



The Captain's Log

The Journal Of Airliners International Association

Spring 2010 - Issue 34-4



*New York Air Boeing MD-80 N780JA at New York LaGuardia, September 1984
Photograph by Phil Glatt via WWW.AIR72.COM*

New York! New York!

**Our Review of
New York City's
Aviation History
for AI 2010.**



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



Eastern Martin 4-0-4 N442A in the late 50s (AIR 72 Slide Collecton)

Continental's New York Air DC-9 N525NY October 1987 (AIR 72 Collection Slides)



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Colonial "Skycruiser" over Manhattan

Colonial Airlines Douglas DC-4 - Airline Issued Postcard - WAHS Collection

WORLD AIRLINE HISTORICAL SOCIETY, INC.

dba Airliners International Association

P.O. Box 489
 Ocoee, FL 34761 USA
 www.WAHSONline.com Email: Information@WAHSONline.com
 Fax: 1.407.522.9352

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

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

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

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

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

The World Airline Historical Society is incorporated in Florida, and has been declared a 501(c)(3) not-for-profit corporation.

Captain's Log Editorial Team

Editor	WILLIAM M. DEMAREST	P.O. Box 489, Ocoee, FL 34761
Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Dining Service	RICHARD R. WALLIN	P.O. Box 22, Rochester, IL 62563-0022
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	1757 Landrum Lane, The Villages, FL 32162
Jr. Wings	STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
Postage Stamps	JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It?	KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
Airline Minis	GEORGE SHANNON	P.O. Box 145102, Coral Gables, FL 33114
Postcards	MARVIN G. GOLDMAN	142 West End Ave Apt 29P, New York, NY 10023
Stickers & Labels	DANIEL KUSROW	153 Benziger Avenue, Staten Island, NY 10301
Aircraft Models	KEN MILLER	990 Springfield Drive, Campbell, CA 95008
Photography & Slides	JOE FERNANDEZ	P.O. Box 2650, Kyle, TX 78640
Safety Cards	FONS SCHAEFERS	Verloreneind 3, 1464 GC Westbeemster, NETHERLANDS

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!

I am really looking forward to our annual convention in the greater New York area this August 12 -14, 2010. Years ago I visited an uncle who lived in Whippany, New Jersey. When he asked what I wished to do, I immediately responded "Visit John F. Kennedy International Airport, LaGuardia Airport, and Newark International Airport", now called Newark Liberty International Airport. He thought I was nuts, but helped me plan how to do it on the trains, subway and buses. I think that I may go to the convention early, so I can do the airport tour again without missing any of the AI2010 fun. The AI2010 team is hard at work to make this our best convention yet. Check out the progress at www.AI2010NYC.com

During our convention this year, the Society will be selling numerous items donated from the collection of Mr. Don Joyce. We have named Board Member Don Levine as the Master of Ceremonies for this important memorabilia sale. Please stop by and take a look. All proceeds will benefit the operation of WAHS.

The Society now has a Facebook page. It was designed by me and is therefore lacking in a number of areas. Sorry, but Facebook is not my forte. I could really use the help of some of our Facebook experts in making it much more user friendly and attractive. Send me an email if you can help with this project at jetduane@bellsouth.net.

At our Board meeting in January, the Officers and Board of Directors voted to move forward on having our quarterly publication, *The Captain's Log*, available online. Our thoughts are that the online version of *The Captain's Log* will be password protected. YES, we will still offer a printed version, but envision that number will decrease as more people sign up for the online edition. We are concerned that by offering *The Captain's Log* both ways, we may exceed our printing budget. We are going to implement this change in stages in order to remain within budget. Like everything worthwhile, it requires time and money to do things right.

I am sure you will all agree that we need to attract a new audience to increase our membership. With that goal in mind, we will be marketing ourselves as the "Airliners International Association". We have registered that name as a "doing business as" name ("dba") which the World Airline Historical Society will often utilize.

Membership Renewals. If you have an expiration date of '6/2010' on your mailing label, your membership fee for the 2010-2011 year is now due. A membership renewal form is included with this issue. We appreciate your support of WAHS.

Society Elections. It's time for our annual elections. We will be selecting a Treasurer, Secretary and two board positions at large. If you're interested in assisting with the operation of WAHS, please submit a short biography with your intent to run no later than May 1, 2010 to our Editor, Bill Demarest, at editor@WAHSOnline.com or via postal mail to WAHS, Inc., P.O. Box 489, Ocoee, FL 34761 USA. Ballots will be mailed by the end of May with results announced at our annual meeting at AI 2010 in August.

See you in the Big Apple,

Duane L. Young

Duane Young, President., President@WAHSOnline.com,
P.O. Box 101, Covington, LA 70434



Flying Ahead....With The Log

Issue 35-1 ~ Aircraft over Britain
Issue 35-2 ~ The Douglas DC-3
Issue 35-3 ~ Before The Fall -
The Airlines of Eastern Europe
Issue 35-4 ~ Flying Down To Rio -
Brazil's Airline History

New York-New Jersey's Three Major Airports

Marvin G. Goldman

mmgoldman@rcn.com



TWA iconic terminal designed by Eero Saarinen. Manhattan Post Card Pub./Dexter Press DT-74163-B. It has recently been preserved, with a new jetBlue terminal being built behind the building.

“Start spreading the news, I’m leaving today, I want to be a part of it - New York, New York”
(from the song “New York, New York”)

In appreciation of the first WAHS Airliners International annual show in the New York-New Jersey metropolitan area, 12-14 August 2010, this article highlights the development of the region’s three main airports – Newark Liberty (EWR), LaGuardia (LGA) and Kennedy (formerly known as Idlewild) (JFK). Over 100 million passengers a year now utilize these three airports, making the New York/New Jersey area the busiest airport system in the United States in terms of passenger numbers and second in the world after London.

Pioneering Days

New York City and its environs have played a major role in the development of aviation from the earliest days of flight. The flat Hempstead Plains of Long Island, just east of New York City, proved to be an ideal flying field. Many of the earliest flights originated there, the most famous

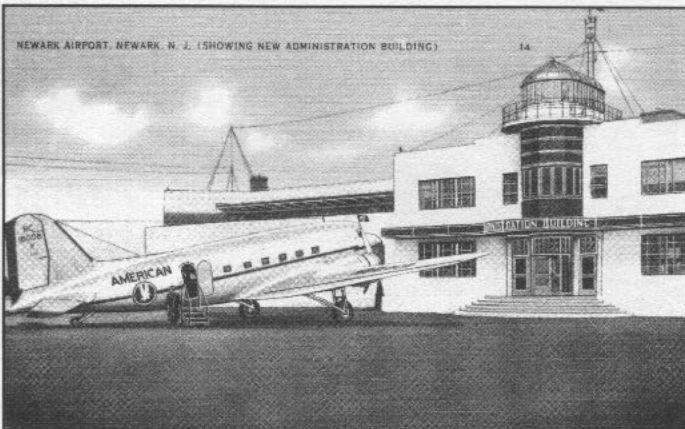
being Charles Lindbergh’s historical flight from Roosevelt Field, Long Island, to Paris in 1927. During 1918 to 1939, often called the “Golden Age” of aviation, about 20 aircraft manufacturers operated on Long Island, including Curtiss and Sikorsky.

Meanwhile, in New Jersey, Teterboro Airport, located a few miles north of Newark, opened in 1919, and is the earliest airport in the region still operating today. Originally, North American Aviation had a manufacturing plant on the site, and in the 1920s Anthony Fokker, the Dutch aircraft designer and builder, used Teterboro as a base of operations. At Keyport, New Jersey, south of Newark, Aeromarine Plane and Motor Company converted U.S. Navy F5L flying boats into Model 75 seaplanes for use by Aeromarine Airways which operated flights from the Columbia Yacht Basin on the Hudson River from 1921-23.

Newark Becomes the First of the Three Major Airports

Following the above pioneering stage, the first major airport in the New York-New Jersey area for airline use was developed by the municipality of Newark, New Jersey, just across the Hudson River and New York Harbor from Manhattan. Stimulated by Lindbergh's trans-Atlantic flight, the mayor of Newark announced in August 1927 plans to build a commercial airport in Port Newark which would be "the most modern and best equipped in the nation". Built on marshland and raised by landfill to above sea level, Newark Airport opened on 1 October 1928, and by 1937 it became the world's busiest commercial airport. Its other aviation firsts include the first airport weather bureau, paved runway, night lighting and air traffic control.

The major airlines of the 1930s, American, Eastern, TWA and United, made Newark their eastern terminus. In 1935 Amelia Earhart dedicated the Newark Airport Administration Building, housing a modern passenger terminal and restaurant. Built in art deco style, it was the first multi-airline commercial terminal in the U.S.



NEWARK AIRPORT, NEWARK, N. J. (SHOWING NEW ADMINISTRATION BUILDING)

American Airlines DC-3 at Newark Airport's Administration Building, the first multi-airline terminal in the U.S. About 1936. Tichnor no. 62191. All illustrations in this article are postcards from the author's collection and are in color except as noted.

LaGuardia Takes Over

Meanwhile, New York City's first attempt at a municipal airport was Floyd Bennett Field in Brooklyn, opened in 1931. However, it was a commercial failure, as it was too far from Manhattan, with no connecting rail or highway transportation, and even the U.S. post office awarded the lucrative New York airmail contract to the closer Newark Airport.

Undaunted, New York City's energetic Mayor at the time, Fiorello LaGuardia, was determined to develop a first-class commercial airport within the City itself. In 1934, flying home to New York, his TWA DC-2 landed at the only commercial airport then serving New York City, namely, Newark. LaGuardia refused to deplane, noting that his ticket said "New York", and insisted that the aircraft continue to New York City. TWA relented, and the aircraft continued on to Brooklyn. LaGuardia had made his point – New York City needed its own viable commercial airport.

Within a few years, at LaGuardia's urging, New York City purchased the privately owned Glenn Curtiss Airport, a general aviation field at North Beach, Queens, in New York City just a few miles from Manhattan, with excellent highway and water approaches. He managed to get the federal government to build and pay for most of a new airport on that property, both to create jobs during the Depression and to carry out the desired development of U.S. commercial air transport. Construction, including an enormous landfill project that quadrupled the land area of the airport, took place during 1938-39.

When opened in October 1939, the New York Municipal Airport (soon renamed LaGuardia Airport in honor of its chief proponent, the Mayor), was the largest and most advanced commercial airport in the world. Passengers arrived and departed on different levels at the main terminal for the first time, and the airport featured first-class restaurants, a rooftop 'Skywalk' viewing promenade, the finest control tower and communications, and the first instrument-landing system in the world.

Immediately upon the opening of LaGuardia Airport, the four major airlines serving Newark Airport (American, Eastern, TWA and United) and the U.S. post office New York airmail operation, relocated to LaGuardia. The effect on Newark Airport was devastating, and it temporarily closed to passenger traffic. During World War II, the first half of the 1940s, Newark was operated by the U.S. Army and served thousands of military flights bound for overseas.



NEW YORK MUNICIPAL AIRPORT - LA GUARDIA FIELD
Air view of Administration Bldg. and Promenade

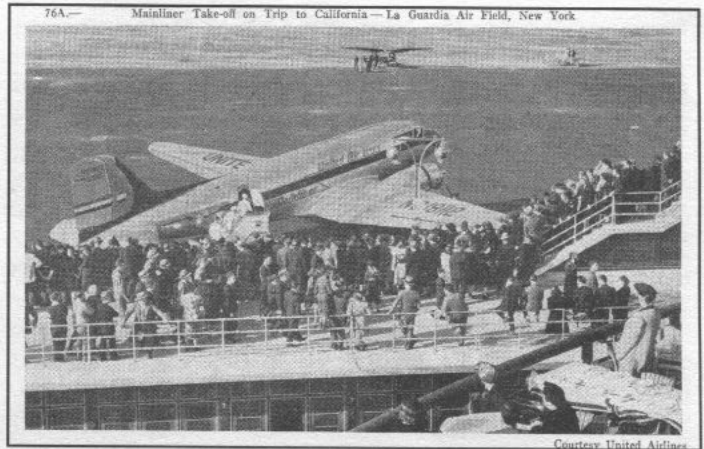
Dedication of LaGuardia Field, 15 October 1939. William Hoff, LGA Official Photographer. Black & White ("B&W").

**AIRLINERS
INTERNATIONAL
2010
NEW YORK**

A stylized graphic featuring the Statue of Liberty on the right side, holding a torch. A large airplane is depicted in flight, crossing the number "2010" in the center. The text "AIRLINERS INTERNATIONAL" is at the top, "2010" is in the middle, and "NEW YORK" is at the bottom.



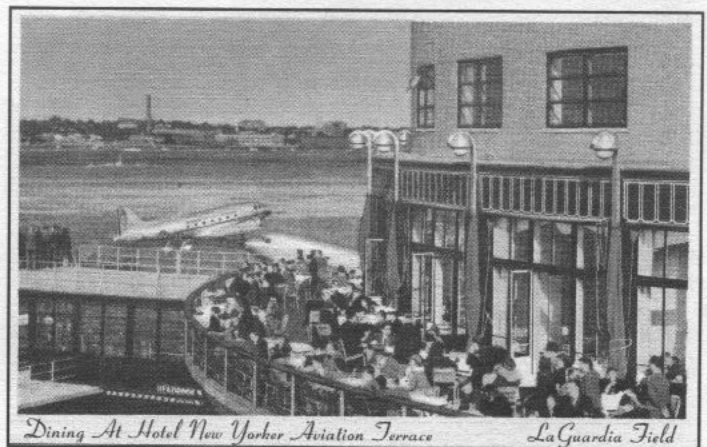
Aerial View of LaGuardia, showing proximity to Manhattan. Enell Photo, no. 47. B&W.



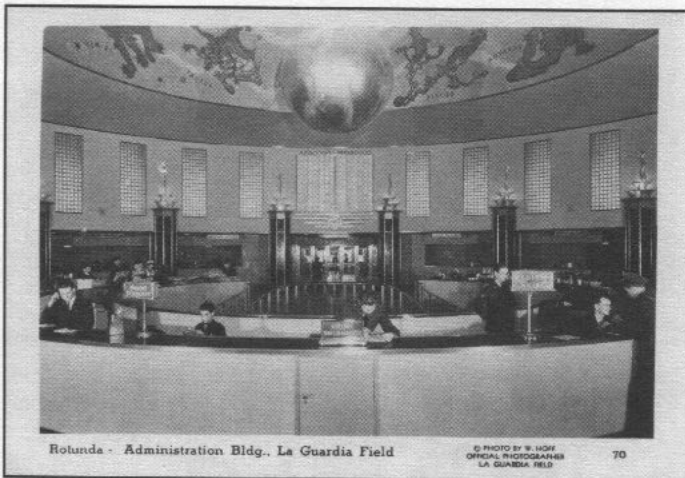
Spectators on the main terminal's "Skywalk" viewing passengers boarding a United DC-3. Manhattan Post Card Publishing no. 76A. B&W.



LaGuardia's original art deco main terminal, the first ever with separate levels for arrivals and departures. Mayrose, publisher, Linden NJ. B&W.



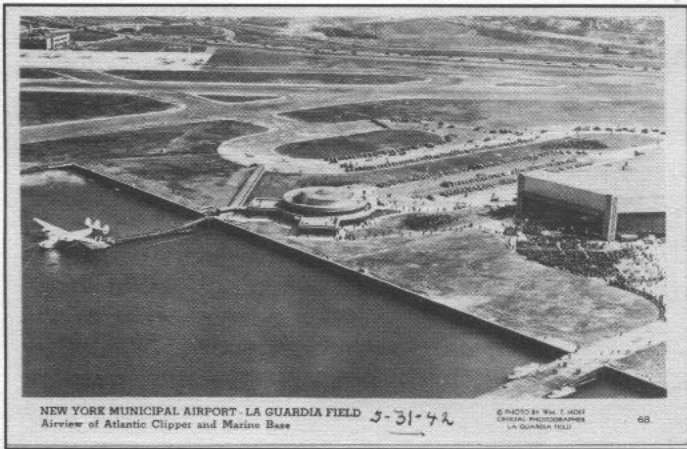
Dining on the terrace of the main terminal, overlooking a Canadian Colonial Airways DC-3. Baumann no. E-6211, one of a series of color cards designated "LaGuardia Field" on the lower right.



Interior art deco rotunda of LaGuardia's original main terminal. Hoff no. 70. B&W.

The opening of LaGuardia in 1939 also stimulated Pan Am to develop a separate Marine Air Terminal (also called International Terminal) at LaGuardia from which it operated trans-Atlantic flights with Boeing 314 flying boats. However, the intervention of the War, followed by the launching of trans-Atlantic landplane flights in February 1946 when a TWA Lockheed Constellation flew from LaGuardia to Paris, marked the end of flying boat dominance in long over-water crossings.

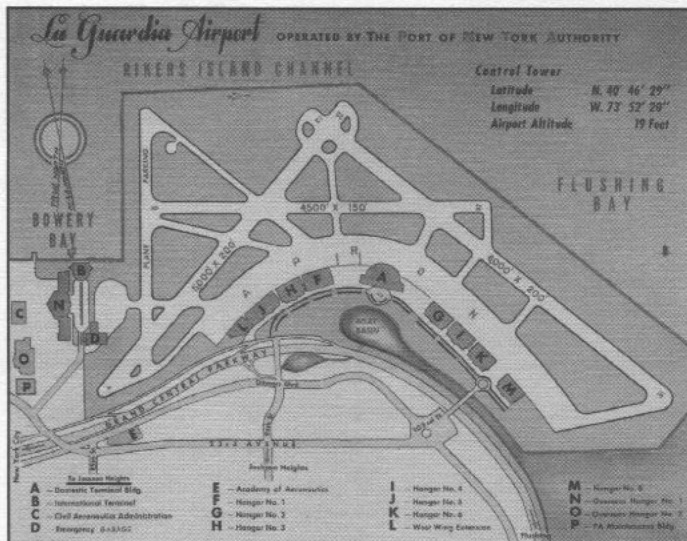
New York! New York!
Airliners International 2010
www.ai2010nyc.com



Pan Am seaplane base at LaGuardia showing a Pan Am 314 and the round Marine Air Terminal. Hoff no. 68. B&W.



Front of Marine Air Terminal (International Terminal), 1940s. Enell no. 28. B&W.



Map of early LaGuardia Airport layout. Baumann no. E-9685.

Expansion With Idlewild/Kennedy

By the late 1940s LaGuardia was the world's busiest airport. However, except for lengthening runways by constructing steel piers into the adjacent bay, it had no room for expansion to meet the increasing volume of air traffic. Foreseeing this, New York City started as early as 1942 to plan for an additional new airport on the grounds of the former Idlewild Golf Course in southern Queens, reclaiming marshland to expand the area. This new airport was called New York International Airport upon its dedication in 1948, and it was renamed in memory of President Kennedy in December 1963.

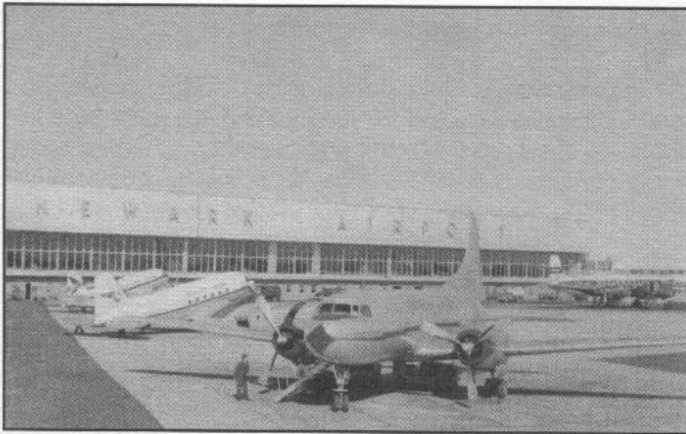
Development of the Three Major Airports Under the Port Authority of New York and New Jersey – 1947 to Date.

In 1947 all three airports – Newark, LaGuardia and Idlewild (Kennedy) – were turned over to The Port Authority of New York and New Jersey through lease agreements with New York City and Newark. The Port Authority operates, maintains and develops all three airports as a coordinated system. It also presently operates Teterboro Airport, north of Newark, New Jersey and Stewart Airport in Newburgh, north of New York City.

