

The Skyliner



*Of, for and by
those who are*

NOVEMBER
1936



Vol. 1
No. 7

**The Vice-President, Operations
Our Increases Continue
Burke Sets "Altitude" Mark
We Publicize Our Advertiser
The Number One Airway
Hunting for Antelope
Taxi Please!
The Art of Flying**





PAUL E. RICHTER
VICE-PRESIDENT—OPERATIONS



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The Vice-President, Operations

Paul E. Richter, Head of the Operations Department, Holds that Important Position as the Result of Experience, Ability and Personality

IF YOU'RE a passenger agent, pilot, mechanic, dispatcher, radio operator, meteorologist, division superintendent, regional superintendent, or a hostess for Transcontinental & Western Air, Inc., you have a load of responsibility and are governed by ethics and company regulations that have resulted in the unexcelled transportation service operated by this company.

If your responsibility seems to be weighty at times, remember that a person's value is based upon his capacity to carry responsibility. As a matter of proof let us call your attention to Paul E. Richter, vice-president in charge of operations for TWA who carries the individual and collective responsibility of all of the members of the TWA operations department.

The operations department is the largest department of TWA, with 75 per cent of the total company personnel coming under its head. Often considered the "little Napoleon" of the airline industry, Paul Richter is one of the most capable executives in the air transport business. To operate more than 28,000 miles of scheduled air transport service daily, and to supervise the work of more than 750 operations employees demands executive ability. But to do all of this and at the same time to retain the respect and undivided loyalty of each of his department members, is exceptional in any line of industry.

Colton once said:

Deliberate with caution
But act with decision;
Yield with graciousness
Or oppose with firmness.

Needless to say, operating a major airline demands re-

sponsible decisions that require experience. Mr. Richter is one who deliberates with caution and acts with decision. Seldom is it necessary for him to yield, in that his decisions are made only after careful thought. But this is no indication that his decisions are slow in forthcoming. He has the faculty of thorough analysis, never overlooking the human element, and of making correct decisions as quickly as the occasion demands. It is because of his consideration for the members of his department and other members of the company that he has the respect and the loyalty of his personnel.

No swivel chair executive is Paul Richter. He didn't wake up after leaving college and find himself comfortably resting in his office on the second floor of the TWA building on the Kansas City Airport. As far back as 1926, he was taking an active part in the development of air transport service. At that time he was vice-president and general manager of the Aero Corporation of California with headquarters in Los Angeles. He was instrumental in starting the first air transport line in the southwest by inaugurating an airline on tri-weekly schedule between Los Angeles, Phoenix, and Tucson, Arizona. He piloted many of those first schedules and managed the operations of that 500-mile line with such efficiency and foresightedness that the line soon became one of the leading air transport companies in the West.

Mr. Richter learned to fly under the instruction of Jack Frye, now TWA's president. Mr. Frye, Mr. Richter and Walter A. Hamilton, who also was taught to fly by Mr. Frye, formed an aviation company in 1926 with Mr. Frye

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Our Increases Continue

Passengers, Mail and Express Show Substantial Gains Over Last Year in First Nine Months

EXCELLENT increases in all forms of traffic, were reported for the first nine months of the current year over the corresponding period of last year by Transcontinental & Western Air, Inc.

Figures made public recently by Jack Frye, president, indicated an increase of more than 13,000 revenue passengers using TWA service in the three-quarterly period of 1936; air mail increased by nearly 1/2 million pounds, and air express increased by nearly 100,000 pounds.

Expressing the gains in percentages, TWA's number of revenue passengers increased 25.37 per cent above the same period of 1935; its air mail business 38.57 per cent above; and its air express business, handled by General Air Express, showed a 56 per cent increase.

"These fine gains can reflect but one thing," said Mr. Frye. "That is, recognition upon the part of the public of the service we are rendering in all phases of air transport.

"Because of these business increases, and because of the further increases we expect as a result of our new low fares which became effective November 1, we recently have added employees instead of laying them off at this, the outset of the cold weather season. Thus we have reversed the usual air transport procedure at this time of the year and I think the encouraging figures we are making public at this time will substantiate our judgment in increasing employees and service. We face the

winter with a decidedly optimistic outlook."

The company's traffic figures for the 9-month period also disclosed a substantial gain in passenger miles. That is, one passenger flown one mile. The total for the 1936 period was 55,272,452 passenger miles, which represented a gain of 13.5 per cent over the first nine months of last year.

In relation to the number of passengers transported, the passenger miles figure is significant in that it discloses the average number of miles traveled by passengers on the TWA system. The average trip made by TWA's passengers was 861 miles, a figure which causes this company to continue to lead the field.

Comparing the number of revenue passengers of TWA in the month of September, 1936, with the same month of last year, one finds that 1,017 more passengers used TWA in September of this year than in September 1935. The company's record breaking month of August was surpassed last month when 781 more travelers flew over the TWA system.

Exactly 50,849,385 more pound miles of air mail were flown in September 1936 than the preceding September, while the pound miles of air express increased by 8,686,328.

Comparative figures for the first nine months of 1936 as against the same period of 1935:

	1935	1936	Gain
Revenue Passengers	51,745	64,875	13,130
Passenger miles flown	48,696,766	55,272,452	6,575,686
Mail pounds carried	1,131,684	1,568,260	436,576
Express pounds carried	178,161	277,943	99,782

FOUR NEW "FIVE-YEARERS"

Four young women in the employ of Transcontinental & Western Air, Inc., each having attained five years with this company, now are qualified to be members of the "5-year group."

Dorothea Allison, revenue accounting department; Catherine Bodde, shop accounting department; Ruby McCully, switchboard operator; and Olive Llafet of the treasurer's office are the four who have been with TWA since November, 1931. All are employed at the Kansas City headquarters of the company.

Two other young women members of the company already have attained the 5-year record. They are Mary E. Brush of the St. Louis office, and Myra Black, em-

ployed in the Washington, D. C., office of TWA. Miss Brush has been with TWA since 1929 and is the senior woman employee of the company. Miss Black passed the 5-year mark with this company in January, 1936.

Elizabeth Gerdes of the purchasing department, and Ruth Venable of the general accounting department are next in line of the women employees with TWA to attain the 5-year service pin. Miss Gerdes will be with TWA five years next month and Miss Venable will reach the goal in January.

The four new 5-year members will be presented this month with 5-year pins made of silver and having a small three bladed propeller mounted on a round silver pin.

AN ASSISTANT TO THE TREASURER

Harry G. Kraft, internal auditor of TWA at the Kansas City headquarters, has been promoted to the position as assistant to the treasurer, Frank G. Wilson.

Mr. Kraft has been with TWA six years in which time he has served in numerous supervisory capacities in the accounting department.

MEET OUR COLOR CHART

Believe it or not, Mr. Ripley, but this duck is the color chart for all the new TWA traffic offices between the Atlantic and the Pacific! Bill (the duck) is the



property now of Rudolph G. Theurkauf, designer who has undertaken the work of redecorating TWA's older offices and decorating its new ones. Bill once was a wild California mallard, but now is held captive by virtue of a license issued by the state fish and game commission of California. His colors, gray and blue, are the standard colors in the decorative scheme of the company's traffic offices as well as the interiors of its Skyliners. When Theurkauf has a TWA office to arrange, he merely crates Bill, ships him by plane to the city where the job is to be done and Bill thereupon becomes the official color chart for the men who do the actual work. In the picture are Theurkauf, Bill the web-footed color chart, and Mrs. Winifred Alexander, the wife of Harry Alexander of San Francisco traffic.

