

NEW  
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LEADER  
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# THE TWA SKYLINER

LATEST  
OFFICE  
EXPANSION  
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Vol. 4, No. 7

Published by TRANSCONTINENTAL & WESTERN AIR, INC.

APRIL 30, 1940

## DELIVER FIRST BOEING MAY 7

### May Flights to New High Over Route

"Commuter" Service Increased in East; Summer Operations Open

#### SPEED UP SCHEDULES

An increase of 59,079 plane miles, boosting total monthly flying miles to 1,390,560, was announced April 27 by Transcontinental and Western Air, Inc., as part of its May flying program expanding the airline's schedules to a new all-time peak preparatory to introducing a fleet of 33-passenger "Stratoliner" planes about June 1.

Jack Frye, president, said TWA will change from winter to summer flying operations on April 28, when many cities change to daylight savings time, and that flying time would be reduced on all westbound transcontinental schedules.

Four new Pittsburgh-New York daily round trips will be added, expanding service between the cities to 18 round trips daily. In addition, Frye said, the first direct service from eastern cities to Phoenix, Ariz., via Boulder City, will be established, forming an important new link in air travel for vacationists who want to visit the Arizona "dude ranch" country.

Two of the Pittsburgh-New York round trips, the "Times Square" and the "Quaker State" will be added on April 28, and two more, the "Sky Scout" and "Sky Express" will go into operation on May 15, Frye said. A fourth daily round (Cont. on Page 7, Col. 1)



There's the first of TWA'S new fleet of five Boeing "Stratoliners"—sailing through the sky high above Seattle on flight tests during April. This four-engine, 33-passenger plane will be flown to Burbank and then across the nation on its 100-hour proving test. For complete details, see column 5, this page.

### Mutchler Heads Transportation

Clifford Mutchler, who has been assistant to L. G. Fritz, vice-president in charge of operations, was appointed superintendent of transportation for TWA on April 1, heading a new division of the operations department.

Paul E. Richter, executive vice-president of TWA, said that Mutchler, who became connected with airline work in 1929, would be responsible for all phases of care and service of passengers.

"We are going to operate a passenger service over TWA's system that is second to none in the world, and Mr. Mutchler has been appointed to do that job," Richter said.

Mutchler will have charge of ground transportation to and from airports, service at airports by passenger agents and ticket offices, all (Cont. on Page 6, Col. 2)

### Officers Re-elected

Re-election of officers of Transcontinental and Western Air, Inc., for 1940, was announced by the airline's board of directors at a meeting held in Los Angeles, April 6.

Officers re-elected included T. B. Wilson, chairman of the board; Jack Frye, president; Paul E. Richter, executive vice-president; L. G. Fritz, vice-president in charge of operations; V. P. Conroy, vice-president in charge of traffic and sales; E. Lee Talman, vice-president and treasurer; J. C. Franklin, secretary, and E. C. Peet, assistant secretary.

The directors also reappointed all hold-over members of the finance and executive committees of the airline. The finance group includes Frye, Talman, R. C. Kramer of New York and Sidney Maestre of St. Louis, directors. The executive committee consists of Frye, Richter, Leland Hayward of Beverly Hills, Calif., Nelson S. Talbot of Dayton, Ohio, and LaMotte T. Cohu of New York, directors.

Other directors of the airline include J. L. Eysmans of Philadelphia, Powell Crosley, Jr., of Cincinnati and Harold Warner of New York.

### Record March Traffic

The first rush of spring air travel boosted the March traffic totals of Transcontinental and Western Air more than 53 per cent over the same month a year ago, according to figures released April 10 by V. P. Conroy, vice-president in charge of traffic and sales.

### Public Relations Post to Donoghue

Mort J. Donoghue, nationally known public relations counsel, was appointed director of public relations for Transcontinental and Western Air, Inc., it was announced April 1 by T. B. Wilson, chairman of the board.

A member of the bar of the District of Columbia and former managing editor of the San Francisco Bulletin, Donoghue has had wide experience in public relations and will be assigned to handle this work along the entire TWA coast-to-coast system.

Donoghue for the past three years has been connected with Braun and Company's western division. (Cont. on Page 3, Col. 4)

### New Era in Air Travel Underway

Chief Pilot Otis Bryan and Crew to Fly Plane to Burbank and K. C.

#### TOMLINSON ON TESTS

The first planes in TWA's fleet of giant four-motor Boeing "Stratoliners" built for high altitude flying will be delivered the second week in May from the Boeing factory in Seattle, it was announced late in April by Jack Frye, president.

The planes will be delivered to TWA at Portland, Ore., the first plane arriving there about May 7, with Capt. Otis Bryan, chief pilot of TWA, at the controls. The plane will be flown to Burbank where it will immediately begin its extensive proving flights over TWA's coast-to-coast route.

The second and third planes will be flown directly to Kansas City, one by way of Denver, Colo., and the other by way of Los Angeles and Albuquerque, N. M. Two additional planes are still under construction and will be delivered next month.

At the controls with Capt. Bryan in the flight of the first Boeing will be D. W. (Tommy) Tomlinson, chief engineer of TWA, who pioneered in "overweather" flying research preceding the airline's purchase of the "Stratoliner" fleet. (Cont. on Page 7, Col. 5)

### William McGrath Named Manager Of Eastern Traffic at New York

Appointment of William F. McGrath, formerly general manager of the Anchor Steamship Line for the United States and Canada, as eastern manager of traffic and sales for Transcontinental and Western Air, Inc., with headquarters in New York, was announced today by V. P. Conroy, vice-president in charge of traffic and sales.

Conroy said that McGrath will replace I. S. Randall, who has been named assistant to T. B. Wilson, chairman of the board of TWA, with offices in New York.

The airline's new eastern manager has devoted his career to transportation and is internationally known in the steamship industry, Conroy said. He will be in charge of all eastern seaboard and New England sales activities and will supervise eastern sources of European travel.

A native of Brooklyn, McGrath entered the steamship business in New York in 1911. He finished his education at night schools and remained with the steamship line until 1917 when he joined the U. S. Navy and served two years during the World War.

In 1919, McGrath became assistant passenger agent of the Japanese Toyo Kisen Kaisha Steamship line in New York and then joined Thos. Cook & Son in New York. In 1924 he sailed around the world as a cruise director assistant and then became manager of the Baltimore and Philadelphia offices of the Cook organization.

McGrath rejoined the Anchor Line as passenger traffic manager in New York in 1935 and last January was appointed general manager of the company in the United States and Canada.

### Exhaustive Research Is Necessary In Preparing Route Applications

(Editor's note: The work that goes on in Washington, D. C., to present TWA's testimony in application cases is one of the most important phases of the airline's development. Leo Baron, New York news bureau manager, who has been a sideline observer at several TWA hearings before the C.A.A., tells here the story of application hearing procedure.)

One of the questions most often asked by TWA personnel is:

"When is the CAA going to approve our purchase of Marquette Airlines?"

Or:  
"When is the CAA going to take action on our route applications?"

We must truthfully answer "We don't know." And if pressed further, we can only say: "It may be a month or it may be six months."

Although the Authority has done everything in its power to speed action on the numerous applications filed by all the airlines since the

Authority was first constituted, the necessary legal processes still require a lot of time. No short cut can be taken to eliminate the various steps which by statute govern the disposition of cases. Like a civil case which requires a certain number of specified steps before it can be settled in court, the CAA cases must follow a set pattern before any decision can be handed down.

