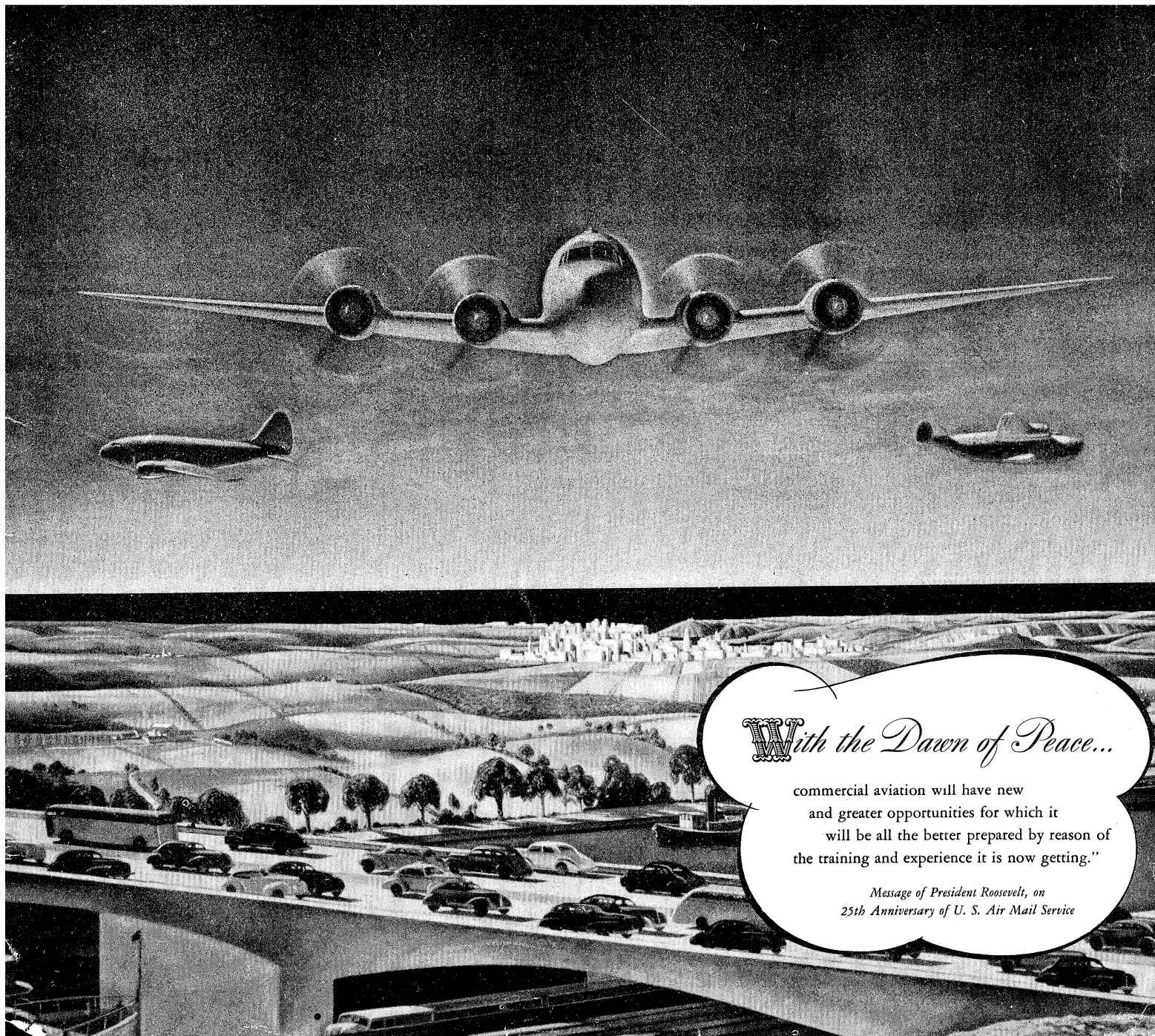


Little Known Facts
ABOUT THE SCHEDULED
AIR TRANSPORT INDUSTRY

Domestic and International Airlines of the United States

SIXTH EDITION

SEPTEMBER 1, 1944



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."

*Message of President Roosevelt, on
25th Anniversary of U. S. Air Mail Service*

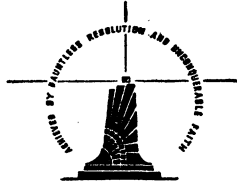


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Index to charts appears on page 8





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A WORD OF EXPLANATION TO THE AMERICAN PEOPLE

"Little Known Facts" is published yearly to acquaint you with the past and current operations of the Air Transport Industry, so that you may have facts and figures for appraising its past and future.

You will note that this sixth edition of "Little Known Facts" differs from those of 1942-43 in that it reveals some information, which, during the first two years of war, had been withheld for military reasons.

You are familiar, of course, with the part many industries have played in the war program, since it has been possible for them to keep the public well-informed ever since our country went to war.

But now, for the first time in "Little Known Facts", you will read the story of the Airlines at War; and as you will note, the Airlines, by the very nature of the industry, were long-prepared to do the vital war-jobs they have and are doing, both at home and abroad.

E. S. Gorrell,
President

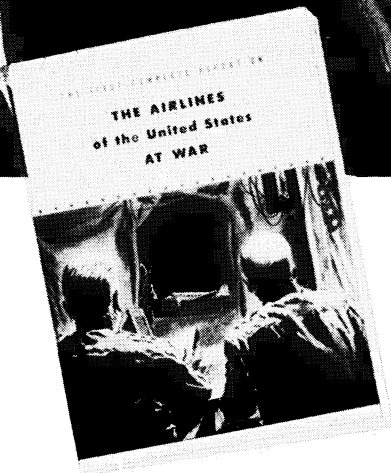
"BY COMMON ACTION TO ADVANCE THE AIRLINE INDUSTRY FOR BETTER SERVICE TO THE PUBLIC AND FOR THE NATIONAL DEFENSE"

“They (*the Air Transport Command*) have done a wonderful job, and the only reason why they have been able to do it is because we were farsighted enough to get all the aid and assistance possible from the civil air lines in the creation of this big organization which now extends around the world.”

GEN. H. H. ARNOLD, *Commanding General A.A.F.*
before House Appropriations Subcommittee



AIRLINES AT WAR: The booklet pictured here, which tells the dramatic story of the Airlines at War, as officially reported by the Office of War Information, will be sent to you on request, free and postpaid. Address your request for the OWI Report on “The Airlines At War” to: Air Transport Association, 1515 Massachusetts Ave., N.W., Washington 5, D.C.





FLIGHT PLAN ... *for Victory and Peace*

IT WAS a soft spring night in 1942. A giant airliner was winging its way across the western plains on its regular east-bound run.

The pilot and co-pilot were brought to attention by an order over the radio. They were to put off all passengers, mail and express at the next destination, refuel and proceed at once to Edmonton, Canada. It was a secret military mission. They were to communicate with no one.

They had been discussing plans about getting together with their families next day; and now, in a matter of minutes, they

were off to war, "somewhere" North, in light spring clothes.

Hours later, at Edmonton, when their airliner was safely down, they were met by an officer of the Army Air Transport Command, a former Airline employee, who directed the loading of their plane with bombs and provided them with apparel suitable for frigid weather.

Given the destination Fairbanks, Alaska, they were instructed then to proceed to Dutch Harbor in the Aleutians, where they landed on schedule after a trip of thousands of miles over a route entirely new to them,

over field and forest, ice-capped mountain and arctic sea.

As their plane was being unloaded, six Zeros swooped down with machine guns blazing. The Japs were striking at Dutch Harbor. And even as they were striking a huge fleet of transport planes from 10 different Airlines were rushing in with vital material to thwart the attack. For the same radio orders that had diverted the first plane from its peaceful run over the prairies had likewise diverted scores of other airliners from their regular runs to far away Dutch Harbor.

HIGHEST HONOR in aviation: The Collier Trophy was awarded jointly to the Army Air Forces and the Airlines "for pioneering world-wide air transportation vital to immediate defense and ultimate victory."

Secret Weapon



As the Japanese were attacking Dutch Harbor, airliners were coming in at the airport with war materials. (10 Airlines took part in this defense.) According to Navy officials, retaking of the Aleutians would have been postponed for months if air transport had not been able to fly in men and cargo quickly and in great quantity... OWI Report.

"Buck Rogers stuff on a sound engineering basis," is the way a veteran air transport pilot termed the world system of military routes flown by military, naval, and contract Airline crews. (There are over 100,000 miles of these routes reaching around the world, which the Airlines helped the Army and Navy build and are now helping to operate.)... OWI Report.

The Dutch Harbor incident related on the foregoing page is only one of the many emergencies handled by the Airlines under military order. But it is by no means typical of the 24-hour daily routine job of air transport the Airlines perform with the Army and Navy, all over the world. It is reported primarily because it is pregnant with the very reasons why air transport has played such a vital and often secret part in the war overseas, as contrasted with purely domestic transport.

Because of their great speed and versatility, because of their ability to hurdle land and sea over the shortest, trackless route to any destination on

earth in a matter of hours, transport planes with critical loads have been used as a military surprise weapon in every theater of war, from Africa to India and the Pacific.

ACCORDING TO WELL-LAID PLANS

The emergency flight-action to the Aleutians on that spring night in 1942 was, of course, no surprise to the Airlines.

As early as 1936 and 1937, they had been prepared to go to war at a moment's notice, in accordance with a plan formulated by the Airlines and the War Department.

During years of peace, the Airlines had built the world's greatest, fastest, most comprehensive and efficient system of airways. They linked all major U. S. industrial centers and spanned the seas to more than 60 foreign countries.

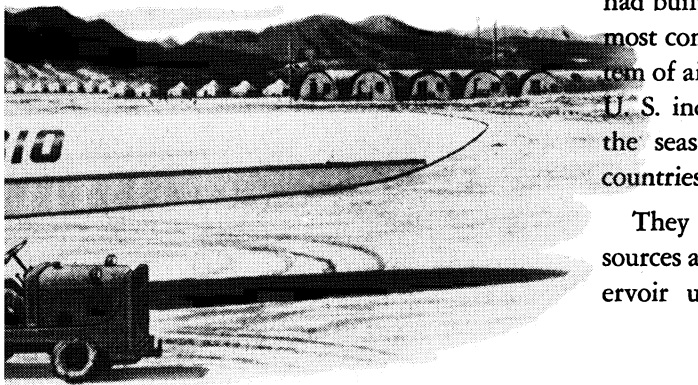
They had the manpower, the resources and the know-how—a rich reservoir upon which the Army and

Navy called in establishing and operating more than 100,000 miles of new globe-girdling airways.

And they had the equipment—326 transport planes, about half of which were dressed in war paint and assigned to Army duty; and this does not include the great fleets operating in transoceanic peacetime service which were put under orders to the Navy.

And yet, with the 165 planes retained in this country, on Presidential decree, the Airlines through increased efficiency have, in these war years, doubled their prewar volume of cargo and mail, and at the same time have carried almost as many passengers on essential business.

PRESIDENT ROOSEVELT: "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." . . . May 15, 1943



Manpower: Personnel of the Airlines was a ready-made reservoir of transport pilots, radio operators, maintenance crews and others experienced in organization. Many of these men have been killed in line of duty and others have received citations. Hundreds of Airlines' stewardesses have volunteered as flying nurses... OWI Report.



Work Horses of the war: During peace years, the commercial Airlines developed most of the planes that are now the backbone of our military transport operations. (They have been nicknamed *work horses*. Before the war, 8½ hours was the average work day for an airliner. Today, it is much greater, thanks to highest standards of maintenance.) ... OWI Report.

Air Transport
IS *NOT* A LUXURY...



AS A RESULT of increased efficiency, the Airlines carried mail for Uncle Sam in 1943 at one-half the cost of 1935. Last year the Post Office Department took in something like \$30,000,000 more on the sale of air-mail stamps than it paid out to the

Airlines for the mail carried — with \$50,000,000 estimated for 1944.

Shippers, too, have been saved millions of dollars. Air Express rates have been reduced so that shippers nationwide are now saving an average of more than 10% on charges that were in effect before July last year.

Passenger fares have also been reduced, representing a direct saving of millions of dollars to air travelers. Last year, for instance, the rate from Chicago to New York was cut from \$44.95 to \$38.85—cheaper in the end than first-class travel by rail, because meals cost nothing extra, and there is no tipping of Airline employees while in flight.

The average person can easily afford to travel by air if choice lies between first-class rail and airline travel.

For often there is so little difference in the cost—but a *big* advantage in the service rendered by the Airlines. And certainly, a busy man cannot afford *not* to travel by air for the purely economic reason that, in business, time saved is money saved!

When the war is over and millions of new travelers take to the air, there is no telling where the cost of airline facilities to the public will find its logical and most economical base. But if history repeats itself—as it has a way of doing—increased volume and constant technical improvements point to the ever-increasing availability of air transportation to new thousands of users.

THE TRANSPORT of hundreds of thousands of military personnel by air to and from all parts of the world serves to dramatize for millions of Americans the swift mobility of air travel in relation to personal and business needs. It is inevitable that, after the war, only air transportation will be able to carry America at the speed it wants to go—at work or at play.



Charts—the Guide to America's Air Future

The charts on the following pages show the year-by-year progress of the Airlines in every phase of their operations since the Industry's beginning in 1926. However, for the war years 1942 and 1943, data relative to Airline operations outside of the United States is omitted for military reasons. Suffice to say that these operations are far

greater than before our nation went to war.

If America's air future is to be measured by no more than the past progress shown on these charts, the promise is great indeed.

And the promise is all the greater, when the present plans for future development by the Airlines are considered—vastly expanded facilities, new routes at home and all

over the world, new and larger and faster planes.

With such experience, resources and plans existing in the Airlines, they are equipped in every way to maintain for this nation in the future, its past and present world-leadership in air transport—for business and pleasure travel, global-wise.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ Index to Charts ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

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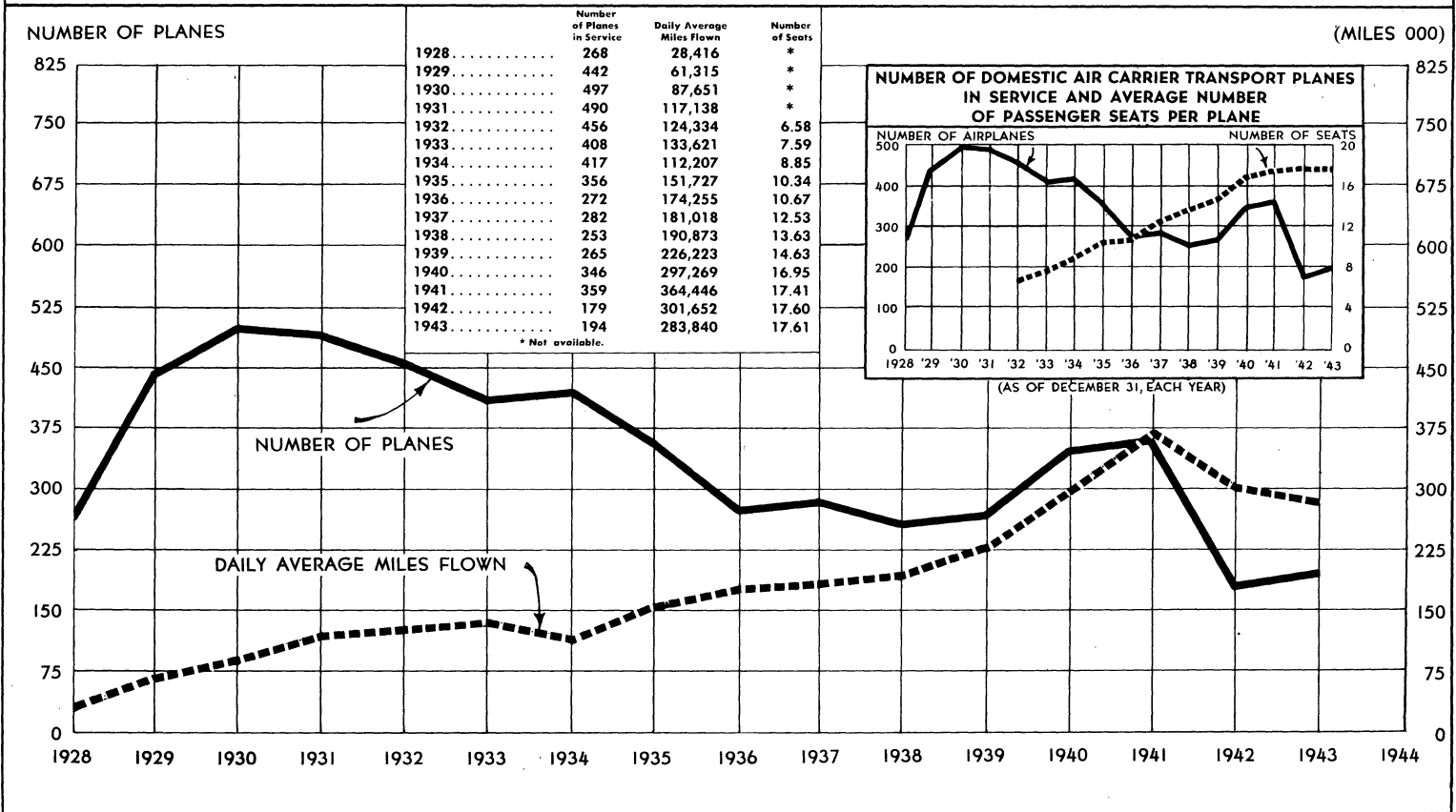
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Source: Civil Aeronautics Authority
Chart 1



TOTAL PASSENGERS CARRIED—AMERICAN FLAG AIRLINES

Chart 2

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

Source: Civil Aeronautics Administration

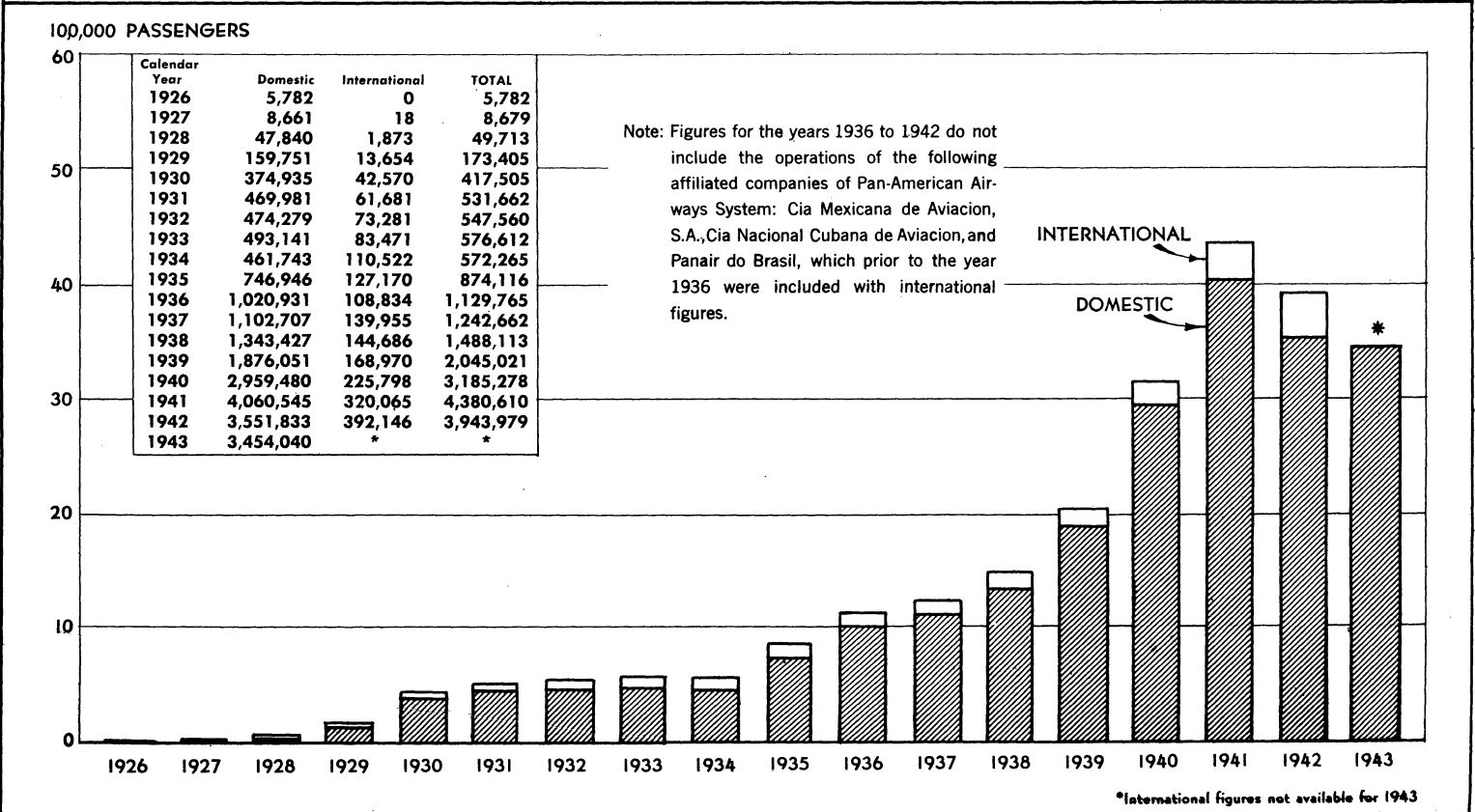


Chart 3

TOTAL PASSENGERS CARRIED—AMERICAN FLAG AIRLINES

DOMESTIC SERVICE
(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Administration

