



The Captain's Log

The Journal Of The World Airline Historical Society, Inc.

Spring 2009 - Issue 33-4



*Chalk's Turbo Mallard N51151 about to come in at their Watson Island facility in Miami.
Photograph by Eddy Gual - Aviation Photography of Miami*

Florida's Airlines

*It's Time For Airliners
International 2009!*

*Our Issue Focusing On
The Many Airlines That
Have Called Florida
Home.*



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



National Airlines Boeing 727-35 N4622 at Miami, Photography by Eddy Gual.

Photographs via Aviation Photography of Miami

Atlantic Gulf Airlines Viscount 745D at St. Petersburg-Clearwater, N140RA. Photograph by Bob Van Hemert.



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M-28 AN AFTERNOON CROWD OF SIGHTSEERS AT PAN-AMERICAN TERMINAL, MIAMI, FLA.
 SHOWING PORTION OF A 19 TON, 40 PASSENGER "CLIPPER" PHOTO BY PAN-AMERICAN PHOTO SERVICE

Pan American Airways ~ Dinner Key, Miami ~ Sepia postcard M-28, Thomas R. West ~ William Demarest Collection

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

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

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

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

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Canada	\$35 Air Mail
International	\$45 Air Mail

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All members of the editorial staff are members of the World Airline Historical Society and volunteer their editorial time. Material for possible publication is always welcome and should be sent to the Editor-in-Chief or the appropriate section editor. No remuneration can be made for such material, and no responsibility for it is accepted, although every effort will be made for its safe handling. All contributions are subject to editing.

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From The Flight Deck

Welcome Aboard!

Airliners International 2009

As I write this our annual convention is less than 150 days away. As they say at the U.S. Space Agency, all systems are a go! You still have time to plan a visit, but display tables are in short supply. I could again list all the reasons to attend this year's extravaganza, but do yourself a favor and go to www.AI2009.com and you will be hooked on attending the event in Orlando. The show dates are July 23-25, 2009.

WAHS Board of Directors Election

The Society has three (3) board openings this year, President and two (2) board members. Send your intent to run for office (with a brief biography) of President or Board member by May 1st, 2009. The WAHS mailing address is on the inside front cover. The ballots will be sent out shortly thereafter. Ballots should be returned no later than July 1st, 2009. The winners will be announced at the annual membership meeting in Orlando. The annual membership meeting of the World Airline Historical Society will be held Saturday the 25th of July at the convention hotel. Exact time and room location will be posted at the registration desk during the convention.

Airliners International 2010

I am extremely pleased to announce that the World Airline Historical Society will for the very first time, have its annual convention for 2010 in the New York metropolitan area. The convention committee for AI 2010 has put together a fantastic venue for our visit. Be sure to get all the details at their display table at this year's convention in Orlando.

WAHS Auction

The Society is again seeking donations of collectibles or new merchandise to benefit the Society. These donations will qualify as tax deductible donations. We are also going to try to put together an auction of donated material for our members during this year's convention. If you would like to volunteer to help us stage this event, please let me know as soon as possible.

WAHS Membership Renewal

Now is the time to renew your WAHS membership for those of you with an Expiration date of "6/2009" printed on your mailing label. A membership form is included with this issue.

Like I am fond of saying, be sure to thank your editors and Board members for a job well done when you see them. And always remember that they donate their time and money to the betterment of the Society.

Duane L. Young

Duane Young, President., President@WAHSONline.com,
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Key West, Florida. The birthplace of Pan American World Airways! Photograph by Fred Chan



Flying Ahead....With The Log

Issue 34-1 ~ The Boeing 707
Issue 34-2 ~ The World of Pan Am
Issue 34-3 ~ Water & Rotors
Issue 34-4 ~ New York! New York!

MCO – Central Florida’s Gateway to the World

By Joop Gerritsma
Captain’s Log feature editor
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1929: Eastern Air Transport inaugurates U.S. Mail service to ORL with Pitcairn Mailwings (Eastern Air Lines).

Commercial aviation came to Orlando in 1929 when Pitcairn Aviation inaugurated U.S. air mail services there. Today the city’s main airport, the Orlando International Airport (MCO), is the 10th busiest airport in the United States in passenger traffic and the 20th busiest in the world. In 2007 it handled 36.48 million passengers. It is a secondary hub for AirTran Airways and a focus city for both Southwest Airways and JetBlue Airways. Southwest alone carried 20% of all passenger traffic at the airport in 2006.

The MCO terminal complex includes a large land-side main building and four airside satellites. The satellites have a total of 98 gates. Airside 4 is the main international terminal, but Airside 1 also handles some international traffic. The airside terminals are connected to the main terminal via people movers.

The world’s largest airliner, the Airbus A380, landed for the first time at MCO on Nov. 14, 2007. The airport was one of the first airports in the world to be “A380 ready,” but it is still too early to say if and when the first scheduled A380 service will be introduced to MCO.

The city’s first airport, the Orlando Municipal Airport (ORL) was opened on Oct. 4 and 5, 1928. Pitcairn had been operating Contract Air Mail route 19 from New York to Atlanta since May 1, 1928, and CAM 25 between Atlanta and Miami via Jacksonville and Daytona Beach from Dec. 1 the same year. On

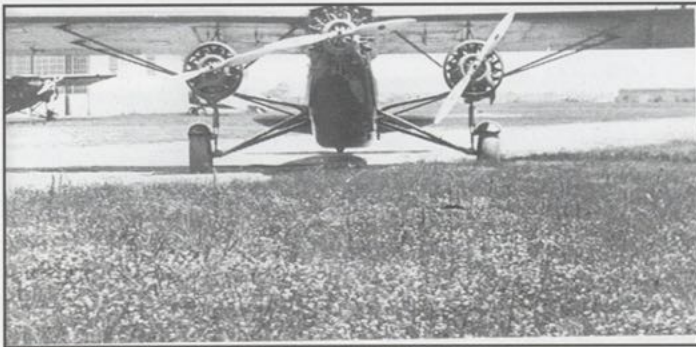
March 1, 1929 it inaugurated a spur line from Daytona Beach to Orlando and Tampa with single-engine Pitcairn Mailwings for 500-600 lbs of mail and express, but no passengers. The “Orlando Airports” web site on the Internet says Pan Am started services from ORL to Cuba and Puerto Rico in 1928, but this is incorrect. Pan Am did not operate at Orlando until it took over National in 1980.

EAT becomes EAL

In the spring of 1929 Harold Pitcairn sold his airline and mail contracts to C.M. Keys and North American Aviation for \$2.5 million and on Jan. 17, 1930 the name of the company was changed to Eastern Air Transport to better reflect the area over which it operated. Twenty-two Mailwings and Super Mailwings were in use on its various mail routes. Five trimotors, including Fords and Fokkers, operated between New York and Miami via Atlanta and Jacksonville.

Eastern Air Transport became Eastern Air Lines in 1934 in the wake of the Air Mail Scandal.

After Keys had taken over, Eastern added Curtiss Kingbirds which could carry seven passengers, in addition to the mail. In 1930 Curtiss Condors for 12 passengers were added. But when the DC-2 replaced the Kingbirds and Condors in the fall of 1934, Daytona Beach was dropped because of an inadequate runway. Going with it went the spur line to Orlando and Tampa.



1935: Stinson T trimotor of National Airways

National Air Taxi System, which had been operating charter services in the Chicago area with three Ryan monoplanes, was awarded the cross-Florida air mail contract for the St. Petersburg – Tampa – Lakeland – Orlando – Daytona Beach route in 1934 connecting with Eastern at the latter. The Chicago operations were halted and the Ryans were transferred to the airline's new base at St. Petersburg. Service started on Oct. 15, 1934. When Eastern suspended its Daytona Beach service, National applied for and received a temporary mail contract between Daytona Beach and Jacksonville so passengers and air mail out of Orlando, Tampa and Lakeland could still connect with Eastern. National's time table of April 28, 1935 showed the Jacksonville – Daytona Beach – Orlando – Lakeland – Tampa – St. Petersburg service being operated by "multi-motor planes." Those airplanes were three high-wing Stinson trimotors that had been bought second-hand.

In 1935 Amelia Earhart visited ORL as part of the annual week-long Florida Air Tours.

National is incorporated

On July 8, 1937, National was incorporated under the laws of the State of Florida as Gulf National Airlines Inc. after merging with Gulf Airlines. Gulf had existed solely on paper to bid on air mail contracts. The Gulf portion of the name was soon dropped and appears not to even have been used on aircraft and documentation for any length of time, if at all.

From Nov. 1, 1938 Orlando was linked with New Orleans when National was awarded CAM 39 from

Jacksonville to New Orleans via Tallahassee, Marianna, Pensacola, Mobile and Gulfport. A Lockheed L-10B Electra was bought for this service.

When the temporary Daytona Beach – Jacksonville authority expired, National applied for permanent authority. This was granted in March 1940 with services starting April 28. Since the airline had been awarded St. Petersburg – Miami authority in July 1937, it now had a continuous service from New Orleans to Miami via Jacksonville and St. Petersburg. Orlando traffic could now transfer for Miami at either Jacksonville or at St. Petersburg. The L-10B fleet was expanded to four aircraft and the type made its first appearance at ORL in September 1936.



1936: National flies Lockheed L-10B Electras into ORL (Bill Thompson).

In March 1938 Eastern Airlines began service on the Newark – Washington DC – Raleigh – Charleston – Savannah – Orlando – West Palm Beach route and EAL President Eddie Rickenbacker visited ORL that year on the occasion of the airport's 10th anniversary.

This was the situation in 1940, when National took delivery of three new L-18 Lodestars from Lockheed. The L-18 was a larger version of the L-14, which had been developed from the L-10. They entered service on Dec. 15 on the Jacksonville – Orlando – Tampa – St. Petersburg – Miami service and between Jacksonville and New Orleans. The Stinsons were sold. Seating 14 passengers, the Lodestar was substantially smaller than the DC-3 flown by other major airlines, but it was 100 mph faster. In all, National would operate eleven Lodestars on its intra-Florida and New Orleans services, including eight

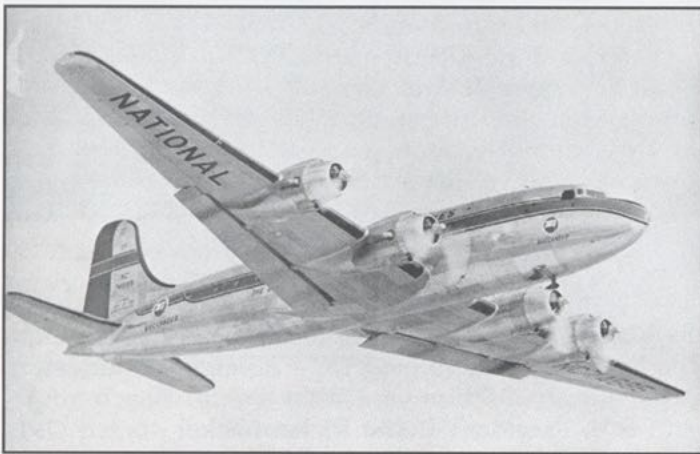


1940: 14-passenger Lockheed Lodestars go into service (Lockheed)

surplus military C-60s. The last Lodestar was not retired from the Florida network until 1959. National was the only major U.S. airline never to operate a Douglas twin.

Compared to the airports at the coastal cities of Miami, Jacksonville and Tampa, ORL played only a small role in the 1930s.

In 1940 the U.S. Army took control of the airport for training purposes and it was officially renamed "Orlando Air Base." Airport control reverted to the city in 1946 and both Eastern and National resumed regular commercial services. Another carrier, Florida Airways, had been organized in the spring of 1943 as Orlando Airways. Scheduled passenger and air express services with Beech18s started in January 1947 from Tallahassee to Jacksonville via Orlando. Services ceased on March 29, 1949.



1947: National DC-4

National inaugurated four-engine DC-4 service to Orlando on its newly-awarded New York - Miami route on Oct. 1, 1947. The DC-6 followed on Jan. 18, 1953 and the Convair CV-340 started Florida operations on Nov. 13, 1953.

A new terminal

In 1951 a new terminal was built and in 1955 cargo carrier Riddle Airlines included ORL as a flag stop between New York and Miami. Delta Air Lines inaugurated northbound DC-6 service Orlando - Jacksonville - Atlanta - Knoxville - Cincinnati - Chicago/Midway on April 26, 1959 and southbound DC-7 service Chicago Midway - Cincinnati - Atlanta - Jacksonville/Imesen - Orlando - Miami on Oct. 26, 1959. In 1961, ten years after the new terminal was built, ORL was officially named "Herndon Airport" after city engineer "Pat" Herndon. National introduced the Lockheed L-188 Electra propjet on Nov. 1, 1960.

However, the start of the jet age in 1961 signaled the end of ORL as Orlando's gateway to the world.

The runways were too short for the Boeing 707, Convair 880 and Douglas DC-8 and their weight-bearing capability was inadequate to handle them. Expansion was impossible since the airport was hemmed in by residential and commercial development and nearby lakes. In 1961 the city reached agreement with the U.S. Air Force for joint civil-military use of nearby McCoy Air Force Base (MCO) and the airlines moved over.



1959: Delta introduces the DC-7 at ORL (Delta)

McCoy AFB

McCoy was built during the Second World War in Orange County, six miles southeast of the Orlando central business district. It was named Pinecastle Army Airfield and was an auxiliary airport to the Orlando Army Air Base. After the war Pinecastle was briefly used for unpowered gliding tests of the Bell X-1 from B-29s until these were transferred to Muroc Dry Lake (now named Edwards AFB) in California. Pinecastle was reactivated during the Korean War, becoming a Strategic Air Command base for B-47 Stratojet bombers and KC-97 Stratotanker aerial refuelers. Later it became a base for B-52 heavy bombers, KC-135 tankers and EC-121 Warning Star early warning aircraft. The base was renamed McCoy AFB in 1958 after Col. Michael Norman Wright McCoy, commanding officer of the 321st Bombardment Wing who died in a crash of a B-47 during the annual Strategic Air Command bombing and navigation competition held at the base in 1957. McCoy AFB was the primary forward operating base for the U-2 and its Cuban overflight operations during the Cuban missile crisis in October 1962. Maj. Rudolf Anderson, Jr., was killed when his Lockheed U-2 was shot down by Soviet missiles near Cuba during the crisis. The base also housed F-100 interceptors and F-105 fighter bombers.

Commercial jet operations at McCoy began on Oct. 29, 1961 when Delta Air Lines introduced the Convair CV-880 on its Orlando - Dallas - Los Angeles route. Eastern Air Lines introduced the Boeing 720-025 and the Douglas DC-8-21 on Feb. 1, 1962 on its Miami - Orlando - Jacksonville - Atlanta - Chicago/O'Hare and Tampa - Orlando - New York/Idlewild (now JFK) - Boston services. The airport became known as the "Orlando Jetport at McCoy." National followed with the Boeing 727-35 from Ken-



1961: With Delta CV-880 to LAX (Delta)

North Central into Republic Airlines on June 1, 1979, which was taken over by Northwest; Ozark was absorbed into TWA and Northwest has merged with Delta. New York Air and Air Florida have also disappeared from the sky. Southwest, AirTran and JetBlue are now meeting a large part of the demand out of MCO.



1970: Southern brings the DC-9 to MCO

ny via Orlando to Sarasota on Feb. 15, 1965 and Kennedy - Orlando - Miami on March 5.

By the Spring of 1966 all carriers serving Orlando had moved over, except Riddle with its C-46. Southern Airways, which had been founded in 1936, inaugurated DC-9 jet service Miami - Orlando - Tallahassee on Feb. 15, 1970 with connections to Birmingham and Montgomery (both in Alabama), Greenville (Mississippi), Jackson (Tennessee) and St. Louis (Missouri).

The city takes control

After the Vietnam War, McCoy AFB was marked for closure and all USAF operations ceased in 1975. Briefly known as the Orlando-McCoy Jetport, the name Orlando International Airport was adopted shortly after. Herndon (ORL) was renamed the Orlando Executive Airport in 1982. It is still in operation as such.



1961: By Eastern 720 to JFK and BOS (Eastern)



1984: Piedmont buys Fokker F28s for its Florida network (Redden Archives)

MCO saw an increase in traffic following the opening of the Walt Disney World Resort nearby on Oct 1, 1971, Universal Studios and Sea World. But no event has had a larger impact on the airport than the Deregulation Act of 1978. From four scheduled carriers (Delta, Eastern, National and Southern), the number went to 14 with the addition of American, Braniff, Ozark, Piedmont, Northwest, United, TWA, US Air and two after-deregulation startups, New York Air and Air Florida. Piedmont even bought 20 refurbished (ex-Garuda Indonesian) Fokker F28 jets for 44 passengers to build traffic in Florida and the southeast until the new routes could support larger aircraft. Orlando was one of the F28 destinations.

Mergers, bankruptcies and consolidations in the airline industry have greatly reduced the number of airlines at MCO. Eastern and Braniff went bankrupt; National was taken over by Pan American on Jan. 7, 1980, which also went bankrupt; TWA was taken over by American; Southern merged with

All throughout the "golden years" of the commuter airline industry from the mid-1960s to the late 1970s, about a dozen commuter carriers have connected Orlando with smaller communities throughout the state. They carried names such as Panama Airways, Slocum Air, National Florida Airlines and so on. Operating mostly small twins, they have all been absorbed over time by the larger carriers. Either through direct takeovers or through code sharing their names have disappeared from the fuselages and tails of their aircraft, to be replaced by the names of the big carriers.

On Oct. 30, 2007 the German airline Lufthansa inaugurated Frankfurt - Orlando service with Airbus A330. They were replaced by the larger Airbus A340-600, but the economic crisis has resulted in reintroduction of the A330, five times a week from

(Continued on page 10)

Playing Cards

By Fred Chan

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Florida's Airlines

Although many Florida cities serve as gateways to numerous foreign destinations, especially in Latin America, there are only a few American airlines that are now based in Florida. However, this was not the case historically. Two of America's major airlines, Pan Am and Eastern, had their roots in this state.