To begin with, an airline which decides to apply for a new route must first notify all other air carriers of its intentions. It must then file its application within a period specified by the regulations, or if it fails to do so within the required period, it must then renew its announcement of intentions. (Cont. on Page 7, Col. 4)

# THE SKYLINER

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 Associate Editor..... William Dixon News Editor, Los Angeles..... C. W. Dayhoff  
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**Officers and Directors of Transcontinental & Western Air, Inc.**  
 T. B. Wilson..... Chairman of the Board and Director  
 Jack Frye..... President and Director  
 Paul E. Richter..... Executive Vice-Pres. and Director  
 V. P. Conroy..... Vice-Pres. in Charge of Traffic Sales  
 L. G. Fritz..... Vice-Pres. in Charge of Operations  
 E. Lee Talman..... Vice-Pres., Treasurer and Director  
 J. C. Franklin..... Secretary

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 J. L. Eymann..... Pennsylvania Railroad, Philadelphia, Pa.  
 Nelson S. Talbott..... Talbott Estate, Dayton, Ohio  
 Leland Hayward..... Beverly Hills, California  
 R. C. Kramer..... Postal Telegraph & Cable Corp., New York City  
 Sidney Maestre..... Mississippi Valley Trust Co., St. Louis, Missouri  
 Powell Crosley, Jr..... Crosley Radio Corp., Cincinnati, Ohio  
 Harold Warner..... Chadbourne, Wallace, Parke & Whiteside, New York City

## Keeping Our Feet On The Ground

During the past four months our company has been going through the biggest expansion program in its history. More than 200 new employees have been added and we expect our present personnel total of 1,770 to continue climbing until it reaches at least 2,400 by August.

New district traffic offices have been opened in Boston and Cincinnati and the location and appearance of many of our on-line offices have been improved.

New inter-city teletype and teletype equipment has been installed to handle more than 4,000,000 words a month that are necessary to keep pace with our increasing business.

Our office space at the Kansas City headquarters has been expanded to an entire floor in a downtown building, to provide suitable room at the airport building for new employees. The space vacated by the personnel moved downtown will be used for expansion of other departments throughout the building.

No department of our airline has gone untouched. The expansion program has included every office from New York to Los Angeles and San Francisco, and new employees are working shoulder to shoulder with more experienced personnel in practically all positions.

Now, in addition to this expansion program, our company is embarking upon an entirely new chapter in its history—the inauguration of 33-passenger, four-engine Boeing "Stratoliners". For the past year all of us have been thinking and acting in terms of the "Stratoliner" because we have realized that this new luxurious "overweather" air service will put our company far to the front during 1940.

The "Stratoliner" is a big assignment. These planes offer outstanding new service, but they must also be sold to the nation by every employee.

Thus, TWA has two jobs ahead:

1. Selling the "Stratoliner", and continuing to increase business with our present equipment.
2. Continued improvement of our own jobs, and help and advice to new employees who have been absorbed into our company within the past four months.

Fulfillment of these assignments will bring one common result for all of us: Success as a company and success as individuals.

Let's keep our feet on the ground during this period of fast progress. Let's study our own jobs and see how we can improve them day by day. Those of you who have been connected with TWA for some time can prove steady influences to new personnel. And new employees can give TWA the benefit of their new ideas, their enthusiasm and loyalty.

We now have the tools, the equipment and the personnel to make 1940 TWA's greatest year by far. Let's outdo all expectations.

*Paul E. Richter*  
 EXECUTIVE VICE-PRESIDENT

### Employees Write the Skyliner's News

The Skyliner, published monthly by the News Bureau exclusively for employees, invites new personnel to contribute news items and photographs of general interest.

The publication is designed to tell the story of TWA's progress, month by month, in pictorial and news fashion and contributions from employees compose a large part of each issue. Employees receive \$1.00 for each picture of sufficient general interest to be used.

Everyone connected with TWA is a staff member of the Skyliner, and material is welcome. Contributions should be sent to the News Bureau before the 10th of each month.

## New N.A.A. Leader Is Pioneer Among Aviation Figures

### Gill Robb Wilson, President, Served in A. E. F. During World War

One of aviation's most popular figures is Gill Robb Wilson, who recently became president of the National Aeronautic Association and is advancing all branches of the industry through his progressive ideas and able administration of the N.A.A.

Many of TWA's personnel will be interested in Captain Wilson's past career as they follow his work as N.A.A. president through the year. He has been state director of aviation for the State of New Jersey for 10 years and filled various positions in the N.A.A. before his election as president. He also is a past president of the National Association of State Aviation Officials.

Following his graduation from Washington and Jefferson college in 1915, he enlisted in the French Air Military Service for duty in the World War. His brother, J. V. Wilson, enlisted at the same time and later was killed in France.

Gill Wilson secured his aviation training through the usual procedure of French schools—Tours, Chartres, Isoudun and Clairmont-Ferrand. He served with the 66th Escadrille French Army and after that with the 163rd Squadron of the A.E.F. Seriously injured in a crash of aircraft, he returned to the United States in the spring of 1919.

The following eight years were spent in the Air Corps Reserve, during which time Captain Wilson served as Air Officer on the staff of the Adjutant General of New Jersey, attached to the 119th Observation squadron.

Captain Wilson has owned numerous private aircraft and has been active in long schedule flying. He crossed the Atlantic on the ill-fated Hindenburg and was present on the investigating board following the loss of that ship.

He is consultant for the Aircraft Owners and Pilots Association and many other aviation enterprises and has always been prominent in civic affairs. In 1928 he received the award for outstanding citizenship in his home city of Trenton, N. J. Captain Wilson also is the author of a book of poems, "Leaves from an Old Log".

### Bill Busse's Day

One day's work in four or five cities is getting to be a commonplace for passengers flying TWA, and Bill Busse, Kansas City radio engineer for TWA, adds to the record with the following day's work: New York to Camden on Flight 1 for several hours of work.

Camden to Pittsburgh on Flight 31 for more work.

Pittsburgh to New York on Flight 8 (operating slightly late) for more work.

New York to Pittsburgh on Flight 11 for still more work.

Pittsburgh to Kansas City on Flight 15.

Bill worked in four cities and traveled 1,836 miles, all in one day.



"He does his best work that way—he used to be with some railroad."



GILL R. WILSON

## Voice of the Passenger

"T.W.A., the flying way;  
 They sure do make the speed, sir,  
 Their flying plan provides for man  
 A trip birds can't exceed, sir;  
 They glide on high with eagle eye,  
 But eagle's wings can't make it,  
 The weight they tote on just one  
 boat,

Birds can't see how they take it;  
 They move on time in every clime,  
 Take off and land like sparrows;  
 Once in the air, they're off for fair,  
 And shoot as straight as arrows;  
 Their eats are swell, you just can't  
 tell

How they could treat you better;  
 Those hostess gals are truly pals,  
 They've got you to the letter;  
 They seem to know your wants, and  
 so,

Before you can express it,  
 They're at your side with dainty  
 stride,

Those gals just seem to guess it.  
 I'm here to say, T.W.A.

Will route me in the air, sir,  
 When e'er my face, from place to  
 place

Must travel anywhere, sir.  
 A. G. SHARP,  
 1203 S. Marguerita,  
 Alhambra, California."

### THE NEWS

New York's Picture Newspaper  
 220 East 42nd Street  
 New York

"Mr. V. P. Conroy,  
 T.W.A. Airlines,  
 Kansas City, Mo.

"Dear Mr. Conroy:

"Permit me to call to your attention the extraordinary efficiency with which one of your stewardesses handled her passengers when your flight 14 was forced down by bad weather at Pittsburgh on the night of Monday, April 8th. She managed affairs with a quiet competence and complete courtesy which should, I think, deserve the approving notice of her employer.

"I have flown a great deal upon commercial lines and have been forced down under such circumstances a number of times. Never before have I seen an airline employee handle such a situation so tactfully. The plane was crowded and the passengers included several women. The hostess took care of everybody as carefully as if she had been a mother hen looking after a flock of chickens. She shepherded

us into cars, supervised the trip into Pittsburgh, took care of baggage, loaded us all onto trains, and did it all with a smiling efficiency which undoubtedly made a lot of friends for T.W.A.

