

AMERICAN AIRLINES Inc.

ROUTE OF THE FLAGSHIPS



Amazingly rapid growth of commercial aviation can be seen in this typical airline equipment of just 11 years ago. These American Airways planes were (left to right): (1) J-5

Stearman mail plane, (2) J-5 Stinson, enclosed five-passenger job, (3) OX Travelair, three-place open biplane, (4) Hissco Travelair, (5) J-5 Stinson, (6) OX Travelair.

AIR TRAVEL today is so fast, so luxurious, so well-timed to modern life, that people outside the industry just accept it and use it, generally unmindful of the short story of its magic growth. In the boom years of the 20's, for example, there were throughout the United States hundreds of small aviation companies engaged in unscheduled passenger flights, others carried air mail, some operated flying schools, terminals, etc. By 1927 some of

these airlines began regular scheduled flights. Two years later, in order to offer better service, four large groups of these companies in New England, the South, and the Middle West began consolidating. On January 25, 1930, they got together and called themselves American Airways, Inc. This formed a national network of routes. A persistent traveler could then go by American from New York to Los Angeles in the amazingly short time of 2½ days if he

did his sleeping on a train. On April 11, 1934, American Airlines, Inc. was organized on the basis of these many small airlines which had called themselves American Airways, Inc. C. R. Smith of Texas was made president, he began standardizing flying equipment, the company gained a reputation for safety and service, and in 1940 it did approximately one-third of the nation's air passenger business, having carried more than 3,000,000 passengers since 1927.

Flagships of Today —

Part of the Flagship Fleet that enables air travel in the United States to surpass that of any other nation in the world. Timed to modern tempo, 1941 travelers' needs, commercial aviation is a vital factor in the transportation of America today.



DC-3's (Douglas 21-passenger day planes) and DST's (Douglas Skysleepers, 14-passenger sleeper planes) make up the Flagship Fleet of American Airlines, Inc. today.

From Boston and New York, overnight they span the nation in a coast-to-coast network via Washington, Chicago, Dallas and other principal cities to Los Angeles.

American Flew First Trip April 4, 1927

Passenger Service Was Begun at Boston

ON April 4, 1927, a small group of Bostonians gathered at East Boston airport. Having paused briefly for newspaper photographers, they boarded a Fokker transport airplane and took off on the first scheduled passenger flight flown by a predecessor company of American Airlines, Inc.

Although they did not realize it at the time, these people—Mrs. Gardiner Fiske, holder of the first ticket, Mr. and Mrs. Daniel Rochford, J. S. Rider and L. J. Raymond—wrote the first page in a saga of transportation.

No. 1 Passenger

Mrs. Gardiner Fiske of Beacon Hill, Mass., bought the first passenger ticket from Colonial Air Transport, the first predecessor company of American Airlines, Inc. to engage in passenger service. Operated by John F. O'Ryan, Colonial held air mail contract No. 1 between Boston and Newark.

Coincidentally, Mrs. Fiske, passenger No. 1, was aboard the Flagship on February 16, 1937, when the 1,000,000th passenger of American Airlines boarded the 8 o'clock "Early Bird" at Boston for New York and thence to a Florida vacation.

Probably the most surprised passenger aboard American Airlines' Southernner arriving from New York September 26, 1939, at Los Angeles was Mrs. J. F. Carlisle of Beverly Hills, who was greeted by airline officials as the 2,000,000th passenger to be carried by American Airlines.

