



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Fall 2008 - Issue 33-2



World Airways Lockheed L-1049H, msn 4848, N101R

Photograph by Mel Lawrence via Shea Oakley Collection / Aviation Photography of Miami

World of Cargo Airlines

2008 Election Results

*Highlights from
AI 2008 DFW!*

Contest Winners



Feature Article!

Timetables!

Dinnerware!

Postcards!

Wings! And More!



*Airliners International 2008 - Dallas/Ft. Worth
Best of Show Award - Spirit of Flight
United Airlines / TED Airbus A320 at San Francisco. Photograph by Mike Chew.*

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Cargolux CL-44 & DC-8-63F - Airline Issued Postcard - WAHS 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***:

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From The Flight Deck

Welcome Aboard!

Another successful convention is now history! Tony Trapp and Craig Morris, thanks for a fabulous time in Texas. Your hard work and attention to detail was on display the entire time. Great treasures for our collections, a backyard style BBQ under the wing of an AA DC-3, and a formal Banquet with two eloquent guest speakers were perfect! Of course, the most important feature (in my opinion), was seeing old friends again.

Now the wait for AI 2009 in Orlando Florida begins and it is already shaping up to be a Grand Slam. It will be held at the Wyndham Orlando Resort on July 23-25, 2009. The promoters of AI 2009 are open for business at www.ai2009.com! You can make your hotel reservation, register for the convention, see activities planned and even see the ballroom table layout. If you have never been to Orlando, make certain this is the year you attend. For airplane fans, the official Orlando airport website www.orlandoairports.net shows 49 different airlines operating with NON-STOP service to 79 US and 16 International destinations. Walt Disney World and Universal Studios are also just a short drive away. I could go on and on, but I think you get the picture. The hotel is honoring the \$89 rate July 19-29, 2009 to make it easier on your wallet! Start making your plans today!

We are moving forward with forming a cooperative agreement with the U.S. Airline Industry Museum Foundation Inc. We have many common goals, and perhaps over time, the Society will finally have a place to display artifacts and educate the public. When you have time, check it out at www.airlinemuseum.org. Hopefully this is the beginning of a fruitful and rewarding relationship.

The Captain's Log now has a new label editor. Please join me in welcoming Mr. Daniel Kusrow to our world class staff of editors. Also please remember that all of your editors donate their valuable time and money to bring you this fine publication.

The future of WAHS continues to be a major concern to me. We continue to lose a few members each year. Every year less members are willing to help the Society prosper. Our tax deductible donations are down. To top it off, we still do not have a location for our AI convention in 2010. We need your help in turning this around.

Some members say "let the Board do the next AI". I do not think that is the answer. The officers and board members already donate time and money to keep the society going. However, I think the most important issue is that having the Board organize the AI would remove the uniqueness that each different host committee brings to our yearly conventions. I also suspect that future promoters would be less interested in submitting proposals. One thing that I have learned from promoting both regional and AI shows, is that it takes an enormous amount of time, planning, and a drive to succeed to make a convention a success. The key to a successful AI is not that you have to be or hire a professional meeting planner, but careful planning, attention to details, asking for advice from other AI or regional show hosts, and having very few "chiefs" on the committee are very important ingredients. Any member can plan and execute a successful AI.

Please continue to talk up the Society, our future depends on it!

Duane L. Young

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Flying Ahead....With The Log

Issue 33-3 ~ Regional Airlines

Issue 33-4 ~ Florida's Airlines

Issue 34-1 ~ The Boeing 707

Issue 34-2 ~ The World of Pan Am

Issue 34-3 ~ Unusual Aircraft & Unusual Airlines



Airliners International 2008 - Dallas/Ft. Worth

See us in action!

All Photographs kindly supplied by Joe Wolf, Tom Livesey, George W. Cearley, Jr. and Tony Trapp.



Special AI 2008 guest aviation authors and historians Robert Sterling and R.E.G. Davies.



WAHS Treasurer Jay Prall with his wife Cathy along with WAHS President Duane Young enjoying the banquet dinner.



WAHS guest speaker and author Capt. William Ippolito and AI 2008 co-chairman Tony Trapp at the cocktail reception.



Long time WAHS members George W. Cearley Jr. and Phil Brooks.



WAHS Editor and wing collector Stan Baumwald.



Dealers displaying some of the many model aircraft available.



Texas BBQ dinner under the wings of an American Airlines DC-3 at the C.R. Smith Museum. What more could you ask for?



Chris Slimmer and David Keller checking out the items for sale.



Patti Ryan with her flight attendant memorabilia.



A small sampling of the many items on the display hall floor.



George W. Cearley, Jr., Bill Demarest, Jim "JET" Thompson

Airliners International 2009 Photo & Slide Contest Winners

Contest Coordinator: Wally Wilson

There were two categories in this year's AI2008 photography contest.

- Ground: Photographs depicting aircraft prior to nose-gear rotation or tail-wheel lift off and
- Air: Photographs depicting aircraft after nose-gear rotation or tail wheel lift off.

Ground

1st Place (Displayed on inside back cover)

Stephen Griffin

Palos Verdes Estates, California

DC-3 parked at an airport north of Anchorage
Alaska

2nd Place

Wally Wilson

Alexandria, Virginia

A Continental 737 rolls out after its evening landing
on runway 1 at DCA.

3rd Place

Ken Miller

Campbell, California

British Airways Connection Twin Otter, Glasgow,
Scotland

Air

1st Place

Stephen Griffin

Palos Verdes Estates, California

Everts Air Cargo DC-6 landing at Anchorage Airport
– one of 4 DC-6s based there for Everts.

2nd Place

Brandon Lukas

Arlington Heights, Illinois

A United 747-400 climbing out runway 32L at ORD.

3rd Place

Ken Miller

Campbell, California

Columbia Boeing 107 Helicopter at Summit Fire /
San Martin, California Airport.

Spirit of Flight – Best of Show

Mike Chew (Displayed on inside front cover)

Belmont, California

A TED A320 with reflection SFO, United San Francisco
Maintenance Center for new paint scheme
unveiling.



Winner - 2nd Place Ground, Wally Wilson



Winner - 3rd Place Ground , Ken Miller



Winner - 2nd Place Air, Brandon Lukas

Airliners International 2009

Model Contest Winners

Contest Coordinator: Ken Miller

Youth

- 1st. 1/200 SAS DC9 "Agne Viking"
Billy Wilt

Small Jet Twin Engine Split

- 1st. 1/400 ANA 777
Doug Reynolds

- 2nd. 1/400 JAL 777
Doug Reynolds

- 3rd. 1/200 Casino Express 737-200
Robert Campbell

Small Jet More Than Two Engines Split

- 1st. 1/400 Virgin Atlantic A340
Doug Reynolds

- 2nd. 1/200 Continental DC10
Robert Campbell

- 3rd. 1/200 Braniff Calder 727
Robert Campbell

Medium Jet

- 1st. 1/144 DHL DC8-73
Doug Reynolds

- 2nd. 1/144 Braniff BAC111
Bob Venditti

- 3rd. 1/144 Delta DC8-71
Doug Reynolds

Major Conversion

- 1st. 1/144 Braniff DC8-62
Doug Reynolds



First Place - Small Jet Twin Engine Split - ANA Boeing 777



First Place - Small Jet More Than Two Engines Split
Virgin Atlantic Airbus A340



First Place - Medium Jet - DHL DC-8-73



First Place - Major Conversion - Braniff DC-8-62



Youth Category Winner - SAS DC-9

AIRLINERS INTERNATIONAL 2008 TRIVIA QUIZ

Sponsored by Jim "JET" Thompson and Mainliner Books

1. What did American Airlines call their fleet of Douglas DC-3s?
A) Flagships B) Pacemakers C) Mainliners D) Executives
E) Clippers
2. Where in Mississippi is _____ - Evers International Airport?
A) Vicksburg B) Biloxi C) Meridian D) Jackson E) Pascagoula
3. In February 2004 Singapore Airlines began flying the A340-541 to Singapore from what city on what was then the longest non-stop route?
A) San Francisco B) Chicago C) New York D) Vancouver
E) Los Angeles
4. In regards to the question above, how many hours long was that flight?
A) 16 hours B) 17-1/2 hours C) 18-1/2 hours D) 19 hours
E) 19-3/4 hours
5. Which of the following was not a 1960s Local Service airline executive?
A) L.B. Maytag B) Lamar Muse C) Robert Peach D) Croil Hunter
E) Nick Bez
6. How many airports suffered a major crash involving flight #191?
A) One B) Two C) Three D) Four E) Five
7. Where was the original location of the commercial airport for New Orleans?
A) Harahan B) Kenner C) Lake Front D) St. Bernard Parish
E) Metairie
8. January 12, 1979 is noteworthy in Braniff International's history for what?
A) Introduced the Dallas Cowboy special livery
B) Rolled out the Calder 727 aircraft
C) Began joint Concorde service to Washington-Dulles
D) Retired the Boeing 720
E) Began flying from Dallas to London-Gatwick (LGW)
9. What airline provided Dallas with its first Jet Powered Service?

A) Trans Texas B) Braniff c) Delta d) American e) Continental
10. How many years was Great Southwest Airport (GSW) in used for scheduled airline service?
A) 10 B) 13 C) 15 D) 19 E) 25

Tie-Breakers:

1. What was the construction number of the last passenger version of the 727-200 built (N779AL)?
2. How many active aircraft are listed for American Airlines in the 2005/2006 issue of JP Airline Fleets International? This does not count aircraft in storage or on order.

Answers:

1. A-Flagships. B was Piedmont, C was United, D was Allegheny and E was Pan American.
2. D-Jackson – the Jackson-Evers International Airport
3. E-Los Angeles
4. C-18-1/2 hours
5. D-Croil Hunter was with Northwest. Bud Maytag was with Frontier, Lamar Muse was with Central, Bob Peach with Mo-hawk, and Nick Bez with West Coast.
6. B-2. ORD with American 191 DC-10-10 and DFW with Delta

191 L-1011

7. A-Harahan in the 1920s. Lake Front in the 1930s. Kenner from 1946 onward.
8. C – Began joint Concorde service with British Airways and Air France.
9. E-Continental in 1959 with Viscount service.
10. C-15 – from 1953 as Amon Carter Field to 1968 as GSW.

Tie-Breakers:

1. 23052 a 727-270 built for Iraqi Airways but never delivered to them, instead delivered to USAir on April 6, 1983.
2. 708. MD-82/83s, 737-823s, 757-200s, 767-223s & 323s, A300-605Rs, and 777-223s

Winners:

3rd place with six correct answers - Joe Wolf
2nd place with seven correct answers - Steve Jacobson
1st place with seven correct answers based on tie-breaker - Bill Demarest
And in last place who gave it their best overall effort with one correct answer - Al Minich

Photo Contest Winners (Continued)



Winner - 3rd Place Air, Ken Miller

More AI 2008 Photos!



Saturday's banquet dinner allowed us to renew friendships and make new ones with enthusiasts from all over the world.

The World of Cargo Airlines

**Joop Gerritsma,
Captain's Log Features Editor
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Slick Airways Curtiss C-46 being marshaled into its parking spot at San Antonio. (Zintgraff Photographs)

The carriage of cargo by air is as old as commercial aviation itself. Before the Second World War it was called Air Express and involved mostly small parcels, as distinct from letters. But especially in North America transporting letters over great distances, such as coast-to-coast, faster than surface transport, had priority. To this end, the U.S. Aerial Mail Service started operations on May 15, 1918.

Today there are dozens of large and small general and specialized cargo airlines around the world and most major passenger airlines have cargo divisions. You can't open a new issue of any of the major airliner magazines without seeing news or a photograph of yet another new all-cargo carrier starting up somewhere in the world.

Federal Express (FedEx) and United Parcel Service (UPS) are the undisputed giants of today's cargo and small package industry. Also coming up strong are relatively new Russian carriers with Volga-Dnepr Airlines setting the tone in the area of outsize cargo.

A short history

In the U.S., National Air Transport began Chicago - New York and Chicago - Dallas express cargo services on September 1, 1927. Other airlines followed and by 1936 there was a nationwide air express system in operation.

On December 23, 1940 United Air Lines started New York - Chicago all-cargo service via Cleveland. The

service operated westbound only and lasted until May 13, 1941. UAL also operated a short-lived cargo service New York - Salt Lake City in 1942-43 and New York - San Francisco and later also Los Angeles.

In Europe the pre-war situation was different. The main cities are relatively close together and were linked by an excellent and extensive rail and road network. These also connected most small communities to the larger centers and as a result there was less need for air cargo services than in the U.S., with two exceptions. Cargo to and from Britain had to be transferred from rail or road to ship, and back again at some point. Sweden and Norway are a long way by surface transport from Western Europe, requiring travel around the Baltic Sea through Germany, Poland, the -then- Soviet Union and Finland, or a long trip by sea. Many of the major airlines therefore had a small cargo division. KLM of Holland, for instance, did a booming business flying fresh cut flowers to Britain and Sweden. Most of this light but voluminous cargo was transported in

the small cargo holds of its aircraft and by 1927 an average of 20% of the payload of the KLM passenger fleet was taken up by cargo. Boxes with flowers, light bulbs or even one-day old chicks often had to be placed in the cabin, the latter much to the annoyance of the passengers. KLM therefore converted two F.7a to all-cargo operations and in 1927 commissioned the construction of the single-engine "Jumbo," one of the first specialized all-cargo aircraft. Unfortunately, the Depression of the early 1930s left the "Jumbo" serving most of its time instructing pilots in night flying.

In the 1930s the major airlines in Europe established an extensive night air mail network.

Air cargo as we know it today really took off with the start of the Second World War. Airlines were drafted and together with the military flew millions of tons of goods to far-away battlefields. Cargo flying became a world-wide undertaking.

After the war

American Airlines began a regular DC-3 transcontinental cargo service on October 15, 1944. TWA followed on July 1, 1945. Soon a free-for-all developed in the air transport industry, particularly in the U.S. and Britain.

In the U.S. hundreds of former military pilots started their own "airlines," several specializing in cargo operations. Many operated only intrastate services on state certificates and were not subject to CAB control. It would go too far to mention all these here. For thumbnail sketches of their operations I refer you to "Forgotten Flights" by John T. Corpening (1988, 2000, 2003). Even then, the available space allows us to touch in detail only on the main players.

Globe Freight Airline of Hartford, CT and U.S. Airlines of St. Petersburg, FL were the first to file for CAB certification. Neither lasted long after a vicious rate war. Globe operated DC-3s, C-46s and DC-4s and went under in 1948. U.S. Airlines began irregular charter cargo operations in 1944. The fleet quickly included C-46s, C-47s and Lockheed L-18s. In October 1946 it became the first non-scheduled carrier to be granted an operating permit by the CAB. In 1952 a leased Constellation operated low-fare scheduled passenger services between New York and Miami. In 1954 the carrier merged with California Eastern, another early post-war airline. CE had started infrequent, low-fare coast-to-coast DC-4 passenger services in 1946 but transformed itself into a scheduled cargo carrier. The assets were sold to Slick Airways in 1948, but operations were restarted in 1950 with military cargo and passenger charters using Lockheed Super Constellations. Convair 440s and Viscount 400s were on order

when it merged with U.S. Airlines in 1954. Scheduled authority was withdrawn in April 1955 and all operations ceased shortly thereafter.

