

*Little Known Facts*  
ABOUT THE SCHEDULED  
**AIR TRANSPORT INDUSTRY**

*Domestic and International Airlines of the United States*

FIFTH EDITION

NOVEMBER 1, 1943



*Leading the World in Air Transport*





**AIR TRANSPORT ASSOCIATION OF AMERICA**  
1515 MASSACHUSETTS AVENUE, N. W. • TELEPHONE EXECUTIVE 2929  
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TO THE AMERICAN PEOPLE

In this fifth edition of "Little Known Facts," the Air Transport Industry makes its report to the nation concerning its common carrier operations since 1926, the year of its birth, through the first year of war, 1942.

You will note that the 1942 facts reported have to do only with the domestic common carrier operations of the Airlines. But in reading the introductory notes to the charts, you will guess rightly that the Airlines have done, are doing, and will continue to do an "all out" job for the armed forces which cannot be factually reported at this time for military reasons.

We can assure you that when the Airlines' wartime story is told in full, it will be one of the most dramatic chapters in the history of World War II.

*E. S. Gorrell*

E. S. Gorrell,  
President

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



**AIR TRANSPORT IS AIR POWER** . . . As a force in prosecuting the war as well as securing the nation's peace, the Airlines of the United States and the services they perform are a measure of United States air power as surely as are those performed by the Army and the Navy. This fact has been attested to on many occasions by President Roosevelt, by the Secretaries of War and Navy, and by many other high-ranking officials.

**FRANKLIN D. ROOSEVELT:**  
January 24th, 1939: "Civil Aviation is clearly recognized as a backlog of national defense . . ."

"... the country's welfare in time of peace and its safety in time of war rests upon an economically and technically sound air transportation system, both domestic and overseas.

"... hardly another civil activity of our people bears such a direct and intimate relation to the national security . . ."

September 1st, 1942: "The way in which this private industry has been helpful in the war effort is a worthwhile testimonial."

May 15th, 1943: "The growth of air transport before the war was phenomenal, and it has become a necessary adjunct of our war effort . . . the ability to move men and materials to any part of the world in hours, rather than weeks and months, is vital to our military strategy.

"With the dawn of peace, commercial aviation will have new and greater opportunities for which it will be all the better prepared by reason of the training and experience it is now getting."

**HENRY L. STIMSON, Secretary of War:**  
April 1st, 1942: "Civilian air transportation is of vital importance to the war effort."

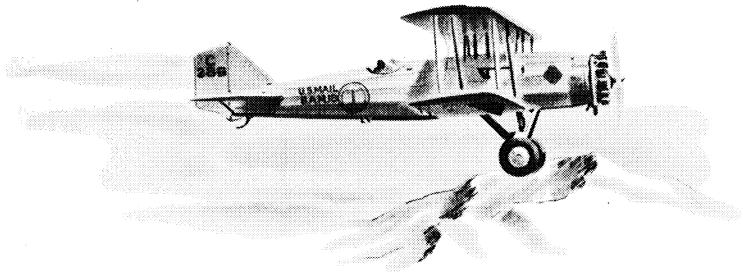
**FRANK A. KNOX, Secretary of the Navy:**  
"... the Navy Department is prepared to cooperate with that industry (Air Transport), which it considers as a necessary adjunct of National Defense with requirements second in importance only to those of the armed forces."

**GENERAL GEORGE C. MARSHALL, Chief of Staff:**  
"In the performance of its mission, both within and without the continental United States, the Army Air Forces will utilize to the fullest extent possible, the services, facilities and personnel of the civil air carriers."

**MAJOR GENERAL HAROLD L. GEORGE, Commanding General, Air Transport Command, United States Army Air Forces:**  
"If it had not been for their (air lines in world-wide air transportation) wholehearted spirit of cooperation, it would have been as nearly impossible as anything can be impossible for us (the Army) to carry out the job in the way it has been done."

# LEADING THE WORLD IN AIR TRANSPORT

## The AIRLINES of the United States



**W**ITH thanks to government encouragement and public confidence, in 1926, pioneering Airline companies started to build for the United States world-supremacy in air transport.

In the peace years that followed, they established air-routes between hundreds of U. S. cities and more

than 60 foreign countries. They attained faster, more dependable schedules than any other nation. And, through unity of purpose, they achieved the operating efficiency of a single system, even though today there are 23 different Airlines in common carrier service under the U. S. flag!

### “Ready, Willing and Able”

At the instant war broke out, the Airlines were “ready, willing and able” to go to war. Instantly, they placed at the nation’s disposal the greatest airways system in the world, for the high speed movement of passengers, mail and express—speed which saved inestimable time for America in her critical period of changing over from peace to war production, and has helped to increase the tempo of production ever since.

Such is the vast reservoir of manpower, skill, experience and resources which the Airlines provided in helping the Army and the Navy establish and maintain over 100,000 miles of air-supply routes to every theater of this global war.

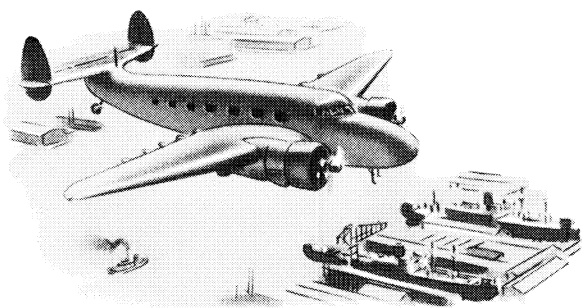
After the war, the full story will be told. And it will surely dramatize the fact that, to cope with this enormous job, the Airlines have concentrated a quarter of a century of experience and operational advancements into these critical years—advancements that will help America hold her rightful place in global air transport after the war is over.

In the expansion of immediate and post-war air transport services, the Airlines of the United States will be “ready, willing and able” as always—to do the job to the full satisfaction and pride of the American people.

The Airlines are prepared to invest hundreds of millions of new dollars in larger and faster planes, and in facilities for vastly extending their services both at home and abroad—an operation that will provide work and unlimited opportunity for tens of thousands of fighting men when they come back home.



# CHARTS TELL THE STORY



The charts on the following pages tell a significant story of the Airlines during the first year of war, as compared with their peacetime operations—a story which is all the more impressive in that the Airlines did this bigger job with only half their pre-war equipment, since the other half was assigned to military cargo duty shortly after Pearl Harbor.

And in 1943, for which figures are not yet complete, the Airlines are operating at even greater efficiency, carrying more passengers, mail and express than in 1942.

But these charts tell only the home-front part of the story. They do not describe the military operations of the Airlines at home and abroad, their training program for personnel, their maintenance and modification services for Army and Navy planes, and scores of other jobs performed for the armed forces.

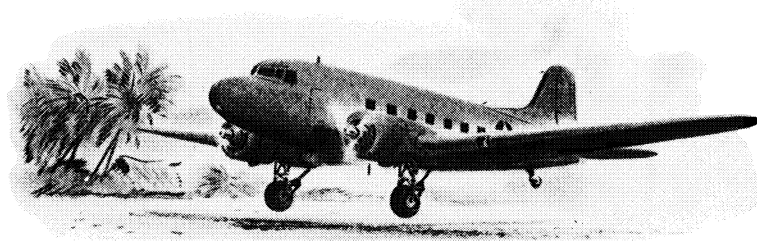
Nor do they record the type of passengers carried—Presidents and Prime Ministers, Admirals and Generals, Diplomats and Envoys, right on down to

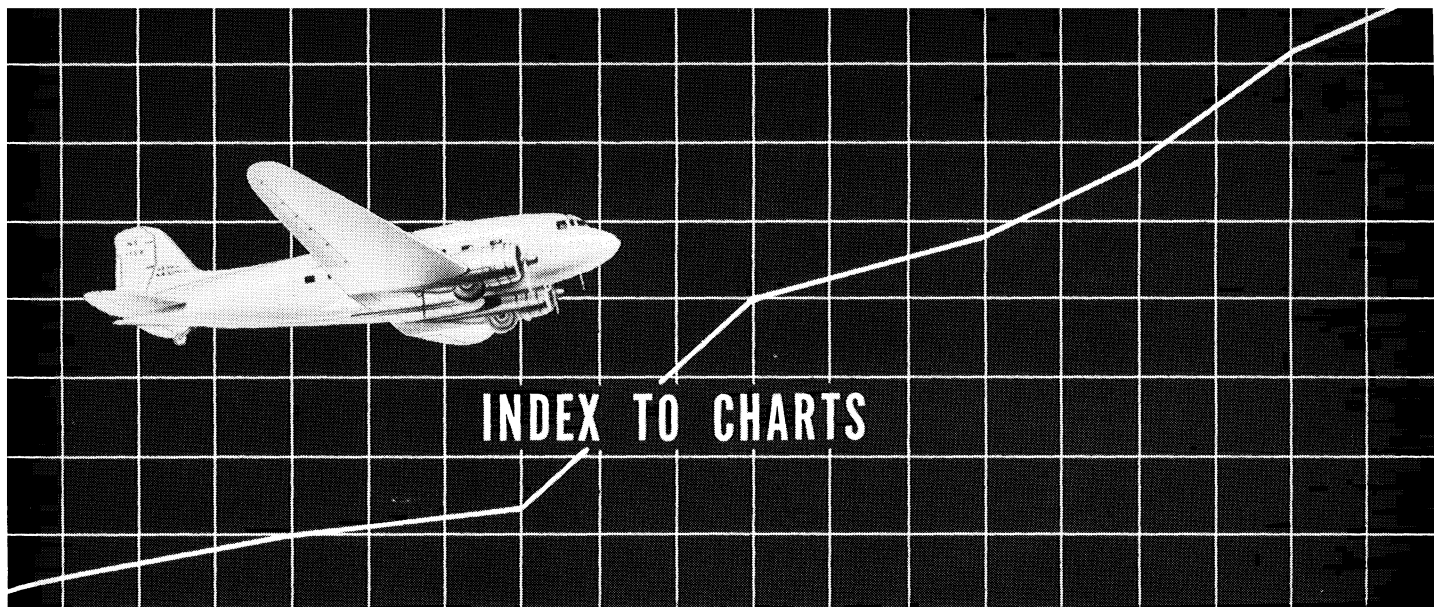
Johnny Doughboy returning home with critical wounds from a far-off jungle island.

Nor do they tell of the millions of V-Mail letters carried overseas—nor of the medical supplies and blood plasma that are saving American lives in the four corners of the world—nor of the tons of guns, ammunition and equipment rushed to far-flung fighting fronts.

These are some of the things which cold statistics will never be able to picture.

And in the years to come the fullest and most complete account of what the Airlines will be accomplishing will be written not so much in charts and statistics as in the social and economic histories of the time. For then — as now — the most significant effect of expanding air transportation will be upon *people*—the way they will live, the way they will be working, the manner in which the speed and mobility of air transportation will increase the scope of their experience, enlarge their contacts with other people, extend their spiritual horizons.





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# TOTAL PASSENGERS CARRIED—AMERICAN FLAG AIRLINES

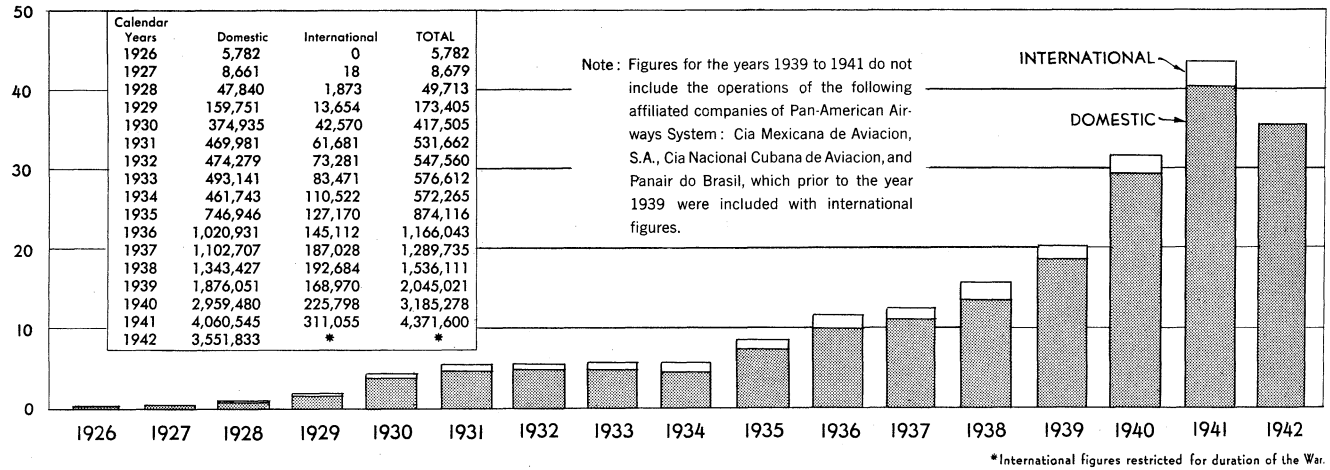
(REVENUE AND NON-REVENUE)

DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Administration

Chart 1

100,000 PASSENGERS



# TOTAL PASSENGER MILES FLOWN—AMERICAN FLAG AIRLINES

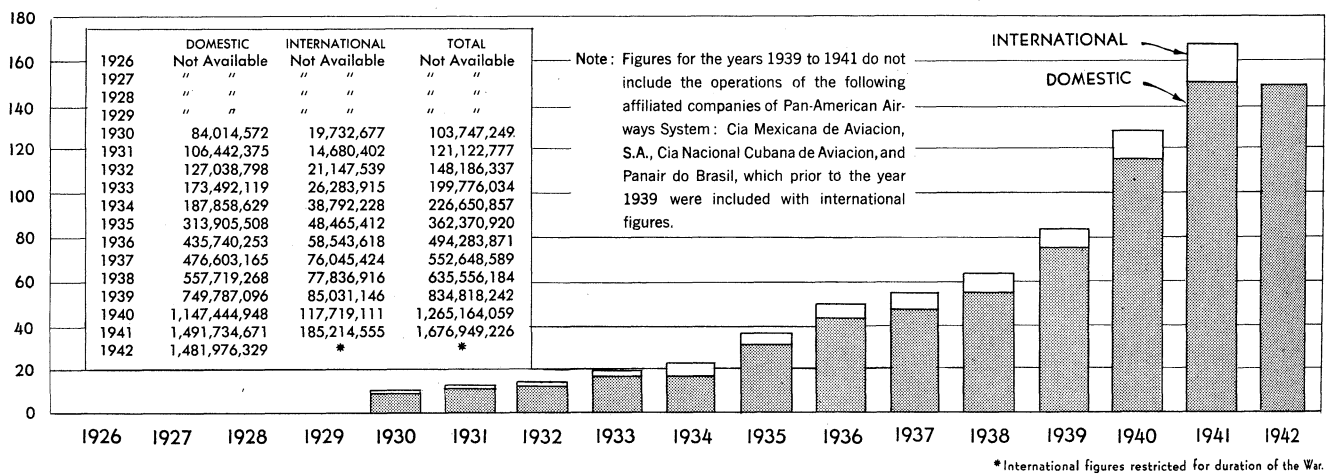
(REVENUE AND NON-REVENUE)

DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Administration

Chart 2

TEN MILLION MILES



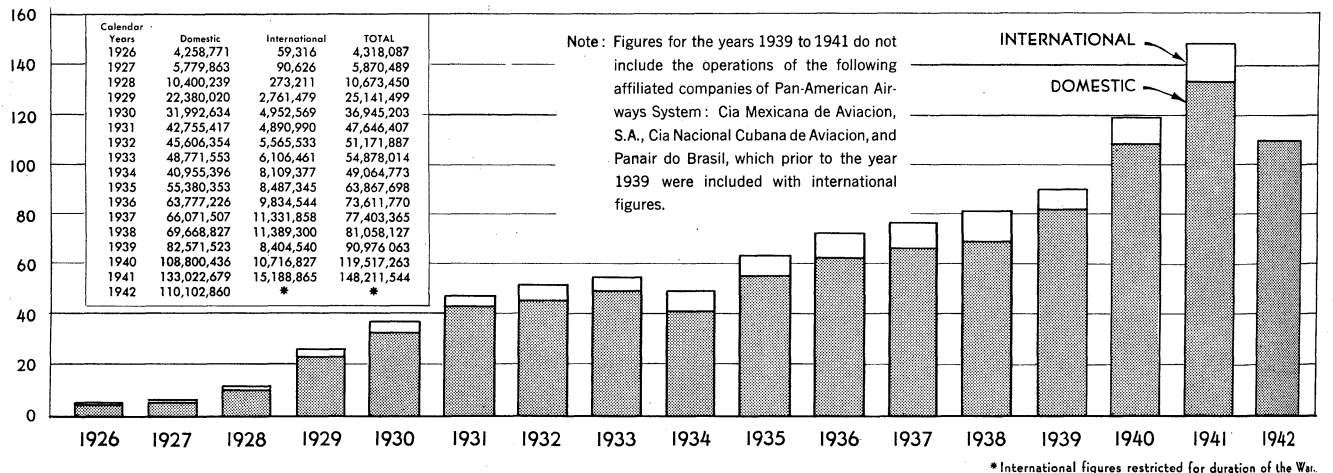
# TOTAL REVENUE MILES FLOWN—AMERICAN FLAG AIRLINES

DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Administration

Chart 3

MILLIONS OF MILES

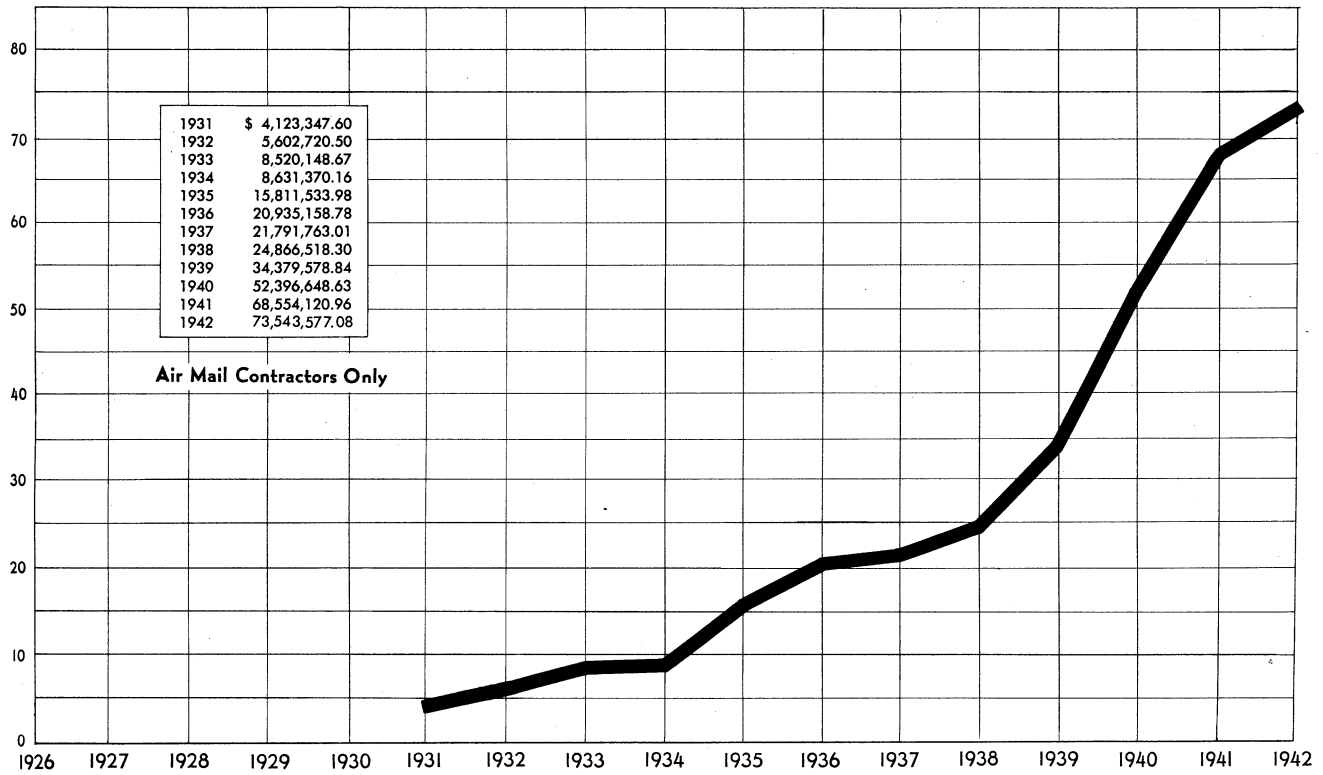




# PASSENGER REVENUE (DOMESTIC)

Source: Civil Aeronautics Administration  
and Carrier Monthly Reports

MILLIONS OF DOLLARS

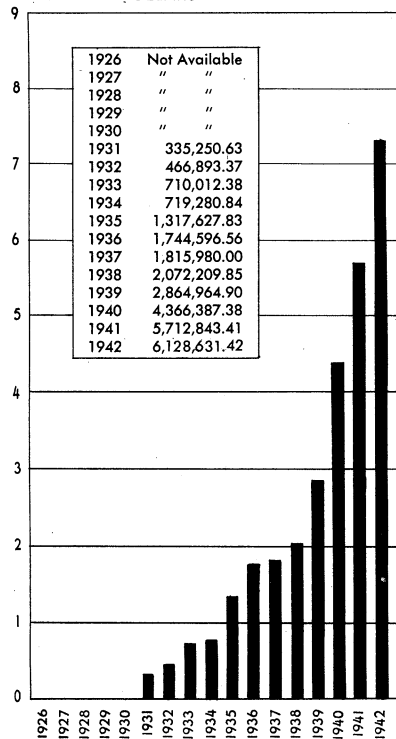


# PASSENGER REVENUE (DOMESTIC)

Source: Civil Aeronautics Administration

## MONTHLY AVERAGES BY YEARS

MILLIONS OF DOLLARS



## MONTHLY TOTALS

MILLIONS OF DOLLARS

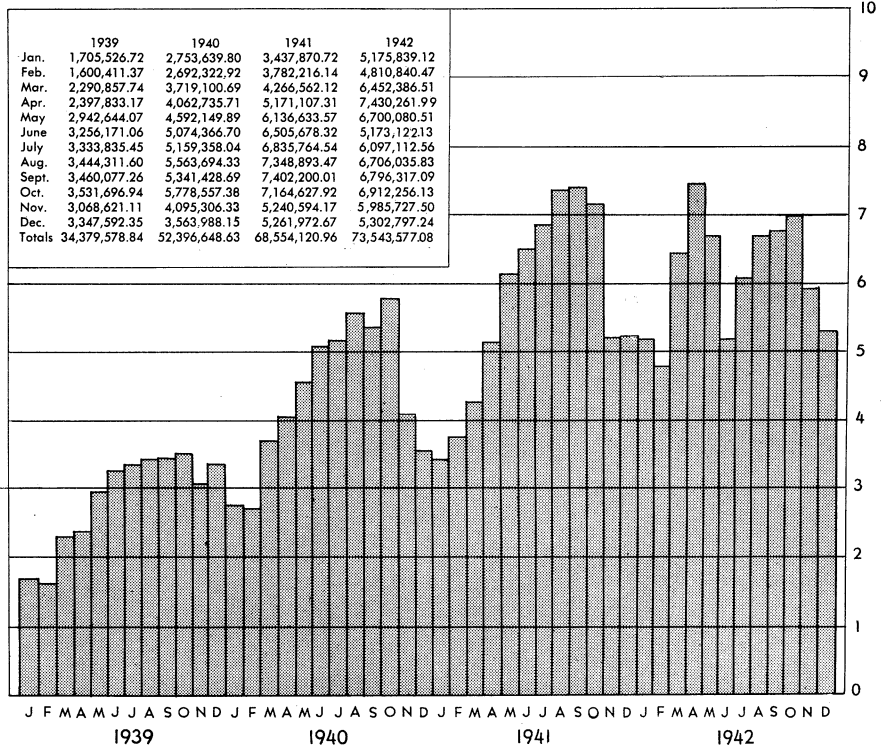


Chart 5

# PASSENGERS CARRIED (DOMESTIC)

REVENUE AND NON-REVENUE

Source: Civil Aeronautics Administration

100,000 PASSENGERS

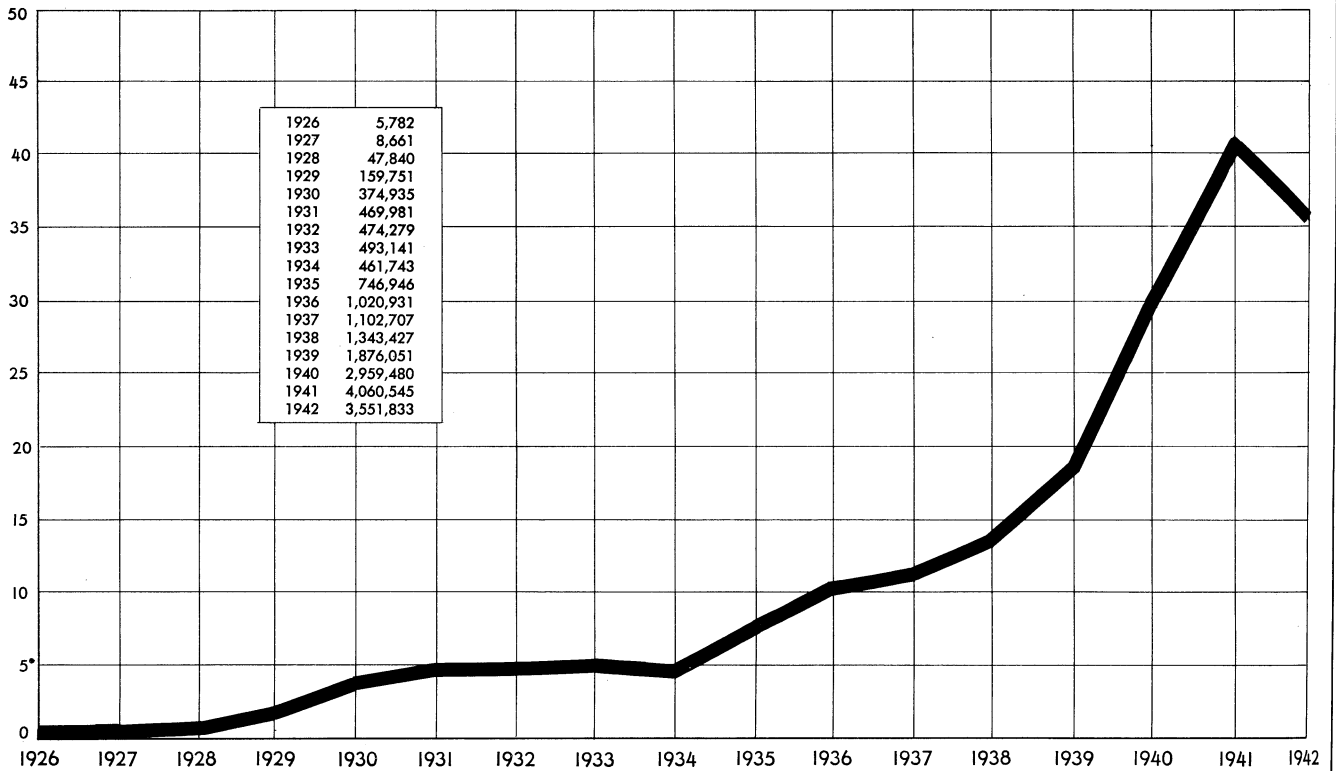


Chart 5A

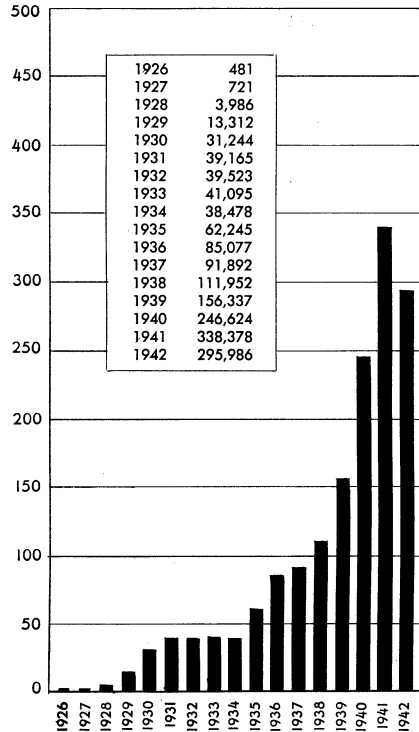
# PASSENGERS CARRIED (DOMESTIC)

REVENUE AND NON-REVENUE

Source: Civil Aeronautics Administration

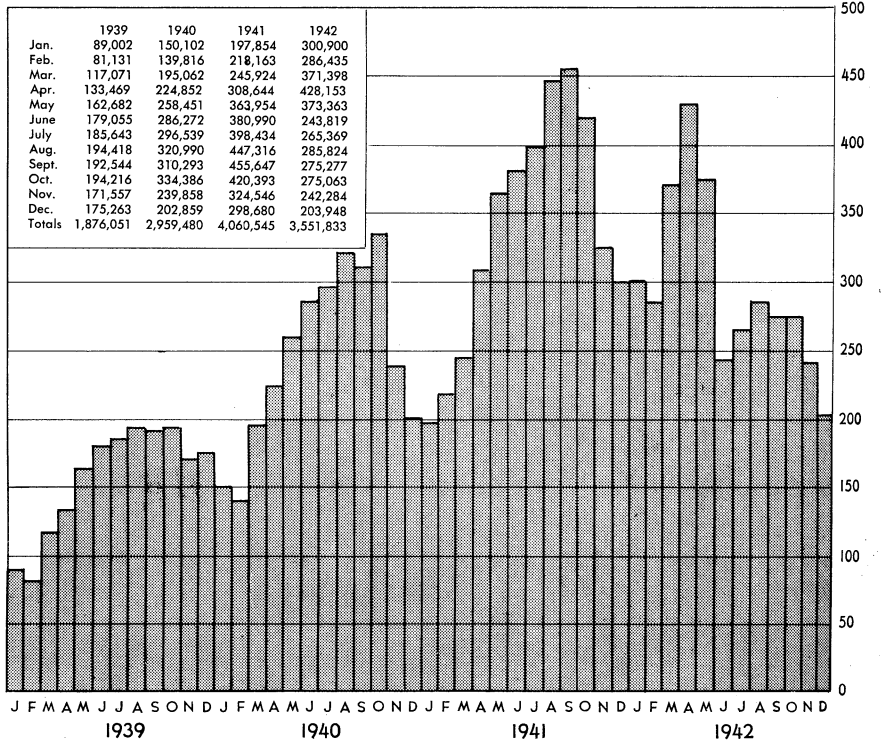
MONTHLY AVERAGES BY YEARS

THOUSANDS



MONTHLY TOTALS

THOUSANDS



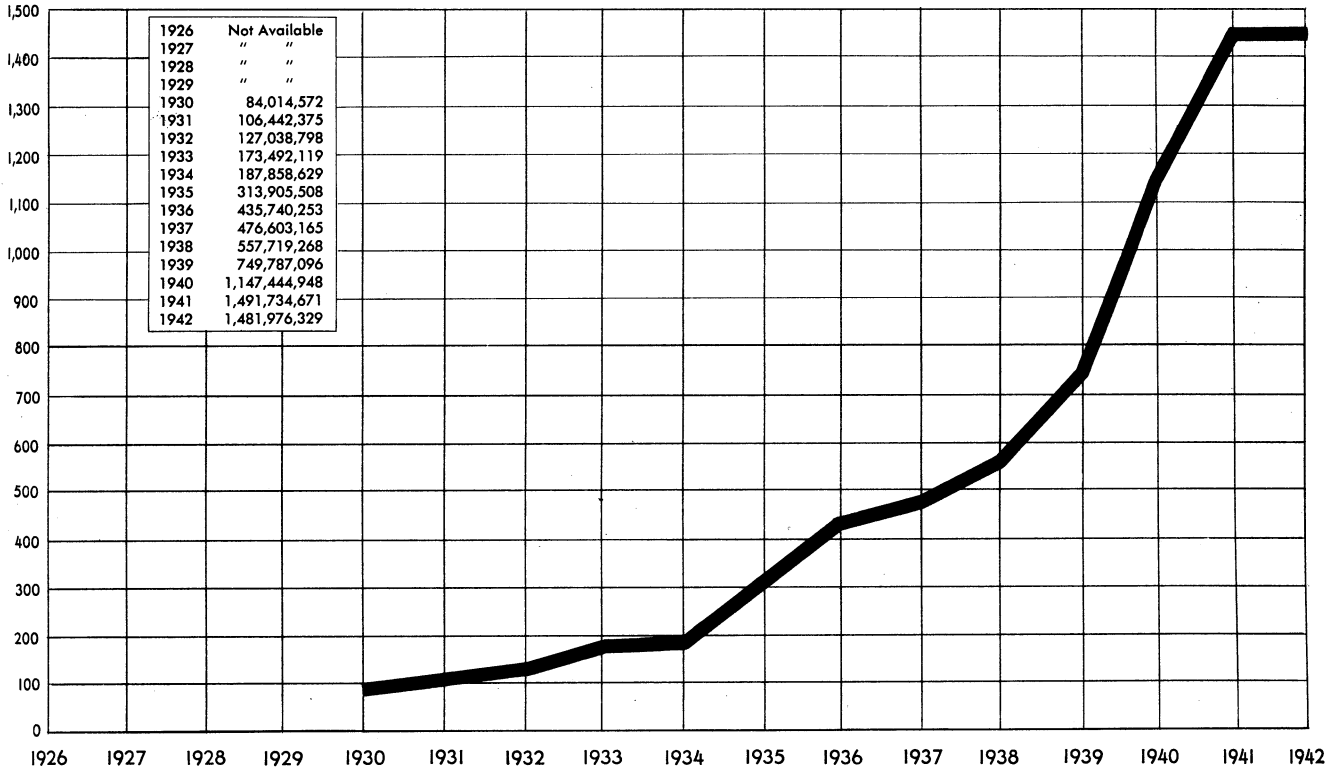
# PASSENGER MILES FLOWN (DOMESTIC)

