



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Winter 2008/2009 - Issue 33-3



*Henson Airlines (Piedmont Commuter) DHC-7 N900HA January 1984
Photograph Courtesy of Jay Selman*

Regional & Commuter Airlines

*Our Issue On The
Biggest Little Air-
lines In The World!*



*Feature Article!
Timetables!
Dinnerware!
Postcards!
Wings! And More!*



Colgan Airlines has operated as a regional partner for several airlines over the years. N1900J is seen in probably the most colorful (and short-lived) of these associations, New York Air Connection. Photograph courtesy of Jay Selman.

N155AA was the first Jetstream 31 to go into revenue service when it was introduced in 1983 by Florence, SC-based Atlantis Airlines. The J31 and J32 went on to become the standard in 19-seat pressurized airliners. Photograph courtesy of Jay Selman.



Flight Manifest

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Pioneer Airlines SA-227AC Swearingen Metroliner III, N30693, March 1982. Photograph courtesy of Jay Selman.

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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!

In late November Mr. Jay Prall and I visited Orlando (MCO) and the site of Airliners International 2009. We joined Chairman Bill Demarest for a tour of facility. The Wyndham Orlando Resort is a first class facility. What a location, right in the heart of all Orlando has to offer! Just across the street are many restaurants, shopping, and some of the attractions that made Orlando famous. The Wyndham has a huge ballroom, health club / spa and three swimming pools, which are just some of the amenities offered. If you have not made plans for AI 2009, time is running out! The hotel rate of \$89.00 per night cannot be beat for a facility of this caliber!

While in Orlando Jay, Bill and I also visited with the President of the the United States Airline Industry Museum Foundation (USAIMF), Capt. LeRoy Brown. He is a very intelligent, witty, and colorful individual who spent his career flying for the original National Airlines and then with Pan American. He retired from Pan Am as a DC-10 Captain. We talked at length about potential synergies of WAHS and USAIMF, and our visions of the future for our respective organizations. While nothing concrete has been decided, we have laid the foundation for a partnership that both societies can build upon. Both organizations' Boards will be discussing what we can do to help each other grow and prosper. As part of the trip, we also drove to Daytona Beach International Airport to see the USAIMF owned Convair 240, N1022C. To step inside this aircraft is like stepping back in time. Although the Convair last flew with for Trans Florida Airlines (TFA), it previously flew for Mohawk Airlines. It still has its original Mohawk Airlines interior, right down to the seatbelts embossed with the Mohawk logo.

Jay, Bill and I then flew to Ft. Lauderdale (FLL) to visit with Don and Linda Levine and to peruse the Society Archives. The Levine's have been safe keeping the items in their home for years (at no charge). We all owe them our gratitude for this. While the majority of the items are paper and timetables, some of the timetables are very old and valuable. I will be forming a team in 2009 to get these items cataloged, and to offer Society members the opportunity to purchase duplicate and unwanted items.

I neglected in the last issue to mention the outcome of our past elections. I am pleased to announce that Mr. Craig Morris was re-elected as Vice President, and Mr. Shea Oakley was re-elected to the Board of Directors. I nominated and the Board of Directors ratified, the appointment of Mr. Chris Slimmer to fill the remaining vacant seat on the Board. Please give these gentlemen your full support.



Duane and his 'second' home at the October ATL show.

Duane Young, President., President@WAHSONline.com,
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These are exciting times in the Society. As always, I wish you the best Holiday Season ever, and an even better 2009.

Duane L. Young

Flying Ahead....With The Log

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



From Beech 99 to ERJ-190: The Evolution of an Industry

Jay Prall
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Denver was home to Aspen Airways' classic fleet of Convair 580s, including N5815 (c/n 98). This Convair proudly carried passengers for Allegheny Airlines, Air New England, Aspen (in house colors), and eventually United Express/Aspen. (Jay Prall Collection)

The commuter airline industry has taken a page from the "I think I can, I think I can" playbook of The Little Engine That Could. It has been scorned and then embraced by the major airlines. Frequent flyers have picked at it saying they detest wind-up toys, miniature overhead bins, and one-stall bathrooms which have neither a bath nor "room." Yet the industry has modeled how determination can result in "I know I did, I know I did!" So how did the revolution happen?

What is a commuter airline and what is a commuter aircraft? One online source claims it is "An airplane or airline that carries passengers relatively short distances and often serves remote communities and small airports." Great answer -- for some other decade long ago. Horizon Air flights between Portland and Seattle, for instance, do not fit the "remote communities/small airports" criteria. And my Phoenix - Des Moines F-70 flight on America West Express did not seem like such a short distance. So maybe that is not the answer in today's world.

What is a Commuter Aircraft?

Perhaps the easiest question to answer is the definition of a commuter aircraft. We can all list multiple types of "commuter" aircraft. The reason is simple. For the most part, they were not part of the fleets of the major airlines. Names like Embraer Bandeir-

rantes, DeHavilland DHC-7s (Dash 7s), Cessna 402s, Beech 1900s, Casa 212s, Dornier 328s, and on and on. Yes, there have been exceptions like the hand-me-down Convair 240s and 440s, and the venerable DC-3s. More recently we have seen CRJ 100/200/700s and Embraer ERJ 135/140/145s.

So What is a Commuter Airline?

Here it gets a little more complex. The scholarly "Commuter Airlines of the United States" published by the renowned Smithsonian Institution and authored by R.E.G. Davies and I.E. Quastler helps with definitions.

It all started in late 1949 when the Civil Aeronautics Board (CAB) ruled that it would at least temporarily exclude from its economic controls any airline that wanted to operate scheduled interstate routes with

small aircraft. The ruling also clearly defined small aircraft as having a GTOW (gross take off weight) of less than 12,500 pounds. The carriers could charge whatever they wanted, enter and exit markets without prior governmental approval, and fly almost any route. These pioneer aviators had just been given the opportunity to initiate official passenger service with deregulated benefits! With such freedom, however, one important federal requirement remained; they had to continue meeting federal aviation safety standards.

What aircraft were available for these pioneering airlines? The Beech 18, used extensively by the military during World War II, was available. However, it was regarded as an aging aircraft. The 1950s would bring the de Havilland Dove, an 11 passenger aircraft, the Piper Apache and Piper Aztec, as well as single-engine aircraft never designed for scheduled service.

Airline development was slow. The availability of aircraft was limited, many potential passengers still feared flying, and for those ready to jump on a plane ticket prices were unaffordable.

Nevertheless, the CAB decision of 1949 "had far-reaching consequences for what was eventually to become the commuter airline industry," according to Davies and Quastler.



In this December 1968 photo, Golden West's German HFB 320 Hansa Jet taxis out of Van Nuys. Zia Airlines, Heussler Air Services, Sun Airlines, Empire State, and more recently Enterprise have flown Learjets and Citations. (Brian Stainer Collections, courtesy of transportphotos.com)

Scheduled Air Taxi

In 1952 the CAB decided it was time to review its 1949 experiment and look to the future. Though the new carriers were banned from the certificated routes, most provided traffic feed to the major carriers. Baggage interline agreements had also become common. The government concluded that its experiment was working and formalized its policy. The decision, known as Part 298, had another bene-

fit for the fledgling industry. Carriers providing scheduled passenger service received the distinct designation "scheduled air taxi operators."

Third Level Carriers/Commuter Airlines

But conflict was brewing. The CAB had created another classification of airline. "Local Service Airlines" were tasked with providing subsidized service to the nation's smaller communities. Now the scheduled air taxi operators were faced with additional route restrictions as they were barred from competing directly with the new entrants. And there were other problems as well.

In 1961 *Flight Magazine* entered the discussion when it published an eight-part series entitled "Needed: A Third Level of Air Service." The author argued that the so-called Local Service Carriers" (the Second Level carriers) had defaulted on their original mission of serving small communities and were becoming more and more like their big brothers, the First Level trunk carriers. Thus a Third Level of carrier needed to be established. The term stuck. A year later the CAB was already formally using the "Third Level" descriptor.

But the airlines were not excited about being part of the Third Level and they had grown tired of the "scheduled air taxi" descriptor. It was time for an image change. The "commuter airline" descriptor was becoming more common in general use. But when it became the media's standard language for the industry, the image transformation was complete. Formation of the Association of Commuter Airlines trade association provided the exclamation point for an industry that was nearing explosive growth.

The boom years of 1965 through 1968 saw a leap in the number of airlines and the sheer numbers of the commuter fleet. FAA statistics documented that on July 1, 1964, there were only 15 commuter companies operating in the 48 states. By November 1, 1968, that number has mushroomed to 228. Everyone seemed to want into the commuter airline business. To support this growth, the fleet size had climbed from 83 to a mind-boggling 1,272!

The entrance of new aircraft like Canada's Twin Otter, the Beech 99, Cessna's 402, and the Piper Navajo and Navajo Chieftain were showing up at airports around the country. Meanwhile, the CAB had removed the restriction that banned commuter air-

lines from flying the certificated carriers' routes. And to sweeten the deal, the Trunk Airlines as well as the Local Service carriers were abandoning unprofitable cities and routes.

As the commuter airline industry moved into the 1970s, another historic decision was knocking on the door of the CAB. With the encouragement of the industry, the government began to investigate whether the 12,500 GTOW weight limit was in need of change. Many argued that the aircraft weight limitation should be replaced with a passenger or payload capacity criteria. In July 1972, the CAB agreed. Commuter airlines could operate 30-seat airplanes with a revenue payload up to 7,500 pounds.

Another series of follow-up aircraft were introduced. They included de Havilland Canada's Dash 7, the Nord 262, and Allegheny's Mohawk 298s. New York's Commuter Airlines launched the Swearingen Metro while Command Airways was the first to put the ungainly Shorts SD-330 into revenue service.



Horizon Air's Dornier 228 is ready to depart hometown Seattle on a crisp September morning in 1994. (Jon Proctor Collection)

The Airline Deregulation Act of 1978 was the next major milestone in defining "what is a commuter airline?" The permitted size of commuter aircraft was increased to 55 seats from 30 and the maximum payload was increased to 18,000 pounds. A year later the CAB raised the seating limitation to 60 passengers. Martins, Convair-Liners, Fokker F-27s, BAe 748s, and YS-11s joined the fleets as did the Shorts SD-360, Jetstream 31, Embraer Bandeirante, GAF Nomad, Casa 212 and others.

Regional Airlines

What about the term "regional airlines?" Just like the old Scheduled Air Taxi and Third Level carrier

terms had grown out of favor, so had the Commuter Airline term. With the Second Level/Local Service Airlines out of the picture, the "Regional Airline" term was available once again. The Commuter Airline Association became the Regional Airline Association in 1981 and the industry had a new image.

Regional Airline status became a matter of annual revenue rather than seat or weight limits. The issue of passenger seats became a bargaining tool as mainline pilots negotiated with their employers.

The number of aircraft types had exploded into large turboprops like the ATR 42/72, DHC 8-400s, and even the British ATPs. Pure jets including the BAe 146, Fokker's F-28/F70 family, Canadair's CRJ series, Dornier's 328Jet, and Embraer's ERJ series had also become major players.



Henson Airlines was the original Allegheny Commuter. Here a Beech 99A prepares for another flight from Salisbury, Maryland. (Jon Proctor Collection, Allan Van Wickler Photo)

A Few Milestones Along the Journey

It would be wrong to not mention some airline highlights during the last 60 years. It was the pioneering work of Allegheny Airlines that launched the code-sharing environment we see worldwide today. When Allegheny found its aircraft too large for the Washington-Hagerstown (Maryland) market, it called on Dick Henson to operate his smaller aircraft as an Allegheny Commuter service. Other airlines joined the club as Allegheny adjusted its routes. By 1974 the Allegheny Commuter network had boarded more than a million passengers.

Remember those Second-Tier/Local Service airlines? While they worried about protecting their turf from the Third-Tier airlines, several also dabbled in commuter operations performed by others. Air West was the first when in 1966 it wet-leased

Piper Aztecs from Eugene Aviation Service to operate its Eugene-Roseburg flights. When the FAA objected, Air West used its crews to operate the schedule until it was discontinued in 1970.

Frontier Airlines also tried substitute service using Apache Airlines to cover seven stations in North Dakota and Minnesota. After six months, Frontier opted out of the agreement and began operating the services itself using a Twin Otter and later two Beech 99s.



Pan Am claimed it had "the ultimate in passenger convenience in the New York City area . . . our free helicopter service for First and Clipper Class passengers." The image was reinforced by this publicity photo showing passengers walking to a waiting Bell 222. (Jay Prall Collection, Bell Helicopter TEXTRON photo)

In New York City, Pan Am's Sikorsky helicopters had been a hallmark of aviation. But long after the big choppers had faded from the sky and rooftop landings had become only a memory, Pan Am still had the helicopter bug. In 1982 it signed an agreement with Omniflight Airways to provide helicopter services under the Pan Am Air Partner banner. Four Bell 222s and later two Westland 30s were dedicated to the service and operated in full Pan Am colors. By 1988 the Pan Am chopper skies had fallen silent once again.

A Taste of the Present, A Look to the Future

While yesterday's Second Level/Local Service carriers outgrew their original mold, today's new generation of aircraft are redefining the role of America's regional airlines. Route lengths compete with the majors and successive generations of regional jets seem to be on steroids.

