



The Captain's Log

The Journal of the Airliners International Association

Spring 2012 - Issue 36-4



*TWA Trans World Airlines Flight Attendant
Jon Proctor Collection*

Flight Attendants

**Airliners
International
2012
Memphis**



**Feature Article
Timetables
Postcards
Wings
Safety Cards**



Federal Express Falcon 20DC N15FE December 1979 MIA. Photograph by Bruce Drum - Airliners Gallery.

*Elvis Presley's Convair 880, N880EP, MSN 38, at Miami in 1977.
Photograph by Eddy Gual via Aviation Photography of Miami Collection.*



Flight Manifest

From The Flight Deck	3
Airliners International 2012 <i>Andrew Stiffler</i>	4
Postcard Corner <i>Marvin G. Goldman</i>	7
Playing Cards <i>Fred Chan</i>	14
Timetables <i>David Keller</i>	17
“Janet Airlines” Boeing 737s <i>Ken Miller</i>	23
Label Time <i>Daniel Kusrow</i>	25
Book Review <i>Shea Oakley</i>	28
Safety Cards <i>Fons Schaefers</i>	29
Minis and Label Pins <i>George Shannon</i>	32
Photography <i>Joe Fernandez & Eddy Gual</i>	33
Tickets and Jackets <i>Tom Doak-Dunelly</i>	34
Flight Attendant Insignia <i>Charles F. Dolan</i>	38
Dining Service <i>Richard Wallin</i>	42
What Is It? <i>Ken & Beth Taylor</i>	46
Flight Exchange	51
Upcoming Airline Collectible Shows.....	52



WORLD AIRLINE HISTORICAL SOCIETY, INC.

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

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

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

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

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From The Flight Deck

Welcome Aboard!

We are less than four months away from our high flying, 36th annual convention this year in Memphis, Tennessee. What could be better than to spend a day with old friends in the display hall, eat some Memphis BBQ, and listen to the music down on Beale Street? Our show chairman, Mr. Andrew Stiffler, says that the tours are filling up fast, as is the display ballroom. Go to www.AI2012Memphis.com for the latest updates. Also, remember that there are some world class casinos, just across the state line in Mississippi. If you have not made your plans to join us, please do so today. Time is getting short!

So far, we have not had anyone come forward with a viable convention plan for AI2013, next year's convention. The Society has always tried to hold a convention in alternate parts of the country. For example, two years ago we were in the Northeast (EWR), last year in the Northwest (PDX) and now this year in the South (MEM). Our reasoning has always been to try to make it equitable cost-wise for all of our members to attend a convention regularly. I personally considered sponsoring another AI in Houston or Dallas, but it is too soon to go back to either of these cities. I believe a location out West would be most attractive; therefore, SFO, LAX, SAN, DEN, PHX, and SLC could be possible destinations. Other cities that would be great to visit are ORD, MSP, DET, IND, PHL, and FLL. By no means am I saying we can only go to these cities. Any aviation hub city is worth considering. If you have thought of hosting a convention in a city near you, then perhaps 2013 is your year. Feel free to contact me with your ideas, and let's see if we can make it work!

As you read this, our Facebook page is being completely redesigned. I am also working on a Twitter account. I have contracted with an exuberant college senior to help us transform both of these mediums into attractive destinations. He has assured me that we are going to like the finished project. I realize I have been talking about both since last summer, but updating our social media has turned out to be quite the project, with many roadblocks along the way. My goal is to have them active and user friendly within the next 60 days.

2012 Elections

We have three positions up for election this year – Society President and two Board Members at large. If you're interested in running for any of these positions, or if you have any questions on what the responsibilities include, please contact WAHS Secretary Bill Demarest at Editor@WAHSOnline.com. We will require your written statement outlining your credentials for the position by close of business on May 15, 2012. Ballots will be sent out to all active members with Issue 37-1 by the end of June 2012. Completed ballots must be received by WAHS by July 20. The winning candidates will be announced at the WAHS annual meeting at Airliners International 2012 in Memphis.

Membership Renewals

If your mailing label shows an expiration date of '6/2012', now is the time to renew your WAHS/AIA membership. Please complete the membership renewal form included with this issue and return it along with your payment to Society headquarters to ensure that your membership remains current. We appreciate your continued support of the World Airline Historical Society dba Airliners International Association.

Best regards,

Duane L. Young

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

New WAHS Members!

Please welcome the following new members:

Robert F. Dacey – Florida
Steve Maddux – Colorado
Jeff Magnet – Massachusetts
Leonard Brown – California
Richard Perryman – Pennsylvania
James Carvalho – Massachusetts
Ted Pearsall – Texas
Neal Nimtze - Tennessee

We're happy to have you with us!

Flying Ahead....With The Log

Issue 37-1 ~ The Lockheed L1011 TriStar

Issue 37-2 ~ We're Ready For Delta Air Lines

Issue 37-3 ~ It's 5 o'clock in the Caribbean

Issue 37-4 ~ The Majestic Propliners

Airliners International 2012

Memphis International Airport

By Andrew Stiffler



The former terminal at MEM, circa 1950. (Photograph via postcard image)

Airliners International 2012, our 36th annual convention, is being held in Memphis, Tennessee. And we're planning a lot for this year's convention. Besides the usual slide show, trade show, model and photo contests, and everything else, we will be having tours to many area attractions, including:

- FedEx maintenance and operations
- The nighttime FedEx hub package sort
- The FAA's Memphis Center Air Traffic Control facility
- Memphis International Airport's tower
- Aviation Repair Technologies in Blytheville Arkansas (Mesa's maintenance facility)
- A ramp tour of Memphis International Airport, with a side trip to Delta's operations base in Memphis.

We're holding the convention at the Memphis Hilton, on Memphis' east side. Free transportation is provided by the hotel for guests arriving at Memphis International Airport.

And we would like to provide you with a brief history of Memphis International Airport. Known as "America's Aerropolis", Memphis International Airport (MEM) is one of the United States' busiest airports. And by cargo volume, it cur-

rently ranks as the second-busiest cargo airport in the world. Much of this is due to the massive operation of Federal Express in the Bluff City. Over 30% of MEM's flights are cargo. Federal Express operates flights at all hours of the day and night into MEM. So for those of you wanting to see a host of three-engined airplanes, MEM is it! With a fleet of DC-10's, MD-11's, 727's, 777's, 757's, and many others, the "flying grapes" are found all over MEM.

But this was not always the case. Like many airports in the United States, MEM was opened in the aftermath of the First World War. In 1927, Mayor Watkins Overton, one of Memphis' city fathers, commissioned a group to plan for an airport to serve the growing commercial needs of the city. The commission chose a 200-acre site south of downtown on which to build the airport.

The former Ward Farm was purchased and converted into the city's airport. With foresight, the city had chosen the site knowing that it would allow for further growth. It is this site on which Memphis International Airport remains today.

The airport opened in 1929, served by American Airlines and Chicago and Southern Air Lines. By 1930, lights had been installed at the airport, allowing for nighttime operations.

In 1935 Chicago and Southern became the first airline to headquarter itself in Memphis. Starting with a fleet of Bellancas, the airline soon added Lockheed Electras and DC-3's as it grew its route structure to go from Chicago to Jackson and New Orleans. In the postwar era Constellations and DC-4's joined the fleet, and routes grew to include Havana and Caracas. Memphis was growing.

In 1938 the airport dedicated a new terminal to allow for increased operations. With modifications, this terminal still stands today, now in use as the executive terminal, located on the north side of Winchester Road.

Chicago and Southern had its main base of operations in Memphis, and built a maintenance hangar next to the terminal; SeaPort Air now uses this hangar.

The US Army opened facilities near MEM during WWII, the Memphis Defense Depot, and it was this construction that began Memphis' growth into a cargo facility. With thousands of pounds of war material passing through the Mid-South, the USAAF took control of MEM, and operated it for the war's duration. Only in 1947 was control of the airport returned to the city.

In the early 1950's, the city realized that the old airport terminal, located between two of the field's three runways, was inadequate for future jet age growth. It was decided to build a new, larger terminal to accommodate new service.

The airport's new terminal opened in 1963, in a modern style, and featured 22 gate positions. New service was coming in from many airlines, including Southern Airways, United Airlines, Braniff Airways, Eastern Air Lines, and Allegheny Airways. Delta Air Lines, which had acquired Chicago and Southern in 1952, built up a "mini-hub" in Memphis.



Memphis' new airport terminal, circa 1965. (Photograph via postcard image)

In 1969 the airport opened a customs facility, highlighted by

occasional flights from Aeronaves de Mexico. With growth occurring at MEM, the new terminal's original concourse (now the "B" concourse) was joined in 1975 by two additional wings (now the "A" and "C" concourses) to handle increased service. Piedmont Airlines, Texas International, and Frontier highlighted a growing list of carriers at Memphis. The customs facility was moved to the end of the east concourse, where it remained until the 1990's.

Both American and United operated extensive services in the 1960's at Memphis, using it as a stop on transcontinental east-west routes; in 1974 United even briefly operated a 747 to Memphis on a Charlotte-Los Angeles route.

The biggest change came in 1973, however. A Yale University graduate named Frederick W. Smith had decided to start an overnight package service company in Little Rock, Arkansas. After two years of lackluster support from Little Rock, however, and seeing greener pastures in Tennessee, Mr. Smith moved his company, Federal Express, to Memphis, and built the company's headquarters on the airfield. Originally flying a fleet of Dassault Falcons, by 1977 the upstart company began operating 727-100's, followed by DC-10's to end the 1970's. FedEx quickly became one of the major players at MEM, especially after opening its "SuperHub" at MEM in 1981.

Changes came on the passenger side to MEM as well. Southern built up Memphis in the 1970's, concurrent with Delta phasing out many of its Memphis routes. The 1979 merger of Southern and North Central into Republic made Memphis into one of Republic's main hubs, on par with Minneapolis-St. Paul, by 1985.



Memphis terminal lobby, 1970's. The viewing gallery can be seen above the ticket counters. (Image from Wikipedia Commons)

The 1986 merger of Republic and Northwest Airlines brought changes to Memphis' terminals; concourse B was upgraded; the last few stairway gates were removed and replaced with jetways. Baggage claims were expanded. The terminal received new shops and signage. It is possible, however, to walk the terminal and still see many of the original designs of the 1963 terminal.



Gate lounge on Concourse B (Image via ccarto.com)

Although Memphis was officially an “international” airport with the customs facility, it did not have regularly scheduled international service until 1985, with Republic’s service to Cancun, Mexico. In the aftermath of the Northwest/Republic merger, in 1995 KLM added service to Amsterdam, Netherlands.

Northwest expanded its Memphis hub during the 1990’s, and in 1999 opened an extension to Concourse A, allowing for additional regional jet flights.



The concourses at MEM, circa 2005 (Photograph from panaramio.com courtesy of Steve Shar)

FedEx continued to add service throughout its time at Memphis, culminating in 2000 when the airport opened runway 18C/36C. At 11,100 feet, it is the longest runway at MEM, and allows for FedEx to fly nonstop to both Europe and Asia from MEM.

In 2008 FedEx opened its new maintenance base for 777’s adjacent to its SuperHub on the north side of the airport. This was the former site of the Tennessee ANG (Air National Guard) facility, and has allowed FedEx to expand operations at Memphis even more.



The FedEx hub at MEM (Photograph courtesy of FedEx)

With Memphis’ central location, the Federal Aviation Administration has also played a role in MEM’s history. In 1942, the Civil Aeronautics Authority, later to become the FAA, opened an Airway Control Center in Memphis’ terminal. This facility soon moved in the 1950’s to the former Chicago and Southern headquarters building, and later in 1962 to its present location on Democrat Road. AI 2012 attendees will be able to tour this facility. Memphis Air Route Traffic Control Facility handles the traffic in the entire mid-South area, and is an integral piece of the United States’ aviation system.

In 2006, Dr John Kasarda of the University of North Carolina-Chapel Hill coined the term “Aerotropolis” to describe the growth of both MEM and the surrounding area. MEM is surrounded by warehouses, and with FedEx based on the field, most of the adjacent warehouses are full of time-sensitive shipments; FedEx has made Memphis the major distribution center for the Southeastern United States. The airport adopted the “Aerotropolis” term, and uses it to describe both its form and function.

Memphis currently operates as a hub for Delta Air Lines, following its merger with Northwest Airlines in 2008. SeaPort Airlines, operating out of its own terminal, serves many local communities through the Essential Air Service program. In 2011, MEM saw an average of 895 flights per day; 36% were FedEx.

And, as homage to Memphis’ most famous citizen, the NDB (Non-Directional Beacon) located to the west of the airport is named ELVIS.

We hope you have enjoyed this brief history of Memphis International Airport, and we hope to see you in Memphis this summer.



Postcard Corner

by Marvin G. Goldman

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Flight Attendants in Postcards

In preparing this article, I was amazed by how many flight attendant postcards are out there. This is one of my favorite airline postcard topics, and I thought I had a pretty good collection of flight attendant cards. But my estimate of my own collection quickly deflated when I saw the scans of fantastic vintage flight attendant cards that I had never seen before, generously submitted to me by WAHS members Bruce Charkow, John Danner, Paul Roza and Chris Slimmer. Also, Henk Heiden submitted some scans of fine modern cards. All I could say was "Wow! I wish I could show them all", but that would fill nearly an entire issue of the Captain's Log. So with space limitations I'll just try my best to show a representative selection of favorites, both vintage and modern. Let's start with cards that depict the earliest flight attendants.

The first airline stewardesses were introduced in 1930 by Boeing Air Transport (which in 1931 became United Air Lines), when it hired eight graduate nurses to work on board its several Boeing 80-A aircraft. A stewardess on board each aircraft served meals and attended to the passengers' needs. Moreover, "According to the Boeing stewardess



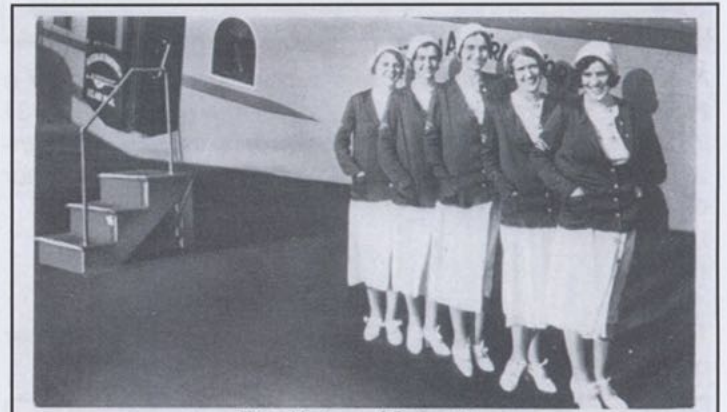
"LUNCHEON IS SERVED ALOFT"

A stewardess is in charge of the passenger cabin. She serves lunches aloft and describes the many interesting features of the flight. This service is particularly appreciated by women and children.

