

Flagship News

Aviation is not unsafe but, like the sea, it is terribly unforgiving of any carelessness or neglect.

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The National Foundation for Infantile Paralysis

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FIRST DOMESTIC DC-4 ON JAN. 30

NEWARK TO RESUME FLIGHTS 32 DAILY SCHEDULED

NEWARK, Jan. 21—AA will resume commercial operations here Feb. 4 with 32 scheduled flights daily, including four air cargo flights, it was announced today by Raoul H. Nehr, sales manager in this city.

This total exceeds the number of trips any other airline will operate in Newark and compares favorably with the total number that AA flew from here during the peak pre-war years when Newark was the air gateway for New York and New Jersey.

The resumption of service by AA after nearly three and a half years' absence during which the Army operated the field, offers direct service from Newark to virtually all the important cities along the AA routes.

Three round-trips daily between Newark and Boston are scheduled, and more flights will be added shortly. Four of these trips will be made in the new 28-passenger Flagships. Service to Washington will consist of four round-trips daily. There will be one round-trip every day to Los Angeles, as well as five between Newark and New York which will connect at La Guardia for flights to New England and points on the New York-Chicago run. Service to Buffalo, Detroit and Chicago will consist of two round-trips daily. There will also be a flight from Chicago to Newark via Indianapolis and Cincinnati. One trip a day from this city will also land at South Bend.

In addition to these 18 regular passenger trips, there will be a daily round-trip air cargo flight to Chicago via Buffalo and Detroit and one round-trip a day to the west coast.

In April, 1930, when Newark Airport was the sole commercial field in the New York area, American Airways, predecessor of AAL, began operations with seven flights daily. The peak of operations here was in June, 1934, when 34 AA trips were flown from Newark daily. During the war approximately \$10,000,000 was spent at the Newark Airport for new runways, control tower, warehouses and other buildings.

In anticipation of the rapidly expanding commercial aviation possibilities in Newark, AA will open a new downtown ticket office, at 12 Commerce St., this spring.



AA's Bill Miller, W. Littlewood and Larry Fritz take delivery of the first of 55 four-engine DC-4 passenger planes to be used for domestic service. William Littlewood (2nd from left), vice president—Engineering, receives the final papers from C. Hart Miller (3rd from left), vice president of Republic Aviation Corp.

REPUBLIC DELIVERS FIRST RECONVERTED DC-4

NEW YORK, Jan. 16—The *Flagship Washington*, first of a fleet of 55 DC-4's for AA domestic flights in the United States, Mexico and Canada, and the first such plane scheduled to operate in domestic service yet received by any operator, was delivered at 12:10 this afternoon to company officials at LaGuardia Field. The 60-passenger giant was piloted by veteran AA Capt. Glen Brink.

The big four-motor plane, similar in design and appearance to the Flagships of the American Overseas Airlines now in service

to Eire and England, is initially scheduled for the New York-Chicago run. One of the Army's C-54's turned over by the government to AA and being converted by the Republic Aviation Corporation, it was handed over by Republic vice president C. Hart Miller; Mundy Peale, vice president and general sales manager; H. H. Cartwright, assistant to the president; and Ken Ellington, director of public relations, to AA's William Littlewood, vice president, engineering; Larry Fritz, vice president, operations; W. Miller and O. Hamm.

VETS AIDED BY SUGGESTION

NEW YORK—As a result of a suggestion by Donald Scotland, New York personnel, an order has been placed for copies of *World War II Veterans' Rights and Benefits*. This book will be available in the offices of all managers, not only for their own better understanding of the multitude of problems facing returned veteran employees, but also for the ready reference of the veterans themselves.

AA, however, goes beyond this. Those questions of such complexity or specialized nature as cannot be dealt with by individual managers, can be referred to R. E. Blanton, personnel administration manager—veterans coordination at New York.

O'KEEFE LEAVES FOR ENGLISH POST

NEW YORK—Bill O'Keefe, AOA operations representative at the Marine Terminal, has been transferred to Hurn, England, for a three-year period, where he will continue the same work.