The first 14

Fourteen cargo carriers received temporary CAB certificates in 1947, but only six were still operating at the end of 1948, including The Flying Tiger Line, Slick Airways, U.S. Airlines, Riddle Airlines, Willis Air Service and Seaboard & Western. Willis closed down in 1950. It had operated cargo and short-lived low-fare infrequent passenger services between New York, Miami and San Juan with DC-3 and DC-4. Martin 2-0-2s Cargoliners were on order.

On April 24, 1949 the CAB granted experimental five-year scheduled all-freight certificates to four all-cargo airlines: U.S. Airlines, Airnews, Slick Airlines and The Flying Tiger Line. Today none of them is still an operating airline. Airnews operated two DC-3s in Texas, carrying mainly newspapers, but abandoned its certificate in 1951.

U.S. Airlines suspended operations in the wake of the rate war and didn't restart until the CAB imposed a minimum rate in 1948. The company filed for bankruptcy after a fatal crash of a C-46 into the residential section of Jamaica, New York, in March 1952. Operations continued until the merger with California Eastern in 1954.

Among the survivors, Slick Airways was founded in January 1946 by Earl F. Slick. Other early and successful pioneers include Robert Prescott of The Flying Tiger Line, Raymond Norden of Seaboard & Western and John Riddle of Riddle Airlines.

Slick Airways

Slick started operations from San Antonio, Texas, to Newark in 1946 with Curtiss C-46 Commandos. Transcontinental contract services followed. Despite losing five C-46 in accidents in 1947-48, the airline was certified by the CAB in 1949. It was then the nation's largest all-cargo airline, with 22 C-46 (12 leased). In 1950 another 15 C-46 were leased from the USAF. It flew to 22 cities and eight more communities were serviced by trucks. During its first year, Slick transported a record 7.2 million ton-miles of cargo.

In 1951 Slick was the first airline to operate the DC-6A, a cargo version of the DC-6B, only five days after the first DC-6B had entered passenger service with United Air Lines.

When the passenger airlines, especially American Airlines, Delta and Braniff expanded into cargo, Slick sought a merger with Flying Tiger in 1953. The merger became undone the following year after a major drop in military contracts at the end of the

Korean War. Slick stopped all scheduled services in February 1958. Contract operations continued and six Canadair CL-44 swing tail propjet freighters were ordered for military contract work. All military operations were transferred to Airlift International in 1966 and Slick ceased to be an operating airline.

The Flying Tiger Line

By far the best-known of the early all-cargo pioneering all-cargo airlines, The Flying Tiger Line was founded as National Skyway Freight Corporation (NSFC) on June 25, 1947 by Robert Prescott, a former "Hump" pilot with the American Volunteer Group the Flying Tigers in China during the war. It planned to operate domestic services only, but grew into the largest international freight operator in the world prior to its take over by Federal Express in 1989.

Services started with 14 U.S. Navy surplus Budd RB-1 Conestogas. They had the cockpit on top of the fuselage and a nose wheel, giving an uninterrupted level cargo floor. Only 25 were completed out of a Navy order for 200. NSFC operated its first service with the Budd in July 1945 flying grapes from California to Georgia. Regular coast-to-coast service started on August 21.

In February 1947 the name was changed to The Flying Tiger Line and C-47 Dakotas replaced the Budds. At this time the shark's mouth was introduced as part of the color scheme. C-54 Skymasters followed. On June 1950 Flying Tiger became the first civilian airline to make an aircraft available to the Military Air Transport Service when a DC-4 flew from California to Japan only 24 hours after the invasion of South Korea by Communist China. In 1951 the fleet included 35 aircraft. On February 13, 1955 overnight transcontinental cargo service was inaugurated with new DC-6A freighters and on May 2 Flying Tiger became the first all-cargo carrier to fly U.S. Mail under a special CAB exemption. During the summer it entered the passenger group charter business and in September an order was placed for ten (later 12) Super Constellation freighters. In 1967 the fleet included 14 CL-44D and six leased 707-349C. Nearly 2,100 people were employed. Two 747-123SF were bought from American Airlines in 1974 and at the end of 1977 the carrier operated to 53 destinations. Three DC-8-63CF were added.

In 1979 Flying Tigers bought Seaboard World Airlines and obtained its transatlantic services. With it came four 747 freighters. Several DC-8-63CFs were surplus now and Flying Tiger launched Metro International Airways for European and Caribbean passenger charters. The recession of the early 1980s resulted in slumping passenger charters and Metro ceased operations in 1983 as Flying Tigers renewed

its focus on cargo. Also, two new competitors appeared, UPS and Emery Worldwide, which until then had only been freight forwarders, not carriers. In 1988 scheduled cargo services began to the Far East and when the 20th 747 freighter was placed into service in September, Flying Tigers was operating one-quarter of the Jumbo jet freighter fleet in the world.

The airline had become a desirable takeover target and in January 1989 it was bought for \$880 million by Federal Express. The official merger took place in August and the name Flying Tigers was no more.

Riddle Airlines

During the war, John Riddle had operated regular contract flights between Florida and Brazil. He started Riddle Airlines in May 1945, flying passengers and cargo between New York and Puerto Rico. The CAB ordered the services halted in August 1947, but in early 1951 Riddle received a temporary freight certificate for service to Puerto Rico from New York. Authority from Boston, Detroit and Chicago to Florida followed in 1956 and by 1958, 34 C-46s and two DC-4s were in service. The following year four new Armstrong Whitworth Argosy freighters were ordered in England. Powered by four Rolls Royce Dart propjets, the Argosy was a twin-tail boom aircraft with doors in the nose and the end of the fuselage. With the cockpit on top, long cargo items could be loaded. Riddle intended to operate them on scheduled military LOGAIR services across the U.S. But the carrier, in financial trouble, lost the LOGAIR contract. It was reinstated in 1960 and the Argosy order was increased to seven. By 1961 Riddle also had seven DC-7CF in operation for scheduled Far East services. In 1963 two DC-8Fs were leased from Douglas. The scheduled services continued to lose money and on June 30, 1962 they were suspended and the Argosies were returned to the manufacturer.

Following a restructuring, the company was renamed Airlift International in 1964.

Airlift International

Under contract to Alitalia, Airlift began scheduled all-cargo service from New York to Rome and Milan. In 1966 the assets and military contracts of the Slick Corporation were purchased. In 1974 the fleet included five DC-8-63CF and one Boeing 727. A deposit for a U.S. supersonic transport had been placed.

Scheduled cargo services within the U.S. and to Puerto Rico were augmented by world wide passenger and freight charters, but in 1981 the carrier filed for Chapter 11 bankruptcy. Under a trustee, operations continued and several short DC-8s were leased on an hourly basis. In the spring of 1989 one

DC-8-54F was operating for Emery Air Freight and six Fairchild F-27s flew gamblers to the Bahamas. In January 1992 Chapter 7 liquidation was filed and owner George Batchelor allowed the carrier to fold.



Seaboard World 747F "Containership," only "slightly" larger than the DC-4. (Author's collection)

Seaboard & Western

Seaboard & Western was founded by Arthur and Richard Norden to operate transatlantic services. Operations began in May 1947 with a DC-4 between New York and Luxembourg. Following CAB certification as a "Large Irregular" carrier in July the company grew rapidly, partly as a result of contracts with the International Relief Organization with a fleet of 12 DC-4s. Beginning in 1949 the it was permitted to carry U.S. students to Europe and displaced Europeans to the U.S. The fleet was expanded with three C-46 leased from the USAF and four Super Constellations were ordered.

On June 18, 1952, Seaboard was granted unlimited landing rights in Luxembourg for the next 21 years. The number of European destinations was expanded, and the fleet of Super Constellations grew to eleven. Several were leased out at times to BOAC and Eastern Air Lines. In 1959 five Canadair CL-44D were ordered. In April 1961 the company became Seaboard World Airlines and in 1962 it recorded its first profit in six years. Under interline agreements BOAC, Lufthansa and Swissair booked space on Seaboard flights. In 1965 the fleet included three CL-44D and three DC-8-63F, with another DC-8-63F on order. Seaboard now was America's second-largest cargo airline. By 1970 the fleet was all-jet with 14 DC-8-63F and two leased 707-320CF, even though military contracts were on the decline. The first of three 747-245F was delivered on July 31, 1974. They carried containers on the main deck and passengers on the upper deck. Passenger charters almost completely disappeared in the 1970s and financial losses accumulated. On Oct. 1, 1980 Seaboard was bought by The Flying Tiger Line and disappeared from the scene.

Berlin Airlift

When the Soviets blocked all surface access to West -Berlin in 1948, the three Western powers, the U.S., Britain and France, established an airlift to supply the inhabitants with food and other necessities of life, from food to mail, clothing and coal. Civil airlines served alongside the military and the airlift, lasting into 1949, was a fine example of what cargo carriers could accomplish.

Federal Express

FedEx was founded in June 1971 by Fred Smith, heir to his family's Greyhound bus business. But it did not take to the air until April 1973, offering an overnight small-package delivery service with a fleet of twin-prop Cessna 310 and Dassault Falcon business jets out of Burbank, Los Angeles and San Diego. The Falcons were fitted with 74" x 60" cargo doors.

In November 1977 U.S. cargo operations were deregulated and FedEx began to buy Boeing 727s to convert into freighters. A central hub was established at Memphis, Tennessee. The 727s started service to Europe and Asia in 1984. DC-10s followed and later the MD-11, the largest type in the current fleet.

In 1981 The Flying Tiger Line was taken over and with it came South American and transpacific access. A large number of small airlines are contracted as feeders to the main FedEx hubs with small aircraft such as the Cessna 208. Today, FedEx itself operates more than 360 aircraft, ranging from the ATR 42 to the MD-11. 15 Boeing 777 freighters are on order.

United Parcel Service

Started as a freight forwarder, UPS began operations with its own aircraft flown under contract by others. It started its own airline service on February 1, 1988 and is now the world's largest package-delivery service. It serves 400 U.S. and nearly 380 international airports with a fleet of more than 250 aircraft from the 727 to the MD-11F. Ten Airbus A380 are on order, as are 27 767 in addition of the 32 already in service. Passenger services were operated between 1997 and 2001. In the spring of 2008, UPS operated more than 1,070 domestic and more than 765 international flights each day.

There are many more past and current all-cargo carriers that are worth mentioning, but there simply is not enough space in the Captain's Log.

The author gratefully acknowledges having used the following publications as his main source material: The Airline Encyclopedia (Myron J. Smith, 2002); Cargo Airlines (Alan J. Wright, 2000); United, the main line airway (George W. Cearley Jr., 1989); Flight International World Airline Directory (2008); Airlines of the United States since 1914 (R.E.G. Davies, 1972); "Forgotten Flights" (John T. Corpening (1988, 2000, 2003).

Flying Stamps

By Jim Edwards

This time around we're focusing on postal stamps featuring cargo aircraft and airlines - and plenty

Air Afrique's DC-8F JetTrader was featured on this First Day Cover from Senegal in 1966.



Top Right - Luxembourg's national air freight carrier CARGOLUX Boeing 747F aircraft was depicted on this stamp issued in 1981.



Middle - Viet Nam issued a series of postal stamps in 1992 featuring international airlines. This issue shows Martinair's MD11F.



Bottom - Also from Viet Nam is this Japan Air Lines Cargo Boeing 747 issued in 1996.



The Marshall Islands issued this First Day Cover in 1998 to highlight their drought relief efforts with an International Cargo AN-124.

**GIANT ANTONOV
AN-124 DELIVERS
DROUGHT RELIEF**
OFFICIAL FIRST DAY COVER



Playing Cards

By Fred Chan

topflite@olympus.net

Cargo Airlines Shipping With A Full Deck

Obviously, playing cards issued by the cargo carriers are for marketing purposes and not for inflight entertainment. For this reason, a much smaller number of copies are distributed and they are therefore somewhat difficult to obtain. For this discussion, I have divided cargo airline cards into four categories: (1) very rare, (2) cargo carrier issues, (3) cards from the cargo divisions of passenger airlines, and (4) passenger airline decks with a cargo box or cover card.



Figure 1 - California Eastern

Two of the very rare cargo cards were issued by California Eastern before it was acquired by Flying Tigers and the Slick Airways issue when they were acquired by Tigers. These are shown in Figures 1 and 2, respectively. Only one deck of each is believed to exist in the major collections and even single cards are very difficult to obtain.

Many cargo carriers have issued cards over the years. Some examples are shown in Figures 3 through 14. In general, the older decks are priced from \$25 to \$40. Even the new decks from the larger carriers can fetch \$15-20.

The cards from the cargo divisions of some passenger carriers are shown in Figures 15 through 24. Except for the JAL Cargo and Southwest Cargo decks, these are difficult to find and can range from \$25 to \$40 in price, if they can be found at all.

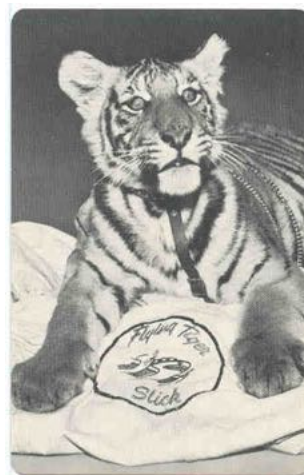


Figure 2 - Flying Tiger



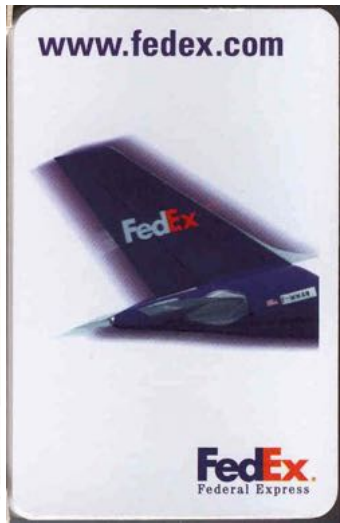
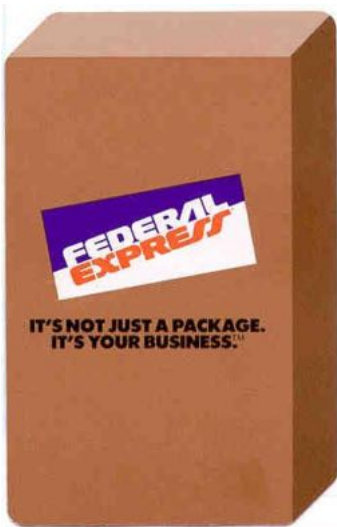
Figure 3 - Seaboard & Western



Figure 4 - Seaboard World



Figures 5 - Atlas Air Figure 6 - Polar Air Cargo



Figures 7 & 8 - FedEx



Figure 9 - Nippon Cargo



Figure 10 - Airborne Express



Figure 11 - USAir Freight Inc.



