

TAT
TRANSCONTINENTAL AIR TRANSPORT, INC.

PLANE TALK



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PILOT PERSONNEL

PILOT personnel of Transcontinental Air Transport, Inc., has been chosen, and, following a week's meeting in St. Louis where all pilots were given final instructions by Paul F. Collins, general superintendent, a period of test operations with planes flying the regular schedule will begin June 20.

Photographs of all TAT pilots, Mr. Collins, and John A. Collings, superintendent of the Eastern division, and Max Cornwell, superintendent of the Western division, are shown on the inner pages of this issue of PLANE TALK.

✓ A section of a report recently made by Col. Charles A. Lindbergh, chairman of the technical committee of TAT, is presented below, indicating the attention given to appointment of pilots.

"Transcontinental Air Transport has exercised the greatest possible care in the selection of pilots and final appointments have been made only after a study of several months. The entire nation was

included in the survey of personnel. As a result the average flying time of our first pilots is about 3,000 hours including an average of over 500 hours on tri-motors alone.

"We have, in as far as possible, assigned these pilots to the particular part of the country with which they are familiar, both as to topography and weather conditions. A thorough study of these weather conditions over a given route for a period of time is an inestimable asset to any pilot and to the company."

First pilots will be domiciled at each division terminal as follows: two at Columbus, five at St. Louis, two at Wynoka, four at Clovis, one at Winslow and four at Los Angeles.

There will be an equal number of assistant pilots domiciled in the same manner.

The assistant pilots will handle radio transmission and fly the plane at the order of the first pilot. Assistant pilots

will be assigned to fly with different first pilots from time to time in order that they may learn how other pilots handle a plane under varying weather and flying conditions.

The assistant pilots all are graduates of Kelly Field and comparatively younger men, skilled in flying all types of ships and in the use of the radio.

The problem of doubtful flying weather will be solved by a board consisting of first pilots, the weather man, the field manager and, whenever possible, the division superintendent and the general superintendent.

The first pilot is in command of the plane while in the air and all aboard are under his jurisdiction. The Aero car, shown in photographs on another page, will be used to transfer passengers to train connections in the event of emergency landings. This new means of automotive transportation will also expedite the movement of passengers when neither air nor rail transportation is available.



Standing like beacons at the two terminals of TAT are the towers of the City Hall at Los Angeles and the American Insurance Union building at Columbus. Each is the tallest building in its city and is visible from



the air for many miles marking the end of the air journey. In each photograph the "City of Columbus," flagship of the TAT fleet is shown flying near the tower.

THE PILO



CLIFFORD V. ABBOTT



AMBERSE M. BANKS



J. S. BARTLES



EDWARD A. BELLANDE



H. H. GALLUP



JOHN A. GUGLIELMETTI



HOWARD E. HALL



BEN O. HOWARD



LESTER D. MUNGER



WESLEY PHILIPPI



GEORGE C. PRICE



CARL W. RACH

PERSONNEL OF TRANSCONTINENTAL AIR TRANS



OTIS F. BRYAN

Mr. Paul F. Collins is general superintendent of TAT and in charge of pilot personnel. He has as an assistant on the Eastern division Mr. John A. Collings, who will have his headquarters in Columbus. Mr. Collins is a veteran air mail pilot with something in excess of 7,000 flying hours on his record. He is a World War flier and a graduate of the barnstorming days of aviation. Mr. Collins at one time was known as the barnstormer de luxe as he conducted his tours in a tri-mo-



PAUL F. COLLINS

tored plane. He was one of the first pilots to fly in a tri-motor plane and was chief test pilot for the Ford Motor Company in the development of the plane with which TAT will inaugurate its service.

Mr. Max Cornwell, superintendent of the Western division of TAT, formerly was chief of motor overhaul of the army repair depot, Dayton, Ohio, and more recently was general manager at San Francisco for a western air line.



