10 pm Lv.		Lv. 11:10 am San Antonio 4:55 pm Ar.
Lv. 11:25 am San Antonio 7:40 pm Lv.		Lv. 12:50 pm Corpus Christi 5:00 pm Lv.
Lv. 2:10 pm Brownsville 2:20 pm Lv.		

SCHEDULE 3		SCHEDULE 4
Lv. 7:55 am Dallas 8:30 pm Ar.		Lv. 8:20 am Fort Worth 8:05 pm Ar.
Lv. 8:25 am Houston 5:40 pm Lv.		Lv. 10:55 am Houston 5:25 pm Ar.
Lv. 11:20 am Galveston 6:20 pm Lv.		

SCHEDULE 5		SCHEDULE 6
Lv. 7:55 am Dallas 8:30 pm Ar.		Lv. 8:25 am Fort Worth 8:05 pm Ar.
Lv. 9:40 am Wichita Falls 6:20 pm Lv.		Lv. 11:50 am Amarillo 6:40 pm Lv.

PASSENGER RATES—SEE OTHER SIDE
1934 2621-21

Long & Harman Air Lines ~ 1934

Effective June 15, 1933

CHICAGO—KANSAS CITY—OKLAHOMA CITY—TULSA
DALLAS—FORT WORTH—HOUSTON—AUSTIN
SAN ANTONIO

SOUTHWEST BOUND—READ DOWN **NORTHEAST BOUND—READ UP**

U 12:00 Mdt.	NYC 7:45 P.M.	Lv. New York Ar.	U 11:24 P.M.	U 7:32 A.M.
U 4:25 A.M.	U 9:30 A.M.	Lv. Cleveland Ar.	U 7:40 P.M.	U 3:42 A.M.
U 5:25 A.M.	U 10:28 A.M.	Lv. Toledo Ar.	U 6:52 P.M.	U 2:52 A.M.
	U 11:07 A.M.	Lv. South Bend Ar.		
U 7:00 A.M.	U 11:57 A.M.	Ar. Chicago Lv.	U 4:00 P.M.	U 12:00 Mdt.
8:30 A.M.	12:00 Noon	Lv. Chicago Ar.	2:40 P.M.	8:45 P.M.
9:50 A.M.	1:20 P.M.	Lv. Burlington Lv.	1:25 P.M.	
11:30 A.M.	3:00 P.M.	Ar. Kansas City Lv.	11:55 A.M.	6:00 P.M.
12:00 Noon	3:15 P.M.	Lv. Kansas City Ar.	11:45 A.M.	5:35 P.M.
1:30 P.M.	4:45 P.M.	Lv. Bartlesville Lv.	10:30 A.M.	4:20 P.M.
1:45 P.M.	5:00 P.M.	Ar. Tulsa Lv.	10:15 A.M.	4:05 P.M.
2:00 P.M.	5:15 P.M.	Lv. Tulsa Ar.	10:00 A.M.	4:00 P.M.
2:45 P.M.	6:00 P.M.	Ar. Okla. City Lv.	9:15 A.M.	3:15 P.M.
B 4:00 P.M.	B 6:45 P.M.	Ar. Dallas Lv.	B 8:30 A.M.	B 2:00 P.M.
B 4:25 P.M.	B 7:05 P.M.	Ar. Ft. Worth Lv.	B 8:10 A.M.	B 1:35 P.M.
B 5:55 P.M.	Over	Ar. Houston Lv.	K 11:00 P.M.	B 12:01 P.M.
B 6:10 P.M.	Night	Ar. Austin Lv.	K 1:15 A.M.	B 12:00 Noon
B 6:40 P.M.	Trains	Ar. San Antonio Lv.	K 11:00 P.M.	B 11:30 A.M.

Braniff - June 15, 1933

Essair Lines

The Nation's Newest Air Carrier Announces New Schedules
Effective October 1, 1945

ROUTE 64

HOUSTON = AUSTIN = SAN ANGELO = ABILENE = LUBBOCK = AMARILLO

Flight No. 1 Daily	Flight No. 2 Daily	Miles	Lockheed Electras Used on All Flights	Miles	Flight No. 3 Daily	Flight No. 4 Daily	
CENTRAL STANDARD TIME							
Southbound (Read Down)				Northbound (Read Up)			
7:00 a.m.	1:00 p.m.	0	Lv. AMARILLO	Ar. 678	10:08 p.m.	5:28 p.m.	
7:58 a.m.	1:50 p.m.	108	Lv. LUBBOCK	Ar. 570	11:08 a.m.	6:40 p.m.	
7:57 a.m.	1:57 p.m.		Lv. ABILENE	Ar. 421	10:28 a.m.	3:28 p.m.	
8:02 a.m.	2:02 p.m.	257	Lv. SAN ANGELO	Ar. 330	10:21 a.m.	3:21 p.m.	
8:08 a.m.	2:09 p.m.		Lv. AUSTIN	Ar. 151	9:41 a.m.	2:41 p.m.	
8:18 a.m.	2:19 p.m.	345	Lv. HOUSTON	Ar. 0	9:31 a.m.	2:31 p.m.	
8:58 a.m.	2:59 p.m.				8:14 a.m.	1:14 p.m.	
11:15 a.m.	5:19 p.m.	527			8:07 a.m.	1:07 p.m.	
11:26 a.m.	5:28 p.m.	678			7:00 a.m.	12:00 Noon	

ONE WAY FARES

Between	Abilene	Amarillo	Austin	Houston	Lubbock	San Angelo
Abilene		\$14.40	\$19.80	\$ 8.90	\$ 5.20	
Amarillo	\$14.40		27.40	5.30	19.60	
Austin	13.70	25.00		7.70	23.10	10.50
Houston	19.60	27.40	7.70		25.50	18.20
Lubbock	8.90	5.30	23.10	25.50		14.10
San Angelo	5.20	19.60	18.20	14.10		

All Fares Subject to 5% Government Tax

INFORMATION — RESERVATIONS — TICKET OFFICES — GROUND SERVICE

City	Info. - Res.	Airport-Ticket Office	Miles from City	Dr. Time	Fare
Abilene	Tel. 6906	Municipal	3 1/2 E	25	\$ 30
Amarillo	Tel. 2-2767	English Field	8 1/2 N.E.	30	1.15
Austin	Tel. 2-7245	Municipal	5 N.E.	30	.75
Houston	Tel. W 9-1269	Municipal	10 S.E.	40	1.15
Lubbock	Tel. 4565	South Texas Army Center	5 N.E.	25	.75
San Angelo	Tel. 7199	Center	8 S.W.	45	1.00

Washington is the official base of Essair, Inc., and this airline is an affiliate of The Air Line Research Institute.

LOCKHEED ELECTRAS USED ON ALL FLIGHTS

Essair Lines ~ October 1, 1945

DeLuxe Air Passenger Service
Between
HOUSTON
DALLAS
FORT WORTH
OKLAHOMA CITY
TULSA

SCHEDULES
BOWEN AIR LINES, Inc.
Effective January 11th, 1931
Subject to Change Without Notice

Bowen Air Lines ~ January 11, 1931

In the late 1930's, there was a growing demand for air service to be expanded to smaller cities across the country. Local service (or feeder) carriers were established to meet this need. The first of these was Essair, a Houston-based airline, which was authorized to begin service on an experimental basis in 1939. The service was delayed by objections from Braniff, and was eventually started in August of 1945. The illustrated timetable from October 1, 1945, shows the airline operating between Houston and Amarillo with 4 intermediate stops.

In June of 1946, the airline changed its name to Pioneer Airlines. By 1948, the carrier had expanded westward into New Mexico, as depicted on the cover of the May 1, 1948 timetable. In 1955, Pioneer was acquired by Continental Airlines, a small trunkline based in Denver.

Another Houston-based local service carrier was Trans-Texas Airways. "TTA", as it became known, began service in 1947, and by 1951 was serving an impressive list of Texas communities, as displayed on the front of the timetable dated September 20, 1951. In 1969, Trans-Texas Airways changed its name to Texas International.

Following the passage of the Airline Deregulation Act in 1978, Texas International expanded rapidly, aided by the fact that its home state contained several of the fastest growing air travel markets in the nation. The influx of cash from these expanded operations enabled the carrier to begin looking at acquisitions to accelerate its growth, and National Airlines was viewed as a good candidate. However, Pan Am had also decided that National would be a good way to create a domestic route network (which it had been denied under the old regulated system), and a bidding war ensued. When the dust cleared, Pan Am emerged the victor (at least in terms of acquiring National), and Texas International was simply left with a lot more money in the bank from the sale of its holdings in National. Still on the prowl, Texas Air Corporation (the parent company of Texas International) purchased Continental Airlines. The timetable dated June 1, 1982, shows both carrier's schedules together for the first time, although the Continental flights were still designated as such.

The last of the local service airlines to be based in Texas was Central Airlines, which set up its headquarters in Fort Worth. This was at the Southern end of the carrier's system, and Central served more points in Oklahoma and Kansas than it did in Texas. The petroleum industry was an important influence in Central's service area, as illustrated on the timetable dated September 19, 1952. Central was acquired by Frontier Airlines in 1967.

The continued growth in Texas (and the rest of the nation for that matter) created a need for third-level carriers, also known as air taxi or commuter opera-

tors. Once again, Texas provided the perfect opportunity for these companies to grow and prosper, and several of the largest commuter airlines in the country called Texas home.

One of these was Metro Airlines, which began operations as Houston Metro Airlines in 1969, shuttling passengers between Houston Intercontinental and Clear Lake, primarily to serve NASA personnel. The timetable dated June 8, 1969 is a card showing high-frequency service on the 50-mile segment. The carrier quickly added more routes out of Houston, then set up a separate division called Metroflight to operate out of Dallas / Fort Worth in the 70's. Continued growth resulted in Metro acquiring some Convair 580's in the 1980's, and eventually the airline was absorbed into the American Eagle system.

Rio Airlines also began operating in South Texas. My commuter reference indicates that service was started in March, 1970, but the illustrated timetable is dated January 19, 1970, and shows a fairly extensive network to 7 cities, so I would not be surprised if flights had already been operating for a period of time. At any rate, Rio eventually migrated to greener pastures, operating out of Dallas / Fort Worth and entering into a code-share agreement with Delta Air Lines. Unfortunately for Rio, Delta couldn't compete with American, and as Delta reduced services, Rio's fortunes took a turn for the worse and the airline ceased operations in 1987.

Yet another type of airline that found a market in Texas was an intrastate airline. This particular airline was initially named Air Southwest, and its startup as an intrastate carrier was delayed for years by legal roadblocks set out by Braniff and Texas International. However, by 1971, the legal hurdles had been overcome, and in June of that year, the airline, now renamed Southwest Airlines, took to the air. Service was initially offered between Dallas, Houston and San Antonio, and additional Texas cities were added through the 1970's. Due to its classification as an intrastate airline, Southwest had no authority to operate outside the state of Texas. However, the passage of the Airline Deregulation Act in 1978 opened the door of opportunity, and Southwest quickly began exploiting new markets with its low-fare, high-frequency formula that had worked so well in Texas. As they say, the rest is history, and today Southwest ranks as one of the largest airlines in the entire world.

Success breeds imitators, and a number of so-called "startup" airlines have tried to use Southwest's formula. One of these was Muse Air, founded by Lamar Muse, who had previously been with Southwest. Muse Air's goal was to utilize the low-fare model by undercutting Southwest, while still giving the passenger more perks, such as leather seats.

Muse Air started service in the summer of 1981 on Southwest's bread-and-butter route between Dallas-Love and Houston-Hobby. Expansion plans were thrown into disarray by the PATCO Air Traffic Controllers strike a few months later. When the airline did begin to expand outside of Texas, it had a difficult time finding profitable routes. In 1985, Muse Air was purchased by rival Southwest Airlines. Southwest's intention was to use Muse Air (which it renamed TranStar) for long haul services, while Southwest focused on its traditional short-haul services. The timetable dated March 14, 1986 shows the name change to TranStar. But even Southwest couldn't turn the airline around, and operations ceased in 1987.

Years later, another airline attempted to emulate Southwest's success, although in a different way. Southwest continued to operate from Love Field in Dallas following the opening of Dallas / Fort Worth International Airport. Love Field was much more convenient to the City of Dallas, and court battles were fought to determine if Southwest had the right to stay there. Out of this came the Wright Amendment, which initially stated that services from Love Field could only be operated to cities in Texas and the 4 states that shared borders with Texas (New Mexico, Oklahoma, Arkansas and Louisiana.) The Provisions of the Wright Amendment had been modified over the years, and one of those provisions allowed service from Love to more distant destinations with aircraft seating no more than 56 passengers.

In the late 1990's, a new carrier named Legend Airlines proposed service from Love Field using 56 seat

aircraft. After a series of legal battles (a recurring theme for many new carriers in Texas), Legend began in 2000 with a small fleet of DC-9-30's, outfitting them with a generous 56 seat configuration. As advertised on the illustrated timetable, flights were operated from Love Field to Las Vegas, Los Angeles and Washington-Dulles. Legend shut down after less than a year.

American Airlines was based in New York City for many years, and while the Dallas / Fort Worth area had always been one of its larger stations, for many years the carrier seemed more focused on maintaining its share of the Chicago travel market. Perhaps that emphasis was beginning to shift Southward by 1979, when American relocated its headquarters from New York to DFW Airport. The timetable dated September 5, 1979 is the first to show American as a Texas resident (just in case that question comes up on trivia night!) At the time of this move, American was operating 22 daily widebody flights into O'Hare, and just a single one to DFW. Needless to say, the importance of Texas in American's plans has increased dramatically since then!

