

**“TWA— The Building of an Airline,
as revealed in the private collection of co-founder
Paul Ernest Richter, Jr.”
1924 - 1949**



***“The Three Musketeers of Aviation”
Walt Hamilton, Jack Frye, Paul Richter***

Overview

TWA, The Airline Run by Flyers

The Real story 1924 - 1949

*Three young aviators with a common vision
become the founders of "Trans World Airlines"*



A Documentary

It was the 1920s, the "Golden Age of Aviation", a time when pilots flew through barns and walked on wings. In this age of barnstorming and daring feats, three young pilots- Paul Richter, Jack Frye and Walter Hamilton took a chance with their life savings and purchased an airplane for the purpose of starting their own flight school. Within a short time, that one airplane grew to an airline fleet that pioneered the first passenger route system throughout the Southwest and forged the framework for modern air travel. Known then as the "Three Musketeers of Aviation", these three young aviators with a common vision became better known as the founding fathers of Trans World Airlines.

Trans World Airline set the standards throughout "the Golden Age of Aviation". TWA was unique because TWA was founded by flyers. Jack Frye, Paul Richter and Walt Hamilton were visionaries of aviation; three men passionate about flying; always striving to reach for the impossible. From 1924 through 1947 their partnership and dedication to creating the best, established TWA as the leader in commercial aviation. This is the true story of the early years of TWA as told by Ruth Richter Holden, daughter of TWA founder Paul E. Richter Jr.

The material for the documentary comes from the original private collection of Paul Richter Jr., now owned by his daughter Ruth Richter Holden. Clearly one of the most extensive private collections of early American Aviation never before publicly displayed. Included are professional photographs, magazine articles, newspapers, awards, personal letters, 8 mm movies, and rare audio taped conversations between Paul Richter and Howard Hughes.

One of the most extensive
private collections of
early aviation history accumulated
by
Paul Ernest Richter Jr.
Co-founder of TWA

*Now owned by daughter
Ruth Richter Holden*

- 100's of Original Professional Photograph's
- 8mm Film never publicly viewed
- Rare Audio taped conversations with Howard Hughes
- World setting Aviation Record's
- Early Newspapers and Aviation Magazines
- Personal Letters about the formative years of TWA

**“TWA– The Building of an Airline,
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The Three Musketeers of Aviation

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left a legacy of flyers, culture and
reputation for safety, innovation,
putting the customer first.*



Paul Ernest Richter Jr.

1898-1949



"Give me enough power and I can fly a barn door"

Paul E. Richter Jr.

A true pioneer during the "Golden Age" of flying, Paul E. Richter played a decisive role in creating and building all aspects of commercial aviation and military air transport. From flight instructor to stunt pilot with Hollywood's famous 13 Black Cats to Trans World Airlines co-founder and Chief of Staff for the Navy Air Transportation Service during World War II, Richter soared high in his 53 short years.

A Colorado rancher turned visionary California pilot in the 1920's, Richter saw the endless opportunities for commercial aviation and made a career of staying ahead of the curve. He founded some of America's first airlines, flying schools and maintenance facilities. He promoted the skills of female flying students, created high school flying clubs and became one of the world's first Air Sheriffs.

Richter co-founded Aero Corporation of California and Standard Airlines in the 1920s. He co-founded Trans World Airlines through mergers and restructuring in the 1930s and led the growth of commercial aviation from regional to transcontinental to international operations in the 1940s.

With a reputation and passion for the advancement of ground and air safety through research, aircraft design, and technology, Richter spoke frequently on the subject and shared his company's knowledge with the aviation industry at large. Under his stewardship, T.W.A. made advancements in de-icing, studied electrical phenomena and the benefits of high-altitude flying, and implemented the "Homing" radio direction finder, the anti-range static radio finder, the written flight plan and navigation logs, air brakes or landing flaps, and automatic pilots.

Hundreds of newspaper and magazine articles covered his innovations and accomplishments—noting his two world altitude records, his numerous air race results, his expertise in running airlines, and his influential role as a decorated Navy Officer. The respect of his peers was reflected by his early induction into the exclusive Quiet Birdmen, and also in well-documented personal correspondence.

Richter was a loyal man of principle, integrity and creativity. He adored flying and its enormous potential and did everything in his power to further its development and innovation. In 1949 at the age of 53, Paul Richter died. His contribution to aviation will always be remembered.

William “Jack” Frye

1904-1959



His Motto, "Safety, passenger comfort and schedule"

William John Frye, known commonly as Jack Frye, had a major impact on the growth of commercial aviation in the United States during his 36 years in the industry. He made vital contributions to the industry's technological progress. Under Frye, Transcontinental and Western Air (T.W.A.) became a leader in high altitude research and fostered the development of a series of advanced transport aircraft. These included the DC-1, DC-2, the Boeing Stratoliner and Lockheed Constellation.

Frye was born on March 18th, 1904, near Sweetwater, Oklahoma, to William Henry and Nellie Cooley Frye. His mother died when he was eight years old, and he was raised by his father and grandparents on the family's 15,000-acre ranch in the Texas Panhandle near Wheeler. Frye dropped out of high school at age seventeen and spent a year in the Army Engineer Corps. In 1923 he moved to the Los Angeles area, where he worked as a dishwasher and soda jerk. To satisfy his interest in flying, Frye used his earnings to take lessons at a local airfield. Before the end of the year, he had borrowed money from his brother to buy a half interest in the Burdett Flying School, whose major asset was a single Curtiss Jenny.

In February 1926 Frye and two associates bought out Burdett Fuller, the original owner of the company and renamed it the Aero Corporation of California. Aero prospered as regional distributor for Eaglerock and Fokker aircraft. It also operated one of the finest flying schools in the country, operated charters, and developed a profitable maintenance business. On November 28th, 1927, Aero capitalized on the "Lindbergh boom" by forming a subsidiary named Standard Air Lines to begin a scheduled passenger and express service between Los Angeles and Tucson via Phoenix with a six passenger Fokker F-VII.

Frye often flew trips for the airline which extended service to El Paso in 1929. That year, Standard became the western link in an air-rail transcontinental schedule. Advertisement brochures described the flight as "the Fair Weather Route." If all went on schedule, the coast-to-coast trip would take in 43 hours and 40 minutes.

In May 1930, Frye and his associates sold Standard Air Line to Harris M. Hanshue of Western Air Express. Frye served in the merged companies as Vice-President for Operations. Before the year ended, Postmaster General Walter Folger Brown forced the merger of Western and Transcontinental Air Transport. Frye remained in charge of operations for the newly formed Transcontinental and Western Air.