Figure 12 - Burlington Air Express



Figure 13 - Flying Tiger



Figure 14 - UPS

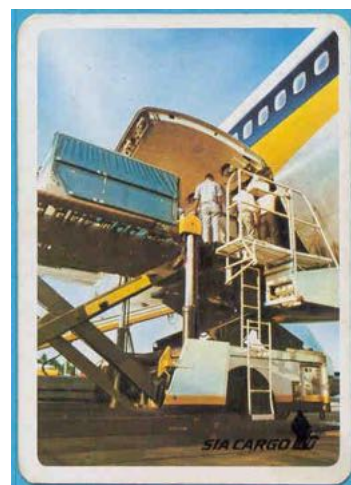


Figure 14 - Singapore Airlines

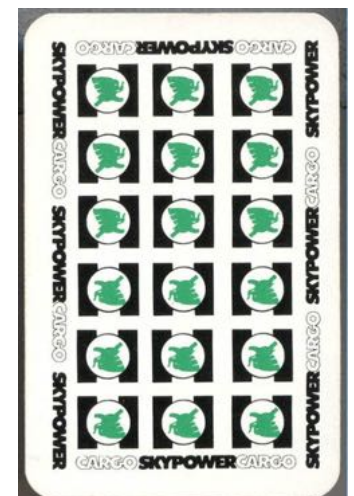


Figure 15 - Nigeria Airways



Figure 16 - British Airways



Figure 17 - Cathay Pacific



Figure 18 - Purolator



Figure 19 - AeroMexico

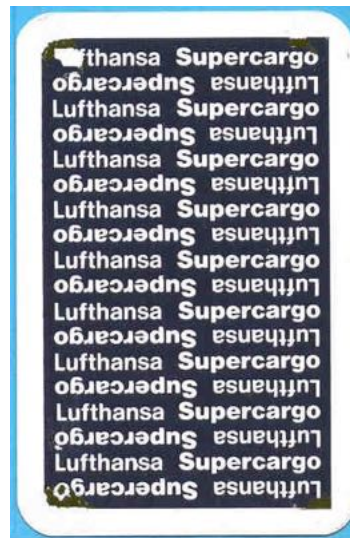


Figure 20 - Lufthansa

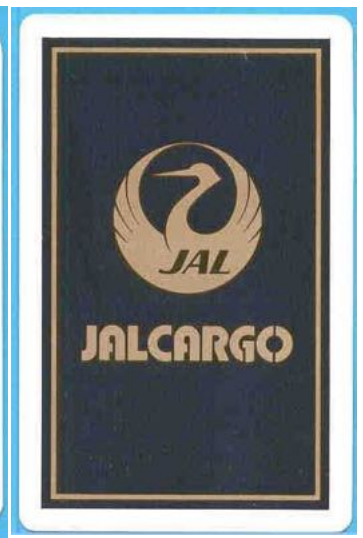


Figure 21 - Japan Air Lines



Figure 22 - KLM Royal Dutch



Figure 23 - Southwest



Figure 24 - American Airlines

Timetables

By David Keller

dkeller@airlinetimetables.com

Cargo Airlines And More

While transportation of cargo has certainly played a large role in the development of the airline industry, airlines that have solely dedicated themselves to that task are relatively few and far between. Additionally, due to the nature of air cargo, shippers don't care when flights are scheduled to depart or arrive, only when the shipment will show up at their door or be ready for pickup at the depot. This means that timetables printed for public consumption by the cargo airlines are fairly scarce, and in many cases, non-existent. (Certainly these companies had a flight schedule, but anything printed would have been an internal document.)

Like many aspects of commercial aviation, the all-cargo industry was largely born in the aftermath of World War II. Numerous airlines were established, most of them failing as a result of the rate wars that ensued as the established passenger carriers fought to protect their turf. One company that survived those early battles was Seaboard World Airlines, which began service in 1947 as Seaboard & Western Airlines. The timetable dated May 2, 1976 shows services with DC-8's and 747's. (Figure 1) As is often the case with Air Freight schedules, a number of the connections may actually involve surface transport, which may or may not be specified in the timetable. Seaboard World was acquired by Flying Tigers in 1980.

Of all the cargo carriers born in the postwar 1940's, Flying Tigers was the most successful. Founded in 1945 as National Skyway Freight Corporation, in 1947 the company became known as The Flying Tiger Line, later shortened to simply "Flying Tigers". Tigers operated a number of types, including CL-44 "swing tails", 707's, DC-8's, and in 1974 became one of the first operators of 747F's which had been converted from passenger service. The timetable dated April 27, 1980, shows 747's and DC-8's in service on domestic and Pacific routes, as well as several DC-6 flights from Chicago (obviously operated by a contract carrier). (Figure 2) The acquisition of Seaboard World later in the year added Trans-Atlantic routes to the network, and made Flying Tigers the world's largest air cargo carrier, surpassing Pan Am. In 1989, the airline was merged into Federal Express.

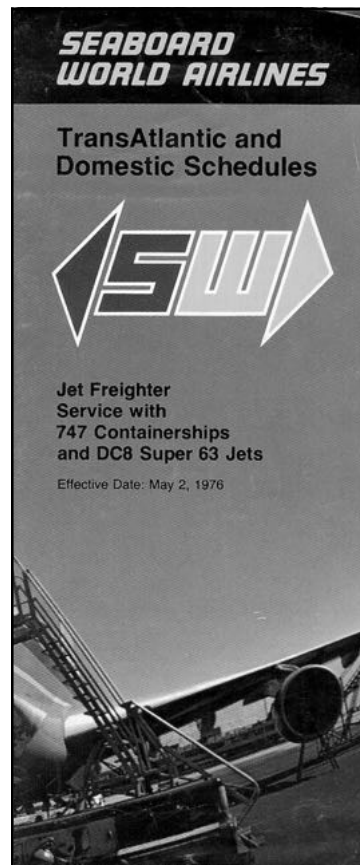


Figure 1



Figure 2

Smaller carriers attempted to carve out niches in the market, often by operating regionally, or catering to a specific industry. (One example of serving a specific industry was Zantop International, which at one point had a large fleet of DC-8's, Electras, DC-6's and Convair 640's, largely dedicated to the transport of items needed for automobile manufacturing. Unfortunately, I have never seen a timetable for this carrier.)

Summit Airlines was another such small carrier, serving dozens of communities in the Eastern US. Rules on aircraft size had been relaxed in the late 1970's, and Summit took the opportunity to acquire some used Convair 580's from Allegheny. This is another example of an airline that did expedited ground connections, and it is difficult to distinguish between air and ground services in this schedule, which is dated April 1, 1983. (Figure 3)

A few "cargo commuters" have sprung up over the years. Los Angeles-based North Continent Airlines was one example, operating Twin Otters and Beech Westwind III's to a half-dozen destinations in the timetable dated May 1, 1985. The timetable itself is a photocopy of a computer-printed sheet enclosed in the promotional sleeve. (That promotional piece mentions that the airline had acquired a Shorts 330, but it does not appear in the schedules.) (Figure 4)



Figure 3

BOSTON — NEW YORK — CLEVELAND — CHICAGO

TABLE 1	41	1	19	37	11	25	17	7	3	9	55	25	27	5	15
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Boston (Via AA)	12:00	12:20	10:30	10:53	1:20	1:50	1:53	1:53	1:53	1:53	1:53	1:53	1:53	1:53	1:53
Hartford (Via AA)	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
NEW YORK	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30
Newark (L)	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30
PHILADELPHIA	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22
Albany	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22
Bethlehem	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22
Albany-Canton	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50
Albany-Canton (g)	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50	10:50
CLEVELAND	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15	11:15
Tokyo (L)	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30	11:30
CHICAGO	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30

Figure 7

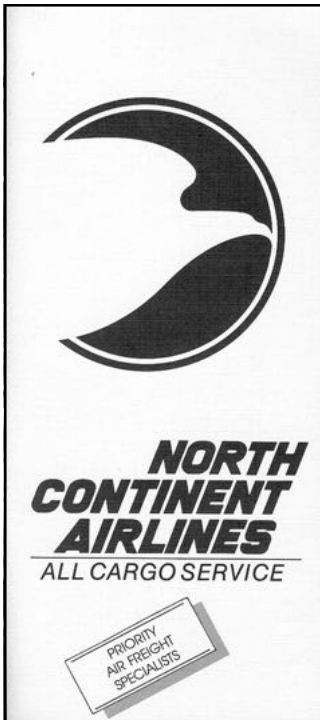


Figure 4



Figure 5



Figure 6

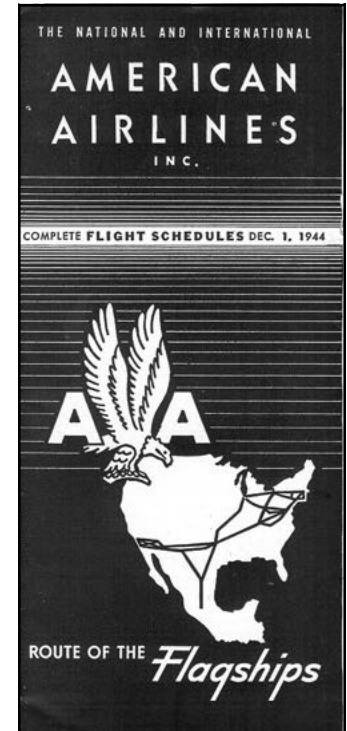


Figure 8

THE SOUTHERN ROUTE COMPLETE COAST-TO-COAST SCHEDULES

For complete Washington-New York-Boston schedules, see Table 2

TABLE 1 EASTBOUND — Read Down ALL FLIGHTS DAILY	San Francisco	Los Angeles	San Diego	Phoenix	El Paso	Big Spring	Athens	Fl. Worth	Dallas	Texas	Little Rock	Memphis	Nashville	Knoxville	Kingsport	Johnson City	Tri-City	Bristol	Washington	Baltimore	Philadelphia	New York	Hartford	Providence	Boston
San Francisco (PWT)	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Los Angeles	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
San Diego	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Phoenix	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
El Paso	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Big Spring	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Athens	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Fl. Worth	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Dallas	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Texas	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Little Rock	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Memphis	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Nashville	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Knoxville	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Kingsport	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Johnson City	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Tri-City	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Bristol	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Washington	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Baltimore	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Philadelphia	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
New York	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Hartford	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Providence	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Boston	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00

Figure 9



Figure 10 (Left)

CARGO SPEEDPAK SCHEDULES

501 Daily except Sun.	109 Daily except Su. Mo.	114 Daily except Su. Mo.	500 Daily except Su. Mo.
2:30 PM	12:15 AM	Ar. CHICAGO	Ar. 8:30 AM
4:02 PM	1:45 AM	Lv. ST. LOUIS	Lv. 7:20 AM
5:14 PM	2:57 AM	Lv. MEMPHIS	Lv. 8:40 AM
5:49 PM	3:32 AM	Lv. NEW ORLEANS	Lv. 8:19 AM
7:22 PM	4:07 AM	Lv. HAVANA	Lv. 8:30 AM
12:40 AM	8:19 AM	Lv. KINGSTON	Lv. 12:49 PM
3:17 AM	11:31 AM	Lv. CARACAS	Lv. 9:30 AM

*Only the Caracas-Memphis portion will operate on Saturday.

Figure 11

Cargo has always been an important part of the airline scene in Alaska, and a long time participant in this industry is Northern Air Cargo, based in Anchorage. This airline's history spans over 50 years, and in the timetable dated May 15, 1994, a fleet of 14 DC-6's was operating throughout the state. (Figure 5) Obviously the Six is the right aircraft for the job, as the carrier's website indicates that a number of them are still in service, now supplemented by a handful of 737's.

There are also all-cargo airlines outside the US, two of the enduring carriers being Trans-Mediterranean Airways and Cargolux. As with the US carriers, timetables are difficult (albeit not impossible) to find for these carriers as well.

Much of the cargo that travels by air has traditionally been carried by the passenger airlines, either on their passenger services, or on dedicated all-cargo aircraft. One of the earliest (if not the earliest) all freight service was operated by United Airlines beginning in late 1940. This was a westbound-only New York to Chicago flight that departed New York at 11:30pm, and arrived in Chicago at 2:55 in the morning. The timetable dated April 27, 1941 shows flight 15 designated as "Mail Express and Freight only". (Figures 6 & 7) United discontinued the service at the end of May, but started service on several other routes, eventually beginning transcontinental operations in 1943.

Another early all-cargo service was a transcontinental service operated by American's DC-3's. These flights had also been operated as "Mail Express", but with a separate set of rates set up for cargo, began operating as "Cargo only" in late 1944, as shown in the December 1, 1944 timetable. (Figures 8 & 9)

Another strategy to combat the new startups was carrying freight on passenger flights. One of the more unique methods this was accomplished was through the use of a "Speedpack", which was attached to the belly of Lockheed Constellations to provide extra freight capacity. The Speedpack was not carried on all flights, and in the Chicago and Southern Air Lines timetable dated September 1, 1952, those flights are shown in their own table. (Figures 10 & 11)

During the 50's, a few airlines ordered aircraft specifically for freight service, one such case being American's purchase of DC-6A's. Most chose to convert passenger aircraft that were surplus due to the arrival of newer types. DC-3's and DC-4's were popular candidates for second careers as freighters. By the early 1960's, the piston-engine types were rapidly being replaced by jets. Super Constellations and DC-7's, which had been the pride of their fleets

only a few years before, had been supplanted by 707's and DC-8's. A small number of these aircraft had their journey to the scrap yard delayed for a few years by virtue of being converted for freight duty.

In TWA's timetable dated October 29, 1961, all Trans-Atlantic passenger services were being operated by 707's, and the once-proud Jetstream Constellations were hauling cargo. Their reprieve was short-lived, as they would be phased out in favor of 707 freighters in less than 3 years. (Figures 12 & 13)

In the 60's, Boeing came up with the idea of the QC ("Quick Change") aircraft, that could be readily converted to cargo use at night, and back to passenger service during the day. A number of carriers purchased 727QC's, although not all used the type in all-cargo configuration. Several airlines that did use them as freighters were Braniff, Eastern and United. In 1970, Braniff converted its all-cargo services from 707's to the 727QC's. The timetable for Summer 1973 (effective July 15, 1973) shows these services, which would be discontinued by year's end. (Figures 14 & 15) (Despite the fact that these 727QC's did not see a lot of cargo use with their original owners, they became hot commodities when Federal Express, UPS and others began building up large fleets for small package services beginning in the late 1970's.)