Newark. The Port Authority immediately made major investments in the infrastructure of Newark Airport, opening new runways and hangars and changing the terminal layout, and airline traffic resumed at Newark in 1948 after a nine-year hiatus. The original art deco Administration Building, which continued to serve as the main terminal until the opening of the North Terminal in 1953, fortunately was added to the National Register of Historic Places in 1979 and has been preserved.



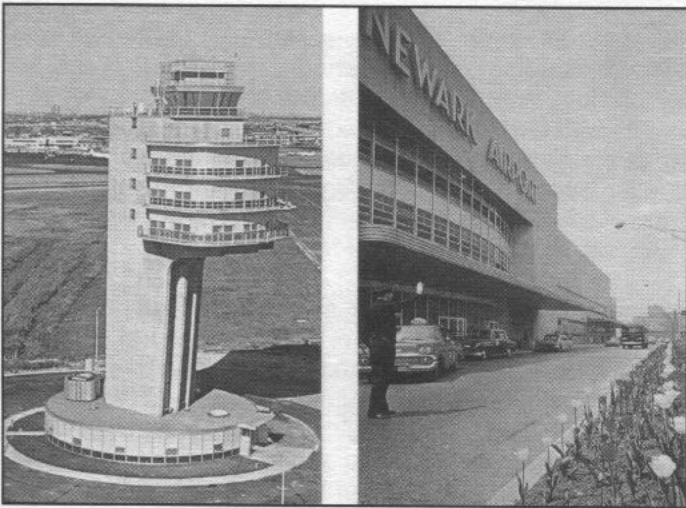
View of Newark's North Terminal during the prop era of the late 1950s, with Newark skyline in the background. Progressive Publications, NY. B&W.



American Convair, Mohawk and Allegheny DC-3s, and National DC-6 at Newark's North Terminal, 1954. M-M Photo Service no. 239, Curteich 4C-K1922.



Newark Terminal A with United aircraft, and Manhattan skyline in background, 1973. Scheller Co., Hackettstown NJ.

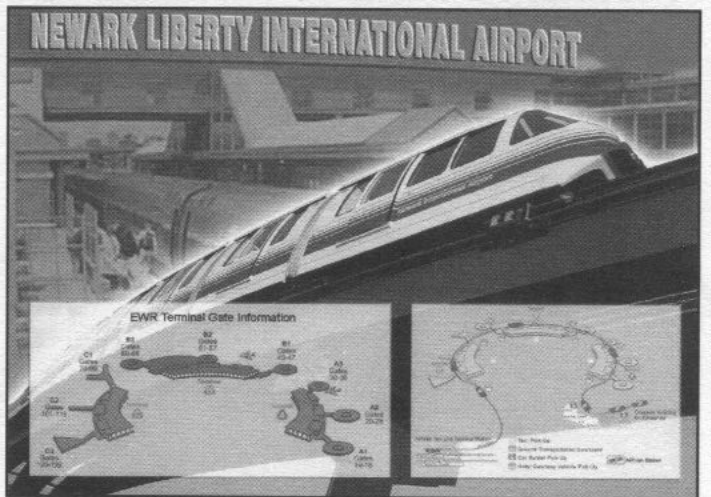


Newark control tower completed in 1959 and Terminal Building. Manhattan Post Card Pub. nos. P33469 and P33471.

In the 1970s, present Terminals A, B and C were constructed, and the airport was renamed Newark International Airport. Terminals A and B opened in 1973, but Terminal C only opened in the mid-1980s and became fully operational in June 1988. Newark was underutilized in the 1970s, but it got a big boost when People Express, offering "no frills" low-cost service to England, started international service from the North Terminal in 1983. Following the merger of People Express into Continental in 1987, Continental occupied Terminal C, and today Continental operates the most flights of any airline from Newark. FedEx is the leading cargo operator at Newark.

Significant improvements to airport infrastructure have continued in the 1990s and 2000s. In 1996, the International Arrivals Facility opened in Terminal B and the Monorail (now AirTrain Newark) was launched. Terminal C was renovated during 1998-2003. In 2003, a 325-foot control tower was commissioned, the fourth in the airport's history.

In memory of the terrorist attacks of 11 September 2001, the airport was renamed as "Newark Liberty International Airport". Today it is the 14th busiest airport in the U.S. in terms of passengers and 28th in the world, with over 35 million passengers handled in 2008.

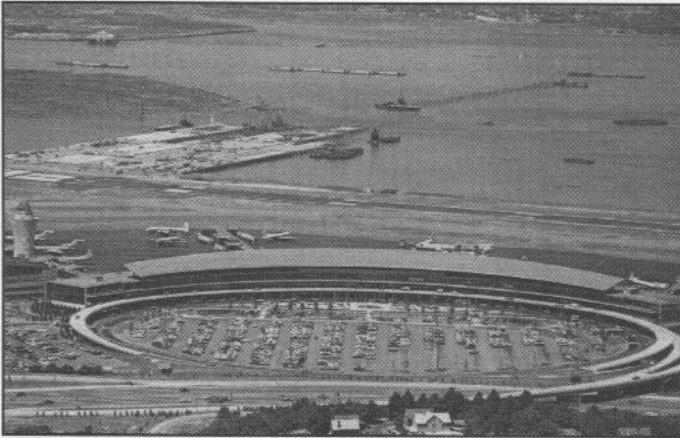


Newark Airport terminal map and AirTrain. City Merchandise no. 1164-04. Oversize card.

LaGuardia

LaGuardia continued its position as the prime New York area airport through the 1950s when propeller aircraft still dominated. The advent of the jet age in the 1960s, however, presented a need for longer runways for larger aircraft and expanded facilities for a sharp rise of passenger traffic – needs which LaGuardia could not fully accommodate because of physical limits to its expansion. Today LaGuardia still has the shortest runways (each 7000 ft. long) of any major commercial airport in the U.S.

Facilities and layouts at the airport did change, however. In the mid-1960s the original art deco Central Terminal, too small to handle the volume of traffic, was unfortunately demolished, replaced in April 1964 by a larger modern glass and concrete terminal, leaving the Skywalk promenade just a nostalgic memory. A new vase-shaped control tower replaced the original.



LaGuardia replacement terminal and vase-shaped control tower (at left), both opened in 1964, and runway extension work into the bay at top. Plastichrome P67297.

Additional separate terminals were constructed by Delta in 1983 and US Airways in 1992. The main terminal has since been expanded, and a new control tower, the airport's third, is nearing completion. The Marine Air Terminal still exists, beautifully restored, utilized for shuttle operations to Boston and Washington DC. Today, LaGuardia remains one of the busiest in the U.S., handling over 23 million passengers a year.

Kennedy

The first commercial flight at Kennedy International Airport (then known as New York International Airport or "Idlewild") occurred on 1 July 1948. Upon opening the airport, the Port Authority cancelled the permits of foreign airlines to use LaGuardia, effectively forcing them to move to the new airport. Soon, alongside the more familiar Pan Am and TWA liveries, one could see at Idlewild such prominent foreign carriers as Air France, Avianca, BOAC, EL AL, Iberia, KLM, LAI (forerunner of Alitalia), SABENA, SAS, Swissair and Trans-Canada Airlines. Eastern and National provided early domestic service, and soon U.S. regulators allowed most of the domestic carriers to join them.



Original administration building (terminal) at "New York International Airport" (Idlewild/Kennedy) and SABENA Douglas DC-6B. Enell no. 20. B&W.

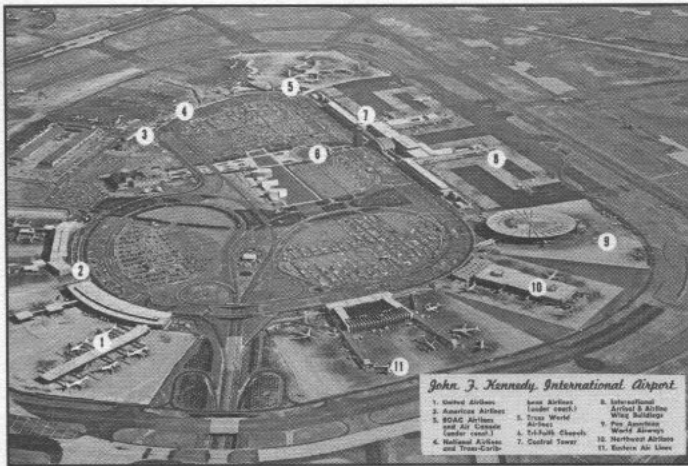


Spectators at Idlewild viewing a Swissair DC-6B and an Eastern Constellation. Enell no. 38. B&W.

The first major terminal at the airport, completed in 1957, was the International Arrivals Building, Terminal 4 (replaced by a new International Arrivals Terminal in 2001). Under a master plan, each major airline at the airport was given its own space to develop its own terminal design. Thus, through the late 1950s and into the 1960s a "Terminal City" was built into a ring of eight more major air terminal buildings.



International Arrivals Building at Idlewild/Kennedy at the end of the prop era, showing Iberia and SABENA Constellations and reflecting the airport's status as the leading international gateway in the U.S. Manhattan Post Card Pub. no. P33780.]



"Terminal City" at JFK, mid-1960s. The numbers on this postcard do not correspond to the actual terminal numbers. Manhattan Post Card Pub. no. DT-20490-C. Oversize card.



Pan Am 707 at the International Arrivals Building, 1960-63. Manhattan Post Card Pub./Dexter Press no. DT-74890-B.

United opened Terminal 9 in October 1959 (later transferred to American while United moved to a new Terminal 7, now shared with British Airways and others). Eastern followed with Terminal 1 a month later (rebuilt in 1998 for use by several international carriers). In 1960 American opened its Terminal 8 (and recently completed a single new terminal replacing 8 and 9), and Pan Am followed with its "Worldport" (now Terminal 3, occupied by Delta).

Perhaps the most famous terminal structure was that of TWA, designed by Eero Saarinen in the shape of a giant bird poised to take off, which opened in 1962. Saarinen's structure has recently been restored, and behind it jetBlue has built a new Terminal 5. The remaining two terminals were Terminal 2 jointly used by Northwest, Braniff and Northeast (now occupied by Delta) and Terminal 6 of National, used by jetBlue from 2001-2008 and presently vacant.

Through the 1990s and 2000s, JFK has undergone a major redevelopment. In addition to the aforementioned new terminals built during those years, the airport completed an AirTrain transit system in 2003. JFK now handles over 47 million passengers per year, making it the 13th busiest airport in the world and 6th in the U.S.



Air France Concorde at International Arrivals Building. Mainzer no. 222/Mike Roberts no. B8751.

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Aviation Hall of Fame & Museum of New Jersey, Teterboro NJ. www.njahof.org.

NYCaviation, leading aviation enthusiast site for the New York/New Jersey metropolitan area. www.nycaviation.com. (Includes suggested spotting locations for airline photography at Newark, LaGuardia and Kennedy airports).

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Playing Cards

By Fred Chan

topflite@olympus.net

Playing Cards Featuring New York City

Although New York is one of the largest aviation hubs in the world and is the destination for many air carriers, it is surprising that the city is shown in only a very few of over 4200 airline playing card designs.

Continental had an unusual deck featuring a Broadway play and advertising itself as "The Official Airline of Broadway." CO is one of AI 2010's official airline sponsors (Figure 1).

Delta Air Lines specifically featured New York City in three of its destination poster series between the late 1950s through the 1970s (Figures 2, 3 & 4), while Singapore Airlines had two card designs showing the New York skyline in the background (Figures 5 & 6).

Ozark Air Lines and China Airlines each had a New York card (Figures 7 & 8, respectively). And that's about it.

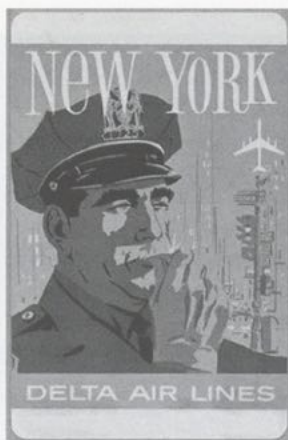


Figure 2



Figure 3



Figure 4



Figure 5



Figure 1



Figure 6

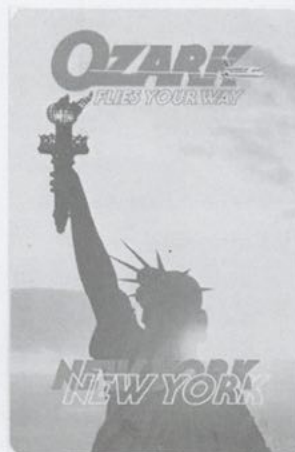


Figure 7



Figure 8

Flying Stamps

By Jim Edwards

New York City's Postal Stamp Connection

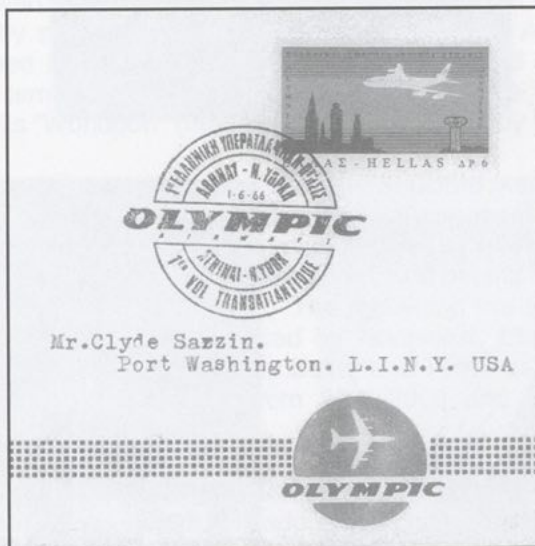
New York City's area airports are well represented on postal stamp issues over the years. Here's a small selection for your enjoyment.



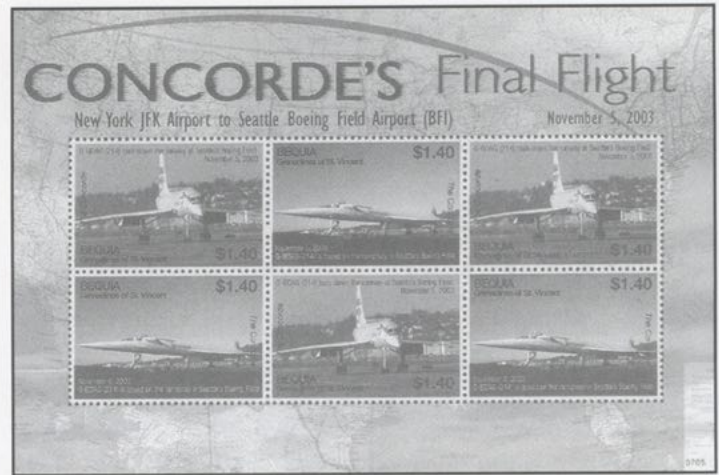
This American Airlines Boeing 767 landing at New York JFK is depicted on a stamp issued by the Union of the Comores in 2008.



The 10th anniversary of the first London to New York British Airways flight was honored by Gambia in 1988.



Greece issued this First Day Cover on May 26, 1966 to commemorate the first flights from Athens to New York via Olympic Airways Boeing 707 aircraft.



The Caribbean island Bequia, part of the nation of Saint Vincent and the Grenadines, issued this 2007 postal sheet honoring the final flight of the British Airways Concorde from New York JFK to Seattle's Museum of Flight in 2003.



Air France's first Concorde service from Paris to New York was recognized by Mali, Senegal, and the Territories of Wallis and Futuna on these 1977 postal issues.



This May 29, 1975 issue from Iran honored the first flight from Tehran to New York via Iran Air's Boeing 747SP.

The World is Coming to New York
August 12 - 14, 2010!

AIRLINERS INTERNATIONAL 2010 NEW YORK



Come visit the world's largest gathering of airline enthusiasts as they meet for the first time in the New York City area, August 12-14, 2010. The location is the newly remodeled Robert Treat Hotel (www.rthotel.com - 973-622-1000) in Newark, New Jersey USA. General Admission is \$10 per day and Children under 12 accompanied by an adult are free. Information regarding attendance and vendor packages is now available on our web site. Call the hotel for special convention rates as low as \$95 per night starting August 10 thru August 15.

- Special Self Guided Tours of EWR, JFK, LGA
- Special Rates for Intrepid Museum
- Tour of NJ Aviation Hall of Fame
- Model, Postcard, Photo and Slide Contests
- Special Discount fares:
Continental Offer Code ZFEJCCRK5 to EWR
American Offer Code A2480AA to EWR, LGA, JFK, HPN

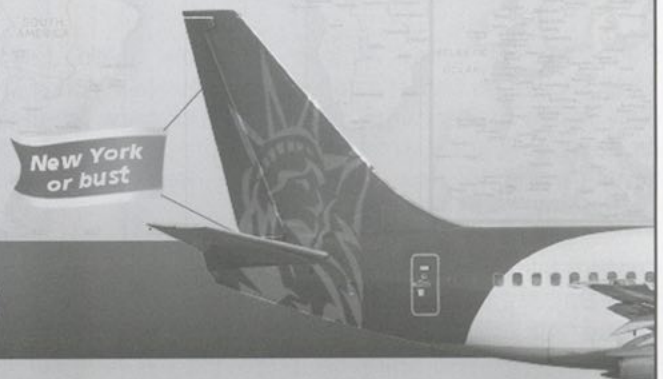
Sponsored by:

The
**AIRPLANE
SHOP**™ 

See Our Website for Complete Details

www.ai2010nyc.com

or email ai2010nyc@aol.com



Timetables

By David Keller

dkeller@airlinetimetables.com

Destination New York

By virtue of being the largest city in the nation with the world's largest economy, New York City is arguably the most coveted airline destination on the planet. Being home to many multinational corporations and sizeable populations of many ethnic groups generates large amounts of both business and leisure traffic for domestic and international markets.

For a number of the early airlines, New York was a crucial destination in the effort to reach profitability. On September 1, 1930, The Ludington Line began an hourly service between New York (served through Newark) and Washington, with a stop at Philadelphia. This service was highly popular and the company turned a profit within the first year. (This may have been the first time an airline made a profit on passenger service alone, as Ludington had no air mail contract for the route.)

A number of trunk lines such as American, TWA and United served New York as part of their early transcontinental networks. Eastern Air Transport also served New York as the northern terminus of its route system along the East Coast, as the June 15, 1931 timetable illustrates. (Eastern would later acquire the previously-mentioned Ludington Lines.)

Other trunk lines gained access to New York in the following decades. As the war was winding down in the mid-1940's, and transport aircraft were being returned to the airlines, some new routes were being handed out. On June 1, 1945, Northwest Airlines began service between Chicago and New York (with a stop at Detroit), allowing it to become a transcontinental carrier linking New York and the Pacific Northwest.

Pennsylvania Central Airlines' timetable dated July 2, 1945 shows the carrier's initial service to New York with 6 daily flights to Pittsburgh. As the carrier grew (changing its name to Capital Airlines), it added a number of additional routes to New York, before being acquired by United Airlines in 1961.

Other trunk lines waited longer for access to New York. Both Braniff International Airways and Delta Air Lines received authority to serve New York in 1956. Braniff's February 15, 1956 timetable promotes the new service, which connected New York and Washington D.C. to cities in Texas.

EASTERN STANDARD TIME

SCHEDULE

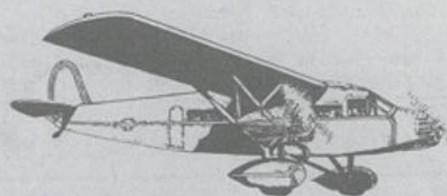
Effective September 1, 1930

EVERY HOUR ON THE HOUR

From New York and Washington

10 Planes
Daily

1 hr. 50 min.
Flying Time



NEW YORK, PHILADELPHIA,
WASHINGTON

One Way . . \$14.70

Round Trip . \$23.75

“THE LUDINGTON LINE”

NEW YORK, PHILADELPHIA AND
WASHINGTON AIRWAY CORPORATION

Ludington Line - September 1, 1930


As local carriers were created in the years following the conclusion of the war, Allegheny Airlines and Mohawk Airlines were early recipients of routes to New York. As those companies grew, so did the importance of their New York routes. Mohawk's timetable dated January 4, 1968 underscores this point with its promotion of the fact that the carrier served more airports in the New York area (5) than any other airline.

