

C O P Y

June 14, 1938

Mr. S. A. Cisler
General Superintendent
Air Mail Service
Post Office Department
Washington, D.C.

Dear Mr. Cisler:

Attached hereto is a rather comprehensive analysis of performance of AM 4/23, Trip 4, for the month of May. It is very gratifying to note a considerable improvement in the operating efficiency from January 1st to June 1st, which is submitted as follows:

	<u>On Time</u>	<u>:10 late or less</u>	<u>Over :10 Late</u>	<u>Average Delay</u>	<u>Cancell- ation</u>
January	13	0	12	:43	6
February	10	2	14	1:55	1
March	10	2	16	2:00	3
April	10	2	15	1:11	3
May	10	5	16	:29	0

Trip 4 arrived at Newark on time or ahead of schedule 10 times during the month; and, if we consider a leaway of 10 minutes or less as an on-time arrival, then this trip arrived on time 15 times during the month. The average delay for the month is only twenty-nine minutes, which permitted arrival before noon.

We have included a break-down of delays as well as an analysis of flight time performance for each leg of the trip, which discloses some vital information.

Our Operations Department has assigned one of our most experienced men to spend his entire time on the Transcontinental for the next month or so to work towards the reduction of ground delays. Actual ground time lost during the month amounted to 8 hours and 15 minutes, and we are sure that with our present program we will be able to reduce delays considerably. This anticipated reduction will produce even a better on-time performance.

There were seven times during the month when circuitous routings between points were necessary account weather, and we should see this figure reduced a great deal more with summer operating conditions. It is interesting to note the actual flight time between points in comparison with the scheduled flight time indicates a splendid operating performance, and even in the face of seven circuitous routings we actually lost an average of only one minute. Our schedule between Glendale and Tucson is a little tight, but

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this time is nearly always regained on the long jump from Tucson to Dallas.

The improvement in performance of this flight clearly indicates the efforts expended by our company to improve our on-time performance record, and we sincerely hope there is a sufficient improvement to permit you to dispatch all New York City and Newark Gateway mails available at the departure of our Mercury (AM 4-4) from Los Angeles

Very truly yours,

M. T. Stallter
Manager
Air Mail and Express

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Analysis of Performance

AM 4/23-4, Los Angeles - Newark

Month of May

Stations	Average Depart.	Average Delay	Performance										Average Daily Delay	
			On Time	Late	LCL Mail	Conn. Mail	LCL Pass.	Conn. Pass.	Cargo	Mech.	Wea.	Other		Total
Glendale	4:33p	:03	11	20	0	19	1	0	0	0	0	0	20	:03
Tucson	8:13p	:08	7	24	0	0	2	0	0	0	0	0	2	:04.5
Dallas	2:08a	:13	11	20	0	1	2	0	1	4	0	3	11	:08.8
Nashville	5:55a	:22	11	20	0	1	4	0	1	1	0	0	7	:03.2
Washington	10:37a	:29	14	17	0	0	0	0	0	0	2	1	3	:00.7
Newark (Arrival)	11:57a	:29	15	16										
Total		:29	15*	16	0	21	9	0	2	5	2	4	43	:20.2

FLIGHT TIME ANALYSIS

AM 4, Los Angeles to Newark

Month of May

	Flight Time		Inc.-Dec.	Circuitous Routing
	Schedule	Actual		
Glendale Tucson	2:25	2:29	-:04	-
Tucson Dallas	4:30	4:22	:08	-
Dallas Nashville	3:23	3:24	-:01	4
Nashville Washington	3:20	3:20	-	3
Washington Newark	1:20	1:20	-	-
			-:01	7