

"... THAT THESE DEAD SHALL NOT HAVE DIED IN VAIN"

JUTTING into relief against a gray western sky, the tail of this fallen airliner constitutes a self-made aviation memorial to the men and women who have died while flying over our commercial airlines. Theirs has been no futile sacrifice. Every fatal crash contributes to the cause of safety in the air. And now, after ten years of scheduled passenger transportation, the airlines can look back on a commendable record of improvement in equipment, personnel and operation. Every form of public transportation has to pass through a pioneering stage during which its unfortunate mishaps are given wide publicity. As the years roll on experience gradually eliminates those mishaps. So it was with railroads. So it is with the newest and fleetest way to travel over our great country. With the Government and the airlines now working together, the way is paved to safety in the sky. Aviation has turned the corner.

**TO MAKE YOU
SAFE IN THE AIR
WHAT UNCLE SAM AND THE AIR LINES
ARE DOING TO END CRACK-UPS**



A TRIP ON AN airliner has supplanted boyhood's desire to ride in the cab of a locomotive. Elderly people find sky travel less exhausting than trains and buses.

SAFE IN THE AIR



TODAY it is possible to clamber into a plane at Newark, have a good night's sleep in a comfortable berth, and alight in Los Angeles the next morning. In 1927, their first year of scheduled flights, airlines carried 8,679 passengers. In 1937, the number rose to 1,267,580.



THE COCKPIT of a modern airliner is a maze of instruments, each of which has its own life-saving duty to perform. There are indicators which record air speed and engine speed; radio receivers and transmitters; ten flying instruments; a blind flying direction finder and an automatic pilot.

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THE NATIONAL PICTURE MONTHLY
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DOROTHY MILLER, typical air hostess, spent long hours in training before she was permitted to assume her duties on an airliner.



BOB BUCK started flying when he was 16. At 24 he has risen to the top and is now first officer on a major airline's crack plane.

THIRTY-THREE hours out of New York on May 21, 1927, a little gray monoplane dropped from the clouds and "sat down" on Le Bourget Field, Paris. "Lucky" Lindy had come through—and back in the United States a nation became air-minded overnight. Scheduled passenger flights were born. The spectacular

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rise of commercial aviation in the United States is one of the wonders of the transportation world, but the troubles that have accompanied its mushroom growth have been just as spectacular. With their greatest revenue producers—air mail contracts—cancellable in 30 days, with an advancement in airplane design so rapid that ships become obsolete before they have completed ordinary life expectancy, and with the Bureau of Air Commerce and our commercial operators alarming the public by hurling brickbats at each other every time there was an accident, the airlines have had anything but a happy time. Some of the companies had become so financially punch-drunk that they were considering calling off the whole thing. They recalled the millions they had poured into safety aids, only to have a chaos of bickering wipe out all visibility of profit. But now Uncle Sam's New Deal for aviation points to an era of progress, prosperity and popularity.



AIRLINES claim that their weather bureaus outclass the Government's. Here a captain checks with a dispatcher before taking off. Although the Government spent millions on commercial aviation the money went mostly for beautiful airports and probably never saved a passenger's life.



The late Senator
Bronson Cutting

WHEN Congress in its last session created the Civil Aeronautical Authority to control aviation, it ended once and for all the haywire conditions that were striking at the foundations of commercial flying. The crash that resulted in the tragic death of Senator Cutting in 1935 made Washington realize that it was time to do some-

