

Prowess and Records Mark Careers of Pilots on El Paso Air Lanes



Leland S. Andrews

Leland S. Andrews Outdid Relative Doolittle's Transport Flight

A native son of the little city of Napoleon, Michigan, near Jackson, has recently brought fame to himself and "reflected glory" to his place in the field of aviation. Leland S. Andrews, son of Mr. and Mrs. Fred M. Andrews of Napoleon, who was born there in 1893, is the new holder of the transcontinental record for transport planes. Andrews flew an American Airlines Vultee transport plane from Los Angeles to Washington, D. C., and thence to Newark, N. J., in the elapsed time of 11 hours, 34 minutes. His time into Floyd Bennett field, New York, was even better, 11 hours, 21 minutes. Since making the flight February 21, Andrews has been visiting various cities on American Airlines routes before returning to his regular job as pilot for that company.

Mr. Andrews graduated from Napoleon High School and attended Ferris Institute at Big Rapids, Michigan. He entered the aviation service, U. S. Army, in 1917, and rose to first lieutenant of advance instruction, in pursuit and aerial gunnery. He was in command of the 80th attachment bombing squadron in 1923 and 1924 which successfully demonstrated that air craft could sink battleships with a few well-placed bombs. He left the government service in the autumn of 1924.

The Michigan flyer was in charge of Waco, Texas, airport for three years, and went with Texas Air Transport, which became part of American Airlines, in 1927. He flew the first air mail from Dallas to San Antonio. He has had nearly 10,000 hours in the air and has piloted planes at least 1,000,000 miles. His regular run now is Los Angeles-El Paso, American Airlines famous sleeper plane route.

Pilot Andrews married a sister of Mrs. Jimmie Doolittle, and it was his famous brother-in-law's record that he cracked recently in the same plane that Doolittle flew from coast to coast in January, setting a new mark of 11 hours, 59 minutes.

The Vultee, manufactured by Aviation Development Corporation at Glendale, California, is a single motored low-wing monoplane, carrying eight passengers.



Ray Fortner

Ray Fortner Has Flown Everything From Jenny To Speed Transport

When it comes to have flown everything from an old Jenny to the modern high-speed multi-motored transports, Ray Fortner, veteran pilot of American Airlines, can offer most anything there is to tell about.

Immediately following his graduation from a mechanical engineering school in Kansas City he learned to fly and took to the air in a Curtiss Jenny in 1920. Next, Fortner put in seven years barnstorming in all types of planes in his home state, Indiana, and throughout the Midwest.

Flying air mail appealed more to Fortner than barnstorming, so in 1928 he became one of the pioneer air mail pilots, flying single motored planes on night schedule. When passenger planes were placed in service Ray Fortner flew the first eastbound tri-motored transcontinental plane schedule in the United States between Garden City, Kan., and Kansas City, Mo., on June 15th, 1929. This service was operated by the Universal Airlines which later became a unit of the nation-wide system of American Airlines.

Fortner was transferred to the west coast two years ago and has been flying the Los Angeles-El Paso division of the southern transcontinental route since that time. About one-third of the total of nearly ten thousand hours of piloting, Fortner has spent in flying night schedules.

HEREDITARY DISEASE SOMETIMES MUTATION

Defects May Crop Out Again In Each Succeeding Generation

By Science Service
LONDON, June 26. — Hereditary diseases and defects, such as hemophilia or "bleeders' trouble," are not always due to defective traits in the inheritance of the sufferer. Hemophilia is some times called the "king's disease" because the Spanish and Russian royal families have it as a hereditary factor.

A considerable number of all cases originate in persons with no family history of such defects, simply by mutation, or the tendency for new evolutionary characters to crop out in lines where they previously have not existed.



David F. Doty

Doty Began Flying Career In 'Dark Ages' Of U. S. Aviation

Truly a pioneer pilot, David F. Doty of American Airlines began his flying career in the "dark ages" of aviation, when, as a young lad in Vancouver, Washington, he persuaded the famous early bird Silas Christopherson to allow him to wash his plane once a week. This led to Doty's becoming a pilot, following which he joined the Army Air Corps in 1918 at Rockwell Field, San Diego.