United Air Lines stewardess serving lunch aboard a Boeing 80-A. Airline Issue ('AI'), no. 401, about 1931. Black and White ('B&W').

manual of 1931, stewardesses were required to adjust the plane's altimeter, wind the clock, hang up the 'No Smoking' sign, make sure the plane was properly ventilated and dust the cabin prior to take-off." They had to carry all the luggage onto the aircraft, and if seats weren't fastened down tightly, they had to screw them down themselves. The manual also warned stewardesses to watch that passengers heading to the washroom didn't open the cabin door by mistake. (from a United Airlines brochure, '50th Anniversary Flight Attendant Service 1930-1980'). The requirement that all stewardesses be nurses was not phased out until the 1940s.

Later in 1930, Eastern Air Transport (renamed Eastern Air Lines in 1934) became the second airline, after Boeing/United, to provide stewardesses on board, calling them 'Flying Hostesses'.



Flying Hostesses of Eastern Air

Eastern Air Transport 'Flying Hostesses' in front of one of the airline's Curtiss Condor CO (18) aircraft. AI, about 1930-31. B&W.

The first male flight attendants ('stewards') serving meals on board commercial flights were introduced three years earlier, by Imperial Airways of England.



Imperial Airways Armstrong Whitworth Argosy, G-EBLF, 'City of Glasgow'. AI, about 1927. B&W. On 1 May 1927 Imperial introduced its 'Silver Wing' service on the London-Paris route with this aircraft. Passengers paid an extra British pound for the privilege of a first-class meal and bar, served by the steward.

In 1929 Pan American Airways became one of the first two U.S. carriers to employ stewards to serve food on board (the other was Western Air Express).



Pan American Airways steward and passengers aboard a Fokker F.10A trimotor aircraft. Postmarked February 1931 in Miami. AI. B&W. The card advertises Miami-San Juan tri-weekly DeLuxe Passenger & airmail service. (John Danner collection).

The first stewardess on aircraft in Europe was Nelly Diener of Swissair in 1934, pictured on the following postcard.



Swissair's first stewardess, Nelly Diener, with a Curtiss Condor in the background. Card dated 28 July 1934. Probably AI. B&W. Swissair claims she was the first airline stewardess in Europe, which probably made her the first outside the U.S. (John Danner collection; John calls this card, and the preceding one, two of his all-time favorites).

Soon several airlines started publicizing the large number of stewardesses serving their flights, typically with many posing in front of their aircraft. Here is an example from Chicago & Southern ('C&S'), which had its headquarters in Memphis, Tennessee, site of Airliners International's July 2012 show and convention. C&S later merged into Delta Air Lines.



Chicago & Southern Air Lines stewardesses, "trained to reflect the natural hospitality of the South" (per text on the back), in front of a Douglas DC-3. AI, printed by CurtTeich, Chicago, early 1940s. B&W. Card exists in both its original form and as a reproduction by the CurtTeich archives. The uniforms reflect the military style prevalent during World War II.

By the late 1940s, more airlines realized the value of featuring attractive individual stewardesses in their advertising, including postcards. Here are two examples:



Aer Lingus--Irish Air Lines 'Air Hostess'. AI, late 1940s. Sepia.



Deutsche Lufthansa of East Germany (later renamed 'Interflug'), stewardess identified on back as 'Barbel' in front of probably an Ilyushin IL-14. AI, 1950s. B&W. (Paul Roza collection; Paul, who specializes in postcards of Soviet-built aircraft of Eastern European airlines, advises that there are at least two other similar cards featuring Barbel, one of which sold on Germany's eBay site in January 2012 for the Euro equivalent of \$140).

Now let's turn to historic postcards from the 1940s through 1960s showing flight attendants carrying out their multiple tasks.



Trans Canada Airlines Lockheed L-14, stewardess welcoming passengers. AI. B&W. TCA operated the L-14 starting in 1938. (Bruce Charkow collection).



LOT Polish Airlines, stewardess welcoming boarding passengers aboard a Convair 240. AI. LOT operated the Convair 240 during 1947-1954. (Robert Stachyra collection, via Paul Roza).



Dai Nippon Airways (Greater Japan Airways), stewardess serving beverages aboard a Douglas DC-3. AI, probably 1939. (Bruce Charkow collection).



Northwest Airlines stewardess furnishing baby milk bottle on DC-3. AI, probably late 1930s. (Chris Slimmer collection).



KLM Royal Dutch Airlines, stewardess providing a meal in 'sleeper service' aboard a Douglas DC-6. AI. B&W. (Bruce Charkow collection).



TACA International Airlines, stewardess serving meal on a Douglas DC-4, probably in the 1950s. AI, linen finish, published by Curteich, no. OC-H2094. (Bruce Charkow collection).



Saudi Arabian Airlines, steward serving coffee, probably aboard a Boeing 707 or 720B, the types utilized by the airline at the time. AI. (Bruce Charkow collection).



Scandinavian Airlines System ('SAS') hostess in the galley of a Douglas DC-6. AI.



Philippine Air Lines Viscount, stewardess playing with child. AI. (Bruce Charkow collection) (This card was also submitted by Chris Slimmer).

Even more types of service by stewardesses are shown on airline postcards. For example, an American Airlines card shows a stewardess stowing a coach passenger's carry-on bag in the overhead rack of a DC-7 (do they still do that today?). But none can compare with SN Brussels Airlines

which issued a postcard a few years ago in its 'Passionate About You' series which pictured one of its stewardesses nursing a child, allowing its mother to sleep in a nearby seat.

All that work must really be exhausting, as captured in this EL AL postcard taken from a famous advertisement by the airline in the 1960s.



EL AL Israel Airlines stewardess slumped on a Boeing 707 seat in the early 1960s after 'walking all the way' from Tel Aviv to New York on a nonstop flight, the longest commercial flight route in the world at that time. AI. B&W. Oversize, 10.5 x 22.7cm.

The advent of the space age, and new fashion trends, led to a panoply of new colorful and fashionable uniforms for flight attendants of many airlines, starting in the late 1960s. Here are just a few of the many examples on postcards:



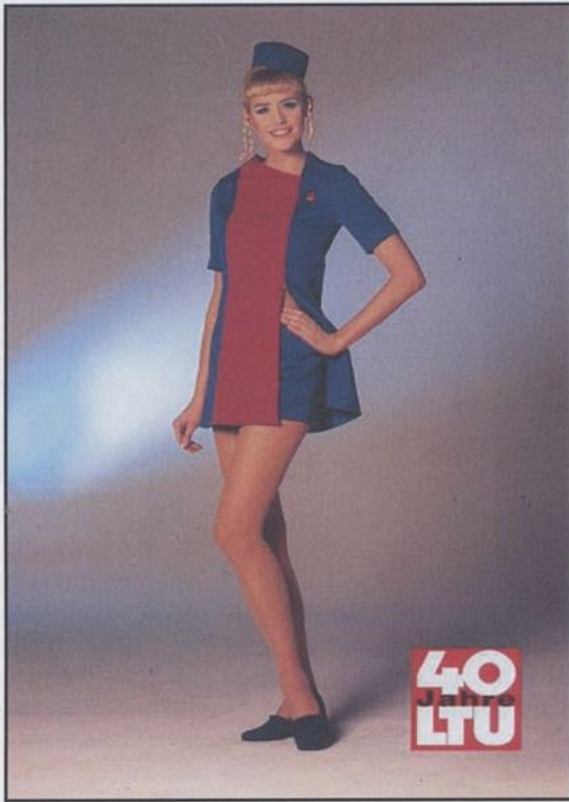
Braniff International 'High Fashion Quick Change' outfits designed by Pucci. The back of the card says "They can make four changes in a single flight -- from a plastic helmet [suggesting the space age] and reversible cold weather coat -- to a raspberry suit -- to a serving dress called a 'Puccino' -- to after-dinner culottes and turtle neck blouse. If the flight seems all too short, that's the whole idea." AI, about 1966.



Pan American Airways Boeing 747-100 at Tokyo International Airport with group of stewardesses in Pan Am sky blue and gold uniforms. About 1970. (Bruce Charkow collection; Bruce says that he acquired this card only recently, as part of a group of 12 Tokyo International Airport cards that used to be sold at the airport as a package in a closed sleeve. The rest of the cards in this package feature the airport itself.



Compañía Cubana de Aviación flight attendants on movable boarding stairs leading to a Cubana Ilyushin IL-62. AI. Cubana started operating the IL-62 in 1974. (Paul Roza collection).



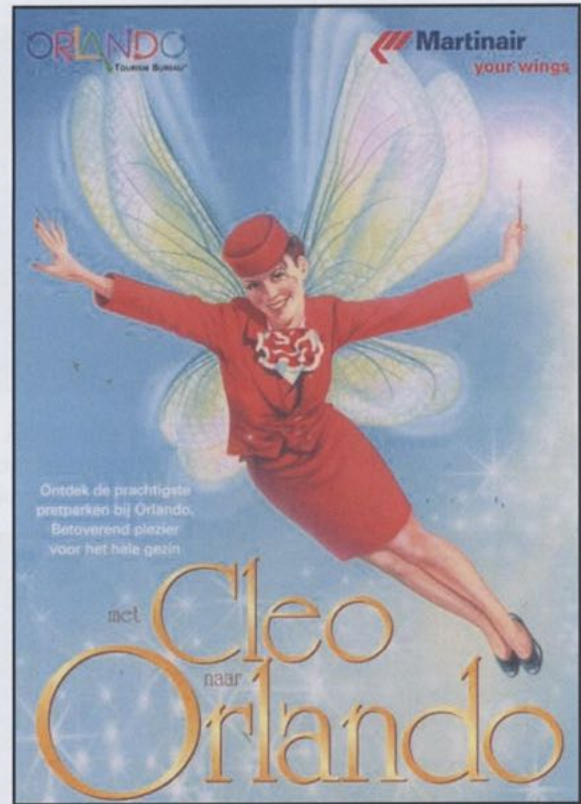
LTU International Airways (now wholly-owned by Air Berlin), stewardess in LTU's fashionable style of 1972. AI, 1995. Part of a set of at least six postcards issued on the occasion of LTU's 40th anniversary in 1995, showing its stewardess uniforms of different time periods.

Individual flight attendants continue to be a favorite subject of modern airline postcards, serving to advertise airlines and their destinations and service. A few selections follow.

Here's one of my favorite modern cards, issued by Crossair of Switzerland to encourage applicants for flight attendant positions -- if (as stated on the back) "You are between 20-33 years young with a maximum height of 1.75 m. You like travelling and enjoy conversations in German, English and French." Naturally, the card shows flight attendants sitting on the wing -- but can you 'Name the Plane'?



Crossair, six flight attendants on the wing of a SAAB 2000. AI. Oversize, 10.5 x 21cm.



Martinair of Holland, stewardess 'Cleo', Martinair destination 'Orlando'. AI. One of an artistic set (at least 14 different) of the airline's combination flight attendant/destination postcards. I chose 'Cleo - Orlando' in appreciation of the dedicated work on the Captain's Log by our Editor, Bill Demarest, who lives near Orlando.



PB Air (Thailand), flight attendants of PB Air, Thai Airways International and Air Andaman respectively. AI of PB Air. Embraer ERJ 145 in foreground. AI. PB Air operated scheduled flights from 1999 - 2009 in association with Thai and Air Andaman.



Cathay Pacific, nine stewardesses wearing different uniforms utilized over the years. AI, 2006, in commemoration of the 60th anniversary of the airline. Part of a set of 10 postcards, each of the others showing an individual stewardess in an historical uniform with part of a corresponding period aircraft in the background.

One of my favorite collecting areas are the 'Singapore Girl' postcards issued by Singapore Airlines. I have 78 different, and many more exist. (If you're aware of a listing of these cards, please let me know). These stewardesses wear an iconic 'Sarong Kebaya' uniform and undergo a highly competitive screening program to be selected. Singapore Airlines traces the origin of the 'Singapore Girl' to 1972, when the airline operated as Malayan-Singapore Airlines ('MSA'). That year, MSA issued a postcard featuring a side profile head view of a stewardess in the Sarong Kebaya uniform, with this wording on the back: "The MSA Hostess. You'll see her, perhaps in a Rome cafe, or strolling on a Sydney Beach. Our girl, caring for you, the way only she knows how. Across half the world and more." Pursuing this dual theme of travel to faraway places and being cared for, Singapore Airlines developed a wonderful aura about its flight attendants, and an atmosphere of the utmost care for passengers -- for which it is world renowned.



Singapore Airlines stewardess in the airline's 'Sarong Kebaya' uniform, promoting its nonstop New York to Singapore service, launched in 2004. AI.

Well, this historical journey has covered over 80 years of flight attendant service, so you might need to take a rest on board. Even so, a flight attendant's work is never done, as shown in this postcard that says 'You're our world':



SriLankan Airlines, flight attendant covering a sleeping passenger with blanket. AI. Oversize (12.6 x 18.7cm.).

Notes: The original postcards of those shown are, except as noted, in color, published in standard or continental size, and from the author's collection. I estimate their rarity as -- Rare: the United, Eastern, Imperial, both PanAm, Swissair, C&S, Aer Lingus, Deutsche Lufthansa, TCA, LOT, Japan, Northwest, Saudi, Philippine, EL AL and Cubana cards; Uncommon: TACA, SAS, KLM and Crossair; Fairly Common: Braniff, LTU, Martinair, PB Air, Cathay Pacific, Singapore and SriLankan.

For an earlier Captain's Log article on this subject with many additional images, see "Stewardesses pictured on Postcards", The Captain's Log vol. 24, no. 2 (1999), by Allan Van Wickler.

Doug Bastin of Chester, U.K., who heads the Aviation Postcard Club, has reactivated the Club's Newsletter on an exclusively online basis. Issue No. 1 (Winter 2011/2012) of the Online Newsletter became available in early February. The Newsletter has always been fascinating, and now it's even better -- filled with useful information and postcard images. To join the Club and receive the Newsletter, you can contact Doug at aviapc@aol.com.

If you ever have any comments, proposed scans for future Captain's Log postcard articles (themes listed in the 'Flying Ahead...With The Log' section on the 'From The flight Deck' page), or other suggestions on my airline or airport postcard articles, please let me know.

