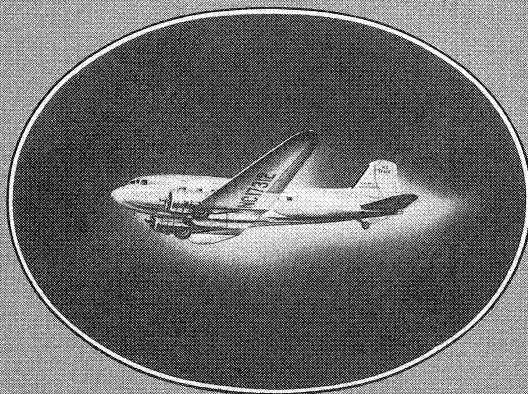


*Little Known
Facts*

★ ABOUT THE SCHEDULED AIR TRANSPORT INDUSTRY ★
THIRD EDITION

ISSUED APRIL 15, 1941



THE WHITE HOUSE

Washington, D. C.

January 24, 1939

TO THE NATIONAL AVIATION FORUM:

Civil Aviation is clearly recognized as the backlog of national defense in the Civil Aeronautics Act which set up the effective machinery for a comprehensive national policy with respect to the air.

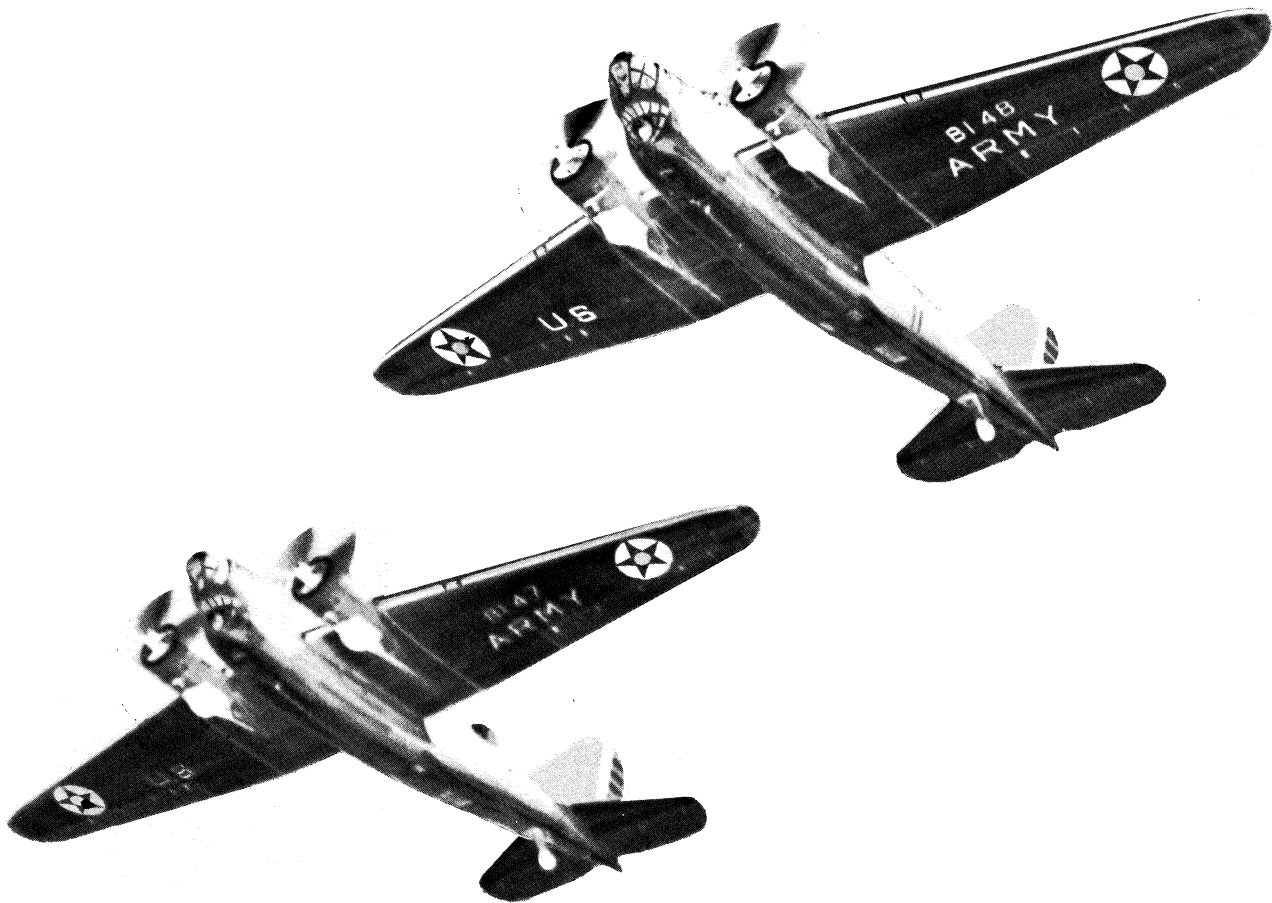
Underlying the statute is the principle that the country's welfare in time of peace and its safety in time of war rests upon the existence of a stabilized aircraft production—an economically and technically sound air transportation system, both domestic and overseas—an adequate supply of well trained civilian pilots and ground personnel.

This new national policy set up by the Congress views

American aviation as a special problem requiring special treatment. Aviation is the only form of transportation which operates in a medium which knows no frontiers but touches alike all countries of the earth. One fact which stands out is that hardly another civil activity of our people bears such a direct and intimate relation to the national security as does civil aviation. It supplies a reservoir of inestimable value to our military and naval forces in the form of men and machines, while at the same time it keeps an industry so geared that it can be instantly diverted to the production of fighting planes in the event of national emergency.

I hope the forthcoming National Aviation Forum will give serious thought to the many phases which enter into aeronautics as a national problem.

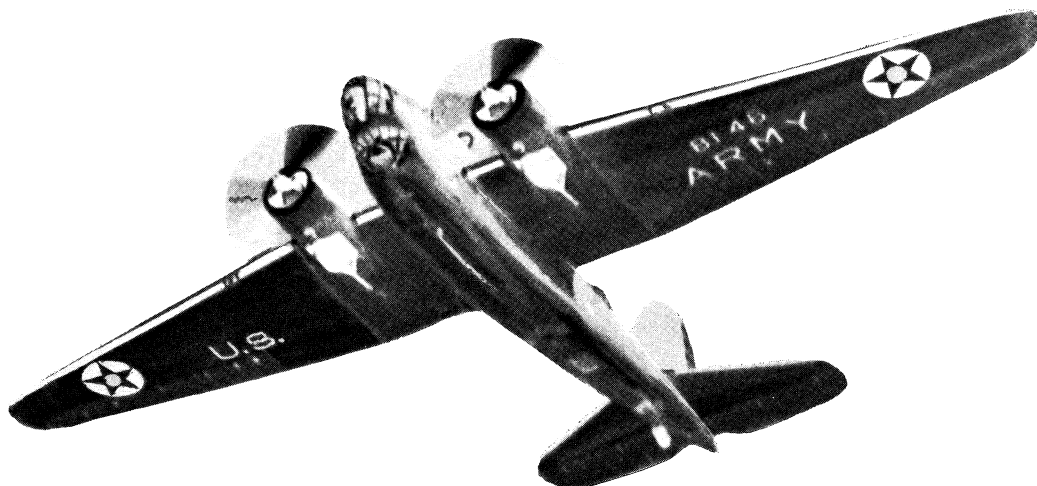
(Signed) FRANKLIN D. ROOSEVELT



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*"Never in the field of human conflict
was so much owed by so many to so few"*

Rt. Hon. WINSTON CHURCHILL
August 20, 1940



TO THE AMERICAN PUBLIC:

In this third edition of Little Known Facts we offer you once again an up-to-date picture of a young and vital industry.

As our President said in January of 1939:

"One fact which stands out is that hardly another civil activity of our people bears such a direct and intimate relation to the national security as does civil aviation."

The fact noted by our President was, then, still little known. Today it is universally recognized, for every American is aware of the striking power gained by armed forces from an adequate merchant marine of the air. Austria, Czecho-Slovakia, Danzig, Memel, Poland, Denmark, Norway, Holland, Belgium, Luxembourg, France, Rumania and Bulgaria have felt that power and have bowed beneath it.

On August 9, 1940, Secretary of War Stimson said to Congress:

"Air power today has decided the fate of nations."

So, indeed, it has, and just as sea power is fatally vulnerable without a plentiful merchant marine, so air power can be sustained only with a strong civil air transport industry.

Forceful demonstration of the airlines import to the nation's power is found in Germany's energetic expansion of its commercial air lines while it is fighting its World War II.

In the pages of Little Known Facts we bring you our report on the progress of America's merchant marine of the air. Preëminently this is your industry—devoted to serve you and our common country—sustained by your patronage and patriotic support.

To you, the American public, is due all credit for America's expanding civil air transport fleet, second to none the world over.

For the nation's security, may that proud position of leadership never be relinquished!

Respectfully yours,

EDGAR S. GORRELL, President
AIR TRANSPORT ASSOCIATION OF AMERICA



Lines of National Defense: Scheduled Airlines

Before present hostilities broke out, Germany, Italy and Japan were striving valiantly but vainly to overcome this country's tremendous lead in domestic and transoceanic air-borne commerce.

They realized what mighty sinews of wartime strength we were knitting in our networks of peacetime commercial airlines.

The civil air transport industry is vitally important to the military power of this nation. Those basic axioms of military strategy—surprise, mobility, and concentration—never have demanded closer attention. Never before in history has the principle of "getting there fustest with the mostest" been as dramatically demonstrated as in the past year. We have witnessed repeated and eloquent illustrations of how the transport plane has aided military tactics.

More than one hundred and fifty years ago, Benjamin Franklin foresaw the use of the air as a means for transporting armed forces with deadly striking power. Today one conquered nation after another on the dismal continent of Europe realizes that Franklin's

dream has become a grim reality. Neither cavalry nor tank has ever proved so apt for surprise, mobility and concentration as has the transport airplane within the last year.

As our country looks anew to its security and dras-



tically revises the strategy and the tactics to which it must resort to meet any aggressor's threat, the vital importance of transport airplanes becomes clearer every day.



**Front line:
A HEMISPHERE!**

The task of defending America, we are told, is in reality one of defending a hemisphere. We must be ever on guard and ready to act at any one of a thousand vital points extending from pole to pole. This task can be discharged only if we have at hand, ready upon the instant, transport aircraft which can swiftly and surely surmount every barrier of mountain, jungle, and ocean.

The cost of providing the necessary aircraft would be staggering were the full burden to fall upon our military budget. Maintenance alone, quite without regard for original cost, would mount from year to year to literally astronomical heights.

It is only natural, therefore, that American military strategists should count on the fact that in a defense emergency, America's scheduled airliners could carry a division of men thousands of miles in a very few hours.

In this sense, our commercial airlines are every bit as vital a part of our defense program as fighting military and naval planes. We have only a few hundred such airliners today. We should have many more!

With the spur of enterprising competition and the indispensable cooperation of the government, our scheduled airlines are maintained night and day at a peak of efficiency unexcelled anywhere in the world, or in any other branch of aviation!

Let an aggressor threaten any part of these United States or Pan-America, and there will come the answering, ready roar from motors of our airline fleet.

An eye to the Future

will succeed. And our nation may enter upon a decline that will spell economic and political subservience.

In the task of assuring to our children a new, stronger, more secure place in the family of nations, we must rely heavily upon air transportation.

For years, South America has pointed out to us the need, from the standpoint of our own self-interest, for improved and greater air services linking the two continents of the Western Hemisphere. This requires increased airlines services, both international and domestic.

Our industries located far inland must have available to them at their doorstep, and not merely at the coast, the speediest possible means of transportation



Regardless of the outcome of World War II, the status *quo ante* will never be restored. Whether a final peace comes swiftly, or whether military hostilities are simply suspended, to break out sporadically in a war of years or even of decades, we definitely will have entered upon a new era. And this new era will test to the utmost the strength and vigor of our economic life.

It will demand of us new attention to our economic and political relations with our sister nations of Central and South America. It will require knitting together yet more closely a whole hemisphere and important segments of continents beyond the seas.

If we fail, others, perhaps hostile to our way of life,

and communication to link them with nations abroad.

For the strength of our own internal economy, we must take every step to bind together the far reaches of our nation into a more cohesive economic unit.

To this end, speed must be our watchword. Speed of transportation and communication which will merge north and south, east with west. The air must become the busy thoroughfare of our nation's commerce. Only in this way will we gain the strength which will preserve our democracy in a changing world.

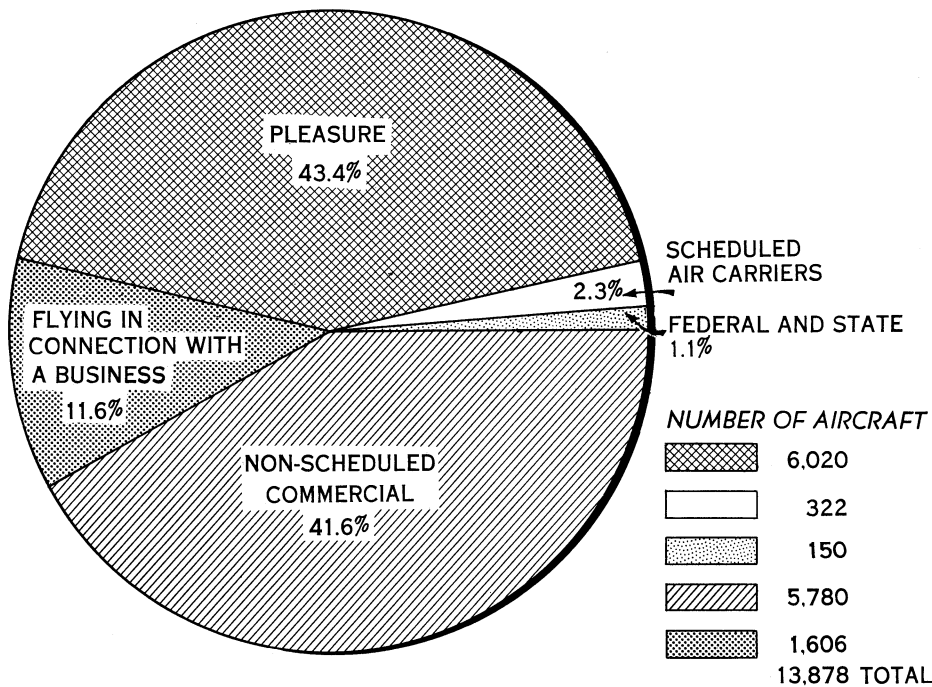
The following pages show air transport's progress in the recent past. But their real significance is their hint of what is to come, in pages yet unwritten!

Chart 1

DISTRIBUTION OF CIVIL AIRCRAFT

(MILITARY AIRCRAFT NOT INCLUDED)

CONTINENTAL UNITED STATES



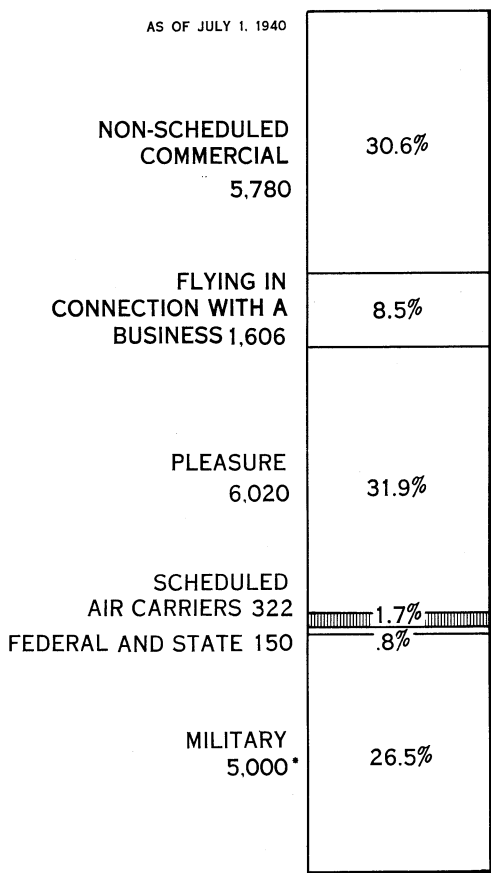
Source: Civil Aeronautics Authority
as of July 1, 1940

Chart 2

DISTRIBUTION OF TOTAL AIRCRAFT

18,878 AIRCRAFT

AS OF JULY 1, 1940



* Estimated

USE OF AIRWAYS

462,999,680 MILES FLOWN

CALENDAR YEAR 1939



Source: Civil Aeronautics Authority

Chart 3

TOTAL PASSENGERS CARRIED - UNITED STATES

(REVENUE AND NON-REVENUE)
DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Journal
and Carriers Monthly Reports