LEWIS THE LEADER

Lew Goss' particular pain in the neck at Union Air Terminal is the difficulty of getting the passengers aboard the Skyliners once the flight has been called over the loud speaker system. Too many goodbyes, kisses, last minute business instructions, etc., to suit Lew.

Now he has a new system—When ship is about to be called he shows up in civilian clothes, just as if he were a passenger. As soon as plane is called, Lew starts for loading canopy just as though he too was to board plane. Seems the passengers get the idea and follow Lew. In fact it's just like loading cattle or sheep into a box car. If you just get somebody started the rest of the herd follow.

The Skyliner for November, 1936

CASH ON THE BARREL HEAD

This may be a little news for *The Skyliner* or again it may not. Maybe it occurs quite often in New York for all I know, but it's the first time it's happened here.

Dr. C. Carr came in and wanted to purchase two tickets from Indianapolis to Camden. Not having enough American dollars, he gave me 10 pounds in English bills. Checking with the bank, I found they would pay me \$48 for the 10 pounds so I accepted them and cashed them at the bank.

Use it if it's any good.

(Signed) Howard Goodrich, Jr.

(If you're in any more doubt about how good they are, Howard, send a barrel of 'em to us at Kansas City.)

THE ETERNAL WOMAN

We clip the following item from the news letter of Jerome Lederer, engineering division of the Aero Insurance Underwriters:

We know a very charming, talented and courageous young lady, a transport pilot, who observed a stowaway peering at her from under the seats during a take off. So startled was she that she opened the door and jumped out, neglecting to stop the engine. The stowaway was killed in the subsequent crash, but, since the stowaway was a mouse, our claim department was not called upon.

BARNES TO RESERVATION

Major B. Barnes, formerly in charge of the TWA mail room at the Kansas City base will be a reservation clerk in the Chicago traffic office after November 1. Barnes is being succeeded in his former capacity by Walter Everly of the mail room crew.

Burke Sets "Altitude" Mark

San Francisco District Traffic Agent Leads Field in Traffic Sales Contest

THE new traffic altitude contest has completed the first two weeks running with some startling results. The 10,000-foot leg of this contest for the first two weeks was exceeded by the San Francisco office which reached an "altitude" of 11,688 feet. The footage is measured in relation to dollar sales.

In order that the contest be on a fair basis for all cities, handicaps for population, competition, past performance, and potentialities were included in the contest. But handicaps or no handicaps, Warren Burke went right up one side of Knob Hill and down on the other side. He started out to cover the Bay district like a November fog and when he sent in his re-

port for the first two weeks, he was nearly 1,500 feet higher than his nearest rival. Maybe some of the other stations were a little slow in adjusting their high altitude jets or in turning on their super-chargers but here are the records for the first 2 weeks:

San Francisco, 11,688 ft.; Kansas City, 9,512 ft.; Philadelphia, 9,446 ft.; Pittsburgh, 9,350 ft.; St. Louis, 9,299 ft.; Wichita, 9,126 ft.; Los Angeles, 8,483 ft.; Chicago, 8,195 ft.; Washington, 8,148 ft.; Indianapolis, 8,108 ft.; Amarillo, 7,084 ft.; Columbus, 6,676 ft.; New York, 6,242 ft.; Albuquerque, 5,399 ft.; Detroit, 4,838 ft.; Boston, 4,528 ft.; Hollywood, 4,400 ft.; Milwaukee, 3,779 ft.

AMONG OUR METEOROLOGISTS

In an effort to establish a better understanding of the experience of some of the personnel of Transcontinental & Western Air, Inc., *The Skyliner* has interviewed three members of the meteorological department.

John Dungan, meteorologist at TWA headquarters in Kansas City, has a record of 21 years with the United States Navy. Of this time he spent twenty years in the aerological service. In the Navy he held the rating of a lighter-than-air pilot and spent much time aboard the USS Los Angeles, the Navy dirigible. He also served on numerous ships at sea.

Prior to joining the TWA staff of meteorologists in 1934, Dungan spent a year in Alaska with the Navy for the purpose of making a survey of weather conditions on that part of the continent. He is married and has two children.

Leo John Metcalf, TWA meteorologist at the Newark station, was born in St. Joseph, Missouri. He attended the public schools of that city and studied electrical engineering at St. Joseph Junior College. In 1931, Metcalf joined the Navy where he took up the study of meteorology under the navy department for the succeeding four years. He joined TWA nearly two years ago and has displayed an exceptional ability in forecasting weather conditions on the TWA airway. Metcalf is married and we are glad to say that Mrs. Metcalf needs no introduction to the readers of *The Skyliner* because of her excellent art contributions that appear frequently in this publication.

W. B. ("Weather Bureau") Ambrose is another of TWA's high ranking meteorologists and forecasts weather conditions at the Los Angeles terminal for the western portion of the TWA airway. Bill Ambrose graduated from the University of Texas at Austin in 1923 as an Electrical Engineer. For a while following his graduation he was with the Tucumcari Light & Power Company, concerned with the weather only in its effect upon his duties as an electrician for that company. In 1925 he was an electrical engineer with the Southern Pacific Railway at San Francisco.

Little is known as to the cause of his intense interest in weather but instructors in Meteorology at the California Institute of Technology will tell you that Bill Ambrose graduated from their meteorology school with high honors. He joined the TWA weather department in 1935 and has had a high record with this company in his ability to forecast weather.

WE INTRODUCE THE FLYING BOX CAR



Hostess Elnora Knotts points out to hostess Alberta Tyne the unique design which adorns the sides of TWA's air freight planes. The winged box car idea has served to create considerable comment since its introduction on TWA's air freight planes. Operating under the name of General Air Freight, the service was started last month between Chicago and New York.

We Publicize Our "Advertiser"

Looking Back Over the Life of John LoBuono, One Discovers Why He Took Up Advertising

IF it is true that the secret of successful advertising is repetition, then John LoBuono is the exception. For the sake of introduction, let us mention that LoBuono is artist, copywriter, lay-out man, and in fact the whole works in the advertising department of Transcontinental & Western Air, Inc.

John LoBuono has no middle name or initial, (unless you include his nickname, "Mussolini") which is a distinction in itself and qualifies him for a niche in the Hall of Fame. He admits, however, that his mother tried to hang the middle name of Anthony on him but he refused to accept anything short of Caesar. For even when he was an infant, he was Herculean in size and stood out as a potential man of power and one who would "tell the world" in later years. Little did he dream at that time, however, that his telling the world would

be in the field of advertising and about TWA.

To get back to John in infancy: He was born in Butler, Pennsylvania, the home of the Austin automobile and Allegheny mountains. He was raised in the mining communities of Somerset County and realized at first sight that only the most fit could survive in this community of real men who wouldn't consider any easier way of getting coal when they could dig it out of the crust of the earth with a small shovel.

So little Johnnie started training on his first teething ring which was an iron wheel off a mining car. This put so much iron in his blood that his frame grew and his muscles bulged. Even before he could walk his mother had to have three extra spring leaves added to the baby carriage.

When 16 years of age, LoBuono had acquired such a physique that he was earning

more than \$14 a day as a mining "scab." He didn't know his own power until he began to take an interest in football. He nearly became the only 1-man, all-star team in the country because of the number of teams he played on. He attended six different grade schools, four different high schools and three different colleges. He became a menace to interscholastic football because the teams feared to play each other, never knowing whether John was still on their team or attending another school and playing for the opposition. He "full-backed" his way through college and was graduated from Columbia University. LoBuono seldom attends a football game now because he thinks the game has become a tea party since he used to play.

"We didn't play on soft grass where I went to school. The teams I was on would have been insulted at the thought and looked upon an ideal gridiron as one made of cinders and broken glass."