Other local airlines, though not located in the Northeast, wanted routes to connect their service areas to New York. In the late 1960's and early 1970's, those desires were realized for several local carriers, including Ozark Air Lines. Ozark's timetable dated April 27, 1969 shows the inauguration of service between New York/Washington and cities in central Illinois (the heart of Ozark's route system). As was the case with nearly all airlines receiving routes to New York, the service was heavily promoted in the timetable.



Eastern Air Transport - June 15, 1931

AIR TRAVEL



Airway Schedules

NEW YORK PHILADELPHIA BALTIMORE WASHINGTON RICHMOND

GREENSBORO	RALEIGH
CHARLOTTE	FLORENCE
SPARTANBURG	CHARLESTON
GREENVILLE	SAVANNAH
ATLANTA	JACKSONVILLE
MACON	

DAYTONA BEACH
 ORLANDO, TAMPA
 ST. PETERSBURG
 MIAMI

*with through connections and reservations to
Cuba and Latin America, Dallas and Los
Angeles, Boston and Canada.*

EASTERN AIR

TRANSPORT Inc.

Now for the first time...
ACROSS THE TOP OF THE COUNTRY
NORTHWEST FLIES
COAST-TO-COAST!

SEATTLE-PORTLAND
 TO
DETROIT-NEW YORK
NORTHWEST AIRLINES

Northwest Passage
coast-to-coast!


Northwest Airlines - June 1, 1945

NORTHWEST AIRLINES

June 1, 1945

Flight Schedule

NEW YORK
 DETROIT
 CHICAGO
 MILWAUKEE
 MADISON
 ROCHESTER
 ST. PAUL
 MINNEAPOLIS
 DULUTH-SUPERIOR
 FARGO
 GRAND FORKS
 WINNIPEG
 BISMARCK
 MILES CITY
 BILLINGS
 GREAT FALLS
 HELENA
 BUTTE
 MISSOULA
 SPOKANE
 WENATCHEE
 YAKIMA
 PORTLAND
 SEATTLE-TACOMA



Top Flight ... Coast-to-Coast

Shortly after Ozark's entry into the New York market, Southern Airways followed suit. The October 26, 1969 timetable shows new service from New York and Washington to Columbus, Georgia, continuing to Dothan, Alabama and Eglin Air Force Base.

Over the years, a large number of commuter airlines served the New York area. One such carrier was Air New England, which began service in 1970, and primarily operated Twin Otters and DC-3 during its first few years. But it was soon determined that service to New York would require larger aircraft, and in the mid-1970's Air New England became the first new airline to be granted local carrier status since Ozark Air Lines in 1950. This allowed the operation of larger FH227's on higher density routes. (Those aircraft had previously been operated by Delta Air Lines as a result of its acquisition of Northeast Airlines in 1972.) The timetable dated October 1, 1980, shows the FH227's operating most of the airline's services to New York.

In the late 1970's, Deregulation allowed for the creation of new airlines, and many sought to tap into the huge potential of the New York market. Several of those new airlines decided to use New York as the base of their operations. One such airline was New York Air, which began service on December 14, 1980 between New York and Washington, invading Eastern Airlines' lucrative market that it served primarily with the no-reservations "Air Shuttle" service. New York Air was a non-union subsidiary of Texas International, which later purchased both Continental and Eastern. The acquisition of Eastern Airlines meant that Texas Air Corporation would own both major competitors in the New York to Boston/Washington markets, and one of the conditions of the acquisition was that another carrier be given access to operate shuttle services in those markets. Thus began a sequence of events where shuttle services were operated (and often sold) as separate entities. Pan Am, US Air, Trump Shuttle and Delta Air Lines were all involved with shuttle operations over the next 10-15 years.

Another airline to start in the New York area was PEO-PLExpress, which began operations from Newark on April 30, 1981. Their initial business plan was to offer high frequencies and low fares, which resulted in the carrier experiencing dramatic growth in its first few years. A shift towards international services and an ill-fated acquisition of Frontier Airlines in 1985 led to financial difficulty and its acquisition by Continental Airlines in 1987.

Donald Trump jumped into the airline business in the late 1980's by purchasing Eastern's Air Shuttle division and renaming it Trump Shuttle. The timetable dated August 4, 1990 shows services between New York and Boston/Washington D.C.. (Since the schedules for these routes were "every hour on the hour", and changed very little, it appears that timetables were rarely printed.) The airline was a money-loser for Trump, and several years later was sold to US Air.

A more recent airline to use New York as a base is jetBlue. While the "traditional" service pattern for New York had been for short- and medium-range flights to use LaGuardia Airport and long-range and international flights to use Kennedy Airport, jetBlue proposed setting up a domestic hub at Kennedy. After a battle to acquire landing slots at Kennedy, jetBlue started service in February 2000 with a flight from Kennedy to Fort Lauderdale. The timetable dated March, 2000, shows service added to Tampa and Buffalo.

Following the conclusion of World War II, the increased range of newer aircraft made Trans-Atlantic operations possible. European and African operators inevitably chose New York as their initial North American destination. In their March, 1952 timetable, the Italian airline LAI (Linee Aeree Italiane) was operating 2 weekly frequencies between New York and Italy. Their DC-6's stopped at Gander and Shannon along the way. (The illustrated timetable is an edition printed specifically for the US market, and is entirely in English.)

As the German carrier Lufthansa rebuilt from the ashes of the war, one of its first destinations was New York. The January 1, 1956 timetable finds the carrier offering 5 weekly flights to New York, more than any of Lufthansa's other international destinations with the exception of London.

By the 1960's, Trans-Atlantic services were expanding, and some of the larger carriers began service to secondary markets in North America, such as Boston, Chicago, Montreal and Los Angeles. But while those secondary markets received a single daily flight (or less, in many cases), those same airlines were operating 4 (or more) daily services to New York. BOAC's timetable dated April 1, 1970 shows as many as 7 flights operating from New York (depending on the day of the week). The introduction of widebodied aircraft, coupled with the economic downturn in the 1970's, would reduce those frequencies significantly.

While Miami was the destination of choice for many Latin American carriers, some found New York preferable. Aerolineas Argentinas was a Comet IV operator, and as the October 15, 1960 timetable shows, used the type on its thrice-weekly New York service with stops at Rio and Port of Spain.

Other Latin American carriers extended their Miami services to New York, as was the case with Air Panama. The May 1, 1978 timetable finds 4 of the carrier's 7 weekly 727 services to Miami continuing on to New York. Due to longer distances, Asian carriers tended to select the West Coast gateways of San Francisco and Los Angeles over New York. But over time, those airlines began adding services to New York; first Japan Air Lines, followed by Korean Air Lines and others. Malaysia Airlines' timetable dated March 29, 1998 celebrates the airline's entry into New York, utilizing 777 aircraft.

NEW YORK to PITTSBURGH • CLEVELAND • DETROIT • CHICAGO
And to Intermediate Points: Youngstown • Akron • Flint
Lansing • Grand Rapids • Muskegon • Milwaukee

	101-11-15 Daily	9-17 Daily	201 Daily	103 Daily	31 Daily	39 Daily	203 Daily	105 Daily	23 Daily	205 Daily
NEW YORK (EWT) Lv	AM 8:20	AM 7	AM 11:05	PM 1:35	PM 4:25	PM 7:00	PM 9:30	PM 11:40	PM 1:55	PM 4:30
PITTSBURGH Lv	8:30	9:08	1:30	3:55	6:35	9:10	9:30	1:40	4:55	
YOUNGSTOWN Lv		9:45								
AKRON Lv		9:51								
CLEVELAND Lv					4:37			10:31		
FLINT Lv					4:42					
DETROIT Lv										
LANSING Lv										
GRAND RAPIDS (CWT) Ar	1:00		4:22				9:47			
MUSKEGON Ar	1:33						9:22			
MILWAUKEE Ar	2:20									
CHICAGO (CWT) Ar	11:45	1:30	5:32		6:50	9:25		12:35	4:30	

Pennsylvania Central Airlines - July 2, 1945


NEW YORK—WASHINGTON—NASHVILLE—DALLAS—FORT WORTH
SAN ANTONIO—SOUTH TEXAS

HEAD DOWN EFFECTIVE FEBRUARY 15, 1945

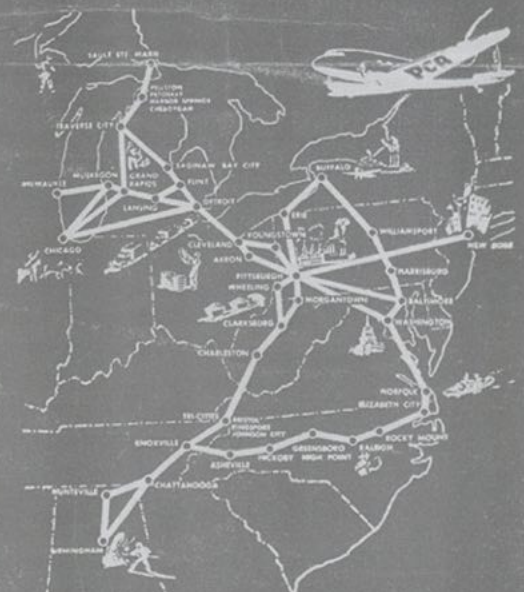
EQUIPMENT FLIGHT NUMBER	DC-4 247	DC-3 221	DC-3 11	DC-4 25	DC-4 1	DC-3 21	DC-3 28	DC-4 2
New York (NEWARK AIRPORT) EST. Lv	7:00				9:30			5:00
Washington EST. Lv								
CHATTANOOGA EST. Lv								
NASHVILLE EST. Lv								
Dallas EST. Lv								
Fort Worth EST. Lv								
San Antonio EST. Lv								

Braniff International - February 15, 1945

JULY 2, 1945



Now NEW YORK LINKED TO PCA SYSTEM



NEW OPPORTUNITIES FOR SAVING TIME THROUGH FLIGHT BETWEEN THE NATION'S CAPITALS OF INDUSTRY

BRANIFF
International
AIRWAYS

Effective FEBRUARY 15, 1945

New Service!

- ★ NEW YORK
- ★ WASHINGTON
- ★ NASHVILLE
- ★ DALLAS
- ★ FORT WORTH
- ★ SAN ANTONIO

featuring
"Silver Service"
 flights



(Continued from page 16)

Many carriers printed timetables with cover photos or illustrations promoting a particular destination, and New York has certainly appeared on its share. The TWA timetable dated October 27, 1974 is one of my favorites, featuring a photo of a 747 lifting from Kennedy Airport with the sun setting behind the newly-completed World Trade Center in the distance. A poignant photo indeed, as both TWA and the WTC would pass into history in the same year, 2001.

While other cities around the world have also become major business centers (thereby making them important travel destinations), New York City remains one of the most revered names an airline can have on its destination map!

JET SOUTHERN AIRWAYS

OCTOBER 26, 1969

New Jet Service
Gulfport/Biloxi
direct to
Washington and New York

Southern Airways - October 26, 1969

NOW! NEW YORK AND WASHINGTON, D.C.

DAILY DIRECT DC-9 JET SERVICE BETWEEN NEW YORK AND WASHINGTON AND THE MIDWEST!

READ DOWN			READ UP		
907 Ex'd	202 Daily	971 Ex's	Flight Number Frequency	806 Daily	320 Ex's
8:00	1:00	3:55	Lv New York (LGA) (EDT) Av	11:41	4:52
8:24	1:24	4:19	Lv Washington (DCA) - Sv	1	5:26
9:28	2:28	5:23	Lv New York (LGA) (EDT) Av	6:48	6:50
10:17	3:17	6:12	Lv Washington (DCA) - Sv	8:02	8:04
			Lv New York (LGA) (EDT) Av	9:04	9:06
			Lv Washington (DCA) - Sv	10:06	10:08
			Lv New York (LGA) (EDT) Av	11:08	11:10
			Lv Washington (DCA) - Sv	12:10	12:12
			Lv New York (LGA) (EDT) Av	1:12	1:14
			Lv Washington (DCA) - Sv	2:14	2:16
			Lv New York (LGA) (EDT) Av	3:16	3:18
			Lv Washington (DCA) - Sv	4:18	4:20
			Lv New York (LGA) (EDT) Av	5:20	5:22
			Lv Washington (DCA) - Sv	6:22	6:24
			Lv New York (LGA) (EDT) Av	7:24	7:26
			Lv Washington (DCA) - Sv	8:26	8:28
			Lv New York (LGA) (EDT) Av	9:28	9:30
			Lv Washington (DCA) - Sv	10:30	10:32
			Lv New York (LGA) (EDT) Av	11:32	11:34
			Lv Washington (DCA) - Sv	12:34	12:36
			Lv New York (LGA) (EDT) Av	1:36	1:38
			Lv Washington (DCA) - Sv	2:38	2:40
			Lv New York (LGA) (EDT) Av	3:40	3:42
			Lv Washington (DCA) - Sv	4:42	4:44
			Lv New York (LGA) (EDT) Av	5:44	5:46
			Lv Washington (DCA) - Sv	6:46	6:48
			Lv New York (LGA) (EDT) Av	7:48	7:50
			Lv Washington (DCA) - Sv	8:50	8:52
			Lv New York (LGA) (EDT) Av	9:52	9:54
			Lv Washington (DCA) - Sv	10:54	10:56
			Lv New York (LGA) (EDT) Av	11:56	11:58
			Lv Washington (DCA) - Sv	12:58	1:00

Go-Getters Go OZARK AIR LINES

we're 2/3 transcontinental now!

Below schedule provides good connections to other Midwest cities served by Ozark.
 AM - Light Fare Type
 PM - Full Fare Type

Ozark Air Lines - April 27, 1969

MOHAWK HAS NEW YORK SURROUNDED
Mohawk serves 5 New York area airports.

We are the only airline serving all five airports surrounding New York City. No matter where you travel within the sprawling reach of New York, there's a Mohawk jet close by.

If you are one of the thousands who has spent hours crawling through traffic to or from an out-of-the-way airport, you'll know what this means. It means convenience for Long Islanders near MacARTHUR Islip, and for the exurbanites near WESTCHESTER COUNTY AIRPORT, the New Jerseyites near NEWARK, not to mention LaGuardia Airport and JFK with its international connections.

Southern Connecticut passengers now find Mohawk in its backyard at the Bridgeport Airport serving both Bridgeport and New Haven.

To or from New York — when you choose an airline, choose Mohawk (we've got you surrounded).

Mohawk Airlines - January 4, 1968

EFFECTIVE OCTOBER 1, 1980 THROUGH NOVEMBER 30, 1980

Air New England

New England's Own Certificated Airline

New Service
Between Burlington and New York

Interline Connections
Atlanta, Chicago, Philadelphia, Tampa, Washington

Air New England - October 1, 1980

FLIGHT SCHEDULE & FARES EFFECTIVE DEC. 14, 1980

NY AIR

DAILY DC-9 JET SERVICE

LA GUARDIA NEW YORK
NATIONAL WASHINGTON

NEW YORK AIR

New York Air
December 14, 1980

PEOPLEExpress
FLY SMART

**WHERE WE FLY.
WHAT WE CHARGE.
EVERY SEAT.
EVERY FLIGHT.**

Flight schedule effective April 30, 1981

Price Summary

From New York/Newark to:	Weekday Prices	Weekend and Evening Prices
Buffalo	\$35	\$23
Norfolk	\$35	\$23
Columbus	\$55	\$35
Cleveland*	\$55	\$35
Jacksonville*	\$79	\$49

*Effective 5:31 PM
Evening service available on flights scheduled to depart after 4:59 pm.

Prices subject to change without notice.

From:	Rate	Class	Flight	Days	Time	Stop	Rate
From: BUFFALO, NY Reservations—(716) 840-8200	8:00a	10:15a	11:15	17	1	1	8:00a
To Jacksonville, FL	12:00p	1:50p	1:54	24h	0	0	12:00p
To New York, NY/Newark, NJ	3:50p	2:50p	1:54	14h	0	0	3:50p
To Norfolk/Virginia Beach, VA	8:00a	1:10p	10:10a	17	1	1	8:00a
To Jacksonville, FL	1:00p	4:00p	12:13h	24h	0	0	1:00p
To Norfolk/Virginia Beach, VA	4:50p	8:10p	12:13h	14h	1	1	4:50p
To Jacksonville, FL	1:00p	4:00p	12:13h	24h	0	0	1:00p
To Norfolk/Virginia Beach, VA	4:50p	8:10p	12:13h	14h	1	1	4:50p
To Jacksonville, FL	1:00p	4:00p	12:13h	24h	0	0	1:00p
To Norfolk/Virginia Beach, VA	4:50p	8:10p	12:13h	14h	1	1	4:50p
To Jacksonville, FL	1:00p	4:00p	12:13h	24h	0	0	1:00p
To Norfolk/Virginia Beach, VA	4:50p	8:10p	12:13h	14h	1	1	4:50p
To Jacksonville, FL	1:00p	4:00p	12:13h	24h	0	0	1:00p
To Norfolk/Virginia Beach, VA	4:50p	8:10p	12:13h	14h	1	1	4:50p

Peoplexpress
April 30, 1981

THE TRUMP SHUTTLE

Schedule

Below is a quick reference card of our current schedule as of August 4, 1990.

So that you may begin your weekend earlier, we have added 7:00 am flights every Saturday from Boston Logan, New York LaGuardia and Washington National airports.

Our senior citizen and youth fares are now honored on all flights both Saturday and Sunday. All flights are non-stop.

New Air Freight Service
The Trump Shuttle now accepts Air Freight -- Call Trump Pak SM at 1-800-869-8472.

For more information about The Trump Shuttle, call your professional travel agent or The Trump Shuttle at 1-800-247-8786.