O'Keefe, who joined the staff of American Export in July, 1942, as operations clerk, went on duty as a flight navigator for ATC last January. In November, 1945, he returned to the Station Manager's office at the Marine Terminal as operations representative.

Bill's wife expects to join him in England in September when she will go overseas with a new addition to the O'Keefe family.

2 NEW ROUND TRIPS DAILY GIVE NY-CHICAGO PASSENGERS FASTEST NON-STOP SERVICE

NEW YORK, Jan. 23—The fastest airplane passenger service between New York and Chicago will be inaugurated by American Airlines System on Wednesday, Jan. 30, Ralph Damon, president of the airline, announced today. At that time, the first of American's new fleet of four-engine, DC-4 Flagships will be placed in service.

Two round trips will be made each day. Capacity of the planes will be between 44 and 55 passengers. United States mail and air express will also be carried.

It was emphasized that these flights are additions to the present schedule showing 11 trips in each direction daily between New York and Chicago.

Damon said that as soon as additional equipment is obtained it will be used to further augment the Chicago-New York service and to inaugurate similar non-stop service between other cities on the system.

The first four-engine flight will leave New York at 8 a.m. and the first flight from Chicago will leave at 12 noon. The 8 a.m. flight from New York will arrive in Chicago at 11 a.m., CST, or four hours after departure. The Noon flight from Chicago will arrive in New York at 4:25 p.m., or three hours and 25 minutes after departure.

NEW YORK—Leaving for his new post in England, Bill O'Keefe says "so long" to Ted Emmons, AOA Station Manager at LaGuardia.



Flagship News

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2 RADIO SHOWS FEATURE AA WOMEN

On December 16 at noon, Hazel Brooks, supervisor of stewardess training, appeared on a half-hour radio interview over New York station WOR. The program, known as the "Women's Exchange" featured Hazel and her impressions of ten years service with the stewardess department of the company.

W. N. Mellor, superintendent communications - equipment, piped the broadcast through the public address system into the cafeteria at LaGuardia Field during the lunch hour. In addition to the AA audience there, WOR estimates a listening audience of nearly 100,000 women in New York, New England, Maryland, Delaware, New Jersey and Pennsylvania.

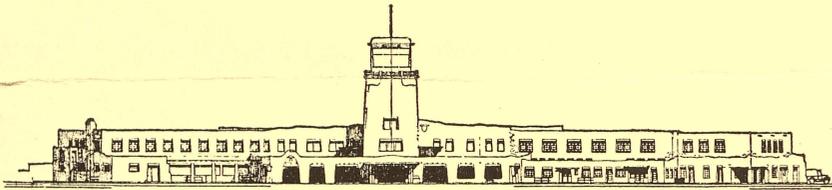
HARTFORD AIR TRAVELER PLUGS FOR AMERICAN

HARTFORD—Elizabeth Anderson, of this city, is a keen AA fan. In fact she just flew in from Boston the other day by another line, then sat down to write Irv Bailey, chief agent, passenger and cargo, to say that American is still tops with her.

"My present score is five other air lines," Miss Anderson writes. "The equipment is more or less the same, but the difference is in the personnel. Whether AA picks nicer people, or a lot of credit goes to their training, I don't know."

She was particularly impressed during both her recent trips with the number of times AA people did more than seemed necessary just to be pleasant and helpful.

NEW EL PASO CONSTRUCTION TO HOUSE SKY CHEF PROJECT



EL PASO—New construction on the Municipal Airport building of two 133 foot wings, consisting of two stories and a basement, as indicated by the arrows, has already begun. The additions, at a cost of \$250,000, will be constructed of stucco and brick to match the original structure. They will house Federal offices, airline offices and the glassed-in Sky Chef restaurant (below). Sky Chef will occupy the entire first floor of the east wing.

The air-conditioned restaurant was designed by Tony Towle, project engineer of AA's airports and buildings department. The project is expected to be completed by late spring. Sky Chef project includes a foyer, a gift shop and a coffee shop as well as the main dining room which has a seating capacity of 50. Simplicity will be the main decorative keynote. Carpet, window drapes, walls and ceiling will be in tones of beige.