Under Frye's direction T.W.A. inaugurated the first all-air transcontinental service on in 1930. Frye played a key role in the search for a replacement for T.W.A.'s Fokker transports, which had been removed from passenger service following an accident on in 1931. In August 1932 Frye wrote to the nation's leading aircraft manufacturers, outlining the specifications for an all-metal, three-engine transport that could carry 12 passengers at a cruising speed of 146 miles per hour over a distance of 1,060 miles. "This plane fully loaded," Frye stressed, "must make satisfactory take-offs under good control at any T.W.A. airport on any combination of two engines."

Only Donald Douglas responded to Frye's demanding requirements. The result was the DC-1, a two engine aircraft, capable of take off with a single engine in the event of an engine failure. In 1934, TWA made a dramatic demonstration of the capabilities of the impressive DC-1 in a record-breaking transcontinental flight. The production model, the 14-passenger DC-2, went into service with T.W.A. that same year.

Following a series of reorganizations caused by the Air Mail Act of 1934, which returned the airmail to private contractors, Frye was named president of T.W.A. on December 27th. In the short span of 11 years, Frye rose from a high school dropout and soda jerk to the youngest airlines president in history.

Despite limited financial resources, T.W.A. took the lead in exploring high-speed, high-altitude, all-weather flying. This work led to the development of the Boeing 307 Stratoliner, the first pressurized passenger transport introduced by T.W.A. in July 1940. In 1944 T.W.A. took delivery of the first Lockheed-049 Constellation. Frye and Hughes flew the triple-tail airliner from Burbank to Washington, D.C., in a record six hours and 58 minutes. T.W.A. gained considerable experience on international routes during the war years. Frye used the airline's wartime work to challenge Pan American's monopoly of overseas markets. In July 1945 the Civil Aeronautics Board granted T.W.A. the authority to fly to Europe, with onward rights to India. In August 1946, the airline received permission to fly across southern Asia to Shanghai.

Frye's own tenure with T.W.A. came to an end in February 1947 over an ongoing power struggle with Howard Hughes' chief assistant, Noah Dietrich. During that time Frye had been dealing with the temporary grounding of T.W.A.'s Lockheed Constellations, a pilots' strike, and the post war recession. The combination of these things gave Dietrich the ammunition that he needed to get rid of his hated rival. Frye resigned to avoid being fired.

Frye however landed on his feet. He became president of the General Aniline and Film Corporation at a salary that was four times what he had earned with T.W.A. In 1955 Frye resigned from General Aniline and formed his own company, The Frye Corporation, to develop a rugged tri-motored airplane for use in underdeveloped countries. The Northrop Company built a prototype, called the Pioneer, which Frye used to attract potential investors and customers. He raised \$2 million for the project, to which he added his own savings. He moved to Tucson, Arizona, and was planning a site for his factory when he was struck and killed by a drunk driver on February 3, 1959.

Walter “Ham” A. Hamilton

1902-1946



"Walt Hamilton can make a washing machine fly"

Paul E. Richter

Walter Hamilton was one of the founders the Aero Corporation of California and Standard Airlines and served both as Vice President of Mechanical Operations and continued in a comparable position with Trans World Airlines. Walt learned to fly in the early days of aviation in a Jenny and earned his Transport license the same time of his partners Paul Richter and Jack Frye.

In his career he flew many types and sizes of airplanes but his true love lied in his ability to make improvements to both automobile and aircraft engines. Walt was credited early in his mechanical career with perfecting the Duesenberg engine which, at the time, made it the fastest automobile in the world. Also a genius at tuning airplane engines, Walt made alterations to the engines of his partners Paul Richter and Jack Frye's aircraft that won numerous air races and set altitude records. Walt as vice-president and chief engineer of Aero Corp not only knew his planes but his maintenance shop was considered the "best in the west" and in 1929 employed 86 men. These men thought Walt, should sit in his mahogany-furnished office and do nothing more strenuous than push buttons and dictate letters. Walt however thought it more "fitting" he spend his time taking apart engines, delving into their intricate mechanical problems and getting covered with grease. The Pratt & Whitney engines that pulled the Standard Air Lines' planes from Los Angeles to El Paso, Texas, were the vice-president's special delight. "Upon his shoulders rest the responsibility for the safe performance of his company's planes." Paul Richter 1930.

Walt was an authority of both water and air-cooled engines and was known as the inventor of the DELCO dual ignition system for the OX5 engine. He was also noted for patenting many mechanical techniques that set the standard for efficiencies in aircraft maintenance procedures used in today's airlines. Walt both as an executive of Douglas Aircraft and later with T.W.A., aided in the construction of the first Douglas transports, the Boeing Stratoliner, and the Lockheed Constellation. Walt also contributed his genius to the war effort. During WWII, Captain Walter A. Hamilton served in the Naval Air Transport Service, NATS. His expertise in engineering, engines and aircraft were invaluable to the military.

Walt returned to TWA after WWII and rejoined until his untimely death in 1946 at age 44. Walt Hamilton was an aviation pioneer and a legend.

Ruth Richter Holden



*"Sky Pioneers...Not 'thrill-seekers', but visionaries in reach of the stars.
These men tested their machines and their mettle, their engines and their endurance.
As warriors of wind and weather, these men-in-machines searched and researched the sky"*
Ruth Richter
1934 -

Ruth Richter's favorite childhood memory was of sitting on her dad's lap in the cockpit of a DC3, her tiny hands gripping the control wheel dreaming as her father made adjustments to the engines roaring through the sky.

For certain, this was not an event that all children had the privilege to experience but her father was Paul E. Richter, Captain of the flight and co-founder of Trans World Airlines. Until her father's sudden death in 1949 she had not given much thought to how special her life was with her father. But his death changed that and many years later Ruth began a process of preserving the memory of her father and the lives of the men who helped him build T.W.A.

Over the years Ruth has amassed an extensive library of T.W.A. material, much of which was handed down from her father and some recently found in a barn long forgotten. In 2005, Ruth also purchased a 1937 Lockheed Electra. This award winning aircraft, known as the "Spirit of TWA" was flown by her father and owned by T.W.A. in the 1940s.

Trans World Airlines

1924 - 1947

“Three Musketeers of Aviation”

*Jack Frye, Paul Richter and Walt Hamilton
left a legacy of flyers, culture and
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1920's



1924 “ the Golden Age of Aviation”...