From New York (LGA) To Boston				From Boston To New York (LGA)			
Depart	Arrive	Flight	Notes	Depart	Arrive	Flight	Notes
8:30am	7:30am	1130	387	8:30am	7:30am	1171	387
7:00am	6:00am	1180	387	7:00am	6:00am	1181	387
8:00am	8:00am	1010	387	8:00am	8:00am	1001	387
8:00am	10:00am	1030	387	8:00am	10:00am	1021	387
10:00am	11:00am	1030	387	10:00am	11:00am	1021	387
11:00am	12:00pm	1040	387	11:00am	12:00pm	1041	387
12:00pm	1:00pm	1080	387	12:00pm	1:00pm	1081	387
1:00pm	2:00pm	1080	387	1:00pm	2:00pm	1071	387
2:00pm	3:00pm	1070	387	2:00pm	3:00pm	1061	387
3:00pm	3:50pm	1080	387	3:00pm	3:50pm	1071	387
4:00pm	5:00pm	1080	387	4:00pm	5:00pm	1071	387
5:00pm	6:07pm	1100	387	5:00pm	6:07pm	1101	387
8:00pm	7:00pm	1110	387	8:00pm	7:00pm	1101	387
7:00pm	6:00pm	1120	387	7:00pm	6:00pm	1111	387
8:00pm	8:00pm	1130	387	8:00pm	8:00pm	1121	387
8:00pm	9:00pm	1140	387	8:00pm	9:00pm	1131	387
10:00pm	10:55pm	1150	387	10:00pm	10:55pm	1141	387

For Trump Shuttle Information - Call 1-800-247-8786

Trump Shuttle—August 4, 1990

flight schedule

jetBlue
AIRWAYS.

www.jetblue.com 1-800-jetblue

jetBlue—March 2000

FLY LAI

LINEE AEREE ITALIANE

SCHEDULES and FARES
INTERNATIONAL and LOCAL
SERVICES IN ITALY

EFFECTIVE MARCH, 1952

ITALIAN AIRLINES

15 EAST 51st STREET
NEW YORK 22, N.Y.
MURRAY HILL 8-0331

LAI - March 1952

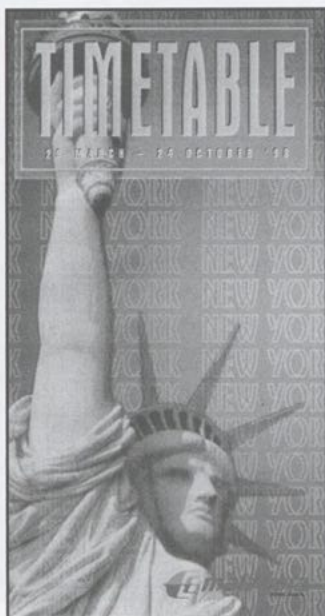
LH = Lufthansa German Airlines ✕		LH 400 We Su Super-G- Constellation	LH 420 Tu Th Sa Super-G- Constellation
HAMBURG (Fuhlsbüttel)	dep	19.00	19.00
DUSSELDORF (Lohausen)	arr	20.15	
	dep	21.10	
FRANKFURT	arr		20.25
	dep		21.10
SHANNON	arr	23.35	23.59
	dep	00.35	01.00
NEW YORK (Idlewild)	arr	09.35	10.00
		Th Mo	We Fr Su

Lufthansa - January 1, 1956

U.S.A.—TRINIDAD—SOUTH AMERICA			
AR321 Comet IV WY ①②③			AR320 Comet IV WY ①②③
17.00	d.	NEW YORK *	10.25
↓			↑
23.15	a.	PORT OF SPAIN	06.10
①②③			
00.15	d.	PORT OF SPAIN	05.10
07.10	a.	RIO DE JANEIRO	00.15
			①②③
07.55	d.	RIO DE JANEIRO	23.30
11.00	a.	BUENOS AIRES (Ezeiza)	20.45

* Operates 1 hour later until 30th October

Aerolineas Argentinas - October 15, 1960



Malaysian Airlines - March 29, 1998

8		Daily						Mon							
All flights First Class and Economy Class		707	747	VC10	VC10	VC10	VC10	707	VC10	707	VC10	VC10	707	VC10	
Hours + - Gmt	Flight	BA 508	BA 500	BA 500	BA 562	BA 562	BA 538	BA 506	QF 530	BA 594	BA 674	BA 538	BA 538	BA 664	BA 534
		from 7 Jun	until 6 Jun	until 6 Jun	from 7 Jun	until 25 Apr				until 29 Apr	from 27 Apr	until 20 Apr	from 27 Apr	from 27 Apr	
-4	Miami	d	..	..	..	..	..	..	..	..	1800	..	..	2030	..
-4	New York	a	1930	2000	2000	..	1830	2030	2200	0930	1000	..	..	2030	2030
-4	Boston	a	..	..	..	..	1940	M	..	..	..	..	..	M	M
		d	..	..	..	..	2100	2100	B	..	..	..	..	Tu	Tu
+1	Glasgow	a	M	M	M	M	M	M	0845	M	..	M	..	M	M
	Prestwick	a	..	..	..	..	..	..	..	..	..	..	..	..	..
	Flight	d	B	B	B	B	B	0900	B	M	M	..	..	..	..
+1	Manchester	a	..	..	..	..	..	1005	..	..	..	..	..	..	..
	Flight	d	..	..	..	..	..	..	..	..	..	B	..	..	..
+1	Birmingham	a	..	..	..	..	..	..	..	..	..	..	..	..	..
+1	Belfast	a	..	..	..	..	..	..	..	..	..	..	..	..	..
-1	London Airport	a	Dly	Dly	Dly	Dly	Dly	Dly	0950	2120	2150	1050	..	..	..
	Terminal 3*	a	0720	0735	0750	0815	0815	..	..	..	..	..	..	Tu	Tu
			0930	0945	0950	1005	1010	..	..	..	..	..	..	0930	0930

BOAC - April 1, 1970

FROM NEW YORK						
To	Flight	Leave	Arrive	Stops	Days	
PANAMA	801	19:10	00:10+1	1	We/Fr/Sa/Su	
BOGOTA	801/301	19:10	02:15+1	2	Su	
GUAYAQUIL	801/111	19:10	02:40+1	2	We/Sa	
CARACAS	801/401	19:10	04:00+1	2	We/Sa	
LIMA	801/111	19:10	05:00+1	3	We/Sa	
LIMA	801/101	19:10	03:55+1	2	Fr	

Air Panama - May 1, 1978

TWA

SYSTEM TIMETABLE

EFFECTIVE OCTOBER 27, 1974

Only TWA can fly you
around the U.S. and
around the world.

TWA Trans World Airlines - October 27, 1974

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

New York's Jr. Wings

The airlines that serve New York City is the theme for this issue. We sure have a lot of them. Perhaps I can shed some light on how things were back in 1979 when I transferred to JFK to fly the whale. The reason is that I got tired of the cold weather and moved back to Florida where the commuting was easy and the living is good.

When based at JFK, I flew international - the first 9 years on the B747-200 and the last two on the B747-400. In those good old days it was real easy to pick up airline memorabilia. As an example, I used to show up early for my 11 am departure and go look for wings. Pan Am was on one side of our terminal and TWA on the other. What a gold mine. Actually, I probably could write a short novel on my experiences at that time but this is about junior wings so let's get on with it.

In most of my previous articles, I have written about Pan Am, Eastern and many others which flew into the NYC area. Remember we are talking of three airports, JFK (Kennedy), LGA (LaGuardia) and EWR (Newark).



Fig. 1

So this time, let's write about the other airlines and start with Jet Blue (Figure 1). They only put out one junior wing so that makes this one easy.



Fig. 2

Another good one is New York Helicopter (Figure 2) which I flew on at least once when we had a charter trip that ended up in EWR and the company returned us to our base at JFK via NYH.

I hardly ever write about carriers from foreign countries so I would like to spend most of the time on those airlines, and as NYC was a major destination, there are many to choose from.



Fig. 3

We will go alphabetically for a while and start with Aer Lingus (Figure 3). They issued three different junior wings and about the only difference between them is the size and orientation of the Shamrock.



Fig. 4

Aeroflot (Figure 4) only put out one junior wing with six different designs and this was a button type with "busy bees" performing various operations.



Fig. 5

AeroMexico (Figure 5) had three different juniors one of which was a smaller version of the hostess wing, but the one I like the best is this shown design as it is the only junior wing I know of that was made of rubber.



Fig. 6

I do really like the way Air France (Figure 6) did their juniors. They had 12 different issues and all of them are classy looking. Shown is the first issue.

(Continued on page 28)

The Other Collectibles

By Al S. Tasca

alstasca@bellsouth.net

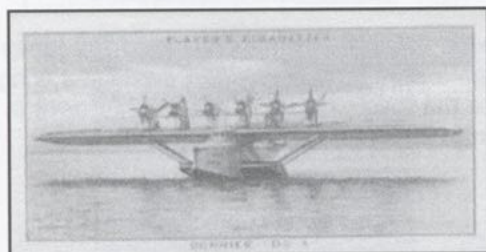
The Flying Boats

For this issue, I will cover an often neglected item in the airline collectable field. They can either be tobacco cards, bubble gum cards, promo cards, trading cards, Airline issue cards, etc. Some of the cards that I show date back to as early as the early 30's. Enjoy.

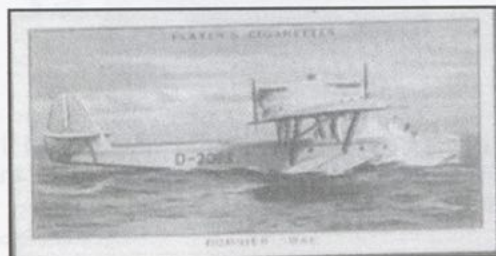


One of twelve cards in a series of real airplane pictures by Necco Candies. Bellanca CH 300 Monoplane - Courtesy Skyways Inc. Boston. Cabin type plane with wheels instead of floats. Adaptable for land and sea flying. Used exclusively for business and pleasure flying. Powered by a Wright Whirlwind engine.

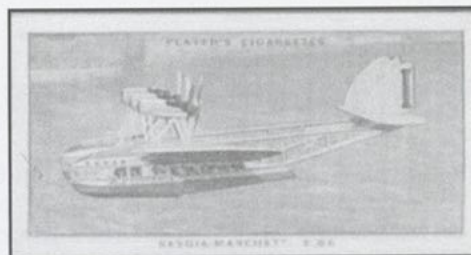
The following cards are from Britain. These three cards are from "Aeroplanes (Civil)" 50 card set from Players Cigarettes and are black & white reprints of the original 1935 set for Imperial Tobacco Ltd.



Card # 40 - Dornier "Do X. (Germany). With 12 engines, it is one of the world's biggest flying boats. It is luxurious and spacious, with 3 decks. The middle one contains 7 passenger cabins and a kitchen. When undergoing its first tests, a flight was made with 100 passengers aboard.

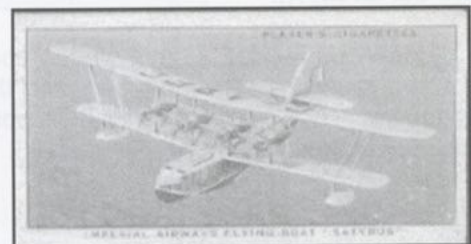


Card # 41 - Dornier "Wal" (Whale) (Germany). Long range twin engine flying boat designed for passengers and cargo and can cruise at about 130 mph. Used on the German route across the South Atlantic. There is also a 4 engine "Super Wal" (not shown) for use of passenger work on European routes.

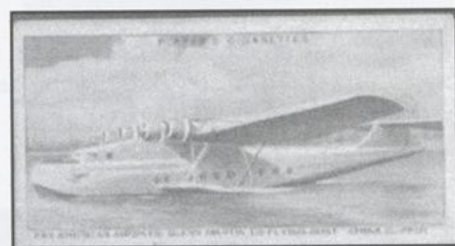


Card # 46 - Savoia Marchetti S. 66 (Italy) This 3 engine flying boat can cruise at about 146 mph. It has twin hulls for 7 passengers each and a center wing section for two pilots. At the end of the hulls, it also has four sleeping berths. It was used on the Adriatic and Mediterranean routes.

The next two cards, also from Players Cigarettes, are originals from "International Air Liners", a 50 card set by a branch of the Imperial Tobacco Co. of Great Britain and Ireland, Ltd.



Card # 5 - Imperial flying boat "Satyrus" (Great Britain). This four engine flying boat accommodates 16 passengers in one large cabin. It flies the Mediterranean section of the empire routes of Imperial Airways. Built by Short Bros. of Rochester and Bedford, it is fitted with four 555 hp Bristol "Jupiter" engines and cruises at about 105 mph. Fully loaded, it weighs 14.3 tons.



Card # 44 Pan American Airways: Glenn Martin 130 Flying Boat "China Clipper". Designed for Trans-Oceanic Service to the order of Pan American Airways, they were used on the 8,200 mile service from San Francisco to Manila and the Philippine Islands, with the entire route being over the Pacific. It is all metal and accommodates 48 passengers. It has four 800 hp P&W "Twin Wasp" engines and cruises at about 150 mph and weighs 51,000 pounds fully loaded.

Label Time

By Daniel Kusrow

dkusrow@us.net

The Labels and Stickers of New York! New York!

New York City has enjoyed a long rich commercial aviation history, both in terms of domestic and international airline services and airport operations. Depicted in this article are labels and stickers reflecting the various eras of commercial flying in the Big Apple.



01 Aeromarine Airways – Baggage Label, 1921, Extremely Rare



02 Atlantic Coast Airways – Baggage Label, 1929, Extremely Rare

The first scheduled airline in New York was **Aeromarine Airways (#01)**, which initiated regional operations in the Summer of 1921 from the Columbia Yacht Club on the Hudson River using converted World War I Naval flying boats. The company's headquarters were in the old Times Building at Times Square. So every New Year's Eve when you see the Ball drop on top of the old Times Building, please remember Aeromarine Airways! Aeromarine was out of business by late 1923, but some of its surplus aircraft were used by **Atlantic Coast Airways (#02)** in the late 1920s. The company offered irregular services along the Atlantic seaboard down to Miami, and produced a graphically rich label.



03 Colonial Air Transport – Baggage Label, 1929, Rare



04 TAT – Ink Blotter, 1929, Rare

Other 1920s airlines in New York were **Colonial Air Transport (#03)** flying from Hadley Field, New Jersey to Boston and later to Albany and Montreal and to Buffalo, Cleveland, and Toronto (early on headed by a young Juan Trippe before his Pan American Airways tenure) and **Transcontinental Air Transport (#04)** operating its 48 hour train and air transcontinental service with the starting point or terminus being the old grand Pennsylvania Train Station (now demolished).



05 Newark Airport – Poster Stamp, early 1930s, Scarce



06 Eastern Air Transport – Baggage Tag, 1930, Extremely Rare



07 New York Airways – Baggage Label, 1930, Scarce



08 NYRBA – Ink Blotter, 1930, Rare

By the early 1930s, a host of new start-up airlines were either based in the City or flying domestic routes from the region's new **Newark Airport (#05)**, which opened in 1928, and featured some of earliest paved runways and air traffic control in the country. It remains in the same original location today, albeit it with significant property expansion. **Eastern Air Transport (#06)** had its main offices in downtown Brooklyn and flights to southern points departing from Newark. **New York Airways (#07)** flew Fokkers (produced at Teterboro Airport) down to Atlantic City and Washington, D.C. It was originally owned by PAA, and then later sold to Eastern. **NYRBA (#08)** was the city's first large scale international airline. It was headquartered in the Graybar Building across Lexington

Avenue from the Chrysler Building (HQ of PAA, the company that performed a hostile take-over on NYRBA and went on to commercial aviation immortality). **Ludington Airlines (#09)** ran a very early form of the Shuttle between Newark, Philadelphia and Washington, which was actually profitable even without an airmail subsidy.



09 Ludington Airlines – Baggage Label, 1932, Scarce



10 LICON – Baggage Label, 1933, Scarce



11 La Guardia Airport – Baggage Decal, 1940, Very Scarce



12 Eastern Airlines – Baggage Label, 1936, Uncommon

New York City built a commercial airport on the southern side of Jamaica Bay in the early 1930s. Floyd Bennett Field was a failure for airline operations, except for a few small companies such as **LICON (#10)**, due to the fact that it was too inaccessible from Manhattan. As a result, until the opening of **La Guardia Airport (#11)** at the end of the decade, Newark was New York City's official airport (much to the consternation of Mayor La Guardia). By the mid 1930s, **Eastern Airlines (#12)** was flying Douglasses from Newark to Miami, and had named scheduled flights after the cities it served. The first international airline to start operating from New York was **Imperial Airways (#13)** from Port Washington to Bermuda in conjunction with PAA S-42 Flying Boats. The Imperial flights ended following the crash of the Cavalier in the Atlantic in 1939.



13 Imperial Airways – Baggage Label, 1937, Scarce



14 American Airlines – Baggage Label, 1939, Uncommon



15 Pan American Airways – Baggage Label, 1940, Extremely Rare

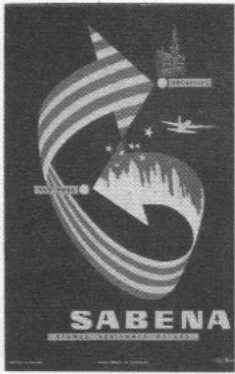
By 1939 **American Airlines (#14)** had moved its corporate headquarters from Chicago to mid-town Manhattan, and had become the principal tenant at La Guardia Airport. It was advertising that one could fly directly and quickly on American DC-3s from the San Francisco World's Fair to the New York World's Fair at Flushing Meadows, adjacent to the new Airport. La Guardia quickly replaced Newark as the largest and busiest airport in the world, but it was also on its way to being outdated very quickly, due to the size restriction on the airport's property. **Pan American Airways' (#15)** Boeing 314 Flying Boats began Trans-Atlantic operations from La Guardia's international Marine Air Terminal in 1940. This terminal was New York City's international gateway after World War II until the completion of Idlewild Airport. Today, this WPA gem, by the firm of Delano and Aldrich, is one of the few Art Deco era air terminals in active service, utilized for the Delta Shuttle. The large domestic airlines at La Guardia, such as **United Airlines (#16)**, also were tenants at the Midtown Manhattan Airlines Terminal across from Grand Central Station, which was an Art Deco architectural masterpiece (now demolished).



16 United Airlines – Baggage Label, 1940, Uncommon

17 Air France – Poster Stamp, 1947, Uncommon

By 1948 all international flight operations into New York City had been moved to Idlewild (renamed JFK in 1963). By then the United Nations had been established, and global international trade and banking had remained strong growth centers in the City. Many international airlines had begun to offer services to Idlewild, such as **Air France (#17)**, **SABENA (#18)**, **SAS (#19)**, **EI AI (#20)**, **BOAC (#21)**, **Varig (#22)**, and **Aer Lingus (#23)**. It was from the mid-1950s to the mid 1960s, that the Airport City took shape at Idlewild/JFK with the construction of the International Arrivals Building and all the other individual airline terminals (most of which today have been torn down and rebuilt – basically the Port Authority is on to the 2nd Airport City).



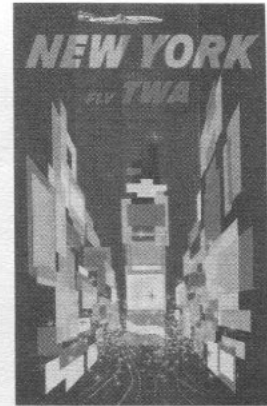
18 SABENA – Baggage Label, 1949, Uncommon



19 SAS – Baggage Label, late 1940s, Uncommon
(Marvin Goldman Collection)



24 Braniff Airways – Baggage Label, 1958, Uncommon
(Marvin Goldman Collection)



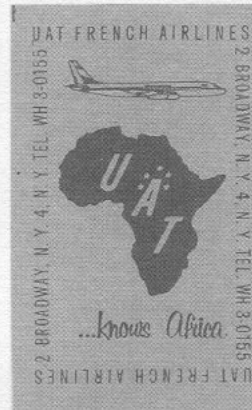
25 TWA – Note Paper, late 1950s, Scarce



20 El Al – Baggage Label, 1951, Uncommon
(Marvin Goldman Collection)



21 BOAC – Baggage Label, mid 1950s, Uncommon
(Marvin Goldman Collection)



26 UAT – Baggage Label, 1962, Uncommon



27 National Airlines – Baggage Sticker, mid 1970s,
Uncommon



22 Varig Airlines – Baggage Label, 1955, Uncommon
(Marvin Goldman Collection)



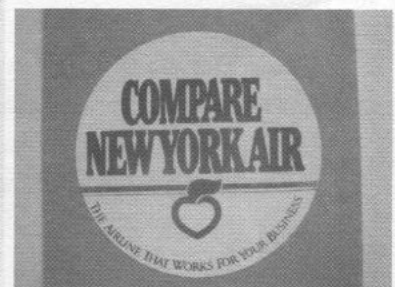
23 Aer Lingus – Baggage Label, late 1950s, Scarce

Domestic carriers also had a strong presence at Idlewild/JFK, with **Braniff International Airways (#24)** sharing a terminal with Northwest and Northeast. Note in the label the people waving from the roof, the repair man climbing to the top of the flagpole, and the rooftop pool – the happy dream view of Manhattan. **TWA (#25)** went on to build its dream terminal by Saarinen in the early 1960s, which today is a treasured landmark at JFK Airport. The image, done by David Klein, shows a Constellation over the abstracted lights of Times Square.

In the 1950s and 1960s, Manhattan was littered with prestigious domestic and international airline ticket offices in Midtown along 5th Avenue, and in lower Manhattan on Broadway near the steamship offices, such as the location for the African-serving **UAT French Airlines (#26)**.



28 Laker Airways – Baggage Sticker, 1980, Uncommon



29 New York Air – Baggage Sticker, 1983, Uncommon
(Henk Heiden Collection)

(Continued on page 48)

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What is It?

By Ken Taylor

keebeetay@efirehose.net

With *Airliners International* 2010 fast approaching this summer, we thought we would share a few New York City related wings with you.



Fig. 1

Fig. 1. This wing comes from the New York City Police Department.



Fig. 2

Fig. 2. Aviall Leasing Company has an office in New York City. They're a Russia-based aircraft leasing company.



Fig. 3

Fig. 3. New York Airways used this wing and cap badge. Does anyone know when?



Fig. 4

Fig. 4. New York City's own jetBlue uses this wing.

Now let's proceed to our latest group of unknown wings. Can you tell us 'What is it?'



Fig. 5

Fig. 5. This pewter wing has a stylish red and blue "A" design.



Fig. 6

Fig. 6. Any guesses on this one?