Embraer's E-jets and Canadair's CRJs are serving mainline and regional carriers simultaneously. US Airways Express carriers, for instance, have E-175 jets configured with 72 seats and CRJ-900s with 86 seats. Republic Airways, which operates as part of US Airways Express has also used its E-jets as

mainline aircraft for Frontier Airlines. On the international scene, Embraer's E-170 straddles the fence between mainline and regional. At Air Canada they are mainlined while in Italy the same aircraft are badged as Alitalia Express.



Mesa launched CRJ-900 services as America West Express. (Jay Prall Collection, Bombardier Aerospace photo)

In a display of how today's airlines need to exhibit flexibility, consider the changes just implemented at Hawaii's Mokulele Airlines. Their Cessna Grand Caravans have been painted in the go! Express colors and were operating in island markets where Mesa's CRJs were not flying. But a disagreement with Mesa spelled the end of the relationship and launched a successful courtship with a new partner. Republic Airways has brought E-170s to Hawaii where they are being operated as Mokulele mainline aircraft. The Grand Caravans have a new mainline scheme and now sit side-by-side with the E-jets as equal partners.

Thousands of miles from Hawaii the regional revolution continues. A whole new series of regional aircraft is on approach from Canada (CRJ 1000), China (ARJ 21), Japan (Mitsubishi MRJ) and Russia (Superjet 100).

While the Airbus A380 has created a bright new spot on the Heavy Metal scene, the regional airlines continue to provide more innovation than their big brothers. It's a trend the CAB could have never predicted in 1949!

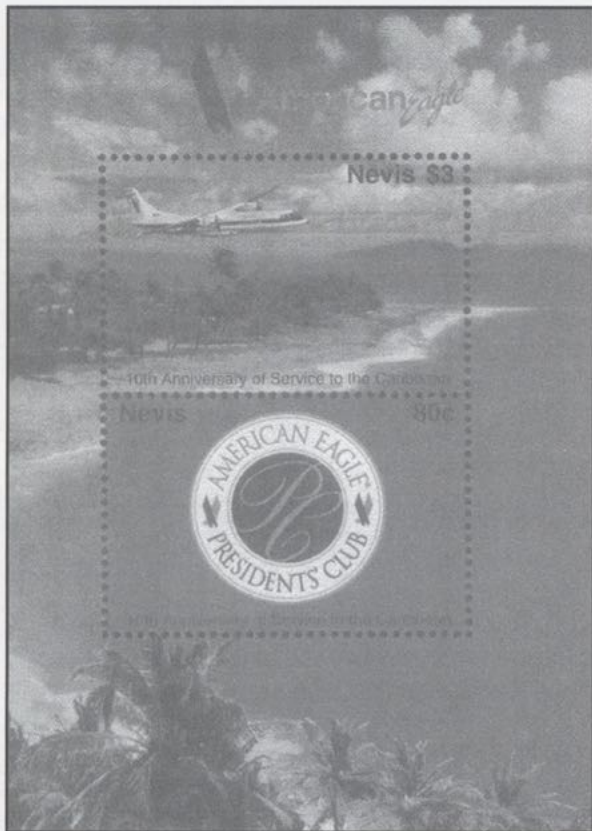


Many of America's high profile companies flew Grumman G-159C Gulfstreams as corporate aircraft. In passenger configuration it performed commuter service for Air North, Royale Airlines, and American Eagle/Chaparral Airlines. (Jay Prall Collection)

Flying Stamps

By Jim Edwards

Enjoy this selection of postal stamps from around the world featuring regional aircraft!



The Caribbean island nation of Nevis issued this two stamp sheet in 1995 with an American Eagle ATR-42 to celebrate AE's 10 years of service in the region.



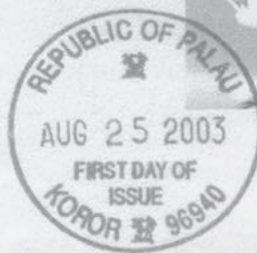
From the Isle of Man comes this 1982 issue with Manx Airlines' ATP and BAe 146 aircraft.



Another issue from the Caribbean! This American Eagle ATR-42 is on a stamp issued by St. Kitts in 1987 featuring aircraft serving the island.



Dominica, also in the Caribbean, shows us an American Eagle ATR-72 on this 1998 issue.



America West's Fokker 70 aircraft is featured on this stamp issued by the Republic of Palau in 2003.



Jersey issued a block of stamps in 1997 to celebrate the 60th anniversary of Jersey Airport. Jersey European Airlines' BAe146 aircraft is featured.



This Marshall Islands issue from 2001 features Scotland's Loganair DHC-6 Twin Otter as part of their "Classic Aircraft" Series.



An Aurigny Trislander is shown on this issue from Guernsey 1994 to celebrate 25 years of Postal Independence.

Playing Cards

By Fred Chan

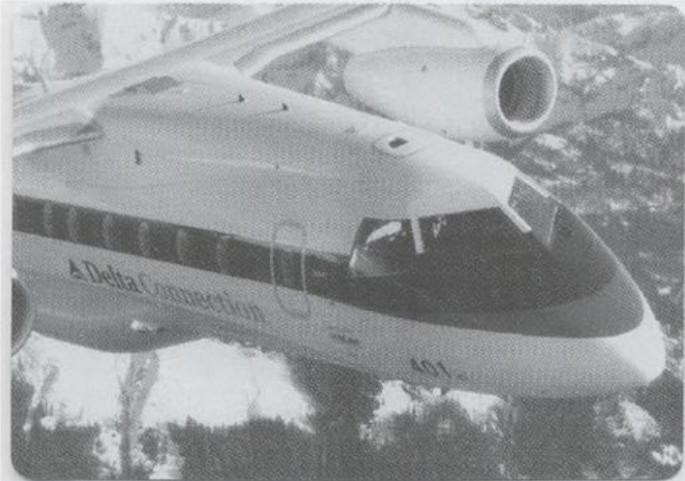
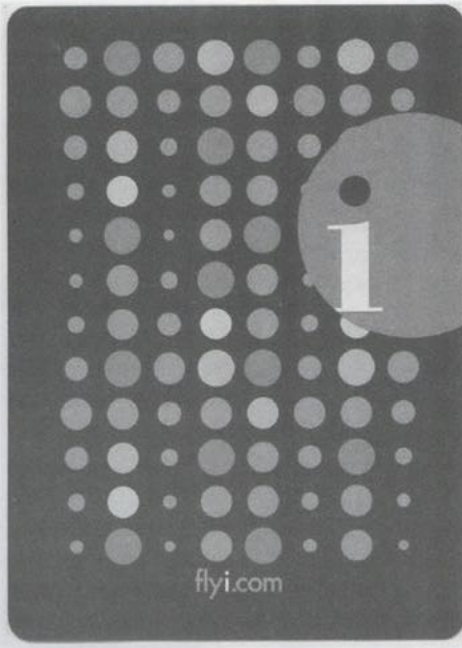
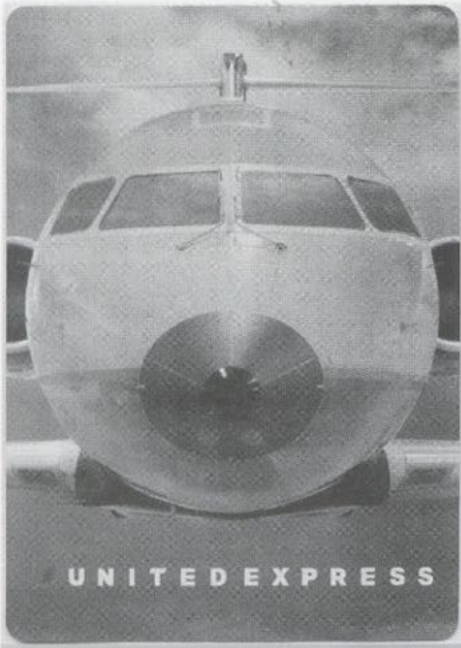
topflite@olympus.net

Regional Airlines

It is safe to assume that regional carriers do not need to issue playing cards for inflight entertainment (short flight segments) or for marketing purposes (they probably control most of the traffic at the airports they serve). For these reasons, there are cards from very few regional carriers, although some in the U.S. have issued them. There are even fewer available from European regional airlines. Because of such limited availability, these decks are generally high priced, except for the Independence Air decks which were sold in large quantities in its liquidation sale.

There is no discernable trend or story line about playing cards from regional airlines, so I will simply show most of the ones known to exist from U.S. carriers.





More Commuter Aircraft!



Wings West Metroliner N1014S seen at Monterey Airport, California January 1984. Wings West started operations to many western destinations from their headquarters in San Luis Obispo in 1979. First flight departed from Santa Monica, California. Their operations expanded until 1986 when the airline became American Eagle. Photograph by Frank Lichtanski via Aviation Photography of Miami



Atlantis Airlines PA-31 N59820 and DHC-6 N479WW seen in 1983. Airline lasted for several years from 1979 to 1985 operating mostly flights in the mid-Atlantic to cities such as Charlotte NC, Atlanta GA, Myrtle Beach SC, and Knoxville TN. Photograph by Jay Selman via Aviation Photography of Miami Collection

Timetables

By David Keller

dkeller@airlinetimetables.com

Early Regional Jets

A quick look around almost any airport in the world will demonstrate the widespread use of "regional jets", either on routes not suitable for "mainline" equipment, or at off-peak times on other routes when larger equipment is not required. The use of these smaller jets has increased dramatically in the past few decades, largely resulting from more favorable operating costs offered by aircraft designed specifically for the types of routes most often served by the regional carriers.

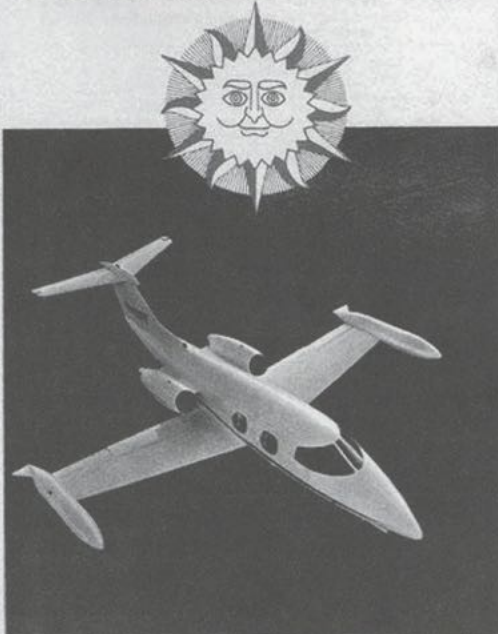
For many years, the regional airlines (previously known as "commuter" carriers in the United States) had little use for jet equipment, and probably even less ability to afford it. In the 60's and 70's, the smallest jets designed for airline use had a seating capacity of 60 or so, while the commuter carriers were generally operating aircraft with less than 20 seats.

Therefore, some of the commuter carriers' first attempts at jet service made use of small jets originally designed for corporate use. Sun Airlines is believed to be the first commuter airline to offer jet service, with a Lear Jet operating between Kansas City, Springfield, Mo, St. Louis, Cape Girardeau, and Memphis. Service was started on November 1, 1967, and the timetable dated December 1, 1967 proudly displays the Lear on the cover. Jet service was discontinued early in 1969, and the carrier ceased operations later in the year.


Another early jet commuter service was operated by Golden West Airlines. This was not the same Golden West Airlines that would operate high frequency Twin Otter service in Southern California in the 1970's, but a Van Nuys-based operation that offered Hansa jet service between Santa Barbara, Hollywood/Burbank and Palm Springs. (The depiction of the aircraft on the cover is accurate, as the Hansa jet had its wings swept forward, looking somewhat like a Lear with the wings put on backwards.) This airline ceased operations in March of 1969, and its routes were taken over by Aero Commuter, which then adopted the Golden West name later in the year.