LOS ANGELES—Janet Barker (right) who has been with AA since August, 1944 and travelled all routes except Canada, Boston, and Mexico, takes over the duties of Chief Stewardess Mary Shocklee. Mary, with American since 1939, had flown out of New York, Chicago and Los Angeles and was an instructor at the NY stewardess school in 1943-1944. She left to marry Captain John Harper, USA, of Fresno.

SURPRISE AT JAN. 28 CAMERA CLUB MEETING

Ken Young, camera club president, promises a "surprise subject" at the next meeting scheduled for Monday, Jan. 28. Warning members to bring cameras, any kind, he assures them that lights will be furnished, and the results will be judged in competition at the following meeting.

The get-together will be in Hangar No. 3. Dinner will be served in the cafeteria at 6:30, and the meeting in the reception room afterwards.

Besides the surprise, colored motion pictures on National Parks and a sound picture will be shown.

CLOTHING NEEDS OVERSEAS URGENT

The killing is over, but the dying hasn't ended with the war. An urgent plea is being made to protect war victims overseas from cold and disease. The need for clothing, shoes and bedding in countries where stocks and factories have been destroyed by war is immediate during these winter months. Give all you can spare to your local chapter of the Victory Clothing Collection.

Starvation and disease are imminent. Food, fuel, soap, fats and clothes are almost non-existent in Continental Europe today. You can help . . . GIVE CLOTHES.

LOS ANGELES, December 1—The second graduating class of the Western Regional Sales School. Seated, l. to r.: Dale Moss, Lorraine Seegar, Ailsey Forester (instructor), Marcia Kunz, Rosita Hollingsworth. Second row: Rosemary Faris (instructor), Pat Campbell, Mary Lou Vela, Viola True, Evelyn Sapp, Phyllis Lothspiech. Third row: Jack Howitt, Harry Westgate, Kermit Fuglaar, Georgia Weller, Harold Moon, Richard Moon, Richard Wiezorek, Robert Reising. Back row: Miles Mayfield, Jack Lusk, Pat Moran, Laurence Harshberger, Gerald DeAinza, Joseph Omdel, Stewart White.





NEW YORK—Larry Small (left) and Bill Risley, sales champions



LOS ANGELES—Frank Haggerty, West Coast sales challenger.

HERBERT D. FORD NAMED DIRECTOR OF PASSENGER SALES

Appointment of Herbert D. Ford, regional passenger traffic manager in Chicago, to the newly-created position of director of passenger sales with headquarters in New York, has been announced by American Airlines System.

Ford has been with the organization since 1931, when he joined American Airlines in Cincinnati as a traffic representative for one of its predecessor units, the Embry-Riddle company.

He subsequently held similar positions in Columbus, Chicago and Buffalo, and was appointed traffic manager of American Airlines in Rochester in 1934. In 1935, he was agency manager in New York, and in April of 1936 was appointed district traffic manager in Washing-

ton, remaining in that capacity for nearly eight years until his transfer to Chicago as regional passenger traffic manager in November of 1944.

J. Clarke Ferguson, district traffic manager in Cincinnati, will succeed Ford in Chicago. Ferguson's place in Cincinnati will be taken by Lt. Col. John O. Briggs, who will return to American Airlines System from military leave on February 1.

JOHNSON, SAFETY HEAD, NAMED TO FELLOWSHIP COMMITTEE

The American Museum of Safety, in announcing its \$1,500 two-man fellowship for the preparation of a manual on airport ground safety measures, made known the appointment of AA Safety Director, Walt Johnson, to the technical committee for supervising the study.

"No course of study or manual treating this important subject has ever been made," Johnson explained. "This will be unique, and the air transport industry is vitally interested. The study is certain to yield valuable, constructive results."

Two members of the aviation industry will receive the fellowships. They will be selected by the Museum, representatives of the aviation industry and representatives of New York University Center for Safety Education.