I plan to be at the AI 2012 show in Memphis, and hope to see you there.

Until then, Happy Collecting. Marvin.

Playing Cards

By Fred Chan

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Playing Cards Featuring Flight Attendants

When I first started thinking about which cards to show in this column, I realized I had a daunting task because flight attendants have been a popular feature for card designs (after airplanes and destination posters) issued by the airlines. Also, they are all pretty, so it made the task even tougher to limit the number that my allotted space allows.

By my count, a total of 4445 different playing cards have been issued by 616 airlines since the beginning of commercial aviation and 16 of these carriers have used pictures of flight attendants on their card designs, and I might have missed a few others. As with a previous column on the Boeing 737, I will show an example from each of these airlines although some have issued several designs featuring flight attendants. Singapore Airlines and China Airlines have as many as 30 designs showing their flight attendants.



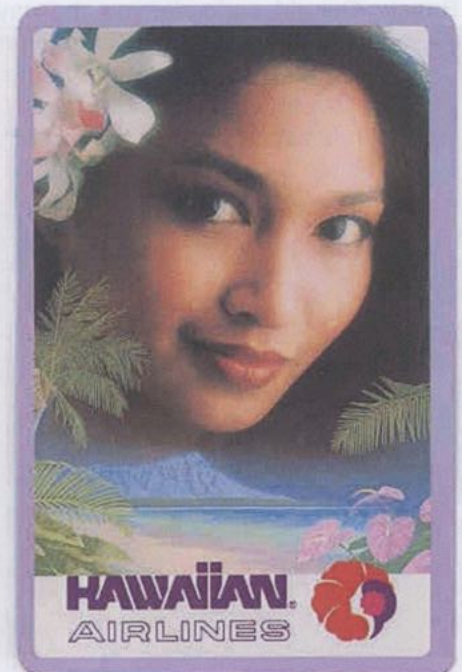
Trans-Australia (Australia)



Japan Air System (Japan)



Emirates (UAE)



Hawaiian Airlines (USA)



Singapore Airlines (Singapore)



Thai International (Thailand)



Sterling Airways (Denmark)



Philippine Airlines (Philippines)



Cathay Pacific (Hong Kong)



China Airlines (Taiwan)



Air Asia (Malaysia)



Braniff International (USA)



Malaysian Airlines (Malaysia)



Air France (France)



Aer Lingus (Ireland)



All Nippon Airways (Japan)

Timetables

By David Keller

dkeller@airlinetimetables.com

Flight Attendants - Faces of the Airlines

The profession of Flight Attendant was born in 1930 when a nurse by the name of Ellen Church convinced Boeing Air Transport that her skills could be put to use onboard the carrier's aircraft. Flying in those days was done at lower altitudes in unpressurized aircraft, often resulting in passenger discomfort, for which the "stewardess" could provide aid. Air sickness, ear popping, and overcoming fear of flying were some of the primary duties of these early stewardesses.

By 1933, United Air Lines (which had absorbed Boeing Air Transport) employed 50 stewardesses on their fleet of "modern" Boeing 247's. The timetable dated June 20, 1933 has a small photo of a stewardess on the back cover, and notes that she was "in charge of the passenger cabin". [Figure 01]

Most of the early stewardess uniforms appeared to have an almost "military" style, similar to the flight crews. The Chicago & Southern Airlines timetable dated November 1, 1940 depicts the stewardess and flight crew together, with their DC-3 in the background. [Figure 02]

From a timetable perspective, in the 1930's and 40's, it seems that stewardesses were treated with a fair share of respect and not overly "sexualized". However, the TWA timetable dated March 1, 1940 does appear to be promoting stewardesses for their appearance more than their professional abilities with its "cheesecake" style artwork on the cover. [Figure 03]

After World War II and into the 1950's, the concern of stewardess became less about airsickness and more about serving meals and calming crying babies. The flight attendant's appearance became paramount, and a good portion of the training they received was centered on how to put on make-up properly, sew on a button or remove a juice stain from a tie.

By the beginning of the jet age, stewardess training had become equated to "wife training", and at least one airline boasted about how many of its flight attendants left to get married and start families. (In those days, flight attendants had to be single, and were dismissed upon getting married.) Additionally stewardesses were more and more frequently referred to as "girls".

Following in step with the cultural changes of the 1960's, some airlines sought to portray their cabin crews of single, attractive women as some sort of inflight dating game. (This



A Stewardess is in charge of the passenger cabin.

Figure 1

obviously took into account that most passengers in those days were male.)

While some carriers were more subtle than others, one of the most overt examples was Braniff International. In the early 60's, Braniff was one of the smaller trunk carriers, and operated aircraft in a rather unremarkable red, white and blue color scheme. In 1965, all that changed as aircraft were painted in various pastel shades with the interiors and employee uniforms having been redesigned by Pucci. One of the innovations to come from this was the "Air Strip", which required stewardesses to remove numerous items of clothing through the progression of the flight. While certainly not risqué by today's standards, it was unquestionably suggestive in nature as detailed in the ad from Braniff's timetable dated December 1, 1965. [Figures 04 and 05]

Braniff's "Air Strip" went through at least 2 iterations, and generated something of a response from Delta Air Lines in 1968. Delta's timetable dated October 27, 1968 shows one of the carrier's stewardesses and states, "No floor show, just a working girl working". Whether intentional or otherwise, the round light (or speaker) above her head is perfectly positioned to appear as a "halo". I've always felt that this was a message about what kind of girls Delta hired, and by contrast, what sort of girls must work for Braniff (given that they are willing to remove their clothes in public). [Figure 06]

Other airlines ran suggestive ads (although not to same extreme as Braniff), including Continental's "We Really Move Our Tails For You" and National Airlines' "Fly Me" campaign,

which involved painting women's names on the aircraft and running ads with various stewardess imploring the customer to "Fly Me". The April 23, 1974 shows "Jennifer" in such an ad. By the late 1970's, the names were gone from the aircraft. [Figure 07]

Some airlines played the sexual angle with more subtlety. Ozark Air Lines ran a number of timetable covers with an attractive, perky flight attendant providing various reasons to fly the carrier. [Figure 08] TWA's timetable dated October 29, 1972 has a cover photo of a stewardess showing off her "hot pants" that were quite popular with the airlines (and presumably the male customers). [Figure 09] And the Southwest Airlines timetable dated December 1, 1975 has artwork of an attractive stewardess who has the tail of an aircraft. [Figure 10]

Smaller airlines weren't immune to the "sex sells" mentality. An undated Wright Airlines timetable (probably from the late 1970's), shows one of their stewardesses in rather short hot pants. (Unlike many small airlines at the time, Wright operated Convair 600's, which required a stewardess on board.) [Figure 11]

The treatment of stewardesses as sex symbols by both their employers and passengers had a predictable backlash, and as the 1970's progressed, many of the suggestive campaigns were dropped, and less skin was being displayed inflight. Nomenclature was changed, as stewardesses became flight attendants. (For some, "stewardess" had become synonymous with the sex symbol image.) Rules were changed and flight attendants were no longer hired exclusively on appearance; height, weight and age restrictions were relaxed, marriage no longer meant dismissal, and more opportunities were available for male applicants.

As the use of cabin crews as advertising on timetables became less sexual in nature, it was more frequently used to show off new uniforms, or promote new services. For example, some of the airlines previously categorized as commuter carriers had moved up in the ranks to operate larger equipment. Royale Airlines' timetable dated September 1, 1984 shows several of their flight attendants on the cover to promote the fact that they now had aircraft large enough to accommodate such service. [Figure 12]

The cover of United Airlines' timetable dated April 27, 1980 commemorates the 50th anniversary of stewardess service and the 8 women who pioneered the profession. United had also named one of their 1970's-era 747's "The Original Eight" in honor of these women. [Figure 13]

Carriers in other parts of the world saw their stewardesses more as representatives of their airline, and by extension, their country. A perfect example is an ad in Japan Air Lines' timetable dated December 1, 1965, which assures travelers that the "hostess" makes sure a passenger will "feel like an honored guest in a Japanese home" upon entering the aircraft. [Figure 14]

Asian carriers seem to take this approach more than those in other areas of the world, and Singapore Airlines has issued many timetables featuring their flight attendants, frequently "posed" in an artistic style as displayed on the January 1, 1982 issue. Malaysia Airlines' timetable dated March 29, 1992 has a photo of several flight attendants on the cover, and Cathay Pacific's June 16, 1987 issue has a cover photo of flight attendants from "ten Asian lands" in traditional dress. [Figures 24, 15 and 16 respectively]

Trans-Australia Airlines' timetable dated May 1, 1963 has artwork depicting a stewardess on the cover. In contrast to the direction US carriers were going in the 1960's, the image shows a very conservative uniform. [Figure 17]

Another timetable from Australia, Qantas' July 1, 1972 issue, is somewhat unusual in that it depicts a male flight attendant serving a passenger. Generally, when male flight attendants are pictured on timetables, they are accompanied by female flight attendants in the image. [Figure 18]

In the 1960's and 1970's, Air France featured attractive stewardesses on the covers of their timetables, as displayed on the May 15, 1973 issue. [Figure 19]

Flag carriers often attempt to incorporate traditional clothing styles from their part of the world into uniform designs. The LAN-Chile timetable dated November 1, 1977 and Gulf Air timetable from October 23, 1977 display flight attendants modeling uniforms that appear to utilize those traditional elements. [Figure 20] [Figure 21]

In other cases, it seems that the airline wants to show off a uniform that is decidedly Western in design, as is the case with Royal Air Maroc's timetable dated May 15, 1967. [Figure 22] This appears to be an attempt to appeal to the airline's passengers (most of whom were probably French), as the uniform in the photo is in stark contrast to the traditional Muslim dress depicted in the interior photos of Moroccan residents.

The Zambia Airways timetable dated April 1, 1987 also shows flight attendant uniforms that do not appear to be based on traditional African clothing. [Figure 23]

Since the profession of "stewardess" began in 1930, flight attendants have truly become the "faces" of the airlines they serve. In those early days, of only a few seats in each aircraft, passengers were never more than a few feet away from the stewardess, should any need arise. Even though passengers don't get that level of attention in today's world (since there are many more customers per aircraft), that fact is more valid now than ever before. In today's world, a passenger can purchase a ticket and check in without interacting with a single airline employee (by doing so online or at a kiosk), and board the aircraft without ever having seen it (thanks to the jetways that take us right to the door.) But even in those cases, a flight attendant will still be at the door to welcome each customer, and again to bid them farewell at journey's end.

OZARK
OCTOBER 1, 1987

"Next time you travel, remember...
time flies."



**ready-ref
timetable**

Figure 8

TWA

SYSTEM TIMETABLE
EFFECTIVE OCTOBER 29, 1972

**ONLY ON TWA.
CARRY-ON
LUGGAGE
COMPARTMENTS.**



We put new luggage compartments on our 727s, L-1011s and nearly every one of our Ambassador Express® flights.

Figure 9

**Quick
Reference
Schedule**
Effective December 1, 1975



SOUTHWEST 


Figure 10

WA
wright airlines




Welcome Aboard!

Figure 11

Royale 
AIRLINES

SYSTEM TIMETABLE
Effective
September 1, 1984



DC-9 SERVICE
HOUSTON-BROWNSVILLE/
SOUTH PADRE ISLAND

**AT ROYALE,
WE'RE HERE TO SERVE YOU.**
Call your travel agent

Figure 12


UNITED AIRLINES

Our Friendly Times
April 27, 1980 Vol. 3



50 Years of Flight Attendant Service
On May 15, 1930, eight young women took to the air as flight attendants for a United Airlines predecessor. They were the world's first stewardesses, and they pioneered a profession for women and men with airlines around the globe.

Figure 13

Each JAL flight is a wonderful "visit with Japan"

Wherever in the world you board a JAL Jet Courier, you feel you are immediately "in Japan". All around you is the atmosphere of Japan—in the raked-sand texture of the carpeting, the pine bough motif of the seat fabric, the ancient family crests which decorate your cabin.


And the service is delightfully Japanese. In her colorful kimono, your hostess pampers you so graciously, you feel you are an honored guest in a Japanese home.

Wherever you fly JAL, you'll find your flight is, indeed, a wonderful "visit with Japan"



Figure 14

TIMETABLE
29 MARCH - 24 OCTOBER '92




malaysia
AIRLINE
ENCHANTMENT WHEREVER YOU FLY

Figure 15

CATHAY PACIFIC

System Timetable
16 JUNE - 26 SEP 1987
(ISSUE 1A)



Cathay Pacific offers you the warmth and hospitality of not just one, but ten Asian lands.