Chart 6

REVENUE AND NON-REVENUE

Source: Civil Aeronautics Administration

MILLIONS OF MILES



# PASSENGER MILES FLOWN (DOMESTIC)

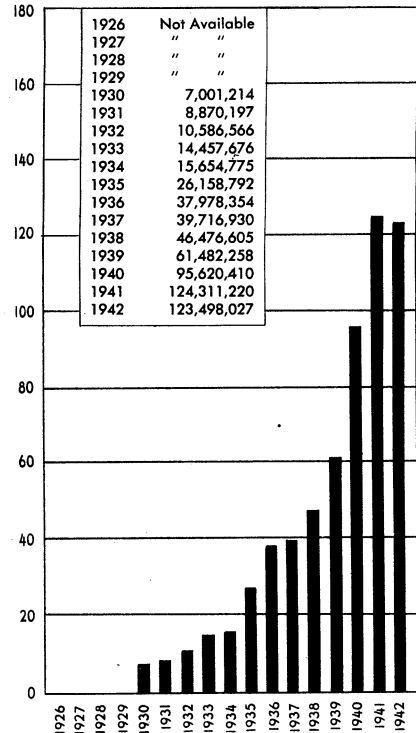
Chart 6A

REVENUE AND NON-REVENUE

Source: Civil Aeronautics Administration

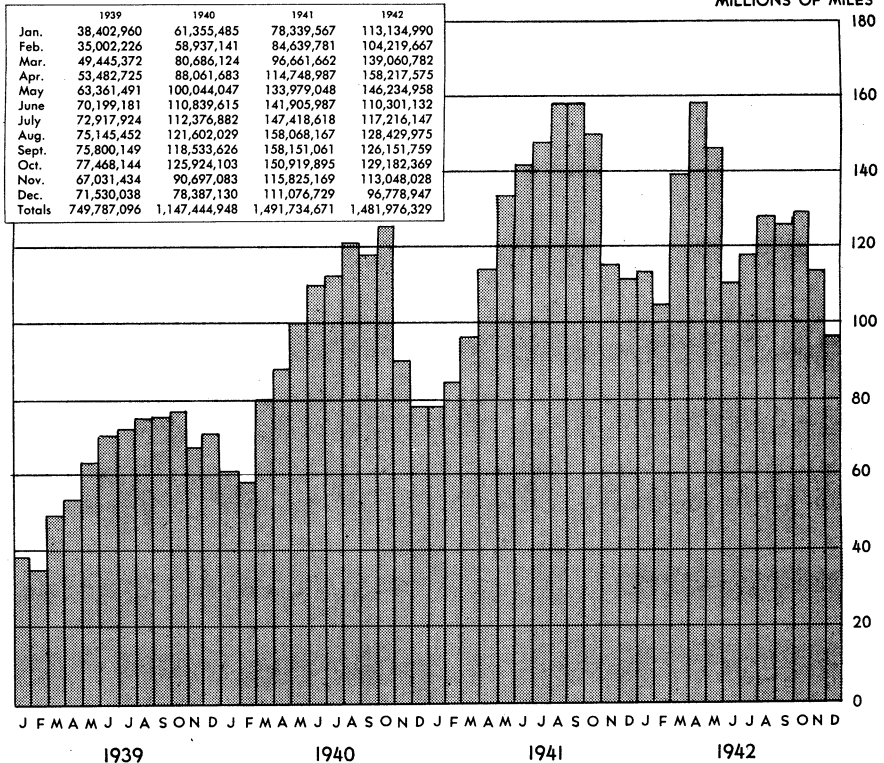
## MONTHLY AVERAGES BY YEARS

MILLIONS OF MILES



## MONTHLY TOTALS

MILLIONS OF MILES

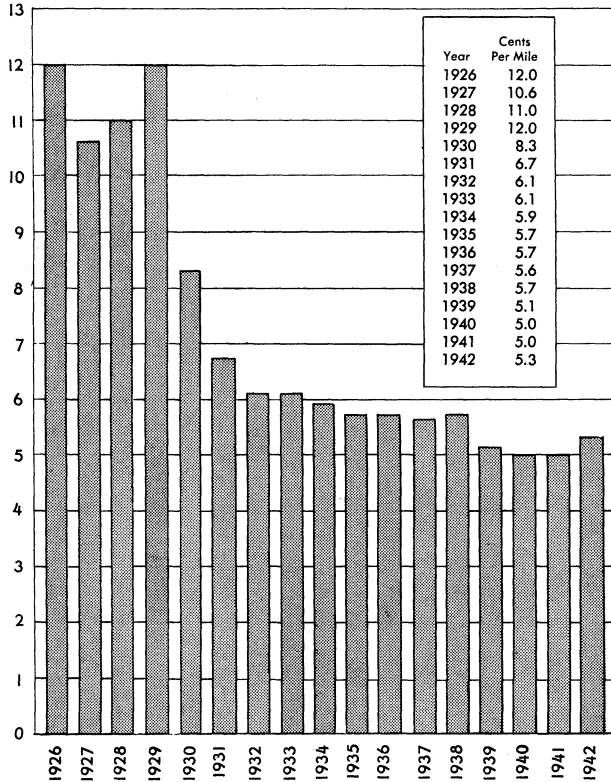


### AVERAGE PASSENGER FARE PER MILE DOMESTIC

Chart 7

Source: Air Transport Association

CENTS PER MILE



### AVERAGE TRIP PER PASSENGER DOMESTIC

Chart 8

Source: Air Transport Association

MILES

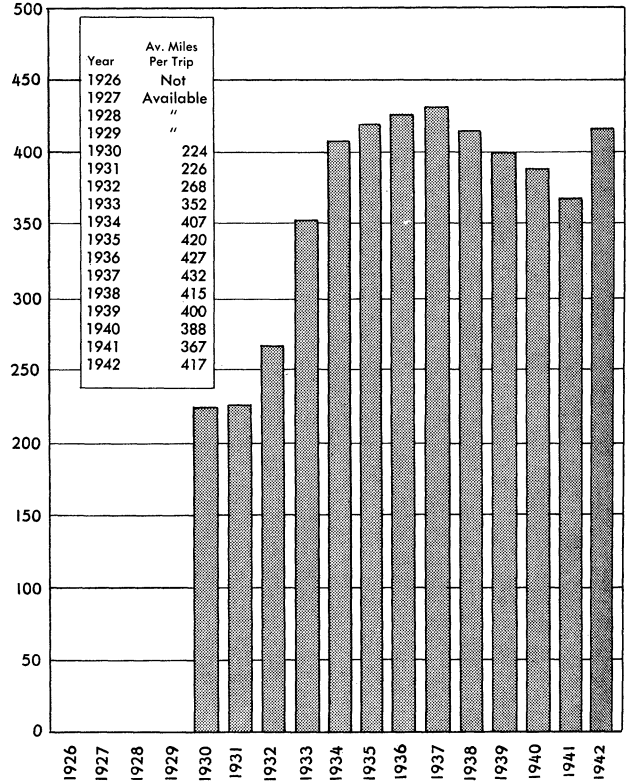


Chart 9

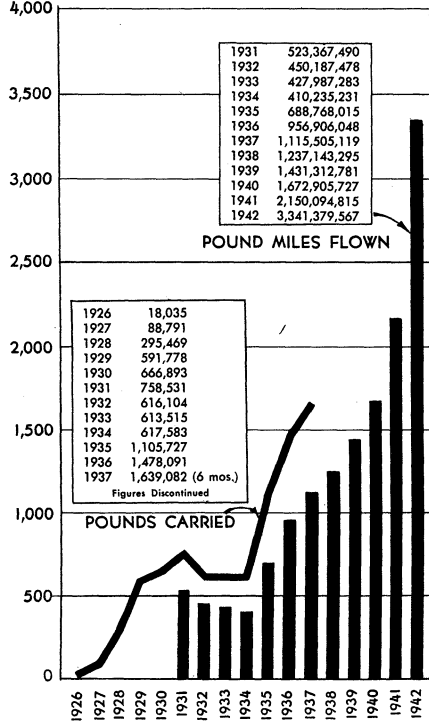
### AIR MAIL POUND MILES FLOWN

DOMESTIC AIR LINES

Source: Post Office Department

#### MONTHLY AVERAGES BY YEARS

MILLIONS OF POUNDS CARRIED



#### MONTHLY TOTALS

MILLIONS OF POUND MILES

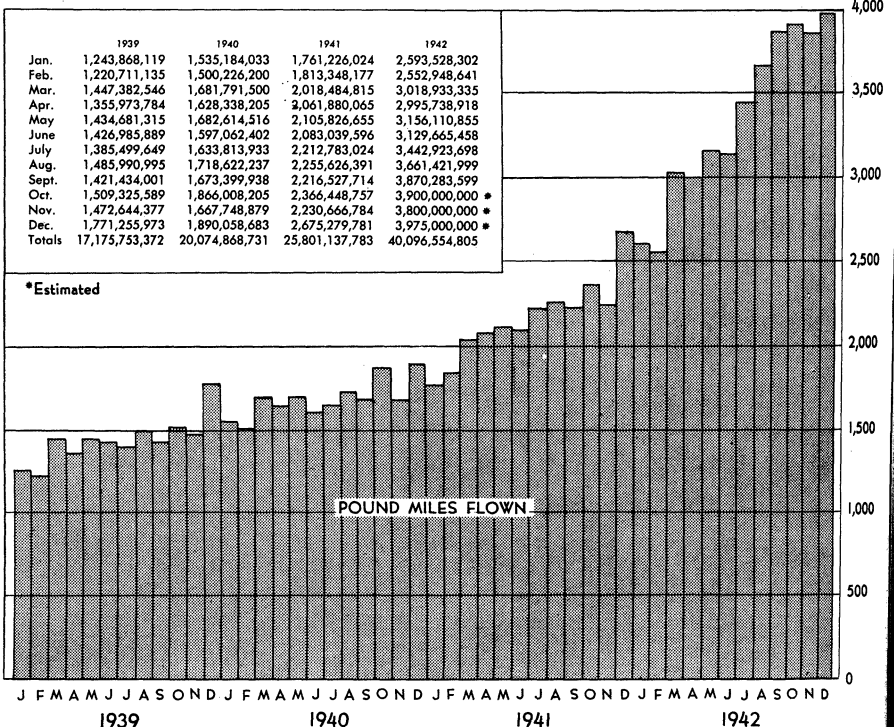


Chart 10

### AIR MAIL ORIGINATED DOMESTIC AIR LINES

Source: Post Office Department

MILLIONS OF POUNDS

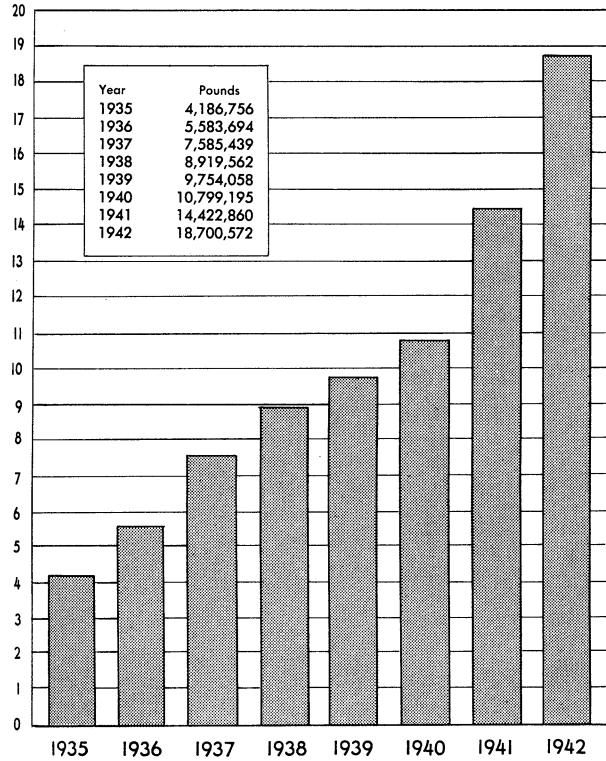


Chart 11

### AIR MAIL DISPATCHED DOMESTIC AIR LINES

Source: Post Office Department

MILLIONS OF PIECES

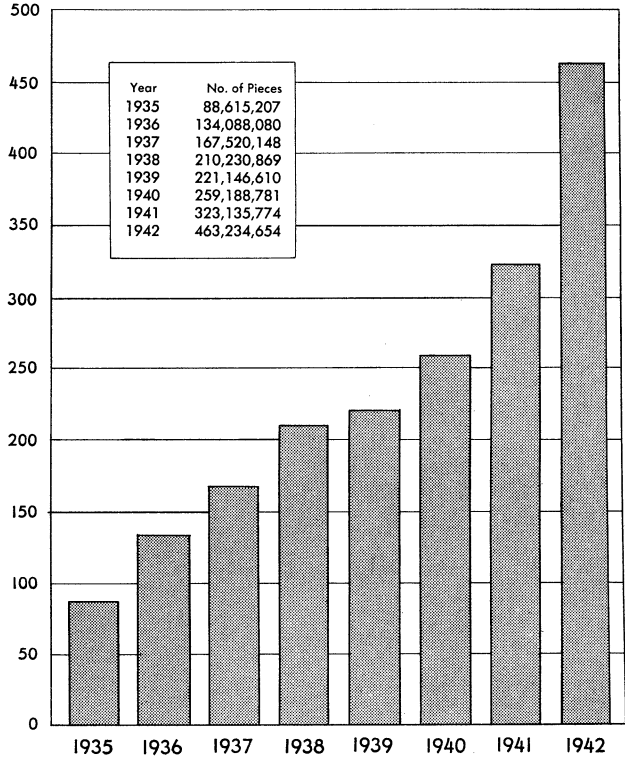
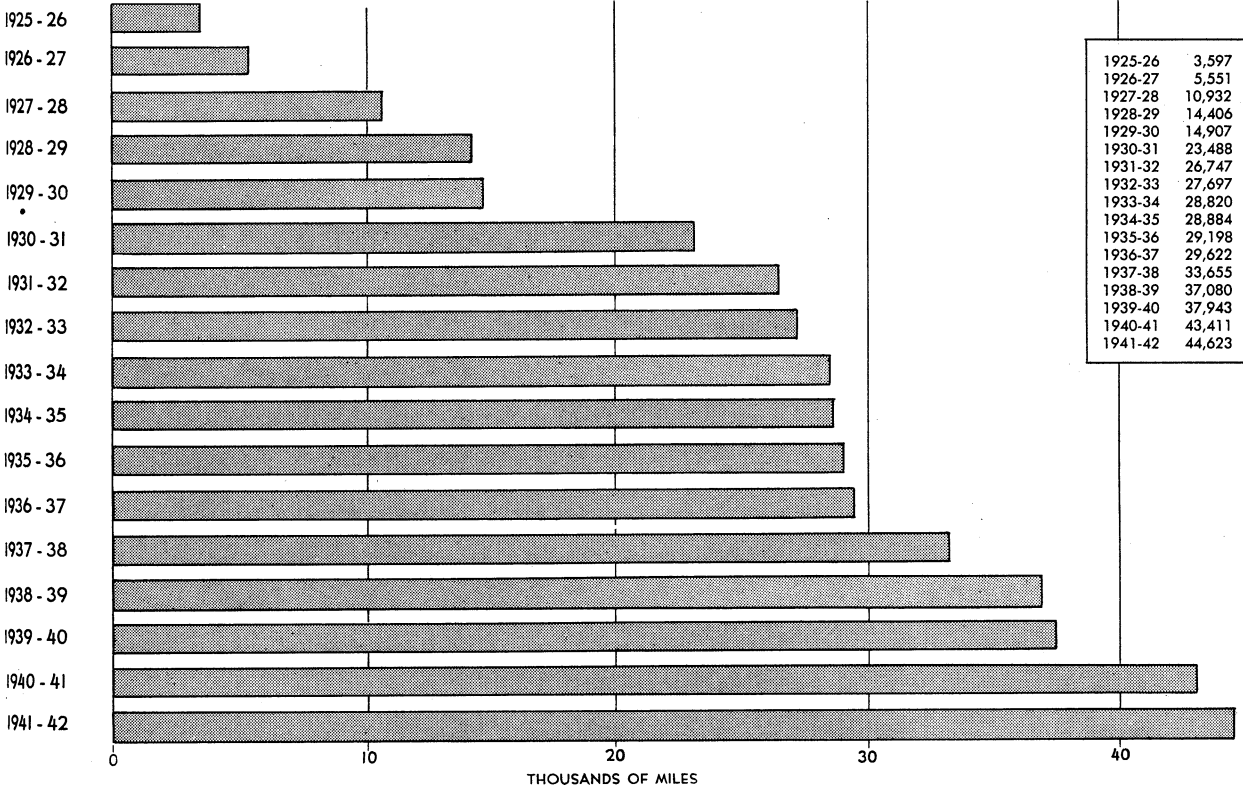


