

PLANE TALK



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CONSTRUCTION PROGRESS

CONSTRUCTION progress along the route of Transcontinental Air Transport, Inc., has now reached the point where photographs indicate the results of months of effort by numerous crews of workmen and engineers.

Port Columbus

THE most evident results of the construction work are at Port Columbus, eastern terminal of TAT, where three agencies, the city itself, the Pennsylvania railroad and TAT have combined to transform a mere level field into a modern air and rail terminal. As shown in the photographs on page two, the passenger station being built by the city is almost completed and will be but a few steps from the railroad station being built by the Pennsylvania.

The Pennsylvania station at Port Columbus is of interest in that it is the first instance in the world where a railroad has erected a passenger station at an airport and arranged for its trains to make regular stops at the station.

The municipal station will be constructed of cream colored brick and will be two stories in height. The first floor will be occupied by waiting rooms, a restaurant, newstands, and rest rooms. On the second floor will be the field office of TAT, quarters and rest rooms for pilots and an observation tower for the field director.

The frame work of the TAT hangar,



HERE is the man on whose shoulders fall the multitude of construction details that must be completed before TAT begins its operations. He is Mr. J. V. Magee, vice-president in charge of the General Offices in St. Louis.

Mr. Magee, a chemical engineer by education, entered aviation in 1922, when, as special assistant to the Postmaster General, he undertook the task of lighting the transcontinental airway between Chicago and Cheyenne, Wyoming, for night flying with the mail. He completed the job in 1925.

In 1924 Mr. Magee was assigned by the Postmaster General to make a survey of a proposed air mail route between the United States and South America. The route which he suggested at the completion of the survey has been adopted and Colonel Charles A. Lindbergh recently flew the first mail over the Pan-American route. Mr. Magee more recently was manager of the aviation department of the DuPont company.

His particular job in TAT is, in his own words, "to get the line operating and keep it running."

120 feet by 220 feet, and constructed entirely of steel is also shown in the photographs. The shell of the hangar will be of light colored brick to harmonize with the passenger station. The hangar architecture likewise will harmonize with that of the station. Both passenger stations and the hangar will be ready for use sometime before actual operations begin.

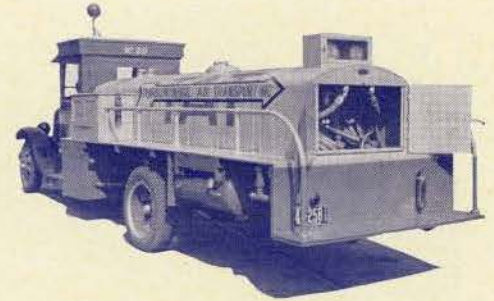
The airport itself is being drained and leveled and two runways, each 100 feet wide, are nearing completion.

Eastern Division

PROGRESS has been equally rapid at other cities on the eastern division of the line although it is not so evident to the casual visitor as at Columbus. At Indianapolis, for example, a deep ditch which traversed Stout field has been filled to make possible a very long runway in the direction of the prevailing wind. The passenger station, radio facilities and lighting equipment will be complete some time before July 1. At Kansas City, progress has been delayed by unusually heavy rains. The municipal field which will be the site of TAT operations there, has largely been cleared of trees to make possible a runway 6,000 feet long. Construction on the elaborately equipped passenger station to be erected by the city has been contracted for and will be ready by June 1. Some of the radio and tele-type apparatus is available for use at



(Left) The municipal passenger station at Port Columbus, two stories high and of light faced brick, will have a complete waiting room, restaurant, newstands, ticket offices and on the second floor, the TAT field office, pilots' rest-rooms and a tower for the field director. It will be completed before July 1.



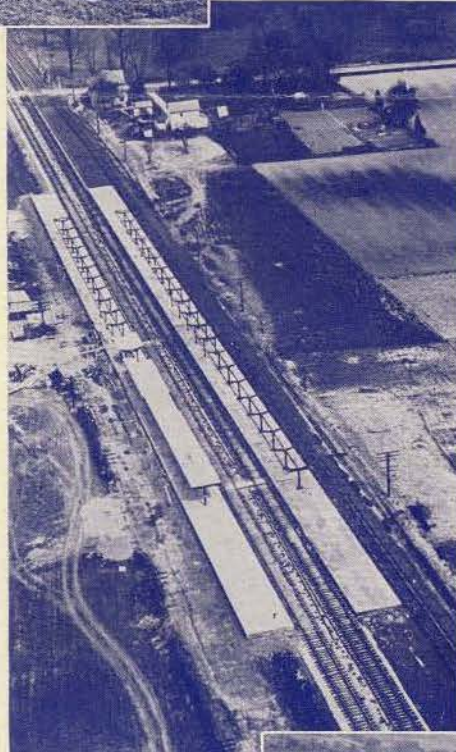
One of these fuel trucks, capable of pumping sixty gallons of gasoline a minute into the tanks of a plane, will be stationed at each TAT airport. The planes can be refueled from the truck in less than five minutes.

once; the balance will be ready by June 15.

At Wichita temporary quarters will be available in one end of the hangar as early as June 1. Completion of other details, including passenger station, radio, tele-type and weather bureau facilities is expected by June 15.



Beacon lights placed at regular intervals along the TAT airway, and at airports, for the guidance of pilots at night, will be erected on towers such as this one.