It is an accepted fact that a good advertising man must be versatile and that fits John LoBuono. Here are some of his experiences: Driving a mule in a coal mine, sign painting, specialty salesman, chalk-talk artist and entertainer, chain store manager, printing salesman, newspaper work, and a life guard at various lakes and beaches.

He first became a life guard when he knew no more about the work than how to swim. His first call for rescue was two days later and the sinking man nearly drowned John who had gone to his aid. A spectator standing on the beach rushed out and rescued both men. John got busy and decided to look into this business of life guarding as more than an excuse to display a physique to the girls on the beach. In two weeks he was a qualified life guard and a life guard examiner at Lake Alameda, Butler, Pennsylvania.

LoBuono's first job after leaving Columbia University was that of advertising manager for the New Jersey Central Railroad. Later he held the same position with Seaboard Airline Railway.

One of the high lights in John LoBuono's career and one that still amuses him is the time he was on the stage. Oh, yes, John was an actor, too, which can be added to his list of experiences. He can boast of having been on Broadway even though this stand was for only two nights. It was at the 44th Street Theatre in New York where the Indian Love Call was playing.

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THE MORNING MALE

This "portrait" of P. B. Sturgis, assistant to J. B. Walker, vice-president, traffic, was taken within a few minutes after he started his morning's work. Notice the pleasant expression upon the countenance of Mr. Walk-



er's assistant and how nicely his hair is parted for the day's struggle. The mere fact the photographer forgot to use his head in this picture doesn't mean that Sturgis forgets what the photographer forgot, or something.

SOUNDS LIKE FALSE PRETENSE TO US

A dinner was tendered recently in Wichita, Kansas, in celebration of the fourth anniversary of the marriage of Mr. and Mrs. Robert E. Montgomery. Mr. Montgomery, you know (or do you) is TWA's district traffic agent at that city.

Clarence E. Fleming, traffic manager of the Central region, and guests from the TWA office at Wichita attended the dinner. A good time was had by all, at least until it developed the "fourth anniversary" was for four months and not for four years.

It seems that that was only one of two little difficulties into which "Monty" stumbled last month. The other was when he telephoned the office of a Wichita business man who is a frequent TWA traveler. The office telephone girl asked who was speaking.

"This," said our D. T. A., "is Robert Montgomery."

"Oh yeah?" came the voice from the other end. "Well, this is Greta Garbo!"

The Number One Airway

Department of Commerce Figures Disclose Interesting Figures in Regard to TWA

MORE passengers were carried per mile flown in the first half of 1936 over the coast to coast system of Transcontinental & Western Air, Inc., than over any other major air system in the United States;

Passengers traveling on the TWA system averaged almost twice the distance of those traveling on the second ranking transcontinental system;

And TWA continued to cost the government less per ton of air mail transported one mile than any other line, operating anywhere in the United States, despite the fact that TWA affords the post office, as well as passengers and express, the fastest service over the shortest route between the Atlantic and the Pacific.

These figures were taken from the semi-annual recapitulation of the United States department of commerce and were made public last month by J. B. Walker, vice-president in charge of traffic.

"Of particular interest," Mr. Walker said, "is the fact that our passengers travel so much farther than on any other system operating between the two coasts. The average haul throughout the first half of the year was slightly more than 800 miles for each passenger on TWA planes. The next best was only 484 miles.

"We take this as definite recognition upon the part of the air-going public that the Central transcontinental route, over which TWA operates, is the main highway of the air across the United States."

Mr. Walker then pointed out that an average of 8.39 passengers were carried in the first half of this year on TWA skyliners for every mile flown. The next best

average on any major system, he said, was nearly two passengers less per mile. In other words, TWA transported more passengers per mile flown and carried them greater average distances than any other air transport concern operating in the United States.

"This certainly is indicative of the high esteem in which this company is regarded in the minds of travelers," Mr. Walker added. "The individuals who use our service are business and professional men in all walks of life; internationally known entertainers; salesmen, and occasional travelers, including many persons flying on their vacations. Taken as a whole, they represent as perfect a cross section of a national idea as may be found. The idea in this case is made obvious in the department of commerce figures."

The government, in the first half of 1936, paid TWA \$1.38 per ton mile for mail flown over the company's coast to coast route, the TWA traffic chief said. That was 32 cents lower than the next lowest. The term "ton mile" indicates one ton of air mail flown one mile.

Costs to the government per ton mile range from TWA's \$1.38 all the way up to in excess of \$50, the department's figures disclose. The three coast to coast routes cost the government for one ton of mail flown one mile \$1.38; \$1.70; and \$3.01. Because of the extremely low rate per mile paid TWA by the post office department for air mail transportation, this company has applied to the Interstate Commerce Commission for an increase of its air mail remuneration which would make it more nearly equable in view of remuneration to other air mail contractors.

WE PUBLICIZE OUR "ADVERTISER"

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John had the part of an Indian for atmosphere. The stage manager was so busy with the opening of the show that it was the second night before he noticed how bow-legged Indian LoBuono was. A second look and John was looking for another hunting ground.

John married when he secured his first job after graduating from Columbia with the New Jersey Central Railroad. Mrs. LoBuono attended Grove City College and met John when he was fullback on the Grove City team.

But what has happened to the John LoBuono of football days and the time when being a coal mine "scab" was the height of physical challenge. Today, John exerts himself with such pastime as aerial

darts and badminton invariably running a close second to Parker Sturgis and other opponents who look upon John's muscle bound physique as a handicap in the faster games.

Posterity has little to fear in the way of the LoBuono tree becoming extinct since John is the father of twin boys seven years of age. It's a wager they'll both be half-backs at football and will follow in the footsteps of their father who has established himself as one of the best aviation advertising men in the industry.

"VISITING FIREMEN"

Edward A. Tappe of the Pittsburgh traffic office was a visitor at Kansas City last month. Clyde Fullerton of the Los Angeles traffic office also was in Kansas City for a few days.

Along The Line



AMARILLO

By TED PEASO

Well folks, things have been happening down in these yere parts in the past few days. They do say that winter is just around the corner but it sneaked in through the window the other night and there has been a large increase in sales of prestone, car heaters, and long handled underwear. As a small town radio announcer would put it: "Delightfully characteristic of this Panhandle country, Jack Frost put in his appearance early this year which bids fair to make these plains blossom out with an early wheat crop, etc., etc., etc."

Well, things were going along fairly well for a while and I thought that I had the men pretty well in hand but Bill Rogers went out one day and got married.

Once upon a time (while stationed at Albuquerque) some talk started about enlarging the station. After a period of two years we got around to it and finally had it enlarged. Next stop was Wichita which had a large building reposing on the hill where it had been setting for several years past. Some fellows came along one day prospecting and decided that the building would look well if it could be finished, so some prognosticators got busy and after I had predicted for two years that we would be in the new building in another few weeks (which finally grew into months and then years) we moved in. Then to Amarillo. Been doin' all right, too, until we have got the talk going around about a new field with solid runways and a real office building. Well folks, I am not predicting anything at all about this, but if you come through here in the next two years and see something new, don't say that I didn't tell you about it.

Duck season is at hand and the writer has been invited to attend the grand opening or grand TWA handicap at the Pilots' Club in Kansas City or nearby on opening day. Have the old buntline oiled and greased and am only sorry that the new freight line does not operate through here so that I could ship it to Kansas City without removing the wheels.

Mr. and Mrs. E. O. Cocke dropped in recently enroute Dallas and spent a night

at the Palace of Fine Arts, one of the finer show places of Amarillo.

Oh yes, we got the Ford off our hands. Tried to sell it, but no luck and now it is going out to make history as a flying box car. Ted Haueter and Bill Maxfield came down and relieved us of its bulk in the hangar, which was originally designed for planes of much smaller wing spread and heft. There was much life left in the old girl when she left here.