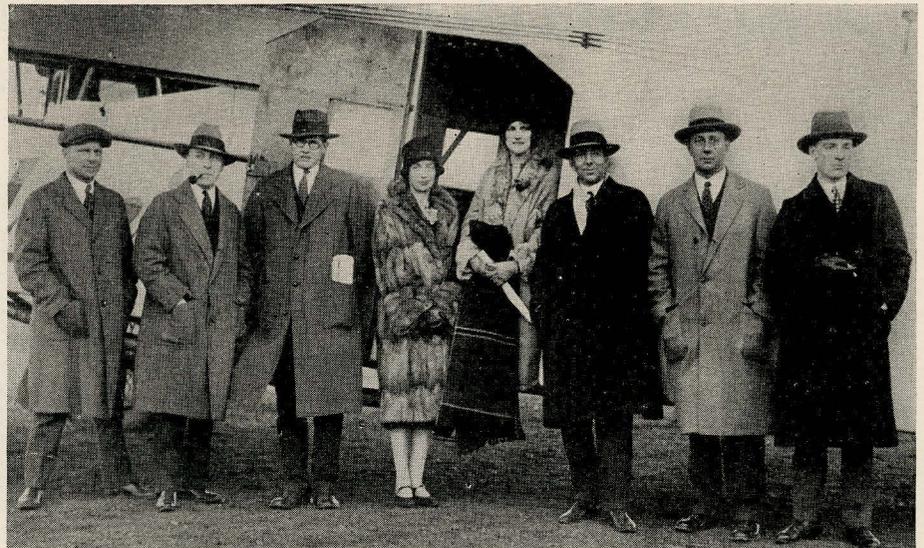
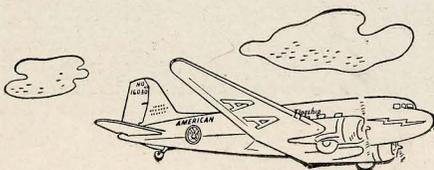
Mrs. Carlisle was officially designated for this honor after executives of the company had calculated the passenger lists of Flagships leaving the 57 cities on American's coast-to-coast system throughout the two previous days.

On December 9, 1940, American carried its 3,000,000th passenger, thus becoming the first airline to transport that many passengers.

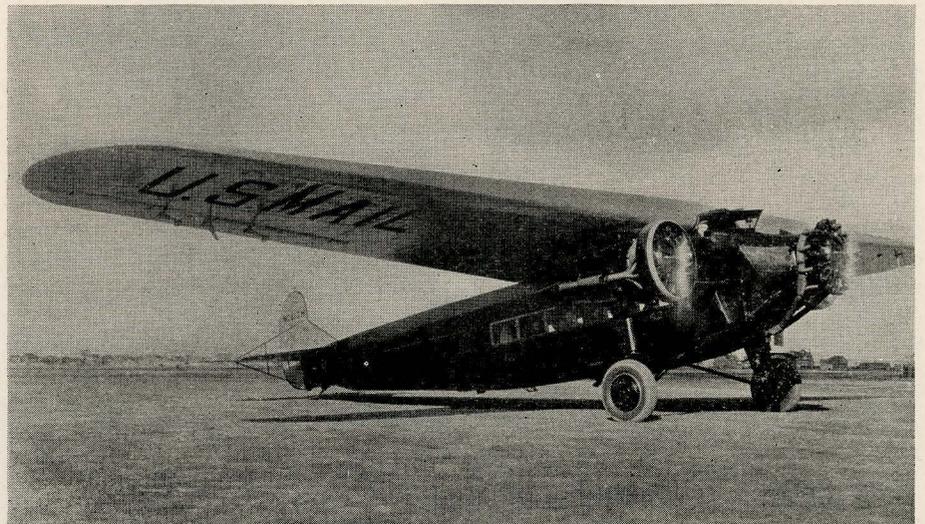
Rapid Growth

The rapid growth of the airline is indicated in the fact that it took American approximately ten years to carry