*"I canvassed every flying school from San Francisco to San Diego and then came upon the one operated by Fuller and Frye," **Richter** relates. "After I paid up I was turned over to Jack and he taught me to fly. I took Bon MacDougall, daredevil race driver and stunt man on my first solo. The crazy guy got out of the cockpit and went out on the wing. I was worried, but just kept flying. When we landed he offered me a job stunt flying for the movies."*

1924 Paul Richter, Jack Frye, Walt Hamilton

1924 Paul Richter, a Colorado rancher, set out for California with \$500 and a model T. His dream - to learn how to fly. His quest took him to Burdett Field, Inglewood, CA. where he met pilot and flight instructor Jack Frye. Immediately they became close friends. Soon Walt Hamilton, joined Richter and Frye. Walt was credited early in his mechanical career with perfecting the Duesenberg engine and also a genius at tuning airplane engines. This became a partnership that would change the history of aviation and a friendship that would last a lifetime. Aviation was the considered one of the last frontiers. "**The Three Musketeers of Aviation**", as they often referred to founded some of America's first airlines, flying schools and maintenance facilities. They developed the first DC1, the Stratoliner, first pressurized airplane, and the Constellation - the jewel of the skies.

The Three Musketeers founded Aero Corporation of California and Standard Airlines in the 1920s. They founded Trans World Airlines through mergers and restructuring in the 1930s and led the growth of commercial aviation from regional to transcontinental to international operations in the 1940s.

The Thirteen Black Cats 1924



During the early years of Hollywood, filmmakers decided to capitalize on the public's burgeoning interest in aviation and started to incorporate flight scenes into movies. Stunt pilots were essentially self-employed flyers. In 1924, three stuntmen, Ronald "Bon" MacDougall, Ken Nichols, and William Matlock joined forces and formed a stunt pilot's union that they called "The Black Cats" because of the black cat emblem on the side of MacDougall's plane. Ten more pilots would eventually join the group, making the organization the

"Thirteen Black Cats." The Black Cats were the first group to develop a set wage scale for aerial stunt work. Bon, Paul, and Jack were three of the earliest members of the group, all men did extensive Hollywood movie stunt flying. The group was founded in 1924 and existed for 5 years.

On behalf of the Thirteen Black Cats, Richter competed in a Dead-Stick landing contest against one of the best, Swede Olsen, to see who could land closest to a mark with a dead-motor. Richter apparently over-shot the mark, pulled up into a loop and landed up-side down on the mark. Unfortunately, the rules specified that you had to be right-side up to win.



1925

"Worked as a pilot, flight instructor and stunt pilot in Los Angeles at Burdett Field. "One of the few veterans of the barnstorming and stunt era who became an executive of a great airline."

*Airways,
The History of Commercial Aviation in the U.S. by Henry Ladd Smith, 1942*

"New Altitude Record Set by Noted Airman, Paul E. Richter Climbs 18,000 feet with 100 H.P. Plane. Birdman Climbs 18,000 Feet for Cup. New altitude record set at Santa Monica Clover Field."

*11-14-26
Santa Rosa Press Democrat*

1926

Aero Corporation of California

February of 1926 Frye, Richter and Hamilton decided to buy Burdett Fuller out and form Aero Corporation of California. Each of the three had something different to contribute--Frye had the vision of the future of aviation, Hamilton was the mechanical genius who could almost turn a washing machine into an airplane engine, and Richter had the stabilizing influence. The school was an immediate success, and Lindbergh had flown the Atlantic so students rushed to them in droves. They operated a flying school, a private plane sales agency, and a maintenance base. Sideline activities included performing acrobatics for Hollywood movies (the Thirteen Black Cats) crop dusting, and passenger hopping.



Richter became an instructor for the Standard Flying School at \$35 a week. Hamilton was head of the shop, known as the best in the Southwest and by 1929 he had 86 employees. Previously Hamilton perfected the Duesenberg engine, fastest of it's time.

Los Angeles Aerial Squadron

Sworn in as original members of the Los Angeles Aerial Squadron, established in 1926 to enforce the new Air Navigation Act passed into law that same year... still in operation today.

"Richter is known as one of the best pilots in the Southwest."

Western Flying, March 1926

- Paul Richter won the Civilian Sweepstakes Trophy and the Reginald Denny Trophy for first place in the Civilian Class 3 at the World Flight Commemoration Meet, September 26, at Clover Field. He flew an Alexander Eaglerock in the time of 100 minutes, 29 seconds.
- Paul Richter participated in aerial search for drowning victim off the coast of Santa Monica, one of the first such searches by plane.
- Nov. 7, 1926, At Clover Field, Santa Monica, Ca., Richter set a World Altitude Record, 18,000 ft. for planes 100 hp or less, in his "Eaglerock" with an OX-5 (Hisso) engine.

"The skill of the pilot and the performance of the ship were matters of common knowledge among folk who follow aeronautical affairs...No one expected a ship with a 90 HP motor to beat ships with engines delivering from 160 to 300 HP which Richter and the Eaglerock did".

Western Flying, Nov. 1926

1927 Standard Air



November 26, 1927, Jack Frye, Paul Richter and Walt Hamilton decided to start a passenger airline service. Standard Airlines, a subsidiary of Aero Corp., inaugurated a three-times-a-week schedule between LA and Phoenix-Tuscon. with three Jenny's and \$5,000 the "Three Musketeers of Aviation" purchased one Fokker F-7 Universal, which carried six passengers. The Three Musketeers had a firm belief there was a bright future flying passengers on a regular schedule. Jack Frye and Paul Richter flew the inaugural flights (two) each direction. Standard became one of the first scheduled airline operations in the country that didn't have a mail contract

but still showed a profit.

The flight to PHX took 3 hours and cost \$47.50, the leg to TUC was 1 hr. 25 min.. and cost \$12.50 with a 10% reduction for a round trip. There was sometimes a problem with the limited range of the Universal (or one's bladder) requiring a fuel or pit stop. About midway from LA to PHX along Highway 36 was a gas station. This was a one pump "oasis" with two remote outhouses. If auto traffic permitted, the landing or takeoff could be made on the highway, otherwise on a clearing in the desert, then taxi to the pump. A sign warned to beware of rattlesnakes.

- The Pioneer Line 1927, Paul Richter won the "Western Flying Trophy"; fastest time in a civilian plane at the World Flight Commemorative Races in LA, at Mines Field Lt. Richter also took 5 prizes for speed and efficiency at the;National Air Races thanks to marvel mechanic Walt "Ham"; Hamilton. Richter also took 5 prizes for speed and efficiency at the "National Air Races" in LA
- In 1927, Paul E. Richter, #1682, was inducted in "Quiet Birdmen", an exclusive group of international flyers, including Lindbergh, Coldwell, Jones, Stinson, Chamberlin, Springs, Schlee and Haldeman.
- Paul Richter flew New York to Los Angeles in a new "Fokker Universal". He participated in the 1st "Goodwill Air Tour", by the California Chamber of Commerce to dedicate Mills Field, San Francisco, May 1927.