100,000 PASSENGERS

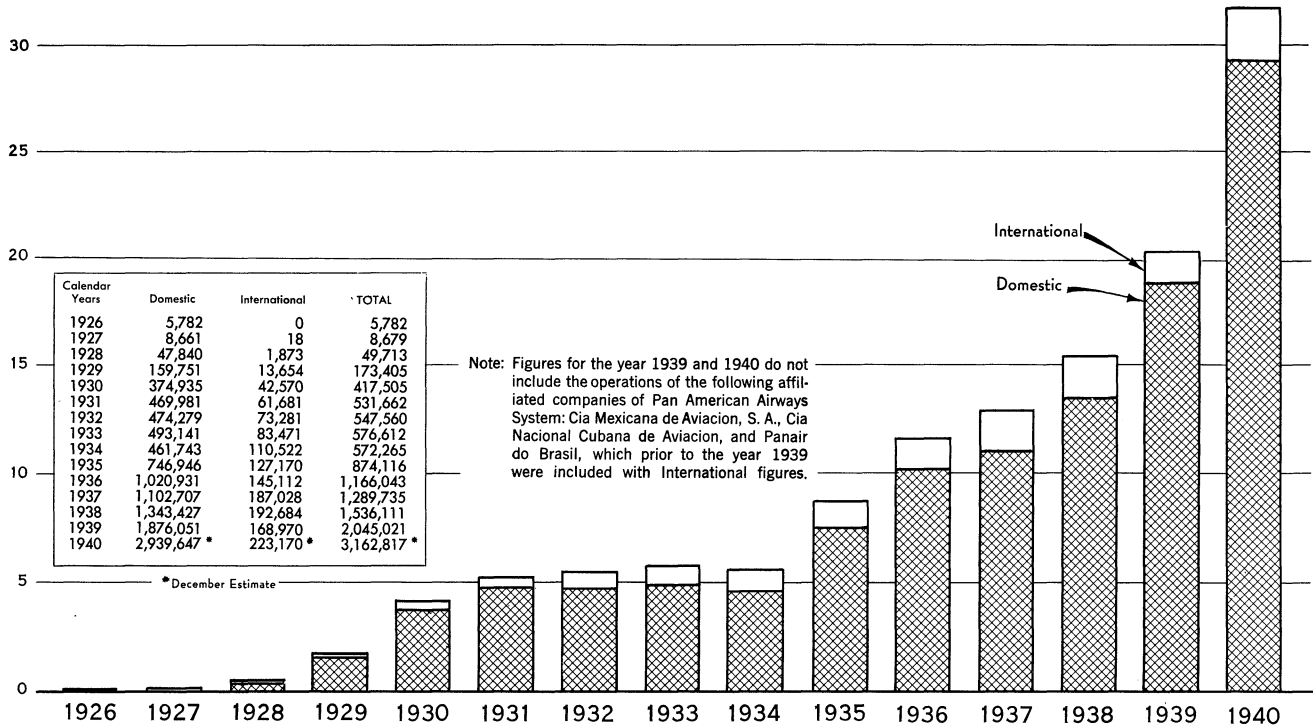


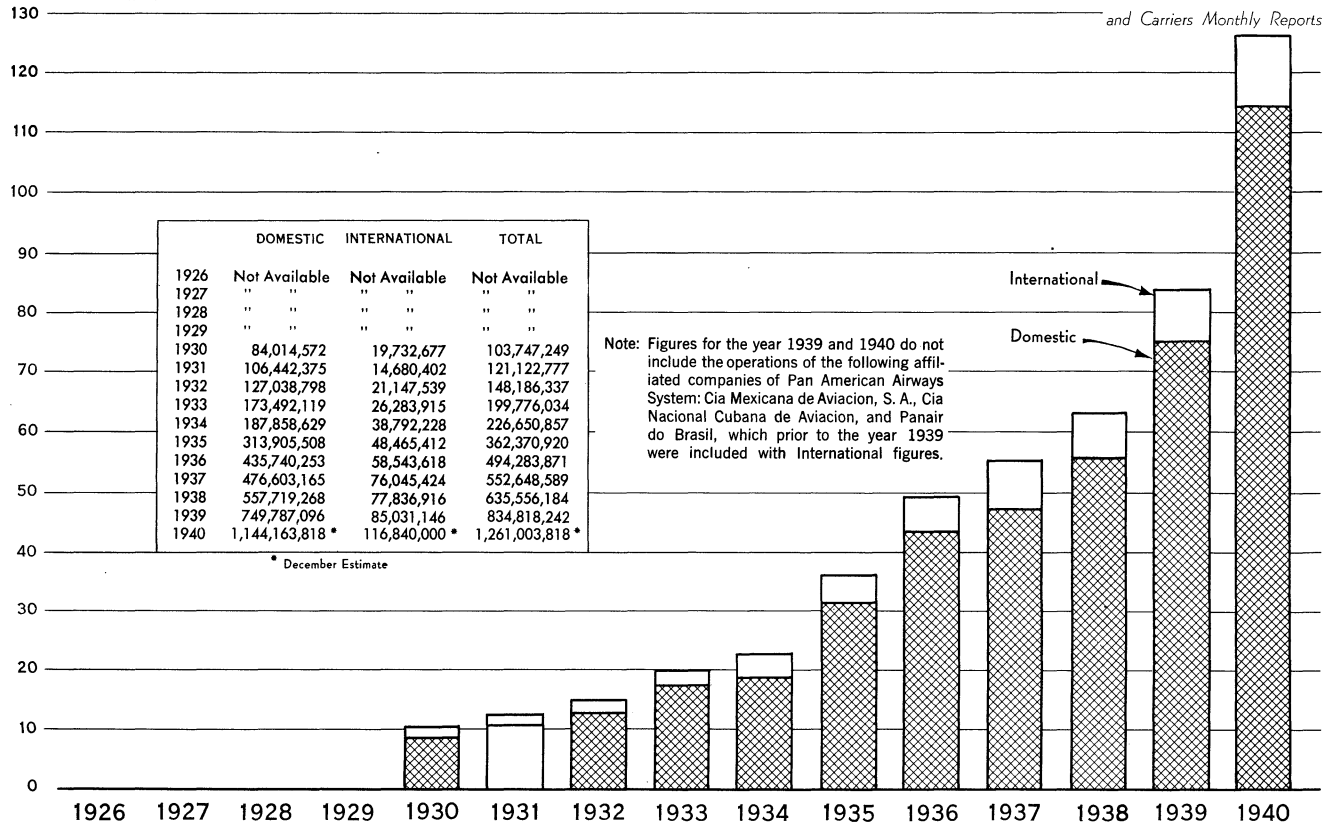
Chart 4

PASSENGER MILES FLOWN - UNITED STATES

DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Journal
and Carriers Monthly Reports

TEN MILLION MILES



REVENUE MILES FLOWN - UNITED STATES

Chart 5

DOMESTIC AND INTERNATIONAL AIR SERVICE

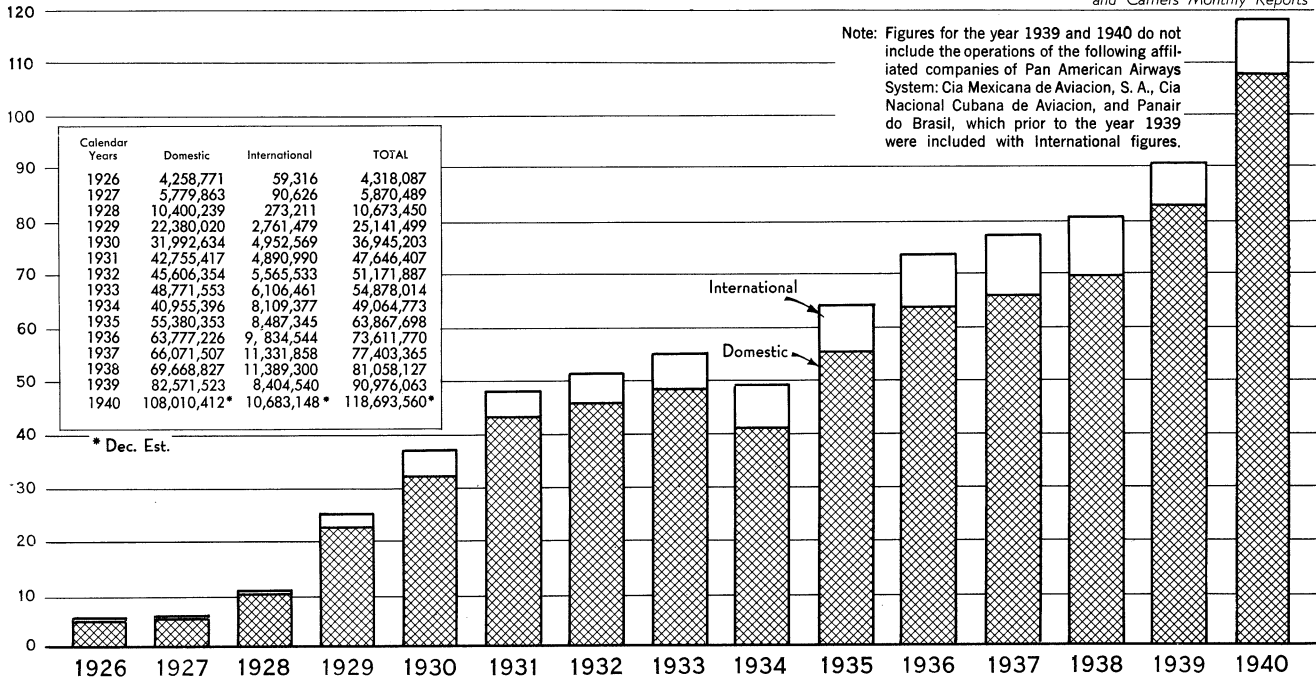
MILLIONS OF MILES

Source: Civil Aeronautics Journal
and Carriers Monthly Reports

Note: Figures for the year 1939 and 1940 do not include the operations of the following affiliated companies of Pan American Airways System: Cia Mexicana de Aviacion, S. A., Cia Nacional Cubana de Aviacion, and Panair do Brasil, which prior to the year 1939 were included with International figures.

Calendar Years	Domestic	International	TOTAL
1926	4,258,771	59,316	4,318,087
1927	5,779,863	90,626	5,870,489
1928	10,400,239	273,211	10,673,450
1929	22,380,020	2,761,479	25,141,499
1930	31,992,634	4,952,569	36,945,203
1931	42,755,417	4,890,990	47,646,407
1932	45,606,354	5,565,533	51,171,887
1933	48,771,553	6,106,461	54,878,014
1934	40,955,396	8,109,377	49,064,773
1935	55,380,353	8,487,345	63,867,698
1936	63,777,226	9,834,544	73,611,770
1937	66,071,507	11,331,858	77,403,365
1938	69,668,827	11,389,300	81,058,127
1939	82,571,523	8,404,540	90,976,063
1940	108,010,412*	10,683,148*	118,693,560*

* Dec. Est.



PASSENGER REVENUE (DOMESTIC)

Chart 6

MILLIONS OF DOLLARS

1931	\$ 4,123,347.60
1932	5,602,720.50
1933	8,520,148.67
1934	8,631,370.16
1935	15,811,533.98
1936	20,935,158.78
1937	21,791,763.01
1938	24,866,518.30
1939	34,706,980.49
1940	52,724,087.00*

* Dec. Est.

Air Mail Contractors Only

Source: Civil Aeronautics Authority
and Carriers Monthly Reports

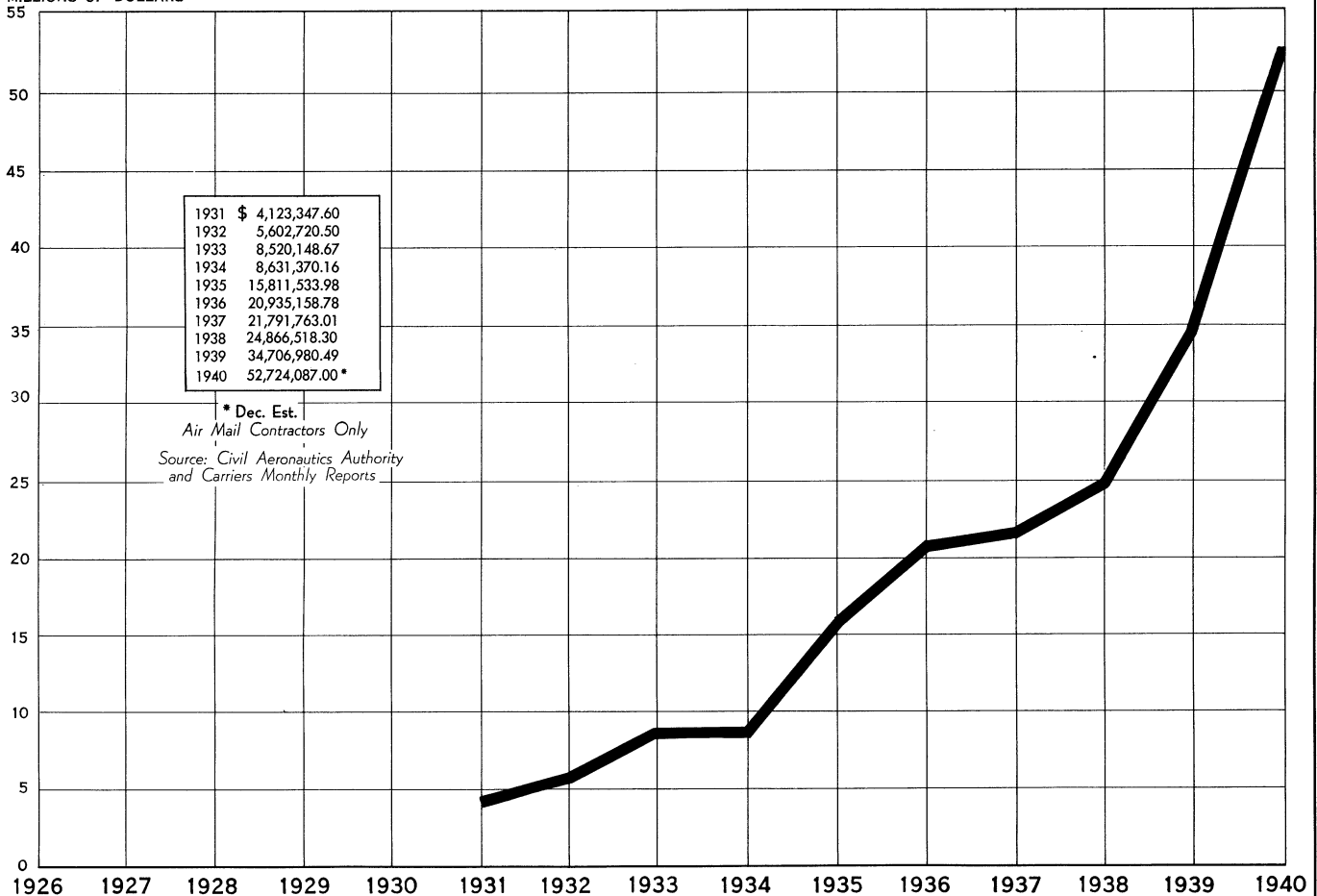


Chart 7

PASSENGERS CARRIED (DOMESTIC)

(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Authority

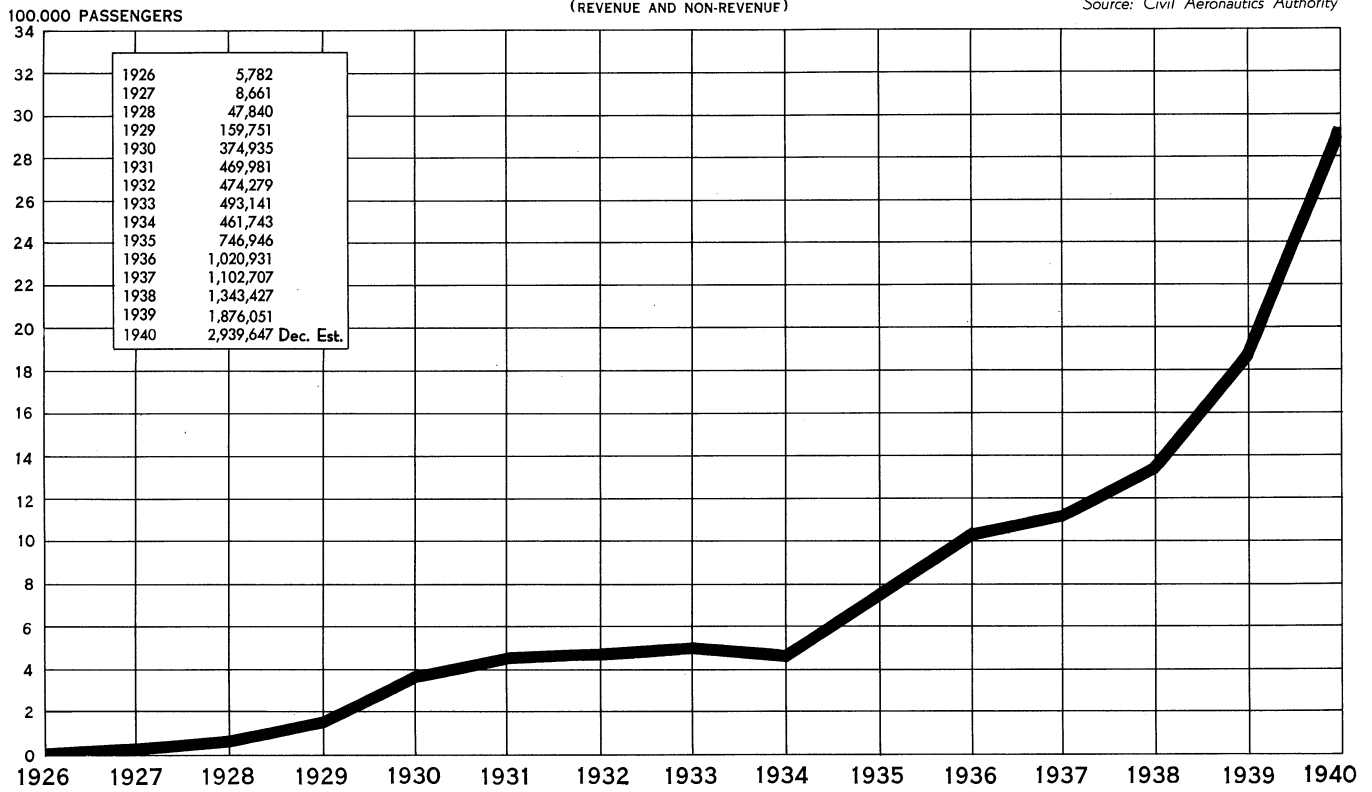
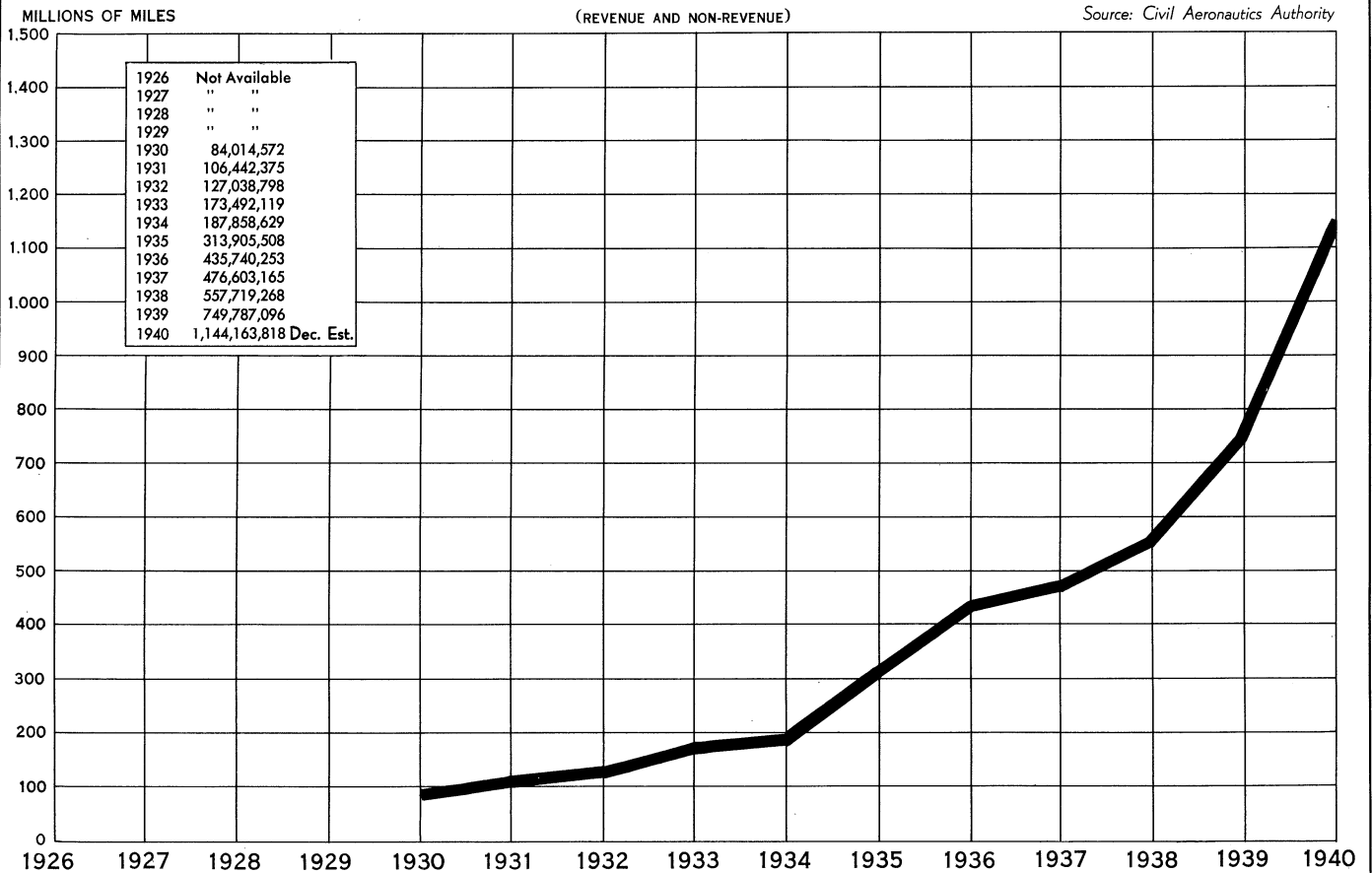


Chart 8

PASSENGER MILES (DOMESTIC)