100,000 PASSENGERS

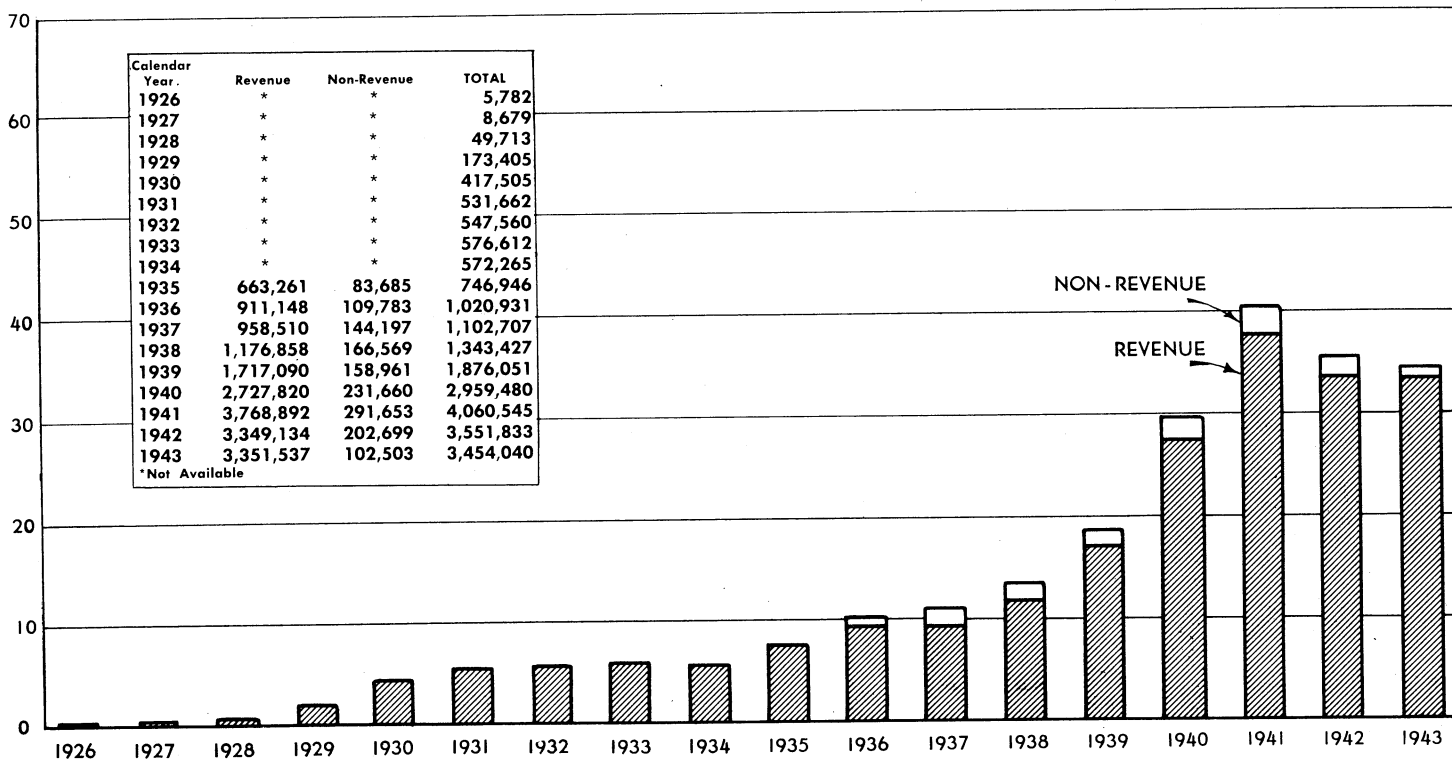


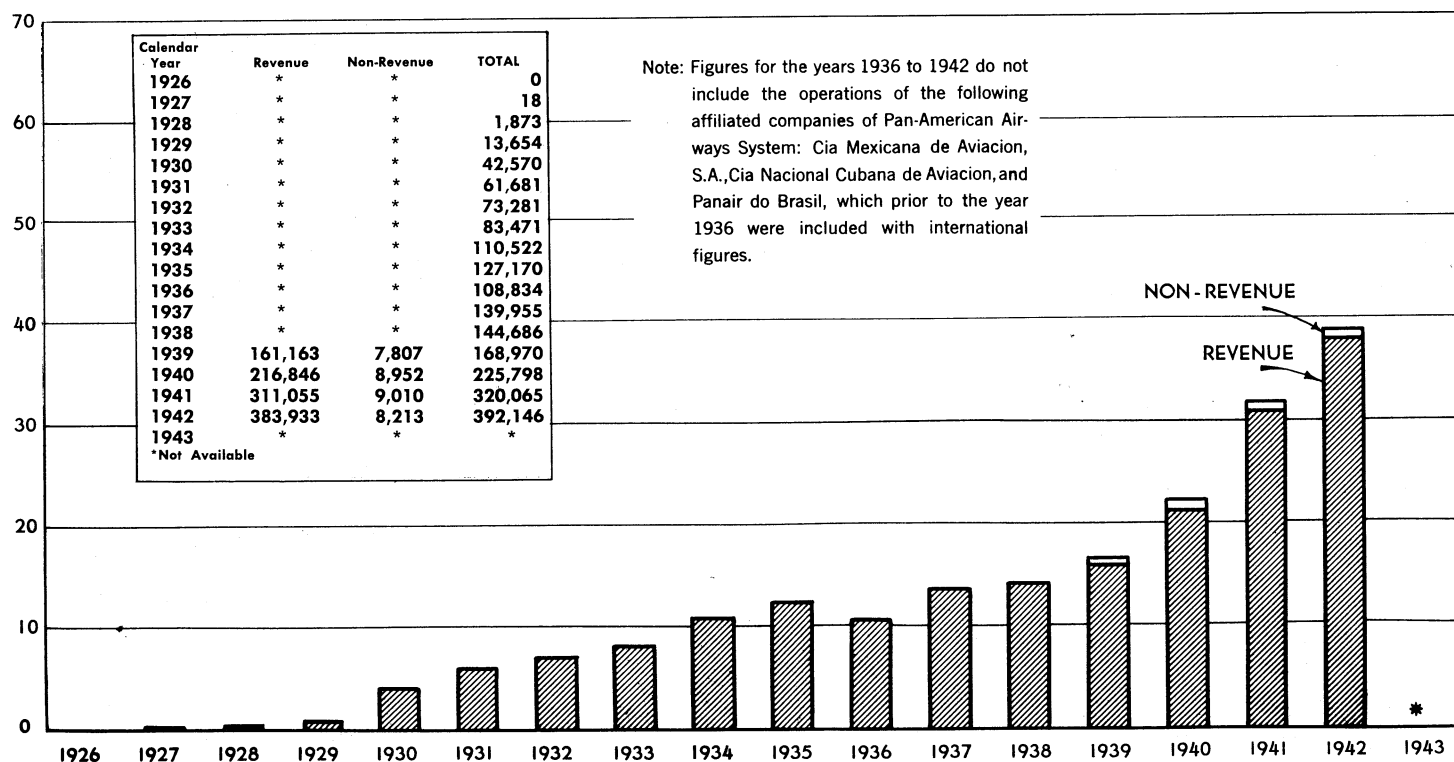
Chart 4

TOTAL PASSENGERS CARRIED—AMERICAN FLAG AIRLINES

INTERNATIONAL SERVICE
(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Administration

10,000 PASSENGERS



*International figures not available for 1943

PASSENGERS CARRIED

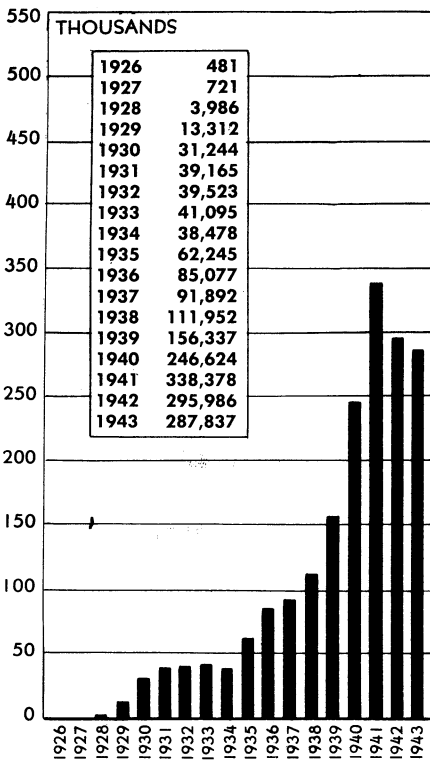
Chart 5

DOMESTIC

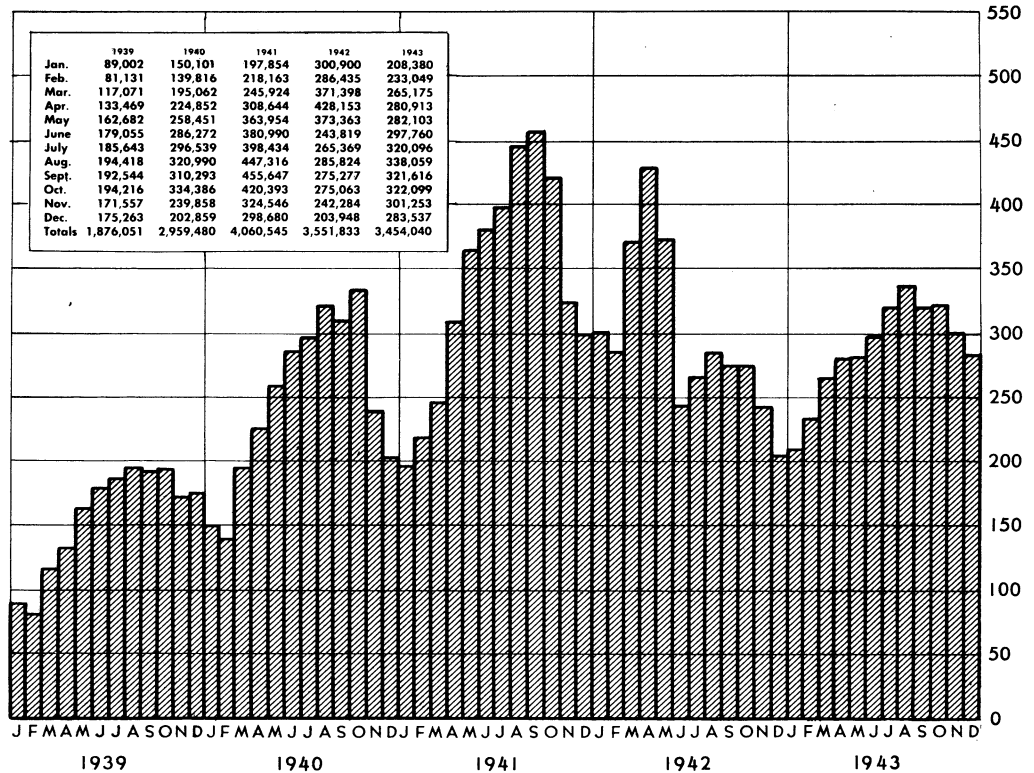
(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Administration

MONTHLY AVERAGES BY YEARS



MONTHLY TOTALS



TOTAL PASSENGER MILES FLOWN—AMERICAN FLAG AIRLINES

Chart 6

DOMESTIC AND INTERNATIONAL AIR SERVICE

(REVENUE AND NON-REVENUE)

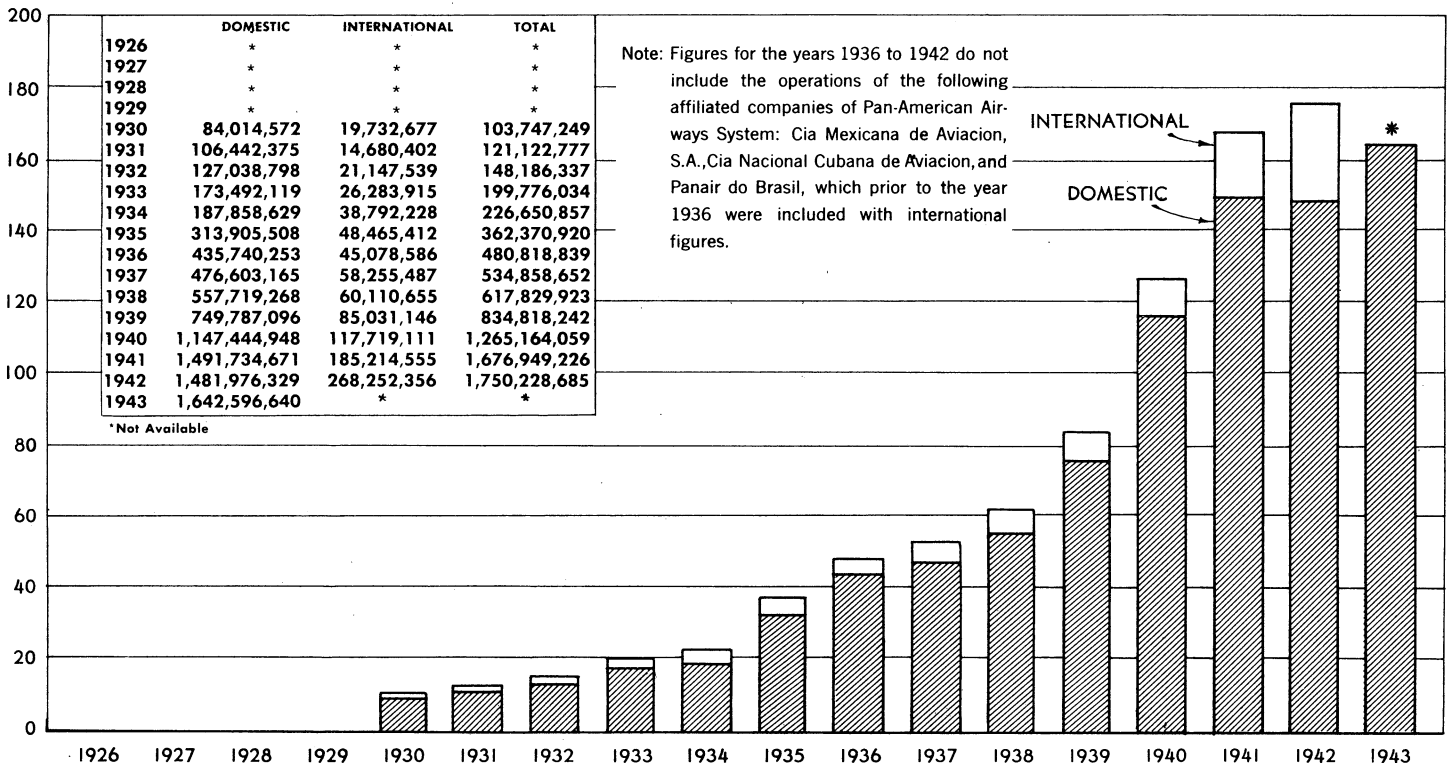
Source: Civil Aeronautics Administration

TEN MILLION MILES

	DOMESTIC	INTERNATIONAL	TOTAL
1926	*	*	*
1927	*	*	*
1928	*	*	*
1929	*	*	*
1930	84,014,572	19,732,677	103,747,249
1931	106,442,375	14,680,402	121,122,777
1932	127,038,798	21,147,539	148,186,337
1933	173,492,119	26,283,915	199,776,034
1934	187,858,629	38,792,228	226,650,857
1935	313,905,508	48,465,412	362,370,920
1936	435,740,253	45,078,586	480,818,839
1937	476,603,165	58,255,487	534,858,652
1938	557,719,268	60,110,655	617,829,923
1939	749,787,096	85,031,146	834,818,242
1940	1,147,444,948	117,719,111	1,265,164,059
1941	1,491,734,671	185,214,555	1,676,949,226
1942	1,481,976,329	268,252,356	1,750,228,685
1943	1,642,596,640	*	*

*Not Available

Note: Figures for the years 1936 to 1942 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 1936 were included with international figures.



*International figures not available for 1943

Chart 7 TOTAL PASSENGER MILES FLOWN—AMERICAN FLAG AIRLINES

DOMESTIC SERVICE
(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Administration

TEN MILLION MILES

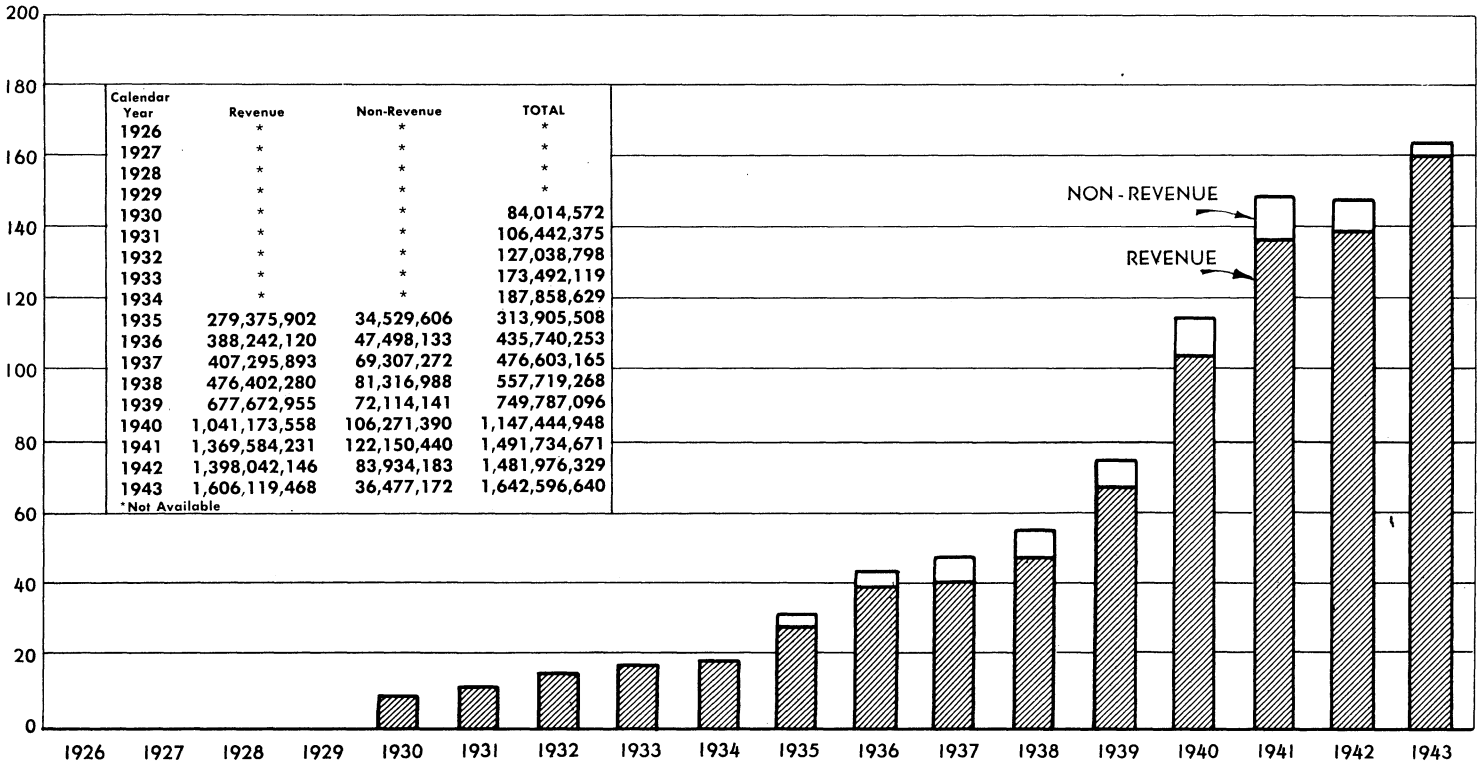
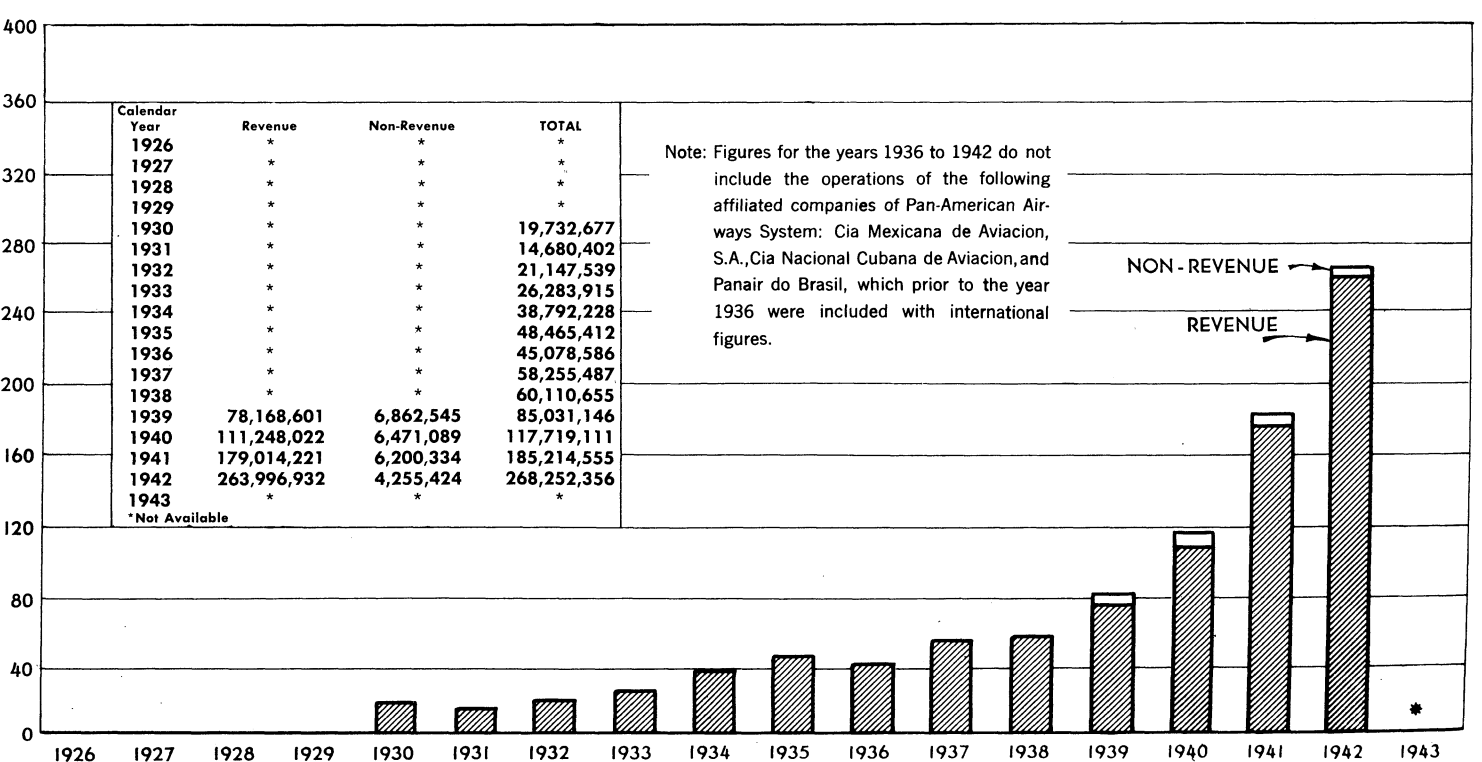