From the early days of the airline industry, right up to the 21st Century, Texas has been the incubator for many airlines, of all shapes and sizes. Even today, many of the mid-sized cities in the state are experiencing rapid growth, and one can only assume that will lead to increasing demand for new air service in the future.

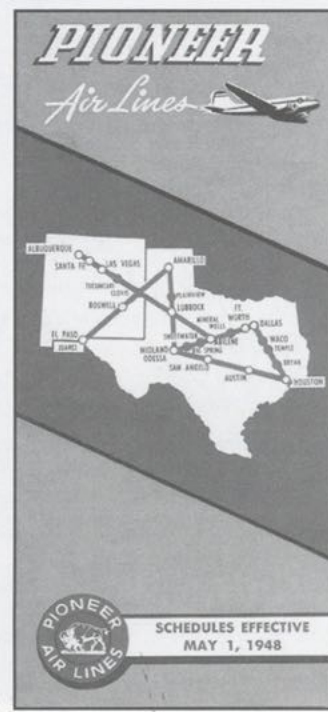
The author wishes to thank Craig Morris for sharing the images of the Long & Harman Airlines, Bowen Airlines, and Essair timetables with us.



Braniff Airways - December 1, 1936



Central Airlines - September 19, 1952



Pioneer Air Lines ~ May 1, 1948

Essair Lines
"FLYING THE RANGE"

WEST TEXAS TO THE GULF

*Economy
Safety
Speed*

AMARILLO · LUBBOCK · ABILENE · SAN ANGELO · AUSTIN · HOUSTON

FLY
Essair

AMARILLO · LUBBOCK · ABILENE
SAN ANGELO · AUSTIN · HOUSTON

Essair Lines (No Date Given)

BI

BRANIFF INTERNATIONAL

UNITED STATES · MEXICO · SOUTH AMERICA

SYSTEM TIMETABLE EFFECTIVE

OCTOBER 1, 1965

Braniff - October 1, 1965

JET SHUTTLE SCHEDULE
EFFECTIVE JUNE 8, 1969

HOUSTON METRO AIRLINES

CLEAR LAKE CITY - INTERCONTINENTAL CLC - IAH NORTHBOUND

FLT. #	DAILY	DEPART	ARRIVE
300	Ex. Sat-Sun	6:00 a.m.	6:15 a.m.
302	Ex. Sat-Sun	6:30 a.m.	6:45 a.m.
304	Ex. Sun	7:00 a.m.	7:15 a.m.
306	Ex. Sat-Sun	7:30 a.m.	7:45 a.m.
308	Ex. Sat-Sun	8:00 a.m.	8:15 a.m.
310	Ex. Sat-Sun	8:30 a.m.	8:45 a.m.
312	Ex. Sun	9:00 a.m.	9:15 a.m.
314	Ex. Sat-Sun	10:00 a.m.	10:15 a.m.
316	Ex. Sun	11:00 a.m.	11:15 a.m.
318	Ex. Sat-Sun	12:00 N.	12:15 p.m.
320	Ex. Sat	1:00 p.m.	1:15 p.m.
322	Ex. Sat	2:00 p.m.	2:15 p.m.
324	Ex. Sat	3:00 p.m.	3:15 p.m.
326	Ex. Sat-Sun	3:30 p.m.	3:45 p.m.
328	Ex. Sat	4:00 p.m.	4:15 p.m.
330	Ex. Sat-Sun	4:30 p.m.	4:45 p.m.
332	Ex. Sat	5:00 p.m.	5:15 p.m.
334	Ex. Sat-Sun	5:30 p.m.	5:45 p.m.
336	Ex. Sat	6:00 p.m.	6:15 p.m.
338	Ex. Sat-Sun	6:30 p.m.	6:45 p.m.
340	Ex. Sat	7:00 p.m.	7:15 p.m.
342	Ex. Sat	8:00 p.m.	8:15 p.m.
344	Ex. Sat	9:00 p.m.	9:15 p.m.
346	Ex. Sat	10:15 p.m.	10:30 p.m.
348	Ex. Sat	11:15 p.m.	11:30 p.m.
350	Ex. Sat	12:15 a.m.	12:30 a.m.

Ticketing: Continental Counter "Terminal A"
Houston Reservations 524-9121

INTERCONTINENTAL - CLEAR LAKE CITY IAH - CLC SOUTHBOUND

FLT. #	DAILY	DEPART	ARRIVE
301	Ex. Sat-Sun	6:30 a.m.	6:45 a.m.
303	Ex. Sat-Sun	7:00 a.m.	7:15 a.m.
305	Ex. Sat-Sun	7:30 a.m.	7:45 a.m.
307	Ex. Sat-Sun	8:00 a.m.	8:15 a.m.
309	Ex. Sun	8:30 a.m.	8:45 a.m.
311	Ex. Sat-Sun	9:00 a.m.	9:15 a.m.
313	Ex. Sat-Sun	9:30 a.m.	9:45 a.m.
315	Ex. Sun	10:30 a.m.	10:45 a.m.
317	Ex. Sat-Sun	11:30 a.m.	11:45 a.m.
319	Ex. Sun	12:30 p.m.	12:45 p.m.
321	Ex. Sat	1:30 p.m.	1:45 p.m.
323	Ex. Sat	2:30 p.m.	2:45 p.m.
325	Ex. Sat	3:30 p.m.	3:45 p.m.
327	Ex. Sat-Sun	4:00 p.m.	4:15 p.m.
329	Ex. Sat	4:30 p.m.	4:45 p.m.
331	Ex. Sat-Sun	5:00 p.m.	5:15 p.m.
333	Ex. Sat	5:30 p.m.	5:45 p.m.
335	Ex. Sat-Sun	6:00 p.m.	6:15 p.m.
337	Ex. Sat-Sun	6:30 p.m.	6:45 p.m.
339	Ex. Sat-Sun	7:00 p.m.	7:15 p.m.
341	Ex. Sat	7:30 p.m.	7:45 p.m.
343	Ex. Sat	8:30 p.m.	8:45 p.m.
345	Ex. Sat	9:45 p.m.	10:00 p.m.
347	Ex. Sat	10:45 p.m.	11:00 p.m.
349	Ex. Sat	11:45 p.m.	12:00 p.m.
351	Ex. Sat	1:25 a.m.	1:25 a.m.

One Way Fare, \$10
Military Standby Fare, \$5
Children Under 12, \$5

Reservations:
524-9121

DESIGNATION HY

Houston Metro - June 8, 1969

U. S. AIRMAIL ROUTE 82 • PASSENGER • MAIL • EXPRESS • FREIGHT

Fly the route of the *Starliners*

save 10% ON RETURN TRIPS

TO SAN FRANCISCO LOS ANGELES PHOENIX TUCSON
TO DENVER PORTLAND SEATTLE
TO CHICAGO OAKLAND CITY
TO CHICAGO ST. LOUIS NASHV.
TO CHICAGO ST. LOUIS MEMPHIS
TO NEW YORK WASHINGTON PHILADELPHIA
TO MIAMI ATLANTA NEW ORLEANS
TO LATIN AMERICA SOUTH AMERICA
TO HOUSTON
TO TAMPA
TO MIAMI
TO MONTERREY MEXICO CITY
TO VERA CRUZ MEXICO CITY

Trans-Texas Airways ~ September 20, 1951

Timetable and Route Map

TRANS-TEXAS Airways

COMPLETE SYSTEM SCHEDULES
effective September 20, 1951

Four... comfortable DC-3 Starliners

HOUSTON
GALVESTON
BEAUMONT-FT. ARTHUR
LUFKIN
NACOGDOCHES
PALESTINE
TYLER
DALLAS
FORT WORTH
VICTORIA
BEEVILLE
ALICE
SAN ANTONIO
CORPUS CHRISTI
UVALDE
EAGLE PASS
MISSION-MULLEN-EDINBURG
BROWNSVILLE
EL PASO
POST STOCKTON
PECOS
MARFA-ALPINE
MC CAMEY
SAN ANGELO
BROWNWOOD

Fly the route of the *Starliners*

American Airlines

Domestic and international timetable
effective September 5, 1979

American's Super Saver Fares for Super Fall Vacations



We're American Airlines.
Doing what we do best.

American Airlines - September 5, 1979



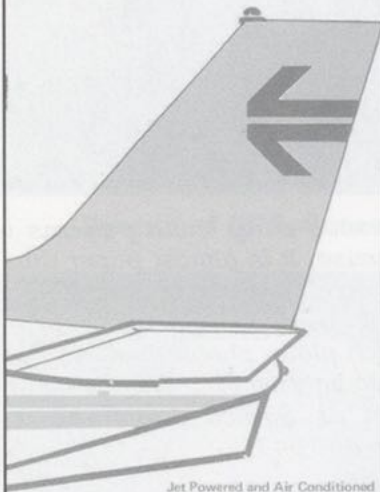
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BROWNSVILLE CORPUS CHRISTI
HOUSTON
LAREDO McALLEN
SAN ANTONIO

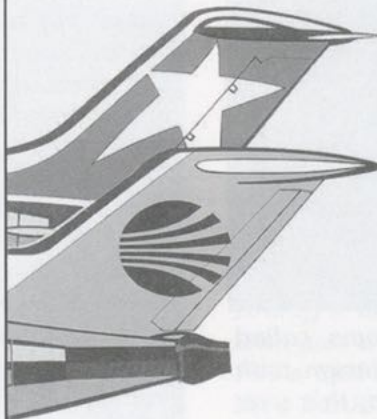
Effective January 19, 1970

Rio Airways ~ January 19, 1970

Texas International

SYSTEM TIMETABLE
EFFECTIVE JUNE 1, 1982

**TOGETHER
WE'RE EVEN BETTER**



Includes Continental Airlines Schedules

Texas International ~ June 1, 1982

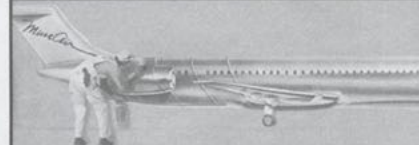
TranStar

FLIGHT SCHEDULE
EFFECTIVE MARCH 14, 1986
NEW SERVICE TO MIAMI

REMARKABLE THINGS



HAPPEN WHEN YOU



CHANGE YOUR NAME.



TranStar ~ March 14, 1986

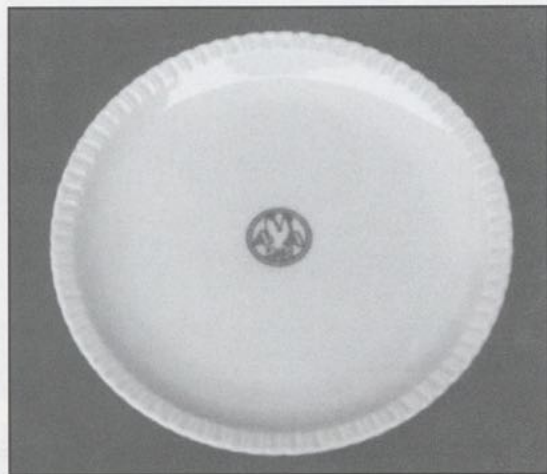
Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

Inflight Dining - Texas Style

Over the years, just about every airline has served the Lone Star state, but I'll concentrate my offerings on those carriers most closely associated with Texas.



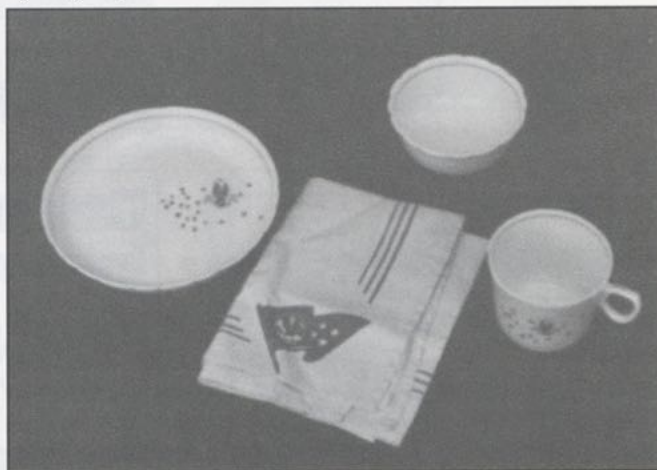
American was an early user of china on board and probably had more different patterns than any other airline. Here we see a plate produced by Syracuse China Co, a design they called "Shelledge" for the rippled border. It was produced as early as 1936; the only known pieces are 8 and 6 inch plates. The center logo design is blue.



American had the very first airport club rooms, called Admiral's Clubs. On the left is an early design with AA's pennant logo above an Admiral's cap; this was made by Syracuse in 1958. The two pieces on the right are more recent, with a red circle around 5 blue stars.

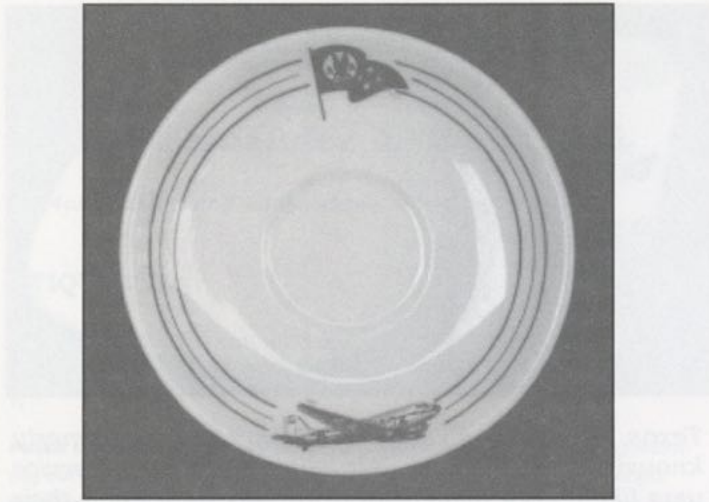


Syracuse made most of AA's china over the years, but this piece is an exception; made by Scammell's Trenton China. They did not use date coding, but the manufacturer mark is consistent with that in the 1935-40 range. The logo is mostly blue, with red AA initials; the stripe is red. This 5-1/2" bowl and a 9" plate are the only two known pieces. The plate also bears (on the bottom) the logo of Nathan-Straus-Duparquet, a New York china distributor.