Additional attempts to use jet equipment would be made following the passage of the Airline Deregulation Act in 1978. This legislation relaxed some of


SUN AIRLINES



Now flying 600 mph Lear Jetliners



FLIGHT SCHEDULE



REVISED

Eff. Dec. 1. 1967 Exp. Dec. 31 1967

"As Dependable as the Sun"

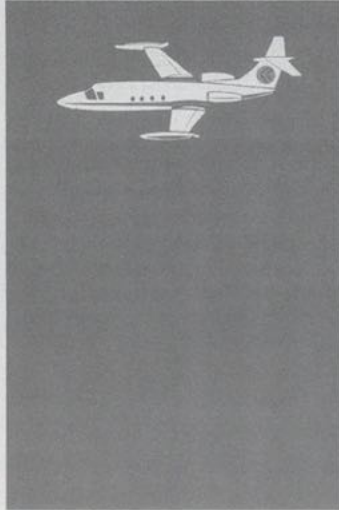
Sun Airlines - December 1, 1967

| from ST. LOUIS, MO. | | | | |
|---------------------|-----------------------|---------|-------------------|---------|
| | leave | arrive | flight | fare |
| to | CAPE GIRARDEAU, MO. | | | \$13.50 |
| x67 | 10:10am | 10:35am | LJ12 | |
| x67 | 10:45am | 11:35am | 102 | \$11.00 |
| x67 | 6:10pm | 7:00pm | 104 | |
| x6 | 7:35pm | 8:00pm | LJ18 | \$13.50 |
| to | COLUMBIA, MO. | | | \$ 9.90 |
| x67 | 8:45am | 9:35am | 101 | |
| to | FT. LEONARD WOOD, MO. | | | \$12.50 |
| 7 | 2:30pm | 2:50pm | 701 (Sunday Only) | |
| to | KANSAS CITY, MO. | | | \$38.25 |
| x67 | 7:00am | 8:20am | LJ11 | |
| x6 | 4:15pm | 5:40pm | LJ17 | |
| to | MEMPHIS, TENN. | | | \$29.00 |
| x67 | 10:10am | 11:30am | LJ12 | |
| x6 | 7:35pm | 8:55pm | LJ18 | |
| to | SIKESTON, MO. | | | \$12.50 |
| x67 | 10:45am | 12:05pm | 102 | |
| x67 | 6:10pm | 7:30pm | 104 | |
| to | SPRINGFIELD, MO. | | | \$21.75 |
| x67 | 7:00am | 7:35am | LJ11 | |
| x6 | 4:15pm | 4:50pm | LJ17 | |

Mar. 1969



Golden West Airlines



Golden West introduces executive jet service to Southern California

- America's newest, most exciting aircraft — the Hansa Jet Commuter.
- Daily scheduled flights to Palm Springs and Santa Barbara from Hollywood/Burbank Airport.
- Pressurized comfort at speeds up to 500 mph.
- Hollywood/Burbank to Santa Barbara in only 20 minutes; to Palm Springs only 24 minutes.
- Luxurious 12-passenger executive interior with ample leg and head room.
- Personalized service from an attractive mini-stewardess.

From Hollywood/Burbank to Santa Barbara — \$14.50
(213) 842-5137 (805) 964-7796

| Flight | Leaves | Arrives |
|---|----------|----------|
| 231 | 10:10 AM | 10:40 AM |
| 232 | 1:30 PM | 2:00 PM |
| 233 | 4:50 PM | 5:20 PM |
| From Santa Barbara to Hollywood/Burbank — \$14.50 | | |
| 132 | 11:00 AM | 11:30 AM |
| 133 | 2:20 PM | 2:50 PM |
| 134 | 5:40 PM | 6:10 PM |
| From Hollywood/Burbank to Palm Springs — \$18.50 (213) 842-5137 (714) 327-8473 | | |
| 131 | 8:30 AM | 9:00 AM |
| 132 | 11:50 AM | 12:20 PM |
| 133 | 3:10 PM | 3:40 PM |
| 134 | 6:30 PM | 7:00 PM |
| From Palm Springs to Hollywood/Burbank — \$18.50 | | |
| 231 | 9:20 AM | 9:50 AM |
| 232 | 12:40 PM | 1:10 PM |
| 233 | 4:00 PM | 4:30 PM |
| 234 | 7:20 PM | 7:50 PM |

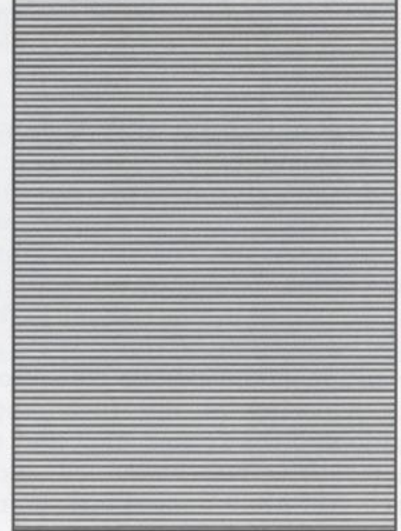
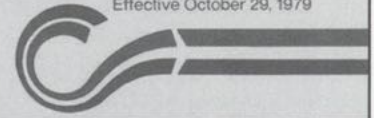
Santa Barbara (via Hollywood/Burbank) Palm Springs — \$29.00

Fares are one way — do not include tax. Schedules subject to change without notice.

coleman air transport corporation

flight schedule

Effective October 29, 1979



Golden West Airlines ~ Hansa Jet Service - Undated

Coleman ~ October 29, 1979

THERE'S A NEW STAR IN THE SKY.

Effective April 1, 1981



ALTAIR

Altair ~ April 1, 1981

jet empire



New York Syracuse Utica-Rome

Empire ~ September 1, 1980



Discover the Magnificent Skies of air•ILLINOIS

**NEW JET SERVICE
TO CHICAGO
FROM
EVANSVILLE
SPRINGFIELD
DECATUR
AND
CHAMPAIGN / URBANA**



air•ILLINOIS

System Timetable July 15, 1982

Air Illinois ~ July 15, 1982

the rules governing the airline industry, providing opportunities for carriers to acquire larger equipment.

One of the first to jump on the jet bandwagon was a relatively small airline based in Rockford, Illinois, Coleman Air Transport. The timetable dated October 29, 1979 shows the carrier advertising 2 daily DC-9 roundtrips between Rockford and New York City beginning November 12th. Coleman ran into difficulties getting certified to operate the DC-9, and I do not believe the service was ever flown. In fact, the airline lost its operating certificate altogether the following year.

Altair was one of the larger commuter airlines in the pre-Deregulation era, operating a fleet of Nord 262's and Beech 99's. In 1980, Altair inaugurated F28 service with ambitious expansion plans to operate up and down the East Coast from its Philadelphia base. The timetable dated April 1, 1981 shows the carrier making the transition to jet equipment, with a fleet of 3 F28's, 7 Nord 262's and 6 Beech 99's. The airline would rapidly transition to an all-jet carrier, disposing of the turboprop equipment and abandoning the routes they had so capably served. The F28 fleet was expanded and DC-9's were acquired, but Altair ceased operations late in 1982.

Another airline to introduce the F28 in 1980 was Empire Airlines based at Utica-Rome in upstate New York. Unlike Altair, Empire did not abandon the markets that had made it successful, but used the jets to continue building traffic by adding service on existing routes and adding new routes that were a good fit with the existing system. The timetable dated September 15, 1980, shows Empire's first jet service, offered between New York, Syracuse and Utica-Rome. Empire became one of the shining stars of the regional airline industry, and was acquired by Piedmont in 1986.

Deregulation not only made it easier for airlines to add new service, but it also simplified the process for larger carriers to drop unwanted routes. Regional carriers often saw these abandoned routes as opportunities, as was the case when Delta dropped the Chicago to Evansville route. After Delta dropped the route early in 1982, Air Illinois acquired a BAC 1-11, and immediately began 3 daily roundtrips on the route, although with a short stop in Springfield, Illinois. (Nonstop service was started later in the year.) The timetable dated July 15, 1982 shows Air Illinois' initial jet service, which also included a Chicago - Decatur - Champaign/Urbana - Chicago routing, putting the 1-11 through a 15-segment workday. The carrier ceased operations in 1984 following a crash late in 1983.

Britt Airways operated an extensive system throughout Illinois and Indiana, so the Chicago - Evansville route fit into their system quite nicely,

and nonstop service was inaugurated pretty much in conjunction with Delta's departure from the market. But the stage length was a bit long (over 300 miles) for the FH227's, which were at a competitive disadvantage against Air Illinois' 1-11's. In 1984, Britt acquired some BAC 1-11's of its own, putting them into service on several routes, including Chicago - Evansville. The timetable dated October 1, 1984, is the first Britt timetable to show the 1-11 in service.

Out in the Pacific Northwest, Cascade Airways also was attracted to the BAC 1-11. Cascade started jet service in September, and the October 28, 1984 timetable also finds HS 748's, Metroliners, and Beech 1900's in service. Unfortunately, Cascade would cease operations the following year.

The primary cause of Cascade's demise was Horizon Air, which operated a very similar route system. Horizon was a relative newcomer, starting service in 1981. In December of 1984 Horizon would begin F28 jet service to supplement its fleet of F27's and Metroliners, but for a few months prior to that, DC-9 "Sunjets" were serving Boise, Pasco, Portland and Seattle as shown in the timetable dated October 28, 1984. (I assume these were being operated by another carrier under contract.)

DC-9's also found work in the South with Royale Airlines. The timetable dated February 1, 1984 advertises the inauguration of DC-9 jet service between Houston and Brownsville with 3 daily roundtrips beginning on February 20.

Air Wisconsin shook up the regional industry a bit by becoming one of the first operators of the BAe 146 in 1983. This aircraft was a new type, and was designed for the type of short haul operations typical of regional service. The June 27, 1983 timetable shows the 146 entering service to 4 cities from the carrier's main operating hub at Chicago - O'Hare. (In addition to the 146's, Air Wisconsin did operate a small number of BAC 1-11's, but I can find no mention of them in any timetable.) To highlight the 146's advantages for regional routes, later models were designated RJ for Regional Jet.

These early regional jet operators proved to the aircraft manufacturers that a market existed for regional jet service, but suitable aircraft needed to be designed to meet that need. The large manufacturers, Boeing, McDonnell Douglas and Airbus, didn't show much interest in regional transports, other than to promote their existing models as suitable candidates. That left an opportunity for other players, and British Aerospace, Canadair and Embraer are some of the companies that have stepped forward with new aircraft created from scratch with the regional airline in mind.



SYSTEM TIMETABLE
EFFECTIVE OCTOBER 1, 1984

New Jet Service for Evansville, IN;
Indianapolis, IN; Chicago, IL;
Cedar Rapids/Iowa City, IA.




Winning
the Heart
of America



Britt ~ October 1, 1984

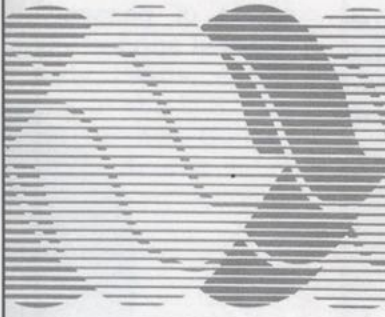
Cascade Airways

We're flying higher.




October 15, 1984
System Timetable

Introducing Service to
Medford & Eugene Oregon



Cascade ~ October 15, 1984



Cascade has more jets, more often to more cities in the Northwest.


Cascade Airways is taking bold steps to become the best regional airline in America. We've just taken delivery of our own—not rented—BAC 1-11 jets. These sleek, roomy, 79-passenger aircraft will bring the highest level of passenger comfort to the Pacific Northwest.

To serve you more often we've increased the number of flights from Portland and from Spokane. The number of flights from Seattle is up, too. And Cascade's on-time performance is among the best for a regional airline. It positively leaves the competition orange with envy.

Cascade has spread its wings to more cities including service to Olympia, Washington; Helena and Butte, Montana; Eugene and Medford, Oregon with upcoming expansion to Bend and Redmond, Oregon; Reno and San Francisco. That will bring the total to 30 Cascade cities in five states and Canada.

Plus, we're inviting a new, higher level of in-flight service on the BAC 1-11's and HS 748's called Summit Class™—the rival of anything you've ever experienced on the major carriers.

When we say we're flying higher, we're doing it with every Cascade employee we have. From Walla Walla to Wenatchee, Calgary to Idaho Falls. We're flying higher for you.



Cascade Airways
We're flying higher.

EFFECTIVE OCT. 28 THROUGH DEC. 15, 1984

HORIZON AIR

THE #1 WAY TO FLY THE NORTHWEST



NEW!
Seattle/Spokane Service.

TIME TABLE

FOR RESERVATIONS
CALL YOUR TRAVEL AGENT OR
In Seattle 762-3640
In Portland 249-4480
Nationwide Toll-Free 1-800-547-9308



MT. RAINIER, WASHINGTON

Horizon ~ October 28, 1984

Royale AIRLINES



SYSTEM TIMETABLE
Effective
February 1, 1984



NEW DC-9 SERVICE HOUSTON/ BROWNSVILLE

Royale ~ February 1, 1984



air wisconsin

QUICK REFERENCE SCHEDULE
EFFECTIVE JUNE 27, 1983



The World's Quietest Jetliner joins the Air Wisconsin Fleet!



Now Air Wisconsin flies the new 146 jet from Chicago, Appleton, Akron/Canton, Fort Wayne and Toledo...with more jet service coming soon!

For more information call Air Wisconsin or your Travel Agent.
AIR WISCONSIN IS A CAB. CERTIFICATED CARRIER SERVING PASSENGERS, AIR FREIGHT & U.S. MAIL.

Air Wisconsin ~ June 27, 1983

Label Time

By Daniel Kusrow

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www.airlinebaggagelabels.com

Regional Airlines in Labels & Stickers

We'll explore the history of regional airlines through the years via their labels and stickers. For our purposes, 'regional' refers to airlines operating within a limited area or region. As you can see, the airline industry has quite a colorful history of issuing labels!



Varney Speed Lanes (or Lines) System was started by Walter T. Varney in 1931 and operated a scheduled express regional commuter service between Los Angeles and San Francisco with streamlined single engined Lockheed Orions. The line was very popular with the Hollywood elite of the time. A spectacular fatal crash in an Oakland neighborhood put an end to operations. This **Very Scarce** label dates to 1932.