Chart 8 TOTAL PASSENGER MILES FLOWN—AMERICAN FLAG AIRLINES

INTERNATIONAL SERVICE
(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Administration

ONE MILLION MILES



*International figures not available for 1943

PASSENGER MILES FLOWN

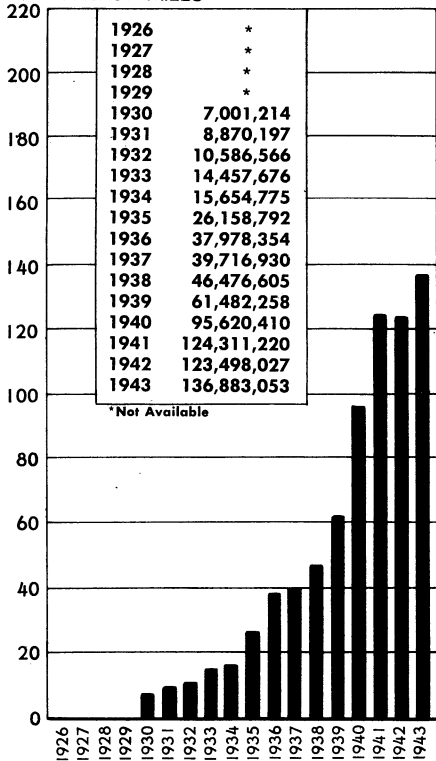
Chart 9

DOMESTIC
(REVENUE AND NON-REVENUE)

Source: Civil Aeronautics Administration

MONTHLY AVERAGES BY YEARS

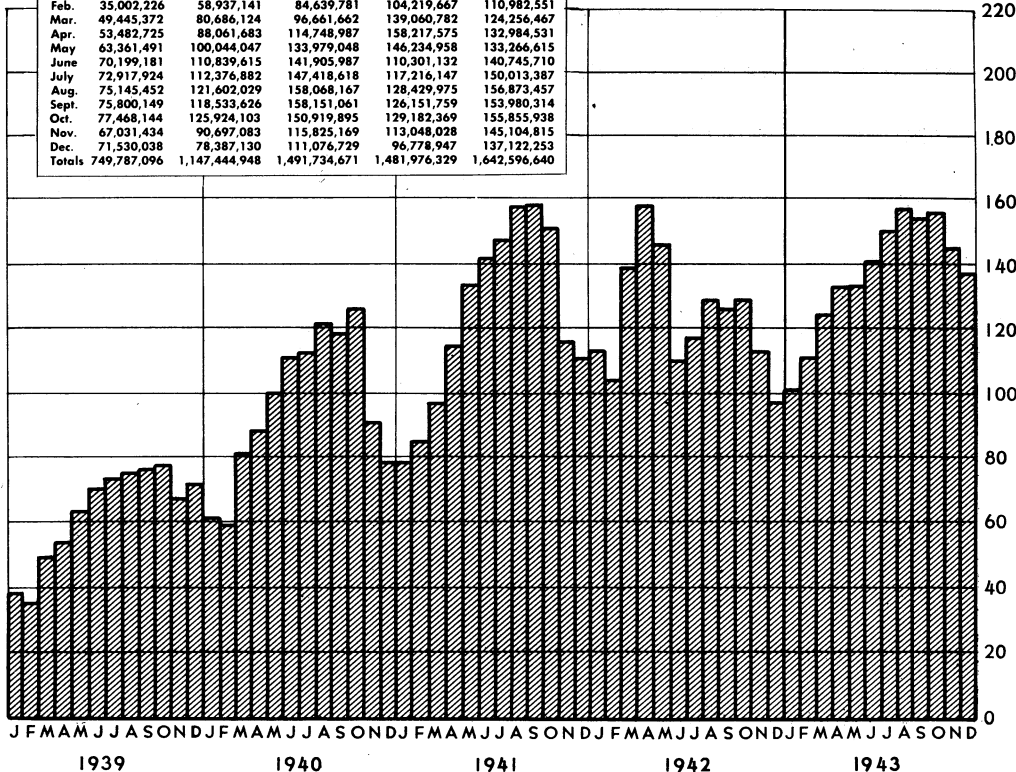
MILLIONS OF MILES



	1939	1940	1941	1942	1943
Jan.	38,402,960	61,355,485	78,339,567	113,134,990	101,410,602
Feb.	35,002,226	58,937,141	84,639,781	104,219,667	110,982,551
Mar.	49,445,372	80,686,124	96,661,662	139,060,782	124,256,467
Apr.	53,482,725	88,061,683	114,748,987	158,217,575	132,984,531
May	63,361,491	100,044,047	133,979,048	146,234,958	133,266,615
June	70,199,181	110,839,615	141,905,987	110,301,132	140,745,710
July	72,917,924	112,376,882	147,418,618	117,216,147	150,013,387
Aug.	75,145,452	121,602,029	158,068,167	128,429,975	156,873,457
Sept.	75,800,149	118,533,626	158,151,061	126,151,759	153,980,314
Oct.	77,468,144	125,924,103	150,919,895	129,182,369	155,855,938
Nov.	67,031,434	90,697,083	115,825,169	113,048,028	145,104,815
Dec.	71,530,038	78,387,130	111,076,729	96,778,947	137,122,253
Totals	749,787,096	1,147,444,948	1,491,734,671	1,481,976,329	1,642,596,640

MONTHLY TOTALS

MILLIONS OF MILES



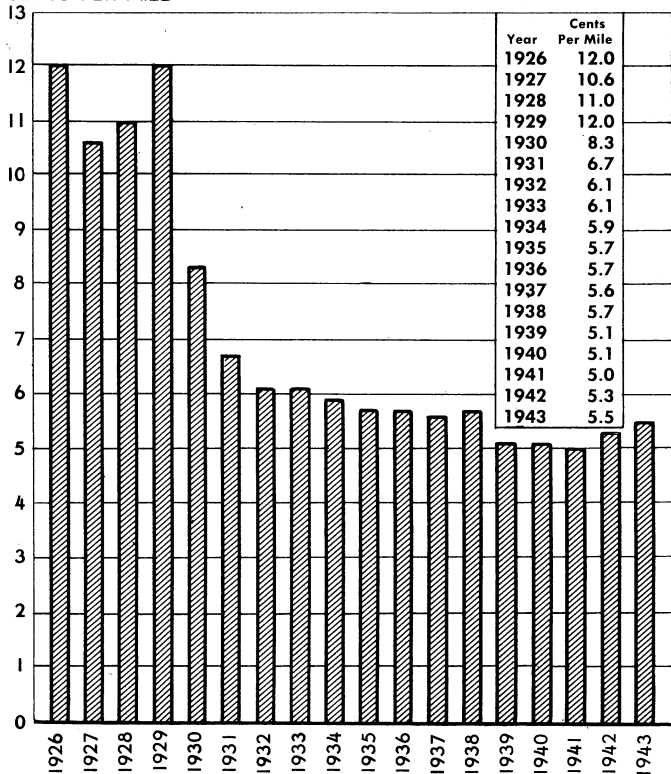
AVERAGE PASSENGER FARE PER MILE

DOMESTIC

Chart 10

Source: Air Transport Association

CENTS PER MILE



AVERAGE TRIP PER PASSENGER

DOMESTIC

Chart 11

Source: Air Transport Association

MILES

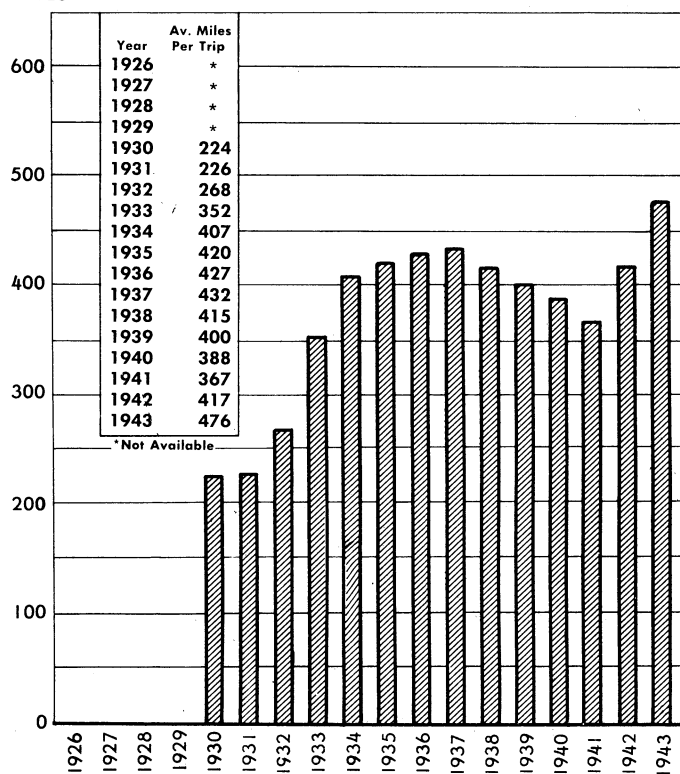
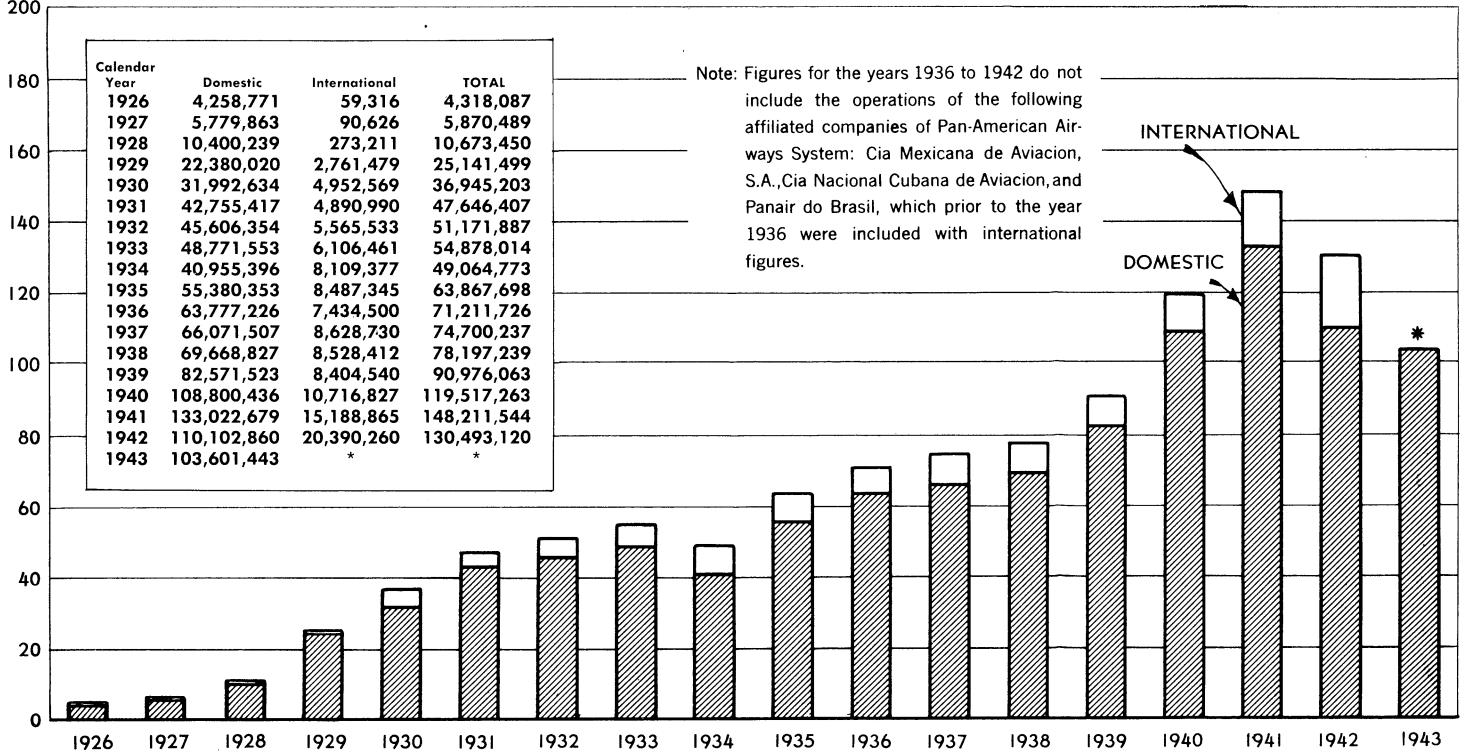


Chart 12 TOTAL REVENUE MILES FLOWN—AMERICAN FLAG AIRLINES

DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Administration

MILLIONS OF MILES
200



*International figures not available for 1943

TOTAL NON-REVENUE MILES FLOWN DOMESTIC SERVICE

Chart 13

Source: Civil Aeronautics Board

MILLIONS OF MILES

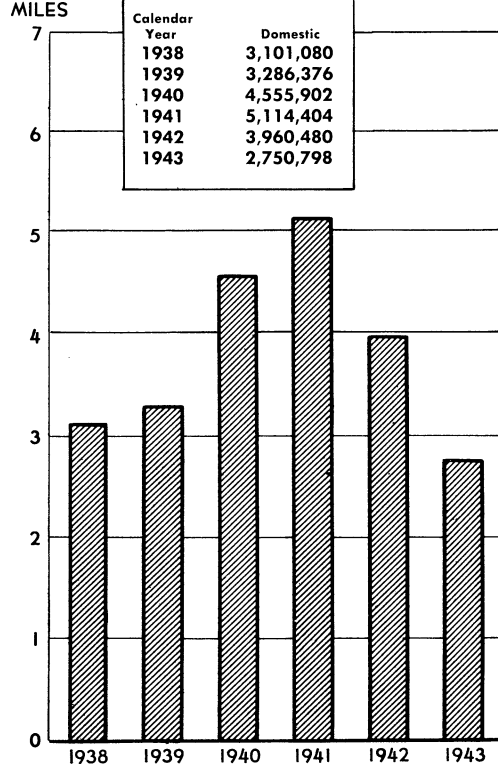


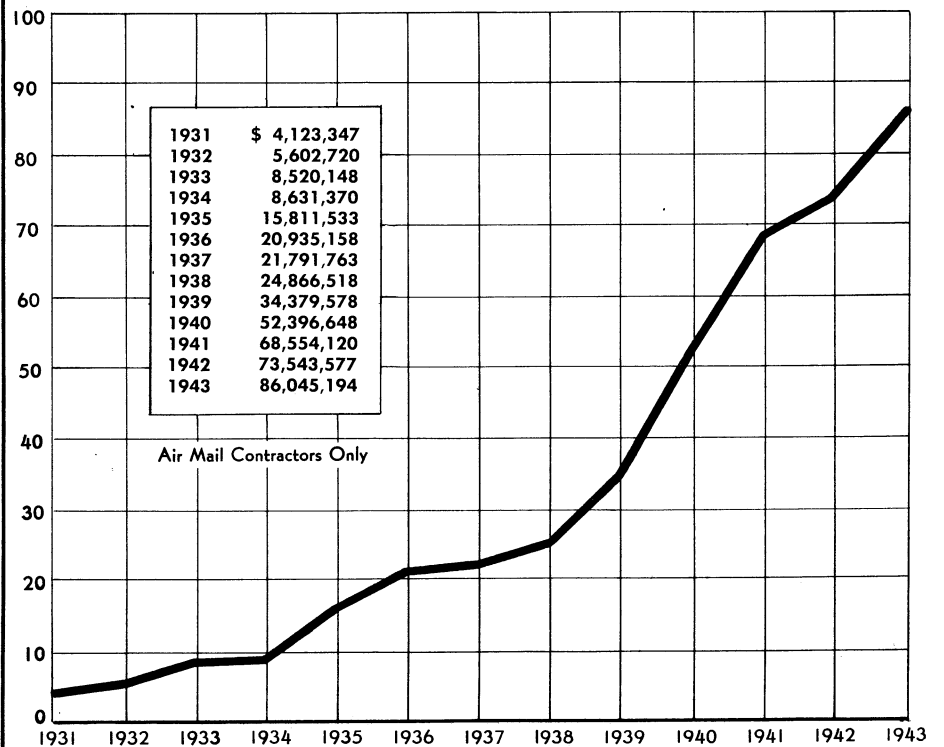
Chart 14

PASSENGER REVENUE DOMESTIC

Source: Civil Aeronautics Administration
and Carrier Monthly Reports

MILLIONS OF DOLLARS

CALENDAR YEAR



PASSENGER REVENUE

Chart 15

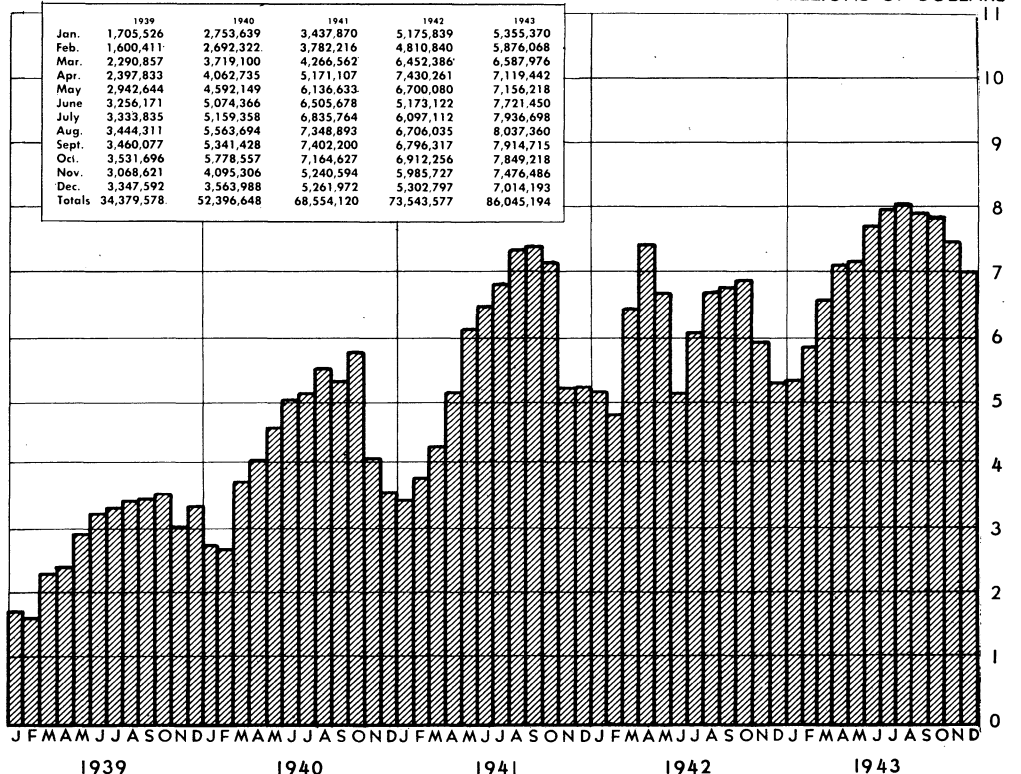
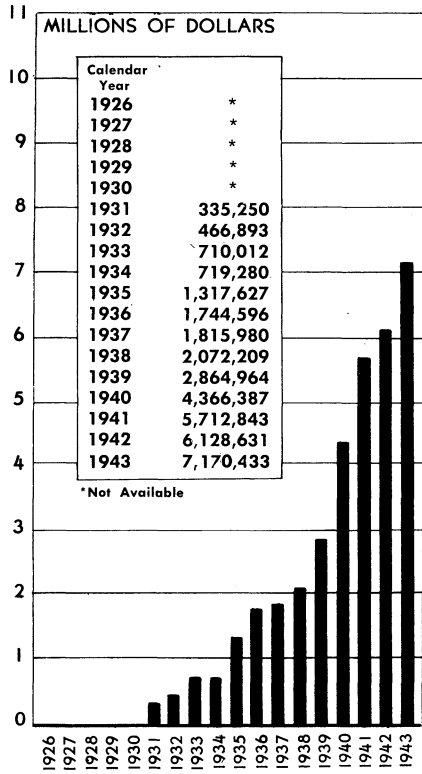
DOMESTIC