One of the most famous early china patterns is the AA "Airlite" by Syracuse. It is almost paper thin, and the only 3 known pieces are shown. A 1936 Syracuse invoice shows both 8-1/8 and 6-1/4 inch plates, but the 6 inch plate, shown here, is the only size that has come to light so far. This design had a long production run as Syracuse featured it in a magazine ad as late as 1947.

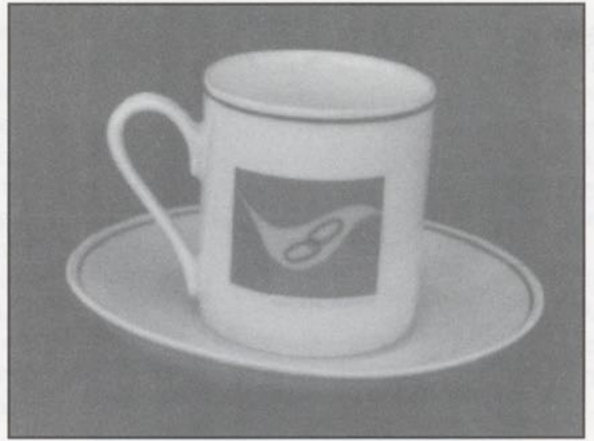
The rarest of all airline china is the so-called AA DC-3 pattern, made by Syracuse. The maker's records show the order was placed 2 weeks before Pearl Harbor. The few known pieces bear early 1942 date codes. Markings are in blue and red. Several different size plates and bowls were ordered, plus cups & saucers. It is speculated that a few test pieces were produced, and the onset of WW-II squelched any production orders. Only about a half dozen pieces have been confirmed to exist. On a rarity scale of 1 to a hundred, this pattern would be a thousand!



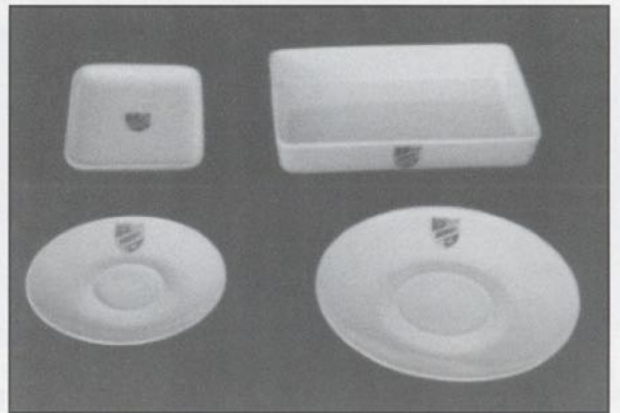
Closeup of DC3 plate markings



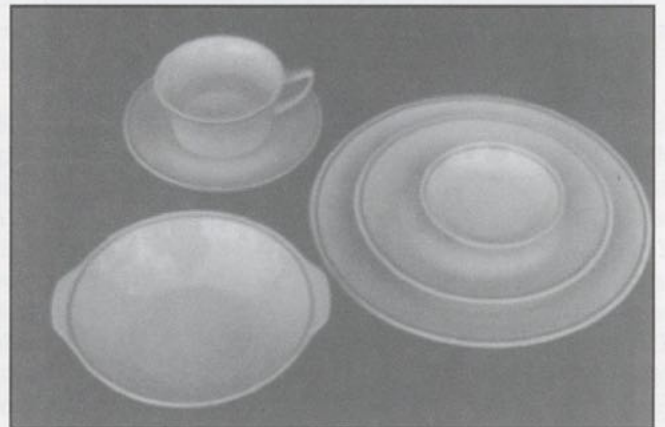
Braniff Demitasse Set



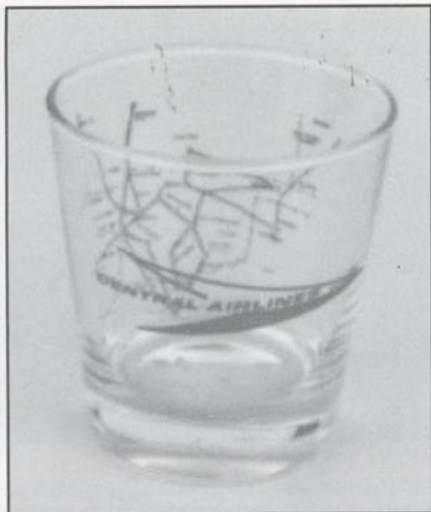
A Braniff demitasse set, supposedly given to passengers on the inaugural flight of the DC-8 painted by Alexander Calder. This is one cup, showing the different multi-color Calder designs on each side. Below the "horse" is Braniff International in yellow, barely visible on the white background. Made by Real in Brazil.



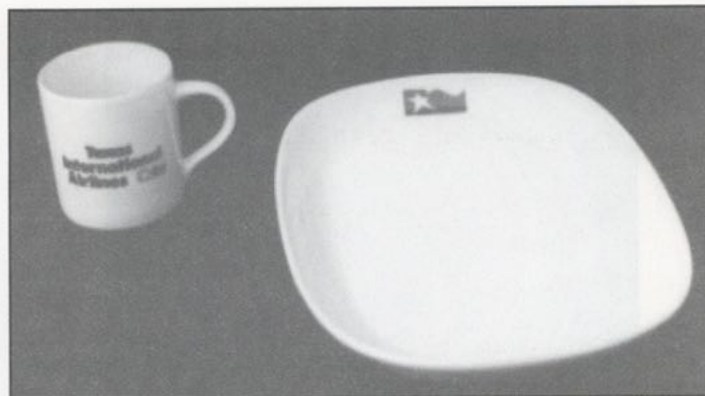
A seldom seen Braniff pattern, probably from the 1960's, features their shield logo in gold. Made by Real, Brazil.



Braniff's last pattern was this rather plain design with just a gray border. It was made for use on their 747's and so states on the bottom markings. After BN's bankruptcy and shutdown, stocks of this china were auctioned off, and much of it ended up on a dinner train in Texas!



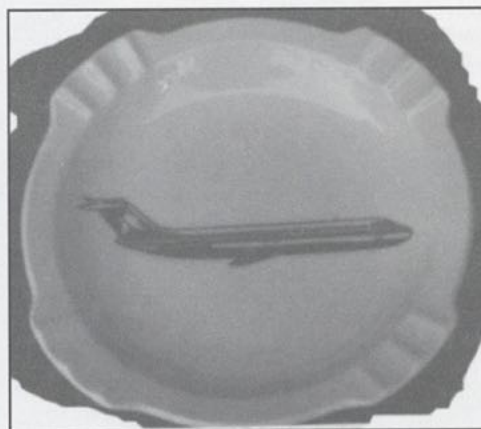
Central Airlines was a regional carrier with a handful of DC-3's. Headquartered in Ft Worth, most of their route system was in Oklahoma. They merged into Braniff in 1967. This glass, marked in red and blue, was likely an advertising or promotional piece.



Texas International, was a regional carrier formerly known as Trans-Texas Airways. Their meal service was likely very limited, and the casserole with their blue logo is actually a very rare item, seldom seen. The demitasse cup is probably a promo item; the name is in black and the logo is blue and red.



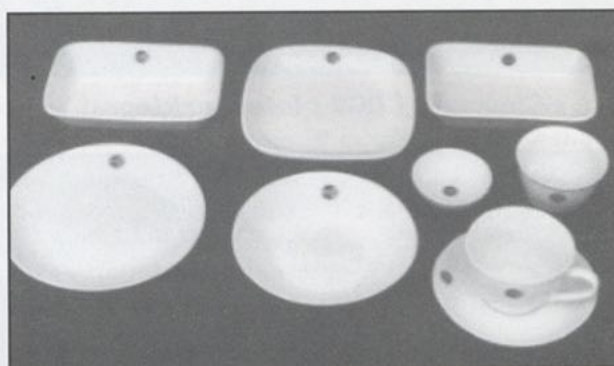
Three versions of Continental's "thunderbird" logo are shown in gold on these three cocktail glasses, probably sales department giveaways.



This ashtray bears a nice color likeness of Texas International's red & blue livery on a DC-9.



Southwest is known for not serving food, and this plastic plate is a promo item, with their famous Herb Kelleher in the center. His signature is reproduced on the back.



This pattern from the 1980's used Continental's "red contrails" logo, on at least a dozen different china pieces. Later, the logo was produced in gold on their china. All of the pieces are marked "Made in China" and a few also show Racket as the manufacturer. The author has also seen items with the logo in blue, green, and other colors; reportedly test pieces shown to the Board of Directors to help decide which color to put into production!

Slide Photography

By Joe Fernandez & Eddy Gual

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ETIQUETTE

et·i·quette [éttikət, étti kèt]

n

rules of acceptable behavior: the rules and conventions governing correct or polite behavior in society in general or in a specific social or professional group or situation

Today we start a two-part series on how this word is applied to the hobby of aviation photography. Thru several situations noticed in the past, we will educate our friends out there of the proper etiquette when involved in our great hobby. Ok, let's begin:

First situation - Peter the Ramp Nut

Peter Pumpkinhead came out to the airport one day. There, he met John Smith and Joe Smith, two local aviation photographers who were about to embark on a private ramp tour of the airport. Mr. Pumpkinhead asked if there was room for one more and sure enough, there was. Lucky Peter went on his first ramp tour. The three were taken out by the assistant airport manager, John Rampenstein. The weather was sunny and the action was great that day. Of course, going out on a ramp vehicle, you get much closer to the action than spotting from the outside.

Later that day, Mr. Pumpkinhead decided to upload all his photos to one of the popular airline photography websites. His first picture was a Boeing 747 which rotated on takeoff right in front of him. His comments for that photo were: "Boy, I went on a ramp tour of this airport today and got so close to the action that the engines almost sucked me in. Thanks to Assistant Airport Manager John Rampenstein". In another photo of a plane pulling out of the gate, he quoted this: "Wow, this was so close to the MD-11 that I could touch the winglets. Thanks to Airport Assistant Manager Mr. Rampenstein". Notice the pattern?

What went wrong - Private ramp tours are much of a privilege today, especially with all the heightened airport security. It is great for those few who can achieve this with airport management. Mr. Pumpkinhead possibly got the assistant manager fired and just ruined all tours of the airport for future serious photographers. Private tours must be planned in advance and the first order of business is to protect your driver and airport staff. Never

force a driver to go to an area which may be dangerous or prohibited. Never go to facilities that are off-limits or restricted. Keep a distance from FBOs who generally dislike photography of private airplanes in their ramp. Never move equipment on your own without permission of the facility. Always use good judgment on your positioning and most of all, never mention names because if you do, the person will get a million calls for ramp tour requests and will be annoyed to the point that he will shut it down. After all, chances are that you will get a better picture no matter what without hassles if done properly. Think before you act and place safety and security first.

Second Situation - Bennie Vennier aka Mr. Cash Register

What happened - Bennie Vennier has been a regular visitor to aviation collectibles shows for many years. He is also an avid slide collector with over 50,000 slides in his collection. Though Bennie seems to be a nice person, he has a little greediness inside him and can be deceiving if you are not careful. One day, he met this 90 year old model collector who had a small but interesting set of original slides. The elder knew about Bennie through word of mouth. The gentleman, Samuel Taylor, showed a portion of his collection to Bennie. Most of these were original slides from the 1960s which in today's markets would be worth some money if in good condition. Mr. Taylor asked Bennie how much he thought they were and Bennie told him that they were worth \$1.00 which is the going price on today's slide conventions. Little did Bennie mention that this amount was only for commonly shot slides of today and not for vintage items. Bennie took Samuel to tables of slide vendors who were selling their new slides for \$1.00 each. Seeing this, Samuel sold all his slides to Bennie for \$1.00 each, a real bargain. Bennie later sold those same slides from \$50-\$500 each at the internet auction sites! He just suckered Samuel out of his valuable collection.

Solution - The previous, though technically not illegal, was not nice. It deprived a man of his valuable slide collection in that matter. These things happen at many shows and most of the sellers that fall in this trap are elderly men and women relatives. If someone sells you a collection for cheap, the right way to do it is to let the seller know that some of the slides may have extra value in them. You did YOUR part about the value thing. Now it is up to the seller to realize the situation, and for the most part, they will still let you have them for that price because many do not have time to scan and upload the photos to the slide auction sites and regardless of value and will let you have them cheap. You can now get the monkey off your back!

Next issue will have Part II of the Photographer's Proper Etiquette. See you all in Dallas!

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Nothing Junior About These Texan Wings!

There sure isn't a lack of Junior wings issued by the airlines based in Texas. American is the largest producer of Junior Wings and, including the gift shop items, I count 19 different wings. We will show just two of the early ones as these are the more classic types.



Fig. 1



Fig. 2

The first issue (Fig. 1) is similar to what a stewardess would have worn at the time of issue and the second series is four different wings (Fig. 2), two of which are gold toned and two silver toned. One each for the Junior Pilot and Junior Stewardess.



