



# WORLD AIRLINE HISTORICAL SOCIETY

## *The Captain's Log*

*Winter 2003/2004 - Issue 28-3*



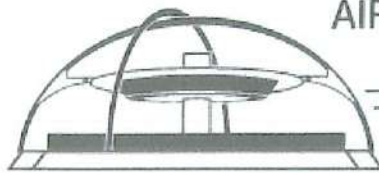
*Eastern Air Lines Martin 404 N480A At LGA May 1957 - Aviation Photography of Miami Collection*

### ***Eastern Air Lines***

AIRLINERS INTERNATIONAL

2004

LAX







*Eastern Air Lines Lockheed L-1049G Super Constellation N6223C*

*Photographs Via Eddy Gual ~ Aviation Photography of Miami Collection*

*Eastern Express Beech 99 N226BH at Miami March 1990  
Operated By Bar Harbor Airlines*



## Flight Manifest

From The Flight Deck .....	3
Letter From The Chief Pilot .....	4
Eastern Air Lines <i>Joop Gerritsma</i> .....	5
Playing Cards <i>Fred Chan</i> .....	11
Timetables <i>David Keller</i> .....	13
What Is It? <i>Ken Taylor</i> .....	24
Dining Service <i>R. R. Wallin</i> .....	27
Sticker Chatter <i>David A. Rowe</i> .....	31
Aircraft Stamps <i>Jim Edwards</i> .....	34
Safety Card <i>Todd N. Helm</i> .....	35
This'N'That <i>Peter W. Black</i> .....	38
Postcard Corner <i>Allan Van Wickler</i> .....	40
Airline Happy Hour <i>Al Tasca</i> .....	44
Wings! Badges! <i>Charles F. Dolan</i> .....	45
Jr. Wings <i>Stan Baumwald</i> .....	48
Slide Photography <i>Joe Fernandez &amp; Eddy Gual</i> .....	50
Flight Exchange .....	51
Upcoming Airline Collectible Shows .....	52



*Eastern Air Lines L-188 Electras at Miami - Postcard From The Editor's Collection*



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## From The Flight Deck

Happy New Year and best wishes for a 'high flying' 2004 from WAHS headquarters in Miami!

This issue of *The Captain's Log* features Eastern Air Lines through a representative sample of the memorabilia available from this great airline. Joop Gerritsma has come through again with an informative article on the background and history of Eastern until the airline's demise in 1991. All of the editors have worked hard to bring you information on Eastern. Enjoy!

The 2004 Airliners International event in Los Angeles is now 7 months away. The 2005 show in Milwaukee is now less than 2 years away. It's time to start thinking about the 2006 show.

### AI 2006 Site Selection

The following procedures are in place for the site selection process for the Airliners International 2006 event:

- 1) Any individuals or groups interested in hosting an Airliners International event must send their proposal to WAHS headquarters by March 1, 2004. The event organizers must be members of WAHS.
- 2) Information on the proposed venues and cities along with the ballots will be mailed to all active members with the Spring issue (LOG 28-4) in March 2004.
- 3) Members can return their ballot via US Mail, fax or email to WAHS headquarters OR bring the ballot with them to the 2004 WAHS annual business meeting in Los Angeles.
- 4) All site selection nominees will have an opportunity to make a presentation at the business meeting.
- 5) The final vote count will take place at the annual business meeting. The winning city will be announced at the conclusion of the meeting.

It is the Board's intention to permit all members the opportunity to vote in the Airliners International site selection process even if they can't attend the annual meeting. Copies of the guidelines for hosting an AI event are available at the WAHS website, [www.wahsonline.com](http://www.wahsonline.com).

### Advertising in the CAPTAIN'S LOG

Please contact WAHS Headquarters if you're interested in placing an advertisement in *The Captain's Log*. Our rates are extremely reasonable!

### Early Aviation Photography

Are you interested in early aviation photography? Please check out the following website which features early aviation photographs of Miami from The Romer Collection at the Miami-Dade Public Library : <http://www.geocities.com/d002653c/>.

### The Captain's Log ~ Issue 28-4

Our next issue features the Douglas DC-7 aircraft. If you have any material on this aircraft, please feel to contact the appropriate editor as shown on page 2 or drop me a note. We're always looking for quality photographs from our members to include in the WAHS journal. Scheduled release date for Issue 28-4 is March 2004.

### Welcome To Our New Officers And Board Members!

I would like to extend my personal congratulations to our newly elected WAHS officers and board members. Welcome aboard! We now have an excellent team in place to help WAHS grow and fulfill our mission statement as we strive to preserve memorabilia associated with the airline industry. I urge each and every member to support Duane, Craig, Jay and the Board in their efforts.

Our Founder and past President, Paul Collins, and his wife, Pat, send their warmest regards to all members from their home in Jacksonville, FL.

With best regards,

Bill Demarest



Eastern Air Lines DC8-61 N8558  
Aviation Photography of Miami Collection



# Letter From The Chief Pilot

Welcome Aboard!

As the World Airline Historical Society flies into its twenty-eighth year, let me take this opportunity to wish everyone a successful and rewarding New Year, with carefree on-time flights and boundless treasures to add to our collections.

I am honored that you have placed your trust in me, and as President, I pledge to do everything in my power to represent the Society so that it becomes the envy of all other non-profit organizations. We face many challenges as we go forward. The two largest, in my opinion, are the lack of membership growth and, quite frankly, our image. These two issues will be the first order of business for your new management team. We will be communicating with you shortly on our plans for the future. I encourage each and every one of you to become an active and involved voice in our Society. In fact, I will be corresponding with a lot of you to discuss important Society decisions as we move forward.

## WAHS Election Results

The final election results are in for the WAHS officer and board members. The by-laws were approved as presented.

Our new officers are:

Duane Young, President (through AI 2006)  
Craig Morris, Vice-President (through AI 2005)  
Jay Prall, Secretary/Treasurer (through AI 2004)

The new Board members:

David Keller (through AI 2006)  
Marshall Pumphrey (through AI 2006)  
Bill Gawchik (through AI 2006)  
Bob Patton (through AI 2005)

The above people will join our previously elected Board members: Barrie James, Don Levine, Tom Livesey, and Jim Thompson.

A total of 595 ballots were mailed out to all current members. 139 ballots were returned to WAHS headquarters by the December 15 deadline.

Thank you to all the individuals running for the Board positions. We appreciate your interest in helping OUR society grow!

## We Are Looking For Candidates!

Now that our election process has been completed, we are already preparing for the 2004 to 2007 term. This June we will continue implementing the three-year rotation schedule by voting on three positions: the Secretary/Treasurer and two non-officer board members. Their term of service will begin at AI 2004 in Los Angeles and conclude at AI 2007.

Have you considered being part of the new WAHS leadership team? If you would like to have your name on the ballot, we need to have your commitment by April 9, 2004. You can signify your interest by dropping an e-mail to Jay Prall (Secretary/Treasurer) at [jayprall@cs.com](mailto:jayprall@cs.com) or Duane Young, (President) at [jetduane@peoplepc.com](mailto:jetduane@peoplepc.com). Of course, you can also direct correspondence to the WAHS office in Florida for forwarding. The ballot will be included in the Spring 2004 issue of *The Captain's Log* with the winners announced at AI 2004.

Please join me in thanking all of the past officers and members for their service to the Society. We should also extend a special thanks to our retiring President Mr. Bill Demarest for his service and sacrifices for the good of the Society.

We have been cleared for takeoff, so double check that seat belt and enjoy the flight. You have the perfect in-flight magazine right in front of you.

*HAPPY NEW YEAR!!!!*

*Duane L. Young*



*Eastern Boeing 757-225 N502EA at Miami  
Aviation Photography of Miami Collection*

# EASTERN AIR LINES, 1934-1991

By Joop Gerritsma

*Eastern Air Lines ceased operations at 12:01 a.m. on Jan. 19, 1991, following massive financial losses and a bitter labor dispute that had dragged on for nearly two years. With the closure, a colorful and rich 58-year history came crashing down to earth.*

During its years of operations, Eastern collected a long list of "firsts." It was the first U.S. airline to make a net profit (1935); the first certified U.S. airline to fly mail with a rotary wing aircraft (1939); the first with the true civil Constellation, the L-649 (1947), the Super Constellation (1951) and the L-188 Electra (1959); the first with a no-reservations hourly "air shuttle" between New York and Washington, and New York and Boston that guaranteed every passenger a seat (1960); the first operator of the L-1011 (1972) and the first U.S. airline to fly the European Airbus (1977), to mention only a few.

Eastern Air Lines was born in 1934, but it goes back to Florida Airways of 1925 and Pitcairn Aviation of 1927. Florida Airways was formed by Eddie Rickenbacker and Reed Chambers. Both had served during the First World War with the famous 94<sup>th</sup> ("Hat in the Ring") Aero Squadron in France. One of the airline's first pilots was the well-known Alaska pilot Carl Eielson. The new airline was awarded Contract Air Mail (C.A.M.) route 10 between and Jacksonville and Miami via Tampa, Fort Myers and West Palm Beach and operated its first flight with a Curtiss Lark on April 1, 1926. Following delivery of three single-engine Ford Stout 2AT, passengers were carried from June 1 and the service was extended to Atlanta on Sept. 15. Macon was added 12 days later. But mail and passenger



*"Miss Miami" was one of three Ford 2AT of Florida Airways*

loads remained below expectations (air mail cost 10 cents per ounce, much more than surface mail). The airline lost two of its aircraft in a hurricane and the third crashed after hitting a power line. Operations ceased on Dec. 31, 1926 and Florida Airways was disbanded in 1927. Money raised to refinance it went to starting up a new airline, called Pan American Airways.

Pitcairn Aviation was the creation of Harold Pitcairn and inaugurated service on C.A.M. 19 between New York and Atlanta via Washington on May 1, 1928 with eight Mailwings, designed and built by Harold Pitcairn's own Pitcairn Aircraft. Eight Super Mailwings were added after Pitcairn had acquired C.A.M. 10 as of Dec. 1, 1928. C.A.M. 10 and 19 were now combined to become C.A.M. 25. Tampa was dropped in favor of Daytona Beach, but a branch line was started to Orlando and Tampa on March 1, 1929.

In July 1929 Harold Pitcairn sold his airline to Clement Keys of North American Aviation to concentrate on aircraft manufacturing and on Jan. 15, 1930 the airline was renamed Eastern Air Transport. Boston was added in June and on Aug. 18, 1930 it carried its first passenger, from New York to Richmond, VA. (Pitcairn had carried mail only.) Keys also controlled the Curtiss Aeroplane Company and in December 1930 Eastern began re-equipping the twin-engine Curtiss Condor CO for 18 passengers and Kingbirds for eight. On Jan. 7, 1933 it began a one-day New York - Miami through service with the Condors on a more-direct coastal route via Raleigh, Charleston and Savannah, rather than inland through Atlanta.

New York Airways was taken over July 15, 1931. This was a subsidiary of Pan American and had started operations on June 1, 1930 from North Beach at New York to Atlantic City. Baltimore and Washington were added on Aug. 2. It flew Ford and Fokker trimotors and Sikorsky S-38 amphibians.

Eastern also bought the New York, Philadelphia and Washington Airway Corp., better known as



the Ludington Line. It had started Newark - Camden (Philadelphia) - Washington services on Sept. 30, 1930 "on the hour every hour" during the daytime. So successful was the service that 15,000 passengers were carried in the first three months alone. Camden - Atlantic City service was inaugurated in October and Trenton, NJ was added in November. But competition was on the way. Eastern started Atlantic City service with using Curtiss Condors and on Feb. 15, 1933 Ludington threw in the towel. In the same year Eastern introduced the new and faster Condor T-32 for 17 passengers. With eight berths and five reclining seats it was also used as a sleeper transport on the Newark-Atlanta night flight.



Curtiss Condor T-32 of Eastern Air Transport.

**A BLACK DAY: MAIL CONTRACTS CANCELLED**

Feb. 9, 1934 was a black day for the airlines. On that date, the new Democratic President Franklin D. Roosevelt cancelled all air mail contracts after irregularities were discovered in their awarding by Postmaster Walter Folger Brown during the so-called "Spoils Conferences" under the previous, Republican, administration. The cancellation took effect Feb. 19. But Roosevelt's order to have the



Lockheed L-10A Electra cut time to New Orleans

Army fly the mail backfired, with numerous accidents, some fatal, and on March 30 the Post Office Department invited new bids for mail services starting in May. Airlines that had operated the old contracts, were not eligible for new ones. So, they all legally changed their names slightly and on Jan. 1, 1935 Eastern Air Transport became Eastern Air Lines. It regained all of its old air mail routes, plus Chicago-Jacksonville through Indianapolis, Louisville, Nashville, Chattanooga, Atlanta and Macon, and Richmond-Charlotte-Atlanta-Birmingham-Montgomery-New Orleans. By the end of 1934 the airline was operating to 32 cities in 15 states.

In 1933 Eddie Rickenbacker joined Eastern as vice-president for operations and inherited a company with an aging fleet of Curtiss Condors and Kingbirds, and Stinson trimotors. Fleet modernization was urgently required and in Sept. 1934 Eastern took delivery of the first of 14 DC-2. Showing the aircraft's capability, Rickenbacker flew one on its delivery flight from Union Air Terminal at Los Angeles to New York on Nov. 8, 1934 with only one fuel stop, at Kansas City. And on Nov. 13, he flew a DC-2 with 14 passengers on a one-day New York - Miami return trip with only two stops en route. The airline introduced nine-hour passenger service from New York to Miami and 11-hour service from Chicago. The DC-2 on these services



Pre-World War II DC-3 with "Great Silver Fleet" slogan

were emblazoned with the name "Florida Flyer" southbound and "New York Flyer" northbound above the cabin windows. At Miami they connected with the Pan American service to the Caribbean and South America. Five Lockheed L-10 Electras joined in 1935 and they were the first Eastern aircraft to carry the new falcon logo and the slogan "The Great Silver Fleet." They cut the time on the 1,200-mile New York - New Orleans service by nearly three hours. But the DC-2 and L-10 were soon overtaken by the one aircraft that really changed the airline world forever, the DC-3. Eastern took delivery of two in 1936 and eight in 1937. By January 1939 it was operating 10 DC-3 and 10 DC-2. The L-10 had been retired. Five more DC-3 were delivered in 1939, 14 in 1940 and nine between February and September 1941.

In the mid- and late 1930s Eastern had gradually expanded its network westward. It took over Wedell-Williams Air Service in 1936, giving it access to Dallas and Fort Worth from New Orleans. It also reached Houston, San Antonio and Laredo in Texas from Chicago. In Summer 1939 it was operating 14 non-stop return flights Newark - Washington on Mondays to Fridays and 11 on weekends and holidays; four multi-stop returns to Richmond, VA.; three to Miami from New York and two from Chicago; four New York - San Antonio, TX daily returns via Atlanta, New Orleans and Houston, and two from Memphis, TN to Tampa through Atlanta and Tallahassee, FL.

**THE WORLD'S FIRST ROTARY WING SERVICE**

Also in 1939 Eastern took part in a pioneering attempt to speed mail delivery. On July 6 it inaugurated the world's first certified air mail service with a rotary-wing aircraft. Four Newark - Washington flights a day in each direction stopped at Camden, NJ. A Kellett KD-1B autogiro, carrying the slogan "AM2001 First Scheduled Autogiro Air Mail Route in the World," connected Camden with the 30<sup>th</sup> Street post office in Philadelphia just across the Delaware River, using the roof of the building for take off and landing. The service lasted a year.