"Wes" Bunker spent a night at the Palace of Fine Arts enroute the coast. As a little special entertainment, he watched a nice friendly rat parade around on the dressing table during the night. Only call these trained rats out on special occasions.

Bob Cain and wife spent a day here recently looking over Palo Duro Canyon after space had denied their seeing the Grand Canyon. They visited with "Navy" Liebernecht. It is understood that Liebernecht and Cain used to be partners in crime at St. Louis.

Well folks, time is a wastin' and if this gets into print it will have to leave here tonight, so station PUNK is now signing off.

WICHITA

By R. E. MONTGOMERY

The Kansas Diamond Jubilee Exposition, celebrating seventy-five years of statehood, was officially opened at 4:15 p. m. October 7th by a radio broadcast made from a TWA plane flying in the clouds over the City of Wichita. Heavy weather prevailed throughout the day and evening; and rain and low ceilings all but prevented the official opening from the air as scheduled.

Those aboard the liner were the officials of the Diamond Jubilee Exposition: Mrs. R. E. Montgomery; Miss Ruth Rhodes, chief air hostess, who also participated in the program, and radio men from KFH, Wichita, and KMBC of Kansas City, who made the technical end of the broadcast

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LOS ANGELES

By IRV GREENWALD

Things kinda quiet around Southern California this month, even pilot personnel not making much noise. That's probably accounted for by the fact that Dutch Hol-

loway has been making a few trips in the East. Great break for all the eastern gals, but the local talent sure have been looking peaked. Seeing's he's due back shortly, everything should perk up, and start to hum again. Seeing quite a bit of Ted Hereford, taking Dutch's place; Walt Seyerle, taking Frank Young's place, and Earl Fleet and a bunch of the fellows taking qualifying runs into Burbank. Incidentally, Frank Young has had a slight case of scarlet fever, but should be up and around again by the time this breaks into print. Brownie, the TWA movie star, drops in every once in a while and gives us the latest Hollywood lowdown. As if we didn't know it having Eddie Bellande around!

Weatherman Ambrose kinda slowed down this month, and our own T. H. Lilly is leading the Meteorologists League with a 99.8 per cent batting average. Something for you eastern birds to shoot at.

Radioman Jack Hyams and Passenger Agent Bill Lunceford are on vacation at this time. Bill says he is going to send us back a venison steak from around Flagstaff way, but nobody here will take him serious until they get their teeth stuck into a goodly portion of same. Incidentally, rumor reaches forth and quotes the following telegram *said* to have been received by Hyams:

"Heartiest congratulations stop after listening in on all radio operators in Southern California have selected you as only operator sending slow enough for us to copy successfully would appreciate your presence next meeting in order we may initiate you as honorary member.

"Monrovia Boy Scouts."

(Above is merely hearsay, and possibly that telegram was received by Cunningham, Zabriskie, or Chini—writer takes no responsibility.)

Got Jerry Bridges of the KC Ticket Office out of town by the skin of his teeth

Alone The Line

the other day, and understand he had to go from WD to KC on Braniff. Come out to see us again sometime, Jerry.

Globetrotter Kenny Hall (meteorologist) has about expended his store of travel tales on us boys, so have not heard much out of him this month. Of course, the fact that some nights he works 4 to Mid watch and then comes back to work the 8 a. m. to 4 p. m. watch might have something to do with it. By the time 4 p. m. rolls around, we about have to roll him out. Clarence Corron was off for a few days during month with bad cold, but happy to say he is up and around again and working his regular watch. Doc Whitney went east on the line and came back with a new car, driving back through the northwest with Mrs. Whitney. Doc says fine trip, but never again. LaMar Nelson up and got married just a few days ago, and our heartiest congratulations are extended to LaMar and his bride.

George Leary of our hangar gang is still in the hospital, and we understand he will not be back to work for quite some time. George would appreciate hearing from any TWA personnel who know him as it gets kinda lonesome laying in the hospital.

Messrs. Grogan and Main were transferred from KC to BU during the month to complete Bill Hughes quota of maintenance personnel. Outside of a general exodus from the hangar to the operations offices around payday, we don't hear much from the boys. Douglasses keep coming from the hangar to the depot on schedule and in swell shape, and that's about the best word we can say for the Burbank hangar.

We feel that everyone in TWA should know Mr. Paul Wright, in charge of Union Air Terminal. A swell fellow and together with his Union Air Terminal staff, he is taking care of TWA in fine shape. Be sure to introduce yourself to him on your next trip to Burbank.

If you're ever in need of excitement drop out our way. Yesterday, we had a stock car race at LA airport. Only 11 injured, and 12 out of 26 cars finished. Few turned turtle and went end over end, or some such maneuvers, and not much happened. Then we had a pro-football game that turned out to be a swell affair. In the third quarter, both teams, coaches, etc., were out in the middle of the field having a slugfest. When it was over all but one team and one substitute had been sent to the showers. Swell time had by all. Dutch Hallaway in market for gun, so if nothing comes through next month, send me daisies.

Beaseeingya, I hope.

WICHITA

Continued from page 8

possible. The Exposition officials were very enthusiastic over the success of the broadcast, and were generous with their praise for TWA.

In spite of rain and fog, the doors of the Exhibition Hall were opened at 7 p. m., October 7th and it has been conservatively estimated that 118,000 people viewed the exhibits between then and midnight, October 17th. The section of the TWA Skyliner which was on display attracted a lion's share of attention and many excellent prospects were obtained during the period.

We wish to express our appreciation to C. E. Fleming and Miss Rhodes who contributed so much to the opening and getting under way, of our part of the show. We are also extremely grateful to Miss Avis Peak and Miss Ida K. Staggers, each of whom spent two days with us helping and adding to the attractiveness of our exhibit.

"HOWDY FOLKS!"

Diana Dayhoff, the 3-year-old daughter of Mr. and Mrs. Clancy Dayhoff (you all know Clancy), last month inaugurated TWA's new radio programs, originating from the canopy of Union Air Terminal, Burbank, Calif. The program is broadcast every Tuesday and Friday upon the departure of the Sky Chief. With some 30,000



miles of air travel to her credit, Diana described in great detail her reactions to travel by air. In response to questions by Announcer Niles, Diana allowed she "was 3 o'clock old"; didn't cry or suck her thumb throughout a recent flight from San Francisco to Los Angeles; thought Douglas planes "were grand," and wound up with a statement she expected to be a hostess when she grows up.

CRESSON

By HARRY DAVIS

(Note: Cresson is located at one of the highest points in the Alleghenies, and is between Pittsburgh and Harrisburg. TWA maintains a weather bureau and radio station at that point.)

We at Cresson have been watching the clouds roll by for so long that we believe the old song of that title should be adopted as our theme song.

Our personnel, in case you have forgotten: Arlington B. Corey, our newest recruit, formerly with the Michigan Bell Telephone Company; Albert W. Phelps, a local boy who likes airplanes; Robt. D. Baughman, a 7-year man with TWA, and Harry Davis, also a 7-year man. All licensed radio operators and weather observers. Wm. "Bill" Hinneburg was transferred to Camden in August, and reports that he likes to get back to civilization for a change.

Life at Cresson is not without its bright moments, as is attested by Bob Baughman. After repeatedly being thanked by various people and getting his name into print, Bob has adopted a definite mechanism. He's going around mumbling in his whiskers, "Gnats! eet wass noddings! Dess ess a free contree, hah?"