Being the aviation pioneer that it was, Pan Am had issued playing cards from its very beginning and continued the practice throughout its existence. Figure 1 shows the first design issued. It came as a double deck and is extremely rare. Only one set is known to exist and was purchased at an on-line auction for about \$3,000. Figure 2 also shows another very rare Pan Am deck, with only one known to exist.



Fig. 1

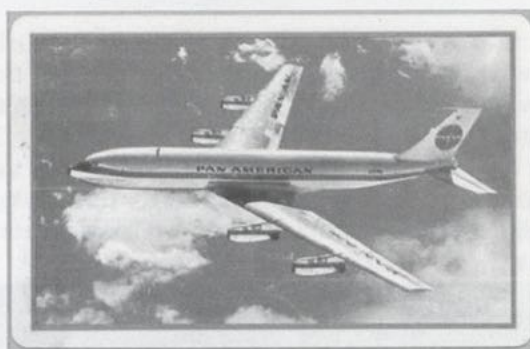


Fig. 2

Since it was often the launch customer for new airliners, Pan Am later used pictures of its aircraft and its exotic destinations for their cards (Figures 3, 4, and 5) but the cards issued in later years were quite plain (Figure 6). One exception is the double deck issued in 1989 to commemorate the 50th Anniversary of its trans-Atlantic crossing (Figure 7). Only 500 decks were made and they are very difficult to find. Other than these rarities, Pan Am cards are generally easy to obtain as it had always been quite generous with these giveaways.



Fig. 3



Figs. 4 & 6

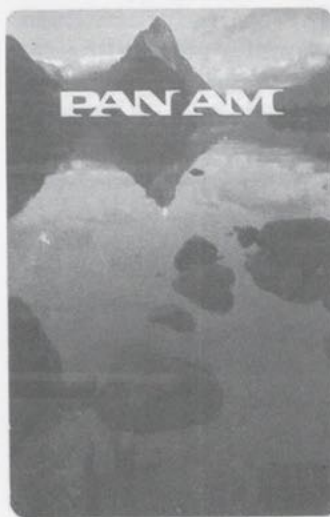
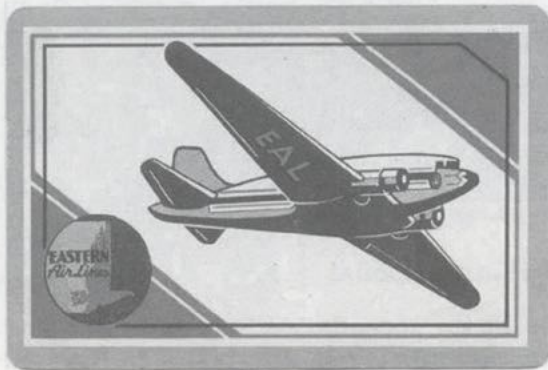


Fig. 5



Fig. 7

Like Pan Am, Eastern Airlines was also a pioneer. Its first cards were issued in the 1930s (Figures 8 & 9) and are very rare decks. Later designs displayed its aircraft and logo (Figures 10 & 11) and are fairly easy to find. Tens of thousands of copies of Eastern's final issue (Figure 12) must have been dumped on the market when the airline ceased operations. They cannot even be sold for 25 cents at airline shows, and the irony is that some misguided or ignorant sellers on eBay have priced them as high as \$10 each, probably thinking that these are rarities from a defunct airline.



Figs. 8



Figs. 9 & 10

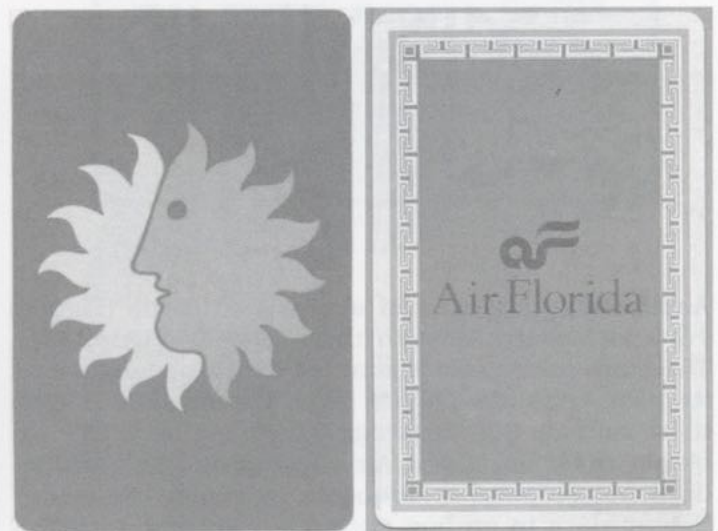


Fig. 11



Figs. 12 & 13

One of Eastern's predecessors, Mackey Airlines had also issued a deck (Figure 13). This is very rare - only a single card is known to exist.



Figs. 14 & 15

National Airlines issued a few card designs, the most common being the deck showing its famous Sun King logo (Figure 14). Many copies of this card are available.

Air Florida issued only one design (Figure 15). The red version is very difficult to obtain, for unexplained reasons. Interestingly, the blue version was also difficult to obtain when the airline was in operation, but one of our WAHS members acquired large quantities of this deck at the liquidation sale and the price plummeted to less than \$5 each. Some decks still surface on eBay auctions from time to time but most collectors already have this deck.



Figs. 16 & 17



Fig. 18

Airlift International had also issued cards (Figure 16) and Modern Air with their CV-990 (Figure 17). There are cards from Miami Air which usually show its palm tree logo (Figure 18). The mystery about these cards is that passengers have not been able to obtain them on Miami Air's flights and the airline does not respond to requests by mail. However, they surface in on-line auctions from time to time. Cards have also been available from Spirit Airlines (Figure 19).



Fig. 19

(Continued from page 7)

March 29, 2009. Other foreign airlines at MCO include British Airways, Aeromexico, COPA Panama, Mexicana, TAM Brazil and Virgin Atlantic.

On March 18, 2008 JetBlue announced Orlando as a new focus city. However, in early 2008 MCO lost international service from Condor Airlines out of Frankfurt and Martinair out of Amsterdam.



20???: MCO is ready for the A380. (David Birtwell)

Sanford International

Orlando has a secondary commercial airport, Sanford International (SFB), a former U.S. Navy air station, but it lies farther away from downtown Orlando and the various resorts than MCO. Allegiant Air started nonstop service from SFB to Appleton (Wisconsin) on Wednesdays and Saturdays on Nov. 19 with MD-80s. The carrier is operating nonstop from SFB to 27 destinations throughout the Eastern, Midwest and South of the United States.

SFB is also served by British carriers, including Monarch Airlines, Thomas Cook Airlines and Thomsonfly as well as by Virgin America and by Icelandair.



Today: AirTran operates from MCO (via David Birtwell).

The author wishes to thank George W. Cearley, Jr. for his assistance in gathering the information on ORL and MCO. Credit also goes to his books "Eastern Air Lines, An Illustrated History" (1983, 1985) and "National, Airline of the Stars" (1985, 1995). Also used in the research were the books "Commuter Airlines of the United States (1995) by R.E.G. Davies and I.E. Quastler; "Airlines of the United States since 1914" (1972) by R.E.G. Davies; "The Airline Encyclopedia 1900 - 2000" (2002) by Myron J. Smith and "Birth of an Industry" by The Rueben H. Donnelley Corporation. The Internet provided information about SFB.

Flying Stamps

By Jim Edwards

Florida's Premier Airlines!

When you think of Florida, and Miami in particular, two airlines come to mind—Pan Am and Eastern. Here are a few postal stamps with pictures of their aircraft for your enjoyment!



This stamp from Hungary in 1977 depicts a Pan Am Boeing 747SP with the North American continent.



Another stamp from the Caribbean features a Pan American Boeing 707 to celebrate the 50th anniversary of jet flight. This stamp comes from Antigua & Barbuda in 1989.



Nevis issued this stamp in 1998 featuring an Eastern Airbus A300 as part of a series of stamps on civilian aircraft.



Barbados issued this stamp of a Pan American DC-8 in 1989 to celebrate '50 years of Commercial Aviation' to the island.



This Pan Am Airbus A300 was part of a set issued in 1987 by Bahamas.



The Bahamas also issued this stamp of an Eastern Boeing 757 as part of the same set as the Pan Am A300.



Eastern's Boeing 727-200 is featured on this stamp from St. Lucia from 1980.

Timetables

By David Keller

dkeller@airlinetimetables.com

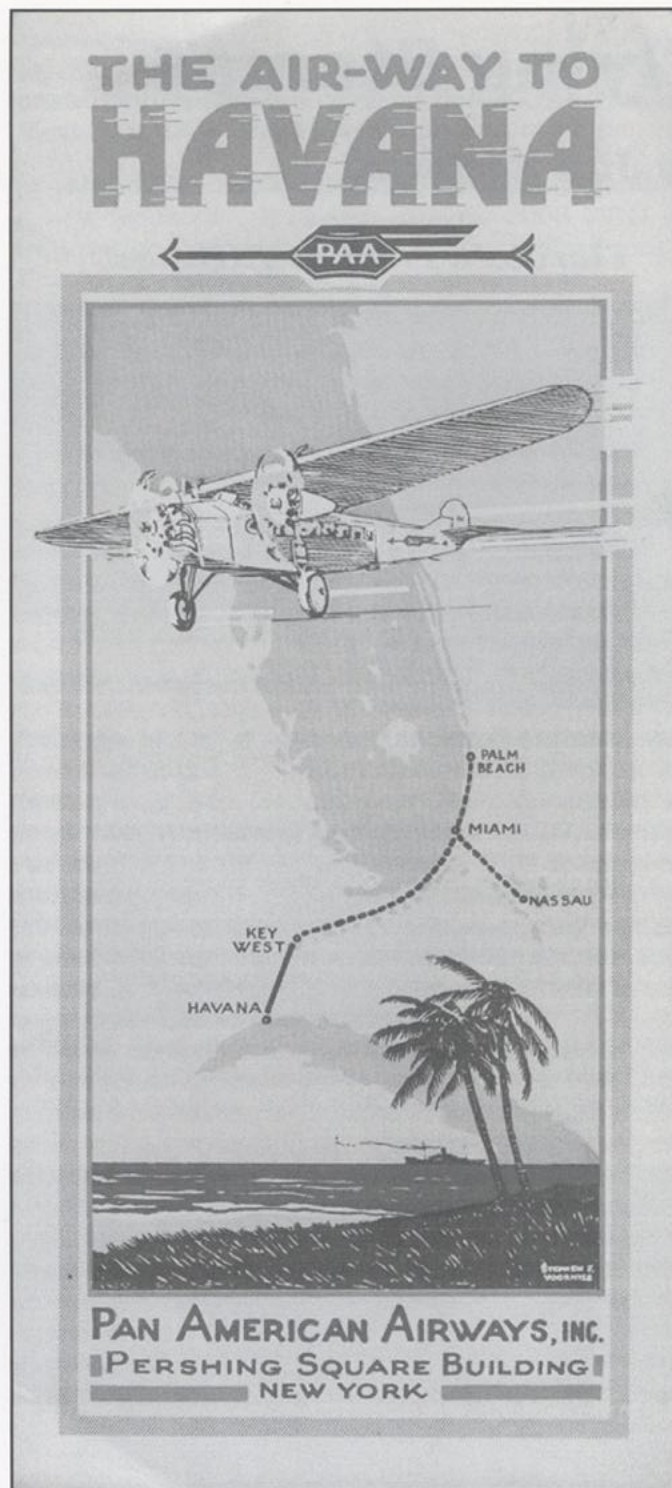
Airlines of Florida

The state of Florida boasts a long and colorful history of airline service. In fact, the world's first airline services were operated in 1914 with a twice-daily schedule on a 21 mile route crossing Tampa Bay. While this service was never profitable and only ran for about 4 months, the groundwork had been laid for the many airlines and billions of passengers to follow.

Probably the most notable airline to have its origins in Florida was Pan American Airways. A daily mail service was operated between Key West and Havana beginning in October of 1927, with passenger service being started on January 16, 1928. The illustrated timetable is undated, but does reference the start of passenger service and is (to the best of my knowledge) the first timetable for the airline. (Collector's note: I am told that Pan Am reprinted this timetable several times over the years, and I do not know if there is any way to differentiate the originals from the reprints.) Pan Am would become America's leading international airline for many years, but the lack of a domestic system (and the ill-advised purchase of National Airlines to acquire one) would lead to its downfall. After selling most of its assets, including big chunks of its routes and fleet, the carrier terminated all services in 1991.

Another airline to claim Florida as its birthplace was the previously-mentioned National Airlines. National began service between Jacksonville and St. Petersburg in late 1934. The timetable dated January 6, 1935 shows this service being operated with stops in Daytona Beach, Orlando, Lakeland and Tampa.

Florida has long been viewed as one of the more lucrative airline markets in the United States and routes to the "Sunshine State" have been coveted by many airlines over the years. Despite being classified as a "trunk" carrier in the mid-1950's, Northeast Airlines operated a rather small route system, extending Northward from New York City to Montreal and Maine. In an effort to bolster the airline's finances, the regulatory authorities awarded Northeast a route extension to Florida. The timetable dated October 27, 1957 shows the routes to Jacksonville, Tampa and Miami, which were being operated by DC-6B "Sunliners".



Pan American Airways ~ 1928

One type of airline service absent in the state was that provided by the Local Service carriers. For many years, the only local carrier serving Florida was Southern Airways. Initially, Southern served Jacksonville, later adding Panama City. The timetable dated September 1, 1956 shows service to those cities, as well as routes "under application" to several additional stations, terminating in Miami. Although Southern would gain routes to several other Northern Florida cities, service to Orlando and Miami would have to wait until 1970.

As Florida became an increasing popular seasonal destination for those wanting to escape the rigors of winter in other parts of the country, several airlines decided to send aircraft south for the winter as well. One of the best-known examples was Provincetown-Boston Airline, which began service from Boston to Provincetown in 1949. In 1960, the carrier established Naples Airlines in Florida, and began the practice of sending part of the fleet south in the winter as demand increased in Florida, then back to New England for the peak demand in the summer months. The Naples Airlines timetable dated January 1, 1968 shows the carriers operating to 3 cities on Florida's west coast from Miami. In the early 1980's, the Naples name was dropped, and that part of the network would simply be referred to as PBA's Southern Division.

In 1972, an airline by the name of Air Florida began 707 service between Miami and St. Petersburg. As illustrated by the timetable dated January 29, 1973, service to Orlando was added soon thereafter, and \$15 was the fare for all flights. The 707 was poorly suited for such routes, and was soon replaced by a small fleet of Electras. 727's and DC-9's were added in the mid-70's, allowing expansion into additional cities throughout the state. However, it was the passage of the Airline Deregulation Act in 1978 that allowed Air Florida to expand beyond its namesake state for the first time. Within only a few short years, the carrier was operating up and down the East Coast, as well as to Europe. However, the airline's fortunes took a turn for the worse following a well-publicized crash in Washington D.C., and by 1984 Midway Airlines purchased what remained of Air Florida, operating it as Midway Express.

Lacking one of the primary tourist attractions of many Florida cities (beaches), Orlando was put on the tourism "map" when Walt Disney World opened on October 1, 1971. Eastern Airlines worked out an agreement with Disney to become "The Official Airlines of Walt Disney World", which is promoted in the timetable dated September 8, 1971. Eastern eventually lost its status as Disney World's official airline in the late 1980's, as it was experiencing financial problems and services were being curtailed.

The Airline Deregulation Act, which became law in late 1978, allowed a number of airlines to acquire new routes to Florida. Airlines already serving the state added new routes, while others were able to serve Florida destinations for the first time. Allegheny, North Central and Ozark were in the latter category, and their initial "post-deregulation" timetables (February 1, 1979 for Allegheny and December 15, 1978 for the other two) proudly promote the new destinations.

Deregulation also presented opportunities for new carriers. Orlando was becoming a huge traffic generator, fueled by the additional theme parks built by Disney, Sea World and Universal Studios. In the timetable dated January 26, 1984, Florida Express inaugurated service with a fleet of BAC 1-11's operating to 5 cities that were determined to be underserved. (Service was also provided to 3 other cities in Florida with connections in Orlando.) The airline operated for several years, frequently dropping routes and adding others in search of profitable passenger loads. In 1988, the reincarnated Braniff purchased Florida Express, acquiring in the process several 1-11's that served with the original Braniff International during the 1960's.

Roughly a decade later, another carrier, AirTran, eyed Orlando as a base from which to launch new services. This company used 737's, again serving markets that were seen as underserved by the established airlines. The timetable dated August 15, 1994 shows service to 5 destinations from Orlando. A number of destinations were subsequently added, and in 1997 the airline was purchased by ValuJet, which had suffered a well-publicized crash in the Florida Everglades, and was primarily looking for a way to bury the ValuJet name. The merged carrier adopted the AirTran name, although the Orlando routes were temporarily discontinued shortly thereafter as attention was initially focused on the former ValuJet's hub in Atlanta.

Several airlines have attempted jet service within the state of Florida, with varying degrees of success. One notable effort was made by Piedmont Airlines in 1985 with the introduction of "The Piedmont Shuttle" on October 1 between 10 Florida cities. Many of these flights were operated with Piedmont's fleet of 65-seat F28's, which were among the smallest jet aircraft in airline service at the time.

Other airlines were dependent on Florida for international traffic. Panagra operated from New York, Washington and Miami to Panama City and a number of South American cities, primarily on the western side of the continent. The timetable dated October 1, 1960 shows DC-8's, DC-7's and DC-6's providing service from the US to 10 cities in Latin America. Braniff purchased Panagra in 1967, and operated a fleet of long-range DC-8-62's on those routes for many years.