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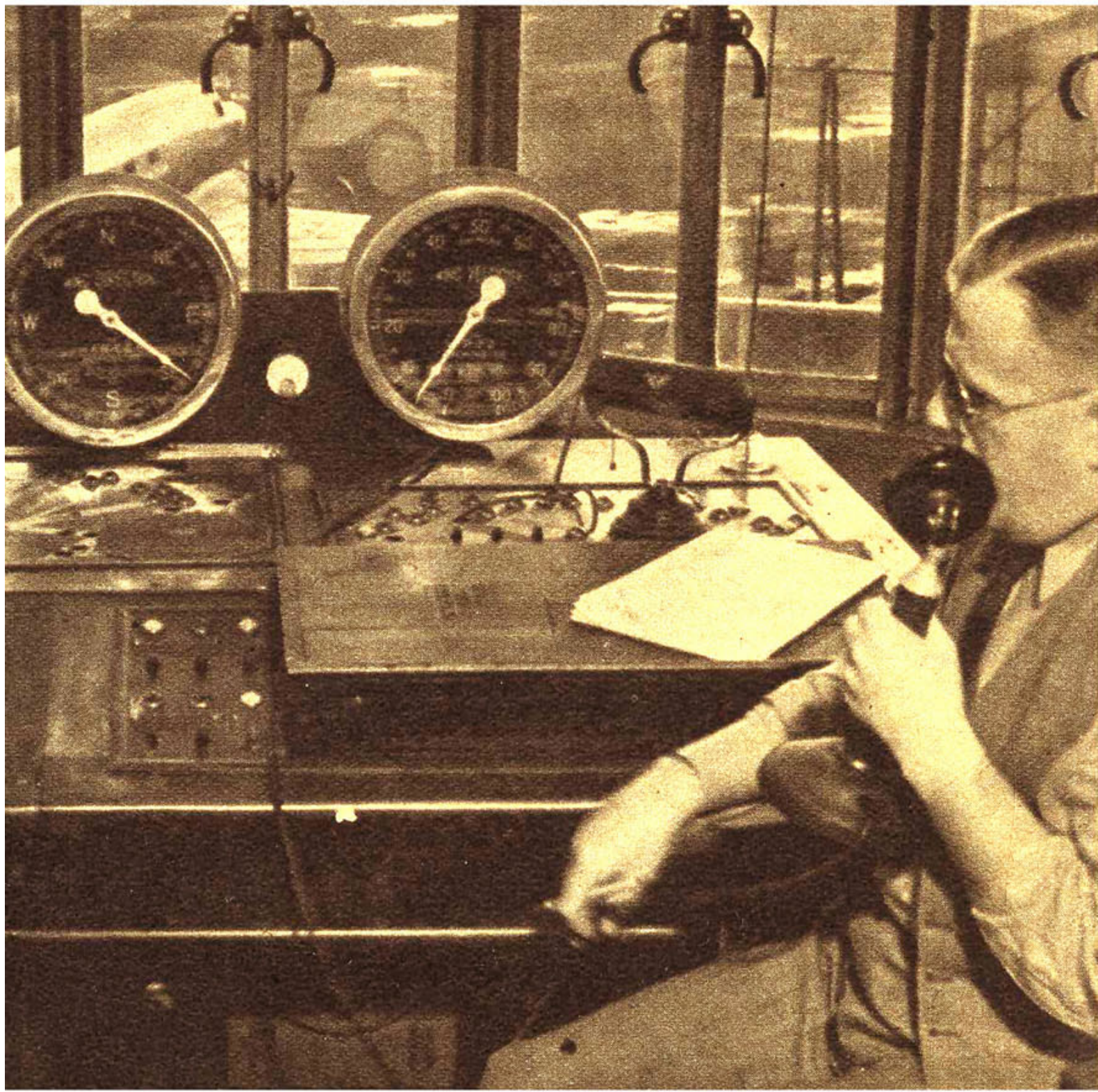


THESE non-political members of the recently appointed Civil Aeronautics Authority are Uncle Sam's pledge that he will join hands with the commercial operators to make this great industry the pride of an air-minded Nation. Judge Harold M. Stephens administers the the oath of office to, **left to right:** Edward J. Noble, chairman; Harlee Branch, vice chairman; G. Grant Mason, Jr.; Oswald Ryan; Robert Hinckley and Clinton M. Hester, administrator.

thing. A group of men showed Uncle Sam how to do it. Among them was Major Schroeder, then with the Air Commerce Bureau as Chief of the Air Line Inspection Service. He proceeded to take the mystery out of accidents. In February, 1937, President Roosevelt discussed air safety with leading officials and pilots but there were no concrete results until, in May, 1938, the Civil Aeronautical Authority was sworn in. It gives the industry something it has never had, permanent legislation. The Authority is answerable to no one but the President, but is protected from political interference by the fact that no member except its administrator may be fired for any reason other than inefficiency, neglect of duty or malfeasance in office.