- Paul Richter participated as an official of Aero Corporation of California in a trial over "Who Owns the Air?" – one of the first debates over air space on record
- Early cross-country flight – New York City to Los Angeles in Fokker Universal, December 1927.
- Began Aero Corp's passenger service from Los Angeles to Tucson in single engine Fokker planes; many flights were to shuttle the Hollywood celebrities to their homes in the desert.

1928

In early 1928 construction was completed with Aero Corp's maintenance hangar, a passenger station along with a diner, and 22 small hangars for rent plus outside tie down space. Aero Corps services are directly related: interest a man to take a ride, then teach him to fly; sell him a plane, then rent the storage space; maintain the plane and engine; if he decides to sell, act as the broker. Aero Corps' maintenance and engineering was considered the best and flying school was among the first to be accredited by the Department of Commerce and also ranked among the best.

The three Universals Aircraft were replaced by the modern "Super Universal" in mid-1928. These were powered by a 420 hp PAW "Wasp" engine and could cruise at 118 mph with 7 passengers (including one riding in the cockpit). The one way fare was reduced to \$30 LAX-PHX, \$10 PHX-TUC (10% discount rt) with ground transportation included.



The 1928 National Air Races were held in September at Los Angeles' Mines Field (site of LAX today). Aero Corp. had their team competing. Flying an Eaglerock, Frye placed 3rd in the Class A race from SFO to LAX. Also flying Eaglerock's in the Class B event from Oakland to LAX, Richter 8th. In the team relay event around a 40 mile closed course, Aero Corp's team won. For the year 1928 Standard Airlines carried 1003 passengers and 2,000 lbs of express. Total miles completed was 154,000.

- Paul Richter won 1st place in the 'cabin plane' for speed and efficiency at the opening dedication of "Hancock Field" in Santa Maria, CA., flying a Standard Airlines Wasp powered "Fokker

Super Universal", 3rd place in the free for all contest.

- Paul Richter spotted forest fire from the air and saves homes; and later develops contract with National Forest Service to patrol during forest fire season.
- Paul Richter, as General Manager of Standard Flying Schools, encourages women to learn to fly.

May 16, 1928, Transcontinental Air Transport (T. A. T.)

In the spring of 1928 four men: Clement M. Keys, President of Curtis-Wright Corp., who had recently launched National Air Transport (NAT); Chester W. Cuthell, chairman of the Air Law Committee of the American Bar Association, counsel for several aeronautical firms; Paul Henderson, former assistant postmaster general and Vice President of NAT; and Charles Lindbergh, met at New York's prestigious Engineers Club to form Transcontinental Air Transport (TAT), combining airplane and train routes to

span the continent in forty-eight hours. By 1929, William Atterbury and the Pennsylvania Railroad and William Benson Storey, President of the Santa Fe Railroad with its close ties to the Fred Harvey restaurant chain, were firmly committed to the air-rail experiment.

Coast to Coast in 48 Hours

July 7, 1929, inaugurated "48-hour coast-to-coast" service in a Ford Tri-motor. New York City to Los Angeles in 48 hours combining flying by day and train at night. Passengers two-day journey across the country, riding Pullman railway sleepers at night and flying Ford Tri-motors during the day. Famous aviator Charles Lindbergh sat on the Board of Directors and flew the line on the inaugural Coast to Coast. In New York a TAT plane on exhibition was christened by Amelia Earhart. Christenings also were held in Los Angeles with Mary Pickford and Gloria Swanson. Since these were prohibition days grape juice was used instead of Champagne.

TWA was the first to offer coast to coast service in two days. Charles Lindbergh was T.A.T's technical consultant and an advisor to T.W.A. for the next decade. T.A.T's airplanes were called the "*Lindbergh Line*". T.A.T. set new standards of flying comfort and amenities including gourmet meal services. October 8, 1929 T.A.T. passengers witnessed the first aerial motion picture in the history of aviation.

"Paul E. Richter Jr., VP and treasurer, "Although one of the youngest aeronautical executives in the United States, Paul E. Richter has had a varied career that has given him experience in four vastly different fields (advertising, farming, military, aviation). "Not only has he been active in the financial phase of the industry, but he has a splendid record as a flyer, having spent more than 2100 hours at the stick to his credit. He is one of the founders of the Aero Corp of California, operators of Standard Airlines."

*Standard Airlines Brochure
1929*

- In February 1929 Aero Corp's new passenger terminal was completed.
- February 4, daily service was inaugurated to El Paso via PHX, TUC and Douglas, AZ.
- March 30, 1929, Standard AL suffered its first (and only) fatal accident when pilot Del Everitt and three passengers were killed in the F-VIIA. The Los Angeles "Examiner" described this as Southern California's worst air disaster.
- August 4, 1929 a new terminal at El Paso was completed in time for a inauguration of F-10A service by Standard Airlines.
- September 1929, Frye and Richter set a new record of 23,200'.

Maddux Air Lines

1929 Transcontinental Air Transport merged with Maddux Air Lines, founded in 1927 by Jack L. Maddux.

1930's

Transcontinental and Western Air (T.W.A. is born)

October 25, 1930 Harris "Pop" Hanshue, President of Western Air Express and Transcontinental Air Transport merged. Harris M. Hanshue became the first president of Transcontinental & Western Air Inc. Jack Frye was now on WAE's Board of Directors, Vice President in Charge of Operations of TWA Inc. Paul Richter was West Coast Superintendent.

Most important in this merger was the coveted contract to carry the U.S. mail. Mail contracts supplemented passenger revenues and guaranteed the survivability of the early airlines.

- TWA was the leader in "Over-weather high altitude research," an industry 1st, T.W.A. propelled the airline industry far into the future.
- Paul Richter director of Hawaiian Airlines, Ltd., helped develop the new company.
- Elected to Board of Aircraft Finance Corp.
- Contracted with United Parcel Express to have Standard Airlines provide service to start United Air Parcel Express.
- Announced contract with Hamilton Maxwell for Aero Corp. to create aerial maps, photographs and surveys of Western U.S.
- Set new world altitude record with Jack Frye at 23,200 feet in stock commercial passenger plane - Fokker Tri-Motor, as reported in the LA Times and elsewhere.
- Introduced luxuries and comforts on Standard Airlines flights, including kitchen, radio, office, lounge, beauty salon

Who's Who at Aero Corp. Paul Richter. Vice President in Charge of Operations, Aero Corporation of California. "Paul Richter, known to all on the filed simply as "Paul," was one of the organizers of the Aero Corporation of California, and a pioneer of the air industry on the West Coast. The phenomenal growth of the air industry has also seen the step-by-step advancement of Mr. Richter, who has kept pace with the rapid progress of aviation, and is well informed on all new developments. Paul is recognized as one of the leading air executives of the country, and is a member of the Quiet Birdmen, one of the most exclusive aviation clubs in the world." "Quiet and to a measure reserved, Paul's personality makes him friends by the scores, and commands the respect and admiration of all with whom he comes in contact."