(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Authority

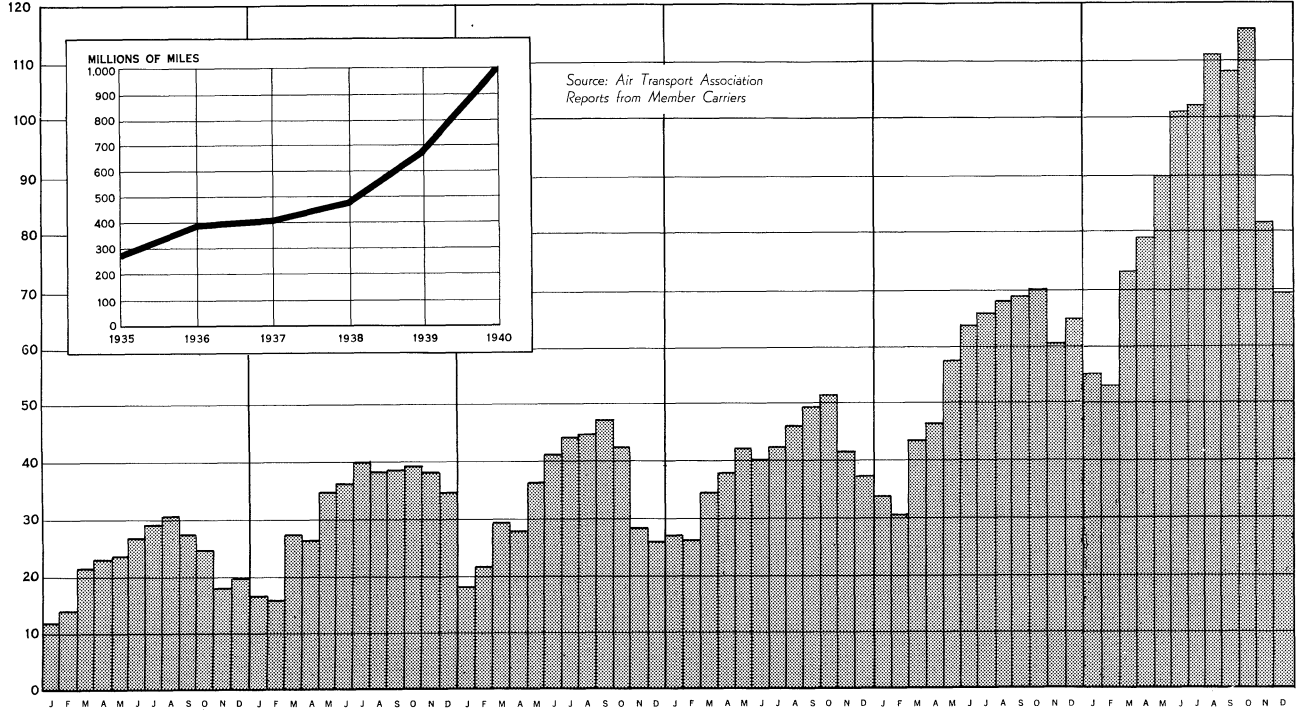


REVENUE PASSENGER MILES FLOWN

Chart 9

MILLIONS OF MILES

BY MEMBER DOMESTIC AIRLINES

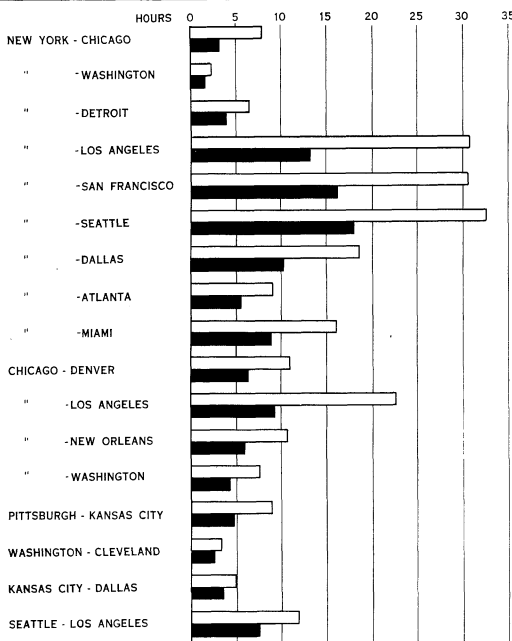


Months	1935	1936	1937	1938	1939	1940	Months
Jan.	11,528,600	16,515,000	18,006,557	27,110,800	34,457,270	55,234,672	Jan.
Feb.	13,959,800	15,765,700	21,824,730	26,155,235	31,046,932	53,025,818	Feb.
Mar.	21,285,800	27,605,000	29,530,482	34,565,609	44,441,846	73,096,779	Mar.
Apr.	23,002,800	26,383,700	27,849,296	37,929,046	47,423,868	79,885,146	Apr.
May	23,284,100	34,884,600	36,203,069	42,100,250	57,407,080	90,662,538	May
June	26,854,100	36,388,100	41,184,149	40,283,808	63,576,325	101,172,222	June
July	29,276,400	40,104,800	44,147,193	42,208,362	66,018,295	102,358,147	July
Aug.	30,729,700	38,504,000	44,843,347	46,073,161	67,977,118	111,081,820	Aug.
Sept.	27,540,400	38,932,000	47,155,926	49,480,616	69,120,405	108,533,749	Sept.
Oct.	24,757,300	39,570,300	42,389,543	51,350,752	70,221,520	115,474,262	Oct.
Nov.	17,920,100	38,442,000	28,429,194	41,374,119	60,610,808	81,841,236	Nov.
Dec.	19,819,700	35,000,000	25,967,833	37,342,724	65,024,044	69,776,172	Dec.
TOTAL	269,958,800	388,095,300	407,531,319	475,974,482	677,325,511	1,042,142,561	TOTALS

EXAMPLES OF PROGRESS IN EXPEDITING TRAVEL AND TRADE - 1929-40

Chart 10

AIRLINE SCHEDULE TIME BETWEEN A FEW IMPORTANT CITIES



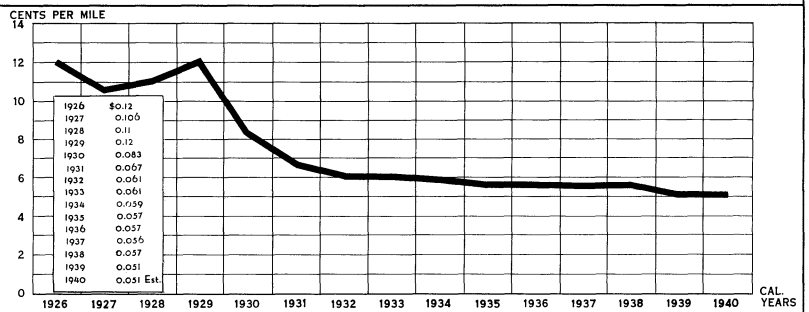
Source: Air Transport Association

AVERAGE PASSENGER FARE PER MILE

Chart 11

(DOMESTIC OPERATIONS)

Source: Civil Aeronautics Authority



AVERAGE TRIP PER PASSENGER

Chart 12

(DOMESTIC OPERATIONS)

Source: Civil Aeronautics Authority

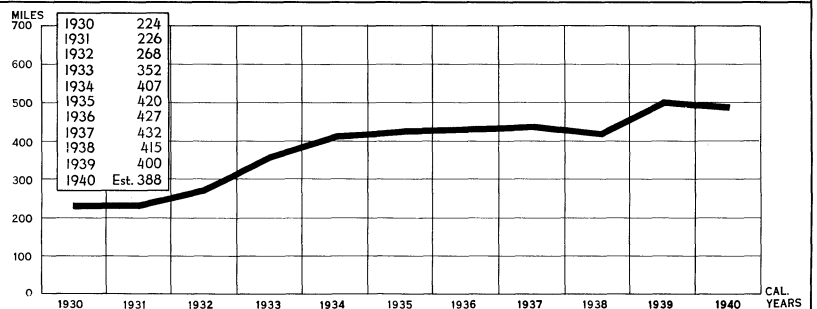
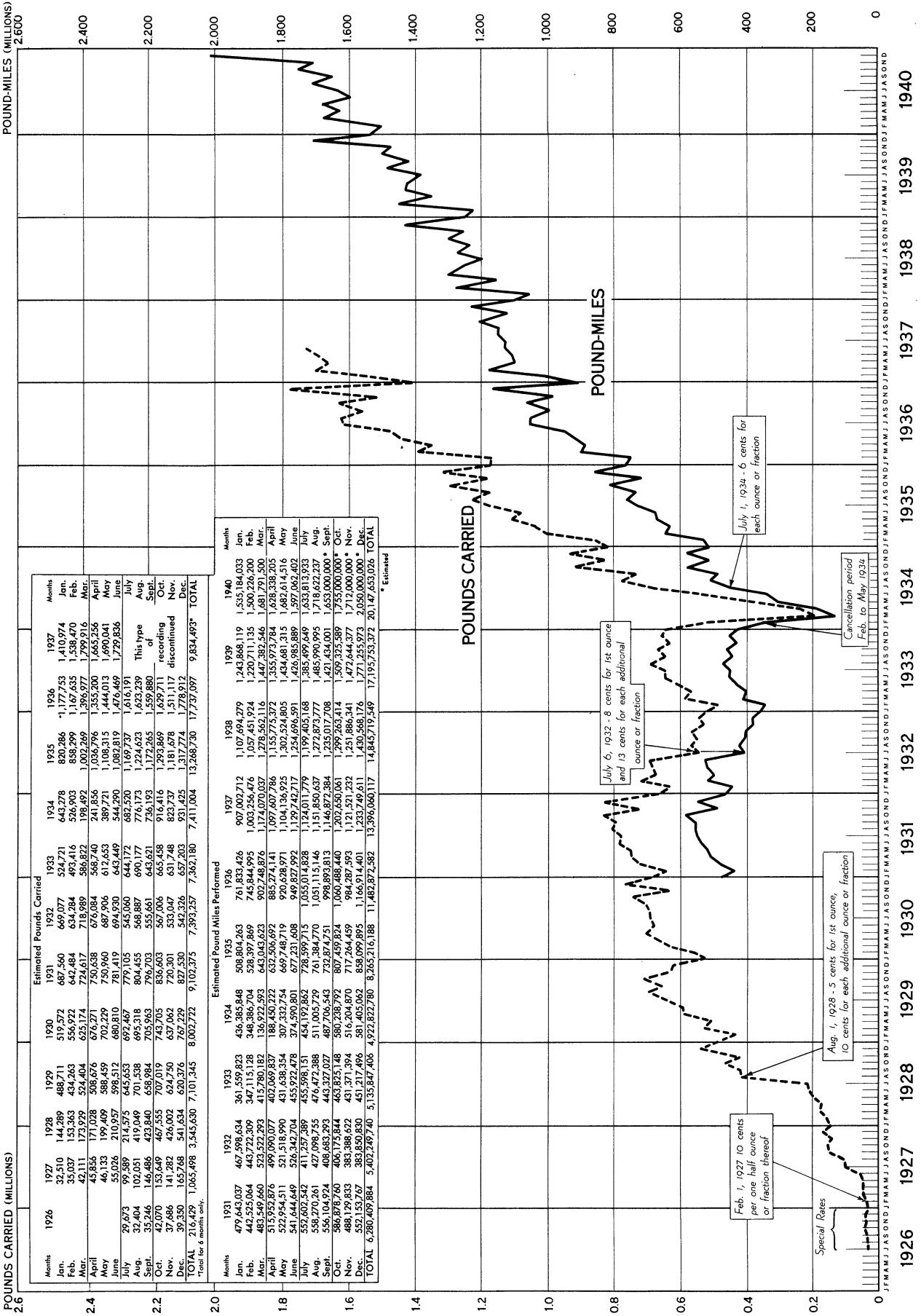


Chart 13

DOMESTIC AIR-MAIL CARRIED, 1929-40

Source: Post Office Department



Months	Estimated Pounds Carried											
	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937
Jan.	32,510	144,289	488,711	519,572	687,560	649,077	574,711	524,116	494,416	574,976	634,284	718,989
Feb.	35,037	153,383	434,263	558,972	643,484	634,984	624,617	724,617	724,617	724,617	724,617	724,617
Mar.	42,111	173,929	524,404	676,271	750,960	687,906	612,653	389,721	1,088,315	1,444,013	1,690,041	1,665,256
Apr.	43,855	171,028	508,676	676,271	750,960	687,906	612,653	389,721	1,088,315	1,444,013	1,690,041	1,665,256
May	46,133	199,009	588,459	702,229	804,455	568,887	690,177	776,173	1,224,623	1,623,239	1,623,239	1,623,239
June	29,573	99,589	214,575	645,653	692,467	779,105	545,060	644,172	682,520	1,169,737	1,616,191	1,616,191
July	32,404	102,051	419,049	701,538	804,455	568,887	690,177	776,173	1,224,623	1,623,239	1,623,239	1,623,239
Aug.	35,246	146,486	428,840	658,984	705,963	796,703	555,661	643,621	736,193	1,172,265	1,559,880	1,559,880
Sept.	42,070	153,649	467,555	707,019	743,705	836,603	567,006	665,458	916,416	1,293,869	1,629,711	1,629,711
Oct.	37,686	141,282	426,002	624,750	637,062	720,301	533,047	631,748	823,737	1,181,678	1,511,117	1,511,117
Nov.	39,350	165,768	541,634	690,376	767,229	827,520	543,326	657,203	931,425	1,317,774	1,778,912	1,778,912
Dec.	216,429	1,065,498	3,545,630	7,101,345	8,002,722	9,102,375	7,393,257	7,362,180	7,411,004	13,268,730	17,737,097	9,834,493*
TOTAL	216,429	1,065,498	3,545,630	7,101,345	8,002,722	9,102,375	7,393,257	7,362,180	7,411,004	13,268,730	17,737,097	9,834,493*

Months	Estimated Pound Miles Performed											
	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937
Jan.	479,643,037	467,598,634	361,559,823	436,385,848	508,804,263	761,833,426	907,002,712	1,107,694,279	1,243,868,119	1,535,184,033	1,535,184,033	1,535,184,033
Feb.	442,525,064	443,722,309	347,115,128	346,386,704	528,397,869	745,844,995	1,003,356,476	1,057,451,924	1,230,771,135	1,500,226,200	1,500,226,200	1,500,226,200
Mar.	463,349,660	525,522,293	415,780,182	1,387,222,593	643,043,623	902,748,976	1,174,070,037	1,278,562,116	1,447,392,546	1,891,791,500	1,891,791,500	1,891,791,500
Apr.	513,349,876	531,518,990	402,086,137	1,884,500,222	632,506,692	865,274,141	1,097,807,786	1,152,775,372	1,352,973,784	1,628,338,205	1,628,338,205	1,628,338,205
May	541,644,649	524,342,704	455,926,478	374,590,804	677,232,708	949,828,992	1,104,159,975	1,302,524,803	1,434,681,315	1,868,614,516	1,868,614,516	1,868,614,516
June	552,002,542	411,257,389	455,596,151	451,192,863	728,599,715	1,055,014,828	1,244,011,719	1,272,873,777	1,485,980,995	1,718,622,237	1,718,622,237	1,718,622,237
July	558,702,261	407,098,755	476,472,388	511,005,779	761,384,775	1,051,115,146	1,151,800,537	1,272,873,777	1,421,434,001	1,653,000,000*	1,653,000,000*	1,653,000,000*
Aug.	586,049,924	408,683,253	443,327,037	487,706,543	732,874,751	998,893,813	1,060,488,440	1,299,263,414	1,509,325,389	1,755,000,000*	1,755,000,000*	1,755,000,000*
Sept.	586,976,760	406,175,844	463,825,148	580,238,792	807,459,824	984,287,593	1,212,321,232	1,251,886,341	1,472,644,377	1,712,000,000*	1,712,000,000*	1,712,000,000*
Oct.	488,129,833	383,388,622	431,371,394	516,204,870	717,264,459	984,287,593	1,212,321,232	1,251,886,341	1,472,644,377	1,712,000,000*	1,712,000,000*	1,712,000,000*
Nov.	488,129,833	383,388,622	431,371,394	516,204,870	717,264,459	984,287,593	1,212,321,232	1,251,886,341	1,472,644,377	1,712,000,000*	1,712,000,000*	1,712,000,000*
Dec.	552,153,767	383,850,830	451,217,496	581,405,062	838,099,895	1,166,914,401	1,233,749,611	1,430,568,176	1,721,255,973	2,050,000,000*	2,050,000,000*	2,050,000,000*
TOTAL	6,280,097,884	5,402,249,740	5,135,847,406	4,922,822,780	8,265,216,188	11,482,872,382	13,396,060,117	14,845,719,349	17,195,753,372	20,147,653,026	TOTAL	TOTAL

* Estimated

Special Rates

Feb. 1, 1927 10 cents per one half ounce or fraction thereof

Aug. 1, 1928 - 5 cents for 1st ounce, 10 cents for each additional ounce or fraction thereof

July 6, 1932 - 8 cents for 1st ounce and 13 cents for each additional ounce or fraction

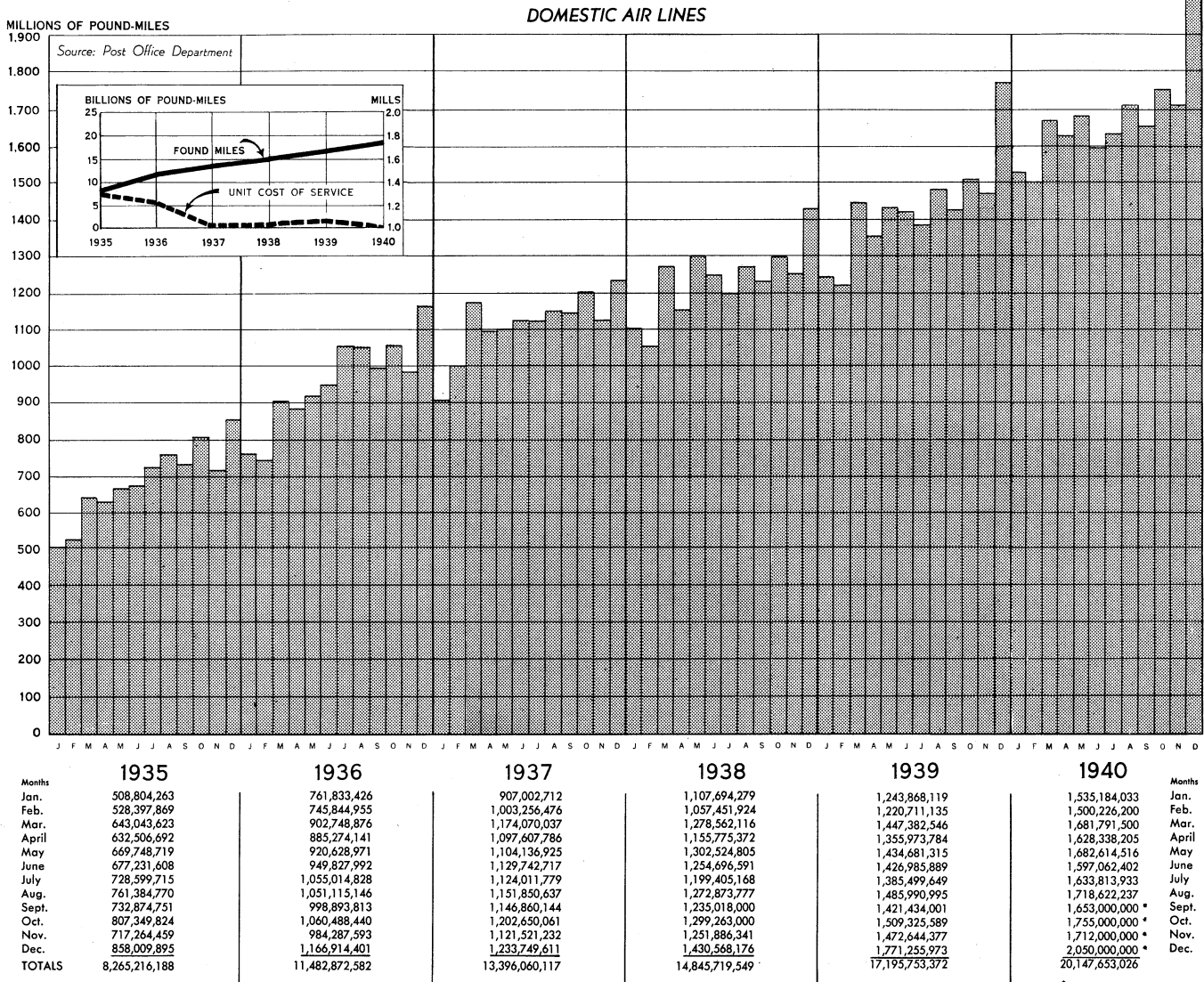
July 1, 1934 - 6 cents for each ounce or fraction