DEAN W. BURFORD



THEODORE R. HOWE



JOHN A. COLLINGS



MAX CORNWELL



THOMAS B. HOY



FRED G. RICHARDSON



PAUL P. SCOTT



STEPHEN R. SHORE



MORLEY F. SLAGHT



MOYE W. STEPHENS

PORT, INC.



HARRY E. CAMPBELL



WILLIAM M. CAMPBELL



EDWIN A. DIETEL



EARL W. FLEET



NOBLE G. HUETER



N. A. LAURENZANA



VERNON R. LUCAS



HARRY W. MCGEE



J. B. STOWE



F. V. TOMPKINS



ST. CLAIR D. WELSH



H. J. ZIMMERMAN

INAUGURATION OF SERVICE

THE starting date for TAT which has been repeatedly designated in PLANE TALK as "the day we are properly ready," has been announced as July 8.

The service will be inaugurated simultaneously at Columbus and Los Angeles, with two planes departing from each terminal on the regular schedule. Beginning June 20 there will be a short period of preparatory flying during which minor adjustments in the continuity of scheduled operation will be made.

The cost of the coast-to-coast journey will be approximately \$350, including railroad and Pullman fares, TAT fare, luncheon aboard the planes, transportation to and from the airports, and an insurance policy covering each passenger.

A new train known as "The Airway Limited" will be put into service by the Pennsylvania railroad to make connections with planes at Port Columbus. A set-out Pullman equipped with compartments and drawing rooms, will be ready for occupancy when the plane arrives at Waynoka or Clovis for the night trip over the Santa Fe.

The detailed schedule of the service appears on this page.

Passengers bound for San Francisco have the option of boarding an overnight train for San Francisco within an hour after the arrival at Los Angeles or remaining over night in Los Angeles and flying to San Francisco early next morning.

SCHEDULE

Westbound Read Down	Pennsylvania Railroad		Eastbound Read Up
"THE AIRWAY LIMITED"			
6:05 P.M. E.T. Lv. New York City	Ar. 9:50 A.M. E.T.	Dinner & Breakfast on P.R.R. Dining Car	
7:55 A.M. E.T. Ar. Port Columbus	Lv. 7:46 P.M. E.T.	"THE AIRWAY LIMITED"	
(A new station stop seven miles East of Columbus, Ohio)			

Transcontinental Air Transport, Inc.

8:15 A.M. E.T. Lv. Port Columbus	Ar. 7:13 P.M. E.T.	
9:13 A.M. C.T. Ar. Indianapolis	Lv. 4:37 P.M. C.T.	
9:28 A.M. C.T. Lv. Indianapolis	Ar. 4:22 P.M. C.T.	
12:03 P.M. C.T. Ar. St. Louis	Lv. 2:15 P.M. C.T.	
12:18 P.M. C.T. Lv. St. Louis	Ar. 2:00 P.M. C.T.	
Fred Harvey luncheon on plane		Fred Harvey luncheon on plane
2:47 P.M. C.T. Ar. Kansas City	Lv. 11:58 A.M. C.T.	
3:02 P.M. C.T. Lv. Kansas City	Ar. 11:43 A.M. C.T.	
4:56 P.M. C.T. Ar. Wichita	Lv. 10:10 A.M. C.T.	
5:11 P.M. C.T. Lv. Wichita	Ar. 9:55 A.M. C.T.	
6:24 P.M. C.T. Ar. Airport, Okla.	Lv. 8:55 A.M. C.T.	
(Terminal field stop four and one-half miles east of Waynoka, Okla.)		
TAT aero car service to Harvey House for dinner	TAT aero car service to Airport, Okla.	

Atchison, Topeka & Santa Fe Railway

Set-out Pullman ready "THE MISSIONARY"	Breakfast in Harvey House
11:00 P.M. C.T. Lv. Waynoka, Okla.	Ar. 8:10 A.M. C.T.
8:25 A.M. C.T. Ar. Clovis, N. M.	Lv. 11:35 P.M. C.T.
Breakfast in Harvey House	Set-out Pullman ready "THE SCOUT"

Transcontinental Air Transport, Inc.