Doty went to France during the war and upon his return he was transferred to the Philippines where he was detailed to construct what is today Clark Field in Manila. He resigned from the Air Corps to assume charge of the Portuguese Air Service in South China, in 1920. Later Doty flew for the Cantonese (Chen-Quing-Ming) government as an instructor, after which he returned to the United States.

Barnstorming, the aviation term for pioneering, was next in his colorful career, and Doty spent three years flying throughout the western portion of this country. In 1926 Doty became an air mail pilot flying from Concord, near San Francisco, after which he operated a flying school in Oakland. In September, 1928, he went with Western Air Express as pilot on the Los Angeles-Salt Lake route, following which he became one of the original four pilots of the Los Angeles-El Paso portion of the southern transcontinental route of American Airlines in October, 1930. He has flown this service ever since. To date Pilot Doty has nearly 10,000 flying hours to his credit.



Joe Glass

Pilot Joe Glass Used To Fly Nitroglycerin Over Mexico

It's a far cry from flying nitroglycerin over wild Mexican wastes and mountains to piloting a scheduled airline transport over completely equipped transcontinental Airways, yet just such experience is that of Pilot Joe Glass of American Airlines.

A native of Oklahoma, where the spirit of adventure was born in him, Joe Glass joined the U. S. Army Air Corps during the World War, trained and learned to fly at Kelly Field, Texas. When he resigned in 1921 he turned barnstormer in Oklahoma and Arkansas, but this proved too tame, and he next found himself in Mexico, where he became one of the first commercial operators on the continent. His flying during six years below the Rio Grande found him transporting heavy cargoes of nitro-glycerin to high isolated mountain mine and oil well sites, as well as being one of the first military pilots in Mexico when he flew for the Federal forces during the de la Huerta revolution in 1923. Later he settled down to some conservative airline operation, being the chief pilot, and one of the organizers of the Compañia Mexicana de Avionacion, which later was purchased by Pan-American Airways.

Today, Joe Glass, having flown regular mail and passenger routes in the Southwest for six years, has nearly 13,000 hours in the air and has covered a million and a half miles by the sky lanes. Despite his many years of thrill-flying, Joe Glass finds modern air transport work the most gratifying, he declares.



James G. Ingram

James G. Ingram, Veteran Flier, Won His Bars Back in 1919

James G. Ingram, although claiming Texas for his home state, first saw this old world on December 7, 1908 in Springfield, Tenn., the son of Elman and Fannie Ingram.

When "Jim" was four years old his parents moved to Waco, Texas and it was in Waco that he was graduated from grammar and high schools. Later he spent one year at S. M. U. in Dallas but in January, 1918, joined the Army.

He took his ground school work at Austin ground school and was later transferred to Camp Dix, then to Garretts Field and then to Bonbrook. In February, 1919, he won his bars and was sent to Post Field at Fort Sill, Okla.

Ingram entered commercial aviation with the Curtiss Airplane and Motor Manufacturing Company at Dallas and remained with this firm for about 8 months. The flying circus attracted him and he went with "Pop" Keller and later with the Emerson Flying Circus operating throughout the Southwest.

On September 5, 1923, he joined the U. A. O organization and was assigned to Cleveland division of the coast-to-coast route where he has remained.

An event of major importance in his life, but overlooked in its proper place above, was his marriage in 1926 to Miss Myrl Lucas of Bloomington, Ill.

Fair weather or foul "Jim" takes 'em through on schedule and maintains "any weather is to be preferred to being interviewed."



John W. "Johnnie" Martin

Johnnie Martin Knows Air And Trails of Great Southwest

Seldom, if ever, does one run across a true native son of the State of California — especially among the veteran airline transport fliers — yet American Airlines boasts two such rare specimens among its western personnel. John W. Martin, born in Los Angeles and H. B. Russell, born in San Diego, are both considered pioneers in commercial air transportation in Southern California.