LICON Airways took its name from the regional areas it served, Long Island and Connecticut. It operated single-engined Travel-Airs between New Haven, Bridgeport, Roosevelt Field, Floyd Bennet Field in Brooklyn, and Newark. Besides being a commuter service between these points, it was also a feeder service for the national airlines terminating in Newark. This **Scarce** label dates to 1933.



Gorst Air Transport started flying in 1929 with Loenig Amphibians offering commuters between Seattle and Bremerton a convenient daily schedule of affordable fast flights across Puget Sound. Thousands of passengers were carried on this short regional service. This **Rare** label dates to the early 1930s.



Chesapeake Airways was a small regional post World War II airline that operated DC-3s from Baltimore and Annapolis across the Chesapeake Bay to Salisbury on the Eastern Shore. This **Uncommon** label dates to 1947.



Pioneer Air Lines was originally founded in 1945 as Essair Airlines, which was the first official feeder airline, with a flight network throughout Texas. This **Common** label dates to 1951.



West Coast Empire Airlines

(Previous Page) **West Coast Empire Airlines** started operations in 1946 with a regional route network out of Seattle, using DC-3s, and by 1952 had absorbed Empire Airlines of Boise. This **Scarce** label dates to 1953.



Avalon Air Transport started operating the Los Angeles to Catalina route in the early 1950s, which was one of the oldest airline routes in the U.S. Its primary aircraft were amphibian Grumman Gooses and the VS-44A Flying Boat. This **Scarce** label dates to 1953.



PSA (Pacific Southwest Airlines) operated its first budget intra-California regional service in 1949 between San Diego and San Francisco using DC-3s. Throughout the 1950s it grew its California route network and captured large amounts of local traffic with its inexpensive fares. This **Uncommon** decal dates to 1953. (Craig Morris Collection)



Widerøes Flyveselskap & Polarfly A/S was founded in 1934, and became a Norwegian domestic competitor to DNL before World War II. By the mid 1950s, it was operating all of SAS's seaplane routes in Norway. It is still operating today as the largest regional airline in the Nordic countries. This **Uncommon** label dates to the mid 1950s.



Connellan Airways was started in the late 1950s with regional flight operations in Australia's Northern Territory and Western Australia. One of its primary operations in the 1950s and 1960s was to support the Royal Flying Doctor Service. This **Scarce** label dates to the mid 1950s.



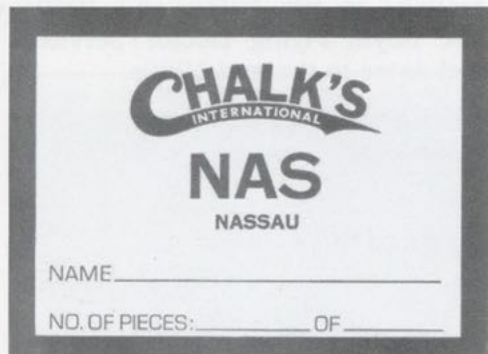
Arkia - Israel Inland Airlines was established in 1949 to provide intra-Israel service between the north of the country and the southern Negev. Flight operations were conducted throughout the 1950s with DC-3s. This **Scarce** label dates to 1955 and shows the very sparsely developed resort of Eliat (Arkia's southern terminus), which today has mushroomed into a cosmopolitan beachside resort. (Marvin Goldman Collection)



Bonanza Airlines launched operations in 1945 between Las Vegas and Reno and other Nevada communities. The airline's growth was encouraged by the Civil Aeronautics Authority as a way of helping to develop regional airlines (also know as local service airlines). Its routes expanded into Arizona, Utah and California, and by the late 1950s had introduced turbo-prop service with the Fokker F-27. This **Common** label dates to 1960. (Marvin Goldman Collection)



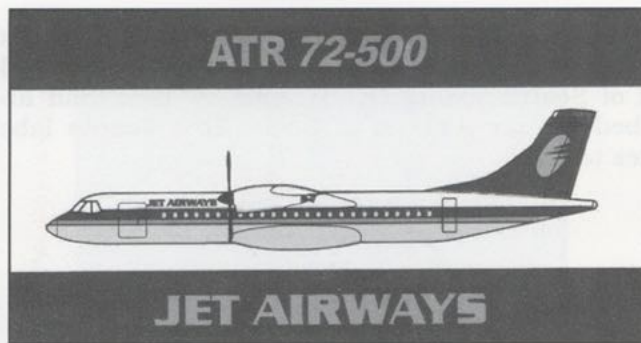
Apache Airlines based in Phoenix, started flying commuter services in the late 1950s throughout the state of Arizona. Route destinations included Tucson, Fort Huachuca, Bisbee, and Nogales. This **Uncommon** decal dates to 1963.



Chalk's International Airlines traces its routes back to 1919 when Arthur "Pappy" Chalks started operating a scheduled commuter service between Miami and Bimini. Other destinations in the Bahamas were added over the years, and from the 1950s to the 1980s the airline was operating Grumman amphibian Gooses, Mallards and Albatrosses on its regional Bahamian routes. This **Uncommon** sticker dates to 1977.



Antilles Air Boats was founded in 1967 by legendary American Export Airlines and Pan American Airways pilot Charlie Blair and grew into the "World's Largest Seaplane Airline." It operated amphibian Grumman Gooses and the Sikorsky VS-44A Flying Boat on scheduled regional commuter services between the U.S. Virgin Islands and Puerto Rico. This **Uncommon** sticker dates to 1980.



Jet Airways, which is now India's largest domestic airline, started operations in 1992. It has used the ATR 72-500 on regional routes throughout the country. This **Uncommon** sticker dates to 1995.



Nepcon Air was setup as Nepal's first private airline in 1992. It operated a mixed fleet of aircraft including Avros, Cessnas and Beeches on a regional flight network within Nepal. This **Uncommon** sticker dates to the late 1990s. (Marvin Goldman Collection)



Lufthansa started flying Bombardier CRJ-100s around 1996. Most of these aircraft were operated by Lufthansa's wholly owned regional airline subsidiary Lufthansa CityLine. This **Uncommon** sticker dates to the late 1990s.



VLM started flying in 1993 between Belgium and the UK using regional Fokker 50 aircraft. It has expanded its route network into all of the Benelux countries and Germany, with Rotterdam Airport being a convenient stop for its business minded passengers. This **Uncommon** sticker dates to 2005. (Marvin Goldman Collection)



Independence Air originally started in 1989 as Atlantic Coast Airlines, operating contracted feeder services for United Airlines (United Express) and Delta Air Lines (Delta Connection). It rebranded itself in 2003 and 2004, and launched operations from Washington's Dulles Airport as an independent regional airline with Bomardier CRJs and Airbus A319s. This **Uncommon** tag dates to 2005 and was procured by the Author at the airline's ticket counter at Newark Airport just before it ceased operations in early 2006 due to financial issues.

BOAC (British Overseas Airways Corporation) produced these small destination baggage labels in conjunction with a series of full sized posters featuring the same images with slightly different surrounding text. The artist of these posters and labels is attributed to be Aldo Cosmati. The Australia, Caribbean and Africa ones have not been previously published. These **Very Scarce** labels, which have absolutely nothing to do with Regional Airlines, date to 1953.



Notes:

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

You can view full color images of all these labels and more by visiting www.airlinebaggagelabels.com.

Sources:

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Slide Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

EQUIPMENT ESSENTIALS

Many new photographers ask us about what kind of equipment should we take on a photo shoot that will last a few days or more. This all depends on what type of equipment they will use or what they have in general. As serious veteran photographers, our cameras and accessories are critical, especially on longer trips. Sometimes, we may carry the same load on important day trips as well just to have everything necessary. The following describes what can be found inside our typical travel bag.

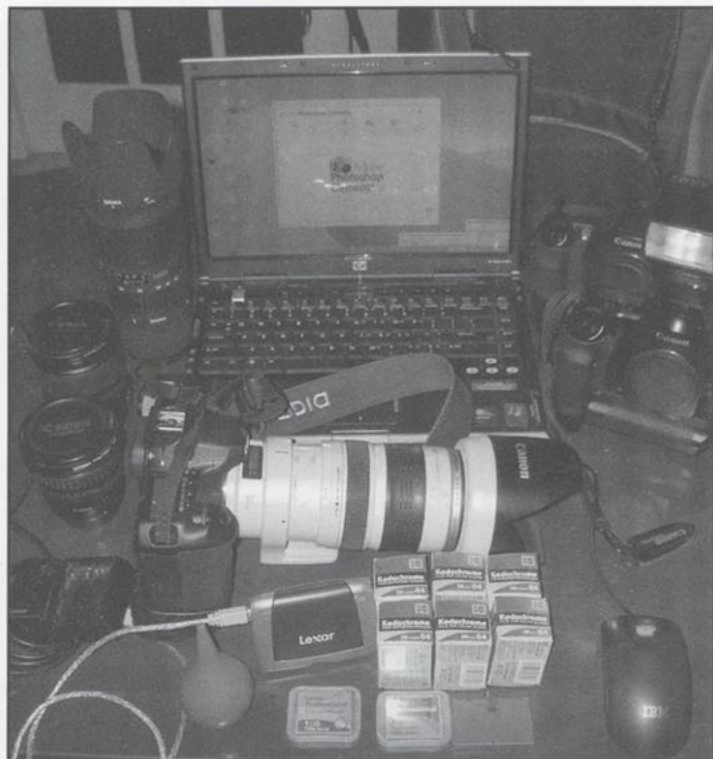
1. Cameras. We carry one top line film (slide) camera body and two Digital (DSLR) bodies. Since we are not shooting as many slides as before, the two digital cameras will be worked more often. One of the digital cameras should be top of the line for better quality. The other will be a medium line DSLR for backup purposes.

2. Battery Packs. Each of our cameras has a battery pack which uses several rechargeable batteries. The packs also serve as vertical grips with shutter buttons on the side. We take at least two additional batteries in case one fails. (8 rechargeable batteries if possible). Note: if you travel to Europe, get a 120 to 220 volt converter for your needs.

3. Battery charger. We use at least two battery chargers. Batteries are charged each day after shooting. Make sure electrical cables are with the chargers. The batteries can last for an entire day on full charge.

4. Film and Compact Flash cards. For the slide camera, at least 5-10 rolls of slide film are carried. Bring more if necessary. Keep the film in cool containers away from any light. For the digital cameras, we use at least two 2GB (2 Gigabyte) compact flash cards per camera...four in total. To us, that is enough unless we plan to take many more photos. Each flash card can hold up to 500 very high resolution images and thousands of smaller but good quality images enough to make 8 x 10 photos. Higher memory flash cards are available and prices are declining.

5. Lenses. We carry at least three lenses that cover most of the spectrum of aviation photography. Standard in our case are the Canon 20-35mm, 28-135mm, and 35-350mm. Most aviation photography



*Tools of our trade!
The essential items for all photographers.*

is taken with these focal ranges. Remember to add UV filters to each lens for protection. Carry soft tissue, blowers, and lens cleaners as well. Cover your lenses when not in use. Some photographers use a fisheye lens for artsy-style shots but such a lens is expensive and often barely used; it is not a requirement for our photography.

6. Flash unit. Some cameras have built in flashes and others do not. Carry at least one external flash unit with enough batteries for two cycles. Some photography requires the use of flash even in daylight hours.

7. Camera cleaning kit. This kit should include cleaning materials for the digital sensors and hand held air blowers.

8. Personal laptop computer (Optional). This is necessary for us because if we are away, we can download our photos every evening and we can then free up the memory cards for use again. USB and USB-II cable is a must and make sure computer has photo software. Remember electrical cable, mouse, and USB drive in computer. Additionally, we may be on an assignment in which a photo is needed to be sent immediately.

9. Camera backpack or storage bag. A good sturdy yet easy to operate backpack is generally the way to go and you can carry everything mentioned here all in one.

(Continued on page 25)

What is It?

By Ken Taylor

keebeetay@aol.com

Once again it is time for more "Questions and Answers". The answers are many, all have been by email, and some names I am not acquainted with. However, my thanks to Charlie Dolan, Stan Baumwald, Ed Powers, Anne Malm, Reuben O. and Martinez for their answers. We also have a question from Derek Hughey.

Now on to the last issue..



Fig. 2

Figure 2 is a corporate wing from "Park Place Entertainment" of Las Vegas, Nevada.



Fig. 3

Figure 3 is also a corporate wing from "Dollar General Store".



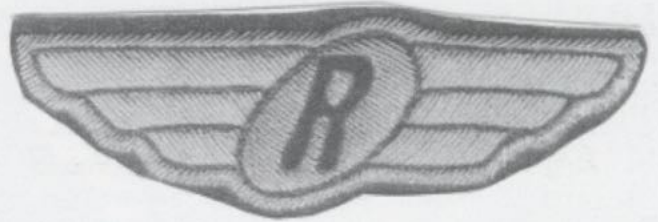
Fig. 13

Figure 13 - "Maverick Helicopters" of Las Vegas offering Grand Canyon Tours.



Figure 14 is a pilot wing from Fred Olsen's "FLYSELSKAP" air service of Norway. Fred Olsen Steamships still operate, but the airline is thought to not be operating.