Chart 12

### ROUTE MILES OF DOMESTIC AIR MAIL SERVICE

Source: Post Office Department  
Annual Report

FISCAL YEAR



THOUSANDS OF MILES

Chart 13

# AIR MAIL PLANE MILES FLOWN

DOMESTIC AIR LINES

Source: Post Office Department

FISCAL YEAR

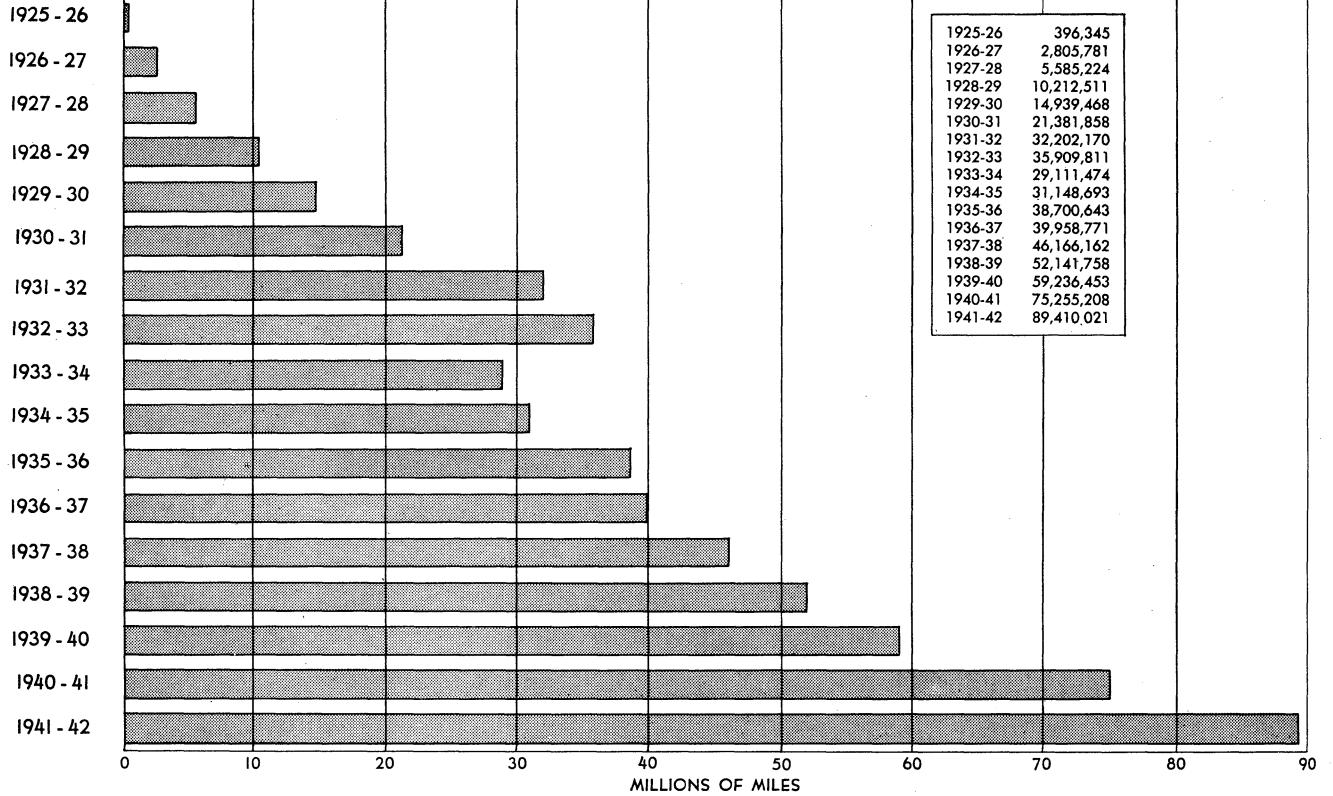


Chart 14

## AIR MAIL POSTAL REVENUE AND PAYMENTS TO DOMESTIC AIR LINE CARRIERS

Source: Air Transport Association

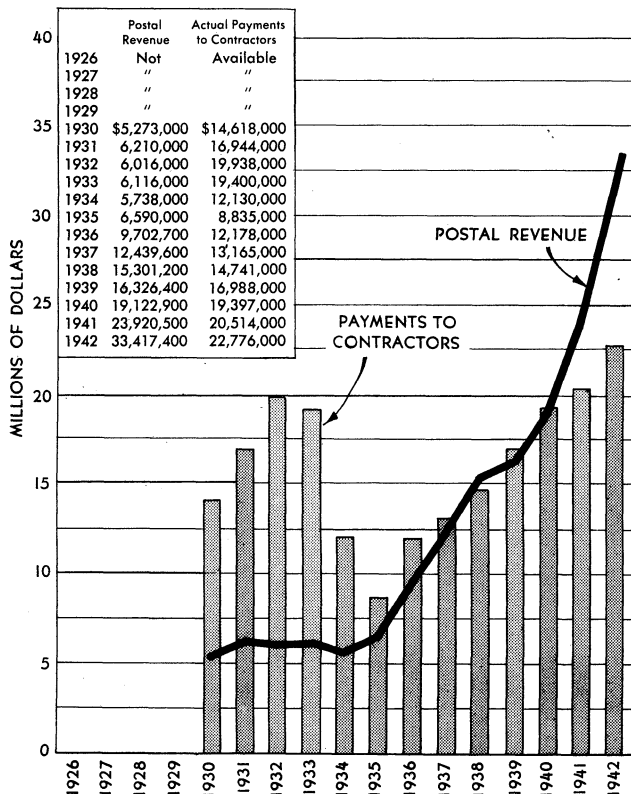
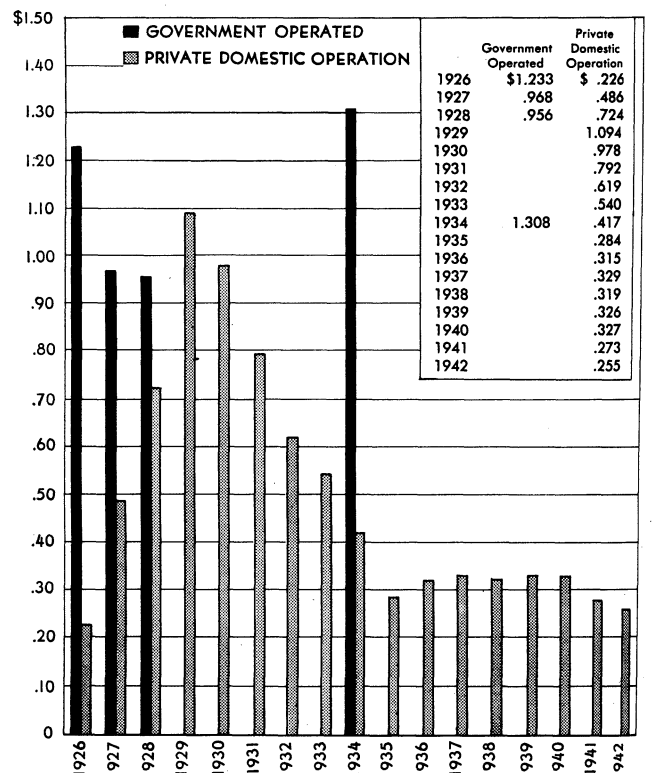