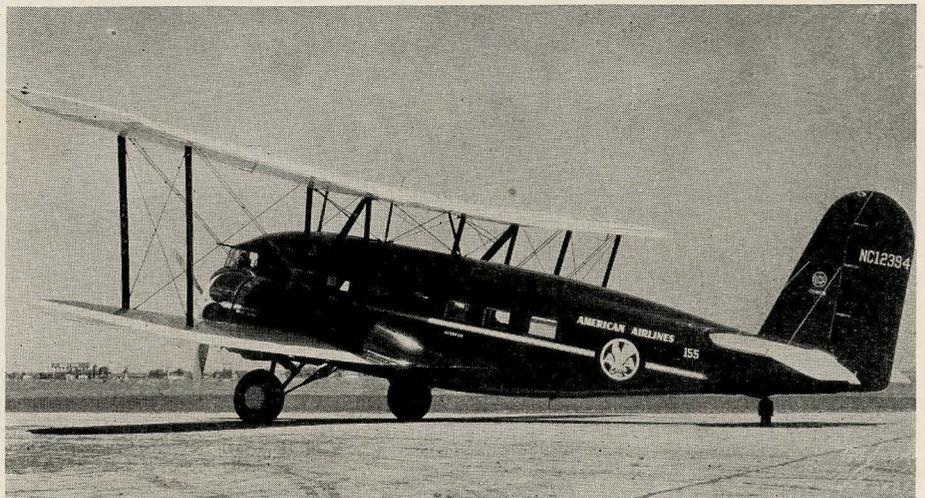
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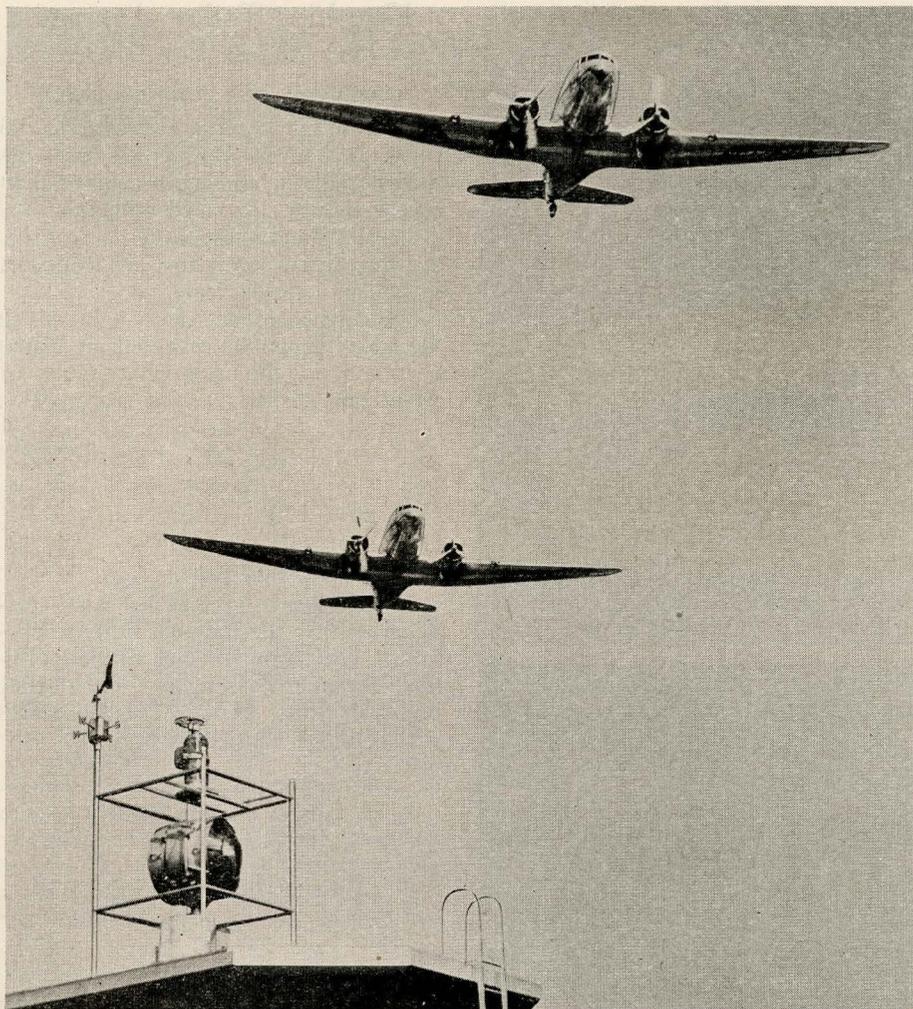
Crew members and passengers of American's first scheduled passenger-carrying Airline flight at Boston for Newark on April 4, 1927. Plane was a Fokker.



This type of Fokker F-10, 12-passenger, tri-motored plane was used by American from 1927 to 1932. It was replaced by Fords, then by Condors in '34.



American startled the flying world May 5, 1934, by placing this Condor, the first Skysleeper, on the Dallas-Los Angeles leg of its already famous Southern Transcontinental All-Year route. It had sleeping accommodations for 12 passengers.



Establishment of Twin Mercury service in 1940 brought to a total of five daily transcontinental flights each way by American Airlines, Inc. The trip is made overnight, with sleeping accommodations, complimentary meals and such personal conveniences as electric shaving and stewardess service.

Coast-to-Coast Flights Began in 1930

WHEN the Twin Mercury service went into effect September 15, 1940, American Airlines, Inc. brought its round-trip transcontinental scheduled flights to a total of five daily.