As this issue refers to regional airlines, here are several wings for your review:



"Roots Air" of Mississauga, Ontario had a start date of March 26, 2001, and folded its wings on May 4, 2001.



"Zoom" of the UK and Ottawa, Ontario. Start date: 2006, last flight was in mid 2008.



"ZIP", an Air Canada discount airline out of Vancouver, B.C. with a start date of April 2002, the last flight was mid-2005.

Now some questions..



Fig. 16

Figure 16 - Which Dollar Store is this?



Fig. 17

Figure 17 - Who is "BCH"?

(Continued on page 25)

Wings! Badges!

By Charles F. Dolan

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Regional Carriers

The carriers known as "regional" generally have smaller fleets of aircraft and by definition operate within a limited range of their home bases. Sometimes they are allowed to grow larger as did Southwest Airlines, which originally had been restricted to very limited routes. Commuter airlines operated smaller aircraft and flew within a specific geographic region. We'll look at wings and badges from both regional and commuter airlines, old and new, within the next couple of pages.

Most of the airlines included in this article are no longer operating. They have changed names or merged with other carriers or simply faded away. Others have had their mission changed due to completion of large projects, such as the fate of Canada's SEBJ (Societe d'Energie de la Baie James) which is now operating as Air Inuit. When I was stationed at Montreal's Dorval Airport, SEBJ operated six Convair 580s and a Lockheed Hercules to transport workers and supplies between Montreal and the hydro-electric dam projects in northern Quebec. The Convairs were named after the dam sites: Caniapiscau, La Forge, Eastmain, Sakami, Rupert and Opinaka. The Lockheed was called Energie. I do not know whether the SEBJ crew wore a distinctive wing insignia.

The routes of TALAIR were some of the most exciting that can be imagined. They operated in Papua New Guinea and serviced very small airstrips in very difficult locations. TALAIR was featured in the first episode of the television series Diamonds in the Sky, based on the book by Kenneth Hudson and Julian Pettifer. Many of their passengers were from local tribes and had ridden airplanes before they had even seen automobiles.

Reeve Aleutian Airlines serviced the Aleutian chain of islands and the Alaska mainland. A large part of aviation history came to an end when RAA ceased operations.

Caribair and LIAT (Leeward Islands Air Transport) were island hoppers and operated smaller aircraft through tourist areas in the Atlantic and Caribbean. Caribair was absorbed into Eastern Air Lines just after beginning jet service. LIAT operated BAC 111 aircraft while it was part of Court Line, but they were removed from the fleet when Court went bankrupt. For a short time, LIAT was part of Caribbean Star Airlines, but later bought that carrier.

I once flew on Lake Central Airlines between Buffalo, NY and Harrisburg, PA via Erie, PA in 1967. The aircraft was a Nord 262 and, as I recall, the service was good and the view was excellent from that high winged aircraft.

Brockway Air was formed with the merger of Air North, of Burlington, VT and Clinton Aero, of Plattsburgh, NY. Brockway joined the Piedmont Com-muter family and ceased operating as an independent carrier.

Canadian Colonial Airlines operated in the Montreal, Albany, New York corridor and had connections to Colonial Airlines flights which serviced New York, Washington and Bermuda. Colonial Airlines was absorbed by Eastern Air Lines. I can remember seeing the Colonial Airlines hangar at New York's LaGuardia Airport when I was a kid.

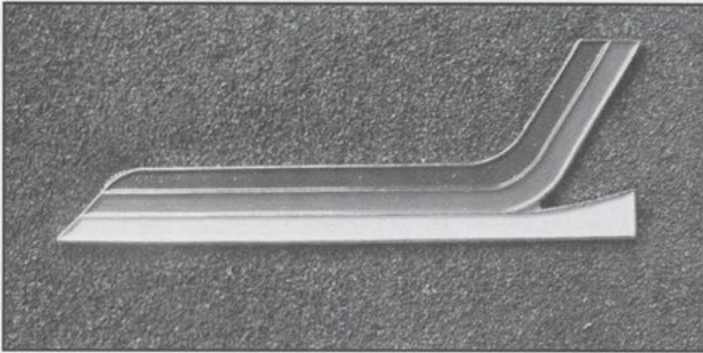
Henson Airlines operated as part of U S Air and Piedmont Airlines while I was assigned to Baltimore - Washington International Airport between 1986 and 2002. For five years, our daughter Julia worked as a passenger service agent with U S Airways Express and handled many flights operated by Henson. As parents, Karen and I took full advantage of pass riding privileges. We were sorry when she decided to leave the industry to attend graduate school, but are extremely proud of her new PhD degree.

The regional carriers are probably the training grounds for the majors. Pilots have to build their hours somewhere, be it as instructors, cancelled check deliveries for banks or pin-point distribution of parts to automobile assembly plants. These pilots generally work longer hours, with more flight segments and have to perform more duties than the "graduate" pilots in the majors. In many cases, they have to pay for their own uniforms and training. This is all done on salaries which pale in comparison to those of the "degreed" pilots in the majors.

I remember the words of a retiring Delta Air Lines captain who was passing through Dorval Airport. Another inspector and I were chewing the fat with Captain Avson, who remarked that he wished he had been paid the salary he was currently drawing back when he flew the DC-3 and had to work really hard. He said that he almost felt guilty being compensated so well when much of the work was done by computers or other employees. He then reminded us that he had said "almost".

Charlie

Air Inuit



Wing is made of brass color metal in the shape of a dog sled. The paint colors are brown, orange and yellow. The wing has two screw posts to attach it to the uniform jacket. There is no hallmark.

Air North



The wing and cap badge are of silver color metal with a satin finish. The deepest surfaces of both items have been colored with dark gray artificial patina. The cap badge has a single screw post and two pins to hold it in place on the cap. The wing is clutch back. Neither piece bears a hallmark.

Canadian Colonial Airlines



The wing is made of brass with a green enamel center disc. The letters "CCA", bird and center part of maple leaf are of brass color metal. The outer sections of the maple leaf are red enamel. The wing is pin back and bears no hallmark.



Caribair

This cap badge is made of brass color metal with a textured surface to the "wings". The central disc is mostly yellow enamel with a black enamel rim and lettering. The castle turret is brass metal color in a white enamel field rimmed with red enamel. The "tail" passing under the turret is of light blue enamel.

The badge has a single screw post and two positioning pins. It is hallmarked "RUSELL".



Clinton Aero

This wing is of the same basic design and construction as the Air North wing. The center design is of an orange, silver and brown wave. The wing is hallmarked "Blackinton" in cursive letters.



Henson Airlines I

[Image on Previous Page] Both wing and cap badge are of silver color metal with red letters. The cap badge has a single screw post with two positioning pins. It is not hallmarked. The wing is clutch back and has the hallmark "Balfour".



Henson Airlines II

The wing and cap badge are made in the same style as the Piedmont Airlines insignia of the same period.

The wing and cap badge are of silver bullion thread on padded black felt material. The center discs are of matte black background with silver letters and "aircraft and contrail" passing through letters.

The wing is clutch back and the cap badge has a single screw post. There are no hallmarks.



Lake Central Airlines

Both wing and cap badge are of sterling silver. The letters, the "aircraft", vertical line on the left of the circle and outside ring of the circle are in black enamel. The inner circle and asterisk are in orange enamel.

The cap badge has a single screw post with a positioning pin at the bottom center of the badge. It is hallmarked "STERLING" next to a small design around the letter "B".

The wing is pin back with the same colors. At the center bottom of the back are the hallmarks "STERLING" above "LGB".

LIAT - Leeward Islands Air Transport Services



The cap badge is of gold bullion thread on padded black felt material. It is the sew-on variety.

The liat wing is of gold color metal with an orange enamel center disc. The letters "LIAT" are of black enamel bordered in brass color metal. The wing is pin back without a hallmark.

(Continued on page 25)

Reeve Aleutian Airlines



Both wing and cap badge are of silver color metal in a satin finish. Both have been made to appear aged by the application of dark coloring in the deeper surfaces. The rear surface of the clutch back wing is heavily covered by a matte black coloring. Both center discs are of white enamel with two red enamel stripes and the letters "A". The letter "R" is of dark blue enamel. The cap badge has a single screw post. Neither piece has a hall-mark.

TALAIR



The wing is of polished silver color metal. The central device is black letters on a yellow field with a white border. This center device is covered by a clear plastic surface. The wing has two lugs on the back to accommodate a split pin which will hold it to the uniform. According to their Chief Pilot, TALAIR Niugini did not use cap badges. Markings on the reverse show "GARVIE JEWELS, AUCKLAND N.Z."

Flying Ahead....With The Log

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

(Continued from page 21)



Fig. 18

Figure 18. This badge features 3 left-aiming arrows. The top arrow is in white enamel, middle arrow, green, and the bottom is red with the letters "WOSF".



Fig. 19

Figure 19. Now a Derek Hughey question. This is a Pan American pilot's wing with the letters "PAA" in the blue enamel center. The question: What, When and Where?

Once again, thanks everyone. Have a great Christmas, and all the best in 2009. See you in Florida for Airliners International 2009.

Ken and Beth

(Continued from page 20)

10. The most important thing to carry? SAFETY! Keep all your equipment in a safe place where you will always know where it is. Do not leave anything behind. This is expensive equipment.

11. Optional - A tripod. A sturdy tripod comes in handy on evening or timed photos. Some of our lenses have tripod mounts which can be moved in different angles.

12. Last but not least - Business Cards. Always have your business cards available to give to anyone requesting it. One day, it may mean a good project for you! Take proper ID with you too and you may throw in an example of an aviation photo or article done by you for personal references.

Have a great Winter and enjoy your aviation photography endeavors!

Joe Fernandez and Eddy Gual

Postcard Corner!

By Marvin Goldman

mmgoldman@rcn.com

Regional Airline Postcards

Hundreds of regional airlines, past and present worldwide, are featured on postcards. Here is a sampling, selected for diversity and each with a different type aircraft.

In the United States, under close regulation by the Civil Aeronautics Board, a category of "Local Service" or regional airlines gained official recognition starting in 1955. By the early 1960s, about 13 airlines became dominant regional carriers in various parts of the U.S. Eventually all of these regionals ended up being acquired by different major U.S. airlines of today. After airline deregulation in the U.S. in 1978, many new local airlines were formed, and the leading ones today typically serve as feeders or connectors to the major airlines under affiliation agreements.

The first two cards feature airlines that eventually ended up as part of Northwest Airlines. Let's start with Wisconsin Central Airlines, formed in 1944, which changed its name to North Central Airlines in 1952. It served several Upper Midwest states. In 1979 North Central merged with Southern to become Republic Airlines which in turn later merged into Northwest.



Wisconsin Central Airlines Lockheed 10A Electra. The famous "Herman" mallard flying duck logo, introduced in 1948 and seen on the side of the aircraft, continued in use during the airline's North Central and Republic incarnations. B&W. Airline issue ("A/I"), about 1948-51.

[Following Column] *Southern Airways DC-9-15, first flown by Southern in 1967. A/I. Southern operated in several southeastern states from 1949 to 1979, when it was merged with North Central to form Republic Airlines.*



Ozark Air Lines, based in Missouri, operated in the upper central portion of the U.S., briefly in 1945 and then from 1950 until 1986 when it was acquired by TWA.



Ozark Air Lines Fokker FH-227B, N4216. The type served in its fleet from 1966 to 1980. A/I.

In the Rocky Mountain area of the Western U.S., the original Frontier Airlines operated from 1950 until acquired in turn by People Express in 1985 and Texas Air Corporation in 1986, and eventually integrated into Continental Airlines in 1987.



Frontier Airlines Convair 580, N73127, operated by it starting in 1964. A/I.

The next group of cards features regional airlines that eventually ended up as part of today's USAirways.

Let's start with Lake Central Airlines. My first and only DC-3 flight was on Lake Central in December 1959 from Lafayette, Indiana to Chicago Midway Airport -- during a snowstorm no less. I was on this flight with the UCLA basketball team and Coach John Wooden, for whom I was the team equipment manager, following a game with Purdue University at Lafayette. Lake Central served several states mainly bordering on the Great Lakes. It merged into Allegheny in 1968. Allegheny changed its name to USAir in 1979, and USAir changed its name to USAirways in 1996.



Lake Central Airlines DC-3, N18667. A/I. Postmarked June 1960. The back of the card claims that Lake Central is "the world's only employee-owned airline" at the time.



Mohawk Airlines BAC-1-11, A/I, 1965. Originally founded as Robinson Airlines in 1948, Mohawk operated in New York and nearby states. It merged into Allegheny in 1972.

[Next Column] Empire Airlines Fokker F.28-4000 at Oneida County Airport, Utica-Rome, New York, about 1984. Margo Studio, Rome, NY, card no. 164801. Empire operated in New York and nearby states from 1979 until 1986 when it merged into Piedmont Airlines, which in turn merged into USAir in 1988.



Pacific Southwest Airlines (PSA) Boeing 727-200 with "smiley face" at San Jose, California. Published by R. and C. Hakanson, San Pablo CA, #C28328. PSA started in 1949 as a wholly-intrastate carrier in California, and was a pioneer in low-cost, no-frills service. It later expanded to other states and northern Mexico, and was ultimately acquired by USAir in 1987.