Fig. 3

Braniff Airways produced three different wings and then there are an additional four that are gift shop items. The one wing shown here (Fig. 3) has a bright finish in the center vs. another similar type but the other one has a flat finish.

Then there was a short lived airline called Conquest Airlines that put out just one wing and here it is (Fig. 4).



Fig. 4



Fig. 5



Fig. 6

Continental Airlines is now home based in Houston so we sure can count them as a Texas airline. They are the second largest producer of Junior wings if we count the gift shop items and that comes to 18. The good thing about COA is that they still produce junior wings and I picked up one just last year (Fig. 5) but I still like the first issue which had the thunderbird logo and is made of a heavy brass (Fig. 6).



Fig. 7

We don't want to forget little old Lone Star Airlines which put out one junior wing (Fig. 7).



Fig. 8

Another airline that put out a neat junior wing was Rio Airlines (Fig. 8). This is larger than most junior wings and certainly quite colorful in a bright yellow and red.

(Continued on page 32)

What is It?

By Ken Taylor

keebeetay@aol.com

More Wings and Things

The gathering of information is sometimes a problem and other times a pleasure. This time, I have to say "Thank you" to Stan Baumwald for his email with identifying the following:



This current First Officer wing is from Corporate Airlines of Smyrna, Tennessee.



This wing comes from Tri Coastal Air of Toledo. It started as Grand Aire Express then name was changed to Tri Coastal Air in 2003.



Stan identified this wing as coming from "Jet Aviation" with no location or date of use.

Now for some questions...



Question #1. Who and when was "Tulsa"?



Question #2. This is an airline wing from Canada and I have been unable to find "Who, Where and When.?" Can you help??



Question #3. Who used this cap badge and when?



Question #4. This is a coat button, but who is "BMAP"?



Question #5. This wing is from Iran, I think, but which air group?..behind the red circle and green leaf(?) is the outline of a bird, all on a blue background.



Question #6. This wing also comes from Iran, but I am unable to read it, Can you help?



Question #7. This is a pencil drawing of the center of a brass wing that I have had for many years..Can you identify it?

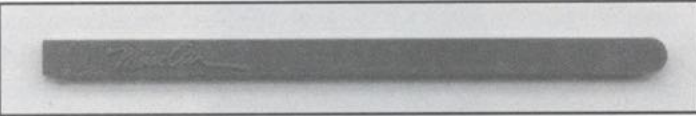
I hope to hear from fellow members about the background of these wings. I will see you in Dallas with my wife, Beth, in July!

Airline Happy Hour

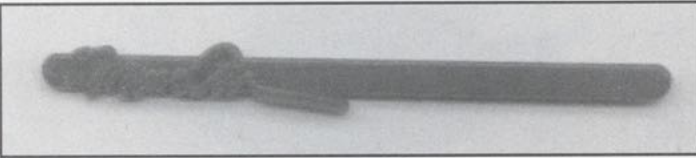
By Al S. Tasca

alstasca@bellsouth.net

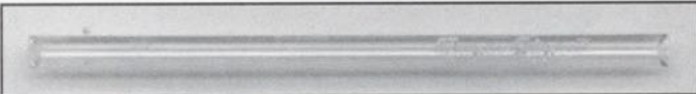
In keeping with the theme of the upcoming WAHS convention "Skies over Texas", I will cover three carriers that have, or had, a presence in the Lone Star State - Braniff, Muse Air, and Southwest.



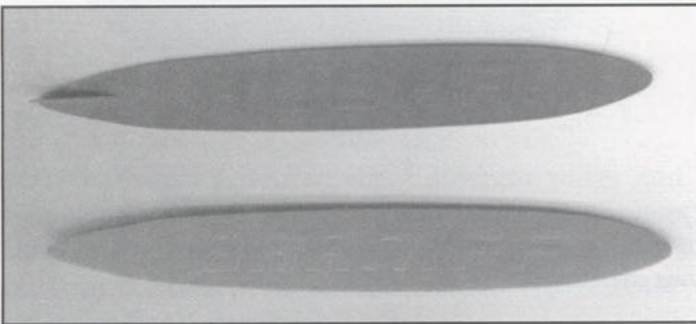
This the earliest Muse Air stick that I know of. The thick, one sided stick is 4 1/2" long with the raised name in script on one side at the square end. Known colors are dark blue and chocolate. They both have no manufacturers name on it.



This is the last Muse Air stick that I am aware of. It is also 4 1/2" long and one sided, and has the raised name, also in script offset on the end of the shank. Known colors are red, dark blue, white and clear. Again, no manufacturers name on them.

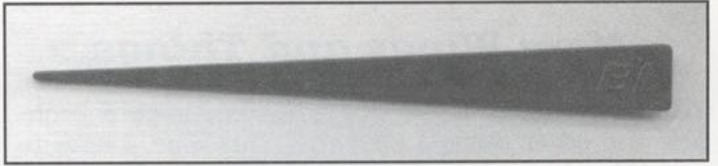


This is the first and I believe the only TranStar stick after Muse Air changed its name to TranStar in, I believe, early 1986. It is a 3 3/4" long three sided stick, with the raised name on only one of the three sides at the right end of the stick. I have only seen this stick in clear, including the raised name. Again, no manufacturers name on it.

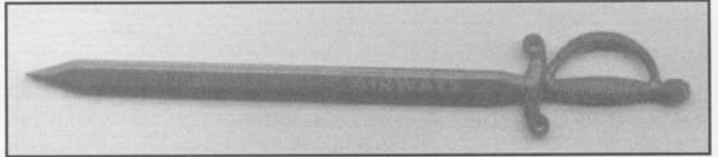


This 1970's circa Braniff stick that is in the shape of a surfboard, complete with a raised fin at one end on the top side, is 6" long with the fin being 3/8"

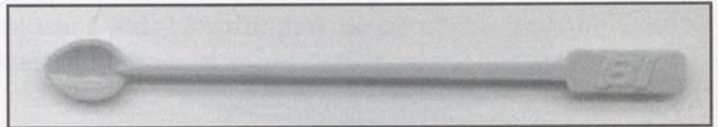
high. The top of the stick says "ALOHA!" and "BRANIFF" on the bottom side, both in large block letters. This stick was used on their Hawaiian flights. Known colors are orange, light blue, yellow and in black. Once again, no manufacturers name shown.



This Braniff long triangular shaped stick is 5 3/8" long, with only the raised letters "BI" on both sides at the wide end. The only color that I've ever seen it in is all black. Again, no manufacturers name on it.



This older stick is in the actual shape of a sword, contoured and with a knurled handle. One side says "Braniff International Airways" with the word "International" being in script writing all in hot stamped gold writing. At the reverse tip of the blade, it says "made in U.S.A." Known colors are red, dark blue and in cream, all with gold hot stamped writing also.



This 5" McDonald style hollowed out spoon end stick from Braniff has only a raised "BI" on the rectangular end of the front side. Known colors are white, beige, yellow and in black. The manufacturer is Špir-it U.S.A.

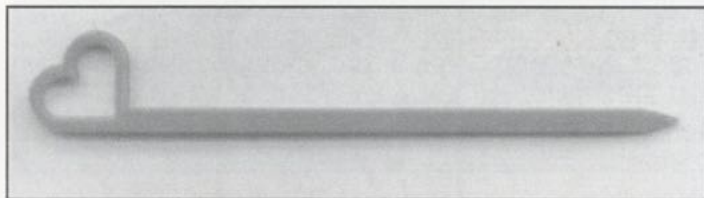


Another older Braniff International Airways stick is this 4 1/4" stick with a shield top. I have three variations of this stick, one in white with gold writing and shield design, one in white with silver writing and shield design and one in all white including the writing and shield design. The writing, "Braniff International Airways" also with "International" being written in script on all of them is raised as is the design on the shield. No manufacturer's name on this one either.

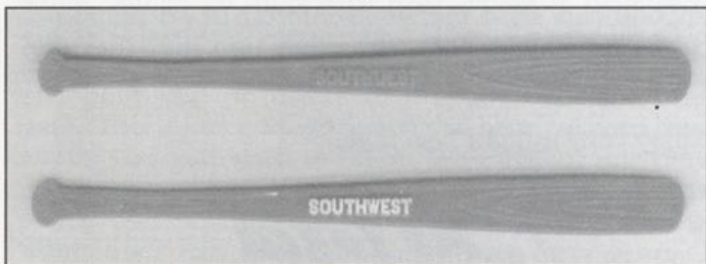
The following sticks come from Southwest Airlines.



This 4 3/4" "Fly Shamu" stick has the contoured shape of Shamu at the top on both sides and "Fly Shamu" on one side of the shank only in raised letters. The other side of the shank has "Please recycle" on it. Known colors are two shades of red and one in white. The manufacturer is zoo-piks Dallas. Another version of this stick is one (not shown) with the shape of Shamu flatter but also on both sides. This one I only have in red. The reverse on this one says "All molding plastica Dallas, Texas".



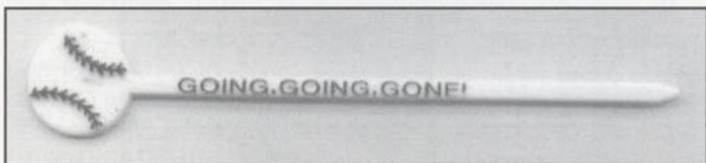
These orange sticks are the first sticks that I remember getting from Southwest. The heart shaped one is 4 1/4" long with airline name on them. As for manufacturer, either side of the shank can either say zoo-piks Dallas, all plastics molding or all plastics molding Dallas, Texas. A later version of these sticks (not shown) is an identical one, but is 4 3/4" long. This one says zoo-piks Dallas on one side of the shank and please recycle on the other side of the shank.



This 5 1/4" 1 sided contoured baseball bat is slightly hollowed out with the raised name and bat grooves raised as are the bat edges. The color is orange with raised white writing. The top image shows the same identical stick but the writing is in the same color of the stick. Both sticks have 'zoo-piks Dallas' on the reverse at the bat handle end. I can't remember who this stick was commemorating, but the name Nolan Ryan seems to ring a bell. Any help on this one out there?

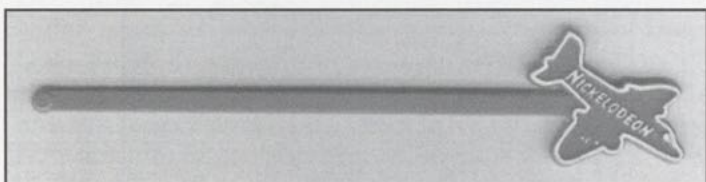


The 4 1/2" skier stick, which can have the raised "Ski Southwest" slogan on either side of the shank can cause the skier to be facing either up or down, depending on which way you can read the name. The other side of the shank can say either all plastics molding Dallas or all plastics molding Dallas, Texas.

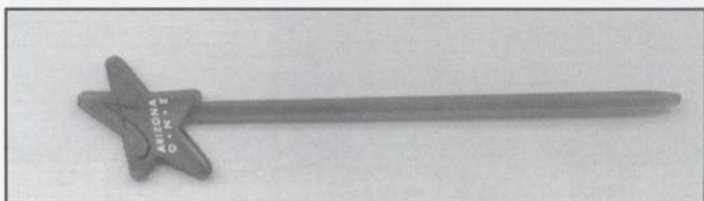


This 4 13/14th" stick may also be commemorating Nolan Ryan on an accomplishment. It is all white and one sided with the words on the shank and the baseball stitching in fluorescent red. No manufacturer on it but the reverse of the shank says "Please Recycle".

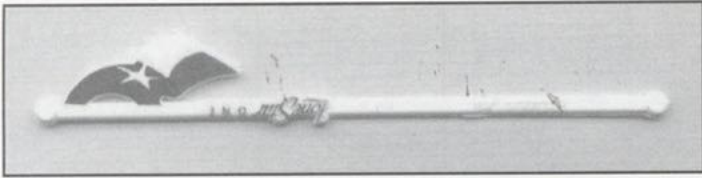
This is a later version of the "Ski Southwest" stick. It is 4 1/8" long and orange but the raised writing and skier outline edges which are also raised are in white. There is also an identical 5" version of this stick (not shown) and the reverse of the shank on both versions both say zoo-piks Dallas and please recycle.



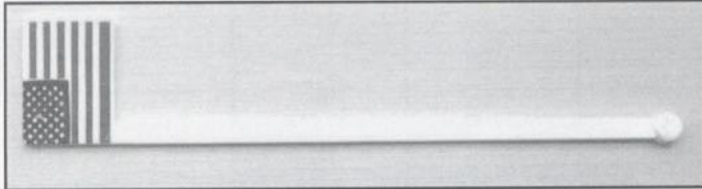
I have no idea what this one represents, but it is 6" long, one sided and the aircraft at the top has a raised white ridge and raised white writing. The manufacturer is zoo-piks Dallas.



This 5" "Arizona O.N.E." stick was probably used on that particular flight with that paint scheme. The stick is one sided and translucent dark blue with a gold offset star at the top. The letter in the star is also translucent dark blue. The manufacturer is zoo-piks Dallas.



Another particular flight and paint scheme is this Lone Star O.N.E., although the dots between the letters are not on the stick as they are on the previous stick. Maybe an oversight. The one sided stick is 5 1/2" long, white and with red raised writing on the shank. The red and dark blue colors in the flag are hot stamped. The manufacturer is also zoo-pik Dallas.