Source: Carriers--2780 Reports

MONTHLY AVERAGES BY YEARS

MONTHLY TOTALS

MILLIONS OF DOLLARS



REVENUE PASSENGER LOAD FACTOR

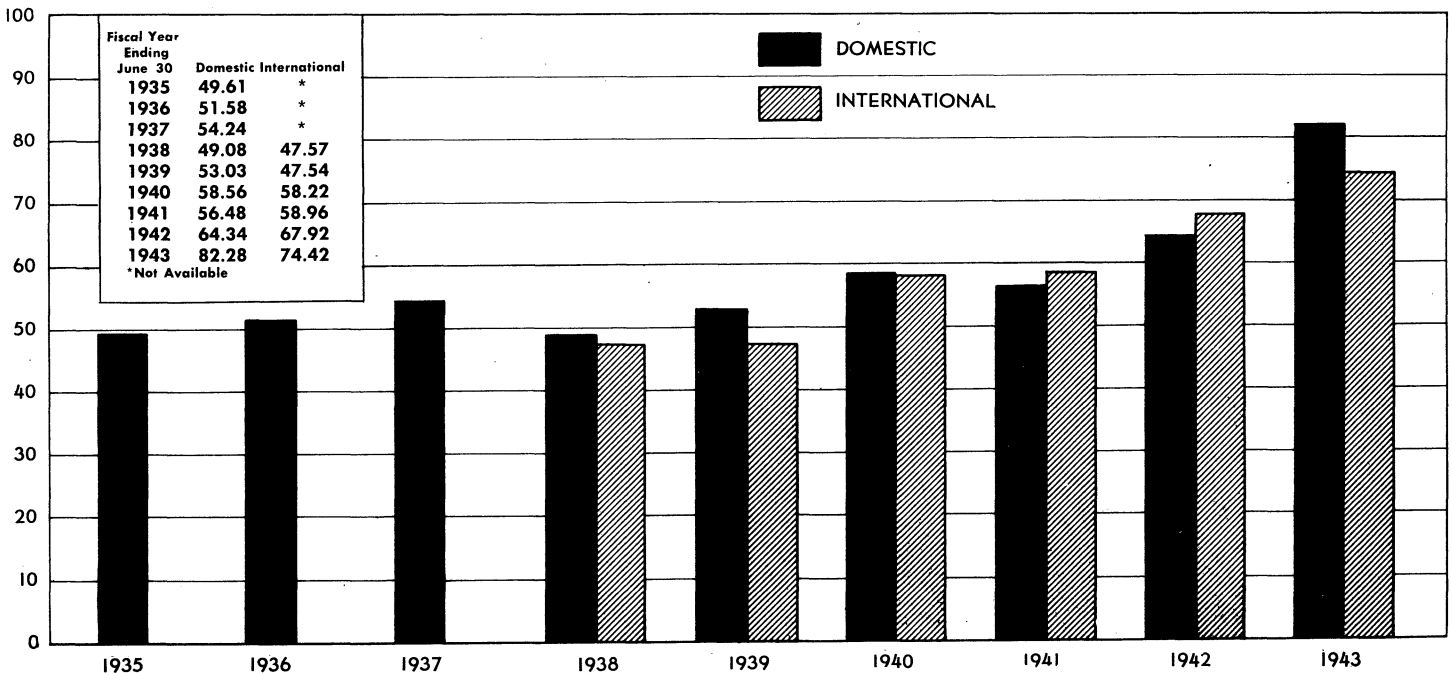
Chart 16

AMERICAN FLAG AIRLINES

DOMESTIC AND INTERNATIONAL SERVICE

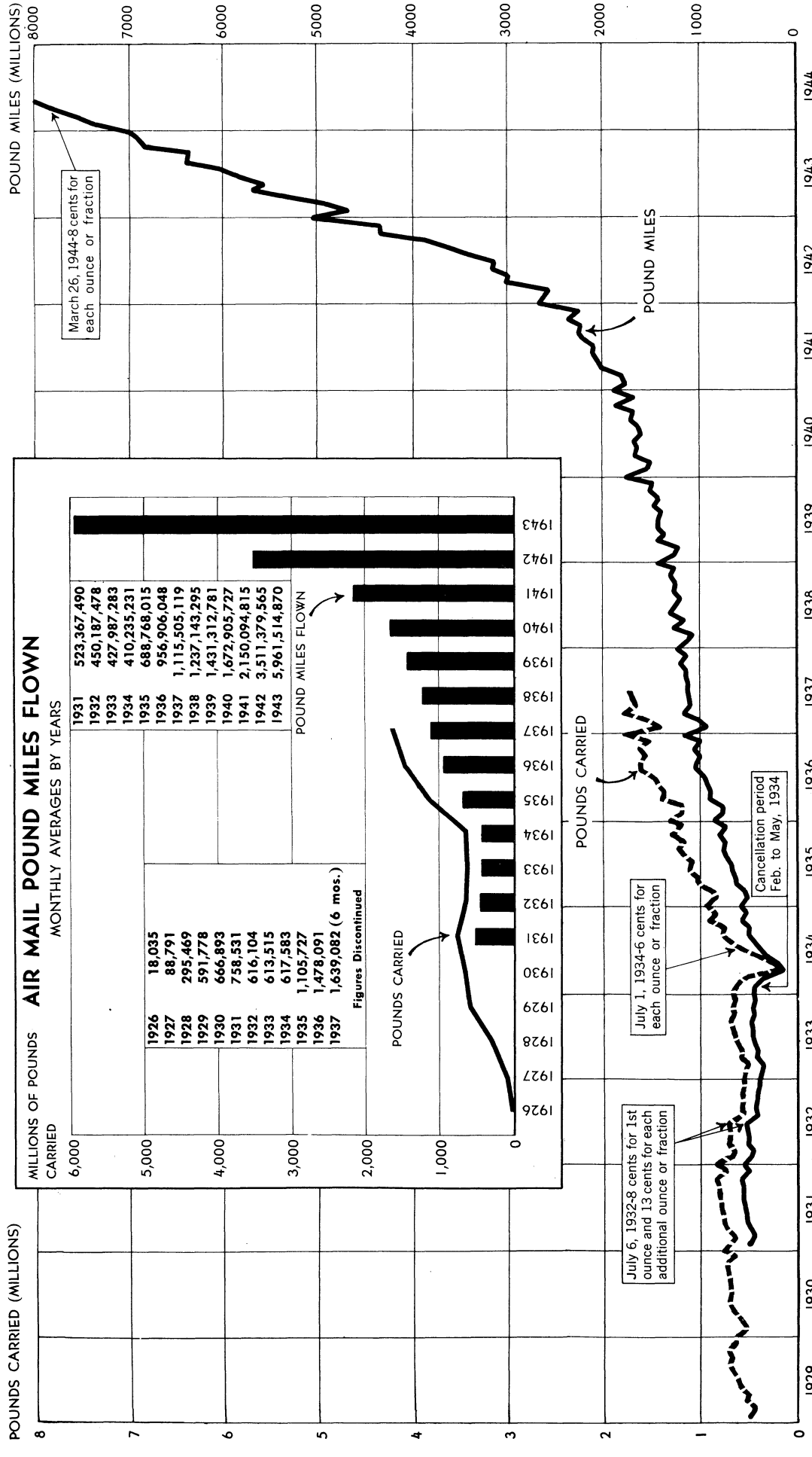
Source: Civil Aeronautics Board

PERCENTAGE



DOMESTIC AIR MAIL CARRIED, 1929-1943

Source: Post Office Department



Year	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943
Millions of Pounds Carried	523,367,490	450,187,478	427,987,283	410,235,231	688,768,015	956,906,048	1,115,505,119	1,237,143,295	1,431,312,781	1,672,905,727	2,150,094,815	3,511,379,565	5,961,514,870
Pound Miles Flown	18,035	88,791	295,469	591,778	666,893	758,531	616,104	613,515	1,105,727	1,478,091	1,639,082 (6 mos.)		

Year	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944
Estimated Pounds Carried	488,711	516,572	687,580	1,177,753	1,410,974	479,643,037	467,598,634	361,559,823	508,804,263	761,833,426	907,002,712	1,107,694,279	1,555,188,033	1,761,226,024	2,293,528,302	4,667,339,646
Estimated Pound Miles Performed	434,263	556,922	644,484	1,032,649	1,396,972	442,525,064	443,722,309	347,115,128	348,386,704	528,397,869	745,844,995	1,002,756,076	1,427,385,546	1,681,791,500	2,018,484,815	2,818,933,335
Estimated Pounds Carried	508,524	672,271	750,930	1,036,796	1,355,200	513,952,871	499,060,077	402,009,937	632,506,692	885,274,141	1,097,607,786	1,555,775,372	2,061,880,615	2,995,738,918	3,318,933,074	7,797,000,000*
Estimated Pound Miles Performed	588,559	702,229	750,930	1,444,013	1,690,041	529,954,511	526,342,704	455,922,278	669,748,719	920,628,971	1,104,136,925	1,302,524,805	1,434,881,315	1,682,614,516	2,105,826,655	3,156,110,855
Estimated Pounds Carried	645,653	682,467	694,930	1,082,319	1,276,499	541,644,649	411,257,389	374,590,801	677,231,608	946,827,992	1,129,742,717	1,254,696,591	1,426,985,889	1,597,081,932	2,055,783,924	3,443,829,698
Estimated Pound Miles Performed	658,984	705,583	796,703	1,224,623	1,623,239	556,104,974	408,683,293	383,386,622	726,384,710	1,053,115,144	1,151,850,937	1,272,872,777	1,485,996,995	1,718,932,237	2,255,626,591	3,461,421,999
Estimated Pounds Carried	654,750	657,062	720,301	1,029,711	1,259,711	588,878,760	466,175,844	383,386,622	582,238,792	807,455,874	1,000,488,440	1,209,263,414	1,509,232,589	1,866,988,205	2,266,448,757	3,355,991,189
Estimated Pound Miles Performed	707,019	743,705	836,603	1,172,265	1,559,880	556,104,974	443,327,037	351,984,275	687,706,543	998,893,813	1,202,650,061	1,299,263,414	1,509,232,589	1,866,988,205	2,266,448,757	3,355,991,189
Estimated Pounds Carried	7,101,345	8,002,722	9,102,375	7,393,237	7,360,180	7,411,004	13,268,730	17,737,097	19,834,493	14,845,719,549	17,195,753,372	20,076,458,262	25,801,137,783	42,136,542,782	71,538,178,415	

