

AMERICAN AIRLINES, Inc.

Bulletin from Traffic Department Date February 22, 1945

To: Department Heads
 Traffic Managers
 Station Managers

From: Vice President

Subject: Air-Age Education Research Advertisement,
 "Underseas - Overseas"

At a recent public discussion of postwar aviation, presented by Town Hall Workshops in New York City, two speakers emphasized that the aviation industry now is the largest in the U. S. They cited twenty billion dollars as the wartime expansion of this industry, and made predictions that one billion dollars (underwritten by Army and Navy requirements) would represent the peacetime size of this industry ... at least for the first few years of peace.

During the lively free-for-all question and answer period following the prepared speeches, the chairman, N. L. Engelhardt, Jr., posed this question to the speakers:

"Why not a forty billion dollar industry to wage peace, instead of only one-twentieth of the war-waging size of our aviation industry? Or, even if not that large, why do we think aviation is more necessary to wage war than it is to wage peace?"

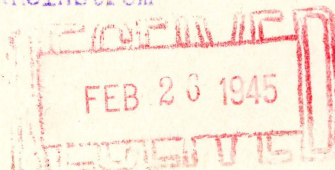
The purpose of Air-Age Education Research is to arouse the interest, thinking and action of school teachers and school administrators, and focus their experience upon finding ways to utilize what the oneness of global air can mean in terms of the economic and social betterment of the earth's inhabitants.

Attached is a proof of the current Air-Age Education Research advertisement, appearing in school publications. Thousands of teachers, administrators and pupils are joining in this American Airlines-sponsored activity.

Any questions?

Charles A. Rheinstrom

List #214





Underseas

DREBBEL'S submarine is about 283 years older than the Wrights' airplane. Great as are the improvements in underwater vessels, their field of operations remains fenced in.

The first heavier-than-air machine's flight was only 120 feet. But there is no air limitation to the range of transport planes, as evidenced by today's globe-circling Army and Navy bombers and transports. They can travel overseas and over everything else . . . and do!

The freedom of planes to travel in any *direction*, their *velocity* and the fact that every place on earth is *accessible* to them, make close neighbors of all peoples. No one can be isolated from or immune to their effects.

"Steam is an Englishman," observed Emerson. The people of the British Isles had to import in order to live. They did not have many exportable natural resources. But they had coal and Watt's steam engine,

Overseas

so they became an industrial and *seafaring* people.

The airplane is an American!

We have taught the rest of the world how to utilize the oneness of indivisible air as a realm for vehicular traffic. To wit: Today the United States is the first global military power in all history. However, the solution of one problem creates new problems. We have created this problem: Will the U. S. continue to develop and utilize air transport effectively for social and economic benefits after the war?

We *know* how to make the Machines.

We must *learn* how to mold the Minds in order to become an *airfaring* nation.

Many teachers and school administrators are alert to this unprecedented challenge. Our purpose is to work with you in interpreting the rapid changes and applying air transportation to human betterments. Will you join with us? Please write for a free copy of "Air Age Education News."

Air-Age Education Research

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