PENNSYLVANIA AIRLINES INC.

AIR US MAIL
AM 11

FLYING SCHEDULES

CLEVELAND • AKRON
PITTSBURGH
WASHINGTON D.C.

PASSENGER • AIR MAIL

EXPRESS

Division of

Pittsburgh Aviation Industries Corporation

GENERAL INFORMATION

Baggage

Thirty pounds of baggage per passenger carried free. Excess baggage, if allowed, will be charged for per pound at the rate of ½ of 1 per cent (½%) of the passenger fare, with a minimum charge of 25c.

Children

Children under two years, not occupying seats, carried free. Anyone occupying a seat will be required to pay full fare.

Cancellations

If cancellation is necessary after ticket has been purchased, such notice of cancellation must be made two hours before scheduled departure of plane; otherwise, no refund will be made of the fare paid. The Company reserves the right to cancel bookings before passage because of adverse weather or other conditions. Passengers cancelling reservations two hours before scheduled departure should make application for refund. Application for refund must be made as outlined in Refunds paragraph.

Refunds

Refunds equivalent to the unused portion of the ticket may be made immediately at nearest Company office or by the pilot when trip is discontinued because of weather or other conditions. When purchaser desires to obtain a refund on an unused ticket, he must surrender reservation at least two hours before the scheduled departure time of the plane for which ticket is issued.

Airmail

Pennsylvania Airlines is the United States airmail contractor for route AM-11, operating between Cleveland, Akron, Pittsburgh and Washington. When you fly with the Airmail, you are assured swift, reliable transportation.

Air Express

Pennsylvania Airlines offers excellent service for air express at low rates. Call any agent or company office for further information.

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GROUND TRANSPORTATION

CLEVELAND—Motor coach service to and from the airport, leaving hotels and consolidated ticket office in time for all planes.

AKRON—Drive-Yourself and taxicab service to and from the airport. Taxicabs and automobiles can be engaged at all leading hotels.

PITTSBURGH—Motor coach service to and from the airport. Motor coaches and taxicabs stop at the William Penn Hotel for passengers.

WASHINGTON—Taxicab service to and from the airport.

N. B. Ground transportation is not furnished by Pennsylvania Airlines, Inc.

Terminals

	Telephone
CLEVELAND, OHIO	
Cleveland Municipal Airport	Clearwater 1184
PITTSBURGH, PA.	
Bettis Airport	Homestead 3965
WASHINGTON, D. C.	
Washington-Hoover Airport	Metropolitan 0534
AKRON, OHIO	
Akron Municipal Airport	Jefferson 5152

Ticket Offices

	Telephone
CLEVELAND, OHIO	
Airlines Ticket Office	Clearwater 0158
After 10 P. M. Call	Clearwater 3300
PITTSBURGH, PA.	
Air Travel Bureau of Pittsburgh, William Penn Hotel	Atlantic 2732
WASHINGTON, D. C.	
Washington-Hoover Airport	Metropolitan 0534
AKRON, OHIO	
Akron Municipal Airport	Jefferson 5152

All Seats Are Reserved

If reservations are not collected two hours before departure of plane, tickets are subject to resale.

Reservations can be made at any Western Union Office and the Leading Hotels and Travel Bureaus

Your Nearest Agent is

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NORTHBOUND

Trip No. 1 . . .

Lv. Washington	9:20 A. M.
Ar. Pittsburgh	11:20 A. M.
Lv. Pittsburgh	11:30 A. M.
Lv. Akron	12:25 P. M.
Ar. Cleveland	12:50 P. M.

CONNECTIONS

At Pittsburgh—Via Transcontinental & Western Air, Inc. to Harrisburg, Philadelphia and New York.

Via Pittsburgh Airways, Inc. to York, Lancaster, Philadelphia and New York.

At Cleveland—Via National Air Transport to Toledo, Chicago, Omaha and points west. Connecting via Northwest Airways to Rochester, Minneapolis and St. Paul.

Via Century Air Lines, Inc. to Toledo, South Bend, Chicago. Connecting via Northwest Airways to Rochester, Minneapolis and St. Paul.

Via Trans-American Airlines Corp. to Detroit. Connecting via Kohler Aviation Corporation to Grand Rapids and Milwaukee.