* Total for 6 months only

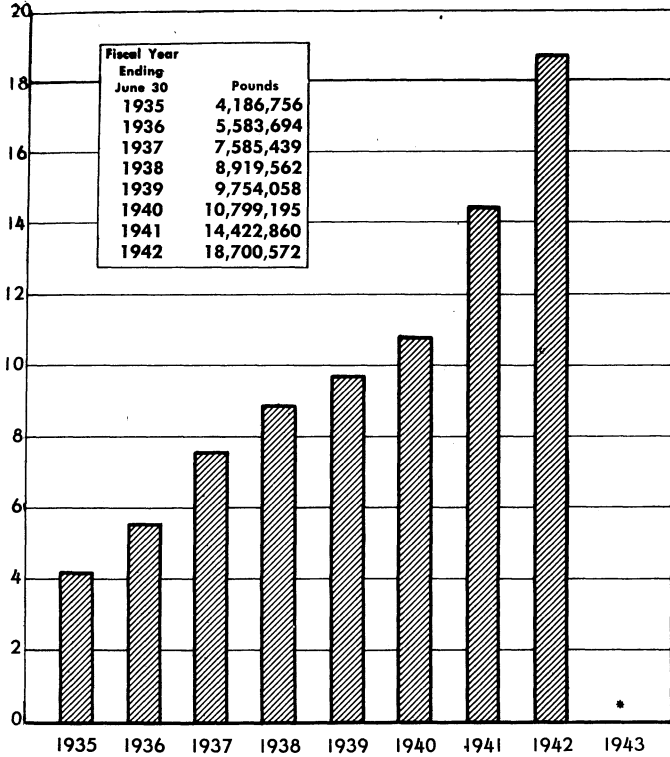
AIR MAIL ORIGINATED

Chart 18

DOMESTIC AIR LINES

Source: Post Office Department

MILLIONS OF POUNDS



*Figures not available for 1943

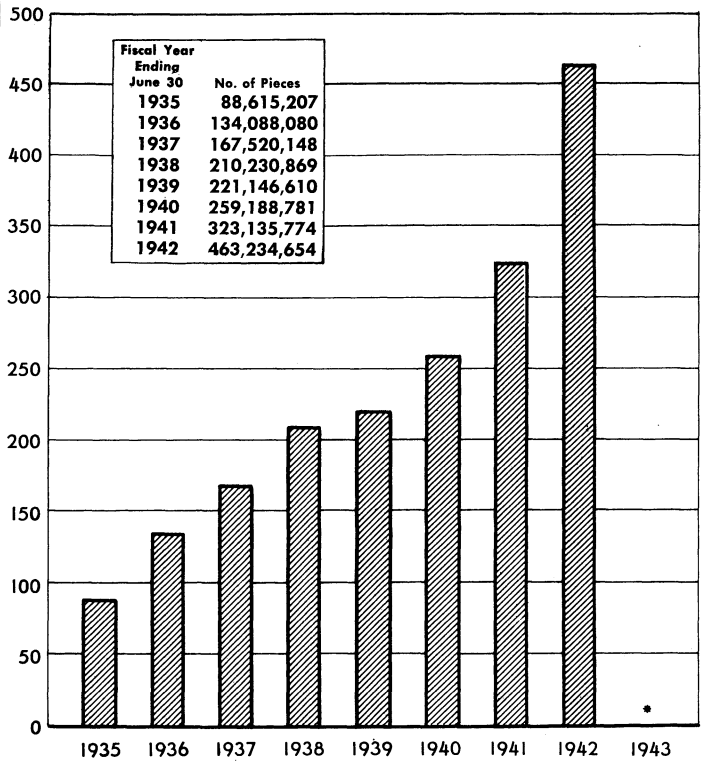
AIR MAIL DISPATCHED

Chart 19

DOMESTIC AIR LINES

Source: Post Office Department

MILLIONS OF PIECES



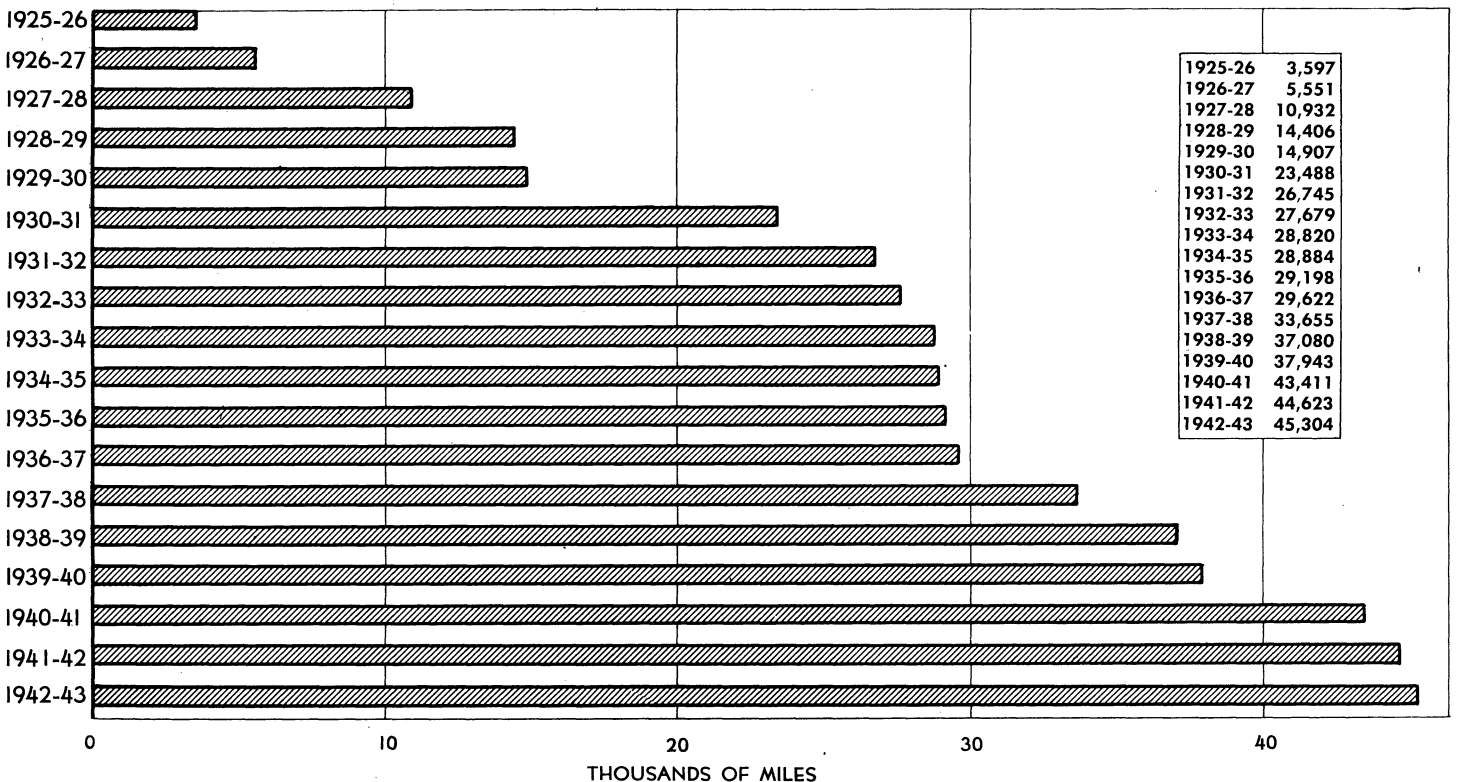
*Figures not available for 1943

ROUTE MILES OF DOMESTIC AIR MAIL SERVICE

Chart 20

Source: Post Office Department
Annual Report

FISCAL YEAR
ENDING JUNE 30



THOUSANDS OF MILES

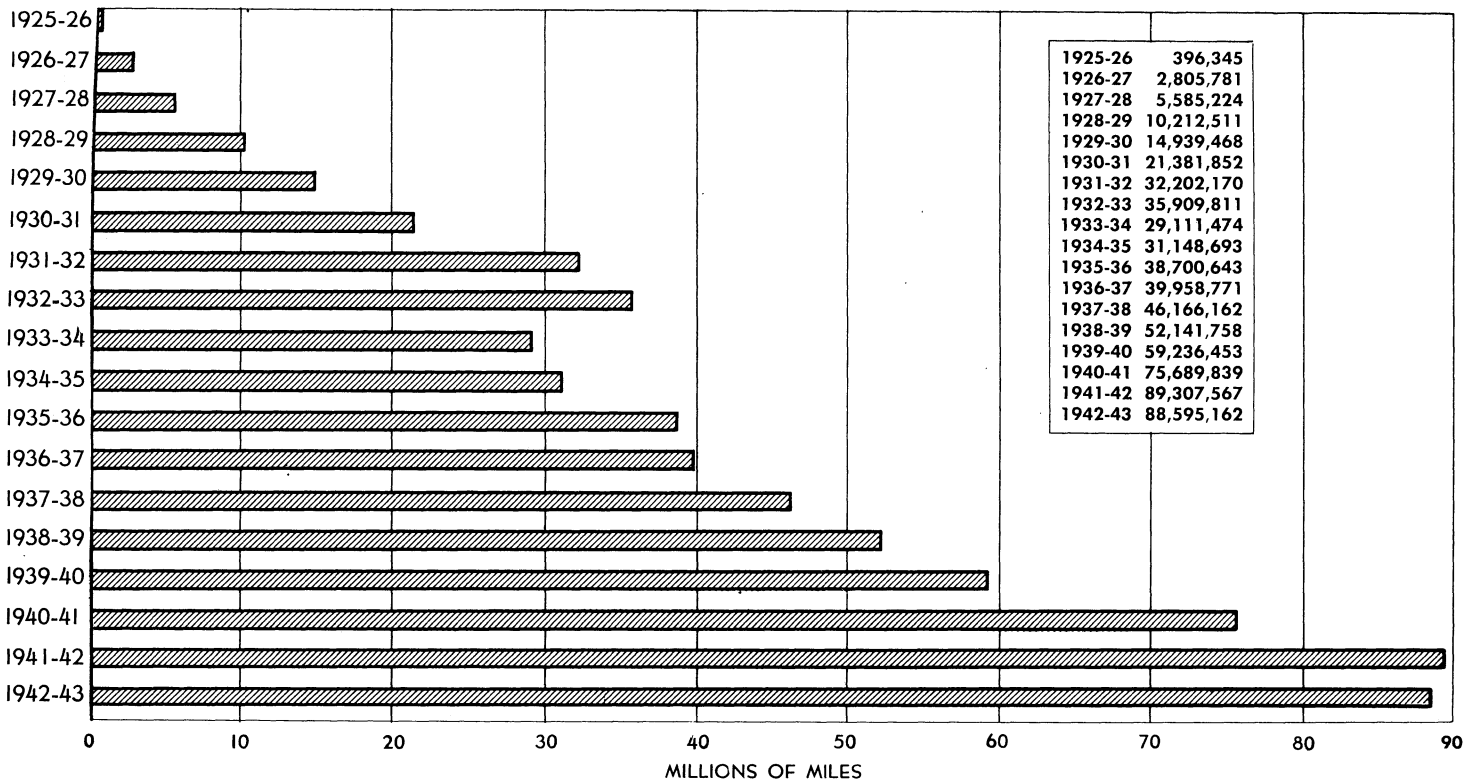
Chart 21

AIR MAIL PLANE MILES FLOWN

DOMESTIC AIR LINES

Source: Post Office Department

FISCAL YEAR
ENDING JUNE 1930

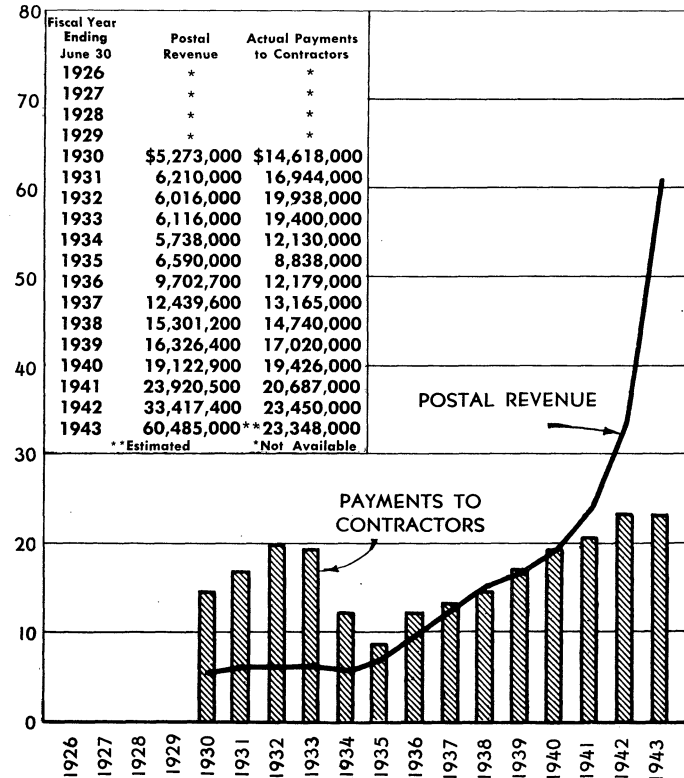


AIR MAIL POSTAL REVENUE AND PAYMENTS TO DOMESTIC AIR LINE CARRIERS

Chart 22

Source: Post Office Department

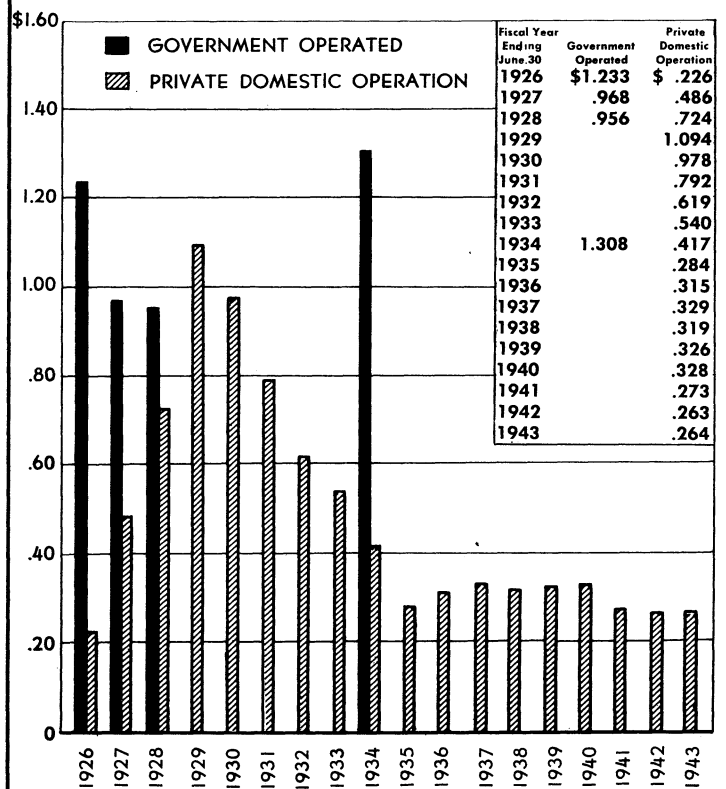
MILLIONS OF
DOLLARS



AIR MAIL PAYMENTS PER PLANE MILE

Chart 23

Source: Post Office Department

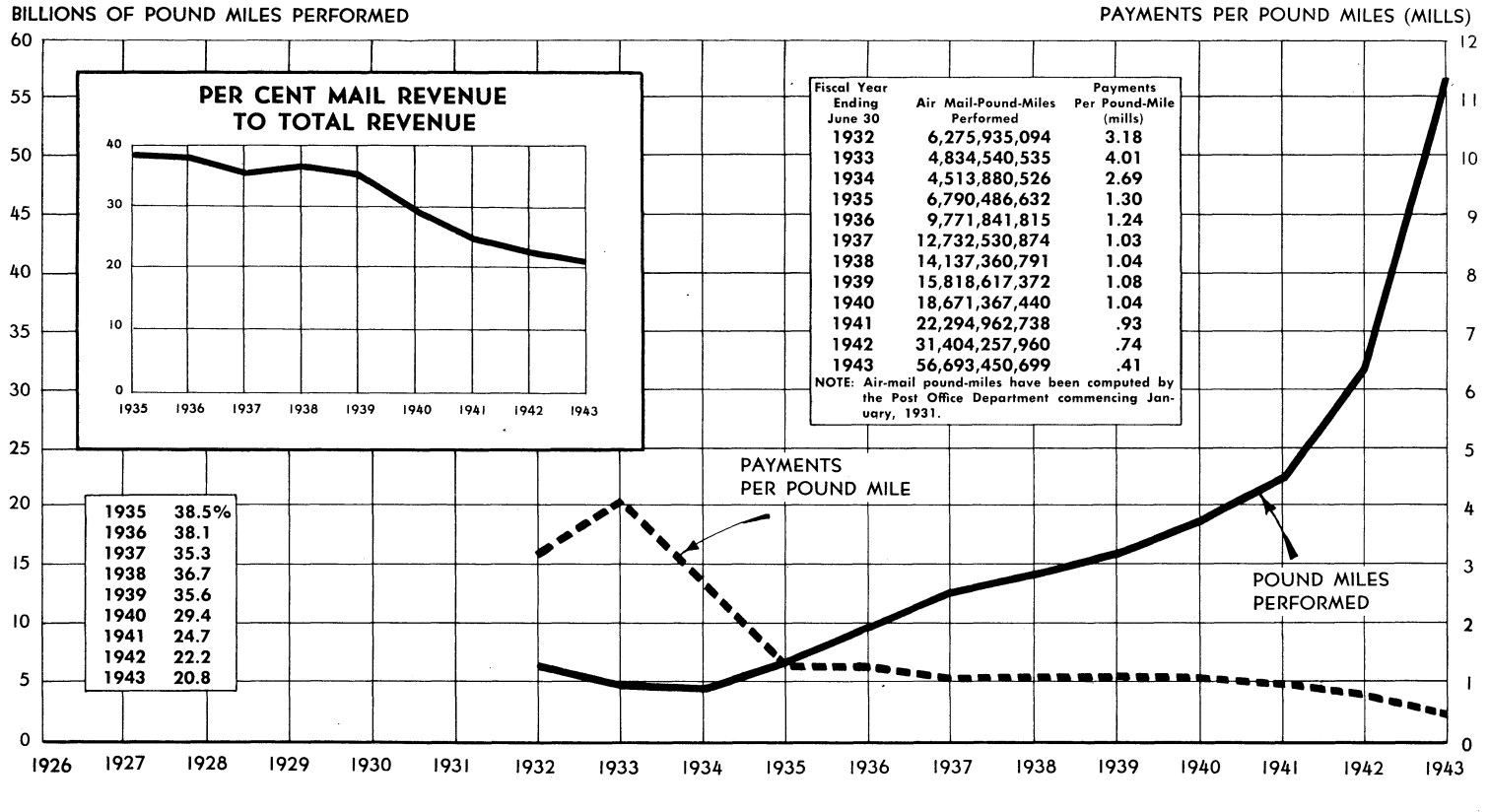


AIR MAIL POUND MILES PERFORMED AND PAYMENTS PER POUND MILE

DOMESTIC AIR MAIL SERVICE

Source: Air Transport Assn. calculated from Post Office Department figures

Chart 24

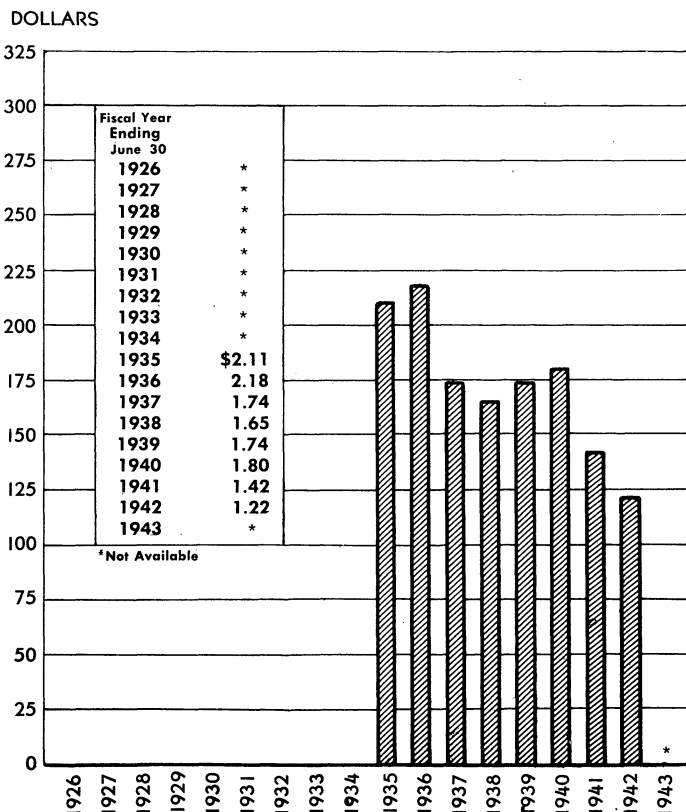


AIR MAIL PAYMENTS PER LB. ORIGINATED

DOMESTIC AIR LINES

Source: Air Transport Assn. calculated from Post Office Department figures

Chart 25

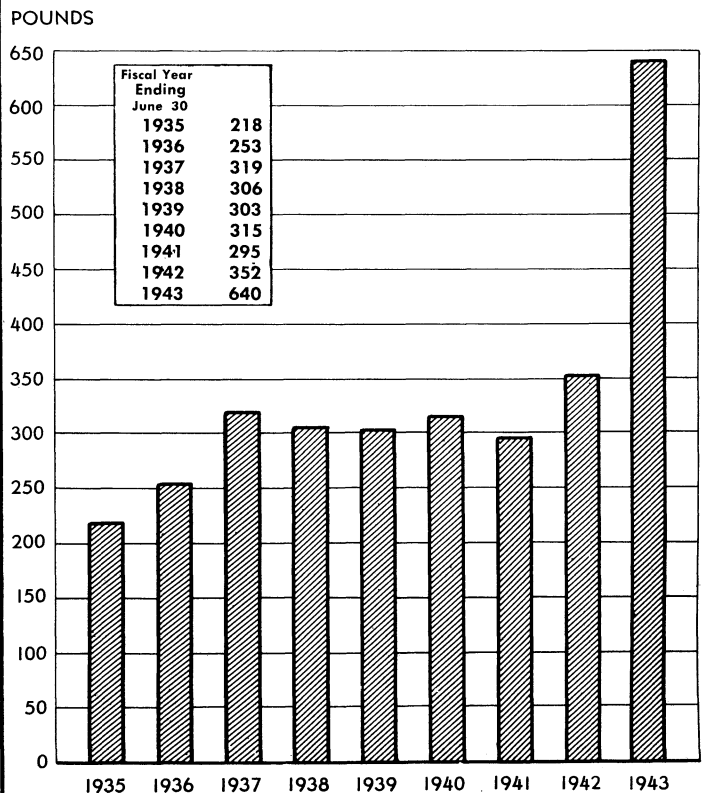


AIR MAIL LOAD PER MILE FLOWN

DOMESTIC AIR LINES

Source: Air Transport Assn. calculated from Post Office Department figures

Chart 26



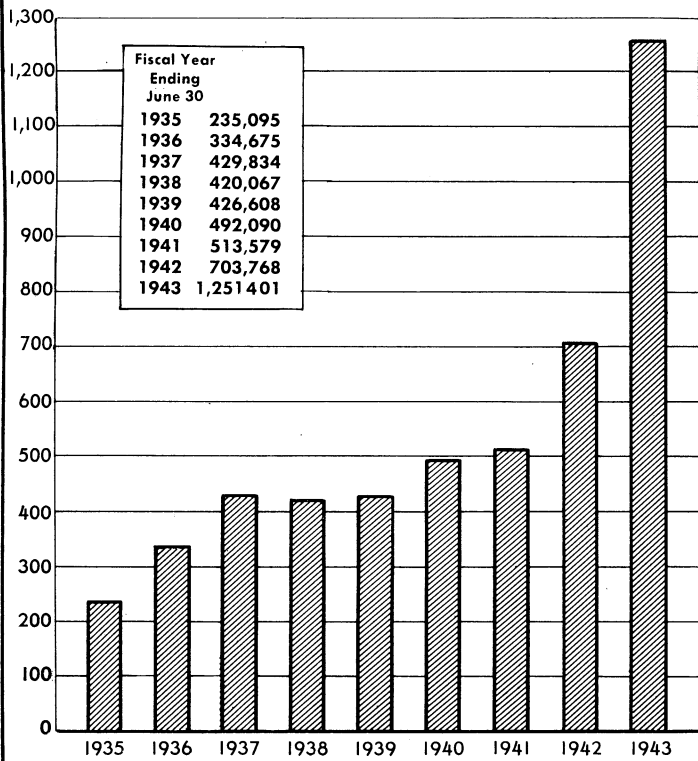
AIR MAIL POUND MILES PER ROUTE MILE

DOMESTIC AIR LINES

Source: Air Transport Assn. calculated from Post Office Department figures

Chart 27

THOUSANDS OF POUND MILES



RATIO: POUND MILES OF AIR MAIL-DOMESTIC TO POUND MILES OF NON-LOCAL FIRST CLASS MAIL

Source: Air Transport Assn. (calculated from Appendix to Cost Ascertainment Report--U. S. Post Office)

Chart 28

PERCENTAGE

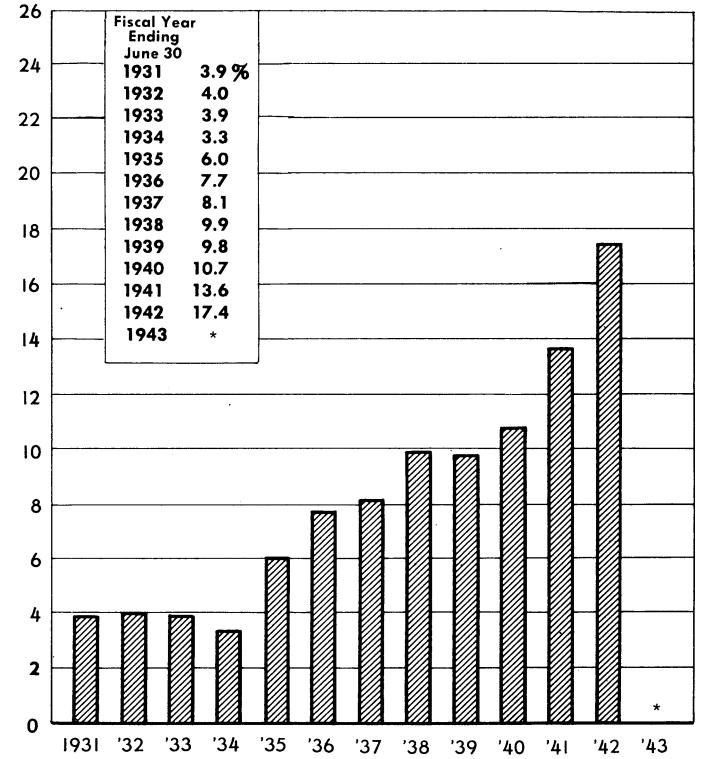


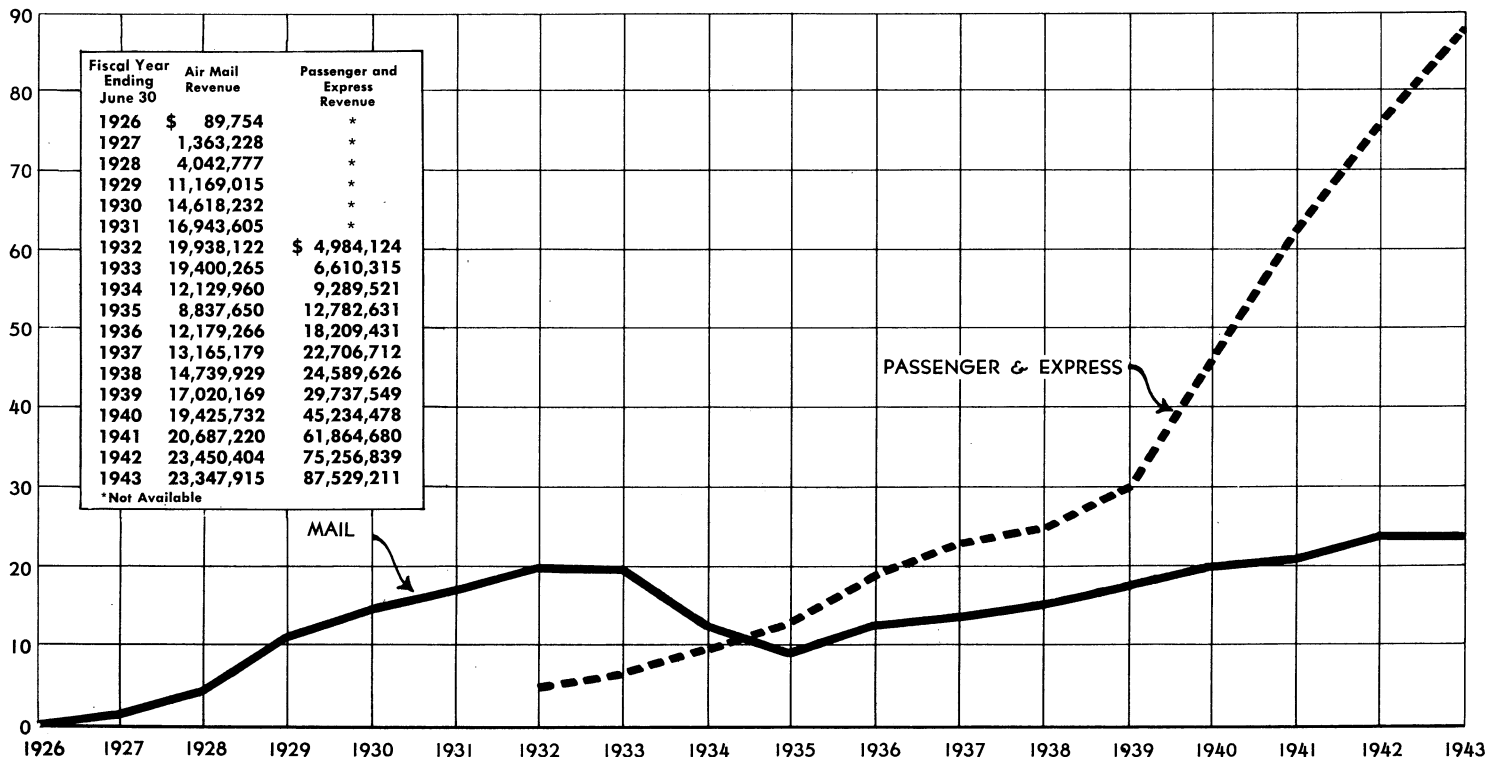
Chart 29

DOMESTIC AIR MAIL CARRIERS' REVENUE

Source: Carriers Annual Reports and Post Office Department

MILLIONS OF DOLLARS

FISCAL YEARS



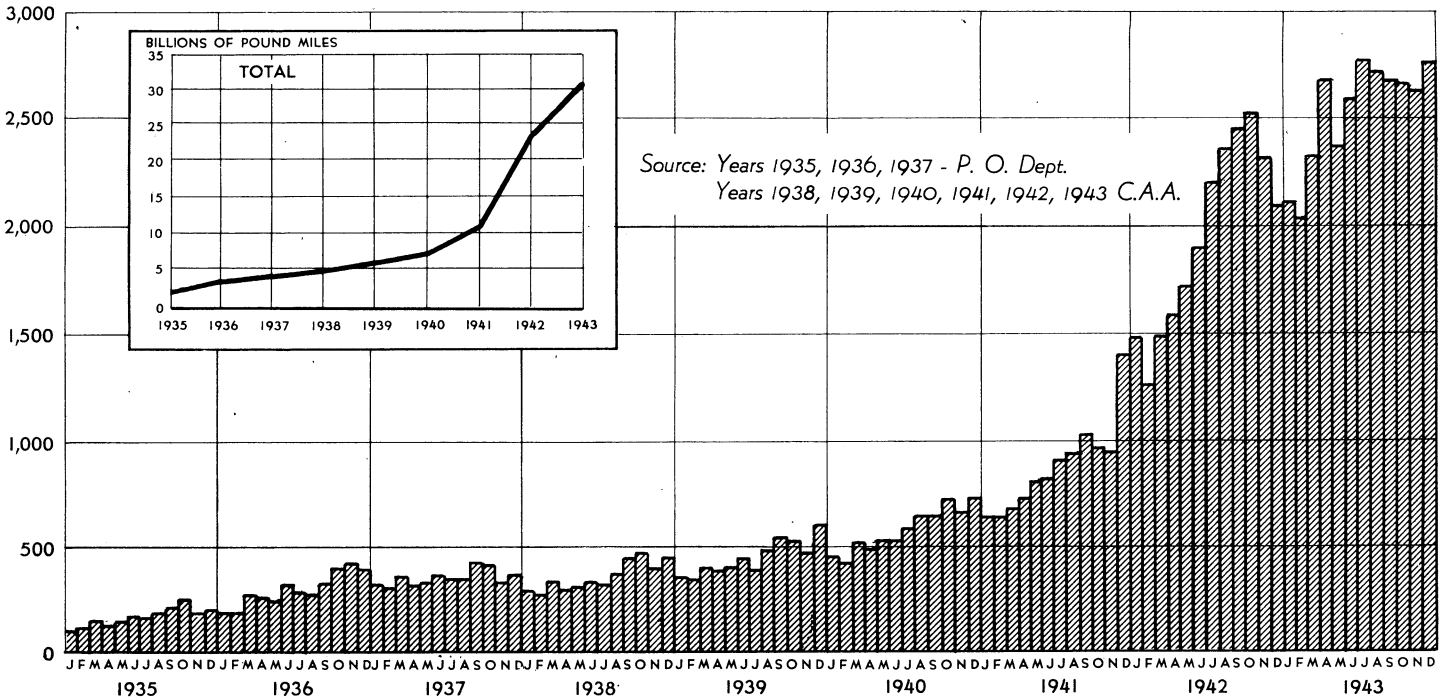
EXPRESS POUND MILES FLOWN

Chart 30

DOMESTIC

Source: Civil Aeronautics Administration and Post Office Department

MILLIONS OF POUND MILES



Months	1935	1936	1937	1938	1939	1940	1941	1942	1943	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	2,111,189,608	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	2,039,554,970	Feb.
Mar.	154,733,906	272,602,108	369,758,191	346,309,637	415,083,212	525,401,290	674,619,809	1,499,815,283	2,345,398,933	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	2,676,656,393	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	2,378,253,426	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	2,579,393,902	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	2,755,952,635	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	2,705,913,141	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	2,663,309,982	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	2,606,100,120	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	2,622,896,264	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	2,751,229,797	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	30,235,849,171	TOTALS