Cancellation period Feb. to May, 1934

Source: Post Office Department

POUND-MILES OF MAIL FLOWN

Chart 14



ROUTE MILES OF DOMESTIC AIR-MAIL SERVICE

Chart 15

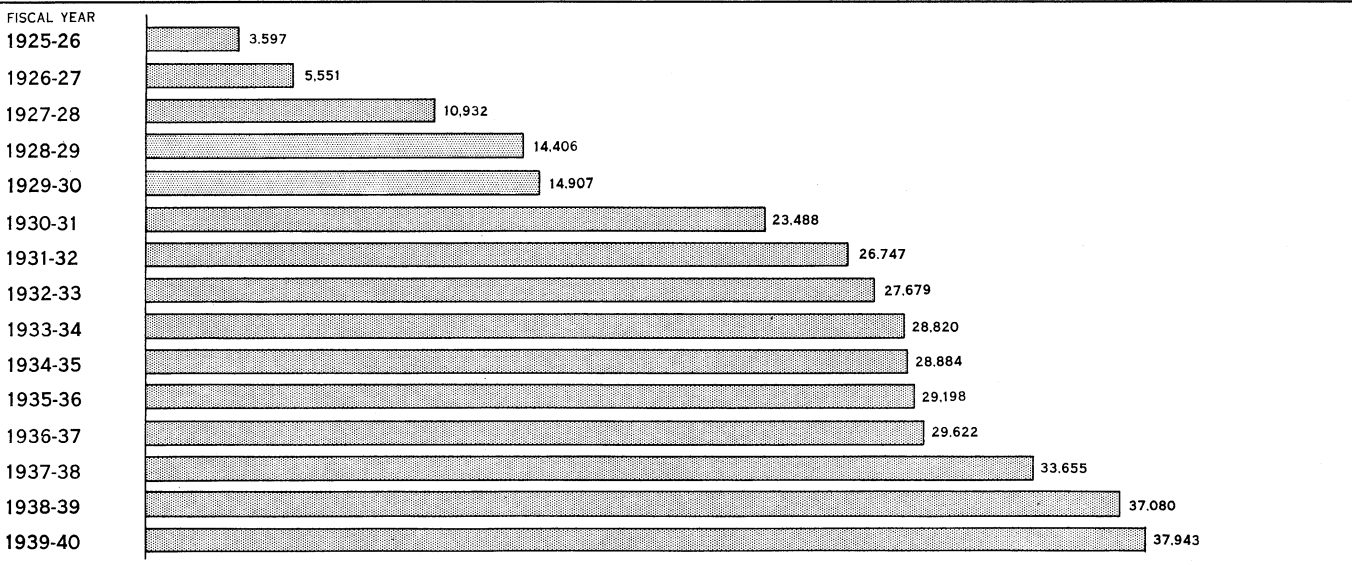


Chart 16

DOMESTIC AIR-MAIL TRANSPORT SERVICE PLANE-MILES FLOWN WITH MAIL

Source: Post Office Dept.

FISCAL YEARS

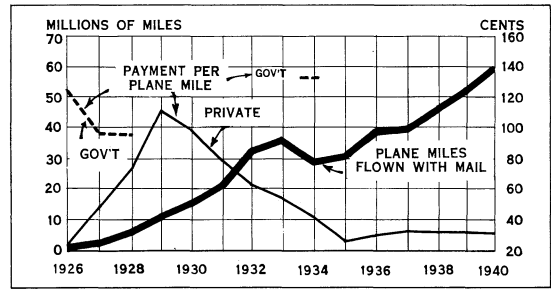
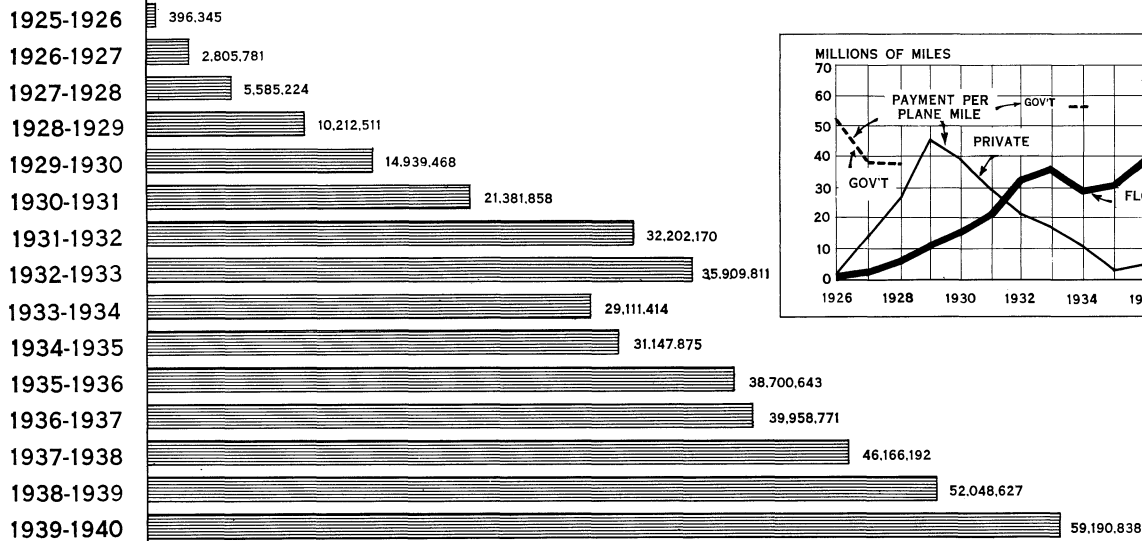
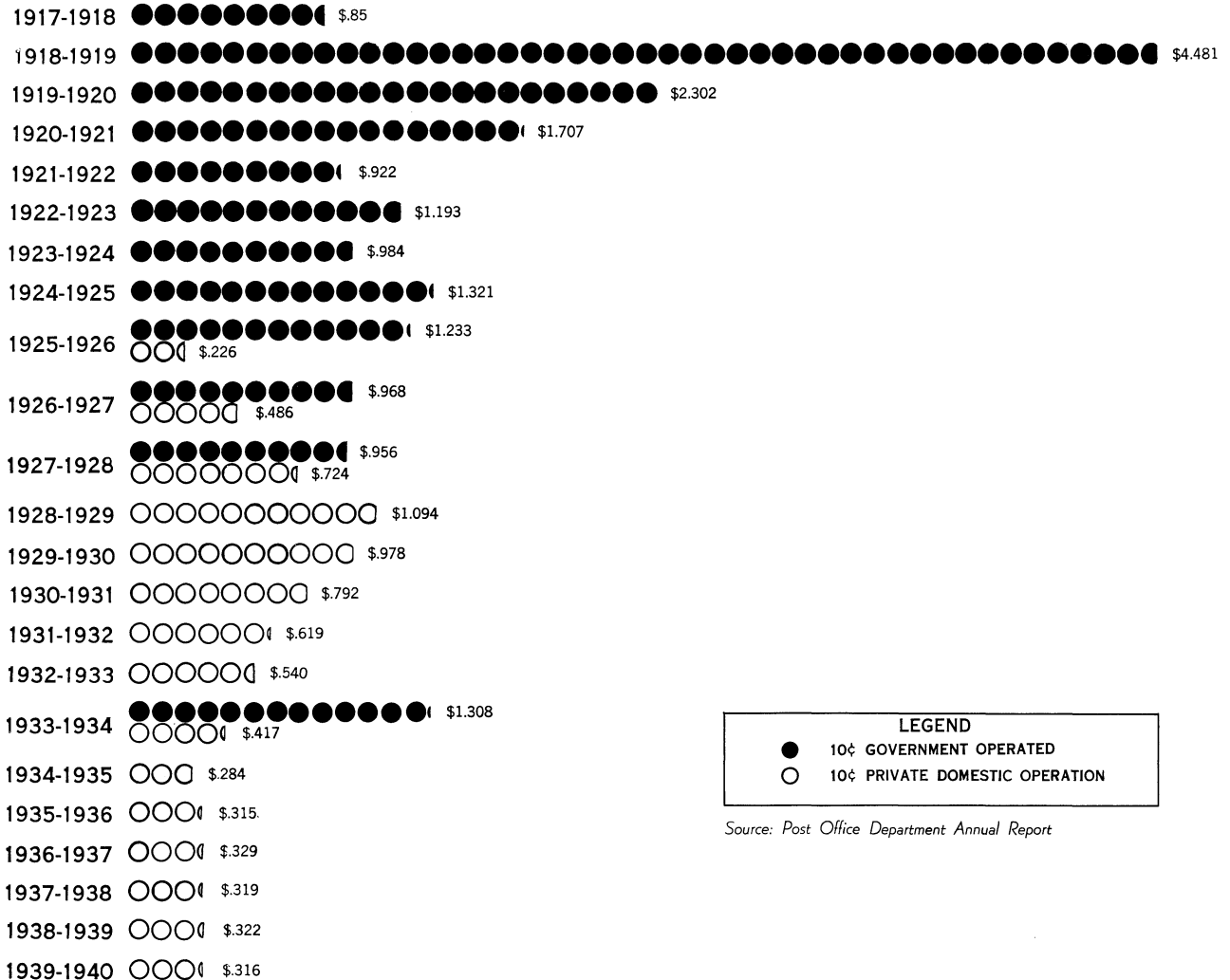


Chart 17

POST OFFICE PAYMENTS PER PLANE MILE FOR DOMESTIC AIR-MAIL TRANSPORTATION

FISCAL YEARS



LEGEND

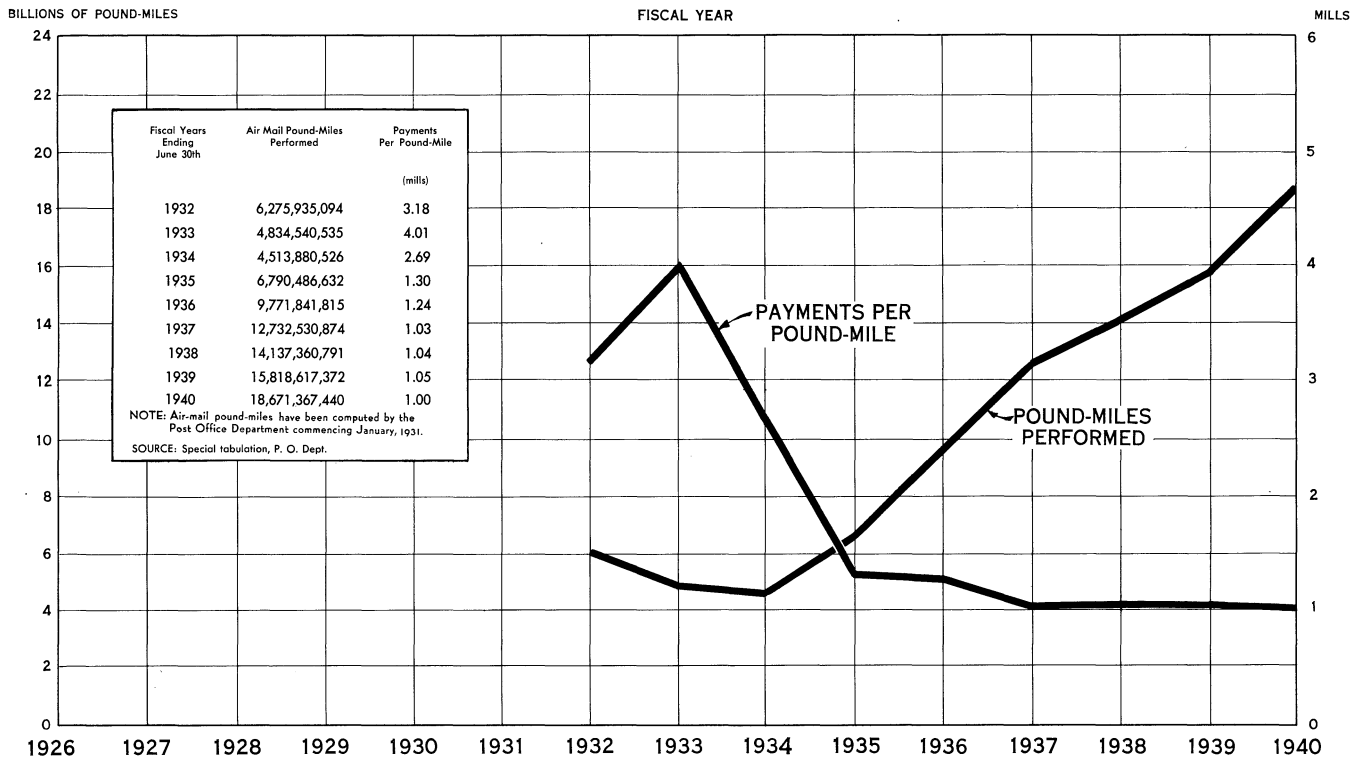
● 10¢ GOVERNMENT OPERATED

○ 10¢ PRIVATE DOMESTIC OPERATION

Source: Post Office Department Annual Report

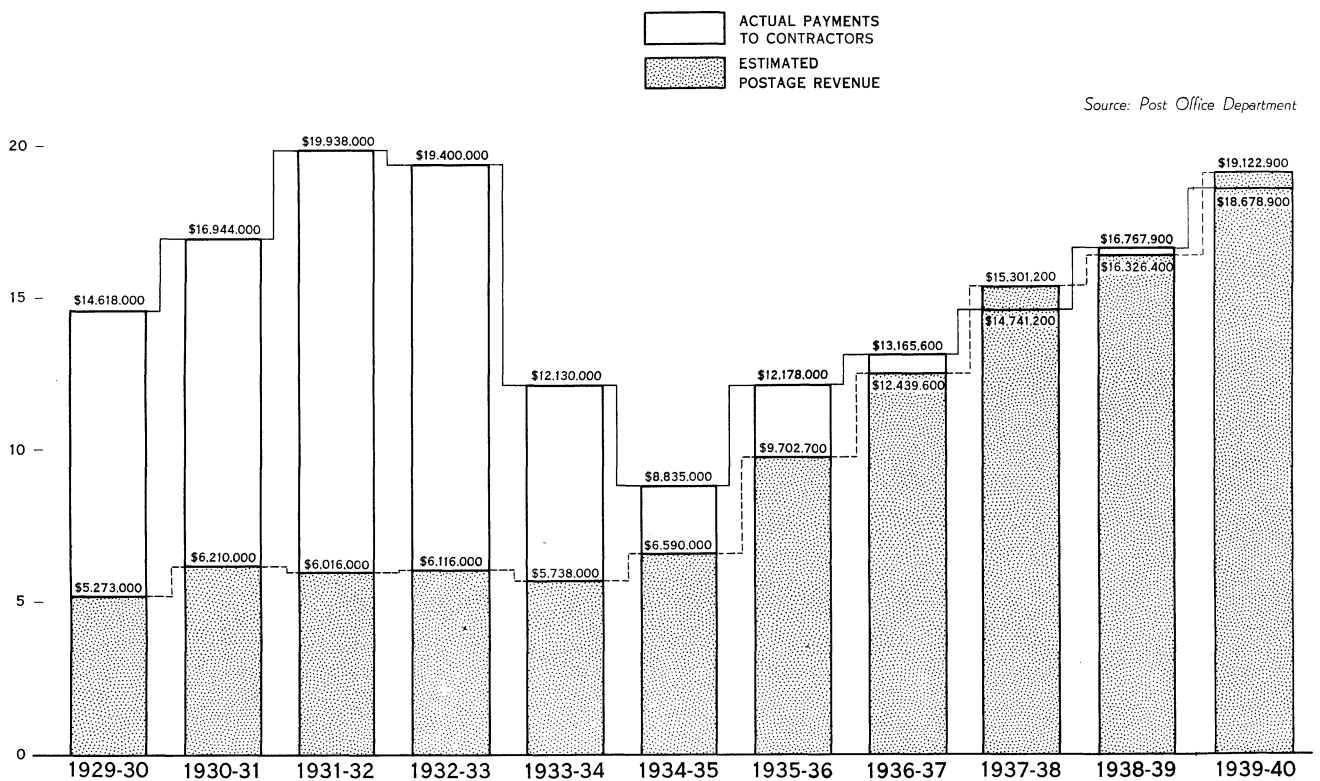
AIR MAIL—POUND-MILES PERFORMED AND PAYMENTS PER POUND-MILE (DOMESTIC AIR MAIL SERVICE)

Chart 18



PAYMENTS TO DOMESTIC AIR MAIL CONTRACTORS AND AIR MAIL POSTAL REVENUE (FISCAL YEARS)

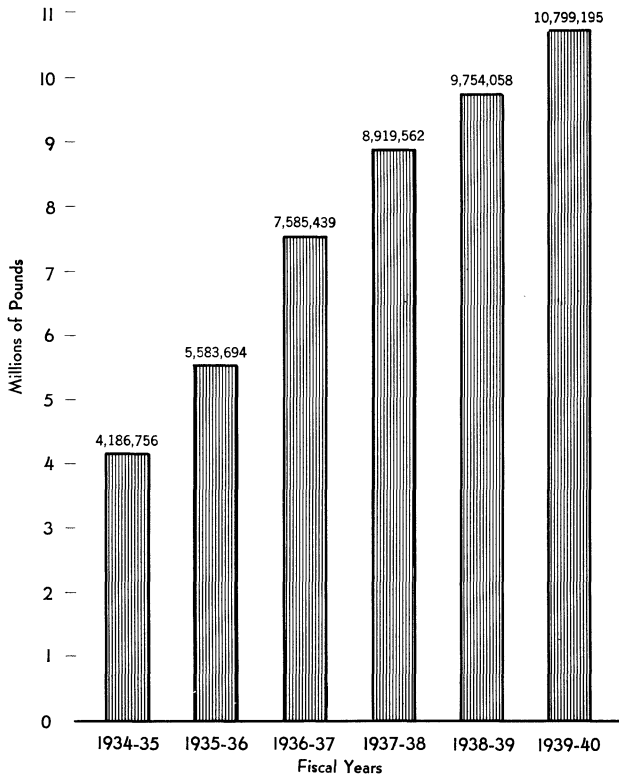
Chart 19



POUNDS OF AIR MAIL ORIGINATED BY THE DOMESTIC AIRLINES

Chart 20

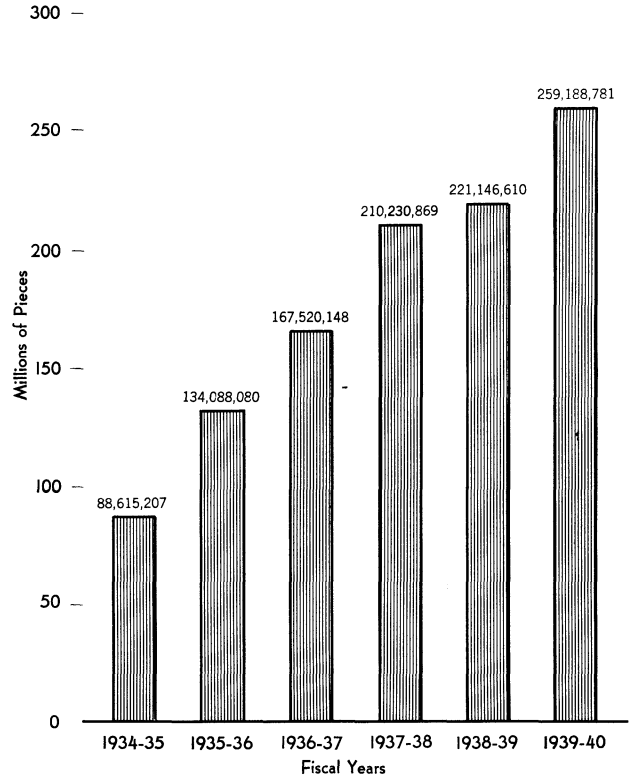
Source: Cost Ascertainment Division of the Post Office Department