The Pennsylvania railroad passenger station at Port Columbus, (shown above) is the first of its kind in the world. Passengers transfer between plane and train directly at the airport. At the right is an aerial photograph of Port Columbus showing the locations of the municipal station, the TAT hangar and the Pennsylvania station.



weight of the giant multimotored planes which will taxi over them. All construction work is expected to be complete by June 15.

In the photographs on page three, all of which were taken about April 1 is shown some of the activity on the western division. The group of workmen around the work shanty in the Waynoka photograph, has virtually completed the runways there. The broad runway is shown toward the background of the photograph. The framework of the standard hangar at Clovis stands completed and ready for its sheet metal covering.

Western Division

ON THE western division at airports owned by the Company, engineers have determined from exhaustive tests the most effective oil treatment for the soil to provide hard surfaced runways which will shed water rapidly and withstand the

The Kingman photograph, taken from the air indicates clearly the preparations necessary for the oil treatment. The runway is furrowed repeatedly, and after each operation, oil is applied and allowed to settle. When rolled level the runway is waterproof and entirely clear of the



The group of men in the center of the photograph is the crew of engineers and workmen preparing the airport at Waynoka, Okla., for the use of the multimotored TAT planes. The wide runway is shown in the background.



Each airport is furrowed repeatedly and the soil subjected to an intensive oil treatment which makes the runways water-proof and removes the dust annoyance. The photograph is of the furrowed runways at Kingman, Ariz.

dust which is often a source of annoyance. Between a gallon and two and a half gallons of oil are used per square yard of surface.

In the center of the photographic group is a tractor, typical of the kind used on these western fields.

Other construction work not shown in the photographs includes the erection of radio towers about one half mile from each airport, erection of beacon light towers at the airports and along the airway, and preparations for the installation of the tele-type equipment. A photograph of one of the beacon towers appears on another page. Weather bureau instruments have been installed at some of the airports and observation stations.



A tractor at work on the runways at Winslow, Ariz.

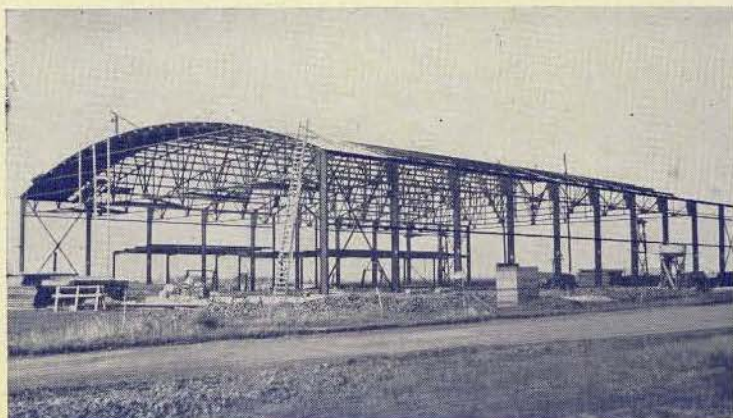


This passenger station at Albuquerque, N. M., is done in the old Spanish style of architecture familiar to the region. It is one story of tile and stucco. In one wing are the waiting rooms, newstands and restrooms. The other wing is occupied by TAT offices.

Passenger Stations

PASSENGER stations containing waiting rooms, restrooms and other conveniences are being erected at each airport, the photograph of the one at Albuquerque being shown here as typical of TAT stations on the western division.

The station will be located at the corner of the airport near the other buildings shown in the aerial photograph of the Albuquerque airport. The five runways shown in this photograph all have been treated with oil to provide the hard, water-proof surface necessary and to remove the dust. The East and West runway, shown at the left in the photograph, is being extended to exceed 3,000 feet.



The steel framework of the TAT hangar at Clovis is shown here completed and ready for its covering of sheet metal. The hangar is 120 feet by 220 feet and owned by the Company.



An aerial photograph of the TAT airport at Albuquerque showing manner of laying out runways to permit a take-off in any direction depending upon the wind direction.

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Trucks

GASOLINE trucks designed especially for fueling TAT planes during the fifteen minute stops have been completed and

are now being driven overland to the various ports. The truck includes a pumping unit which will deliver 60 gallons of gasoline a minute into the wing tanks of the huge planes. A photograph of one of the trucks is shown on page two.

Although it now appears that the line will be ready for operation by July 1 at the latest, everyone connected with the Company is mindful of the word of Mr. C. M. Keys, president of TAT, that operations must not begin until "the day we are properly ready."

BINDERS FOR PLANE TALK

Loose-leaf binders of semi-flexible black imitation grain leather, equipped with rods for preserving a file of 24 issues of PLANE TALK and stamped individually in gold with the owner's name and the title "PLANE TALK," may be obtained through the Traffic Department of TAT, Syndicate Trust Bldg., St. Louis, Mo., at cost, \$3.25 each, postpaid. Check or money order should accompany the request, and the individual name should be typewritten or legibly printed. Requests should be received by the Traffic Department before June 25, and reasonable time allowed after ordering for manufacture of the binders.

PROGRESS CHART

SOME conception of the progress made by TAT since February, when the Progress Chart was first published in PLANE TALK, can be gained by comparing that first chart with the one below indicating the status on May 15.

The areas in solid black represent work completed. Areas cross hatched indicate work undertaken by municipalities or private airport operators. When this work is completed

the areas will be shown in solid black. The few remaining areas in white indicate work necessary but not completed. When all the units can be shown in solid black TAT will begin its operations.

