

The Breath of Air Makes a Breadth of Travel

BY FRED L. HATTOOM

ON November twenty-eighth 1927, just a little over two short years ago, a new six-passenger Fokker Universal monoplane, powered with a 220 h. p. Wright engine took off from Los Angeles with a full load of passengers and landed at Tucson, Arizona, five hours later. With Jack Frye at the controls, the plane winged its way in a direct line landing at Phoenix four hours out of Los Angeles, then proceeded to Tucson.

Many planes had landed at Phoenix and at Tucson, Arizona, prior to this date and each of these cities was equipped with large and commodious municipal airports, but never before had a flight to points in Arizona carried the signifi-

the feasibility of a strictly passenger and express airline. In as much as this was the first airline to transverse the Southwestern territory, an extensive program for the creating of air-mindedness in this section confronted the operators of this line.

However, with the full support of the press, chambers of commerce, and various civic organizations air transportation soon became one of the chief modes of travel through Southern California and Arizona.

This commemorable event, which placed Phoenix and Tucson on an airway, which since has become one of the leading airways in the country, was only forty-seven years



The modern air terminal building of the Standard Airlines at Los Angeles. This building is of Spanish Mission architecture and is in keeping with the atmosphere of the Southwest over which the Standard airlines fly.

cance as did this flight, for this was the maiden trip of the Standard Airlines Inc., the first air line to introduce scheduled air transportation into the Southwest.

Scheduled air passenger service at this time was a transportation development of much significance and with the announcement of the opening of this service, several months in advance, passenger reservations poured in for the first trip, even to the day of the maiden flight.

This was one of the first strictly passenger airlines in the country as most of the scheduled airlines in the United States at that time were operating on an air mail contract and carrying passengers only as space permitted. As a matter of fact, it was as the carriers of air mail that the airplane first proved its worth other than a munition of war and as an aid to business and commerce.

However, with no mail contract or the prestige that such a service gave to passenger carrying, the Standard Airlines started operations on a tri-weekly schedule between Los Angeles, Phoenix, and Tucson, Arizona, in an effort to introduce

after the Southern Pacific had brought the first railroad into Tucson.

The favourable acceptance of the Standard Airlines as not only a credit to Arizona but as an advancement in transportation that would greatly help the progressiveness of this section has been displayed by the entire territory which is transversed by this line.

Public support over this line was so great during the first six months as to warrant a substantial reduction in the passenger fares along the entire route. It has been through this co-operation that the Standard Airlines has been able to continually expand and improve its service until it is now one of the leading airlines in the country operating on a transcontinental schedule through the South with direct connections to practically every major city in the United States.

In the past two years during which the Standard Airlines has pioneered air transportation through this territory many changes have come to pass which have brought this phase of the aviation industry before the world in an entirely different

light. During the early period of air transportation when this pioneer line was making its way under the trying circumstances that confront those who endeavor to establish any kind of new industry, aviation had not yet won the support of hard headed business administration that could financially place the industry in a position to accept the responsibilities and obligations to American business that its older relatives, the steamboat, the railroads, and the automobiles had in the past. However, the pioneers, by whom we mean those whose determination despite the lack of financial support spurred them on to advance the industry in which they believed, continued to establish and operate lines until their results soon commanded the closest attention of the world's business and ultimately won its support.

Standard Airlines has kept pace with the rapid progress and expansion of the industry, increasing and expanding its service as well as adding the most recently developed equipment to its line.

Fifteen months after the inauguration of the Standard Airlines service, this company had completed negotiations for an extensive expansion program that would place this line on a par with the leading airlines of the world. The first of a series of rapid progressive developments was started on February fourth, 1929, when officials of the Standard Airlines announced that this line in joint effort with the Texas & Pacific Railway would introduce America's first transcontinental combined air-rail service.

On that date the Standard Airlines Inc., extended its line to El Paso, Texas, via Douglas, Arizona, and increased its schedule to a daily service each way. Larger and faster Fokker airliners were put into service on that day, making it possible to cover the eight hundred mile route between Los Angeles and El Paso, Texas, in exactly eight hours, including stops at all three intermediate stops. Arizona was now entirely transversed by the Standard Airlines, with three of its major cities, Phoenix, Tucson, and Douglas, as regular stops on this line. Arizona was also one of the first states in the Union to be transversed by a transcontinental air-rail line.

Jack Frye, president, and Paul E. Richter, Jr., vice-president of the Standard Airlines who had piloted the first plane on its maiden flight of the Standard Airlines in 1927, and who had been actively engaged since in securing the progress of this line, stepped from their offices and again assumed positions as pilots on these two planes during the maiden

flight which officially opened up the first transcontinental air-rail service.