Kellett KD-1B autogiro on experimental rotary wing mail service, 1939

Between December 1940 and April 1941 Eastern sold its DC-2s to the Royal Australian Air Force and after Pearl Harbor it lost many of its DC-3s to the military, like other U.S. airlines did. Six of the existing fleet were turned over and 11 still on order were delivered directly to the Army Air Corps. The government withdrew operating authority on some routes, but Eastern still operated 2/3 of its services. The time-table showed 43 destinations all over the eastern half of the country, from Chicago in the north to Brownsville in the south, but most at reduced frequencies. During the war Eastern

flew domestic transport duties for the military, overhauled and repaired military transports, trained military flight and ground personnel and operated with the Curtiss C-46 to Natal on the northeast coast of Brazil for the military. The service was extended across the South Atlantic to Ascension Island in the Atlantic and Accra in the Gold Coast (now Ghana) in West Africa in 1944 as part of a ferry route for supplies and aircraft across Africa to southeast Asia.



Post World War II DC-3 at Newark on a winter day

At home Eastern placed the DC-3 on its New York - Boston service on Nov. 1, 1944 and started DC-4 "Silverliner" service on New York (Newark) - Miami in mid-1946 in competition with Delta Air Lines and National Airlines. In 1936 Eastern had been one of the "Big Five" that helped Douglas finance the development of a four-engine successor to the DC-3. The resulting DC-4 prototype was loaned to United Air Lines for three months in 1939. It proved to be too big and was a maintenance headache. Douglas redesigned the aircraft and the Big Five together ordered 61. However, they were delivered straight to the Army Air Corps in as the C-54.



Lockheed L-649, the first civilian "Connie"



But even with its modern jet fleet, Eastern was bleeding red ink as it was stuck with many unprofitable short-haul routes. A proposed merger with American Airlines in 1963 was rejected by the CAB. In 1964 Eastern introduced its final two-tone blue New Mark "hockey stick" livery with a simplified falcon logo to spruce up its image. Later in the decade the DC-8-50 and the stretched -61 and -63, the 727 (more than 160) and DC-9-14 and -31 (105 total) were added to the fleet and the white fuselage top was exchanged for a bare-metal one to save on weight and maintenance. In 1967 Eastern swallowed little Mackey Airlines of Florida and acquired its routes to the Bahamas. Portland and Seattle authority was granted in 1967 and several routes in the south were added in 1969. But it did not get the Hawaii and South Pacific routes it had applied for in 1967.



The first "jumbo," McDonnell Douglas DC-8-61

Pending delivery of the first of its Lockheed L-1011 on order (25) and on option (25), Eastern leased three Boeing 747 from Pan American in late 1970 for the New York - Miami and San Juan routes so it would not be competing with its narrow-body DC-8 against wide-body carriers. They were returned a little over a year later, when the first L-1011 "Whisperliners" entered service. During most of the 1970s, Eastern leased several of its L-1011 to Air Canada for the latter's peak winter traffic to Florida and the Caribbean, and leased Air Canada TriStars during the summer, when U.S. traffic demand was up.

Eastern acquired several routes in the Caribbean through a merger with Caribair on March 15, 1973, and in the fall of 1977 it introduced its first non-American built aircraft into service, the European Airbus A300B4 to supplement the L-101 on routes where the trijet was too big. By February 1988, 32 were in service. In mid-May Eastern leased bankrupt Braniff's South American routes for a five-year period. They included service to Los Angeles and San Francisco. Twenty-seven Boeing 757 were ordered, with another 24 options, to replace the airline's 727-225 and the first went into service on Jan. 1, 1983 between Atlanta and Tampa.



Boeing 727 and Lockheed TriStar at Toronto

Former Astronaut Frank Borman was elected president and chief executive officer (CEO) of Eastern on Dec. 16, 1975. He started a severe cost-cutting program to stem a sea of red ink that had been washing over Eastern for several years and showed no sign of slowing down. Following the Deregulation Act of 1978, he began a program of aggressive expansion, including building a hub in Kansas City in 1983 and seeking an east-west network to supplement the airline's Traditional north-south traffic pattern. It was more than Eastern could financially bear and it lost \$184 million in 1983, and the long-term debt more than doubled to \$1.5 billion from 1980 to 1983. It led to the now-infamous takeover by Frank Lorenzo of Texas Air Corporation on Feb. 14, 1986, being legally completed on Nov. 25, 1986. Labor relations, already strained under Borman, deteriorated fast and at 12:01 a.m. on March 4, 1989, Charlie Bryan, head of Eastern's mechanics union, the International Association of Machinists District 100, led his almost 19,000 members out on strike. It was the final nail in the coffin for a once proud and great airline.



Airbus A300B4, A first for North America

# Playing Cards

By Fred Chan

topflite@olympus.net

## Playing Cards From Finnair And Eastern Air Lines

Our coverage in the last issue was on airlines from Scandinavia but I had grossly neglected to include the cards from Finnair. This omission was not due to a lack of knowledge of geography but more to a bad senior moment. The oversight was even more unforgiving because Finnair has issued a very large number of designs and has been one of the most generous of all the airlines in providing cards in the last thirty years. So, I will present the Finnair cards before we get to the coverage on Eastern Airlines.

The older Finnair cards are more of the traditional Scandinavian designs, using mainly names and logos. Finnair was the first of the carriers in that region to adopt more colorful designs for their cards and two of its most attractive cards are shown as #1 and #2. The carrier has also issued a number of "historical" cards commemorating its 75<sup>th</sup> Anniversary or remembering the aircraft it had flown in service many years ago (#3 and #4). More recently, the designs have featured pictures of new aircraft just added to its fleet (#5 and #6).

Because Finnair has been very generous in providing cards for collectors and for its passengers, its decks can be added to a collection without a huge outlay of capital.



Fig. 4



Fig. 5



Fig. 6



Fig. 1

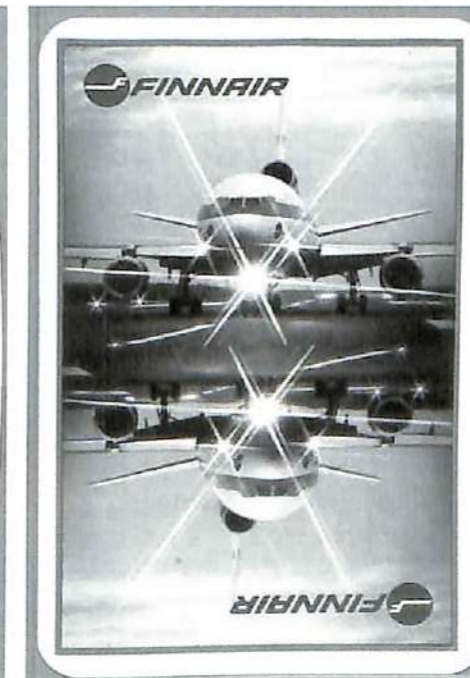


Fig. 2



Fig. 3



Being one of the oldest airlines in the U.S., Eastern Airlines has surprisingly issued relatively few playing cards although the earliest designs go back to the 1930s. There are some very old designs from that era (#7 and #8) which are extremely rare – only single cards exist in one or two collections and none of these cards exist as decks to my knowledge. Decks of Eastern's cards showing a DC-3, issued in the late 1930s (#9), surface occasionally but command premium prices. Also quite difficult to find are the decks showing its old falcon logo (#10) which were probably issued in the 1940s. The decks with the newer stylized falcon logo (#11) were issued in the 1960s and are easier to find. In the 1970s and 1980s, Eastern's card designs were pretty much relegated to plain name and logo presentations, as exemplified in its final issue (#12). These later designs are also very plentiful and can be purchased at airline collectibles shows for less than a dollar each.

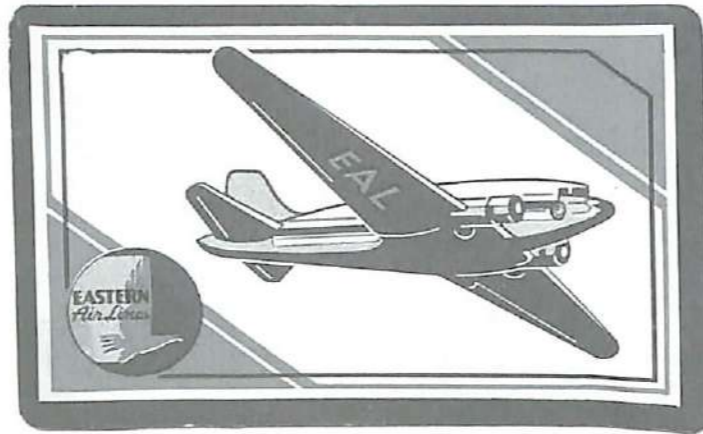


Fig. 9



Fig. 7



Fig. 8

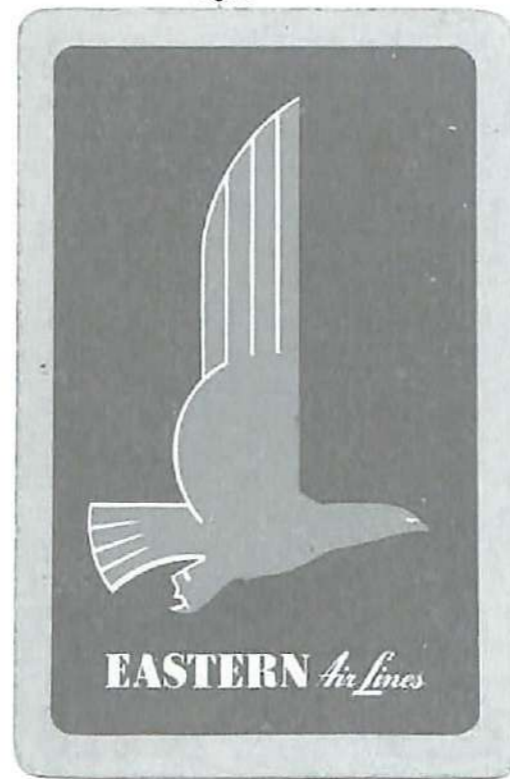


Fig. 10

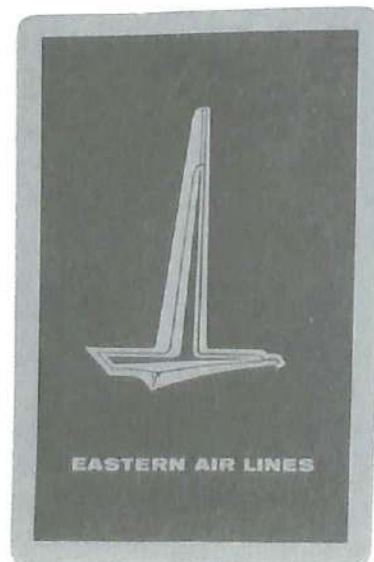


Fig. 11

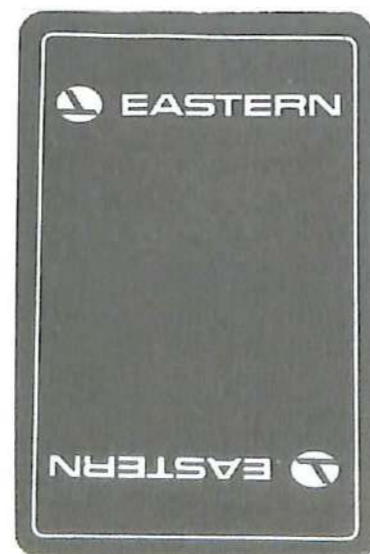


Fig. 12

# Timetables

By David Keller

dkeller@airlinetimetables.com

## Eastern's History Via Timetables

For over six decades, Eastern Air Lines was a major force on the US airline scene. By virtue of its route system being anchored in the heavily-populated Eastern USA, the airline was one of the world's largest carriers (in terms of passengers carried) for many years. Additionally, Eastern was an industry leader in both equipment introductions and service innovations.

The first timetable illustrated went into effect on January 1, 1931. At this point, Curtis Condor biplanes were state-of-the-art equipment, and were in use on the New York to Washington portion of Eastern's system. Even at this early stage, Eastern was firmly established at the 3 stations that would become the lynchpins of its future expansion, New York, Atlanta and Miami.

Several carriers issued timetables with patriotic cover illustrations during World War II, and Eastern was among them. While the August 1, 1943 issue has no appeals to buy war bonds, or help the local USO (which appeared on other Eastern timetables), the DC-3 over New York City in subdued shades of red, white and blue definitely strikes a patriotic chord.

In the summer of 1956, Eastern acquired the much smaller Colonial Airlines, procuring routes to both Bermuda and Canada in the process. In the July 1, 1956 timetable, the newly-added services were operated separately as the Colonial Airlines division, occupying a little over 1 page. By contrast, the remainder of Eastern's system spanned over a dozen pages.

The December 1, 1958 timetable features both an unusual full-color cover illustration, and the Lockheed Electra's first service with Eastern. (It is my understanding that there was actually a work stoppage at this point, which delayed the Electra introduction.) The Electra was shown operating numerous flights on the New York to Miami run, but also found its way to other destinations from Canada to Florida.

Just over 1 year later, Eastern joined the pure-jet club, inaugurating DC-8 service with the January 24, 1960 timetable. Eastern opted to wait a few

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**TRANSPORT, INC.**

January 1, 1931

months longer than Delta and United for delivery of its "Eights", based on the need for the more powerful DC-8-20 series aircraft. (Keeping with the model designations of Douglas' propeller types, Eastern dubbed the new jets "DC8-B's".) As was the case with many of Eastern's inaugural services, the New York to Miami route was the first to welcome the new type.

April 30, 1961 saw the inauguration of Eastern's Air Shuttle service from New York – LaGuardia to Boston and Washington. This no-reservation, guaranteed seating service initially operated every 2 hours, but was soon increased to an hourly frequency. This operation would allow Eastern to solidify its presence as the dominant carrier in one of the most heavily-traveled air corridors in the nation, and the Air Shuttle would become a "cash cow" for many years. Newark was added to the Air Shuttle a few years later, and Montreal was added for a short time in the early 70's.

1964 was an eventful year for Eastern, as the January 17, 1964 timetable featured the first service of the Boeing 727 trijet. Eastern was the first airline to begin 727

service (although the first revenue service actually operated in advance of this date as substitute equipment for another type.) Eastern would eventually operate a large fleet of 727's, including a number of 727QC (Quick Change) models with cargo doors. Those QC's were among the first to be acquired by Federal Express, once it gained certification to operate large aircraft.



The October 25, 1964 timetable is the first to illustrate the stylized falcon and new titles that were part of the 2-tone blue "hockey stick" colors. This was a simple, yet alluring paint scheme that worked well on both propeller and jet types. (Which was a good thing, since at this point Eastern's fleet consisted of DC-8's, 720's, 727's, Electras, Constellations, DC-7B's and Convair 440's!) Once again, Eastern led the way, being the first to utilize the simplified logos, bright colors and wide cheatlines that would typify many of the color schemes introduced in the next decade or so.

In early 1967, Eastern acquired Mackey Airlines, which possessed both small fleet of Convairs and DC-6's, but more importantly, route authority between Southern Florida and the Bahamas. The timetable dated December 15, 1966 shows the new Bahamas services being effective on January 15, 1967. The DC-6's would only last a few months with Eastern, with the Convairs hanging on a while longer.