Figure 16

TAA
AUSTRALIAN
timetable
(English Edition)

INCLUDING SERVICES TO PAPUA / NEW GUINEA



MAY-JUNE 1963
EFFECTIVE FROM
1st May - 30th June

TRANS-AUSTRALIA AIRLINES

Figure 17

QANTAS
TIMETABLE

Effective from July 1, 1972



Figure 18

AIR FRANCE

Horaires d'été
Summer Timetables

N° 3

Sommer-Flugplan
Horarios de Verano

15 MAI - 31 OCT
15 MAY - 31 OCT

Prochaine Edition : Next Issue : Nächste Ausgabe : Proxima Edición
1^{er} AOUT 1973




Figure 19



Figure 20



Figure 21

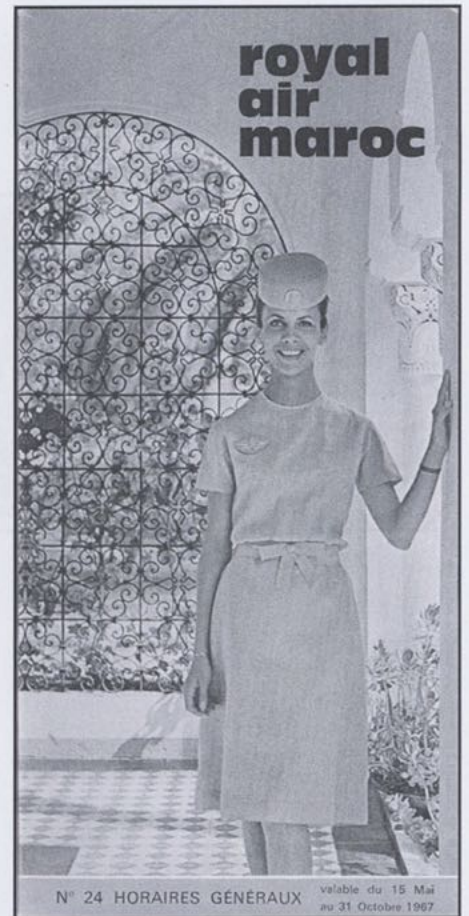


Figure 22



Figure 23

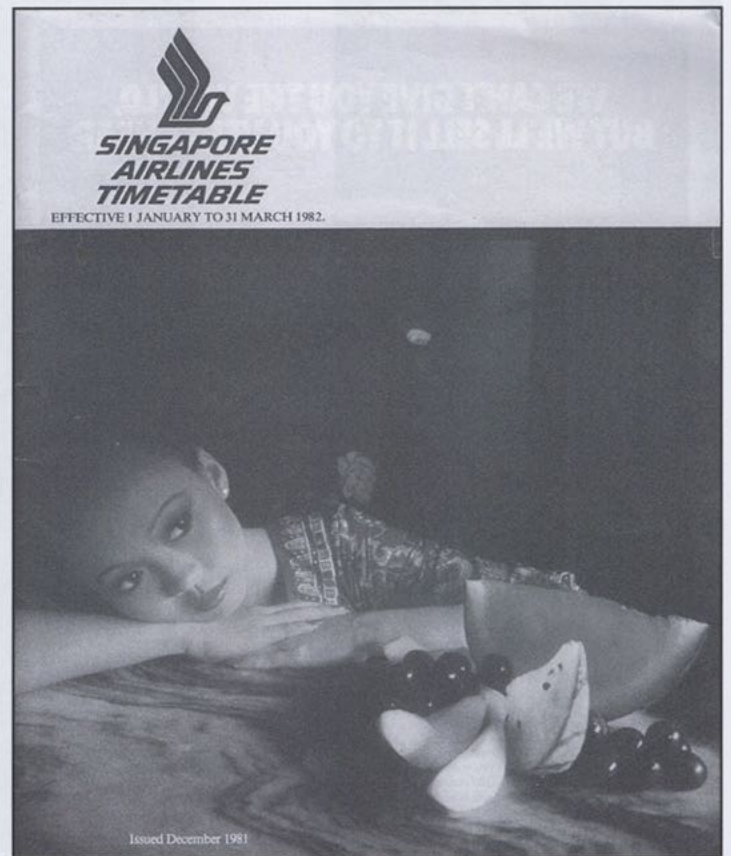


Figure 24

“Janet Airlines” Boeing 737s

By Ken Miller

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I had hoped to build a model for this article but it was not to be. I continue to putty, sand, scribe, and re-putty both the VARIG 777 and Wunala Dreaming 747 models that I've written about for past articles. I figure that I need to finish these models before starting on another one. Hopefully both models will be completed for the Airliners International Show in July. The Janet Airlines 737's do make a great subject for a future model but they are not to be for me at this time.

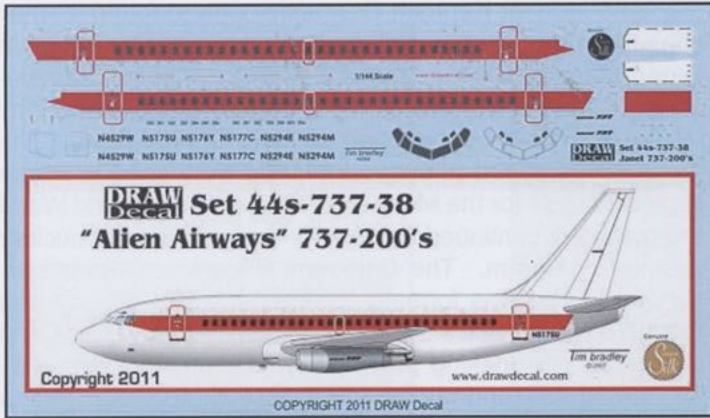
The Janet Airlines terminal is at the West side of the Las Vegas Airport. The aircraft are owned by the United States Air Force and at one time were operated by the EG&G Corporation. The corporation may very well still operate the Janet flights. E G & G are the initials of the company's founders. In 1931 MIT professor Harold Edgerton partnered with his

graduate student Kenneth Germeshausen to found a small consulting firm. Fellow MIT graduate student Herbert Grier joined them in 1934. Bernard “Barney” Okeefe later became the fourth member of the group. I do not know why his name did not become part of the company name. The group's high speed photography skills were used to image implosion tests for the Manhattan Project. After World War II the company continued to work for the government nuclear weapons program. The Company Edgerton, Germeshausen, and Grier was formally incorporated in 1947. During the 1970's and 1980's the company was led by Okeefe and diversified into making products for the automotive, medical, aerospace, and photography industries. From 1999 to 2001 the company was owned by the Carlyle Group. In August 2002 the defense and services sector of the company was acquired by the URS Corporation. EG & G's “Special Projects” division operated the Janet Terminal at Las Vegas McCarran Airport.

The “airline” operates daily worker shuttles from Las Vegas to various “secret” bases including Groom Lake, the Tonopah Test Range, China Lake Naval Weapons Station and Edwards Air Force Base. One might question whether this operation is in fact an airline or not. I lean towards yes as it is privately operated using privately employed staff. I found an EG & G job announcement for flight attendants which is



“Janet Airlines” Boeing 737-200. Photograph courtesy of Ben Wang via Airliners.net



"Janet Airlines" Boeing 737-200 decals via DrawDecals.

pretty much the usual with two exceptions. The first in bold type is that the company has no interline agreements with any other airlines. The second exception is the last sentence that states that an active Top Secret/SSBI or Secret security clearance is required. If the planes require flight attendants (Top Secret Clearance or not) I'll call it an airline.

The aircraft use Janet for their radio call sign. No one without a security clearance knows the true meaning or significance of the term Janet. It could be a codename, official name, or acronym. The best explanation I've read is that Janet stands for Just Another Non Existent Transport. The Janet shuttle operations began in 1972 using one DC-6 with another DC-6 being added in 1976. The DC-6's were replaced by six 737-200s in 1981 and the airline upgraded to six 737-600s in 2009.

Building a Janet 737 would be one of the simpler airline models to build. The -200's would be quite easy as one could use an Airfix -200 kit straight out of the box. To be a little more accurate you could fill in one of the rudder hinges and use aftermarket Braz engines to model a 737-200 Advanced. A 737-600 would be a little more complicated as one would start with the Revell 737-800 kit and shorten the fuselage to a -600 length. Painting is very simple as the wings and horizontal stabilizers are the standard BAC707 gray and the fuselage white. Paint the leading edges bare metal and you are done with painting. Drawdecal produces Janet decals with the red fuselage stripe.

The Janet operation is unique. A fleet of six aircraft operate a "regular" commute schedule from Las Vegas to several "secret" destinations. The airline utilizes flight attendants that could fly for any other airline with the only exception being that a top secret security clearance is required. Janet is secret though the planes and Las Vegas terminal are in view of anyone at Las Vegas McCarran Airport. We suspect we know the flight destinations though no one can confirm them. Even with Flight attendants I bet the daily commute flights are quite boring to the workers that fly on them.



"Janet Airlines" Boeing 737-600. Photograph courtesy of Ben Wang via Airliners.net

EG&G Las Vegas
Company Name: EG&G/LSI
Position: Flight Attendant (Las Vegas)
Description: EGG40836

Job Description:

Perform Flight Attendant duties aboard Company operated B737 aircraft. Manifest passengers in accordance with security requirements. Provide passengers with instructions involving emergency procedures and on-board safety equipment and practices. Perform light cleaning of aircraft interiors. Perform occasional clerical duties as required. Available to work overtime as required. Perform additional duties as assigned by Chief Flight Attendant or other Department Supervision. **OUR COMPANY HAS NO INTERLINE AGREEMENTS AVAILABLE FOR OUR EMPLOYEES.**

Job Requirements

Minimum Requirements:

High school graduate. Present a neat, professional appearance. Must pass Company operated jet aircraft Emergency Training and Initial Flight Attendant Training and maintain currency as a Flight Attendant. Must be able to perform all physical duties without difficulty and without assistance. Must be able to push and pull heavy hinged aircraft doors, up to 60 lbs. Must comply with Company specified dress code and uniform guidelines. Must possess effective oral communication skills, including good public speaking abilities. Possession of good basic math and computer skills mandatory. Must be able to qualify for and maintain a Top Secret/SSBI security clearance. Possess a valid, current state driver's license. **DESIRED QUALIFICATIONS:** One year experience as a Flight Attendant with training in any type of jet aircraft. Two years of customer service and working in a team environment. Experience in the areas of crew scheduling and Technical Publication development, review, and revision. Any medical or First Aid training, CPR certification, Active Top Secret/SSBI or Secret security clearance.

Flight Attendant Recruiting Ad, source unknown.

Label Time

By Daniel Kusrow
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Flight Attendants in Baggage Stickers and Labels

The world's airlines have issued different baggage labels and stickers by the thousands since the start of commercial aviation, but curiously the images of flight attendants have been found to not appear on many of them. Early female flight attendants in the U.S. were required to be unmarried Registered Nurses, as evidenced by the quite rare American Airlines business card (Figure 01). TWA seemed to have a fondness for putting flight attendants on their advertising (Figure 02), especially the wartime patriotically saluting Petty Girl image (Figure 03) in front of the Boeing 307 Stratoliner (Figure design was also used on calendars and posters), which was followed up by another similar post war depiction in front of a Lockheed Constellation, with its distinctive triple tail being emphasized (Figure 04).

Flight attendants seemed to have been a more popular theme on European airline baggage labels and stickers. A funny KLM label featured a cartoon flight attendant on the job in a flying wooden shoe serving champagne to cosmopolitan passengers (Figure 05). SABENA of Belgium went all out for flight attendants on their labels, especially with images of them safely caring for the airline's littlest passengers (Figure 9-12). JAT of Yugoslavia depicted one of its flight attendants framed by the unique triangular window of one of the Eastern European airline's French Caravelles (Figure 13). Aer Lingus' Irish flight attendants were featured on a number of the airline's pocket calendars, especially in the 1960s (Figure 15). Following the creation of the modern British Airways and the introduction of the 747 by the carrier, the new airline produced a sticker that draws in a real photograph of one of its cabin crew members, couterposed with the new Jumbo Jet (Figure 16).

Elsewhere in the world, Expreso Airways of Cuba managed to get a male cabin steward on one of the very few labels that this airline issued (Figure 06). Garuda's use of a female flight attendant on one of its labels helped to promote the up to date customer service of this new modern Indonesian flag carrier (Figure 07). ANA used the ever popular image of a saluting flight attendant, framed by the door of a DC-3 for one of its labels (Figure 08).

Then we have the airlines that used the flight attendant image on their labels in much more exotic ways. Avianca paired an early Jet Age cabin crew member with a wild beast from the jungles of Colombia - the ocelot cat was obviously not interested in attacking the flight attendant or photographer (Figure 14). Most airline passengers would not want

to have the Yeti (the mythical Abominable Snowman) of the Himalayas as one of their flight attendants, but it is by far one of the most humorous labels or stickers in the author's collection (Figure 17).

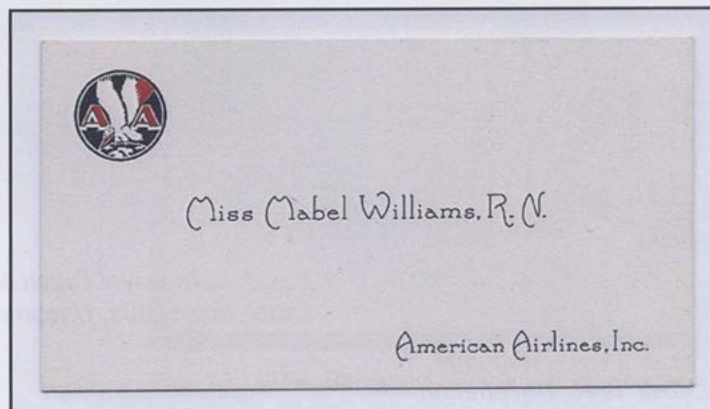


Fig. 1: American Airlines – Stewardess Business Card, 1935, Rare



Fig. 2: TWA – Ink Blotter, mid 1930s, Scarce



Fig. 3: TWA – Baggage Label, 1942, Uncommon



Fig. 4: TWA – Baggage Label, 1946, Uncommon (Marvin Goldman Collection)



Fig. 5: KLM Royal Dutch Airlines – Baggage Label, late 1940s, Uncommon



Fig. 6: Expreso Airways – Baggage Label, late 1940s, Uncommon



Fig. 7: Garuda Indonesian Airways – Baggage Label, 1950, Uncommon



Fig. 8: ANA – Australian National Airways – Baggage Label, 1950, Uncommon (Marvin Goldman Collection)



Fig. 9: SABENA Belgian Air Lines – Baggage Label, 1950, Uncommon (Marvin Goldman Collection)



Fig. 10: SABENA Belgian Air Lines – Baggage Label, early 1950s, Uncommon

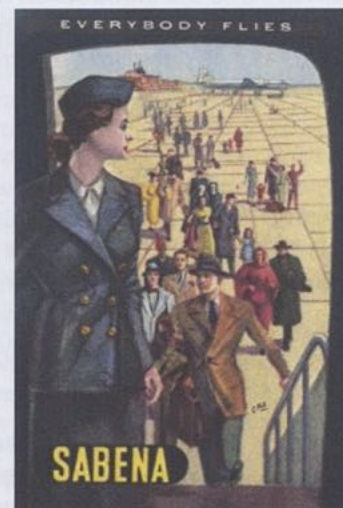


Fig. 11: SABENA Belgian Air Lines – Baggage Label, early 1950s, Uncommon (Marvin Goldman Collection)



Fig. 12: SABENA Belgian World Airlines – Baggage Label, 1960, Uncommon (Marvin Goldman Collection)



Fig. 13: JAT – Baggage Sticker, 1960, Scarce



Printed in U. S. A.

Fig. 14: Avianca – Baggage Sticker, 1963, Scarce

coming to Ireland ?



Fig. 15: Aer Lingus – Pocket Calendar, 1966, Uncommon



Fig. 16: British Airways – Baggage Sticker, 1975, Scarce



Fig. 17: Royal Nepal Airlines – Baggage Sticker, 1983, Scarce

Book Review

By Shea Oakley

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Working the Skies: The Fast-Paced, Disorienting World of the Flight Attendant

By Drew Whitelegg

New York University Press, 2007

ISBN 13: 978-0-8147-9408-1

I have respected Flight Attendants for as long as I can remember. It probably started when, as a slightly awed little boy, I had my first metal "Junior Pilot" wings pinned on and continued as that boy grew-up falling more and more in love with commercial aviation. At some point I came to realize that these highly-trained individuals were not there just to serve a meal and wave "bye-bye" to deplaning passengers, but to possibly save our lives in the event of an accident. In recent years I have repeatedly referred to the flight attendant as "The most important safety feature on an aircraft," knowing that more than one has lost his or her life re-entering a burning cabin to try to save that one last person who had not yet made it out.