Martin, with his younger brother, Eddie, organized and operated the Martin Airport and Flying School in Santa Ana early in 1927. Two years later, following the successful operation of the airport and school, Johnnie left the management to his brother and became a line pilot on the Standard Air Lines, flying the first schedule between Los Angeles and El Paso early in 1929. He has been flying over this same route continuously ever since and has an intimate knowledge of every inch of the territory over the desert country both from the air and ground. Johnnie's pet hobby is hunting, and during his vacations in the past six years has covered the entire territory over which he flies as a "line" flier.

Often, when he enjoys his day's leisure between airline trips, Johnnie assists his brother at their airport which is still operating successfully and also joins his father at their thousand acre ranch in raising oranges and citrus fruit. Martin is a true native son of California, both of the air and of the soil.



J. D. "Ted" Lewis

Ted Lewis Gained Wide Experience, Then Took Airlines Job

For pilots in air transportation today have the extensive background in aviation accredited to Pilot J. D. "Ted" Lewis of American Airlines who flies from Los Angeles to El Paso.

Early in 1916, before the United States had entered the World War, Ted Lewis enlisted with the Canadian forces to get overseas. Soon after he had transferred to the Royal Flying Corps and spent six months each in France and Belgium flying at the front. Late in 1918 he became military instructor in aerial combat in England.

Returning to the United States after the war, Ted Lewis began his aviation career with the Inter Allied Aircraft Co. of New York. Since that time he has spent many years both in flying and operations, continuing with the Universal division of American Airlines in 1929. In 1930 he became division manager and was stationed in Tulsa, but the urge to fly was too great and a year later he again became a pilot, on the Los Angeles-El Paso route.

Cops of Emperor Negro's time have been found in north Jutland.



Harold B. "Hap" Russell

Harold Russell Has Mark Of Longest Time On Same Route

Although too young to enter the Army Air Service during the war, Harold B. Russell, a native of California, became a civilian mechanic at Rockwell Field, San Diego, and began his career in aviation in 1918.

"Hap," as he is known to his many friends, "chiseled" his flying time from one pilot and another until he was permitted to solo after six hours instruction, in April, 1921. Following two years of miscellaneous flying, he became a pilot for the Ryan Aircraft Co. in San Diego, builders of Col. Lindbergh's famous trans-Atlantic plane, and two years later moved to Los Angeles where he flew for the Aero Corp. of California.

In 1928 Russell was made chief pilot for the Standard Air Lines and flew the Los Angeles-El Paso route until 1930 when Western Air Express took over this operation. He continued as pilot over this same territory and became one of the original four pilots for American Airlines when they inaugurated the southern transcontinental service in October of that same year.

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Ira M. McConaughey

I. M. McConaughey Made First Solo Flight In Own Plane

It is the exception when a man makes his first solo flight in his own plane, yet that is just what Pilot Ira M. McConaughey of American Airlines did back in 1922 at Arkansas City, Ark. He purchased a "Jenny" and had taken only two hours of dual instruction in his own plane when he made his first solo flight.

Today Pilot McConaughey flies between El Paso and Dallas in Douglas and Condor planes which cruise twice as fast as his first "Jenny" flew at top speed. Yet such speed is not a new sensation to McConaughey—for back in 1929, at Kansas City, when he was employed by the Travelair Company, he set a world's record over a five mile course in the Travelair Mystery "S" plane, averaging 236.84 miles per hour.

McConaughey is one of six American Airlines pilots of the Southwest, each of whom has accumulated a total of 10,000 hours or more in the air—equivalent to a million miles via sky routes. He is a native of Kansas, having been born in Deerfield.

