



WORLD AIRLINE HISTORICAL SOCIETY

The Captain's Log

Summer 2004 - Issue 29-1



*Air California 737-200 at Santa Ana (John Wayne)
Photo by Alan Miller / Aviation Photography of Miami Collection*

Airlines of California!





PSA Electra N172PS at SFO July 1964
Aviation Photography of Miami Collection

Golden West DHC-7 N701GW July 1981
Slide by John Kimberley / Aviation Photography of Miami Collection



Flight Manifest

From The Flight Deck	3
Letter From The Chief Pilot	4
Airlines of California <i>Joop Gerritsma</i>	5
Playing Cards <i>Fred Chan</i>	10
Timetables <i>David Keller</i>	13
What Is It? <i>Ken Taylor</i>	21
Dining Service <i>R. R. Wallin</i>	24
Sticker Chatter <i>David A. Rowe</i>	27
Aircraft Stamps <i>Jim Edwards</i>	31
Airline Happy Hour <i>Al S. Tasca</i>	32
Postcard Corner <i>Allan Van Wickler</i>	34
Aircraft Modeling <i>Ken Miller</i>	37
Wings! Badges! <i>Charles F. Dolan</i>	40
Jr. Wings <i>Stan Baumwald</i>	44
Slide Photography <i>Joe Fernandez & Eddy Gual</i>	45
Scenes From The Past	47
Flight Exchange	50
Upcoming Airline Collectible Shows	51



Western Express Metroliner N2685L
Aviation Photography of Miami Collection

WORLD AIRLINE HISTORICAL SOCIETY, INC.

P.O. Box 489
Ocoee, FL 34761 USA
Http://www.WAHSONline.com
Information@WAHSONline.com
EDITOR: William M. Demarest
Fax: +1(407) 522-9352

Readers are reminded that the CAPTAIN'S LOG and the WAHS are both non-profit, all-volunteer organizations for which a few give up much for their spare time for the benefit of the membership. Your editors (see inside front cover) always welcome your contributions in the form of copy, information, photographs and other illustrations, for inclusion in the CAPTAIN'S LOG. However, no payment can be made for these contributions.

Opinions expressed and claims made in signed articles and/or advertisements published in the CAPTAIN'S LOG are strictly those of the authors and/or advertisers and do not necessarily reflect the views of the WAHS and/or the CAPTAIN'S LOG. The WAHS and/or the CAPTAIN'S LOG are not responsible for any claims (legal, monetary or otherwise) that may arise from statements made in signed articles and/or advertisements. It is the responsibility of advertisers to check their advertisements upon receiving the magazine and to notify the WAHS and/or CAPTAIN'S LOG of any errors.

© 2004. All contents of the CAPTAIN'S LOG is strictly copyrighted. © Copyright of all original material in the CAPTAIN'S LOG remains with the creator(s) and/or owner(s) of said material. Reproduction of said material in the CAPTAIN'S LOG is strictly for illustrative purposes and does not constitute endorsement by the CAPTAIN'S LOG and/or the WAHS of the product(s) mentioned.

Captain's Log Editorial Team

Features	JOOP GERRITSMA	P.O. Box 776, Welland, Ontario L3B 5R5, CANADA
Timetables	DAVID KELLER	1965 Danelle Drive, Florissant, MO 63031
Playing Cards	FRED CHAN	P.O. Box 2744, Sequim, WA 98382-2774
Dining Service	RICHARD R. WALLIN	P.O. Box 1784, Springfield, IL 62705
Cocktail Items	AL S. TASCA	19836 SW 118 Ct, S. Miami Hts, FL 33177
Wings	CHARLES F. DOLAN	IBC/BDA U S Customs Service, P.O. Box 310900, Jamaica, NY 11431
Jr. Wings	STAN BAUMWALD	1242 NW 102nd Way, Coral Springs, FL 33071
Postage Stamps	JIM EDWARDS	81 South 1790 West Circle, St. George, UT 84770
What Is It?	KEN TAYLOR	R.R. 7, Calgary, Alberta T2P 2G7 CANADA
Postcards	ALLAN VAN WICKLER	2200 Ridgeway Lane, Charlottesville, VA 22911
This'N'That	PETER W. BLACK	203 Reed Street, Cary, NC 27511
Stickers & Labels	DAVID A. ROWE	29 The Paddock, Hitchin, Herts. SG4 9EF ENGLAND
Aircraft Models	KEN MILLER	990 Springfield Drive, Campbell, CA 95008
Safety Cards	TODD HELM	2824 Cronin Drive, Springfield, IL 62707
Slides	EDDY GUAL	30 SW 30th Court, Miami, FL 33135

Publication Schedule:

The CAPTAIN'S LOG is published four times a year in March, June, September and December.

Membership Fees:

USA	\$25 (Permit Mail Only), \$35 First Class
Canada	\$30 Air Mail
Elsewhere	\$30 Surface, \$40 Air Mail

From The Flight Deck

Take-Off Time!

With this issue of *The Captain's Log*, we celebrate our annual collector's gathering in Los Angeles with Airliners International 2004. We're featuring articles and photographs from the airlines that made the great state of California great!

New Address For WAHS

Please note our new mailing address and fax machine number on the previous page. I recently relocated to outside the Orlando, Florida area - and brought WAHS with me.

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!

The Captain's Log ~ Issue 29-2

With our next issue, we'll take off to the Middle East to look at the colorful airlines that fly in this volatile part of the world. Scheduled mailing date for Issue 29-2 is October 2004.

We'll also show highlights from Airliners International 2004 along with a preview of the 2005 show in Milwaukee, WI.

Reach Out To Fellow Airline Enthusiasts

If you know of anyone interested in airlines, and NOT a member of WAHS, we encourage you to sign them up as members. Please contact WAHS headquarters if you would like a supply of membership applications to hand out at your local airport.

Photographs Needed

We're always in need of high quality photographs to publish in the LOG. We encourage all members to submit material - this is your journal! Please send a digital image of your photograph along with the photographer name for proper credit. We will also need permission from the photographer as well. For the next issue, we're seeking photographs and material from the airlines of the Middle East.

With best regards,

William M. Demarest



PSA Pacific Southwest Airlines Boeing 727-214 N531PS
Aviation Photography of Miami Collection



Western Airlines Boeing 727-247 N2802W July 1971
Photograph by Dean Slaybaugh
Aviation Photography of Miami Collection



AirCal Boeing 737-200
Aviation Photography of Miami Collection

Letter From The Chief Pilot

Hello everyone,

The summer issue of the "Captain's Log" means that our annual extravaganza is near. Of course, I am talking about AIRLINERS INTERNATIONAL 2004. We have a treat in store this year since we will be in the aviation hotbed of Los Angeles, California. I am really looking forward to it, as I have been privy to much of the planning. I can tell you first hand, that Marshall Pumphrey and Craig Morris have spent an enormous amount of time and money to bring you the best convention experience possible.

Your management team here at Society Headquarters has also been hard at work these past few months. We plan a big membership push during AI to sign up old and new friends. We will have three (3) World Airline Historical Society staffed membership locations (identified by the large WAHS Banners hanging by each location in the convention hall). I ask for all members to help in bringing non-members, as well as expired members, by one of these locations to become members. The annual conventions are our largest opportunity each year to attract and maintain members.

We also will have some designs for our new logo at these locations. We would like you to stop by and give us your opinion. We will publish the proposed new logos in a future issue of the Log, and will let you (the members) decide. At the business meeting during Airliners International 2004, we will announce the names of our two newly elected Directors and review where we stand on memberships and operating capital.

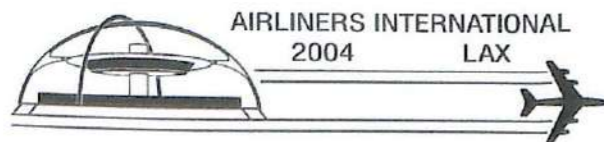
The 30th Anniversary of the World Airline Historical Society will be celebrated in 2006. Hopefully, we will have a special location for the 2006 AI. All of you convention planners start thinking about 2006, and beyond. Our convention team for Airliners International 2005 Milwaukee is hard at work and will have information available during this year's convention. Please stop by their table so you can plan your trip for next year. We should have a lot of fun in the hometown of Midwest Airlines.

Three insurance companies have made proposals to insure the WAHS. Your society officers are studying the proposals to see which company will give us the most coverage for our money. Hopefully, we will be able to announce our choice during the business meeting.

The Board is also continuing its quest for ways to increase the value of membership. We are in discussions with several aviation magazines about partnerships. As discussed in the last issue, we are planning on producing a new membership roster, as well as membership cards. We will update you on our plans after Airliners International 2004 and we are able to see what funds we will have for these extras.

But now it is time to make contrails to Airliners International 2004. See you in LA!

Duane Young, President



Cal State Air Lines Jetstream 1 - N1035S - April 1971
- Aviation Photography of Miami Collection

Airlines of California

By JOOP GERRITSMMA

Air service in California goes back to the Summer of 1919, placing the state in the forefront of the new airline industry in this country after the First World War. The development that followed has been so massive and so colorful, these few pages can offer only a condensed overview.

On July 4, 1919 Chaplin Air Line, founded by Syd Chaplin, began scheduled service from San Pedro, near Long Beach, to Avalon on Santa Catalina Island. The 34-mile (55 km) route was flown with a Curtiss MF flying boat for a pilot and one passenger. It closed down on Sept. 15, but was revived in 1922 on a demand basis only by Pacific Marine Airways with Curtiss HS-2L flying boats from Wilmington. Western Air Express took over PMA in mid-1928 and placed Loening amphibians on the route.

Not an airline in the strict sense of the word, the U.S. Post Office began mail service between San Francisco and Sacramento on July 31, 1919 and between Sacramento and Omaha, Nebraska on Sept. 8, 1920. On July 1, 1924 the post office began transcontinental mail service with San Francisco as the west coast terminal.

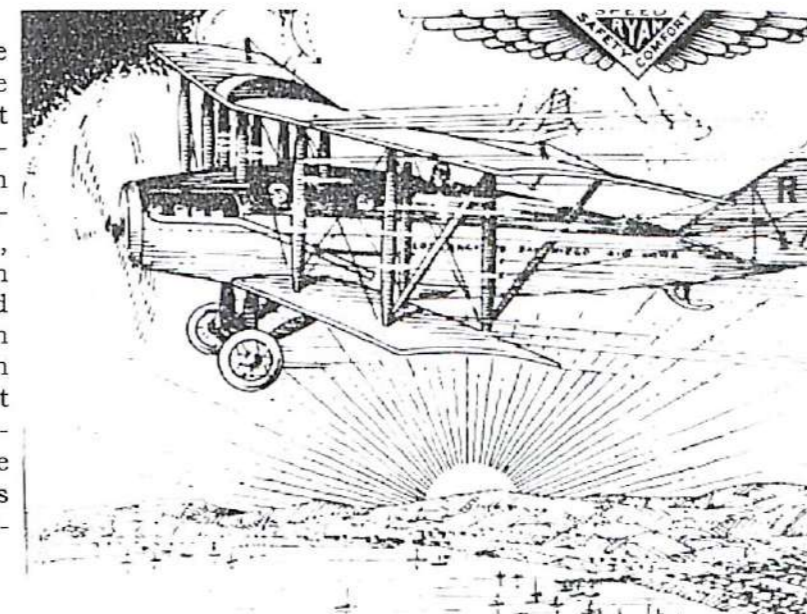
The Early Years

The first substantial airline in California was the Los Angeles - San Diego Airline, better known as Ryan Airlines after its founder, Claude Ryan. Scheduled service on the 120-mile (193 km) route began on March 1, 1925 with six Standard biplanes converted by Ryan to carry five passengers in an enclosed cabin. Demand grew so fast, Ryan converted the larger Douglas Cloudster biplane to carry 10 passengers in an enclosed cabin. He carried 5,600 passengers in 1926, but he halted operations in 1927 to build airplanes.

Western Air Express (WAE) started service on Contract Air Mail (CAM) Route 4, Los Angeles - Salt Lake City via Las Vegas, on April 17, 1926 and carried passengers from May 23. WAE had been founded in Los Angeles in July, 1925, headed by

the legendary Harris M. ("Pop") Hanshue.

Next was Pacific Air Transport, founded by Vern Gorst, another legend of early U.S. airline service. Service began on Sept. 15, 1926 on CAM 8, Los Angeles - San Francisco - Seattle, with 10 Ryan M-1 cabin monoplanes. PAT was sold to Boeing Air Transport on Jan. 1, 1928 and thereby became one of the founding airlines of today's United Air Lines.



Ryan Airlines Standard cabin aircraft with company logo.

Boeing Air Transport had started services on CAM 18 on July 1, 1927, on the 1,920 mile (3,000 km) San Francisco - Chicago section of the transcontinental air mail route with 25 Boeing 40 biplanes built especially for the service and BAT became the most-successful airline of its time.

In 1927 Western Air Express was chosen by the Daniel Guggenheim Fund for the Promotion of Aeronautics to establish a proper passenger airway between San Francisco and Los Angeles and it received money to buy three modern Fokker F-X trimotors for 12-passengers. These entered service on May 26, 1928. Services were inaugurated to Albuquerque, NM, and Kansas City via Amarillo, TX. By 1930 WAE was operating along the west coast to Seattle and inland as far as Kansas City, Tulsa, Dallas, Salt Lake City and Cheyenne.

The Beginning of United

On Feb. 1, 1929, airplane builder Boeing and engine maker Pratt & Whitney merged to found United Aircraft & Transport. The new company soon acquired Stearman Aircraft, Stout Air Services, Hamilton Propeller, Sikorsky Aircraft, and Varney Airlines and in 1931 bought control of Na-



Douglas M-4 mail plane, Western Air Express.



Boeing 40 mail carrier, Boeing Air Transport (Boeing photo).

tional Air Transport, a major eastern and mid-west airline. Boeing now combined its airline holdings under the name United Air Lines. United stunned the entire industry when it placed the Boeing 247 on its transcontinental service on March 30, 1933. This was the world's first "modern airliner" of all-metal construction and was 50 mph (80 km/h) faster than the Ford, Fokker and Stinson trimotors then in service. It reduced the coast-to-coast flying time to under 20 hours from the 27 hours of the Fords flown by TWA.



Boeing 80, United Air Lines (Boeing Historical Archives photo).