TAT aero car service to Portair, N. M.	TAT aero car service to Clovis, N. M.
(Terminal field five miles West of Clovis, New Mexico)	
8:10 A.M. M.T. Lv. Portair, N. M.	Ar. 6:54 P.M. M.T.
10:17 A.M. M.T. Ar. Albuquerque	Lv. 5:10 P.M. M.T.
	Fred Harvey dinner at Albuquerque Airport
10:32 A.M. M.T. Lv. Albuquerque	Ar. 4:40 P.M. M.T.
1:12 P.M. M.T. Ar. Winslow	Lv. 2:29 P.M. M.T.
1:27 P.M. M.T. Lv. Winslow	Ar. 2:14 P.M. M.T.
Fred Harvey luncheon on plane	Fred Harvey luncheon on plane
2:31 P.M. P.T. Ar. Kingman	Lv. 11:33 A.M. P.T.
2:46 P.M. P.T. Lv. Kingman	Ar. 11:18 A.M. P.T.
5:52 P.M. P.T. Ar. Los Angeles	Lv. 8:45 A.M. P.T.

The same arrangement has been made for passengers Eastbound from San Francisco. They may arrive in Los Angeles in time for the plane connection after an overnight train ride, or they may leave San Francisco by air early in the morning making connection with the TAT plane at Glendale.

The inauguration announcement was made shortly after Colonel Lindbergh, chairman of the technical committee of TAT, submitted a report to Mr. C. M. Keys, president, recommending that service begin July 8.

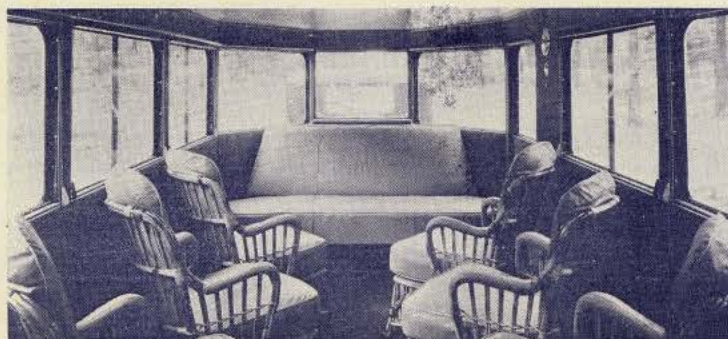
Colonel Lindbergh's report follows:

Mr. C. M. Keys, President
Transcontinental Air Transport, Inc.
39 Broadway, New York City.

My dear Mr. Keys:

The Transcontinental Air Transport System will be ready to start a regular passenger schedule, between New York and California, on July 8.

Every effort has been made to incorporate maximum safety in every phase of operation. The airports along the entire route will be in satisfactory condition and will have suitable passenger accommodations; the Ford transports will be thoroughly equipped in every detail including two-way radio communication between plane and ground; the personnel, both air and ground, will be com-

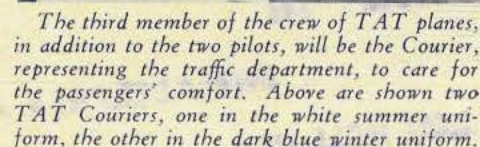


The necessity for transporting air passengers comfortably between airports and the business section of cities has resulted in the development of the Aero car.

As shown in the photographs above, the Aero car is a type of trailer with a capacity of fourteen persons in addition to a baggage compartment. It is unusually roomy and fitted with comfortable, leather upholstered chairs. The manner of attaching the Aero car to the car which furnishes the motive



power, prevents the road shocks being transmitted to passengers. Repeated tests with capacity loads have proved that the Aero car does not decrease the speed of the car to which it is attached. In some cases it has actually increased the speed by holding down the rear wheels to permit complete traction. One of these Aero cars will be at each TAT station. Occasionally it may be used when a train or plane connection is missed and there is no other transportation available.



PROGRESS CHART

When this work is completed it will be shown in solid black.