Windsock

1930

Oct 25, 1930

Inaugurated 36 hour coast to coast all-air service with overnight in Kansas City. The Fords flew the whole route, coast to coast. On Nov. 5 1932 even the over night was dropped Fords could now fly by day and night.

Hells Angels Film by Howard Hughes 1930

Paul Richter and Jack Frye met Howard Hughes was during filming of Hells Angels. The Thirteen Black Cats, Hollywoods aerial stunt pilots led by Bon MacDougall, Jack Frye and Paul Richter helped choreographed the famous aerial acrobatics. Paul Richter contracted with MGM to use Aero Corp.'s planes in the movies.

1931

- 1931 Harris (Pop) Hanshue resigns as President of T.W.A.
- TWA, moved to Kansas City where TWA headquarters was established there for a central location and maintenance base.
- August 6, 1931 TWA inaugurates the first air cargo service in the U.S. with a shipment of livestock from St. Louis to Newark.

Douglas DC-1, DC-2 and DC-3

Knute Rockne

The crash of a TWA Fokker F -10A (NC999E) (caused by the failure of a wooden wing spar- which showed signs of rot in the wing and wing ribs) killing Knute Rockne, resulted in all Fokkers being grounded.

TWA needed new all-metal planes. Boeing had developed a metal aircraft that could carry mail and ten passengers. It was Model 247. Jack Frye and Paul Richter approached Boeing trying to place an order for the new design. They were told that the first 70 airplanes would all go to United Airlines before any of the competition could own one of these planes.

1932

Jack Frye, Paul Richter, Walt Hamilton and Tommy Tomlinson, (pilot and engineer for TWA) decided to issue a specification for a new tri-motor airliner, with very stringent requirements. These included the demand that the aircraft should be able to take off at full load from any TWA-used airport with one engine out. August 2, 1932 TWA invited five companies to submit designs. Douglas submitted instead a design for a very modern twin-engined plane, more advanced than Boeing's 247. The result was the DC-1.



"from" Wings for Your Work, A Handbook for TWA personnel" In his book "the Grand Old Lady", Douglas said of TWA's request "it was the most important letter I ever received". The DC-1 was designed in 5 days.

At a cost of \$125,000 the Douglas DC-1 made its first flight July 1, 1933 and was delivered to TWA. After some testing, Jack Frye and Paul Richter flew it to Kansas City 1,450 miles averaging 205 mph. Only one DC-1 was ever manufactured and eventually was sold to Howard Hughes January 1936.

As with the DC-1, DC-2, Boeing "Stratoliner" and DC-4, Paul Richter was instrumental in the development of the "Constellation", the forerunner of all modern airliners.

1934

Mail contracts



On Feb. 9, 1934, FDR cancelled all mail contracts nearly destroying the airlines and bringing death to inexperienced Army Air Corpman designated to fly the mail. June 1934 was the last Army Air Corps mail flights due to many airmen that lost their lives. They lacked the night flying skills of the civilians. TWA regained their mail contracts.

DC-2

Following the DC-1 was the DC-2. Longer and greatly improved the inaugural was May 14, 1934 and it went into service one week later. TWA was at the front. Within

two weeks the DC-2 broke its own speed record four times, there was nothing in the skies that could match it for speed and comfort.

August 1, 1934 three transcontinental round trips per day were scheduled. The new service was advertised as "The Sky Chief", TWA's coast to coast in 16 hours via 200 mph luxury airliner. TWA's passenger load factors skyrocketed. The TWA-Douglas team had the lead in air transport.



Dec. 27, 1934, President & Vice President TWA Inc.

Jack Frye, at the age of 30, elected President of TWA December 1934. Paul Richter, elected Vice President of TWA Operations December 1934. As licensed pilots, they made sure that TWA was at the forefront of modern technological advances, piloting the single DC-1 that Douglas built.

1935

1935 Tommy Tomlinson along with Jack Frye and Paul Richter began to design the first pressurized four-engine transport that could fly above the weather. Tomlinson became Chief Engineer of TWA in 1936.

- December 6, 1935 TWA first Hostess class graduated at Kansas City, Missouri.

High Altitude flying

Weather was one of the airline's biggest problems. Until 1935 airlines flew 12,000 feet and under. Starting with the DC-1, TWA fitted the engines with superchargers that enabled the plane to cruise at 20,000 feet. The crew used oxygen provided by liquid oxygen containers.

Douglas Aircraft Company, stretched the fuselage of the DC-2, to make room for the berths an increased passenger capacity from 14 to 21. Passengers could now fly coast to coast, and at night in complete comfort in Pullman berths .

1936

"Richter headed a group to Boeing to design the model 307, the "Stratoliner". "The flat-bellied "Stratoliner" rendered obsolete the Flying Boat."

TWA Skyliner

1937

Conquistadores del Cielo



Conquistadores del Cielo, a private "men's club," founded for the purpose of gathering corporate leaders in an informal setting, at dude ranches in the west and annual meetings in NY...men building partnerships, global industries, friendships, and camaraderie.

1938

- Paul Richter, one of six officials of four major airlines operating out of Los Angeles who conferred with Mayor Frank L. Shaw and City Engineer Lloyd Aldrich on plans to make the Municipal Airport at Inglewood a base for all transport operations. (the future LAX).

1939

Howard Hughes

Howard Hughes invests money into TWA. Howard's love was aircraft and the "Constellation". Not until late 1946 with his controlling interest did Hughes decide to be impose himself in management issues for the first time in his life.

- The "Lindbergh Line" legend vanished from TWA's fleet during 1939
- June 1939 Walt Hamilton resigns from TWA.

1940's

1940

Stratoliners - The first all pressurized airplanes.

The first all pressurized cabins for passengers. Flying at 20,000 or higher, scheduled flights could fly in clear skies 95% of the time. As a result of TWA's experiments with high altitude flying Boeing developed the Stratoliners. TWA ordered five in February 1937. TWA took delivery of the first commercial Stratoliner at 8:20 on May 6, 1940. Designed to cruise at between 15,000 and 20,000 feet, the 307 would fly above most of the turbulent weather. The A/C would maintain cabin pressure at 8,000 feet.



TWA launched coast to coast Stratoliner service on July 8, 1940. With 15 passengers, mainly Hollywood movie stars and film executives including Tyrone Power and Paulette Goddard. For a year and a half TWA's Stratoliners were the undisputed queens of US domestic skies. But December 1941 Japanese attack on Pearl Harbor changed everything.

TWA's five Boeing Stratoliners went to war and were used by military in WWII. They were flown all over the world by TWA crews. Only 10 Stratoliners were ever manufactured. Today only one is in existence and this plane can be seen in Washington DC at the Smithsonian Air Museum.