TWA (then Transcontinental & Western Air), was the result of a forced merger between WAE and Transcontinental Air Transport. TAT was founded on May 16, 1928 to operate passenger service between New York and Los Angeles by way of an air-rail connection. The service was inaugurated on July 7, 1929 with Ford Tri-Motors. Four months later TAT bought Maddux Air Lines which was flying Ford Tri-Motors on services connecting San Diego, Los Angeles, San Francisco and Phoenix. TAT called itself the "Lindbergh Line" after Charles Lindbergh, its technical adviser.

When WAE and TAT both applied for the transcontinental mail contract on the central route in 1929, Postmaster-General Walter Folger Brown demanded they merge before awarding a contract. The merger took effect July 19, 1930.

For the next three years there was sort of a status quo on the transcontinental route, with United flying the northern route via Chicago and Salt Lake City with Boeing 80 trimotor biplanes and TWA the central route via St. Louis and Albuquerque with Fords. But the 247 changed all that. TWA, also wanted the 247, but was turned down by Boeing and went to Douglas. The result was the DC-2, bigger and faster than the 247.



Boeing 247, United Air Lines (Boeing photo).

Other Participants

While the giants did battle during the late 1920s and early 1930s, there were others who picked up a few crumbs that fell off the table.

One was Standard Airlines which started flying on a passenger service between Los Angeles and Tucson, AZ via Phoenix, in November 1927 with single-engine Fokkers. It offered an optional rest stop halfway across the desert at a gas station that had a ladies washroom. Men, however, were not mentioned anywhere in the company's publicity material that offered the stop. After an extension to El

Paso, Standard linked up with the transcontinental air-rail route flown by SAFE through Sweetwater, TX and St. Louis. Standard and its route were taken over by WAE on in May 1930, but in October both were sold to American Airways (now American Airlines).

Century Pacific Air Lines served San Diego, Los Angeles, Bakersfield, Fresno, Oakland, San Jose and San Francisco during 1931. It was sold to American Airways, in April of the following year. A few other airline around that time were Coast Airways, Gilpin, the Overland Airway, Wilmington-Catalina, Pacific Seaboard and Air Ferries. The latter began passenger service across San Francisco Bay on Feb. 1, 1930 in Loening amphibians. Taking only six minutes one-way the service carried 60,000 passengers in its first year on 38 flights a day. It ended when the San Francisco-Oakland bridge was opened in 1936.

American Airways, still a small airline, then flew CAM 33, Los Angeles - Atlanta under contract to Robertson Aircraft Corp., from June 1931.

Air Express was a transcontinental carrier with a difference. Flights started in the fall of 1932 with fast wooden Lockheed Vegas and Orions on a 17-hour an all-cargo service. Among the loads were live lobsters from New York to Los Angeles. The Depression forced the company to close in 1933.

Pan American

On April 16, 1935 a Pan American Airways Sikorsky S-42 flying boat left San Francisco Bay on a survey flight to Hawaii. The 2,394 miles (3,853 km) between the mainland and Hawaii had been successfully flown before, but this flight was the first step of what would become PAA's pioneering transpacific service, one of the world's truly great pre-World War II commercial air routes. The first scheduled mail-only service to Manila in the Philippines, a distance of 8,210 miles (13,200 km), was flown from Nov. 22-29, 1935 with the Martin 130 "China Clipper" flying boat via Honolulu, Midway, Wake and Guam. Regular passenger service began on Oct. 21, 1936 with the Martin 130 "Hawaiian Clipper." Pan American maintained the service until the attack on Pearl Harbor on Dec. 7, 1941. By then, the route was being flown with the magnificent Boeing 314, arguably the world's finest flying boat in commercial aviation.

1945 - A Free For All

Commercial air traffic returned with a bang after the war and no more so than in California. There was an explosive growth in small charter and scheduled carriers as dozens of entrepreneurs, many with no more than one or two war-surplus

Dakotas to their name, tried to cash in on the demand for air travel that had been suppressed for four years. Some had a few C-46 Commandos or C-54/DC-4 Skymasters. California Maritime Airlines even used a Catalina amphibian from Burbank.

It is impossible to mention all these new companies here, so here's a small, random sample from the first 10-20 years after the war. Some were successful, others disappeared after a few years or already after a few months.



Douglas C-54A, Matson Lines (Matson Lines photo).

Admiral Air Service and Air Charter West, both of Oakland; ATC in Burbank; Air Oasis of Long Beach; Eagle Air Freight from Burbank; Havenstrite Aircraft of Los Angeles; Matson Lines of San Francisco with two C-54s; Jimsair Aviation in San Diego; Mercer Airlines of Burbank with Dakotas and C-54s; Pacific Air Transport at Redding and Santa Rosa with C-46 Commandos; Pacific Overseas Airlines of Ontario, with C-54s, Rapid Air Freight of Burbank and the list goes on.

A few became major operations. National Skyways Freight Corporation of Los Angeles with Dakotas and Budd Conestogas became Flying Tiger Line and was operating DC-8s in the 1970 and 747s in the 1980s, Saturn of Oakland and Slick of Burbank also became major cargo carriers.

Southwest Airways of San Francisco began service with Dakotas and in 1953 took over some northern California routes from United Air Lines, using two Martin 2-O-2s. The airline took the name Pacific Air Lines in 1958 and in 1959 became one of the first airlines in the U.S. to put the Fairchild F-27 twin-propjet in service. Ex-TWA Martin 4-O-4s joined the fleet in 1960.

In 1968 Pacific merged with Bonanza and West Coast to form Air West, later becoming Hughes AirWest, based at San Francisco and operating throughout the southwest with F-27s, DC-9s and Boeing 727s.



Douglas DC-3, Southwest Airways (Bill Proctor).



Lockheed L-049 Constellation, Pacific Air Transport.



Fairchild F-27A, Air West.

Pacific Southwest Airlines started service from San Diego in 1949 with one leased Dakota. DC-4s were acquired in the 1950s and LAX was added in July 1958. The Lockheed L-188 Electra transformed PSA in November 1959 into a competitor of United, American, Western, TWA and Continental on major local services. Two leased Lockheed L-1011 acquired in 1974 proved too big and were returned. Seven 727 were added in 1977 and in 1978 PSA became the launch customer for the

DC-9-80. Services were started to destinations in Mexico.



Lockheed L-188 Electra, PSA.

Fierce competition by United, Continental and a new entrant, Air California forced PSA into a fare war and it looked for new, smaller markets to expand to. Twenty BAe-146 medium-range jets were ordered in Britain for these services. But the long-term outlook remained cloudy and on May 29, 1987 PSA was taken over by USAir.

Air California entered the crowded South California market in January 1967 with four Electras, adding DC-9s and 737s later. The intense fare war with PSA led to a proposal to merge but this was halted by the Department of Justice on antitrust grounds. Air California was sold to new owners in 1981 and they adopted the name AirCal. It was taken over by American in mid-1988.



Sikorsky S-61L, Los Angeles Airways

Los Angeles Airways and San Francisco- Oakland Helicopter Airlines occupy a special niche because both operated short scheduled services with helicopters. LAA was founded in 1944 and inaugurated an experimental helicopter mail service between the roof of the downtown L.A. post office and LAX in 1946. Passenger flights in the L.A.

Metro area started in 1955 and the following year LAA was operating 72 daily flights with Sikorsky S-55s, 17 of which carried passengers. Mail services were halted in 1966 and LAA began LA-LAX shuttles for American and United. The carrier shut down in October 1970 as the result of the crash of an S-61L on a charter flight with 21 children on board in 1968 with no survivors, and because of a pilots' strike in 1969.

SFO began flying in 1961 with two Sikorsky S-62, a smaller version of the S-61, serving San Francisco, Oakland, their major airports, and Berkeley. In November it was granted the first ever permanent certificate by the CAB for a helicopter operator. Declining passenger loads and a strike by its mechanics led to closure in August 1976.



DeHavilland Canada Twin Otter, Golden West, at Long Beach.

Commuter Airlines

Commuter airlines became very popular very quickly in California. By January 1, 1969 more than two dozen were operating in the state, or 10% of the national total. Golden West Airlines of Los Angeles was perhaps the best-known. It was formed through a merger of Cable Commuter, Avalon, Aero Commuter, Golden West, and Skymark in 1969. All but Skymark operated on extensive networks based on LAX with fleets of DHC Twin Otters and other small twins. Golden West introduced a four-engine DHC Dash-7 in 1981 but operations ceased that year because of declining revenues resulting from the PATCO (air traffic controllers) strike, which curtailed air travel.

Swift Aire of San Luis Obispo, was another well-known commuter. Starting services in March 1969 with 8-10 seat Piper Navajos, it grew to use three 40-seat Fokker Friendships by 1980. It too ceased operations as a result of the PATCO strike.

Airlines to Catalina Island

Also well-known from the 1950s into the 1980s are about 10 small airlines all with "Catalina" in their names and all flying small Grumman am-

phibians, Twin Otters and other small twins. One was Avalon Air Transport which took over the Long Beach - Catalina Island services abandoned by United in 1953. In 1957 it acquired "Excambion," the last of the three Sikorsky VS-44 left. This 30-40-passenger flying boat came to be nicknamed



Grumman Mallard, Catalina Air Transport, at Long Beach.

"Mother Goose" as it flew alongside eight Grumman Goose for 10 passengers. In 1963 Avalon changed its name to Catalina Air Lines and in 1967 merged with Aero Commuter Airlines of Long Beach. Another Long Beach-based Catalina Airlines, of 1974-1981, began Grumman Goose and Mallard services to San Pedro and Catalina Island in mid-1974, but changed to helicopter operations in 1978 with two S-58T and two Bell 206. Higher fuel prices and a drop in passenger demand due to the 1980 recession forced the company out of business on Feb. 22, 1981.



Sikorsky S-58T, Catalina Airlines, at Avalon.

Western Air Lines

Western Air Lines was California's only major national trunk airline. The 1930 merger of WAE and TAT involved only WAE's major east-west services, part of the proposed transcontinental route. It

(Continued on page 23)

Playing Cards

By Fred Chan

topflite@olympus.net

Playing Cards from California Airlines

California is such a large and important state that just about every major domestic or international carrier flies to and from its cities. For the purpose of this discussion, I will limit my coverage only to those airlines that were based in the Golden State.

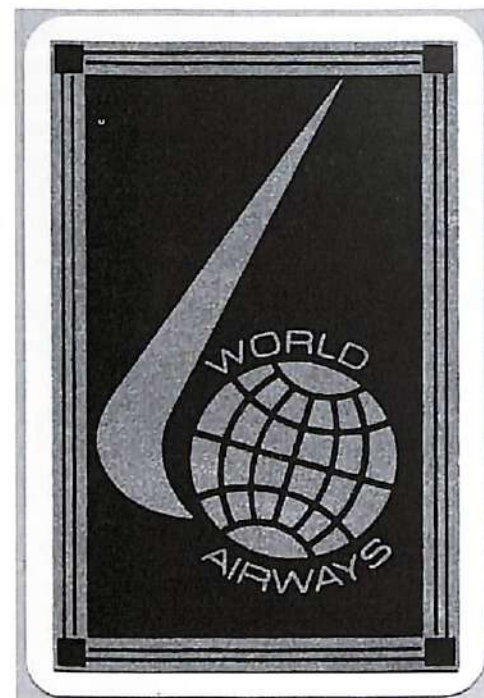


Western Airlines ~ Card #1

Western Airlines was the largest and, appropriately so, has issued the largest number of card designs. Except for the first deck it issued in 1959, the other ten WAL designs were quite standard showing mainly its name and logo, and these are quite common. The first deck issued was very unusual in that it showed a cowboy on horseback on the back of the cards (see Card #1) but its logo appeared only on the face of the cards. It is such an exceptionally rare deck, a WAL flight attendant paid \$200 for it about 15 years ago, but the price has since dropped to about \$75 among collectors with less exuberance (or company loyalty).

World Airways had also issued a large number of cards. The older designs (generally the ones produced before 1980) are quite difficult to find while the newer decks are fairly common. Two of the designs which are most difficult to obtain are the black version of the globe design and the decks with the name at a slant (Cards #2 and #3). WOA designs usually showed only its name and logo.

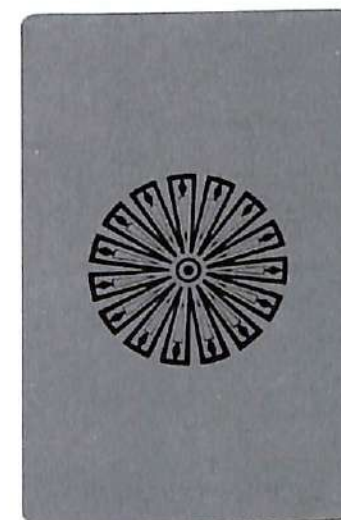
Both of California's two major intrastate carriers, PSA and AirCal, have issued cards. It is likely that these decks were used for marketing purposes and not for inflight entertainment on their relatively short flight segments. For this reason, PSA and AirCal decks are very tough to come by and they command very high prices when a deck surfaces occasionally. Examples of these decks are shown in Cards # 4, #5, #6, #7, and #8).



World Airways
Card #2 ~ Top
Card #3 ~ Bottom



PSA Pacific Southwest Airlines ~ Cards #4, #5 and #6



AirCal ~ Cards #7 and #8



Three California-based charter carriers have also issued playing cards. Trans International issued two decks, Cards #9 and #10. After it changed its name to Transamerica, it issued one design with a picture of its freshly painted DC-10 (Card #11). McCulloch International Airlines also had a deck (Card #12). Cards #10 and #12 are quite rare.

A very rare deck was issued by California Eastern Airways before its acquisition by Slick Airways and eventually by Flying Tigers. This is shown in Card #13.

Although Reno Air was not based in California, most of its route structure was within that state, and its cards deserve mention here. Only one design was issued (Card #14) but it was printed with a green background and with a white background, and both decks were available in bridge and poker sizes. These decks are very difficult to find. I be-

Trans International

Card #9 ~ Top

Card #10 ~ Right





Trans America ~ Card #11

lieve the only time they were available was at the Reno Air booth at the 1996 Airliners International at Colorado Springs. Some of us were fortunate to purchase them at \$4 per deck. Since then, I have been offered, by an avid collector, as much as \$100 for one of my Reno decks!