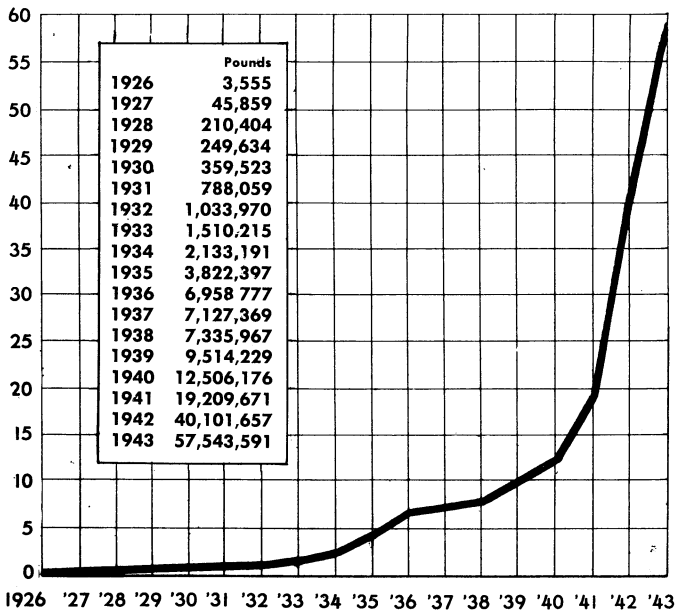
EXPRESS POUNDS CARRIED

Chart 31

DOMESTIC

Source: Civil Aeronautics Administration

MILLIONS OF POUNDS



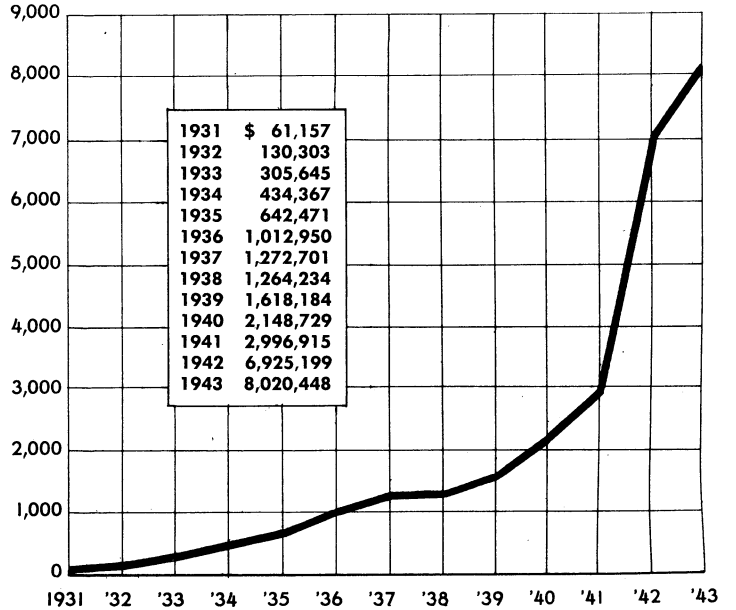
EXPRESS REVENUE

Chart 32

DOMESTIC

Source: Civil Aeronautics Administration and Carriers Monthly Reports

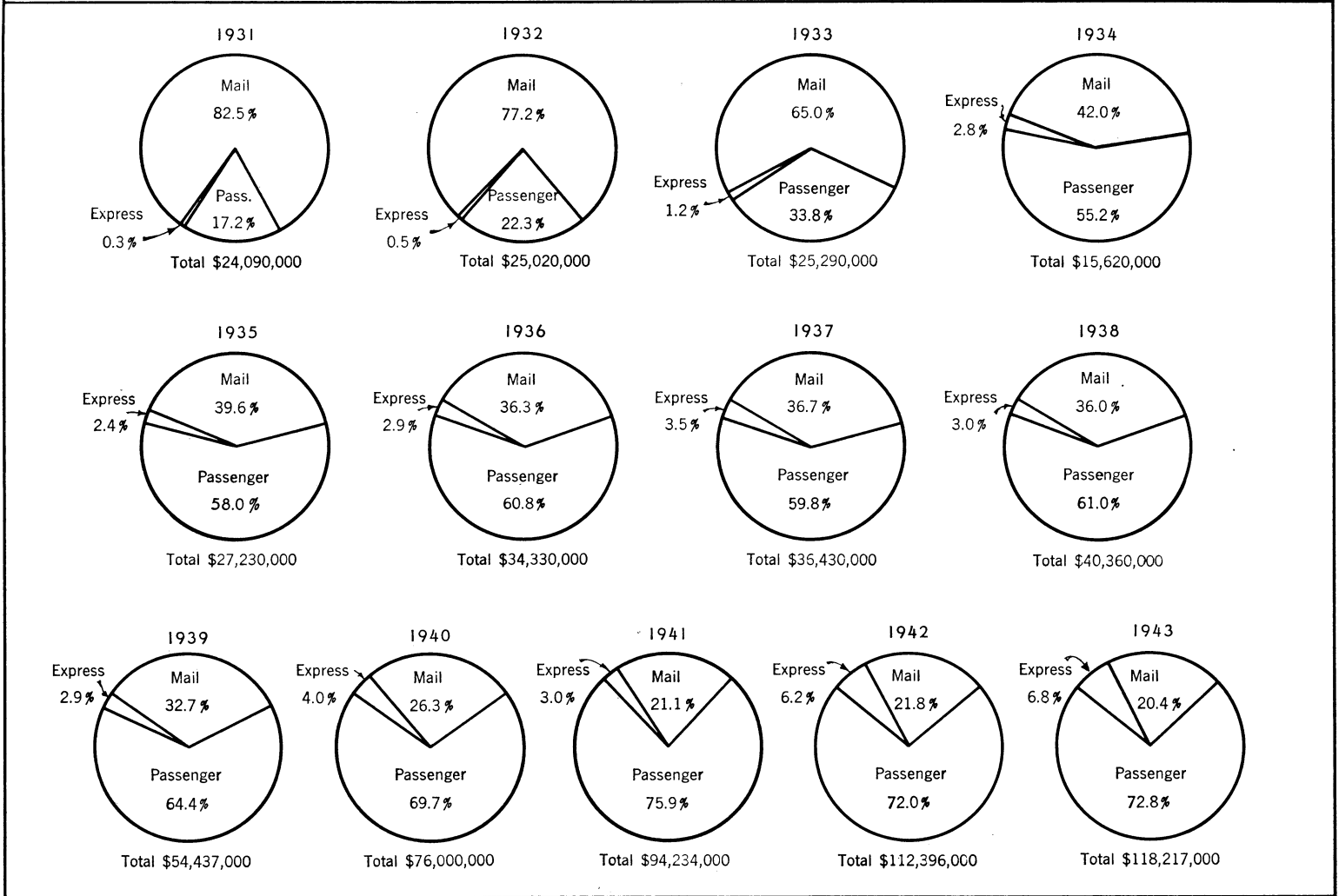
THOUSANDS OF DOLLARS



SOURCE OF REVENUES OF THE AIRLINE COMPANIES

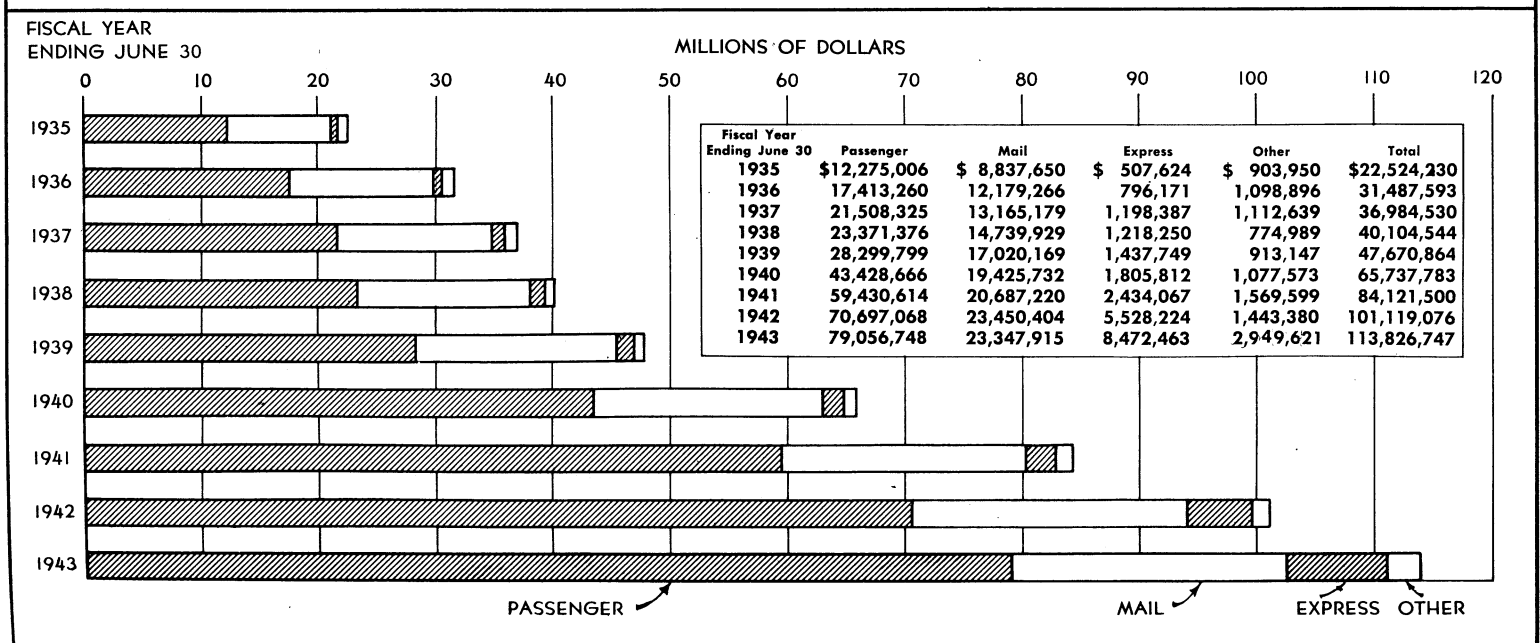
Source: Air Transport Association

CALENDAR YEARS



OPERATING REVENUE—ALL DOMESTIC AIR MAIL CARRIERS

Source: Carriers Annual Reports

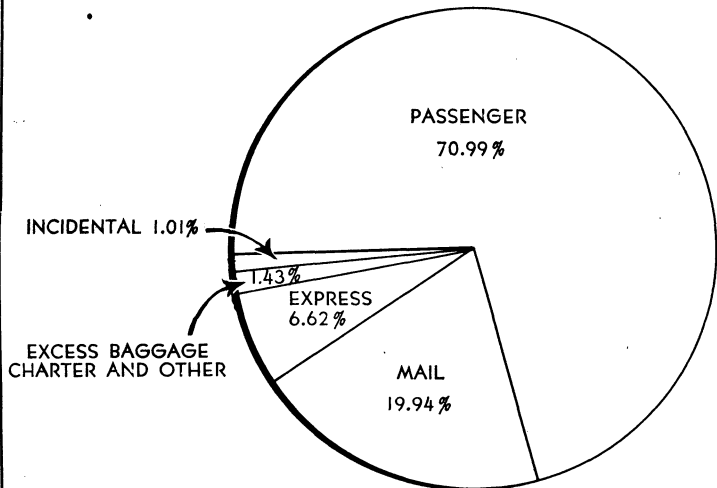


AIR TRANSPORT ASSOCIATION OF AMERICA

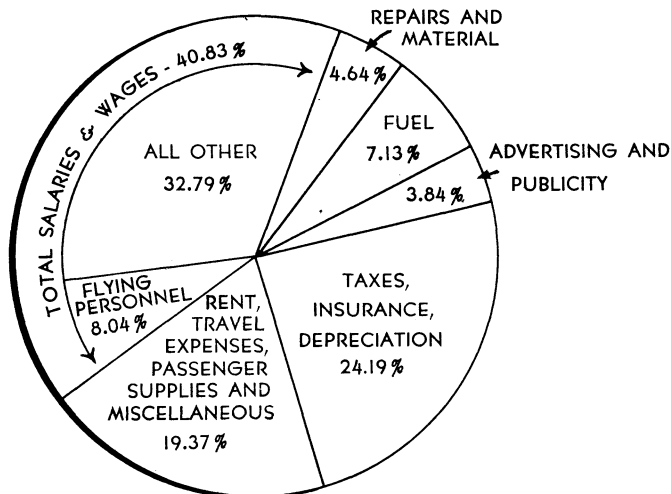
Source: "Forms 2780--Member Carriers Air Transport Association"