Paul Richter Accomplishments

- Some of the improvements pioneered while Richter held a key executive post are the Douglas Transports, Boeing Stratoliner, the "homing" radio direction finder and anti-range static radio antenna, de-icers, the written flight plan and navigation log, air brakes or landing flaps, automatic pilots and many other revolutionary improvements.

Lockheed 12A Electra



1940 TWA purchased the Lockheed 12A Electra Jr. from Bob Six, President of Continental Airlines. Never used as a passenger plane, the Electra Jr. was used for research and development. Elimination of static electricity, and de-icing systems still used today. Many famous flyers and celebrities flew in the L12A including Chuck Yeager, Howard Hughes, and Bette Davis.

WWII

TWA's facilities were offered to help the Army train its airmen. TWA established a special school in Albuquerque, New Mexico where ferry crews could be given advance training in the operation of twin and four engine bombers. The instruction was given by flight crews who had acquired "know-how" in flying four engine Boeing Stratoliners and over TWA passenger routes. By the time the Army Air Corps took over training, more than 1100 men had been trained for flight assignments. TWA trained pilots in navigation, and meteorology. TWA also trained pilots to fly the four engine B-24's and B-17's.

Richter tested and piloted all of TWA aircraft, including the Northrop Alpha and Gamma. He flew all the Navy aircraft in the reserves and during WWII.

1940 TWA offers the first-ever in-flight audio entertainment, providing individual receivers to passengers to listen to commercial radio programs.

Constellation



Designed by Jack Frye, Paul Richter, Tommy Tomlinson and Howard Hughes, construction by Lockheed on the Constellation started in the beginning of 1940 under heavy secrecy. Lockheed Constellation: a range of about 3000 miles at over 300 mph with 4 Wright Cyclone 18 cylinder radial engines. Each engine was able to propel the plane at an elevation of up to 25,000 feet. Passenger load was to be 57, with non-stop hops coast-to-coast in about 8 and 1/2 hours cruising above all inclement weather. This was the first plane in the world that could support transatlantic service. The plane was rolled out of the factory on December 1942, first flight by January 9, 1943.

The United States Government, under war time requisitions was to take possession of this Constellation and all others produced for the duration of the war. Thus the plane was painted in wartime camouflage. When the plane saw the first light of day in Burbank, CA. TWA, along with Lockheed had succeeded in creating a masterpiece of aircraft design.

The first commercial plane was finished in early 1944. The first test by TWA was to be from Burbank to Las Vegas, on Sunday April 16, 1944. On April 17th @ 3:56 a.m., the plane with its 4 powerful engines roaring, lifted off from Burbank Airport into aviation history! The mighty plane climbed out of the sleeping L.A. basin and skywards toward Needles, California. From there a straight line to D.C. The world's fastest commercial airliner cruised at 15,000 feet.

The plane circled Washington National Airport and swooped in with a picture perfect touchdown amid waiting crowds of military leaders, reporters, and proud United States citizens! The 2,400 mile world famous flight was over, having been accomplished in 6 hours and 58 minutes! Military leaders were a-buzz with annoyance that the plane had been dressed out in blatant TWA colors. The plane was then turned over to the United States Military for the War effort. Even fighter planes of the time couldn't match the Connie's top speed of 340 miles per hour.

Production of the Constellation went into high gear during World War II in its initial military configuration, the C-69. In 1945, the Constellation, or the Connie as it affectionately became known, began its commercial passenger service with TWA. The Constellation was the first airliner able to fly nonstop coast to coast. It could carry 54 passengers, travel a distance of 3,000 miles, and cruise at 280 miles per hour. The Constellation's pressurized cabin allowed it to fly at an unheard of 20,000 feet. At that height, the plane could fly above most turbulence, offering passengers a more comfortable flying experience.

Paul Richter, 1st to fly the “Connie” as a TWA aircraft. 1st flight... from the Lockheed plant in Burbank, CA. for delivery to TWA in Las Vegas ...

according to Ona Gieschen, TWA historian

1941

The International division of TWA was created December 1941 with the signing of a government contract. Under this contract TWA was directed to hire and train all personnel, procure the necessary facilities, materials, and supplies to provide air service on the world-wide basis. This was the beginning of the first transoceanic flying for the Air Transport Command by a domestic airline.

1942

Shortly after Pearl Harbor, TWA received another assignment, President Jack Frye signed a contract turning the Boeing Stratoliners over to the U.S. Government wherever the Army directed. Within eight weeks flight and ground crews had been trained, and February 26, 1942, the first flight was winging its way to Egypt. In the ensuing eighteen months more than 1,000 Trans-Atlantic crossings were completed by TWA crews under the Army's Air Transport Command. The small fleet of Boeing Stratoliners were joined by planes with greater load-carrying capacities. TWA crews, wearing the Air Transport Command uniform, were charged with flying presidents, kings, queens, ambassadors, admirals, and generals of the Allied Nations. TWA also carried the sick and wounded, and hundreds of tons of critically needed materials and supplies.

Operating cargo planes in North American service for the ATC was another wartime assignment of TWA. In Kansas City, New York, and Los Angeles, special courses under the direction of the Army were conducted by TWA. February 26, 1942 the first flight took off from Kansas City for Cairo, Egypt. The first Intercontinental Division flight was not only historical but was record-breaking, completed in 17 days.

Planes were flown exclusively by celestial navigation, and radio was used only for direction finding purposes, reporting locations. Avoiding using the radio was important because the enemy was constantly monitoring the airwaves.

July 1942 heavy personnel and equipment was moved to the Greenlease building in Kansas City. This was the beginning of a school operated by TWA to train mechanics for the Army Air Forces.

One of the most historic flights was the one which carried President Franklin Roosevelt to meet Prime Minister Winston Churchill at the "Unconditional Surrender" Conference at Casablanca and later that same year the "Big Three" Conference at Teheran. On part of the Casablanca trip, General Dwight D. Eisenhower rode in the copilots seat.

1942 to 1945

- January 1943 Paul Richter, executive Vice President and Director of TWA was called to active duty for assignment in the Naval Air Transport Service. Paul Richter, a Lt. Commander and Assistant Chief of Staff, Naval Air Transport Service, Promoted to Captain and Chief of Staff, Operations NATS establishes an airline for the United States during WW II. Based in Washington DC and in Oakland, CA., applying his air transport skills to the war effort, Richter was instrumental in the establishment and development of NATS, to transport troops and equipment throughout the world. While simultaneously establishing airbases, Richter was responsible for operations world wide, the Pacific, Caribbean, Europe and the Middle East.