Major Rudolph
W. Schroeder



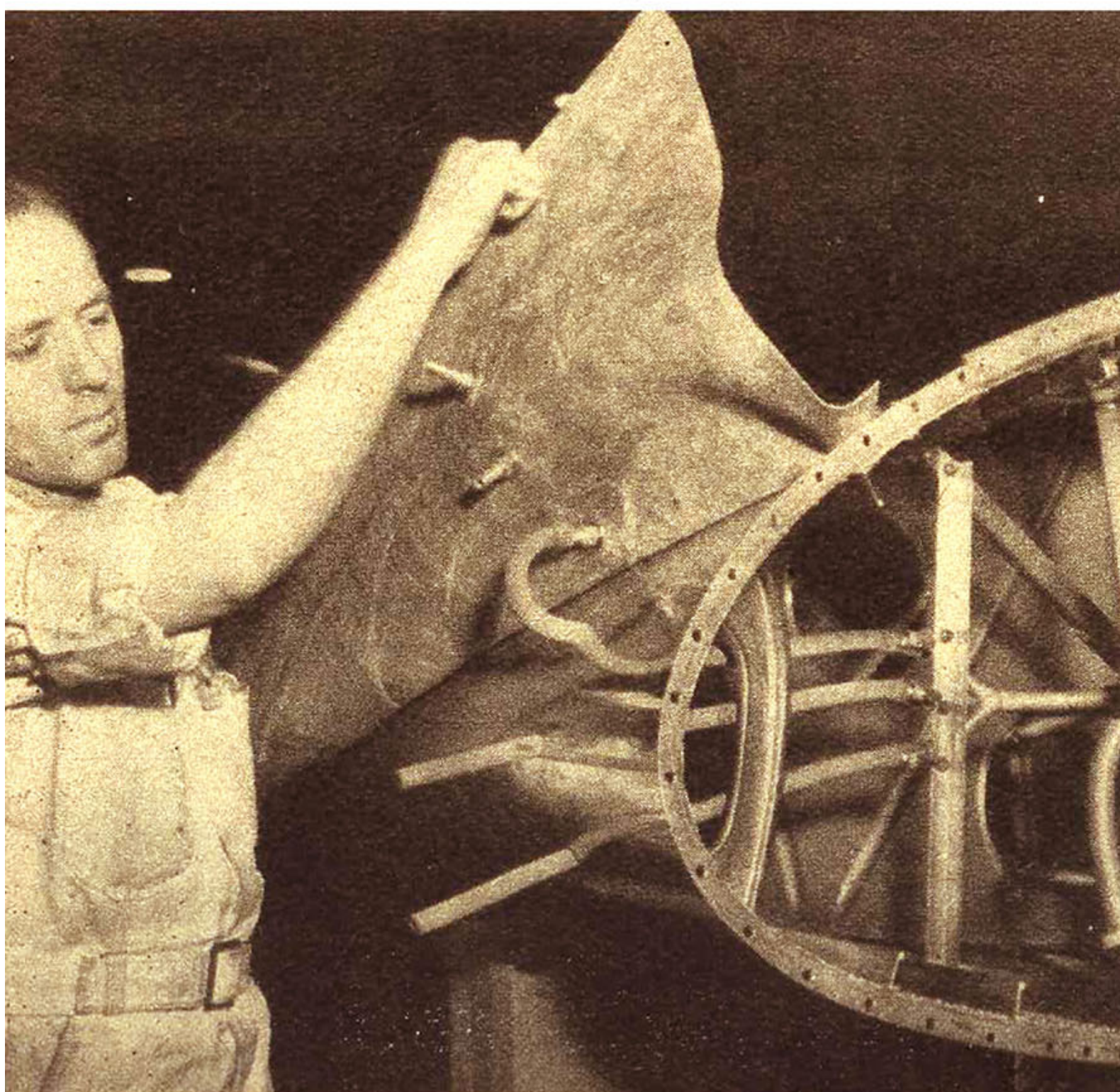
BUSIEST airport in the country, perhaps in the world, is Newark, where airlines from all over the Nation converge. Operator Gordon Hamilton's difficult job is to direct by radiophone communication the take-offs and landings of the giant planes—some can be seen through the windows.

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SAFE IN THE AIR



A MICROSCOPE probes a propeller blade. This type of rigid inspection sees to it that few accidents are caused by structural failures.