This is just a 6", flat, one sided stick in the shape of a flag on a flagpole. It has no name or writing on it and the red and dark blue on the flag are hot stamped. The manufacturer on this one is also zoo-pik Dallas

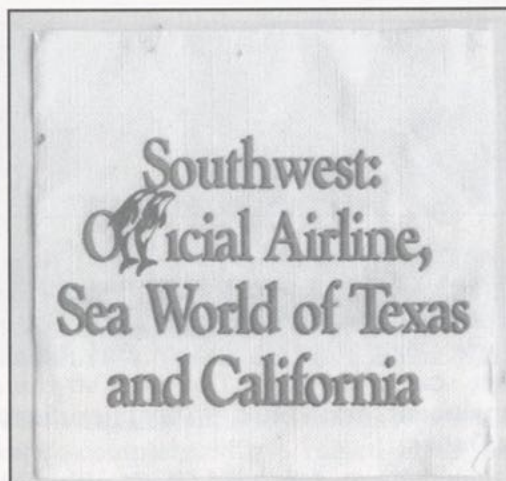
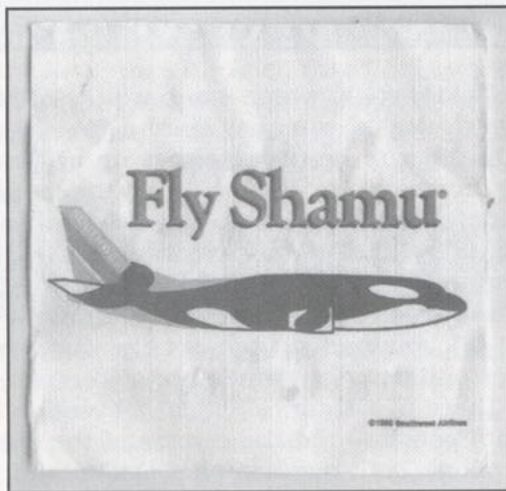


This 4 3/4" stick is all red with raised white writing on the shank as is the stitching on the footballs on the top that make up the shape of the heart and the "we love football" slogan. The stick is one sided, however the back of the top is slightly hollowed out. The reverse of the shank says 'Please Recycle'.

The following images are the cocktail napkins that go with the sticks from Southwest Airlines. I don't know anything about the Triple Crown one, so if anyone can send me some info on it, I'd really appreciate it, along with any other info that they can send me on any of these sticks.

Enjoy your inflight beverage!

Al Tasca



Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

In Texas Skies

The move has been made and we are now in "the last home before the home". Karen and I departed Bermuda on December 17, 2007 and are now living in The Villages, Florida. It's a gated, golf cart community and a strange place for someone, such as me, who has taken a total of ten or fewer swings at a golf ball in my life. I just couldn't get that little white ball to go anywhere near where it belonged. The best part of the move and start of a new lifestyle is that I took off my wristwatch on December 18th and have had no desire to put one on since that date. There are enough activities here to keep you as busy as you want to be. At the moment our time is pretty well occupied by unpacking the mover's boxes and sorting our belongings. It is amazing what items can be accumulated over forty years. I still have items stored at our son's house in Maryland.

I have some of the collection unpacked and on-hand and other insignia have been imaged and stored in electronic media. So here are some of the wings and cap badges worn by crews of air carriers which were based in Texas or had extensive routes within the Lone Star State.

Texas International and Trans-Texas Airlines should be featured, but I have only one good image of a Trans-Texas cap badge to share. American Airlines was featured in a recent issue, so I will not include those images. Also missing is Southwest Airlines. Those items are still languishing in an attic in Silver Spring, Maryland. After several trips north, to attend weddings and graduations, the missing items will be reclaimed and brought here. For this issue I will include insignia from Braniff, Continental and some smaller and shorter lived carriers.

Legend Airlines operated between April 5, 2000 and December 2, 2000. It offered business travelers wider seats and better meal service on flights from Love Field. It was unable to survive in the face of challenges presented by older, larger carriers, which did not appreciate the competition. It was a story reminiscent of the demise of Matson Air Lines and its short life flying between the west coast and Hawaii.

TranStar Airlines operated between 1985 and 1987. It had been created when Southwest Airlines bought Muse Air and was absorbed into Southwest in 1987.

Braniff Airways, Braniff International Airlines, Braniff International and Braniff operated under many names and had almost as many lives as the proverbial cat from its 1928 beginning until it ceased operations for the last time in the 1980s.

I have also included a scan of several variations of Continental Airlines insignia. They have a major presence at Houston, Texas.

As soon as I finish the article and complete the descriptions of the insignia, it will be back to the boxes and sorting again. The job must be completed by March 30th because Karen and I are off on a trans-Atlantic cruise to celebrate our retirements and forty years of marriage.

I hope you enjoy the images and we look forward to seeing many of you at AI 2008 in Dallas.

Legend Airlines



The wing and cap badge are of a satin finish silver metal with darker shade silver in the upper sections of the leaves of the cap badge. The center oval is a medium blue enamel with a star composed of gold and white segments

The wing is not hallmarked and is of the clutchback variety. The cap badge is hallmarked "Balfour" and has a single screwpost with two positioning pins at the top of the leaves.

Fort Worth Airlines



The wing base and the "W" are of satin finish gold color metal. The letters "F" and "A" are of polished silver metal. The wing is clutchback and hallmarked "JOSTENS".

TranStar Airlines



Both wing and cap badge are of satin finish in a color between dark gold and bronze. The bar above the name is of enamel with dark blue and light green stripes. The cap badge has a single screwpost and two positioning pins at the top. The wing is clutchback. Neither item bears a hallmark.

SMB Stage Lines

Sedalia-Marshall-Boonville Stage Lines - a cargo carrier of Grapevine, Texas.



Wing one is of dull finish gold color metal with black background for the stagecoach and name.



Wing two is of highly polished silver metal and difficult to photograph without getting reflections.

Braniff Airways - Early Cap Badge

It is of satin finish gold color metal. The lettering for "BRANIFF AIRWAYS" is in black.



The top scene could be a Lockheed 10 and it has a red background on the left and a black background on the right.

The lower portion has the background colors reversed. The left side shows a city skyline and a ship. The right side has a palm tree, setting sun and sailboat.

Braniff International Airways Cap



The cap is of a medium blue fabric with a black bill and gold metal chin strap. The insignia is of gold color metal with the letters "BRANIFF AIRWAYS" in a blue enamel circle and the cursive "International" in a red enamel bar through the center.

Braniff International

The metal of all the insignia are highly polished silver metal (again, very difficult to photograph without reflections). The center of each item has white enamel behind the "BI". The wings are of the screwpost variety with a much more substantial post and nut for



the captain's wing. That must have been for the uniform jacket and the f/o s/o wing for a shirt. The cap badge has silver bullion thread on a brown, felt-like fabric. The cap badge has a single screw post and two positioning pins at the sides of that post. There are no hallmarks.

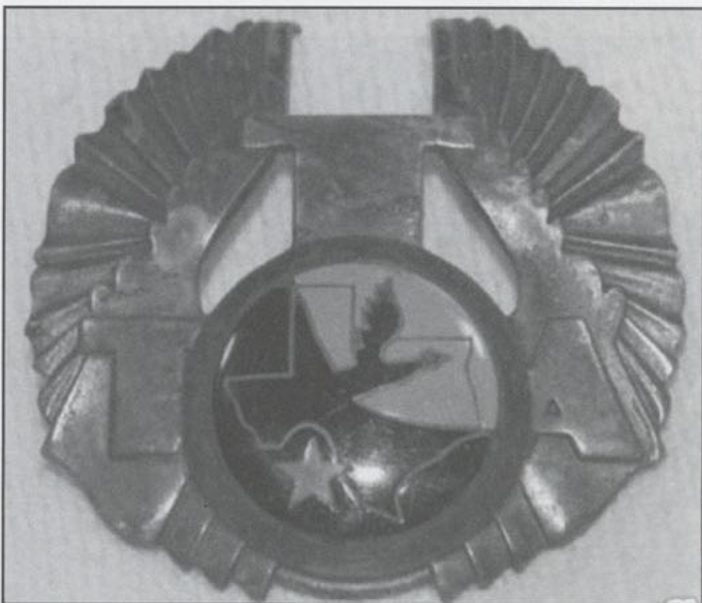
This style insignia was also issued with gold color metal, but I am not sure which was used first. There was a third style which has black enamel and gold color metal. Could the change of uniforms at such a frequent pace have contributed to Braniff International's financial difficulties?

Braniff



The final insignia. Both wing and cap badge are of satin finish silver metal. The wing is pin back and the cap badge clutchback. There are no hallmarks.

Trans-Texas Airways



Cap badge in silver. The enamel is dark blue and light blue. The star and outline of Texas are silver. The bird is dark blue enamel on light blue enamel.

Continental Airlines



A selection of various Continental wings and cap emblems from over the years.

(Continued from page 24)



And then there is that mighty small giant, Southwest Airlines. They have only put out five different juniors and all very similar with the heart logo. (Fig. 9).



Fig. 10

Perhaps the most elusive junior wing in the entire spectrum of collecting junior wings is the one put out by Texas International Airlines (Fig. 10). I do not know why it is so hard to find as it was produced by Stoffel Corporation and they have produced many wings for many airlines. But, none are as hard to find as this one.

Happy Collecting,

Stan



TranStar Douglas MD-82 via the Archives of Aviation Photography of Miami and Air72.com

Postcard Corner!

By Marvin Goldman

mmgoldman@rcn.com

Texas Skies Airline Postcards



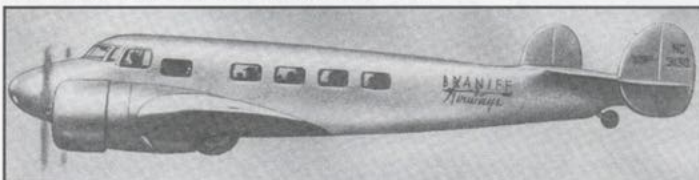
A warm welcome to Texas. Hope you enjoy our postcard trip through the skies of the Lone Star State, starting with this Trans-Texas Airways DC-3 airline issue ('AI') linen card.

Let's begin our flight with this Braniff Airways DC-3 over Dallas. The DC-3 entered Braniff's scheduled service in February 1940. Wish I could fly to AI 2008 on one of these beauties.



Braniff 21-passenger Douglas DC-3 (which they called a 'Super-B-Liner') over Dallas, early 1940s, AI, black and white photo ('B&W').

Braniff Airways was incorporated in 1930. Originally based in Oklahoma, it moved its operations and maintenance base to Dallas Love Field in 1934. In April 1935 it inaugurated its Lockheed Electra service, which lasted until 1940.

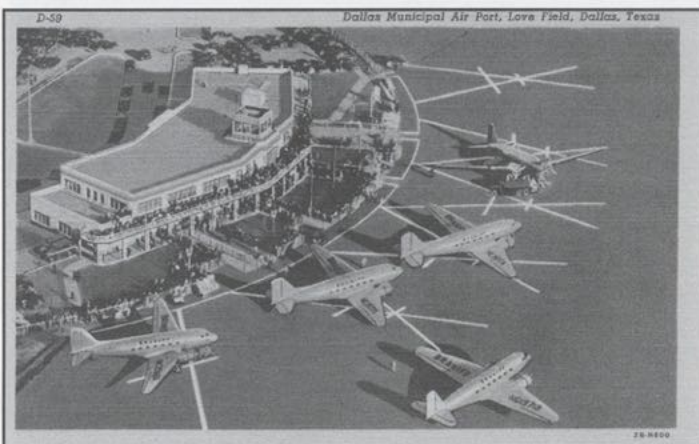


Above: A BRANIFF AIRWAYS Lockheed "Electra" in flight—wheels up. Two pilots, two engines.

Left: Luxurious cabin of a BRANIFF AIRWAYS "Electra" equipped with individual ventilators, reading lamps and ash trays.

Braniff Lockheed L-10A Electra, 10-passenger aircraft, late 1930s, AI, B&W.

In 1940 a new terminal was opened at Dallas Love Field, and Braniff moved its administrative headquarters to Dallas in 1942.



Three DC-3s and one DC-2 of Braniff at Dallas Love Field's new terminal in 1941. Curteich 2B-H600, D-59, linen card.

Flying to other Texas airports, we stop at Lubbock, with a Braniff DC-3 and Pioneer Air Lines DC-3 on the apron. Pioneer started operations in 1945, and the DC-3 entered its fleet in 1946. It merged into Continental in April 1955.



Braniff and Pioneer Airlines DC-3s at Lubbock TX, probably 1950s, Herald Photo, Lubbock, K-198-D-7, 47122.

Fort Worth's Amon Carter Field operated for scheduled commercial flights from 1953 to 1968, and here we see a Braniff Convair 340 with an American Airlines Convair in the background, probably in the late 1950s. In 1968 such flights were relocated to Dallas Love Field until 1974 when DFW airport opened.



Braniff Airways Convair 340 with American Airlines Convair in background, at Fort Worth, probably late 1950s. Published by John A. Stryker, Fort Worth, Colourpicture P6166.

We continue with Braniff to Austin's Mueller Airport which operated from 1930 to 1999 (the current Austin airport is at the former Bergstrom Air Force Base).



Braniff 727-200 in 'Flying Colors' livery at Austin's Mueller Airport, probably in 1970s. Austin News Agency, Curteichcolor, 4EK-38.

Trans-Texas Airways was, of course, Texas born and raised. At one time it claimed to be the largest scheduled airline operating within one state in the U.S.



Trans-Texas DC-3 flying near Houston over the San Jacinto Monument, symbol of the battle in which Texas won her independence from Mexico, 1950s. AI. Colourpicture P1496.

In 1969 Trans-Texas changed its name to Texas International, and in 1972 it became controlled by Frank Lorenzo, eventually merging with Continental in 1982.