Florida has also had its share of service from airlines based outside of the US. Miami in particular has long been a favorite destination of carriers from Caribbean and Latin American countries. In fact, many carriers had aircraft overnight at Miami rather than in their own countries, largely for the purpose of having maintenance performed. (For many years Eastern Airlines had a separate mainte-

nance facility in Miami that was dedicated to performing contract work for other airlines.) In the Lanica timetable dated October 30, 1967, the carrier's BAC 1-11 is scheduled for a 30 minutes stay in Managua each day, while spending over 17 hours in Miami.

While not as extensive as that to Latin America and the Caribbean, Florida has also received services to Europe. Underscoring its importance as a destination, during the 1980's Miami became one of only a handful of US cities to receive regularly scheduled Concorde service. The British Airways timetable dated July 1, 1985 shows Concorde operating a thrice-weekly service to London, with a stop in Washington, D.C.

Over 95 years after the first airline flight took off in Florida, thousands of daily flights link Florida with other cities in the US, the Americas, and beyond.

EFFECTIVE OCTOBER 27, 1957

NORTHEAST AIRLINES

SYSTEM TIMETABLE

- MONTREAL
- BOSTON
- NEW ENGLAND
- NEW YORK
- PHILADELPHIA
- WASHINGTON
- TAMPA
- MIAMI



KEY ROUTES SERVED BY ALL NEW DOUGLAS DC-68

"SUNLINERS"

2-ABREAST SEATING ON ALL COACHES

A scheduled airline since 1933

Northeast Airlines ~ October 27, 1957

PASSENGER, MAIL and EXPRESS SCHEDULE
EFFECTIVE JANUARY 6, 1935 Subject to change without notice

JACKSONVILLE—ST. PETERSBURG

Read Down		EASTERN STANDARD TIME				Read Up	
A—No. 2						A—No. 1	
5:00 A. M.	Lv. Jacksonville	Ar.	6:00 P. M.				
6:00 A. M.	Lv. Daytona Beach	Lv.	5:00 P. M.				
6:43 A. M.	Lv. Orlando	Lv.	4:25 P. M.				
7:28 A. M.	Lv. Lakeland	Lv.	3:40 P. M.				
8:01 A. M.	Lv. Tampa	Lv.	3:05 P. M.				
8:15 A. M.	Ar. St. Petersburg	Lv.	2:50 P. M.				

NEW YORK—JACKSONVILLE—MIAMI

EASTERN AIR LINES, INC.
Air Canada Service

Read Down		EASTERN STANDARD TIME				Read Up	
No. 3	No. 4				No. 4	No. 3	
5:00 AM	7:00 PM	Lv. New York City	Ar.	6:00	7:00		
5:45	7:40	Lv. Newark Airport	Ar.	5:26	6:20		
11:15	11:15	Lv. Washington	Lv.	4:00	7:00		
1:05		Lv. Raleigh	Lv.	2:05			
	2:15	Lv. Charlotte	Lv.		3:55		
3:10		Lv. Atlanta	Lv.	17:01			
4:20	5:30	Lv. Jacksonville	Lv.	10:55	12:38		
4:30	6:00	Ar. Miami	Lv.	4:40	10:00		
5:00	6:00			5:00	AM		

CHICAGO—ATLANTA—MIAMI

EASTERN AIR LINES, INC.

Read Down		Central Time				Read Up	
No. 9	No. 10				No. 10	No. 9	
7:15 AM	7:45 PM	Lv. Chicago	Ar.	5:45	7:45		
	10:45	Lv. Indianapolis	Lv.	4:10	6:40		
2:30		Lv. Louisville	Lv.	3:00	2:50		
3:15	4:15	Lv. Knoxville	Lv.		2:40		
	5:30	Lv. Nashville	Lv.	3:15			
5:10	7:54	Lv. Chattanooga	Lv.	2:00			
6:00		Ar. Atlanta	Lv.	12:50	12:25		
	8:10	Lv. Atlanta	Ar.		12:05		
8:44	8:21	Lv. Miami (EST)	Lv.	11:40	11:10		
9:44	8:20	Lv. Jacksonville (EST)	Lv.	10:35			
9:21		Lv. Jacksonville (EST)	Ar.		11:04		
11:00		Ar. Miami (EST)	Lv.		9:00		
11:00	AM				PM	AM	
11:00	PM	Midland			PM	AM	
		See note					

FARES FROM ST. PETERSBURG TO—

New York	\$69.20 One Way—\$124.14 Round Trip
Washington	56.34 One Way—102.74 Round Trip
Atlanta	53.66 One Way—60.59 Round Trip
Chicago	72.18 One Way—129.93 Round Trip

National Airlines ~ January 6, 1935

Pan American Airways ~ 1928

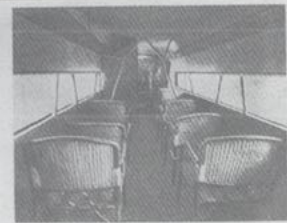
Travel the Comfortable Way

How many times have you stood on the deck of a steamer, tossing in a rough sea and enviously watched the gulls wheeling and dipping round the vessel. What swiftness and lightness, what ease, while you suffered the agonies of the endless rolling and pitching of a spiteful sea. How you longed for the smooth, quick flight of the gull.

These choppy crossings are as true of the Straits of Florida through which the Gulf Stream flows, as of the English Channel, which is famous for its roughness. For a steady breeze is at cross purposes with the strong current and those on the surface where wind and water meet, suffer plenty. But now man has mastered the principles of flight and may enjoy the comfort, speed and safety of aerial transportation.

As contractors for U. S. and Cuban Mail, Pan American Airways, Inc. has maintained, since October 28, 1927, a daily service between Key West and Havana, connecting with the Havana Special, both South and Northbound. On January 16, 1928, regular passenger service was inaugurated in accordance with the schedule shown below. The great saving in time means the best part of two days gained in the round trip to Cuba. In addition, a comfortable journey, with minimum delay for customs formalities, is assured. Pan American Airways, Inc. uses only the most modern and safest equipment available and employs conservative, skillful pilots and expert mechanics. The U. S. Department of Commerce has licensed all the pilots, as well as the large eight passenger Tri-motor Fokkers which are in use between Key West and Havana.

Safety and service are the guiding principles of all flights over Pan American Airways.



Reservations

Reservations may be made at any one of the following Pan American Airways, Inc. offices, by telephone or telegram:

100 EAST 42ND STREET, NEW YORK CITY
Telephone California 2-167

LA CONCHA HOTEL BUILDING, KEY WEST, FLA.
Telephone 127


SEVILLA-BILMORÉ ARCADE, HAVANA, CUBA
Telephone A-2123

The Company cannot guarantee to hold reservations made by wire, unless full fare or deposit of one-third of full fare is immediately sent. Reservations on which deposit has been made will not be held after 24 hours before intended flight, unless full payment is completed.

Schedule—Daily

Leave Key West	8:00 A. M.
Arrive Havana	9:35 A. M.
Leave Havana	1:45 P. M.
Arrive Key West	5:15 P. M.

One way Fare: \$50.00—includes passenger and 30 pounds of baggage, also transportation to and from airports. Excess baggage will be carried at 25 cents a pound, when the capacity of the plane permits.



SEPTEMBER 1, 1956

Southern AIRWAYS



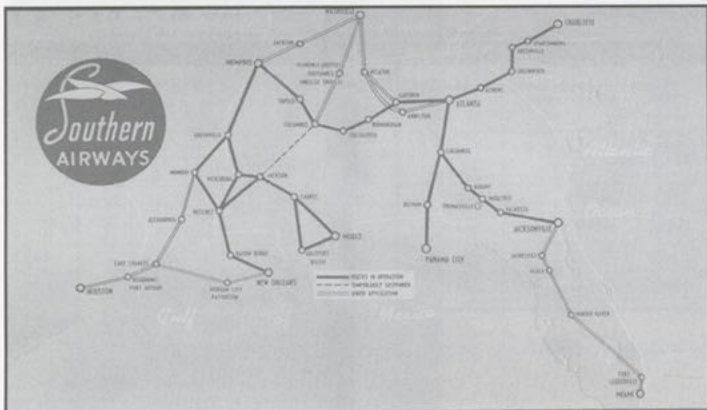
Fly Southern
to
PANAMA CITY, Fla.
DOTHAN, Ala.



**DEPENDABLE
SCHEDULED
TRANSPORTATION**

One of the SCHEDULED AIRLINES of the U.S.

Southern Airways ~ September 1, 1959



Effective January 29, 1973

QUICK REFERENCE **AIR FLORIDA** FLIGHT SCHEDULES

MIAMI • ST. PETE/TAMPA • ORLANDO



"Lowest Jet Fares in Florida"

Air Florida ~ January 29, 1973

YEAR-ROUND
COMPLETE SCHEDULE
EFFECTIVE JANUARY 1, 1968

NAPLES AIRLINES

Division of Provincetown-Boston Airline, Inc.



THE FASTEST ROUTE TO FLORIDA'S WEST COAST

**DAILY SCHEDULED SERVICE
BETWEEN
NAPLES AND MIAMI
FORT MYERS AND MIAMI
MARCO ISLAND AND MIAMI**

NAPLES AIRLINES

NAPLES AIRPORT
MI 2-3454

FORT MYERS
WE 6-0444

CONCOURSE 3
MIAMI AIRPORT
NE 4-5811

Naples Airlines (PBA) ~ January 1, 1968

**More Fun,
...Less Money**

Flight Schedule

August 15, 1994

AirTran ~ August 15, 1994

**NORTH
CENTRAL**
schedule

effective
december 15
1978

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

North Central ~ September 15, 1978

ALLEGHENY.
System Timetable
Effective February 1, 1979

FLORIDA

**NOW
MORE
SERVICE**

TO
TAMPA
ORLANDO
WEST PALM BEACH

Allegheny ~ February 1, 1979

EASTERN

Complete System Timetable effective Sept. 8, 1971

**You just became the kind
of person that can afford to
fly off to someplace like this
for the weekend.**

Let us be your wings
to The Family
Vacation Kingdom
of The World,
opening in October.

See insert for
additional information.

EASTERN
THE OFFICIAL AIRLINE OF
Walt Disney World

Eastern Air Lines ~ September 8, 1971

188

From	To	Days	Depart	Arrive	Flight No	Air-craft	Class	Stops	Arr
		1234567							
From MIAMI continued									
► Jersey									
	- 15 Oct	Daily	2045	1315t	BA292	747	FJM	1	1105
	16 Oct - 25 Oct	Daily	2145	1315t	BA292	747	FJM	1	1105
► London Concorde									
	-- 3-5-7	1045	2200	BA188	Concorde		R	1	
	- 15 Oct	Daily	2045	1005t	BA292	747	FJM	0	
	16 Oct - 25 Oct	Daily	2145	1105t	BA292	747	FJM	0	
	26 Oct -	----- 6-	2145	1005t	BA292	747	FJM	0	

British Airways ~ July 1, 1985

BRITISH AIRWAYS

**Worldwide
Timetable**

1 July - 26 October 1985

OZARK AIR LINES

System Timetable
December 15, 1978

Now Serving
Miami
Tampa
Orlando
Ft. Lauderdale

Ozark ~ December 15, 1978

PIEDMONT AIRLINES

System Schedule Effective October 1, 1985

THE PIEDMONT SHUTTLE
Intra-Florida Jet Service

Piedmont ~ October 1, 1985

FLORIDA EXPRESS

FLIGHT SCHEDULE

Florida Express ~ January 26, 1984

LANICA AIRLINES

JET BAC-111
DE LUXE "LANICA STYLE" SERVICE

MIAMI
Non-Stop
MANAGUA
&
SAN SALVADOR

LANICA AIRLINES

LINEAS AERIAS DE NICARAGUA S.A.

EFFECTIVE OCTOBER 30, 1967

FLIGHT NO.	CLASS	DEPART	ARRIVE	FLIGHT NO.	CLASS	DEPART	ARRIVE
411 BAC-111	AA	08:00	08:00	414 BAC-111	AA	14:45	14:45
415 BAC-111	AA	10:00	10:00	417 BAC-111	AA	10:40	10:40
		10:20	10:20	418 BAC-111	AA	10:00	10:00
		09:20	10:50	419 BAC-111	AA	11:20	09:50

LANICA ~ October 30, 1967

EL INTERAMERICANO

FIRST AND TOURIST CLASS SERVICE

CITY	SOUTHBOUND				NORTHBOUND			
	FLIGHT NO.	CLASS	DEPART	ARRIVE	FLIGHT NO.	CLASS	DEPART	ARRIVE
NEW YORK	701	JET	08:00	08:00	702	JET	18:00	18:00
WASHINGTON	703	JET	08:30	08:30	704	JET	18:30	18:30
MIAMI	705	JET	09:00	09:00	706	JET	19:00	19:00
PANAMA CITY/BALBOA	707	JET	10:00	10:00	708	JET	20:00	20:00
CALLI	709	JET	11:00	11:00	710	JET	21:00	21:00
QUITO	711	JET	12:00	12:00	712	JET	22:00	22:00
GUAYAGUIL	713	JET	13:00	13:00	714	JET	23:00	23:00
TALARA	715	JET	14:00	14:00	716	JET	24:00	24:00
LIMA	717	JET	15:00	15:00	718	JET	25:00	25:00
LA PAZ	719	JET	16:00	16:00	720	JET	26:00	26:00
ANTOFAGASTA	721	JET	17:00	17:00	722	JET	27:00	27:00
SANTIAGO	723	JET	18:00	18:00	724	JET	28:00	28:00
BUENOS AIRES	725	JET	19:00	19:00	726	JET	29:00	29:00

Panagra ~ October 1, 1960

TIMETABLE EFFECTIVE OCTOBER 1, 1960

PANAGRA

PAN AMERICAN-GRACE AIRWAYS

DC-8 JET SERVICE TO SOUTH AMERICA

Famous heroes appear in Lima in October and November

El InterAmericano JETS

Slide Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

Miami Photography Event

This past January marked our 19th year of the popular Miami Slide Convention. Although most of photography today is digital, there is still a lot of interest in slide collecting and slide photography. Slides are becoming more or less antique items but are still the only photo records of most aircraft pre-year 2000.

During our convention, we still had many foreign visitors who brought us very nice slides from other countries. The ramp tour for the participants was one of the best ever. Not only were they given great spots to photograph interesting new aircraft, American Airlines also opened a Boeing 777 for the group to see. One of the highlights of the show was a first-ever tour of the modern ground control facility in the new international terminal. The friendly staff at Miami International Airport really went out of their way to provide the group with this great MIA field tour.

Next year will be our 20th anniversary. We plan to introduce digital photography with slide photography allowing everyone in the hobby to show their work. Commercial and military aviation photographers from around the world will be showcased. We hope it will be a beginning of a series of successful aviation photography conventions in the future.

Included are some photos of the past Miami Slide Convention. Have a great spring!

Joe Fernandez and Eddy Gual



The bus photo group posing in front of Arrow Air's new Boeing 757 N688GX. Photo by Don Boyd



Photographers snapping away at a great variety of aircraft at the northeast corner of MIA - Photo by Don Boyd



First ever tour of a ground operations control platform at MIA. This is the new International Terminal Ground OPS control area. Photo by Don Boyd



Part of the group having a "cigar" break during slide trading. Photo by Dave Campbell

Label Time

By Daniel Kusrow

dkusrow@us.net

www.airlinebaggagelabels.com

Florida's Airlines in Labels & Stickers

Commercial aviation's history runs deep in the state of Florida. The world's first scheduled airline, St. Petersburg-Tampa Airboat Line, commenced operations in early 1914. Unfortunately, this firm did not issue any baggage labels, but many later airlines either based in Florida or which operated in and out of the state did. This article presents a cross section of these baggage labels and stickers.



Aeromarine Airways inaugurated the first U.S. international passenger and airmail service on November 1, 1920 flying from Key West to Havana with Aeromarine Model 75 flying boats. By early 1921, flights were being flown from Miami and Palm Beach to Bimini and Nassau. During the next several Winter Seasons, Aeromarine continued operations in Florida, with the last flights being made in late 1923. Harry Bruno, the firm's Publicity Director, designed the colorful label while imbibing at Sloppy Joe's Bar Havana. This Extremely Rare baggage label dates to 1921.

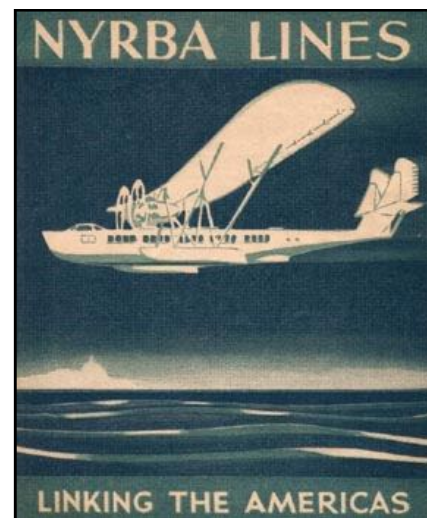
Pan American Airways made its first flight from Key West to Havana using a Fokker F.VIIa/3m in late 1927. This is the only known example of the airline's first baggage label. Pan American's operations in the state soon moved to Miami's 36th Street Airport terminal. Later, PAA flying boats winged their way to Latin America from the Dinner Key Base on Biscayne Bay. The airline had a constant operating and maintenance presence in South Florida. This Extremely Rare baggage label dates to 1928. (Reuben Martinez Collection)



Pan American Airways



Curtiss Flying Service Beginning in the late 1920s, the Wright Aeronautical Corporation of Paterson, NJ started a series of fixed base and local air service operations nationwide, which included a division at Miami Municipal Airport. A Ford Trimotor was based there for south Florida regional sightseeing and scheduled flights during the Winter Seasons. The division was closed by 1933. This Scarce baggage label dates to 1930.