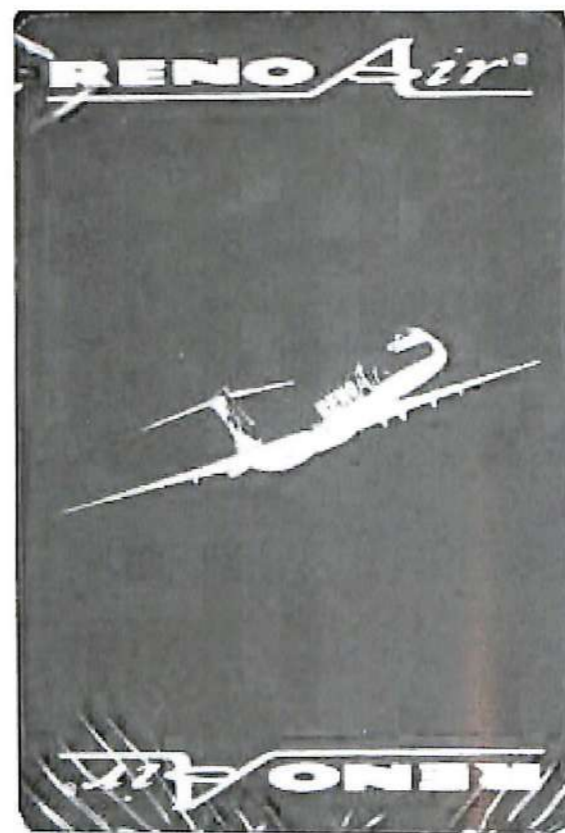
In answer to a question I have often been asked, there have never been any decks from Hughes Aircraft to my knowledge, although I have seen many other kinds of promotional items from that airline. Over the years, I have been told by a few visitors at collectibles shows that they have decks from Pacific Air Lines and Air West but I have not been able to confirm them. Maybe there are still some very, very rare decks out there.



California Eastern ~ Card #13



McCulloch ~ Card #12



Reno Ar ~ Card #14

Timetables

By David Keller

dkeller@airlinetimetables.com

In Time With California

The state of California possesses an economy of such size that comparisons are often created to show where it would rank among nations of the world if it were an independent country. (Somewhere between 5th and 12th, based on my informal survey of Web Sites.) This economic power, combined with the state's relatively large size, means that California has long been fertile ground for airlines large and small.

The larger airlines, formerly known as trunk carriers, flocked to California, particularly to the heavily populated centers of Los Angeles and San Francisco. (For much of the 1970's, Los Angeles held the distinction of being the only point served by all 11 trunkline carriers then in existence.) Several of those carriers, Continental Airlines and Western Airlines, were based in Los Angeles, while others such as United Airlines and Pan American World Airways, though not California-based, played a significant role in the state's aviation history.



July 1, 1933

Western Airlines claimed to be the oldest airline in the United States, having begun passenger service in May 1926. The carrier was originally known as Western Air Express, and this attractive timetable dated July 1, 1933 shows the Indian head logo that would adorn Western's aircraft in one form or another until 1970. The June 1, 1960 timetable shows

Western making the leap into the jet age with a pair of 707's which had been ordered by Cubana but were not delivered as a result of differences with the Castro regime. That initial jet service connected Los Angeles and San Francisco with Portland and Seattle.



June 30, 1960

Continental Airlines arrived in California in 1957, as a result of a Chicago - Denver - Los Angeles route award. Continental had been a relatively small trunk carrier, and this new route was a definite increase in stature. The September 27, 1959 timetable shows Continental's early jet service. Despite being based in Denver at the time, Los Angeles and Chicago received the most jet service, with all jet flights originating in or departing from those cities. During the 1960's, Continental's headquarters were relocated to Los Angeles, and additional routes were added in the state. Continental was purchased by Texas Air Corporation (parent company of Texas International) in 1982, and though the Continental Airlines name was retained by the merged carrier, Texas International was the surviving carrier, with headquarters in Houston.

United Airlines was basically an east-west carrier, but actively sought (and received) routes to numerous stations up and down the West Coast. By January 12, 1958, the carrier was serving 15 destinations within the state of California. These short hops would become a liability in the 70's, when United was forced to serve these communities with jet equipment. The Convairs, which so ably covered those segments for a number of years, had been retired, and to make matters worse, traffic was declining due to California having one of the best highway systems in the nation.

Pan American World Airways used San Francisco as the mainland US terminal for its Pacific Services, which began in the mid-1930's. This was the heyday of the Flying Clipper Ships, with the newest and largest aircraft being placed on the

Gold Carpet SERVICE
REACHES NEW HEIGHTS ON THE
GOLDEN JET
CONTINENTAL'S CUSTOM-BUILT BOEING 707

soft lights, soft music
... and you'll dine on champagne
and filet mignon



1	7	9	3	11	5	← GOLDEN JET FLIGHTS →		14	8	4	10	12	6
5:45	9:00	4:40	5:00	6:25	8:15	TO CHICAGO (O'Hare) ... CDT M		3:55	3:40	5:25	7:10	2:55	6:25
				6:35	7:05	TO KANSAS CITY ... CST M						12:55	
						TO KANSAS CITY ... M						12:24	
						TO DENVER ... MST W						3:10	
						TO DENVER ... M						2:40	
						TO LOS ANGELES ... NT W						7:25	11:45
9:45	10:45	6:25	6:00	8:10	9:15	(International)		8:30	9:00	10:45	11:45		



September 27, 1959

Continental Airlines

United Airlines

January 12, 1959

San Diego-Los Angeles-Oakland-San Francisco-Portland-Spokane-Seattle-Tacoma-Vancouver

Table 52

	340	377	255	PT 548	257	277	671	379	663	673	PT 565	361	251	732	659	279	279	▲ 657	PT 575
SAN DIEGO (PST) Lv				Air Coach					Air Coach		Air Coach	6:15		7:10	7:40			8:45	Air Coach
Long Beach												7:00			Ex. Sun. 8:23	Sun. only	Ex. Sun. 9:28		
LOS ANGELES (International airport) Ar												7:17		7:50					
(International airport) Lv															9:00	8:23	8:00	10:00	10:30
(Lockheed airport) Lv																			
Santa Barbara																			
Bakersfield																			
Visalia																			
Fresno																			
Monterey-Carmel																			
Sausalito																			
Merced (Yosemite Park)																			
Modesto																			
Stockton																			
OAKLAND Ar																			
OAKLAND Lv																			
SAN FRANCISCO Ar																			
SAN FRANCISCO Lv	7:00																		
OAKLAND Ar	7:19																		
OAKLAND Lv	7:30																		
Stockton																			
Sacramento	8:15																		
Berkeley	9:00																		
Boston (MST) Lv																			
Medford																			
Wisham Falls																			
Eugene																			
Redd-Redmond																			
Salem																			
PORTLAND Ar																			
PORTLAND Lv																			
Pendleton																			
Walla Walla																			
SEATTLE-TACOMA Ar																			
SEATTLE-TACOMA Lv																			
Seattle-Tacoma (Rail) Lv																			
Seattle-Tacoma (Rail) Ar																			
VANCOUVER, B.C. Ar																			

Pacific runs. The flying boats would eventually be replaced by land planes, but Pan Am would create a route system that spanned much of the Pacific before financial difficulties forced the sales of those routes to United in the mid-1980's.

The lone local service carrier to call California home was Pacific Airlines, based in San Francisco. The airline began service as Southwest Airways in 1946 (no relation to the present-day Southwest Airlines), changing its name to Pacific Airlines in the late 50's. As illustrated on the cover of the timetable dated April 28, 1957, Southwest was using "The Pacific Air Line" as a byline. (This was probably the most arduous name change in airline history, as both names appeared on the timetable covers from 1956 until 1960!) Pacific Airlines would merge with West Coast Airlines and Bonanza Air Lines in 1968 to create Air West, later renamed Hughes Airwest. The airline would remain based at San Francisco until it was purchased by Republic Airlines in 1980.

The most unique segment of California's airline industry came in the form of the intrastate carriers. Intrastate carriers were companies that operated within the boundaries of a single state, providing them freedom from the encumbrances of Federal agencies like the Civil Aeronautics Board (CAB), which controlled route authority and fares for airlines that operated interstate routes. While numerous states were served by intrastate carriers at one time or another, California was home to a number of them, several of which survived to expand outside of the state following the passage of the Airline Deregulation Act in 1978.

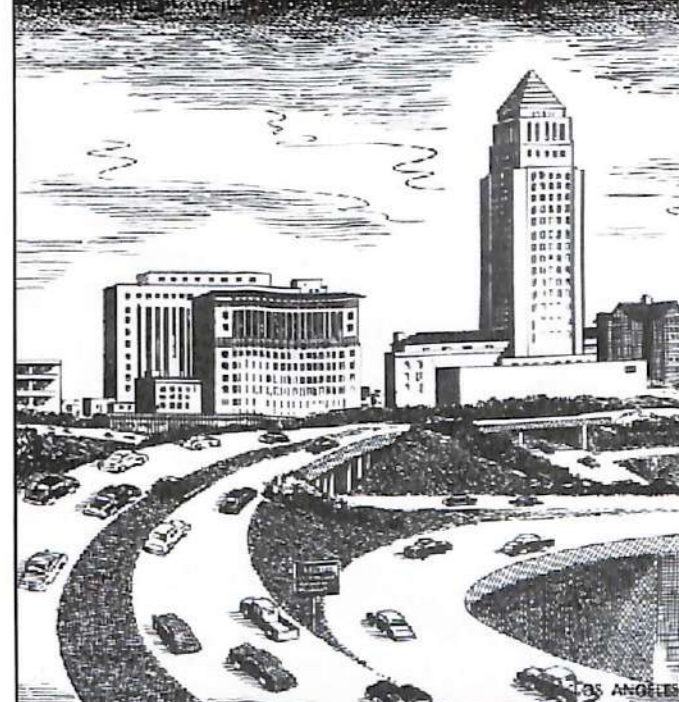
One of these carriers was California Central Airlines (CCA) which inaugurated service as an intrastate carrier in the late 1940's, and by the early 50's was operating a fleet of Martinliners up and down the coast. As shown on the cover of this timetable, dated November 1, 1952, the airline adorned the aircraft with "candy stripe" tail colors. CCA succumbed to the pressures of operating in a fiercely competitive environment in the mid-1950's.

Another intrastate carrier born in the late 1940's, was Pacific Southwest Airlines, commonly known as PSA. After operating a fleet of second-hand DC-3's and DC-4's throughout the 1950's, PSA took a major step forward by accepting delivery of brand-new Lockheed Electras in 1959. The illustrated timetable from July 11, 1960 depicts the Electra on the cover, and finds the carrier operating to Burbank, Los Angeles, San Diego and San Francisco. By the mid-1960's, PSA had added 727's to the fleet, as advertised on the timetable dated

EFFECTIVE APRIL 28, 1957 • COMPLETE TIMETABLE

SOUTHWEST AIRWAYS

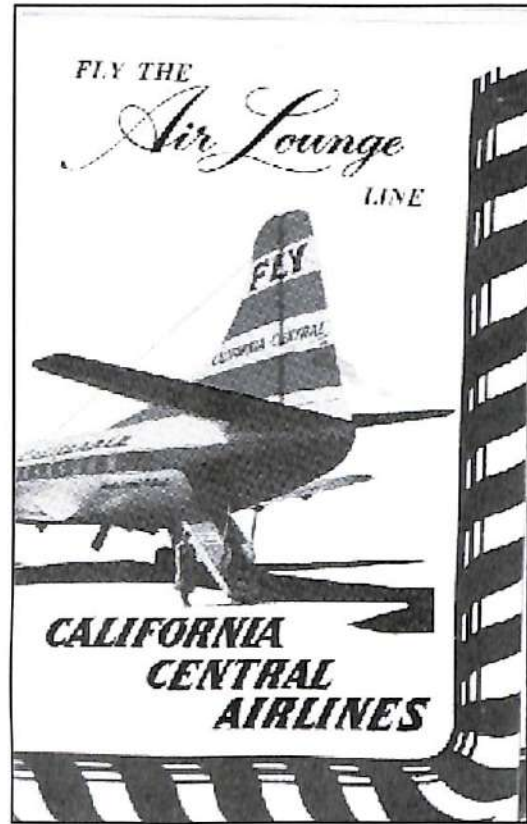
The PACIFIC AIR LINE



NEW
ONE-STOP MARTINLINER SERVICE
SAN JOSE TO LOS ANGELES

April 28, 1957

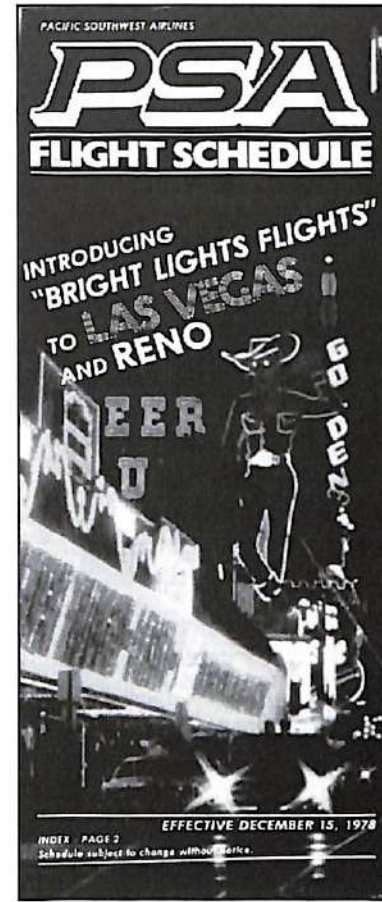
June 20, 1966. The Electras would soon be retired from service, as PSA went to an all-jet fleet. (One of those retired Electras would serve with another California intrastate carrier, Holiday Airlines, during the late 60's and early 70's, only to return to PSA in the mid 70's to enable the inauguration of service to Lake Tahoe.)