Chart 14A

## AIR MAIL PAYMENTS PER PLANE MILE

Source: Air Transport Association

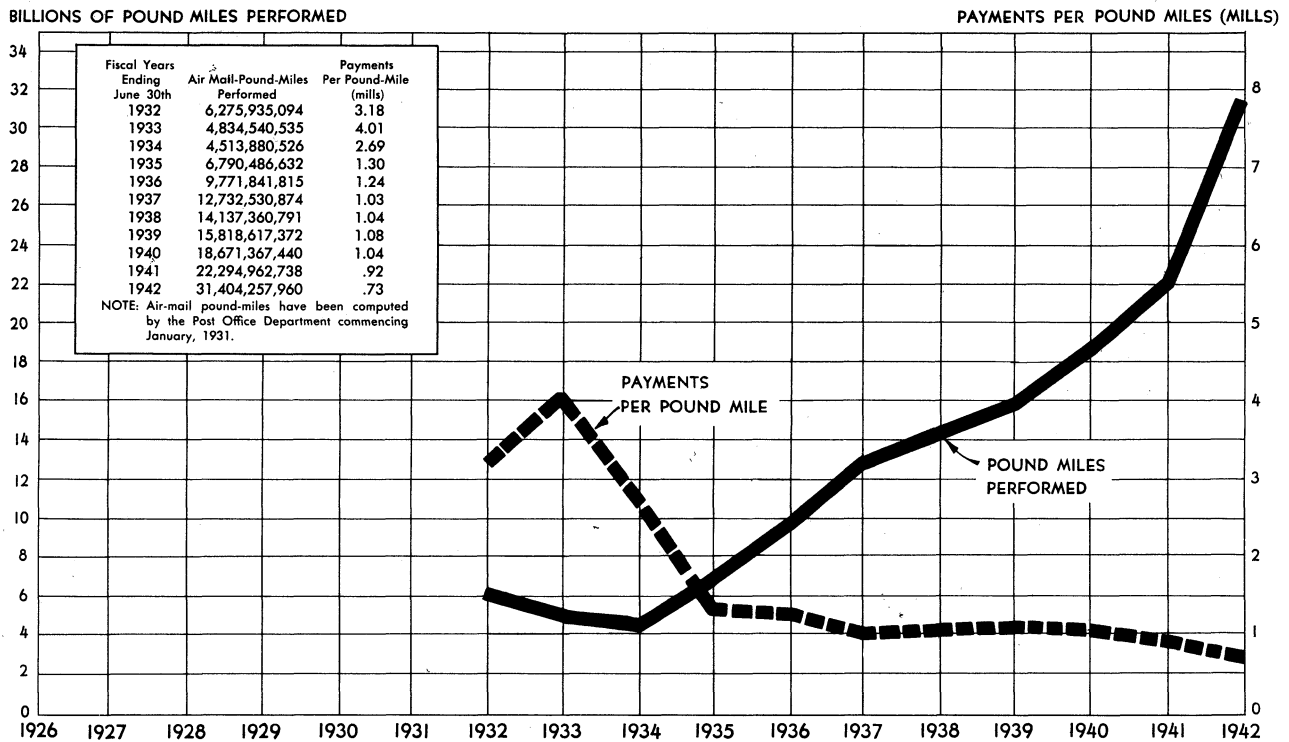


# AIR MAIL POUND MILES PERFORMED AND PAYMENTS PER POUND MILE

DOMESTIC AIR MAIL SERVICE

Chart 15

Source: Post Office Department

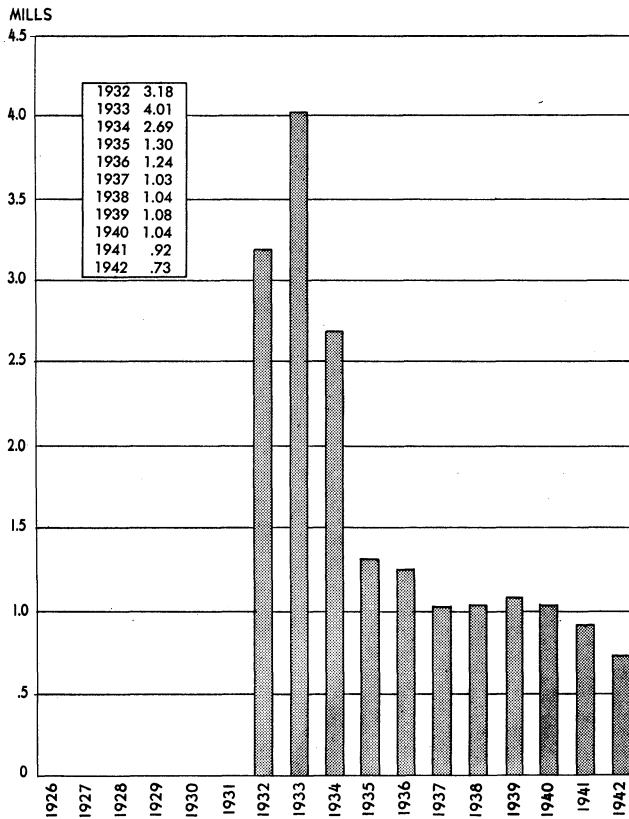


## AIR MAIL PAYMENTS PER POUND MILE

DOMESTIC AIR LINES

Chart 15A

Source: Air Transport Association



## AIR MAIL PAYMENTS PER LB. ORIGINATED

DOMESTIC AIR LINES

Chart 15B

Source: Air Transport Association

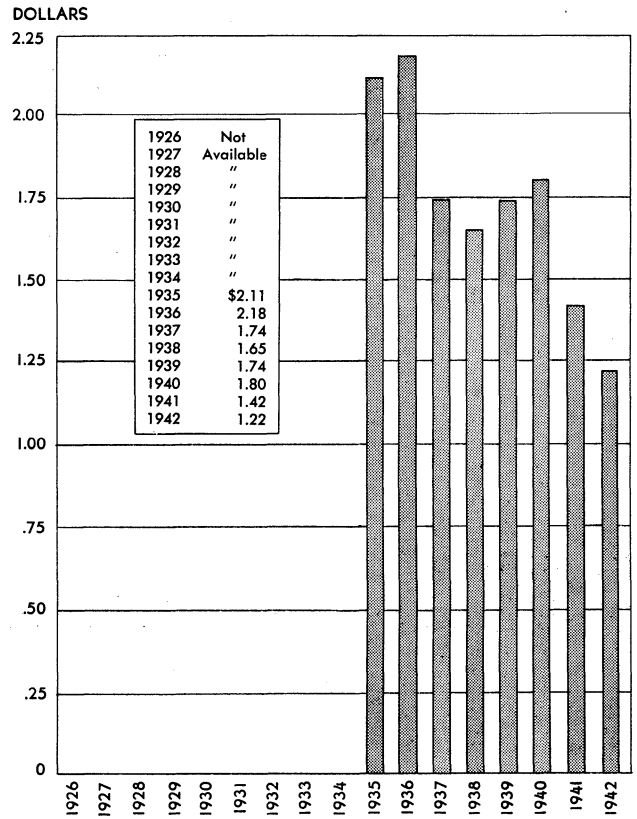


Chart 16

**AIR MAIL LOAD PER MILE FLOWN**  
DOMESTIC AIR LINES

Source: Post Office Department

POUNDS

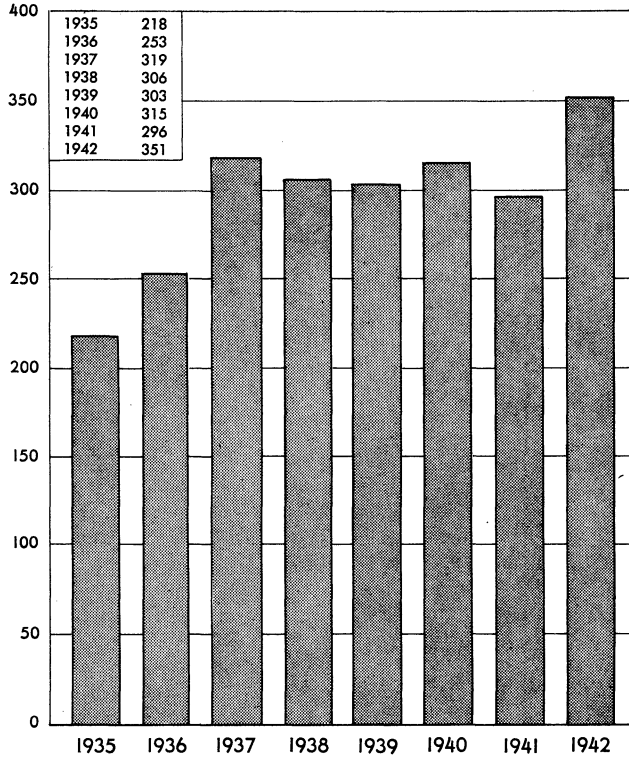


Chart 16A

**AIR MAIL POUND MILES PER ROUTE MILE**  
DOMESTIC AIR LINES

Source: Post Office Department

THOUSANDS OF POUND MILES

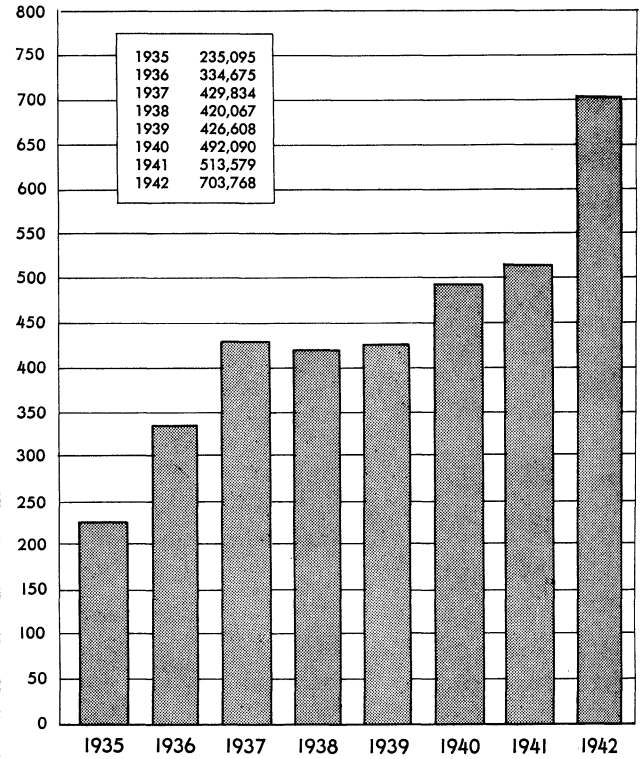


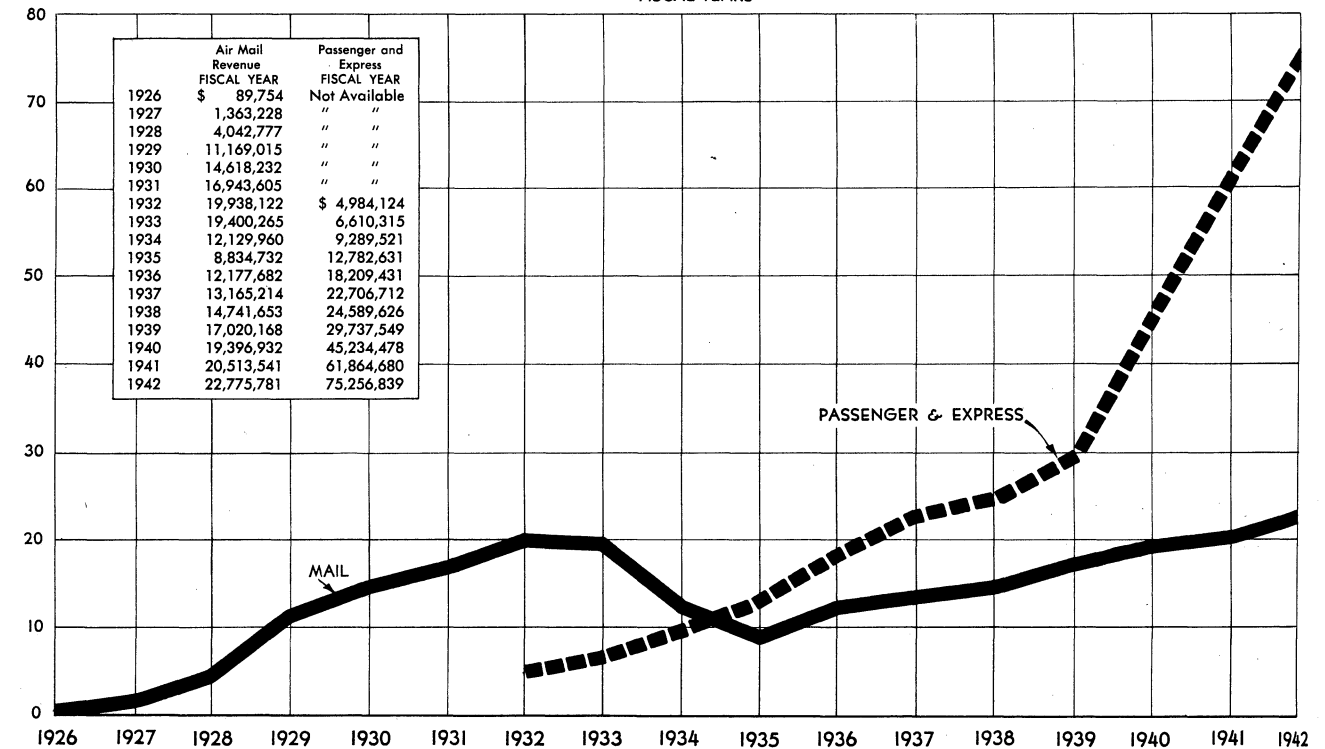
Chart 17

**DOMESTIC AIR MAIL CARRIERS' REVENUE**

Source: Carriers Annual Reports and Post Office Department

MILLIONS OF DOLLARS

FISCAL YEARS





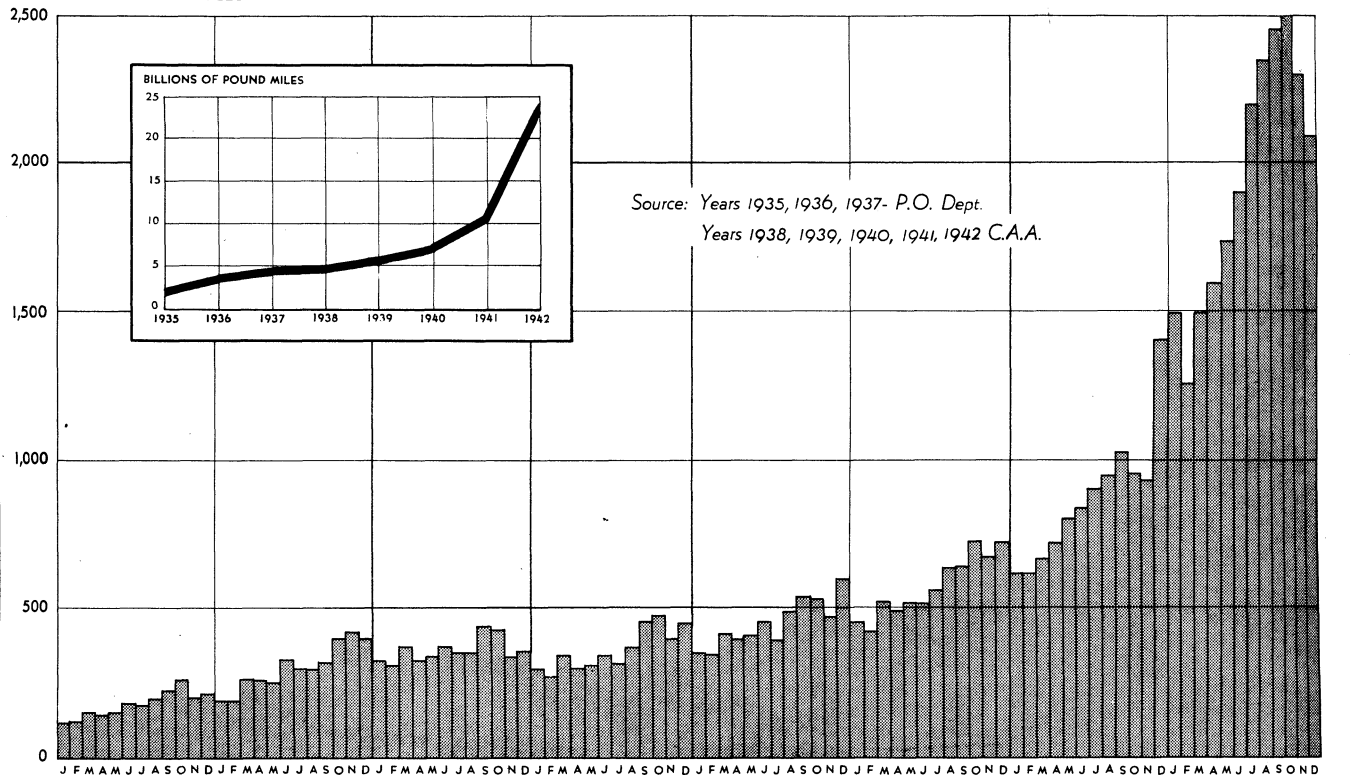
# EXPRESS POUND MILES FLOWN

DOMESTIC

Chart 18

Source: Civil Aeronautics Administration and Post Office Department

MILLIONS OF POUND MILES



Months	1935	1936	1937	1938	1939	1940	1941	1942	Months
Jan.	113,147,227	192,142,055	325,976,789	290,608,552	354,500,080	463,898,988	627,210,951	1,495,287,961	Jan.
Feb.	115,080,068	194,971,736	311,092,339	271,262,451	349,218,080	422,394,234	628,665,026	1,262,831,124	Feb.
Mar.	154,733,906	272,602,108	369,758,191	346,309,637	415,083,212	525,401,290	674,619,089	1,499,815,283	Mar.
April	144,461,472	265,123,628	324,625,046	299,887,923	400,501,211	491,114,049	726,191,800	1,594,732,547	April
May	152,808,626	250,613,268	341,772,347	311,348,692	409,938,146	522,817,135	814,617,980	1,737,285,167	May
June	184,407,804	334,466,431	375,574,618	343,375,649	457,946,817	522,800,265	838,289,846	1,909,033,944	June
July	174,363,386	292,687,722	351,934,619	319,728,510	394,088,272	570,817,288	903,687,899	2,214,673,097	July
Aug.	197,233,074	287,318,406	352,853,579	367,246,402	491,914,099	641,523,568	949,428,538	2,360,707,776	Aug.
Sept.	224,358,552	322,444,700	437,785,106	463,453,744	536,701,889	645,933,371	1,025,556,323	2,458,451,844	Sept.
Oct.	263,596,286	401,973,444	427,941,068	482,787,393	529,988,948	733,834,979	957,370,432	2,504,515,277	Oct.
Nov.	199,500,835	424,362,792	335,074,230	400,357,669	476,224,512	674,219,640	934,640,844	2,305,768,848	Nov.
Dec.	221,792,475	393,735,347	363,724,521	451,045,139	595,121,775	724,214,363	1,404,779,277	2,092,106,057	Dec.
TOTALS	2,145,483,711	3,632,441,637	4,318,112,453	4,347,411,761	5,411,227,041	6,938,969,170	10,485,058,005	23,435,208,925	TOTALS