"LOWELL M. LIMPUS,  
 Political Editor,  
 Daily News."

### TWA CAREERS

RALPH EDGAR HINKEL  
 Educational Department

Born: March 20, 1902. Height: five feet, eight inches. Weight: 150 pounds.

Attended grade school and high school in Atchison, Kansas. Attended University of Kansas City and Kansas University at Lawrence.

Started with TWA at Kansas City as dispatch clerk, January 1, 1937. His career since:  
 September 1, 1937—Passenger Agent.

January 1, 1938—Chief Passenger Agent.

February 24, 1938—Asst. Educational Director.

February 1, 1939—Station Instructor and Co-ordinator.

October 15, 1939—Station Manager.

November 15, 1939—Relief Station Manager.

February 15, 1940—Educational Supervisor.

### Delay Contest Awards

Press of business because of company expansion and introduction of the Boeing "Stratoliners" over the TWA system, has caused postponement of the Employees' Suggestion Plan contest until June, it was announced by officials in late April.

Les M. Reed, personnel manager and secretary of the plan contest, said that judges in the contest were constantly traveling over the system during March and April to complete arrangements to handle heavily increased business during the summer and that the group would meet to decide all awards just as soon as possible.

# John Clemson Named Traffic Manager in General Office

Appointment of John H. Clemson, former traffic manager for Transcontinental and Western Air, Inc., at New York and Pittsburgh, as system traffic manager with headquarters in Kansas City was announced April 27 by V. P. Conroy, vice-president in charge of traffic and sales for TWA.

Conroy said that Clemson would take over this new position established as part of the airline's expansion program this spring, and that he will supervise all divisions of the system traffic and sales department at TWA's headquarters here.

Clemson also will assist the vice-president in charge of traffic and sales in development of the department and the handling of passengers, mail and express nationally.

Clemson only a month ago was assigned to head a newly created Allegheny region office following two years of service as New York manager of traffic and sales for TWA.

Conroy said that Clemson's newly vacated position in Pittsburgh will be taken by E. O. Coker, district manager at Los Angeles.

Other changes announced by Conroy included the establishment of new district traffic and sales offices at Cincinnati, Boston, Harrisburg and Fort Wayne. J. Chesley Stewart, New York Sales representative, will be in charge of the Cincinnati office. The new Boston office will be headed by Byron Skillin, New York, J. J. Hollywood of New York will be sent to Harrisburg, and W. H. Pluchel of TWA's Chicago office will be district manager at Fort Wayne.

Clyde S. Fullerton, Hollywood manager of TWA, will become Los Angeles district manager to replace Coker, and J. I. Greenwald will be transferred from Los Angeles sales to become Hollywood manager. J. E. Hawthorne of the New York offices will become Chicago district manager, replacing Pluchel.

## K. C. General Traffic

Congratulations are now in order for the happy couple, Helen West and Carl Stellenberg. Helen's engagement was announced Christmas and the wedding took place April 6 at high noon.

From KC Accounting Girls to NY Traffic Girls—Quote "We have worn our hair ribbons since we were quite small—N'ya" unquote.

KC main base has gone for the Civil Aeronautics Ground Training school in flying in a big way. TWA is represented by some 15 students, 4 of whom are girls. They are furnishing a lot of competition too, as they're all out for the scholarships.

Wishing lots of luck to Al Clearman in his new job as Chief Clerk in LA Traffic. He is replaced in General Traffic by Orville Olson.

Sales Record Department suffered a severe shock when a mouse was found in the closet on two different occasions. Virginia Saale was the heroine once as she bravely cornered it in the waste basket and carried it to Ed Tappe who immediately proceeded to throw it out of the window.

Welcome back to Helen Adair who has been on a leave of absence. Chris Wilson

## EXPANSION HEADLINERS



CLIFFORD MUTCHLER  
Superintendent of Transportation



I. S. "STICK" RANDALL  
Assistant to Chairman of the Board



MORT J. DONOGHUE  
Director of Public Relations



D. L. "DOC" MESKER  
Assistant to Chief Pilot

# First Quarter Shows Net Loss

## Operational Loss Totals \$391,458 for Period

A net loss of \$391,458.35 was reported by Transcontinental and Western Air, Inc., for the first quarter of 1940, in a statement issued today by Jack Frye, president of the airline.

The figures showed the first quarter loss was \$26,617.03 greater than the loss reported for the corresponding period last year, Frye said.

Frye said the report did not include air mail pay for the Kansas City-to-Chicago, Chicago-to-Pittsburgh and Chicago-New York air mail routes which were granted TWA last December, since the rate of compensation for these routes has not been set.

"While the loss was to some extent due to seasonal conditions," Frye said, "there are two other factors which must be taken into account."

"During the first quarter of this year substantial expenses were incurred preparatory to putting into operation the new Boeing four-motor Stratoliners which we expect to place in scheduled service this summer, and in training new personnel for expected summer expansion."

"The second factor was the greatly increased number of miles flown. In previous winter seasons it has been our policy to curtail drastically the schedules operated. This year there was virtually no curtailment, and we continued to maintain our schedules through the winter season. Our revenues for the first half of April indicate that this policy should be profitable based on the expected results of the year as a whole."

"The safety record of the air transport industry established in March, when a full year was completed without a fatal accident, will contribute substantially toward this increase," Frye said. "The fact that our passenger revenues during the first quarter of 1940 were 57.3 percent greater than those of the same period last year indicates the extent of this increase."

"Because of greater public confidence, greater reliability of operations in winter months and also because of our revised schedule policy, the season of the year in which our passenger revenues have dropped off has been shortened. Our revenues began to decline later than in previous years, and the spring pick-up started earlier than heretofore."

Frye said additional schedules will be put into operation May 1, leading up to the introduction of the Boeing Stratoliners which are expected to be in service in June.

### The Quarterly Statement Follows:

	1940	1939
Passenger Revenues	\$1,117,683.58	\$ 710,404.45
Express Revenues	55,734.05	38,477.19
Mail Revenues	577,427.04	542,337.21
Other Revenues	26,196.68	20,661.07
<b>Total Revenues</b>	<b>\$1,777,041.35</b>	<b>\$1,311,879.92</b>
Operating Expenses (Including Taxes) Be-		
fore Depreciation and Retirements	1,944,600.27	1,433,589.64
Depreciation and Retirements	205,765.52	233,578.08
Net Operating Loss	373,324.44	355,287.80
Other Charges—Net	18,133.91	9,553.52
Net Loss	391,458.35	364,841.32
Revenue Miles	2,982,109	2,231,198
Revenue Passenger Miles	22,392,652	13,800,429
Revenue Passengers	38,646	22,252

# In the Hangar

The addition of the new Boeing "Stratoliners" to TWA's service presented innumerable complex problems for William Maxfield, Superintendent of Maintenance, and his staff to work out.

These larger and more modern airplanes include many new features such as cabin supercharging, electrically operated retracting mechanisms on the landing and tail gear, new type autosyn indicating instruments, improved and modernized engines plus many other items for which service, maintenance and overhaul periods and procedures must be set up. Also, proper service equipment must be arranged at each field of the TWA system for these larger airplanes. Each section of the Maintenance Department must revise present equipment and make such additions necessary to maintain these planes. This is being handled by the various Maintenance Department foremen with the aid of Mr. Jaques, Mr. Blackwell, and the Engineering Department.

Mr. Jaques, and Mr. Gilbert are arranging to issue in the immediate future the System Maintenance Circulars which they have prepared covering the procedures to be followed by the Maintenance personnel while servicing the Boeing Airplanes.