November 1, 1952



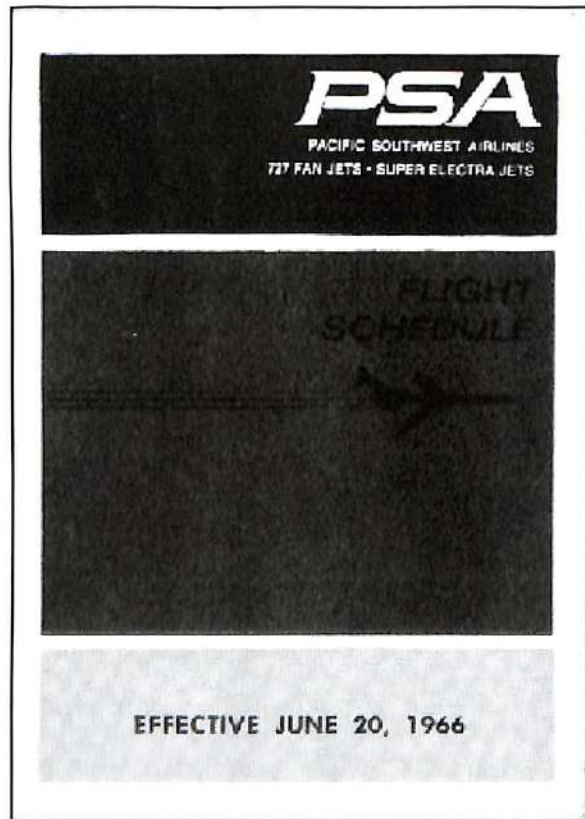
July 11, 1956



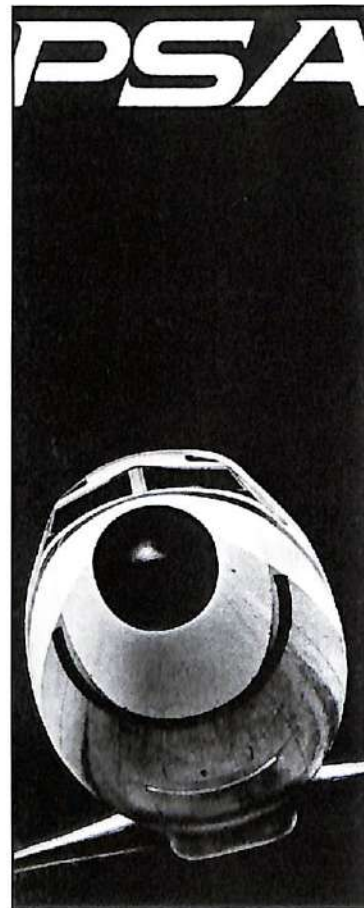
December 15, 1978



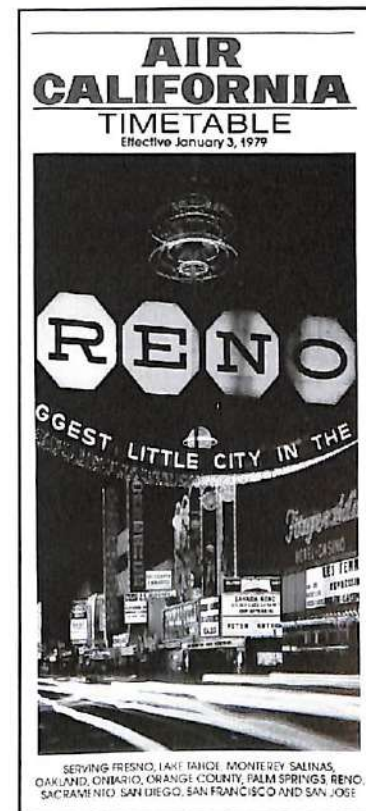
1967



June 20, 1966



August 1, 1974



January 3, 1979



May 1, 1987

In the early 1970's PSA entered the "jumbojet" arena with an order for 5 Lockheed L1011 TriStars. The TriStar was not really designed for the short stage lengths operated by PSA, but All Nippon Airlines in Japan was using them successfully in a similar circumstances, so PSA sent a team to visit that carrier in order to benefit from All Nippon's experience. The August 1, 1974 timetable shows the inauguration of L1011 service between San Francisco, Los Angeles and San Diego. Unfortunately for PSA, the timing was bad, with fuel prices skyrocketing and the economy in recession. PSA quickly learned that big aircraft lose big money in bad times so in less than a year, the type was removed from service, and additional aircraft deliveries were refused. As Lockheed had specially modified the aircraft to PSA specifications, and would have little luck finding another customer for them, a lawsuit was filed to force PSA to meet its obligations. As usually happens, the lawsuits and countersuits flew for several years before the issue was resolved in the courts.

This same timetable cover also illustrates one of the most memorable aspects of PSA - the smile that was painted on every aircraft beginning in the late 1960's. Throughout both major and minor changes in the airline's paint scheme, the smile survived for the next 20 years.

The Airline Deregulation Act of 1978 allowed PSA to offer service outside of California for the first time. Wasting no time, PSA inaugurated service to Las Vegas and Reno on December 15, 1978. Later expansion would eventually take in the Pacific Northwest as well as Mexico. By 1987 PSA had become a takeover target for airlines seeking a presence on the West Coast. USAir purchased PSA, absorbing the latter company in 1988. Unfortunately for USAir, its primary competitor in many of the major markets in California would be Southwest Airlines, a carrier with a cost structure much lower than that of USAir. Unable to compete, USAir eventually dropped all of the former PSA routes.

A later entry in the California intrastate market was Air California, which started service with Lockheed Electras in January, 1967. The illustrated timetable is undated but appears to be from early 1967, and may be the inaugural timetable for the airline. 2 Electras shuttled back and forth between Orange County and San Francisco, providing a total of 5 daily flights in each direction.

Much like PSA, Air California jumped at the opportunities that airline deregulation presented. In the January 3, 1979 timetable, the carrier promoted its first service outside of its home state, with new

service from Reno to Ontario, Orange County and Sacramento. The airline shortened its name to Air Cal and unveiled a new paint scheme with the April 1, 1981 timetable. Service was added to destinations such as Anchorage, Vancouver and Chicago over the next half-dozen years or so. Another similarity to PSA, was that Air Cal also became a takeover target. In May of 1987, the airline was absorbed into American Airlines, which then set up a hub in San Jose. In an ironic twist, American disassembled much of the San Jose hub a few years later, allowing Reno Air to pick up many of the dropped services. Then, in 1999, American purchased Reno Air to reestablish its West Coast presence!

Over the years many commuter carriers have served the state of California. Several of these airlines grew to become among the largest in the nation, probably the best known of these being Golden West Airlines. This carrier was formed in the late 60's through the merger of several smaller carriers, Aero Commuter, Cable Commuter, Catalina Air Lines and Skymark. The timetable that was effective until September 30, 1969, finds the carrier operating to a total of 30 points from Santa Rosa to San Diego. Much of the service in Southern California was high frequency, with 95 daily departures from Los Angeles.

Golden West soon dropped service to many of those 30 communities consolidating its routes to the more profitable cities. The airline later added Shorts 330's and DHC Dash 7's to its fleet of Twin Otters. By 1983, the airline environment for the commuter industry was changing dramatically, as code-sharing arrangements were being set up between the larger airlines and a select number of commuter carriers. These arrangements allowed those commuter airlines to have their schedules appear in the larger carrier's timetable and reservation systems, participate in frequent flyer and joint fare programs, etc. Those commuters that were unable (or unwilling) to secure such deals were at a huge competitive disadvantage, and disappeared in large numbers over the next 3-5 years. Golden West was one of the carriers to fail, and the March 1, 1983 timetable was the final issue for the airline.

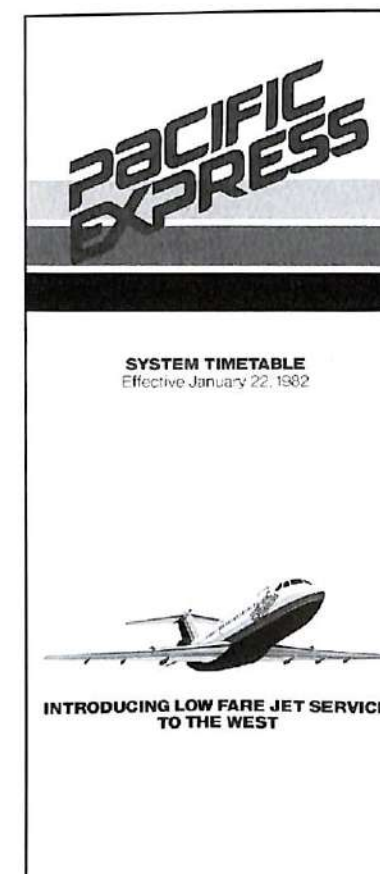
At approximately the same time the commuter carriers were failing in large numbers, new jet operations were being created, courtesy of the Airline Deregulation Act, which removed the barriers to entering the marketplace. Several carriers such as The Hawaii Express and Pacific East Air were created to provide low-fare service in the California to Hawaii market.



September 30, 1969



March 1, 1983



January 1, 1982




February 1, 1984

The most notable of these startup carriers (from a California standpoint), was Pacific Express, which inaugurated service to 8 cities in January, 1982 with a fleet of BAC 1-11's (a type which had not been a frequent sight on the West Coast up to that point). By 1984, the airline had expanded to 22 cities, worked out a code-sharing arrangement with Pan Am, and was adding 737's to its fleet. The realities of operating an airline in an unrestricted competitive environment proved too much for the vast majority of the new entrants, and Pacific Express was no exception. The February 1, 1984 issue was its final timetable.

California was also home to several supplemental (charter) airlines, and they also jumped into the ranks of the scheduled carriers following Deregulation. By the spring of 1979, both World Airways and Trans International Airlines were offering scheduled flights. World initially chose to operate domestic flights - 2 daily roundtrips from Newark to Los Angeles, with continuing service to either Baltimore or Oakland. As shown in the May 1, 1979 Trans International timetable, that carrier chose to operate its initial flights to Europe, with 6 weekly flights to 3 European destinations by summer. This airline would be renamed Transamerica Airlines (after its parent company, Transamerica Corporation) later that same year.

Probably more than any other state in the union, the airline industry in California was a microcosm of that of the nation as a whole. Having the largest economic base, greatest population and 3rd largest land area, California has nurtured every conceivable class of airline, from globe-spanning behemoths to puddle-jumping commuter carriers.




**DAILY DEPARTURES
QUICK REFERENCE SCHEDULE**
EFFECTIVE: APRIL 12, 1979

Route	Leave	Arrive	Flight	Stops	Meals
From: Baltimore, MD					
To Los Angeles, CA	10:35am	11:02am	11	Newark, NJ	L*
To Newark, NJ	10:35am	11:35am	11	Non-Stop	BS
From: Los Angeles, CA					
To Baltimore, MD	10:15am	10:43am	10	Newark, NJ	S*
To Newark, NJ	9:35am	6:20am	10	Non-Stop	L*
To Oakland, CA	10:15am	6:05am	10	Non-Stop	S*
To Oakland, CA	10:40am	11:45am	31	Non-Stop	BS
From: Newark, NJ					
To Baltimore, MD	7:45am	8:45am	10	Non-Stop	BS
To Los Angeles, CA	7:30pm	2:10pm	11	Non-Stop	L*
To Oakland, CA	7:00pm	4:40pm	31	Non-Stop	D*
To Oakland, CA	7:00pm	11:45pm	31	Los Angeles, CA	D*
From: Oakland, CA					
To Los Angeles, CA	7:20am	5:30am	30	Non-Stop	BS
To Newark, NJ	7:15am	5:20pm	30	Los Angeles, CA	L*

CASH SALES

Fare Between	One Way Fare	Tax	Total
Baltimore, MD/Newark, NJ	\$26.85	\$2.15	\$ 29.00
Baltimore, MD/Los Angeles, CA	\$99.99	\$6.00	\$105.99
Baltimore, MD/Oakland, CA	\$99.99	\$6.00	\$105.99
Los Angeles, CA/Newark, NJ	\$99.99	\$6.00	\$105.99
Los Angeles, CA/Oakland, CA	\$10.32	\$1.68	\$ 12.00
Newark, NJ/Oakland, CA	\$99.99	\$8.00	\$107.99



***MEALS: MEALS ARE AVAILABLE FOR PURCHASE AT TIME OF TICKET PURCHASE OR AT CHECK IN AT DEPARTURE FOR A COST OF \$3.00 EACH**

- *N - MIDNIGHT SNACK
- *L - LUNCH
- *D - DINNER
- BS - BEVERAGE SERVICE

Flight Schedule Information

Northern California	(415) 577-2800
Southern California	(213) 620-2857
Outside California	(800) 227-1527

April 12, 1979

Europe for less

Trans International Airlines
New Scheduled Flights
Trans Int'l Airways May 1, 1979

May 1, 1979

What Is It?

By Ken Taylor

keebeetay@aol.com

What is it? There are times when the mail box is empty for months. No questions. No replies of any kind. Then it happens - a pile of questions. My thanks to Roy Thompson for this group.

This gold wire wing has the colors (from the top) red, white, and blue. What airline or operator? From when?



This gold wire wing is of British influence with the letters 'S F C' in the center of the wreath. Any ideas?



A large 5-point star is above a bare shield. Where is this wing from?



Who is 'L A C' or is it 'A L C'?



Who is 'G F'? From where and when?



This wing is small. The logo features three castles and a key. I have gone through my book of city logos and was unable to find any reference. Any ideas?



Is this 'L B' or is it something else? Where is this badge from?



This appears to be the Thanksgiving Turkey. Again, who, what, where and when?



A gold wire cap badge with a red letter 'Y' at the center. Appears to be aviation related. Any ideas?



A gold wire badge with a blue center shield and wire logo. Who?



Which 'A A' does this wing represent? It appears to be of gold tone metal with a red center and white 'A A' letters.



Gold wire with a 'A T' logo or is it 'T A'?



A gold wire wing with a red background behind the letter 'S A'. Again, who?



A silver tone metal badge, winged letter 'H'. Any ideas?



A cloth wing with red thread on blue cloth, the top 3/4 of the logo is blue in color with a white wedge over a red triangle. A disjointed description of a very poor picture. Any ideas on this 1/2 wing?



A gold tone metal wing with a blue enamel center featuring a flying bird. Who?



A gold wire badge featuring a flying bird? Or maybe it's a bee? Have you seen this one?



This gold tone metal badge features a three color diamond (red, white and blue) and the words 'AIR PMT'. Who, what, where and when?



The last badge of our group is from Drago of Paris. Any ideas?



If you have an answer, please write!

Ken Taylor



(Continued from page 9)

kept several smaller western and mid-west routes. Then owned by General Motors, the name became General Airways (Western Division), based in Los Angeles. This was changed to Western Air Lines in 1941. Service to San Francisco was started in August 1943 with DC-3s and in March 1945 Denver was added via Reno and Salt Lake City. DC-4s and Convairs were added to the fleet and DC-6Bs joined in 1956 after expansion to Seattle in the northwest. Minneapolis to the east and service to Calgary and Edmonton in Alberta, Canada. The first of 12 Electras arrived in 1956 and B720s went on the Mexico City service in 1961



Convair 240, Western Airlines.