Fig. 7

Fig. 7. What air group uses this wing? I am told that this wing comes from Van Nuys, California.



Fig. 8

Fig. 8. Do you have any information on "Peerless"?



Fig. 9

Fig. 9. Any idea on which "Frontier" used this wing?



Fig. 10

Fig. 10. Any background on this wing? Air California, perhaps?



Fig. 11

Fig. 11. Do you have any knowledge of which "Central" used this wing?



Fig. 12

Fig. 12. This silver colored wing has "ATTI" in the middle. Any ideas?



Fig. 13

Fig. 13. "Harris" is the name on this wing. Any background on where and when?



Fig. 14

Fig. 14. This gold colored wing has "M" in the middle. "Midway" perhaps? When?



Fig. 16

Fig. 16. This silver wing has "ia" within a circle. Where and when?



Fig. 17

Fig. 17. I have absolutely no knowledge of the background behind this wing. Do you?

As always, we look forward to hearing your responses to our questions. Please drop us a note.

Ken & Beth

(Continued from page 21)



Fig. 7

Avianca (Figure 7) only had two issues of juniors but this airline is just one of many that flew into JFK from South America and has claims to being the oldest airline in the world.



Fig. 8

One cannot leave out the United Kingdom and we will show B.O.A.C. (Figure 8) which started flying to JFK back in 1939 when the U.S. and the U.K. agreed upon the bilateral agreement for flying the Atlantic. There are 25 different issues of B.O.A.C. and British Airways junior wings and that is to be expected of any airline that has flown into New York for 71 years.



Fig. 9



Fig. 10

There are really two more junior wings that should be mentioned even though they are not airline issue. LaGuardia Airport (Figure 9) and JFK International Airport (Figure 10) both put out junior wings and it seems appropriate to include them. I have never seen an issue from Newark Airport.

Naturally, there are many more junior wings out there on this subject but that would take up a novel or a website which I have already done.

Happy Collecting!

Airline Minis

By George Shannon

geraho@aol.com

This is the third installment on aircraft "Mini" giveaway models - "The Prop Age". This time we are looking at Convair and Martin aircraft.

The Convairs were made as manufacturers sales giveaway models. Convair started with their 240/340 model. A great looking model even right down to the engine exhaust. The model is 2-1/8" long and has a wing span of 2-5/8". I have Braniff and United examples. I'm sure there were models made for other airlines as well. Then they came out with a 440 version. The one I have is blank and is the same size as the 340.

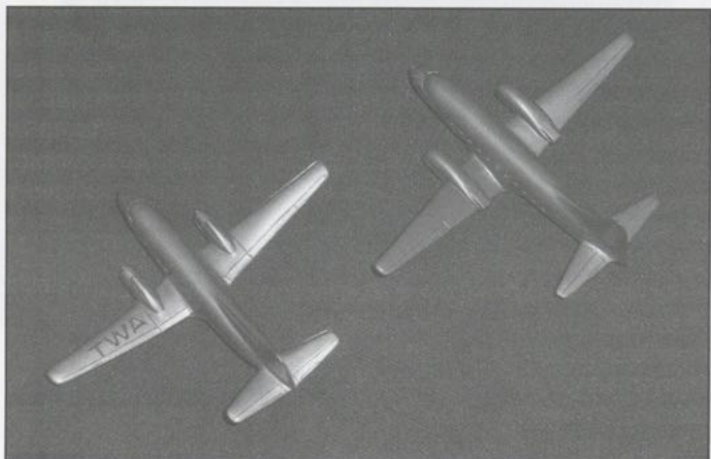
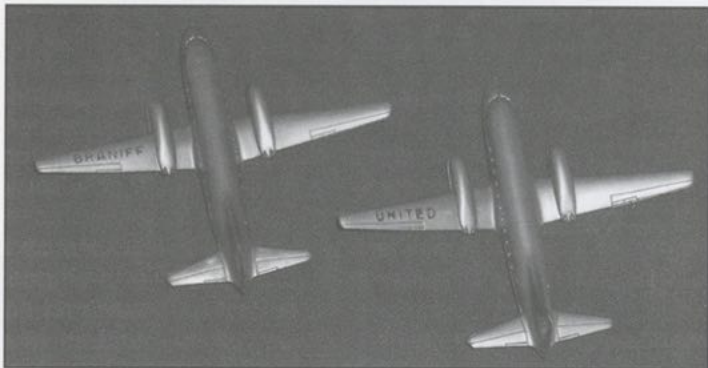
The only Martin I've seen was issued by TWA. It's 1-7/8" long and has a wing span of 2-5/8". Another great looking model.

If any of you out there have any other marked Convairs and Martins "mini" models, please drop me a note as I am trying to put together a list for future reference.

Next time we will enter the world of the Turbo-Props!

Until Next Time - Happy Collecting!

George



Slide Photography

By Joe Fernandez & Eddy Gual

n314as@yahoo.com / eddyslides@bellsouth.net

The Future of Slide Conventions

Our 20th anniversary of the Miami Slide Fest was a success. Again, many of the top aviation slide photographers visited the show to sell and trade their great work. Today, digital photography has become the standard in the hobby. With the ease of shooting, the variety of equipment available, the sharp pictures produced, and the quickness of transmitting the image, the technology is here to stay for a long time.

During our past show, we began to migrate the digital section of the hobby with the slide program including a photo contest in which the top three winners were given a nice gift. There were dozens of very good entries which were hard to judge because they were all so good. For 2011, we will implement a much larger digital program as well as continuation of our slide fest. Our new show title will be the Miami Aviation Photographers Convention. The show will once again include a collectibles show in Miami. This years program, the first one in many year's, was a complete success. Details of the 2011 Miami Collectibles Convention and Photographers meet will be announced via our website soon (www.air72.com), in upcoming Captains Log magazines, and on Facebook.

Slides have not disappeared. In recent years, some neat rare and vintage slides have sold very well. Slides still continue to be the source of many aviation photos from the late 1940s to around 2000 so the medium cannot disappear. Yes, slide photos can be scanned and turned into digital photos but all depending on the owner of the original slide and how it is transported to someone else.

Speaking of Facebook, Aviation Photography of Miami and Air 72 Photography are now members of the popular socializing site. Please join and become our partner. Facebook is a great way to communicate and show the world many photos. We currently have several photo albums available for view. One of the albums covers Cuban civil aviation for the past 100 years. Our friend Jaime Escobar has created a photo section on commercial aviation from Colombia. Veteran slide photographers Jacques Guillem and Bill Larkins have also uploaded many great vintage aviation photos. There are many other photographers who are signing up and displaying their work. Please mark Facebook as one of your favorite links.

Have a great spring everyone and see you in Dallas in April!

Joe Fernandez and Eddy Gual

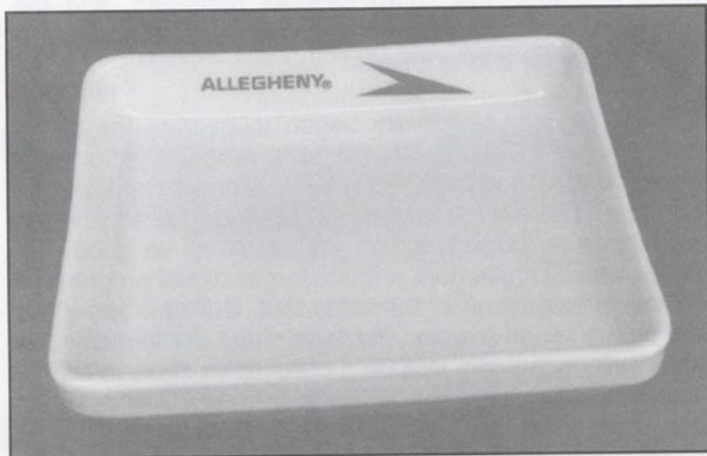
Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

New York, Here We Come!

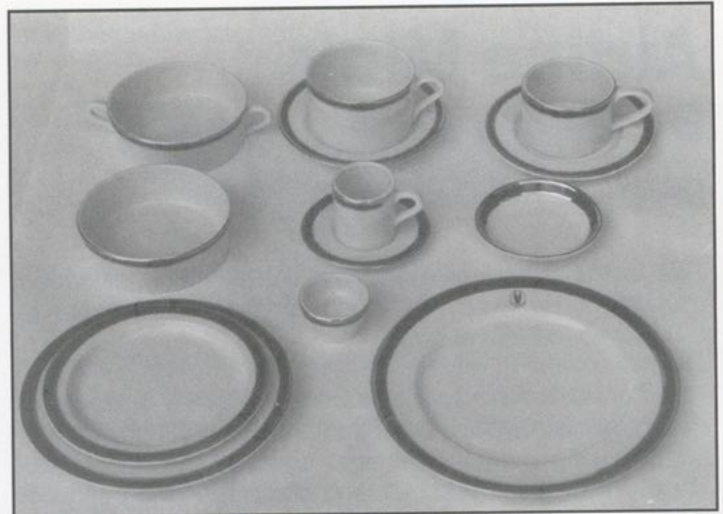
Enjoy this selection of dining service items from airlines that have had a major presence in the New York area over the years.



Allegheny was not known as a "first class" operation, but they did have china, rectangular casseroles, most of it just having their name on the bottom. But here is one with their name in red and their "bird" logo in red and blue.



For a time in the 60's, American Airlines had '21' flights in partnership with the famous New York restaurant of the same name. For these flights, they had these small china cups with a black fence pattern, the same type of fence at the restaurant.



American's "platinum & blue" china with every piece of the pattern from the 1980's. Designed by Abco, most of it was produced by Syracuse China Co, with Sterling and others being used at times.



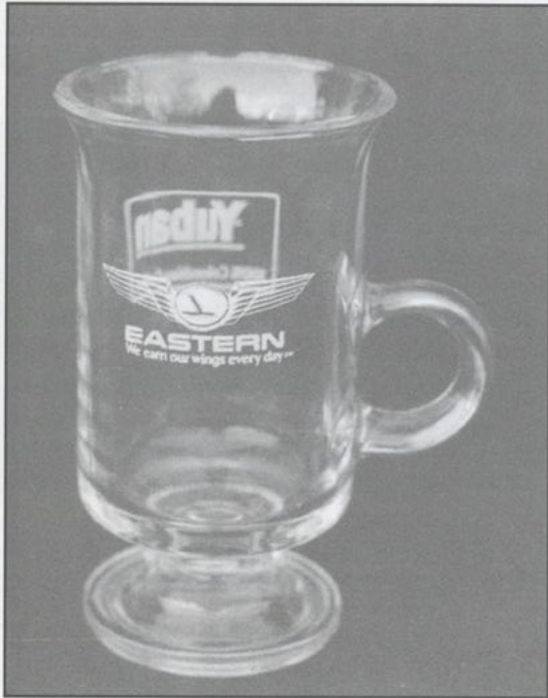
This solid dark blue teapot was a companion piece to American's platinum & blue pattern.



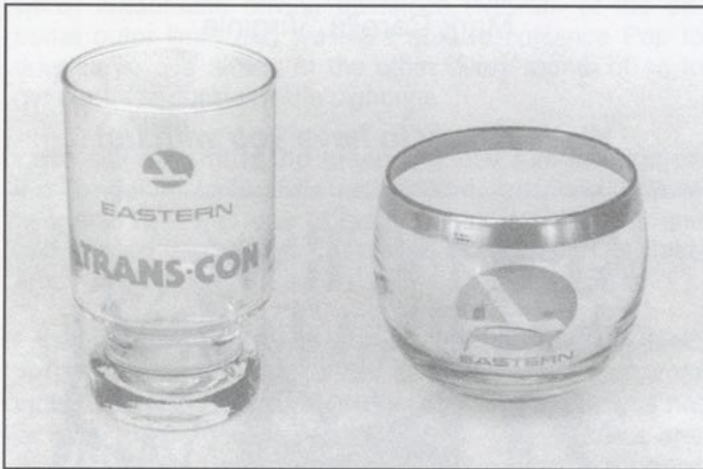
This large dinner plate bears the logos of not only AA, but subsidiaries Sky Chefs and Americana Hotels. At the bottom, the plate reads "Le Dix Sept D' Avril 1973 Americana of New York"



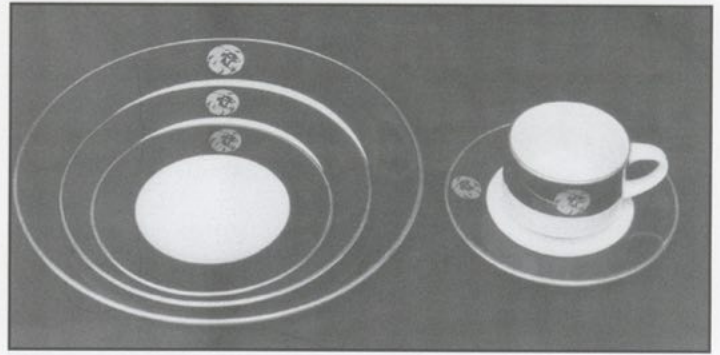
Three of Eastern's famous "plane series" glasses, Silver Falcon, Golden Falcon Electra and Golden Falcon



A glass Eastern coffee cup bears the slogan "We Earn Our Wings Every Day", which I believe was their final slogan.



Eastern's "Trans-Con" blue promo glass along with a small cocktail glass with silver trim.



MGM Grand Air had numerous china patterns, all bearing the MGM lion corporate logo. Just about everything that owner Kirk Kerkorian did turned to gold, but MGM Grand Air was one of his few failures.



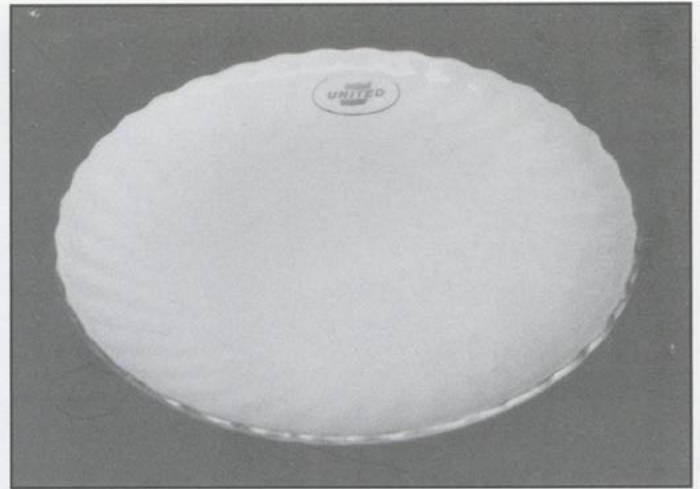
New York Air tried to one-up Eastern's shuttle by serving coffee, something EAL did not have at the time.



TWA champagne glass issued for the April 1970 inaugural 747 New York-Paris service.



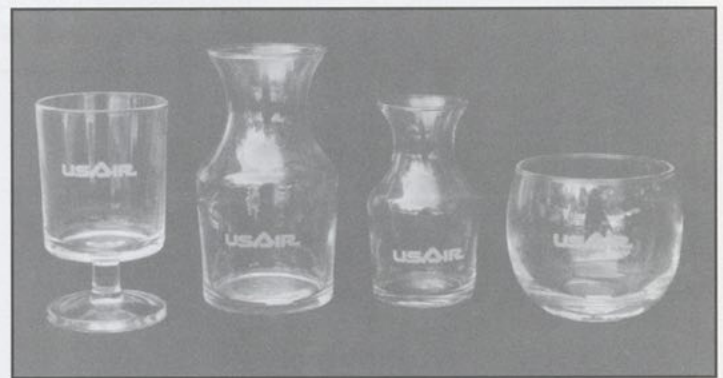
TWA promo glasses with a fancy plastic lamination overlay; the one at right depicting New York City.



In the 1960's, United had this elegant china with their logo and rim stripe in gold. Manufactured by Syracuse China Co, it was know as their Debonair Silhouette pattern.



Rarest of all United chinaware is this plate with the name and pinstripes in blue; believed to be circa 1940.



US Air's original logo was this semi-script lettering style.



United Red Carpet Clubs had their own china, one pattern of which is shown here.

New WAHS Members!
 Please welcome the following new members:

Karl Helft, Virginia
 Doug Walsh, Nevada
 Mark Carolla, Virginia

We're happy to have you with us!



Wings! Badges!

By Charles F. Dolan

Airlines of the Big Apple

I am looking forward to the AI 2010 convention because it will be an opportunity to return to the area where I spent the first eighteen or so years of my life and caught the aviation bug. I was born on Long Island and was taken on my first flight on my tenth birthday for a day's visit to Washington, D.C.. My twin brother and I turned ten years old and our father thought it was an opportune time to visit the Nation's Capitol. We flew LGA-DCA and return with American Airlines. I forget which equipment was on which leg, but we rode a Convair twin one way and a Douglas DC-6 the other. Perhaps one of the timetable collectors could pin this down for me. The date was November 9, 1954.

Long story short, the bug had bitten and both of us were locked into an interest in aviation for life. In 1956, we moved from the north shore of Long Island to just about the center of Nassau County. With strange good fortune that move placed us right under the eastern approach to New York International Airport – Idlewild (KIDL). It was an every day air show as I watched Boeing Stratocruisers, Douglas 6s and 7s and various iterations of Lockheed Constellations pass overhead on their final approaches to New York. At night, I swore that I was able to tell the differences between the aircraft by the sound of those big, round engines.

I was still in that part of the world when the jet-age began and the sounds blended into similar whines and you had to see the aircraft to know the make and model.

All three airports - Idlewild, LaGuardia and Newark were within reasonable driving distances (Newark at the extreme outer limit) and we were able to convince Pop to drive us to one airport or the other every month or so to get our fix of duraluminum sightings.

I can still remember the green Colonial Airlines sign on the hangar at LaGuardia next to the American Airlines hangars. That was one of the first carriers which I found had ceased operations. The airline became part of Eastern.

I guess we were swayed by the upper observation deck, but we preferred LGA to IDL because the views were better. IDL was all ground level at that time and it was not as easy to see good views of the BOAC, Air France and Pan American airplanes. One afternoon, Pop told us we were going to IDL to "see something interesting". When we got there, we were met by the husband of one of his patients, who was the station manager of SAS. He took

us out to the ramp and we were able to board their DC-6B, SE-BDT, "Sven Viking" for about an hour before it left on its trans-Atlantic trip. It was an impressive afternoon.

As the years went by, Idlewild grew in size and number of flights and the terminals began to sprout from the marsh grasses. By that time my brother and I had our driver licenses, so the trips became more frequent. It was interesting to watch the major carriers arrive and depart and also fascinating to watch some of the "unscheds". One of the less known carriers was Loftleidir, which offered low-price fares to Europe – as long as you traveled in a prop-jet Canadair CL-44 and you stopped in Iceland. You stayed on the same plane, but had two tickets, to satisfy government restrictions. They were not popular with the IATA.

Loftleidir also had problems meeting schedules. The story goes that they changed their insignia to avoid having the letters "IAL" (Icelandic Airline Loftleidir) on the wings and cap badges. It seems that folks would point and say "Icelandair – Always Late".

People Express was an interesting experience. They seemed to have begun with a good idea, but they grew perhaps too quickly and then fell under the "spell" of Frank Lorenzo as did the short lived New York Air. Now those entities, and perhaps their former employees, are in the Continental family.

I used to work Tower Air flights in Baltimore when they operated charters bringing home military troops from the Mid-East. They had a long decline with their last few flights made by Boeing 747s in pure white paint. Only a small mark near the front passenger door on each side indicated that the aircraft was operated by Tower Air. I will give them credit for staying legal and not changing or obscuring the registration numbers.

Beside People Express, the only carrier on which I have flown is jetBlue. Both trips were of an emergency nature, the first (BDA-JFK-PWM and return) when my brother was seriously ill in 2007 and the second (MCO-PWM / PWM-JFK-MCO) when he passed away. Under the circumstances the flights were outstanding. I hope that they have a successful operational life, which lasts longer than the other carriers featured in this installment.





Canadian Colonial Airways (1929-1942)

Wing is of gold color metal with a medium green center disc. There is a small maple leaf in the four o'clock position of the disc. It has a maple leaf composed of two red enamel sections on each side of a brass central section. The wing is pin back without a hallmark.