CALENDAR YEAR ENDED DECEMBER 31, 1943
AFTER RESERVES FOR FEDERAL TAXES

REVENUES



EXPENSES



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

Source: Civil Aeronautics Administration

Figures as of Jan. 1

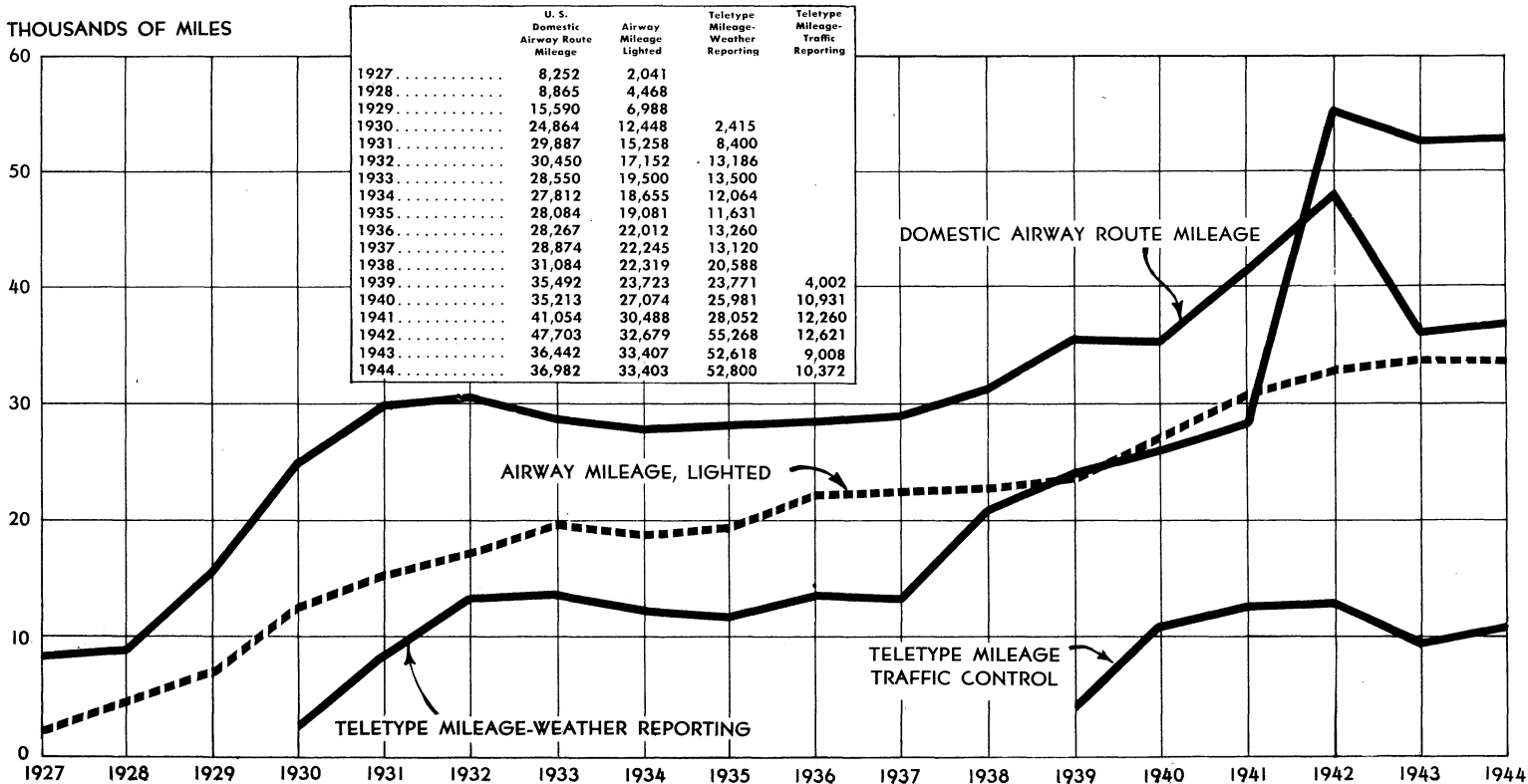


Chart 37

FUEL CONSUMED SCHEDULED AIRLINE OPERATIONS DOMESTIC

Source: Civil Aeronautics Administration

MILLIONS OF GALLONS OF GASOLINE

THOUSANDS OF GALLONS OF OIL

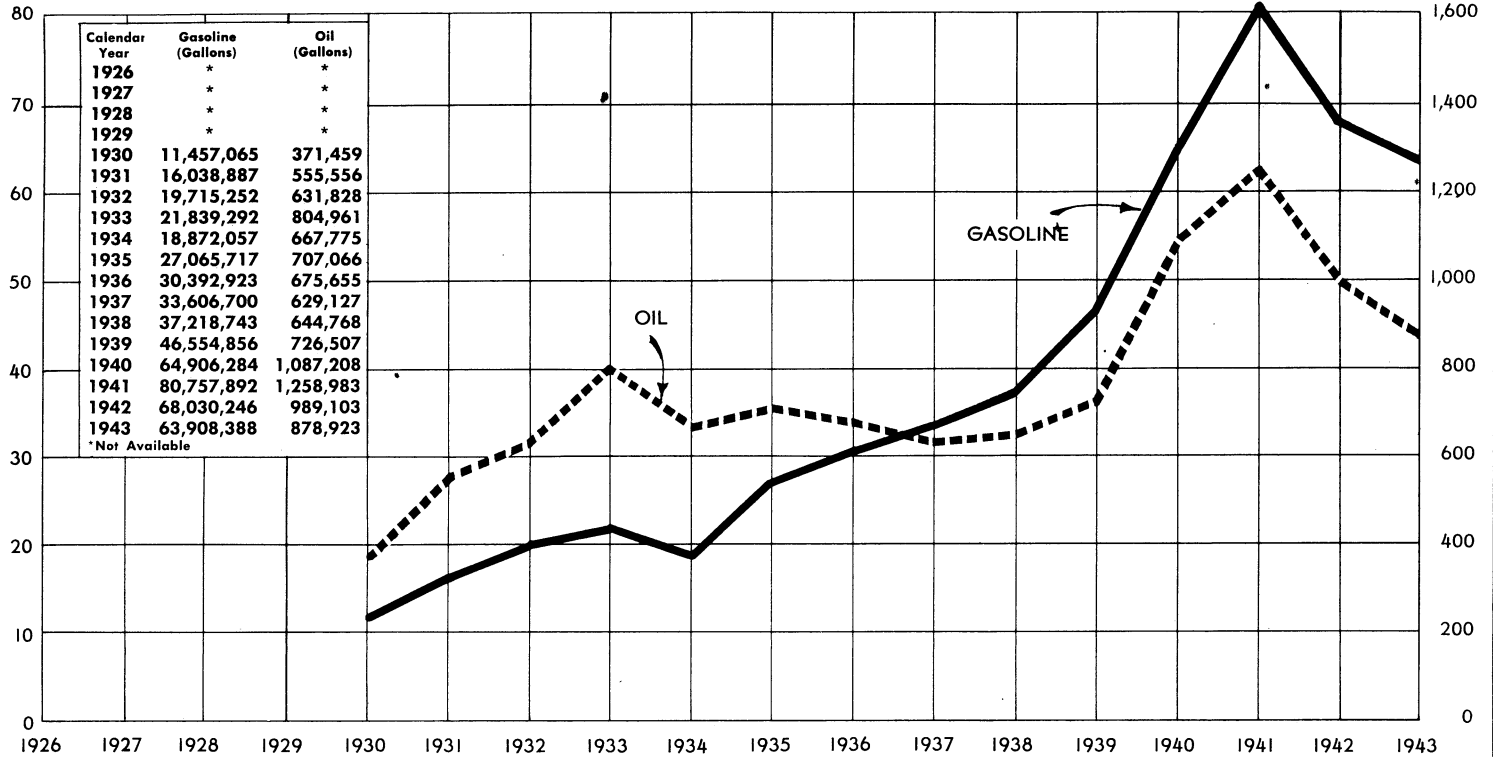


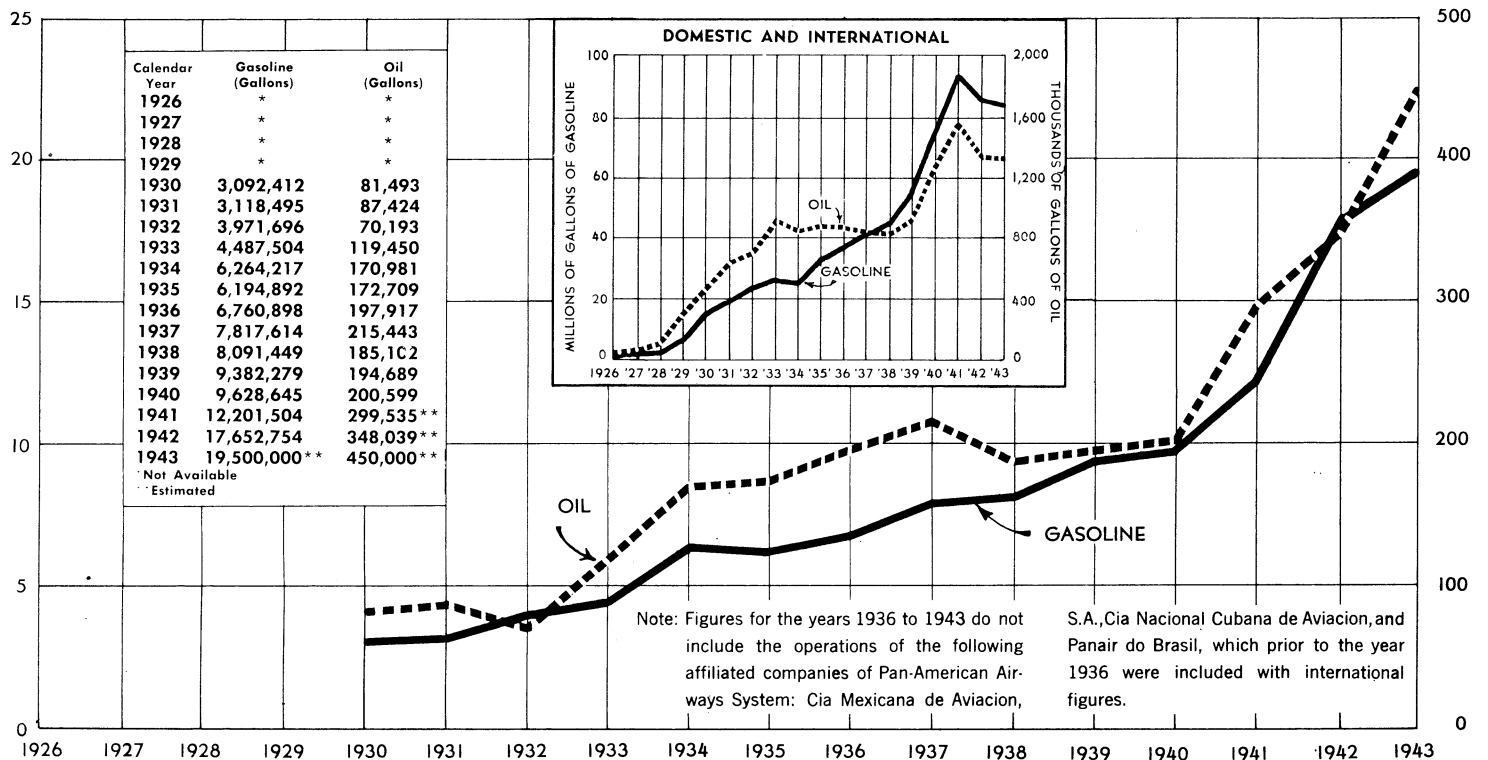
Chart 38

FUEL CONSUMED AMERICAN FLAG AIRLINES INTERNATIONAL SERVICE

Source: Civil Aeronautics Administration

MILLIONS OF GALLONS OF GASOLINE

THOUSANDS OF GALLONS OF OIL



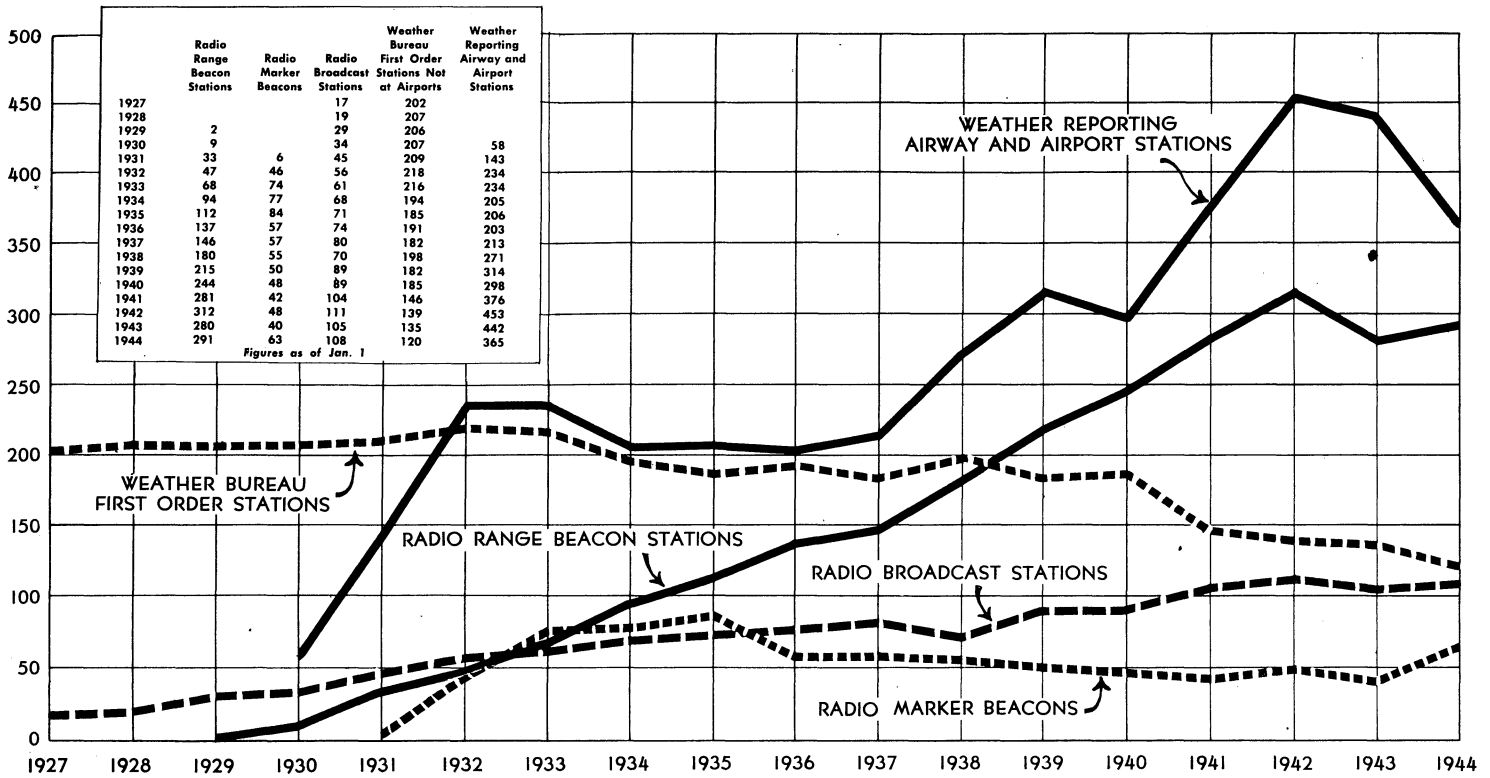
U. S. DOMESTIC AIRWAYS-RADIO RANGE

Chart 39

BROADCASTING FACILITIES AND WEATHER STATIONS

Source: Civil Aeronautics Administration

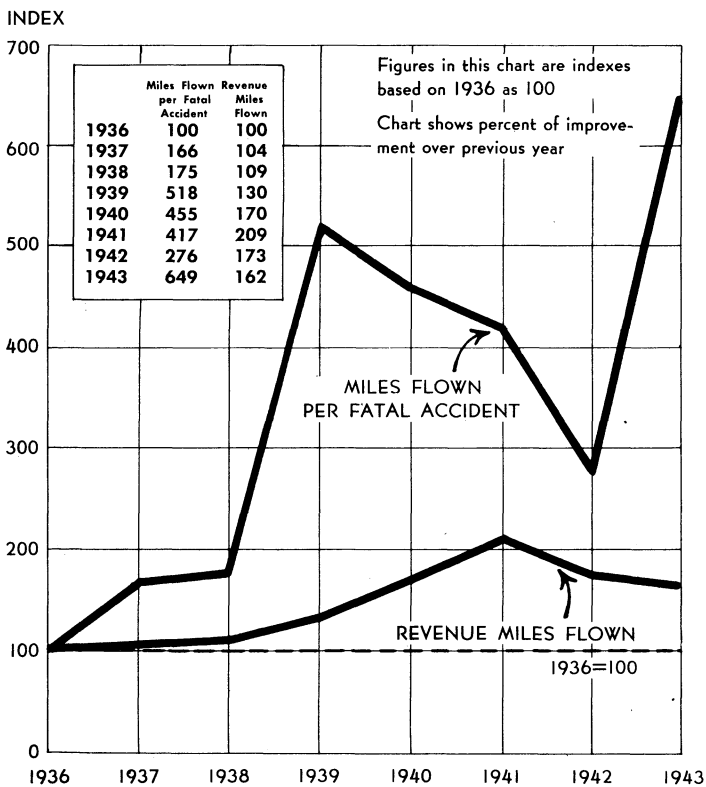
NUMBER IN OPERATION



DOMESTIC AIR CARRIER OPERATIONS AND SAFETY RECORD

Chart 40

Source: Civil Aeronautics Administration

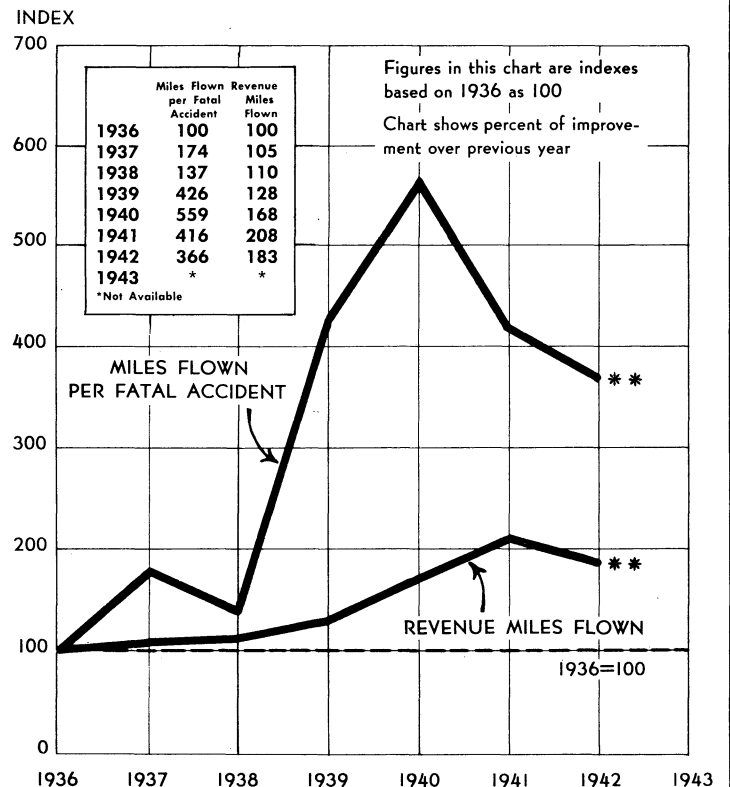


AIR CARRIER OPERATIONS AND SAFETY RECORD

Chart 41

DOMESTIC, FOREIGN AND TERRITORIAL

Source: Civil Aeronautics Administration



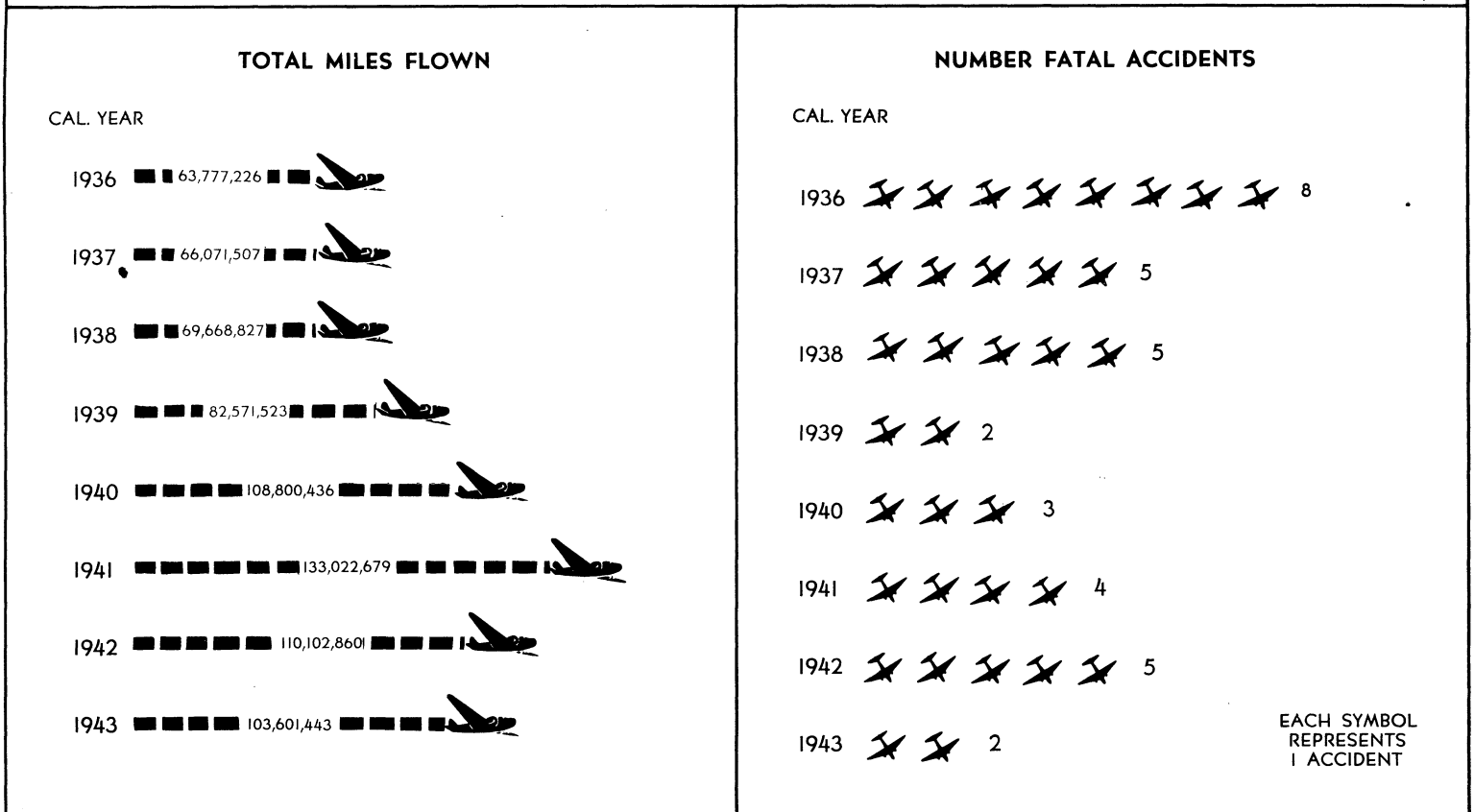
**International figures not available for 1943

MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

(DOMESTIC)

Chart 42

Source: Civil Aeronautics Administration

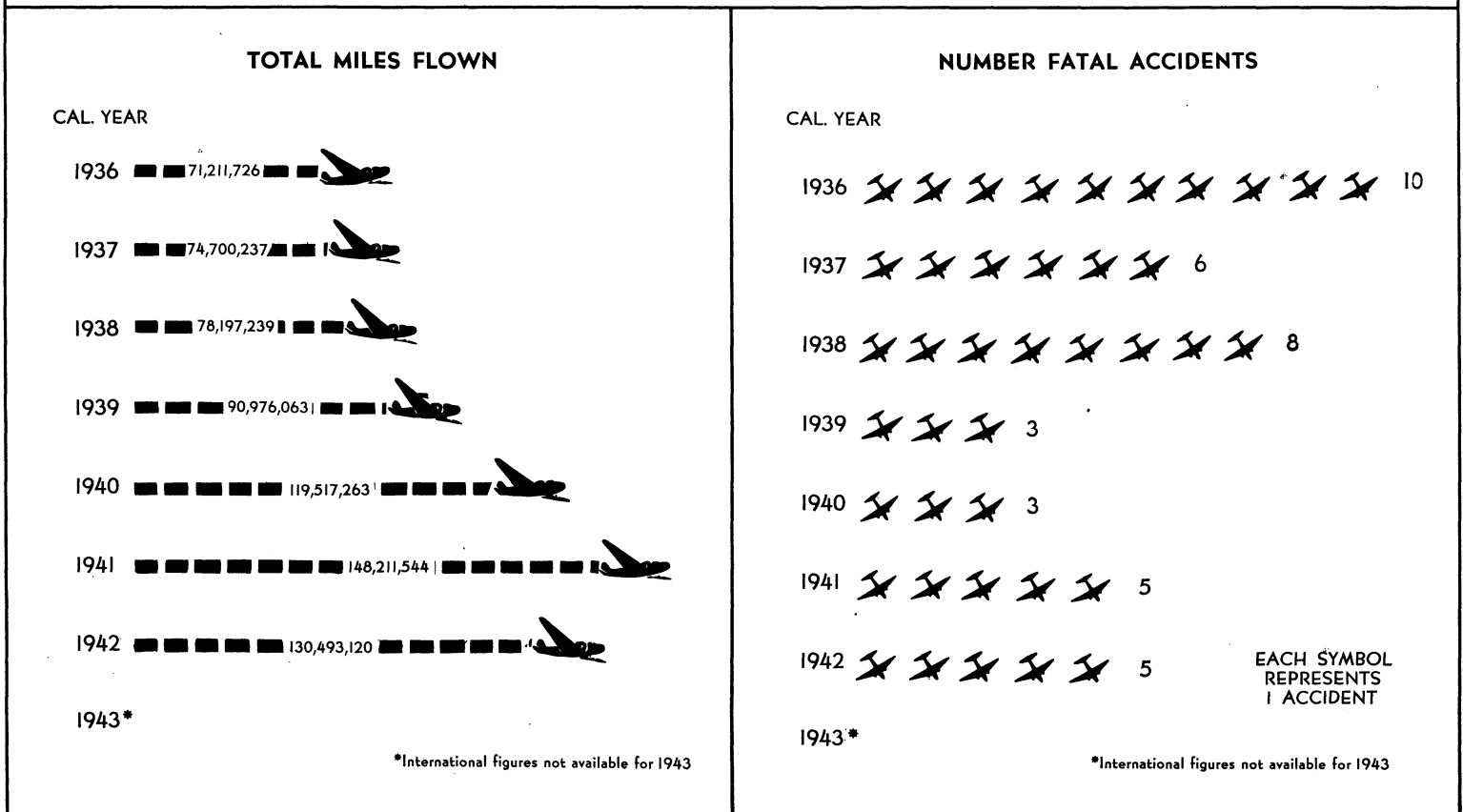


MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

(DOMESTIC, FOREIGN AND TERRITORIAL)