Western took over Pacific Northern Airlines in 1967, giving it access to Anchorage. 737s entered service in 1968 to replace Constellations and Electras and the first 727 joined in October 1969. In the same year, Western began separate services to Honolulu and Hilo, Hawaii, from four continental points, Anchorage, San Francisco, Los Angeles and San Diego. Miami service started in 1976, Anchorage - London in 1980 and Denver - London in 1981 All are flown with seven DC-10s. The London services were dropped after only a year. Western's financial situation was becoming shaky and on Dec. 19, 1986 it was taken over by Delta Air Lines, with complete integration on April 1, 1987. A commuter carrier named Western Airlines was founded at Burlingame, CA in 1985 to operate daily scheduled services to Santa Rosa. It survived only to December 1989.

There is much, very much more to tell about the airline history in California. For most of the 20th Century it also was the birthplace of most of the Western world's airline aircraft, produced by Douglas, Lockheed, Convair and several smaller companies. Alas, that is a story for another time.

Joop Gerritsma

Dining Service

By R. R. "Dick" Wallin

rrwallin@aol.com

California's Finest

Although California was always on the routes of most of the "majors", the Golden State had some truly unique operations of its own, especially in the later years. PSA and AirCal each had their niche and major presence in the state.

Subsequently what I consider the most luxurious airline ever, Regent Air, was founded in Los Angeles. Unfortunately, Regent's operations were never profitable; their 20-set Boeing 727-100's included a beauty salon, staterooms, and even gained fame with a segment on Robin Leach's "Lifestyles of the Rich and Famous." The airline lasted only 2-1/2 years, but only actively flew for part of that period.

That aside, one name pops up in the mind of anyone even halfway familiar with California aviation history: The financial wizard Kirk Kerokian. Founder of Trans International, and later Transamerica Airlines, he gained control of Western Airlines in the late 1970s and then founded MGM Grand Air in 1987.

The MGM Grand Air experience included an embarrassing gaffe for Kerkorian. Wanting to expand his operations beyond what his trio of 727s could offer, he bragged about picking up three DC-8s at a "huge bargain." Seems that everyone except him knew that they were not "street legal" without spending several million dollars for hush kits! In retrospect, I should not belittle Kirk; the hushkits were not even pocket change to him. Now in his mid-80s, he continues to make financial headlines, and in last year's FORBES "Richest People" List, his net worth was estimated at \$3.4 billion!



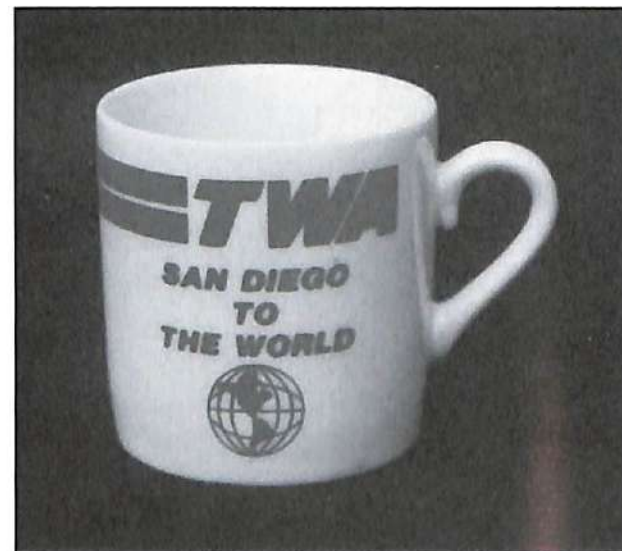
Trans International

Trans International was classified as a supplemental carrier doing mostly charter and cargo work. This china, made by Alox, features the DC-8 tail logo and a stripe in medium green.



PSA Pacific Southwest Airlines

PSA never had onboard glass or china as far as I know. But, PSA did issue examples of inaugural flight glassware such as this.



TWA Trans World Airlines

TWA issued this small demitasse cup to advertise their San Diego service.



The

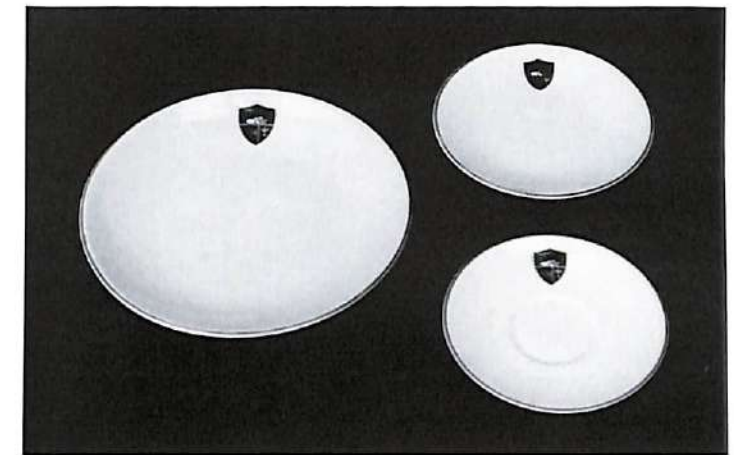
TWA Trans World Airlines

TWA Royal Ambassador china by Rosenthal is well known, but a true rarity is the china coffee pot used in this service. Apparently used only for a short time, very rare!



Pan American

Pan Am issued this interesting first flight glass.



Western Airlines

The "original" shield logo used on Western Airlines china in the 1960s, produced by Mayer China Co. The shield has the "Wally Bird" on the 707 tail, beneath him we see a trumpet and champagne glass.



Western Airlines

Western Airlines used this colorful and heavy-weight china on their DC-10 "Fiesta Flights" to Mexico and Hawaii. The colors are bright red, white and blue. Manufactured by Block of Portugal - they bear small "WAL" initials on the back.

United initially used this "Silver Mesh" china on their "Royal Pacific" flights from the West Coast. Made by Wessco, the pieces have a silver United logo on the bottom.

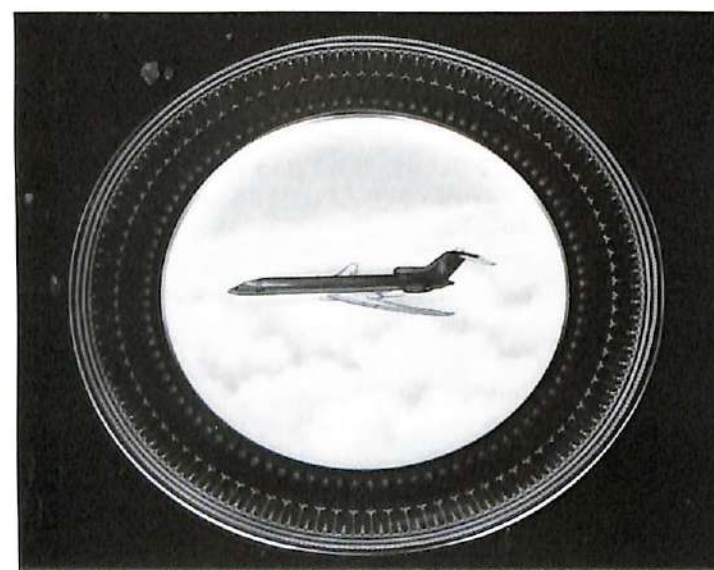
World Airways, based in Oakland, had a plain white china with a thin gold stripe. Their logo on the reverse is in red, as shown here.



United Airlines



World Airways



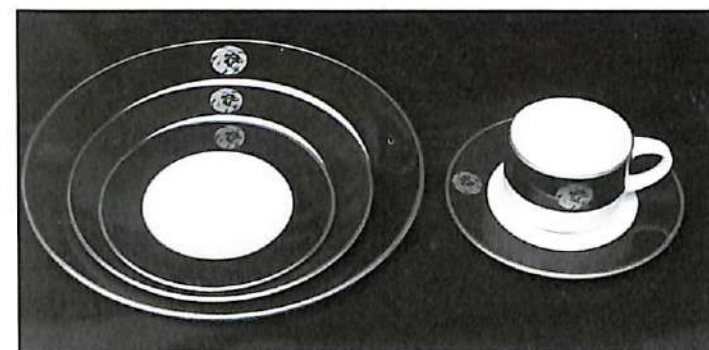
Regent Air

Regent Air, the most luxurious airline ever, issued this inaugural flight plate, bearing a color photo of one of their 727-100s in flight, with an intricate dark blue and gold border. Made by Spode in England, the reverse of the plate shows a date of September 1983, although the actual first flight was not until October 14, 1983. Only 175 of these plates were produced; hence, they are now very rare and valuable.



Regent Air

Regent Air's onboard service included china made by Spode with decorations in blue and gold. The individual creamer, sugar and matchbox holder are sterling silver and each piece bears Regent's logo.



MGM Grand Air

MGM Grand Air started operations with the three former Regent Air 727-100s in 1987, an all ultra-first class operation. Here is one of the three First Class patterns used by MGM, all showed the lion's head logo in gold with blue and gold striping. Made by Langenthal.

The addition of the DC-8s allowed MGM Grand Air to offer coach service as well as extensive charter work. Both services utilized gold and white pattern made by Dudon in England (not shown).

Bon Apetit!

Sticker Chatter

By David A. Rowe

In keeping with the "Airlines of California" theme for this issue, I thought it would make a change to do just that!

Fig 1. CAPITAL SPEED LINES was formed in 1927 and flew Lockheed Vegas between Sacramento, Oakland, and San Francisco. Red and dark blue on white.

Fig. 2. PICKWICK AIRWAYS commenced service on March 29, 1929 from Los Angeles to San Diego with services to Central America and Mexico in 1930. White on red.

Fig. 3. GILPIN AIR LINES began in late 1930 with two Ford TriMotors from Los Angeles to Long Beach and San Diego. Gilpin was killed in a crash in 1933 and the airline closed in 1934. Red, black, grey and white.

Fig. 4. CENTURY AIR LINES flew Ford TriMotors from San Francisco to Los Angeles and San Diego during 1931. Taken over by AVCO in 1932. Green, black, white, and gold.

Fig. 5. VARNEY SPEED LINES flew Lockheed Orions from San Francisco to Los Angeles during 1934 at an average speed of 254 mph. Renamed Continental in 1937. Red and white.

Fig. 6. GRAND CENTRAL AIR TERMINAL label must be the earliest of its kind. Orange and white on dark blue.

Fig. 7. WESTERN AIR EXPRESS began services in 1926 from Los Angeles to Salt Lake City. Label shows the Fokker F.32 from 1929. Red, white, green.

Fig. 8. WESTERN AIR LINES originated as Western Air Express with the name changing in 1941. This label dates from 1950. Yellow and blue on brown.

Fig. 9. VETERANS AIR LINE dates from 1945 with ex-WWII pilots flying a single DC-3 on cargo and passenger charters within California. Ceased flying in 1947. Red, white and blue.

Fig. 10. SOUTHWEST AIRWAYS began services with DC-3s in 1946 between Los Angeles and San Francisco. Martin 202s bought in 1952. Changed name to Pacific Air Lines in 1958. Red and yellow.

Fig. 11. TRANSOCEAN AIR LINES was founded in 1946 with services to Okinawa and Hawaii in the early 1950s. DC-4s, M202s, DC-6s and Constellations used. Ceased flying in 1960. Multicolored.

Fig. 12. CALIFORNIA EASTERN AIRWAYS flew charters and freight between 1946 and 1960 with DC-4s and L-1049s. Based at Oakland and Burbank. Brown on yellow.

Fig. 13. PACIFIC SOUTHWEST commenced in 1949 with DC-3s from San Diego to Oakland. Major carrier for many years. Black, orange, and red on white.

Fig. 14. PACIFIC AIR LINES was formally Southwest Airways (see above). Flew F-27s, Convairs and a 727. Merged with Bonanza and West Coast Airlines in 1968 to become Air West. Red on white.

Fig. 15. HUGHES AIRWEST operated a large network from California throughout the western states with 727s and DC-9s. Known as the "Top Banana." Mauve, yellow and black.

Fig. 16. AIR CALIFORNIA formed in 1966 with low cost flights with L-188s. 737s came later with DC-9s and MD-80s. Name changed to Air Cal. Orange and brown on white.

Fig. 17. SFO HELICOPTER AIRLINES formed in 1981 and operated from SFO with S-61s to Oakland and Marin County. Red and blue on white.

Fig. 18. GOLDEN WEST AIRLINES was a large commuter carrier from 1969 into the 1980s mainly with Twin Otters, Shorts, and Dash-7s. Brown and white BIL.



Fig. 1



Fig. 2



Fig. 3



Fig. 9

Fig. 10



Fig. 5



Fig. 8

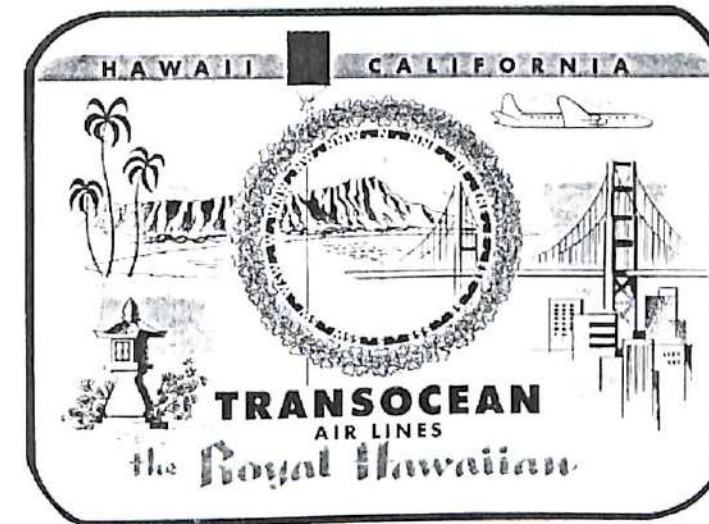


Fig. 11



Fig. 12



Fig. 7



Fig. 13



Fig. 14

Fig. 15



Fig. 16



Fig. 17



Fig. 18

BAGGAGE IDENTIFICATION

NAME _____

ADDRESS _____

CITY-STATE-ZIP _____

TELEPHONE _____

 **Golden West Airlines**

Aviation Postage Stamps

By Jim Edwards

United Airlines and Western Airlines have both had a major presence in California since the early 1920s. Here's a selection of postage stamps issued over the years featuring aircraft from these carriers.



ABOVE. Western Air Lines. Issued by the United States in 1997 as part of a series featuring Classic American Aircraft.