Texas International DC-9-31 at Houston, 1976. Flight-Line Postcards FLF-069.

Another important airline over Texas skies in earlier days was Eastern Air Lines. It had DC-3s in its fleet starting in 1936.



Eastern Air Lines DC-3 'Silverliner' over Houston, probably late 1930s. AI.



Eastern Air Lines DC-3 at Houston Municipal Airport (renamed Hobby Airport in 1967), probably in 1940s. Bluebonnet News, Houston, Colourpicture H-12, 16910.

American Airlines started flying to Texas in the 1930s. Here is a selection:



American Airlines DC-3 at Fort Worth's Meacham Field, whose terminal was dedicated in 1937. This

airport operated for scheduled commercial flights until 1953, at which time such flights moved to Fort Worth's Amon Carter Field. AI, probably end of 1930s or early 1940s, A-245-C, sepia.



American Convair 240 at El Paso International Airport, 1948 to 1950s. Petley 653.



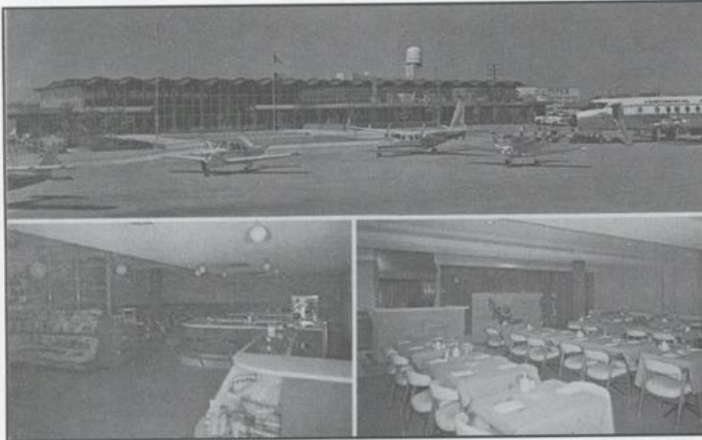
American 707 and 727-100 at Dallas Love Field, probably in the 1970s. Published by All-Tom Corporation, Arlington TX, Dexter Press D-21998-C. (I hope that Braniff BAC-111 in this card knows where it's headed).

Other operators in Texas skies include Delta and Continental, here seen at lesser-known airports:



Jefferson County Airport

(Previous Page) Delta Convair at Jefferson County Airport serving Beaumont and Port Arthur TX, 1960s. Edwards News Co., Port Arthur & Beaumont, Curteichcolor.



A Continental Viscount just gets into the picture at Midland Air Terminal serving Midland-Odessa TX and the Permian Basin. Publisher Walcott and Sons, San Angelo TX, no. 24520.

The jet age of course brought international carriers and larger, new aircraft. Here are two at Houston:



KLM Royal Dutch Airlines DC-8 at Houston (Hobby) International, 1960s. H.S. Crocker MW-6.



Airliners International convention fans will recognize the bottom postcard in the preceding column of a Continental Airlines 777-200 at Houston International, issued for AI 2002. Photo by Duane L. Young, and sponsored by j.j. postcards, The World of Aviation Postcards.

Now we come back to our home base of Dallas, and what better airline to honor than Texas-bred Southwest Airlines.



Southwest Airlines 737-300 flying over Dallas Love Field in its 'Lone Star One' livery designed in 1990 for Southwest's 20th anniversary as a 'high-flying tribute to the indomitable spirit that makes Texas a true state of mind'. A-W Distributor, Irving TX, publisher John Hinde Curteich 3US TX 812.

Well, if we can't fly into Dallas with that Braniff DC-3 shown at the beginning, we certainly can arrive in an American MD-80. Are we better off today? I'll let you be the judge.



American MD-80s converging at its Dallas/Forth Worth International Airport hub, 1990s. The Texas Postcard Co., Plano TX D-150, 711.

Notes: Original postcards of the above are, except as noted, in color and from the author's collection. I estimate the availability of these cards as-- Rare:

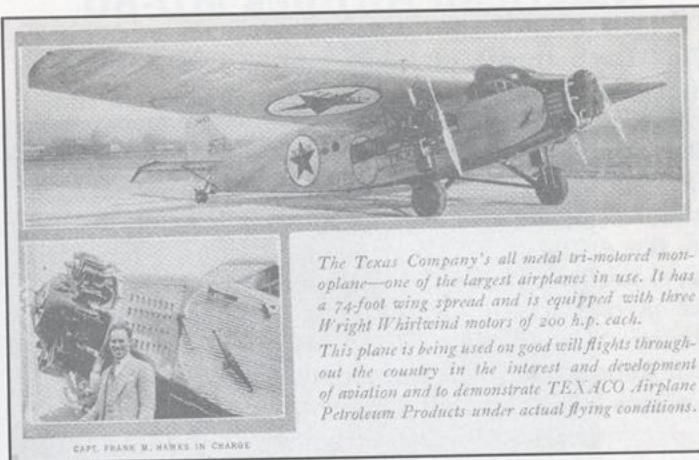
Trans-Texas DC-3 with hostess, Braniff DC-3 over Dallas, and Braniff L-10A Electra; Uncommon: Braniff and Pioneer DC-3s at Lubbock, Trans-Texas DC-3 over San Jacinto, Eastern DC-3 over Houston, American DC-3 at Fort Worth Meacham Field, American Convair 240 at El Paso, Delta Convair at Jefferson County Airport, Continental Viscount at Midland-Odessa, and KLM DC-8 at Houston. The rest are fairly common.

References: Cearley Jr., George C.: American Airlines (1987), Braniff International Airways: The Building Of A Major International Airline (1986), Braniff 1965-1986 (1986), Braniff International Airways in Color (1993), The Delta Family History (1985), and Eastern Air Lines: An Illustrated History (1985); Davies, R.E.G., Airlines of the United States since 1914, Smithsonian Institution Press (1972); Lusk, Brian, Southwest Airlines: 35 Years of Luvin' You, 1971-2006, Airways Classics No. 3, published by Airways International, Inc., www.airwaysmag.com (2006).

Until next time, Happy Collecting! Marvin.

Editor's Choices

As always, I can't resist adding a few more post-cards to supplement Marvin's article. Here are a few examples highlighting Texas' commercial aviation history.



I don't know if this Ford Trimotor ever flew in Texas, but the name says it all! The Texas Company. (Company Issue)



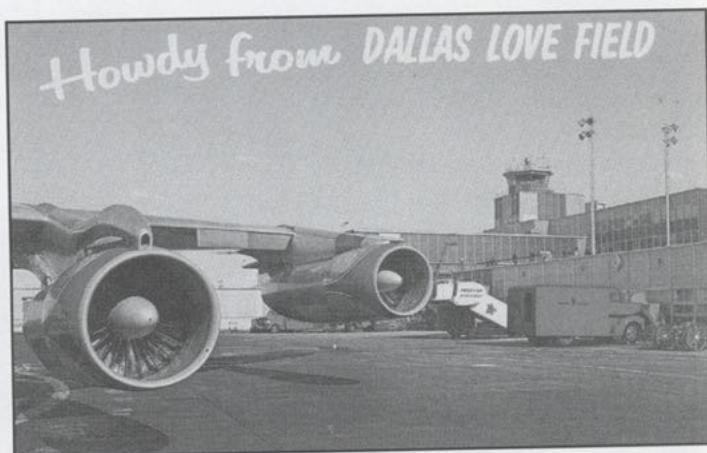
Braniff Convair 340 at Houston (Hobby), Texas.
(A & J Specialty Co., 6C-K2674)



Trans-Texas Airways Convair 600
(Company Issue)



American Airlines Convair 990 at El Paso, Texas.
(Petley Studios, EP-151)



American Airlines Boeing 707 at Love Field, Dallas.
(All-Tom Corp., Plastichomre P44204)

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

American Airlines MD-80

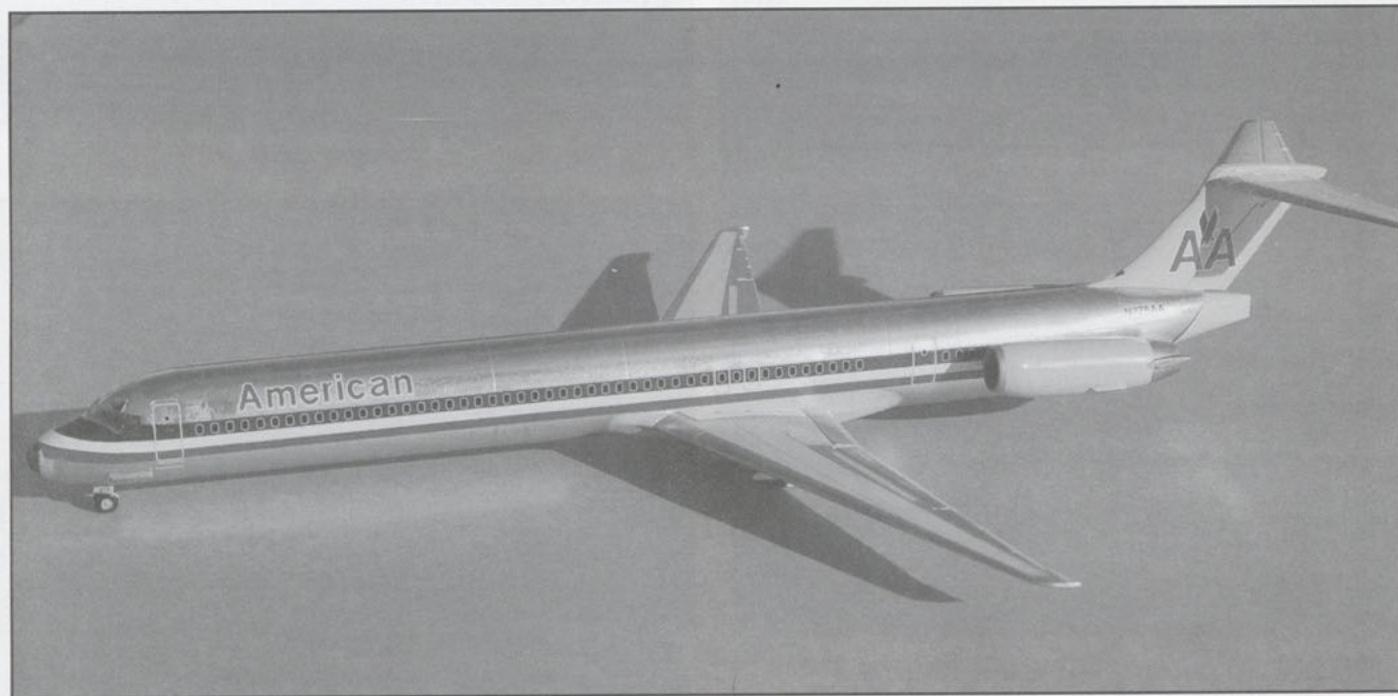
This Log's theme of "Skies above Texas" leads to many possibilities. My short list of models that I either plan to build or have already started include Braniff's "Big Orange" 747, the Alexander Calder DC-8 and 727's as well as a fleet of Southwest 737's and 727's (yes there really were Southwest 727's). In my grand scheme of things I knew I wouldn't have my "Big Orange" 747 completed and my DC-8-62 is earmarked for the next Log issue with the theme "Air of Luxury". Fortunately my good friend Bill Abbott has just completed a Minicraft American Airlines MD80 kit that fits our theme.

Initially I thought of American MD80's as being kind of boring. They're very common and tend to "get in the way" of spotting the more interesting/less common planes at the airport. Reflecting on the theme and the availability of Bill's finished model to showcase, I quickly changed my mind and decided it would be a great subject. I've certainly flown on my share of American MD-80's transiting in and out of Dallas-Fort Worth Airport.

American placed its first order for 20 MD-82's in September 1982. In 1984 the airline then placed the largest single aircraft purchase in US aviation history when it ordered 67 "Super 80's" with options

for 100 more. With continued purchases as well as acquiring aircraft via the Reno Air, Air Cal, and TWA mergers, American has ended up with a huge fleet of MD-80 types. The American Airlines website lists 300 MD-80's in the fleet making up almost half of the total fleet. The Dallas-Fort Worth Airport is also American's largest hub with American operating 84% of the flights to/from the airport. So there are certainly many American MD-80s flying in the skies above Texas.