Yet it was only eleven years ago that New York passengers made their first coast-to-coast flight via American. Previously they had flown part of the way, then taken the train to do their sleeping while en route.

Delving into the records of American's transcontinental flights, and talking over experiences with the old-timers—men who have been in air transportation a mere eight or ten years—one is immediately impressed by the fact that the word "transcontinental" was variously applied to a lot of so-called "coast-to-coast" flights.

Men working on the southern route, for instance, referred on October 15, 1930, to the Atlanta-Los Angeles trip as American's first Southern Transcontinental flight, the first by which a man could "fly all the way."

Many of the men working on the northern flights do not remember that as American's first transcontinental flight at all, for they insist that it began at Cleveland, or some other place.

Anyway, a persistent passenger in 1930 traveling via American could

board a Fokker F-10 in Atlanta at 8 A. M. and by following various legs of the route, arrive in Los Angeles at 7:11 P. M. the next night. There was no such thing as night flying, of course, for beacons had not been set up along the route.

It was not until August of 1931 that New York passengers could fly all the way to Los Angeles via American, and it took three days.

You left New York at 9:15 A. M. Monday, arrived in Cleveland at 4 o'clock, and spent the night there. Leaving Tuesday morning at 7 o'clock, you got into Ft. Worth at 5:23 that evening and spent another night resting. Wednesday you finally arrived in Los Angeles at 7:15 P. M.

Night flying guided by beacons in day planes between Ft. Worth and Los Angeles was instituted June 15, 1932, so that a transcontinental passenger arrived at 7:13 Wednesday morning instead of that evening.

Following quite a celebration that day in 1932 at Dallas where Mayor T. L. Bradford dedicated Love Field's new \$20,000 lighting system in the presence of LaMotte Coahu, C. R. Smith (now president of American Airlines), and various other dignitaries including the ambassador from France, Pilot Ira M. McConaughy and Copilot Victor J.

Miller took their tri-motored plane aloft for Los Angeles.

February 12, 1933, was the day American added a second schedule out of New York to Los Angeles, so that if you left Monday morning you had night flying between Cleveland and Ft. Worth. If you left that evening, you flew at night between Ft. Worth and Los Angeles. This still meant two days and one night in flight with several hours of "lay-o' ers."

During the period Fokker F-10's were in use from Atlanta to Los Angeles. American started replacing Fokkers, which averaged from 110 to 120 miles per hour, in October, 1932, with tri-motored Fords that flew 120 to 130 miles per hour. They in turn were replaced on the transcontinental by Curtis Wright Condors which averaged 150 to 160 miles per hour. Delivery on the day plane Condors began in April, 1933.

American startled the flying world on May 5, 1934, by placing in service on the transcontinental leg from Dallas to Los Angeles its new convertible sleeper Condor. Captain Ray Fortner flew American's first sleeper Condor that made the trip westward from Dallas.

Delivery on Douglas DC-2's (14-passenger day planes) began in November, 1934, and continued until October, 1935. These were used for day flying on the Southerner between New York and Ft. Worth via Washington beginning January 14, 1935, with Condor sleepers still in use on the Ft. Worth-Los Angeles leg. The transcontinental flight in either direction could by this time be made in 21 hours.

Old-timers who talk about the wide variety of equipment in use some eight or ten years ago—most of it incidentally, didn't ever get on the transcontinental—count as modern history the beginning of American's Mercury with Douglas Skysleeper equipment beginning September 18, 1936. This permitted the passenger at New York to board the Flagship Skysleeper at 5:10 P. M. and arrive in Los Angeles early the next morning. The eastbound trip was also flown daily.

The first eastbound Mercury Skysleeper at Los Angeles was christened "Flagship California" by Miss Louise Hepburn, niece of Admiral A. J. Hepburn. On the occasion a child movie actress received the first ticket.

Southerner Gets Skysleepers

Placing Skysleepers on the Southerner was scheduled for October 1, 1936, as the records show, but some of the old-timers believe delivery was delayed until the eighth of the month.

American's third transcontinental flight, the Plainsman, was established May 1, 1939, using Skysleepers.

The Sun Country Special, the fourth, using Douglas Flagship day planes since it makes most of the flight by day, was inaugurated November 1, 1939.

The Advance Section of the Twin Mercury Skysleeper service, established September 15, 1940, brings to a total of five the daily transcontinental flights of American Airlines.