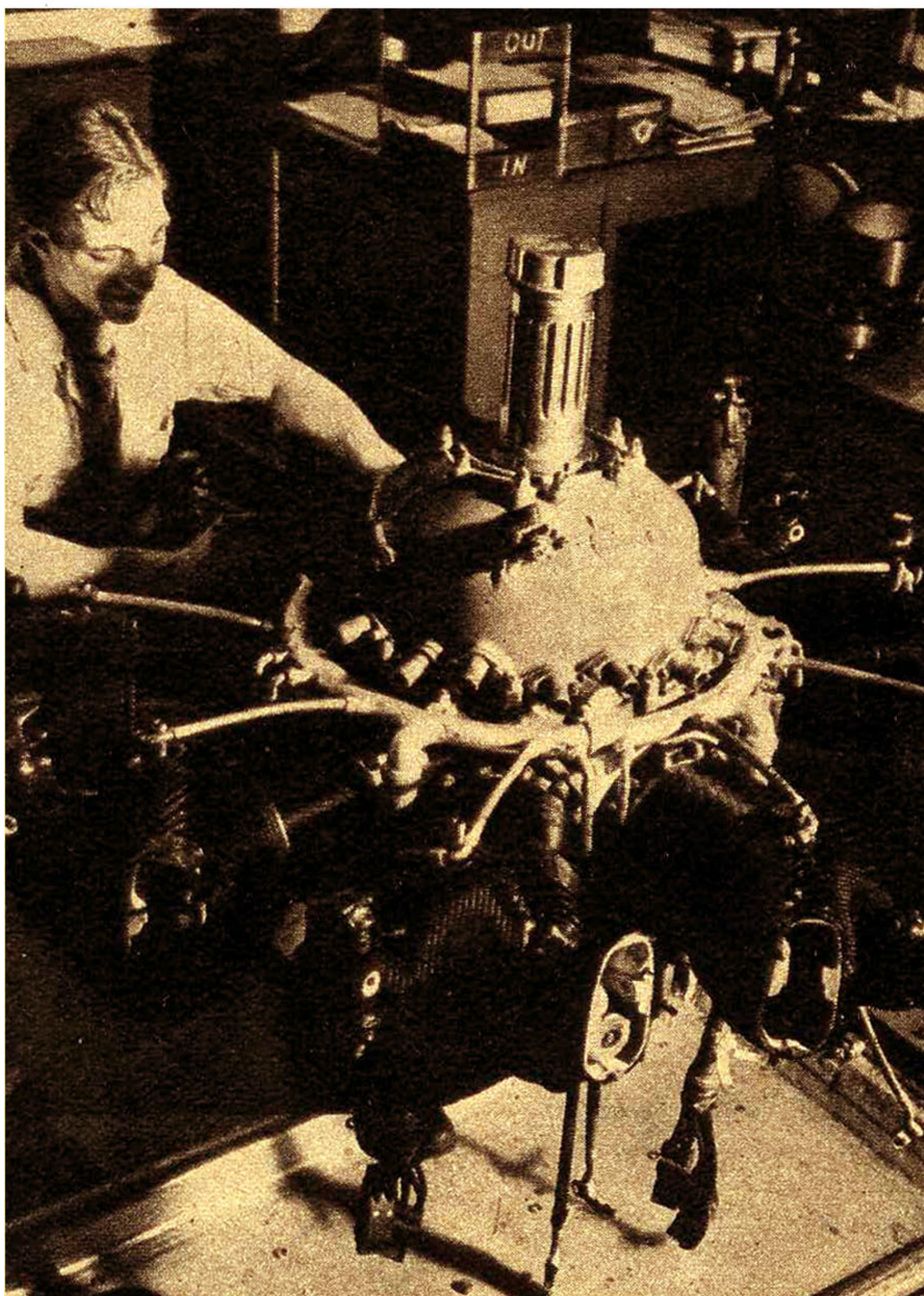
THIS is a cross sectional view illustrating how the pulsating de-icer fits the leading edge of a wing. The airlines have spent millions to develop safety aids.