The model kit is one of Minicraft's jewels. It's been out for a number of years and I'm pretty certain that Squadron Models listed it as "Model of the Year" when it was first issued. The American release was an early one and I was surprised to have trouble finding one for sale on-line. Chalk that up to a case of me not appreciating something common until it's almost gone. I've been reluctant to build an American Airlines model because of the bare-metal finish but Bill has done an excellent job. Starting from nose to tail I'll share some of his comments. He did mention a minor "boo boo" with the nose stripes not lining up. Unfortunately I've also had troubles with lining up nose stripes. Another case of the model having a good side and a not quite as good side as well. Bill also "went to town" (overboard?) and added a "full" cockpit interior that's visible through the clear windows. He did say he followed his "hour rule" and only worked on the interior for an hour before calling it quits. For the bare-metal finish he used Testors Metalizer out of the can. Fingerprints/smudges will be an issue but it does look good. The Metalizer requires judicious sanding/surface preparation that Bill managed quite well. For the gray areas Bill custom mixed his own gray that's close to



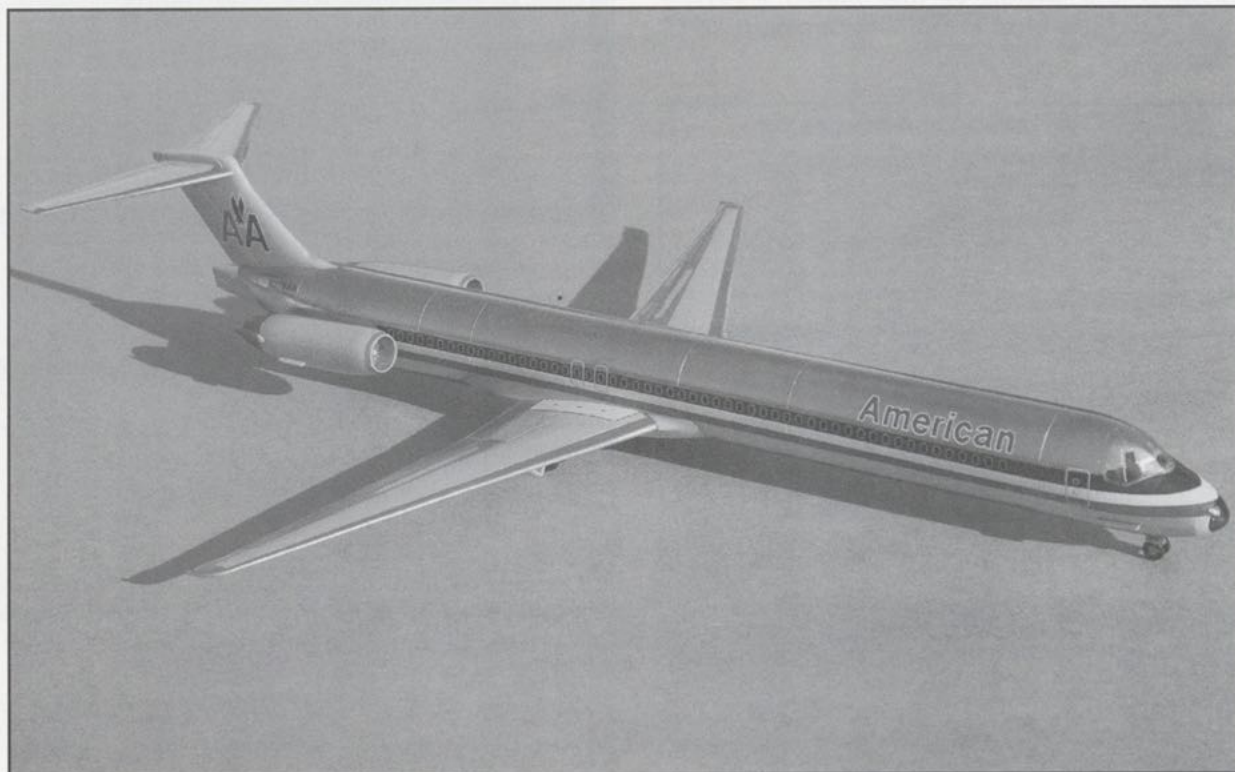
American Airlines Minicraft MD-82 Model by Bill Abbott

the Canadian Voodoo Gray and Camouflage gray that Testors offers. For the inspar wing areas he used a Liveries Unlimited decal as a pattern for his paint masking. That's certainly dedication so as to not use a rare decal. He thought the main gear was a little short as the gear doors hit the ground when first installed. I'll have to check when I build one and see if I think the gear legs are too short or the doors are long. Either way something will need some minor work.

My hat goes off to Bill for tackling and successfully finishing a bare metal jet. Thanks too for letting me showcase the model for this Captain's Log. Sometimes something that is really common and right in front of you is just what you are looking for.

Happy Building!

Ken



American Airlines Minicraft MD-82 Model by Bill Abbott



Minicraft American Airlines 1/144th Scale Model Box Art

Safety Cards

By Fons Schaefers

f.schaefers@planet.nl

Safety Cards Above Texas

In the spirit of the theme of this issue, I review safety cards of airlines that are of Texan origin and/or Texas based.

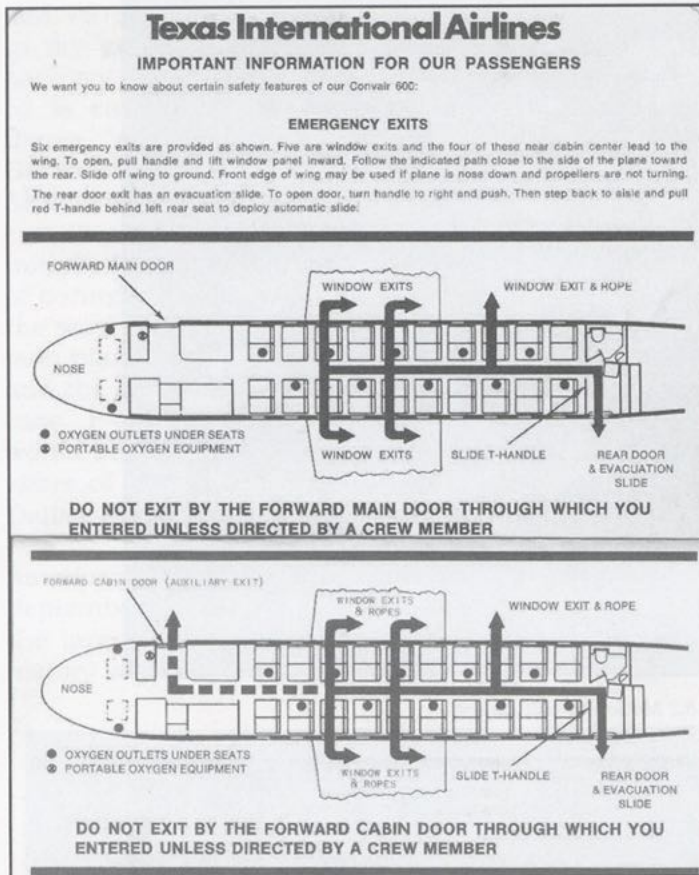


Figure 1

Texas International operated the Convair 600 until the mid 1970s, before it was absorbed into Continental. It was one of the last airplane types in use that had the passenger entrance door on the forward right side. A 1970 safety card [Fig. 1, top] showed this 'forward main door' not to be an emergency exit, probably because it did not meet the technical requirements for such exits. Two years later, opinions about the virtue of this exit had apparently changed as it was now shown with a dotted line and marked as an auxiliary exit [Fig. 1, bottom]. Yet, on both cards it says: *Do not exit by the forward cabin door through which you entered unless directed by a crew member.* Was it safe to exclude the passenger entrance door from the emer-

gency exit complement, bearing in mind that under the stressful condition of an emergency evacuation, passengers tend to go in a familiar direction, i.e. the way they came in? With Texas International it was never put to the test.

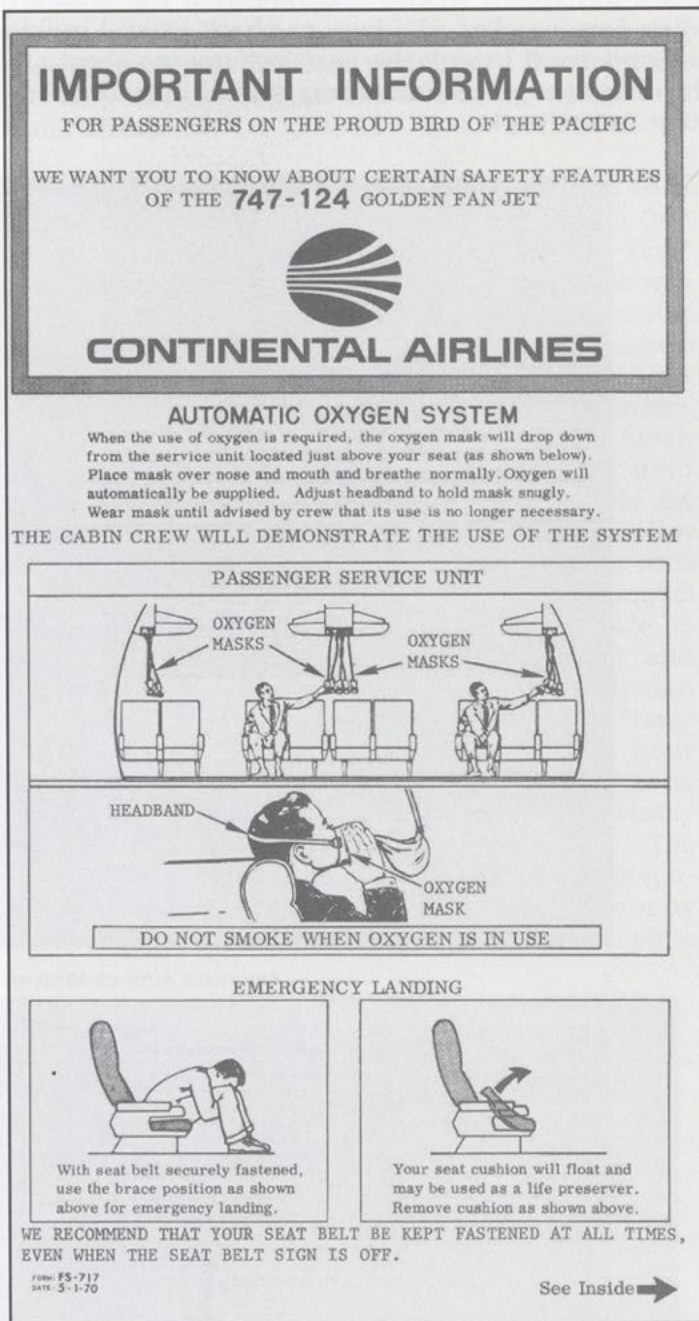


Figure 2

Continental, based in Houston, was one of the first airlines to introduce the Boeing 747 into service. Their safety card shown here is dated 5-1-70, a few weeks before delivery of their first [Fig. 2]. Continental named its 747-124 the "Golden Fan jet". Interesting about this card is that most of the text was produced on a common typewriter.

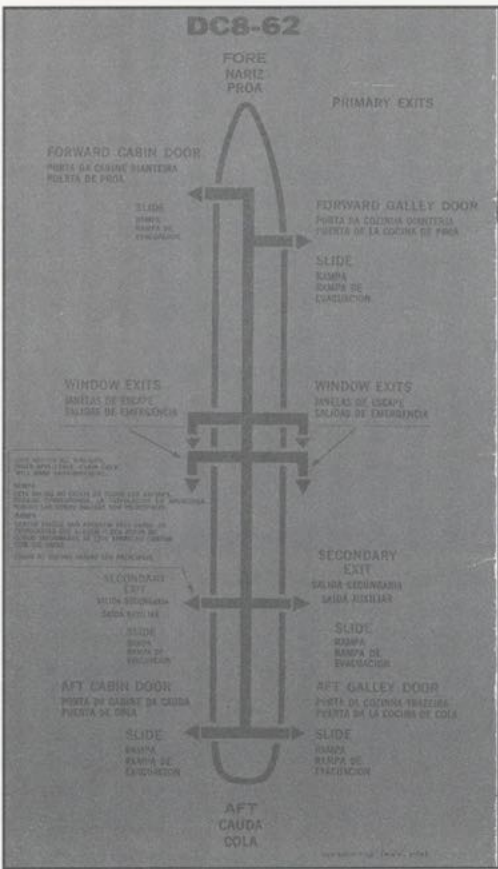


Figure 3

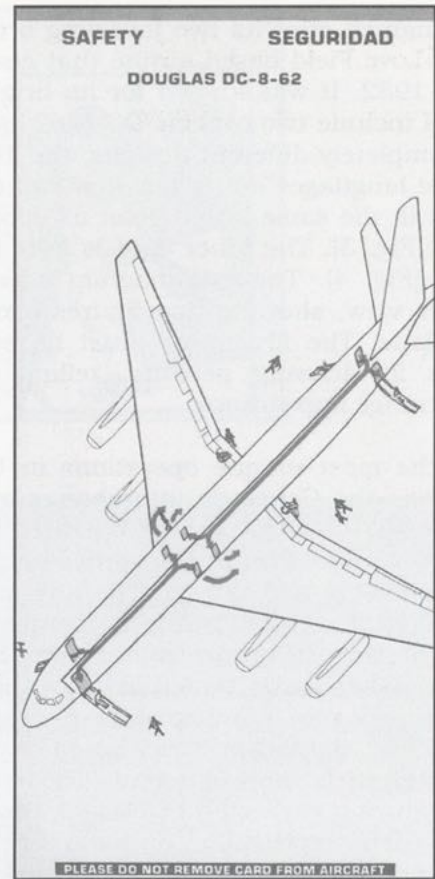


Figure 4

941-00032

Braniff International

Emergency Information

Please do not remove
from aircraft

Concorde

Figure 5

Braniff, named after its two founding brothers, was a Dallas-Love Field based airline that ceased operations in 1982. It was known for its bright, colorful liveries. I include two of their DC-8-62 cards, which are of completely different designs: the 1978 edition has three languages and a top view exit diagram on the back in the same bright color as sported on the fuselage [Fig. 3]. The other card is only three years younger [Fig. 4]. The exit diagram now is from a bird's eye view, showing tiny figures coming out of the airplane. The illustrator must have had some difficulty in drawing persons, telling from their rather strange appearance.

One of the most unique operations in U.S. airline history was the Concorde interchange operation in the years 1979 - 1980. Braniff operated British Airways (BA) and Air France Concordes on flights from Dulles to Dallas and return. The airplane was not dedicated to this route, but was operated as an extension of the European routes. On board were dedicated safety cards, which are now highly appreciated as collector's items, selling easily at over \$350 US [Fig. 5]. Artwork was based on that of BA, but the layout is quite different. These cards were replaced during each stop at IAD, at the same time as the G- or F- registration on the aircraft's exterior was altered into an N registration or back.