I convey this esteem for flight attendants by way of preamble because I want to clearly establish where my sympathies lie before reviewing this book, written by an Emory University Sociology professor whose worldview often clashes with my own. You see, Drew Whitelegg respects flight attendants too, but from a thoroughly politically correct perspective. As someone who is not a fan of derogatory terms like "Patriarchal Capitalism" and who gets tired of the excessive usage of the word "empowerment" (apparently describing the ultimate goal of human life), I often had to filter out the sociopolitical rhetoric in order to get through this book.

Whitelegg does a fairly credible job of describing the history of the occupation and its progression from Ellen Church's eight nurses flying for United Airline's predecessor, Boeing Air Transport, to today's safety professionals who help passengers escape A-320's sinking in the Hudson River. The book, however, only devotes 32 of its 280 pages to that history. Much more of *Working the Skies* is dedicated to the contemporary challenges of being what was once called a "Stewardess" or "Steward." In relating those real challenges the author further betrays his agenda in that which he omits—any substantial discussion of the role of the male flight attendant. In such a supposedly progressive publication the topic does not receive even one full page of coverage. This is a book far more concerned with the advances of airborne Feminism.

When he does tackle the profession's past, the author is fairly adept at including accurate detail. I found only two questionable references in this area. The first is in Whitelegg's reference to Continental's classic "Proud Bird with the Golden Tail" ad campaign as having "introduced the stewardess as sex kitten to the American public." This is a major stretch, and Continental hardly deserves that dubious honor. (It may be that he was thinking of a later variation of the slogan introduced in the 1970's, "We Really Move Our Tails for You." Yet, by then, airlines like PSA and Southwest had already made Continental's uniforms look conservative!) The author alludes to this sexualization of the flight attendant while introducing Harding Lawrence whom he credits, or should I say discredits, as having been an architect of the "Proud Bird" campaign. Lawrence would soon leave Continental to head Braniff International and the second error, albeit a minor one relates to his early leadership of that carrier. Whitelegg's describes how Braniff, transformed by Lawrence, soon introduced the infamous "Air Strip" in which stewardesses progressively removed layers of their uniform during the flight. According to Whitelegg they ended up in "a short skirt." In actuality, the final outfit looked more like a slightly bizarre pair of blue pajamas with what appear to be pantaloons. This error of the author is particularly puzzling since a Braniff ad showing the complete progression of clothing changes is actually included in the book's center photo section.

Working the Skies does not, however, profess to be a history volume, despite the classic cover photo of a model wearing a 1960's British United uniform. History here serves only to emphasize the struggle towards workers' rights and gender equality which is the unabashed focus of this writer. It is true that if you take away the Post-Modern (and occasionally Neo-Marxist) rhetoric peppered throughout the book, Whitelegg, for the most part, effectively covers that struggle. Hopefully few would argue against the reality of the objectification of female stewardesses in much airline advertising prior to the women's movement. Nor can it be easily debated that the strictures about marriage, age and weight were not blatantly discriminatory. Flight attendants rightfully fought these aspects of their early occupation and largely succeeded in surmounting them. They most certainly have earned the right not to be referred to as "Trolley-Dollies," "Sky-Girls," or worse.

The thing is this: One can describe the advancement of flight attendants and their profession without painting the leadership of an entire industry as virtually the exclusive realm of evil, male chauvinist Capitalists. The fact that the author holds to such a view in so doctrinaire a way is obvious from the first few pages of the introduction and that, frankly, is the reason why this reviewer cannot recommend this book.

Availability: Used copies of this book can be found on Amazon.com starting at about \$12. A Kindle edition can also be downloaded for \$9.99.

This book review column focuses on both current and older print books on commercial aviation.

Safety Cards

By Fons Schaefer

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Flight Attendants

When preparing this article, as usual, I went through my collection of safety cards to find some good samples that match the theme of this edition. But this time that was not easy. Flight attendants do not appear on safety cards. I wondered why and found the answer in a theory of hierarchy.

Life is full of hierarchies. Aircraft safety cards, too, are part of a hierarchy. Which? That of providing cabin safety information to passengers. As receivers of such information, naturally, passengers sit at the bottom of that hierarchy. Above them is the safety card, which feeds them with information. Or at least, that is the intention. In practice, many passengers ignore it. Above the safety card is the pre-flight demonstration, which is either delivered pre-taped, or live, by flight attendants, putting the latter at a higher spot on the hierarchy ladder. The safety card's subordinate position is quite physically confirmed each time when a flight attendant holds it up during the demonstration. Yet higher in the hierarchy is the captain of the aircraft, who, on some airlines at least, stresses in his introductory passenger address the importance of listening to the safety demonstration. And, of course, when things do go wrong and an evacuation is necessary, it is the captain that is supposed to initiate that, although in practice the role of the flight attendants is much more important. Even higher levels in the cabin safety hierarchy can be imagined, but these will be outside the aircraft, falling in the airline's organization, and not of interest to the reader of this article, which, after all, is about aircraft and history.

This short philosophy of cabin safety information explains why flight attendants do not appear on safety cards: it is because they are higher ranked. It also explains why safety cards abundantly illustrate passengers: they are lower ranked. And this explains why passengers seldom read safety cards: it would confirm their position at the very bottom of this hierarchy ladder!

So, my challenge this time is to falsify this philosophy: where and how do flight attendants appear on safety cards?

I found a few examples and put them in six categories.

In the first category the flight attendant is portrayed in her hostess role on the first panel of the safety card, apparently to invite the passenger to read the card or booklet. This exploitation of her attractiveness should be a strong incentive indeed for male, if not also female, passengers to take up the card and read it, so I find it quite interesting that this form is not used more often. Perhaps women's lib has put an end



Figure 1

to this, or, in some cultures, the fact that the flight attendants on board have passed their expiry date, as they say. The first example in this category, Figure 1, shows a photographed face of a Scandinavian capped blonde. She fills the cover panel of an undated SAS safety fleet folder which I estimate to be from 1962, as it lists the Coronado, which only briefly flew with SAS in the period 1962 – 1965, leased from Swissair. The second, Figure 2, portrays a drawing of a fashionable Française, down to thigh level. The airline is Air Lib (formerly Air Liberté), the aircraft in this card a DC-10. Air Lib went into liquidation in 2003. The third, Figure 3, is quite different and displays not so much the warm and attractive hostess but rather the stern cabin crew member: a cartoon drawing of a cabin attendant urging the passenger to take notice of the safety instructions of the Tupolev Tu 154M. The airline is S7, formerly known as Siberia Airlines, operating under its new name since 2005. It is now Russia's largest domestic and second largest international airline.

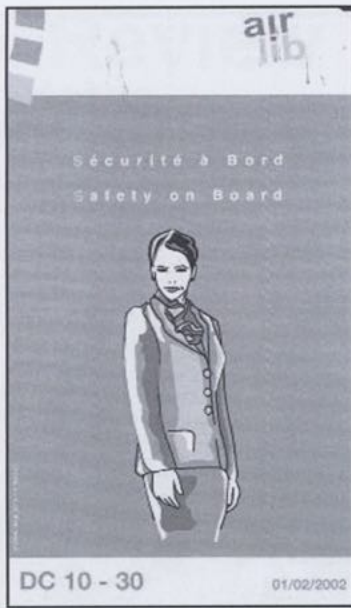


Figure 2

The second category mirrors the pre-flight demonstration task of the cabin crewmember. A good example is the demonstration how to don a life vest. Again, SAS has a sample, Figure 4. This is taken from a fleet folder that is slightly older than Figure 1. I date it to 1959 as it includes the Caravelle, but not yet the DC-8.



Figures 3 & 4

The third category is a variation of the second: it shows flight attendants demonstrating cabin safety aspects but this time those that are too cumbersome for the pre-flight demonstration, such as opening doors. On a 1985 United DC-10 safety card both a female and a male flight attendant show how to open the various exits. Figure 5, Figure 6. Note that they are photographed, not drawn. Nowadays, virtually all safety cards use drawings or computer animations, but in

the 1980s and 1990s some airlines, particularly in the U.S., preferred photographs. MAS (Malaysia Airline System) went one step further by not showing a cabin attendant but rather a four-striped pilot opening an overwing exit on its 737 card, which is believed to be from the 1970s. Figure 7. Here the captain is shown not because he will come down from the cockpit to the midst of the cabin to actually open this exit in an emergency, but rather because of the authority that he represents.



Figure 5



Figure 6



Figure 7

The fourth category puts the portrayed flight attendant in the middle of the emergency scene: he or she is shown evacuating passengers or blocking an unusable exit. The TWA 707 safety booklet shows two cabin crew members in the door opening, apparently busy sending passengers down the chute. Figure 8. The cabin attendant on the Turkish 737-800 card crosses her arms to tell passengers that the exit behind her is too dangerous to use. Flames can be seen through the windows. Figure 9.

In the fifth category the flight attendant is again shown in a pre-flight role, this time handing out an infant life vest to a parent. Or is this not pre-flight but in-flight, in preparation of an emergency which is already unfolding? That is not clear from this scene, which is taken from a Lufthansa Cityline CRJ 900 safety card. Figure 10.

The sixth category, finally, is the incognito flight attendant. This category is probably the largest. Why? Many of the persons that are displayed on safety cards are drawn after real models, if not photographed. And in many cases, these cards are made by the airline itself. More precisely, by the cabin safety department within that airline. And what kind of staff works there? Flight attendants! So, when a developer needs a model, it is only natural that he will select a colleague, who happens to be a flight attendant, to pose as a passenger. Just study any random safety card and wonder: is this a typical passenger or is it perhaps a flight attendant disguised as a passenger? In case you do not have a safety card at hand, just look at Figure 11, taken from a Shanghai Airlines 767 and you will see what I mean.