Colonial Airlines (1942-1956)

Both the wing and cap badge are of gold color metal with a center disc of medium green enamel.

The wing has two screw posts and is hallmarked "Balfour" and what looks like "1/10 10K GF".

The cap badge has a single screw post with two positioning tabs near the post. There is no visible hallmark.



**JetBlue (Jet Blue Airways Corp)
(B6) (JBU) (1999-present)**

The wing is of silver color metal with a satin finish and fine detailing of the feathers in the wings. The center disc is of medium blue with silver lettering with a clear plastic covering.

The wing is clutch back and hallmarked "Chambers Group, Tampa, Florida".



Loftleidir I (1948-1977)

The wing and cap badge are of gold color metal (gold wash?) and the lettering on each is dark blue enamel.

The cap badge has three screw posts and is not hallmarked.

The wing has two screw posts. There may have been a hallmark on the back of the "A", but it might have been double struck and is illegible.



Loftleidir II (Icelandair) (FI) (ICE) (1948-1977)

The wing and cap badge are of the same material and construction as the first type, but lack the "IAL".

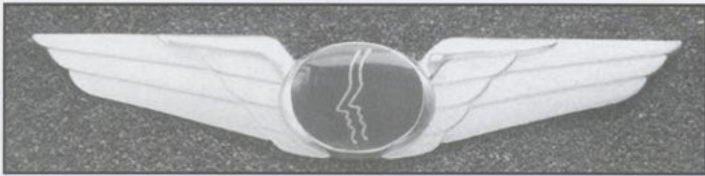
The name "Loftleidir" has been added to the pilot wing. It has two screw posts and no hallmark.

The cap badge has three screw posts and no hallmark. The screw posts of this badge are thinner than those of the "IAL" issue.



New York Air (NY) (1980-1986)

Both the wing and cap badge are of silver color metal with a brushed finish. The deeper surfaces are darker giving an antique appearance. The wing has two screw posts and the cap badge has a single screw post with a positioning pin at the 6 o'clock position on the back. Neither piece bears a hallmark.



**People Express Airlines
(PE) (1981-1987)**

The wing is of gold color metal with a satin finish on all but the uppermost surfaces which are polished.

The center oval is of maroon enamel and two profiles of thin brass lines. The wing is clutch back and without hallmark.



Pilgrim Airlines (PM) (1962-1986)

The wing is of gold color metal with black enamel "wings" and a white and light green enamel center disc. The wing is pin back with a textured back surface and no hallmark.



Tower Air (FF) (1982-1999)

Both the wing and cap badge are of gold color metal with satin finish on the recessed surfaces and highly polished raised surfaces. Both items are hallmarked "Chambers Group Tampa Florida"

The wing is clutch back. The cap badge has a single screw post and one positioning pin below the screw post.



Trans Caribbean Airways (1945-1971)

The wing and cap badge are of gold color metal with dark blue enamel.

The wing is pin back with highly polished surfaces except for the recessed part of the center disc. There is a mark "14+" at the bottom of the center disc.

The cap badge has a single screw post with one positioning pin at the top of the badge. The recessed portion of the disc has a textured finish and the land masses are of a satin finish. The higher surfaces are highly polished. The letters "T, C and A" are of dark blue enamel. There is a hallmark "1/20 10K KINNEY PROV RI".

Postcard Corner

By Marvin G. Goldman

mmgoldman@rcn.com

New York on Airline Postcards



The Statue of Liberty welcomes visitors to New York and to the World Airline Historical Society's first Airliners International show held in the New York/New Jersey metropolitan area (see www.ai2010nyc.com). Postcard issued in mid-2000s by Continental Airlines' offices in Europe. Continental's second largest hub is located at Newark Liberty International Airport in New Jersey, one of the three major airports in the area.

The lead article in this issue of The Captain's Log is devoted to the three main airports of the New York/New Jersey metropolitan area -- Newark, LaGuardia and Kennedy -- and is illustrated with airport postcards from my collection. My Postcard Corner article brings a different perspective -- New York City from the air and in advertisements, as recorded on airline postcards.

Let's start where it really began. The first airport in New York City was Aeromarine Airways' seaplane base at the Columbia Yacht Club at the Hudson River and 86th St., just above Manhattan's current West 79th St. boat basin. From this location Aeromarine provided the first scheduled passenger service in the New York/New Jersey area. This pioneering operation continued from 1921 through 1923.

One of the early landplane operations in the region was Colonial Air Transport. Starting in 1927 the airline flew scheduled passenger service between "New York" (actually Hadley Field, NJ and then Newark Airport upon its opening in 1928) to Boston via Hartford. In 1930 Colonial became part of American Airways, later known as American Airlines.



Aeromarine Airways Model 75 flying boat over lower Manhattan, 1922. Airline Issue ("A-1"). Black & White ("B&W"). Courtesy of Daniel Kusrow and his collection. For a detailed history of Aeromarine see timetableimages.com, Aeromarine section.



Colonial Air Transport Ford Trimotor over the Hudson River. Manhattan looking south at about 125th St. is to the left of the river in this scene, and New Jersey is to the right. B&W. Unusual Photographs Reproduction Company, New York City. About 1928. Formerly in the Allan Van Wickler collection.



Eastern DC-2 over lower Manhattan. New Jersey is in the upper left portion, and the New York City borough of Brooklyn is on the lower right. Curt-Teich no. 6A-H1459. 1936. Eastern was one of the major U.S. airlines in the NY/NJ area until it ceased operations in 1991.

The development of the Douglas DC-2 and DC-3, which entered service in 1934 and 1936 respectively, provided a big boost to airlines. American, Eastern, TWA and United developed as major airlines with their eastern-U.S. terminus at "New York" (first at Newark Airport, and then LaGuardia Airport upon its opening in October 1939).



American Airlines DC-3 over lower Manhattan and New York Harbor. B&W. William Hoff, Official Photographer of LaGuardia Field, no. 58. Back of card has date 2 May 1941 written on it. Today, American Airlines, as well as United Air Lines, maintain large operations at all of EWR, LGA and JFK.



United Air Lines DC-3A, NC-16070, over the Empire State Building, Manhattan. B&W. A-1, card no. 7. About 1937. This aircraft, restored and airworthy, is preserved at the Evergreen Aviation Museum in McMinnville, Oregon (also the home of the Spruce Goose). It is the second oldest DC-3 still in existence.

The Statue of Liberty in New York Harbor is, of course, one of the leading icons of the City, and it is featured on several airline postcards.



Pan American Airways Boeing 314 and Statue of Liberty. A. Mainzer, publisher. PAA photo, no. 80. B&W. About 1939 or early 1940s. Pan Am operated B314 seaplanes in New York initially from Port Washington, Long Island; and when LaGuardia Airport in New York City's borough of Queens opened in October 1939, Pan Am operated from LGA's International Terminal (also known as the Marine Air Terminal).



Scandinavian Airlines Douglas DC-4 over the Statue of Liberty. Enell no. 8. B&W. (a similar card was issued by the airline itself). Formerly in the collection of Shea Oakley. SAS started flying to the U.S. with DC-4s in 1946, at first to LaGuardia and from 1948 to Idlewild (Kennedy-JFK). Today, SAS' New York flights operate at Newark Airport.



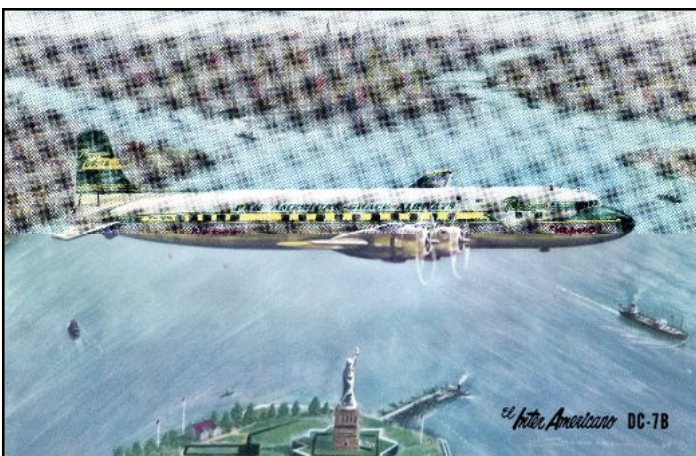
Here is a selection of additional postcards featuring airlines serving New York/New Jersey together with aspects of the Manhattan skyline:



Colonial Airlines DC-4 over the East River separating Manhattan from Brooklyn. Enell no. 23. B&W. Early 1950s. Colonial was a Canadian airline (formerly known as Canadian Colonial Airlines) and was acquired by Eastern Air Lines in 1956.



TWA Constellation over New York Harbor. Enell no. 5A. B&W. 1950s. TWA was a major presence in the New York area from the 1930s until 2001 when it was acquired by American Airlines.



Panagra (Pan American-Grace Airways) DC-7B over New York Harbor. A-I. Panagra operated DC-7Bs starting in 1955. It merged into Braniff in May 1967.



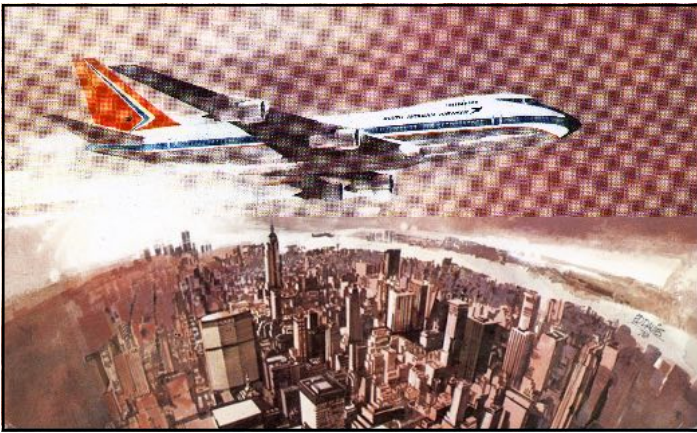
LAI (Linee Aeree Italiane) DC-6 wing over lower Manhattan with the Manhattan and Brooklyn Bridges spanning the East River. A-I, published by Alterocca. Part of a series of LAI destination postcards by the Italian artist Fiore. LAI operated from 1946 to 1957 when it was merged into Alitalia. It started flights from Italy to New York in 1950 with DC-6s.



TWA 727 at LaGuardia Airport with the Manhattan skyline in the background. The proximity of LaGuardia to midtown Manhattan led to its rapid development upon opening in October 1939.



Aer Lingus (Irish International Airlines) Boeing 707 over Manhattan, in an artist card. A/I. Printed in Ireland. Aer Lingus has operated from Shannon to JFK since 1958. Its jet service started with Boeing 720s in December 1960, and it operated 707s from 1964 to 1986.



South African Airways Boeing 747-200 over Manhattan. A-I. By artist Ed Davies, 1979. South African Airways started flying to New York City in February 1969, and it operates to JFK.



Ransome Airlines De Havilland Dash-7 over midtown Manhattan with New Jersey on the other side of the Hudson River. Published by Aviation World for Ransome as no. Z-009, 80501-D. Ransome was a commuter airline, operating under its own name from 1967. Pan Am acquired it in 1986 for use as a feeder airline to its "Worldport" global hub at JFK, renaming it Pan Am Express in 1987.



British Airways Concorde over New York Harbor. From a painting by artist Timothy O'Brien, 1993, and published by him in England. British Airways has operated to New York City through its predecessor BOAC from 1946-1972 and in its own name since BOAC was merged into it on 1 September 1972. It presently flies to both JFK and EWR. The famous BA Concorde

operated to JFK from 22 November 1977 to 24 October 2003. One of the retired Concorde may be viewed at the Intrepid Sea, Air & Space Museum at 46th St. and 12th Ave. (Pier 86) in Manhattan.



Continental Airlines Boeing 757-200 at Newark Liberty International Airport with the Manhattan skyline (prior to the 11 September 2001 Twin Towers terrorist disaster) in the background in a telephoto perspective. A-I, by Continental's office in Birmingham, U.K., about 1997. Continental has the most flights of any airline at Newark Airport.

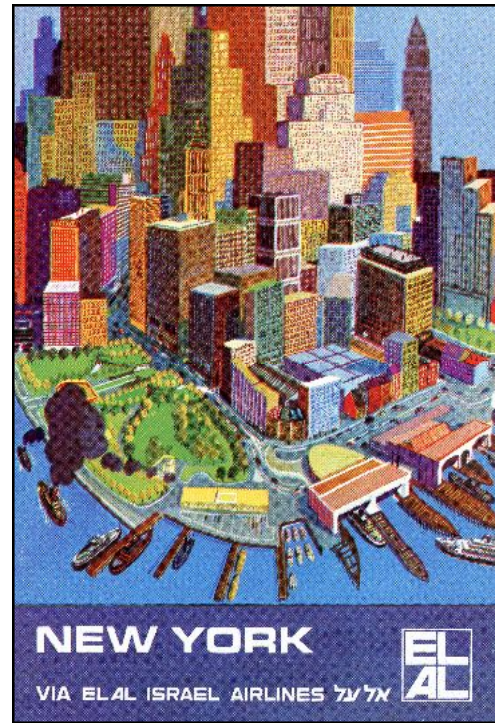


Mexicana Boeing 757-200 over midtown Manhattan with the Queensborough 59th St. Bridge and the Borough of Queens in the background. A-I and part of a destination series. Mexicana is Mexico's oldest airline, originating in the 1920s. Its flights to the New York area operate to JFK.

One of my favorite aspects of airline postcards are the advertising postcards issued by the airlines. Many have beautiful graphics or photography and clever themes. Several feature New York City as a destination. I hope you will like the following brief sampling.



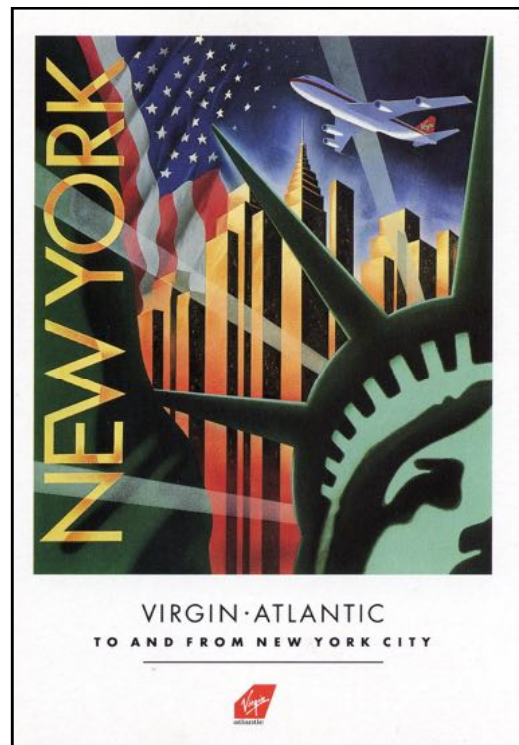
Air France "Amerique du Nord" featuring a Constellation and symbols of New York City on the left and Paris on the right. Air France Museum Collection no. A280, 1991. Air France is famous for its wonderful and valuable posters, particularly those issued during the 1940s and 1950s. Many of them were also issued by the airline as beautiful postcards. There are also a couple series of reproductions, this one being from the Air France Museum series. Air France has operated to New York since 1946 and currently flies to both Newark and JFK Airports.



EL AL Israel Airlines poster postcard by the Israeli artist Peri. A-I, part of a set of destination posters and postcards issued in the 1960s. Another version of this card is in Hebrew, and some of the cards in the set are also in French. EL AL has flown to New York since 1950 and it currently operates nonstop flights between Tel Aviv and each of JFK and Newark Airports.



Swissair poster, about 1948-50, in postcard form, promoting service to New York. Reproduction by Photoglob, Zurich, no. 2030.



Virgin Atlantic Airways "To and From New York City", part of a "classic poster" series of destination postcards issued generally in the 1990s. Virgin Atlantic started operating to Newark in 1984 and now serves both EWR and JFK Airports.



Delta Air Lines advertising card featuring the lower Manhattan skyline, East River and Brooklyn Bridge connecting Manhattan to Brooklyn. Issued in Germany to promote Delta flights from Berlin and Frankfurt to New York/JFK. A-I. 2005. Delta operates out of all three major NY/NJ airports and has its major international hub at JFK.



Singapore Airlines advertising card featuring one of the "Singapore Girls" flight attendants and the Empire State Building. Issued by the airline to promote the first nonstop service between Singapore and New York – the longest nonstop airline flight in the world when launched in 2004 to Newark Airport. Singapore operates to both EWR and JFK Airports in the New York area.

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 their availability as – Rare: the Aeromarine, Colonial Air Transport, LAI and PanAm cards; Uncommon: the Eastern, American, United, SAS, Colonial Airlines, both TWA, Panagra, Aer Lingus, British Concorde, and EL AL cards; Common: the balance of the cards.

George Enell, whose photographs appear on several postcards associated with New York City and its airports, was a photographer and publisher of Aviation News and worked for the news media out of the press room at New York's International Airport (IDL/JFK). An article on "The Postcards of George V. Enell", written by Tadd Kotick,

appears at Larry Myers' website at www.postcardpost.com/enellart.htm. A checklist of Enell's cards, prepared by Tadd and supplemented by Larry, appears at www.postcardpost.com/enell.htm.

For additional reference materials relevant to the postcards appearing in this Postcard Corner article, see the references at the end of the lead article in this issue on Newark, LaGuardia and Kennedy Airports.

The illustrated periodical of the Aviation Postcard Club, highly recommended to airline and airport postcard collectors and other aviation enthusiasts, is being restructured, under the capable editorship of Doug Bastin of Chester, U.K., as an exclusively on-line publication. The new version will appear more often and have the scope for longer articles. A subscription to receive the new and improved publication electronically is \$10 (or £6) for a year, payable by PAYPAL to bastinw@aol.com (or by check or cash to Doug Bastin, Hampton House, Dee Banks, Chester CH3 5UU, U.K.).

I hope you enjoyed this airline postcard visit to New York City. I believe you will surely enjoy Airliners International 2010 in New York/Newark on 12-14 August 2010 (www.ai2010nyc.com) and, if you can make it, I look forward to seeing you there. Until then, Happy Collecting!

Marvin

Aircraft Modeling

By Ken Miller

ozmiller@sbcglobal.net

PEOPLExpress Boeing 737-100

I had a couple of choices to pick for this issue's topic Airlines of New York. It was a close run-off between New York Air and PEOPLExpress. In the end I picked PEOPLExpress as it gave me a chance to build a 737-100 model. I passed on the New York Air DC-9 as I've yet to build an Airfix DC-9 and had already started a 737-100 conversion. I've also realized my production schedule is overly optimistic so you'll be reading less about completed models in my future articles. I'm still building but there will be more in-progress and planned model articles in my future.

PEOPLExpress is certainly an interesting airline. I've really enjoyed reading about it but don't think I could have worked for the airline due to its tumultuous and short history. Tom Norwood in his book *Deregulation Knock-Outs Round One* wrote "No other start-up epitomizes the spirit of deregulation as much as PEOPLExpress". The airline was incorporated in 1980 by 13 ex-Texas International Executives led by Donald Burr. Low fare, no-frills service was planned from Newark to several medium-sized cities.

The airline had many unique attributes that set it apart from other airlines. All of the employees were considered managers and were cross-utilized for different jobs. Cross utilization was very good at allowing an employee to use all of their strengths and not get into a "rut" doing the same work day after day. Most employees chose flight attendant as their second job duty. All of the employees were also shareholders in the company. Employees were given salary as well as stock options and were not paid hourly. Wages were about half of what other airlines were offering. The employees were non-union.

Coffee, soda and sandwiches could be purchased on board but nothing was complimentary. Checked bags were charged and there was no interline baggage handling. In addition there were no ticket counters as ticketing was performed onboard by the flight attendants.