Vacations are over, and we're settling down for a long, hard winter. We learned plenty about TWA, and more than plenty about the way the traffic department is selling tickets. Every one of us cooled our heels at various stations singing "The Spade's Lament." Thanks to the efforts of Mr. Walker's bright young men. Despite our enforced layovers, we all had a good time; Bob Baughman and Albert Phelps had quite a time of it. Albert and his wife got to Los Angeles in time to enjoy some sunshine, Bob and his family visited Kansas City and the middle west. Harry Davis had better luck and spent two weeks with his frau chasing up and down California, gaping at the San Francisco bridges and watching the air races at Los Angeles.

Pilots flying over Cresson "on top" are requested to have a heart this winter. Last winter some of the boys called in and asked us to go out and listen for them. (This, when the temperature was 22 below zero). After listening vainly in the howling gale, we returned with frostbitten faces to report that we could not hear them. "Oh, that's all right," the reply came, "we were about 25 miles north of you anyway." . . . Grrrr.

Voice on the telephone last week: "Say, who's the pilot who rolls his r's so much when reporting position?" Upon being informed, said voice went on, "Give me his name and address . . . I'm studying Span-

Continued col. 1 page 14

We Go A-Hunting for Antelope

Being an Unabridged Account of an Expedition into the Wilds of New Mexico by A. D. Smith & Company

(Editor's note: If it isn't one thing, it seems, it's something else. Just having passed safely through the fishing season with all its stories, pictures and books, *The Skyliner* settles back in comfort only to discover that the hunting season is upon us and our Nimrods again are at work. The following account of an antelope hunt was written by A. D. Smith, division superintendent at Albuquerque, who admits he bagged an antelope by shooting him where he sits—or sat).

Dear Swede:

Following is rather brief account of antelope hunt few days ago in which two of our most notorious gunmen participated. The third offender in this case was our good friend and all-around sportsman of Albuquerque, C. O. Breece. The first two mentioned require no introduction as their history and records are on file with the company and all police departments.

This trio made tracks for the Flying "H" Ranch, 100 miles southwest of Roswell, New Mexico, the afternoon of October 7, and, when the mess gong sounded while it was yet dark on the morning of October 8, we were lined up for our sow bosom and beans raring to go places, where, as we had been told, some 1500



head of these prong-horns might be found roaming over a small calf pasture comprising 130,000 acres rolling prairie land.

Aside from the fact that "Chalky" Breece snored all night in manner to do credit to any outraged bull, we enjoyed hospitality and good bed at the Flying "H" Ranch and were naturally primed to do bodily harm to any unsuspecting creature, regardless. We had been cautioned regarding attitude of the management and the fact that we would be expected to pay cash on the barrel-head for any and all domestic stock which might fall under our

deadly fire; sheep, cows and horses included.

Hunting season opened at 6:15 a. m. At 6:30 a. m. we were far away and over the hills with one buck antelope down and ready for the pot. With no thought of bragging (rather a confession) this first one fell to the fire of your old side-kick, the undersigned. Just how many times I fired and missed is my own personal affair and I refuse to answer. Anyway, I shot him smack in the pants.

I returned to the ranch immediately for pack-horse, and, before I could get that cayouse saddled and bridled, "Chalky" arrives with the information that he, too, has antelope down over in the same canyon with mine. We proceeded to bring these in and left Earl Fleet roaming the hills with blood in both eyes and his gun at the ready, bayonet charge.

At dinner that first evening, Earl was in no mood for conversation, but it developed that he had fired some thirty rounds of ammunition and was then debating as to whether his remaining seventy rounds would be adequate for the job. By some oversight Earl took with him only one hundred cartridges.

"Chalky" Breece snored all night, again, but we with our blisters and joy of the chase were immune to this. Earl was up and away with the dawn and with a determination to bring in meat. About lunch time Earl came dragging in with the most dejected look; foot-sore and weary.

In the afternoon Earl arranged for "hay burner" transportation and proceeded to farthest corner of the ranch where up to this time but little shooting had been done. We have only his story for this but he states positively and emphatically that, after missing a perfectly good standing shot he connected when this big buck was traveling under 90 per cent of power and headed for the open spaces down below the Rio Grande. Anyway, Earl came in about dark with the best buck antelope taken out of that area. Horns measured $17\frac{3}{8}$ inches from base to tip and with 14-inch spread. When dressed, it amounted to 135 pounds.

The pictures show this trio with their "meat." That long strip under brim of my hat which resembles runway is nothing of the sort. Just an old pate that has



come in for plenty hard knocks and can still take it.

Go ahead with your dirty cracks. Regards, "A. D."

SHIFTING ABOUT

Several personnel changes have occurred on the eastern region in the past month. Among those are D. D. Burson and Steven Benya, mechanics, who were transferred from Kansas City to Newark. Vincent J. Scott of Newark and Douglas Kline of Camden exchanged places as members of the maintenance department. J. C. Wilson, M. J. Sulzen and D. W. Brown of the Kansas City maintenance base have been transferred to Chicago. E. H. Doty, mechanic at Winslow, now is located at Pittsburgh. Duke Hillias, Kansas City passenger agent is in Columbus acting as relief agent for Dan Phillips who is convalescing from an appendicitis operation. C. R. Jones of the radio department moved from Kansas City to Chicago. Alfred A. Carlson, radio operator at Chicago now is doing relief duty in the eastern region. W. R. Hinnegurb, radio operator at Cresson has moved to Camden and is being replaced at Cresson by A. B. Corey.

MORE EFFICIENCY

Since the western terminus of Transcontinental & Western Air, Inc., has been moved to the Union Air Terminal at Burbank, California, operations and traffic officials claim a decided improvement in service.

MERCY! AND IT HAD TO BE THE PAYMASTER!

Rusty Robbins, paymaster for Transcontinental & Western Air, Inc., received the cold shoulder the other morning when he tried to be a good samaritan and give one of our new employees in the accounting department, Edith Wey, a lift from Linwood Boulevard to the airport. The conversation went something like this:

"Are you going to work?"

"Yes, but not with you!" announced Miss Wey who turned up her Oklahoma nose at this hospitality from an apparent stranger.

Imagine her embarrassment when she arrived at work and recognized Rusty on the other side of the partition in the office as the stranger who had offered her a lift.

STAKING CLAIMS

Bob Zimmerman, of the engineering department and his bride of a month, formerly Augusta Austin, are out in the wilds of Arizona staking out corners on the Red Lake and Cherokee emergency fields. This territory is known for being great "dear" country.

OUR VICE-PRESIDENT, OPERATIONS

Continued from page 3

as president, Mr. Richter, vice-president and general manager, and Mr. Hamilton as superintendent of maintenance.

The Aero Corporation formed by these three, conducted a general flying and aviation service with Messrs. Frye and Richter doing the piloting and student instructing while Mr. Hamilton supervised the mechanical upkeep of the equipment. Student instruction, passenger flying, aerial photography, forest patrol and airline operations were some of the activities of this company. It is interesting to note how each of these executives retains the respective capacity each held more than ten years ago in the small company started by them and which is one of the predecessor companies of TWA.

Mr. Richter can trade places with any captain or first officer in the TWA flying personnel and fly a schedule as well as any of them. As a matter of fact, his chief hobby is keeping up all of his licenses that permit him to perform the duties of anyone of his personnel. He holds a lieutenant's commission in the Naval aviation reserve and polishes off occasionally by piloting one of the fast combat or pursuit planes at a Naval air reserve base.

Many executives in other lines of business and industry have that calm assurance and friendliness that is so pronounced in Paul Richter but very few have these qualities supplemented with the sincerity and welfare at heart of each of his employees that is characteristic of TWA's vice-president in charge of operations.