Chart 43

Source: Civil Aeronautics Administration

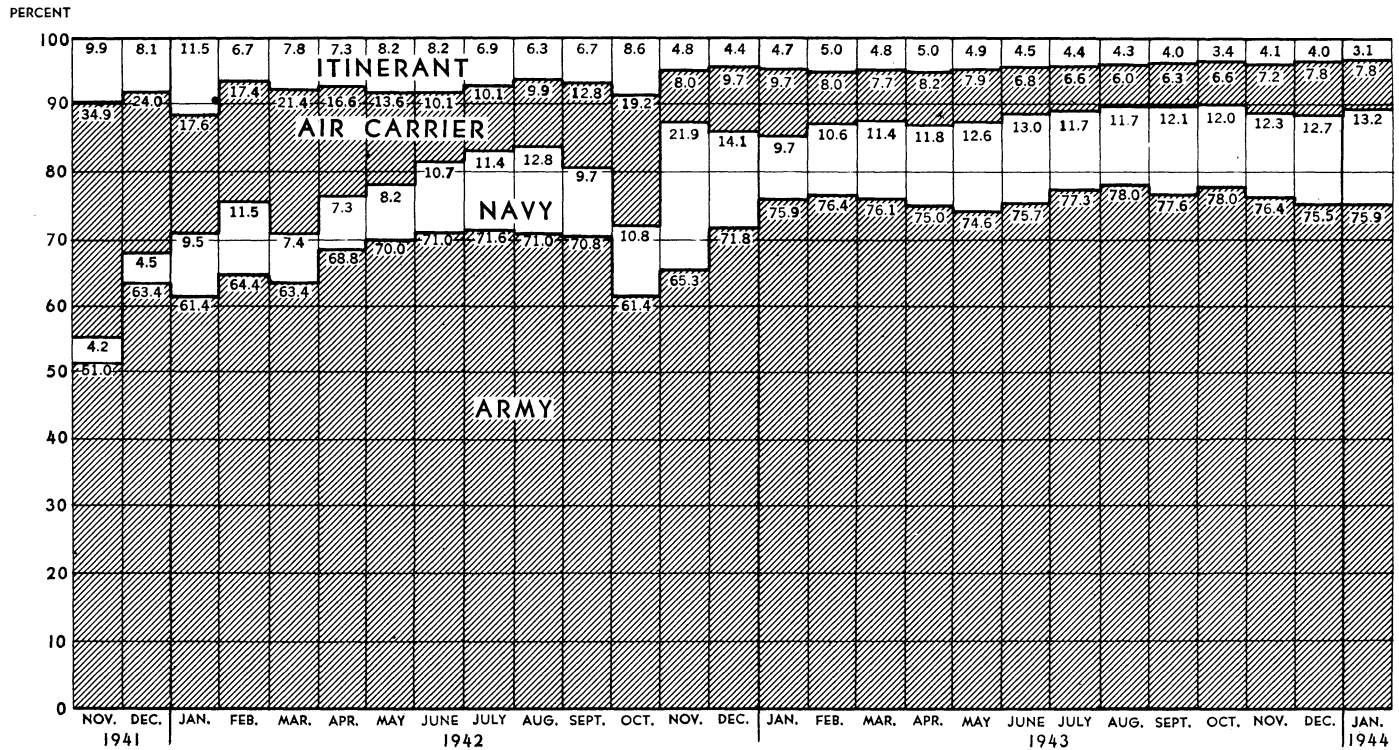


USE OF THE FEDERAL AIRWAYS

Chart 44

PERCENTAGE DISTRIBUTION OF ALL AIRCRAFT MOVEMENTS ALONG THE FEDERAL AIRWAYS

Source: Civil Aeronautics Administration



TENTATIVE CLASSIFICATION OF AIRPORTS

Chart 45

SOURCE: AIRPORT DIVISION—CIVIL AERONAUTICS ADMINISTRATION

AS OF			Diagram	Class	Description
Jan. 1, 1942	Jan. 1, 1943	Jan. 1, 1944			
1523	1238	910		CLASS 1	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.
702	905	774		CLASS 2	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 5,000 TO 25,000 POPULATION LANDING STRIPS 2500' TO 3500' LENGTH.
187	367	430		CLASS 3	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.
72	299	655		CLASS 4	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.
Total					
2,484	2,809	2,769			

ALASKAN AIRCRAFT OPERATIONS

Chart 46 FOR THE YEAR ENDING DECEMBER 31, 1943

	Time	Trips	Miles	Passengers	Passenger Miles	Freight	Mail
January ..	1,633/22	658	180,679	1,836	396,551	146,368	103,241
February ..	1,547/17	640	171,594	1,628	355,620	101,111	122,958
March	2,541/42	1,070	277,415	2,917	761,941	220,558	132,705
April	3,117/16	1,345	356,646	4,025	857,873	280,532	97,385
May	3,486/24	1,506	406,915	5,583	1,111,401	243,998	107,934
June	4,736/23	1,436	548,575	5,925	1,117,747	1,119,431	108,089
July	4,016/30	1,453	449,126	14,382	1,178,232	219,172	98,104
August ...	4,198/26	1,505	434,072	12,174	1,399,665	216,210	94,335
September	3,955/19	1,367	423,897	10,875	1,292,022	255,764	83,434
October ..	3,367/39	1,250	387,826	9,917	1,233,448	242,784	83,682
November	2,664/46	960	309,697	8,320	820,115	199,493	106,694
December	1,973/20	725	230,151	6,812	950,379	145,569	97,031
TOTALS	37,238/40	13,915	4,176,593	84,394	11,474,994	3,390,990	1,238,592

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

Chart 46A

FREIGHT

MILLIONS OF POUNDS

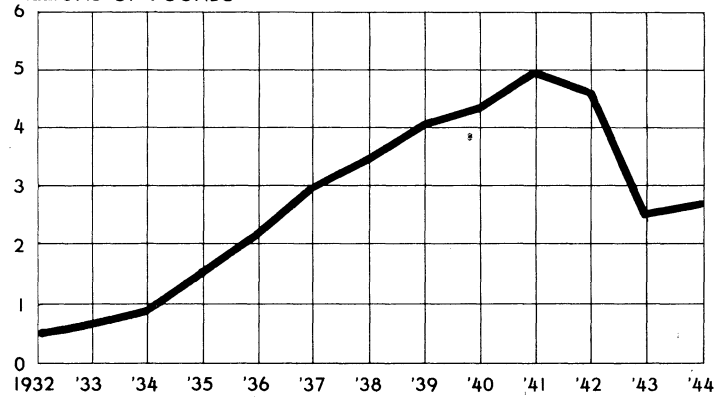


Chart 46B

MAIL

THOUSANDS OF POUNDS

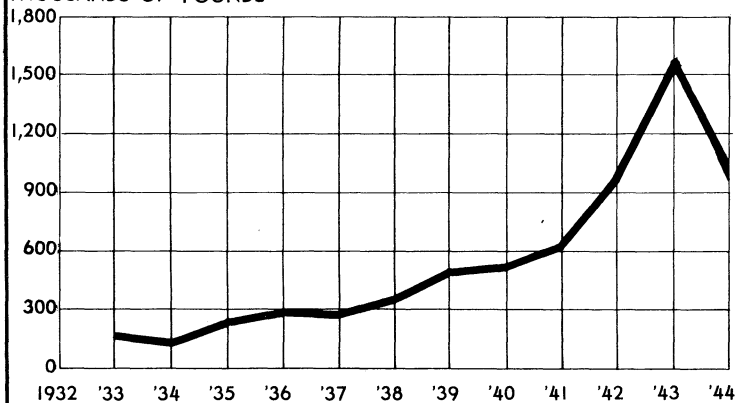


Chart 46C

MILES FLOWN

MILLIONS OF MILES

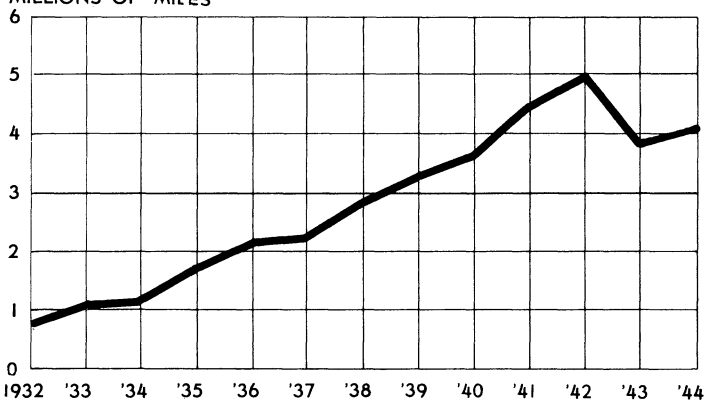


Chart 46D

PASSENGERS CARRIED

THOUSANDS OF PASSENGERS

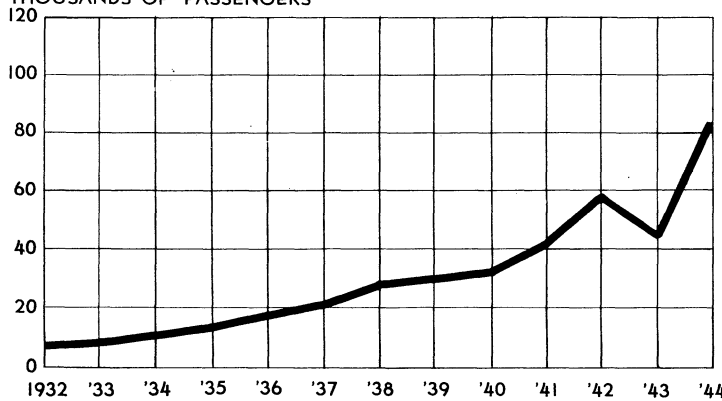
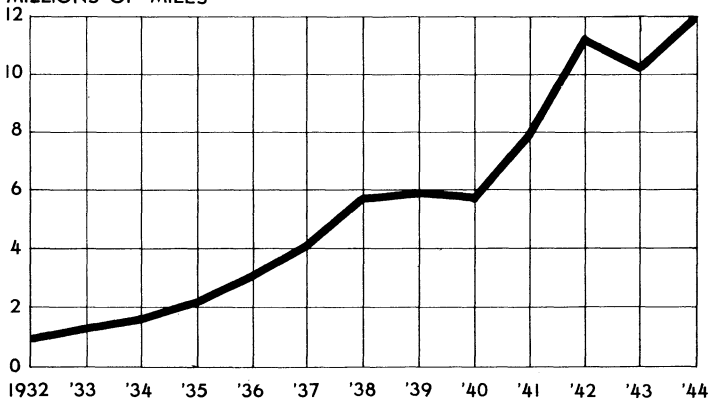


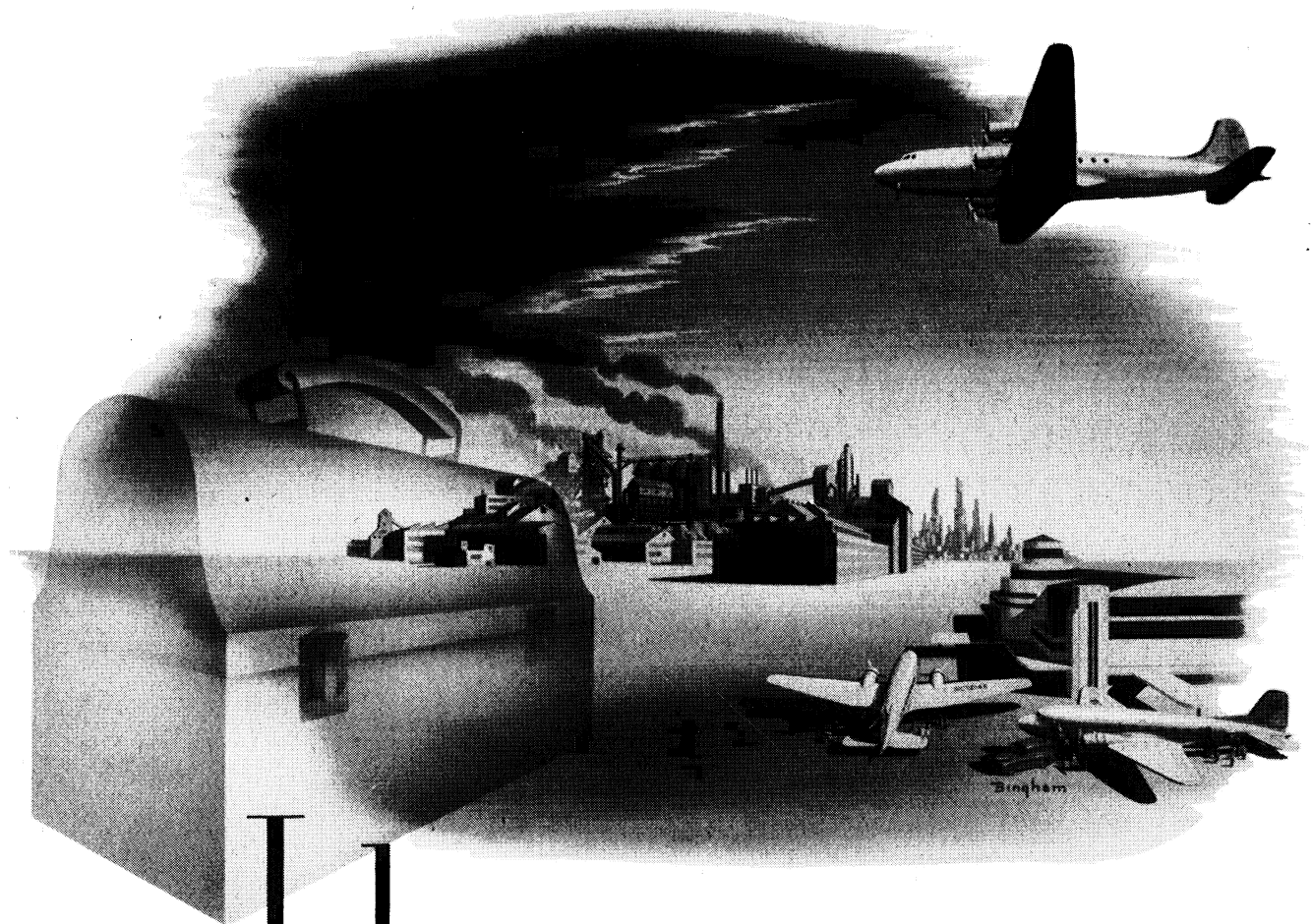
Chart 46E

PASSENGER MILES FLOWN

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.....	*	4,315,660	520,232	5,745,804	31,435	3,598,790
Year ending June 30, 1941.....	*	4,947,516	611,422	7,918,054	41,703	4,434,232
Year ending June 30, 1942.....	*	4,630,456	954,026	11,106,122	57,028	4,932,868
Year ending June 30, 1943.....	*	2,427,107	1,548,902	10,150,469	45,801	3,700,903
†Year ending June 30, 1944.....	*	2,568,005	982,901	12,065,139	83,823	4,015,334



Jobs...and the Air Age

THE more rapid the buying and selling in the world and the more numerous the market places, the more jobs there are.

What are the prospects for jobs under this formula?

Better than ever before!

Because we have a *new* facility, a *new* tool, a *new* technique for creating more market places and a faster rate of buying and selling . . . Air Transportation.

No spot on earth—however isolated by land or water barriers—is inaccessible to the airplane. It brings together buyer and seller of vastly different culture, creed and clime—traders who may *never* have met but for the vast highway of the air along which traffic has now begun to move. Thus, a commerce and trade wholly new to the world is set in motion.

To America this means that air links will eventually

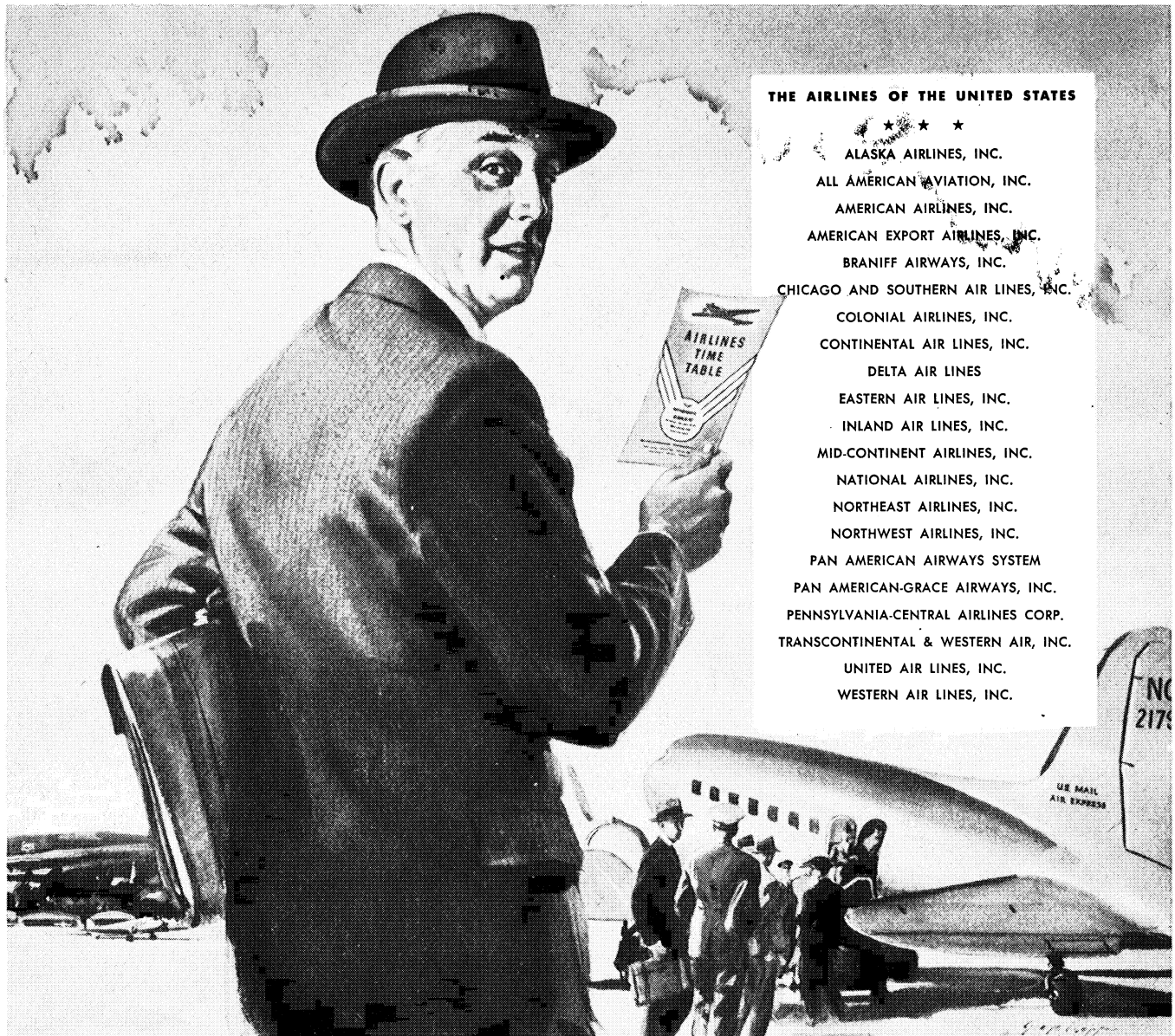
join nearly every sizeable populated place in the nation and the world to create vast new markets and new industries to serve them.

Jobs for millions will spring up in the wake of Air Transportation . . . just as employment flourished in widely varied fields under the stimulus of steam power, electricity, the motor car.

What this country needs, the Airlines of the United States are going to help provide in large measure . . . new markets, new industries, new opportunities . . . **JOBS!**

When you travel by Air *make reservations early; please cancel early if plans change.* When you use Air Express *speed delivery by dispatching shipments as soon as they're ready.* Air Transport Assn., 1515 Massachusetts Ave., N. W., Washington 5, D. C.

THE AIRLINES OF THE UNITED STATES
LEADING THE WORLD IN AIR TRANSPORT



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 - PENNSYLVANIA-CENTRAL AIRLINES CORP.
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 - UNITED AIR LINES, INC.
 - WESTERN AIR LINES, INC.

“This is the System for getting things done”

IT'S more than the 3-mile-a-minute speed of Airline schedules which saves air passengers so much travel time, thus enabling them to get more things done.

It's also because the Airlines operate with the dependability of a single air transport system.

Of course, there are many different Airline companies of the United States, and in many cases you may travel on several different lines before reaching destination in this country or abroad.

But flights are so closely integrated at all airports, service is so uniform, *and you get there so fast*—you may think you made the trip on just one Airline.

True, in these days, the person who asks for an

Airline reservation may be asked to try again, because the space he seeks may at the time be taken up by priority passengers, mail or express.

But when the war draws to an end, when new and finer equipment becomes available, and the Airlines expand their services—millions will travel by air over a domestic and global system that has always led the world in speed, service and dependability of operation.

When you travel by Air *make reservations early; please cancel early if plans change.* When you use Air Express *speed delivery by dispatching shipments as soon as they're ready.* Air Transport Association, 1515 Massachusetts Ave., N.W., Washington 5, D. C.

WRITE THAT BOY TODAY... AND MAKE IT V-MAIL

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