While most of the focus on carrying freight was with the trunkline carriers, some of the local service airlines dabbled with dedicated cargo flights as well. While DC-3's were used in several instances, Ozark Airlines used one of their relatively new FH227B's to operate between St. Louis and Chicago as advertised on the back of the October 29, 1972 timetable. (Figures 16 & 17)

As the capacity available on passenger aircraft increased, a number of airlines chose to eliminate their freighter fleets altogether. However, a few airlines were reluctant to give up any of the market, and continued to pursue additional opportunities. In the early 1970's, the economic downturn and Aral Oil Embargo resulting in the grounding and/or sale of a number of 747's. American Airlines took the opportunity to convert several of its 747's to freighters, and 747F's are shown operating alongside 707F's in the timetable dated February 23, 1975. (Figures 18 & 19)

The rules that previously prohibited ground forwarders from owning aircraft were liberalized in the 70's and 80's, allowing companies such as Federal Express, UPS, DHL and Airborne to operate their own fleets in lieu of paying for the established airlines to move packages. One of the more interesting services to emanate from the rise of the small pack-

COMPLETE SYSTEM TIMETABLE • EFFECTIVE OCTOBER 29, 1961

TWA

TRANS WORLD AIRLINES
U.S.A. • EUROPE • AFRICA • ASIA

DIRECT TO EUROPE

No detours on TWA
(see back cover)

FLY TWA SUPERJETS

Figure 12

ALL FLIGHTS EFFECTIVE OCTOBER 29, 1961	SATURDAY				CARGO SERVICE MAIL AND FREIGHT ONLY			
	701	803	801	901	971	981	973	981
FLIGHT NO.	461	461	461	461	1503	1503	1503	1503
AIRCRAFT								
Lv BOMBAY								
Lv DHAKRAH								
Ar CAIRO								
Lv TEL AVIV-YAFO								
Ar ATHENS								
Ar ROME								
Ar TUNIS								
Ar ALGIERS								
Ar MADRID								
Ar LISBON								
Ar AZORES								
Ar MILAN								
Ar ZURICH								
Ar GENEVA								
Ar PARIS								
Ar FRANKFURT								
Ar LONDON								
Ar SHANNON								
Ar BOSTON								
Ar NEW YORK								
Ar PHILADELPHIA								
Ar WASHINGTON								
Ar PITTSBURGH								
Ar CHICAGO (WENT)								
Ar ST. LOUIS								
Ar KANSAS CITY								
Ar LOS ANGELES								
Ar SAN FRANCISCO								

Figure 13

BI

Braniff International
System Timetable
Summer 1973

'727
Braniff
Place'

the airline look
of the 70's

Figure 14

READ DOWN				CARGO FLIGHTS				READ UP			
811	801	851	853	Flight No.	810	850	800	852			
Except Su. & Mo.	Except Su. & Mo.	Except Su. & Mo.	Except Su. Mo. Tu	DAY OPERATED	Except Sa. & Su.	Except Sa. & Su.	Except Sa. & Su.	Except Su. Mo. Tu			
	0245			NEW YORK (JFK)	0140						
0130				Lv. NEWARK			0420				
		0245	0435	Lv. CHICAGO		0150		0345			
0330	0448	0440	0630	Ar. DALLAS DALLAS	2145	2355	0030	0150			
	0530	0525		Lv. DALLAS DALLAS		2315	2319				
		0612		Ar. HOUSTON		2230					
	0619			Ar. SAN ANTONIO			2230				

Figure 15

ALL - CARGO FLIGHTS

Flight Number.....	001	002
Equipment.....	FH7	FH7
Frequency.....	Ex SuMo	Ex SuMo
Lv CHICAGO (CST)	3:30 AM	
Ar ST. LOUIS	4:53 AM	
Lv ST. LOUIS (CST).....	12:01 AM	
Ar CHICAGO	1:20 AM	

Figure 17

OZARK AIR LINES

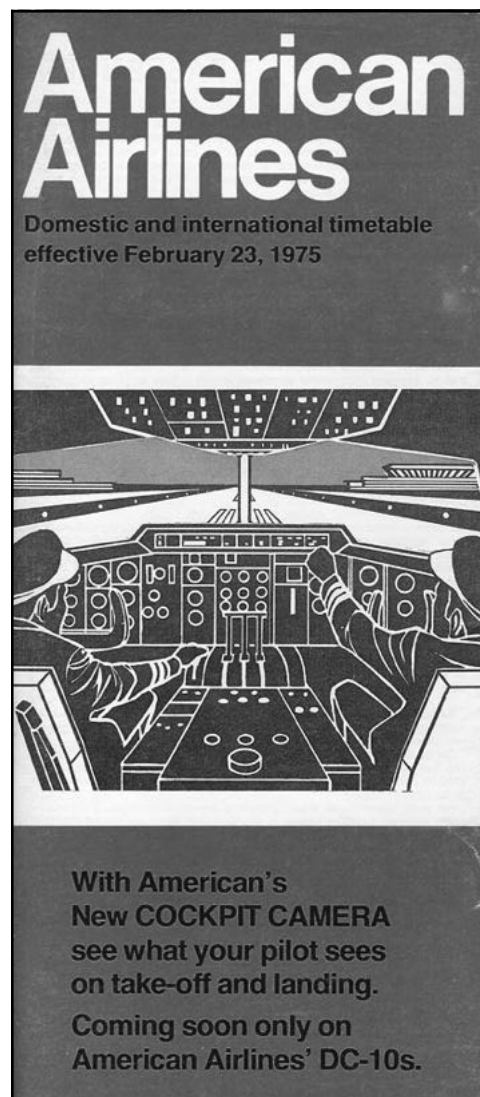
Up there with the biggest

ready-ref timetable
OCTOBER 29, 1972


NICE GOING!

Figure 16


The transportation of freight by air has undergone numerous changes over the past 60 years or so, particularly in the US. The US passenger airlines fought to keep the cargo business to themselves, and while many passenger airlines from Europe and the Pacific Rim nations still maintain freighter fleets, Northwest Airlines is now the only US passenger airline that does so. Meanwhile, the small package forwarders such as Federal Express and UPS have fleets numbering in the hundreds.



TIMETABLE
April 1, 1985



EASTERN



We earn our wings every day.

Eastern's Moonlight Special—
it's a whole new way to fly
at bargain rates. For more
details see page 3.

[illegible]

Label Time

By Daniel Kusrow

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www.airlinebaggagelabels.com

World of Cargo Airlines in Labels & Stickers

We're delighted to welcome Daniel Kusrow onboard as our new Label Editor. Daniel brings an extensive knowledge of airline labels to share with us.

Bill Demarest

Air freight labels and stickers have been issued by airlines since the early days of commercial aviation. Beginning in the late 1920s and 1930s, passenger airlines issued these types of labels to advertise their cargo and freight services as well as to identify and properly route pieces of freight on their lines. Pure cargo airlines began to appear on the scene in earnest in the late 1940s and early 1950s, and issued labels and later stickers to help advertise their new, dedicated express operations. These cargo airlines were small and independent at first, but grew, merged, and blossomed into the modern carriers such as FedEx and UPS, all of which is reflected in the labels and stickers that they issued over the years.

The reader will note the sub-theme of animals in the air cargo labels and stickers depicted here --either shown as agents of cargo carriage for the airlines or enjoying cargo passenger services of the regular and cargo airlines. This appeared to be a popular, colorful, humorous, but effective type of advertising technique for these carriers.

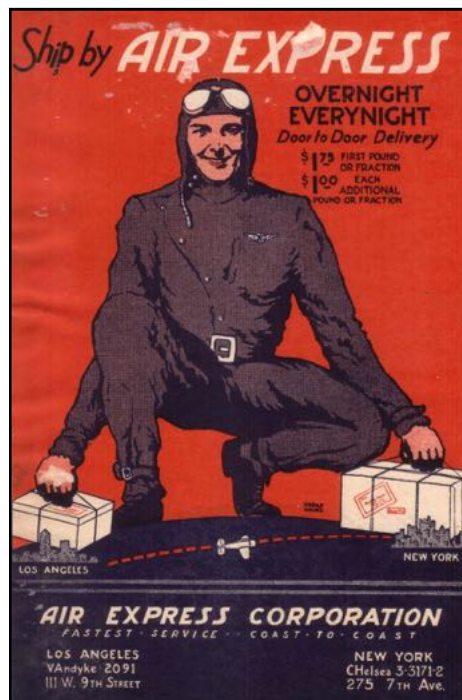


01 Australian National Airways was founded in 1930 by Charles Kingsford Smith, a pioneering trans-Pacific pilot of the "Southern Cross." By the

end of 1931 it was out of business, owing to crashes of two of its Avro 618 Ten aircraft (British licensed version of the Fokker F.VIIB/3m). This colorful and dramatic **Rare** label dates to 1930.



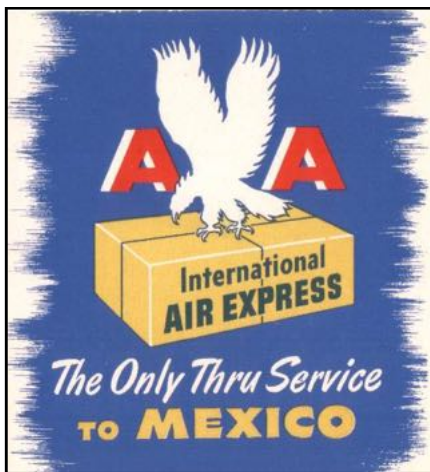
02 Air Express was a freight forwarding broker that partnered with Western Union Telegraph Company, for pickups by their motorcycle delivery vans and a pool of associated airlines. The aircraft depicted is a Ford Tri-Motor, a staple of early American airlines. This **Scarce** label dates to the early 1930s.



03 Air Express Corporation of New York City was established in 1932 to provide the first exclusive coast-to-coast air freight service with a relay team of converted Lockheed Orion freighters, maintaining the transcontinental schedule in just under 14 hours. It inaugurated flights of live New England lobsters to Los Angeles and fresh flowers to New York before shutting down operations in 1933, despite being way ahead of its time. This **Rare** label dates to 1932.



04 General Air Express was set up in 1932 as a pool company by TWA, American Airways, Eastern Air Transport, Northwest Airways, Pennsylvania Airlines, Varney Air Lines, and National Air Transport with pick-ups and deliveries handled by the Postal Telegraph Company. The plane depicted is a Ford Tri-Motor, which was operated by a number of the pool airlines. It merged with larger rival Railway Express Agency in 1935. This **Common** label dates to 1932.



05 American Airlines commenced daily cargo flights with Douglas DC-3s from New York to Mexico City just before the end of World War II in Europe. This **Common** label dates to 1945.



06 PANAGRA (Pan American-Grace Airways) was established in 1929 as a joint venture between Pan American Airways and W.R. Grace Corporation in South America. Just after World War II, the airline started operating converted Douglas C-54 aircraft for passenger and air cargo operations. This **Scarce** label dates to 1946 and depicts a stork carrying PANAGRA's air cargo instead of its usual infant.



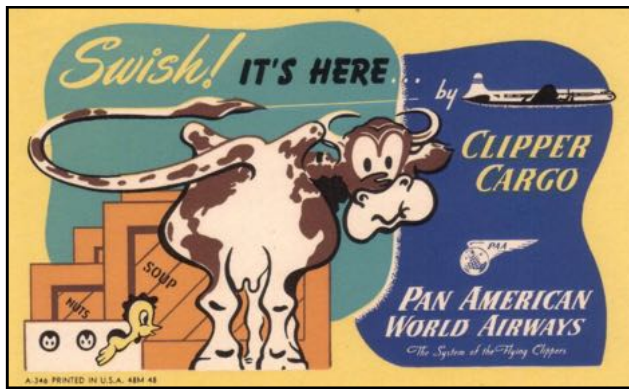
07 DNL (Norwegian Air Lines) was set up in 1927 as Norway's flag carrier. Full post-World War II flight operations were continued independently until the airline became part of SAS in 1946. The label features humorous images of air cargo and airmail with wings. This **Uncommon** label dates to 1946.



08 California Eastern Airways started in 1946 as a non-scheduled carrier offering irregular transcontinental cargo and passenger charter flights, but it was eventually forced to sell its C-47 and C-54 aircraft to cargo carrier, Slick Airways, in 1948 after encountering financial difficulties. This **Scarce** label dates to 1947.



09 TWA (Trans World Airlines) under the control of Howard Hughes aggressively entered the trans-Atlantic passenger and air cargo market in the immediate post-World War II years. A combination of Lockheed Constellations and Douglas DC-4s maintained the U.S. to Europe flight schedules, as well as onward services to the Middle East and India. This **Uncommon** French market label depicting a DC-4 dates to 1947.



10 Pan American World Airways started operations in 1927, and in the immediate post-World War II years, was using Douglas DC-4s (aircraft depicted on the label), Lockheed Constellations, and Curtiss C-46s Freighters to maintain its cargo operations. This **Uncommon** label dates to 1948 and indicates the airline carried all types of cargo from “Soup to Nuts” including cows and chickens.



11 Flying Tiger Line, founded in 1945, was the longest surviving American all-cargo airline from the post-World War II years before its acquisition by Federal Express in 1989. In the early years, it ran non-scheduled cargo operations and chartered passenger flights using primarily Douglas C-47 and C-54 aircraft. The Flying Tiger name derived from the American Volunteer Group in China. In the summer of 1950, two C-54s were leased out over three months to fly 250 cows and bulls, 35 horses, 1,000 pigs, 110 goats, 4,000 chickens and turkeys, 1,600 sheep, and 50 sheep dogs to Bogota. This **Scarce** label dates to 1950 and vividly evokes the memory of this charter job.

12 TEAL (Tasman Empire Airways) was jointly established in 1940 by New Zealand, Australia, and the United Kingdom. In the immediate Post World War II years, Douglas DC-4s were used to maintain passenger and air cargo services to Sydney and along the Coral Route to Tahiti. This **Scarce** label with very strong modernist graphics dates to 1951.



12 TEAL (Tasman Empire Airways)



13 United Air Lines had been carrying express and cargo since the early 1930s, but it introduced Douglas DC-6A Cargoliner service between New York and San Francisco via Chicago at the end of April 1956. This is a clear example of where a major line took an aging front-line class of passenger aircraft and converted it to purely cargo use once the new passenger model, the DC-7, had started service. This aircraft saw service into the 1960s as a freighter. This **Uncommon** label dates to 1956 and features a clean graphic design with an interesting and busy ramp perspective.



14 BOAC (British Overseas Airways Corporation)

14 (Previous Page) BOAC (British Overseas Airways Corporation) This label features a humorous cartoon of a tropical fish wearing a scarf to reinforce the real cargo transport requirement of keeping tropical fish warm at high cold altitudes. This **Scarce** label dates to 1960.



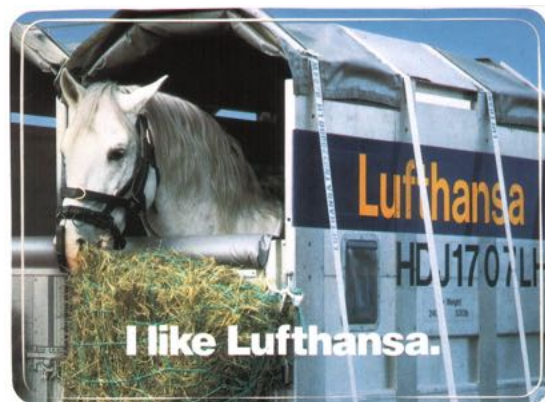
15 Ethiopian Airlines initiated flight operations in 1946 and by 1963 was using Boeing 720 aircraft. These are the Boeing Fan Jets referred to in the labels. This dark humored label also reflects the reality of transporting rare animals from Africa by the airline. This **Uncommon** label dates to 1965.



16 EL AL Israel Airlines initiated flight operations in 1948, and cargo transport has played a significant chapter throughout the airline's history. Boeing 747 Freighters were added to the fleet beginning in the late 1970s. This **Scarce** label in Hebrew dates to 1980. (Marvin Goldman Collection)



17 DHL Airways was founded in 1969 to transport bills of lading by air between San Francisco and Honolulu. It fully entered the global air express market in 1983 in response to the rapid growth of Federal Express. This **Uncommon** sticker depicting a Boeing 727F dates to 1995.



18 Lufthansa was the new post-World War II German carrier that started flight operations in 1954. One of the airline's primary lines of cargo business has been the transportation of live animals. This **Uncommon** sticker dates to the early 1980s and is one of three airline stickers in a series featuring the transport of horses.