November-December 1944 and received a citation from Secretary of the Navy, James Forrestal and Adolf A. Berle, Department of State...Dec.7, 1944

"I'm sure the results will be beneficial not only to Aviation of the U.S but to Aviation of the world; and you should have every reason to be satisfied with your contributions to that end".

Adolf A. Berle, Department of State...Dec.7,1944

July 1943 TWA along with 15 other domestic airlines, issued a "Declaration of Policy" on international air transportation. The policy urged our government to allow the domestic airlines to extend their post-war operations beyond the continental limits of the United States.

1944

June 1944 TWA applied to the Civil Aeronautics Board for authority to fly around the world.



1945

July 5, 1945 CAB grants TWA certification to fly from the US to Bombay (east bound)

(WWII ends Sept. 2, 1945)

July 5, 1945, The CAB authorized TWA to operate international routes to Cairo and Ceylon. The CAB gave TWA the right to operate two foreign routes with a connecting segments. Operating from the terminal points of Boston, Chicago, Detroit, New York, Philadelphia, and Washington, the airline was authorized to fly to Newfoundland, then on to Eire, France, Switzerland, Italy, Greece, Egypt, Palestine. Trans Jordan, Iraq, Saudi Arabia, Yemen, Oman, India and Ceylon. The second route branching off at Newfoundland would extend to Portugal, Algeria, Tunisia, Libya, and Egypt, connecting route from Portugal to Spain and Italy.

TWA dispatched the first commercial transport to fly overseas with TWA colors and new markings: **TRANS WORLD AIRLINES**. The technical mission was a survey party to establish the new international routes. A new era in air transportation was inaugurated on December 3, 1945, when a TWA Constellation took off from Washington National Airport and headed for Paris, France. The Constellation was officially christened the "Paris Sky Chief". The flight was 14 hours 48 minutes with a brief stop in Gander, Newfoundland and Shannon, Ireland. The 7,680 mile round trip was completed December 9 - in record breaking time. This was a test flight for TWA's new international operation.

- Paul Richter returned to TWA in November 1945 as Executive Vice President and director of the board, where he oversaw the company's expanded organization including both transcontinental and international operations.

Dec. The "Three Musketeers" are reunited as Walt Hamilton rejoins Richter and Frye at TWA.

1946

TWA's most prized target was the transcontinental route, a route that American Airlines, TWA, and United battled over for a decade. TWA was the most aggressive in its business strategy. The airline put the new and modern Lockheed Constellation into service from New York to Los Angeles on March 1, 1946. Although United also introduced transcontinental service on the same day with its DC-4 aircraft, TWA came out the winner since the Constellation was much superior to the DC-4.

February 5, 1946

TWA Constellation "Star of Paris" took off from La Guardia Airport on the first leg of a history-making flight to Paris. It marked the first commercial air service between the United States and France. Flyingtime was 16 hours, 21 minutes. Soon TWA was operating eight flights a week between the U.S. Shannon and France. Within a year TWA had pioneered new routes to Bombay. March 31, 1946 Inauguration of TWA's international service to Rome, Athens and Cairo.

March 28



Death has brought the first break in the ranks of the "Three Musketeers," who in 1926 established Aero Corporation of California, which was to become T.W.A. Walter (Ham) Hamilton, 44, who only last November returned to the company as a special assistant to Executive Vice President Paul Richter, succumbed March 28, in Research Hospital, Kansas City, to a kidney infection.

Domestically all commercial airlines in the U.S. suffered financially in the period immediately following WWII. Large investments were required in modernized fleets of planes. Costs and competition increased in passenger and cargo markets. TWA's costs were higher than those of other domestic airlines because of their gigantic new overseas expansion.

Fate dealt TWA two harsh blows

1. Constellation fleet was grounded by the CAB for modification
2. Pilots went on strike.

Paul Richter negotiated the first pilot's strike on behalf of TWA, when TWA pilots went on strike for three weeks. The process was particularly challenging for him since he was a pilot, TWA was "the airline run by flyers" and there had never before been a line drawn at the company between pilots and management. Earned the respect of many in the industry, including pilots, through his tough negotiations with controversial union leader Dave Behncke. Received a standing ovation when he refused to shake Behncke's hand at the signing of the strike settlement.

TWA Board of Directors and Howard Hughes

December 1946 Howard Hughes, through his Hughes Tool Company, takes control of TWA. Hughes now has control of the TWA BOD.

1947

January Jack Frye resigns.

Frye Explains Resignation

"I have decided that I will not stand for re-election as president of TWA or as a member of its board of directors. I have arrived at this decision because I am not in agreement with the policies of the controlling stockholder with respect to the financing of TWA and the operation of its world-wide routes. The foundation of a transportation system is its routes. The TWA routes are now second to none among the world's commercial airlines. TWA is potentially one of the most profitable of the world's airlines and it should provide good futures for you who are TWA."

Paul Richter Resigns

"The Three Musketeers of Aviation"...

From a one plane operation in 1927 to a world airline in 1947. Paul Richter continued to managed TWA after Jack's resignation in February 1947. Only two aviation executives, Richter and Collings remained on the Hughes board. Paul was offered the Presidency by Howard Hughes and TWA Board of Directors. But Richter resigned in April 1947.

"Paul Richter, who helped put TWA on the air map, quit as TWA's executive vice president with some harsh words: "I cannot agree with the policies, the programs, or the procedures proposed by the controlling stockholder". Time Magazine 4-15-1947

Mr. Noah Dietrich
Kansas City, Mo.

Mr. Paul E. Richter
800 Fairfax Building
Kansas City
April 10, 1947

PERSONAL

Dear Noah:

As I relinquish my responsibility as Executive Vice President of TWA, I have a few thoughts that I would like to pass on to you in the interest of the preservation of the business and its people. Believe me, these remarks are most sincere, without the least rancor on my part.

From what I have seen, you fellows do not realize that there is a lot of sentiment and emotion in this business. Actually, most people in it aren't working for money. Most of them could get a lot more money someplace else. Consequently, if they start getting kicked around, the organization is immediately in a lot of trouble.

I think you know considerable about money matters, but I believe you are deficient in knowing how to get results from human beings. Neither do I believe that you know how to administer the airline business.

I agree one hundred per cent with a budget and economy program. So, I am sure, does everybody else in this outfit. But I do believe you should let the organization help in the development of that program and the accomplishment of it, rather than jamming something down their throats, by which procedure you immediately block the effectiveness of the program.

In the long run, you are either going to have to personally and directly manage the company, or you will need to get a management set-up, and let them run the business under broad policy directive only.

This is a very fragile business, and won't stand much tinkering. Its only worthwhile assets and its only earning power rest in three major items. The first is its certificated routes. The second is public good will. The third, and very important, is its employees. The first can easily be depleted, handed to someone else, or cancelled by government action. The second can readily be lost by unsound policies. The way things are going now, you stand to lose a substantial part of the third, because you have a fine group of highly trained specialists in this company, whose judgement and experience are being completely ignored.