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Has Two Hobbies



J. Harold "Stormy" Mangham

'Stormy' Mangham Pilots Texas Broncs as Well As Airplanes

Pilot J. Harold Mangham, better known in the aviation world as "Stormy" Mangham, has two particular hobbies, one is flying and the other is good 'ol cow-punching. Born in Ft. Worth, Stormy has always taken to the air, even when he was thrown from a wild colt as a boy. Today he has nearly 7000 hours as a pilot with nearly as many hours to his credit in the saddle.

"Stormy" Mangham owns a ranch between Ft. Worth and Dallas, and when he isn't following his vocation as pilot on American Airlines El Paso-Dallas route, he is following his avocation as a rancher. He has a large collection of trophies, won mostly at southwestern rodeos where he has proven his skill with the lariat in roping contests. As a pilot or horseman, "Stormy" has few jettors. He has been with the American Airlines since 1923, having learned to fly three years prior to that time in Ft. Worth.

COLONY PLANS MADE
By United Press
AUSTIN, June 27.—Farm colonies to fit the neighborhood will be built by Texas rural communities, V. R. Smitham, general manager of rural relief aid for Texas Relief Commission, said. Texas will be marked off into regions, and colonies developed to use the advantages of each.

Pedley Is 'First'



Charles Pedley

American Hires Ace Pilot; Has Been "No. 1" Many Times

When it comes to having a string of "firsts" appearing in one's flying record, there is no doubt as to whom the record belongs. Pilot Charles Fred "Charlie" Pedley of American Airlines, seems to have a singular faculty for being there "first," especially with regard to air transportation in the Southwest.

Way back in 1919, way up in Fargo, North Dakota, Charlie Pedley, although a native of Iowa, took his first flying lessons. His first solo hop was made in Green, Iowa, in 1920. He purchased the first used "Jenny" ever to be sold there from the Green Aero Company. In 1921, "first" recordings began to enter Charlie Pedley's life. He flew the first scheduled air line in Texas for the Sun Publishing Company between Corsicana and Mexia, in the latter part of 1921. His duties were to deliver daily newspapers at Currie, Richland, Angus, Wortham and Mexia. The first passenger to be carried on a scheduled line in Texas were transported with the newspapers in Pedley's plane.

Then in 1928 Pedley again placed first by inaugurating air mail service from Dallas to Houston and Galveston over the original Contract Air Mail route 26. Later he piloted the first flight over C. A. M. 33 from Atlanta to Ft. Worth with passengers and mail, on October 15, 1930.

Flying Owl



Homer Rader

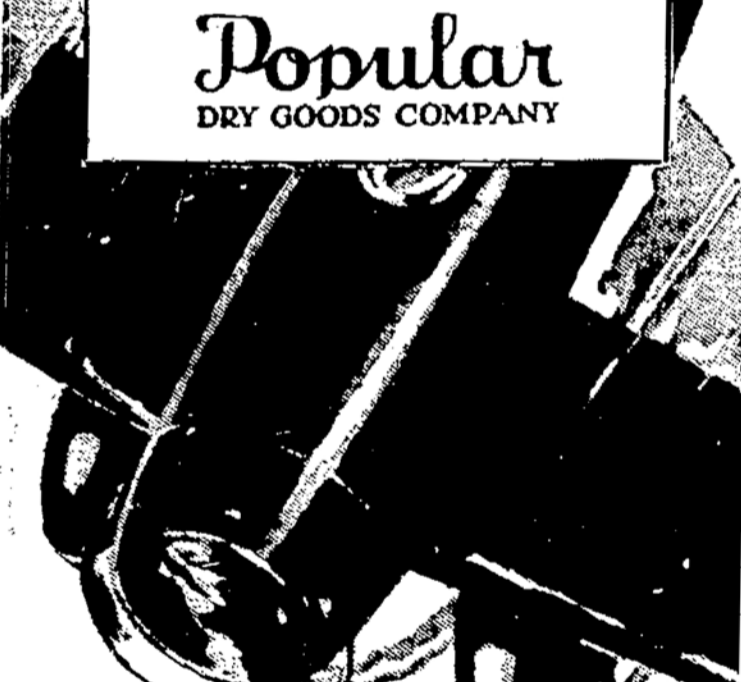
Homer Rader Flew Mail When Job Had Dark Outlook in 1927

Back in the "dark ages" of flying air mail—the job of piloting had actually a dark outlook. Homer Rader, veteran pilot of American Airlines will readily attest to this fact.