When the Boeing "Stratoliners" are put into service over TWA's system, they will carry a new member of the flight crew known as the Flight Engineer. Extensive research has been conducted by Mr. Maxfield and Mr. Jaques to pick the very best men possible from the Maintenance personnel to fill these

## Mort Donoghue

(Cont. from Page 1, Col. 4)

vision as public relations counsel and has been prominently identified with newspaper and counsel work on the Pacific Coast where he was a member of the editorial staff of the Examiner, managing editor of the San Francisco Herald and the Sacramento Union. He later joined the public relations department of the Southern Pacific Railroad, and then was managing editor of the San Francisco Bulletin. He returned to public relations work as director of public relations for the Pacific Greyhound Bus Lines in 1929.

In 1933, Donoghue became legislative counsel for the California State Chamber of Commerce and joined Braun and Company in 1937.

He is a member of the Author's Club of Hollywood, former vice-president of the San Francisco Press Club, and former post commander of the Frederick G. Bunch American Legion Post in San Francisco. Donoghue will make his headquarters in Kansas City.

positions. To further fit these men for their duties as Flight Engineer, Mr. Gilbert arranged an instruction course conducted in Kansas City. He reports the third class is now in progress.

This course includes instruction in electricity, radio, meteorology, power calculations, and all mechanical work on Boeing equipment. These classes are conducted by Mr. Howard Morgan, Mr. Pete Redpath, Mr. Ed Minsler, all the Maintenance Department foremen, and Mr. Gilbert.

Mr. Maxfield reports the men listed below have completed the Flight Engineer instruction course in either Class No. 1 or Class No. 2. He also reports that six of these men will be assigned to the Boeing Factory for additional instruction, and that they will return with the first and second airplanes.

- Mr. A. A. Brick Kansas City
- Mr. R. M. Dunn Kansas City
- Mr. F. A. Parent Kansas City
- Mr. F. E. Pirk New York
- Mr. R. R. de Campo New York
- Mr. T. E. Watkins Burbank
- Mr. L. E. Hubbard Kansas City
- Mr. J. E. Combs Kansas City
- Mr. E. J. Vreeland New York



## LOS ANGELES

Spring is here and the Los Angeles TWA Softball Team is out limbering up those creaking joints. The TWA bowling team gave a right nice account of itself recently in games with teams from Douglas Aircraft and United Airlines, the boys blossoming out in nice white shirts with a big red TWA on the back.

Everyone in Los Angeles joins in welcoming Art Stewart to Los Angeles as Western Manager, and along with Art is Al Clearman, Chief Clerk, Howard Wheeler as Traffic Representative, Gloria Wardell, Telephone Operator, Florence Fairman, Stenographer, Dean Stockman as Asst. Agency Representative.

Harry Hatch, our Agent's Representative, now on the high seas en route to Australia. Bon voyage, Harry, no one deserved this swell break other than you. Dean Stockman is doing his best to keep up, but it's a tough job for only one man to do. . . . Paul Dugan doing a swell job after returning from Phoenix brown as a berry. . . . Everyone watching over Ralph Butcher like a hawk. He is our softball pitcher and we have to keep him out of drafts, etc., in order that we give a good account of ourselves on the playing field. . . . Johnny Winchell breaking in Al Clearman and trying to do some work in his territory. You need two more feet and two more hands to keep that up, John. . . . Maybell Gray and Jim Frazier on the ticket counter grinding out tickets, and Gladys Frazier and Miss Quinlin on the Sales Record files grinding out cards. Quite a grind. . . . Tommy Tucker and his assistant, Howard Thurston, now in our office working on plans for the new L. A. Airport—Look out LaGuardia Field.

Irv Greenwald

# Personalities and Happenings in April



—TWA News Photo

In a ceremony April 8 at LaGuardia Field, Lee Swigart, New York manager, is shown receiving for TWA a certificate of commendation awarded by the National Safety Council for the perfect safety record TWA and other airlines hung up last year. Frank L. Jones, president of the Greater New York Safety Council, presented the award. Standing between Swigart and Jones is Orme Gove, TWA flight superintendent.



—TWA News Photo

Passenger Agent Larry Geschwind of Chicago, gives that "Personalized Service" to First Lady of the Land, Mrs. Eleanor Roosevelt, and her secretary, Miss M. C. Thompson upon their arrival in Chicago from Kansas City on the TWA Sky Master. Mrs. Roosevelt spent a day in Chicago making two addresses and attending a reception in her honor. Besides appearing in this candid snap by the CG News Bureau photographer, Larry found himself in three of four similar photos in a picture strip which ran in the Chicago Sunday Times the following day.



—TWA News Photo

Executives of TWA, Mid-Continent and Braniff Airlines were honored at a safety luncheon given by the Kansas City Safety Council to observe the full year of safe operation by the nation's airlines. Here are Paul E. Richter, executive vice-president of TWA; J. W. Miller, vice-president of Mid-Continent, and Charles E. Beard, vice-president of Braniff, receiving the safety council plaque from Gordon Beaham, Jr., chairman of the Chamber of Commerce aviation committee, and George Burns, director, Kansas City Safety Council.



—TWA News Photo

Hostess Marjorie Gallmeier succumbs to the giggles as Miss E. Helen Symonds, director of exercise in the Elizabeth Arden Salon in Chicago, turns on the Arden Roller-Massage machine. Marjorie cooperated on a series of pictures made while she attended "Glamour School" in the Chicago Beauty Salon.



—Photo by Bowen

Harry Hatch, TWA foreign agency manager at Los Angeles, left, and Joe Morris, foreign agency manager at San Francisco, received a Typical Hawaiian welcome from Earl Thacker, vice-president of the Royal Hawaiian Hotel, when the two arrived in Honolulu en route to Australia and the Orient on business. Also in Honolulu at the time was Lois Bowen, Kansas City Traffic, on vacation and Lois snapped this picture on board the boat.



—TWA News Photo

Paul E. Richter, executive vice-president of TWA, and other airline officials broadcast the story of their safety campaign over Station KMBC of Kansas City at the luncheon honoring the air transport men.



—TWA News Photo

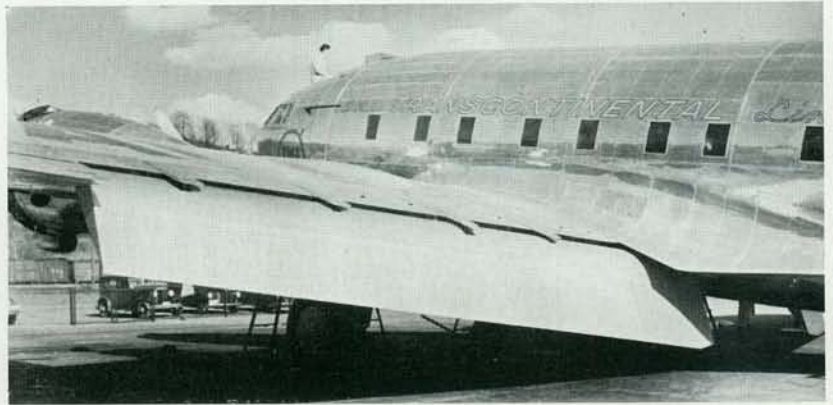
Hostesses Gerry Trichel, Lenora Wilson and Mary Worley (left to right) were temporarily grounded in April when Census Enumerator Samuel Stalnick made one of his first stops at Chicago's Hyde Park Hotel where a number of the airline's hostesses stay.

# April Along TWA's Coast-to-Coast Route



—TWA News Photo

Hostess Nan Reis shows Orson Welles, left, the TWA Gold Card which Jack Frye awarded the actor, who was named Member Number One in the newly formed Sky Chief Club. Welles flew more miles over the TWA route than any other person during 1939.



New Boeing "Stratoliners" of TWA will land and take off in less than 1,000 feet, with four 1,100 horsepower Wright engines capable of 4,400 horsepower for quick takeoff. Newly designed landing flaps, shown in this picture, enable the "Stratoliner" to land in no more distance than the Douglas planes operated by TWA.