NYRBA – New York, Rio & Buenos Aires Line was founded in 1929 and established the first seaplane base at Dinner Key in Miami from where it flew Consolidated Commodore Flying Boats across the

Caribbean and down the East Coast of South America. Pan American, not NYRBA, was awarded the U.S. Air Mail contract, forcing NYRBA to merge with its smaller rival. This Rare baggage label dates to 1930.



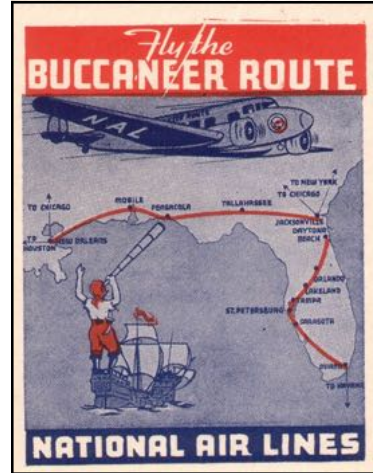
Eastern Air Transport picked up the airmail contract for Atlanta to Miami from Pitcairn Aviation (emblem is on the EAT label), who had acquired it in 1928 following the demise of Florida Airways in 1926. By early 1931 EAT was flying to Miami (with intermediate Florida East Coast and West Coast stops) using Curtiss Condors and Kingbirds. This Rare baggage label dates to 1931.



Eastern Air Lines by the mid 1930, under the firm hand of Eddie Rickenbacker, became profitable with the use of Douglas DC-2s and DC-3s on the New York to Miami run. This small label advertised one of the airline's different named flights, there was another called the "Miami Flyer." At this time, the airline was the largest employer of aviation personnel in the state of Florida. This Uncommon baggage label dates to 1936.

National Air Lines, founded in 1934, was headquartered initially in St. Petersburg, followed by Jacksonville and ultimately Miami. By the late 1930s, it was operating Lockheed Electras on a route that traversed most of Florida. The Buccaneer moniker was in commemoration of what Eastern's Eddie Rickenbacker called National's Ted Baker

when National entered the Jacksonville market. By 1980 National merged with another Florida institution, Pan Am. This Uncommon baggage label dates to 1939.



National Air Lines



TACA Airways System was established in Honduras in 1931, and during the 1930s using a wide mix of planes developed an extensive cargo and passenger network in Central America threatening the operations of Chosen Instrument Pan American Airways. By 1943 a sales office was opened in Miami, and soon after the airline was flying Belize City to Miami via Havana. This Uncommon freight label dates to 1947.



Florida Airways was founded in 1943 under the name of Orlando Airways as a small charter operation, but was renamed after it received approval for scheduled passenger service in 1946. Beech 18s were used from 1947-1949 for the transport of passengers and air express on a route from Tallahassee to Jacksonville via Orlando. This Uncommon baggage label dates to 1947.



North American Food Carriers was an air freight line that operated Curtiss-Wright C-46 Freighters from Miami International Airport and specialized in cargo food shipments. This Uncommon freight label dates to 1950.



AAXICO – American Air Export & Import Company was founded in 1945 at Miami as an irregular carrier to conduct all-cargo operations throughout south Florida, the Caribbean, and Central America with Douglas DC-3s and DC-6s, and Curtiss C-46 Freighters. It also conducted non-scheduled passenger operations. This Uncommon freight label dates to 1950. (Marvin Goldman Collection)

AVIANCA was founded in 1940 as the Colombian national carrier, and replaced the German-operated SCADTA that dated back to 1919. In January of 1947 a Douglas DC-4 inaugurated direct Colombia to Miami International Airport service, which was the first airliner from a South American west coast country to do so. By 1949, this route had been extended to New York City. This Scarce baggage label dates to 1950.



AVIANCA



Delta Air Lines was established in 1929, and by late 1945 the airline started operating a new route from Chicago to Miami via Atlanta and Jacksonville using Douglas DC-3s, that were soon replaced by DC-4s. The label depicts sun bathers at Miami Beach, and was issued just before the airline merged with Chicago and Southern. This Uncommon baggage label dates to 1952. (Marvin Goldman Collection)



Mackey Air Transport was incorporated in 1946 and started operating scheduled passenger service in 1953 from St. Petersburg, Tampa, Fort Lauderdale, and West Palm Beach to Nassau using Douglas DC-3s and DC-4s. This Scarce baggage label dates to 1953. (Henk Heiden Collection)

Riddle Airlines was established in 1945 at Coral Gables to run passenger and cargo flights to and from Florida, with Puerto Rico being an early destination. By the mid 1950s, the airline was granted

authority to operate scheduled cargo services using Curtiss-Wright C-46Fs to Florida from New York, Boston, Detroit, and Chicago; such as carrying Florida fashions to the Midwest. This Uncommon freight label dates to 1955.



Riddle Airlines



Northeast Airlines was launched in 1940 as the re-branded Boston-Maine/Central Vermont Airways. By early 1956 the airline was granted authority to begin flights from Boston via New York to Miami using Douglas DC-6s in direct competition with Eastern Air Lines and National Airlines. This Uncommon baggage label dates to 1957.

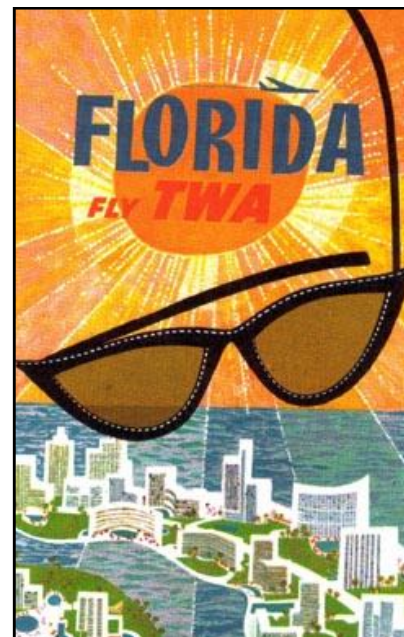
Cubana is the pre-Revolution airline that started service in 1929, and from 1932 to 1945 it was a wholly owned subsidiary of Pan American Airways. In 1946 it launched its first international service from Havana to Miami with the Douglas DC-3. By August 1957, it was operating the British Vickers Viscount turboprop airliner, as well as the Lockheed Constellation. This Scarce baggage label dates to 1957.



Cubana



Capital Airlines was launched in 1948 as the re-branded Pennsylvania-Central Airlines. By 1955 it became the first major American airline to place the British Vickers Viscount turboprop air transport into passenger service, and three years later it was granted authority to begin flying to Miami from its East Coast and Midwest route cities. This Common baggage label dates to 1958.



TWA Trans World Airlines

TWA – Trans World Airlines flew extensive American transcontinental and European and Asian international route networks with Lockheed Constellations throughout the 1950s and Boeing 707s and Convair 880s in the 1960s. Miami was a relative late destination for the airline with a new route being flown from St. Louis to Miami via Nashville using Boeing 727s. This Uncommon baggage label dates to 1968.



Air Florida was a Miami based airline that started intrastate scheduled passenger operations in 1971. In 1980 it inaugurated DC-10 flights to a number of European cities from Miami, as well as service to Caribbean and Central American destinations. Flights to Chicago followed soon after. This Common baggage sticker dates to 1981. (Marvin Goldman Collection)



Florida Express was launched in 1983 and based at Orlando International Airport. It used BAC 1-11's to run discount flights to a number of intrastate, Southeast, East Coast, and Midwest destinations. It was acquired by Braniff in 1988 and ended operations the following year when Braniff entered bankruptcy. This Common baggage identification sticker dates to 1985. (Marvin Goldman Collection)

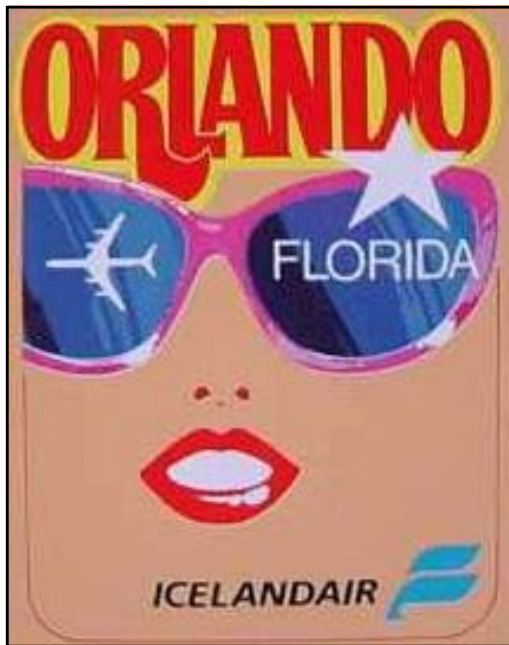


Chalk's International Air Lines was a flying boat service based in Miami. It was founded in 1919 by "Pappy" Chalk and specialized during the post World War II years in operating Grumman Amphibians (Gooses, Widgeons, Mallards and Albatrosses) on scheduled passenger flights from Miami to Key West and a number of destinations in the Bahamas. This Uncommon baggage sticker dates to 1987. (Marvin Goldman Collection)



Virgin Atlantic was founded in 1982 with Richard Branson at the helm, and by 1984 commenced trans-Atlantic operations between London Gatwick and Newark using a single Boeing 747-200. In 1987 Miami was added as the 2nd North American destination, which led to a dramatic increase in business for the young discount airline, and Orlando soon followed. This Uncommon baggage sticker dates to 1987 (Henk Heiden Collection)

Icelandair was founded in 1940 as Flugfélag Islands. By 1979, it merged with competitor Icelandic Airlines to form a single national carrier. In the late 1980s a twice-weekly flight was inaugurated from Glasgow to Orlando International Airport for the heavy U.K. tourist traffic using Douglas DC-8s. This Uncommon baggage sticker dates to 1988.



Icelandair



AirTran is a U.S. low cost domestic airline that is headquartered at Orlando International Airport, with its principal operating hub at Atlanta International Airport, and serves the East Coast and the Midwest. The company was founded in 1993, and merged with ValuJet in 1997. It is the largest operator of the Boeing 717, and serves all of Florida's principal cities. This Uncommon baggage sticker dates to 1998.

Notes:

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

Sources:

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What is It?

By Ken Taylor

keebeetay@aol.com

We received several responses to inquiries from our last column in Issue 33-3 via email. I am not acquainted with all these people but I thank you for your ideas. They were from Stan Baumwald, Reuben O, Alligator Man, and Derek Hughey.



Figure 17

First is from Figure 17. It is from Blue Chip Holdings. The wing is dated on rear as "2008."



Figure 19

Figure 19 created a lot of interest.

It was suggested this wing was a pattern piece, never used, or accepted by Pan American. However, the wing surface has wear scratches and the rear has the pilot's name engraved "George Rumill".

With these thoughts in mind, Reuben O replied: "After some research last evening, I have to conclude that Stanley is correct on his assessment what he knows plus information passed on to him on from **Air and Space**, that the PAA wings in question were proposed wings. George Rumill, initially started with Cubana de Aviacion in 1931. Pan American purchased Cubana in 1932, where George remained until 1933, when he was transferred to Miami, then to CNAC (China National Aviation Corp.) in 1933 where he was part of the initial PAA crew assigned to CNAC and ferried Sikorsky S-38's to start service. Prior to Cubana, George was indeed a former Naval aviator, thus would explain the Navy Pilot Wings you have and eliminate NATS (Naval Air Transport Service) speculation as to usage, That gave us the initial idea as to the PAA wings association with NATS. It is still possible that George may have flown for NATS during the war due to his Navy past. I believe George, after CANC service, was based in the Pacific Division (Alameda/SFO)."

So, as to use of the PAA wings in NATS service, this then no longer holds true in my revised opinion. Therefore, PAA pilots flying for NATS probably wore their own PAA 33-45 (Type 2 style) pilot wings, or that of NATS (if such wings were designed with NATS emblem and lettering), or actual Navy Pilot wings. PAA pilots flying for NATS were commissioned as Reserve Navy Officers.

Regarding the use of the PAA lettering style on the wings, this is indeed the mystery as to use by George Rumill. In July 1932, PAA's inhouse newsletter did announce that the new pilot insignia was being prepared for use with the rank bars to designate Chief Pilot, Captain, First Officer, etc. However, what was not discussed or described, was the actual pattern of the emblem, such as North and South American continents we know, or the PAA lettering on blue round circle. Another interesting consideration, while the newsletter did not state exactly when the new wings would be used, they might have been issued in the 4th quarter of 1932 or early 1933. Therefore the proposed style of wings perhaps might have been used by PAA pilots under CNAC service. It certainly would not make sense to wear the North and South America emblem in China, whereas PAA lettering generic would indicate PAA interest, while flying under the CNAC banner. Most of CNAC insignia we see are from the late 1930's and early 1940's. Has anyone seen an early 1930's CNAC wing? I am sure that there were early 1929-1933 CNAC wings and when PAA came on-board, they wore their own wings until such a time when new wings were designed.

So this raises the question: Whether the PAA wings were initially issued, then immediately recalled and replaced by the better known North and South America emblem to better illustrate the airlines service to Latin America? Or, were these wings used by early PAA pilots in service with CNAC in 1933?"

Thanks for all this information. Maybe this will clear up the issue in some folks minds. I hope so.

We have a couple of questions:

Who, what, where and when is this wing with the triangle centre? (Figure 1)



Fig. 1



Continued on Page 30

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Florida's Jr. Wings

Air Florida was based out of Miami International Airport. It started operations in 1972. As with many airlines during the deregulation era, Air Florida expanded rapidly and began to incur heavy financial losses. The crash of Air Florida Flight 90 in 1982 accelerated its demise and it declared bankruptcy and ceased operations on July 3, 1984. This is the only junior wing they put out (Figure 1). However, there was another airline called Sun Shuttle (Figure 2) which was a feeder for Air Florida and this is a junior wing that they put out. There were several airlines that would qualify as the Air Florida commuter but I think the most likely was a small operation based in Ocala.



Fig. 1



Fig. 2

The origins of Carnival Air Lines can be traced to 1984 when Pacific Interstate Airlines was founded in Las Vegas. This airline flew charters between Las Vegas and Los Angeles. In 1985 the name was changed to Pacific Inter Air and then only two years later the name was changed to Bahamas Express. By this time the airline was flying out of airports in the East Coast. Carnival Cruise Lines bought the company in 1988 and the airline's name was once again changed to Fun Air, but no planes were painted with that name, and cruise ship passengers were flown by Majestic Air. The final identity of Carnival Air Lines came to being in 1989 and the airline began flying from Miami to the Northeast USA and later on expanded to other destinations.

The home base for Carnival Air Lines was Ft. Lauderdale, Fl. In September 1997, Pan Am Corp., a holding company formed by the reincarnated Pan American Airways (1996-1998), bought Carnival Air Lines. Pan Am and Carnival ceased scheduled flight operations in February 1998. The airline put out two junior wings (Figure 3). One was plastic and the other paper.



Fig. 3

Dolphin Airways was a Tampa based commuter. Colorfully decked out in turquoise, white and orange (Figure colors similar to that of the NFL's Miami Dolphins), the carrier served almost all the major cities in Florida. Starting by September 1983, Dolphin (which changed its name to Dolphin Airlines in 1983) began to scale back its route system dramatically and finally shut down in 1984. This is one of the few airlines that put out a junior wing that is a fold over type metal (Figure 4).

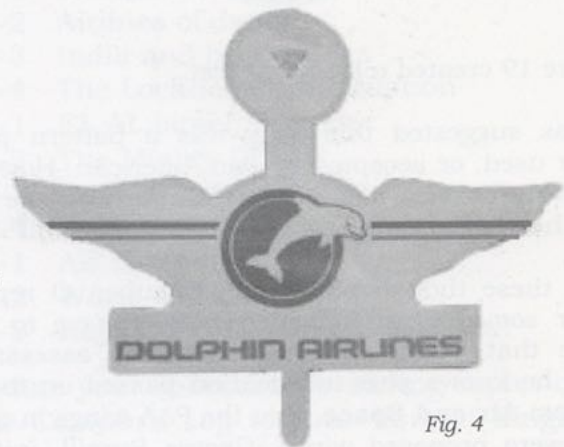


Fig. 4

Eastern Air Lines began in 1928 as Pitcairn Aviation, a small carrier in Philadelphia that earned its income from the transport of airmail under U.S. government contract and just grew from there. In the 1970's, labor conflicts, the rising cost of fuel, and debt incurred from purchasing new airplanes began a downward spiral for the company. The deregulation of the airline industry, along with other troubles, led to the liquidation of Eastern Air Lines in 1991 at which time its home office was in Miami, Florida. This Junior Test Pilot (Figure 5) is one of the first issues of junior wings.



Fig. 5

National Airlines was originally headquartered in St. Petersburg at Whitted Airport and Jacksonville before moving its home base to Miami. During its history, National was known by advertising slogans such as "The Buccaneer Route" (1940s), "Airline of the Stars" (1950s-60s), and, famously, its "Fly Me" campaign of the 1970s, where aircraft were given female names and flight attendants were featured in broadcast and print media campaigns. In the autumn of 1978, Texas International Airlines, a regional airline under leadership of Frank Lorenzo, attempted a tender offer acquisition of National Airlines. National management and unions fought the TI acquisition stubbornly. National was in the end acquired by Pan Am in 1980 and its operations were merged into those of the larger carrier. Pan Am ceased operations in December 1991. This is the first known issue of National Juniors (Figure 6).