Eastern served a number of highly competitive markets, and as the 60's came to a close, realized that widebody equipment would be required to keep up with other carriers, particularly in the New York to Florida market. Initially, an order was placed for 4 Boeing 747's, but as Eastern decided to bank on the Lockheed L1011 Tristar, and these aircraft were sold to TWA while still on the production line. Unfortunately, both Lockheed and the engine-maker Rolls Royce, were in bad straights financially, thus delaying the first Tristar deliveries. To protect market share in those competitive markets, Eastern leased 3 747's from Pan Am until the L1011's could be delivered. The December 1, 1970 timetable depicts a 747 in full Eastern colors (in which only 1 of the 3 aircraft were painted). Service started on January 7, 1971 from New York to Miami and San Juan, with Chicago to Miami service following a few weeks later.

The April 30, 1972 timetable shows the first L1011 service, with Eastern being the first to put the type into revenue service. Once again, New York to Miami was the first route flown, with San Juan being added shortly thereafter. Eastern had previously dubbed their fanjet aircraft as "Whisperjets", so the Tristars were referred to as "Whisperliners".

December 29, 1972 brought tragedy to Eastern Air Lines. A brand-new L1011 was flown into the swamps of the Florida Everglades, as a result of confusion and inattention on the part of the flight crew as they attempted to deal with a burned out indicator light. Over 100 lives were lost in the crash, which became one of the best known air

disasters of all time, largely due to the release of a book and made-for-TV movie, "The Ghosts of Flight 401". "Flight 401" became synonymous with the crash, and today, any airliner disaster is immediately identified by its flight number. Ironically, even though Eastern's flight 401 was the first to establish this connection, it was a number of years after the crash when the book and movie were made, and Eastern continued to operate flight 401 well into the 80's. In today's world, I believe that the flight number of a crashed aircraft will not even be used the following day, as it will be immediately "retired".

In the summer of 1973, Eastern acquired Caribair, a small San Juan based airline. The June 1, 1973 alludes to the new services on the cover. The former Caribair routes were not incorporated into the main part of the timetable, but were included in a special supplement in the center. This merger resulted in Eastern operating Convair 640's for a short time.

With the demise of Braniff International in May of 1982, the remaining airlines scrambled to pick up portions of Braniff's former system. Eastern came away with much of Braniff's South American network, operating L1011's and 727's were DC-8's and 747's had previously served. The June 1, 1982 timetable promoted the expansion into South America both on the cover and in the gatefold.

On April 1, 1985, Eastern introduced the Moonlight Special - a no-frills, coast to coast service, with no advance purchase requirements, all at a fare of \$98.00 each way. This service was made possible by the fact that Eastern had covered the direct operating costs on those flights by selling the entire capacity of the lower deck cargo area to a freight forwarder. This enabled Eastern to profit from the sale of seats on these overnight flights, all of which stopped in Houston to exchange packages and passengers.

Eastern fell on hard times in the late 80's, and was eventually purchased by Texas Air Corporation. In 1989, Texas Air took Eastern into bankruptcy, evidently with the idea of being released from a number of commitments to creditors and labor unions, as had been the case with Continental in 1983. The August 1, 1989 was the first timetable for the "New" (post-bankruptcy) Eastern Airlines, as the downsized carrier restarted operations.

By early 1991, the carrier was again in several financial difficulties, and operations ceased permanently. The January 1, 1991 timetable was the final issue for this proud airline.

TIME TABLE											
Effective January 1st, 1931. Subject to change without notice											
New York—Washington—Atlanta (and return)											
(HEAD DOWN)						(HEAD UP)					
8:15 a.m.	11:15 a.m.	1:20 p.m.	Le.	Hotel Pennsylvania (Bus)	Ar.	10:30 a.m.	2:15 p.m.	3:30 p.m.	Ar.	10:30 a.m.	2:15 p.m.
9:05 a.m.	12:05 p.m.	2:25 p.m.	Le.	NEWARK Airport	Ar.	9:45 a.m.	1:45 p.m.	4:35 p.m.	Ar.	9:45 a.m.	1:45 p.m.
9:20 a.m.	12:20 p.m.	2:45 p.m.	Le.	Philadelphia (Candler Airport)	Ar.	9:45 a.m.	1:45 p.m.	4:35 p.m.	Ar.	9:45 a.m.	1:45 p.m.
10:45 a.m.	1:45 p.m.	3:50 p.m.	Le.	Baltimore (Lagan Field)	Ar.	9:45 a.m.	1:45 p.m.	4:35 p.m.	Ar.	9:45 a.m.	1:45 p.m.
11:15 a.m.	2:05 p.m.	4:40 p.m.	Le.	WASHINGTON Airport	Ar.	7:55 a.m.	11:40 a.m.	5:25 p.m.	Ar.	7:55 a.m.	11:40 a.m.
12:30 p.m.			Le.	Richmond (Byrd Field)	Ar.			1:20 p.m.	Ar.		
1:15 p.m.			Le.	Greenwood Airport	Ar.			1:40 p.m.	Ar.		
2:15 p.m.			Le.	Charlotte Airport	Ar.			11:15 a.m.	Ar.		
3:45 p.m.			Le.	Spartanburg Airport	Ar.			10:20 a.m.	Ar.		
4:15 p.m.			Le.	Greenville Airport	Ar.			10:45 a.m.	Ar.		
4:45 p.m. (C.T.)			Ar.	ATLANTA (Candler Field)	Le.			7:45 a.m.	Ar.		
*Morning plane from Atlanta connects at Newark with 8:00 p.m. plane for Boston (via Colonial) arriving Boston Airport 6:45 p.m.											
Atlanta—Miami—St Petersburg (and return)											
8:15 C.T.	Le.	10:15 a.m.	Atlanta	Ar.	2:40 p.m.	(8:00 C.T.)					
	Le.	11:30 a.m.	Miami	Ar.	4:15 p.m.						
	Le.	1:30 p.m.	Jacksonville	Ar.	5:50 p.m.						
	Le.	2:30 p.m.	Daytona Beach	Ar.	6:50 p.m.						
	Ar.	4:00 p.m.	Palm Beach	Le.	12:15 p.m.						
	Ar.	4:45 p.m.	Miami	Le.	11:30 a.m.						
Daytona Beach—Tampa—St Petersburg (and return)											
	Le.	6:50 p.m.	Daytona Beach	Ar.	1:15 p.m.						
	Le.	8:00 p.m.	Orlando	Ar.	1:15 p.m.						
	Le.	9:35 p.m.	Tampa	Ar.	12:45 p.m.						
	Ar.	4:00 p.m.	St. Petersburg	Le.	12:10 p.m.						

Insert of January 1, 1931 Timetable

EFFECTIVE JULY 1, 1956

COMPLETE SYSTEM TIMETABLE

# EASTERN AIR LINES

IMPORTANT: PLEASE RE-CONFIRM YOUR RESERVATION SEE PAGE 30

SAVE 10% ON RETURN PORTION OF STANDARD ROUND TRIP TICKET ALWAYS BUY ROUND TRIP

July 1, 1956 Left



August 1, 1943



Eastern DC-7B Postcard  
The Editor's Collection



COLONIAL AIRLINES DIVISION  
Canada — U. S. A. — Bermuda

TABLE 19	EAST-BOUND	41	18	2	WEST-BOUND	1	19	50
MONTREAL	(EDT) L	8:00	Sat. only		BERMUDA	(60° DT) L	8:00	Sat. only
WASHINGTON	(EDT) L		9:00		NEW YORK	(EDT) L	6:25	
NEW YORK	(EDT) L			11:00	WASHINGTON	(EDT) L		8:45
BERMUDA	(60° DT) L			2:55	MONTREAL	(EDT) L		9:00

New York — Vermont — Canada

TABLE 20	NORTHBOUND	4	20	6	44	8	24	10	12	14	16	54	SOUTHBOUND	3	7	25	5	45	15	21	9	11	17	53	
NEW YORK (EDT) L	4:30	5:30	11:15	11:15	12:30	3:20	3:50	4:45	7:30	9:25	11:15		OTTAWA (EDT) L	Ex Su.				2:05							
POUGHKEEPSIE L													MONTREAL L					2:45						11:15	
ALBANY-TROY L	8:05	8:35	12:27			4:15	4:25		8:40	10:35			MARSENA L	8:20			12:50			5:50					11:50
SCHENECTADY L	8:15	8:45	12:37			4:25	4:35		8:50	10:45			MALONE L	8:30						6:00					12:10
GLENS FALLS L			1:00			1:45	1:55		9:05	11:00			BURLINGTON L	8:40						6:10					12:20
GLENS FALLS L			1:10			1:55	2:05		9:15	11:10			BURLINGTON L	8:50						6:20					12:30
RUTLAND L			1:30			2:15	2:25		9:30	11:25			PLATTSBURGH L	9:00						6:30					12:40
RUTLAND L			1:35			2:20	2:30		9:40	11:35			PLATTSBURGH L	9:10						6:40					12:50
SARANAC LAKE L	9:10					2:30	2:40		10:00	11:55			LAKE PLACID L	9:20						6:50					1:00
LAKE PLACID L	9:15					2:35	2:45		10:05	12:00			RUTLAND L	9:30						7:00					1:10
BURLINGTON L	9:40					2:50	3:00		10:20	12:15			RUTLAND L	9:40						7:10					1:20
BURLINGTON L	9:45					2:55	3:05		10:25	12:20			GLENS FALLS L	9:50						7:20					1:30
PLATTSBURGH L	9:35		2:15			3:00	3:10		10:30	12:25			GLENS FALLS L	10:00						7:30					1:40
PLATTSBURGH L	9:45		2:20			3:05	3:15		10:35	12:30			GLENS FALLS L	10:10						7:40					1:50
WALONE L			2:25			3:10	3:20		10:40	12:35			ALBANY-TROY L	10:20						7:50					2:00
MARSENA L	10:15		3:00			3:15	3:25		10:45	12:40			ALBANY-TROY L	10:30						8:00					2:10
MONTREAL L	On to Wash.		3:05			3:20	3:30		10:50	12:45			SCHENECTADY L	10:40						8:10					2:20
MONTREAL L	On to Wash.		3:10			3:25	3:35		10:55	12:50			POUGHKEEPSIE L	10:50						8:20					2:30
OTTAWA (EDT) L	Wash.		3:10			3:25	3:35		11:00	12:55			NEW YORK (EDT) L	10:55						8:30					2:40

Washington — Wilkes-Barre — Scranton — Ottawa  
Philadelphia — Syracuse — Massena — Montreal

TABLE 21	NORTH-BOUND	30	32	28	34	36	38	26	SOUTH-BOUND	27	31	33	35	29	37	39
WASHINGTON (EDT) L	4:30	5:45	10:15	11:20	12:05	4:00	6:30	8:00	MONTREAL (EDT) L					2:30		
BALTIMORE L	9:12					7:02			OTTAWA L					3:15		
LANCASTER L	9:45					7:35			OTTAWA L					3:25		
LANCASTER L	9:50					7:40			MARSENA L	11:00				3:30		
READING L	10:00					7:50			WATERLOO L	11:30				4:15		
READING L	10:10					8:05			SYRACUSE L	12:00				4:25		
PHILADELPHIA L	8:25					1:00	4:55	8:45	SYRACUSE L	5:00				5:00		7:45
PHILADELPHIA L	8:35					1:10	5:05	8:55	BINGHAMTON L	5:30				5:15		8:00
ALLENTOWN L						1:20	5:15	9:05	ALLENTOWN L	6:00				5:30		8:10
BETHLEHEM-EASTON L						1:30	5:25	9:15	BETHLEHEM-EASTON L	6:30				5:45		8:20
WILKES-BARRE L	9:25					1:40	5:35	9:25	WILKES-BARRE L	7:00				6:00		8:30
SCRANTON L	9:35					1:50	5:45	9:35	SCRANTON L	7:30				6:15		8:40
BINGHAMTON L	11:00					2:00	6:00	9:45	BINGHAMTON L	8:00				6:30		8:50
ENDICOTT-JOHNSON CITY L	11:10					2:10	6:10	10:00	ENDICOTT-JOHNSON CITY L	8:30				6:45		9:00
SYRACUSE L	11:20					2:20	6:20	10:10	PHILADELPHIA L	8:45				6:55		9:10
SYRACUSE L	11:30					2:30	6:30	10:20	READING L	9:00				7:10		
WATERLOO L	11:40					2:40	6:40	10:30	READING L	9:15				7:25		
WATERLOO L	11:50					2:50	6:50	10:40	LANCASTER L	9:30				7:40		
OTTAWA L	On to Platts.					3:00	7:00	10:50	LANCASTER L	9:45				7:55		
OTTAWA L	On to Platts.					3:10	7:10	11:00	BALTIMORE L	10:00				8:10		
MONTREAL (EDT) L						3:20	7:20	11:10	WASHINGTON (EDT) L	10:15				8:25		11:00

60° DT—Bermuda Local Time. —Local traffic will not be carried between Montreal and Ottawa. Through traffic between U. S. A. and Ottawa will not be transferred to other Eastern Air Lines' Aircraft at Montreal.  
F—Flag stop will be made at Malone and Poughkeepsie on Monday through Friday Only.  
▲—Tourist Service between New York and Bermuda.  
At Colonial Airlines Division Flights Serve New York through LaGuardia Terminal

ALL FLIGHTS DAILY EXCEPT AS NOTED Effective July 1, 1956 All Times are Local Time. Flight times for communities observing Daylight Time are shown in Daylight Time. Eastern Air Lines

Insert of July 1, 1956 Schedule With The Colonial Air Lines Routes

EFFECTIVE DECEMBER 1, 1958

COMPLETE SYSTEM TIMETABLE

# EASTERN AIR LINES

GREATEST AND MOST FREQUENT SERVICE TO **FLORIDA**

December 1, 1958

EFFECTIVE JANUARY 24, 1960

COMPLETE SYSTEM TIMETABLE

# EASTERN Air Lines

Fly Eastern's All-New **DC 8-B JET**


The Jet with Power to Spare

January 24, 1960










**EASTERN**

Complete System Timetable effective Dec. 1, 1970

**Eastern brings you 80 ways to get more vacation for less money this winter.**



**Widen your world to the sun on Eastern.**

December 1, 1970



**EASTERN**

**TIMETABLE**

EFFECTIVE APRIL 30, 1972



April 30, 1972

December 13, 1972



**EASTERN**

**TIMETABLE**

EFFECTIVE DEC. 13, 1972

**WARM PLACES MAKE WARM PEOPLE**




June 1, 1973



**EASTERN**

**TIMETABLE**

EFFECTIVE JUNE 1, 1973  
Including schedule supplement of new Caribbean routes.

**Eastern introduces a whole new Caribbean.**


Not just Puerto Rico, Jamaica, St. Thomas, and St. Croix. But now a whole sea of islands. Haiti, St. Martin, Aruba, St. Lucia, Antigua, Curacao, Guadeloupe, Barbados, Martinique and Santo Domingo as well.