PIECES OF DOMESTIC AIR MAIL DISPATCHED

Chart 21

Source: Cost Ascertainment Division of the Post Office Department

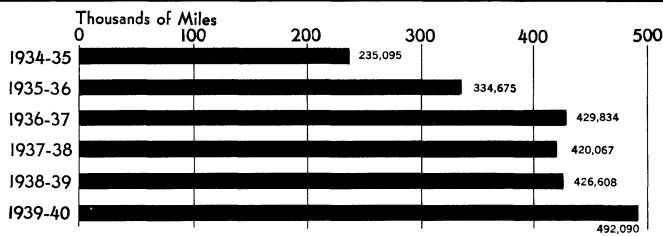


DOMESTIC AIRLINES

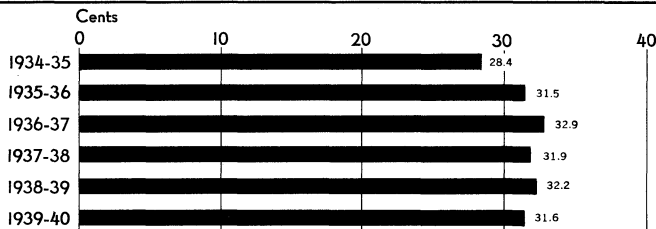
Chart 22

Source: Averages Calculated from Post Office Department figures

AVERAGE POUND-MILES PERFORMED PER MILE OF ROUTE



AVERAGE MAIL PAYMENTS PER MILE FLOWN



AVERAGE LOAD OF MAIL PER MILE FLOWN

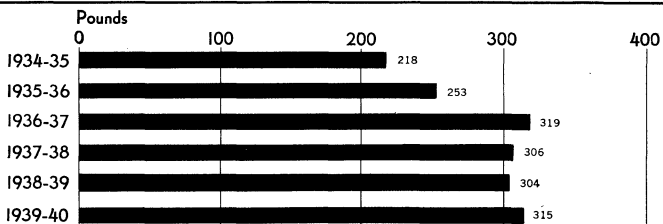
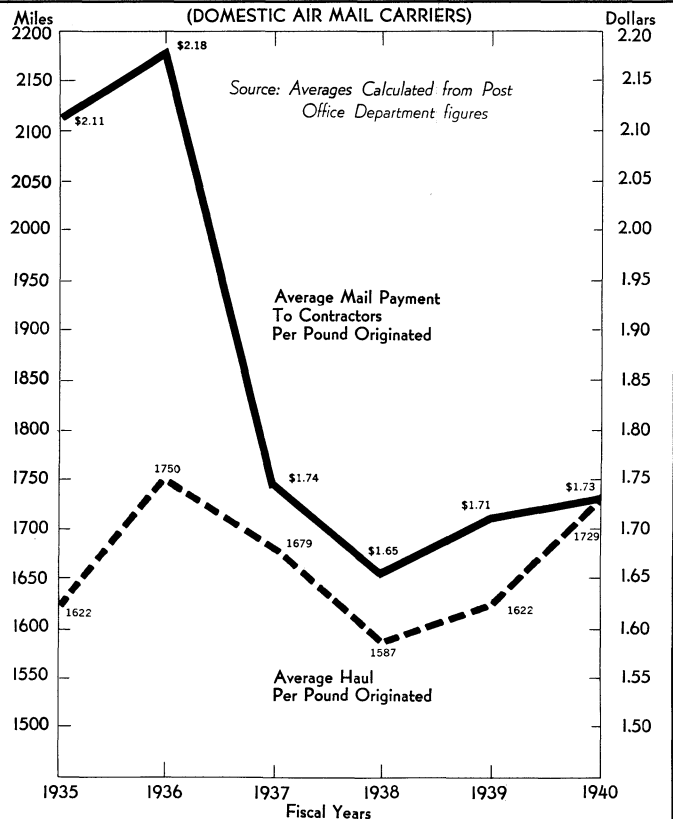


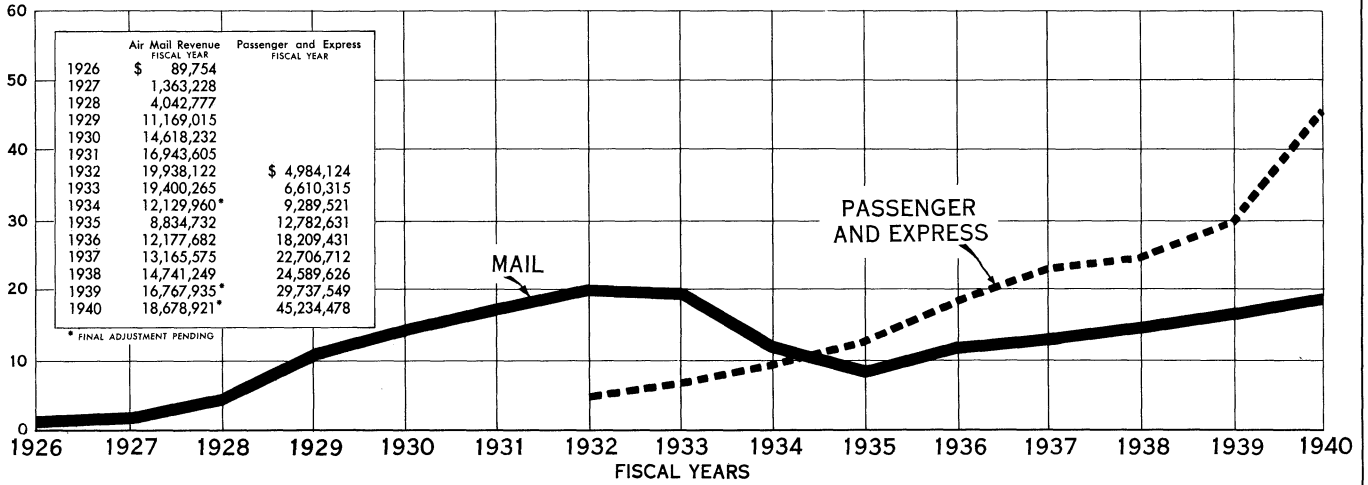
Chart 23 AVERAGE MAIL PAYMENT PER POUND OF AIR MAIL ORIGINATED AND AVERAGE HAUL PER POUND ORIGINATED



DOMESTIC AIR-MAIL CARRIERS' REVENUE

MILLIONS OF DOLLARS

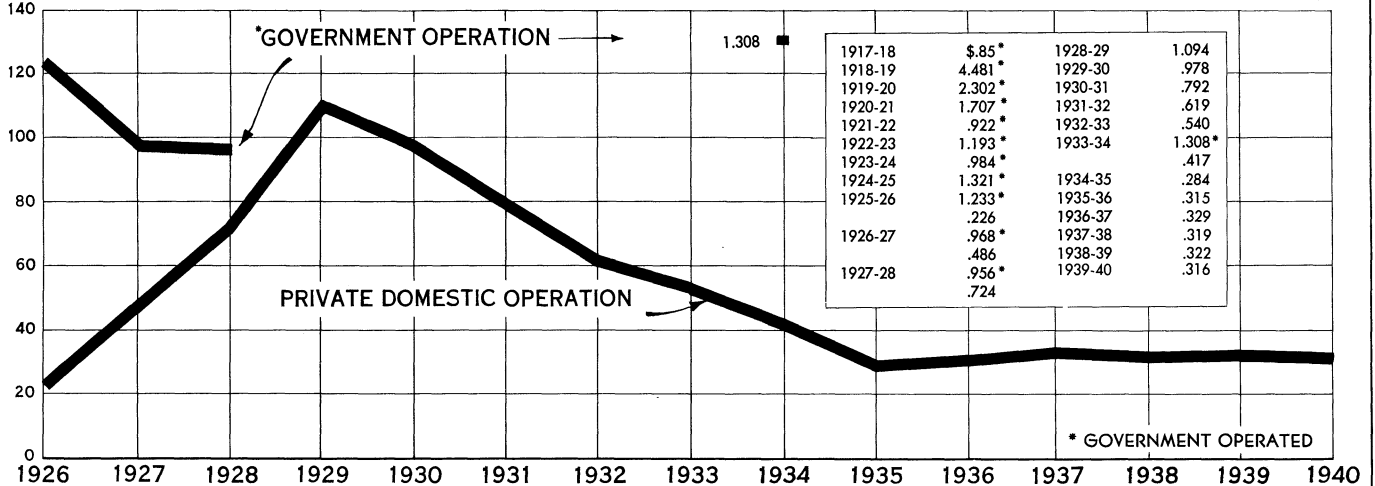
Source: Carriers Annual Reports and Post Office Department



DOMESTIC AIR MAIL PAYMENT PER PLANE-MILE

CENTS

Source: Post Office Annual Report



PAYMENT PER POUND-MILE DOMESTIC AIR MAIL

MILLS

Fiscal Years Ending June 30th	Payments Per Pound-Mile (mills)
1932	3.18
1933	4.01
1934	2.69
1935	1.30
1936	1.24
1937	1.03
1938	1.04
1939	1.05
1940	1.00

SOURCE: Special tabulation, P. O. Dept.

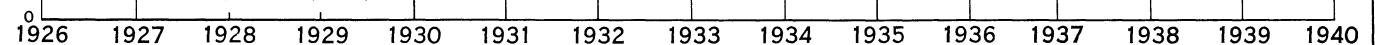
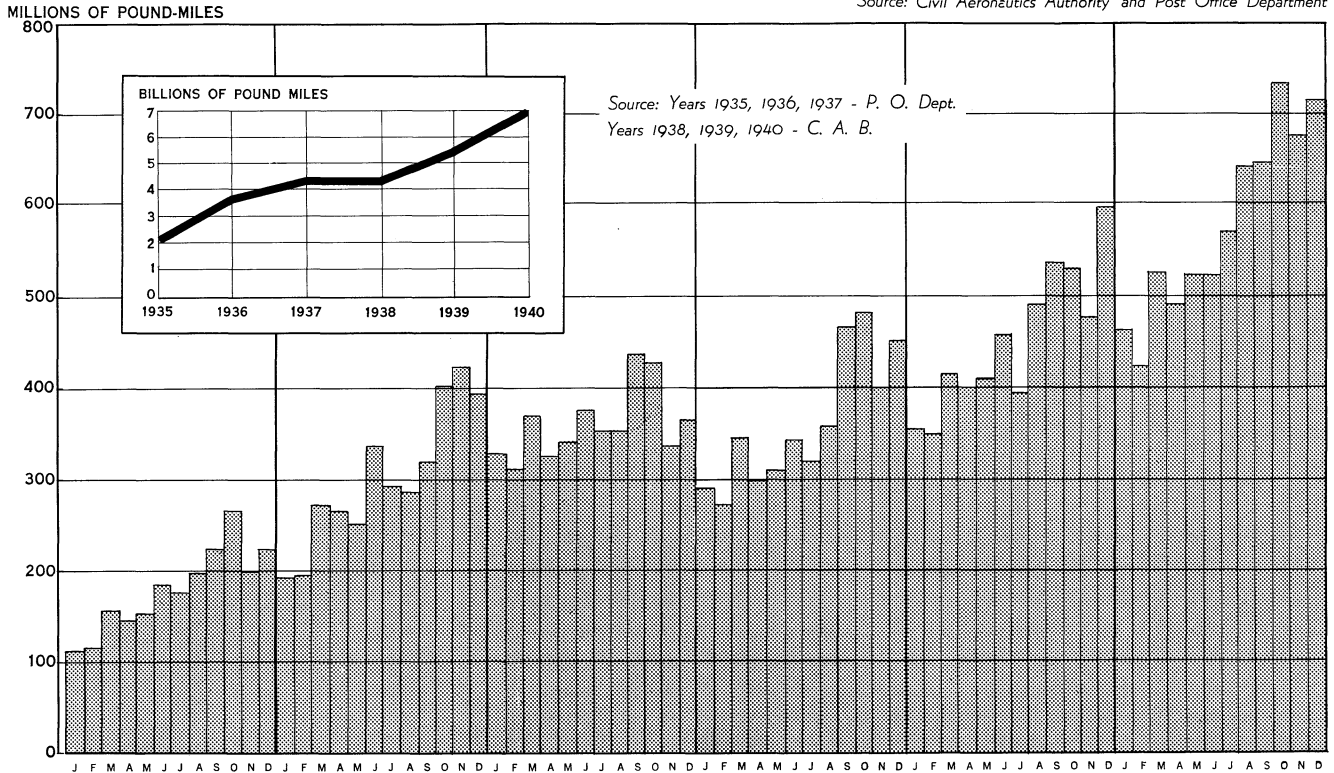


Chart 27

EXPRESS POUND-MILES FLOWN (DOMESTIC)

Source: Civil Aeronautics Authority and Post Office Department



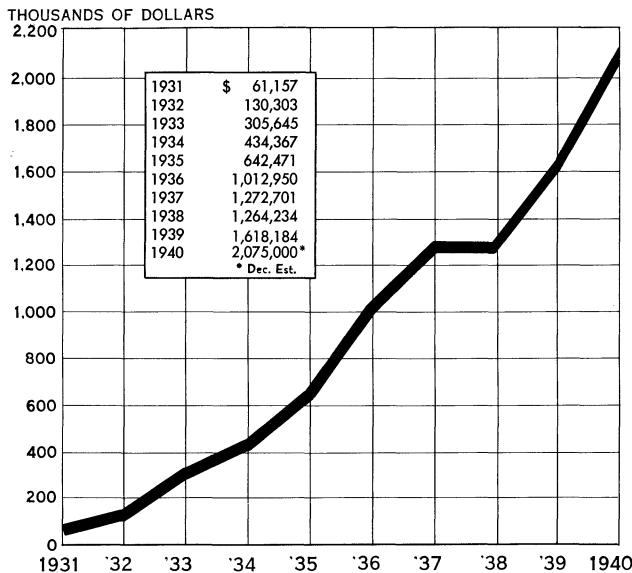
Months	1935	1936	1937	1938	1939	1940	Months
Jan.	113,147,227	192,142,055	325,976,789	290,608,552	354,500,080	463,898,988	Jan.
Feb.	115,080,068	194,971,736	311,092,339	271,262,451	349,218,080	422,394,234	Feb.
Mar.	154,733,906	272,602,108	369,758,191	346,309,637	415,083,212	525,401,290	Mar.
April	144,461,472	265,123,628	324,625,046	299,887,923	400,501,211	491,114,049	April
May	152,808,626	250,613,268	341,772,347	311,348,692	409,938,146	522,817,135	May
June	184,407,804	334,466,431	375,574,618	343,375,649	457,946,817	522,800,265	June
July	174,363,386	292,687,722	351,934,619	319,728,510	394,088,272	570,817,288	July
Aug.	197,233,074	287,318,406	352,853,579	367,246,402	491,914,099	641,523,568	Aug.
Sept.	224,358,552	322,444,700	437,785,106	463,453,744	536,701,889	645,933,371	Sept.
Oct.	263,596,286	401,973,444	427,941,068	482,787,393	529,988,948	733,834,979	Oct.
Nov.	199,500,835	424,362,792	335,074,230	400,357,669	476,224,512	674,219,640	Nov.
Dec.	221,792,475	393,735,347	363,724,521	451,045,139	595,121,775	715,000,000*	Dec.
TOTALS	2,145,483,711	3,632,441,637	4,318,112,453	4,347,411,761	5,411,227,041	6,929,754,807	TOTALS

* Estimated

Chart 28

EXPRESS REVENUE (DOMESTIC)

Source: Civil Aeronautics Authority and Carriers Monthly Reports

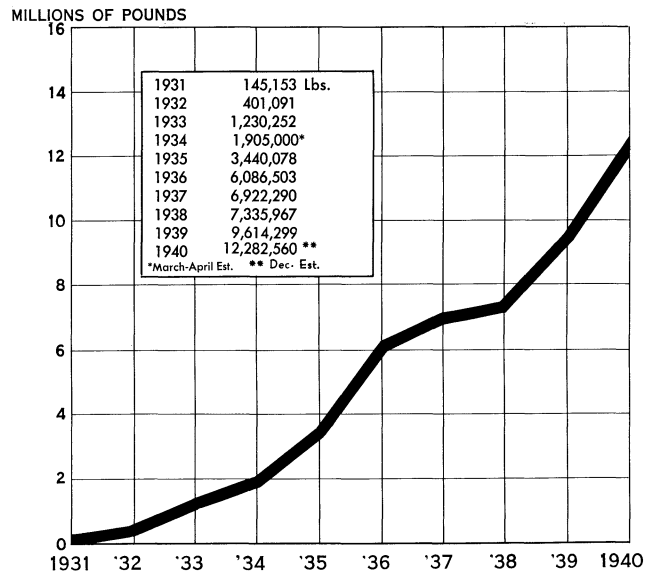


* Dec. Est.

EXPRESS POUNDS CARRIED (DOMESTIC)

Source: Post Office Dept.

Chart 29

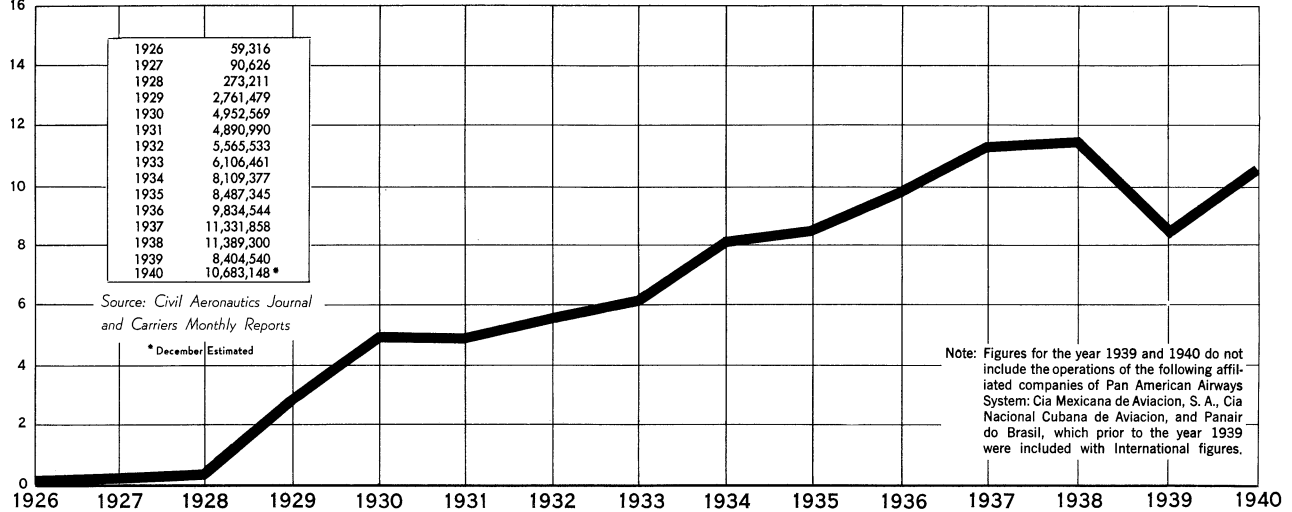


* March-April Est. ** Dec. Est.