Fig. 6

Northeastern International Airways was established in 1980 and commenced operations in February 1982. The main market was to fly sun seekers from the northeastern USA to Florida. They expanded rapidly to the west coast with A300 aircraft. The rapid expansion of the airline brought upon a financial crisis at the end of 1984. By January 1985, Northeastern sought protection from its creditors by filing for Chapter 11 bankruptcy protection, but operations were sparse during 1985 and the company was liquidated during 1986. This is the only junior wing that this Ft. Lauderdale based airline put out (Figure 7).



Fig. 7

Pan American World Airways, commonly known as Pan Am, was the principal international airline of the United States from the 1930s until its collapse on December 4, 1991. Founded as a seaplane service out of Key West, Florida, the Pan Am brand was resurrected four times after 1991, although the re-incarnations were related to Pan Am in name only. There were 26 junior wings either issued by Pan Am or gift shop items. This is my favorite (Figure 8).



Fig. 8

Spirit Airlines was founded in 1980 as Charter One in Detroit. In 1992 Charter One brought jet equipment into the fleet, changed its name to Spirit Airlines and in 1999 the company headquarters was moved to Ft. Lauderdale, FL. This junior wing is just one of several that the airline has put out (Figure 9).



Fig. 9

Happy Collecting,

Stan



Wings! Badges!

By Charles F. Dolan

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Wings of Florida

About two and a half years before I retired, we bought a house in The Villages, Florida. It is a gated, golf cart community for folks over fifty years of age. It is not to be confused with a retirement community, there are just too many activities going on here to even think as if you are of retirement age. Even as early as the day after we contracted for the house to be built, I was describing the place as "Stepford" or "Disneyworld for the Geritol Generation". Anyway, from that time until the day I walked out of the "shop" for the last time, whenever anyone asked to where I was retiring - I'd answer "God's waiting room, Florida".

As I began pondering the items which I would image to show in this issue, I got the same feeling I used to have when walking through a cemetery. As I looked at all the names, I realized that they were those of late, great carriers which were no longer with us. Pan American, Eastern, National, Northeast, Lادeco, Viasa, Varig, Valuejet and Chalk's are all gone from the skies. True, these did not all fold their wings at one time, but it is sad to think of all the people who earned their salaries from work at these companies and the passengers who used to think of them as trusted means of getting from point A to point B.

Individual issues have been reserved for Pan American and Eastern, and I know that within the past three to five years I have shown the wings and cap badges of National and Northeast Airlines, so I decided to use this issue to showcase the insignia of carriers previously unseen or those which have not been featured in over ten years. I am holding aside newer entries into Florida skies, such as JetBlue and Air Tran to be featured in future issues.

I am including wings from Miami Air International which is alive and well with their fleet of Boeing 737-800s. Miami Air is one of the few airlines left based in Florida.

So, let us walk slowly as we go whistling in the dark and remember these airlines which once transited the skies over Florida.



Airlift International RD

Both wing and cap badge are of silver color with satin finish. The higher surfaces are polished. The area within the three orbit loops of the cap badge has a surface which looks like granules. The wing is clutch back and is hallmarked with a "B" in a shield and the word "STERLING".

The cap badge has a single screw post and one positioning pin. There is the same logo with the "B" and the letters "STER".



Av Atlantic

Wing and cap badge are of gold color metal. The wing is clutch back with no hallmark. The center oval has a gold background with red letters "AV" and black letters "ATLANTIC". There is a design which forms the cross piece of the "A" and a light color globe in the "V". The center oval has a polished plastic finish.

The cap badge has a screw post and two clutch back pins. The center oval is white with red letters spelling "Av Atlantic". The central oval has the same glossy plastic finish as the wing.



Chalk's International Airline BK

The Chalk's wing is of highly polished gold color metal. The center disc is white with "CHALK'S" in dark blue letters. There is a very thin dark blur border on the disc. The wing is clutch back without any hallmark.

Faucett Peruvian Airlines CF



Type 1

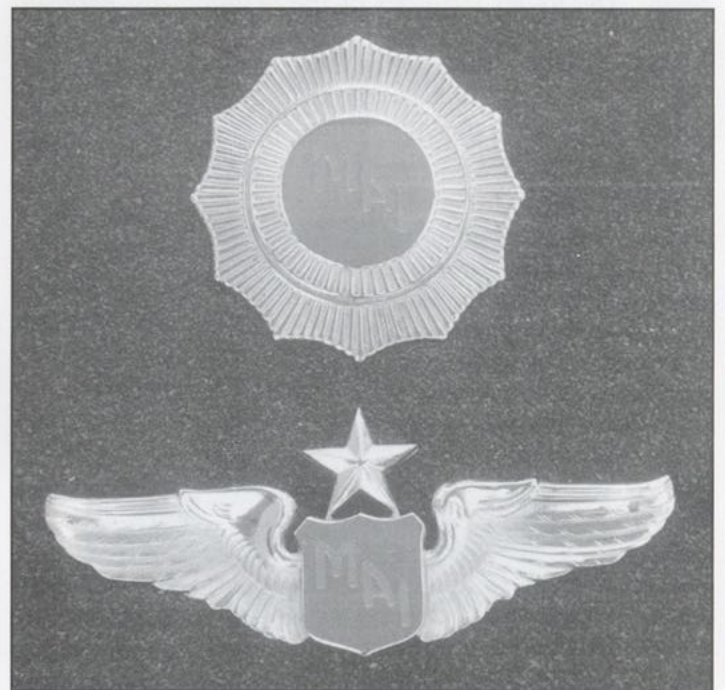
Both wing and cap badge are of silver metal. The center disc of the cap badge and the shield in the wing are of white and red enamel. The wing has been mounted on a board and the fasteners have been removed. I suspect it was pin back. There is no hallmark.

The cap badge has a single screw post. The numbers "925" are stamped into each wing of the cap badge.



Type 2

Wing and cap badge are made of brass color metal with center shields of white and red-orange enamel. The feathers in the wings of both badges are finely detailed. The cap badge has a single screw post and is not hallmarked. The wing is pin back and also without hallmark.



Miami Air International GL

Both wing and cap badge are made of gold color metal. The feathers of the wings have a slightly brushed finish. The raised surfaces of both the wing and cap badge are highly polished (making them very hard to capture by camera). The letters "MAI" are a medium purple paint.

The cap badge has a single screw post and one positioning pin. There is no hallmark.

The wing is clutch back and bears the hallmark "JOHNSON'S DAYTON, OHIO".

Rich International Airways JN



Type 1

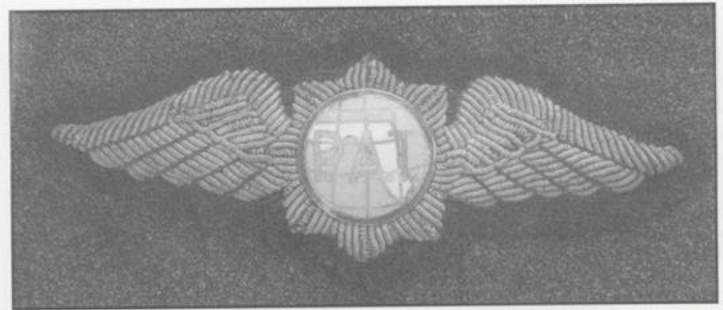
The wing and cap badge are made of gold color metal. The lower surfaces of the insignia are slightly brushed and the higher surfaces are polished. The center ovals of both wing and cap badge are off-white with dark blue design and letters. The wing is clutch back and the cap badge has a single screw post. Both wing and cap badge are hallmarked "LGB 1/10 10 K".



Type 2

Both wing and cap badge are of gold color metal. The upper surfaces are highly polished and the lower surfaces are slightly brushed. The center disc has blue letters "RI" and a red "flame" dotting the "I".

The wing is clutch back and the cap badge has a screw post with a single positioning pin. Neither is hallmarked.



Peninsula Air Transport

The wing is clutch back and made of gold bullion thread on a padded, black felt base. The center disc (also very tough to image) is of brass metal with the outline of Florida in white enamel on a light blue background. There is a red enamel border on the disc. The latitude lines, longitude lines and lettering "P.A.T." are in brass. There is no label to indicate manufacturer.



Florida Airlines

The wing is of brass color metal. The center disc has maroon color paint in the lower surfaces of the center disc. The wing is clutch back without any hallmark.

(Continued from page 25)

Who is AAA? (Figure 2)

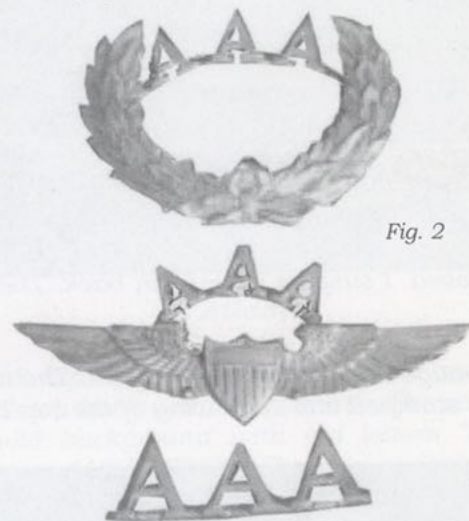


Fig. 2

Well that's all that we have for this issue. Please keep your letters with questions and answers coming and we'll try to find the answers for you. Ken in COLD, snowy Alberta, Canada!

A Postcard Horror Story

Rick Neyland

Editor's Note: We can all relate to Rick's quest for airline collectibles whether it be postcards, timetables, or wings. That's part of the fun of our crazy hobby.

I DON'T KNOW WHAT IT IS about these rectangular pieces of cardboard with pictures of airplanes on one side and usually postal markings of some sort on the other. For us die-hard "aerodeltiologists", postcards are an intriguing lot and spur many of us to literally search the world for that one or more postcards to fill an ever present gap in our collections.

As for me, my contacts with airline sales offices, meeting and dealing with fellow collectors, and attending postcard and paper shows have been rewarding over the years. Certainly working for a major U.S. airline has helped with the traveling aspect, but every so often, I get tripped up by something or someone and that postcard becomes elusive. This is such a story.

It was in the early spring of 1968 and I was on Easter break from a local college that I had attended in the Los Angeles area when I decided to fly back and visit some cousins living in Denver. My father's employment as a mechanic for Western Airlines had afforded the privilege of "non-revving", so cost was not a factor. My early morning flight out of LAX took me on a short hop down to San Diego and on to Phoenix with a breakfast served enroute. And who could forget the euphoria flying in an Electra! After my arrival at PHX/Sky Harbor, I thought: why not spend a couple of hours here and then take a lunch flight up to DEN? This would take care of the meal situation and provide me with an opportunity to "counter surf" and look for postcards.

And so I was off. My first stop was a relatively short walk to the ticket counters and gate area under the tall and silver tubular control tower - one of the world's most modern for its time. Aeronaves de Mexico (now shortened to Aeromexico), Frontier, and Apache Airlines were the tenants. As an Aeronaves DC-9, with its orange-striped cheatline and distinctive Eagle Knight tail logo had taxied out for a routine flight to its homeland, I decided to pay the legacy airline a visit.

"May I help you?" asked a rather debonair looking gentleman from behind the counter. I noticed that his name tag read "Mr. Morales".

"Yes sir. I was wondering if Aeronaves had any postcards of the planes. I collect them, but I do not have any from your airline", I asked.

"Just a moment," he said as he turned and walked away behind the counter and out of sight. I felt a bit surprised that my request sounded promising, as my similar efforts at the LAX counter proved fruitless. With six years in the hobby at the time, I figured that Aeronaves de Mexico was one of those airlines which did not produce such items.

A few minutes later, Mr. Morales reappeared holding no less than five postcards depicting the Douglas twinjet and a ballpoint pen.

"Yea, that's what I'm looking for!" I said with delight.

"I got these from a pilot," he informed me. "But I am writing these to someone and I can't give you one. But when the afternoon flight comes in, I'll get more and can send one to you."

"Well, okay," I agreed. I proceeded to give him my home address and requested that the postcards be mailed protected in an envelope. For his assistance, I gave him a couple of dollars. Assured that I would receive my paper treasure within a week or so, we shook hands and I continued on my way.

My sojourn continued on to Denver where I stayed with my relatives for about 2 days and then on to Great Falls, Montana - taking the "milk run" via Cheyenne, Caspar, Sheridan, and Billings and returning via Helena, Butte, West Yellowstone, Idaho Falls, and Pocatello into Salt Lake City (all on the Electra and airport-postcard hunting at each stop). A late evening Boeing 720B flight brought me home.

I was back in school and 10 days had passed. Twenty days and then a month. No *tarjeta postal*. After two months, I wrote letters to the Phoenix and Tucson sales offices of the Mexican airline in request for postcards. One did kindly respond, but again "nyet otrkritki".....Russian for "no postcards".

It was in the fall of that same tumultuous year when I decided to go again to the Mile High City, just about a week before the new semester began. My trip was almost a repeat performance, except that the Electras, now being relegated to other routes including freight hauling in Alaska, were replaced by the new baby Boeing: the 737-200 which now shortened the flying time as well as the meal service.

I was once again at the Aeronaves de Mexico passenger service counter at Sky Harbor Airport.

"Hello, Mr. Morales", I said as he appeared. "Did you ever get the DC-9 postcards? I'm still looking for one for my collection".

"Oh, I'm sorry. I forgot to send it. But I have one at home on my dresser drawer and I can send it as soon as I can", he assured me. I noticed a subtle change on his dress coat. He was now the Assistant Station Manager. Well, I can give him a chance to redeem himself, I suppose. I again gave him my address and two WA 720B postcards as a "trade".

I continued on my journey to Denver, and later, on to Minneapolis/St. Paul with stops in Rapid City, Pierre, and Sioux Falls. The return to Los Angeles was to San Francisco on Western's biggest and newest bird: the Boeing 707-347C. While climbing through a late summer Minnesota thunderstorm, a bolt of lightning had hit the left wing and zig-zagged off to the tip causing no damage. Another 720 had brought me down the coast to L.A. Two or three months passed: nien postkarten.

It was about a year later since I first SAW the Aero-naves card and once again I found myself in Phoenix. Another walk over to the counter was in order.

Again, there was Mr. Morales looking "cool" with a pair of Raybans and talking with a protégé. A difference: he was now the PHX Station Manager.

"Hello again," I said. He seemed pleased to see me for the third time.

"Did you find the postcard?" I inquired.

"Just a minute." He replied, repeating our meeting from a year earlier. He finger motioned his fellow employee, another man, into the back. I waited at the counter for a good 10 minutes.

He emerged after discussing something with the employee.

"I still have the postcards and will send them to you" he said, as he looked directly at me.

"You have my address?"

"Yes, I do."

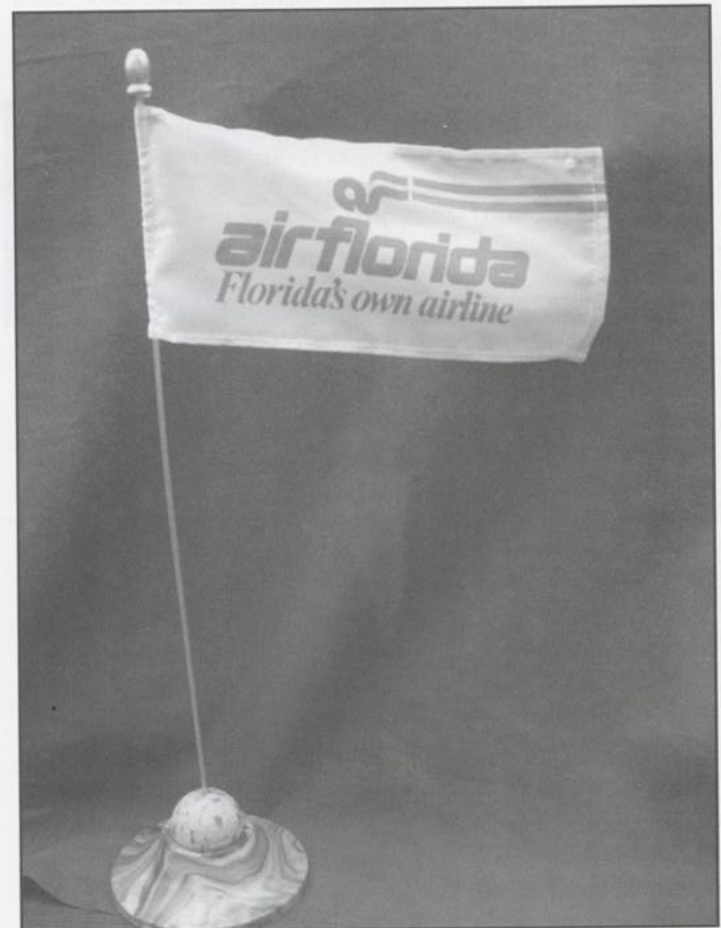
"Okay. I'll look forward to receiving them soon." I waved goodbye.

Needless to say, the time has passed; going on 41 years since I last saw that 3 ½ by 5 ½ inch image of a particular airplane that could basically complete my collection of postcards from this airline. Like several other postcards of a variety of airline companies missing from my archives, I would not "kill" for it; after all, this is just a hobby.

But in the fun of it all, there is sometimes something or someone that can turn hope into a "horror." Gee, I wonder when Mr. Morales will get me that postcard!



Editor's Note: Here's the elusive Aeronaves de Mexico DC-9 postcard that Rick's been looking for over the last forty years.



*Air Florida Table Flag
Henk Heiden Collection*

Welcome to our new members!