June 1, 1982

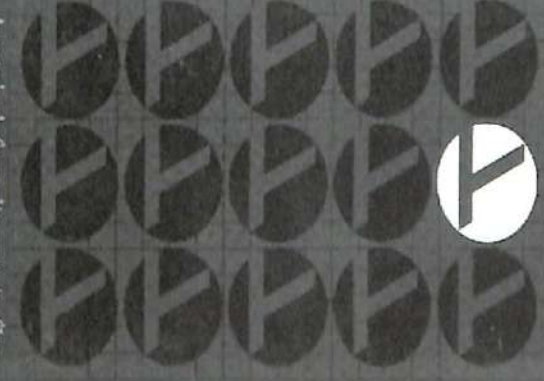
**TIMETABLE**  
Effective June 1, 1982

**EASTERN**




**America's favorite way to fly.**

**Now Eastern Spreads Its Wings Across South America**



April 1, 1985


**TIMETABLE**  
April 1, 1985




**EASTERN**

**We earn our wings every day.**

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







**EASTERN**  
**SYSTEM TIMETABLE**  
 EFFECTIVE AUGUST 1, 1989

**WELCOME  
 BACK  
 TO THE  
 NEW  
 EASTERN**

WERE BUILDING A GREAT NEW AIRLINE.  
 ONE CUSTOMER AT A TIME.

August 1, 1989

January 1, 1991



**EASTERN  
 TIMETABLE  
 JANUARY 1, 1991**


OUR FIRST CLASS  
 SEAT FOR A  
 COACH TICKET  
 GETS BETTER  
 EVERY TIME  
 YOU SIT DOWN.

Fly 1 Corporate Rate  
 roundtrip  
 Get a roundtrip  
 weekend ticket for \$91

Fly 2 Corporate Rate  
 roundtrips  
 Get a FREE roundtrip  
 coach ticket

Fly 3 Corporate Rate  
 roundtrips  
 Get a FREE roundtrip  
 unrestricted coach ticket

Only Eastern's Corporate Rates  
 allow you to fly First Class  
 with a coach ticket. For details,  
 call your Travel Agent or  
 1-800-EASTERN.



**EASTERN**



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- |                 |             |                      |                   |
|-----------------|-------------|----------------------|-------------------|
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| ✧ Models        | ✧ Uniforms  | ✧ Jr. Wings          | ✧ Photos / Slides |
| ✧ Playing Cards | ✧ Books     | ✧ China / Silverware | ✧ Aviation Art    |

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**Dave Cherkis, 702-360-3615: 9am-5pm (Pacific Time)**  
**Chris Laborde, 619-997-0666: 9am-5pm (Pacific Time)**

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 Shuttle to and from LAX provided by the hotel

GENERAL ADMISSION \$5.00

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 Includes 1 additional adult admission.

Number of display tables requested: \_\_\_\_\_ x \$ \_\_\_\_\_ = \$ \_\_\_\_\_

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Company: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

California Resale #: \_\_\_\_\_ Previously on file  Occasional Sales Declaration

Items Trading / Selling: \_\_\_\_\_

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Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**NO TABLE REFUNDS WITHIN 45 DAYS OF SHOW**



# What Is It?

By Ken Taylor

keebeetay@aol.com

It's time for another article on 'What Is It?'. This time, however, I am focusing on caps and badges from Air Canada as my material for this issue's theme of Eastern Air Lines is rather limited.

Air Canada, the aviation jewel of Canadian skies, born by name change from Trans-Canada Air Lines in 1966, has experienced financial difficulties, and bankruptcy, since 9/11.

To reflect the better years of past, the following pictures show the evolution of the front end crew cap badges and jacket wings.



Some deep color red and the name AIR CANADA were added to the cap badge with the wing now consisting of gold wire. These badges were in use until 1970.

A wing change came in 1970 which was vastly different from the previous two wings. The cap badge remained unchanged. These badges were used until 1980.



Above is a pilot's cap badge and the jacket wing, issued in 1966. These badges were used only for one year. The wing is of brass with the cap badge of gold wire on cloth.

A drastic change in the Captain's and First Officer's badges first appeared in 1967.



The next change came in 1980. While there is no change to the cap badge, the front end crew now used three wings. This series of different designs used a red leaf in the logo with the wings of gold colored metal. The Captain's wing has a laurel leaf wreath and three stars encircling the red leaf logo. The First Officer wing has the laurel leaf design with no stars around the red leaf logo. The third wing has the red leaf logo with no stars or wreath; this wing is used by the Flight Engineer. This design was used for 17 years until 1997.



The 1997 issue of AIR CANADA badges featured a cap badge of the same design as the previous issues with the exception that the red background is now a sharp, bright red and very visible. There are now two jacket wings of a slightly different design in gold color metal. The Captain's logo leaf is now a gold color with a laurel leaf wreath surrounding the lower portion. The First Officer's wing features the logo only with no wreath.



AIR NOVA, an Air Canada commuter from Halifax on Canada's east coast, adopted the Air Canada design for their badges. The cap badges feature the name AIR NOVA while the jacket wing is the standard Air Canada issue.



AIR BC, an Air Canada Connector carrier, adopted the Air Canada badges in 1997. As with Air Nova, the cap badges show 'Air BC' while the jacket wings remained the same as Air Canada. Beginning April 1, 2003, both Air BC and Air Nova became known as Air Canada Regional carriers.







The next change came on January 1, 2003. AIR NOVA and AIR BC were renamed AIR CANADA JAZZ as shown with this cap badge. The jacket wings are the regular Air Canada issue.

On the same day, TANGO was created as an offshoot of Air Canada. The badges were the regular Air Canada issue. Tango ceased to exist in October 2003.



Another big change on January 1, 2003 was when Air Canada formed ZIP, a Calgary based discount airline. Where do we go from here?

Now, two questions. Sergey Talantov of Moscow, Russia, sent this sketch. Any idea where this wing is from?



Stan Baumwald asked about this wing with a downward facing to the lower left dart. Who, where and when?



The answer is that this wing is a Glider Pilot qualification wing from the Nationalist Chinese Armed Forces issued in 1954. See Roy Thompson's book WINGS OF THE NATIONALIST CHINESE ARMED FORCES, Volume 5.

Do you have a question? An answer? Write, phone or email!

**Ken Taylor**

### Mey-Air Question Answered

Page 36 - LOG 28-2

Mey-Air Transport was formed at Oslo, Norway in 1970 by H.O. Meyer to operate passenger charter and inclusive-tour services from Gardermoen Airport, Oslo. Services started with a Convair 240, and a leased Japanese YS-11 was added in December of that year. Two Boeing 737s were delivered in September and October 1971 and the YS-11 was returned to NAMC in Japan. The Convair remained in service until the end of 1972 alongside the 737s and was then stored at Fornebu Airport, Oslo. Mey-Air ceased operations on Feb. 22, 1974 and was declared bankrupt two days later. The two 737s went back to Boeing on March 7 of that year and were later sold to Piedmont. The CV-240 was broken up at Fornebu Airport, Oslo.

*Special Thanks To Joop Gerritsma  
For This Information!*

# Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

In an industry where most companies were reflective of their chief executives, Eastern was a stand-out, modeled in the image of its leader, Edward Vernon Rickenbacker, most well known as "Captain Eddie."

Autocratic and tight-fisted, the Captain's approach to his company and its customers was ultimately reflected in the dining service found on their aircraft. When told that the passengers were complaining that Eastern's meal quality was not equal to other airlines, his response was "Dammit we are running an airline, not a restaurant."

The Captain was an intense, driven man, and he had a pedigree in transportation that no one else could match. Born in 1890, he was racing automobiles by 1910 and even drove in the first Indianapolis 500 in 1911. In World War I, he became commander of the famed 94<sup>th</sup> Aero Pursuit Squadron, known as the "Hat In The Ring" squadron. After the war, he dabbled in various pursuits, at one point even working for the Pennsylvania Railroad. He headed the Rickenbacker Automobile Manufacturing Company from 1925 to 1927, and in 1927 bought the Indianapolis Motor Speedway, which he would own for 20 years.

Rickenbacker joined Eastern in 1933 as Vice-President, Operations, and became President in 1938, the year that he bought the airline. His close watch on expenses resulted in an unbroken string of profits and dividends during his tenure. He was finally forced out as CEO in 1959, but remained as Chairman of the Board until the end of 1963. It is reported that even to the end, his top assistant needed the Captain's written approval for any expenditure over \$150!

Floyd D. Hall was named President and CEO in late 1963, and his upgrading of food and beverage service put Eastern on par with the other carriers in this impor-

tant marketing strategy. As the photos will show, Eastern suddenly had some very elegant dining and service items.

Fig. 1. Probably the most elegant silver service ever used by an airline are these Reed & Barton items used by Eastern in the 1960's on the "Famous Restaurant" flights.

Fig. 2. Rosenthal China from Germany was used on the "Famous Restaurant" flights. The design was simple, plain white with a thin silver rim stripe, perhaps a subtle reminder of the airline's "Great Silver Fleet" nickname. Look closely and



Fig. 1



Fig. 2 Above ~ Fig. 3 Below







Fig. 4 Above



Fig. 5 Left

Fig. 6 Below



Eastern A300 N235EA  
Aviation Photography of Miami Collection

you will see a very faint Eastern logo inside the cup. The silver stripe motif (without the logo) was used for the rest of Eastern's existence, but cheaper Japanese china was later used as a cost-saving measure.

Fig. 3. In the early 1960's, Eastern had a "compass point" logo, apparently abandoned after a few months of use. It appeared on some glassware, stainless flatware and on a tall silver coffee pot.

Fig. 4. Although not on-board dining items, the advertising glassware distributed to travel agents and customers have become popular collectibles. These depicted here trumpet new equipment, the Silver Falcon (Martin 404), Golden Falcon Electra, Constellation, and Golden Falcon (DC-7B). Most of these bear Eddie Rickenbacker's signature.

Fig. 5. This William A. Rogers silver coffee pot dates to the 1970's and has a very thin Eastern logo toward the lower front.

Fig. 6. A light green glass "dog dish" bearing the older duck hawk logo and the full Eastern Air Lines name. These were used to serve hot meals. A stack of 6 would be kept in an insulated stainless canister until ready for serving, an era before there were on-board ovens in aircraft galleys.

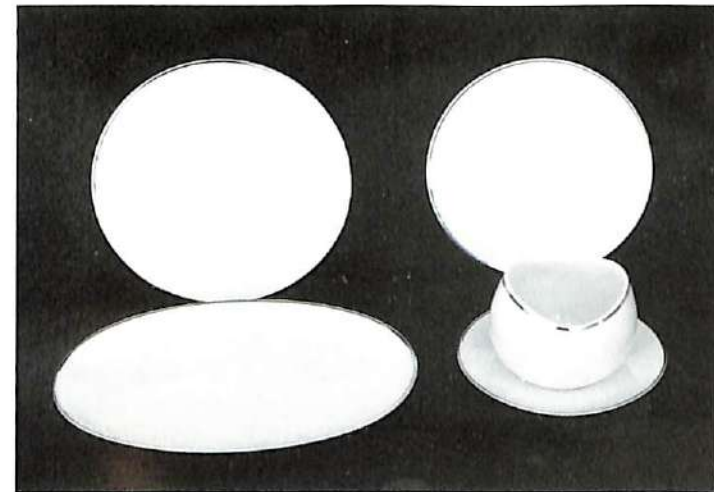


Fig. 7

Fig. 7. A few examples of the Rosenthal china used on the "Famous Restaurant" flights. A bowl depicted on the right front side of the photo is attached to the underliner saucer and was apparently used for salads.

Fig. 8. In the 1980's, Eastern was given route authority to Tokyo, but apparently couldn't afford to actually start the service. But, meanwhile, they had made some colorful test china casseroles, two of which are pictured here.

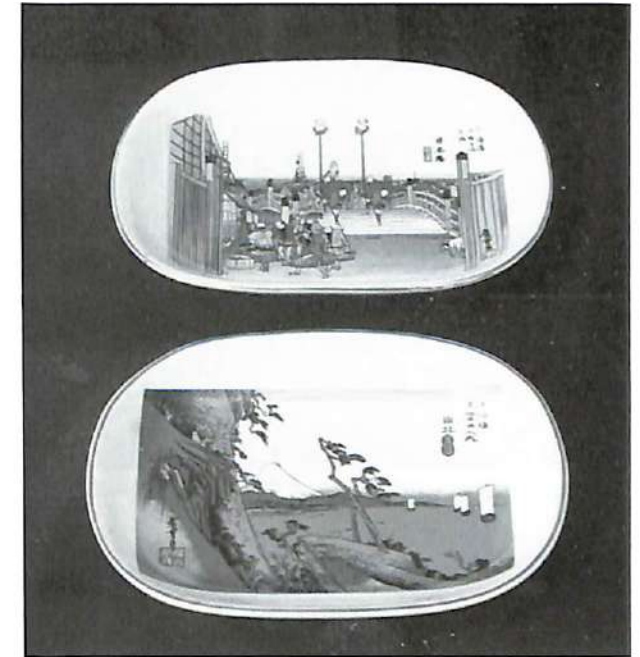


Fig. 8



Fig. 9

Fig. 9. Eastern was one of the few airlines to flaunt their logo on the familiar oval casserole dishes typically found in economy class service. The logo here is in medium blue and the casserole dish was made by Corning, probably in the 1970's.

Fig. 10. Here are the glasses used in the "Famous Restaurant" flights with a huge Eastern logo. Most are Rosenthal crystal. The champagne flute (second from left, front row) was never able to be used on board as they were too tall for the galley trays. Thus, they were given to employees or discarded.

Fig. 11. This is the glassware in used for the last several years of Eastern's existence featuring both the name and the logo.





Fig. 10



Fig. 11 Above - Fig. 12 Below

Fig. 12. A pair of Rickenbacker signature glasses issued for the airline's 25<sup>th</sup> (1953) and 27<sup>th</sup> (1955) anniversaries. No glasses were issued for any other anniversary, nor for the 26<sup>th</sup> anniversary in 1954!



Fig. 13 Above. The final Rickenbacker signature glass was this DC8-B. The logo and pinstripes are in gold and the lettering is in blue. These are fairly rare, apparently not made in the quantity of the earlier signature glasses. Rickenbacker ended his tenure as CEO in 1959 and the DC8-B's entered service in early 1960. Perhaps the glassware budget was axed at this time?



Fig. 14. These stainless steel serving pieces with a frosted logo were in use at the time the airline shutdown in 1991.