PASSENGER AWAKENED: BED AFIRE

BUFFALO, Jan. 10—There is one passenger who is convinced AA service is psychic. Lorraine Sincerney, reservation agent, late tonight telephoned the passenger at a local hotel to confirm his space. She was somewhat surprised when she learned that she had saved him some little embarrassment, if not his life.

The passenger had dozed off, and you guessed it... his lighted cigarette had just begun to set the bedding afire.

METEOROLOGY FELLOWSHIPS OFFERED STUDENTS

The Massachusetts Institute of Technology has announced that the Richard C. DuPont Memorial Fellowship in meteorology, carrying a stipend of \$1200 per year, is open to candidates who wish to specialize in that field. A candidate must have received his B.S. degree from an accredited institution and is expected to present evidence of work in mathematics, chemistry, physics and the humanities roughly equivalent to MIT's undergraduate meteorology curriculum. Previous experience in meteorology is desirable but not necessary.

Applicants for the fellowship can file applications for admission to the Graduate School together with a fellowship application at least four months prior to entrance.

SMALL, RISLEY, HAGGERTY AIR TRAVEL PLAN CHAMPS PLAN 1946 SALES RACE

NEW YORK, Jan. 23—The East-West rivalry plot thickens. Frank Haggerty, Los Angeles Sales Representative, who sold 108 travel plans during 1945 hurls his gauntlet into the ring and says he has even more ambitious plans for 1946. Larry Small and Bill Risley, New York, are the sales topnotchers for the year with 139 and 126½ travel plans scored up respectively.

"They'd better look to their laurels in 1946," says Haggerty. "The Western Region sales group will be in there slugging."

Larry and Bill, however, are planning their strategical campaign and, in spite of pressure from the West Coast, intend to maintain their lead.

All is not serene in the Central and Southern Regions though. Brooke Payne of Minneapolis reached fourth place with 82 sales; and H. H. Handy down in Dallas is right behind with 81. Anything can happen now... and probably will.

CLEVELAND WELCOMES LONDON TRAVELERS

CLEVELAND, December 28—When word was flashed that the London-Chicago flight would terminate here this afternoon instead of Chicago, AA personnel characteristically snapped into action. Preparations were made for hot meals. Hotel rooms downtown were engaged. The customs and immigration inspectors were summoned and everything was in readiness when the C-54E from London touched ground at 6:45. No one knew just who was expected... Prime Minister or Welsh miner. Photographers snapped plates into their cameras, and newsmen pushed to the fore. Thirteen brides of U. S. servicemen, three with almost brand-new little U. S. citizens, set foot and eye for the first time on their new homeland.

DICK ASKEW MISSES NEWS

Dick Askew, having served in the AAF since September, 1940, and now a major, has just filed a complaint with us. He has moved again, and the *Flagship News* isn't reaching him. That's been taken care of, but it is kinda hard to keep up with Dick.

His new address is 1504th AAF BU, Fairfield, California, where he has attended a C-54 instrument training school and flown C-54's on the ATC Pacific route to China and Japan. Before that he was stationed at Palm Springs with the 21st Ferrying Group, ATC.

PHOTOS OF 5 NEW MANAGERS APPOINTED IN TREASURY DEPT. AS ANNOUNCED LAST WEEK

L. E. Glasgow
General Accounting

T. O. English
Special Accounting

W. F. Sear
Stock Control

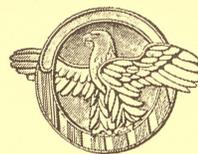
W. F. Calliott
Auditing

J. C. Mc Cormick
Fiscal Services



Walking On Air

The Eagle's Nest



Engagements:

NY—Frances O'Connell to Thomas J. Speiss
 NY—Gladys Gardner to Richard E. Clark, USN
 NY—Ben W. Opie to Marian Keating

Marriages:

BU—Kenneth R. Blessing to Grace E. Wilson
 CG—Capt. Frank M. Ham to Rose Mary Feeney
 CG—Betty Flett to John A. Hickey
 ID—Norvella Judd to Major Charles Beck
 NY—Raymond Marsh to Ruth Lockhardt
 NY—Maria Barquero to Garret Dalton
 NY—Irene Baldwin to Donald A. Patane