## TWA All-Stars



—Photo by Shuett

ROY STEARS

Kansas City Navigation



MAYBELL GRAY  
Los Angeles Traffic



—Photo by McKnight

GEORGE THOMPSON

Pittsburgh Radio



—Photo by Charles Vierheller  
Two young ladies of Tesque, N. M., Sheila and Kathleen O'Brien, had specially reserved seats on their flight from Albuquerque to Chicago to visit grandmother, as this picture shows. The twins were late in arriving for their flight but the radio was called into use and the plane was held for them and Mrs. O'Brien.



—TWA News Photo

Crew members of TWA donned tribal regalia to join Indians in ceremonies honoring inauguration of the start of the airline's fourth daily transcontinental flight—"The Thunderbird", on April 1. Left to right Princess Ah-Tee-Ha, Captain H. H. Holloway, Hostess Ella Aiken, Co-pilot William Judd, and Chief Thundercloud.



—TWA News Photo

Ambitious Jack Benny took a wild ride in his latest Paramount picture, "Buck Benny Rides Again" so he "calc'lates" he can ride anything, even the Sky Chief, as he's proving in this picture at the Chicago airport en route from Hollywood by TWA to attend the premier of his picture in New York.



—TWA News Photo

Mrs. C. V. Dean and Mrs. C. H. Calhoun were guests of honor at a luncheon in the Kansas City home of Mrs. William Maxfield, wife of TWA's superintendent of maintenance, recently before they left for New York, where their husbands have been transferred to new maintenance posts. In the group, left to right, are Mrs. Dean, Mrs. V. A. Blackwell, Mrs. R. N. Zink, Mrs. R. E. Spengler, Mrs. N. L. Bliss, Mrs. Maxfield, Mrs. F. M. Weed, Mrs. William Mitchell, Mrs. B. I. Kelly, Mrs. H. B. Allen, Mrs. Calhoun and Mrs. J. A. Loukota.



—TWA News Photo

Screenland's most famous cowboy, Gene Autry, flew by TWA from Hollywood to Kansas City with Mrs. Autry, left, and June Story, featured film player, to preside over the premier of "Dark Command" at Lawrence, Kans., in April. Although Autry was not in the picture, which depicts the sacking of Lawrence by Quantrill's guerrillas, he was the center of interest at the premier.

## Obermiller Is New Assistant To Les M. Reed

### Personnel Department Is Expanded in K. C.

General expansion of the personnel department of Transcontinental and Western Air, Inc., including the appointment of H. B. Obermiller as assistant personnel manager, was announced April 30 by L. M. Reed, personnel manager of the airline.

Reed said that rapidly increased business of TWA during the past year had necessitated an enlargement of the department to include a separate division for office management, and that William F. McCormick, assistant office manager, would head the new division.

In addition to office management, Reed's department has charge of health and safety, educational courses, system employment and general personnel work.

William R. Pearce, former chief clerk of the department, will become employment supervisor and will interview all applicants for primary positions, Reed said. Pearce, a graduate of Columbia university, is well known in personnel work and his mother, Mrs. W. R. Pearce, Sr., is actively associated with the Minnesota State employment service in Redwing, Minn.

Reed also announced that Miss Sally Hollander, of the personnel department of the U. S. Army Air Corps, Wright Field, Dayton, O., had been appointed secretary to the personnel manager.

Reed said that Obermiller, as assistant personnel manager, would aid in all executive work connected with system employment. Obermiller, who has been connected with TWA's treasury department as traveling auditor, started in airline work in 1929 with Western Air Express, predecessor company of TWA. He served as field clerk for TWA at Tulsa, Okla., and then became an invoice clerk in the treasurer's office at Kansas City in 1932. He was appointed traveling auditor last February.

William McCormick, new office manager, joined TWA at New York in 1933 as passenger agent. He was chief clerk for the superintendent of operations in Kansas City from 1936 until 1939 and then became assistant office manager in the personnel department.



—Pacific Press Photo

This quintet defends the honor of TWA on the bowling alleys of Los Angeles. The maple toppers are, standing, left to right, Tod Crone, Irv Greenwald and Ralph Butcher. Kneeling, left to right, John Winchell and Harold Wheeler.

## TRANSFERS AND PROMOTIONS

Name	From	To
Ida K. Staggars	Hostess, San Francisco	Assistant to Chief Hostess, K. C.
Dwight Eddy	Junior Clerk, Columbus	Ticket Sales Repr., Columbus
A. L. Cooper	Clerk, K. C.	Res. Sales Repr., K. C.
W. A. Ford	Res. Sales, Repr., Chicago	Chief Clerk, Chicago
C. R. Dopson	Junior Clerk, K. C.	Branch Commissary Storekeeper, Chicago
A. E. Corcoran	"A" Radioman, Chicago	Chief Radioman "A", Chicago
W. Y. Brown	Asst. to Supt. Commissary Division, K. C.	Manager Commissary Division, K. C.
E. G. Hall	Porter, N. Y.	Ticket Sales Repr., N. Y.
L. R. Eichen	"A" Lead Mechanic, K. C.	Inspector, K. C.
Earl Smith	Dishwasher, K. C.	Junior Clerk, K. C.
J. V. Owens	Ticket Sales Repr., Pittsburgh	Chief Clerk, Pittsburgh
D. B. Kuhn	First Officer, K. C.	Reserve Captain, K. C.
J. B. LeClaire	First Officer, K. C.	Reserve Captain, K. C.
Robert L. McCarty	Maintenance Clerk, K. C.	Passenger Agent, Chicago
K. R. Meinard	First Officer, Burbank	Reserve Captain, Burbank
Leo J. Metcalf	Meteorologist in Charge, N. Y.	Flight Supt., Chicago
J. B. Moore	Office Boy, K. C.	Junior Clerk, K. C.
Vera V. Nethers	Hostess, Burbank	Hostess, K. C.
Roger Nichols	Junior Clerk, N. Y.	Passenger Agent, N. Y.
J. L. Nix	Baggage Handler, N. Y.	Junior Clerk, N. Y.
K. W. Parker	"A" Mechanic, K. C.	"A" Mechanic, N. Y.
F. R. Pastorius	First Officer, Chicago	Reserve Captain, Chicago
Robert H. Pettee	Courier, N. Y.	Reservation Sales Repr., N. Y.
W. F. Piper	Reserve Captain, N. Y.	Captain, N. Y.
E. O. Billings	First Officer, K. C.	Reserve Captain, K. C.
C. H. Calhoun	Assistant to Supt. of Operations, K. C.	Assistant to Supt. of Operations, N. Y.
Albert E. Clearman	Clerk, K. C.	Chief Clerk, L. A.
Marion V. Cogger	Hostess, K. C.	Hostess, Burbank
Janie Dimmock	Secretary to Personnel Manager, K. C.	Secretary to Supt. of Transportation, K. C.
C. L. Dixon	Inspector, K. C.	Inspector, N. Y.
R. A. Dunahoo	First Officer, N. Y.	Reserve Captain, N. Y.
Charlotte A. Erwin	Hostess, Chicago	Hostess, San Francisco
Hannah M. Rcis	Hostess, K. C.	Hostess, Burbank
G. H. Shafer	First Officer, N. Y.	Reserve Captain, N. Y.
A. C. Spaulding	Doorman, N. Y.	Reservations Sales Repr., N. Y.
Homer H. Stolizfus	Maintenance Clerk, K. C.	Passenger Agent, Boulder City
Kathryn A. Friedrich	Hostess, K. C.	Hostess, N. Y.
Paul J. Goatee	Junior Clerk, Indianapolis	Passenger Agent, Indianapolis
E. G. Gorman	First Officer, Chicago	Reserve Captain, Chicago
E. T. Hereford	Captain, N. Y.	Captain, Burbank
F. A. Humphrey	Maintenance Clerk, K. C.	Chief Clerk, N. Y.
A. R. Kemble	Master Mechanic, K. C.	Crew Chief, K. C.
I. S. Kravity	First Officer, Chicago	Reserve Captain, Chicago
H. B. Grow	Reserve Captain, N. Y.	Captain, N. Y.
M. F. Sullivan	Junior Clerk, N. Y.	Passenger Agent, N. Y.
B. B. Thompson	Junior Clerk, K. C.	Passenger Agent, K. C.
Nelson Trefsgar	"C" Apprentice, Camden	Passenger Agent, Camden
John S. Winchell	Chief Clerk, L. A.	Representative Traffic and Sales, L. A.
K. A. Woolsey	Reserve Captain, Burbank	Captain, N. Y.
Sara L. Wright	Hostess, Burbank	Hostess, San Francisco

## Cliff Mutchler

(Cont. from Page 1, Col. 2) service aloft including hostess work and meal service, and all passenger comfort and convenience.