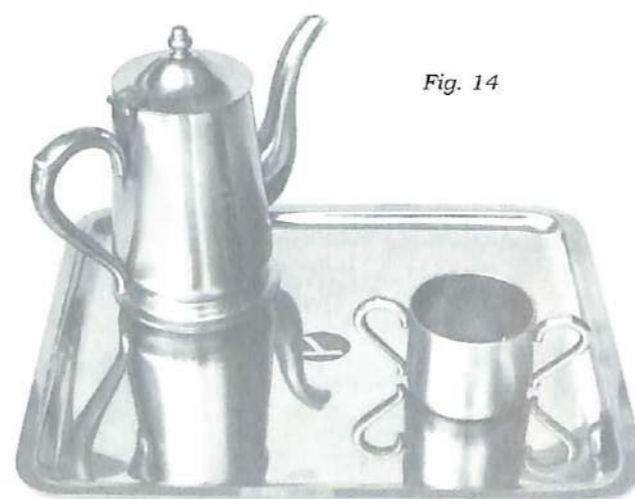


Fig. 14

# Sticker Chatter

By David A. Rowe

## LOTS OF INTERESTING STICKERS FOR YOUR REVIEW!

- 1 - TIGER CONTRACT CARGO flies a single Convair 340-70 from Georgetown, TX. Black on white. Graham Alliance.
- 2 - AIR FIJI flies BN-2s, Banderantes, Y12s and a Twin Otter from Suva. Multicolor.
- 3 - AIRZENA GEORGIAN fly 737s & various Russian types from Tbilisi. Beige, red and white.
- 4 - GARUDA INDONESIA has issued some beautiful Equator Crossing stickers over the years and this one is no exception. Multicolored, of course.
- 5 - LTU has this red, grey, blue, and white issue for the A320-200. Similar for A330-200
- 6 - BALKAN BULGARIAN issued five similar 50<sup>th</sup> anniversary stickers featuring the current fleet. Green, yellow, red, blue, and white.
- 7 - HOOTERSAIR is a new U.S. carrier. Orange, purple, grey, and white. DAVE CHERKIS.
- 8 - WHITE EAGLE AVIATION flies 737s and various Russian types from Warsaw. Dark blue and white. Larger size also.
- 9 - JORDAN AVIATION operates 737 charters from Amman. Blue, red, grey, and white.
- 10 - LUFTHANSA still churns out new stickers. Yellow, blue, and black.
- 11- PAS PETROLAIR SYSTEM flies 737, 757 and Gulfstream IV aircraft from Geneva and Athens. This item in red, black, white is obviously earlier as HB-VFF was a Biz-Jet.
- 12 - VIRGIN ATLANTIC produces lots of goodies for their younger passengers which often includes stickers. Dark blue, white, and red on yellow.
- 13 - VIRGIN ATLANTIC again. Red, grey, blue, white, and black.
- 14 - AIR BOURBON is predictably a new French Airbus operator. Green and blue title, green and orange logos, green fuselage title, very snazzy!

15 - LIVINGSTON is another new A321 operator. Orange with white outline top titles, orange fuselage title and cheat line, light grey top fuselage, dark grey bottom with dark grey logo and orange logo head, different!

(Continued on page 33)

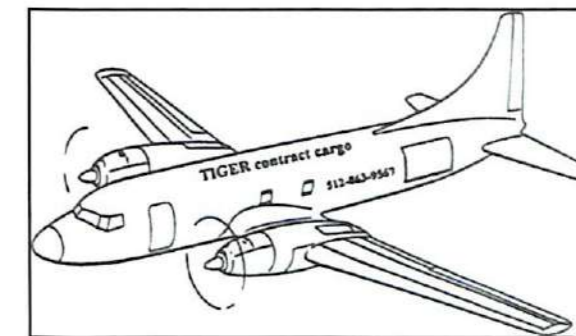


Fig. 1



Fig. 2



Fig. 3

Fig. 4 Below







Fig. 5 Left

Fig. 6 Right



Fig. 9 Below



Fig. 7 - Fig. 8



Fig. 13

Fig. 14

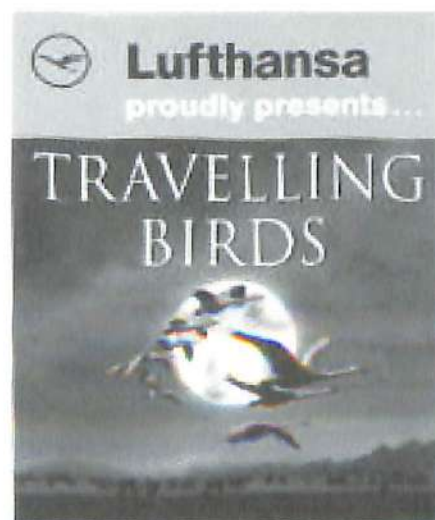


Fig. 10 Above

Fig. 11 Below



Fig. 14 Above

Fig. 15 Below



(Continued from page 31)

**GOLDEN OLDIES - EASTERN AIRLINES**

16 - The Great Silver Fleet came in numerous colors. This one is red, white, blue and green.

17 - EASTERN AIR TRANSPORT was the predecessor of Eastern Airlines and this real beautiful multicolored label shows the Curtiss T32 Condor used at the time.

18 - The earliest Eastern Airlines label listed is this one from 1937/38 in blue titles and outer band, white DC-3, orange map and 'Douglas etc.', all on yellow.

19 - A set of 10 different labels was issued in 1937/38 for cities and areas served. All multicolored, I'm still looking for the Florida Flyer!

20 - Lastly, "Florida Fishing" advertised - Green, black, white, and yellow.



Fig. 16

Fig. 18

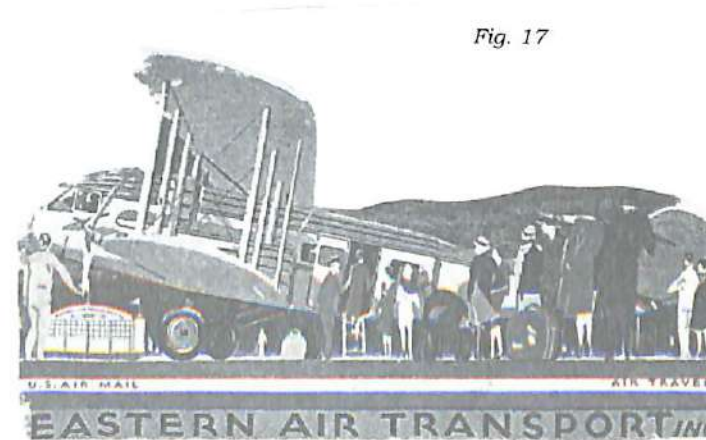


Fig. 17



Fig. 19



Fig. 20



# Aviation Postage Stamps

By Jim Edwards

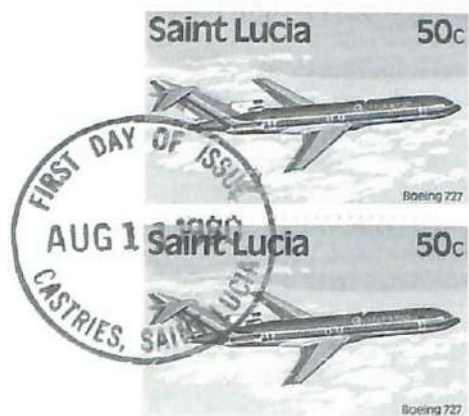
Eastern Air Lines is well represented on postage stamps, believe it or not! Take a look at these examples from my collection.



Nevis issued a set of stamps featuring Civilian Aircraft in 1998 which included this Eastern A300 Airbus.



This 1987 set was issued by the Bahamas and featured Eastern's Boeing 757 aircraft.



Saint Lucia issued this set in 1980 with the Eastern Boeing 727. Stamp designed by Anthony Theobald.



# Safety Cards!

By Todd N. Helm

thelm@alvinskeys.com

Eastern Air Lines has a colorful past and was one of the prominent carriers in the United States for many decades. Their safety cards were equally colorful and give collectors a chance to collect many types of aircraft from one single airline.



Fig. (A). This folder goes all the way back to the Constellations. All three of the aircraft are diagrammed on this one pamphlet. The 60 passenger Constellation, Super Constellation and the Super C Constellation. The address shown on the folder is for the then corporate offices at 10 Rockefeller Plaza in New York. The code on this brochure is 44-PA-26 and has a yellow cover.

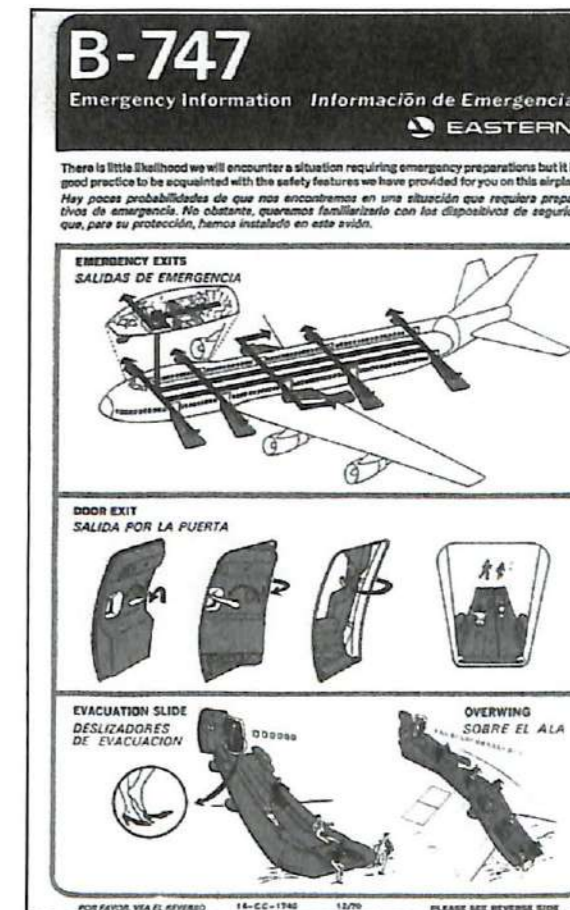


Fig. (B) The largest aircraft that Eastern operated was the 747. This plastic safety card was printed in the standard blue and white and was dated 12/70. Although leased from Pan Am, Eastern had their own cards on board and the upper deck emergency exit, although shown, was not illustrated on its operation.

Illustration (C) The Electra's were an integral part of the Eastern fleet beginning in 1959 through 1977. The card illustrated is dated Rev. 7/75, again in the standard Blue and White format and also illustrates the usage of over water safety equipment such as the life rafts and life preservers.

Fig. (D) The "Stretch 8" card, provides us a chance to see how the earlier cards did not show an outside diagram of the aircraft on the front, although a floor diagram was shown on the back. This card is dated 12/68. A revision of this card, dated 9/71, although not shown here, was still in the blue and white and had the outside diagram of this stretch DC-8. Eventually the cards remained plastic but different colors were used for the specific aircraft type. As an example the 727-200 was red/white and the DC-9-30 was gold/white.



**ELECTRA**  
Emergency Information  
Información de Emergencia  
Renseignements pour les cas d'urgence

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

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

Il est peu probable qu'il se présente une situation nécessitant des mesures d'urgence, mais il est bon de prendre connaissance des moyens de sécurité que nous avons prévus pour vous à bord.

**EMERGENCY EXITS**  
SALIDAS DE EMERGENCIA  
SORTIES DE SECOURS

**WINDOW EXIT**  
SALIDA POR LA VENTANA  
FENÊTRE DE SORTIE

**DOOR EXITS**  
SALIDA POR LAS PUERTAS  
PORTES DE SORTIES

**GALLEY DOOR EXIT**  
SALIDA POR LA PUERTA  
DE LA GALERÍA  
SORTIE DE LA CUISINE

**LOUNGE DOOR EXIT**  
SALIDA POR LA PUERTA  
DEL LOUNGE  
SORTIE DU SALON

**WINDOW EXIT**  
SALIDA POR LA VENTANA  
FENÊTRE DE SORTIE

PLEASE SEE REVERSE SIDE  
POR FAVOR, VEA EL REVERSO  
PRIÈRE DE VOIR LE VERSO

Fig. C

**DOUGLAS DC-8-60 SERIES**  
Emergency Information Card

Eastern

You are flying aboard a DC-8-60 SERIES, with a captain and crew who are thoroughly trained and experienced. There is little likelihood we will encounter a situation requiring emergency preparation but it is a good practice to be acquainted with the safety features we have provided for you on this airplane.

ALL SEAT BACKS MUST BE IN THE UPRIGHT POSITION DURING TAKE OFF AND LANDING.

**AUXILIARY DOOR EXIT OPERATION**

**WINDOW EXIT OPERATION**

**ENTRY AND GALLEY DOOR OPERATION**

**BRACING POSITION**

**EVACUATION SLIDE**

**SEAT BELTS**

**NO SMOKING**

DO NOT TAKE THIS CARD FROM THE AIRCRAFT  
PLEASE SEE REVERSE SIDE

Fig. D

**DO YOU KNOW? ¿SABE USTED? SAVEZ-VOUS QUE?**

**OVERHEAD COMPARTMENT**  
COMPARTIMENTO SUPERIOR • COMPARTIMENT SUPERIEUR

**L-1011**

**SEAT BELTS** CINTURONES DE SEGURIDAD • CEINTURE DE SECURITE

**TAKE OFF & DESPEQUE Y ATERRIZAJE**  
LANDING DECOLLAGE ET ATERRISSAGE

**PROTECTIVE POSICIONES DE EMERGENCIA**  
POSITIONS POSITIONS POUR VOTRE SECURITE

**OXYGEN** OXIGENO • OXYGENE

**NO SMOKING**  
NO FUMAR  
NE PAS FUMER

DO YOU KNOW? ¿SABE USTED? SAVEZ-VOUS QUE?

Fig. G

**B727-25**  
SAFETY INFORMATION.  
INFORMACION DE SEGURIDAD.  
RENSEIGNEMENTS POUR VOTRE SECURITE.

**AEROSTAR**

★ THE CHARTER AIRLINE OF THE SUNBELT ★ THE AIRCRAFT.  
POR FAVOR, NO SE LLEVE ESTA TARJETA DEL AVION.  
PRIERE DE LAISSER LA PRESENTE CARTE A BORD DE L'AVION.

**NO SMOKING**  
NO FUMAR  
NE PAS FUMER

WHEN THE "NO SMOKING" SIGN IS OFF, YOU MAY SMOKE WHILE SEATED IN THE SMOKING SECTIONS OF THE CABIN. WHENEVER THE "NO SMOKING" SIGN IS LIGHTED, HOWEVER, ALL SMOKING MATERIALS ARE TO BE EXTINGUISHED.

CUANDO LA SENAL "SE PROHIBE FUMAR" ESTE APAGADA, USTED PUEDE FUMAR MIENTRAS ESTE SENTADO EN LAS SECCIONES PARA FUMAR DE LA CABINA. SIN EMBARGO, CADA VEZ QUE LA SENAL "SE PROHIBE FUMAR" SE ENCIENDA, USTED DEBERA APAGAR LO QUE ESTE FUMANDO.

LORSQUE LE SIGNAL "NE PAS FUMER" EST ETEINT, VOUS POUVEZ FUMER TANT QUE VOUS OCCUPEZ UN SIEGE DANS UNE DES PARTIES DE LA CABINE OU LES FUMEURS SONT ADMIS. TOUJOURS, DES QUE LE SIGNAL "NE PAS FUMER" S'ALLUME, VEUILLEZ CESSER DE FUMER.

Fig. H

**B727-200 A/S**  
SAFETY INFORMATION.  
INFORMACION DE SEGURIDAD.  
RENSEIGNEMENTS POUR VOTRE SECURITE.

Eastern

PLEASE DO NOT REMOVE THIS CARD FROM THE AIRCRAFT.  
POR FAVOR, NO SE LLEVE ESTA TARJETA DEL AVION.  
PRIERE DE LAISSER LA PRESENTE CARTE A BORD DE L'AVION

**NO SMOKING**  
NO FUMAR  
NE PAS FUMER

WHEN THE "NO SMOKING" SIGN IS OFF, YOU MAY SMOKE WHILE SEATED IN THE SMOKING SECTIONS OF THE CABIN. WHENEVER THE "NO SMOKING" SIGN IS LIGHTED, HOWEVER, ALL SMOKING MATERIALS ARE TO BE EXTINGUISHED.

CUANDO LA SENAL "SE PROHIBE FUMAR" ESTE APAGADA, USTED PUEDE FUMAR MIENTRAS ESTE SENTADO EN LAS SECCIONES PARA FUMAR DE LA CABINA. SIN EMBARGO, CADA VEZ QUE LA SENAL "SE PROHIBE FUMAR" SE ENCIENDA, USTED DEBERA APAGAR LO QUE ESTE FUMANDO.