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SAFE IN THE AIR

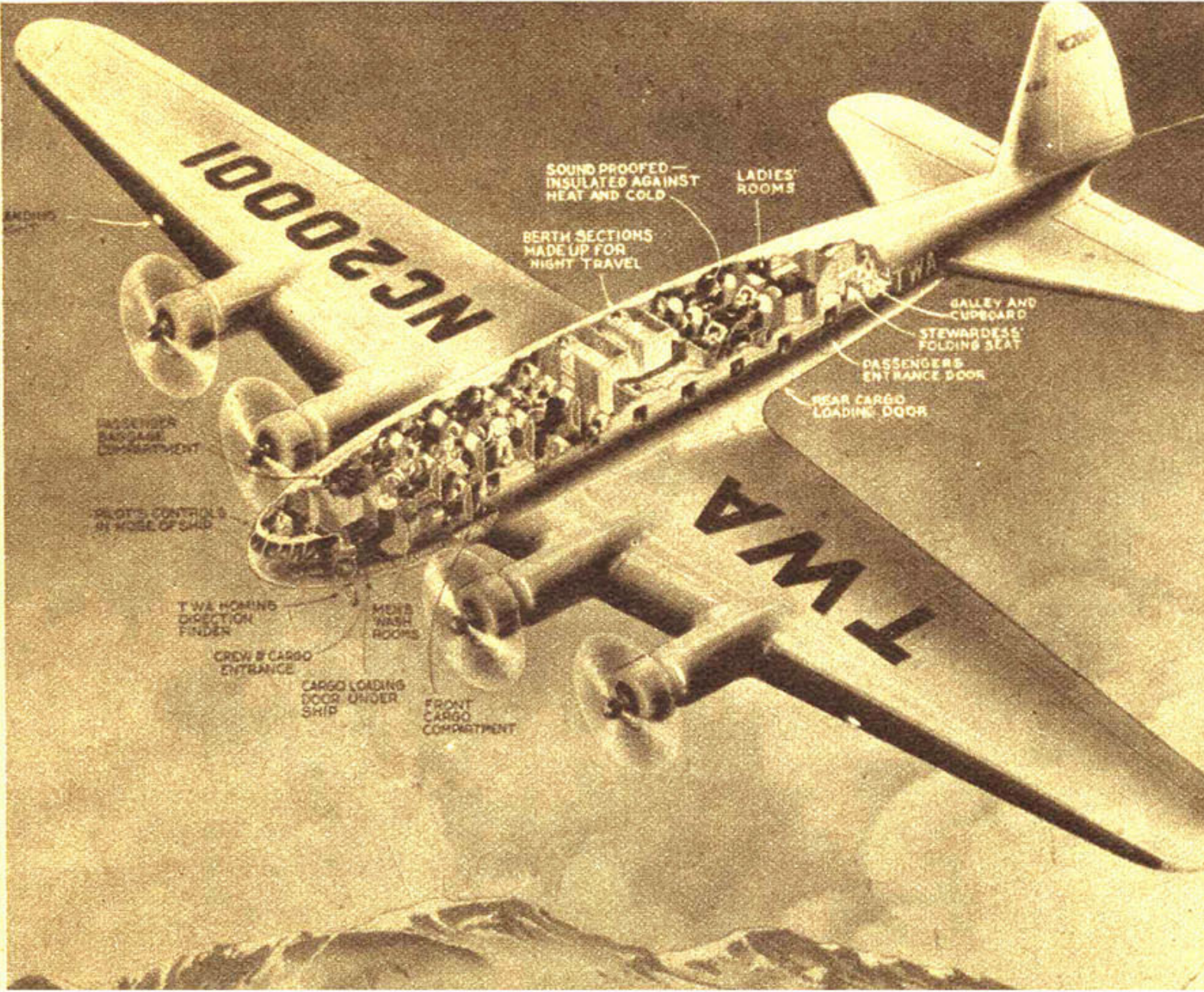


THE DIRECTIONAL gyro is a most vital instrument on an airliner. It is actually a gyroscopically operated compass.



ENGINES regularly are removed from the ships and disassembled to the last nut and screw. Expert mechanics go over every part searching for weak spots.

SAFE IN THE AIR



THIS is an artist's conception of one of the new four-motored Boeing 307s, which will fly above storm clouds for T. W. A. Planned for use this Fall, it reveals aviation's amazing technical progress. The Civil Aeronautics Authority holds the responsibility of aiding this advancement in the future.



ICE forming on propeller blades cuts down efficiency. Standard winter equipment is this new slinger ring that sprays antifreeze.

TEN YEARS OF AIR TRANSPORTATION IN UNITED STATES