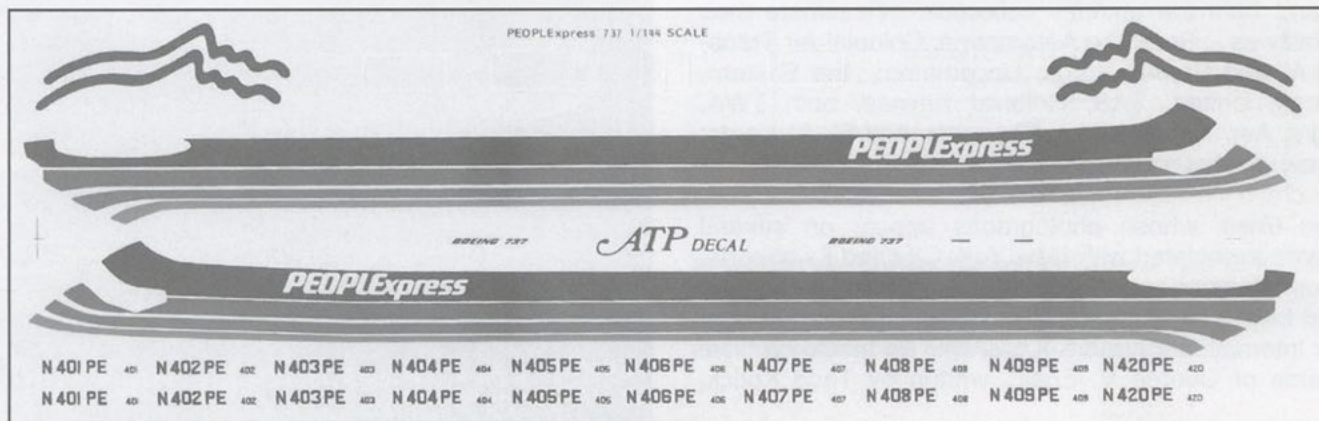
Only two types of fares were offered which were peak for flights between 0700 and 1859 and off-peak for evenings and weekends. There were no ticket restrictions, no minimum stays, no cancellation penalties, and no toll free numbers for passengers to contact the airline.

PEOPLExpress acquired 17 ex-Lufthansa Boeing 737-100s to start service which began on April 30, 1981. Flights were from Newark to Buffalo, Columbus, and Norfolk. Four months after the initial flight the 13,000 member Professional Air Traffic Controllers (PATCO) went on strike. President Reagan fired the striking controllers three days later leaving the air traffic control system drastically short staffed. The FAA ordered all airlines to ground one-third of their fleets. PEOPLExpress weathered the restrictions and added several new cities over the next year including several in Florida.

By January 1982 the airline had carried over one million passengers which rose to six million two years later. The first international route was Newark-London which began on May 26, 1983 utilizing 747s. The airline's explosive growth overwhelmed the early advantages of high employee morale and low labor costs. In addition the airline did not have a computerized reservation system which led to serious overbooking problems. One estimate states that 6,000 People on average per day missed flights on PEOPLExpress due to the airline not having a CRS. Reservations were free so no-shows were rampant. The airline dealt with the no shows by using an overbooking policy of almost 200%.

The airline became known as "People's Distress" which was a take on the often heard name "People's Express". I have a former boss who insists he flew on People's Express or what he referred to as "People's" when he flew to California from Newark for college.

Because of all of the issues passengers began avoiding the airline. The airline reported a \$14.2 million loss for the first time. In November 1985 PEOPLExpress acquired Frontier Airlines to develop a hub system in the Western US. The Frontier acquisition was the final turn leading to the end of PEOPLExpress. Frontier was unionized, had in-flight meals, a computerized reservation system, and a frequent flyer plan. PEOPLExpress had none of these amenities. One negative that Frontier did bring to the merger was debt. In 1986 the airline acquired





ATP
INCORPORATED

737 REGISTRATION: The -100 series airplanes are registered N412PE through N412ZE. The -200 series airplanes are registered N431PE through N431ZE. A matching three digit fleet number along with a tow bar limit line goes on the nose gear doors.

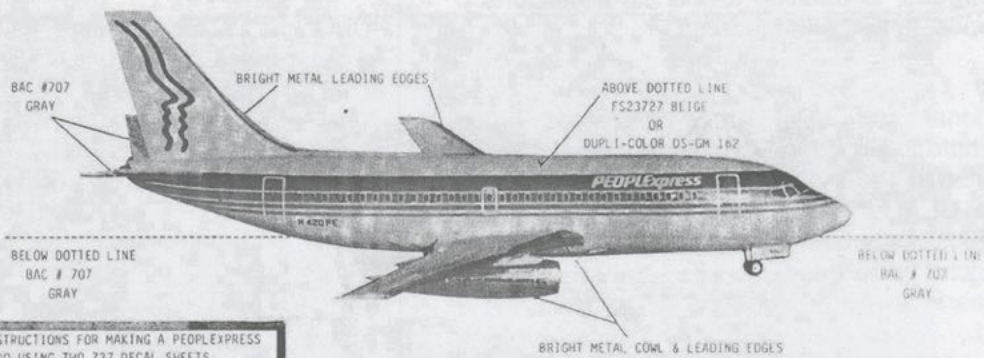
737 DECAL APPLICATION: Using horizontal stabilizers and cockpit windshield as reference points apply the long stripe decals. The windows should fit under the second stripe from the top. Referring to the photo to the right apply tail decals and white exit outline decals.

737 SERIES DIFFERENCES: PEOPLEExpress files both the -100 and -200 series airplanes. Your Airfix/MPC kit is a -200 series. To model an -100 series shorten the fuselage by removing two window lengths each side both forward and aft of the wing.

PAINTING: Fuselage from part catalog from level up to FS23727 beige. This paint can be purchased in North America in Dupli-color brand spray cans stock #DS-GM 162. Check your local auto parts outlet. The horizontal stabilizers and wings are light gray Boeing Specification Nr. 707. This can be closely matched with a 50-50 mix of MG-124M14 JA Grey and flat white. Engines and leading edges of wings and stabilizers are bright metal.

FILES: 737 MODEL KITS FROM MPC / PALITO-AIRFIX
FOR 100 AND 200 SERIES

ATP DECAL
PEOPLEExpress
1/100 SCALE
BOEING 737



Britt Airways and PBA to provide feeder service at Chicago and Newark. PEOPLEExpress was sold to Texas Air on December 30, 1986 and was merged into Continental on February 1, 1987. The airline lasted for only six years. Flying on or working for the airline must have been quite an experience.

Building a PEOPLEExpress model involves some interesting twists and turns as well. I started with the "classic" Airfix 737-200 kit. The kit has been around for quite a while and was released about the time the real 737-200 was introduced. Changing the fuselage length to a -100 involved a little work. From the Airline Modeling Group Yahoo Group files I found the specifications. To convert the Airfix -200 into a -100, one needs to remove 13.2 mm (two windows) fore and aft of the wing. I'd started an Aloha 737-100 project quite a few years ago already. I used a small miter box and razor saw to do the fuselage cuts and used the cut pieces as reinforcement to hold the shortened parts together. Judicious use of plastic cement and putty helped to hold things together. When I pulled the kit out of my started projects box I noticed a small hairline crack on one of the seams. Pulling gently to look at the crack I ended up pulling the nose off of the fuselage. More glue and putty reattached the nose. The rear cut was right behind the wing and I had to use some styrene strip filler between the flap and fuselage to fill the gaps.

The decal and paint colors are interesting as well. The decal was made by Clint Groves of ATP fame. The decal is still listed as available on the Airline Hobby Supplies website and was also provided on a Welsh Models 737-100 kit. Clint has admitted that one of the stripe colors was slightly off on the decal being brown instead of plum purple. He had sent his Pantone Matching System book to a friend working at Washington National Airport to get the real PEOPLEExpress colors. When Clint questioned his friend about his choice of colors the friend admitted to choosing the colors from looking at a slide and not a real aircraft. The friend justified using the slide because he was not going to be seen around a non-union airline/airplane. Clint ended up with 3000 decals with not quite perfect colors. I do think a slightly off color decal is better than none at all. Picking the paint color for the model will be interesting as well. The upper fuselage is a pretty plain looking beige or tan. The ATP instructions give an FS number for beige or an old GM Duplicolor match. I'm pretty sure I've seen "Appliance Tan" listed as a match too. Nothing sticks out yet at the local hobby shop and I'm still looking.

If all goes well my completed model will make its debut at the Newark Airliners International Show. PEOPLEExpress Airlines and a Boeing 737-100 conversion make for another interesting model project. My references include Tom W. Norwood's book "Deregulation Knockouts Round One" as well an Airliners.net article "The Rise and Fall of PEOPLEExpress" written by Eric Kochneff.

Safety Cards

By Fons Schaefer

f.schaefer@planet.nl

Safety cards at JFK! LGA! EWR!

Most major cities in the world are served by a single airport. Only a few cities need more, but having three, as is the case for New York, is really exceptional.⁽¹⁾ So, when talking airports, it is not New York! New York!, but JFK! LGA! EWR!

This edition's selection of safety cards is anchored to these three airports, in addition to the city's heliports. I start with the most thrilling of the three: JFK

JFK Kennedy

JFK International was called Idlewild before being renamed in tribute to President John F Kennedy following his assassination in 1963. It served as the single point of entry into the USA for many European airlines in the 1950s and 1960s. Only later were direct routes awarded to other American cities. I include two safety cards from the Idlewild years: an Air France card dated 1953 and a SAS fleet card.

The Air France card, which sports a Constellation on its front panel, basically addresses only two subjects: life vests and brace-for-impact positions. Both are of interest as they quite differ from later instructions. For the life vests, which the card calls life belts, two types are explained: one that is put on like an ordinary waist coat and another that needs to be passed over the head. The latter, of course, is the type that is still common, but it is interesting to note that apparently different types could be on board the same airplane. The brace-for-impact positions differ significantly from later standards. For forward facing seats it was advised to have the seat back as far as possible, so that passengers behind it can lean their forehead on it, see fig. 1. For front row seats it was even advised to move out of those and sit on the floor with the back pressed against the bulkhead. If there was not sufficient room on the floor for the feet then they should be placed on the seat.

The SAS fleet card shows exit configurations for five airplane types: DC-8, 990 Coronado, Caravelle, DC-7C and the Metropolitan (fig. 2). That dates it to probably 1962 when the 990 Coronado entered SAS' fleet, on lease from Swissair. The DC-8 had entered the fleet two years earlier and replaced the DC-7C on the Idlewild route. Not unusual for those years, the card is dominated by text, in five languages, with few illustrations. Also typical for the period is the notion that emergency landings could be well prepared. A preparation time of 10 to 20 minutes is men-

1 -Only London, greater Los Angeles and Moscow also have three or more, but when counting runways, only greater LA beats New York area's 9 runways by one.

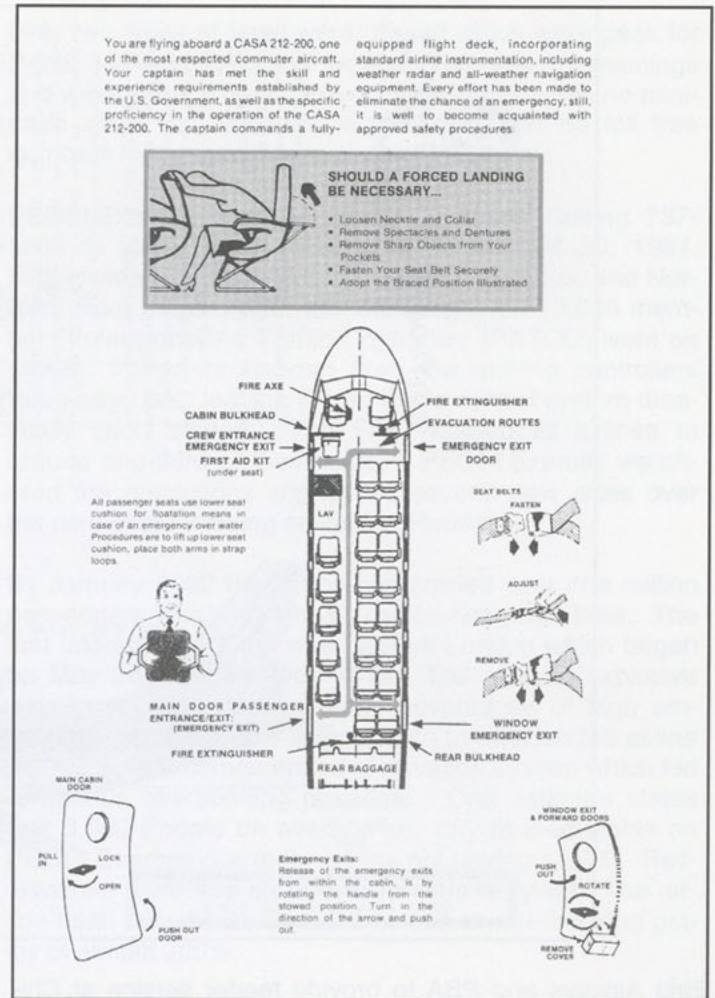


Figure 4. Trans World Express CASA 212

tioned. SAS later learned the hard way that emergencies would typically come unannounced, such as on approach in Los Angeles in 1969 when a DC-8 landed in Santa Monica Bay and in JFK in 1984 when a DC-10 overran the runway and ended in shallow water.

A local carrier's trijet that was once very familiar at JFK was TWA's Tristar. TWA, of course, had a major base at JFK. The card shown is a single sheet 1981 edition (fig. 3). There was at least one occasion at JFK when TWA L-1011 safety cards may have saved lives. That was on July 30, 1992 when flight 843 to San Francisco was aborted during take-off when already airborne, landed back on the runway and then steered off. The airplane caught fire but all on board escaped without harm.

JFK accommodated airlines and airliners of all sizes. Jet Express was a small airline operating the box type CASA 212 as Trans World Express. I once flew this from JFK to Atlantic City on a hot, busy day. In the long taxiing queue, the flight crew lowered the rear ramp as an alternative means of air conditioning. The safety card is text only on one side and shows the 21 seat cabin layout on the other, see fig. 4. Interesting to note is the lack of a cockpit door and the location of the fire axe prominently displayed. But then, that was well before 9/11.


PRÉCAUTIONS GÉNÉRALES
En cas d'atterrissage ou d'amérissage forcé, conformez-vous aux instructions suivantes :

- Desserrez cravate, col et tout vêtement entourant le cou.
- Enlevez vos lunettes.
- Ôtez de vos poches tous les objets pointus.
- En cas d'amérissage seulement, retirez vos chaussures si elles ont des talons hauts ou des semelles courbées et mettez vos vêtements les plus chauds.

GENERAL INSTRUCTIONS
In the event of a forced descent either on land or on the water, follow these instructions :


- Loosen your tie, collar and any other garment round the neck.
- Take off your spectacles.
- Empty your pockets of any sharp pointed instruments.
- In the event of a descent on the water only, take off your shoes if they have high heels or hobnailed soles and put on your warmest clothes.

POSITION A PRENDRE EN CAS D'ATTERRISSEMENT OU D'AMÉRISSEMENT FORCÉ




Sauf indications contraires des membres de l'équipage, inclinez complètement votre siège vers l'arrière, appuyez-vous bien au fond de votre fauteuil ; bouclez votre ceinture de siège en vous assurant qu'elle est bien ajustée et complètement serrée. Les jambes arc-boutées, prenez appui avec les pieds contre le bâti du siège précédent le vôtre. Penchez-vous en avant ; appuyez votre front sur vos avant-bras croisés sur le dossier du siège situé devant vous (ou, suivant le cas, sur la table).

POSITION TO TAKE UP IN CASE OF A FORCED DESCENT ON LAND OR WATER

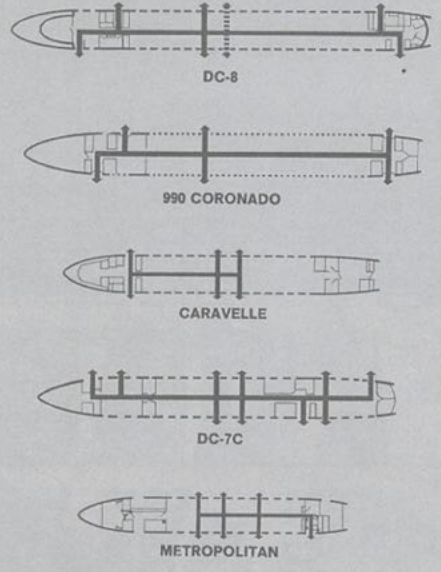


Unless told to do otherwise by a member of the crew, tilt your seat back as far as possible ; get well down in the depth of your chair ; fasten your seat belt, making sure that it is well adjusted and satisfactorily tightened. With legs apart, firmly press your feet against the framework of the chair in front of you. Lean forward, rest your forehead against your forearms crossed on the back of the seat (or table, in the case may be) in front of you.



ÉVACUATION DE L'APPAREIL
L'appareil est muni d'échelles de secours qui sont indiquées par le personnel de bord. Ne quittez pas votre place avant l'immobilité complète de l'avion.
En cas d'évacuation, suivez en ordre et en

Figure 1. Air France Constellation



Emergency exits
Emergency exits are clearly marked as shown in fig. 2 and located as shown on fig. by arrows. They open like doors, or are completely removed when pulled inward, allowing an easy passage. Usually a rope or strap is fitted in the top frame in order to make descent easier (fig. 3). In certain aircraft an evacuation slide is installed at the main doors to facilitate a fast exit.

Nødutganger
Nødutgangene er tydelig merket (ill. 2). Piler viser hvor de finner nødutgangene (ill. 2). Utgangene åpnes enten som en vanlig dør eller fjernes helt når man trekker innover og er store nok til at man lett kommer ut gjennom dem. Vanligvis er det festet et rep overst i karmen for å lette utstigningen fra flyet (ill. 3). I enkelte fly er det installert en «nød-renne» ved hoveddørene for å sikre hurtig evakuering av flyet.

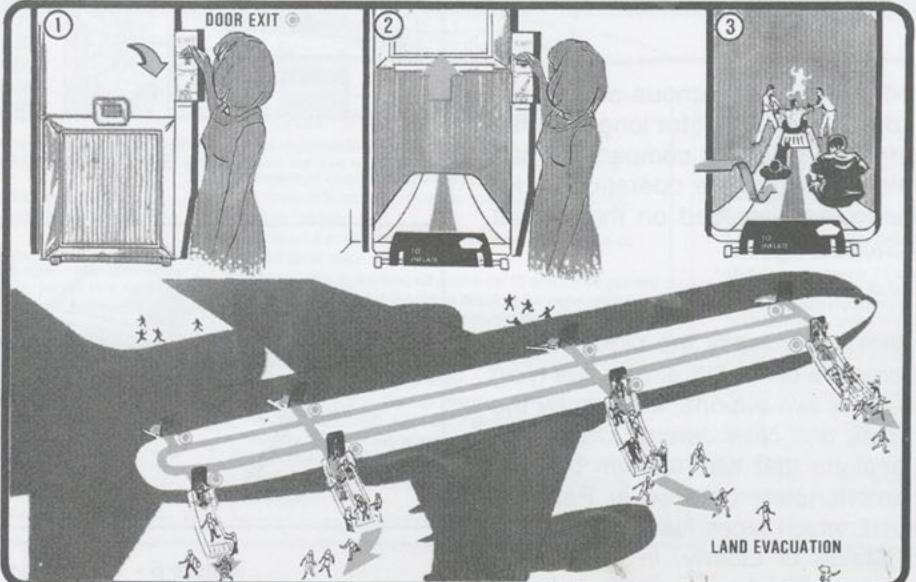
Sortie de secours
Les sorties de secours sont soigneusement indiquées comme le montre la fig. 2 et leur emplacement est marqué par des flèches. Elles s'ouvrent comme des portes ou s'enlèvent, complètement tirées vers l'intérieur, permettant ainsi de sortir facilement. En principe une corde est accrochée au montant supérieur pour faciliter la descente (fig. 3). Sur certains avions, la porte principale est équipée d'un toboggan d'évacuation, facilitant la sortie rapide des passagers.

Notausgänge
Die notausgänge sind gemäß Abb. 2 deutlich gekennzeichnet und befinden sich an den markierten Stellen. Sie öffnen sich entweder wie Türen oder werden durch Einwärtsziehen völlig entfernt, was ein bequemes Verlassen der Kabine erlaubt. In der Regel befindet sich am oberen Ausgangsrahmen ein Seil zur Erleichterung des Ausstiegs (Abb. 3). Einige Maschinen sind am Hauptausgang mit Ausstiegsgeräten versehen, um rasches Verlassen der Kabine zu ermöglichen.