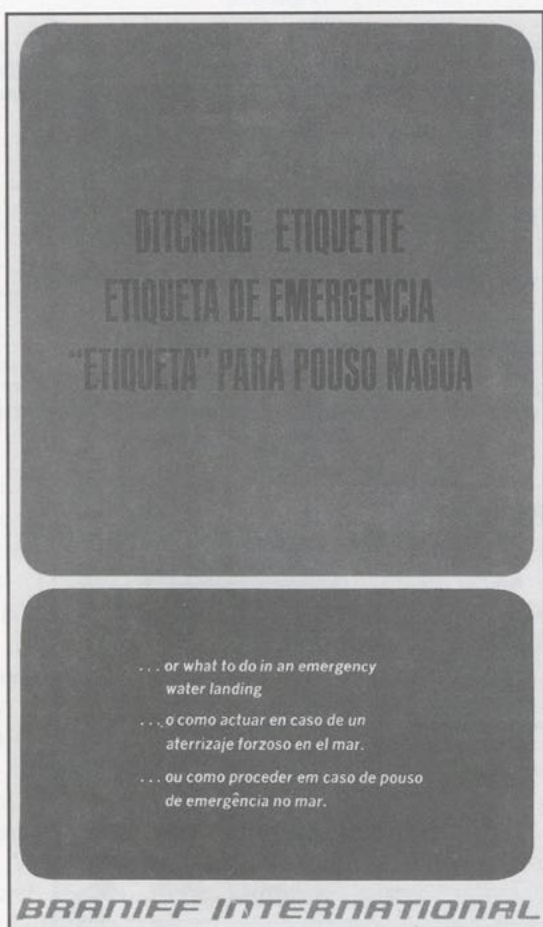


Figure 6

Another interesting Braniff card is their pink ditching etiquette card dated '1-70' [Fig. 6]. This card supplemented the type cards with instructions on life jackets and life rafts.

Southwest started as a pure Texas airline in the early 1970s from Dallas Love Field, but of course spread its wings over time. It has almost always operated a single type throughout its existence, the Boeing 737, albeit of multiple variants. Shown here is the bracing positions section of the card 'revised 9/90' [Fig. 7]. Interesting about the style is that although it is artwork, the designer clearly used photographs to draw from. It took me quite some while to understand the difference between the center and right panels. In the former, the adult holds his hand on the head of a girl bracing forward.

A special Southwest card is shown in Figure 8 - a briefing card for cockpit observers. Such cards are not required by regulations, but many airlines have them. It relieves the flight crew from having to explain all the safety essentials and ensures that the cockpit riders are well informed about safety procedures, including the sterile cockpit rule (below 10,000 ft no conversation other than safety related).

American Airlines has its headquarters and main hub in Dallas-Fort Worth. Being one of the world's largest airlines with massive fleets, its safety cards are produced in thousands and therefore seldom unique. Yet, I can refer to a card that was produced in a rather limited edition: the 56 seat Fokker 100. Originally, all 75 Fokker 100s were delivered to American in a 97 seat layout, but in 2000 American converted some into a more luxury, two by two configuration to operate from Love Field to Los Angeles and Chicago O'Hare. Scheduled operations from Love Field were restricted by federal law in favour of DFW, except for airplanes with 56 or fewer passenger seats. In this particular configuration, there are no seats between the two pairs of over wing emergency exits, thus a special card was required showing how to manoeuvre these exits [Fig. 9].

Another American Airlines special is a safety booklet for the blind, with text in Braille [figure 10]. Other major airlines have also issued Braille booklets, but this is the only sample I know of where the Braille text is printed over with normal text. Thus, a normal sight person can read along with the blind from the same source. Quiz: when was this booklet issued? The list of types hides the answer.

For comments, please contact me at f.schaefer@planet.nl



Figure 7

SOUTHWEST AIRLINES

Cockpit Observer Briefing
Welcome Aboard

BAGGAGE STORAGE

- Space on the flightdeck is limited. At times it may be necessary to check your luggage. Please check with the flightcrew for help with your bags.

COCKPIT INTRODUCTION

- **SMOKING**—Please refrain from smoking. Smoking is not allowed on the flightdeck at anytime.
- **RADIOS**—ATC can be monitored through the headphones by selecting VHF-1 on the overhead audio panel. Monitoring ATC is advised when talking with the crew. Remain alert for "your" flight number so crew is not distracted.

STERILE COCKPIT

- While taxiing and below 10,000 feet, restrict conversation to safety related items. While occupying the observer's seat, please feel like an additional member of the crew. An extra set of eyes and ears are appreciated.

SEATBELT/SHOULDER HARNESS

- Seatbelts must be worn at all times. Shoulder harnesses are to be worn for takeoff and landing.

See other side for more information.

Figure 8

American Airlines

EMERGENCY PROCEDURES FOR YOUR SAFETY

THIS BROCHURE INCLUDES
INSTRUCTIONS FOR:

- B-747SP
- DC-10
- B-767
- A-300
- B-727-200
- B-727-100
- MD-80
- B-737
- BAE-146

DO NOT REMOVE FROM AIRCRAFT

Figure 10

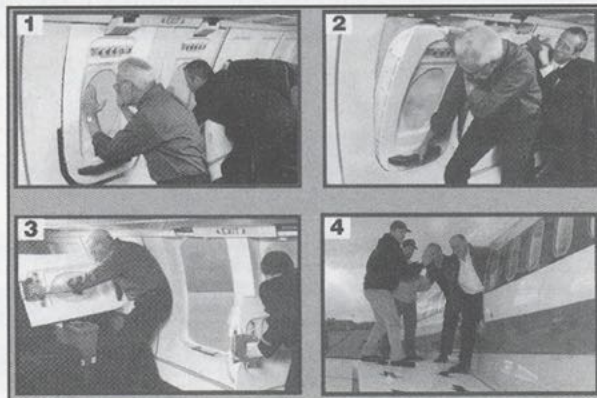


Figure 9

Airways
A Global Review of Commercial Flight
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Wanted: Original copy or reproduced color copy of the **United Airlines Flight Attendant history** by Gwen Mahler. This is in a yearbook -type format. It was published in 1990 and is no longer in production. I am also interested in anything about Flight Attendants especially handbooks, manuals, training videos. etc. Willing to pay reasonable prices depending on items. I have copies of the yearbooks on Continental, TWA, Western, and American. Also yearbook on Flying Tiger employees. I can make reasonable copies of what I have if anyone wants to add to their collections. Contact: Scott Jones, 10808 Foothill Blvd. Ste. 160 #128, Rancho Cucamonga, CA. 91730

AIRLINE MEMORABILIA FOR SALE. Ongoing auction selling off long-time WAHS member's collection including airline postcards (airline issued and others), timetables, seat occupied/safety cards, menus, plastic wings, matchbooks, display models, paper goods and many airline issued oddities. Contact first for details or send specific "wants." Contact: Ron Grant, 5520 Maine Drive, Concord, CA 94521-4105. E-mail: Muscron1@aol.com

For Sale: Large assortment of **training manuals** for maintenance, pilot training, flight engineer's flight manuals, aircraft operating manuals, aircraft brochures, annual reports, time tables, etc. For additional Information call Rita 678-409-7068 or email Rita2050@Yahoo.com

WANTED: Airliners International Convention Memorabilia. The WAHS Office is looking for lapel pins, wings, stickers, post cards, and other AI logo items (except booty bags) from our 31 years of international conventions. Unfortunately, a sample of each of these logo items was never retained by Society headquarters. If you can help, please contact Treasurer Jay Prall: jayoprall@msn.com or 503-657-4540 (West Coast time).

AIRLINER BIZJET Materials Needed for Feature Story. Author is documenting the history of the few carriers that used bizjets in scheduled passenger service. Names like Sun Airlines, Zia, Golden West, Indigo, Heussler, Empire State, and Enterprise. Looking for aircraft photos, route information, memorabilia, and other corporate information from these carriers. Please contact Jay Prall: jayoprall@msn.com or 503-657-4540 (West Coast Time).

AIRLINE COLLECTIBLES FOR SALE. WAHS member selling off a 23 year accumulation of assorted memorabilia. Contents include labels, postcards, model kits, timetables, uniform pins and some unusual pieces as well. Contact Joe Pantaleo, 13308 Starlite Dr 106B, Brookpark, OH 44142. List currently being updated Email: Planefanatic@roadrunner.com.

Please renew your WAHS membership if your mailing label shows '6/2008' as your expiration date!

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 insure the event is still scheduled as stated before making your travel plans.

CHICAGO AIRLINE COLLECTIBLE SHOW

Saturday, April 19, 2008. Chicago-O'Hare Airport. Holiday Inn - Elk Grove Village, IL. For information, contact Steve Mazanek, P.O. Box 31344, Chicago, IL 60631. Phone: (773) 594-1906. Email: s.mazanek@comcast.net

ROTTERDAM AIRLINE COLLECTIBLE SHOW

Saturday, April 19, 2008. Terminal Building, Rotterdam Airport, Netherlands. Contact: Piet Meijerink at luchtvaartbeurs@hotmail.com

HEATHROW AIRCRAFT ENTHUSIAST'S FAIR

Saturday, May 11, 2008. Kempton Park Racecourse, Staines Road East, Sunbury-On-Thames, TW16 5AQ. Show hours: 10.30 am until 3:30 pm. Contact: Keith Manning +44 01372 725063 (evenings) or via email at londoners657@ukonline.co.uk or see <http://www.aircraftenthusiastsfairs.co.uk>

PARIS 2008 - AIRLINE MEMORABILIA CONVENTION

Saturday, May 24, 2008. Holiday Inn, Roissy-CDG Airport. Sponsored by Avimage. Show hours: 9.30 am - 6.00 pm. Admission: 5 Euros. Display tables for 23 Euros. Contact: Avimage, 3 rue Jules Verne, 928-- Puteaux, France. Telephone: +33 1 49 00 17 76 or fax +33 1 47 71 74 50. Email: avim.mp@orange.fr.

LOS ANGELES AIRLINE MEMORABILIA SHOW & SALE

Saturday, June 21, 2008. Los Angeles, CA. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Show hours 9am until 3pm. Admission \$5.00. Free shuttle from LAX. Special room rate of \$69/single and \$79/double available by calling 1-800-421-5900. For more info, please contact Dave Cherkis (702) 360-3615 or Marshall Pumphrey (562) 987-1904.

AIRLINERS INTERNATIONAL 2008

July 10-12, 2008. Dallas, TX, Sheraton Grand Hotel at DFW. Contact: Tony Trapp at TTEExpress@earthlink.net (See the show advertisement on page 45 for complete information!)

NEWARK AIRLINE SHOW

Saturday, September 13, 2008. Newark, NJ. Holiday Inn Newark Airport 160 Frontage Rd. Newark NJ 07114. Show hours: 9 am to 4 pm. Admission \$10 with free parking \$2 off with WAHS membership card. Free shuttle from Newark airport and Howard Johnson. Show is sponsored by the Airplane Shop. For information, contact Jeff Matera at NewarkShow@aol.com.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, September 27, 2008. Best Western Grosvenor Hotel, 380 South Airport Blvd, South San Francisco, CA 94080. Phone (650) 873-3200. Show hours 9 am to 3 pm. Admission \$5. Special room rate of \$89 by mentioning Airline Memorabilia Show when contacting hotel. For further information, see www.SFOAirlineShow.com or contact Mike Chew, P.O. Box 25494, San Mateo, CA 94402 or Tom Vance, (408) 504-8345 Galaxie@garlic.com.

MINNEAPOLIS AIRLINE COLLECTIBLE SHOW & SALE

Saturday, October 4, 2008. Days Inn-Minneapolis / St. Paul Airport, 1901 Killebrew Drive (across from Mall of America). Show hours: 9 am to 4 pm. Admission \$5 - children under 12 free. Free shuttle from MSP Airport. Special Days Inn show rate of \$69/night. For information, contact Bill Rosenbloom or Bill Marchessault (651) 699-2784 or via email bill@airlineposters.com

SEATTLE MUSEUM OF FLIGHT

Saturday, October 11, 2008. Museum of Flight, Boeing Field, Seattle, WA. For more information, contact Greg Mattocks, P.O. Box 1455, Bothel, WA 98041 (425) 485-8780. Mattocks@verizon.net or www.seattleairlineshow.com

BRUSSELS AIRLINE ENTHUSIAST CONVENTION

Saturday, October 18, 2008. Atheneum Zaventem-Kortenbergh near Brussels Airport, Brussels, Belgium. Contact: Olivier Lamo-ral, bruconvention@hotmail.com, www.bruconvention.be

ATLANTA AIRLINE COLLECTIBLE SHOW

Saturday, October 18, 2008. Delta Heritage Museum, Atlanta Airport, Georgia. Contact: John Joiner @ propjj@bellsouth.net

HOUSTON AIRLINE COLLECTIBLE SHOW

Saturday, October 25, 2008. Holiday Inn-Intercontinental Airport, Houston, Texas. Contact: Duane Young at Jet-duane@bellsouth.net

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 8, 2008. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilius Pipinos, apipinos@aol.com.



Central Airlines Convair 600 N74358

Photographs from the Archives of Aviation Photography of Miami and Air72.com

Braniff International Airways Curtiss C-46





*Trans-Texas Airways Convair 240, N94233, Dallas 1960
Photographs by Mel Lawrence via Bryant Petit Collection
Trans-Texas Airways Douglas DC-9*