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Trip No. 3 . . .

Lv. Washington	12:30 P. M.
Ar. Pittsburgh	2:30 P. M.
Lv. Pittsburgh	2:45 P. M.
Lv. Akron	3:40 P. M.
Ar. Cleveland	4:00 P. M.

CONNECTIONS

At Pittsburgh—Via Transcontinental & Western Air, Inc. to Harrisburg, Philadelphia and New York.

Via Transcontinental & Western Air, Inc. to Columbus, Indianapolis, St. Louis, and points west to Los Angeles, and northwest to Chicago.

Via Main Flying Service, Inc. to Wheeling, Huntington, Cincinnati and intermediate points.

Via Pittsburgh Airways, Inc. to York, Lancaster Philadelphia and New York.

At Cleveland—Via National Air Transport to Toledo and Chicago.

Via Century Air Lines, Inc. to Toledo, Detroit, South Bend and Chicago.

Via Trans-American Airlines Corp. to Detroit.

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Trip No. 5 . . .

Lv. Washington	5:30 P. M.
Ar. Pittsburgh	7:30 P. M.
Lv. Pittsburgh	7:40 P. M.
Lv. Akron	8:40 P. M.
Ar. Cleveland	9:00 P. M.

CONNECTIONS

At Pittsburgh—Via Pennsylvania Railroad to Cincinnati, connecting with American Airways planes for Louisville, Nashville and points beyond.

Via Pennsylvania Railroad to Columbus, connecting with Transcontinental & Western Air, Inc. at 8:00 A. M. for points west.

At Cleveland—Evening trains for Toledo, Chicago, Detroit and points beyond.

Note: These heights are 60 times larger than the proportionate mileage.

CLEVELAND TO WASHINGTON — 228 MILES

MILEAGE — CLEVELAND TO WASHINGTON

SOUTHBOUND

Trip No. 2 . . .

Lv. Cleveland	8:00 A. M.
Lv. Akron	8:20 A. M.
Ar. Pittsburgh	9:15 A. M.
Lv. Pittsburgh	9:20 A. M.
Ar. Washington	11:10 A. M.

CONNECTIONS

At Pittsburgh — Via Transcontinental & Western Air, Inc. to Harrisburg, Philadelphia and New York. Connecting via Ludington Line to Atlantic City.

Via Clarksburg Airways, Inc. for Clarksburg and Charleston, W. Va.

Via Pittsburgh Airways, Inc. to York, Lancaster, Philadelphia and New York.

At Washington—Via Eastern Air Transport, Inc. to Greensboro, Charlotte, Spartanburg, Atlanta, Raleigh, Charleston, Savannah, Jacksonville, Daytona Beach, Tampa and Miami.

Via Ludington Line to Baltimore, Philadelphia, Atlantic City and New York. Connecting via Colonial Airways to Hartford and Boston.

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Trip No. 4 . . .

Lv. Cleveland	1:45 P. M.
Lv. Akron	2:05 P. M.
Ar. Pittsburgh	3:00 P. M.
Lv. Pittsburgh	3:10 P. M.
Ar. Washington	4:55 P. M.

CONNECTIONS

At Pittsburgh — Via Transcontinental & Western Air, Inc. to Harrisburg, Philadelphia and New York. Connecting via Eastern Air Transport to Atlantic City.

Via Pittsburgh Airways, Inc. to York, Lancaster, Philadelphia and New York.

At Washington—Via Eastern Air Transport to Baltimore, Philadelphia, New York. Connecting via Ludington Line to Atlantic City.

Via Ludington Line to Baltimore, Philadelphia, Atlantic City and New York.

Via Dixie Flying Service, Inc. to Charlottesville.

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Trip No. 6 . . .

Lv. Cleveland	4:30 P. M.
Lv. Akron	4:50 P. M.
Ar. Pittsburgh	5:45 P. M.
Lv. Pittsburgh	5:50 P. M.
Ar. Washington	7:40 P. M.

CONNECTIONS

At Pittsburgh — Evening trains to New York.

At Washington—Evening train to Atlanta and points south. Evening bus to Norfolk.

If it is your first TRIP BY AIR...