Craig Frazier, Oregon

Gary Ober, Oregon

Ronald McKee, Wyoming

**WAHS appreciates the support shown by
all of our members around the world!**

Dining Service

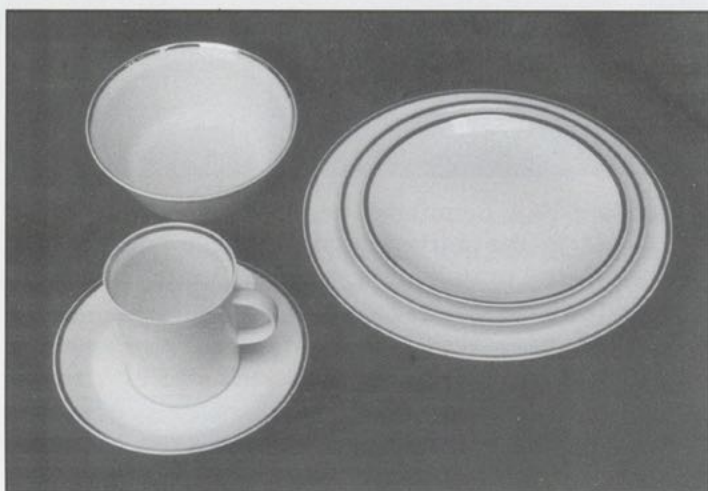
By R. R. "Dick" Wallin

rrwallin@aol.com

Florida Inflight



It may come as a surprise, but Air Florida DID have china, most likely used on their short-lived DC-10 European service. No need to show the top side, as the pieces were plain white. Sort of a waste buying expensive Noritake china if it's just plain white?

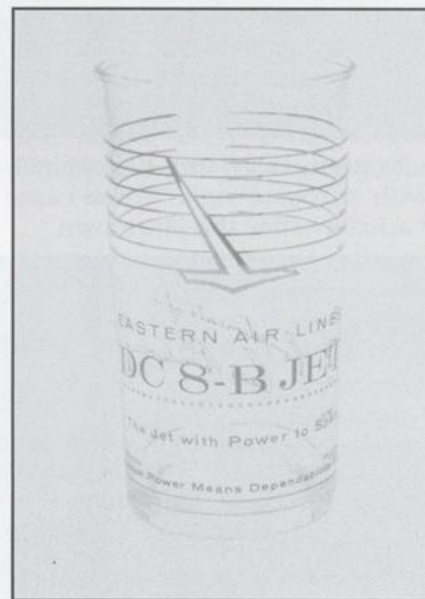


National had Rosenthal china in their first class cabins; plain white, but with a silver rim.

(Next Column) Eastern's "El Interamericano" featured this demitasse set with the name in red. Although not visible in the photo, the cup & saucer had small Eastern logos all over them. This set is china; Eastern also had identical sets made of plastic.



After Eddie Rickenbacker retired, Eastern management felt it was necessary to upgrade food service to keep up with the competition. An example is this elegant Reed & Barton silver serving set, used on their "Famous Restaurants" flights.



Eddie Rickenbacker liked issuing commemorative glassware with his signature; this is the last such issue, with blue lettering complemented by gold logo & pinstripes.



A couple more Rickenbacker glasses, in honor of Eastern's 25th and 27th anniversaries. Strangely, there was no 26th, nor were there 1-24 nor any after the 27th!

(Previous Column) An International Silver Co. pitcher with Eastern's short-lived "compass point" logo.



Three compass point logo Eastern glasses; note that the one on the right is slightly different from the others.



At the end, Eastern was using lightweight stainless steel trays with a frosted logo. These came from the bankruptcy auction after the shutdown.



A delicate PAA demitasse set from the Flying Boat era. This is the early version of their wing globe logo, with the initials off to the left. Made by Homer Laughlin China Co, it is date coded 1938.

(Continued on page 42)



Postcard Corner!

By Marvin Goldman

mmgoldman@rcn.com

Airlines of Florida in Postcards

Florida has a special prominence in airline history, so it's a real treat to write about this fascinating subject as reflected on postcards.

We begin where the first scheduled airline took off -- St. Petersburg, Florida. On 1 January 1914 the St. Petersburg-Tampa Airboat Line initiated regular service between those cities across Tampa Bay. The airline continued until April of that year.

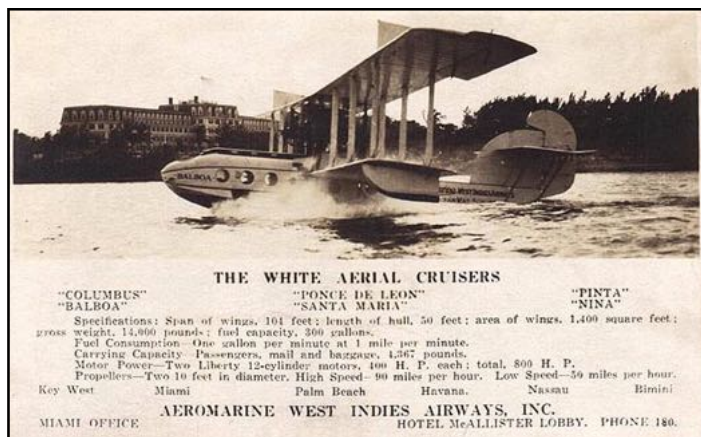


St. Petersburg-Tampa Airboat Line Benoist Type XIV, aloft on the world's first regularly scheduled air route, 1914. Black & White ("B&W"), George N. Johnson, Jr. Collection.

The pioneering Aeromarine Airways started the next regularly scheduled airline service in Florida on 1 November 1920, from Key West to Havana, Cuba, followed by service from Miami to Nassau, Bahamas in early 1921. The airline continued scheduled operations until September 1923.

In early 1926 Eddie Rickenbacker and others organized Florida Airways which operated for about nine months between Miami and Atlanta. This airline is considered one of the earliest predecessors of Eastern Air Lines.

Pan American Airways started operations in 1927, with its first route being Key West to Havana. In January 1929 Pan American initiated landplane service from the new 36th St. Airport at Hialeah, Miami, the predecessor airport to today's Miami Inter-



Aeromarine West Indies Airways Curtiss Type 75 flying-boat Balboa, about 1921. Airline Issue ("A/I"). B&W, Daniel Kusrow Collection.



Florida Airways Stout 2-AT, "Miss Tampa", flying over coast between Fort Myers and Tampa. Painting by Keith Ferris. #28465. My card has a handwritten message on back written 1 November 1977.

national, and in the early 1930s it established a base for its seaplanes at Dinner Key, just south of Miami.



Pan American Ford Trimotor 5-AT at Miami, about 1932. A/I. Sepia.



Pan American Sikorsky S-40 "American Clipper" (the first to carry the "Clipper" name), reg'n NC-80V, at Dinner Key FL, about 1935. Gerecke photo 6. B&W.

Eastern Air Lines, one of the four original trunk operators in the U.S., inaugurated service to Florida in 1934 and continued flights until the airline's demise in 1991.



Eastern DC-2 at Vero Beach. Tichnor, Boston, #69354; pub. by Eli Witt Tobacco, Fort Pierce FL.



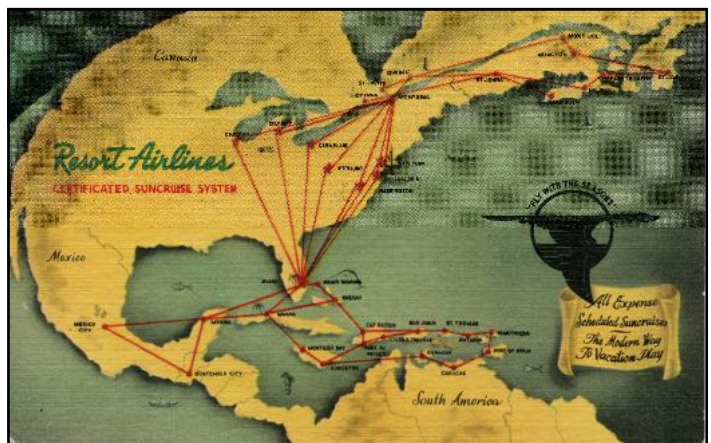
Eastern Super-C Constellation over Miami Beach. A/I no. P-172. Although this is one of the most common airline postcards, it's still a favorite, evoking the pleasures of vacation air travel to warm southern Florida.

One of the earliest foreign airlines to fly to Florida was Aerovías Q of Cuba, from 1947 to 1961, prior to the suspension of U.S.-Cuba aviation links. Today, numerous airlines from other countries bring vacationers and businessmen to Florida through international airports such as Miami and Orlando.



Aerovias Q C46, reg'n CU-T583, probably at Key West FL. Hannau Color Productions, Miami Beach FL, #14623. Back advertises 3 flights daily from Key West to Havana, \$10 each way plus tax.

Resort Airlines, which operated from 1945-1961, developed the concept of inclusive air tours, the forerunner of today's package tours. Miami served as a base for expansion of service to the Caribbean and Central America.



Resort Airlines map postcard, showing routes from Miami base. Early 1950s. A/I. Published by MWM, Aurora, Missouri.



Several airlines have operated mainly as Florida specialties. Here are some examples from the 1960s and 1970s:



Naples Airlines, Naples-On-The-Gulf, Florida

Naples Airlines, affiliated with Provincetown Boston Airline, over Naples FL shoreline with Naples Municipal Airport in background. N35PB. Curteichcolor 5DK-634 [1965]. Collier Card Co. N.60, Naples FL (previously in Allan Van Wickler collection). Naples Airlines operated from 1957-1988 and was acquired by PEOPLExpress in 1986.

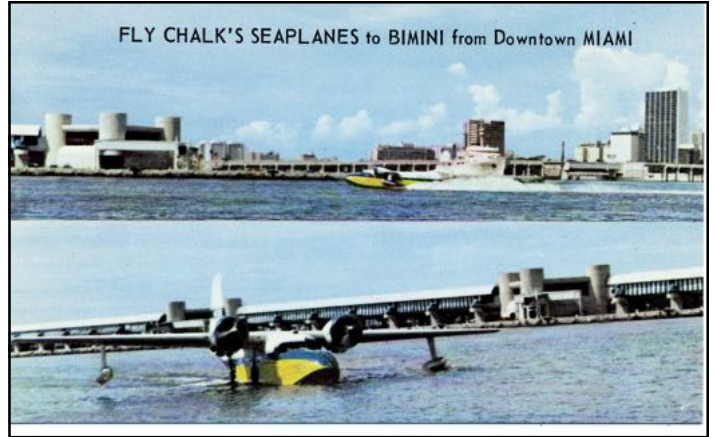


Mackey Airlines DC-6 over Southern Florida. A-I. Colourpicture, Boston, P15247. Mackey was acquired by Eastern Air Lines in 1967.



Air Sunshine DC3. Humm Publ'g Co., Miami, #P1839. Back of card advertises that it flies from Key West,

Marathon, Miami and Tampa. This airline operated from 1971 until 1978 when it was acquired by Air Florida.



Chalk's Flying Service, Inc., Grumman G-111 Albatross. Summerland Photo Service, Miami. Chalk's was one of the world's first airlines, established by Capt. A. B. Chalk in 1919. It operated until 2007.

Cargo operations have always played an important role at Florida airports. Southern Air Transport was an early cargo carrier with a base in Miami, operating from 1946 to 1998.



Southern Air Transport DC-7CF. A/I. Oversize. Published by Kurt Waldmann, Miami FL, and printed by Dexter Press, #23560-C.

Delta Air Lines started service to Florida in 1945 with a route to Miami, and it continues to be one of the leading airlines in Florida skies.



[Previous Page] Delta DC-8 at McCoy AFB Civilian Passenger Terminal, Orlando. McCoy was the predecessor airport to today's Orlando International Airport. Curteichcolor 7DK-1130 [1967]. Orange News Co., Orlando.

Several other airlines with close ties to Florida no longer exist, having been merged into other carriers or liquidated. Here are some examples:



Northeast 727 in the famous "Yellowbird" color scheme, over Miami Beach FL. A/I. Northeast operated from 1940 until 1972 when it merged into Delta.



National Airlines 747 in Sun King livery. This is one of a series of unusual puzzle postcards issued in the 1970s by Mail-A-Puzzle. National was based in Miami, operating from 1934 until its merger into PanAm in 1980.



Florida Express BAC 1-11, reg'n N1545. AeroGem. This airline utilized Orlando as a hub, linking it with eight other cities. It flew from 1984 until acquired by Braniff in 1988.



Air Florida 737-200, reg'n N37AF, 5 x 7 (13 x 18cm). There are at least two different backs, one with a Miami/Ft. Lauderdale to and from Key West schedule, and the second highlighting nonstop Orlando-Freeport service. Air Florida operated from 1971 to 1984.



Northeastern 727, N356-PR, at its base in Ft. Lauderdale FL. pub'r: Executive Aircraft Historians. Printed by Midland Printing, Shrewsbury, England. This airline operated from 1980-1986.



[Previous Page] *Carnival Air Lines A-300B4. A/I, published about 1994. Oversize. Carnival, affiliated with the cruise ship line, operated from 1989 to 1997.*



Miami Air 727-200. A/I. Oversize. Miami Air is a charter airline formed in 1990 which is still currently operating.



Air Tran Boeing 717. A/I, dated 2002. Based in Orlando, Air Tran is now one of the main airlines operating to and from Florida.

We will conclude our visit to Florida's skies with a card featuring perhaps the leading airline in Florida today, American Airlines, which has developed Miami as a major hub for its operations to the Caribbean and Central and South America.

Notes: Except as noted, the original postcards of the above are in color, published in standard or continental size, and from the author's collection. I estimate the availability of these cards as -- Rare: the St. Petersburg-Tampa Air Boat Line, Aeromarine, PanAm, Eastern DC-2, Resort, and Naples cards; Uncommon: the Florida Airways, Aerovias Q, Mackey, Southern Air Transport, Northeast 727, Delta DC-8, National 747, and Air Sunshine cards. The rest are fairly common.



American Airlines 767-300, a frequent visitor to Florida's skies. A/I (published in Europe).

References: Arend, Geoffrey, *Great Airports—Miami International*, Air Cargo News, Inc. (1986); 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.

The Airliners International 2009 show, being held in Orlando, 23-25 July 2009, is featuring an airline postcard contest and display. I encourage you to prepare one or more display boards of your favorite airline postcards for this show. It's easy to do and fun! Please see the contest rules at the following page of the ai2009.com website: www.ai2009.com/Postcard%20Contest.htm

Looking forward to seeing you at AI2009 in Orlando, and until next time, Happy Collecting! *Marvin.*

Editor's Addition



This Air Florida airline-issued Boeing 707 interior shot postcard is truly unique! Thank goodness clothing styles have changed over the years.

- Bill Demarest

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

PBA DC3

Deciding on the subject for this issue took me less than five minutes. My one and only flight on a DC-3 was flying with parents to visit my grandparents in Naples, Florida over Christmas break in the early 1970's. The last leg of our journey was on a Provincetown-Boston Airlines (PBA) DC-3 from Tampa to Naples. I remember somehow managing to slide down the last 4 steps of the airstairs to the ground. I didn't fall but remember the steward grabbing my arm and saying to be careful. Even then I was interested in airliners and knew that I had been lucky to fly on a DC-3. A few years ago Two Six decals released a PBA decal. I bought one and put it in my stash waiting for the right time. So when I learned that this Log issue was to be about "Airlines of Florida", I knew it was time to start a PBA DC-3 model.

Provincetown-Boston Airline operated from 1949 to 1989. John Von Arsdale founded the airline on November 30, 1949 and the first route was operated between Provincetown and Boston using a Cessna Bobcat. By 1953 the airline had expanded with more pilots and planes, added a route to Cape Cod Airport and added the Lockheed L10 Electra to the fleet. Since travel demand for Providence and Hyannis (Cape Cod) falls off in the winter months, a co-



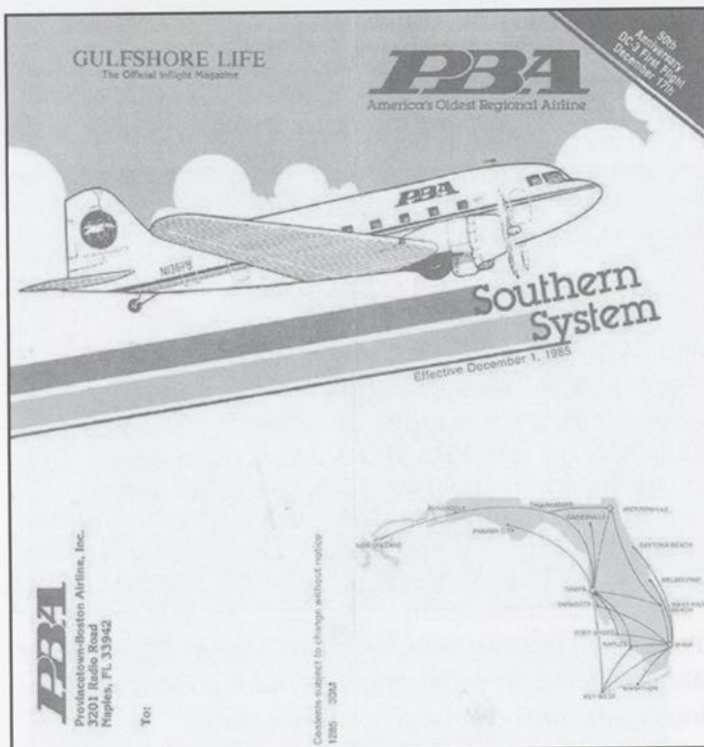
PBA DC-3 N34PB. Photograph used with permission by Bob Garrard / Airliners.Net

operation agreement with Naples Airlines was started in 1957 allowing the PBA aircraft to be based in Florida during the winter months. By 1958 PBA had taken over Naples Airlines and merged the two together. In the following years the route networks in New England and Florida were expanded and the DC-3 was introduced in 1968 to meet increased demand. In 1975 the Martin 404 was added to the fleet. By 1980 PBA had a fleet of twelve DC-3s and four Martin 4-0-4s as well as a small number of smaller Cessnas and Pipers.