Allegheny Commuter (Fischer Brothers Aviation) DeHavilland Dove Heron DH-114, N14FB and N3FB, about late 1970s. Card issued by Fischer Brothers, published by Photorama, Galion, Ohio, and printed by Dexter Press no. 27185-D. Allegheny Airlines operated from 1953-1979 in the Mid-Atlantic states and surrounding region. In a pioneering move, it began the Allegheny Commuter concept in 1977, affiliating with smaller local airlines, starting with Henson. In 1979 Allegheny changed its name to USAir and launched its move from regional to national status.

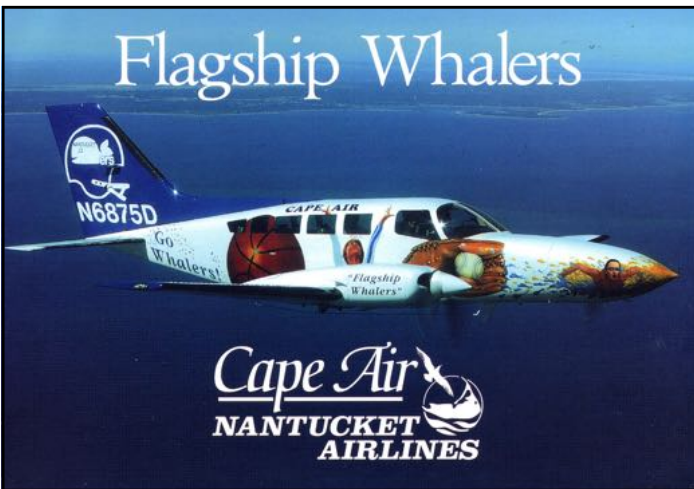


Piedmont Commuter British Aerospace Jetstream 31, N161PC. Issued by British Aerospace, about 1986. Piedmont Airlines was another significant regional airline, operating mainly in the mid-Atlantic states and southward. Like Allegheny, it started operating local commuter services through acquisitions or affiliations involving commuter airlines. In 1988 Piedmont merged into USAir.

Today in the U.S., regional airlines operate in many different forms, with the more significant having some kind of affiliation or partnership with a major airline. Here are some examples:

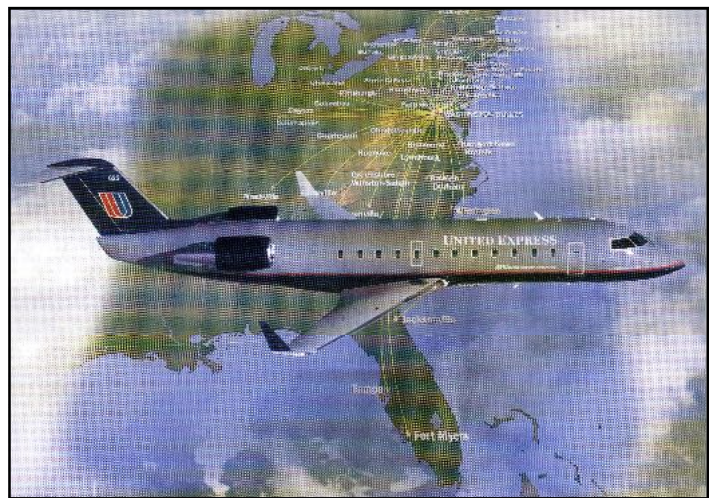


American Eagle Embraer 120 Brasilia N124AM of Air Midwest at Wichita, Kansas, August 1986. BUCHairCARD 8736. American Eagle started as a brand name grouping of several regional airlines, but now it is an airline of its own, serving as the principal feeder and connector for American Airlines, with both American Eagle and American being owned by AMR Corp. American Eagle claims that its network is presently the largest regional airline system in the world.



Cape Air (Nantucket Airlines/Continental Connection) Cessna 402C II, N6875D. A/I. Based in Hyannis, Massachusetts, Cape Air flies to several northeastern states and also operates in Florida, the Caribbean and Micronesia. Flights in Florida and Micronesia are operated as Continental Connection through a code share partnership with Continental Airlines.

[Next Column] Mesa Airlines Beechcraft 1900D. A/I. The Mesa Air Group operates three regional airline subsidiaries – Mesa Airlines, Freedom Airlines and Air Midwest. Flights are operated under the Mesa Airlines and go! brands or under contract and code share agreements as Delta Connection, United Express and US Airways Express.



United Express Bombardier CRJ200. Operated by Atlantic Coast Airlines, A/I. Courtesy of Allan Van Wickler and his collection. Seven regional airlines presently operate feeder flights for United Airlines under the United Express brand. These include Chautauqua, Colgan, GoJet, Mesa, Shuttle America, SkyWest and Trans States. The CRJ200 type is presently operated by Mesa and SkyWest under the United Express name.

Turning to other countries, here is a brief selection of regional airlines:



Aurigny Air Services Britten-Norman Trilander G-JOEY. A/I. Aurigny, based in Guernsey, Channel Islands, has served the islands for 40 years, connecting them internally and also with western France and England.



Lufthansa Regional Bombardier CRJ900, D-ACKC. A/I, 2007. Flights under the Lufthansa Regional name are operated by partner airlines Air Dolomiti, Augsburg, Contact Air, Eurowings and Lufthansa CityLine.



Air Sicilia ATR-42, F-OHFH. A/I. Courtesy of Leonardo Pinzauti and his collection. This very rare card was issued by the airline with distribution believed to be limited to some travel agents in Sicily. Based in Palermo, Italy, Air Sicilia operated scheduled flights from 1994 to 2003, and placed the ATR-42 in service in 1995.



Arkia DeHavilland DHC-7, 4X-AHA, at Eilat, Israel, June 1992. BUCHairCARD 9331. Arkia, founded in 1949, is the largest local carrier operating flights within Israel. It also operates charter and some scheduled flights to Europe and other locations.



Japan Air Commuter (JAC) SAAB 340B and Cockpit. A/I. JAC connects several cities within Japan and serves as a feeder to its affiliate Japan Airlines. At the time this card was issued, JAC was affiliated with Japan Air System (JAS), but JAS later merged into Japan Airlines.

Notes: Original postcards of the above are in color and from the author's collection, except as noted. I estimate the availability of these cards as -- Rare: the Wisconsin Central, Allegheny Commuter and Air Sicilia cards; Uncommon: the Frontier, Lake Central, Mohawk, PSA and United Express cards. The rest are fairly common.

References: Davies, R.E.G., *Airlines of the United States since 1914*, Smithsonian Institution Press (1972); Smith Jr., Myron J., *The Airline Encyclopedia: 1909-2000*, 3 vols. (Scarecrow Press, 2002); Wikipedia.com entries on the airlines noted.

Until next time, Happy Collecting!

Marvin

Aircraft Modeling

By Ken Miller

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Rio Airways Metro

Commuter and/or Regional Airliners are certainly a bit of a niche for modeling. I believe that Revell is the only "mainstream" manufacturer offering a Canadair Challenger kit that somewhat resembles a Canadair RJ. There are quite a few companies who have released "limited run" kits though. Welsh, Sasquatch, ATP, and Contrails all come to mind as producing kits of Commuter/Regional models.



Rio Airways Metro II N86RA
Photograph courtesy of Frank Duarte

I find it pretty ironic that I have a large amount of information to share about a pretty small kit and airline. My story began at the Kansas City Airliners 2007 show where I bought a small bagged Rareliners Metro II kit for \$5. The kit decals included Empire Airways, Rio Airways, and Air Oregon. In the model room I was showing my purchase off to some other modelers when Bob Woodling introduced himself and told me that it was "his" kit. Back in the 1980's he and a friend had developed, manufactured, and sold the kit. It was his first and last foray into kit manufacturing. About a year later at my local IPMS Contest I found another Rareliners Metro kit also for \$5. It was pretty much destiny that I buy and build a model of a Metro.

The real 1/1 scale Metro is a rather interesting airplane. The Fairchild Metro was developed by Ed Swearingen as a stretched version of Swearingen's Merlin II corporate turboprop. The Merlin was based on modifications to Beechcraft Twin Bonanza and Queen Air business aircraft. A new fuselage and vertical fin were mated to Queen Air wings and horizontal tails, as well as Twin Bonanza landing

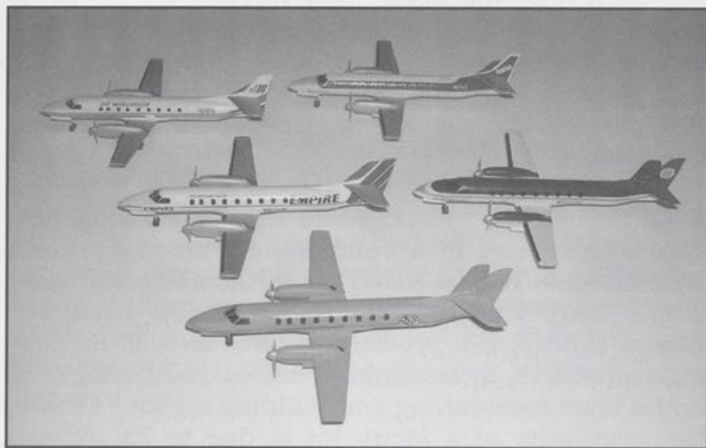
gear. Regular production of the Metro began in 1971 which was also the year that Fairchild acquired Swearingen. FAA regulations limited seating to 19 passengers if no flight attendant was carried, so the Metro was optimized for that seating. It was very popular in the 19 seat category with only the Beech 1900 outselling it. One source states that there were 331 Merlins produced, 117 Merlin IV's (corporate version of the Metro), and 605 Metros produced. The last one was produced in 2001. The distinctive long narrow fuselage is probably the most distinctive spotting characteristic of the plane. Nicknames for the plane include the "San Antonio Sewer Pipe" and "Flying Pencil". An advantage of this arrangement is 1 1 seating where every seat ends up both as a window and aisle seat.



I did a little research on the Empire, Air Oregon, and Rio Airways markings before choosing Rio. A one color mustard yellow fuselage and pretty red markings helped to make the decision for Rio.

A check of Wikipedia found quite a bit of information about Rio Airways as well. It was a small Texas based regional airline with quite a bit of labor turmoil during its history. Rio was based in Killeen Texas. It began operations in 1971 and went out of business in 1987. At one point the airline had a code share agreement with Delta where tickets were sold under the Delta Connection brand name. Prior to the Delta Connection, Rio Airways operated independently but shared terminal gates at DFW first with Texas International Airlines and later with Braniff. Prior to flying at DFW, Rio Airways operated at Dallas Love Field. The first mention of labor issues was in 1972 where pilots initiated collective bargaining efforts which were vigorously opposed by management. Appeals by a popular pilot Mike Mills convinced the pilots to reject joining a Teamsters Union. Two years later the pilots group was dissatisfied with management's failure to carry through with promises made to discourage the former unionization efforts. This time Mike Mills initially solicited the union efforts and handed out the solicitation cards.

The pilots unanimously voted to be represented by ALPA/UPA. After a year of failed negotiations the NLRB mediator declared a thirty day "cooling off" period and recommended to the pilot group that "only a strike will force the company to abandon coercive and probably unsafe practices against the pilots". The pilots had almost a 100% walk out beginning in August of 1976. Management pilot Herb Cunningham, and line pilots Mike Mills, Calvin Humphry, Will Kilgore, and Hugh Longmoor remained with the company. The company hired replacement pilots from across the county who quickly discovered that the airline was under a labor dispute. The strike continued for two years with no UPA pilot returning until August 1978 when pilots Calvin Humphrey and Mike Mills organized a new union that decertified from UPA and established the Rio Pilots Association. The Connell family owned Rio Airways and sold it to a Houston investment group in 1986. The airline ceased operations in 1987. Quite a bit of internal history for a such a small airline.