The AIRPLANE . . .

in which you are flying is built to the rigid standards set by the Department of Commerce, and is manufactured under an "Approved Type Certificate". This means that it is constructed to withstand over five times any stress which might be placed upon it in normal flight.

The ENGINES . . .

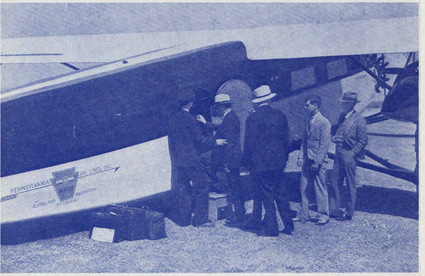
are Lycomings and each one is 215 h.p. These engines are also built to the standards specified by the Department of Commerce, and are manufactured under a Federal "Approved Type Certificate". Any two engines are sufficient to maintain the airplane in the air when fully loaded, and one will suffice to lengthen the glide by more than 50%.

The PILOT . . .

is a man of long experience in flying, and is thoroughly familiar with the route. He is provided with all aids to safe navigation, and is an expert in their use. He holds a Federal Transport Pilot's license, the highest rating obtainable, knows his airplanes and engines and is well versed in radio meteorology. Above all, he is in the fullest sense of the term RELIABLE.

The MAINTENANCE . . .

A rigid maintenance system is enforced by Pennsylvania Airlines. Both airplanes and engines are inspected and tested before each flight and are subject to complete overhauls within certain fixed periods.



The ROUTE . . .

over which you are flying is a Department of Commerce Airway. This means that there are beacons at an average distance of ten miles apart, that there are frequent emergency landing fields and weather reporting stations along the entire route.

The WEATHER . . .

Weather reports are sent in at regular intervals to all stops and terminals from weather reporting stations along the route. Weather reports are also broadcast at definite intervals throughout the day. Before each take-off, the pilot is given a summary of the weather over the route. The Government weather reporting system is further supplemented by Pennsylvania Airlines observers who report over the teletypewriter.

PENNSYLVANIA AIRLINES...

is one of the oldest airlines in the country, having been the Government mail contractor since 1927, at which time it received a contract for carrying the mail between Pittsburgh and Cleveland. In 1929, the passenger and express service was extended to Washington and a mail contract was awarded to this division in June 1931. Passengers on Pennsylvania Airlines may travel with the assurance that they are riding a line which has a wealth of experience and a highly developed sense of responsibility and reliability.

PENNSYLVANIA AIRLINES · INC.

PASSENGERS EXPRESS

AM 11

MAIL

AFTER the plane has been loaded and the pilot has received the latest weather reports and signed for the mail and express which have been stowed in the compartment opposite the door, you may wonder what is going to happen next.

First of all, remember always to be in your seat when the plane is starting or about to land. Otherwise, should it make a sudden jerk you are liable to be thrown off your feet.

At a wave of the dispatcher's hand, the mechanic pulls the chocks from under the wheels, the pilot starts the engines and rolls the plane slowly toward the leeward edge of the field, taxiing into the correct position for a take-off into the wind.

While the plane is taxiing across the field, it is advisable to fasten your safety belt, which you will find attached to the side of the seat and to keep it fastened until the airplane has leveled out and is well away from the airport. It should be fastened around you again just prior to each landing. This is recommended both by Pennsylvania Airlines and by the Department of Commerce. Airplanes, on the ground, do not ride as smoothly as automobiles and even nowadays some airports are rough after rains. In very bumpy air, too, it is best to have your safety belt fastened, as you will feel the motion of the plane less.

By this time you have reached the end of the field, and the plane has stopped. Two of the engines are turning over slowly, but one is roaring at full throttle. After a moment, this engine slows down and one of the others begins "revving up". This does not mean that anything is wrong. Before taking off, the pilot always puts on the brakes and tests each engine separately at full throttle.

Having satisfied himself that the engines are in perfect running order, the pilot swings the nose of the plane into the wind, and gives it "the gun". As the plane picks up speed, the tail goes up and the ground drops away below you with no indication that you are in the air, save the cessation of the rumbling wheels over the runway.

For a moment you continue climbing gently in the direction of take-off, and then the pilot turns the plane toward its destination.