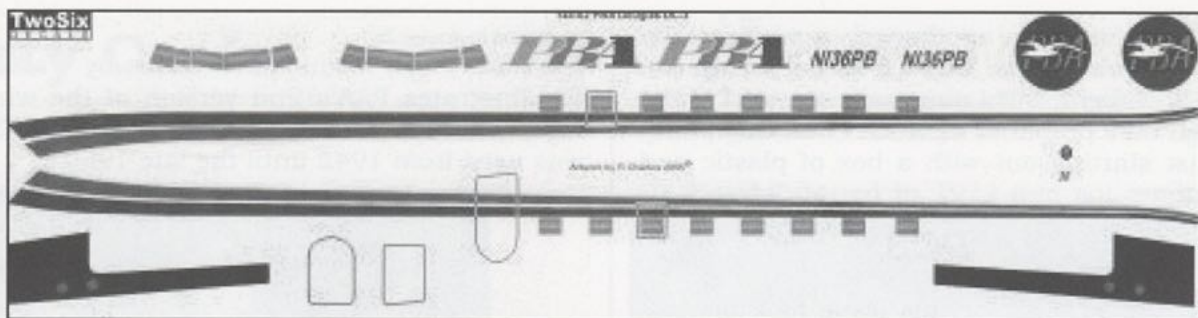
Seasonal expansion and contraction continued, but with year round service to all locations. During the busy summer months the Martin 404's and DC-3's would fly in New England and the smaller Cessnas fly in Florida. In the winter the fleets would be reversed with the larger aircraft heading to Florida and the smaller ones going north. PBA also operated a flexible, demand based schedule. If demand was higher a large capacity aircraft would be operated but if bookings were light a smaller plane would be substituted to save on fuel and operating expenses. During the early 1980's the airline continued to expand both in New England and Florida.

The Embraer Banderiante and NAMC YS11 were added to the fleet. The expansion of new routes, aircraft, and personnel brought about technical, safety, and administrative shortcomings, which culminated in a crash on September 7, 1984. One person was killed and five injured in the crash of a flight from Naples to Tampa that had been mistakenly fueled with jet fuel. The FAA grounded the airline in November for this and other safety violations.

At the time of the shutdown PBA was the nation's largest commuter airline with a fleet of 113 aircraft. The airline was allowed to resume service in December but had another fatal crash on December 6, 1984. Confidence was lost in the airline and it was losing money. The airline eventually filed for bank-



PBA flyer ~ Author's Collection



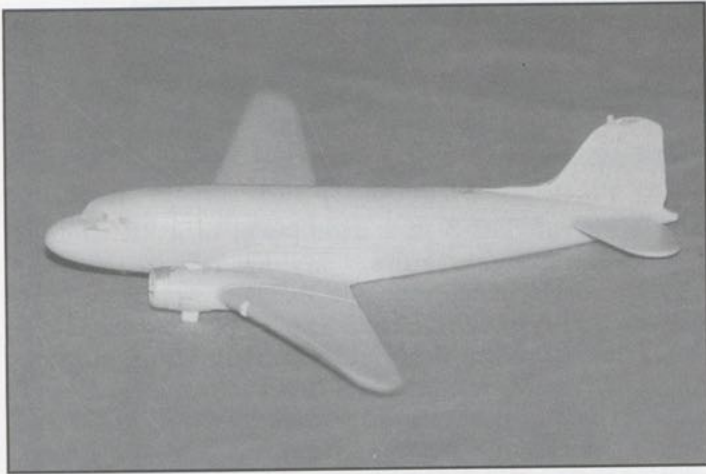
PBA DC-3 Decals by Two Six Decals

ruptcy. In May 1986 PeopleExpress was approved to take over PBA. PeopleExpress started having its own difficulties from overexpansion and became part of Continental Airlines on May 1, 1987. The PBA routes and aircraft flew on as part of Continental Express. Because of the larger presence of Eastern Air Lines at La Guardia and Boston those flights and aircraft were rebranded Eastern Express. Ironically, many of the PBA DC3's had originally been built for and operated by Eastern Air Lines.

The actual airplane has quite a history as well. DC-3 c/n 1997 was delivered to Eastern Air Lines in October of 1937. Captain Eddie Rickenbacker signed for the delivery in Santa Monica and flew it to Newark. It was delivered to Eastern as NC18121 tail number 341. During WWII it flew as a C-49 and was returned to Eastern. In 1953 Eastern sold it to Trans Texas Airways who converted it to a DC-3A changing the engines from Wright 1820's to Pratt and Whitney 1830's. PBA bought the airplane in 1974 and registered it as N136PB. The plane last flew in Eastern Express markings and was retired in 1988. The plane's huge claim to fame is that it has the highest airframe time of any propliner. On August 27, 1981 PBA broke a North Central DC-3's record. PBA's N136PB flying as flight 1940, from Hyannis to Boston, with 18 passengers aboard, reached 84,876 hours of air time. In August 1993, it had 91,400.2 hours on the airframe. It has been in the air the equivalent of more than 10 and one half years, and has a record only another DC-3 will ever match. At the time the plane broke the record it had the highest airframe time of any airliner but some 747 and DC-8 freighters have most likely exceeded those hours. After PBA went out of business in 1988 the aircraft sat for a number of years. Both N136PB and N130PB were slated to be restored for Continental Airlines. N130PB was restored but work began and stopped on N136PB. In March 1993 the aircraft was purchased and ferried west. It spent time at the Pearson Air Museum in Washington and was painted in Eastern Great Silver Fleet markings with its original registration of NC18121. The aircraft is no longer at the museum but is now in Aurora, Oregon hopefully to be restored.

The Minicraft DC-3 is a little jewel of a kit though not without some faults. My kit release is from 1996 and came with decals for Pan American Airways, Swiss Air Lines, and KLM. I believe the DC-3 and PBY Catalina were the two kits that marked Minicraft's re-entry into molding high quality 1/144 kits. The kit goes together quite well. I got busy with other things during Christmas and the model ending up sitting on the workbench for a spell. With the Log deadline approaching I realized this would be another partially completed model that I would be writing about. The plastic is pretty thin and the molding crisp and well detailed. I did have to do some slight straightening of the wingtips with hot water. If I'd been more careful gluing things together initially it wouldn't have been an issue. I'd also hoped to leave the windscreen clear but the fit wasn't so great and I ended up putting it in place and will use the provided window decal. The engine cowls look longish. Initially I was in denial and went ahead and assembled them as-is. The props hit the fronts of the engine cowl so I changed my mind and opted to shorten the cowls. Doing some quick work with a razor saw and putty, I removed a millimeter or two from the cowls and they look much better. I also added a tailfin beacon using a small piece of styrene tubing. The fuselage and wings have needed a small amount of putty. I've been doing the prime, putty, sand, prime routine for the past few weeks. Looking at the remaining parts in the box, once I finish painting I just have to add the landing gear, antennas, engine exhausts and the kit will be completed. The Two Six decal is in the later PBA markings while the plane I flew on was in the earlier Naples Airlines/Providence-Boston Airlines markings. I figured I should just be happy to get any PBA DC-3 decal. The decal is no longer listed on the Two Six website but it's still on the Airline Hobby Supplies website. One better hurry and buy it if you want to build a PBA DC-3. The model hasn't been a complete shake-the-box project but has gone together pretty painlessly. People will have to wait for the AI contest in Orlando to see my finished result.

The PBA DC-3 has been another great project. Not only has it allowed me to build a model of my one and only DC-3 flight, but I also made a model of the world's high time propliner as well. I find this pretty cool for just starting out with a box of plastic and some free time.



Author's work in progress!



PBA DC-3 N32PB. Photograph used with permission by Bob Garrard / Airliners.Net



Eastern Air Lines DC-3 NC18121. Photograph used with permission by Gary Chambers / Airliners.Net

(Continued from page 34)

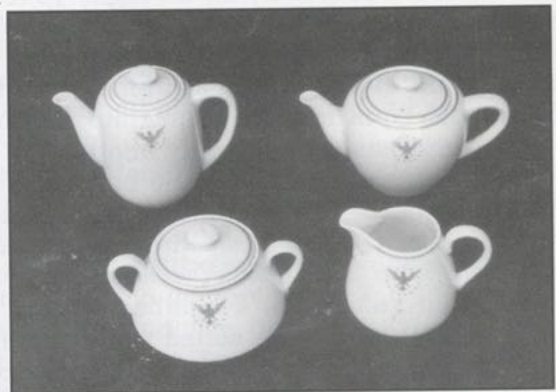
(Previous Page) A sauce boat made by Walker China Co illustrates PAA's 2nd version of the wing globe logo, with the PAA initials on the wing. This logo was used from 1942 until the late 1950's.



A rare International Silver coffee pot with the 2nd version wing globe logo.



Pan Am used this gold rim china for most of the 1970-80's period, made mostly by Bauscher in Germany, but some was also made by Noritake in Japan.



Perhaps the most attractive and best-known Pan Am china was that used on their "President" and "President Special" flights. Made by Noritake, it had a gold eagle surrounded by blue stars and striping. Though it never bore the PAA name nor initials, the pattern was an exclusive for PAA and is instantly recognized by PAA enthusiasts.

Safety Cards

By Fons Schaefers

f.schaefers@planet.nl

Florida-On-Sea

Florida, of course, is primarily surrounded by water, making its aviation prone to ditching. In this issue I review airlines of Florida safety cards from six decades with an emphasis on the ditching scenario.

The earliest is a 1950s card from Eastern, showing three different Constellation cabin layouts, fig. 1. At the top is the basic Constellation, in a 60-pax layout. The centre layout shows the Super Constellation in an 81 plus 7 lounge seat configuration. The bottom graph, for the Super-C, shows exactly the same cabin configuration. The difference is in the location of the life rafts. Whereas the Super has three of them inside, the Super-C has one of them inside and four outside, in the wings. The folder does not show how to launch and operate the rafts.



Figure 2

Next is a Mackey DC-6 card. It is coded Form # 1068, suggesting that it dates from 1968. It is a single sheet card, of which the back side is fully dedicated to life vests. On the front it has a ditching exits graph, fig. 2, which interestingly says that the main cabin door can be used for evacuation, but that for opening the over wing exits, which are higher, the water level must be checked before opening. Again, no word about how those rafts end up inflated in the water.

The answer to that is provided in the National Airlines Boeing 727 folder, probably also late 1960s. The folder has 10 panels in a mix of text and illustrations, of which three cover ditching, fig. 3. Although that scenario is in fact very rare, it became real for National when on May 8, 1978 one of its

727s came too low on its approach to Pensacola, Florida and made a water landing. As the water was only 12 feet deep, experts do not regard it as a true ditching (see footnote 1).

Air Florida started in 1972 and got a spurt by the deregulation act. For some time this Miami based airline even flew DC-10s to Europe. Air Florida is still remembered for the Potomac River icy crash in 1981 (not a ditching either), which contributed to its collapse in 1984. Figure 4 shows their DC-9-15 card with a tiny section about life raft locations. The card is not dated but probably late 1970s.

A rather short lived airline was Florida Express. It operated with a fleet of BAC 1-11's from 1984 to 1988 when it was absorbed by Braniff. It was based in Orlando. The card shown, fig. 5, dated 1985, is a product of Cabin Safety Int'l, a company owned and run by Carl Reese who was the first contributor to this section of the Log. The card is labeled 'oxygen equipped' (some 1-11s were not). No life rafts are shown.

Another 1980s card is that of an Eastern 727-200. In those days, photograph illustrations were quite popular with U.S. airlines. Teams went out to make shots of a static airplane with office workers opening exits and faking to evacuate the airplane. This led to some rather comical pictures. Figure 6 shows bunches of frozen evacuees at the wing and below the tail. Clarity of the picture was clearly more important than conveying the message that evacuating an airplane is a dynamic action. Fig. 7 shows the extensive life raft section.

The next card is of a Falcon Air Express 737. This airline started in 1995 and filed for bankruptcy 11 years later but reportedly still operates for Aero-postal. It is, or was, Miami based. Falcon initially also used the services of Carl for making 727 cards, but this 737 card was made by SafeAir, Inc. Again, I show the ditching section, fig. 8.

Chalk's Ocean Airlines made each landing into a ditching, but these do not count as it concerns flying boats. Chalk's had a chequered history and claimed to be the longest operating international airline, beating KLM by one year. This came to an end by the 'at altitude tragedy' of Dec. 19, 2005, when one of its Grummans lost a wing in flight. The card, figure 9, dates from that year, as demonstrated by the remark "Aircraft Made in USA", which became a federal requirement then. The card shows no life raft. None were needed, as the airplane itself was designed to float.

1. In addition to the recent fabulous ditching in the Hudson, only three earlier true ditchings, i.e. controlled landings in deep water, were made by jet airliners: Aeroflot Tu-124, Leningrad, 1963; ONA DC-9, near St.Maarten, 1970; Ethiopian 767, off Comores, 1996.

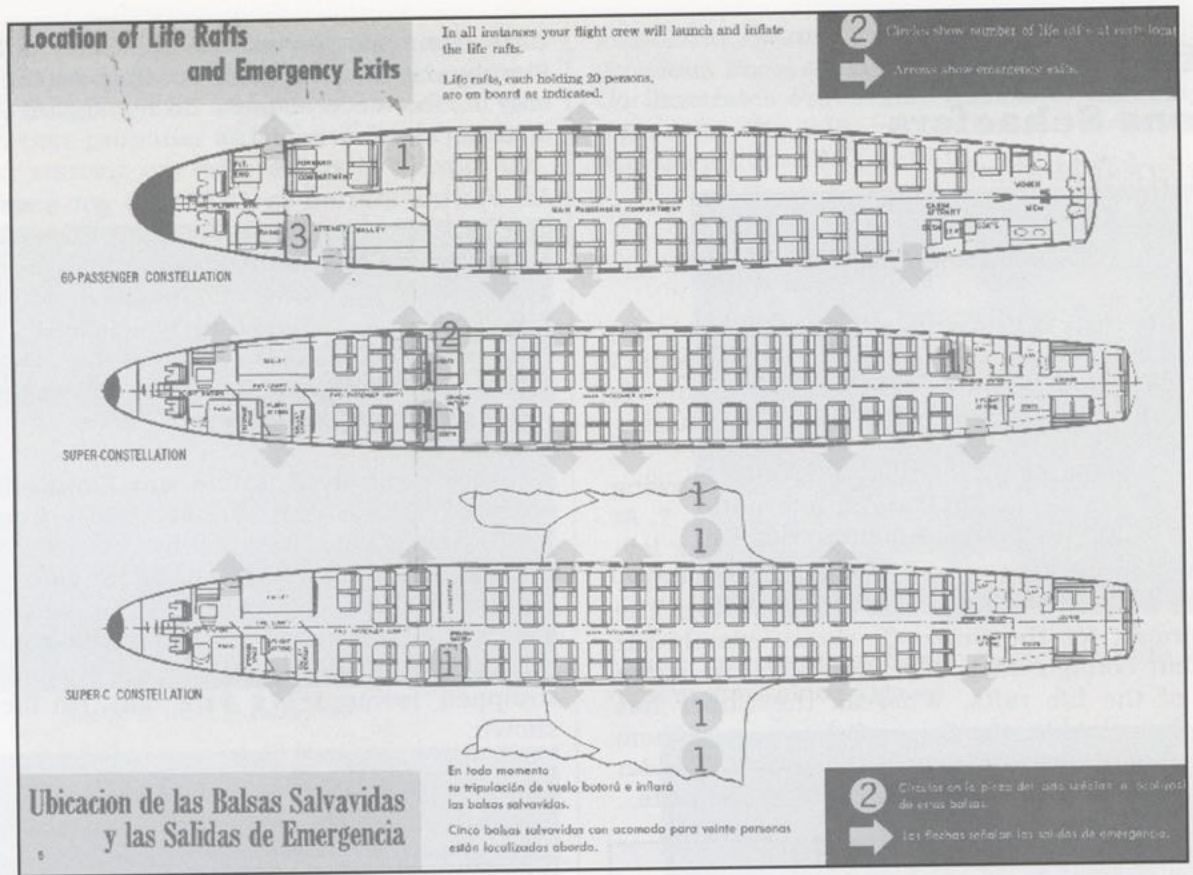


Figure 1—Above ~ Figure 3—Below

HOW TO USE LIFE RAFTS AFTER "DITCHING"

GENERAL INFORMATION: If you assist in releasing a life raft from its compartment, be very careful to:

1. Cover the raft for the other handles on the raft carrying case.
2. Before opening the raft outside the aircraft, pull B or D ring of the raft lanyard out of the pocket on the carrying case and secure the B ring at end of lanyard to the aircraft. The first 25 feet of lanyard is secured in aircraft. The third 25 feet, when "D" ring is attached, is secured in the raft carrying case. Do not pull or jerk an lanyard until ready to inflate the raft. **CHINAID AIRCRAFT.**
3. Once through the fish line is secured to the aircraft, the lanyard should be held to prevent the raft from being washed or blown away.
4. **DO NOT** let raft cases in contact with sharp or jagged metal.
5. **DO NOT** let anyone stand on or walk high backed chairs on, or walk on raft floor. When in raft, stand on lower end knees, sit with back to raft tubes, feet toward raft center.

REMOVING LIFE RAFT FROM STORAGE COMPARTMENT TO LAUNCH

After the raft comes in a bag, the air pressure tank (packed in a carrying case) will carry its own air. This may be used to inflate the raft. **DO NOT** let anyone stand on or walk on raft floor. When in raft, stand on lower end knees, sit with back to raft tubes, feet toward raft center.

LAUNCHING RAFT THROUGH OVERHEAD EXITS AND OUT EXITS

1. Attach escape rope or line to wing fitting.
2. Secure raft to air craft. One or both fish lines or out of raft depend on type of exit.
3. Lift raft out to carrying case through exit.
4. Check handling with third edge of wing for sharp or jagged metal.