Figure 8

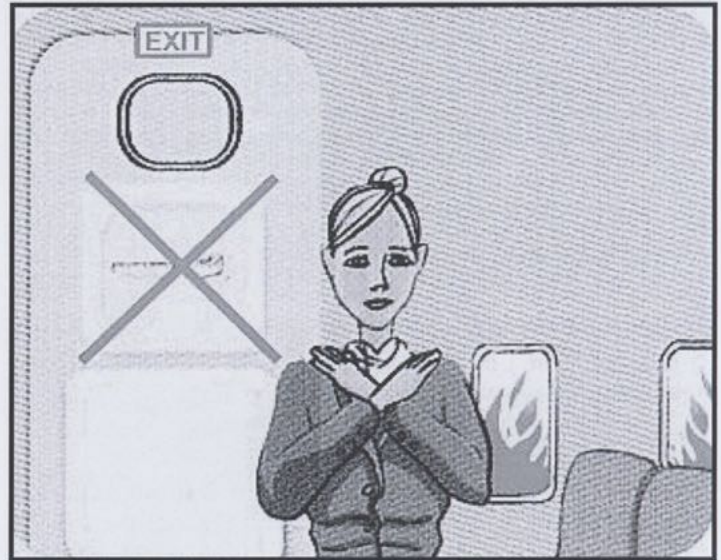


Figure 9

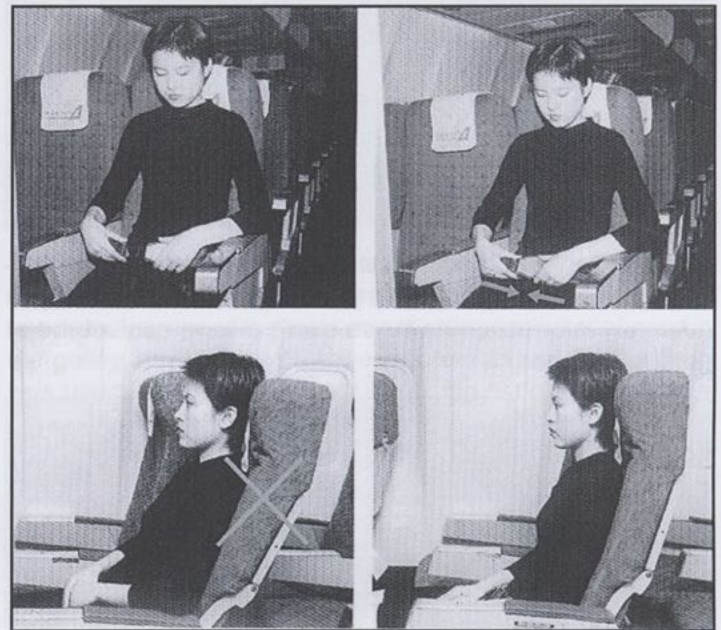


Figure 11

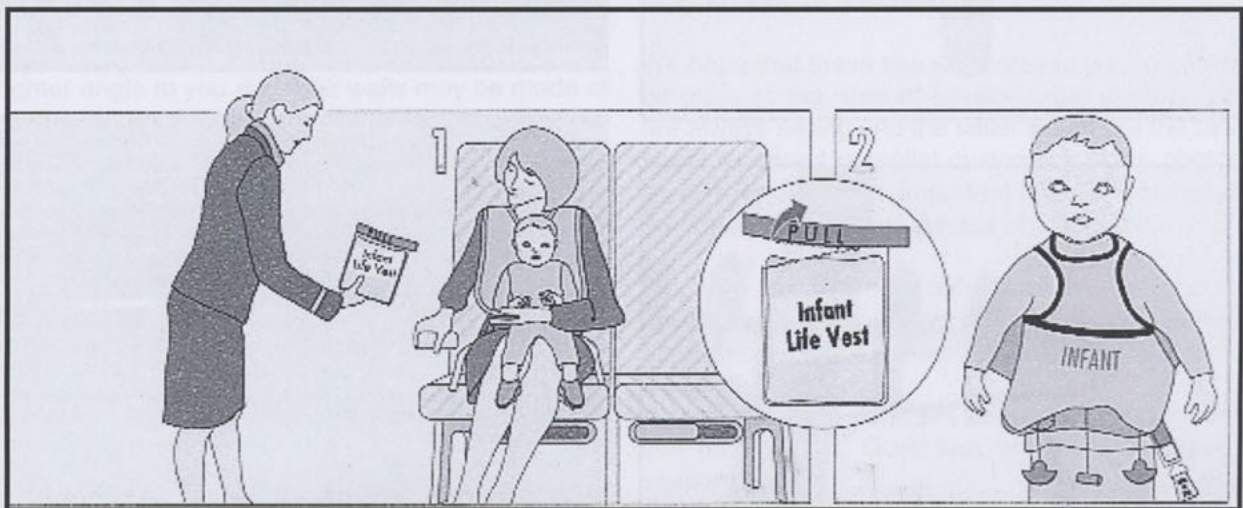


Figure 10

Minis and Lapel Pins

By George Shannon
Geraho@aol.com

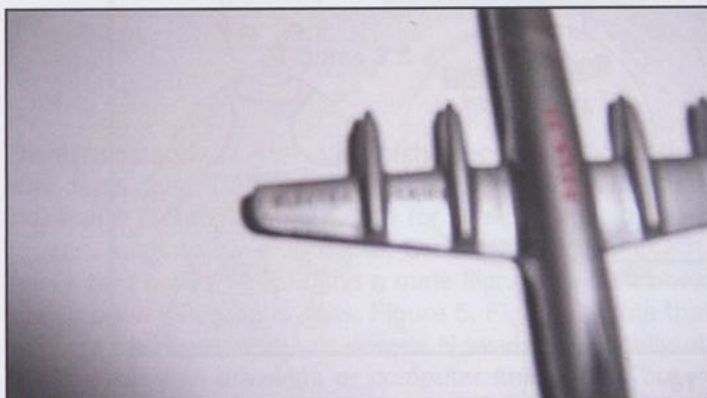
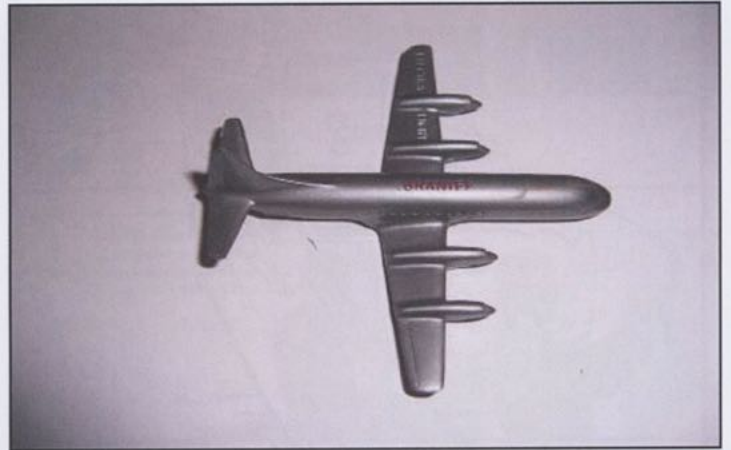
In this article we will continue with our look at the turboprops. This time it's the Lockheed L-188 Electra. These again were manufacturer give-a-ways. They were used by the airline sales office and salesmen as free advertising.

The models pictured here are from the following carriers: NWA-Northwest Airlines (dark blue) and Braniff International Airlines (gray), National Airlines (gray) and a PSA-Pacific Southwest Airlines (color unknown).

The models are 2-5/8" wide by 2-7/8" long, made out of plastic, and they have "Electra Flight" stamped on the wing.

I'm sure there are more models out there somewhere, but these are the only ones to show up. Maybe the airlines had to order them for use in their own sales departments. No one really knows for sure.

That's all for now. Next time we will move to other manufacturer give-a-ways, the DC-9 from Douglas. Remember if you have any information on these mini's please contact me at geraho@aol.com



Photography

By Joe Fernandez & Eddy Gual

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TIPS FOR BETTER AVIATION PHOTOGRAPHY - PART 3 - SHOOTING THE INTERIOR OF A PLANE

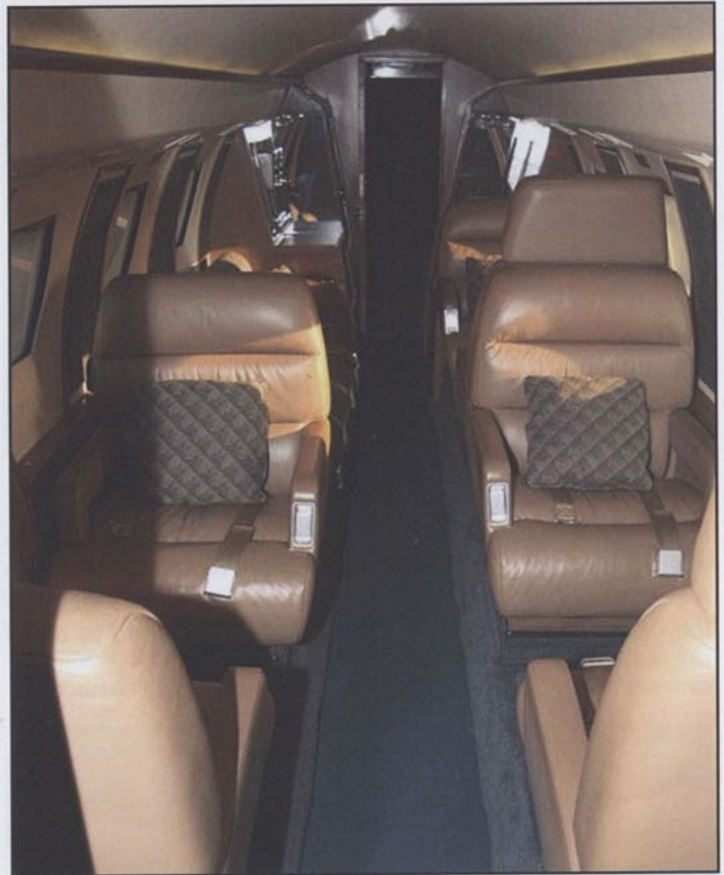
In the past two issues of the Log, we covered some common mistakes in aviation photography and how to correct them - errors such as heat haze, improper framing, and glare. We now shift focus on tips for better interior photography. Whether you are shooting the inside of an airliner or a bizjet, the following five tips will help you in achieving a good cabin photo.

First - It is recommended that a wide angle lens is used, probably between 16mm to 24mm. You want to get as much of the interior as you can with its natural ambience. Some may prefer a fisheye lens but that will distort the picture and it is also not a good shot to use especially when you are doing photos for clients who want to sell the aircraft. Avoid fisheye lens usage at all costs when hired to do the project.

Second - Use as much of the cabin's natural lighting as possible. Shooting with a tripod is a good idea because in some cases, the interior lights are low and a slightly longer exposure is needed. On the other hand, flash may be too strong for one side and less for the other (the light may be weighted more toward the front and can darken the back or the exact opposite depending on flash position). You can experiment with flash but it does not always work - plus if you are shooting on an actual flight, it can disturb your fellow passengers. Flash diffusers may help but not to an extreme.

Third - Keep an eye out for reflective items such as monitors and mirrors on walls where your setup may be seen or flash may bounce. This will be more common in biz jets since they are at a tighter angle to you and their walls may be made of shiny material. Do a test shot then look at it to see if everything is fine.

Fourth - Try shooting when the exterior lighting is dark, preferably at night. The windows should be open but dark. They can also be darkened using photo software but do it naturally if you can. Reason is that if you shoot during the daytime, the sun's rays enter the cabin and now you have certain areas with more lighting than others which is a tougher job to remove with even the best software. Shooting inside a hangar may also produce unwanted uneven lighting thru the windows.



The photographer who shot this interior shot made several mistakes. First, the shoot was done during the day. As you can see, the rays of the sun are reflecting on the seats and in the galley area. Now you have different tones. Also, a flash was used but the light did not cover the entire cabin. To the left, you can still see dark areas on the seats. (no credit)

Fifth - For cockpits, use the same principles. Do not use flash because this will reflect off the new modern instruments (known as the glass cockpit instruments), and same thing with the pilot windows. Set up a tripod and use the cockpit's natural lighting, again with an exposure lasting several seconds. The camera should be level with your height looking down at a slight angle.

We hope that these tips will increase your proficiency a little bit more in the area of interior cabin photography. Aircraft are always selling and the seller would like the best possible photo to attract potential customers. If the photos are well done, they can be an important factor in getting visitors that are interested in the purchase of that plane.

We have been doing professional aviation photography for over 35 years. If you have any questions or need additional assistance and tips, please feel free to drop us a line and we will gladly assist you.

Be patient and experiment when doing these types of shots that require time. Good luck and have a wonderful spring season!



A common mistake is to take a cockpit photo using a flash. In this case, the photo almost turned out to be good with the exception of the middle glass instrument which received the reflection of the flash. The photographer should have used the natural lighting with a timed exposure instead to avoid the ugly mark. (no credit)



Here is a more professional cabin photo. The lighting is natural and most of the interior was covered in the shot. The windows were treated with photo software to make them nice. There are no reflections in the image. (Photo: Jay Davis, Dallas Texas)



Tickets and Ticket Jackets

By Tom Doak-Dunelly

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Flight Attendants - Your Servers and Savers in the Sky

Welcome Aboard! These words are spoken in greeting by Flight Attendants thousands of times a day in a myriad of languages as passengers step aboard their aircraft around the world. Thus, it is fitting that our first example of this issue's theme is the Cathay Pacific design from the 1970s presented in Figure 1. An interesting characteristic of this jacket is that the Inside Front Cover text is specifically directed to Interline and Agent friends and guests indicating its use was targeted to those groups.

The starting point of this article was my recent flight on AC236 from Vancouver to Edmonton. At the relevant point in the Video safety briefing, I turned to note the closest exit behind my seat. The Flight Attendant standing at the front of the cabin noticed my action and gave me an approving nod recognizing that in the unlikely event of an emergency at least one experienced traveler had been paying attention. Server or Saver? This question defines the two key dimensions of the role of a Flight Attendant. We perhaps best know and appreciate the role of Flight Attendant as a server – the person who attends to our in-flight needs – particularly meals – and as the public face of the airline. The role of saver is more overlooked – the person trained not only in emergency evacuation procedures but also in First Aid and in skills to maintain control of the cabin.

Tickets and Ticket Jackets focus primarily on the Service dimension, and the luxury world of in-flight service today has gone back to the past with cabins on aircraft such as the Emirates A380. Figure 2 illustrates the cover of a 1950's BOAC Sleeping Berth Ticket for Flight 563F from London to Montreal. While a De Havilland Comet is featured on the Cover, the aircraft was likely a Boeing 377 Stratocruiser. Note the Berth Charge of \$75.00 (Figure 3) and the fact that the BOAC cancel stamp was applied to the RESERVED box indicating confirmation.

The term "Sleeping Berth" was derived from its connections to rail and ocean liner travel. These modes of transport also gave rise to the terms "Steward" and "Stewardess" which were in common use for many decades and still are the favoured choices in some circles.

Another term from the past was "Hostess" as is presented in the Figure 4 image of the Trans-Texas Airways (TTA) Convair which invites passengers to : "Please Show Pass To

Hostess When Boarding Plane". TTA, later known as Texas International Airlines, operated both the Convair 240 and 600 models – the latter being converted 240's equipped with Rolls Royce Dart turboprop engines.

Having aircraft which require a Flight Attendant on board is often a signal of growth or a "Coming of Age" for smaller carriers. In most jurisdictions, the break point is around the 18/19 passenger mark where above this level requires at least one Flight Attendant. We have two examples of Jackets of smaller carriers featuring their Flight Attendants.

Oceanair operated services to the U.S. Virgin Islands. Featured on their montage style design jacket (Figure 5) are both a male and female flight attendant standing inside the cabin of what is likely one of their Fokker F27 Friendship aircraft. For aircraft lovers, the Front Cover of this design also features CASA 212 N124JM and an interior photo of Fokker F27 N20HE both in the Oceanair livery.

Moving to the state of Michigan, we have featured the Shorts SD 360 in the service of Simmons Airlines. Figure 6 and, from the Rear Cover of this Jacket, Figure 7 provides a close-up of a Simmons Flight Attendant inside the distinctive, roomy, box-like cabin of the 360 – a picture which signals a move up from the EMB 110 Bandierante's in the fleet. I will admit a deep, fond attachment to the ungainly though effective Shorts 360, having flown over 300 flights as a passenger in them with Time Air, Canadian Regional and Pacific Coastal over the past 25 years.

Flight attendants form the public face of the airline and are important in its Brand Positioning through both the individuals and their uniforms; in particular, the projection of a professional, attractive image which resonates with premium fare passengers.

Figures 8 & 9 feature two America West Airlines Flight At-

tendants – Terri Reid and Carlos Olivas whom were named Employee of the Month in October and December 1994 respectively.

Moving about the globe, Figures 10 & 11 are examples of Avianca (Colombia) Ticket Jackets – the former featuring the Flight Attendant holding a Boeing 720, the latter an example of their First Class Red Ruana jacket. Each features a stylish uniform design with the striking, flamboyant Red Cape (Ruana) which would appeal well to European and North American customers of the time.

The colour of uniforms is not a given. Different cultures have different perspectives on the meaning of colour. Figure 12 presents an EgyptAir Flight Attendant in Blue which tends to have a neutral connotation. In Figure 13, the Gulf Air Flight Attendant wears a uniform rich in the colour Gold which tends to have a cross-cultural meaning of wealth and success.

Finally, the images used of Flight Attendants by airlines can be used to signify "rapprochement" – the building or reestablishment of cordial relations between nations and cultures – relations which are critical to the airline to the opening of new routes or the tapping of new markets in the aftermath of war, social or political barriers.

For the services opened by Alaska Airlines to the former Soviet Union, Flight Attendants (Figure 14) wore traditional Cossack outfits and served drinks from Samovars.

To conclude, we return to where we began this article, to Asia. Figure 15 presents a Vietnam Airlines Flight Attendant serving a meal to a couple seemingly of "Western" appearance. This design also features the airline's Route Map, superimposed on the photo of a Boeing 767 in their livery, and includes the destinations of Paris, San Francisco and Los Angeles. Who would have thought that was possible ... in 1975?