This makes possible departures from New York or Los Angeles five times daily, a far cry from conditions just eleven years ago when passengers had to take a train to do their sleeping—AFTER transferring on various legs by air "around the Horn" via Albany and Cleveland.

How They Flew In The Old Days

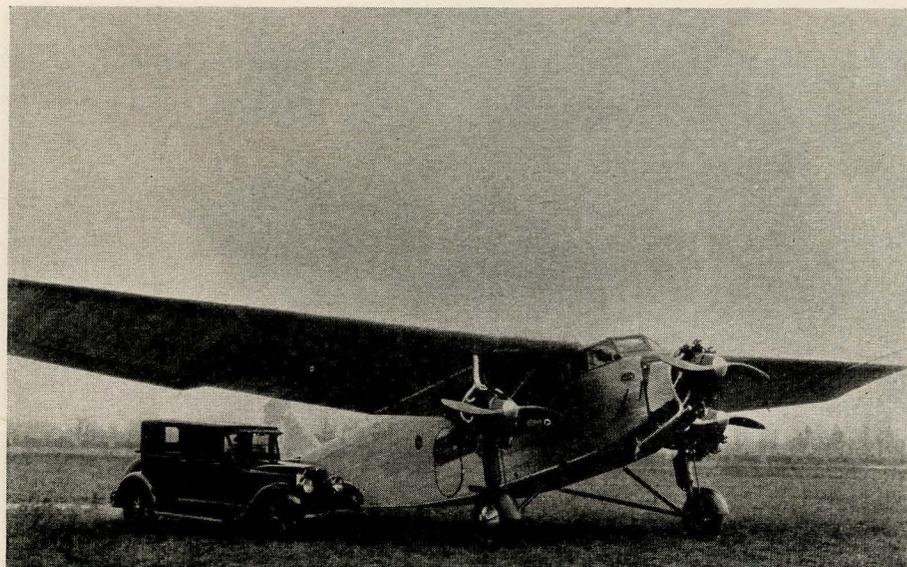
THE following description of commercial aviation just ten years ago is contributed by Captain Dave Cooper of American Airlines. He claims that it is not a "tall story":

"Aug. 1, 1931—We, Colonial Air Transport, along with half a dozen other small operators in different parts of the country, had just become a part of the newly formed, sprawling American Airways system.

"Newark-Cleveland was known as AM-20 (air mail contract No. 20). Newark-Boston was AM-1. We had one round-trip a day with the dependable old Wasp Fords.

"Yours truly rushed about smartly constantly changing caps in order to always appear in character: station manager, traffic representative (a somewhat dubious title), ticket agent, porter, reservations clerk, dispatcher, mechanic, ship cleaner, and even a stewardess 'cap' for dealing with the women and children who came through.

"Load manifests were unheard of in those days. We just piled in baggage and mail till the pilot screamed enough. Cargo aboard was the co-pilot's secret, with no written record for posterity.



This was the dependable "tin goose" of 1931, a tri-motored Ford that carried 12 passengers at 125 mph. It had three 425 hp Wasp engines, a corrugated metal body. It was widely used for passenger service.