19 FedEx (Federal Express) was founded in 1971 and by the mid 1980s had inaugurated a five times weekly European overnight express cargo flight using a Boeing 727-100 from Memphis to New York to Brussels. Today, FedEx is the largest cargo and express airline in the world, which still makes Memphis Airport the busiest in the world in terms of cargo. This **Common** sticker dates to 1985. (Marvin Goldman Collection)

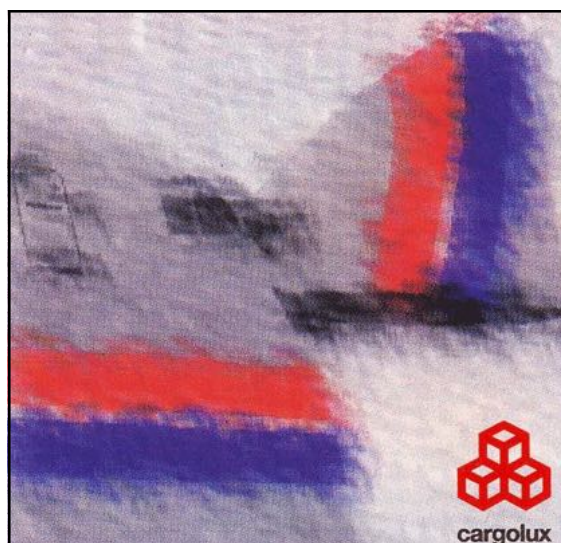


20 TNT Airways was established in 1999 at Liège as the Belgian cargo and express mail airline division of TNT Express, primarily serving Europe, but also flying to the U.S. and other global destinations. In 2004 the airline launched passenger charter operations. It currently has a mixed fleet including its

launch aircraft BAe 146s (pictured on the sticker), Boeing 737-300 and Boeing 747-400 Freighters, and Airbus A300 Freighters. TNT is Europe's fastest growing express freight airline. This **Uncommon** sticker dates to 2001.



21 UPS (United Parcel Service) was founded in 1934, but it was not until 1981 that it established its own airline, UPS Airlines, in response to Federal Express' dramatic growth over the previous decade. Prior to this, UPS had been contracting with a variety of passenger and cargo airlines to carry its air freight and express. Early on UPS Airlines made strong use of the Douglas DC-8-73F, and by the mid 1980s, it was operating the largest DC-8 fleet in the world. This **Scarce** sticker dates to 1985. (Marvin Goldman Collection)



22 Cargolux launched global all cargo operations in 1970 from the Duchy of Luxembourg with Loftleider Icelandic Airlines as one of its founders. By the mid 1970s, the airline was operating a mix of Douglas DC-8 and Boeing 707 freighter aircraft. It added Boeing 747 Freighters into its fleet in 1979. This impressionistic **Uncommon** sticker dates to 1995 and shows a Boeing 747 Freighter with its swing nose configuration for easy pallet loading.



23 Emery Worldwide Airlines was started in 1946 as Emery Air Freight. In 1989, it was taken over by Consolidated Freightways, and global cargo operations were significantly expanded with its own fleet of mixed Boeing 727 and Douglas DC-8 Freighters. This **Uncommon** sticker dates to 1999 and depicts a Douglas DC-10F.

As an aside from the baggage labels and stickers of cargo carriers, included are these three desktop / countertop airline flags or standards. One is from airlines that had a baggage label featured: **Cargolux**. The other two are from **KLM** and **Garuda Indonesia**, and date to 1994 and the early 1990s respectively. These types of airline collectibles have not received a lot of attention in mainstream collecting circles. (Henk Heiden Collection)



Notes:

All labels and stickers are from the collection of the author, unless otherwise indicated, and all are airline issued.

Sources:

Smith, Myron J., Jr., *The Airline Encyclopedia, 1909-2000*, The Scarecrow Press (2002),
 Thomas, Don (ed.), *Air Transport Label Catalog*, A&ALCC and AFA (1991 & 1993), Thomas, Don, *Nostalgia North Americana*, (1990).

Dining Service

By R. R. "Dick" Wallin

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Cargo Airlines & Other Odds N Ends

It's obvious that cargo carriers are not noted for their fine dining, even those who do or did passenger charters. I've seen stainless flatware from Flying Tigers, marked "FTL" on the handles, but that is about it. However, I do have a Pan American cargo promo set and some other odds and ends to show you here.

Unless you live in Houston, you've probably never heard of SONAIR, a quasi-airline whose name appears on the fuselage by the World name, on a single Sonair-dedicated MD-11. The flights operate thrice weekly nonstop from Houston (IAH) to Luanda, Angola, a West African nation. Sonair is a subsidiary of Angola's national petroleum company.

The planes carry oilfield workers and are configured with 12 seats in First, 78 Business & 23 "Super Economy". The first class seats recline flat; the flights are called the "Houston Express"; and yes, they do have marked china, flatware, and even menus!

World Airways itself does have extensive cargo operations, so I'll also include a few pieces of their china used in passenger charters.



Pan Am Clipper Cargo salespeople gave away these demitasse sets of china to customers; markings in blue.



SONAIR coffee mug; striping is orange with gold edging. Logo on base is red & black on a yellow background.



World Airways casserole with blue markings.



World pieces with blue logo and red stripe.



Demitasse set from the huge DOX flying boat.

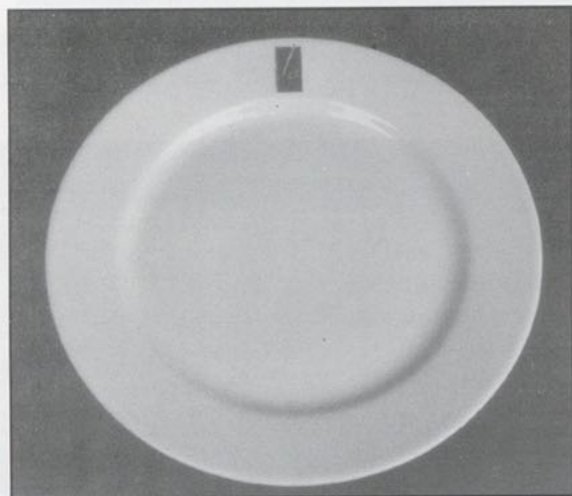
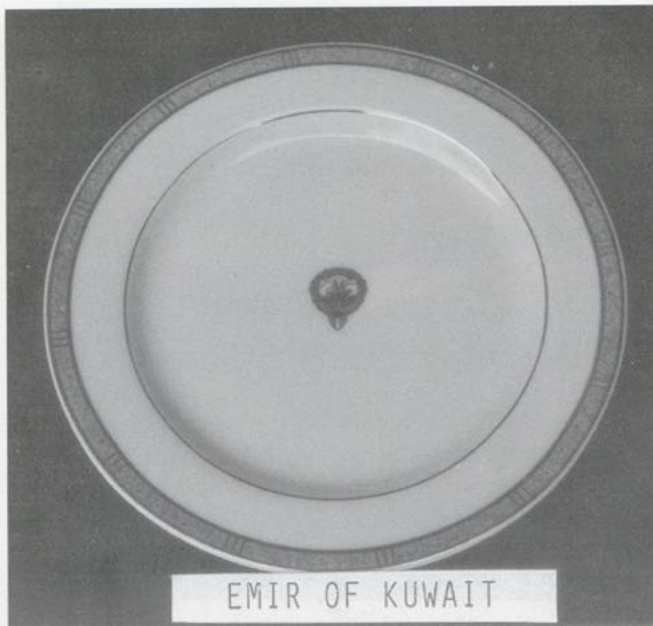


Plate from the Hovercraft formerly linking England & France, (technically "air transport"?)



Coffee mug and butter pat from the former Peruvian President's plane. Markings are in gold.



EMIR OF KUWAIT

The Emir of Kuwait used this china on his private craft; rim markings are mottled aqua & gold.



A souvenir small cup & saucer issued by the Zeppelin museum at Friedrichshafen, Germany.



*Seaboard World Boeing 707-320C
Airline Issued Postcard - WAHS Collection*

Airline Happy Hour

By Al S. Tasca

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No Inflight Drinks!

Being that cargo carriers were not in the habit of serving in-flight drinks, I will have to pass on showing any pictures of swizzle sticks. However, this article will contain an update of my "Skies over Texas" article (Issue 32-4), thanks to a letter that I received from member Bill Brooks of San Clemente, California. He goes on to say:

TRIPLE Crowns - Southwest received the Triple Crown #1 award in the years 1992, 1993 and 1994. He's not sure who awarded them the Triple Crown, but thinks that it might be JD Powers. He goes on to say that the 1992 napkin features only one badge and the 1993 napkin which was shown in my article, features 2 badges. The 1994 napkin pictures three badges. He also goes on to say that they were using these napkins in 1995 and that they are dated 1995.

BASEBALL - He has a Southwest Cocktail napkin with the red stitching of a baseball on it. This is dated 1999.

FOOTBALL - He has a Southwest napkin that features the double football as the swizzle stick does. The napkin says "Proud Sponsor of the NFL". It is dated 1999 and it has the Super bowl XXXIV Sunday, January 30 2000, Atlanta, Georgia, emblem on the back.

ANNIVERSARY - He has a 1971 - 2001 Southwest Airlines 30 years of luv anniversary napkin.

FLY SHAMU - He has a "Fly Shamu" napkin dated 1988.

LONE STAR - He says that he has a "Lone Star One" napkin which looks similar to the Fly Shamu napkin. His napkin says "The Lone Star is Flying High" and is dated 1989.

I will try to get more info on a couple of other cocktail napkins that were not shown in the article due to space and will try to include them in my next article.

Untill my next article.....HAPPY COLLECTING!

Al

Slide Photography

By Joe Fernandez & Eddy Gual

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Aviation photography is popular around the world. It is a great hobby enjoyed by thousands of enthusiasts of all ages. Proper preparation is essential. In this issue we explore the basic things you need to be a successful aviation photographer in any condition and at remote locations. Doing things the right way may guarantee you many more years of enjoyment of this hobby.

1. **Know what to bring.** Make sure proper identification is carried with you. Stock up on extra batteries, chargers, memory cards, a little bit of cash, cell phone, and film (for you slide shooters). Keep in mind that the electrical outlets in Europe are different than the ones here in the United States. Bring lenses that cover wide angles to telephoto shots. Take a backup camera if possible in case the main one breaks down. Take proper clothing too as weather can change from day to day.

2. **Contact local photographers.** It is always good to ask photographers from these areas for guidance on the best and safest areas for spotting. Don't be pushy and expect that everything you ask for must be done. These photographers may ask the same of you if they visit the states. Be polite to them and thank them for their help.

3. **Use the internet.** Today, the internet is a vital communication tool. Communication with other people is easily done via your computer. You may also check weather conditions prior to going spotting. It is also very important that if you travel to a potential hostile country, that you blend in the best you can and know the location of the American embassy in case you need to contact them. The internet can give you the best advice on travelling to these dangerous areas. Life is worth much more than photos. If any doubts, don't do it!

4. **Follow rules.** Whether you shoot in the US or abroad, there are always rules to be met especially in and around airports. If there are restricted areas, do not use those areas. Use only safe and dedicated spotter locations. Ask airport officials for spotting information and rules. Most of the time, they can show you the way to photo locations. If someone tells you to leave, do so without hesitation. Tell other friends to avoid that same location until further notice. Pushing things past their limit could mean the end for photography at that location for everyone and a bad name for the hobby. Do things professionally.

(Continued on page 32)

Jr. Wings

By Stan Baumwald

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The Jr. Wings of Cargo World

The world of air cargo airlines takes in a lot of territory. As far as Junior Wings, there were several airlines in the United States that put out junior wings and we are left to wonder, why would a freight airline put out wings that should be given away to children? And the simple answer is that many of these carriers flew what we call "Combo" aircraft wherein the forward part of the aircraft would be cargo and the aft part would be passengers. I myself flew on this type of aircraft for at least one airline. And then there was the "Quick Change" version where an airplane would fly cargo at night and on their last stop, they were quickly changed into passenger aircraft with the addition of seats.

There is another category of Junior Wings and freight airlines and that is the area where these airlines would put out junior wings for promotional purposes. These would include FedEx and UPS.

And of course, especially when the military was active overseas, they would devote some of their airplanes to MATS (Military Air Transport System) type flying.

Northwest Airlines has a fleet of Boeing 747's currently devoted to only cargo as does other airlines such as Aeroflot but we won't go into that as their Junior Wings were all given out on passenger aircraft. NWA also had a Boeing 707-320C that had a side door up front that swung open and this was their version of the combi.

Well, as we now know the background a bit better, let's get to the wings.

The oldest cargo airline that I can think of that issued Junior Wings was Seaboard Western Airlines. They put out two different issues. The first was metal and they put one out for the Future Pilot (Figure 1) and Jr. Stewardess. Later on they released a plastic issue that just had their logo on it "SW" (Figure 2).

Perhaps an even older airline would be Wien Air Alaska. I know they flew C-46 type aircraft in cargo configurations but my recollection is that they flew the Boeing 727 in a combo setup so we will have to include them in the Air Cargo group also. They, like

Seaboard, put out three issues. The first was metal and one was for the Junior Pilot (Figure 3) and the other was for the Junior Stewardess. And then they also put out a plastic version.

World Airways is one of those carriers that does a lot of military and civilian flying. I know that the airline has dedicated cargo aircraft and they do a lot of military charters. To make sure that they are not left out, I will include one of their juniors (Figure 4). They have put out a least five that I know of and all very similar in that the center part of their logo is a globe.

And of the two really big carriers dedicated to the cargo business, we have FedEx (nee Federal Express) and UPS (United Parcel Service), and DHL.

All of the FedEx junior wings are similar in that they have their logo in the center and I do believe that all of them are promotional juniors that are given away by the sales office. Their first one says Federal Express on it (Figure 5) and all the rest are FedEx. The other biggie is UPS which has released three junior wings with the first one being plastic, the next foil and the third the current logo (Figure 6). DHL (originally standing for Dalsey, Hillblom and Lynn) is a Deutsche Post World Net company of Germany. Astar Air Cargo, a U.S. carrier, has been providing air cargo services to DHL for almost 3 years. To my knowledge, DHL have put out only one Junior wing as a promotional item (Figure 7).

(Continued on page 32)



Figure 1



Figure 2



Figure 3

What is It?

By Ken Taylor

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It's hard to believe that *Airliners International* 2008 has come and gone by already! Beth and I would like to extend our thanks to all concerned for a show well done!

Now onto the latest list of "What is It?"! We have several answers to previous questions. Special thanks to Ed Powers, Mike Adkins, Charlie Dolan, and Stan Baumwald for providing the answers to past mystery wings and badges. The number on the image corresponds to the image shown in Issue 33-1, Summer 2008, of *The Captain's Log*.



Figure 2

Figure 2 has been identified as coming from a hotel gaming house in Las Vegas, no name, though.



Figure 3

This wing, Figure 3, is the corporate wing from Dollar General Store, also referred to as Family Dollar Store. Which is correct?



Figure 4

Ed Powers has a similar wing to Figure 4, only the letters on the top are 'JDH'. Can any identify these wings, Logan and JDH?



Figure 5

This wing, Figure 5, comes from Air Marshall Islands in the South Pacific.



Figure 9

This round emblem was reportedly used by Sunbird Airlines on the US East Coast, 1979-1987 (Figure 9).



Figure 10

Figure 10 turns out to come from Golden West Airlines which operated along the US West Coast between 1969 and 1983.



Figure 11

This complex hat badge came from the short lived UltrAir, 1993-1994 (Figure 11).



Figure 12

This unusually shaped cap emblem came from Private Jet Expeditions, based in Atlanta, which operated between 1989-1995 (Figure 12).

And now our “What Is It?” questions for this issue!



Figure 13

Figure 14. Who is ‘Maverick’? Gold wing, white background, and a red horse’s head.



Figure 14. This gold wing features a white flag with a blue line from upper left to lower right. Any thoughts on this one?