Births:

CG—1st Officer and Mrs. T. C. Roberts; a girl born December 21
 CG—Captain and Mrs. J. B. Greiner; a girl born January 1
 NY—Mr. and Mrs. L. Laviano; a girl born January 13
 NY—Mr. and Mrs. Fred Kimball; a girl born January 8
 NY—Mr. and Mrs. A. Meschmar; a girl born January 19

EL PASO PARTY WELCOMES NEWCOMERS

EL PASO, Dec. 20—Newcomers from the Dallas Traffic School, Wilma Donahue, Helen Young, John McGowen and William Ellison were welcome guests at AA's annual Christmas party at the Community Center.

More than a scattering of uniforms was noticed at the dance here tonight, in which reservations, communications, operations, maintenance and fleet service all participated. The principal theme in the decorations was a model DC-4 climbing steeply over the dancers' heads.

AIRPORT KIWANIS NAME 6 AAers FOR '46 PROGRAM

Six members of the Airport Kiwanis Club were among the new officers and committee members named at the club's first meeting for 1946, on January 9.

Kenneth T. Young, Photography, was one of the three new vice presidents elected. W. Littlewood, O. E. Kirchner and M. G. Beard, all of Engineering, were voted directors.

G. M. Green, of Operations, was appointed chairman of the club's Children's Activities committee, with Ken Young as coordinator, a post he will also hold on the Community Service committee. Al Sari, Engineering, is new chairman of the Publicity Committee.

Lt. WILLIAM J. PEABODY, USNR—In Navy from May, 1942, till Nov., 1945. Served as transport airman and air transport officer with NATS in San Juan, P.R.; Trinidad, B.W.L.; Rio de Janeiro, Brazil; French Morocco and Paris where he helped open NAS in that city. Returned as Sales Agent, New York, Dec. 3.

Lt. Col. JOHN G. ADAMS, USMC—Served 41 months in U. S. and Pacific Island posts as flying instructor, operations officer, group operations officer, squadron commander and executive officer. Returned to AA as flight captain Dec. 3 at Nashville.

SP (v) 2/c CHARLES F. WALSH, USN—Served 41 months, first as transport airman then as naval observer at Natal, Brazil and in the Naval Air Facility at Belem, Brazil. Back with AA as reservations agent, New York, Dec. 3.

Sgt. ERIC RITTER, AUS—As mechanical draftsman, communications sergeant and medical technician, Eric served from March, 1941, to Nov., 1945. Returned to American at New York as assistant draftsman, Dec. 1.

SP1/c JAMES V. MAIORANO, USN—Served 22 months in the U. S., England and France and received Captain's commendation. No further information given. Returned to AA as junior serviceman, New York, Dec. 3.

Cpl. CARL ERICSSON, USMC—Had been in service since Sept., 1942. Was anti-aircraft gunner aboard USS Essex. Wears the Asiatic-Pacific theater ribbon with eleven campaign stars, American theater ribbon, and the Philippine Liberation medal with two stars. Returned to AA Dec. 3 at New York as flight service clerk.

S/Sgt. JOHN TOBIN, AAF—Forty-three months' service as flight radio operator on Lockheed Hudsons, and at fire control and gunnery schools. Discharged in November, returned to American as teletype operator at New York Dec. 3.

Major RICHARD WAGONER, AAF—Served 21 months as headquarters engineering officer for ATC in Washington and London, senior engineering officer at Prestwick and Paris. Back to AA as foreman, New York, Dec. 4.

S/Sgt. BERNARD VAAS, AAF—Over three years' service. Attended airplane mechanics' school, P-40 school. Stationed in Panama as mechanic on P-38's, 39's and 40's. Returned as junior mechanic, New York, Dec. 5.

Cpl. GEORGE A. DONLEY, AAF—In service from Feb., 1943. Studied instruments, bombsight and electro auto pilot. Twenty months overseas in line maintenance: bombsight and autopilot in Naples, Bari and Foggia, Italy. Discharged Nov., 1945, and returned to AA as junior mechanic, New York, Dec. 5.