LEFT. United Air Lines. Issued by Niue in 2003 to celebrate '100 Years of Aviation'.



LEFT. United Air Lines. Issued by the British Virgin Islands in 2003 to celebrate 100 years of flight.

BELOW. Western Airlines. Issued in 1982 as part of the carrier's 'Private Carrier Service' to expedite letters for an extra fee.

Private Carrier Service

1926 / 1982 INAUGURAL SERIES

NEW YORK MAR 15 1982

ONE OZ 1982 ONE DOLLAR

Western Airletter

USA 20c

For Information call Toll-Free 1-800-525-7526

The Western Airletter is designed to increase the opportunity for 48 hour delivery of your regular mail. These stamps, at \$1.00 each, when matched with correct United States Postal Service (USPS) stamps, buy fast, safe business-day pick up and delivery of normal mail to designated USPS Area Distribution Centers nearest to the addressee. Western Airletter complies with USPS practices.

Western Airletter
THE ONLY WAY TO MAIL

Airline Happy Hour

By Al S. Tasca

altasca@bellsouth.net *New Email!*

Toast To California!

Fig. 1. This Bonanza Air Lines all white one sided stick is 4 1/4 in. long and has a square shank and a small bubble bottom. The stick is flat with only the two circles on the "B" being recessed. There is no manufacturer on it.

Fig. 2. This Air California stick is 5 1/2 in. long, flat and one sided. It does however have a round concave bottom on both sides. This is the only one that I have of this size, and don't know if it comes in the same set form as the five following sticks. The only color that I've ever seen this stick is white with orange logo and name. The manufacturer on all of the Air California sticks is Spir-it.

Fig. 3. These five sticks are identical to the one in Fig. 2 with the exception that they are only 5 in. long. They are designated with a 7 for Seven Up, an S for soda, a T for tonic and a W for water. There is also a plain one, but I do not know what that one was used for. As I already said, I don't know if the large one came the same way. If anyone with any info on this, I would like to hear from them.



Fig. 1



Fig. 2

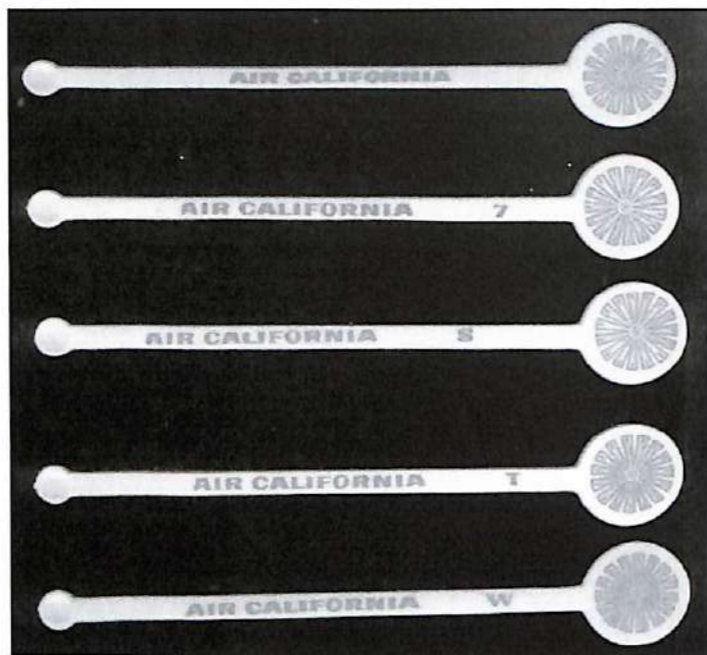


Fig. 3

Fig. 4. Shows three Air Cal sticks that are also identical in shape as the small Air California sticks. I only have ones with the "7" and the "W", but I'm assuming that they also come with the "S" and the "T". I have two of the plain ones, one in an off white (shown) and one in white (not shown). All of the sticks have dark blue writing. The manufacturer on these is also Spir-it.

Fig. 5. This Hughes Air West stick is 5 1/4 in. long and also one sided. The name on it is raised and very slightly offset on the top and bottom of the shank. The top is flat with a slightly higher ridge around it and it has a bubble end on it. The only color that I have is yellow. No manufacturer on it."

Fig. 6. This Air West one sided stick is 5 1/8" long with the name raised and a bubble end. The only color that I have is chartreuse. Again, no manufacturer.

Fig. 7. This one sided stick is 4 3/4 in. long The "Catch Us PSA" slogan letters are raised and very slightly offset at the top and bottom of the shank. The colors that I have are white, orange and three shades of red. It has no manufacturer on it.

Fig. 8. Shows one of the earlier PSA sticks. This flat 4 3/4" one sided stick has a raised name on the end. Known colors are all orange and all dark gold. The manufacturer is Royer.

Fig. 9. This 4 3/4" one sided stick is very similar to the one in Fig. 8. It also has a raised name on one end but the shank has a raised ridge almost equal to the height of the letters. I have one stick in the basic orange and another later one which is a much darker orange. The manufacturer, which is on the front side in the groove is Spir-it.

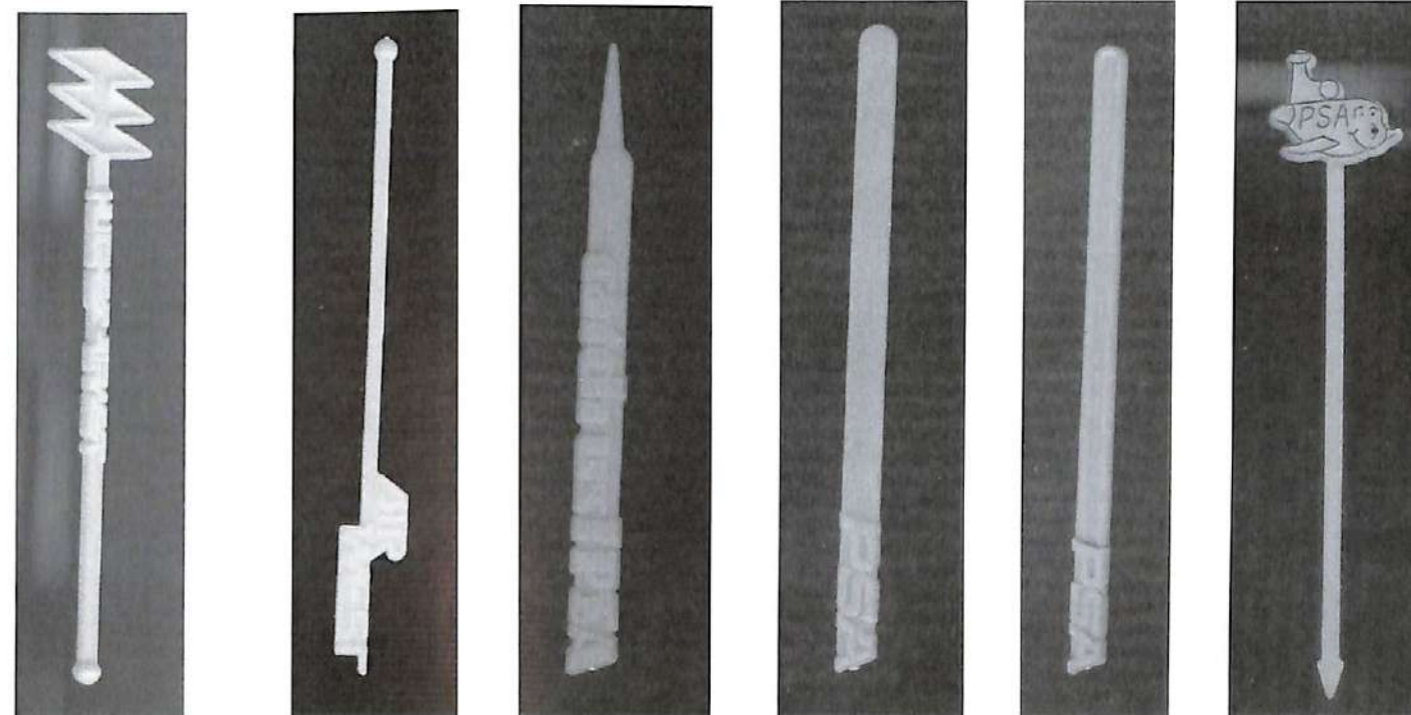
Fig. 10. The happy aircraft stick. This 5" stick is one sided with the thin shank attached to the back of the "happy aircraft" top. I have four different colors in this stick, with one being only a minor variation. The colors are orange, a lighter orange, a slightly lighter orange and a gold one. All of the sticks have the name and the outline of the top in black. The manufacturer is Spir-it.

Fig. 11. This America West stick is 5 in. long, flat and one sided. The only color that I have is white with a purple logo. The manufacturer is Spir-it.

Fig. 12. Another America West stick that I believe is later is also 5 in. long, white and one sided. In this one though, the top is slightly larger and the orange logo is raised. The only variation that I have of this stick is a purple one that is also 5 in. long, but the bottom of it is round like the one in Fig. 11. The manufacturer on both of them is also Spir-it.

From Left To Right: Fig. 5, Fig. 6, Fig. 7, Fig. 8, Fig. 9

(Continued on page 43)



Postcard Corner!

By Allan Van Wickler

amvwdsvw@adelphia.net

California Flying

I gotta lotta stories about California-based airlines. We chartered World Airways for the largest ever commercial air charter movement in 1964. Had never heard of them. 5,600 warm bodies in a back-to-back move; New York World's Fair and Nassau. I flew 25,000 miles with them in less than 2 weeks. This was for Chevrolet Motor Division. This was the BEST airline operation I was ever involved with. 707-321C's. So I've included one of their company cards as well as their L-1049C predecessor, the latter being Mike Roberts Card SC-7590. Sure wish I could find a copy of their DC-6B card at Oakland! I received the 707 card in a trade with Joe Turner in February, 1981 in the Braniff terminal at JFK.



I well remember Trans International Airlines flying one of their brand new stretch 8's into DTW so we could all take a look. I simply could not believe how long that passenger cabin was. How could we ever fill it? Well, we at Maritz did, time and again. So, here's a gander at their company card SC15976 by Mike Roberts.



I was sitting just in front of Mark Morrow in a Regional Airlines Association meeting/debate, when Mark was President of Wings West Airlines. And we both heard together how ASA's bookings literally skyrocketed when they used the DL code rather than theirs. We looked at each other in total shock as we all realized then and there that code-sharing was the only way to go. So who cared about misrepresentation for the quest of load factor? Wings West never issued any postcards; hence, I've included Aviation World's Z-0111, 81534-D of their Beech 99. The carrier lost one of these aircraft in a mid-air collision in August 1984. Mark brought in Dr. Bob to console the distraught employees. The three of us discussed it one winter night later on, commuting on the LIRR from New York City out to Long Island.



All of the commuter carriers shown below are now gone as well but they all tried real hard. All company issued postcards in four-color except for Golden Pacific, black & white. The two Golden West cards are by Multiple Photos, numbers 11526 and 11527. Imperial's Bandeirante card carries no information. Swift-Aire's Piper Navajo N9045 indicates 82.968, and Golden Pacific's Beech 99 is a Mike Roberts card, SC12339.

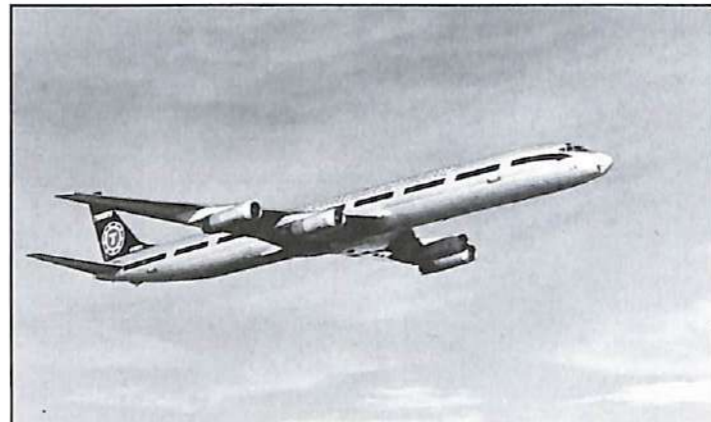


Welcome To Our World
IMPERIAL AIRLINES, INC. — 19 PASSENGER BANDEIRANTE



And now a four-color 3-1/2" x 5-1/2" potpourri to show as many cards as our limited space will allow beginning with a DC-9 drawing company card by West Coast Airlines. An early 737-200 of AirCal (N465AC), a gorgeous Bill Eccles LAX card of a Western Air Lines DC-6B (P20377), a California Central linen card of their DC-4 (Colourpicture K4390), a Mike Roberts drawing of North American's DC-6B over NYC, an interior shot of Regent Air's deluxe interior (B727-100) (196.999 by Singleton), a magnificent shot of Flying Tiger Line's DC8-63 "trash hauling" from somewhere to somewhere (Tri-Ade 153-D0, a great old black & white PSA DC-3 loading up on an intrastate flight at gate 2 (N95487 company card), and finishing up with Saturn's DC-8-61, for which their message was promoting passenger air charters, not freight.





I never did come across an airline call "Left Coast Airlines", nor did I ever find a carrier named "La La Land Airways." Well, maybe tomorrow.... Hope you enjoyed our little journey reminiscent of Turner Classic Movies.

Van

Aircraft Modeling

By Ken Miller
ozmiller@sbcglobal.net

The Lockheed L-1011

'California Airliners and Airlines'? How about the Lockheed L1011? The last airliner model built by Lockheed just so happened to be manufactured in a purpose built factory in Palmdale California. The two PSA L1011's fit the bill for a California airline as well. The PSA L1011's wore what was quite possibly the wildest paint scheme worn by an L1011.

The initial L1011 design work began in 1966 with Lockheed and McDonnell Douglas designing a twin turbofan powered airliner for short to medium distances and having the ability to operate from smaller airports such as New York's La Guardia. By mid 1967 most of the major airlines favored a three engine design that would have transcontinental range.

In March 1968 the L1011 order book began to fill with 144 firm orders and options including 50 from Eastern Airlines and Air Holdings, and 44 from TWA. Meanwhile American Airlines had ordered 50 DC10's and United another 60 DC10's. The

stage had been set for competition between Lockheed and McDonnell Douglas from the design stage as both the L1011 and DC10 had been designed to the same specifications. Both Lockheed and McDonnell Douglas were plagued by each others competing aircraft over the lifespan of the each companies production lines.