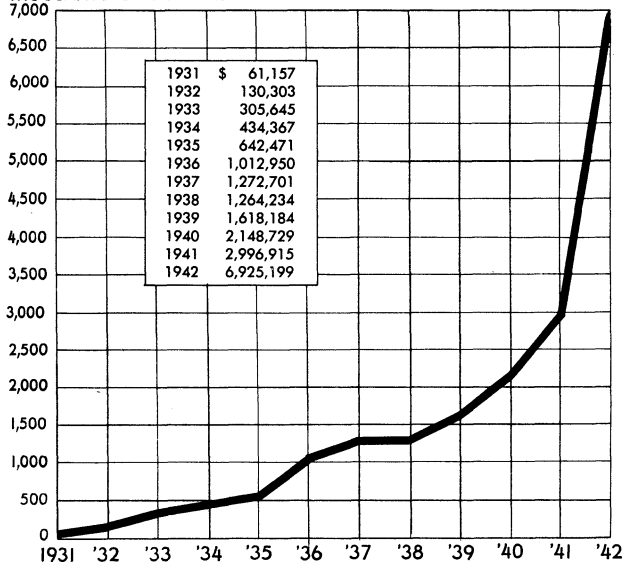
## EXPRESS REVENUE

DOMESTIC

Chart 19

Source: Civil Aeronautics Administration and Carriers Monthly Reports

THOUSANDS OF DOLLARS



## EXPRESS POUNDS CARRIED

DOMESTIC

Chart 20

Source: Civil Aeronautics Administration

MILLIONS OF POUNDS

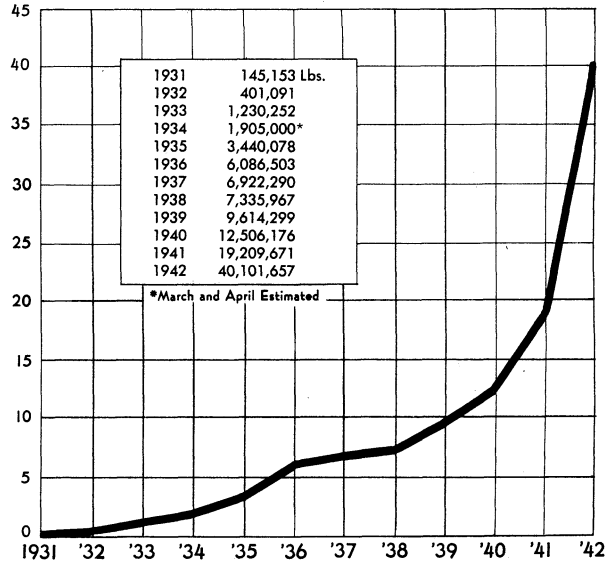


Chart 21

# REVENUE PLANE MILES FLOWN

INTERNATIONAL SERVICE

Source: Civil Aeronautics Journal and Carriers Monthly Reports

MILLIONS OF MILES

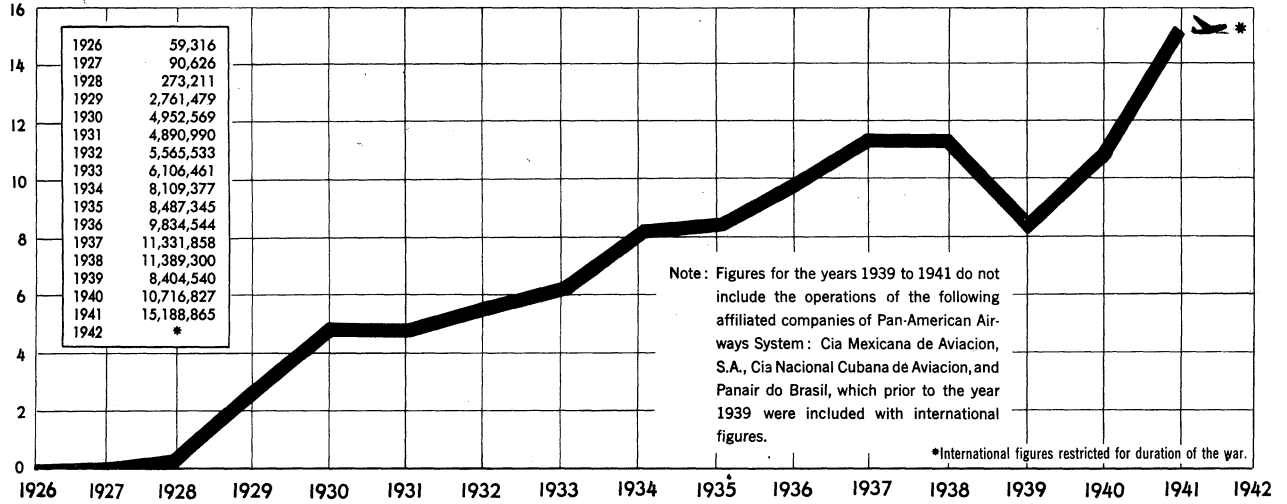


Chart 22

# TOTAL PASSENGERS CARRIED

INTERNATIONAL SERVICE

Source: Civil Aeronautics Journal and Carriers Monthly Reports

THOUSANDS OF PASSENGERS

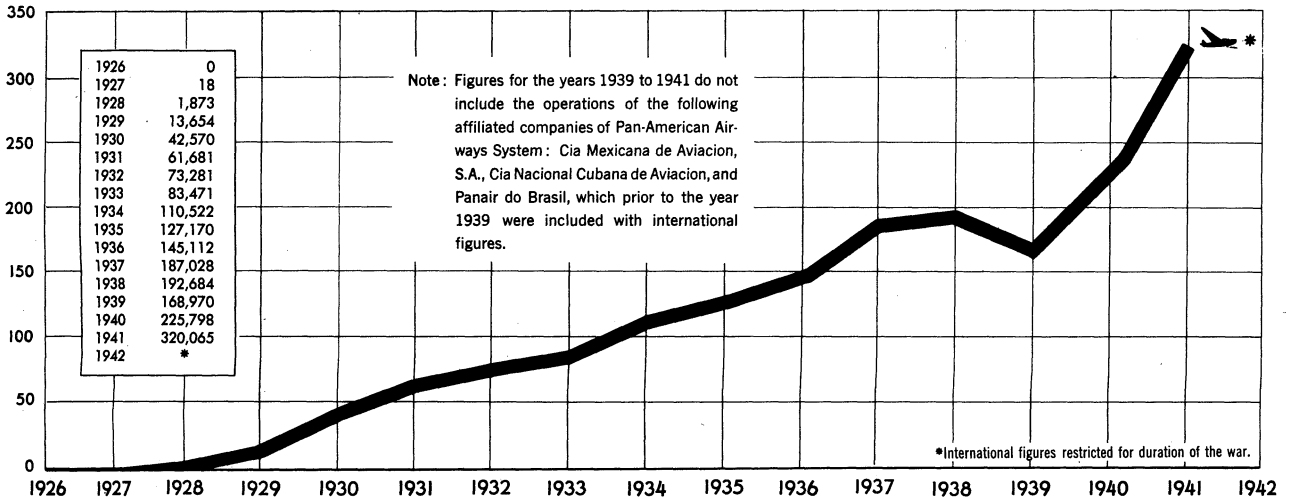


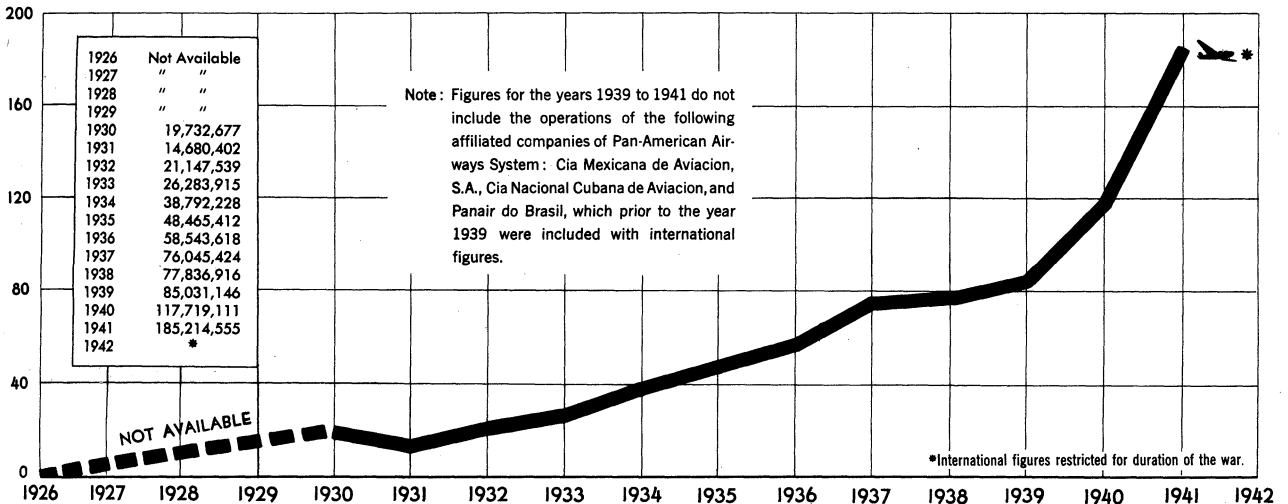
Chart 23

# PASSENGER MILES FLOWN

INTERNATIONAL SERVICE

Source: Civil Aeronautics Journal and Carriers Monthly Reports

MILLIONS OF MILES



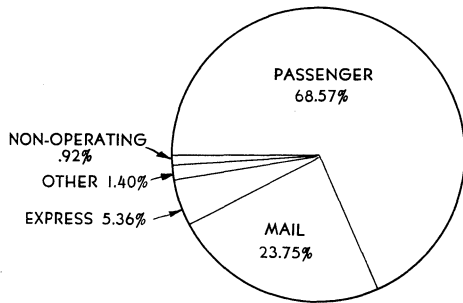
DOMESTIC MEMBERS  
**AIR TRANSPORT ASSOCIATION  
OF AMERICA**

Chart 24

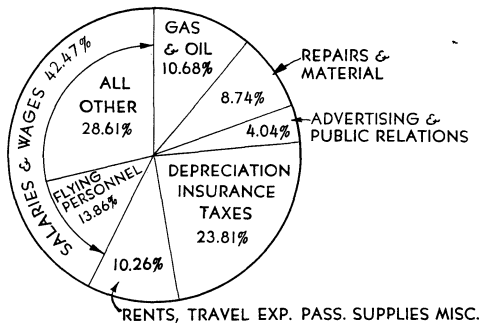
Source: "Forms 2780—Member Carriers Air Transport Association"

FISCAL YEAR JULY 1, 1941-JUNE 30, 1942  
AFTER RESERVES FOR FEDERAL TAXES

**REVENUES**



**EXPENSES**



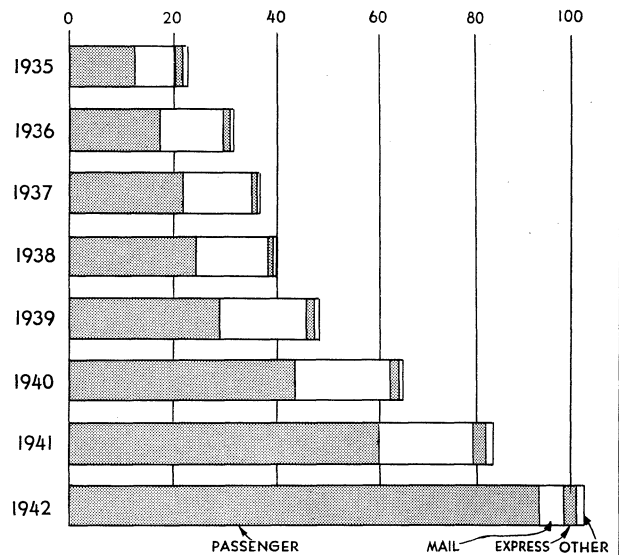
**OPERATING REVENUE  
ALL DOMESTIC AIR MAIL CARRIERS**

Chart 25

Source: Carriers Annual Reports

FISCAL YEARS  
ENDING JUNE 30

MILLIONS OF DOLLARS



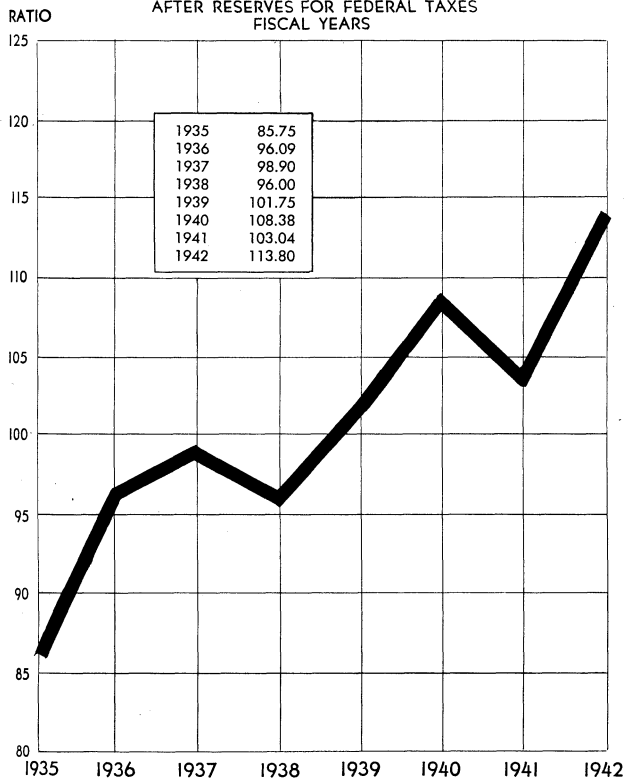
Fiscal Year Ending June 30	Passenger	Mail	Express	Other	Total
1935	\$12,275,006	\$ 8,834,732	\$ 507,624	\$ 903,950	\$22,521,312
1936	17,413,260	12,177,682	796,171	1,098,896	31,486,009
1937	21,508,325	13,165,214	1,198,387	1,112,639	36,984,926
1938	23,371,376	14,741,653	1,218,250	774,989	40,105,864
1939	28,299,799	17,020,168	1,437,749	913,147	47,418,630
1940	43,428,666	19,396,932	1,805,812	1,077,575	64,990,974
1941	59,430,614	20,513,541	2,434,067	1,569,599	83,794,528
1942	70,697,068	22,775,781	5,528,224	1,443,380	102,150,322

DOMESTIC  
**RATIO OF REVENUE  
TO OPERATING EXPENSES**

Chart 26

Source: Carriers Annual Reports

AFTER RESERVES FOR FEDERAL TAXES  
FISCAL YEARS



**8 YEARS ACCUMULATED TOTAL  
OPERATING EXPENSES vs. REVENUE**

Chart 27

Source: Carriers Annual Reports

MILLIONS OF DOLLARS DOMESTIC FISCAL YEARS

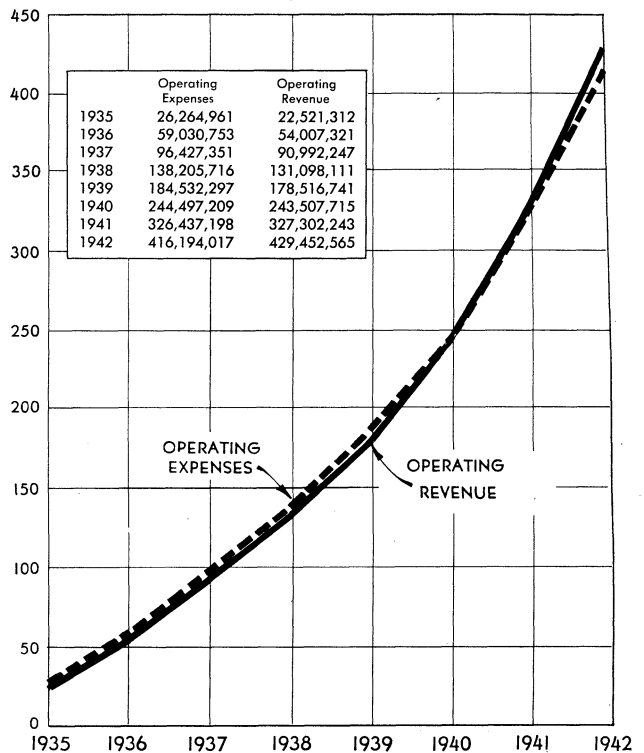


Chart 28

# SOURCE OF REVENUES OF THE AIRLINE COMPANIES

Source: Chicago Tribune

CALENDAR YEARS

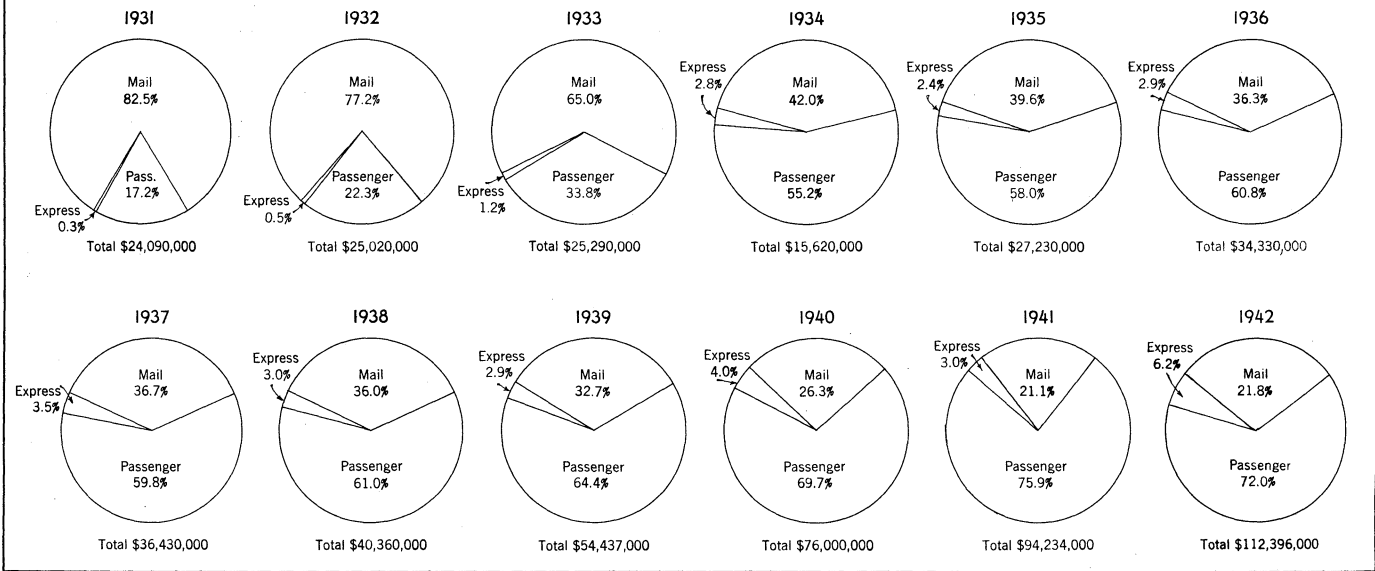


Chart 29

## TENTATIVE CLASSIFICATION OF AIRPORTS

SOURCE: AIRPORT DIVISION - CIVIL AERONAUTICS ADMINISTRATION

	AS OF			
	July 1, 1941	Jan. 1, 1942	Jan. 1, 1943	
1,567	1,523	1,238		 <b>CLASS 1</b> SMALL PRIVATE OWNER TYPE AIRCRAFT. UP TO 5 PLACE ADEQUATE FOR AIRCRAFT UP TO 4000* GROSS WEIGHT. FOR SMALL COMMUNITIES AND SECONDARY AIRPORTS. LANDING STRIPS 1800' TO 2500' LENGTH.
543	707	905		 <b>CLASS 2</b> 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 25000 POPULATION. LANDING STRIPS 2500' TO 3500' LENGTH.
121	186	367		 <b>CLASS 3</b> 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.
46	72	299		 <b>CLASS 4</b> 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.
2,277	2,483	2,809		
	<b>Total</b>			

Airport Section - D-10-207

# ALASKA

Chart 30

## AIRCRAFT OPERATIONS FOR THE YEAR ENDING DECEMBER 31, 1942

Month	Time Hours/Mins.	Trips	Miles	Passengers	Passenger Miles	Freight Pounds	Mail Pounds
January	2,366/13	950	260,306	2,714	562,923	256,419	81,332
February	2,065/11	897	232,000	2,473	556,090	236,684	80,944
March	3,036/33	1,234	369,915	3,979	840,533	269,483	95,804
April	4,005/22	1,581	450,118	5,590	1,132,130	293,717	96,220
May	4,228/01	1,745	488,787	6,223	1,272,962	322,707	99,905
June	4,948/40	1,852	569,661	6,619	1,554,982	429,481	108,561
July	4,133/49	1,622	453,611	5,912	1,240,116	316,408	147,022
August	4,260/11	1,805	493,641	6,432	1,504,338	313,296	210,420
September	3,275/52	1,395	367,421	4,974	1,131,412	254,422	168,306
October	2,257/26	1,085	258,105	3,145	773,184	168,990	124,918
*November	1,707/40	723	200,718	2,104	529,286	146,520	115,773
*December	1,849/06	808	209,605	2,328	613,176	163,385	162,531
TOTALS	38,134/04	15,697	4,353,888	52,493	11,711,134	3,171,512	1,491,736

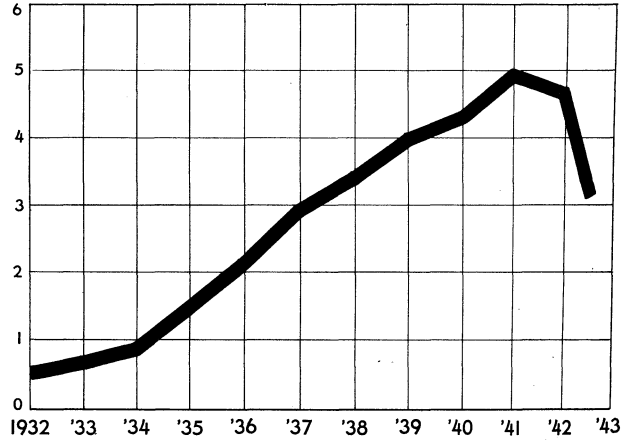
\*Reports of two airlines not received for months of November and December