Mutchler has been in the transportation business during his entire career. A native of Saginaw, Mich., he operated an automobile agency there before the World War and later moved to California to become sales manager for the Earl C. Anthony Company in Los Angeles.

During the World War, he was connected with the Bureau of Aircraft Production at Detroit and also was assistant chief inspector of Liberty airplane engines at the Nordyke-Marmon plant

After the war Mutchler re-entered the automobile business and was manager of the Apperson factory, Los Angeles branch, for Harris M. "Pop" Hanshue, who later was president of TWA for several years. In 1929, Mutchler became general manager of the West Coast Air Transport and was stationed in Portland. In 1930 he became superintendent of operations for Western Air Express and served in that position under Jack Frye, operations vice-president who now is president of TWA. He remained as Frye's assistant when Western Air Express, Transcontinental Air Transport and Maddux Airlines merged to form TWA in November, 1930.

## Install Enlarged Telemeter System

One of the most complete teletype and teletext systems ever installed was put into operation April 16 by Transcontinental and Western Air, Inc., to handle 4,000,000 words a month in inter-office communications made necessary because of schedule expansions and increased business.

Jack Frye, president of the airline, said that the new enlarged system will supplement a radiotelegraph and radiotelephone communication system used for contacting aircraft in flight and relaying such information instantly to flight control centers.

Three divisions of the new teletype system were installed in eastern cities of the airline's coast-to-coast route. One circuit links traffic and operations offices in New York, Newark, Philadelphia, Harrisburg and Pittsburgh. A second connects Pittsburgh, Columbus, Dayton, Indianapolis and Chicago. A third circuit connects Kansas City, St. Louis and Chicago. The new system is linked with TWA's western division cities at Kansas City.



As rhythmic and accelerating as the tune-up of a Wright Cyclone has been the expansion of the Chicago office since 1940 slipped over the hill. I feel like an autograph hunter every time I step into the Palmer House reservations office. But a salute to all the new lads who will engrave their names on TWA's roster and that includes Bill Ade, Ed Barker, Burton Smith, Jim Moylan, Bill Hudson, Dexter Barrett, Bill Burrill, Don Deegan, Eugene Dixon, and Cameron Rasmussen. Also added to the sales roll are two world travelers, Bob Morgan and Harold Northam, both formerly with Raymond-Whitecomb, Inc.

Bill Westlake had his first train ride in many a moon while out with Bill Austin in the interests of our new route applications from LS to PG via Evansville, Louisville, Cincinnati, and Parkersburg. The first ride was novel but on the next trips with Bill Austin and our director, Nelson S. Talbot, Bill used a North American O-47, flying to Louisville, Evansville and St. Louis in but a fraction of the train times. Incidentally, Bill reports that although there are but 1,000 foot runways at the Evansville airport, the city has passed a \$150,000 bond issue and there is plenty of room for runway development there.

And they talk about women's "fads"! The Mathews-Day-Pearson combine have foresworn cigarettes (the expensive things) and are smoking pipes. Regularly at 9:30, 1:30 and 6:00 p. m. the rest of us rise out of the haze to shed our lights upon the world. The boys insist it's a superior brand of tobacco, but apparently our ancestors came from Missouri because we're doubtin' Thomases.

Warning to the west coast!! It's time for my annual flight so have the potted petunias and red carpeting lining the ramps.

Milly Anderson.

## TWA IN MINIATURE



Here's another of TWA's newly married couples, Mr. and Mrs. Frank P. McGough. Frank is a Chicago passenger agent and he's shown here with Mrs. McGough en route to California on their honeymoon, in this picture taken by Captain Russell Dick.



—TWA News Photo

Repr. Albert Gore of Alabama was all smiles after his flight from Washington to Kansas City to address the state Young Democrats' convention. Said Gore: "I left Washington this morning, will speak tonight, then catch the midnight TWA plane back to Washington so I can be at my desk tomorrow. Air travel certainly is the solution for a busy schedule."



—Cincinnati Enquirer Photo

Paul Pearson, Chicago traffic representative for TWA (right), discusses the summer travel season at the Cincinnati Enquirer Travel Show with Edward Drier, Lansing, Mich., of Michigan Tourist Association; Russell Santal, St. Paul, of the Great Northern Railway and Lynn Pine, San Francisco, representative of the San Francisco World's Fair of 1940.



—TWA News Photo

Dr. Thomas C. Poulter (left), first man back from the Byrd Expedition to Little America, was greeted by Harold Vagtborg, Director of the Armour Research Foundation as he returned to Chicago aboard the TWA Sky Master from Los Angeles. Dr. Poulter, Director of Science at Armour Institute, designed the snow cruiser now being used by the Byrd Expedition. He spent four months of travel to have 10 days for overseeing the unloading of the giant snow cruiser at the Bay of Whales camp.