REVENUE PLANE MILES FLOWN (INTERNATIONAL SERVICE)

Chart 30

MILLIONS OF MILES

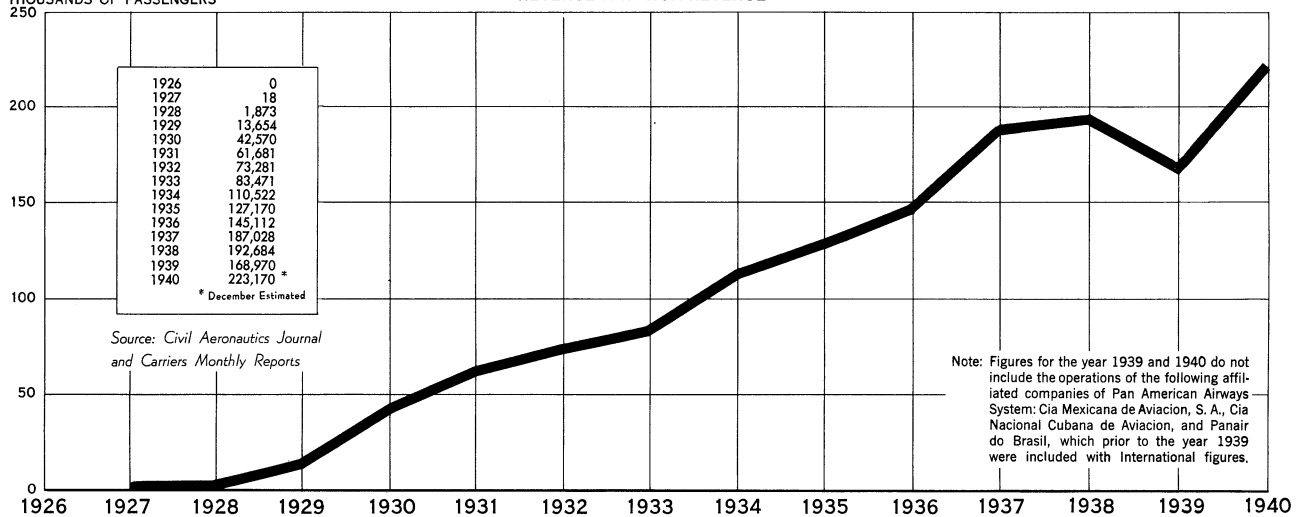


TOTAL PASSENGERS CARRIED (INTERNATIONAL SERVICE)

Chart 31

THOUSANDS OF PASSENGERS

REVENUE AND NON-REVENUE



PASSENGER MILES FLOWN (INTERNATIONAL SERVICE)

Chart 32

MILLIONS OF MILES

REVENUE AND NON-REVENUE

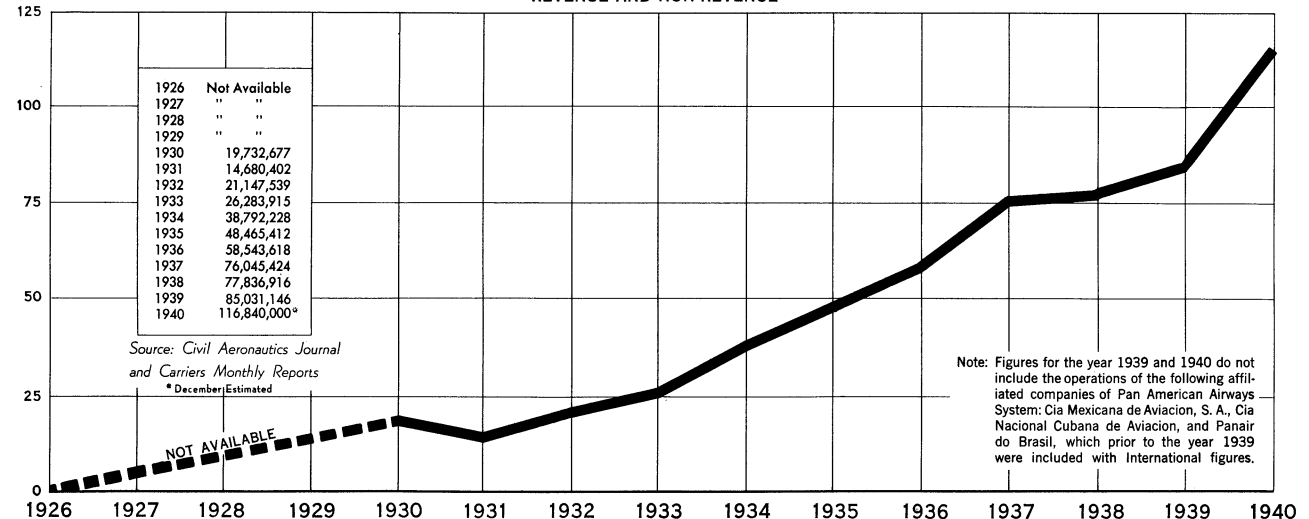
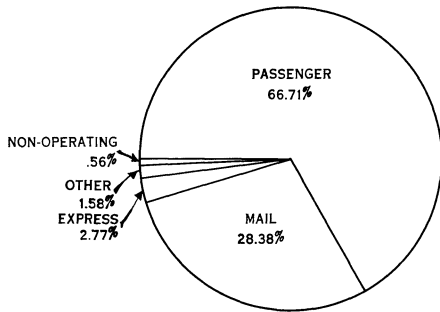


Chart 33

DOMESTIC MEMBERS

AIR TRANSPORT ASSOCIATION OF AMERICA

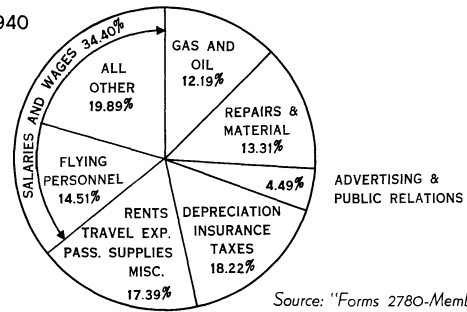
REVENUES



FISCAL YEAR
JULY 1, 1939 - JUNE 30, 1940

AFTER RESERVES FOR
FEDERAL TAXES

EXPENSES



Source: "Forms 2780-Member Carriers-Air Transport Association"

Chart 34

OPERATING REVENUE - ALL DOMESTIC AIR-MAIL CARRIERS

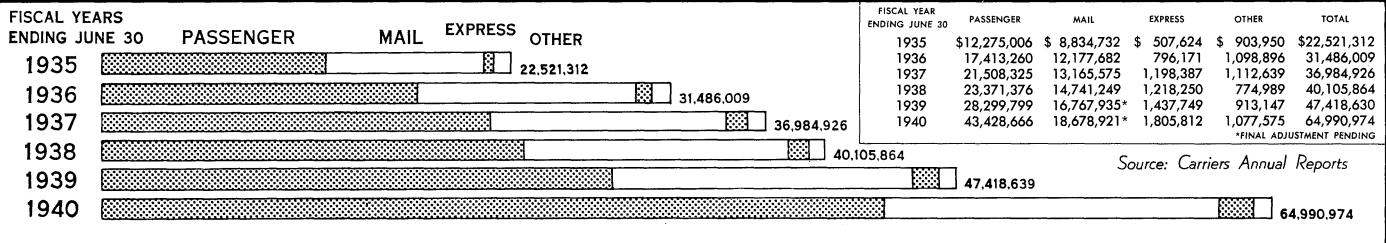


Chart 35

DOMESTIC

RATIO OF REVENUE TO OPERATING EXPENSES

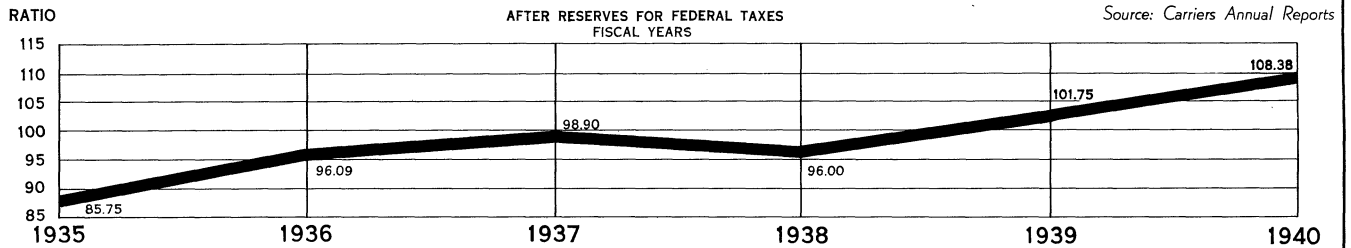
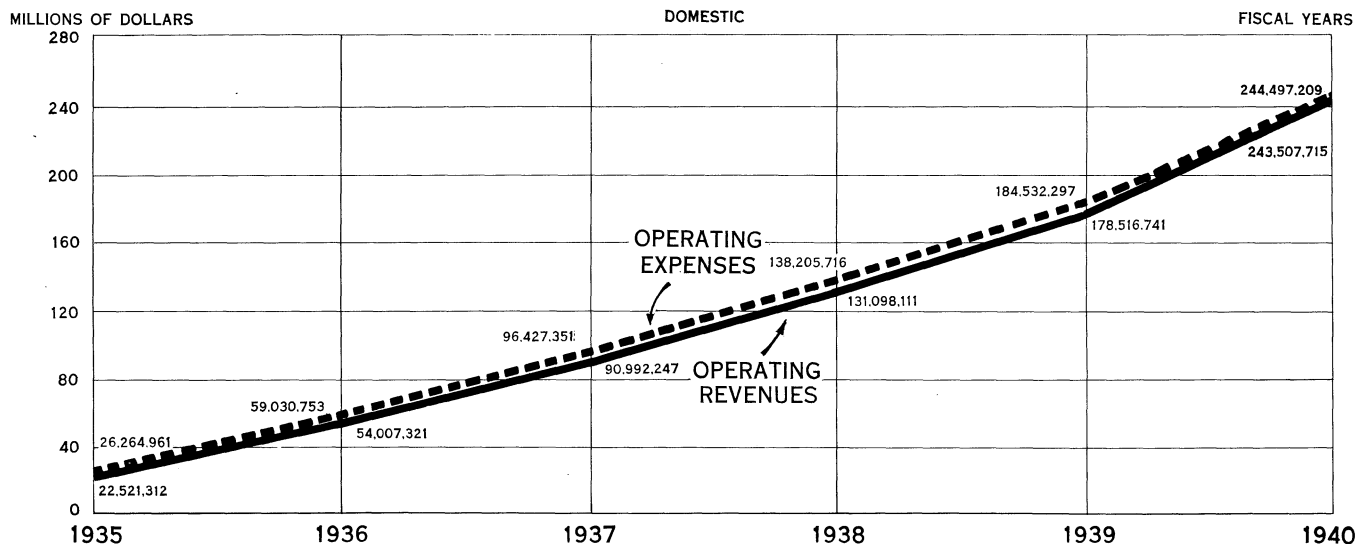


Chart 36

6 YEARS ACCUMULATED TOTAL OPERATING EXPENSES vs. REVENUE

Source: Carriers Annual Reports

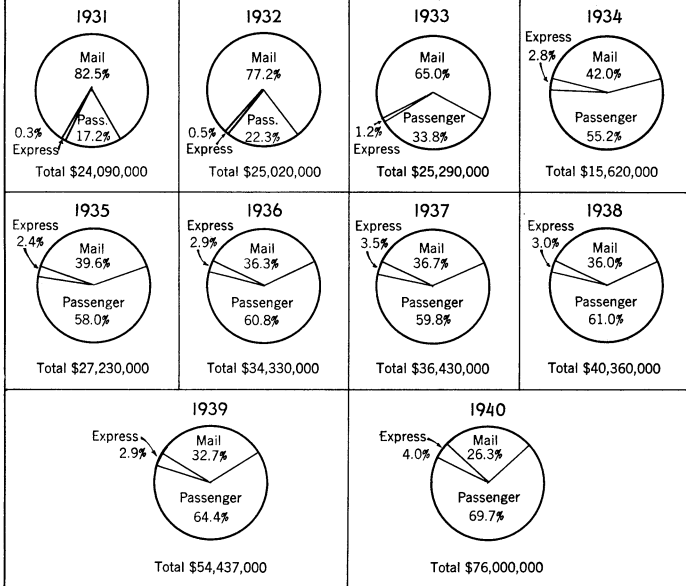


SOURCE OF REVENUES OF THE AIRLINE COMPANIES

Chart 37

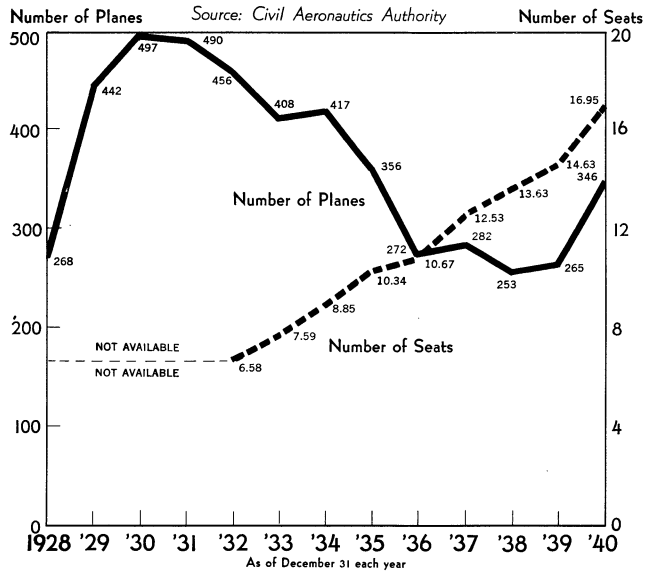
CALENDAR YEARS

Source: Chicago Tribune



NUMBER OF DOMESTIC AIR CARRIER TRANSPORT PLANES IN SERVICE AND AVERAGE NUMBER OF PASSENGER SEATS PER PLANE

Chart 38



TENTATIVE CLASSIFICATION OF AIRPORTS

Chart 39

SOURCE: AIRPORT SECTION - TECHNICAL DEVELOPMENT DIVISION - CIVIL AERONAUTICS AUTHORITY

AS OF				
Jan. 1, 1939	Apr. 1, 1940			
1,693	1,576			<p>CLASS 1</p> <p>SMALL PRIVATE OWNER TYPE AIRCRAFT. 2 TO 5 PLACE ADEQUATE FOR AIRCRAFT UP TO 4000[#] GROSS WEIGHT. FOR SMALL COMMUNITIES AND SECONDARY AIRPORTS. LANDING STRIPS 1800' TO 2500' LENGTH</p>
178	245			<p>CLASS 2</p> <p>LARGER SIZE PRIVATE OWNER TYPE AIRCRAFT AND SMALL SIZE TRANSPORT AIRCRAFT. UP TO 20 PLACE ADEQUATE FOR AIRCRAFT FROM 4000[#] TO 15,000[#] GROSS WEIGHT. COMMUNITIES OF 5000 TO 25,000 POPULATION. LANDING STRIPS 2500' TO 3500' LENGTH.</p>
36	31			<p>CLASS 3</p> <p>PRESENT DAY TRANSPORT AIRCRAFT. UP TO 30 PLACE ADEQUATE FOR AIRCRAFT FROM 10,000[#] TO 50,000[#] GROSS WEIGHT. CITIES OF 25,000 TO 250,000 POPULATION ON AIRWAYS SYSTEM. LANDING STRIPS 3500' TO 4500' LENGTH.</p>
0	5			<p>CLASS 4</p> <p>LARGEST AIRCRAFT NOW IN USE AND THOSE PLANNED FOR IMMEDIATE FUTURE. 50 PLACE AND LARGER ADEQUATE FOR AIRCRAFT OF GROSS WEIGHTS OF 50,000[#] AND OVER. MAJOR METROPOLITAN CENTERS AND AIRWAY TERMINALS LANDING STRIPS 4500' LENGTHS AND OVER.</p>
Total				
1,907	1,857			

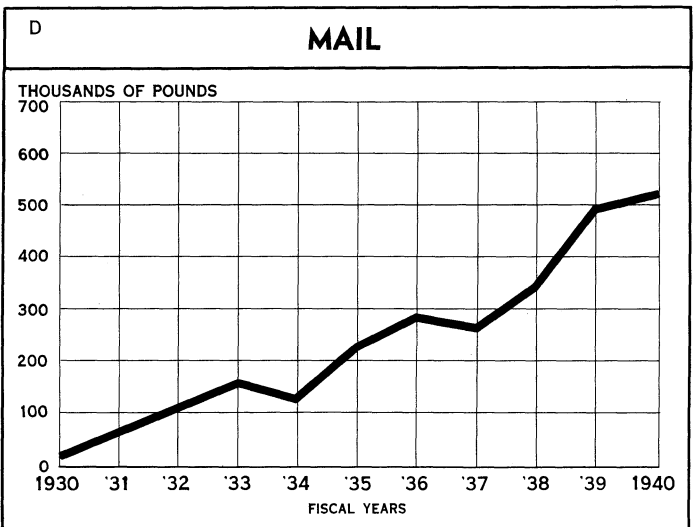
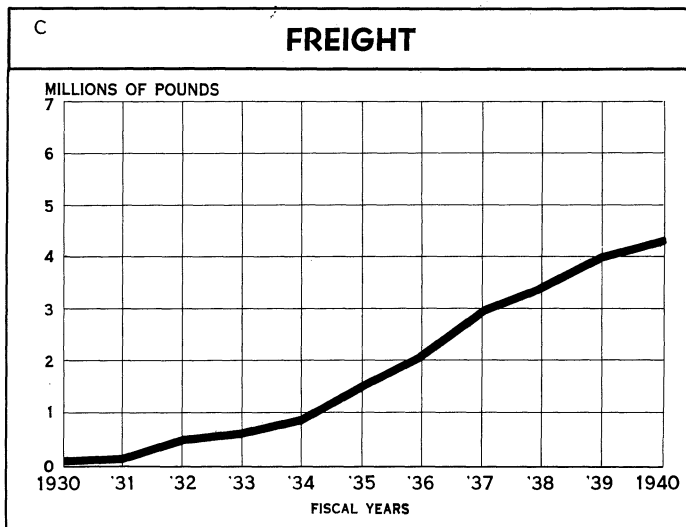
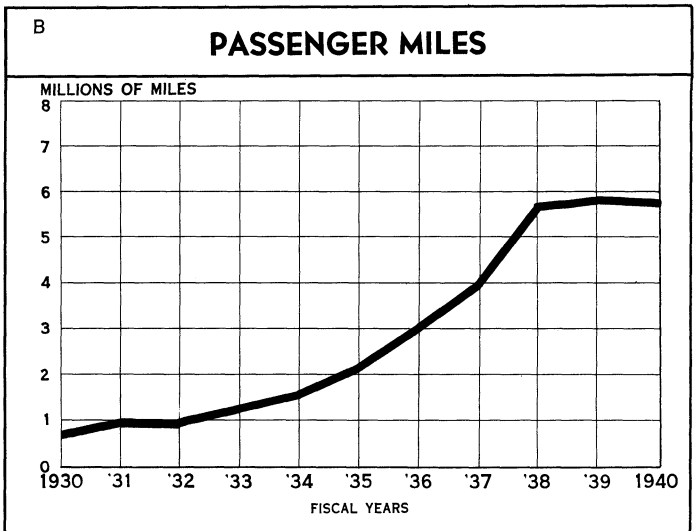
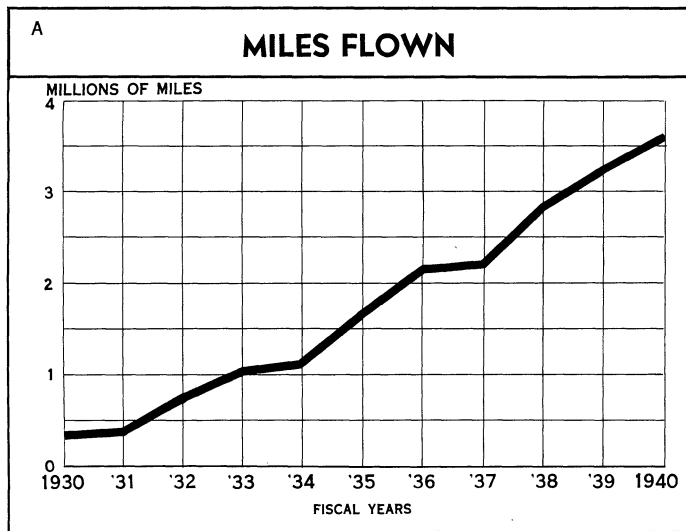
Airport Section - Dr No 207

ALASKA

AIRCRAFT OPERATIONS FOR THE YEAR ENDING JUNE 30, 1940

Source: Alaska Aeronautics and Communications Commission, office of the Supervisor.