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

# FREIGHT

Chart 30A

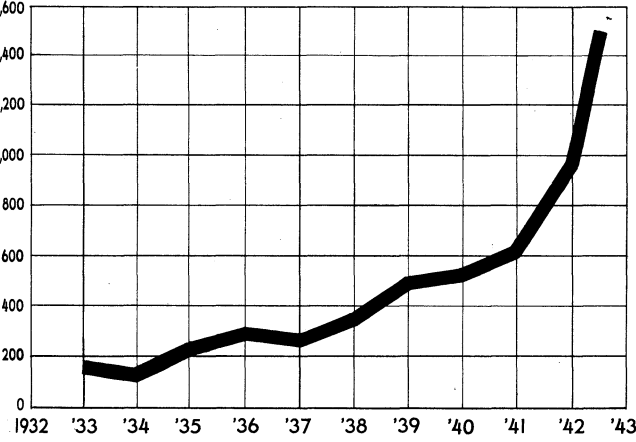
MILLIONS OF POUNDS



# MAIL

Chart 30B

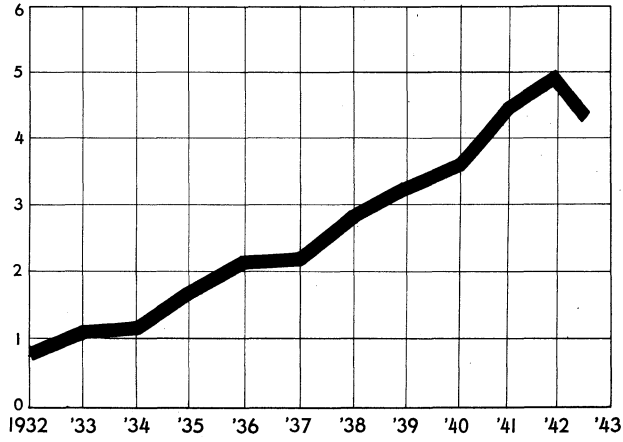
THOUSANDS OF POUNDS



# MILES FLOWN

Chart 30C

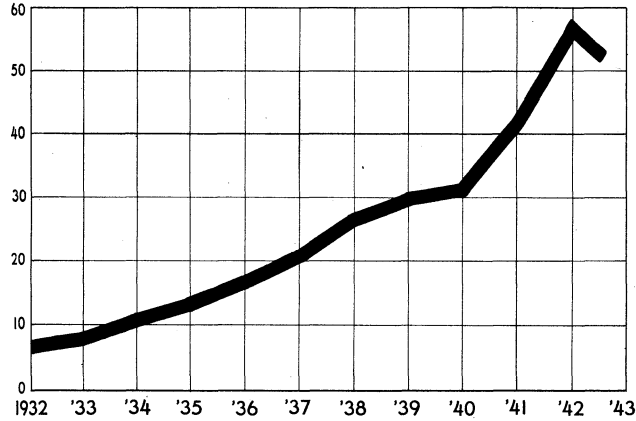
MILLIONS OF MILES



# PASSENGERS CARRIED

Chart 30D

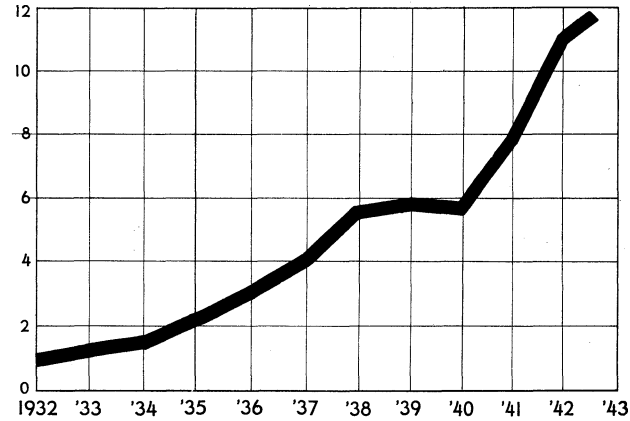
THOUSANDS OF PASSENGERS



# PASSENGER MILES

Chart 30E

MILLIONS OF MILES



Planes in Service	Pounds of Freight	Pounds of Mail	Passenger Miles Flown	Passengers Carried	Plane Miles Flown	
Two-year period ending March 31, 1929	8	94,701	24,250	272,999	2,171	331,591
Year ending June 30, 1930	24	103,043	17,690	684,261	3,654	338,422
Year ending June 30, 1931	26	161,718*	*	947,695	7,947	381,234
Year ending June 30, 1932	31	496,680*	*	942,176	6,637	742,854
Year ending June 30, 1933	42	634,016	151,570	1,222,510	7,743	1,059,155
Year ending June 30, 1934	56	869,398	124,972	1,533,311	10,194	1,126,610
Year ending June 30, 1935	73	1,496,917	225,840	2,148,692	13,318	1,685,654
Year ending June 30, 1936	79	2,138,886	279,730	3,035,018	16,982	2,130,939
Year ending June 30, 1937	102	2,947,726	264,201	4,021,798	20,958	2,209,206
Year ending June 30, 1938	155	3,415,759	342,736	5,634,461	26,885	2,829,258
Year ending June 30, 1939	175	4,010,730	489,574	5,801,787	29,814	3,247,046
Year ending June 30, 1940	Figures	4,315,660	520,232	5,745,804	31,435	3,598,790
Year ending June 30, 1941	Not	4,947,516	611,422	7,918,054	41,703	4,434,232
Year ending June 30, 1942	Available	4,630,456	954,026	11,106,122	57,028	4,932,868
Year ending December 31, 1942		3,171,512	1,491,736	11,711,134	52,493	4,353,888

†These figures incomplete—two companies not reporting. \*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



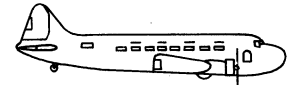
2 PILOTS  
10 PASSENGERS



2 PILOTS  
1 STEWARDESS  
14 PASSENGERS



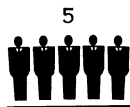
2 PILOTS  
1 STEWARDESS OR STEWARD  
21 PASSENGERS



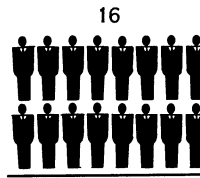
AIRLINE PERSONNEL ON THE GROUND FOR EACH PLANE IN THE AIR (DOMESTIC)



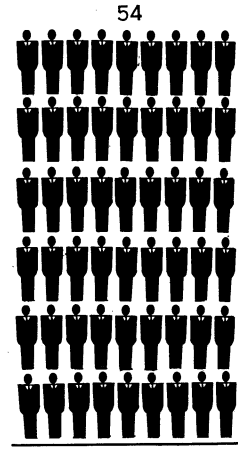
1927



1930



1935



1942

More than 2,500 passengers and 28 tons of United States mail, on board approximately 165 common carrier transport planes under the United States flag, are in the air every second of each 24 hours.