Bob Woodling's 'Fleet'

As I stated earlier my introduction to the Rareliners Metro kit involved dropping \$5 at a vendors table at the Kansas City AI Convention. Both building the model and talking with Bob Woodling have given me a huge appreciation of the model. Bob chose the Empire, Rio, and Air Oregon markings to help market the kit as one airline was from the East Coast, another the Midwest, and the latter the West Coast. The Metro kit was his first and last model produced. At the time he was busy with work and family and had crossed the fine line between having a hobby and business. Bob said he created the kit because his friend Greg Reynolds had built a small injection molding machine. They figured that a 1/144 scale Metro kit would be just right to produce on the new machine. Bob designed the kit parts and Greg produced the molds. Bob recalled that it was a pretty slow process to produce one kit with a pretty high rejection rate. He even used Pam spray as a mold release agent. Bob produced about 1000 kits and then ended up selling the molds to Clint Groves of

new kit review

スウェリゲン 外ロII

レアライナーズ 1/144

アメリカのATPというデカールメーカーを御存知だろうか。主に旅客機(1/144)のデカールをリリースしている会社である。この社長というのがかなりのエアライナー狂いのようで、キットのないもののデカールまで作るというような、まあ"ほとんどビョーキ"という今流行のことがビツリのオジさんなのだ。

この社長より先頃送られてきたのがここに紹介させていただく「スウェリゲン/メトロII」なのである。メーカーは、これまたその名もおそろしい「レアライナーズ」という、まさにマイナーエアラインのデカールを専門に作ってきたところなのだ。

本誌は主に軍用機を扱っていることが多いので、読者諸兄の中にはこの種の機体なじみの薄い方々もおられるであろうから、簡単に機体の説明をさせていただきます。

スウェリゲン社ほももとは軽飛行機の改造を主業務としていた会社であったが、1966年より独自で開発した双発ターボプロップ/ビジネス機の製

高級版を開始し、メーカーの仲間入りを受けている。この機体が「マリンシリーズ」でII, IIIA, IIIB, III(6-8座)の4タイプで約200機を生産した。このあとマリンIIIをベースに胴体を銀帯一杯までストレップさせてできたのが「マリンIV(12座)」で、これと同一の機体の「コニクター」型をメトロシリーズ(20座が基本)と呼んでいる。これらのシリーズは1970年9月にFAAの型式承認を得て生産販売が開始された。

スウェリゲン社は、71年11月にフェアチャイルド社と合併したが、その後もマリン/メトロのシリーズの生産と開発を続けており、これらの機体は現在もスウェリゲンの名が冠されている。

さてキットになっているメトロであるが、最初に生産されたものは双発ターボプロップ/ビジネス機の型

イブであったものを1975年より居住性改善のために窓を拡大して新型とし、機内システムや座席系の強化改修を行ったメトロIIにあり、現在はパワーアップ型のIIIが生産されている。このIIIは1983年よりさらにエンジン系を改良した性能向上型のIIIaが引渡されることになっている。

前置きが長くなってしまったが、キットの説明に移ろう。

もともとビジネス機の機体は実機で全長18.09m、全幅14.19m(IIIは17.37mとなっている)と小さいものを1/144にしているので、1/72の帯戦などよりひと回り小さく、非常にゆいゆいものであるが、パーツは30個と比較的多く、必要にして充分な小物まですべてパーツ化されている。一応インジェクションモールドとはなっているが、いわゆる大メ

New Kit Review From Koko-fan.

ATP. Clint hired Leon Manoucherians of Leoman Kits fame to produce the Metro. The kit was modified with the vertical tail an integral part of the fuselage. ATP sold the bagged kit with BigD decals for Southern and Air Wisconsin.

The initial test shot of the Rareliners Metro II kit debuted at the 1982 WAHS Convention in Newport Beach. A built up model in yellow was displayed without decals as Colortone hadn't delivered them in time. After the convention Clint Groves pestered Bob to produce as many kits as he could because he thought it would be a good seller. Clint even listed the kit in the ATP catalog before receiving any kits to sell. The first batch delivered to ATP ended up flying on Air Cal from Seattle to San Jose. Clint also submitted a copy of the kit to Koko-fan in Japan and it was reviewed in February 1983. Some comments about the kit included that it contained obscure airline markings but that readers would enjoy the kit because it was "cute" due to its small size. They thought that there were too many parts for a small kit and that the plastic was rough. The props were not perfect and the nacelles detail was not perfect either. The decals were rated superior but the \$6 kit price was too high. There were also other kit reviews published including one in the IPMS Journal. As a finale to his kit production, Bob offered a 3 in 1 box set of his kits at the 1985 WAHS convention in San Jose.

The behind the scenes story of the injection molding machine is worth telling too. The machine is called

the "Guano Machine" It got its name as one of the collaborators was Wes Moore who had a model company called Guano Zeppelin and Aeroplane Works. The machine still exists in Greg Reynold's garage and is called the "Guano Machine".

The Metro II kit was initially molded in black plastic that was industrial regrind plastic. In the very beginning chopped up old sprue, plastic spoons, and such were used but created a serious quality control issue. The varying plastic had varying melting points, shrinkage, and brittleness. The different colors all swirled together sometimes looking like cat vomit. The next step was to use virgin un-dyed styrene pellets. The higher quality plastic solved some of the quality control issues but the plastic was translucent and didn't look well. A further development was to buy pre-colored styrene but finding a source that sold small quantities was problematic. Greg bought a few drums of black re-grind from a Seattle supplier. Black was easy to buy but difficult for modelers to paint over. Later he found a manufacturer that was selling and promoting "sample" 50 gallon drums of custom colored resin in their new "super flow" styrene. After careful consideration Greg sent the company an RLM 02 Gray sample for the color he wanted. At the time it seemed like a large money investment but they ended up using several drums. The early Metros were molded in black and the later ones in gray. My two copies are in black. To this day the Guano Machine and a five gallon pail of gray styrene are still in Greg's garage.

My kit went together though not without some excitement. The plastic is a little rough but nothing some sanding didn't take care of. I used Plastruct Liquid Cement for the majority of gluing. I used Squadron Putty thinned with acetone to fill in the seams. The acetone must have dissolved some of the glue as I had a problem with the tail falling off twice as well as some serious re-opening of fuselage

seams during construction. Alignment of all of the parts was a bit of a challenge as well. I glued the nacelles onto the wing first then joined the fuselage halves and wing together. The nacelles could be a little straighter. Next time I'll do the fuselage first then wings and nacelles last. The landing gear was also pretty "fiddly" as could be expected for such a small model. Five minute epoxy was my friend as it gave me some time to line up the wheels on the struts as well as join the struts to the fuselage. That five minutes of working time comes in handy when trying to keep everything aligned. The instructions call for silver props but my photo shows black props with silver spinners so that is how I painted mine. I dealt with the issue of painting a bright yellow over the black plastic by first priming with gray then white paint before painting with Tamiya Camel Yellow paint. The paint seems a little darker than the photograph but was the closest I could find. I over coated the decals with Microscale Liquid Decal Film so they wouldn't shatter. The decals took a little while to float off the backing paper but went onto the model very nicely. My model is about 90% complete. Some items still needed completion include adding the landing gear doors as well as de-icer boots. I plan on using a Black Sharpie Marker for the de-icer boots and black nosecone.

Even though the plastic Metro II kit is no longer in production there is a resin kit produced by Contrails Models that is listed on the Drawdecals website. There are still quite a few decals listed on Ebay. Both out of production ones as well as new ones produced by a company called Pointerdog7. I had a blast researching and building my kit. I think the popularity of a Metro kit is due to its unique shape and size as well as its possible rareness. They are rare but not as much as one might think.

Special thanks to Bob Woodling, Greg Reynolds, and Frank Duarte for their help with my article.



The Finished Product - The Author's Metro II in Rio Airways Colors

Safety Cards

By Fons Schaefers

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Safety Cards Europe's Regional Airliners

In 1970 Flight International observed a growth of commuter airlines and started an annual survey listing, what they then called, "Third-level airlines." The first edition gave details of over 400 companies, world wide, although U.S. operators prevailed. The equipment they used was of either North American or European make. Of U.S. origin were Beechcrafts, Cessnas and Swearingens, next to vintage DC-3s and Convairs; the prime Canadian tool was the Twin Otter. From Europe, the British dominated in number of both manufacturers and types (Britten Norman Islander, De Havilland Dove and Heron, Handley Page Jetstream, Hawker Siddely 748, Short Skyvan and even the Twin Pioneer). The French offered the Nord 262 and the Dutch the Fokker F.27.

Since then, the world of regional airliners has changed drastically. The phrase 'Regional airlines' replaced 'commuter carriers' and 'third-level airlines'. With it, the scope changed to include larger airplanes, the cut-off now lying at about 100 seats. Many of them are jet equipped and when seeking a name their manufacturers do not use their imagination but simply expand on the two letters RJ, for Regional Jet.

U.S. manufacturers never ventured beyond the lower end of the market, confining to such types as the Beech 1900 series and the Cessna Caravan. Canada, on the other hand, can boast producing true regional aircraft since their inception. (And even before that time, the AvroCanada Jetliner of 1949 was a regional jet design, but ahead of its time). Bombardier and its ancestors, De Havilland Canada and Canadair, have produced and are continuing to produce extensive ranges of regional turboprops and jets (CRJ series). In the 90s, Brazil became an important player with the Embraer suite of products (ERJ series). Soon entrants from other areas of the world will arrive, such as the Mitsubishi MRJ from Japan (Japan produced the YS-11 regional turboprop in the 1970s), the ARJ 21 from China and the Sukhoi Superjet 100 from Russia.

But in the three decades between 1970 and 2000, it was Europe that dominated the world market of regional aircraft and I dedicate this issue of Safety Cards to that continent and era. Unfortunately, all these product lines have stopped, except for the French-Italian ATR42 /ATR 72 range. Where possi-



Figure 1 BAE ATP

ble, I display the house cards, i.e. the safety cards made by the manufacturers themselves as samples for their customers and for use on board demonstration flights.

The United Kingdom's British Aerospace Group (BAe) inherited several regional designs. Its Scottish division built upon the original Handley Page Jetstream and developed it into the Jetstream 31 and 41. The Hawker Siddeley 748 was modernized to become the BAE ATP (for Advanced Turboprop), later renamed Jetstream 61. Fig. 1 shows the manufacturer's card design with black, bullet-headed, neutral figures. This artwork apparently did not appeal to its customers as most, if not all, decided to use other artwork. At Hatfield, the site of De Havilland, the Hawker Siddeley 146 was engineered and became BAE 146 when HS was incorporated into the British Aerospace consortium. As with the ATP this type underwent an identity change during its production life, mainly for marketing purposes, and became the Avro RJ series.

The card shown in Fig. 2 is the original BAE 146 house card. The shoe box characteristics of the Skyvan were repeated in the Shorts 330 and 360 (Fig. 3). This Air UK card contains Short's artwork and



Figure 2 - BAe 146

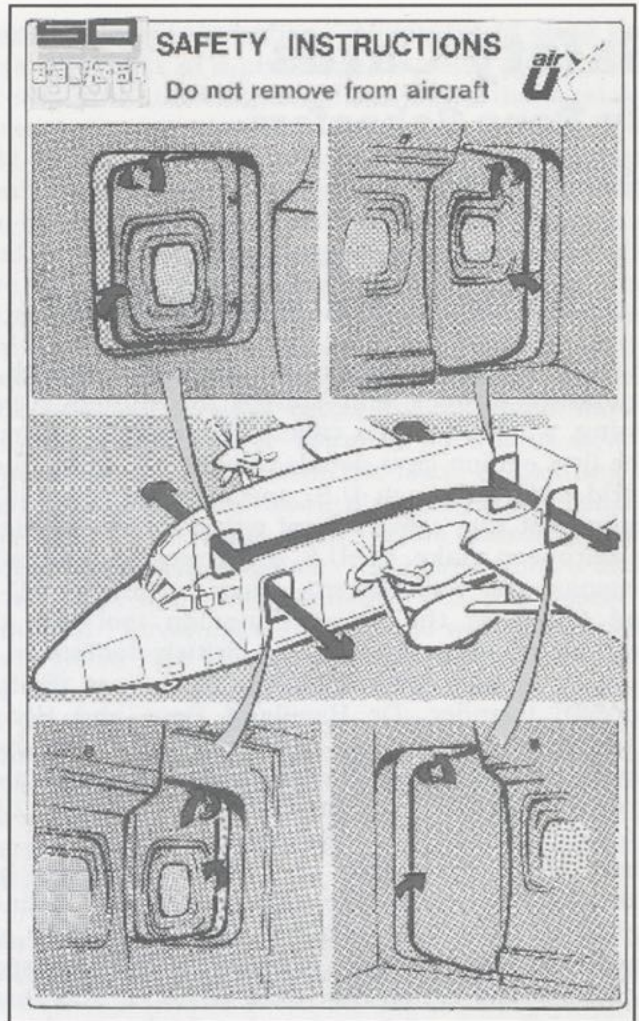
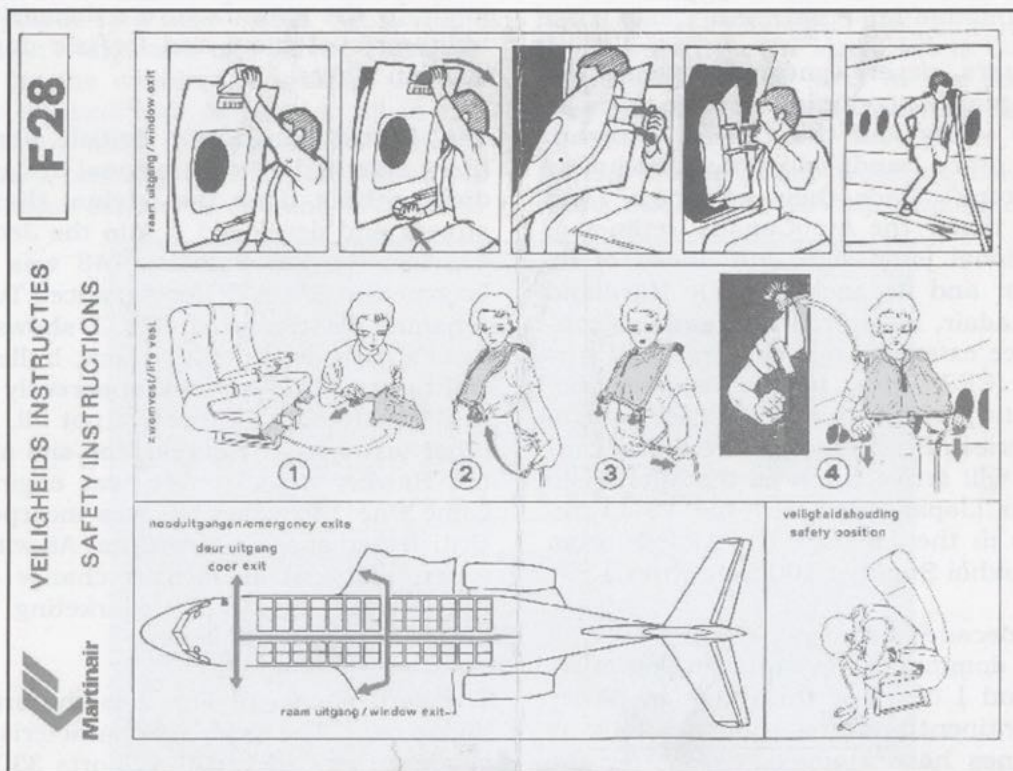


Figure 3 - Air UK Short 330/360

Figure 4
Martinair F.28



was originally only for the 330 variant. But when the 360 variant was added to Air UK's fleet, a simple sticker over the type indicator was sufficient to make it valid for both types. The illustrations were not affected by the difference between the types, being that the 330 had twin vertical tailplanes whereas the 360 had a more traditional inverted T tail.