LAUNCHING RAFT THROUGH DOME EXIT

1. Secure raft to aircraft line or rope and let out end of raft lanyard to aircraft.
2. Stand behind and pull out into water.
3. Inflate raft automatically or pump up on deck. A lanyard and pump are on raft. Lanyard is "D" ring of aircraft.

INFLATING RAFT FROM DOOR EXIT

1. Keep raft secured to aircraft by fish line and holding lanyard until last person boards raft.
2. Keep raft from contacting jagged metal, but close enough to holding without getting into water if possible.
3. After last person boards raft, give lanyard a good jerk. Do not walk high line or cut lanyard.

INFLATING RAFT FROM DOOR EXIT

Keep raft secured to aircraft by fish line and holding lanyard until last person boards raft.

Keep raft from contacting jagged metal, but close enough to hold without getting into water, if possible.

After last person boards raft, give lanyard a good jerk. Do not walk high line or cut lanyard.

RAFTS JOINED TOGETHER, ANCHORED TO AIRCRAFT, AFTER A SAFE, GENTLE "DITCHING"

Rafts are joined and then together to distribute each raft's supplies and to aid in rescue.

LIFE RAFTS ARE LOCATED IN THE CEILING ABOVE EACH CABIN EXIT DOOR

25 Man Life Rafts are packed in a Carrying Case equipped with 4 strap handles to lift and carry the Raft; a 50 ft. long nylon cord "Lanyard" for securing the Raft to the aircraft and to jerk on to inflate the raft; a Knife (to cut Lanyard if necessary); a Light to aid in night rescue; a Canopy; Hand Pump; Emergency Rations; Water; Instruction and Survival Booklet; First Aid Kit; Salt Water Distillation Kit; Day/Night Flares, etc. Two packages containing these and some 25 useful items are stored in the center floor area of each raft or in a separate container secured by a lanyard to raft.

Planet Airways, based in Orlando, started operations in 2000. Its certificate was revoked in May 2005. It operated 727s only. Its cards were made by Aero Safety Graphics, whose life raft rendering is seen in figure 10.

All airlines described so far are gone, but the last under review is healthy and very active across the globe. I am referring to Miami Air. This ad hoc provider of services to sport teams, presidential election campaigns and other airlines, including the three Dutch leisure carriers (Martinair, transavia.com and Arkefly), started in 1991 and also operated 727s. It now has an all 737 fleet. It is based, obviously, in Miami. More precisely, it is on 5000 NW 36th Street, in the same building as the Pan Am International Flight Academy which houses a shop with Pan Am memorabilia. Miami Air has one hangar which Pan Am originally used for its flying boat operations. Its cards are made by Interaction Research Corp. and, for a change, do not show the life rafts on the back side, but rather the front. Figure 11 shows the early 2000s livery, which has since changed.

Safety Features Medidas de Seguridad

DC-9-15



air florida

There is little likelihood we will encounter a situation requiring emergency preparations but it is a good practice to be acquainted with the safety features we have provided for you on this airplane.

Hay pocas probabilidades de que nos encontremos en una situación que requiera preparativos de emergencia. No obstante, queremos familiarizarlo con los dispositivos de seguridad que, para su protección, hemos instalado en este avión.



Life raft locations. *

This aircraft is provisioned with flotation seat cushions on all flights; however, on flight segments involved with extended overwater operation as required in the Federal Aviation Regulations, life preservers along with life rafts and other overwater equipment are provided as a standard safety precaution.

Este avión está equipado con cojines flotantes para todos nuestros vuelos. Sin embargo, para aquellos vuelos que incluyan rutas sobre agua por larga distancia, según lo exige el artículo de las Regulaciones Federales de Aviación, salvavidas, así como balsas y otros equipos para el agua son proveídos como precaución rutinaria de seguridad.



Life vests, when carried, are located under your seat. Salvavidas, cuando están a bordo, se encuentran bajo su asiento.



Arrows show exit locations.
W Windows, Doors, Tail
D Dots indicate the location of the exits.
W Windows
D Doors
P Passes
C Caisse

Figure 4

CABIN SAFETY



FLORIDA EXPRESS

© 1985 CABIN SAFETY, INC., BOX 9402, LESTER, PA. 19113 U.S.A.

do not remove card from aircraft

Figure 5



Figure 6



Figure 7

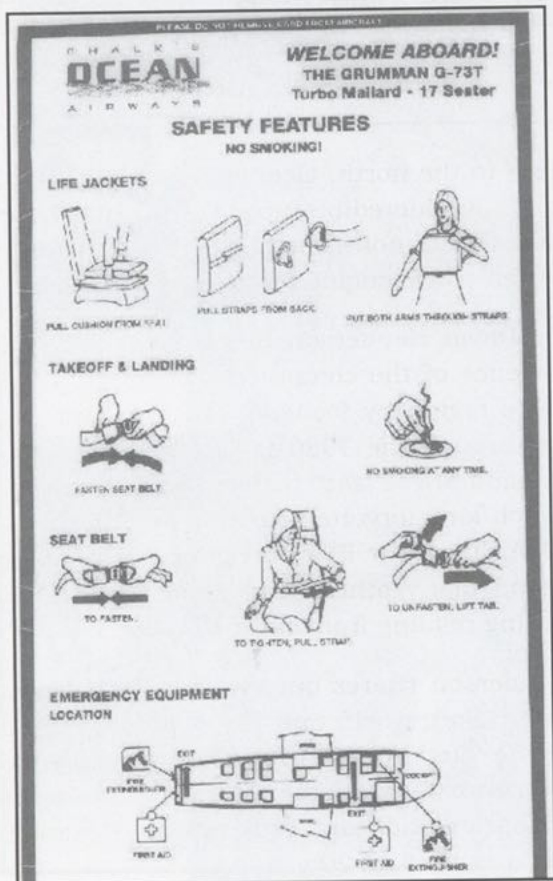


Figure 9

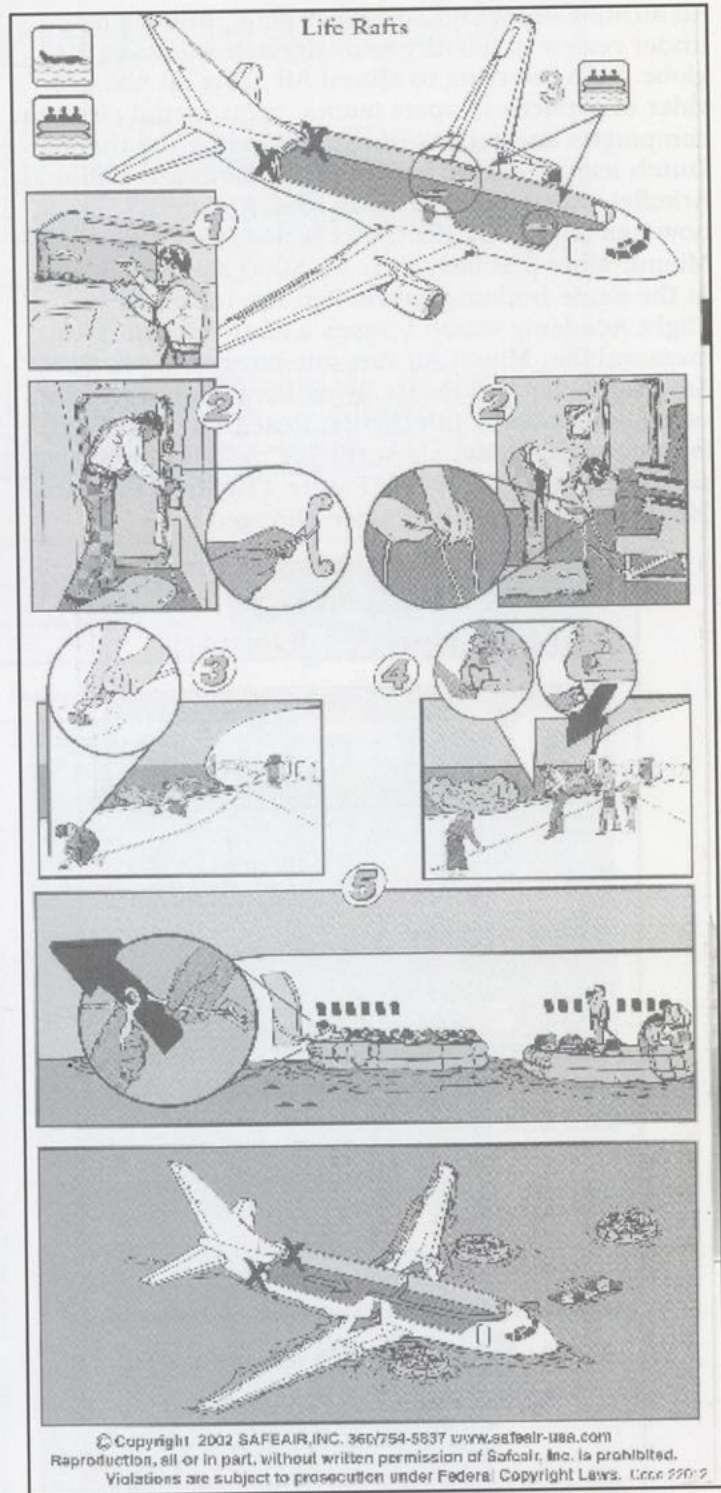


Figure 8

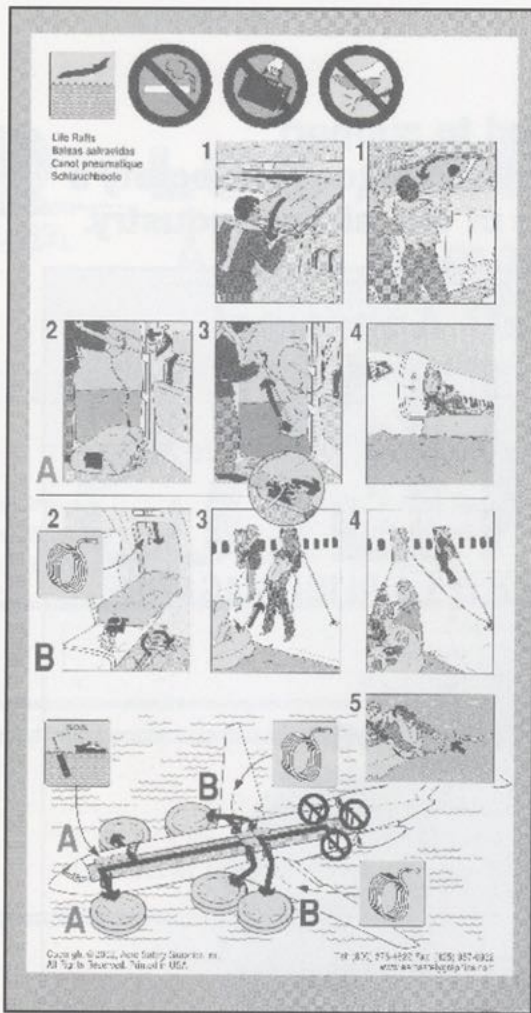
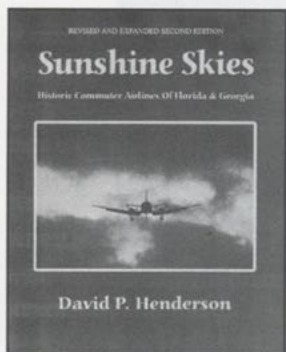


Figure 10



Figure 11



Book Review

William M. Demarest

Sunshine Skies ~ Historic Commuter Airlines of Florida & Georgia By David P. Henderson

Zeus Publishing, 2008, Second Edition. 8 X 10 inches, 262 pages, Black & White photographs, softbound. ISBN 1-4404-2474-8.

Florida has been proclaimed as the birthplace of the U.S. airline industry when St. Petersburg ~ Tampa Airboat Line commenced scheduled service on January 1, 1914. Since then, Florida, and our

neighbor to the north, Georgia, have been the home bases for an incredible array of airlines operating scheduled and non-scheduled service with everything from single engine prop planes to jumbo jets.

Author David Henderson has captured the history and essence of the commuter and regional airlines from this region by focusing on the airlines in the 1960's through the 1980's. This valuable reference book summarizes the history and aircraft fleets from such long forgotten carriers as Shawnee, PBA, Naples Airlines, Air Florida Commuter, Atlanta Express and many others and makes for thoroughly fascinating reading from cover to cover.

Mr. Henderson shares our excitement of the airline industry. Like myself, and many others, he caught the airline 'bug' at an early age. One hopes that he will follow-up with another edition focusing on the many charter and cargo airlines from Florida and Georgia over the last 20 years.

**Airliners Magazine is proud to support
The Captain's Log and The World Airline Historical Society's
efforts to preserve the rich heritage of our airline industry.**

Boeing 737-800 Aircraft Appraisal

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For vendor table reservations, please make checks / money orders payable to:
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Includes vendor + 1 additional adult admission

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Company: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

Items Trading / Selling: _____

By my signature hereon, I, and all associated with me, agree to a release of liability and to hold harmless the Promoters, David Cherkis Photography, and the Hacienda Hotel for any loss of any kind based upon my participation at the above event.

Signature: _____ Date: _____

NO TABLE REFUNDS WITHIN 45 DAYS OF SHOW

SAVE THE DATE FOR 2010 SHOW JANUARY 23, 2010



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

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

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

So, You Think You're Pretty Good at Airline History, eh! Can You Answer these TWENTY (LOCAL SERVICE) QUESTIONS?

1. What and when was "Docket 857"?
2. Which was the only Local to fly the NAMC YS-11?
3. Why was the Martin 2-0-2 such a problem for Pioneer?
4. What was Use-It-or-Lose-It ?
5. Which was the first Local to order a pure-jet, and which airplane?
6. What was the "Sweaty Palms" ad campaign ?
7. Which was the very last Local to receive C.A.B. certification ?
8. What was ESSAir and what ever became of it ?
9. Complete this slogan: "Nobody is Second Class on ___?___" ?
10. Sadly, two CEOs of Locals committed suicide. They were?
11. What was Frank Lorenzo's role on the Local Service scene ?
12. What major trend in airline service did Dick Henson help start ?
13. Which Local began life flying four-seat Beechcraft Bonanzas ?
14. Which Local's CEO had been an almost-penniless immigrant ?
15. Which Local was coveted by business icon Carl Icahn ?
16. Which Local advertised itself as "America's First All-Jet Airline" ?
17. The "Go-Getter Bird" 'flew' for which Local ?
18. "Herman" 'flew' for which Local ?
19. Which "Colonel" started a Local ? (hint: it wasn't Colonel Sanders)
20. Which was "Paul Bunyan's Airline"?

FIND THE ANSWERS IN:

Airlines For the Rest of Us: The Rise and Fall of America's Local Service Airlines

Only \$15.95 and available online at:

iUniverse.com (<http://tinyurl.com/RestOfUs1>),

Airwaysmag.com (<http://tinyurl.com/AirwaysCollection>),

Amazon.com (<http://tinyurl.com/RestOfUsAmzn>),

Barnes & Noble.com (<http://tinyurl.com/RestOfUsBrnNbl>),

Books A Million.com (<http://tinyurl.com/RestOfUsBksMln>).

Just for *Captain's Log* readers: email the author [stansolomon@earthlink.net] for some hints!

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

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

The World Airline Historical Society is not responsible for the accuracy of the following show listings. See WAHSONline.com for a complete show listing. Always check with the individual show promoter to insure the event is still scheduled as stated before making your travel plans. Please send your show listing to editor@wahsonline.com or to WAHS headquarters.

TORONTO AVIATION & AIRLINE COLLECTIBLE SHOW

SUNDAY, April 5, 2009. Holiday Inn East, 600 Dixon Road, Etobicoke, Ontario. Show hours: 10 am to 3 pm. Admission: \$5 CA. For information, see www.torontoairlinershow.com or email aitor@sympatico.ca.

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

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, May 2, 2009. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate of \$89/night. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

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. Show times: 9.30 am until 6.00 pm. For more information, please see www.avimage.org or email avim.mp@orange.fr. Telephone: +33.1.49.00.17.76 or Fax +33.1.47.71.74.50

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 see 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.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, September 26, 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.

TORONTO AVIATION & AIRLINE COLLECTIBLE SHOW

SUNDAY, October 4, 2009. Holiday Inn East, 600 Dixon Road, Etobicoke, Ontario. Show hours: 10 am to 3 pm. Admission: \$5 CA. For information, see www.torontoairlinershow.com or email aitor@sympatico.ca.

SEATTLE AIRLINE COLLECTIBLE SHOW

Saturday, October 10, 2009. Museum of Flight at Boeing Field, Seattle, WA. Show hours: 9am - 3pm. Contact: Greg Mattocks, PO Box 1455, Bothell, WA 98041. See our website for complete attendee and dealer information: www.seattleairlineshow.com Email: info@seattleairlineshow.com or mattocks@verizon.net

3rd ANNUAL BAVARIAN MODEL SHOW

Saturday/Sunday, October 24/25, 2009. Plastic-Model-Club Erding. City Hall, D-85435 Erding, Bavaria, Germany. Information: www.bayerische-modellbautage.de or www.plastik-modellbau-club-erding.de. Contact: Josef Schmidt, Postfach 82 01 35, D-81801 Munchen/Munich, Germany. Email: pmce@gmx.de

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

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



AAT (American Air Taxi, later Air Sunshine) Airlines Douglas DC-3 at Miami

Photographs by Eddy Gual ~ Aviation Photography of Miami

Naples Airlines (PBA) Martin 404 N40424





*Air Florida Boeing 737-112 N40AF at Miami. Photograph by Bob Trader
Photograph via Eddy Gual ~ Aviation Photography of Miami*

*Historical Flight Foundation Douglas DC-7B N836D in the colors of Eastern Air Lines, circa 1958.
The aircraft is pictured at Miami's Opa-locka Airport during the HFF Open House in December 2008.
Photograph courtesy of Roger Jarman, Historical Flight Foundation.*