A serious glitch (quite an understatement) with the L1011 was that the aircraft was only offered with Rolls-Royce RB211 engines. Only having one engine type available should not be a problem but it

certainly was for the L1011. Rolls-Royce had agreed to an engine price that was too low. The first engine had composite Hyfil fan blades that unfortunately did not pass a bird ingestion test. Production engine fan blades were switched to titanium that both weighed and cost more. This miscalculation and an overly optimistic production timetable contributed to Rolls-Royce declaring bankruptcy on February 4, 1971. Lockheed's L1011 design and manufacturing were tied to the Rolls-Royce RB211 engines that had been designed for the L1011. The first two L1011's were being flight tested at the time. L1011 production was held up for 10 months and six thousand Lockheed employees were laid off.

At Rolls-Royce a British Government committee investigated all the details of the RB211 project. The committee determined that engine technical problems were not unusual for a project of its scope and that the problems could be corrected. The Rolls-Royce troubles were not the only ones causing Lockheed distress. The company also was incurring major financial losses on the military C-5 Galaxy program. The L1011 TriStar and C-5

Galaxy difficulties almost bankrupted Lockheed. In the end the British and United States government met to discuss conditions for continuing the Rolls-Royce RB211 and Lockheed L1011 projects. Great Britain agreed to continue the RB.211 project, if the US government or banks

would guarantee that the L1011 would be built. In August 1971 President Nixon signed the Emergency Loan Guarantee Act that guaranteed 250 million dollars in loans to Lockheed. In September representatives from the banks, airlines, Lockheed, Rolls-Royce, and the emergency Loan Guarantee Board met and signed off on a \$650 million dollar financing package. Uninformed media reported the financing as a government handout when in fact the loans were privately funded. The serious financial crisis had ended and L1011 deliveries began in early 1972.



Lockheed L1011 TriStar - Postcard From The WAHS Collection

Lockheed closed the L1011 production line in 1984 after completing 250 aircraft. McDonnell Douglas was more successful with DC10 production completing 446 DC10's that included 60 KC10 tankers for the USAF. Although many felt that the L1011 was a technically superior aircraft the DC10 outsold it and was in production for six more years. The total number sold of L1011's and DC10's was not enough to allow profitability for more than one company. Both Lockheed and McDonnell Douglas lost money on their respective aircrafts. Neither company is in the commercial aircraft business today.

PSA first ordered the L1011 in 1970 for the high density commuter routes between San Diego, Los Angeles, and San Francisco. Rolls-Royce's bankruptcy initially changed the airlines mind and it looked at the A300 and DC10 instead. PSA returned to Lockheed in 1972 and ordered five L1011's. Two were to be delivered in 1974, and one each in 1975, 1976, and 1977. The PSA L1011's were unique in that they were designed for high density commuter operations. The galley and portion of the lower baggage hold were replaced with a lower lounge that offered 16 additional seats. In October 1973 the fuel crisis hit. Fuel supplies were cut by 20% and costs rose from 9-11 cents a gallon to 33 cents a gallon. PSA's L1011 purchase had been based on the original fuel costs and it would be impossible for the airline to make a profit using the L1011 on short-haul flights.

The first PSA L1011 went into service on August 1, 1974. The second aircraft N10114 went to Farnborough as a sales tool. It entered service for PSA in October 28, 1974. As expected PSA quickly confirmed that the L1011 was not profitable for high density, short distance, and quick turn-around time routes. One could imagine that loading and unloading times could equal the flight time between San Diego and Los Angeles. The two L1011's were pulled from service in April 1975. PSA planned to return the two aircraft to service in June but it did not occur.

PSA cancelled delivery of the three in-production L1011s. Lockheed sued for breach of contract and PSA counter sued. After a series of negotiations PSA sent N10114 on a worldwide Lockheed promotion tour. LTU of Germany ended up trading in 2 former Eastern L1011s for the three undelivered PSA aircraft. The two remaining PSA L1011s were leased back to Lockheed who subleased them to AeroPeru pending delivery of new L1011-500's. The aircraft were placed in storage in Marana. In 1985 Worldways Canada bought them and operated them until the airline's demise in 1990.

N10114 was broken up in November of 1997. N10112 was converted into the Flying Hospital and can still be seen at Tucson between infrequent flights.

1/144 scale is my personal choice for model building. There have been four different 1/144 scale L1011 Tristar kits offered through the years. Airfix, Revell, Welsh, and Otaki have all offered the Tristar. Welsh also offers a long-range L1011-500 kit.



The Airfix kit was re-released last year in TWA and Cathay Pacific markings. It has some shape issues as does the Revell kit. The Airfix flap actuator fairings are way off in size and number compared to the real aircraft. The fan disks have just lines representing the blades. The Revell kit has the correct number of flap actuator fairings but still has some fuselage shape issues. The minimal engraving is pretty deep. An exciting part of the Revell kit is that Modelcraft re-released it a few years ago with Court Line and PSA markings. Microscale also did a decal sheet with the PSA markings a long time ago but you needed to paint the fuselage stripes. The new decal has all of the stripes provided. One touch the Microscale sheet does have is the logos of the launch airlines that were on the PSA aircraft when it did its sales tour.



The Otaki kit seems to have become the holy grail of model airliner kits. It is the only 1/144 scale injection molded kit to capture the L1011 in a decent form. Unfortunately Otaki has been out of

business for a long time and the molds have been reportedly destroyed. Fuselage outlines are very accurate and the kit is very detailed. A nice bonus is that the kit comes with two airstair truck kits as well. No kit is perfect though the Otaki comes pretty close. The few faults include panel lines that are a little deep and too sharp, some irregularly shaped window spacing, and toy like landing gear. Regardless of the faults the Otaki kit is head and shoulders above the Revell and Airfix kits. Being the best kit also commands the best prices. The Otaki kit goes for around \$60 minimum on E-Bay.

The Welsh kit bears an uncanny resemblance to the Otaki kit, which means it has the excellent outline and detail of that kit. The Welsh kit does address some of the Otaki's shortcomings as well. The Welsh kit is the only one that addresses the S intake duct for the #2 engine. The white metal landing gear is provided is much nicer than the Otaki gear. The Welsh kit isn't cheap either but it is generally cheaper than what you'd pay for the Otaki release. The only possible problem with the Welsh kit is that it's a vacuform kit. If you don't build vacuforms, this kit is a reason to learn how to build a vac.

I'm in the middle of building the Revell kit almost out of the box in the PSA markings. I have added an acrylic tube to represent the #2 engine S duct. I've also added tubes rolled from sheet styrene to improve the intakes of all three engines. A detail specific to PSA L1011's is a fairing/safety part on the lower fuselage below the lower lounge. The FAA required it to protect the lower lounge passengers in case of a gear up landing. Some sheet styrene and putty should represent it well.

Overall the Lockheed L1011 was a great airliner. Were it not for McDonnell Douglas's competing DC10 it could have been a huge financial success for Lockheed. A modeler is fortunate to have four kit choices to choose from in 1/144 scale. PSA's two L1011's were a pretty unique idea as well being used in a different way than any other L1011's.

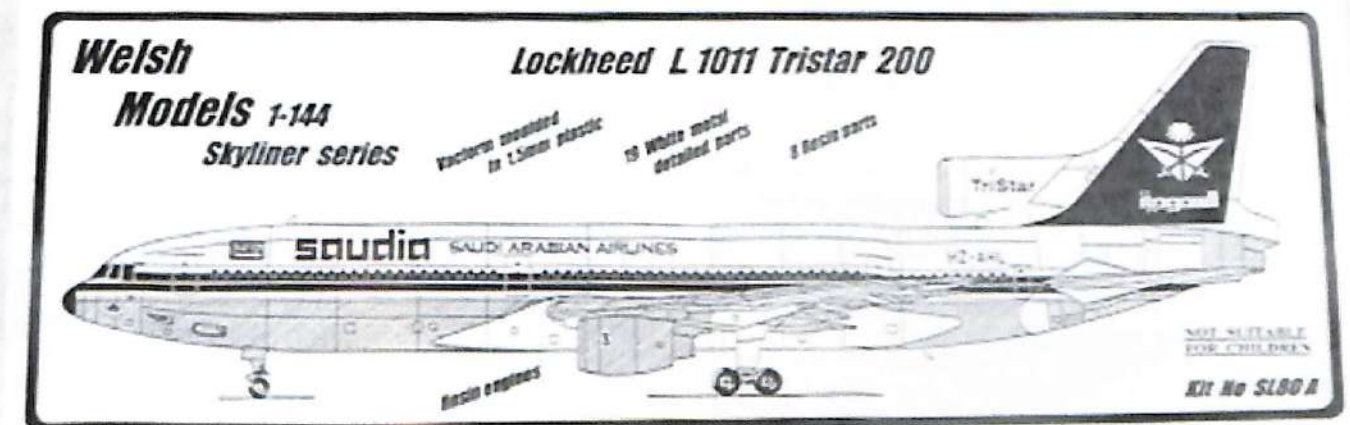
Thank you to Bill Abbott for lending me his Welsh and Otaki kits for this article. Having never seen an Otaki kit till now I now understand why the kit is so highly rated. Jodie Peeler also helped me by sharing her opinions on the various L1011 kits available.

References:

Lockheed L1011 Tristar, Airliner Tech Series, Volume 8, Upton
Airliners Magazine, Jan/Feb 1998, L1011 Collectors Issue
The PSA History Page
<http://www.cactuswings.com/psa/hangar/l10.php>



PSA L1011 - Airline Issued Postcard



Wings! Badges!

By Charles F. Dolan

wingcobda@yahoo.com

California Carriers

Many thanks to Dr. Charles Quarles and Capt. Stan Baumwald for the help they provided in the preparation of this article. They both graciously sent images of wings and cap badges from their collections to fill out a gaping hole in my display. I have very few items from carriers which can be considered California "natives". Thanks also go to John Corpening, whose informative book "FORGOTTEN FLIGHTS" was the source of the historical data listed in the article.

World War Two was the most important event in the development of heavy, long-range aircraft. The development of the B-17, B-24 and B-29 made possible the airliners which put air travel within the grasp of the average person. Surplus aircraft and pilots with many hours of multi-engine experience encouraged the birth of a large number of air carriers in the United States. A short list includes non-scheduled or supplemental carriers, such as McCulloch International, Steward Air Service, California Eastern Airways, U.S. Air Coach, Viking Air Lines, North American Airlines, Trans Ocean Airlines and Matson Airlines. Intrastate Airlines, such as PSA, California Central Airlines, Holiday Airlines and Trans California Airlines also proliferated. Local Service and regional carriers, Hughes Airwest and Pacific Air Lines also came and went.

Some of these carriers were short lived. In some cases the demise was a result of strong lobbying efforts by carriers already established in the market. Transocean Air Lines was founded in 1946 by Orvis Nelson as Orvis Nelson Air Transport. It was a charter carrier in the Pacific basin, but also had large military contracts and several subsidiary companies, including maintenance and repair facilities. TALOA operated many types of aircraft including DC-3, DC-4, DC-6, Boeing 377 and Lockheed L-749 and L-1049. The fleet also include Curtiss C-46 and Martin 202 aircraft. When the carrier contemplated delivery of a Boeing 707, the pressure from Pan American increased and the carrier ceased operations in 1960.

Matson Air Lines was formed by the Matson Navigation Company, which tried to provide luxury liner service to those people who did not have or wish to spend the time required for a voyage on the water between Hawaii and the west coast of the USA. The line was based in San Francisco and offered DC-4 service from California cities, Portland and Seattle to Honolulu. Service began in 1946 and ceased in 1947 while waiting for scheduled authority which never materialized. The author, Ernest K. Gann (Fate is the Hunter, The High and the Mighty, Band of Brothers), surrendered his seniority number at American Airlines to join this company.

Whether by political influence, merger, mismanagement or other factors, the only large "home grown" California airline remaining seems to be World Airways. Who can tell which "home grown" U.S. carriers will still be gracing the skies in the next five to ten years?



Pacific East Air



Pacific Express



Pacific Overseas Airlines ~ Captain's Wing



PSA ~ Captain's Wing, First Issue



PSA ~ Check Captain's Wing, Second Issue

Central California Airlines



Captain's Hat Badge



Captain's Wing



Flight Attendant Wing

Matson Air Lines



Flight Attendant Wing

Matson Air Lines stewardess Eleanor Simpson who flew with the carrier 1946-1947. The wing worn on her cap is of silver with red, white and blue enamels. Quarles Collection



Captain's Wing ~ Quarles Collection



Stewart Air Service ~ Hat Badge & Wing



Viking Air Lines ~ Captain & Flight Attendant Wings



US Air Coach ~ Captain's Wing
Gold wing with red, white and blue enamel
Quarles Collection



California Eastern ~ Captain & Flight Attendant Wings
Quarles Collection



Trans California Airlines ~ Captain's Wing

Gold with blue lettering. Double screw post mounting. No hall-mark. Wing looks like Northwest's US Air Mail style. Quarles Collection



World Airways ~ Captain's Hat Badge

Transocean Air Lines

All Items From The Charles Quarles Collection



Captain's Wings



Flight Attendant Wings



Purser Wings



Transocean Air Lines ~ Captain's Wing, First Issue



Transocean Air Lines ~ Captain's Wing, Second Issue

(Continued from page 33)

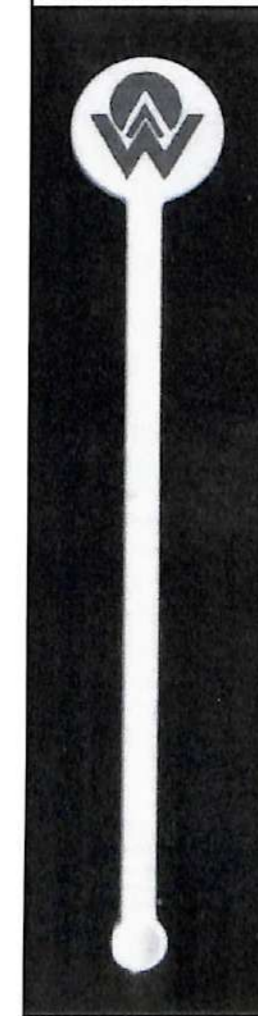


Fig. 11

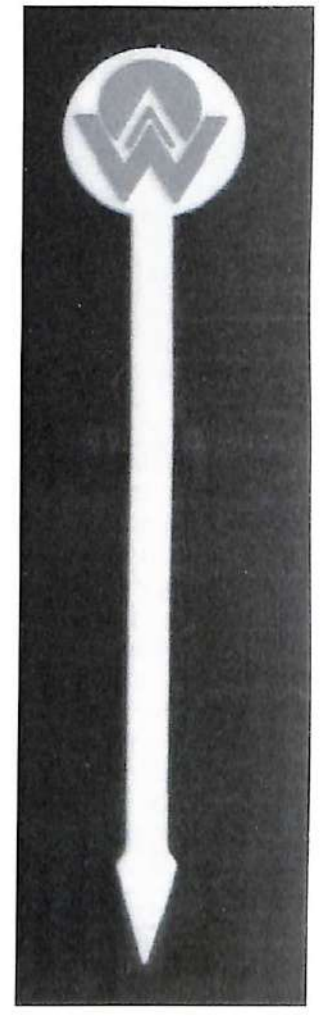


Fig. 12

Jr. Wings

By Stan Baumwald

stanwing@bellsouth.net

California Wings!