An airplane is handled in much the same fashion as a bicycle, so do not be concerned when, in turning, the airplane tips gently inwards, or "banks" as it is called, a normal maneuver and, in fact, the only way to make a perfect turn. An airplane must be banked when making a turn in order to prevent skidding. Do not try to balance the plane by climbing up on the high side but relax to the motion.

Once headed in the right direction, you will probably continue climbing for several minutes until you have gained the correct altitude. You may go high to avoid rough air or stay low to avoid a head wind, but you will usually be up about 2500 feet.

When you have reached what the pilot considers the best altitude, you will notice that after leveling the ship off he becomes very busy. First of all, you will see him start turning a crank. He is adjusting the stabilizer, which is the horizontal fin on the tail of the plane. The adjustment varies with the load of the plane. On the take-off the pilot purposely makes the plane nose heavy; on landing, he makes it tail heavy, but once set for level flight, your pilot will not alter the balance of the plane until he is about to land.

The next thing the pilot does is to throttle the engines down to cruising speed and synchronize them. The cruising speed, by the way, is the speed at which the engines will run most economically and efficiently, and is 85% of the high speed. Having throttled back the engines, the pilot begins synchronizing them. There is no need for concern over the occasional sharp "bur-r-r burr's" or the fact that one engine appears to be going faster than another. This usually happens when the pilot is feeling for the synchronization point. Correctly synchronized, the motors will settle down to a steady purr sounding like one engine, except in bumpy air when their speed may vary slightly owing to variations in the load placed upon them by the changing air currents.

By now, you will be accustomed to the air and have probably ventured a look down and been somewhat surprised to find that you have no sensation of height, dizziness or motion. This is because there are no perspective lines to the earth, and, consequently, no sensation of being on something with a large top and small base. The apparent immobility is due to the lack of nearby objects from which to gauge your speed. You are actually traveling well over 100 m.p.h., so there is no need to rush forward and tell the pilot to "make it go", as one lady voyager did.

If your ears are very sensitive to changes in atmospheric pressure, they will by now feel slightly clogged. This feeling is readily relieved by going through the motions of swallowing or blowing your nose with the nostrils pinched together.

If you are too warm, turn the black funnel above your window in such a way that it faces you. This is the ventilator and can be regulated by turning it at various angles.

Let us hope that you are not subject to airsickness. This complaint is quite rare, and is for the most part mental. The motion of the plane, which you can feel, is not the monotonous heave of a boat, and consequently has not the same effects. Bumps in the air are caused by up and down currents; hot air rising, cool air descending, or the wind striking hillsides below and being forced up. These bumps, which used to be called, erroneously, "air pockets" are nothing more than varying air currents and are quite normal. If it should happen that you are feeling squeamish, chewing gum is a most effective remedy, and you will find some in the pocket in front of your seat.

One more reassurance. The fact that the pilot keeps looking at the outboard engines from time to time does not signify trouble. Several instruments are located on these motors and the pilot is merely seeing that all is well. The frequent use of the radio also is quite customary as weather reports are sent every fifteen minutes from weather reporting stations along the route.

Just a word about the pilot . . . all Pennsylvania Airlines pilots are men of the very highest type and of vast experience in the flying line . . . men who are familiar with every inch of the route. To them the journey between Cleveland and Washington is as familiar as your backyard is to you. They know each field and house below and the route they take is always within reach of a landing place. At 2500 feet, you can land anywhere within a radius of four miles with all engines stopped, and eight miles, with two stopped. One engine dead does not necessitate landing.

Like the captain of an ocean liner, the pilot has gone through a thorough apprenticeship and is given wide discretionary powers. Once the plane has left the airport, the responsibility is his alone, and you may rely on his judgment with the utmost confidence. He knows his airplane and engines thoroughly and has a sound knowledge of radio and meteorology, and above all, he is absolutely reliable.

You will now find that there is little that is strange or unaccountable in flying until you approach the next stop. Here again you will experience something new.

The pilot will slow the engines down to idling speed and glide gently toward the airport. Having lost sufficient altitude, he will "rev up" the engines and circle the field, picking up the wind direction from the windsock on the top of the airport building. Then, after once more slowing the engines to idling speed and adjusting the stabilizer, he will glide in an easy bank to the leeward edge of the airport, head into the wind and set the plane gently down.