Figure 4



Figure 7



Figure 2

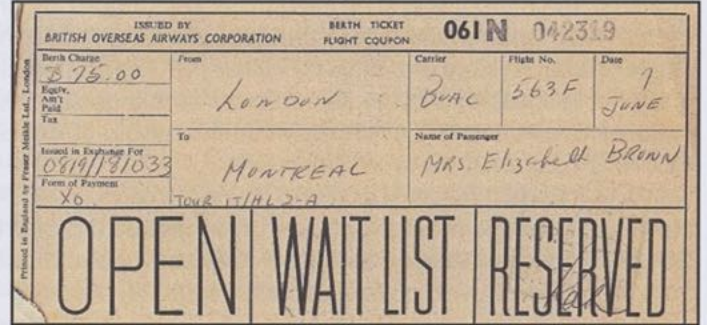


Figure 3



Figure 15



Figure 14



Figure 13

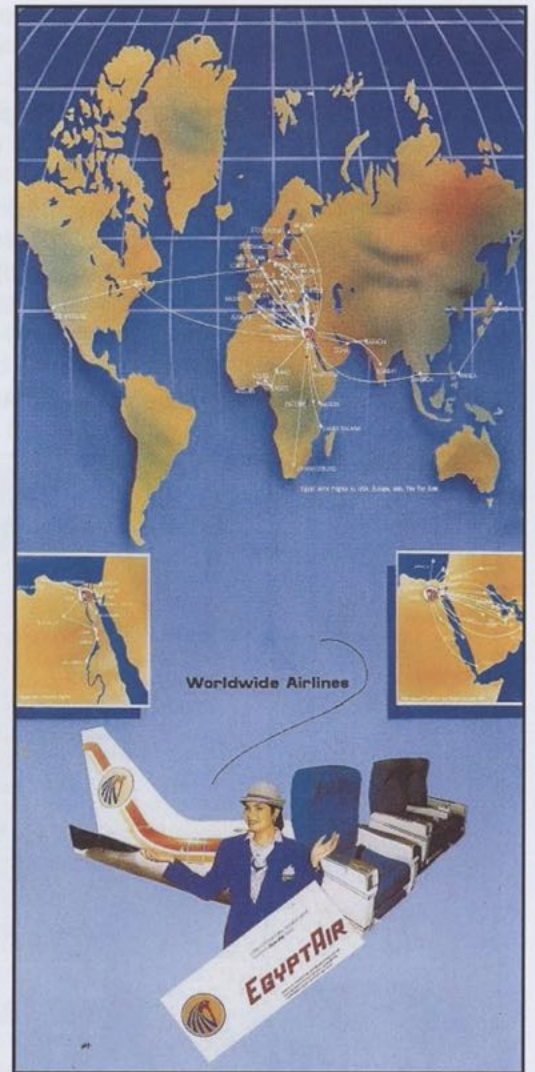


Figure 12



Figure 10



Figure 11



Figure 1

WELCOME ABOARD!

FLIGHT NUMBER	STATION	DATE

Now Serving Dayton and Indianapolis

Figure 6

Enjoy New Service to ANCHORAGE & SAN ANTONIO, Starting June 6, 1996

Flight	Gate	Destination	Seat(s)	Discounts Checked Valuation Box
Flight	Gate	Destination	Seat(s)	
Flight	Gate	Destination	Seat(s)	
Flight	Gate	Destination	Seat(s)	

Please cancel your reservations if there is a change in your travel plans. Failure to cancel a confirmed booking will result in automatic cancellation of your entire itinerary. For reservations and information see your Professional Travel Agent or call America West Airlines at 1-800-2 FLY AWA (1-800-235-9292)

Figure 8

Enjoy New Service to ANCHORAGE & SAN ANTONIO, Starting June 6, 1996

Flight	Gate	Destination	Seat(s)	Discounts Checked Valuation Box
Flight	Gate	Destination	Seat(s)	
Flight	Gate	Destination	Seat(s)	
Flight	Gate	Destination	Seat(s)	

Please cancel your reservations if there is a change in your travel plans. Failure to cancel a confirmed booking will result in automatic cancellation of your entire itinerary. For reservations and information see your Professional Travel Agent or call America West Airlines at 1-800-2 FLY AWA (1-800-235-9292)

Figure 9

Flight Attendant Insignia

By Charles F. Dolan

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When I began my collection, I had to establish some parameters within which I could justify both the cost and the space which would be consumed by my new hobby. I originally planned to collect the cap badges worn by pilots of air carriers. My inspiration for the collection came from the 1965 Boeing Commercial Aircraft Company's print advertisement.

Within months, I had established correspondence and face to face meetings with Dick Koran, who suggested I expand my horizons to include the wing insignia of these carriers. I took it to the next level and decided to concentrate on the cap badges and wing insignia of all ratings of pilots and the insignia of flight engineers, navigators and radio operators.

At the time, I had not contemplated the addition of flight attendant insignia – with a few exceptions. I am of Irish ancestry, so I decided to get as many insignia of Aer Lingus / Irish International Airlines as I could. I also selected several flight attendant insignia based on their distinctive and attractive designs. Several of those will be included in this article. Those are the Quebecair enamel issue, TWA's Boeing 307 wing and Canadian Pacific Air Line's brevet. They just look too good not to be in a collection.

I have also taken images of other insignia which I have acquired over the years, but have not displayed. I hope you'll enjoy the images I have shared.

My late brother was a career navigator in the U.S. Air Force. He told me of a habit he and his air crew colleagues had of bringing "bu—s—t flags" to any movies which they attended either on or off base. Whenever they would detect an inaccuracy in the plot (particularly in a movie such as "Top Gun"), they would wave the "B.S." flags furiously. He indicated that this activity was more tolerated at on-base theaters.

Over the last few months, I have recorded many episodes of the new TV show "Pan Am" and have viewed one or two of those. I had hoped to see some good footage of Pan Am aircraft such as Boeing 707s, 747s and Douglas DC-8s either in flight or on the ground. There were a few such scenes, but not nearly enough. What I did find was a desire to make and wave my own "B.S." flag. Either that or I was unaware that the CIA hired all those young ladies as clandestine agents and that some pilots could attain the left seat of a four engine jet just two months after they began to shave.

In any case, it is fitting that the WAHS feature the career of the flight attendant. They spend their working days and

nights walking across continents and oceans for little glory and lately, little compensation. They try to brief passengers, many of whom rarely look up from their iPads or magazines, on emergency procedures and then get attitude when they ask these same folks to stow their bags fully under the seat in front of them and to move the seat to the full upright position.

These are the people who must calm the passengers who might be in the beginning stages of panic during an emergency, while the flight crew is at least dealing with professionals while trying to bring the event to a safe conclusion.

On the eleventh of September 2001, the flight attendants were the first victims of the murderers of over three thousand people. They and the other people cited below have performed their jobs well. The glory days of air travel may be over, but the dedication of the professionals is still evident.

What does the motto of British Airways say? To fly, to serve.

Well said.

A short and very incomplete list of flight attendants who have "worked very well under pressure"

In memory of those flight attendants murdered on September 11, 2001

American Flight 11

Barbara Arestegui
Jeffrey Collman
Tara Low
Karen Martin
Kathleen Nicosia

Betty Ong
Jean D. Roger
Diane Snyder
Amy Sweeny

United Flight 175

Robert Fangman
Amy Jarret
Amy King
Kathryn Laborie

Alfred Marchand
Michael Tarrou
Alicia Titus

American Flight 77

Michel Heidenberger
Jennifer Lewis

Kenneth Lewis
Renee May

United Flight 93

Lorraine Bay
Sandra Bradshaw
Wanda Green

CeeCee Lyles
Deborah Welsh

Other cabin crew members who performed service above and beyond the normal expectations of their jobs. Two of this grouping lost their lives, others were injured.

British Airways 009 / Jakarta / June 1982

Cabin Service Officer	Graham Skinner
Purser	Richard Abrey
Purser	Sarah de Lane Lea
Steward	Geoffrey Bell
Steward	Araf Chohan
Stewardess	Susan Glennie
Steward	Stuart Gray
Steward	Stephen Johns
Steward	Roger MacNicol
Steward	Bernard Martin
Stewardess	Lorraine Stewart
Stewardess	Claire Wickett
Stewardess	Fiona Wright

Air Canada Flight 797 / Cincinnati / June 1983

Sergio Benetti
Judi Davidson
Laura Kayama

TWA Flight 847 / Beirut / Algiers / June 1985

Uli Derickson Purser
Judy Cox
Helen Sheahan
Elizabeth Howes
Hazel Hesp

Aloha Airlines Flight 243 / Kahului, Hawaii / April 1988

Clarabelle "C.B." Lansing (R.I.P.)
Michelle Honda
Jane Sato-Tomita

United Flight 232 / Sioux City, Iowa / July 1989

Rene L. Lebeau (R.I.P.)
Janice Brown
Georgeann Del Castillo
Barbara Gillespie
Donna McGrady
Virginia Murray
Timothy Owens
Susan White

U S Airways Flight 1549 / New York / Jan 2009

Sheila Dail
Donna Dent
Doreen Welsh

Thank you.



*Aer Lingus – Irish International Airlines
(EI EIN 1936-present)
Aer Lingus (early)*

I do not know if this insignia was for the cap or the uniform jacket.

The metal is gold in color and has a satin finish. The shamrock is of green enamel, which is translucent enough to show the veins in the leaves. The shamrock is soldered to the base, which is pin back. There is no hallmark.



Irish International Airlines

Both the cap badge and wing are of gold color metal and are pin back. Neither has a hallmark.

The cap badge has a green enamel shamrock and yellow enamel filling in the outer circle behind the brass color Irish weave.

Both insignia have fine detailing in the feathers.



Irish International Airlines later issue.

Both pieces are of highly polished gold color and are pin back. The shamrock is of dark green enamel. There are no hallmarks.

The early Aer Lingus cap badge was used from 1946 to 1958 along with the brass flight attendant wing shown with the second style cap badge (yellow ring around shamrock).

The second style imaged was used between 1958-1970.

The third style imaged was utilized from 1970-1975.



British Airways (BA BAW 1924-present)

The small cap badge is of the sew-on variety. The backing is dark blue, padded material with gold bullion thread. There is red thread outlining the castle turret and forming the mouths of the animals. Red, blue and white fabric form the center of the shield.

The jacket brevet is of the same design, only the backing differs in that it is black material.



Cambrian Airways (CS CAS 1935-1976)

This cap badge is a sew-on item with black fabric backing. The center oval is white, the next oval and "leaves" are orange and the outer oval is olive. The segments are outlined with a thin border of gold bullion thread.



Canadian Pacific Air Lines (CP CPC 1942-1986)

This wing is finely detailed with red and dark blue enamel on gold color metal. The small Lockheed 10 aircraft in the center of the gold disc is silver. The wing is pin back and hallmarked "SCULLY LTD" "MONTREAL" There is also a Roman centurian's head stamped into the back of the wing.



DLH Lufthansa (LH DLH 1955-present)

Three styles of flight attendant wings. All are of silver metal with a satin finish. The enamel is black and the wings are pin back. When I received them, many years ago, the wrapping on one indicated "Stewardess - wide body" I have to assume that the qualifier was indicative of the type of aircraft to which the employee was assigned.



Nigeria Airways (WT NGA 1958-2003)

This brevet is pin back and is gold bullion thread on black padded material. It is quite small, with the outside edges two inches wide and almost one inch high.



Nordair (ND NDR 1957-1987)

The badge is of gold color, highly polished, metal and is held on to the uniform by two small screw posts. The design looks like the tail of the Nordair Boeing 737 which was dark blue with a large white "N" centered thereon.



Quebecair (QB QBA 1953-1986)

The wing is pin back and has dark blue and white enamel on highly polished gold color metal. The wing is hallmarked "Stephenson 1982" (in cursive) "MONTREAL CANADA" below in block letters.



Trans World Airlines (TW TWA 1930 - 2001)

The wing is stamped in sterling silver and is finely detailed. The feathers in the wing are finely detailed and the disc at the left shows the TWA arrow and a representation of the Boeing 307. The wing is pin back and is hallmarked "STERLING" "BLACKINTON"



The wing is clutch back, made of gold color metal with red enamel letters. The wing is hallmarked "BLACKINTON" "1/20 10K. GF".



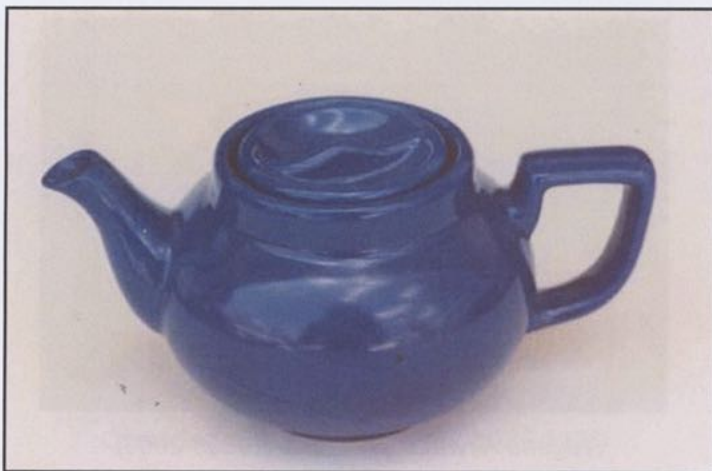
AVIANCA Colombia Desk Flag.
Courtesy of Henk Heiden Collection.

Dining Service

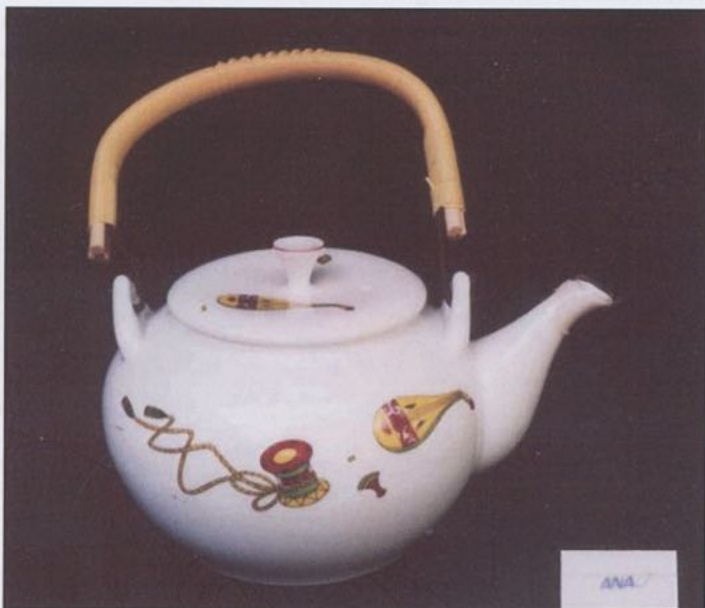
By Richard (Dick) Wallin

rrwallin@aol.com

For this issue and next, I'm going to do something a little different - a feature of ceramic teapots and coffee pots, (plus one made of glass). Due to their fragile nature, most of these had a short shelf life. I'll do them alphabetically.