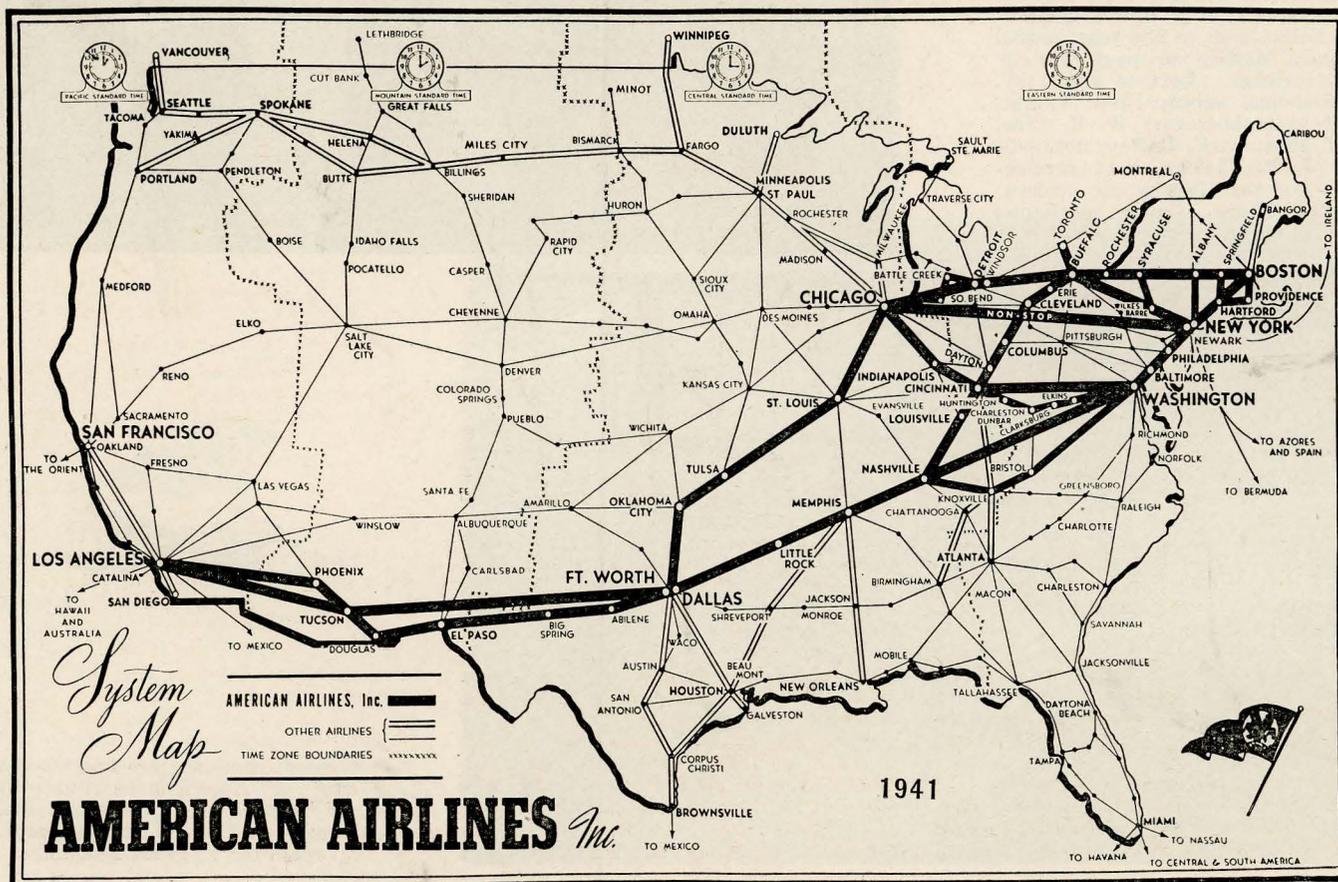
"Loads were spasmodic, with everybody praying for passengers weekdays, and for space on week-ends.

"If the crew was hungry when the trip arrived, together they retired to the local beanery until they were no longer hungry, and departure time was adjusted accordingly.

"Likewise, all day was not too long to hold for a passenger in town who

had just 'a little more business' to finish before he could get out to the field.

"Those were the days when each month brought something brand new—something new and improved. The Fords were 'stolen' by the boys in the southern division; we got the Stinson T's, Pilgrims, Condors, Stinson A's, finally the DC-2's and 3's."





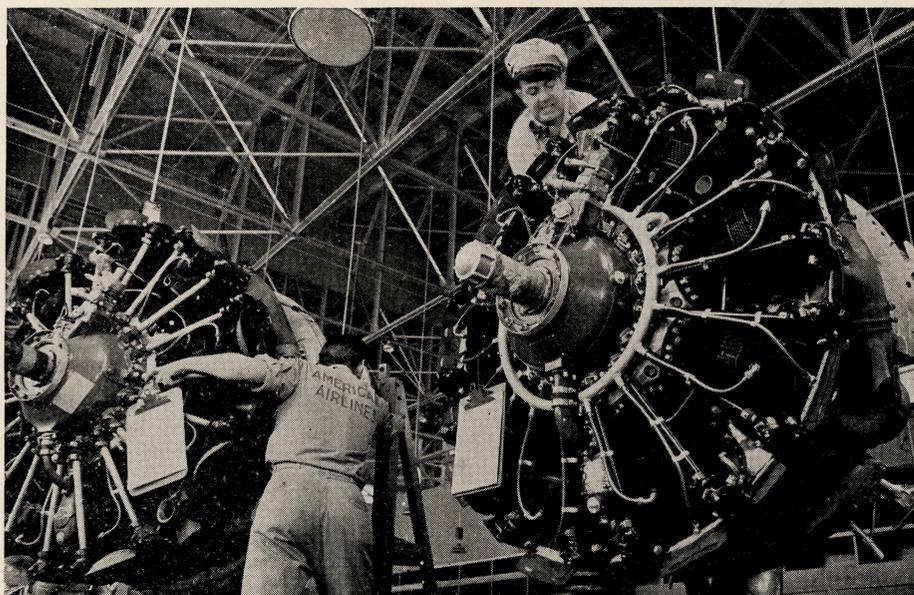
General view of world's largest reservations office recently installed by American Airlines, Inc. at LaGuardia Field, New York City. With all special-built equipment and 150 people, less time is required for the passenger to make his reservation for a Flagship flight. Silent "V" trough belts carry reservations cards from agents to space control and message departments.