As always, we would like to hear from you with your answers to our mystery wings for this issue!

Ken & Beth Taylor

keebeetay@aol.com

(Continued from page 30)



Figure 4



Figure 5



Figure 6



Figure 7

(Continued from page 29)

Keep it simple. Keep it legal. Stay away from restrictions and play it safe. Best of all, have fun and share these wonderful moments with our aviation community. Have a good winter everyone!

Joe & Eddy

Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

Cargo Airlines

“Déjà vu, all over again.”

Y. Berra

Or, a return to cargo carriers.

When the list of upcoming topics was given by our editor, I knew that I was due for a trip down memory lane. The first article I submitted, after taking over the “Wings and Things” column from Dick Koran, was about cargo airlines. To make sure that I did not retrace old steps, I dug into my files (now all located in the same house) to see which insignia I had included in that first effort.

A minor shock was experienced when I looked at the cover of Volume 22, Number 3 and noticed that I have been contributing my images and thoughts to the Captain’s Log for twelve years. There has been a lot of water over the dam and brass, silver and fabric under the lens since then. Other than some recurrent heartburn caused by technical glitches, it has been a lot of fun producing forty articles to share with a group of outstanding hobbyists.

The changes that have taken place over those twelve years have been significant. If you happen to have a copy of v22, no3 kicking around, just take a look at those photos and you can see right away what I mean. I had to retake some of those shots and apologize for the original images of 1996. I was just getting used to working with black and white film and along with that, my idea of good focus needed a reality check. Black and white film took a lot longer to be processed than color and it was a given that once the pictures came back, there would be “hot spots” with too much light or the focus would be WAY off. The result was another shoot, another long wait and then perhaps a good photograph. After the pictures were taken, I had to get them to the post office and send them and the copy to Joop Gerritsma in Welland, Ontario. This was usually done just before deadline, with the hope that the good folks at Canada Customs would allow the package to pass “without let or hindrance”.

After a few issues were under my belt, Joop relented and allowed me to submit the photos in color. This cut the time between taking the photo and seeing the result, but often a re-shoot was necessary. We were still tied to the postal system, but things were improving. My work with the 35mm camera was

getting better, but the split image focus ring was not as exact as it could have been and my photos still were not great. Dick and Diane Koran sent me the camera stand which Dick had used for his work and that helped steady the images as well.

The best development came when I got a digital camera. The film expense went out the window as I discovered the erase button on the new toy. I could see my image right away, make sure that there were no hot spots, magnify the image to really see how well it was focused and delete the images that did not measure up to expectations.

My use of backing has evolved over the years as well. At first, I would take the photos with the wing or cap badge resting on cloth or poster board. That worked fairly well, but there were problems with insignia which had curved backs or had pin backs. Those would not set flush against the background and thus created shadows. I tried using backing which was fibrous or spongy, but after several screw posts or pins had been punched through, the material deteriorated and the holes themselves would show up in the images. I have now started using model railroad track ballast as a background. It allows the posts or pins to penetrate the granules and the item will settle onto the surface. This cuts the problem of shadows to a minimum.

Worries about postal timing have been eliminated by the use of the computer and email. I have already sent the images (cropped and re-sized) to Bill Demarest and in a matter of minutes, I will copy this article to a memory stick, place that into an adapter in my other computer and it will be in Bill’s computer within seconds. That’s the plan. Let’s hope that these Florida thunderstorms allow the power to stay on for just the next five minutes.

Hope you enjoy the improvements.



Ace Freighters (UK)

Wing is of the sew-on variety. Gold bullion thread on a black fabric backing. The center of the wing is a black spade on a white oval. The spade and oval are edged in gold bullion. There are no tags or labels. This wing has no needle holes indicating that it was never sewn on to a jacket.



Aer Turas Teoranta (ATT / QT) (Ireland)

The metal wing is made of brass and is clutch back. The center device is made up of four segments. The upper left segment is red enamel on brass, the lower left is a brass color harp on light green enamel, upper right has three brass color crowns on dark blue enamel and the lower right is split into a brass colored eagle on black enamel to the left and an arm holding an orb in brass color metal in a white enamel field. It is quite colorful. There are no hallmarks.



Airlift International (AIR / RD) (USA)

The wing is of silver metal with a satin finish. The letters "AIRLIFT" are polished. The wing is clutch back. It is hallmarked "sterling" and "B".

The cap badge is also silver metal with a satin finish on the lower surfaces. The higher surfaces are polished. The cap badge has a screw post and a single positioning pin. The hallmarks are the same as on the wing.

Amerijet International (AJT / JH) (USA)

The round cap badge is of gold color metal with a brushed finish on the lower surfaces and polished latitude and longitude lines. The letters "Amerijet" are in medium blue enamel with a red enamel line in the right leg of the "A". The badge has a single screw post. There is no hallmark.

The second variety cap badge is also of gold color metal with satin finish on lower surfaces and upper surfaces highly polished. The coloring in "Amerijet" is the same as the other cap

Amerijet International



badge and "INTERNATIONAL" is in red enamel. The badge has one screw post and one positioning pin. There is no hallmark.

The captain wing is of gold color metal with a satin finish other than the highest part of the wing which is highly polished. The wing is clutch back and hallmarked "Chambers Group Tampa Florida". The center of the disk is white enamel with the silver, red and blue logo.



Atlas Air (GTI / 5Y) (USA)

The cap badge and wings are of gold color metal with satin finish over all except for the top part of the wing and the letters "ATLAS" which are highly polished. The center disc is highly polished gold color metal with dark blue enamel. The cap badge has one screw post and a single positioning pin. There is no hallmark. Both wings are clutch back. The wing with the star is hallmarked "Chambers Group Tampa Florida".



Centurion Cargo (USA)

The wing and cap badge are of gold color metal with a satin finish on the lower surfaces and high polish on the higher surfaces. The wing is clutch back. The cap badge has a single screw post and two positioning pins. There are no hallmarks.



Challenge Air Cargo (CWC / WE) (USA)

These insignia are of the same style and construction as those of Centurion Cargo.



DHL (USA / Germany)

DHL (DHL / ER) (USA)

The earlier style cap badge and wing are of gold color metal with a satin finish and maroon enamel behind the letters "DHL". The cap badge has a single screw post and the wing is clutch back. Neither has a hallmark.

The later style cap badge and wing are of silver color metal with satin finish. The letters "DHL" are of maroon enamel. The cap badge has a single screw post and the wing is clutch back. Neither has a hallmark.



Federal Express (FDE / FM) (USA)

The first style wing is of silver color metal with a flat finish. It appears to be a stamping. It is clutch back and has no hallmark.

The cap badge is also a stamping of silver color metal with a dull finish. The cap badge has a single screw post with two positioning pins. There is no hallmark.

Flying Tiger (FTL / FT) (USA)



The first style Flying Tiger wing is of the sew-on variety with gold bullion thread on black fabric. The center disc is of silver color metal with dark blue enamel background. The shark's mouth is of red enamel and the eye and outline of the mouth are in white enamel. There is a paper tag on the back reading "S. APPEL & CO EST 1856 MADE IN USA".



The second style Flying Tiger Line insignia were of silver metal with blue and red enamel. The wing (not shown) is pin back with no hallmark. The cap badge has a screw post with no hallmark and no positioning pins.



The third style Flying Tiger insignia are of silver color metal with a satin finish. The cap badge (not shown) has a screw post and two positioning pins. There is no hallmark. It has a high shoulder to match the curve of the hat. The wing is clutch back and has no hallmark.

There are several versions of the third style Flying Tiger insignia. The more detailed style shows an arrow designed into the "T". The less detailed style simply has a "T" in the center disc. The less detailed style is also very flat compared to the slight shoulder of the more detailed version.



Type four (the last) set is of silver color metal with a satin finish.

The cap badge has a screw post with two positioning pins and no hallmark.



The wings are clutch back with no hallmarks.



Interstate Airlines (INT) (USA)

The first style wing is of silver color metal with very fine detail in the feathering of the wings. The center disc is white enamel with black lower case letters "ia". The wing is clutch back with no hallmark.

The second style insignia are also of silver color metal with satin finish except for the top segment of each wing which are highly polished. The center disc is of white enamel with a red "I" and a blue "A".

The cap badge (not shown) has a single screw post with no positioning pin and no hallmark. The wing is clutch back with no hallmark.



Kitty Hawk Air Cargo (KHA / KR) (USA)

The wing is of gold color metal with a satin finish overall except for the top segment of the wing and the high surfaces of the center disc. The wing is clutch back with no hallmark.

Seaboard and Western (SW) (USA)



This second style cap badge is of silver color metal with red, white and grey enamel.



The cap badge has two screw posts and no hallmark. The wing is pin back with no hallmark.

Zantop Air Transport (ZAN / VK) (USA)



The cap badge is of polished silver metal with black and red enamel. The badge has a screw post and two positioning pins. It is hallmarked "GEMSCO N Y STERLING".

The captain's wing is pin back and similarly hallmarked.

I have two first officer wings. One is clutchback with the "GEMSCO" hallmark. The second is pin back with no hallmark.



Volga-Dnepr Airlines (VLA / G6) (Russia)

The wing is of gold color metal with a textured finish. The background of the center disc is blue and the flashes on the inside part of the wing are from top to bottom - white, blue and red. There is one screw post and no hallmark.

Postcard Corner!

By Marvin Goldman

mmgoldman@rcn.com

Air Cargo Postcards

Through airline postcards we can picture how air cargo evolved from the earliest days, when small parcels were carried to supplement mail and passenger revenue, to the modern era featuring dedicated giant cargo airlines and aircraft.

Let's start with one of the first airlines to carry cargo (in addition to mail) -- Instone Air Line of Great Britain which began public service in 1920, including transport of merchandise. In 1922 it even became the first to transport a racehorse by air. In 1924 Instone merged with a few other British airlines to form Imperial Airways.



Instone Air Line Vickers Vimy Commercial G-EASI 'City of London', loading mail and cargo in London for Paris. Airline issue ('A/I'), probably in 1922. Black & White photo ('B&W'). Norfolk Printing Plant, London. (Daniel Kusrow collection)

Possibly the earliest airline primarily dedicated to cargo transport was Guinea Airways of Australia which operated mainly to serve gold mining operations in New Guinea. In the 1930s Guinea Airways became one of the largest air transport operators in the world, carrying more freight by air than the rest of the world's airlines combined.

Silver City Airways of the UK started the world's first vehicle ferry service in 1948, utilizing the Bristol 170 short-haul utility freighter whose development was finalized just after World War II. Silver City became well known for transporting cars and passengers across the English Channel between England and France.



Guinea Airways Junkers G31go, VH-UOW, in New Guinea (at either Wau or Lae) serving the goldfields, early 1930s. Publisher Kunstverlag Carl Friedrich Fangmaier, Magdeburg, Germany. Real photo, B&W.



Silver City Airways Bristol 170 'Superfreighter'. A/I. Real photo S.C.19, B&W. Each aircraft normally carried three cars and 12 passengers in separate compartments.

After World War II, several new airlines were formed expressly for cargo service. The Flying Tiger Line (1945-1989) operated the longest during the post-war era, and was the largest transporter of air freight (measured by freight ton kilometers flown) prior to its being acquired by FedEx.



Flying Tiger Line DC-6A, an all-cargo version of the DC-6, operated by Flying Tiger starting 1951. Back of card has imprint with 'Thank you' message by Flying Tiger sales representative. A/I. Lithochrome Press, Los Angeles.



Flying Tiger Line revolutionary swing-tail Canadair CL-44D-4 freighter, a modified version of the Bristol Britannia, first delivered to the airline in 1961. A/I.

Here are postcard examples of other airlines primarily devoted to cargo operations:



Slick Airways L1049H Constellation, N76937C, 1960. Publisher Flight-Line Fotocards, FLF-020. This is the very aircraft acquired by the 'Save-a-Connie' enthusiasts group. Many participants in WAHS' Airliners International 2007 convention in Kansas City viewed it, beautifully restored in TWA colors with the name 'Star of America', at the Airline History Museum in Kansas City.



HeavyLift Cargo Airlines Canadair CL-44-0 'Guppy' (a conversion of the CL-44-D-4), early 1980s. Publisher Charles Skilton & Fry Ltd. no. 432.



IPEC Aviation (Interstate Parcel Express Company, an Australian freight operator) Armstrong Whitworth 650 Argosy-101, VH-BBA, pre-1983. Publisher Aeronautica, N.S.W., Australia, PC-009.



Skyfreighters (an affiliate of Kitty Hawk Air Cargo) DC-3, N307SF, at Ft. Worth-Meacham Field, June 1989. Udo Schaefer Publications no. 178, Cologne, Germany.



Southern Air Transport (1946-1998) Lockheed L-100 Hercules. A/I. The Hercules was specially designed to transport outsized cargo such as oil rigs, helicopters, and mining equipment to remote locations. S.A.T. used to have the world's largest fleet of this aircraft type, and at times it operated covert flights for government agencies, including the U.S. CIA.



Emery Worldwide (1989-2001), DC-8F at its European hub in Maastricht, Holland. A/I.



Cargolux Airlines International of Luxembourg, 747-200s, at Luxembourg Airport/Findel. A/I.

Many noted passenger airlines have operated all-cargo aircraft in addition to carrying substantial cargo on their passenger flights. Here are some examples:



Seaboard World Airlines (1961 to 1980 when it was merged into Flying Tiger Line), B-747F (operated 1974-1980) at Malpensa Airport, Milan, Italy. A/I. Publisher Giovana Tecnifoto, Gallarate, Italy. (Leonardo Pinzauti collection)



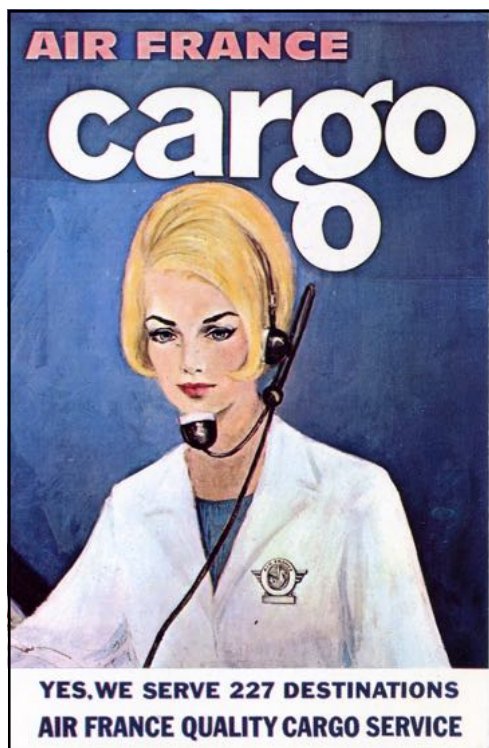
Ansett Air Cargo Lockheed Electra L188, VH-RMB (served as a freighter with Ansett, 1972-1984). Published by Mike Cornwall Postcards, Fourcolour Productions Ltd. FCV 3004.