Salidas de emergencia
Las salidas de emergencia están marcadas claramente como se indica en la figura 2. Su situación está marcada por flechas. Se abren igual que las puertas o, al se tira de ellas hacia adentro, se pueden quitar por completo, permitiendo una fácil salida. Generalmente, se fija una cuerda a la parte superior del marco, a fin de facilitar la bajada (fig. 3). En algunos aviones hay una rampa de salida en la puerta principal, a fin de permitir una salida rápida.

Figure 2 - SAS

1011 SAFETY INSTRUCTIONS



LAND EVACUATION

1011 SAFETY INSTRUCTIONS

Figure 3 - TWA Trans World Airlines L-1011

LGA LaGuardia

La Guardia is named after Mayor Fiorello La Guardia who promoted New York's first airport, which opened in 1939 as New York Municipal airport. This airport has always been capped on the distance to destinations that may be served from it. As a consequence LGA is being used by medium haul and medium sized equipment. The Fokker F.28 was a good example of that. USAir (now USAirways) operated a fleet of some 40 former Piedmont examples at the time when one of them crashed on take-off, swerved off the runway and came to rest upside down in the ice cold Flushing Bay. Its safety card (fig. 5) shows an interesting aspect of the F.28. With only six exits, four different designs existed: (1) the four over wing exits, to be manipulated by passengers, all identical; (2) the left forward exit which hinged down, exposing the integral stairs that could well be used in an emergency; (3) and (4) the right forward exits that came in two different versions, as very subtly displayed on the card, recognizable only when correctly interpreting a box saying 'or' in four languages. The single escape slide on this airplane, at the right forward exits, was not of the automatic type, but needed to be put in position manually. For the surviving passengers of the doomed airplane, the forward exits were of no use. They all escaped either via breaks in the fuselage or through the overwing exits. Another USAirways emergency associated with LGA was of course last year's splendid, text book, no injury ditching by Captain Sullenberger. We can all visualize instantly the images of the floating A320 with the slides at the floor-level exits keeping passengers dry from the cold water. Compare this to the water evacuation instructions on its safety card, fig. 6.

Following deregulation in 1978, many new airlines were formed in the USA. One of the earliest was New York Air, started by Lorenzo's Texas Air. It operated DC-9's, MD-80's and a few 737s on a low fare basis, competing with Eastern on the shuttle routes to Boston and Washington. In 1987 it was absorbed into Continental, another member of the Texas Air family. The safety card (fig. 7, kindly supplied by Henk Heiden) sported the apple logo that identified this airline.

When Eastern collapsed in 1989, its famous shuttle operation was taken over by Trump but not for long. In 1992 the rights were transferred to a holding company owned 40% by USAir, which also managed the operation under the name of USAir Shuttle, as displayed on the portrait oriented safety card by Safeair, fig. 8.

EWR Newark

Newark Liberty International is actually the oldest of the three airports, initially being the prime NY airport, yet lying in another state. As the other two airports, it is run by the Port Authority of New York and New Jersey. United 93, the fourth 9/11 victim airplane that was retaken by passengers but still and unfortunately crashed in Pennsylvania, left from this airport, which faces New York's most famous landmark, the Statue of Liberty. In tribute, the word Liberty is now part of its official name. Its main home carrier for some time in the 1980s was People Express, a

post deregulation carrier that was later absorbed by Continental. Fig. 9 shows the front page of the 737-200 card by Interaction Research.

Manhattan

Manhattan has three public heliports (2) which all had scheduled services at some time in their history, mostly to the three airports. Until 1977 the rooftop of the Pan Am building served as the midtown Manhattan heliport, but that came to a dramatic and tragic end when the gear of a New York Airways S-61 that had just landed failed when the rotors were turning. The helicopter turned over and a rotor blade section came off and fell on the streets below killing a pedestrian. On the rooftop itself four waiting passengers were killed. Later, a different company, New York Helicopters, operated S-58Ts. Its safety card is of very simple graphics, fig. 10, not making it attractive for passengers to study it. Some years later the company contracted the services of Cabin Safety International (yes, Carl Reese again, the first editor of this section of the Log), who made it much more professional, fig. 11.

2 - Downtown Manhattan heliport (IATA code: JRB), East 34th Street Heliport (TSS), West 30th street (JRA)

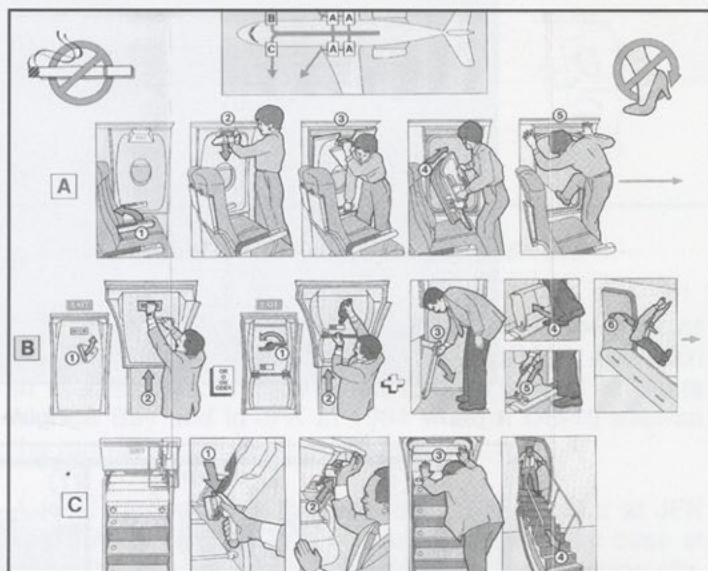


Figure 5 - US Air Fokker F.28

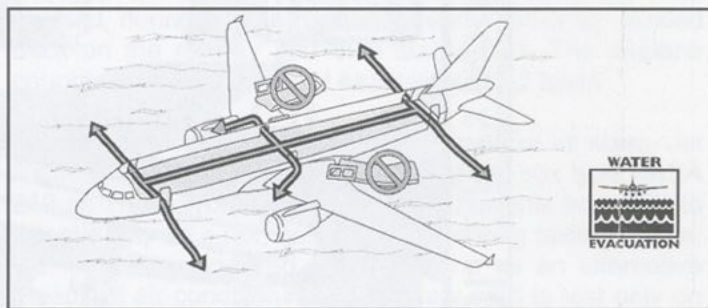


Figure 6 - USAirways A320

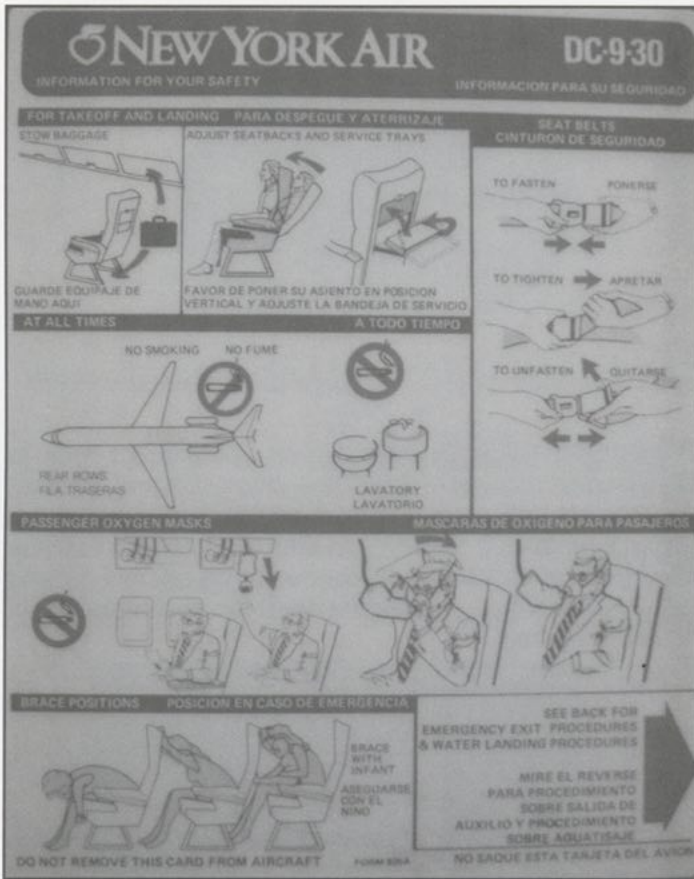
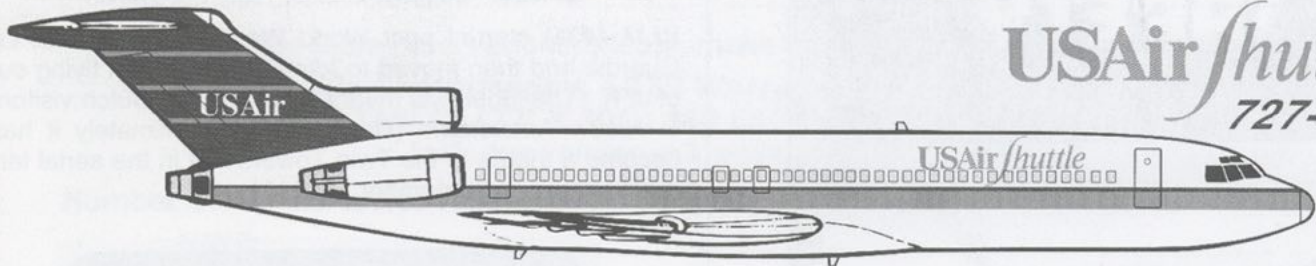


Figure 7 - New York Air DC-9-30



Figure 9 - PEOPLEExpress Boeing 737-200

USAir Shuttle
 727-200



For your safety...

Government regulations require that a passenger seated in a designated exit row notify a crewmember prior to departure if:

- You do not read, speak or understand English.
- You do not understand the graphic instructions on this safety card.
- You are less than 15 years of age or cannot perform any of the functions displayed in this safety card without the assistance of an adult companion, parent or a relative.
- You lack the ability to understand oral commands given by the crew.
- You are unwilling or physically unable to assist the crew in the event of an emergency.

Also, please obey the "Fasten Seatbelt" and "No Smoking" signs and all instructions given by the crewmembers.

Pour votre sécurité...

Les règlements fédéraux exigent que le voyageur assis dans un rang désigné de sortie fasse savoir à l'équipage avant le décollage si:

- Vous ne lisez pas, ne parlez pas, ou ne comprenez pas l'anglais.
- Vous ne comprenez pas les instructions graphiques sur cette carte sécurité.
- Vous êtes âgés(ées) de moins de 15 ans ou ne pouvez pas accomplir les fonctions décrites sur cette carte de sécurité sans l'assistance d'un compagnon adulte, d'un parent ou d'un membre de famille.
- Vous n'avez pas la capacité de comprendre les ordres oraux donnés par l'équipage.
- Vous n'êtes pas physiquement capable de / disposé à aider l'équipage en cas d'urgence.

Veillez observer les enseignes de "Attacher les Ceintures de Sécurité" (Fasten Seatbelt) et "Défense de Fumer" (No Smoking) ainsi que toutes instructions de l'équipage.

Para su seguridad...

Regulaciones del gobierno exigen a los pasajeros sentados en las hileras designadas como salida de emergencia, que antes del momento de partida comuniquen a algún miembro de la tripulación si:

- Usted, no puede leer, hablar, o entender Inglés.
- Usted, no entiende las ilustraciones gráficas en esta tarjeta de instrucciones de seguridad.
- Usted, es menor de 15 años de edad y no puede cumplir con alguna de las tareas indicadas en esta tarjeta de seguridad sin la ayuda de un adulto acompañante, padre o familiar.
- Usted, no tiene la habilidad de entender órdenes e instrucciones verbalmente hechas por miembros de la tripulación.
- Usted, tiene algún impedimento físico para colaborar con la tripulación, o no desea hacerlo, en caso de presentarse una emergencia.

También se le ruega obedecer los letreros de "Abrochese el cinturón de seguridad" (Fasten Seatbelt) y de "No Fumar" (No Smoking) y a todas las instrucciones dadas por los miembros de la tripulación.

Figure 8 - USAir Shuttle Boeing 727-200

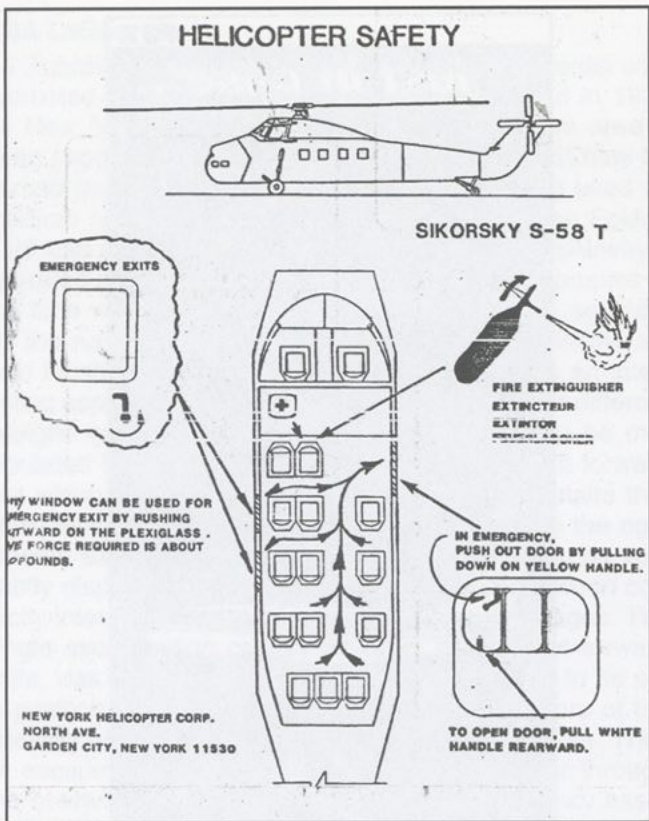


Figure 10 - New York Helicopters S-58T

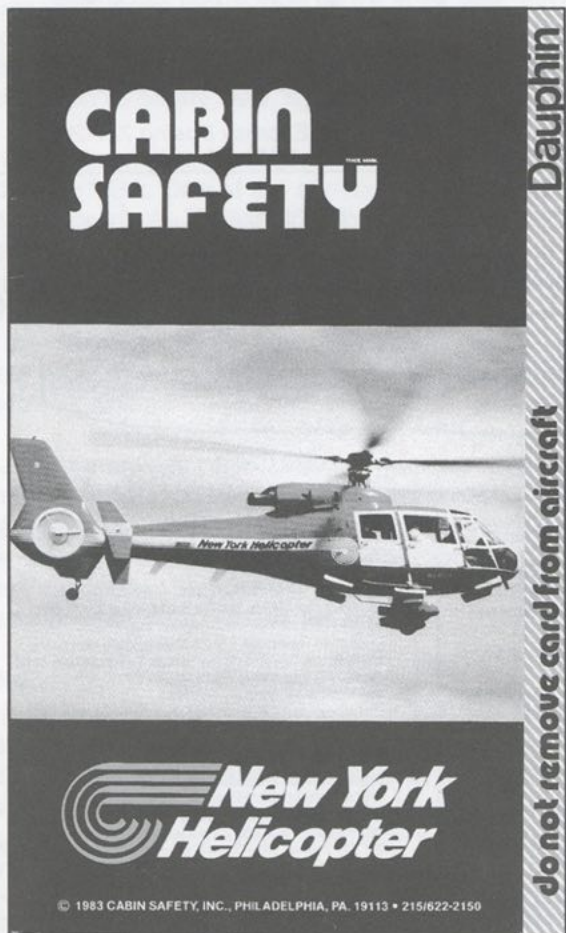


Figure 11 - New York Helicopter Dauphin

(Continued from page 25)



30 Continental Airlines – Baggage Label, 1965, Uncommon

In the early 1980s, Newark Airport operations began to significantly recover with all the domestic and international flights of People Express, which was based at the airport's north side terminal. In time, People Express was absorbed into **Continental Airlines (#30)** operations, and today Continental is the largest domestic and international carrier at Newark.



31 KLM – Baggage Sticker, 1985, Uncommon

KLM (#31) started post World War II operations at La Guardia and then moved to Idlewild, and is still flying out of JFK. The label was meant to encourage Dutch visitors to Nieuw Amsterdam (New York), but ultimately it has become a tribute to the Twin Towers lost in the aerial terrorist attacks of September 11, 2001.



32 JetBlue – Baggage Sticker, 2001, Uncommon

JetBlue (#32) is now the only major airline headquartered in New York City in Queens. The airline's fleet of A320s and Embraers is based at JFK, first at the old National Terminal, and now in the new terminal built behind the old TWA terminal.

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FOR SALE: Pacific Miniatures Boeing 747-400, Northwest Airlines 1990 red top, mint condition, \$400. Northwest Airlines 1990's red top 757-200, mint condition, \$200. United Airlines 737-300, 1990s slate grey dark blue, mint condition, \$180. All models are Pacific Miniature. Please contact: William Plazibat, 4067 E. Quiet Moon, Tucson AZ 85719. Phone (520) 577 3269.

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 33 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: jayprall@msn.com or 503-657-4540 (West Coast time).

WANTED: Any "Airlift International" from Florida memorabilia especially 727-100 pictures, Crew uniform pictures, manuals or anything that seems interesting. Will pay appropriate price if it's what I'm looking for. Contact Scott Jones at Rancho747@msn.com.

WANTED: Continental Timetables from 1962 & 1963. Contact Steve Sihler at 630-849-8271 or stevesihler@comcast.net

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

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 24, 2010. Hilton Garden Inn/DFW South, 2001 Valley View Lane, Irving, TX. Special show rate of \$79/night by calling (972) 313-2800 for rate code WHS. Show hours: 9 am until 3 pm. \$5 admission fee. Discount with industry id. For more information, contact Duane Young, (504) 458-7106 or email jetduane@bellsouth.net

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, May 1, 2010. 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.

SYDNEY AVIATION MODEL SHOW

Saturday - Sunday, May 1-2, 2010. Bankston Airport, Hangar 273, Rearwin Place, Sydney, Australia. Hours: 10 am until 4 pm. Admission: \$12 AUD for one day, \$20 AUD for 2 days. For complete information, see www.sydneyaviationmodelshow.com.au

AVIMAGE 27th AIRLINERS CONVENTION - PARIS

Saturday, June 5, 2010. Holiday Inn - Roissy CDG, 1 allée du Verger, 95700 Roissy-en-France, Paris, France. Show hours: 9.30 am until 6.00 pm. Admission: 5 Euros. Display tables: 23 Euros. For more information, see www.avimage.org or email avim.mp@orange.fr. Avimage, 3 rue Jules Verne, 92800 Puteaux, France. Tel: +33 1 49 00 17 76. Fax: +33 1 47 71 74 50.

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Saturday, June 19, 2010. Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245. Contact: David Cherkis (deeceeflyer@cox.net) via phone (702) 360-3615 or Marshall Pumphrey (mpumphr@aol.com) via phone at (562) 987-1904. Special room rate of \$109/night available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

AIRLINERS INTERNATIONAL 2010

Thursday - Saturday, August 12-14, 2010. Newark, NJ (New York City Metropolitan Area). Robert Treat Hotel. See advertisement on page 14. Web site: ai2010nyc.com. Email: ai2010nyc@aol.com. Airline Collectible Shows, 2 Kiel Avenue #239, Kinnelon, NJ 07405.

SAN FRANCISCO AIRLINE MEMORABILIA SHOW

Saturday, September 25, 2010. 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.

ATLANTA AIRLINE MEMORABILIA SHOW

Saturday, October 2, 2010. Delta Heritage Museum, Hangar 1 & 2, Hartsfield International Airport, Atlanta, GA. Contact Greg Romanoski at +1 (404) 715-7886 or email at greg.romanoski@delta.com for vendor information and show details.

SEATTLE AIRLINE HOBBY SHOW

Saturday, October 9, 2010. 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

NEW YORK CITY AIRLINE COLLECTIBLE SHOW

Saturday, November 13, 2010. LaGuardia Airport, New York. Courtyard by Marriott Hotel. Contact: Basilios Pipinos, apipinos@aol.com.



British Airways Concorde G-BOAD November 2002 at JFK (AIR 72 Slide Collection)

*New York Airways Vertol 107 N6672D May 1967 at LaGuardia
(Aviation Photography of Miami Collection)*





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