I want to see TWA continue to progress to its goal of being a profitable enterprise, rendering a worthwhile and important service to the public and the government. That is the only reason I have dictated the foregoing remarks.

Sincerely,

Paul E. Richter

Paul Ernest Richter Jr.

1896 - 1949

Biography



Paul Ernest Richter Jr.

1896 - 1949

Paul E. Richter, Jr., Aviation Pioneer, Co-Founder, TWA

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A true pioneer during the "Golden Age" of flying, Paul E. Richter played a decisive role in creating and building all aspects of commercial aviation and military air transport. From stunt pilot with Hollywood's famous Thirteen Black Cats to flight instructor to TWA co-founder and NATS Chief of Staff, Operations during World War II, Richter soared high in his 53 short years.

Born: January 20, 1896, Paul Ernest Richter, Jr., Denver, Colorado, to Margaret and Paul E. Richter, Sr.

Died: May 15, 1949, Berkeley, California

Childhood: Early years through high school in Denver, Colorado, Graduated Manual (Training) High in 1913, and subsequently moved to and managed the family ranch in Wiggins (Morgan County), Colorado.

College: Colorado State College of Agriculture and Mechanical Arts (now Colorado State University), 1914-15

Family: Married Daisy Cooke Richter, 1926, d. 1998, son, Paul E. Richter, b. 1930, d. 1998, daughter, Ruth Richter Holden, b. 1934

Pre-flying Career: In the early 1920's, tried his hand at ranching during the start of the "Dust Bowl," spent time as a "cub" reporter for the Denver Post, and worked in his father's advertising business, but heard the call of flying and saw a future in aviation.

25-year Aviation Career: Earned Pilot's License #309 and Air Transport License #501. Began as Pilot and Flight Instructor, Burdett Field, Los Angeles, CA, 1925-26. One of first Air Sheriffs in the world when sworn in by LA County Sheriff Dept., 1926. Air Race Ace and Winner as well as double altitude record holder, 1925-29. Charter Member, "Thirteen Black Cats" Hollywood stunt flying group, 1925-29.

Aircraft Flown by Richter Included: Jenny (JN4D, JHN), Thomas-Morse, OX-5 Eaglerock, OX-5 Standard, J-5 Eaglerock, OX Thunderbird, J4 and J5 Fokker Universal, Wasp Fokker Universal, Kinner Fleet, Hornet Fokker F-VII, Wasp Fokker F-10 Tri-motor, Daris, Monocoach, Fokker F-10-A, Northrup Alpha, Stearman J5, Ford 4 & 5AT, Fokker F-14, Lockheed Vega, Fleetster (Hornet), Northrup Alpha (Wasp), Lockheed Orion, Douglas DC-1, Northrup Gamma (Cyclone F-3), Douglas DC-2 (Cyclone F-3), DC-3, DC-4, Lockheed Electra -12A, Stratoliner, Boeing 307, Constellation, all multi-engine military air transport planes and all commercial planes thru 1949.

Aero Corporation of California: Co-Founder with Jack Frye and Walter Hamilton, Aero Corporation of California (managed nationally certified flight schools, nationally accredited maintenance and repair facility, aeronautical design, sight-seeing flights, cross-country charter services), 1926. Vice President and General Manager of Aero Corporation and General Manager of Standard Flying School, 1926-30.

Standard Airlines/TWA: Co-Founder with **Jack Frye** of Standard Airlines, which became TWA (Standard Airlines merged with Western Air Express in 1930 and later Transcontinental Air Transport to become Transcontinental & Western Air in 1930), 1927. Vice President, General Manager and Pilot, Standard Airlines, 1928-30.

Hawaiian Airways Ltd.: Founding Director, 1929

TWA: Transcontinental & Western Air: TWA Western Regional Operations Manager, 1931-34. TWA Vice President of Operations and Director, 1934-38. TWA Executive Vice President and Director, 1938-43. Richter and Jack Frye regain control of TWA stock, 1939. Returned as TWA Executive Vice President, 1945-47. Resigned from TWA in 1947 (three months after Jack Frye left) in dispute with then controlling stockholder, Howard Hughes.

T.A.C.A.: Became Chairman and President of T.A.C.A. Airways of Central and South America, 1947-49.

Military Career:

Army: Joined the Army in 1918 during World War I as a Private, 37th Field Artillery, Camp Lewis, WA. Was literally on the dock waiting to transfer into the air corps when war ended. Graduated Field Artillery Officers Training School at Camp Zachary, KY, 1919. Commissioned Second Lieutenant, US Army Field Artillery Reserve, 1919-34.

Naval Air Transport Service: Reported to Active Duty during WWII, as Lieutenant Commander and Assistant Chief of Staff, Naval Air Transport Service, 1942. Promoted to Captain and Chief of Staff of Operations, Naval Air Transport Service, 1944. Head of the U.S. delegation International Civil Aviation Conference, Chicago, Nov-Dec. 1944; received accommodation from Secretary of the Navy James Forrestal and Adolf A. Berle, Jr. Dept. of State for his conference work. Released from active duty, November 1945. Honored with the Legion of Merit, 1946 for his instrumental role in NATS. Served on active duty, March 1948, to establish Military Air Transport through the combining of the Naval Air Transport Service and Air Transport Command

Military Medals: Legion of Merit and Letter of Commendation for work with NATS; Naval Reserve Medal, American Campaign Medal, World War II Victory Medal.

Aviation and Business Memberships and Affiliations: Quiet Birdmen (inducted 1927); Co-founder and later president, Conquistadores del Cielo; Associate Fellow, Institute of Aeronautical Sciences; Pacific Aviation Club; Reserve Officers Association; American Legion – Aviation Post; The Wings Club, Inc.; Silver Wings; Associate member, Alpha Eta Rho international aviation fraternity; Professional Pilots Association; National Aeronautical (Aviation) Association; N.A.P.A.; LA Chamber of Commerce – Aviation Committee; VP/Director of Aviation, KC Chamber of Commerce; VP/Director, New Mexico Airport Corporation; Albuquerque Chamber of Commerce; Companion of the Military Order of the World Wars; Biographical Encyclopedia of the World - under Business Leaders of America, 1939 -, Who's Who in American Aviation, 1939 -, Who's Who in the Western Hemisphere, 1942 -, Who's Who in Transportation & Communication, 1942 -, Who's Who in Commerce & Industry; Kansas City Club; Kansas City Country Club; Indian Hills Country Club, Poor's Register-Top Ranking American Business People, 1948-1949, Noted in "A Chronicle of the Aviation Industry of America," 1948.

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