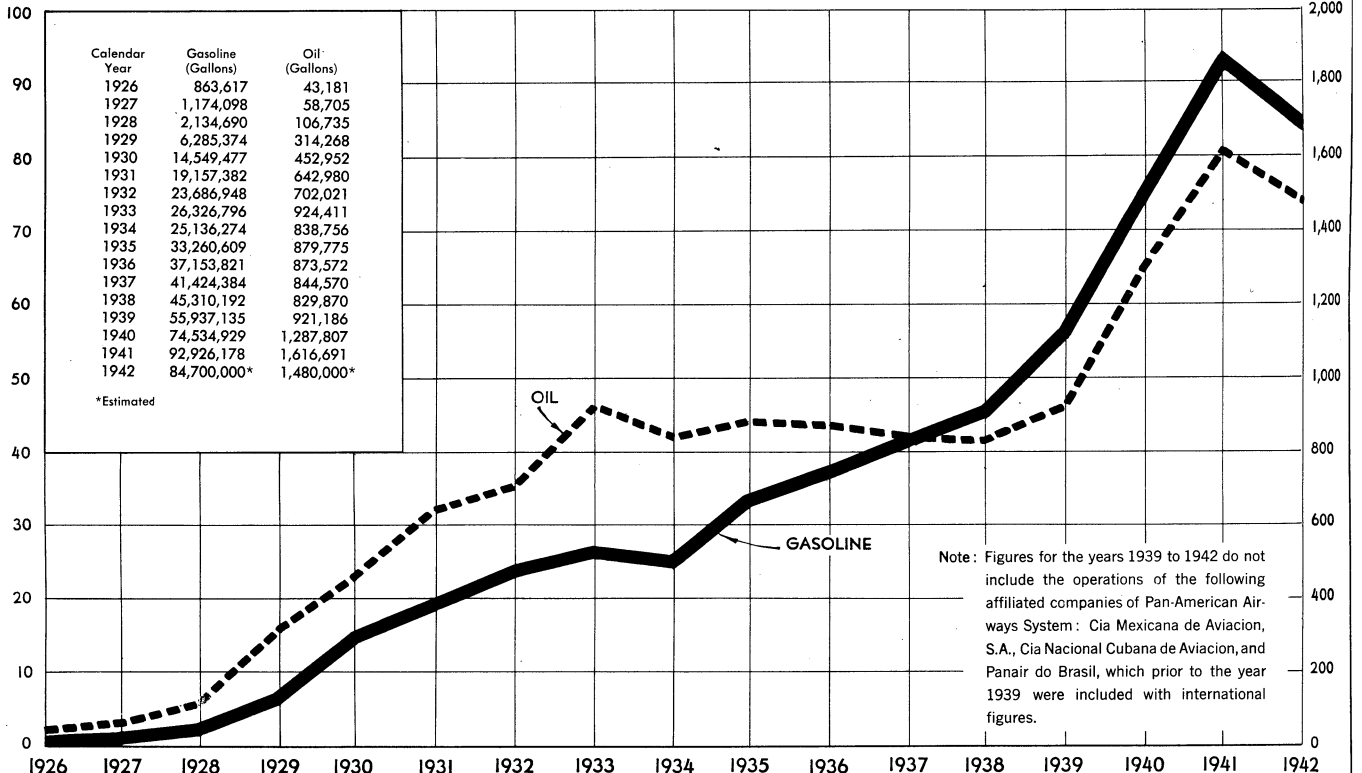
Chart 32

## FUEL CONSUMED SCHEDULED AIR LINE OPERATIONS DOMESTIC AND INTERNATIONAL

Source: Civil Aeronautics Administration

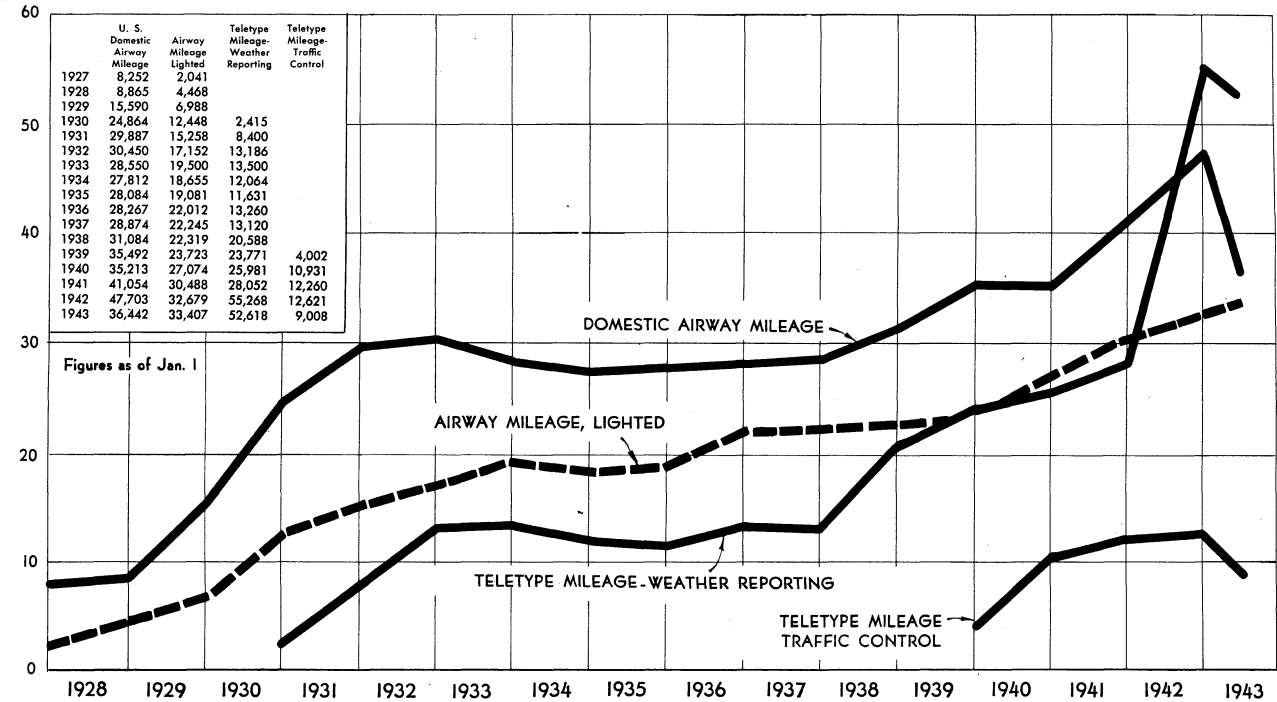
MILLIONS OF GALLONS OF GASOLINE

THOUSANDS OF GALLONS OF OIL

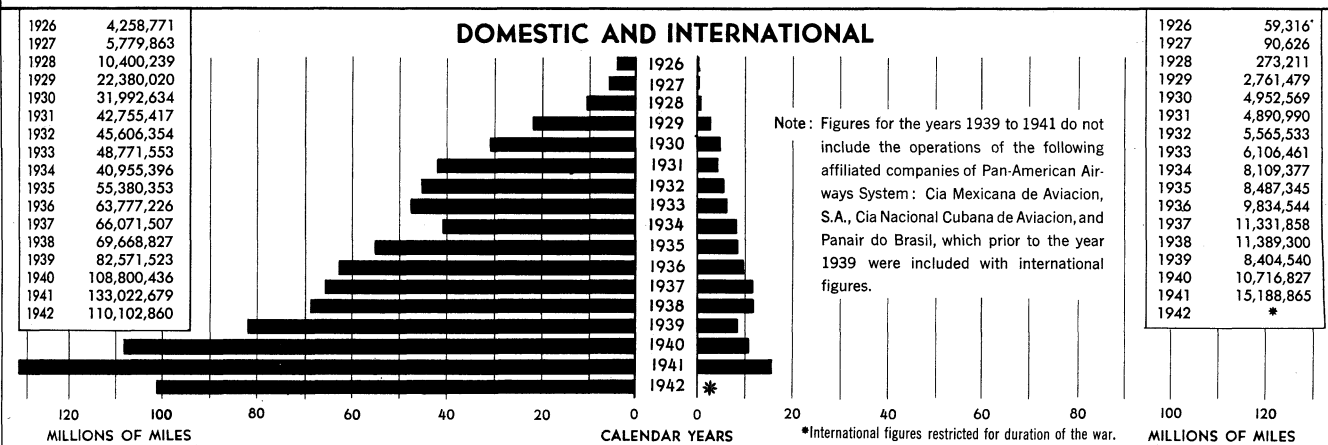


# U. S. DOMESTIC AIRWAY SYSTEM, AIRWAY MILEAGE, AIRWAY MILEAGE LIGHTED AND MILES OF TELETYPE SERVICE

THOUSANDS OF MILES



## PLANE MILES FLOWN



## PASSENGER MILES FLOWN

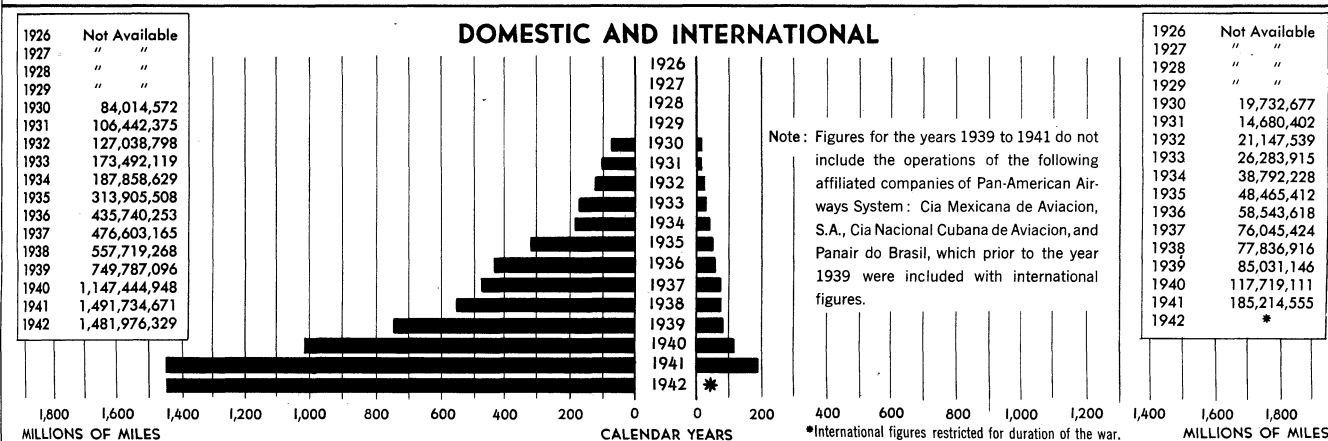


Chart 36

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

Source: Civil Aeronautics Administration

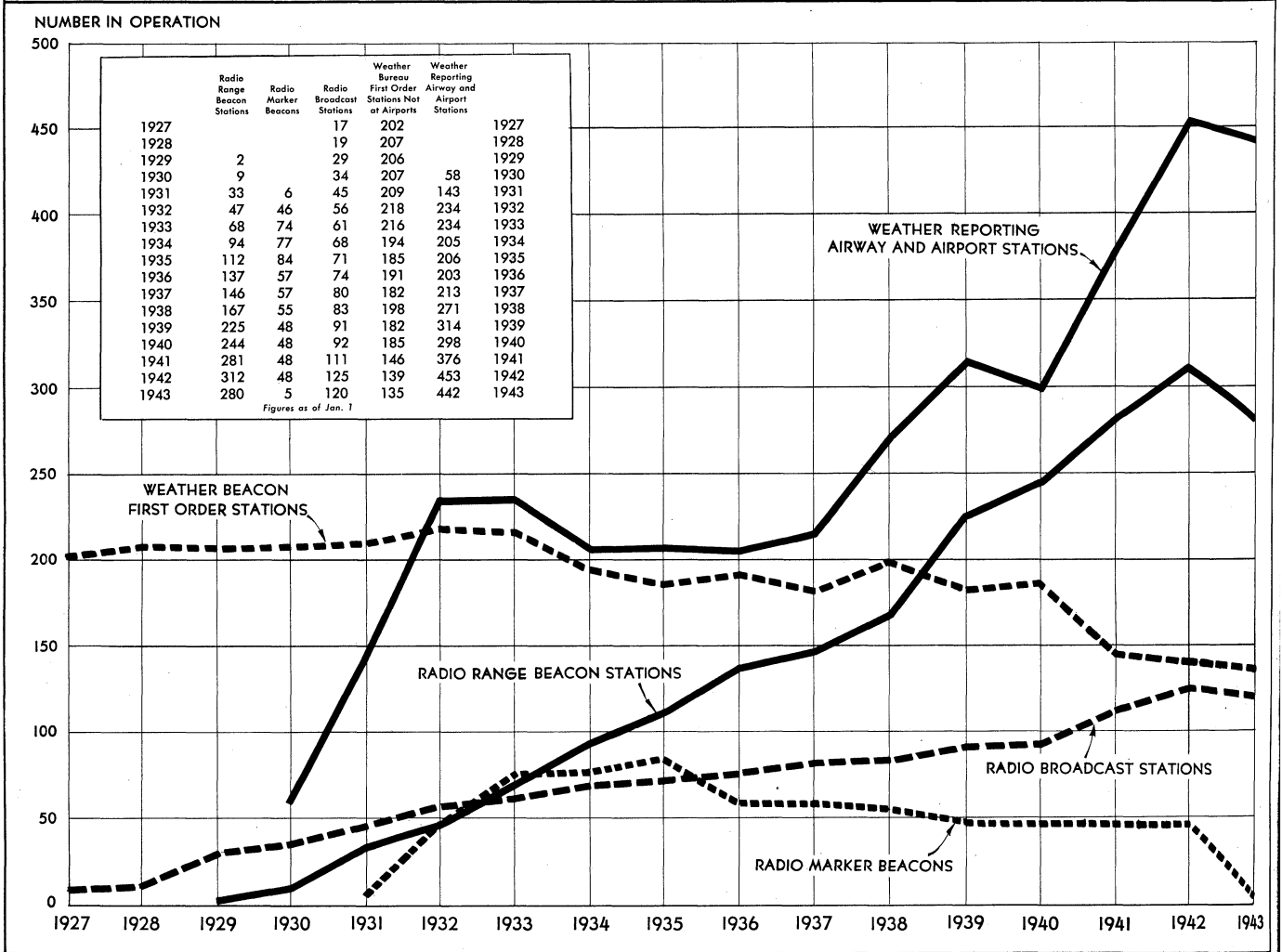


Chart 37

### DOMESTIC AIR CARRIER OPERATIONS AND SAFETY RECORD

Source: Civil Aeronautics Administration

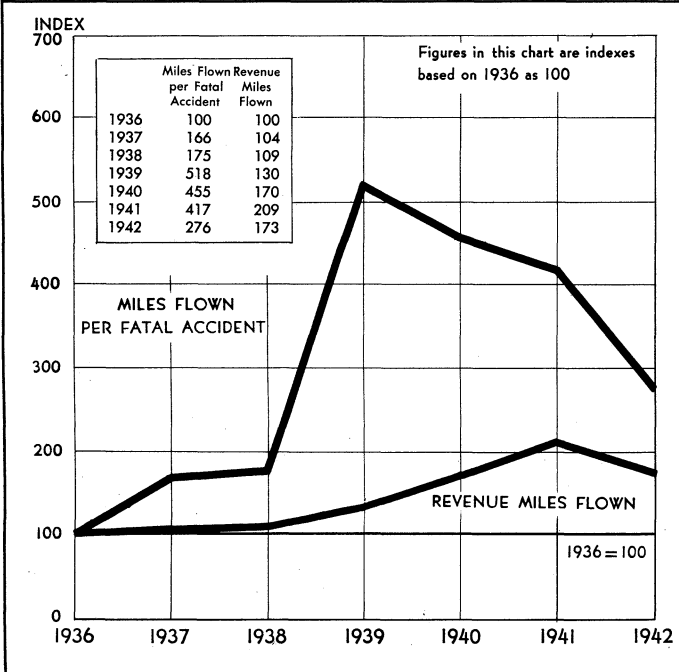
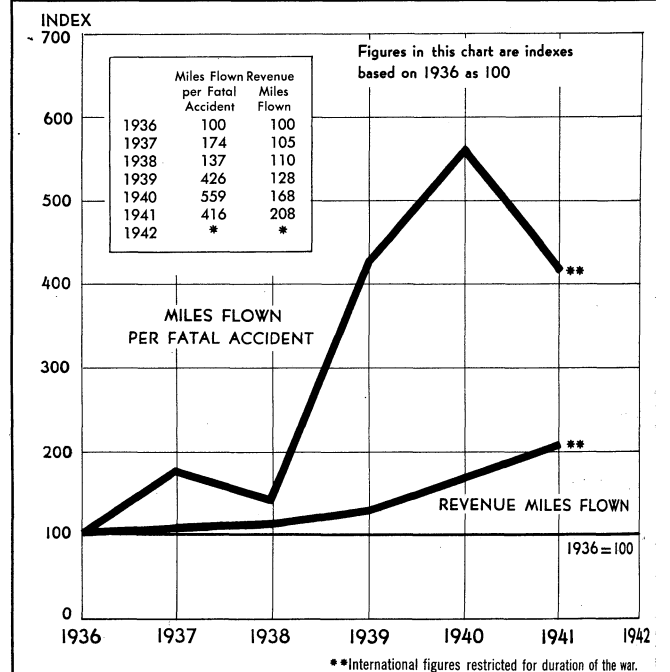


Chart 38

### AIR CARRIER OPERATIONS AND SAFETY RECORD

DOMESTIC, FOREIGN AND TERRITORIAL

Source: Civil Aeronautics Administration



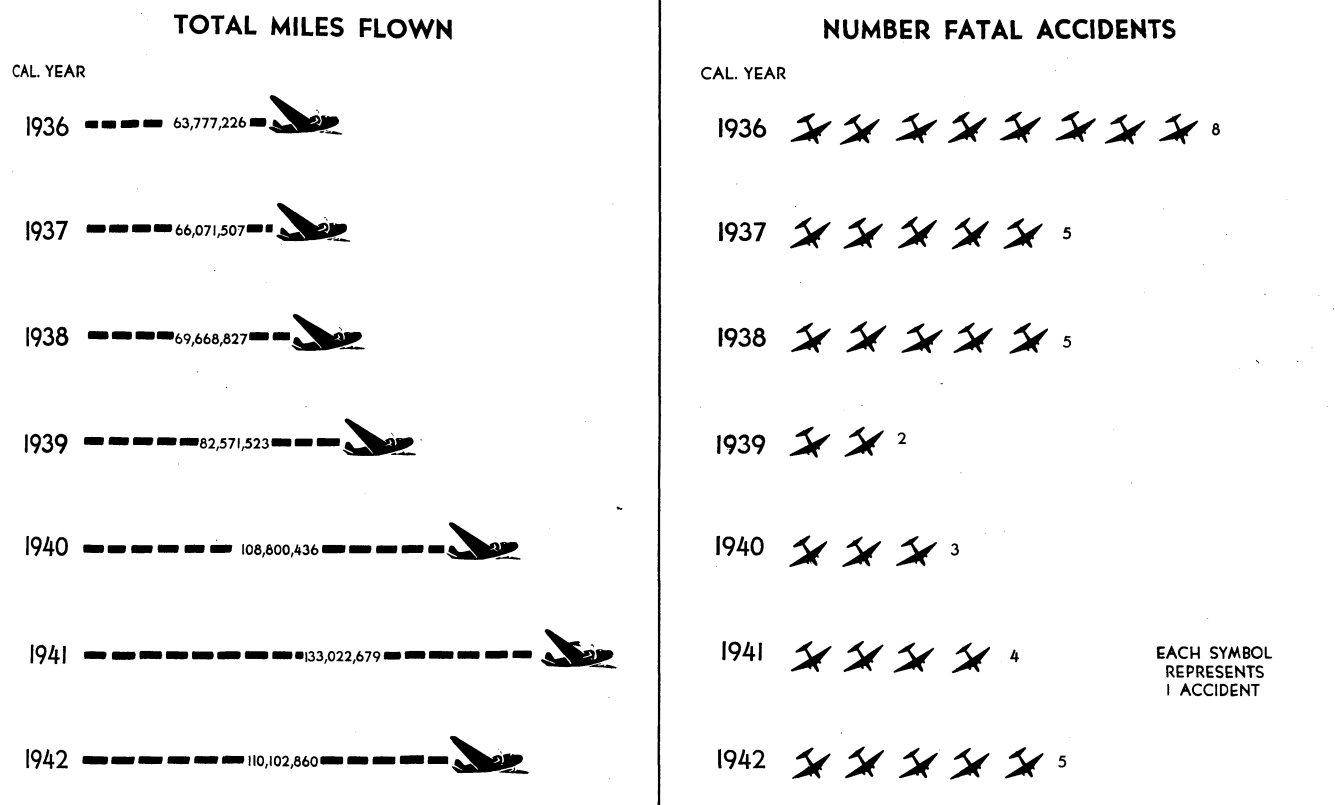


# MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

(DOMESTIC)

Source: Civil Aeronautics Administration

Chart 39

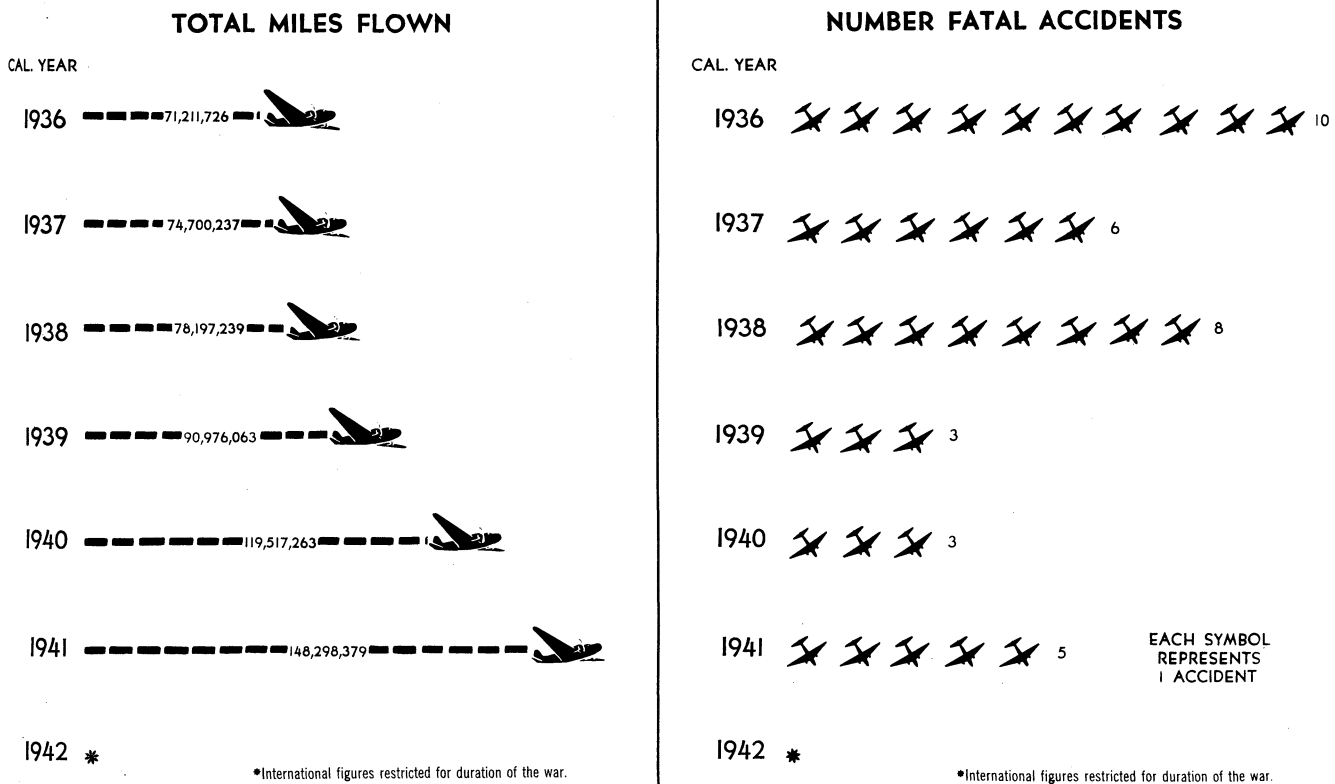


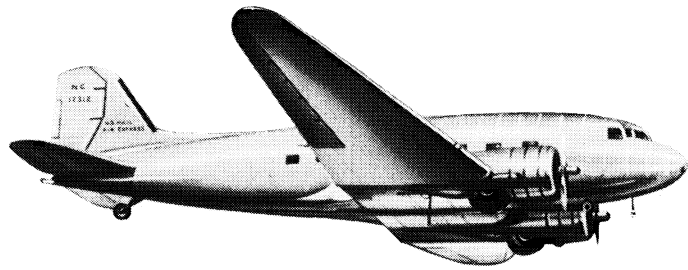
# MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

(DOMESTIC, FOREIGN AND TERRITORIAL)

Source: Civil Aeronautics Administration

Chart 40





“With the dawn of peace, commercial aviation will have new and greater opportunities for which it will be all the better prepared by reason of the training and experience it is now getting.”

... *Franklin D. Roosevelt*

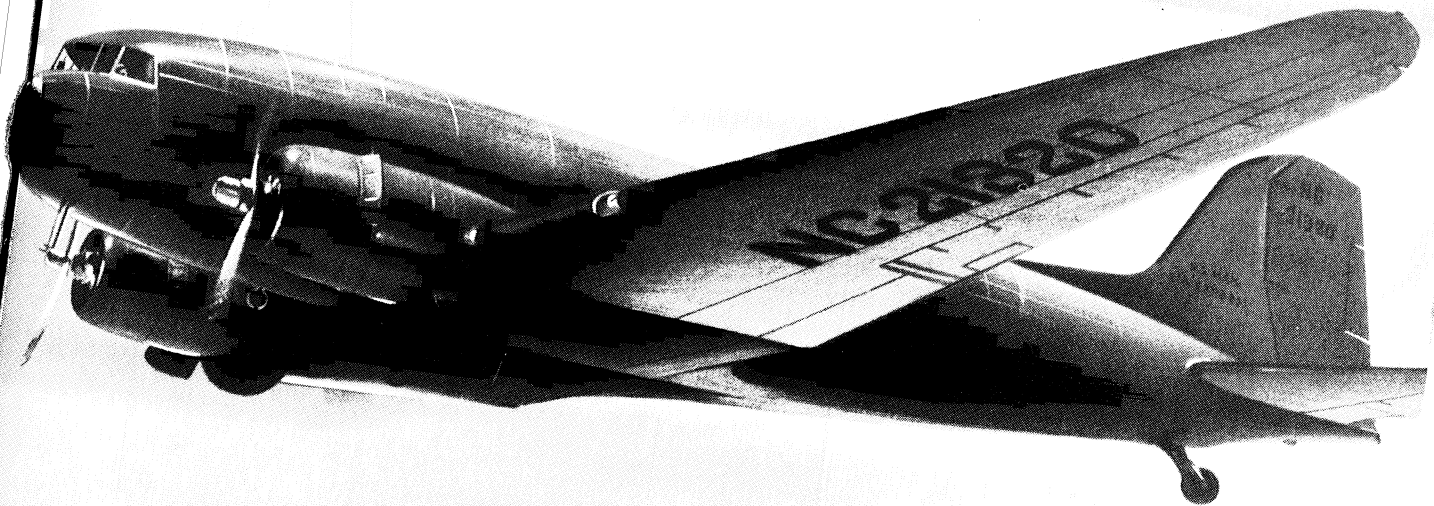
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AMERICAN EXPORT AIRLINES, INC.  
BRANIFF AIRWAYS, INC.  
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