The airlines of California. Finally a geographic area that is loaded with airlines that produced Junior Wings. So many to pick from and so little space but let's get started.



Air California



Jet America

First up is Air California, which produced three junior wings. The first was plastic, the next metal and the last was a puffed vinyl. Shown here is the first issue, which is the plastic issue and a pin back. Gold with red lettering and logo. The logo is the same as worn by the flight crews. Jet America put out one junior wing, which depicts a stylized jet in flight. This was a Long Beach based operation and this junior wing is plastic and a pin back.



Pacific Express



Pacific Southwest Airlines

Two different airlines used the name Pacific and one was Pacific Express Airlines, which was home based in Chico. They put out this plastic wing in a gray coloring. And then there was Pacific Southwest Airlines whose home office was San Diego. There are five different junior wings here but my favorite is the fourth issue, which had the happy face that was painted on the nose of their aircraft. Everyone who sees this at one of our shows always stops and comments on how neat looking it is.



Trans International Airlines

Trans International Airlines, out of Oakland put out one junior wing as TIA and then name changed the airline to Transamerica Airlines where they put out another junior wing. Both are very similar in appearance with only the name being different.



Transocean Air Lines

Trans Ocean Airlines was, I believe, also based in Oakland. This airline put out only one junior wing and it is probably one of the rarest that I have. United States Overseas Airlines (USOA) bought out this company in 1960 so that at least puts an end date on this junior and is probably 50 years old.

(Continued on page 46)

Slide Photography

By Joe Fernandez & Eddy Gual

jferna10@bellsouth.net

eddygual@bellsouth.net

Duplicate Slides

Every year, we are asked many questions regarding slides. Some of the questions revolve around duplicate slides, their use, and their worth compared to original slides.

To begin, a duplicate slide will never have the value of the original. Even though some slide services have created very good copies of original slides over the years, the quality and resolution are not the same. The following are some tips we offer to differentiate between the real slide and the duplicate. It is very important, specially to a new collector who may not have a comprehensive knowledge of slide photography or an airline's history, as does a seasoned veteran of the hobby.

Figure 1 illustrates two slides. They both look good and are sharp....but wait, there are two things that immediately separate the original and the duplicate. First, Kodak's original slides, for the most part, had their date stamped upside down as shown on the Golden West DHC-7 slide. Kodak-processed duplicate slides showed the date on the top-right instead (please note that some slides processed at other labs, may show dates in different positions). Second, the duplicate shows a Caribbean DC-8 and is dated 1986. This airline only operated until the early 1970s. That is another clue. Third, the colors on the duplicate are too saturated, strong, and not as natural.

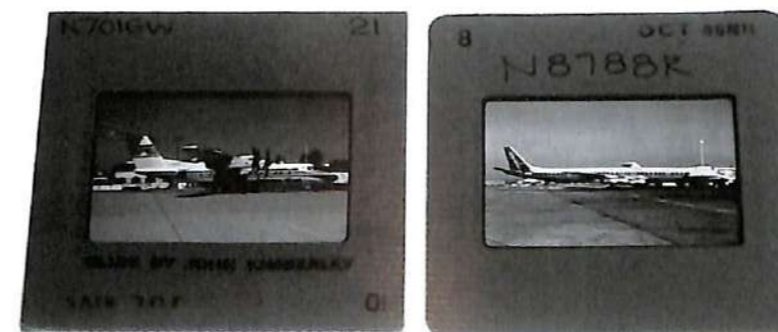


Figure 1: (l-r) Original Slide, Duplicate Slide

If you turn the slide to the back, as in Figure 2, you can see that the original cardboard lettering is rotated 180 degrees (to assist in projector alignment of Kodak carousel projectors), while the duplicate seems to be in the normal position.



Figure 2: (l-r) Original Slide, Duplicate Slide

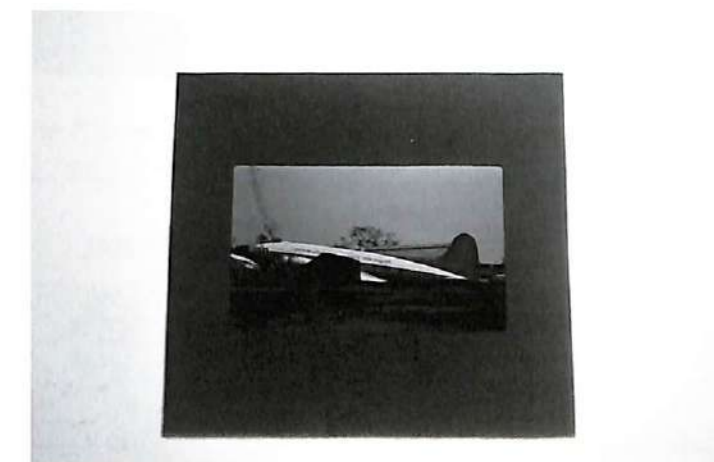


Figure 3: Royal Air Lao Boeing 307 duplicate slide

Figure 3 shows a Royal Air Lao Boeing 307. We found this slide in someone's pages some time ago. Of course, its extremely reddish tone and due to the rarity of the subject, it led us to believe that it was indeed a duplicate slide.

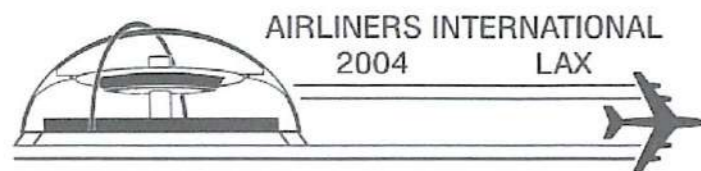
Another test that can be done is to turn the slide to the back side. View the slide at 45 degrees against a good source of light. If you can see the outline of the subject, chances are that this slide is original. In figure 4, we see the same Golden West DHC-7 original slide as previously mentioned.



Figure 4: Slide emulsion side subject outline

Having duplicate slides is no crime. In fact, they provide a cheap alternative to those who want to have a slide collection but cannot afford the higher price of an original. Also, duplicate slides make great reference items for educational presentations, they can be used by postcard manufacturers for their line of work, and can be processed thru a good graphics computer program to create some nice enlargements.

Happy Collecting and have a great summer!



AIRLINERS INTERNATIONAL
2004 LAX

(Continued from page 44)



Western Air Lines



World Airways

And we could not forget Western Airlines, which put out a proliferation of junior wings. They started with the laminated style shown here and went on to metal and then plastic. And there are many color varieties of these also from a bright purple to a dull gold and so forth. Naturally there are several gift shop items also.

And then we end up with World Airways. Another Oakland based airlines that at least five junior wings that I know of. All are plastic and copy the design of the wings of the flight crews.

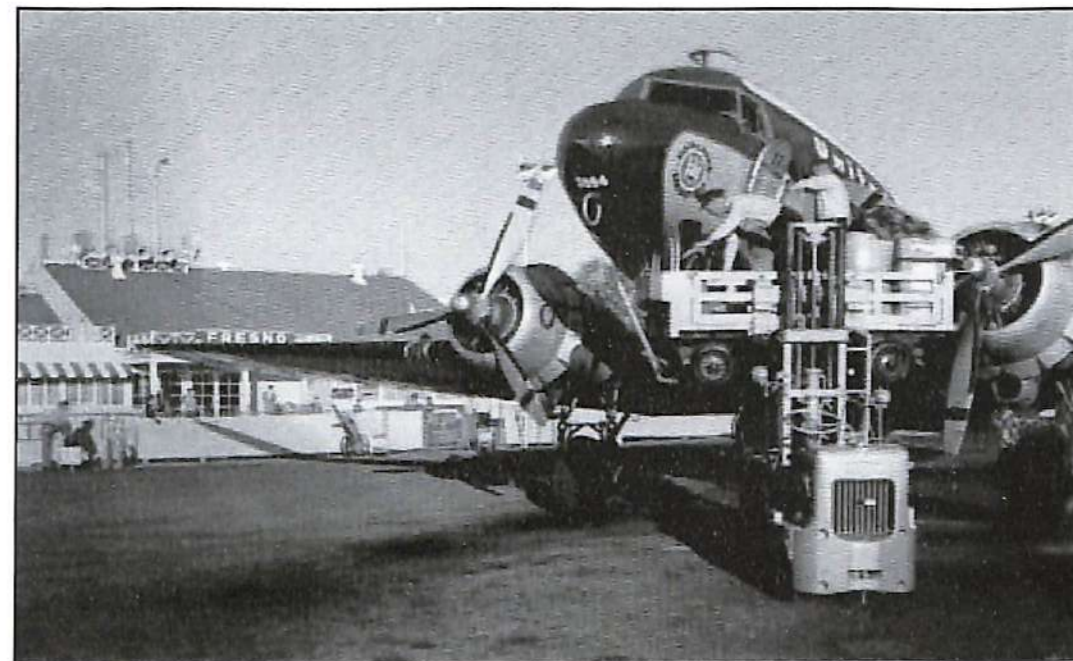
And that takes care of California.
Happy Collecting,

Stan



Western Airlines Boeing 727-247 N294WA
Aviation Photo of Miami Collection
Photography By DDM Photos

Scenes From The Past



United Air Lines DC-3 at the Fresno Air Terminal
Dexter Press Postcard #80418



Western Airlines Lockheed L-188 at Ontario
Postcard by Fred Jordan Photography #56.743F



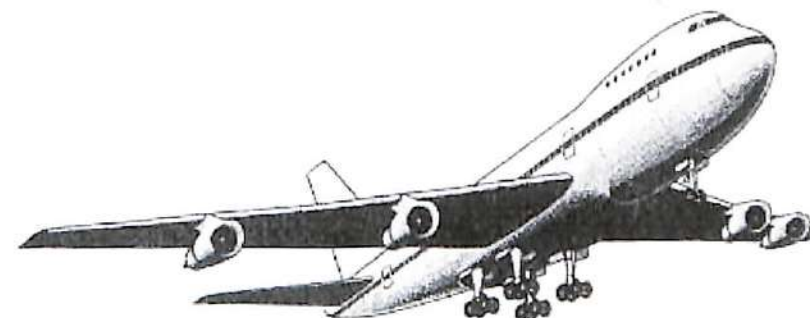
*Air California Boeing 737 at San Jose
Mike Roberts Postcard #C28329*



*PSA Pacific Southwest Airlines Boeing 727-100 at Hollywood-Burbank
Western Publishing & Novelty Co. Postcard #L-252*

18th Annual AIRLINE COLLECTIBLES SHOW & SALE

T-Shirts
Crew Wings
Kiddie Wings
Books
Photographs
Timetables
Patches
China & Glasswear



Postcards
Slides
Swizzle Sticks
Playing Cards
Models
Sweat Shirts
Labels
Luggage Tags



SATURDAY, AUGUST 28, 2004

9 A.M. TO 4 P.M.

NEW LOCATION

CROWNE PLAZA HOTEL - ATLANTA AIRPORT

404-768-6660

1325 VIRGINIA AVENUE, ATLANTA, GA 30337

ASK FOR AIRLINE COLLECTIBLES SHOW RATE (\$79.00)

Admission \$5.00 ★ Children under 12 free

For further information contact:

Tony Trapp

5343 Teak Wood Drive • Naples, FL 34119

(239) 352-0216

Navagator@gulfaccess.net

UPCOMING AIRLINE COLLECTIBLE SHOWS!!

MIAMI AIRLINE COLLECTIBLE SHOW

Saturday, October 30, 2004. Miami, FL. Wyndham Miami Airport Hotel, 2100 NW 25th Street. Time: 9:00am—3:00pm. Admission: \$5. Parking: \$2. For information, contact: Linda Levine, +1 954-929-2922. E-mail: planesandtrains@aol.com.

NEW YORK INT'L. AIRLINE SHOW AND SALE

Saturday, November 13, 2004. Marriott Courtyard LaGuardia, 90-10 Grand Central Parkway, East Elmhurst, NY 11369 (Opposite LaGuardia Airport). Models, Postcards, slides, photos, time tables, in-flight items, books, DVDs, and much more! Tables \$50/each. Admission \$4 per person, children under 10 free. For more information, contact Basilio Pipinos (718) 884-0778.

2005 MIAMI AIRLINE COLLECTIBLES AND SLIDE FEST

Wednesday, January 12 - Saturday, January 15, 2005. Miami, FL. Slide shows throughout the week. One day Airline Collectible Convention at the Miami Springs Country Club, 9:00am - 4:00pm. Admission \$5.00. Vendor tables available. [Http://www.MiamiAirlineCollectibles.Org](http://www.MiamiAirlineCollectibles.Org). E-mail: jfer-na10@bellsouth.net. Mail: Eddy Gual, P.O. Box 667703, Miami, FL 33166.

AIRLINERS INTERNATIONAL 2005

Thursday, July 21-Saturday, July 23, 2005. Milwaukee, WI. Four Points Sheraton Hotel, Milwaukee Airport. Contact: AI 2005, P.O. Box 371371, Milwaukee, WI 53237. [Http://www.ai2005.com](http://www.ai2005.com)



*Western Airlines Boeing 720B
Aviation Photography of Miami Collection*



*Air California DC-9 N8962
Aviation Photography of Miami Collection*

*PSA DC-9 N981PS older c/s
Aviation Photography of Miami Collection*





*Sun Aire Metro N5336M at LAX MAR 1981
Photo by DDM Photos / Aviation Photography of Miami Collection*

*Western Air Lines Boeing 707-347C N1501W at SFO
Aviation Photography of Miami Collection*