Months	Hours Flown	Trips	Plane Miles Flown	Passengers Carried	Passenger Miles Flown	Freight Pounds	Mail Pounds	Months
July	3,458	1,384	458,347	3,859	607,806	534,587	18,202	July
Aug.	3,185	1,318	327,777	3,687	585,803	306,445	19,463	Aug.
Sept.	2,784	1,210	318,969	2,968	501,483	449,960	18,869	Sept.
Oct.	2,528	1,118	279,228	2,677	522,592	323,609	18,629	Oct.
Nov.	2,179	984	245,139	2,006	443,092	294,059	66,593	Nov.
Dec.	1,692	807	187,362	1,367	257,405	191,092	87,799	Dec.
Jan.	1,647	861	170,414	1,469	266,945	182,053	63,603	Jan.
Feb.	1,902	846	213,529	1,710	297,514	278,097	62,637	Feb.
Mar.	2,518	1,150	271,052	2,032	420,585	399,593	61,933	Mar.
April	3,480	1,439	380,902	2,971	605,723	439,680	52,114	April
May	3,257	1,537	362,296	3,177	587,769	375,775	24,822	May
June	3,548	1,642	383,775	3,512	649,087	540,710	25,568	June
TOTALS	32,177	14,296	3,598,790	31,435	5,745,804	4,315,660	520,232	TOTALS



	Planes in Service	Plane Miles Flown	Passenger Miles Flown	Pounds of Freight	Pounds of Mail
Two-year period ending March 31, 1929	8	331,591	272,999	94,701	24,250
Year ending June 30, 1930	24	338,422	684,261	103,043	17,690
Year ending June 30, 1931	26	381,234	947,695	161,718*	
Year ending June 30, 1932	31	742,854	942,176	496,680*	
Year ending June 30, 1933	42	1,059,155	1,222,510	634,016	151,570
Year ending June 30, 1934	56	1,126,610	1,533,311	869,398	124,972
Year ending June 30, 1935	73	1,685,654	2,148,692	1,496,917	225,840
Year ending June 30, 1936	79	2,130,929	3,035,018	2,138,886	279,730
Year ending June 30, 1937	102	2,209,206	4,021,798	2,947,726	264,201
Year ending June 30, 1938	155	2,829,258	5,634,461	3,415,759	342,736
Year ending June 30, 1939	175	3,247,046	5,801,787	4,010,730	489,574
Year ending June 30, 1940		3,598,790	5,745,804	4,315,660	520,232

*Mail and freight combined

AIR TRANSPORTATION IS MORE THAN JUST AIRPLANES

The devoted service of the human beings necessary to keep planes in the air is a most important contribution to the progress of air transportation

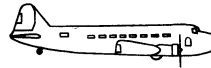
1 PILOT
1 PASSENGER



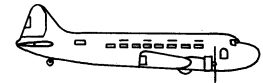
2 PILOTS
10 PASSENGERS



2 PILOTS
1 STEWARDESS
14 PASSENGERS



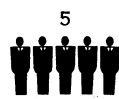
2 PILOTS
1 STEWARDESS OR STEWARD
21 PASSENGERS



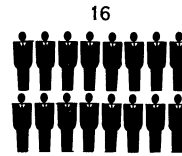
AIRLINE PERSONNEL ON THE GROUND FOR EACH PLANE IN THE AIR (DOMESTIC)



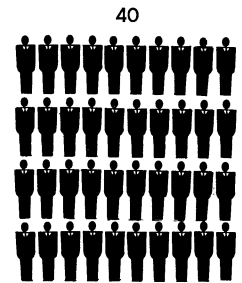
1927



1930



1935



1940

More than 1,500 passengers and 18 tons of United States mail, on board approximately 225 common carrier transport planes under the United States flag, are in the air every second of each 24 hours.

FUEL CONSUMED SCHEDULED AIR LINE OPERATIONS DOMESTIC AND INTERNATIONAL

Source: Civil Aeronautics Authority

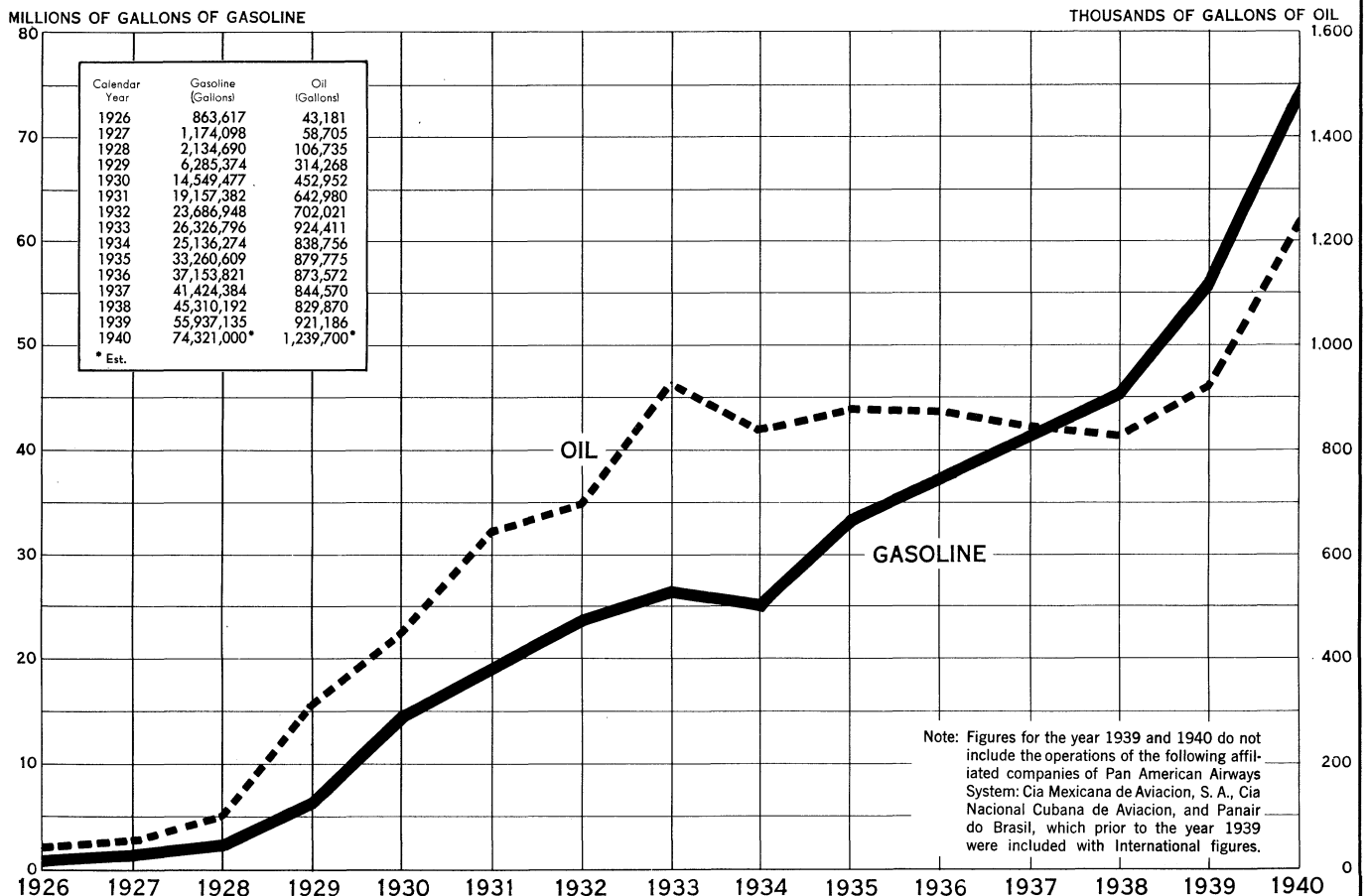


Chart 43

U.S. DOMESTIC AIRWAY SYSTEM, AIRWAY MILEAGE, AIRWAY MILEAGE LIGHTED AND MILES OF TELETYPE SERVICE

Source: Civil Aeronautics Authority

THOUSANDS OF MILES

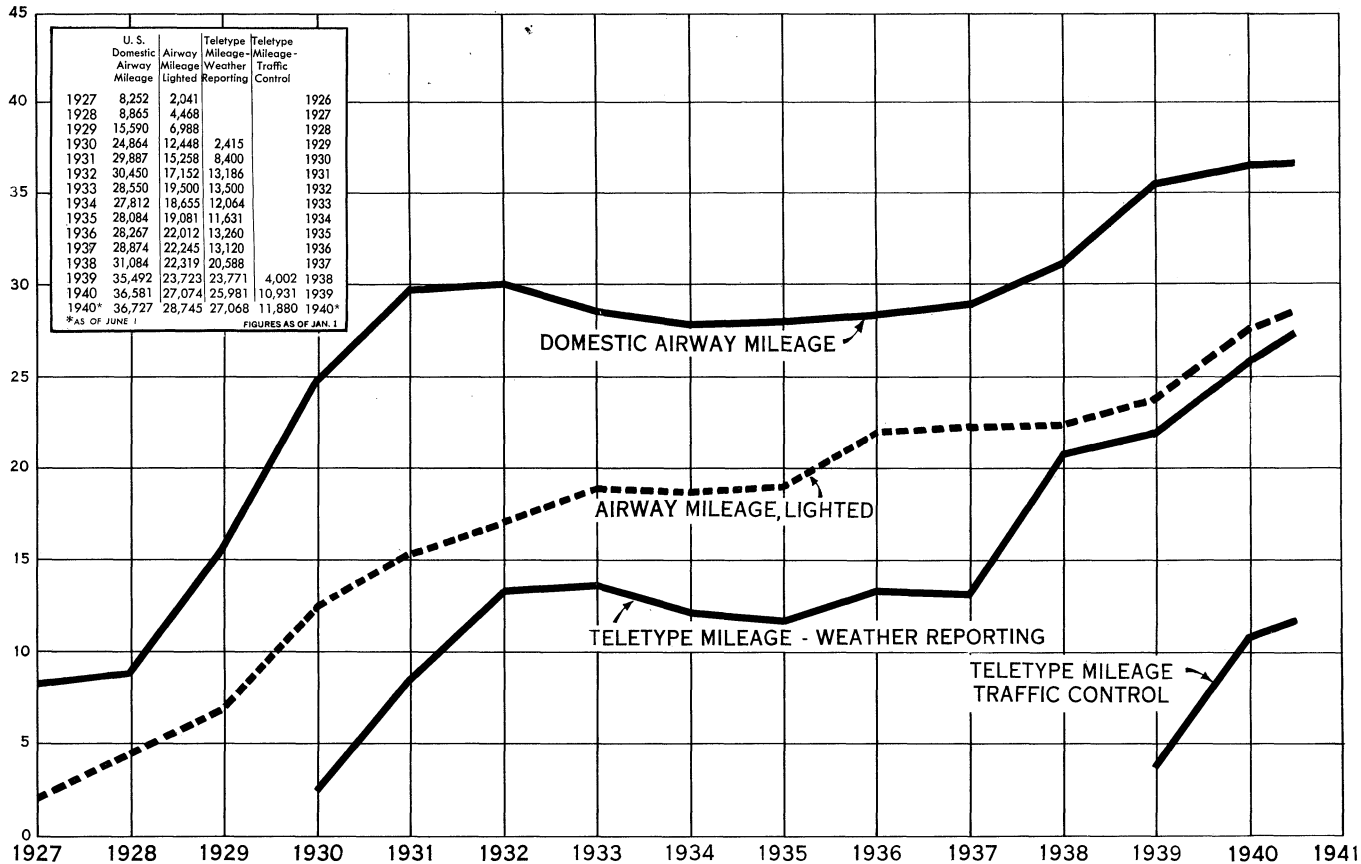
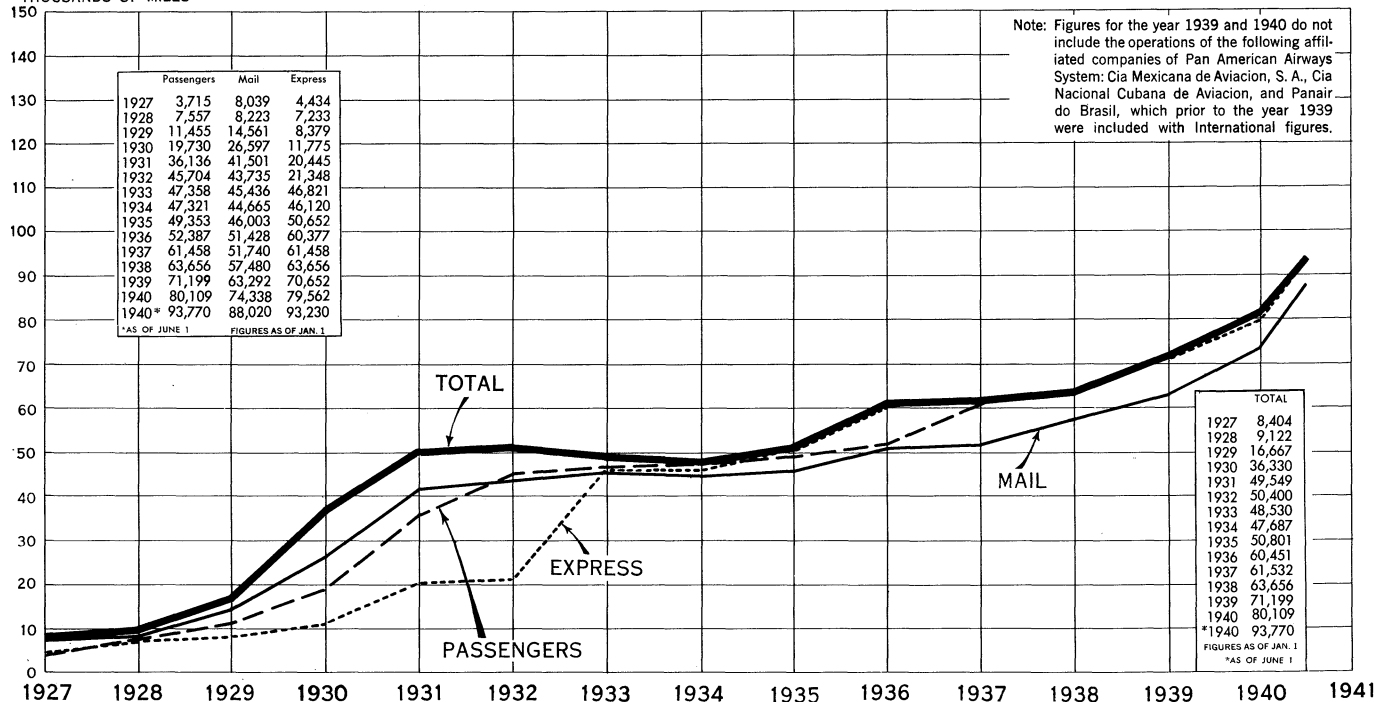