Air Freight Service

General Air Freight Starts Operations Between New York and Chicago

AIR freight service utilizing special planes equipped as "flying box cars" was inaugurated October 19 by Transcontinental & Western Air, Inc., between New York and Chicago.

Operating under the name General Air Freight, multi-motored, all-metal airplanes with a payload capacity of 3500 pounds, are used to start this innovation in transportation. At first the operations will be conducted on the TWA line between New York and Chicago with intermediate stops at Philadelphia, Pittsburgh, Columbus and Indianapolis. It is expected the service will be extended from Chicago to the West coast in the near future.

Midnight to dawn service is being operated in each direction with departures from New York and Chicago late at night and arriving at the other terminal before the opening of business.

The assignment of special equipment to the transportation of air freight in no way conflicts with the operation of the TWA regular air express service. The latter, operated under the name of General Air Express continues and, of course, commands a higher rate than the air freight, as the express consignments are carried from coast to coast on the regular TWA Skyliners, with frequent departures flown on the world's fastest schedules.

A recent survey conducted by TWA in which more than 50,000 concerns were interviewed concerning the demand for air freight service, is credited with the decision to inaugurate the service. The results of this survey clearly indicated that there is a great demand for lower rates for the transportation of merchandise by air.

Rates for the new air freight service have been reduced as much as 57 per cent from the regular tariffs charged for air express. The rate between New York or Philadelphia and Chicago is \$12.00 per hundred pounds as against the air express rate of \$28.00 per hundred; between Pittsburgh and New York, \$6.00 per hundred and between Chicago and Pittsburgh, \$8.00 per hundred. The rates from Philadelphia to the other points named are the same as from New York.

MINSER MERELY MOVES

Several changes have been put into effect in the Kansas City weather and dispatcher offices. Edward Minser, chief meteorologist, has given up his small office and now has his desk where the dispatcher formerly held forth. The dispatcher's desk has been relocated in the radio room. The rearrangement has improved working conditions and effected a general efficiency in the work of both departments.

THURSTON GENTRY RECENTLY MADE ANOTHER TRIP OVER THE TWA SYSTEM



Looking Backward

Interesting History of the Air Is Disclosed in Our Ten-Year Album

MUCH altitude has been gained, higher speeds attained and performance improved remarkably in the past ten years. In looking through the pages of our 10-year album we find many interesting accounts of happenings in this industry a decade ago, many of which pertain to the doings at that time of some of our own TWA officers and executives.

On the first page we find an account of the "Round-the-Southland" dash which started from Clover Field, Santa Monica, California. Paul E. Richter, TWA vice-president, operations, won first place in the civilian race for planes of 110 h. p. His time was 100 minutes and 29 seconds for the 100 miles.

The Pacific Air Transport Company opened its Los Angeles-Seattle air mail service on September 15, 1926. The distance is 1099 miles, then, the longest contract air mail route. Fourteen hours were required to fly the mail over the slightly more than 1000-mile route from Los Angeles to Seattle. The postage rate was 15 cents an ounce or fraction thereof.

Through the courtesy of Frederick "Doc" Whitney, the September 1926 issue of *Aero Digest* was delivered to the airports in Southern California in one of his Waco planes.

The Miami-Jacksonville-Atlanta air mail service was inaugurated on September 15, 1926, a route of 815 miles.

National Air Transport, which began operations on May 12, 1926, had completed its first three months of operations as a mail line with an average of nearly 300 pounds of mail a day transported over its Texas-Chicago route. Simultaneously with the closing of this first quarter-year of operations, NAT president, Colonel Paul Henderson recommended to his board of directors that passenger service should be inaugurated over the line.

Major General John F. O'Ryan was elected to succeed W. Irving Bullard as president of Colonial Air Transport, Inc., which operated between New York, Hartford, and Boston. J. T. Trippe, former managing director, who was instrumental in organizing and developing Colonial Air Transport was made vice-president. (Mr. Trippe now is president of the Pan American Airways System).

Sheriff William I. Traeger of Los Angeles County recognized the need for an air

squadron and selected five Southern California pilots to act as deputy air sheriffs. The deputy's oath was administered to Paul E. Richter, Jack Frye, Walter A. Hamilton, Lee Willey and Monte Edwards. The new deputies then took off in formation, and, with the Eaglerock leading, executed several maneuvers demonstrating how they expected to pursue and apprehend fugitives and aid other deputies pursuing by automobile. (How're you doin' sheriff?)

Art Goebel took off in his Jenny and lost a wheel shortly after leaving the ground. Gladys Ingles picked up the wheel and climbed into Jack Frye's plane for a dashing pursuit. In mid-air, Miss Ingles changed planes, with the heavy wheel strapped to her back. She climbed down to the landing gear of Goebel's plane and replaced the missing wheel.

The Josephine Ford, Byrd's North Pole plane, started on a 7,000-mile tour of the United States, primarily as a demonstration of the reliability and safety of commercial flying. Floyd Bennett piloted the plane on the tour which was arranged and financed by the Daniel Guggenheim Fund for the Promotion of Aeronautics. When the Josephine Ford arrived at Clover Field, Santa Monica, California, on November 7, an air meet was sponsored by the California Petroleum Corporation in honor of the occasion.

The elimination trial for a West Coast altitude record for planes of 100 horsepower was the major event of the air meet and started with six entries; Paul E. Richter in his Alexander Eaglerock; Art Burns in a Waco; Jack Frye in a Thunderbird; Eddie Bellande in a Travel Air; and Burdette Fuller in a Swallow. The three to qualify for the trial were Richter, Burns and Frye.

Richter, piloting the Eaglerock, climbed to a height of 17,846 feet, establishing a record for planes of 100 horsepower or less, and the first official record for the West Coast for any plane. Art Burns in the Waco and Jack Frye in the Thunderbird placed second and third, reaching 15,878 feet, and 13,284 feet respectively.

The Calpet Trophy for first prize was presented to Richter by Mrs. Jacques Vinmont, wife of the California Petroleum Corporation's president. All qualifying entrants were supposed to use Calpet gasoline on their flights. (Richter won first place ostensibly with the fuel but after the trophy had been presented he admitted having filled up with Union gasoline before

leaving his base field and had won the race with a competitor's fuel).

The Japanese Government decorated the round-the-world fliers. Lieutenant Lowell H. Smith, Lieutenant Leslie P. Arnold and Lieutenant Henry H. Ogden were awarded the Order of the Sacred Treasure, while Lieutenant Leigh Wade, Eric H. Nelson, and John Harding, Jr., received the Order of the Rising Sun.

Following is an account of Kansas City aviation news by Terence Vincent which appeared in the *Aero Digest* ten years ago.

"A permanent airport for Kansas City will result soon, when ambitions of the Chamber of Commerce and the Kansas City Aeronautical Association come true. A meeting of the board of governors of the K. C. A. A. was addressed recently by Lou Holland, president of the Chamber of Commerce.

"Eventually we may get a municipal air-drome a mile square but at present we must get the best available field and get it into first class condition with lights," Mr. Holland said.

Ten years ago Captain E. V. Rickenbacker, now general manager of Eastern Air Lines, announced the new 60-horsepower engine designed by himself and Glenn D. Angle, formerly in charge of the engine section at McCook Field. The engine weighed three pounds to the horsepower and at the time was considered quite an advancement in engine design and efficiency.

In November, 1926, the city council of Los Angeles appointed a special committee to make inquiry into the advisability of establishing a municipal airport at Los Angeles.

Elmer A. Sperry, vice-chairman of the Engineering Foundation, was awarded the John Fritz gold medal for 1926 in recognition of his "development of the gyro-compass and the application of the gyroscope."