America's first transcontinental air-rail service was readily accepted by the traveling public as not only a great time saving medium but an advancement in transportation long needed. Because of the direct and immediate connection between the Standard Airlines and the Texas & Pacific Railway at El Paso this service proved to be very popular with cross country travelers. With this line transversing the entire state, Arizona and its beautiful scenery has been introduced to many from other sections of the country who had never been in this part of the country before.

On August fourth, 1929, expansion again became necessary and the Standard Airlines added to its equipment a fleet of



One of the tri-motored airliners of the Standard Airlines arriving over the metropolitan business district of Los Angeles. (Tall white building in the foreground is the Los Angeles City Hall.)

fourteen passenger Super F-10 tri-motored Fokker airliners. These planes are each powered with three Pratt & Whitney Wasp engines developing a total of twelve hundred seventy-five horsepower. These ships have a cruising speed of one hundred twenty-five miles per hour and a maximum speed of better than one hundred fifty miles per hour. With motors turning in full power in calm weather the speed of one hundred seventy-six miles per hour has been attained. Any one motor has sufficient power to sustain a ship in flight at an altitude of four thousand feet; with any two motors it can climb to ten thousand feet; with three motors it has attained an altitude of twenty thousand feet. Cruising at a speed of one hundred twenty-five miles per hour the huge plane has forty percent of its power in reserve. These planes have been described by their designer, Anthony Fokker, as the fastest and most luxurious passenger cabin airplanes in the world.

Not only was the Standard Airlines system improved with the addition of these large planes, but the entire transcontinental system was improved through arrangements completed with the Southwest Air Fast Express and the New York Central where by the joint operations of these companies, together with the already established transcontinental service introduced by the Standard Airlines and the Texas & Pacific Railway, would greatly improve the entire cross country route and reduce the traveling time between the Pacific and Atlantic coasts.

While many direct connections with other companies at points along the line have become possible since that time, yet this transcontinental tie-up still comprises the Southern cross continent route. The entire journey across the continent over this system is made in four jumps.

Eastbound passengers boarding Standard Airlines planes in Los Angeles at eight A. M. arrive in El Paso at four-forty P. M. in time to make connections with the Texas & Pacific train carrying sleepers and arriving in Sweetwater at seven-thirty A. M. the next morning. Here the passengers again board large tri-motored planes of the Southwest Air Fast Express arriving in St. Louis at three-fifteen P. M. the same day. The New York Central, departing from St. Louis at five P. M., again offers the passengers excellent sleeping accommodations on their second night enroute and completes the last leg of the journey arriving in New York at six-fifty P. M. This is twenty-five hours better than the best transcontinental rail time.

Both the Texas & Pacific and the New York Central railroads are a credit to this unified air-rail service as are each of the airline companies. The Texas & Pacific Railway is operating one of the most modern railroads in the country. Their locomotives are all

completing the journey from Los Angeles to Chicago in thirty-five hours. At El Paso, Standard Airlines travelers have a connection with the Mid Continent Air Express operating to Colorado Springs, Denver and Kansas City. A travel connection at El Paso is also available to Mexico City via Aeronautic Transport Corporation of Mexico. This tie-up offers thirty-two hours service between Los Angeles and Mexico

City, which is a considerable reduction over any other travel medium between these two cities. Westbound passengers over the Standard Airlines system have a direct connection at Los Angeles with the Western Air Express north to San Francisco and way points as well as south to San Diego, Agua Caliente, and Catalina Island.

With these many connections for both East and West bound passengers which travel the Standard Airlines across the State of Arizona, it is obvious how this pioneer airline of the Southwest is bringing people through this section



One of the giant fourteen passenger tri-motored Fokker Airliners of the Standard Airlines, Inc.



Passengers unboarding at the western terminal of the Standard Airlines after a pleasant journey of eight hours over this eight hundred mile route.



The western terminal of the Standard Airlines is located just southwest of the business district of Los Angeles. City Hall tower and business district can be seen in the background.

oil burners which eliminates the soot and cinder annoyance. This railroad has been termed the cleanest railway in America. Likewise, the New York Central is a credit to the American network of railroads and needs no introduction to anyone who has traveled East. The Southwest Air Fast Express, operating the other air division of the system, is one of the leading airlines in the middle-west.

The many feeder lines which make connections at various points along the route with this major cross continent artery offer an equally excellent service to many cities that are not directly on the route of this Southern Air rail system. Passengers destined to Chicago can board the Universal Airlines at St. Louis and arrive in Chicago three hours later,

and bringing Arizona in closer contact with its neighboring states and the rest of the country. A city or a state is no farther away from another point than the best traveling time between these locations, and with increased transportation facilities so will communities and parts of the country be brought even closer together than they have been in the past.

By careful thought of the above facts, one can readily see that aviation is one of the most important factors in the progress of the world today. Those with generous imaginations are even looking ahead to that "some time" when aviation will link worlds in the universe. However, that is yet another matter of conjecture—in other words, mere dream material.