LORSQUE LE SIGNAL "NE PAS FUMER" EST ETEINT, VOUS POUVEZ FUMER TANT QUE VOUS OCCUPEZ UN SIEGE DANS UNE DES PARTIES DE LA CABINE OU LES FUMEURS SONT ADMIS. TOUJOURS, DES QUE LE SIGNAL "NE PAS FUMER" S'ALLUME, VEUILLEZ CESSER DE FUMER.

Fig. E

**DC-10-30 Whisperliner**  
SAFETY INFORMATION  
INFORMACION DE SEGURIDAD.  
RENSEIGNEMENTS POUR VOTRE SECURITE.

Eastern

**NO SMOKING**  
NO FUMAR  
NE PAS FUMER

WHEN THE "NO SMOKING" SIGN IS OFF, YOU MAY SMOKE WHILE SEATED IN THE SMOKING SECTIONS OF THE CABIN. WHENEVER THE "NO SMOKING" SIGN IS LIGHTED, HOWEVER, ALL SMOKING MATERIALS ARE TO BE EXTINGUISHED.

CUANDO LA SENAL "SE PROHIBE FUMAR" ESTE APAGADA, USTED PUEDE FUMAR MIENTRAS ESTE SENTADO EN LAS SECCIONES PARA FUMAR DE LA CABINA. SIN EMBARGO, CADA VEZ QUE LA SENAL "SE PROHIBE FUMAR" SE ENCIENDA, USTED DEBERA APAGAR LO QUE ESTE FUMANDO.

LORSQUE LE SIGNAL "NE PAS FUMER" EST ETEINT, VOUS POUVEZ FUMER TANT QUE VOUS OCCUPEZ UN SIEGE DANS UNE DES PARTIES DE LA CABINE OU LES FUMEURS SONT ADMIS. TOUJOURS, DES QUE LE SIGNAL "NE PAS FUMER" S'ALLUME, VEUILLEZ CESSER DE FUMER.

PLEASE DO NOT REMOVE THIS CARD FROM THE AIRCRAFT  
POR FAVOR, NO SE LLEVE ESTA TARJETA DEL AVION  
PRIERE DE LAISSER LA PRESENTE CARTE A BORD DE L'AVION

Fig. F

Fig. (E) The format used was changing for Eastern in the late 70's to a paper folder with a flight attendant on the cover. This B727-200 A/S was used on the Air Shuttle service and did not illustrate life rafts. This card is dated 5/81. The revision of this style card was later carried out in the mid 80's as shown here on the DC-10-30 Whisperliner. The cards began having a picture of the aircraft on the cover fleet wide. When the DC-10 service was inaugurated, they made quick black and white copies and later replaced with the color folder. The same date was on both 6/85 with different codes. Illustration (F)

Fig. (G) The final format of the Eastern safety cards had a larger folder with a pictorial demonstration of the emergency procedures. This L 1011 card had a revision date of September 1986. If you look closely, some of the pictures were from the 727-200 and DC-10.

**A LOOK BACK.....**

Looking back on an airline no longer in service, we also get to see how airlines may use the safety card off another airline and simply add a sticker to reflect the identity of the operating airline. This card, in Eastern format, is from Aerostar Airlines. Aerostar was a charter airline that began operation in 1981 and was based at Atlanta, Georgia. This B727-25 card was dated 10/81 and still retained the Eastern code of 14-CC-1711, OPR-252. Fig. (H)

Until Next Time.....SAFE FLYING!



# This'N'That

By Peter W. Black

SAMOANCLIPPER@netscape.net

The lowly ticket jacket is among the most prolifically produced airline collectable around today. I do not know when the first was issued but it had to be in the late 1920s or early 1930s. Even with the advent of electronic ticketing, the ticket jacket is alive and well, and will probably be around longer than most airlines.

Their shape and shape are fairly uniform, rectangular in shape, and printed with multi-colored inks. What makes these mundane items highly collectable is the fact that they are changed quite frequently to reflect new routes, new aircraft, change of livery or special events. Some are changed simply for the sake of change.

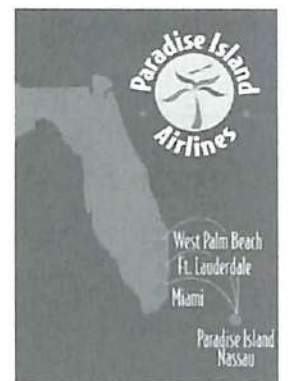
Some airlines have only one type of jacket at any particular time while other have different ones for different classes of service they offer, and while most give their in-house jackets to travel agents, others produce modified or totally different ones for agencies. A very few carrier have none at all.

Incidentally, your local travel agent can be a great source of various collectables, but particularly ticket jackets. A year ago three local agencies merged and I received a treasure trove from the resulting company when they merged their files, including many from long defunct airlines. Do not expect just to walk in to a travel agency and get some goodies, but if you book a vacation package or cruise through one, after you return from the trip drop by and tell them how things went and you probably will be pleasantly surprised.

The advent of electronic ticketing has made jackets available at kiosks some airlines offer to check-in e-ticketed passengers. Despite a desire to go paperless the boarding passes issued by electronic check in locations still need something in which to be carried, and jackets frequently found at these machines.

On line auctions are good source of older jackets. I have obtained a number of oldies, some complete with tickets at very reasonable prices. Older tickets themselves are quite collectable, but that is another story.

P.S. For anyone looking for a "starter collectable" for a child, ticket jackets are ideal.



**IMPORTANT**  
\$15.00 Bahamian Departure Tax will be collected upon check in for all flights departing from the Bahamas

FLIGHT	GATE	SEAT
FLIGHT	GATE	SEAT

**RESERVATIONS:**  
In the U.S. call: 800-SUN-7202 (800-786-7202)  
In Nassau/Paradise Island call: 242-394-8PIA (242-394-8742)

1997 Issue—Route Map And History Inside

## TRANS EAST INTERNATIONAL AIRLINES

Serving the Northeast from Boston to Atlantic City... from Nantucket to New York

Whether traveling for business or pleasure, fly Trans East International Airlines for convenient, on-time service to and from:

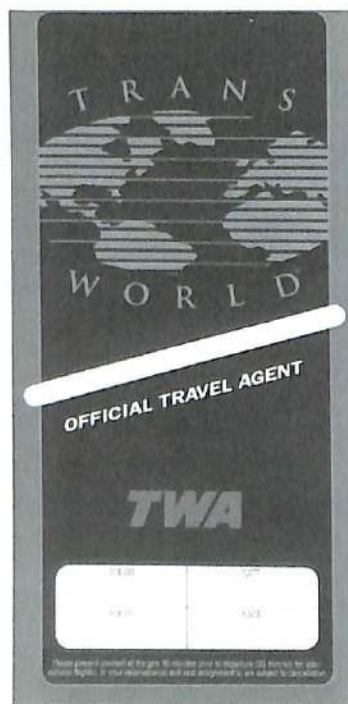
- New York (LaGuardia)
- Newark
- White Plains
- Atlantic City
- Boston
- Hartford
- Providence
- Hyannis
- Martha's Vineyard
- Nantucket



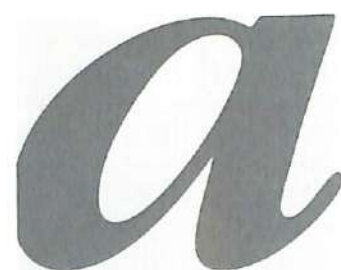
Little Remains Of TEIA Other Than This 1984 Jacket

## Ticket Jackets

Some Airlines Provided Travel Agents With Special Jackets Like This TWA Issue



Boeing 717 Launch Customer AirTran Advertises The New Aircraft On This 2000 Issue



### BOEING 717

LAUNCH CUSTOMER

FLIGHT	GATE	SEAT
FLIGHT	GATE	SEAT

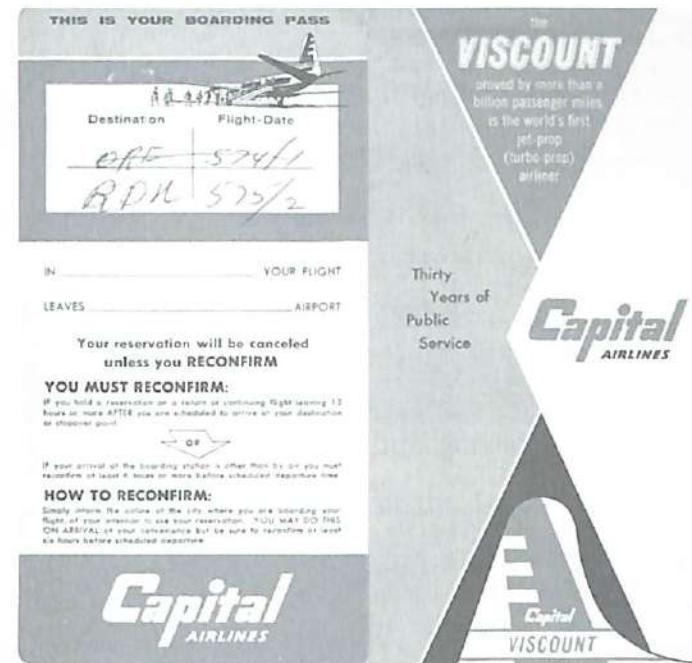
Please board at least 10 minutes before departure.

For reservations and information, please call 1-800-AIR-TRAN. In Atlanta call 770-994-8258.

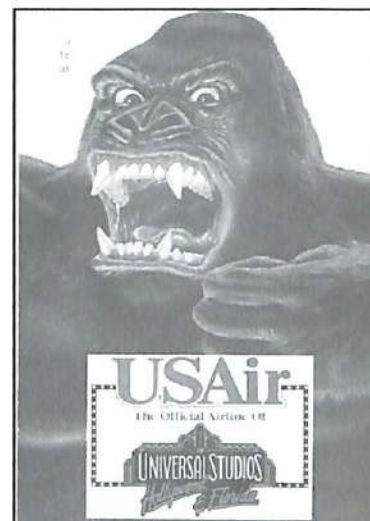


www.airtran.com

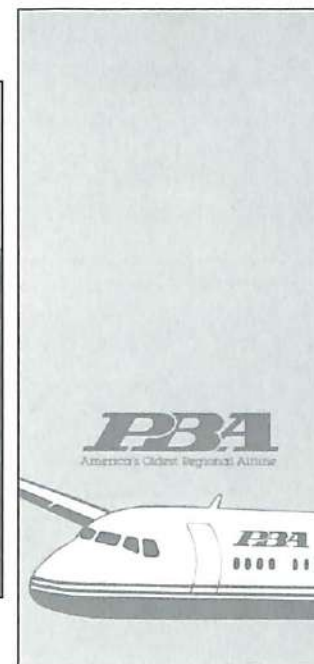
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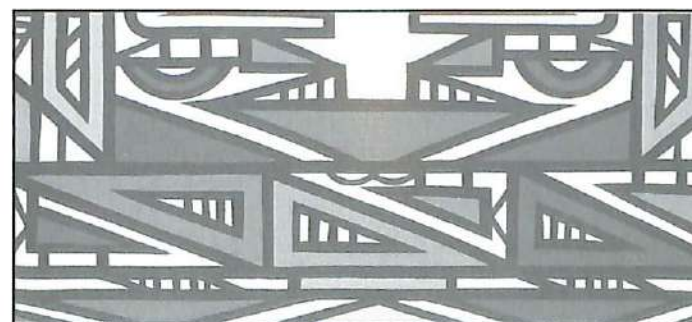
A 1957 Capital Jacket Recently Obtained Via Online Auction



One Of A Series Of USAir Jackets Promoting Universal Studio Theme Parks



PBA Jacket Found At A Local Travel Agency



One Of A 1988 Series From British Airways

## Eastern Air Lines.

R.E.G. Davies "Eastern - An Airline and its Aircraft," Illustrations by Mike Machat. Publisher Paladur Press, McLean, VA, USA, 2003. ISBN 1-888962-19-4. Hardcover, 11 x 9 inches, 104 pages, price: \$35 (U.S.).

Eastern Air Lines was one of the "Big Five" of American air transport and in this eighth volume of the great series 'An Airline and its Aircraft' Davies and Machat present a detailed history of this airline in an abundance of text, with 130 photos, 31 of Machat's superb aircraft side views in full color and 23 of the very-detailed route maps (by Davies). In the 65 years of its existence, EAL collected many operational 'firsts', such as the first certificated U.S. airline to make a profit, the first operating scheduled rotary wing service, the first with the Constellation, L-188 Electra, TriStar and Airbus and more. Nearly all of the post-war aircraft photos are color shots, right from the DC-4 to the Airbus and most were taken by hobbyists like you and I, rather than the often-well known airline and manufacturer PR shots. (Featured among them are many Roger Bentley photos.) Eastern is probably best-remembered for its New York, Washington and Boston Air Shuttle services, but its history is much richer than that and Davies has dug deep in the archives of the Eastern Airlines Retiree Association to bring it all out. Anyone who has this book already when reading this: congratulations. For those who haven't, we suggest you get it soon, before they are all sold out, as is the case with three of the eight already.

Joop Gerritsma



Eastern DC-8-21 N8615 At San Juan, Puerto Rico Postcard From The Editor's Collection Plastichrome P67606



# Postcard Corner!

By Allan Van Wickler

amvwdsvw@iqworks.net

## Eastern's Wings On Postcards!

Some of my earliest flights were on Colonial Airlines, which was absorbed into Eastern Air Lines in 1956. I'd like to start with Colonial's DC-3 and DC-4, both four color Harry Baumann linen cards (E-6199 and E-9399) that I've owned for over 50 years!

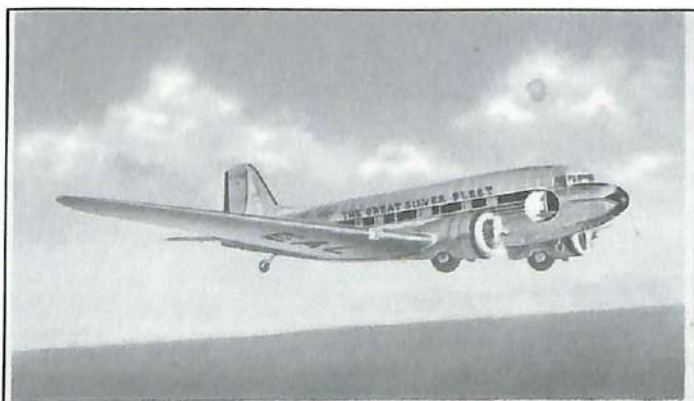


Colonial Airliner At Ramp

LaGuardia Field



Colonial "Skycruiser" over Manhattan



Eastern Silverliner In Flight

LaGuardia Field

There are so many great EAL cards, both airline issue and airport, that perhaps it's best to show just a few favorites so that you can get at least an idea of the greatness of this carrier. Let's start with a few in-flight service cards from the 1930s. All cards are 3-1/2" x 5-1/2".

Eastern Air Transport System, which changed its name to Eastern Air Lines on March 29, 1936, put out at least two in-flight service postcards (B&W) as shown. Then onto two DC-2's, B&W company cards, one of the stewards (card mailed in 1942) and another late 30's in-flight with all 14 passengers eating, looking out, and trying to forget the noise.