# NEW EMPLOYEES

J. H. McAndrews	Junior Clerk	New York
Robert O. Grund	Junior Clerk	New York
R. L. Pusey	First Officer	Kansas City
D. H. Dunn	Junior Clerk	Kansas City
Lester Long	Plane Polisher	Kansas City
R. S. Wolters	Clerk	Kansas City
Mildred Dwyer	Stenographer	Kansas City
Henri Low	Ticket Sales Repr.	Kansas City
Toni Ruth Reid	Telemeter Operator	Pittsburgh
Clara E. Jeskey	Telemeter Operator	Pittsburgh
F. M. Huffer, Jr.	Link Trainer Instructor	Kansas City
John E. Harrington	First Officer	Kansas City
William A. Perrin	First Officer	Kansas City
Allan B. Lullman	First Officer	Kansas City
William M. Flanagan	First Officer	Kansas City
C. W. Quackenbush	"C" Apprentice	Kansas City
J. P. Mathias	"B" Mechanic	Burbank
F. E. Marsh	"C" Mechanic	Kansas City
C. R. Marini	"A" Apprentice	Kansas City
J. F. McMartin	"C" Cleaner	Burbank
H. D. Ely	"C" Apprentice	Kansas City
C. B. Curtis	"C" Cleaner	Burbank
Carl Cruder	"C" Mechanic	Kansas City
W. R. Butler	"C" Apprentice	Kansas City
A. A. Anselmo	"C" Cleaner	Burbank
G. N. Arnold	"C" Apprentice	Kansas City
Betty G. Brown	Telephone Operator	Pittsburgh
Leo Libby	"C" Apprentice	Chicago
Ernest Kirely	"C" Apprentice	Pittsburgh
R. D. Kelly	Doorman	New York
R. H. Johnson	"C" Apprentice	Kansas City
Jack Rubin	"C" Apprentice	Kansas City
W. J. McGloin	Cargo Handler	New York
Anne J. McDaniel	Junior Clerk	Chicago
J. H. McAndrews	Junior Clerk	New York
J. C. Graves	Plane Polisher	Kansas City
W. W. Naylor	"C" Mechanic	Kansas City
F. M. Wentworth	Courier	New York
G. J. Wardell	Switchboard Operator	Los Angeles
R. W. Wallace	Cargo Handler	New York
Floyd Valentine	First Officer	Kansas City
Annice Trevor	Stenographer	Kansas City
G. L. Thomas	Dishwasher	Kansas City
Virginia L. Liming	Hostess	Kansas City
Golden Rose Lockwood	Hostess	Kansas City
Arthur P. McKeon	Junior Clerk	New York
Frances C. Murphy	Hostess	Kansas City
Bennie Lou Parker	Hostess	Kansas City
Florence S. Smith	Clerk	Pittsburgh
C. B. Hinds	"C" Mechanic	New York
John C. Stratton	Statistician	New York
John V. Powell	"C" Apprentice	Kansas City
Edgar R. Hilke	"C" Mechanic	New York
C. J. Messer	First Officer	Kansas City
Mary M. Farington	Stenographer	Kansas City
Marguerite M. Gillen	Stenographer	Kansas City
Robert B. Mueller	First Officer	Kansas City
R. A. Fink	"C" Mechanic	Kansas City
Walter C. Menke	District Auditor	New York
R. Anderson	"C" Cleaner	New York
James A. Cheyne	"C" Cleaner	New York
Richard A. Mical	Cargo Handler	New York
Helen Adair	Stenographer	Kansas City
Ruth C. Barfels	Hostess	Kansas City
Regina M. Coady	Hostess	Kansas City
Veronica M. Farrell	Hostess	Kansas City
Alma M. Raymond	Hostess	Kansas City
Myrtle J. Rogers	Hostess	Kansas City
Icel M. Rotramel	Hostess	Kansas City
Barbara M. Scallard	Hostess	Kansas City
Martha E. Spahr	Hostess	Kansas City
Mary J. Fuller	Hostess	Kansas City
Eleanor M. Gallagher	Hostess	Kansas City
Mary L. Godfrey	Hostess	Kansas City
L. G. Klinger	"C" Mechanic	Kansas City
Albert R. Crecca	"C" Cleaner	New York
John J. Falky	"C" Cleaner	New York
Frank F. Goddard	"C" Cleaner	New York
Earl J. Henderson	"C" Cleaner	New York
William J. Hutcheon	"C" Cleaner	New York
Kenneth M. Schultz	"C" Cleaner	New York
Irving W. Jones	"C" Apprentice	New York
Dorothy R. Sweigart	Hostess	Kansas City
Madelynne Tannev	Switchboard Operator	New York



New York Traffic's growing pains for the spring expansion seem mostly to come from the reservations room . . . older employees, calling the office after hours, are delighted with being treated like potential ticket-buyers, but usually ask for one of the supervisory personnel in the room. And, when a fella's been on a job for a week and is pretty sure he knows most of the answers, he feels pretty bad when a "customer" just says, "Who is this?" and greets the answer with, "Aw, let me talk to Harry Flynn." It got too much for one of our new boys last week, and he cut loose with the answer, "Gee, mister, what's the matter with me? I haven't got halitosis, honest."

Jerry Meade and his bride of a day were in Kansas City honeymooning and trying to "get away from it all"—but it seems that they picked the one hotel where eight bumped pass-riders also were staying, including Ray Washburne, who was on vacation.

Chet Stewart, who sold three script accounts in one day April 3, was elected president of the Dale Carnegie class, with Frank Brennan vice president, the first time that the officers of such a class have both been from the same outfit. Welcome to Mr. B's new assistant, Walter Menke.

Kudos also to Walt Williams and Jimmy Revere, promotions to traffic, and to Bud Ellingson, new Penn Air Desk manager. And the welcome mat is also out for Myron Hoffman, who came over from General Air Express to take Walt Coffey's territory.

Dickey Meyer.

### FRUIT JUICE SERVICE

A new fruit juice service has been installed on all planes of TWA to provide another complimentary service to passengers. Walter Brown, manager of the Commissary, said that the new service was proving highly popular and that it would be a permanent feature of the airline.



William F. McGrath, formerly general manager of the Anchor Steamship Line for the United States and Canada, is TWA's new Eastern Manager of traffic and sales (see page 1, column 4). McGrath replaces I. S. Randall, who has been appointed assistant to T. B. Wilson, Chairman of the Board.



Here's the longest commercial airline signboard in the United States—and it's TWA's. This signboard extends 74 feet in length and has two sides running in "V" shape to be seen by both north and south-bound traffic on Cicero Avenue in Chicago. The "Fly TWA" section is neon and is 14 feet in height. Only one side of the sign is shown here.

## Exhaustive Research on Applications

(Cont. from Page 1, Col. 2)

Once the application is filed, it must wait for the Authority to schedule it for hearing. Here is where delay may occur. Because of the heavy calendar of previous cases, the Authority is unable to assign the case for immediate hearing. As prior cases are heard, the new application moves up on the docket until a date can be set for hearing and an examiner appointed.

Several hearings are occasionally necessary before all the evidence in the case can be assembled. Sometimes the preliminary hearings will be held outside of Washington, but ordinarily all hearings are scheduled in the capital.

The examiner presides in the case in the same manner as a judge sits in a civil or criminal court case. It is up to the examiner to determine the competency of witnesses and testimony. The validity of objections entered by attorneys, and the admissibility of evidence. Frequently, he acts as interrogator to clear up points in a witness' testimony, which have not been brought out by the attorneys. When the evidence is finally completed, and the attorneys for the interested parties prefer and file briefs, the examiner's task is only half-finished. He must then review the voluminous transcripts in the case and prepare a summarized report, containing his recommendations. Each of the interested parties has the right to file "exceptions" to any portion of the recommendation it may deem objectionable, and is also permitted to file a further brief in support of these exceptions. The examiner's report, which again must take its turn in line with reports of cases previously heard, is submitted to the Authority, which on the basis of his recommendations and the exceptions and briefs of the parties concerned (and frequently, oral testimony) then passes final judgment.

The hearing itself may last a day, or it may last for several weeks, depending on the complexity of the issues involved. The time the examiner requires to make his report will also depend on the amount of work he has to perform on previous, uncompleted reports, and on the next hearing, which may start the next day. For this reason, no one, not even the examiner himself, can tell when his recommendations will be ready.

Each principal—the Authority, the petitioner or petitioners (for there may be several in a single proceeding), and any contestants—is represented by counsel who questions its own witnesses and cross-examines other witnesses. In the

case of an application for a certificate of convenience and necessity, the examiner is interested in facts indicating whether such a certificate would be in the public interest, the amount of traffic the petitioner expects to carry, and the type of service that would be offered. A witness may remain on the stand for two days, or he may be asked only a few questions. At the final hearing of the Marquette case, V. P. Conroy flew to Washington from Los Angeles to be on the stand exactly five minutes. "I never came so far to talk so little," said Vin after the record appearance.

## First Boeing

(Cont. from Page 1, Col. 5)

Tomlinson and Bryan conducted the acceptance test of the first plane at Seattle.

Two flight engineers, L. E. Hubbard and F. E. Pirk, will accompany the first "Stratoliner", one to serve as a special observer, and two of the airline's hostesses will complete the crew of five that will be on duty on all flights of the new 33-passenger plane. Peter H. Redpath, TWA navigation flight engineer, will accompany the flight as an observer.

The second plane will be delivered to TWA at Portland, Ore., about May 7, and will be flown via Denver to Kansas City with Capt. W. G. Golien in charge of the crew. F. G. Richardson will be first officer and R. R. DeCampo and F. A. Parent will be aboard as flight engineers.

The third "Stratoliner" will be accepted by TWA at Portland about May 8, and will be flown directly to Kansas City with Chief Engineer Tomlinson at the controls and W. M. Campbell acting as first officer. R. M. Dunn will be flight engineer and two hostesses will complete the crew.