Rader, who had gone to Ohio University and learned to fly while attending school, first joined a University Flying Circus in the South, but left this "tame" flying life to become an air mail pilot. He flew the first air mail between Chicago and Cincinnati in 1927 — when lighted airways or even lights for the instrument panels of the planes were unheard of.

Following nearly two years of mail flying, Rader went with the Texas Air Transport Co. in June, 1928, where he piloted both mail and passengers. Later, when this company merged with American Airlines, Rader continued as pilot and today flies the Dallas-El Paso portion of the southern transcontinental route.

Highlights in Rader's long flying career include his carrying the first air mail between San Antonio and Laredo, Texas, which constituted the first international air mail link with Mexico. He also, before becoming an air mail pilot, taught a student to fly and soloed him successfully in a single day at Cincinnati.



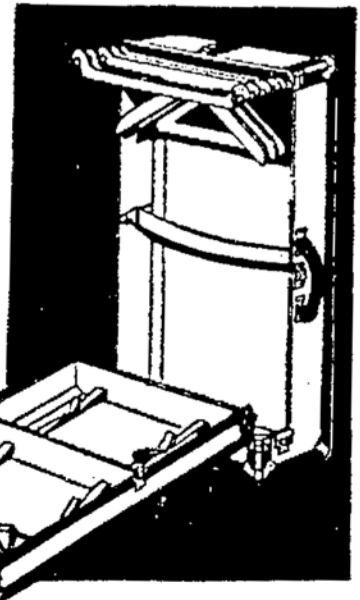
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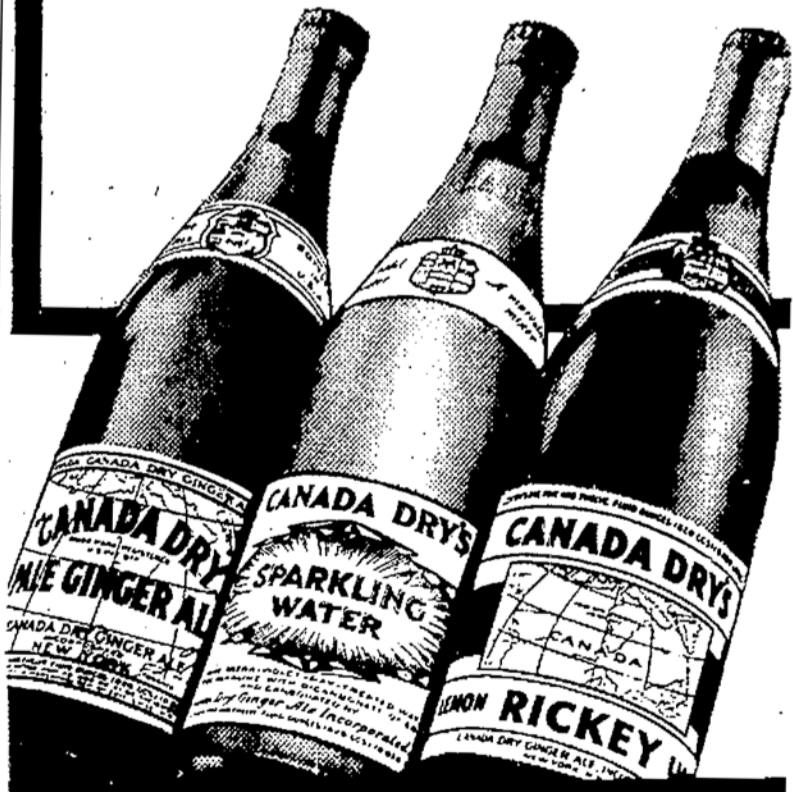
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