Fokker developed a jet companion to the F.27 Friendship under the banner F.28 Fellowship. The safety card shown in Fig. 4 is for an early model leased to Martinair by the manufacturer, who supplied the card with it. The F.27 was upgraded in the 1980s into the Fokker 50 propjet and the F.28 into the Fokker 100. Most Fokker 50's have an exit configuration of four floor level exits (one pair at each cabin end), but a very limited number was produced with two Type III overwing exits instead of the aft pair of floor level exits. Fig. 5 shows the manufacturer's card for that configuration. The space at the bottom was reserved for the customer to insert pictorials reflecting the type of life jackets it had on board, if any. The card is of the second, and last, generation of artwork, which can be recognized by the nose up cabin layout rendering. The Fokker 100, too, was available in different exit configurations. Figure 6 shows the version with an additional exit on the left side aft of the wing, allowing a total of 122 passengers. This card is of the original generation, as characterized by the bird's eye view graphics of the airplane.

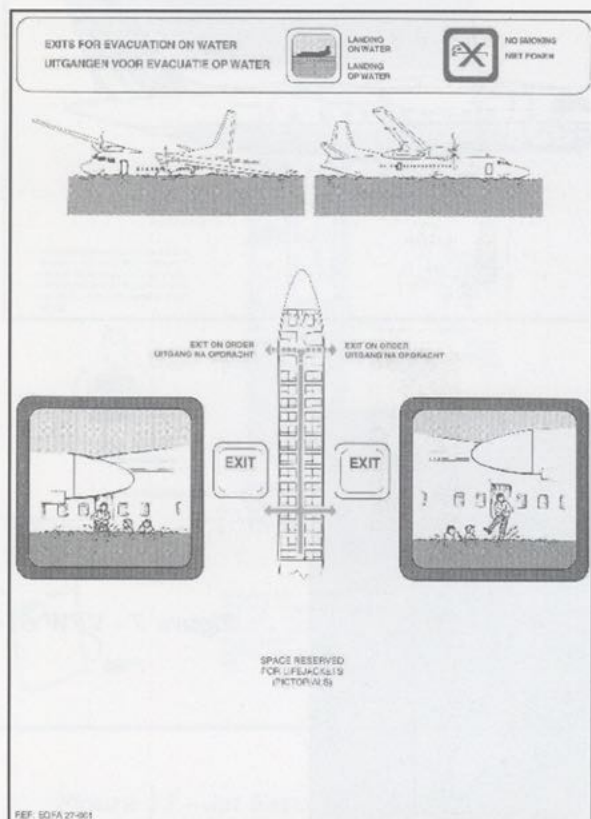


Figure 5 - Fokker 50 with Type III exits

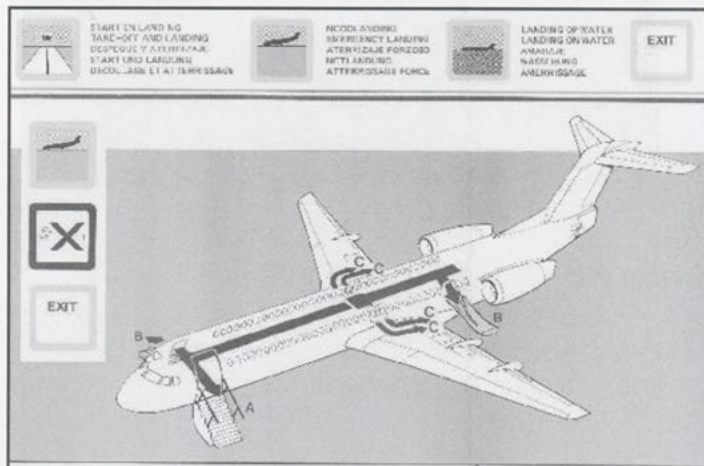


Figure 6 - Fokker 100 (seven exits)

A German company called VFW developed the VFW 614 with its unique engine position: above the low wing (Fig. 7). It was unsuccessful, some say because it competed with the F.28 of Fokker, with which VFW shared ownership at the time. Another German company, Dornier, was more successful with its 19 seat 228 model (Fig. 8), a derivative of the smaller Do-28 Skyservant. The success prompted it to extend its portfolio with a 33-seater, the Dornier 328 (fig. 9). This regional airplane was available in both turboprop and turbojet editions. A further project, the 70-seater Dornier 728, failed as the company went bankrupt when the prototype became finished.

Saab entered the market with its Saab 340, and its stretched variant, the Saab 2000, but decided to stop its commercial aviation activities in 1999. The card shown is the house card for the Saab 2000 (Fig. 10).

In Spain CASA developed the 26 seat CASA C-212 (fig. 11, Jet Express, which operated from JFK into Atlantic City). A larger version, designed jointly with Nurtanio of Indonesia, and called CN-235, is still being produced, but only for military customers.

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

Welcome To Our New Members!

Cory Brinkman
Darrell Gilstrap
Charles S. Mann

Carlyle, IL
Flowering Branch, GA
East Canton, OH

We appreciate the support given to WAHS by all of our members worldwide!

SAFETY INSTRUCTIONS DORNIER 228-200



Figure 8 - Dornier 228



Dornier

Deutsche Aerospace

Dornier 328

Für Ihre Sicherheit
For your safety
Pour votre sécurité
Para su seguridad
Per la Vostra sicurezza

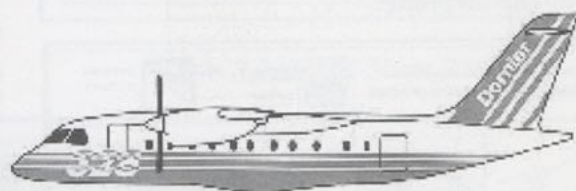


Figure 9 - Dornier 328

VFW-FOKKER

Für Ihre Sicherheit

For your safety



VFW 614

Figure 7 - VFW 614

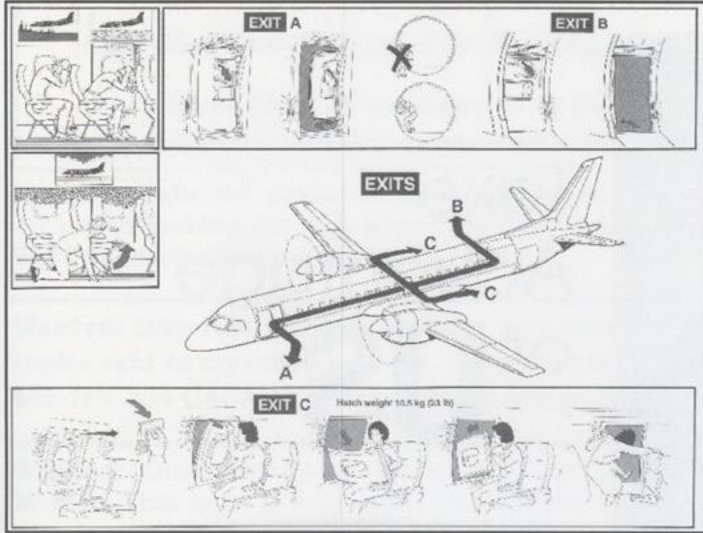


Figure 10 - Saab 2000

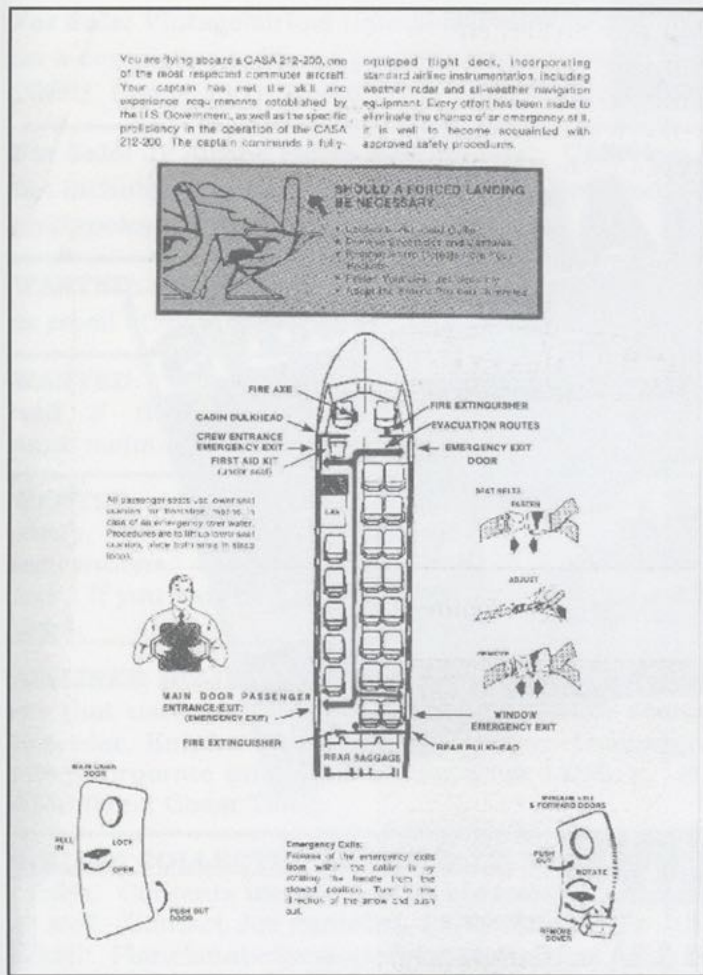


Figure 11 - Jet Express CASA C-212

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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.

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.

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, March 21, 2009. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilio Pipinos, apipinos@aol.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

DFW AIRLINE COLLECTIBLE SHOW

SUNDAY, May 17, 2009. Dallas/Ft Worth International Airport, Dallas, TX. DFW Airport Marriott South, 4151 Centreport Boulevard, Ft. Worth, TX. Special sleeping room rate of \$89/night - Friday, Saturday and Sunday. Hotel phone: (817) 358-1800. Vendor tables available. Contact Duane Young (JetDuane@bellsouth.net) (504) 458-7106 or Dick Wallin (RRWallin@aol.com) for additional information.

AVIMAGE AIRLINERS CONVENTION

Saturday, June 6, 2009. Paris, France. Holiday Inn - Roissy CDG. For more information, please see www.avimage.org or email avim.mp@orange.fr

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

Thursday -> Saturday, 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

NEWARK AIRLINE SHOW

Saturday, September 12, 2009. Newark, NJ. Holiday Inn Newark Airport 160 Frontage Rd. Newark NJ 07114. Show hours: 9 am to 4 pm. Admission \$10 with free parking \$2 off with WAHS membership card. Free shuttle from Newark airport and Howard Johnson. Show is sponsored by the Airplane Shop. For information, contact Jeff Matera at NewarkShow@aol.com.

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 7, 2009. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilio Pipinos, apipinos@aol.com.



Welcome Air (Austria) ~ Dornier 328 ~ Airline Issued Postcard via WAHS Collection



N234SA is one of several DHC-6 Twin Otters modified by Scenic Airlines and renamed "Vistaliners", owing to the installation of oversized windows perfect for sightseeing over the Grand Canyon. (Photograph courtesy of Jay Selman.)

Convair N5810 (cn 29) was originally delivered to Delta as a CV 440. Converted to 580 status, it subsequently flew in and out of JFK in Allegheny (mainline) and Trans World Express colors. (Jon Proctor Collection, Bill Hough Photograph)





N226PT was one of a small handful of DO-228s operated by Exec Express, based in Oklahoma City. The airline went through Chapter 11 proceedings in 1988 and was reorganized as Lone Star Airlines. (Photograph courtesy of Jay Selman)

During the heyday of New York Air, there was a little-known commuter carrier with the same name, based in Farmingdale, Long Island. There was an ongoing battle between the two airlines for the rights for the name, which resolved itself when the jet carrier was bought by Continental, and the commuter airline ceased operations. (Photograph courtesy of Jay Selman)