Capt. WILLIAM STOCK, USMC—Three years' service, one overseas, as group engineering officer. In August, 1945, took First Marine Group back into China, K-Day. Wears three campaign stars on Asiatic-Pacific theater ribbon, Navy Unit Citation and Philippine Liberation ribbon. Resumed AA work as line maintenance foreman in New York, Dec. 5.

Lt. JOHN MARTIN, AUS—Served 56 months of which 29 were Africa, Sicily, Italy, England, Holland and Germany. Battery officer with 82nd Airborne Division. Participated in Sicilian, Anzio and

FORT WORTH, December 21—AA's annual Yuletide ball in the Crystal room of Fort Worth's Hotel Texas was bigger, brighter and more gala this year than ever before. A record breaking turn-out was swelled by a large group from the newly established engine overhaul base here, and there was more than a sprinkling of returned ex-service personnel. Among these were Leyton McDonald, Duke Ledbetter, Johnny Johnson and Dube Walker. Wanda Tuck had returned from the WAVES and did her share in representing the Navy.



Holland airborne invasions. Seven campaign stars and arrowhead on EAME ribbon, Bronze Star, Croix de Guerre, Belgian Fourragere and Dutch Order of William decorations. Returned as passenger and cargo agent, New York, Dec. 10.

Lt. WILLIAM HOUCK, AAF—Entered service January, 1942. Spent 25 months overseas as assistant Base Operations Officer of the 1332 AAFBU at Assam, India. Two campaign stars on Asiatic-Pacific ribbon and Presidential Unit Citation. Returned to AA at Buffalo as flight agent Dec. 10.

Y1/c CARL STROBACK, USN—Three and a half years' service, mainly in patrol craft work. Based at Hawaii, Ellis Island, Phoenix Island, Midway, Johnson Island and Tokyo Bay. Back with AA as communication clerk in New York Dec. 10.

T/Sgt. JOHN VALENTINE, USMC—Entered service March, 1942. Aviation machinist mate at Samoa, Wallace and in the Marshalls 18 months. Asiatic-Pacific theater ribbon with one campaign star and Presidential Unit Citation. Discharged November, 1945, and returned as junior mechanic, New York, Dec. 10.

Pfc. HAROLD NESE, AAF—Served 34 months. Overseas from May, 1943, to August, 1945; England, France, Belgium and Germany as signal clerk and central tower operator. Back with AA as stock clerk in New York, Dec. 12.

SP(v)1/c ALFRED VESPER, USN—Served 28 months as Transport Airman spending 25 days a month outside of the country. Gives no further details. Resumed work with AA in New York as Reservations Agent, December 5.

Ens. AUSTIN L. MOORE, USNR—Two years and eleven months service on patrol duty, nine months in South America, two months in North Africa and two and a half months on the North Atlantic Coast. Back as Fleet Service Clerk in Buffalo, December 5.

Pfc. ARNO SEIFERT, AAF—Two and a half years service maintaining C-54's. Gives no further details. Returned at AA December 6 and was granted a year's educational leave of absence. Before entering the Army, Arno was a Junior Mechanic in New York.

Capt. WALTER B. WALKER, Jr., AAF—Winner of the Distinguished Flying Cross, Purple Heart, Air Medal with sixteen Oak Leaf Clusters, Certificate of Valor and Distinguished Unit Citation with one Oak Leaf Cluster. Bud also wears the American Defense, American Theater, and the European Theater ribbons, the last with seven campaign stars. Served 55 months including campaigns in Africa, Sicily, Italy, Belgium and Germany. He is officially credited with five ME-109's. Back with American as Trainee Flight Dispatcher, Fort Worth, December 7.

Ens. JACK R. FITZGERALD, USNR—Served 16 months with NATS in the Pacific area. Gives no further information. Returned to AA as First Officer, Fort Worth, December 10.

Cpl. THOMAS SALMON, AAF—Served two years in ATC in Personal Affairs Office in New Mexico, Florida, New Hampshire and Long Island. Returned to AA at New York as Purchasing Agent, December 14.