Representatives of the departments of American Airlines, Inc. which made the record possible and the National Safety Council trophy received April 22, 1941, for American's record of a billion passenger miles over a five-year period without fatality to passenger or crew member. Left to right: W. B. Fletcher, agent; Fred Wright, chief radio operator; W. R. Vine, chief pilot; A. F. Duffey, first officer; G. E. Theban, fleet serviceman; Dorothy Murphy, stewardess; Thomas Stone, senior mechanic.



General headquarters and overhaul base of American Airlines, Inc. are located at LaGuardia Field, New York City. Each hangar has room for 16 giant Flagships.

World's largest airline instrument overhaul and maintenance shop in hangars of American Airlines at LaGuardia Field. Instruments in one Flagship are valued at \$15,000 installed.



Each 1100 hp Wright Cyclone engine in the Flagship is completely disassembled and overhauled every 650 hours of flying time. It is thoroughly tested before being returned to service. Each ship is carefully inspected and serviced after each trip. Mechanics are experts in their specialized work, licensed to do their particular jobs.



To completely disassemble and overhaul each ship in the Flagship Fleet after its 6000 hours of flying time, American Airlines maintains giant overhaul shops at LaGuardia Field, New York City.





C. R. Smith

President, American Airlines, Inc.

One of the best-known figures in American aviation circles is C. R. Smith, tall, Texas-born president of American Airlines, Inc., who is known to all his company personnel and to hundreds of others as "C. R."

Educated in law and business at the University of Texas, Smith worked as

bank teller, office manager, accountant and auditor before becoming assistant treasurer of the Texas-Louisiana Power Company operated by A. P. Barrett, in 1928. When Barrett purchased Texas Air Transport, an airline operating between Dallas and Houston, Smith was made treasurer of the airline.

In this capacity and later as vice-president, he participated in developing air passenger service and new routes in Texas.

Later, Southern Air Transport became a division of a nation-wide system of airways operated by Aviation Corporation, and Smith as vice-president helped develop the All-Year Southern Transcontinental Route linking cities in the South and those on the Pacific Coast.

When American Airways was organized, Smith became a vice-president in June, 1931, heading the southern division which soon was known as one of the most efficient airline units in the world. A re-equipment program to give the airline the most modern planes available was in progress when American Airlines, Inc. became the successor to American Airways in 1934.

This program continued and in the South was under Smith's direction.

On May 5, 1934, the world's first sleeper plane, a Curtiss Wright Condor was introduced in the southern division, later was succeeded by the famous American Airlines Flagship Skysleeper.

Smith's election as president of American Airlines came in October, 1934, in time to direct the opening of American's Southern Transcontinental from New York to Los Angeles via the new Washington route.

His duties as an executive have kept Smith constantly busy, but he has found time to earn a transport pilot's license. He knows personally many of the men and women in American Airlines' growing organization.

No "easy-chair" executive, he spends a great deal of his time traveling over the coast-to-coast system of his company, talking to employees, keeping a keen eye on developments in the air transport field.

Widely read, Mr. Smith likes biographies, books on the Old West, usually carries one or two new volumes with him as he travels. He relishes a good anecdote, likes to tell them, is particularly fond of "tall" stories of which he possesses a fund himself. And like most Americans, he likes to hunt and fish.



The flying "V", symbolic of victory, aloft over Manhattan. These five Flagships of American Airlines, Inc. thundered

a powerful message to New York citizens to aid the nationwide aluminum drive.