Chart 44

AIRWAY MILES OF TRANSPORT ROUTES DOMESTIC AND INTERNATIONAL

Source: Civil Aeronautics Authority

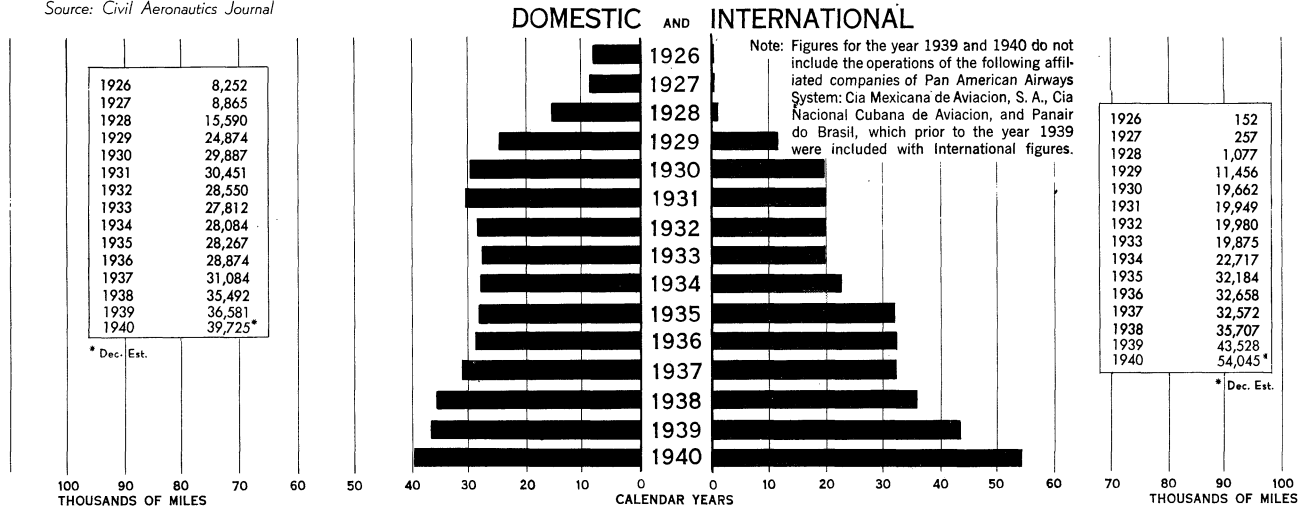
THOUSANDS OF MILES



TOTAL ROUTE MILES

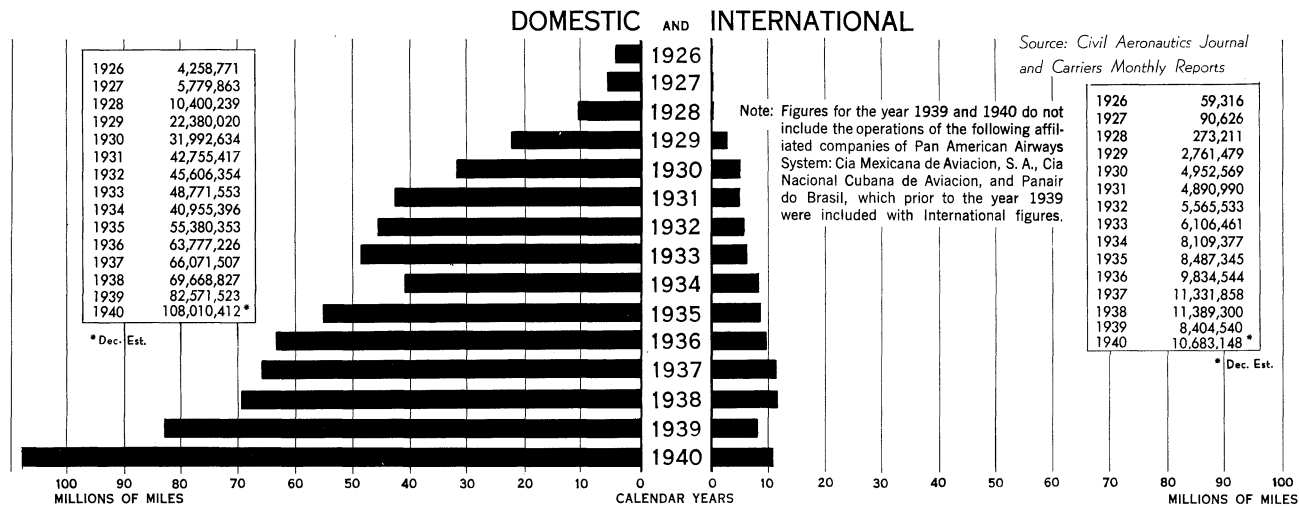
Chart 45

Source: Civil Aeronautics Journal



TOTAL PLANE MILES FLOWN

Chart 46



TOTAL PASSENGER MILES FLOWN

Chart 47

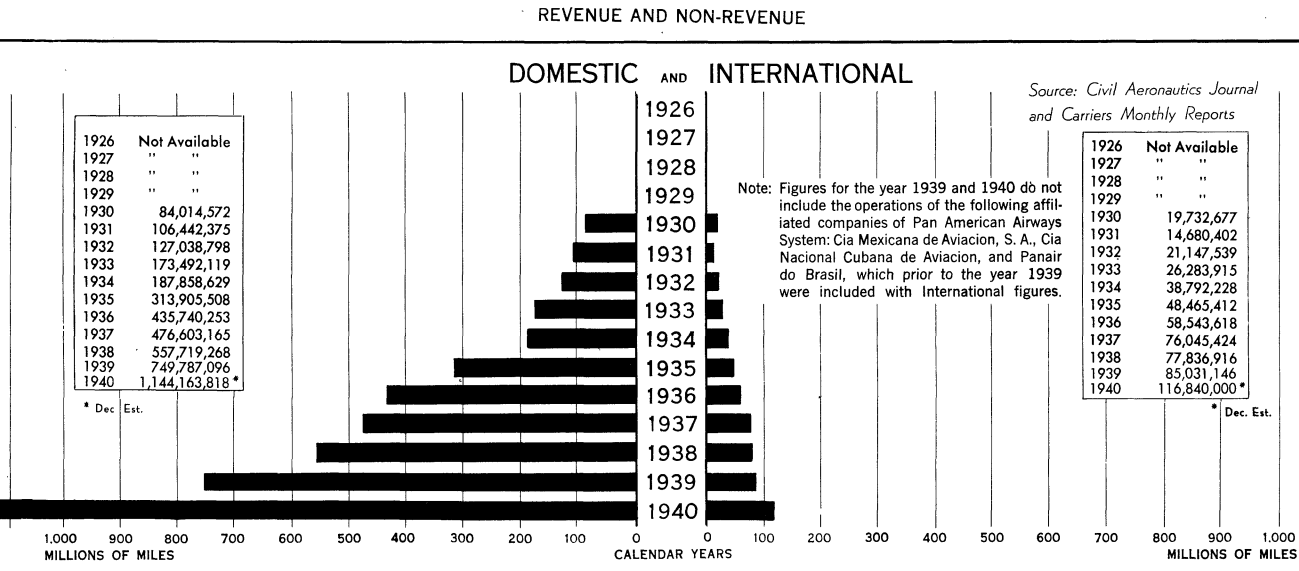


Chart 48

U.S. DOMESTIC AIRWAYS RADIO-RANGE BROADCASTING FACILITIES AND WEATHER STATIONS

Source: Civil Aeronautics Authority

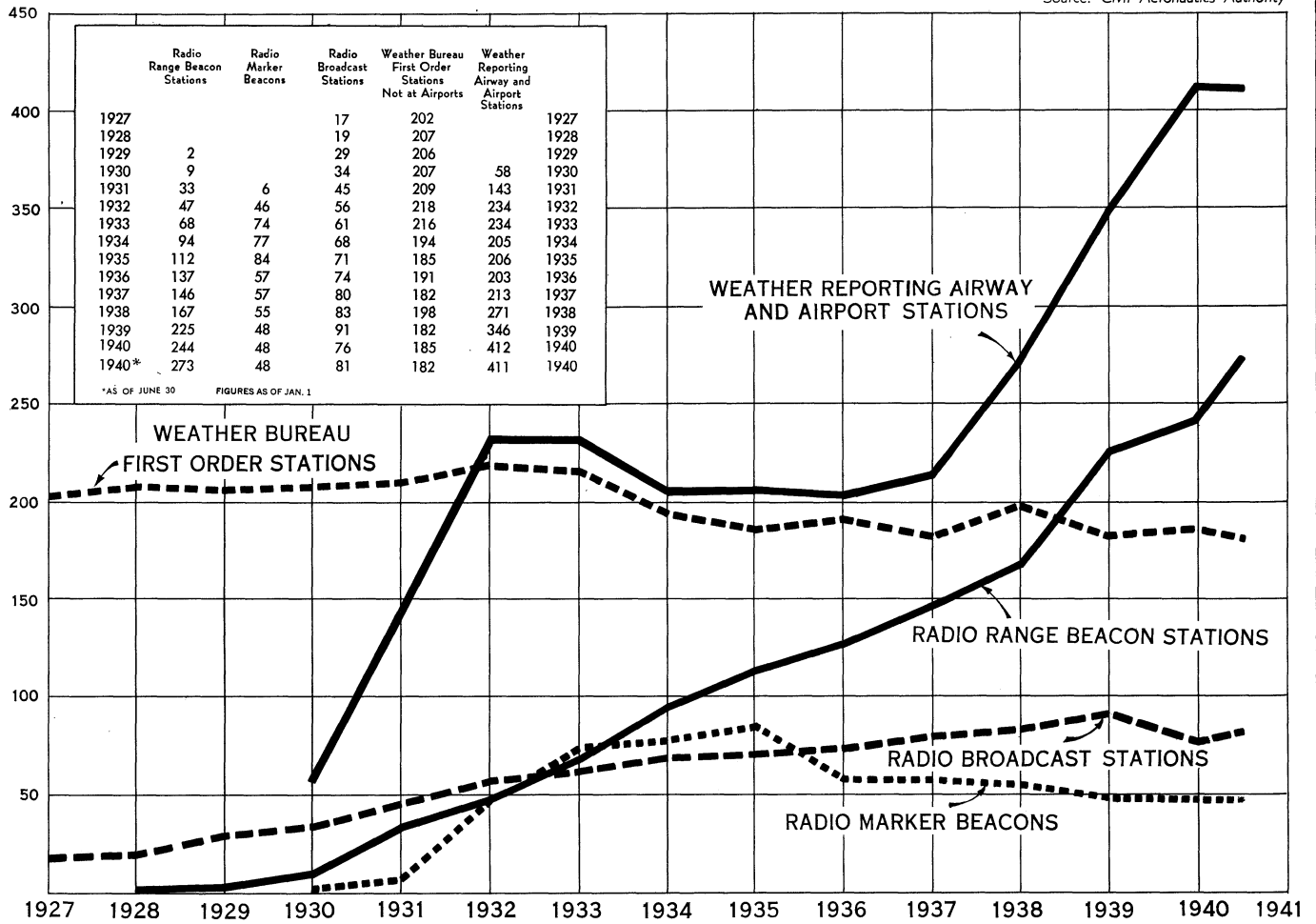


Chart 49 DOMESTIC AIR CARRIER OPERATIONS AND SAFETY RECORD

Source: Civil Aeronautics Authority

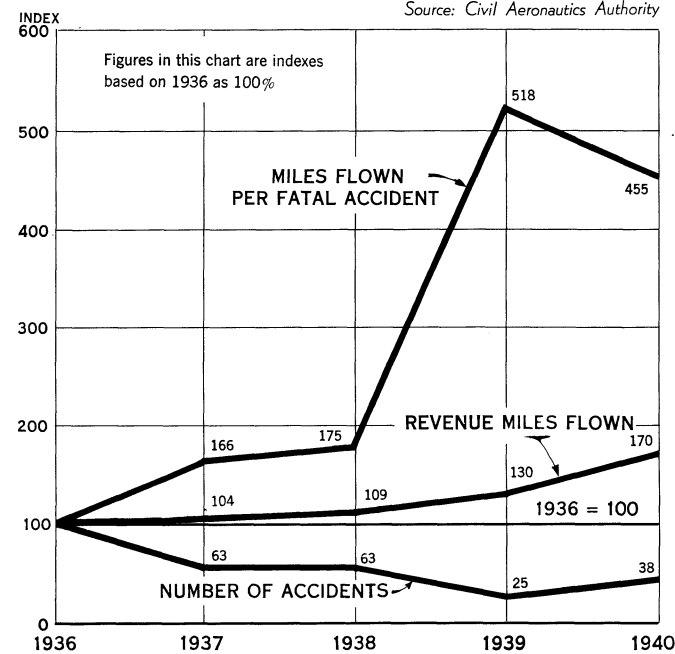
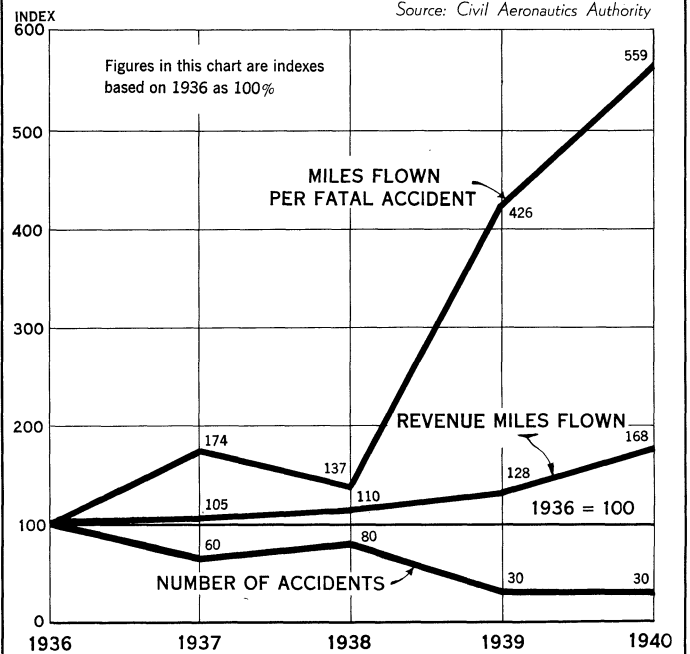


Chart 50 AIR CARRIER* OPERATIONS AND SAFETY RECORD

Source: Civil Aeronautics Authority

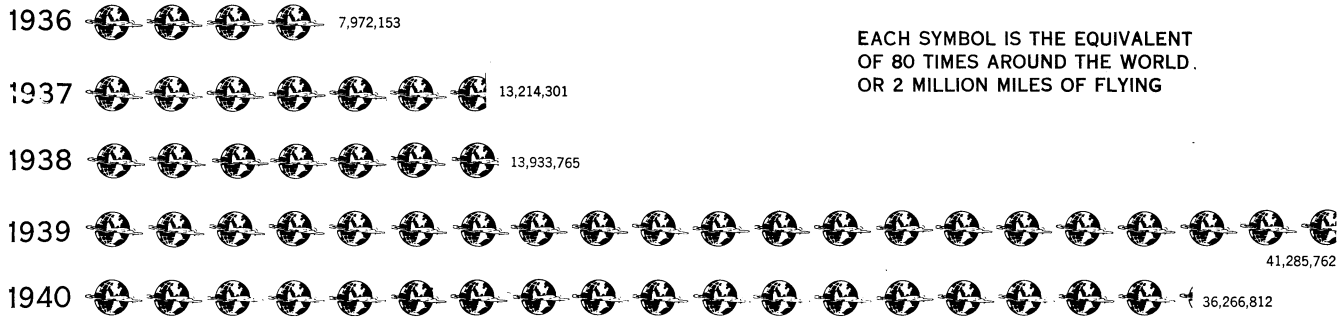


MILES FLOWN PER FATAL ACCIDENT

Chart 51

(DOMESTIC AIR CARRIERS)

Source: Civil Aeronautics Authority

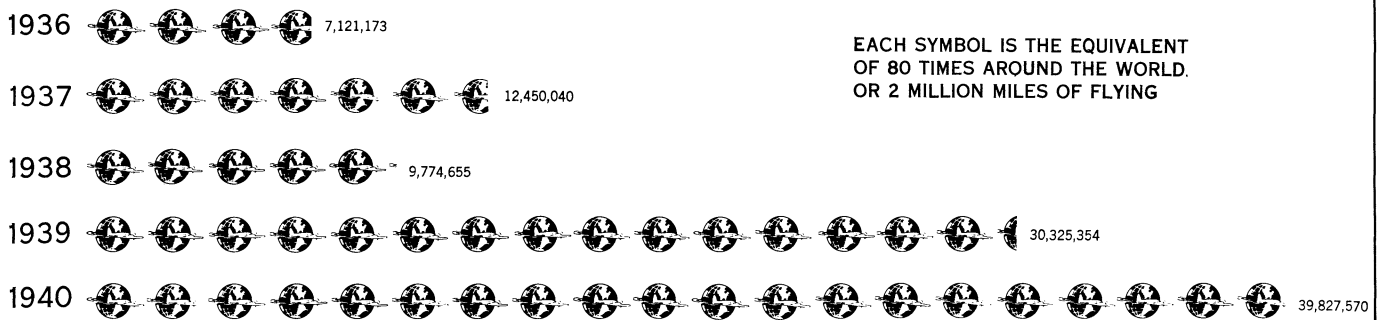


MILES FLOWN PER FATAL ACCIDENT

Chart 52

(DOMESTIC, FOREIGN, AND TERRITORIAL AIR CARRIERS)

Source: Civil Aeronautics Authority

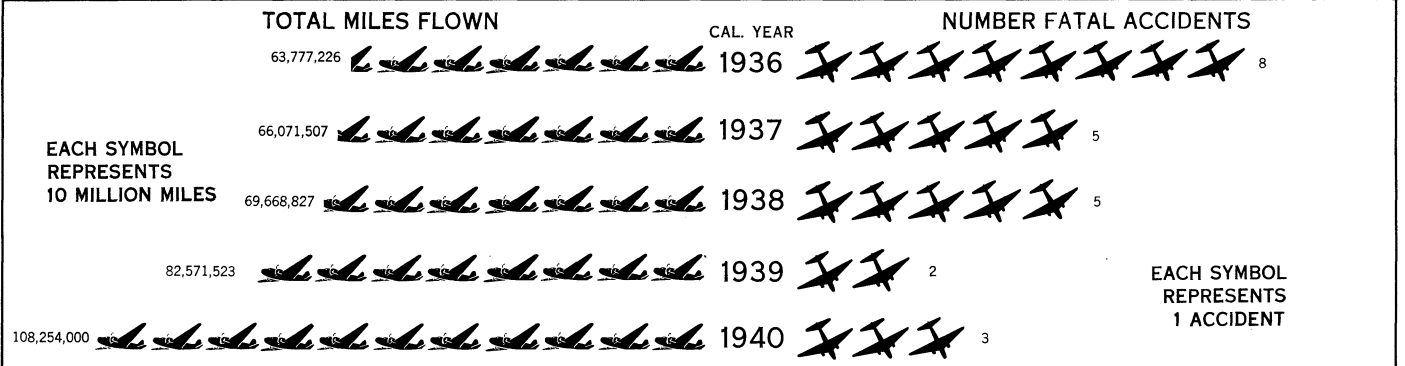


MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

Chart 53

(DOMESTIC)

Source: Civil Aeronautics Authority

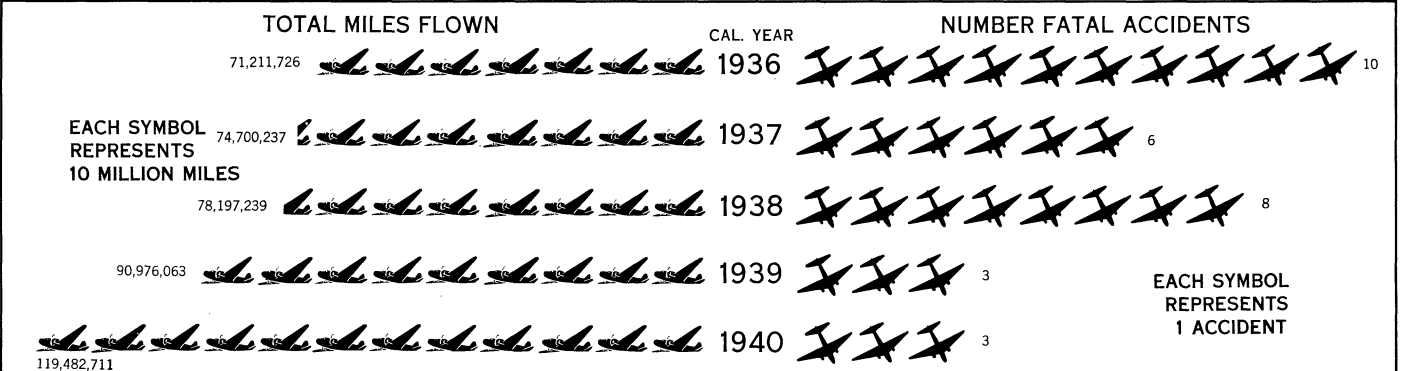


MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

Chart 54

(DOMESTIC, FOREIGN, AND TERRITORIAL)

Source: Civil Aeronautics Authority



What six Life Insurance Presidents say about *Air Travel*



MR. FRAZAR B. WILDE, *President, Connecticut General Life Insurance Company, Hartford:*

"Commercial airline passengers are good life insurance risks. Connecticut General was a pioneer in granting them full coverage at standard rates. We place no restrictions upon air travelers using the scheduled airlines of the nation."



MR. LEWIS W. DOUGLAS, *President, The Mutual Life Insurance Company of New York:*

"In recognition of the splendid record which commercial Air Transportation has achieved, we have removed all restrictions on life insurance coverage on passengers traveling on established United States flag airlines throughout the entire Western Hemisphere."



MR. A. N. KEMP, *President, Pacific Mutual Life Insurance Company, Los Angeles:*

"Accepting the accomplished fact of the security, comfort and dependability of the nation's scheduled airlines, we have removed all restrictions on policy-holding passengers flying within the United States."



MR. JAMES A. FULTON, *President, Home Life Insurance Company, New York:*

"In 1866, The Home Life was the first Company to remove all policy restrictions as to ground travel. Now we are happy to be among the first to grant standard insurance to those who fly as fare-paying passengers on scheduled airlines in the United States."



MR. F. W. HUBBELL, *President, Equitable Life Insurance Company of Iowa, Des Moines:*

"We congratulate the Air Transport Industry on its record of efficiency—and in doing so, remove all restrictions on coverage of air passengers of these carriers in the United States, placing them in the same class as those using other forms of transportation."



MR. JOHN A. STEVENSON, *President, The Penn Mutual Life Insurance Company, Philadelphia:*

"We have followed with interest the remarkable advances in safety made by the airlines during the past decade. Consequently, we are eliminating extra premiums in policies on fare-paying passengers flying on scheduled airlines within the United States."

AIR TRANSPORT ASSOCIATION OF AMERICA

135 SOUTH LASALLE STREET, CHICAGO, ILL.

MEMBERS

American Airlines, Inc.
Braniff Airways, Inc.
Canadian-Colonial Airways, Inc.
Catalina Air Transport
Chicago and Southern Air Lines, Inc.
Continental Air Lines, Inc.
Delta Air Lines
Eastern Air Lines, Inc.

Inland Air Lines, Inc.
Inter-Island Airways, Ltd.
Mid-Continent Airlines, Inc.
National Airlines, Inc.
Northeast Airlines, Inc.
Northwest Airlines, Inc.
Pan American Airways System
Pennsylvania-Central Airlines Corp.

Transcontinental & Western Air, Inc.
United Air Lines Transport Corp.
Western Air Lines, Inc.

ASSOCIATE MEMBERS

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IT PAYS TO FLY

"BY COMMON ACTION TO ADVANCE THE AIRLINE INDUSTRY FOR BETTER SERVICE TO THE PUBLIC AND FOR THE NATIONAL DEFENSE"