The formal presentation was made on the evening of December 7, 1926, at the Engineering Auditorium, New York. It was made in connection with the annual meeting of the American Society of Mechanical Engineers, at which Charles M. Schwab was inaugurated as president.

(Actually, this amounts to early history of gyro pilots now in use on all TWA Skyliners, since the mechanical piloting device is a direct descendant of the "application of the gyroscope.")

KEEPING UP WITH THE SECRETARIES

LESTER J. SHOLTY, former secretary to J. B. Walker, vice-president in charge of traffic, now is assistant to John B. Molitor, superintendent of passenger service, and

CONSTANCE HASLAM ("Jimmie" to most of us) former secretary to Harris W. Beck, New York, now is secretary to Mr. Walker, and

MARJORIE CORBIN, former secretary to George Cussen, Los Angeles, now is secretary to Mr. Beck, and

FAITH WILLIAMS, is the new secretary to Mr. Cussen.

That was as far as they had gone when *The Skyliner* went to press.

Taxi Please!

Captain Harry E. Campbell Operates a "Cab Line" at Albuquerque—and How!

Some pilots, such as Howard Hall, turn to dry farming as an avocation. Harold "Dutch" Holloway, spends his spare time searching the earth's innards for gold. But Harry Campbell appears to be making greater strides than any of his colleagues by operating a rapidly growing automobile rental business on the side.

It all started by his being handed the responsibility of making the collections and managing the affairs of the pilots' car at Albuquerque. The job was handed

down to him by L. J. Chiappino, whose other activities and kindness of heart prevented him from being an agency type collector when pay day came around. Little did he realize at the time that he was giving the task to an A-1 collector (ask the pilots who use the community car at Albuquerque) and starting Harry Campbell off on a paying business.

When Harry arrived at Albuquerque on his schedules, he supervised the policy of using the car and looked after its repairs and storage. Most important, he laid down the law as far as collections were concerned. So successful was his work in this venture that in a short while, he was able to buy the pilots a new car and had money left over.

Requests on the part of some pilots to use the car for evening use and pleasure trips brought down a clamor of emphasized "NO" from Harry who clamped the lid down tighter by declaring a \$5 fine on any one who used the car for any transportation other than to and from the airport as scheduled.

To meet the miscellaneous demand for car rental, Harry bought a Packard sedan for the start of his rental business. While the pilot's car is used only for crew transportation between the airport and the hotel, the sedan is rented by Harry to those wanting a car for personal pleasure.

The business is going fine and nary a pilot escapes Harry's clutches when time comes to pay up the pro-rated fee from each pilot whose run ends at Albuquerque and who uses the community transportation car.

Harry says that a transfer to the eastern region wouldn't bother him because he had the foresight to have a business on wheels. He laughed about some of the others in the dry farming and mining business who would be confronted with the transfer problem.

Harry's ability in the one car business may be a shadow cast before him but who can tell . . . didn't Walter P. Chrysler start with one car?

★

(Hot off the griddle: Since the foregoing was written by Fred L. Hattoom, Captain and Mrs. Campbell have announced the arrival of a 7½ pound son. Foxy Campbell offered cigars with one hand and with the other he offered a dime bank, intended to receive contributions for the baby's bank account.)

"I KIN REMEMBER WHEN WE'D SQUINT UP AT THE SUN TO TELL THE TIME O'DAY, BUT NOW WE TELL IT FROM THE TWA SKYLINERS PASSIN' OVER!"



(Drawn for the TWA SKYLINER by Jack Abshteyz, member of the Art Staff of the Kansas City Star)

ALONG THE LINE

Continued from page 9

ish and I'd like to learn how to 'rrrr' like that." Speak up, someone.

"From Tinker to Evers to Chance" has long been a synonym for teamwork in the athletic world, ever since the famous triple play in the early days of baseball.

A very close parallel, though of a slightly different nature, occurred at Cresson this summer. Pilot Les Munger, on TWA Flight 5 of August 21, reported to Cresson at 6:57 p. m.

"Approximately 15 miles south of Cresson, passing north of a moderate thunderstorm, lightning in all directions; there is a forest fire below, azimuth angle approximately 200 degrees from Cresson."

Bob Baughman, TWA radio operator on duty at Cresson, acknowledged this information, and called the local telephone operator on duty, Miss Gertrude Hertzog. Miss Hertzog in turn called the local fire warden, C. W. Lowery, located at Lilly, Pa., a town 4 miles south of Cresson. Gathering his men, Mr. Lowery rushed to the scene of the fire over eight miles of backwoods roads. Two and a half hours after it was first reported by Pilot Munger, the fire was out, and the men returned to their homes.

L. D. Cameron, District Forest Inspector for the state of Pennsylvania, located at Johnstown, Pa., recently called at Cresson to express his thanks and the appreciation of the state for the assistance rendered by the pilot, the TWA radio operator, and the telephone operator. Said Mr. Cameron, "But for the accurate information given by Pilot Munger, and the quick thinking of Mr. Baughman and Miss Hertzog, our men could not have gone into action as rapidly as they did; the resulting fire might have been much larger and the loss much greater. I wish to extend the thanks of the Pennsylvania Forest Service to these people, and express our appreciation to TWA for the service rendered the state by their employees."

ST. LOUIS

By OLE MAY

Of course, you have the story from C. E. Fleming regarding our new lobby sign wherein we were unable to secure authority for expenditure but an "Act of God" intervened and now we are proud of the fact that we have a brand new sand blast TWA insignia sign hanging over the door into the lobby. Particulars regarding this little episode can be secured from Mr. Fleming.

At this time, Warren Erickson is on his vacation, also Stanley Hamilton. Of course you all know Mr. Erickson is our station manager and Hamilton is radio man and passenger agent. T. M. Needham is furnishing relief during this period.

Larry Ulm, along with his wife, traveled to California with TWA on their

vacation. This was their first trip by air and they report a wonderful time was had by all and are now singing the praises of TWA, their ships, route and the Grand Canyon.

St. Louis visitors for the past month were John Schlegel of Pan-American Airways; Mr. and Mrs. Bill Ostrander of Albuquerque; Edward Tappe of Pittsburgh; Mr. and Mrs. Lowry of Kansas City; John B. Walker, vice-president, traffic, who spent two hours with us; and other personalities too numerous to mention.

We might say at this time that Pittsburgh is not solely entitled to the phrase "Thou shall not pass" as our records indicate that Mrs. "Pittsburgh" McCollum and her daughter were removed in St. Louis account payload factor. We wish to serve notice at this time that our business is going forward in leaps and bounds and we feel that Pittsburgh is just a shade behind us. (Hi Mac!)

The Passenger Agents' convention for the year 1937 is going to be held in St. Louis and C. H. Fredricksen is busy on the entertainment committee arranging for all pertinent details. Chuck recently was elected first vice-president of the St. Louis organization.

Amiable relationship is maintained with the Chicago & Southern at this station and connecting line business from the C. & S. is really showing tremendous increases as their agents in New Orleans, Jackson and Memphis are sending on an average of two passengers a day from the south to connect with TWA to some point along our line of operation. The staff of the C. & S. in this office is: Joe Letzkus, district traffic manager; Jim Malone, agents representative, and Miss Marjorie Williamson, secretary.

WHAT! MORE TWINS?

Betty Baker, former member of the accounting department who was married last year to Serle Mulvaney of Kansas City, was the mother last month of twin boys, Mr. Mulvaney is superintendent of the East Side Industrial Hospital.

THAT STORK FELLER AGAIN

A. J. Donahue,
TWA, 1148 Lincoln Bldg.
New York.

Louise and daughter doing nicely.
Frank.

"Frank" is Frank Macklin of Washington traffic. "Louise" is Mrs. Macklin, "Daughter" is something new in the Macklin family. It happened October 8.