Flying Hostesses of Eastern Air



Club Comforts of Eastern Air Passenger Plane



THE INTERESTING WAY TO TRAVEL—EASTERN AIR LINES



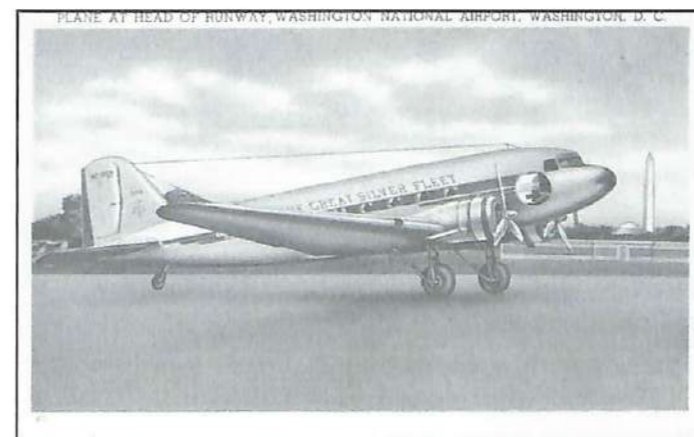
"The Great Silver Fleet" of the DC-2's and Lockheed 10's continued on into DC-3's and 4's. Here's a company card of NC 18123 followed by the wonderful Washington National Airport linen series published by Air Terminal Services, Inc., the EAL DC-3 of which is pictured at rest, left to right. I also wanted to include their DC-3 from the famed Bauman series done for LaGuardia Airport (E-6201) and a great Jacksonville four-color chrome card with Eastern's DC-4 in the foreground (Mike Roberts C1553).



EASTERN AIR LINES' 21-PASSENGER SILVERLINER



Weir Cook Municipal Airport, Indianapolis, Indiana



PLANE AT HEAD OF RUNWAY, WASHINGTON NATIONAL AIRPORT, WASHINGTON, D. C.







Back to Jacksonville once again for the carrier's early Connie in four-color chrome (Mike Roberts 5C-K2046) followed by their L-1049 Constellation in four-color chrome at Chattanooga (Bartone 1-24456). And, once again back to Jacksonville with Eastern's L-188 put out by Plastichrome (P-42462). Note the enhancements to the terminal in each of the Jacksonville cards. I began a "low-end budget" AC Spark Plug move in October, 1966, from JAX to San Juan, a three-night incentive travel charter move involving multitudinous back-to-back originations from around the USA. Eastern did a great job with their DC-8's as did the El San Juan Hotel out in Isla Verde, PR.



And so, off into the pure jets with this superb DC-8 in its original old livery, a four-color chrome airport card, no publisher, numbered 14-PP-0713. And two B727 cards, both four-color chrome, in the "hockey puck" livery. First, the tail shot at Raleigh-Durham, a Mike Roberts/G. Lester Roberts color photo, C18631. And the second is at Sarasota/Bradenton, published by Russell News Agency in Sarasota, S-74319-1.



Take a look at the L-1011 card and then realize it's a DC-10 company card, four-color chrome. Bought this at a Dallas show in 1980; the regional show had been picked clean by our post card zealots and one was reduced to rechecking the floor, with dealers that had a potpourri to offer, a little bit of this, a little bit of that. The guy had perhaps 25 cards, but the bottom ten (!) were this card. He wanted 10 bucks for the lot, I bought 'em all, distributed 9 for free around the floor to my fellow collectors. A pleasant surprise.



*(Editor's Note: Two different versions of the Eastern DC-10 postcard exist. Look closely at the tail!)*  
In retrospect, I flew north and south on Eastern and its merger partners a lot, from the DC-3

through the A300. I did business with them, from Rockefeller Center to their Miami office building. Always felt Captain Eddie was to cost-conscious; that they were "always a stew short in the aft cabin." In other words, if you didn't befriend her right away on boarding and get your drink(s) then and there, there was no chance afterward. I'll hold my EAL DC-7B story until our next issue. In the meantime, don't forget to check your seat pockets and overhead bins before you deplane!

## Book Review

**Jon E. Krupnick "Pan American's Pacific Pioneers: The Rest Of The Story,"** Publisher Pictorial Histories Publishing Co. Inc., Missoula, MT, USA, 2000. ISBN 1-57510-076-2. Hardcover, 12 x 9 inches, 700 pages, price: \$59.95 (U.S) Regular Hard Cover or \$250.00 Leather-bound Slipcase Limited Edition.

If you ever wanted to partake on your own South Seas adventure, start with Jon E. Krupnick's PAN AMERICAN'S PACIFIC PIONEERS: The Rest Of The Story.

The author uses postal first flight covers and accompanying photographs to provide a personal tour and highlights of Pan Am's quest to begin schedule Clipper service to the Orient and Australia/New Zealand. You can literally smell the salt air and feel the excitement as he describes the exploits of Pan Am's staff as they overcome multiple hurdles to inaugurate flights around the Pacific – something that we take for granted today.

This massive 700 page book is chock full of narratives and historical tidbits pertaining to each of Pan Am's test flights and Clipper aircraft used in the Pacific Division. Mr. Krupnick cleverly uses first flight covers from each flight to add color, personal antidotes and philatelic history to Pan Am's operations. It's quite obvious that the author has a deep understanding and appreciation for Pan Am's efforts in the Pacific in the years before, during and after World War II as evidenced by the detail and breadth of his research.

All I can say is that once you start reading and become engrossed in the narrative, you'll find it difficult to put down the book as you'll feel like you're taking part in these adventures. Since we're never going to have this "Golden Era" of aviation ever again, you'll enjoy the next best thing by picking up your own copy of "The Rest Of The Story."



# Airline Happy Hour

By Al Tasca  
altasca@cs.com

Not too many swizzle sticks exist from Eastern Air Lines to my knowledge, but I'll show the ones that I do know of from my collection. All of them are plastic.

Fig. 1. This is my first stick that I remember getting when I started working for Eastern at LGA. I believe it dates from the late 60's or early 70's. It is 4-1/4" long and comes in three colors: dark blue, light blue, and white. The shaded area around the hockey stick is cut out. No manufacturer listed.

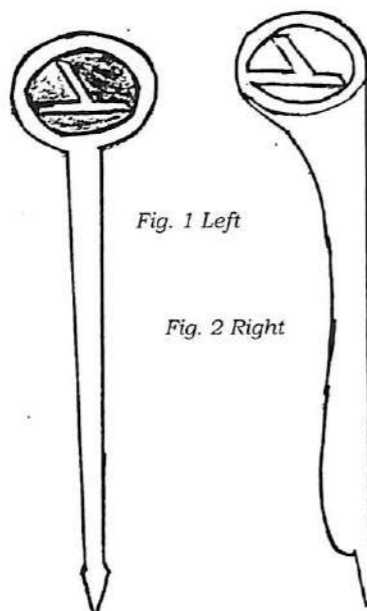


Fig. 2. This stick/pick combination came out later, but it is still from the same era. This one is thin, 4-5/8" long, and one sided. The oval circle at the top is slightly raised with the hockey stick engraved within it. The four transparent colors in this set are dark blue, light blue, light red, and light gray. Once again, no manufacturer.

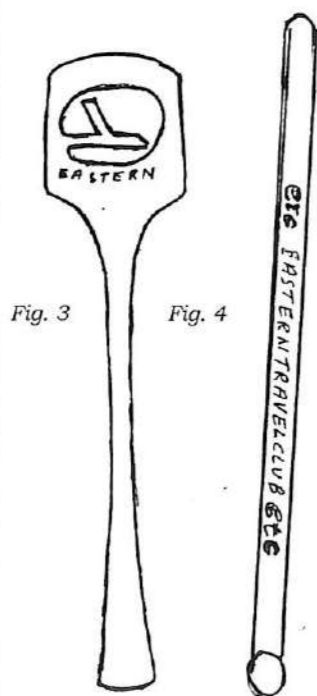


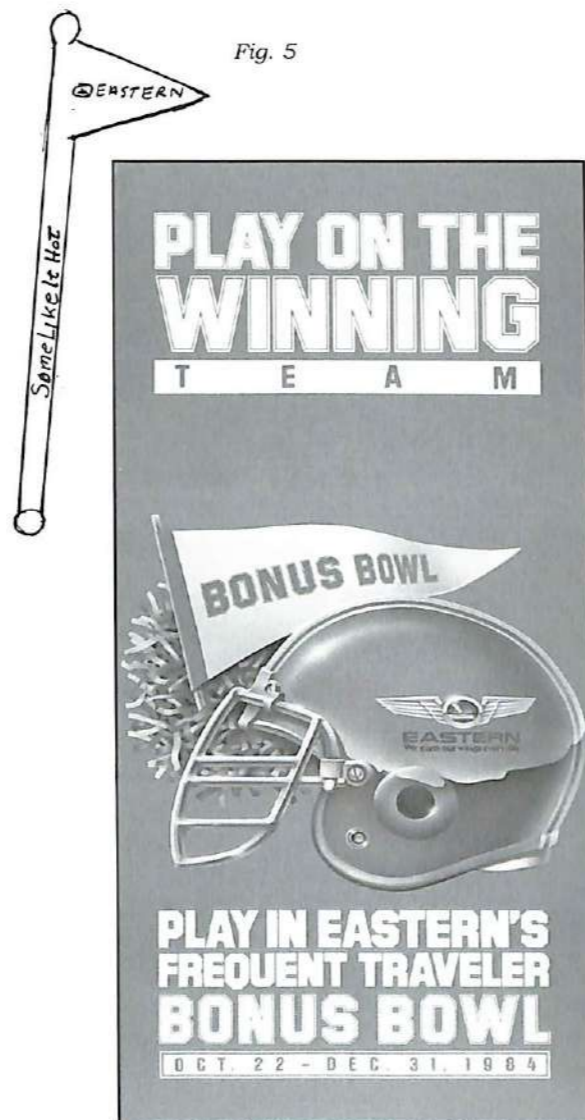
Fig. 3. Also from the same time period, this stick is 4-1/2" long with each side being identical. The oval and the name at the top are raised with the hockey stick sunken within the oval. The only color that I've ever seen of this stick is in white. Manufactured by Spir-it USA.

Fig. 4. This one sided stick is 6" long with a bubble end, dark blue, and with white hot stamped writing. Unfortunately, I don't know when this stick was released. The manufacturer here is Marjess USA.

Fig. 5. The next stick comes in three different styles although I'm only showing one of the. All the sticks are 5" long, dark blue with white raised

logo, name and writing, and have a bubble end. The shown says "Some Like It Hot" with small writing and two identical sides. The others are one sided. The writing on the other two sticks say "Play And Win Bonus Bowl II" in slightly larger capital letters and "Join The Winning Team" in even slightly larger capital letters. The letters on this example are slightly larger than the shank. I think that this stick was the first one to come out and the only one with the manufacturer listed, Royer. I also believe that these sticks have matching 4" picks, but I don't have one for the stick shown so I can't verify this information. Also included in this article is a matching frequent flyer brochure from 1984.

Anyone having or knowing of other Eastern Air Lines sticks or picks is encourage to send me a picture so I can include these items in my next article.



# Wings! Badges!

By Charles F. Dolan  
wingcobda@yahoo.com

Much has happened since my last column was written. On September 5, 2003, Karen's birthday, we had a semi-anticipated guest drop in. His name was Fabian and he was most assuredly uninvited. Regardless, he decided to stay for fourteen hours. There were four lives lost when the sea wall on the Causeway was washed away. The slabs of many a roof were blown away by the winds which gusted to almost 150 mph and had a sustained 120 mph for most of the day. We were very lucky in that our quarters were built like a fortress and the builder provided 3/4 inch plywood to cover the large windows in the front and back of the house as well as a roll down industrial style closure for the sliding glass doors leading to the porch. The smaller windows were protected by aptly named storm shutters.

I had experienced two or three hurricanes as I grew up on New York's Long Island, but they seemed to pass by in a short time. This storm hit Bermuda almost dead center and kept us hunkered down and in the dark. I do know that I am glad I did not choose a life of crime. There were four of us in a three bedroom, two bath house with a kitchen, living room and dining room. I was pacing like one of Sigfried and Roy's cats, I was so "stir crazy". One of the worst things for me was not being able to see outside. We could hear what was happening all about us, but I crave the visual input. It was an awakening to me and increases my respect for the POWs who spent time in the Hanoi Hilton and other more recent "tiger cages".

Anyway, we survived the day and night and awoke the morning of the 6th September to see the damage but also the beautiful sight of a Coast Guard C-130 from Elizabeth City, North Carolina flying low over the North Shore of the island. The causeway has been repaired and much of the vegetation is returning to normal. It will be sometime next Spring or Summer before some of the major hotels and restaurants are in full operation again.

In 1991, a disaster swept down on the airline industry. Two of the biggest names in air transportation, both in continual operation since the 1920s, ceased operations due to bankruptcy filings. The wings of Eastern Air Lines and Pan Am were folded. These were carriers which had opened the skies to thousands of people over the space of sixty plus

years. Pan American World Airways had "flown the flag" to the far corners of the globe. Eastern Air Lines had first concentrated on the east coast of North America, as the name implied, but eventually flew to international destinations as well. Eastern had called in Bermuda for years with service by Lockheed Constellations and later by jet aircraft.

Much like Fabian, there were warnings that Eastern, like other carriers, was in for a rough time. For years, employees were asked to make wage concessions so that the carrier could survive. Whether Eastern "gave until it hurt" will never be known. I know many people personally who lost much. Those I know were at the middle and lower level of the company. I only met one of the people at the top and that was for the length of time it took to get an autograph. Frank Borman passed through Dorval Airport on his way to the Paris or Farnborough Air Show with the company's brand new Boeing 757. The aircraft was so new that it had the hockey stick blue over blue paint scheme with "Boeing" titles and the "757" logo on the vertical stabilizer. It looked like such a promising start. Too bad it ended in financial ruin.

I remember when Eastern, "The Wings of Man", was named the official airline of Disney World. There was a print add which showed an Eastern L-1011 with many of the Disney characters standing on boarding steps, on the wings and peering from the cockpit window. Could it have been that Goofy was in the captain's seat??

I was able to add many of Eastern's insignia to my collection over the years. The ones I lack are the wing insignia from the first issue. That was a silver bullion wing with the Eastern "falcon" or "duck hawk", as I've heard it called, in red, dark blue and turquoise enamel on a silver metal center disc. The other hole in my collection could be filled when I find a captain's wing from the early jet age of Eastern. That is the wing with the medium blue center and silver bird. The captain's wing has the wreath around the star.

Eastern's second issue wing has to be one of the most colorful and distinctive used by an air carrier. It also must have been one of the most expensive. It was composed of four pieces and had the three color enamel center device. This cap badge also is one of the rarest to find in complete condition. The curve of the center device made the falcon first at the scene of the accident when a pilot tried to enter the aircraft wearing his hat. The bird took the hit at center mass and the red enamel was first to go, followed by blue and turquoise as perhaps the crew turned to see who was yelling



"Duck your head!". I hope someday to add a perfect center disc to my current insignia. Any leads would be greatly appreciated.

