

The background of the several lines pioneering air routes through the air lanes of this country is not only full of interest but is worthy of review. It is an unfortunate commentary on society that when an institution provides satisfactory service and keeps well abreast of times in providing means to continue satisfactory service that the institution should be regarded as a routine function by many whose interest yields only to daily events. It is axiomatic that any successful institution must be conceived with a foundation of permanency, erected with walls of enduring economic strength and roofed with integrity and a zeal to serve.

An institution so conceived and so dedicated becomes an integral part of the community it serves and each is the recipient of values that are translated into the life's blood of the other. Each becomes stronger because of the other and their activity and existence are reflected in the esteem and the regard that is had and shown towards each other.

The four air lines comprising United Air Lines are pioneers in air transportation in the fullest sense of the word. Each line was the first air line to serve the community it now touches. Each line secured its mail contract through competitive bidding more than seven years ago. Each line assisted the government with the initial surveying of its route, lent engineering advice to municipal airports and, in the early days of the route, they provided a number of lighted emergency fields and beacons.

Each line, to some extent, augmented the government weather distributing agencies so as to provide for safer and more consistent operations. Each line has installed better and more reliable planes and engines as fast as they were developed. Behind each line stand engineering and manufacturing units that are constantly creating more effective and more efficient equipment with which the lines can better serve their respective communities.

It is a noteworthy fact that United Air Lines has pioneered every important phase of air transportation. Others have followed in its wake and the proverb that "imitation is the sincerest form of flattery" never held so true as it does in the case of the United Air Lines units. Every operation of consequence here or abroad has adopted some or many phases of United Air Lines' operating practices and route engineering. No greater indirect compliment could be paid to the pioneering and the engineering development as conceived and carried out by the units of United Air Lines.

It is interesting to note that United Air Lines was the first:

- (a) To fly contract mail over a route one thousand miles or longer.
- (b) To fly passengers at night over long distances in all types of cabin planes.
- (c) To use two-way radio telephony in airplanes.
- (d) To operate especially designed cargo planes.
- (e) To fly more mail and passengers at night than by day.
- (f) To fly fifty million miles.
- (g) To offer air express to the communities which it serves.
- (h) To equip its planes with every proven instrument which would facilitate and insure safe flight.



(i) To design and build engines and planes to meet the demands of modern air transportation.

(j) To evolve and designate rules for flight more intensive than any association or regulatory body evolved or designed.

(k) To exceed the ordinary requirements for comfort, safety and speed.

United Air Lines has always believed that air transportation is more than just any kind of a plane in the sky. It flies the largest fleet of the latest type mail-express-passenger planes of any air transportation unit in the world. Somewhere above these sovereign states eighteen United Air Lines' airplanes are flying every minute of the day. Somewhere along its lines there are a hundred other planes being minutely inspected, expertly conditioned and carefully made ready for the next trip. Millions of dollars are invested in these planes and extensive ground facilities. No expense is spared to provide proper and adequate equipment and thoroughly trained personnel to support the flight of the plane.

United Air Lines employs 150 veteran and experienced air mail-passenger pilots. These men have a greater number of flying hours to their credit than any commercial flying organizations in the world. On each multi-motored plane the pilot is ably assisted by a co-pilot whose flying record is enviable. These men are under constant medical supervision. Their health is closely guarded. They undergo a rigorous inspection as to their continued flying ability at least once a month. There is no acme of perfection in flying ability as far as United Air Lines is concerned.

For every one of these pilots there are four employees on the ground busily engaged in maintaining equipment and service at the highest possible standard. Each man has been intensively trained for his position and must have passed a satisfactory examination before he was assigned to his particular work. Thus no detail or phase of work is overlooked.

As has been indicated, United Air Lines' face is towards the future. It refuses to stand still and smile benignly on its handiwork. It realizes greater gains can be made in speed and comfort; in service to the communities it serves. Hence the research and manufacturing units associated with the transportation division are constantly laboring to further perfect and produce engines, planes and auxiliary equipment which will keep the company in advance of present day equipment and practices.

So it has been during the past seven years since air transportation was started. Radio-telephony owes its conception and creation to United Air Lines. The universally used system of flight control was started by United Air Lines. The use of an attendant to provide utmost comfort for passengers while in flight or in a station was inaugurated by United Air Lines. The first air express was carried by United Air Lines. The first airplane built to combine loads was built by a company associated with United Air Lines, and this same company will have ready shortly the finest plane that can be built for transportation service. It is a bi-motored ten-place plane capable of cruising 155 miles per hour with its cargo of passengers, mail and express. It will have the very latest navigating and flying aids for its two pilots. It will be roomy and comfortable and it will be fast. It will add greatly to the service now rendered each community United Air Lines serves.



These communities touch every vital portion of the United States. If a city is on United Air Lines over the span of one day it has direct access or contact with 65% of the population of the United States. More than a million miles a month over 6,376 miles of the latest improved government airways keep this contact alive. With speedier planes and increased service that will be available shortly, these communities will truly be able to reach forth and touch hands. It is the desire of United Air Lines that they do so. It is the hope of United Air Lines that they wish to do so. A consistent, friendly, sympathetic understanding will make it possible.

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