AIR EXPRESS IS PICKING UP AND DELIVERING THESE DAYS



A few short weeks ago, A. Martin Logan (Marty to you), our express manager at Philadelphia, got together with James P. Clark, president of Horlacher Delivery Service and worked out what is reputed to be one of the finest pickup and delivery services on any form of merchandise transportation in the world. Covering nine states with a fleet of one hundred and fifteen beautiful trucks, Horlacher Delivery Service, under "Jim" Clark's masterful guidance has become the largest unit in the National Film Carriers Association. Motion picture films must be transported

from point to point, out of various distributing centers throughout the country, with great speed due to the schedules worked out by the exhibitors. So the setup fits right in with our express business, particularly in cities and towns without regular air line stops. To give some idea what a boon this new deal will mean to shippers off our "beaten track," a shipper in Scranton, Pa., can turn over to Horlacher, in the late afternoon, an air express shipment consigned to almost any point on the Pacific coast and have said shipment delivered the following evening.

The Art of Flying and Its Leading Artist

Perhaps You Are Not Aware That Paul Bunyan Once Flew for TWA, Yet the Skyliner Has Uncovered "Evidence" That This Greatest of All Men Once Was the Entire Pilot Staff of the Line

(Editor's note: The following story was written by John D. Graves, pilot of flights and of flights of fancy; flight dispatcher; head man of all The Flying Beans, and author extraordinary. Because of the length of Mr. Grave's disclosures in connection with the flying of Paul Bunyan for TWA, it is essential to arrange this evidence in serial form. Therefore, if we leave Paul hanging up there this month, don't worry. We'll get him down in the next issue if we have to shoot him.)

FLYING is an art,"—This statement is heard often. There are those who claim it is not, yet from the pure definition of the word, "art," viz; practical application of knowledge or natural ability; skill; dexterity; power; one cannot gainsay the fact that Flying IS an art, and claims its legions of artists good and mediocre. There was one whose deeds have been chronicled, but who in flying, was the greatest artist of them all. I will tell you about him. His name was Paul Bunyan.

You have all heard of the Great Paul Bunyan, the man who invented logging. How he, with the aid of his Blue Ox, logged off the whole state of South Dakota in one winter and never left a stump. He drove them all in the ground with a pile driver. That's why you never see a stump in South Dakota. How Paul operated his camp on The Big Onion the winter of the Blue Snow, and drove his logs in the Twin Rivers upstream. How Paul's seven axe-men worked four 8-hour shifts a day and the ring of their axes was heard from the Canadian border as far south as New Orleans. How Paul, in search of new timber, threw a line around Vancouver Island and hitched the Blue Ox to it. The Ox had just jarred it loose when the Canadian Government caught him. How Paul's one hundred cooks and little chore boy worked day and night making hot cakes for the great crew on the Big Onion.

This is all history, but it has not been told how Paul tired of logging, because donkey engines and other machinery came into the other camps and Paul grew disgusted with the puny efforts of other men. There was no competition for him. He himself could fell more timber in one day with his huge double bitted axe hung on a rope, than all the other log outfits together could do in a week with many crews and machinery.

And so Paul Bunyan set out to find new worlds to conquer. At that time Flying was being invented, Paul was a little ashamed he had not invented Flying himself, but decided it had possibilities and became determined to develop it. He looked about and convinced himself that the Army was a good place to train, so he went to Omaha to take his flight physical and join the Army. The flight surgeons were amazed

at his physique. He was a large man you know. He measured two axe handles and a plug of tobacco across the shoulders. They passed him one hundred per cent until they came to his eyes. His vision was too good, he could see from Omaha to Mexico City with one eye closed, and they said that was dangerous, he might undershoot a field some day. Then Paul agreed to wear black glasses to cut his vision down, if they would pass him. They did, and Paul reported for training.

The first day at the training base Paul wedged himself alone in a bomber; he was too big to get in any other ship. There was no room for the instructor, so Paul took off alone to solo himself. He climbed to the service ceiling, the service ceiling was clear and unlimited that day, and stayed up there for two days. When he came down he told the instructor he was ready for his final check. He had done everything in the book and added three new chapters. They sent the "final check" pilot up in a pursuit ship to fly along side of Paul and check him out. This check pilot tried to follow the bomber, but Paul did so many new maneuvers that the other man could not stay with him and had to give up. So they graduated Bunyan, gave him his wings and sent him out to a tactical unit.

Paul's first dog fight with a camera gun was an epic. He drove the other ships to earth and did so many tight loops and vertical banks, that when they developed his films, he had a whole reel of pictures of his own tail section. One day he went out to practice eights around pylons and used the north and south poles for pylons. He made so many eights he contracted eight fevers. When he landed he lit on one end of the field and did figure eight ground loops all the way up to the hangar. The operations officer asked him to please try and come straight in to the hangar next time and not waste so much time and fuel taxiing. So the next time Paul came in for a landing, he flew straight into the hangar and landed on the service rack. When they told him to circle the field before landing, he landed out of a loop. This did not please the commanding officer and Paul was brought up on the carpet. Paul explained that they did not tell him how to circle

horizontally, so the next time, he landed in one corner of the field and put his ship in the world's record groundloop which took in the entire airdrome. That was his idea of circling the field. Paul was very headstrong. He was used to being boss, and insisted in doing things his own way.

Paul was so good that the Army could not keep up with him. There was little left for him to do in the service, so he resigned and went into the commercial world. Air-mail seemed to be the most promising angle of commercial flying and Paul decided to apply for a job as a Mail Pilot. He sized up all the mail operators and decided TWA was the crack outfit and applied to Jack Frye for a job. Jack Frye was in charge of Operations for TWA at that time, and said he could use a good man, but had no mail ships that Paul could get into.

This was indeed a drawback, but Paul Bunyan's inventive genius came to the fore and he built his own ship. He called it the "Bunyan Fore and Aft," it had a propeller on both ends and could fly in either direction without having to make a turn. The ship had a swivel chair in the cockpit and was an excellent bad weather ship. On approaching bad weather, Paul would spin his swivel chair around and fly backwards. In this way he always had the bad weather behind him. He had no gasoline engine but used a big spring instead. This great spring was wound up by the Blue Ox and one winding was good for one hundred hours. Of course, this did away with engine maintenance. The "Fore and Aft" was fully equipped with tail winds, fog dissipators and three point landings. He didn't use the Artificial Horizon because it failed to work in inverted flight and Paul did most of his flying upside down, so he installed a reserve supply of Natural Horizons, and had ample to draw on in bad weather. As a matter of fact all flight instruments were a source of worry to Paul. He used a two-way plumb bob almost entirely. This plumb bob never froze up and worked equally well straight up or upside down. He investigated the retractable gear and turned it down as being too hard to let down and pull up and too likely to collapse upon landing. Instead he invented the "Bunyan Landing and Take-off Gear Maker." This was a light machine for making landing gears in flight. When he took off he dropped his gear, and upon landing turned on the Landing Gear Maker and formed a new one, light and strong enough for one landing.

To be continued

The TWA-Navy Squadron In Action



This collection of pictures of what has come to be known as "The TWA-Navy Squadron" was taken by Bill Judd, secretary to D. W. Tomlinson who is assistant to Paul E. Richter, vice-president of TWA in charge of operations. As a lieutenant commander, Tomlinson is commanding officer of the squadron of which Judd also is a member. The squadron, which is based at Fairfax Airport, Kansas City, Kansas, recently was awarded the Noel Davis trophy as the most efficient naval aviation reserve squadron in the United States. Its flight personnel is composed entirely of TWA captains and first officers, while almost all of its enlisted personnel also are employed by TWA.