Aircraft doors got larger over time, but "door dings" continued. One can always tell whether a cap badge has been used on the line or whether it is brand new by the condition of the metal or enamel. A lot of the scratches or chips come from lockers or cockpit shelves, but often doors are still to blame. I remember one morning when I was working at Montreal's Dorval Airport and was planning to have coffee with Dick Koran. We had been out swapping wings and lies the night before and he had the early morning flight to Chicago. He came into the terminal dabbing at his forehead. As you may recall, Dick had a lot of forehead and he had tried to exit the hotel van while wearing his hat. Just as in the old days with Eastern, the American eagle hit the door frame full on and the screw post hit Dick's forehead full on. As he said, it was a Homer Simpson moment - "D-oh" as soon as it happened, you knew what you had done to yourself.

May the rest of the year be safe and the holiday season happy for you. Enjoy the photos.

### Charlie

Two of the second style cap badges. The one on the left is that of pilots. It is made of gold color metal. The insignia on the right was used by ground staff. It is made of silver metal. Both had a lot of enamel in the center disc, which attached to the larger base by use of a threaded disc that screwed down the center post. A small positioning pin kept the disc from turning on the base. When viewing the back of the small disc, that pin is at the nine o'clock position. The top, bottom and area in front of the "duck Hawk" are deep blue enamel. The hawk itself is in red and the balance of the center disc is in turquoise enamel. The outline of the hawk, the feathering and the lettering are in the color of the base disc, gold and silver. The major difference in the badges is the condition of the enamel. It seems that the pilots insisted in trying to enter the aircraft while wearing their hats and forgetting to duck to save the "duck".



As a result, most of the Eastern Air Lines pilot cap badges I have seen of this vintage have "door dings". These dings add character to the insignia but sure destroy the beauty. The ground staff badge on the right shows that these folks either stayed out of aircraft cabins, learned how to duck or were shorter than pilots.

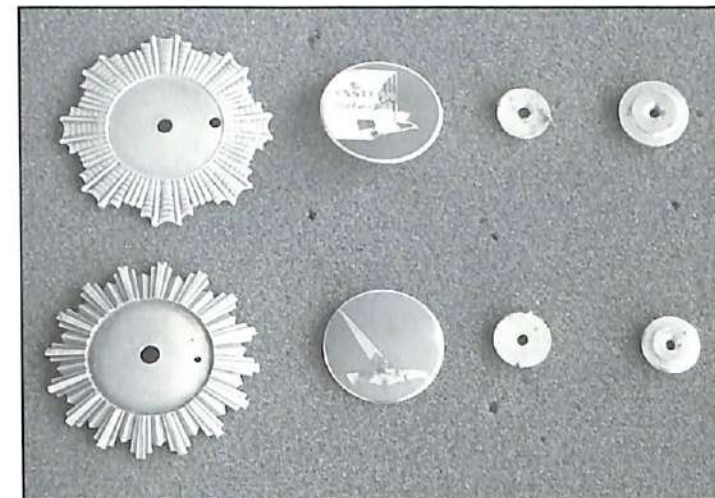


(ABOVE) The first Eastern Air Lines cap badge. It is hallmarked "S. Meyer" and has the company crest on the back. The badge is made of silver metal and is highly polished. The badge is heavily enameled with dark blue, red and turquoise colors. There is a leaf design at the edge of the disc. The emblem is mounted on the cap by a single screw post and held in place by two positioning pins at the 12 and 6 o'clock positions.



(ABOVE) The second Eastern Air Lines pilot wings and cap badge. This is sometimes referred to as the "Duck Hawk". These were used in the days of the "Great Silver Fleet". The cap badge is hallmarked "The Wallace Co. Inc. Prov. R.I." Above the company name is "W 1/20 - 10k" The insignia is composed of four pieces. The largest is the gold color "sunburst" base. The next largest piece is the center disc which has the screw post which mounts the badge to the cap. The front of the disc has the dark blue, red and turquoise enamel which defines the "hawk" and the areas in front and back of it. The word "EASTERN" is in brass block print. The words "Air Lines" are in brass script or cursive letters. The back of the disc has a positioning pin to keep it from spinning on the base plate. The third piece is a small

brass disc which has threads allowing it to be screwed on to the screw post. This disc holds the enameled disc tightly to the base and also has two pointed tabs which prevent the entire assembly from spinning around on the cap. The last piece is a knurled disc which is turned down the screw post to hold the entire insignia to the cap.



The wing is composed of gold bullion thread on black material. The center device is made of a gold or brass color metal with the same design and coloring of the cap badge. This center disc is mounted to the wing by a center screw post and a small brass nut. There is a matte black paper glued to the back of the material and a white and blue paper tag identifies the maker as "S. Appel & Company est. 1856 Correct Uniforms New York and Miami" This insignia was sewn onto the uniform jacket.



(ABOVE) This set of insignia was used for a short period of time as Eastern began pure-jet operations. I am not sure of the dates used, but it was prior to 1965. The center disc of both the wing and cap badge are of medium blue enamel with a modern looking "falcon" in silver metal. This same design was used for the "falcon" on the tails of Eastern's Boeing 720s, which operated the "Golden Falcon Service" The cap badge has the same four piece make-up as the previous "duck hawk" issue, base, disc with enamel, small disc to keep larger disc firmly secured to the base and a knurled nut to secure the whole to the uniform cap. The base "starburst" disc and mounting hardware are of brass

colored metal. The center disc and screw post are of silver metal.

There is a hallmark of a "B" in a shield and the marking "1/10 10 k" on the starburst. The starburst base piece appears to be a stamping.

The wing is of satin and polished brass color. The star represents first and second officer, wings worn by captains had a wreath around the star. The wing is composed of three pieces, the clutch back base piece, a center disk of silver metal with medium blue enamel and a brass screw used to secure the disc to the wing base. There is a positioning pin at the 12 o'clock position to prevent the center disc from spinning. The wing also has the "b" in shield and "1/10 10k" hallmark.



(ABOVE) This is the final Eastern Air Lines flight crew insignia. The center design in the oval is a white two line "falcon" in an oval of very dark blue enamel. All of the metal in the wings and cap badge are gold in color. Both captain and first / second officer wings are clutch back. The center oval of the captain wing is either soldered or glued to the wing base. The oval of the other wing is secured by a small nut on a screw post. The captain wing is hallmarked with a "b" in a shield and "1/10 10K" The other wing has the hallmark "LGB 1/10 10K".

Eastern's last cap badge sticks to the four piece construction scheme. Again, the base seems to be a stamping rather than a casting. The hallmark on the base piece is "1/10-10k-8RGP-LGB".



# Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

Eastern Airlines has its share of nice junior wings. I have listed 17 different wings and their varieties. The first one was issued probably shortly after in the late 1940's or early 1950's, as the logo used is the Duck Hawk. They changed over from the duck hawk to the light blue logo during Mr. Hall's tenure as president. That happened about 1959. Even though we don't know the exact year, we have two really nice metal wings issued of which I have one that I will show (#1). The one shown has the wording "JR. TEST PILOT" in the bar below the logo. The other wing that is very similar to this is a Jr. Stewardess wing that is a half wing. Unfortunately, I do not have a good picture of this as it is not in my collection but I do have a black and white scan of an old wing in my book. There is another different metal junior pilot wing is very similar to the first junior metal wings of Delta Airlines which I believe is EAL's third issue.



Fig. 1

Then Eastern went to the Hockey Stick logo and the first of this series is a silver wing that does not show up too good. Almost looks like a black and white scan but actually it is all silver with the logo being a dark blue (#2). After that, the wings became gold with some variations. First issue in this gold set has no blue at the bottom (#3) and after that, there is the blue in the bottom bar (#4). We also have one exactly like the previous two but only this is all gold.



Fig. 2



Fig. 3



Fig. 4

Eastern then went to the plastic junior wings and the first was issued about 1986. There are toning varieties of this wing with different shades of gold (#5). Next issue was made in two different countries but is basically the same wing and again, if you look close, you can find the normal gold variety as well as one that looks almost silver. One was made in Korea and the other by Stoffel Seals and there are hallmarks on the reverse (#6). The final issue before the airline went bankrupt was an almost exact copy of a flight attendant wing (#7).



Fig. 5



Fig. 6



Fig. 7

And of course, there were at least six different junior wings issued by premium companies, gift shops, etc. I will show just a few of them here. One has a punch out back and the Duck Hawk logo (#8) Next is a button type with a pin back (#9) and the last is a sew-on type of which there are several varieties (#10).



Fig. 8



Fig. 9



Fig. 10

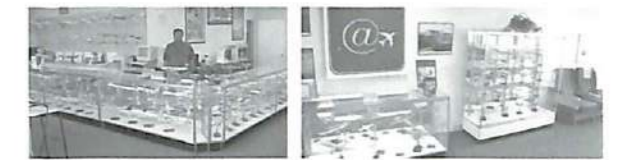
Eastern history of wings was really interesting and they are the only ones I know who put out a Junior Test Pilot wing. Alas, as has happened too many times, we won't see any other memorabilia from this great pioneering airline.

Happy Collecting,

**Stan**



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Store Manager Pat Panther. Formerly with Orange Blossom Hobbies Miami

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Eastern Air Lines Boeing 727-25  
Airline Issued Postcard  
The Editor's Collection



## Slide Photography

By Joe Fernandez & Eddy Gual

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*eddygual@bellsouth.net*

### What did you say? Digital?

The weather was perfect for photography the other day at Miami International Airport. While there, we happened to see 5 other photographers at the photo spot. Each one, who used Kodachrome slide film in the past, now uses a mid-range digital camera. Later, one of the photographers came to us and showed us his shot of a Mexicana A319. While viewing the Airbus in the monitor screen (which digital cameras have), the plane appeared small, but then he pressed one of those little magic buttons in the camera, and zoomed in the picture. The pilot had a gold filling in his tooth. I also noticed that he erased many errant shots he did not like. In other words, Digital cameras give instant satisfaction for photographers but eliminate the skill and quality needed for a great shot. Another used his DSLR (digital single lens reflex camera) at a shutter speed of 1/1000 to capture a landing plane. You can be a nervous wreck after drinking a cup of Cuban coffee and still take a well focused-cropped shot. One knows well that by using slide film, one cannot go over 1/500 speed to avoid dark edges. It takes more skill and patience to record a quality action shot with slide film. We are not putting down these modern digital cameras, because we believe they are nice in certain situations, but rather writing to tell how skills diminish in order for most to be a good photographer.

It is unfortunate that it is now harder to get Kodachrome and Fuji slide film at many top photographic equipment stores. Now our point: Since these films are scarce, the users of slide film will pay more attention to the detail and precision of each shot. Gone are the days when a photographer blasts away an entire roll on junk shots and does not care because there are 30 rolls in the bag. Now, you have to concentrate much harder in order to avoid wasting this precious film. Slide film has better quality than a 6-7 megapixel digital photo, regardless of how much you can crop in digital. If you want a high-end digital camera, with an 11-13 megapixel range, and closer to professional slide film resolution, you need to shell out over \$6,000 and most of us cannot afford this type of setup.

Good slide film will be produced for many years but in less numbers. There are millions of good film cameras that cannot go to waste, and many die-hard photographers will not switch until the inevitable.

As one photographer mentioned to me, the manufacturers will eventually make digital adapters for our high end film cameras, but that has yet to be seen in the public market. Also, the more digital photography, the higher the value of the slide. Collectors will be around for ages, especially those now searching for those great old and rare slides.

So, yes, you can become a great photographer and practice well with slides, or just get yourself a digital camera, put it on automatic, crop the picture to full frame, and only show the photos you like and delete the bad ones at a touch of a button. After all, and seriously, be happy with whatever mode of photography you use. Happy Spotting!

Happy New Year 2004 from Eddy, Joe, and the WAHS staff!



*Eastern Express DC-3 N136PB*



*Eastern L-1011 N324EA At Toronto*

*Both Photographs From the Aviation Photography of Miami Collection*

CONTENT  
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TO PRIVACY  
CONCERNS



## UPCOMING AIRLINE COLLECTIBLE SHOWS!!

### LOS ANGELES AIRLINER EXPO

**Saturday, January 24, 2004.** Los Angeles, CA. Hacienda Hotel—LAX. Contact: David Cherkis, 1825 Warrenville St., Las Vegas, NV 89117 Phone: (770) 360-3615 or Chris Laborde Phone: (619) 997-0666. E-Mail: Info@LAXAirlinerExpo.com.

### SAN FRANCISCO BAY AREA AIRLINER SHOW

**Saturday, March 27, 2004.** San Francisco, CA. Grosvenor Airport Inn. Contact: Tom and Sue Dragges, 526 Ventura, San Mateo, CA 94403. Phone: (650) 574-8111. E-mail: SBFaahs@yahoo.com.

### DALLAS/FT WORTH AIRLINER SHOW

**Saturday, April 3, 2004.** Dallas, TX. Marriott South-DFW Airport. Contact: Tony Trapp, 5343 Teak Wood Drive, Naples, FL 34119. Phone: (239) 352-0216. E-mail: Navagator@gulfaccess.net.

### LGW2004 AIRCRAFT ENTHUSIASTS FAIR

**Sunday, April 25, 2004.** Gatwick Airport - Crawley Leisure Centre (Free shuttle bus from Gatwick South Terminal). 10am to 5pm. Admission 2 UKL. Contact: Tom Singfield, 25 Chennells Way, Horsham, West Sussex RH12 5TW, UK. E-Mail: tom@singfield.freereserve.co.uk.

### AIRLINERS INTERNATIONAL 2004 - LOS ANGELES, CA

**Thursday, July 8 - Saturday, July 10, 2004.** Sheraton Gateway LAX Hotel. Contact: AI 2004, 5318 E. 2nd Street, #331, Long Beach, CA 90803. Website: [Http://www.ai2004.com](http://www.ai2004.com)

**NEWARK AIRLINE EXPO - September 11, 2004**  
*Show Cancelled!*

### ST. LOUIS AIRLINER EXPO

**Saturday, September 25, 2004.** St. Louis, MO. Holiday Inn St. Louis Airport North. Contact: David Keller, 1965 Danelle Drive, Florissant, MO 63031-4311. E-mail: dkeller@airlinetimetables.com. Phone: (314) 837-5773.

### HOUSTON AIRLINER EXPO

**Saturday, October 2, 2004.** Houston, TX. Clarion Hotel Intercontinental Airport. Contact: Duane Young, P.O. Box 101, Covington, LA 70434. Phone: (985) 892-3297. E-mail: jetduane@peoplepc.com.

### SEATTLE AIRLINER SHOW

**Saturday, October 9, 2004.** Seattle, WA. Museum of Flight, Boeing Field. Contact: Greg Mattocks, P.O. Box 1455, Bothell, WA 98041. Phone: (425) 485-8780. E-mail: mattocks@verizon.net.

### BRUSSELS AIRLINER CONVENTION 2004

**Saturday, October 16, 2004.** Brussels, Belgium. Atheneum Zaventem-Kortenbergh located in the Spoorwegstraat, Zaventem - close to the train station and airport. 10am - 5pm. Admission: 2.50 EU. Contact: Olivier Lamoral, Stationsstraat 36, B-1850 Grimbergen, Belgium. E-mail: bruconvention@hotmail.com.



*Eastern Air Lines Douglas DC8-21 N8605 November 1965*

*Photographs Via Eddy Gual ~ Aviation Photography of Miami Collection*

*Eastern Air Lines Boeing 747-121 N737PA at JFK March 1971  
Leased From Pan Am*







*Eastern DC10-30 N391EA at Miami 1985*

*Photographs Via Eddy Gual ~ Aviation Photography of Miami Collection*

*Eastern Boeing 727-25 N8112N at Atlanta*