This heavyweight dark blue pot was used for many years by American as a companion piece to their blue trim china.



Japan's All Nippon Airways - ANA - had this fancy design with mostly red & yellow colors, and a bamboo handle.



China's CAAC had this ornate figural teapot, a relic of bygone days!



American actually used this glass teapot onboard, but a small plastic tip was added to the spout due to frequent chips there. These proved too fragile for daily use; few survive unbroken and are quite valuable.



Canadian Air Lines pot had a few silver stripes for decoration.



After Canadian took over Wardair, they used the Wardair brown & yellow design as their own for a short while.



Continental had a simple blue rim pattern here, believed to be used in Continental Micronesia service.



China Airlines has these pretty red flowers on this pattern.



CP Air had their simple multi-mark logo, in gold or mustard yellow color in this pattern.



Continental had a short-lived "Golden Dragon" service to the Orient using this dark red china pattern.



Delta had a blue leaf pattern, with a bamboo handle. DL also had plain white teapots.





Eva Air had their green pattern around the rim of their teapots.



Northwest had large blue leaves on their teapots.



KLM had a nice little pot with their logo in yellow.



Pan Am had both a teapot and coffee pot in their "President Special" service. These are very rare seldom-seen pieces!



A later KLM design with a blue logo and stripes.



Pan Am's Clipper Club airport clubrooms had this china with a gold clipper ship design.



Saudia had this huge coffee pot with their logo in gold and a dark green circle.



Saudia originally used a lime green stripe with gold edging and logo as shown here.



Two TWA pots with a gold "RA" crest for their Royal Ambassador First Class Service. Made by Rosenthal, these are believed to be prototype test pieces, as very few are known to exist.



A United teapot design used for many years in the 1990's & later. Appearing to be identical, the one on the left has all markings in silver, but on the right has striping and logo in red & blue. The red and blue is a test piece; United ultimately went with all silver; these are fairly common.



An older United design which accompanied the Syracuse China Debonair Silhouette pattern. Decoration is all in gold. United also had a shield logo teapot with silver markings



Surprisingly, we find that US Airways had a teapot with blue and silver trim, a very late-era (circa 2008) treat!

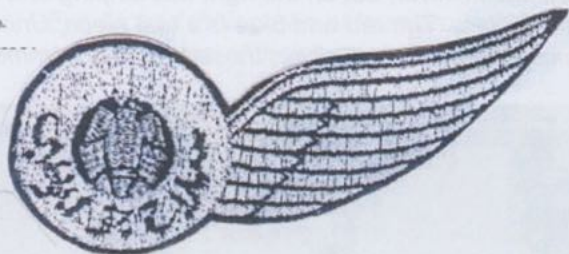
What Is It?

By Ken & Beth Taylor

keebeetay@efirehose.net

We've received numerous responses to our requests for information in past issues of The Captain's Log. Let's get started!

The first reply was from Ahmed Darvishvand of Iran. He wrote "the words "Selahja, Abudhabi" mean "Air Force of Abu Dhabi." Mystery solved. This is a military wing.



Mike Adkins and Doug Bastin both responded to our Golden West patch inquiry. "Golden West Airlines was for a time the largest commuter airlines in the US. Founded in 1967, it initially flew ONT-LAX. They were one of the early DHC-6 Twin Otter operators and flew a substantial fleet of them for many years. DHC-7 Dash Seven and Shorts 330s were added. The airline expanded through the later 1960s and 1970s covering most of southern and central California and up into the Bay Area. Once deregulation of the US airline industry occurred in 1979, Golden West started to experience hard times and eventually declared bankruptcy and shut-down in 1983."



Doug Bastin also provided more information on this wing – "the back star in this wing is part of the flag of Ghana."



Doug added, "the shield of this wing is on the flag of Zambia." Does anyone else have any information on these wings?



And still more information from Doug who also wrote that the lion and unicorn are part of the coat of arms of the UK and some countries of the former British empire.



After receiving The Captain's Log issue 36-2 and reading Charlie Dolan's column, I was able to identify this wing as coming from Balkan Bulgarian Airlines (1947-2002).



Charlie also answered the origins of this wing, TAROM of Romania (1954 to present).



A few months ago Derek Hughey asked about the identity of this wing. It's from Trans Air Ltd. Of Winnipeg, Manitoba, Canada, 1947.



The theme for this issue of The Captain's Log is Flight Attendants. I will include flight attendant pins from WestJet, a Calgary Canada based airline operating Boeing 737s. My daughter, Joan, is a flight attendant with WestJet having joined the airline in October 1999. WestJet began flying on February 29, 1996. This trainee pin (the "Happy Aircraft") is still in use today.



This plane tail pin was issued in 2004 for customer service personnel and was used until 2009.



This is the WestJet pilot's breast patch from 1996.



This is another customer service pin issued in 2004 and also used until 2009.



The WestJet pilot wings circa 2004.



The Flight Attendant wing came out in 2009 and is used today. The blue circular part in the middle is called a "Personality Pin."



The current WestJet pilot badge came out in 2005.



Here's the "Proud Owner" pin.



Now for this issue's question – Who, what, and when is "Hawker"?

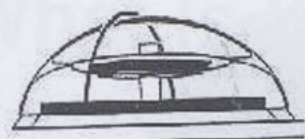


And the Baggage Snowman pin.



That's it for now. We look forward to hearing your responses and comments.

Ken & Beth



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Airliners International 2011 Portland Logo Items for Sale. Complete packet includes the portfolio bag, program booklet, captain's wing, logo sticker, and a set of nine continental-size postcards featuring Horizon Air Q400s and CRJs in multiple schemes including the new Alaska livery. Just \$25 plus shipping. For additional information, contact Jay Prall at jayprall@msn.com or +1.503-799-3003.

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WANTED: Looking for DELTA AIR LINES TIMETABLES from the following years only 1929, 1930, 1934, 1937, 1942, 1944. Only complete system schedules in very good condition. Contact Duane Young: jetduane@bellsouth.net or 504-458-7106

WANTED: Material related to the recently demolished National Airlines "Sundrome" terminal at JFK (Terminal 6) and any items from Sarasota-Bradenton Airport circa 1968-89. Also Eastern "Falcon" and National "Now" employee newspapers:1964-80. Please contact Shea Oakley at ancientskies1@safeaccess.com

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UPCOMING AIRLINE COLLECTIBLE SHOWS!!

The World Airline Historical Society is not responsible for the accuracy of the following show listings. See WAHSONline.com for a complete show listing. Always check with the individual show promoter to ensure 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.

CHICAGOLAND AIRLINE COLLECTIBLE SHOW

Saturday, April 21, 2012. Holiday Inn/Elk Grove Village, 100 Busse Road. Free hotel shuttle from ORD. Show hours: 9 am until 3 pm. Special hotel rate available. For information, contact Steve Mazanek (773) 594-1906 or s.mazanek@comcast.net.

DALLAS AIRLINE COLLECTIBLE SHOW

Saturday, April 28, 2012. Hilton Garden Inn, DFW Airport/South, 2001 Valley View Lane, Irving, TX 75061. Contact Duane Young for more information via email at: jetduane@att.net or by calling (504) 458-7106.

PARIS - 29th ANNUAL AIRLINERS CONVENTION

Saturday, June 2, 2012. Paris, France. Best Western Hotel at Roissy CDG, 1 allée du Verger, 95700 Roissy-en-France. Contact avim.mp@orange.fr or www.avimage.org for additional information. Sponsored by Avimage.

LOS ANGELES AIRLINE MEMORABILIA SHOW

Saturday, June 16, 2012. Embassy Suites LAX/South, 1440 E. Imperial Ave, El Segundo, CA 90245. Contact: David Cherkis (deecceeflyer@cox.net) via phone (702) 360-3615 or Marshall Pumpfrey (mpumpfr@aol.com) via phone at (562) 987-1904. Special room rate available by calling 1-800-362-2779 and mention the LAX AIRLINER EXPO group.

AIRLINERS INTERNATIONAL 2012 MEMPHIS

Tuesday - Saturday, July 24-28, 2012. Memphis, TN. Memphis Hilton. See www.ai2012memphis.com or email: info@ai2012memphis.com. Phone: Andrew Stiffler 1-262-751-4799. P.O. Box 4927, Portland OR 97208 USA.

NEWARK AIRLINE COLLECTIBLES SHOW

Saturday, September 15, 2012. Ramada Inn Newark Airport, Jeff Matera, Newarkshow@aol.com; Airline Collectible Shows, 2 Kiel Ave #239, Kinnelon, NJ 07405. Web site: www.newarkairlineshow.com

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, September 29, 2012. SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. SFOairlineshow@juno.com; www.SFOairlineshow.com

26th Annual ATLANTA AIRLINE COLLECTIBLES SHOW

Saturday, October 6, 2012. Delta Air Transport Heritage Museum, 1060 Delta Blvd., Bldg. B, Atlanta, GA 30354. Time: 9am—4pm. Admission: \$5, children under 12 free. For more information on the show and vendor table availability, contact Greg Romanoski (404) 715-7886 or via email at greg.romanoski@delta.com.

MINNEAPOLIS AIRLINE COLLECTIBLES SHOW

Saturday, October 20, 2012. Best Western Plus Hotel (across from the famous Mall of the Americas), 1901 Killibrew Drive, Bloomington, MN. Phone 952-854-8200. Special show hotel rate of \$99. Admission: \$5, children under age 12 are free. Hours: 9am until 4pm/ The show is sponsored by the NWA History Centre, and the contact will be Bill Rosenbloom, bill@airlineposters.com, 612-386-5080. The show is being held in conjunction with the 10th Anniversary Celebration of the NWA History Centre.

HOUSTON AIRLINE COLLECTIBLES SHOW

Saturday, November 3, 2012. NEW DATE! Sheraton North Houston/Bush Intercontinental Airport, 15700 John F. Kennedy Blvd., Houston, TX 77032. Show Hours: 9am until 4pm. For more information, please contact Duane Young, jetduane@att.net.

SAN FRANCISCO AIRLINE COLLECTIBLE SHOW

Saturday, March 9, 2013. SFO Grosvenor Best Western SFO airport, Mike Chew Box 25494, San Mateo, CA 94402 or Tom Vance (408) 504-8345. SFOairlineshow@juno.com; www.SFOairlineshow.com

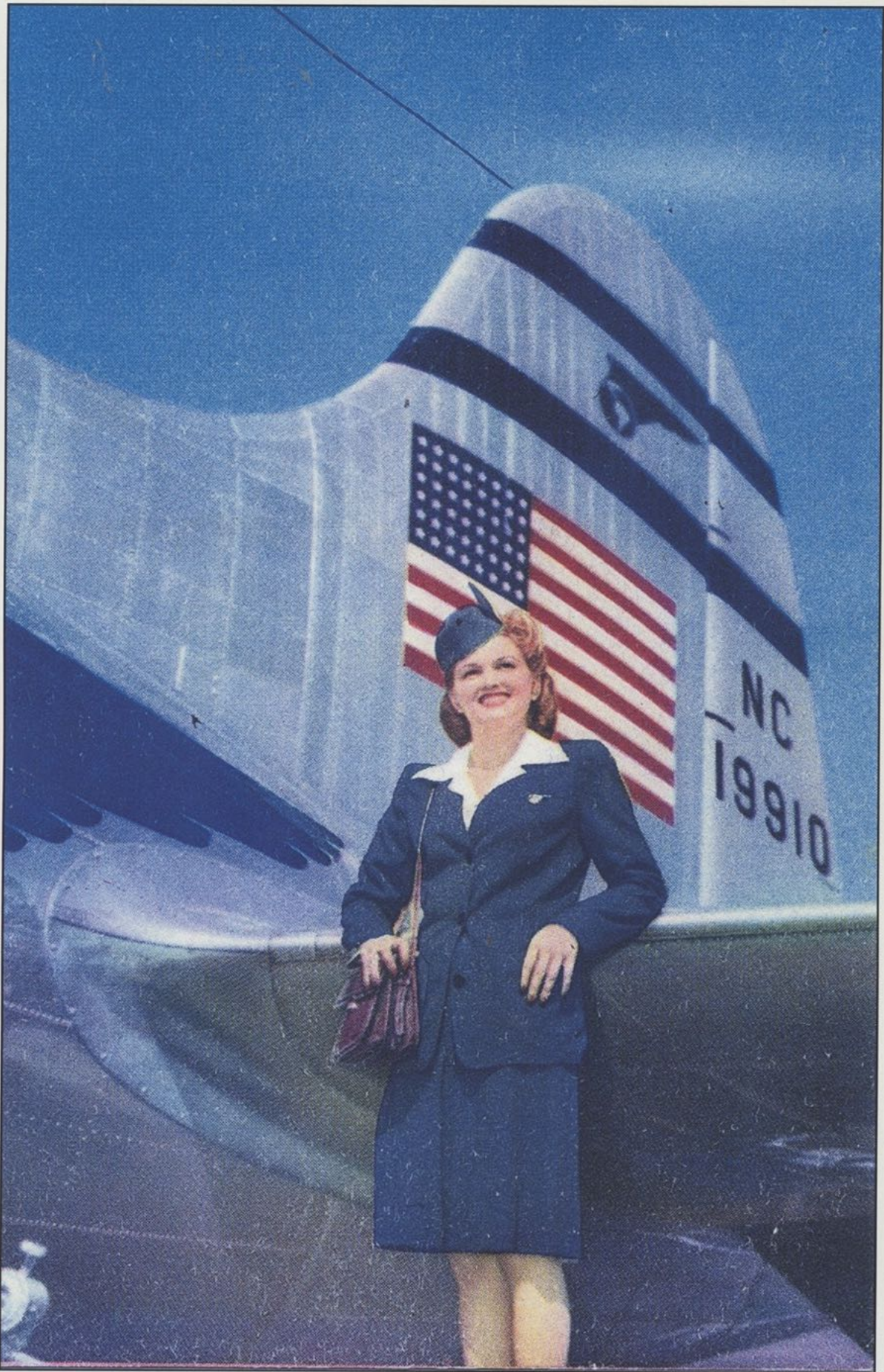
Thank you for your continued support of our hobby and WAHS/AIA by attending these shows!



*Federal Express Boeing 747-249F N806FT at LAX (Date unknown)
Photograph via Fernandez Imaging Slide Collection*

*Federal Express DC-10 N314FE landing at AUS, 2007.
Photograph by Joe Fernandez*





Pan American World Airways Boeing 307 "Clipper Comet". Early 1940s. Marvin G. Goldman Collection