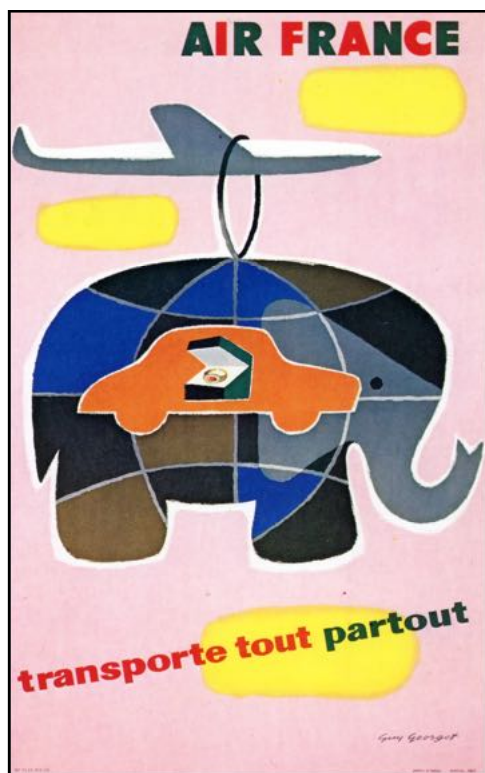
Gemini Air Cargo (founded 1995 in the U.S.) DC-10-30F, its first aircraft type. A/I.



Air Algerie Cargo 737-200. A/I, September 1976.



Air France Cargo, poster ad postcard. A/I by New York cargo sales office. The back, postmarked January 1962, has a typed sales message and also offers a free poster of the same picture. I found this card a year ago in a used book shop in New Jersey, the only time I've ever seen it.



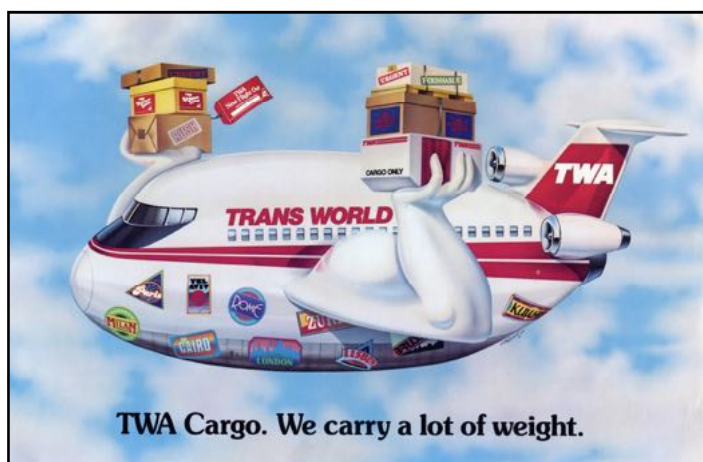
Air France Cargo, poster ad postcard. Collection du Musée Air France, Paris, issued in 1983 as no. 10 of a 17-card set. Reproduces a 1958 poster of artist Guy Georget. Air France is noted for its marvelous artistic posters over the years. 4-1/4 x 6-1/4" (11 x 17cm).



Aeroflot Russian International Airlines Ilyushin IL-76TD, RA76484 (built 1986), designed for large-capacity freight operations from short, unprepared airstrips. A/I.



Lufthansa 747F at Hannover, featuring the open nose for carrying large loads. Publisher Schmorl & v. Seefeld Nachf., Hannover.



TWA Cargo MD-80 Stylized Ad Postcard. A/I. Oversized, 6 x 9" (15 x 22cm).

In the last two decades several companies have dedicated themselves mainly to transporting parcels on an expedited basis, with many developing flourishing air operations. Here is a sampling.



Airborne Express (now known as ABX Air), Aerospatiale Caravelle SE-210 VI R, N907MW. International Airline World Publishing Co., Springfield Ohio, no. HC283, printed October 1985. A companion Airborne Express Caravelle (N902MW) is on display at the New England Air Museum, Bradley International Airport, Windsor Locks, Connecticut.

(Previous Column) Federal Express (FedEx; founded 1971) MD-11F. A/I, Feb. 2002, by FedEx Prague, Czech Republic office. FedEx and Cargolux are the two leading issuers of postcards among all-cargo airlines.



United Parcel Service 747-100F, N9675, at Ontario, California. U.S.Publications no. 10, Cologne, Germany.

Notes: Original postcards of the above are, except as noted, in color, in standard or continental size, and from the author's collection. I estimate the availability of these cards as-- Rare: the Instone and Guinea Airways cards and the Air France New York cargo sales office card. Uncommon: the Silver City, Flying Tiger and Seaboard cards. The rest are fairly common.

References: Smith Jr., Myron J., *The Airline Encyclopedia: 1909-2000*, 3 vols. (Scarecrow Press, 2002); Wikipedia website 'wikipedia.org/wiki/Cargo_airline' which contains links to their writeups on numerous cargo airlines.

I hope you enjoyed this picture postcard tour of air cargo operations. If you ever have suggestions or comments on past or future air postcard articles, please do not hesitate to e-mail me.

Until next time, Happy Collecting! **Marvin.**

Editor's Addition - William Demarest Collection

Delta Air Lines L-100 Hercules, Oversized, A/I



European Air Transport (EAT), founded in 1971 and based in Brussels, shown operating a B727-100F on behalf of DHL, probably in 1990s. A/I.



Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

Revell Flying Tigers DC-8-61

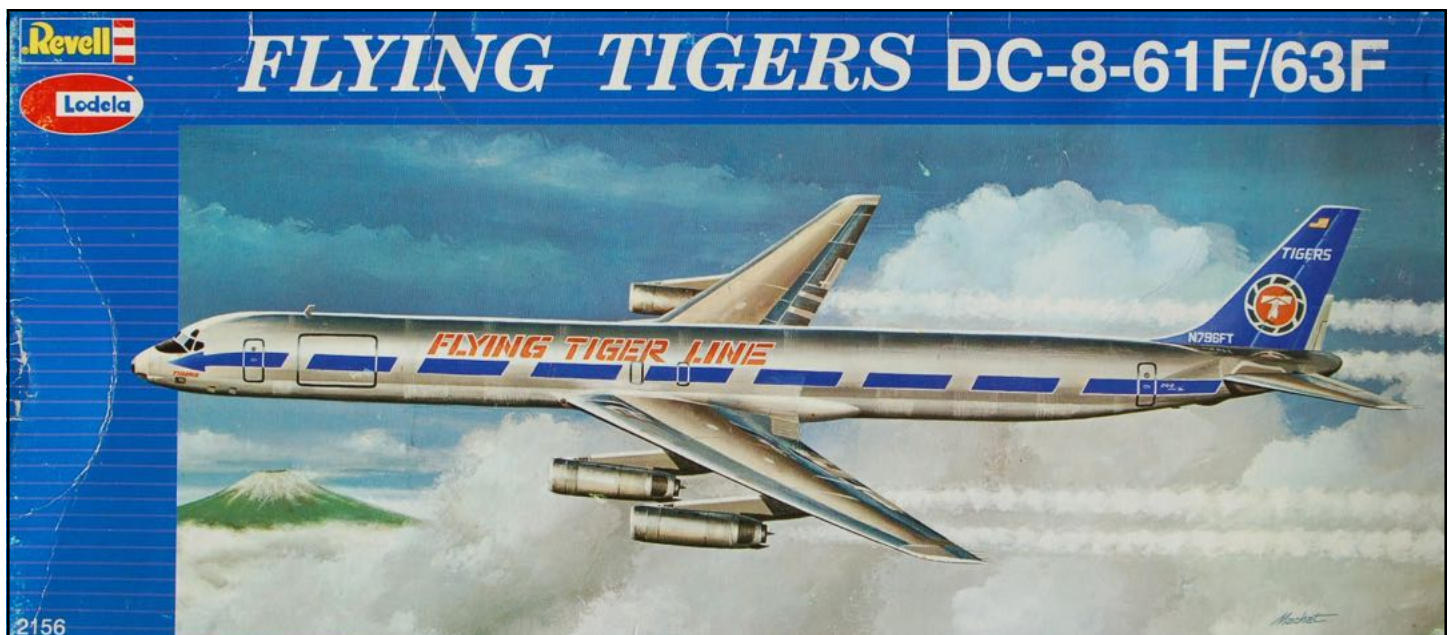
There are only four models I can think of that come with freighter markings. One of Minicraft's 727 releases is in United States Postal Service markings, the Williams Brothers Curtis C46 has Flying Tigers markings, Revell's Bae146 in TNT markings, as well as Revell/Lodelas last release of the stretch DC-8 kit also in Flying Tigers markings. Possibly fitting into the freighter category Heller has also released their DC6 and Canadair CL215 and CL415 kits in French Securite Civile firefighting markings and also Minicraft's DC-6 in Conair markings. Out of the box freighter models are pretty limited but there are still many aftermarket decals available.

For this issue of the Log I pulled out my Revell Flying Tigers DC-8-61F/63F from my "box of shame" full of half-built models. I started the model in the summer of 2005 and it got to the sanding/priming stage before ending up in the "box". I've been plugging away at it for the past few months but it's still not completed. It's at the top of my production line and will be next to be finished. I've yet to learn when the Revell stretch DC-8 model was first released but have heard it was just after the time the real DC-8-61 first flew. Terry Waddington's Douglas DC-8 book states that the first DC-8-61 made its first flight in March of 1966 so that's a ballpark time for the kit. For its time the kit looks very good. I thought it would be fun to finish a Revell kit and

compare it to the recent Minicraft kit. We're still waiting for Minicraft to complete the JT3-D engines so one can built a -50 or -61 with their kit. In the meantime one could use the engines from a Revell kit or possibly find some aftermarket resin ones.

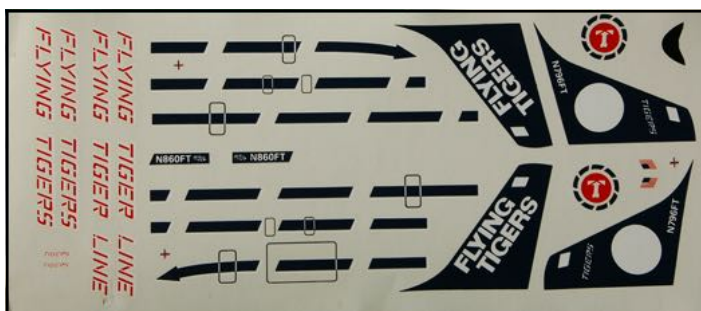
The Revell kit box is pretty interesting. The box is labeled Revell/Lodela and there's also a sticker saying distributed by Modelcraft Canada. It's not that old as I bought it less than ten years ago. I'm almost certain it was the last release of a Revell DC-8 kit. The box art is painted and I just noticed it's signed by Mike Machat. Revell has had a habit of marketing their early airliners (707's and DC-8's) as different versions even though the kit plastic may not depict the type modeled. The Flying Tigers DC-8 is no exception. Just as on Revell's African Safari release the box art shows a DC-8-63 and the plastic inside depicts a DC-8-61 with the earlier engine cowls/pylons of the -50 and -61 versions. The instructions are the typical Revell, 2 pages for the kit but are in Spanish. Even though I don't read Spanish I doubt if there's any attempt in the instructions to differentiate between the -61 and -63 versions.

There are two decal choices with one having an earlier tail with a T in red circle and the other with white Flying Tigers text on the tail. Each decal has a different registration. The one on the box with the T in the circle is a DC-8-63 while the other decal and registration N760FT is for a -61. Doing a little more research on Airliners.net I found a photo of N760FT. I found that the -61's had a white upper fuselage instead of an all bare-metal fuselage of the -63's. As I said earlier no mention of the different engines or color schemes by Revell.



Revell Flying Tiger DC-8-61 box art

The kit has gone together rather well. The engraving on the wings and stabilizers is nicely done. A nice treat with the Revell DC-8 kits are the airstair sets that come with the kits. I'd also forgotten that Revell did the dreaded ½ filled windows on the fuselage. I got myself into a bit of a mess first trying to fill the holes with putty and having problems with pinholes and then switching to super glue and having the superglue dry harder than the plastic and causing some sanding difficulties. A big difference between the Revell and Minicraft kits are the landing gears. The Minicraft kit is quite well detailed with the wheels, struts, doors, and gear bays. The Revell kit is pretty simple and doesn't have much of gear bays represented. I've heard the Revell kit wheels described as "cart wheels" and after comparing the two I can agree with the statement. No real comparison between the two kits but the Revell kit is still very buildable. We're fortunate to have the choice of two different kits.



Revell kit decals

My model is in the middle of painting. I just painted the white upper fuselage. Next will be the bare metal wings, stabs, and lower fuselage. The "carpet monster" paid its regular visit and I managed to lose two of the landing gear doors within 15 minutes. I lost one main gear door on the floor and the other nose door pretty much just disappeared from the sprue. It was there one second and gone the next. Both doors will be easy enough to make from a piece of sheet styrene. Frank Duarte's photo shows a black radome too. The engines look to have a darker bare-metal band in the middle as well as a dark exhaust section. Decaling will be a bear as the fuselage stripes are 9 separate stripes per side. The box art doesn't show windows but the Airliners.net photo does so that will be more even more decals to add and line up. The fuselage Flying Tigers kit decals have breaks in the letters but the Airliners.net photo and others show solid letters. I may use them as is or try to patch the breaks using extra decal parts.

Doing research on the 1/1 aircraft for paint/registration information I learned some interesting information. The plane is msn 45938 ln 331 -61CF and was delivered to Transamerica on 2/2/68. It was registered to Transamerica up to 1974 and was leased to different airlines including Loftleidir Ice-



*Flying Tigers Douglas DC-8-61
Photograph courtesy of Frank Duarte.*

landic Airlines from May 1973 to October 1974. After 1974 it went to Flying Tigers. I'm guessing but assume that the plane left Flying Tigers/Federal Express after the merger. The plane was re-engined with CFM56 engines and converted to a -71. It's currently flying for United Parcel Service (UPS) as N701UP. This summer for a short time UPS was flying a DC-8 into San Jose and it turns out that one of the planes was N701UP Doh!!!! I wish I'd made the extra effort to get a photo of it. My friends Manas Barooh and Ben Wang managed to capture N701UP on film, though.

Overall the Revell kit should be a fun build. For its age the kit has held up quite well. Not bad for a model that is almost as old as myself. After painting the white upper fuselage I've noticed/decided that there are some pretty big boo-boo's on the top needing more work. Bring on more sand paper, putty and spray paint. Two steps forward and one step back. Think good thoughts for me as well when I'm doing the decals. Very good too that the 1/1 plane is still soldiering on 40 years after first being delivered. WOW!!!!!!



*UPS Douglas DC-8-71F
Photography courtesy of Ben Wang*

Safety Cards

By Fons Schaefers

f.schaefers@planet.nl

Freighter Safety Cards

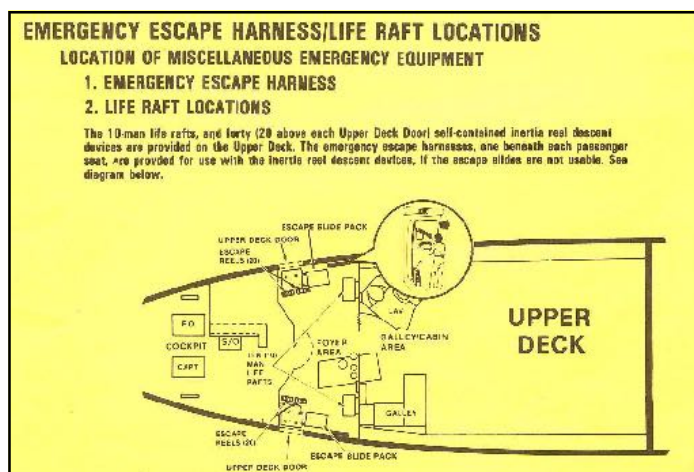
Safety cards for cargo airlines? You may have thought that the safety card section would remain empty in this edition of *The Captain's Log*. Cargo airlines carry freight and that does not need safety instructions, does it? Reality is different. Quite a few freighter aircraft operated by cargo airlines actually do carry safety cards. Not for the cargo, but for those who attend it, such as grooms and security staff guarding valuable cargo. In fact, some of these cards are quite interesting as they reveal escape systems that many 'ordinary' passengers are completely unaware of.