Rigorous tests of the first three planes of the fleet preceded the deliveries. Civil Aeronautics Authority Inspectors, Boeing experts and TWA officials were assigned to conduct the acceptance flight tests which have been underway for more than a month.

## Spring Dance

New Employees of TWA were to enjoy their first company dance party on May 3, with more than 500 employees expected to attend the spring dance held at the Pla-Mor ballroom in Kansas City.

The spring dance was under the supervision of the TWA club.

## Summer Schedules

(Cont. from Page 1, Col. 1)  
trip schedule, "The Thunderbird," already has been added to transcontinental flights this spring.

The Airline will speed up west-

bound transcontinental flights, Frye said, cutting total flight time nearly an hour. Crack eastbound flights will continue to be the fastest from California to New York, requiring slightly more than 15 hours.

# EXPAND KANSAS CITY GENERAL OFFICES

## Accounting Is Transferred To Downtown Space

Entire Floor in Pickwick Building Is Leased for TWA Use

### PERSONNEL NOW 1,770

Expansion of TWA's headquarters at Kansas City in late April resulted in a transfer of part of the general offices from the company's municipal airport building to the entire fifth floor of the Pickwick building, 903 McGee, in downtown Kansas City.

Paul E. Richter, executive vice-president of TWA, said that 75 employees of eight financial and accounting departments had been moved to the new Pickwick offices, and that Harry G. Kraft, assistant to E. Lee Talman, vice-president and treasurer of TWA, would be in charge.

Departments transferred, and respective managers, are as follows: Revenue accounting, George Thornley.

Accounts Payable, T. S. Jones. General bookkeeping, W. L. Walker.

Cashier, W. H. Simmons. Paymaster, George Raymond. Cost Accounting, Barney Tumey. I.B.M. accounting, Al Chambers. Auditing, M. W. McQueen.

All mail and correspondence will be handled through the mailroom at the airport headquarters building as usual, it was announced.

Mr. Richter announced in connection with the transfer that Carl Herre, budget officer, was being appointed assistant to Mr. Talman, vice-president and treasurer, with headquarters at the airport building, where Mr. Talman will retain his executive offices.

Executive offices and engineering, personnel, communications and traffic departments will be enlarged and moved into the vacated accounting offices at the headquarters building, Richter said.

"Personnel already has been expanded from 1,550 to 1,770 since January 1, and the increase will continue until TWA has at least 2,400 employees necessary to handle the rapidly increasing spring and summer business," Richter said.

Richter said that plans for enlargement of TWA's building at the airport, a project of the city which owns the building, also were being continued.



Size of TWA's new 33-passenger Boeing "Stratoliner" is clearly shown in this photograph of the plane while it was being refueled for delivery flight from Seattle to Kansas City.



Boulder City, the place where day after day the weather reports are "unlimited, high thin scattered, calm", is preparing for a big season of summer travel. Additional personnel have been enlisted, flight connections have been improved, and indications point to even better air service in and out of this western "gateway". The air conditioner in the station has been put in first class condition. All in all, it looks as though TWA's "Hub of the West" is going to become more and more a vital point in the Company's transportation system. (We might add that with all the flights coming in at once, the "hub" really spins.)

The new employees are Jim Clark, Baggage Handler, Don Roush, Radio Operator, and Homer Stoltzfus, Passenger Agent.

Earl Korf, Western Region Relief Radio Operator, has been on vacation relief duty in Boulder City since the middle of February. He has been doing all the fishing in Lake Mead he can before going to Fresno the latter part of April.

Glen Wise, Chicago Public Relations Representative, and Ray Washburne, New York Reservations Manager, were recent guests of the local force. We'll let them tell you about their trip through the dam and other "recreation" encountered during their brief stay.

Homer Stoltzfus

## De Revere Honored

The honor of being admitted to the "Order of the Rake," which each year selects a successful young man from each of 12 American industries, has been conferred upon a TWA sales representative.

James (Jimmy) De Revere, Radio City representative of the New York sales force, was notified last week that he has been admitted to the exclusive honorary society whose members must be under 31 years of age. Jimmy is 28.

The notification explained that "this honor is conferred annually by the Young Men's Group of the Advertising Club of New York upon 12 young men who have, with outstanding success, 'scratched' for their own opportunities rather than wait for them to occur. The purpose is to show by example that opportunities are plentiful for young people with initiative, ability and perseverance."

Jimmy did his "scratching" in the New York reservations office, which he joined just a year ago after a turn in the insurance business. Several weeks ago he was promoted to the city ticket office and more recently, assigned to the city sales staff. His "beat" is Radio City.

A native New Yorker, he was graduated from LaFayette, class of '35, with a Bachelor of Science degree. He is married and lives in Rye.



JIMMY DE REVERE



If you will examine your newest map you will find the small ink spot no longer designates Fort Wayne. Mother Fort Wayne is now the proud parent of two new flights and the youngsters are getting along fine.

Three new passenger agents and one new mechanic were assigned to the city and the new passenger agents are Ed Zavrel from Chicago, formerly with the company maintenance department of that city; Chuck Burt, a local boy and graduate of Hillsdale college; and the writer, a Nebraska corned graduate. The new mechanic is J. K. (Red) Shifler, transferred from Kansas City.

Red moved to Fort Wayne about the middle of March and his wife joined him about three weeks later. The two moved into their new home and everything was routine until they realized their house was minus a kitchen sink!

Mr. Dick Horstmeyer has recently been promoted to Chief Passenger Agent and with this advancement in mind, he plans to be married in September with a honeymoon to Los Angeles.

Bob Ramey



—TWA News Photo

The largest shipment of air express ever to be handled at the Chicago airport was flown in by TWA. More than 7,500 pounds of NEWS-WEEK magazines were flown in two chartered Skylines from Dayton to Chicago. Ed Didlake, passenger agent, and Ed Marshall of the hangar are shown here getting some "inside" help from Bud Gorman as the last shipment was unloaded at the Chicago airport.

## Atlantic City Stop Is Sought On TWA System

Application Filed With CAA to Add City to AM No. 2

### WILL ADD 166 MILES

Approval of a new air service into Atlantic City from New York and Philadelphia will be asked by Transcontinental and Western Air, Inc., of the Civil Aeronautics Authority in Washington, according to Jack Frye, president.

Frye said that TWA plans to establish the Atlantic City stop as an addition to its present airmail route Number 2, which extends from Los Angeles to New York, via Kansas City, St. Louis, and Philadelphia.

The airline will operate about 10 daily flights through the New Jersey resort city if the application is approved, Frye said.

Half of the schedules will depart from New York, stop at Atlantic City and then continue on to Philadelphia. Other schedules will depart from Philadelphia and terminate at New York after the Atlantic City stop, thus providing frequent "commuter" service from Atlantic City into the two largest cities in the east.

The new route sought will add 166 miles to TWA's system if approved, Frye said. The New York-Atlantic City leg is 112 miles and the distance from Atlantic City to Philadelphia is 54 miles.

All flights through Atlantic City will be operated under daylight flying conditions for the present, if the application is approved, and timed to make connections with TWA's present transcontinental schedules at New York and Philadelphia.

"Atlantic City is without air service at the present time and establishment of the new route not only will quicken transportation ties of the city's business with Philadelphia and New York but also will provide a new convenient 'commuter' service to the resort city for excursionists," Frye said.



—TWA News Photo

Here's the personnel of the Chicago Commissary. Left to right (front row) are Margaret Hanley, Kay Hofmaster and Ann Kasmerchak, and (back row) Cy Probst, C. L. Johnson, Myron Junk, John Freeman, and Lionel King, system supervisor of food service.

## Hostess Change

Divisional chief hostesses of TWA will be based in their respective divisions instead of Kansas City in the future. Miss Olga Harbaugh will move to New York to supervise the Eastern region and Miss Avis Peak will move to Burbank. Miss Gladys Entreklin, Chief Hostess, will remain in Kansas City.