The most common freighter type for many years has been the 747F. This airplane type, of course, offers an extra accommodation deck for cargo riders. In some stretched upper deck configurations the seating capacity can extend to 19. Many 747 freighter operators therefore have safety cards for this upper deck, some of which are quite extensive. Flying Tigers carried a large format, six panel card showing all the features that regular passenger cards have, including a detailed layout, bar seats, of the upper deck, Figures 1 and 2.

Safety equipment on board 747 freighters is more complicated than on passenger airplanes. The 747 cockpit has a top hatch with escape reels. Special, quite unflattering, garments are on board that must be donned and then attached to a reel to leave the airplane via this exit. These garments and reels are shown in varying degrees of clarity on the various cards, if shown at all, and appear also as an alternative means for slide-equipped exits in case of slide failure. I made a compilation of the renderings on cards by Air France, Atlas, Cargolux, KLM, and Singapore Airlines, so that you can compare, see Figures 3 through 7.

Another interesting 747 freighter feature shown on various cards is the possibility to escape by rope at the left forward and aft exits (Figure 8). This is apparently meant for grooms that, in spite of safety regulations, do stay with their animals (typically horses) on the main deck during take-off and landing, for who else would be near the aft exit in those stages of flight?

There is no legal requirement for safety cards for cargo riders and on smaller freighters with limited capacity for attendants, they are seldom carried.



Figures 1 and 2

The pilots can brief those riders before the flight and, in an emergency, take them along. Yet, Lufthansa used safety cards for its full freighter 737's in the 1980s. Their 737C 'Safety instruction card for freight-/animal attendants' gives instructions for when and how to enter and leave the cargo compartment, use of oxygen and a prohibition to sleep in the cargo compartment (Figure 9).

An extremely interesting freighter airplane from a safety card point of view is the Antonov 124. This airplane type is a dedicated, special purpose freighter with extensive personnel accommodation



Figure 3 - Atlas (by Aero Safety Graphics)

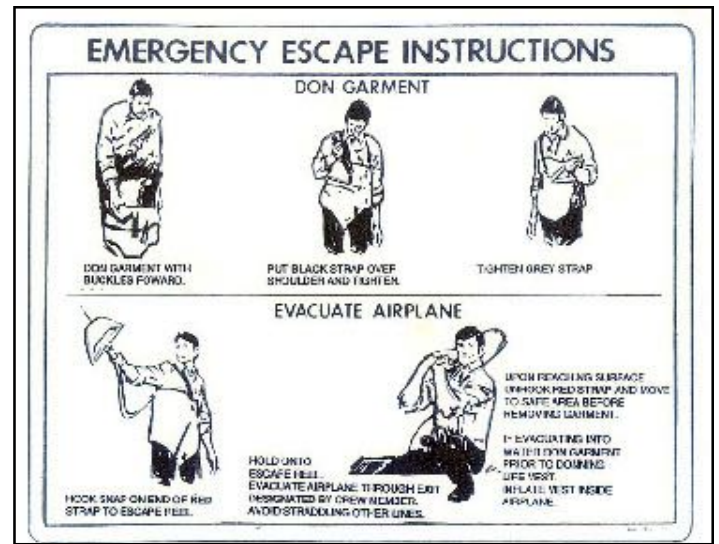


Figure 5 - Cargolux



Figure 4 - Air France



Figure 6 - KLM



Figure 7a

Singapore Airlines

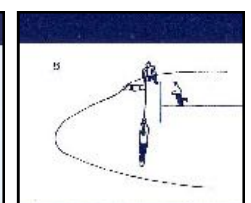


Figure 7b

in two separate, unconnected, upper deck compartments. The forward deck accommodates six, the aft 20 plus an attendant. Either compartment has its dedicated safety card (Figures 10 & 11). Escape means consist of very tall escape slides at the end of the rear compartment to abridge the 7.5 meters to the ground. The forward escape means are less usual. The right exit folds down into a horizontal platform from which a rope ladder is deployed. On the left side, a floor hatch gives access to an internal toboggan towards the lower deck that reaches the main entrance door, from where the remaining distance to the ground is 3 meters. A rope assists the descent all the way from the top compartment. Other safety features shown on the cards are life vests and rafts. Interestingly, only the card for the rear compartment shows oxygen masks. This raises the question whether there is no oxygen supply at all in the forward compartment or that there are perhaps other means which for one reason or another are not explained on the card. If any reader knows the answer, please drop me a note.

Please contact me at f.schaefer@planet.nl

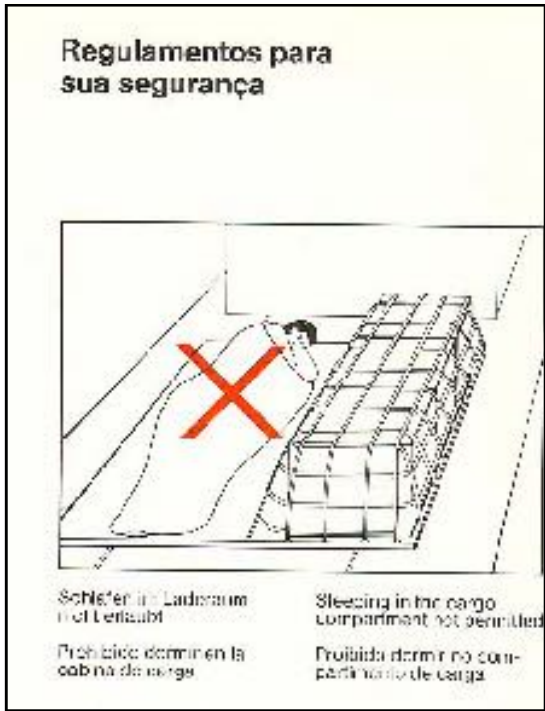
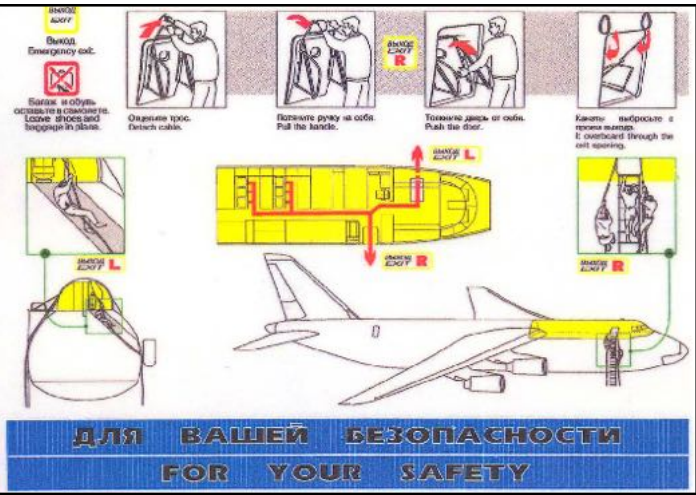
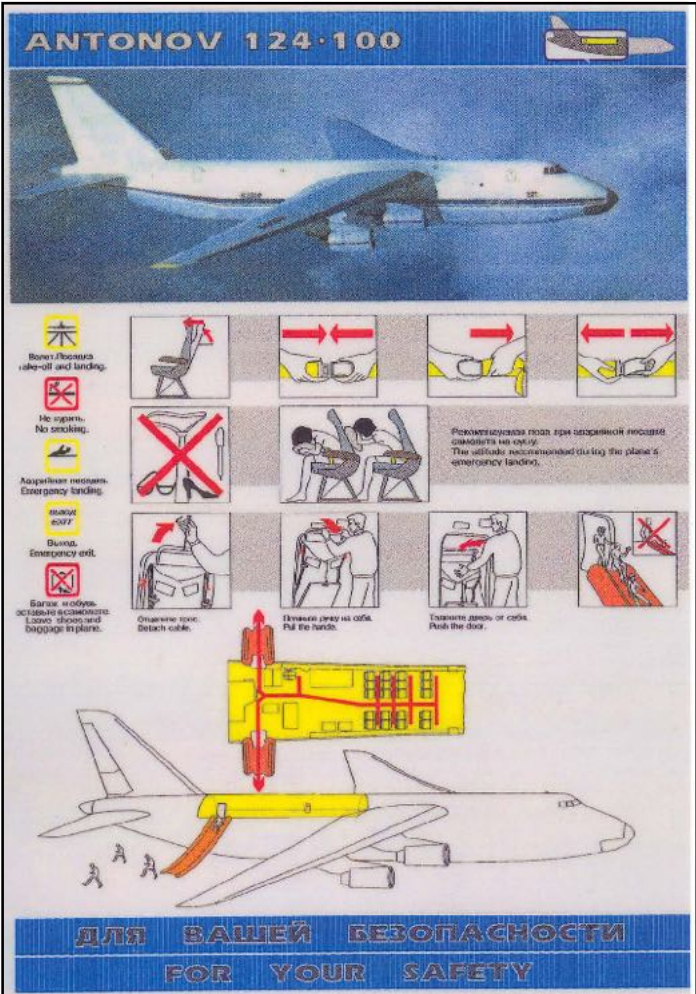
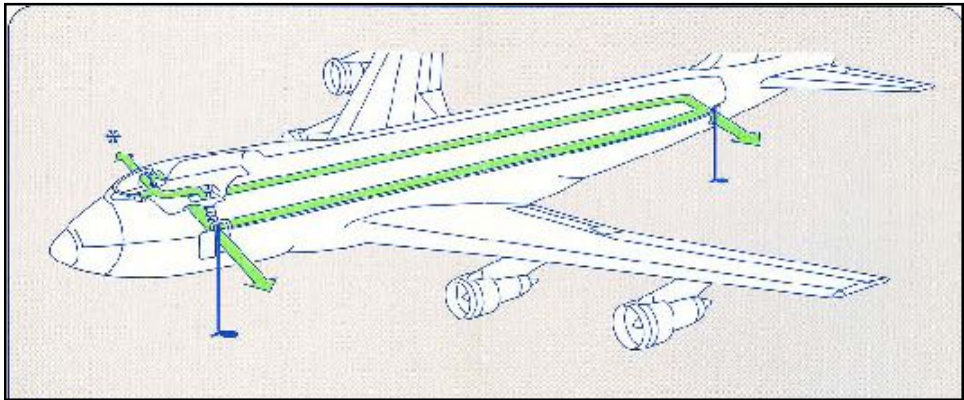


Figure 9 (above) -
Lufthansa

Figure 8 (right) -
Air France



Figures 10 & 11
(above) -

Antonov 124



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*DAS Air Cargo Douglas DC-10-30F N800WR
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By my signature hereon, I, and all associated with me, agree to a release of liability and to hold harmless the Promoters, David Cherkis Photography, and the Hacienda Hotel for any loss of any kind based upon my participation at the above event.

Signature: _____ Date: _____

NO TABLE REFUNDS WITHIN 45 DAYS OF SHOW

Mark Your Calendar for 2nd show in 2009 - June 20th

Flight Exchange

Our Member Forum For Buying, Selling And Swapping Airline Memorabilia

Send Your Advertisement to Editor@WAHSONline.com or to our Post Office Box.

Wanted: Collector seeks Airline/Aviation paper items of all kinds. (Posters, brochures, timetables, labels, etc.) Also looking for non-paper. (Wings, china, etc.) Individual items or collections. Bill Brooks 508-888-9175 w.brooks9@verizon.net

Wanted: Histories, prints and slides from defunct airlines around the world. Photographs can be originals or copies sent to my email address. Please contact: Victor Bertrand, 29 St. Pierre Street, Apt. 9, Ile-Perrot, Quebec J7V 7J4 CANADA or via email at fernand8519@hotmail.com.

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

For Sale: Vintage airline timetables. Also Southern Airways Shot glasses. 25 different ones, only missing 6 for a complete set. Please contact: Roger Bentley, 20110 New Hampshire Avenue; Brinklow, Maryland 20862. Phone: (301) 924-6331 or email airlinebuff2000@yahoo.com

For Sale: JP Airline Fleets International. Unbroken set 1980-2007 (28 issues). Make offer. Shipping cost not included. Contact Phil Brooks, 7697 Douglas Hill Ct, Brownsburg IN 46112, USA or at philbrooks66@yahoo.com.

WANTED: Any and all United Airlines and Swissair memorabilia. Please call Omar Zuber at (503) 667-0913 or email at: omarzuber@hotmail.com

WANTED: I am looking for Braniff uniforms for Barbie and Ken dolls. I would be interested in the dolls as well if they're already wearing the uniform. Please email your answer with your price to: anne.malm.hbg@hotmail.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: jayeprall@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, Heusler, Empire State, and Enterprise. Looking for aircraft photos, route information, memorabilia, and other corporate information from these carriers. Please contact Jay Prall: jayeprall@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.

Support WAHS! Please contact WAHS headquarters if you would like to dis-tribute flyers or membership applications at your local airport.

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.

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 Lamoral, bruconvention@hotmail.com, www.bruconvention.be Time: 9.30 am until 5.00 pm. Entrance fee: 2 Euro

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 duane@bellsouth.net Jet-

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

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

CHICAGO AIRLINE COLLECTIBLE SHOW

Saturday, November 22, 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

AMSTERDAM ENTHUSIAST EVENT

Saturday, November 29, 2008. Event Centre Merwestein Nieuwegein. Contact: Arnold Ten Pas at Arnold.ten.pas@scramble.nl

MIAMI SLIDE FEST

Wednesday, January 14 through Saturday, January 17, 2009. Comfort Inn & Suites, Miami, Florida. Contact: Joe Fernandez (N314AS@yahoo.com) or Eddy Gual (EddySlides@bellouth.net). Web site: www.air72.com.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, January 24, 2009. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Contact: David Cherkis via phone (702) 360-3615 or Marshall Pumphrey via phone at (562) 987-1904.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, March 14, 2009. 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. 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.

CHARLOTTE SLIDE FEST

Thursday, April 23 through Saturday, April 25, 2009. Ramada Charlotte Airport Hotel, Charlotte, NC. Contact Joe Pries via phone (704) 301-7268 or airlinephoto@yahoo.com. Web site: www.cltslideconvention.com

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, June 20, 2009. Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, CA 90245. Contact: David Cherkis via phone (702) 360-3615 or Marshall Pumphrey via phone at (562) 987-1904.

AIRLINERS INTERNATIONAL 2009

July 23-25, 2009. Orlando, Florida, Wyndham Orlando Resort. Email info@ai2009.com or on the show web site, www.ai2009.com for show information, hotel booking procedures and tour information. AI 2009 LLC, P.O. Box 54, Ocoee, FL 34761



*1st Place - Air : Everts Air Cargo DC-6 N351CE freighter landing at Anchorage AK by Stephen Griffin
Airliners International 2008 Photo Contest Winners
1st Place Ground : DC-3 parked north of Anchorage AK by Stephen Griffin*





SAHSA L-188F HR-SHN at Miami. Photograph by Leon Franco via Eddy Gual / Aviation Photography of Miami

Flying Tiger Line Lockheed L-1049H Super Constellation. Photograph by Mel Lawrence via Bryant Petit Collection

