WELCOME ABOARD

AA AMERICAN AIRLINES

FIRST WITH JETS ACROSS THE U. S. A.

SOMETHING SPECIAL YOU'D LIKE TO KNOW

before reading this booklet through? Just check the Table of Contents on the opposite page. If you don't find the information you're after, push the button overhead to call your stewardess. You'll find her well-informed and eager to help.

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GOOD TO HAVE YOU WITH US!

New friend or old, we're happy to welcome you aboard. We hope this booklet adds to the pleasure of your trip on American Airlines.

You may be flying in one of American's Jet Flagships. But whether this is the case or not, there are many interesting things you will want to know about jet aircraft, jet flight — and other types of planes as well. Knowing these things adds to travel fun — adds to your appreciation of this magic mode of transportation, too.

Because we've tried to anticipate most of your questions about modern air travel on the following pages, you'll probably want to read this booklet right through during your flight. But if you shouldn't find the time — or want to save your copy — by all means take it with you.

FOR YOUR INFORMATION

WHAT IS A "FLAGSHIP"?

"Flagship" is an honored name in aviation. It stands for the leadership that is American Airlines.

Both first-class and aircoach service are provided on American's Flagships. Service on the Mercury, Captain's Flagship and regular Flagship flights is First Class. Aircoach service is available on our famous Royal Coachman and regular Aircoach flights.

Whether you choose a First Class or Aircoach flight, there's no difference in the plane itself, in the crew, in maintenance, and in flight operations. Whenever you fly American's Flagships you can be sure of the same high level of safe, dependable air transportation enjoyed annually by more than eight million passengers who fly with us to more than 76 of the nation's major cities as well as to Canada and Mexico.

Why, then, is there a difference in fare? The answer is simply that low-cost Aircoach service has been made possible by eliminating several extra features of de luxe Flagship travel as well as reducing lounge space to allow for more seats.

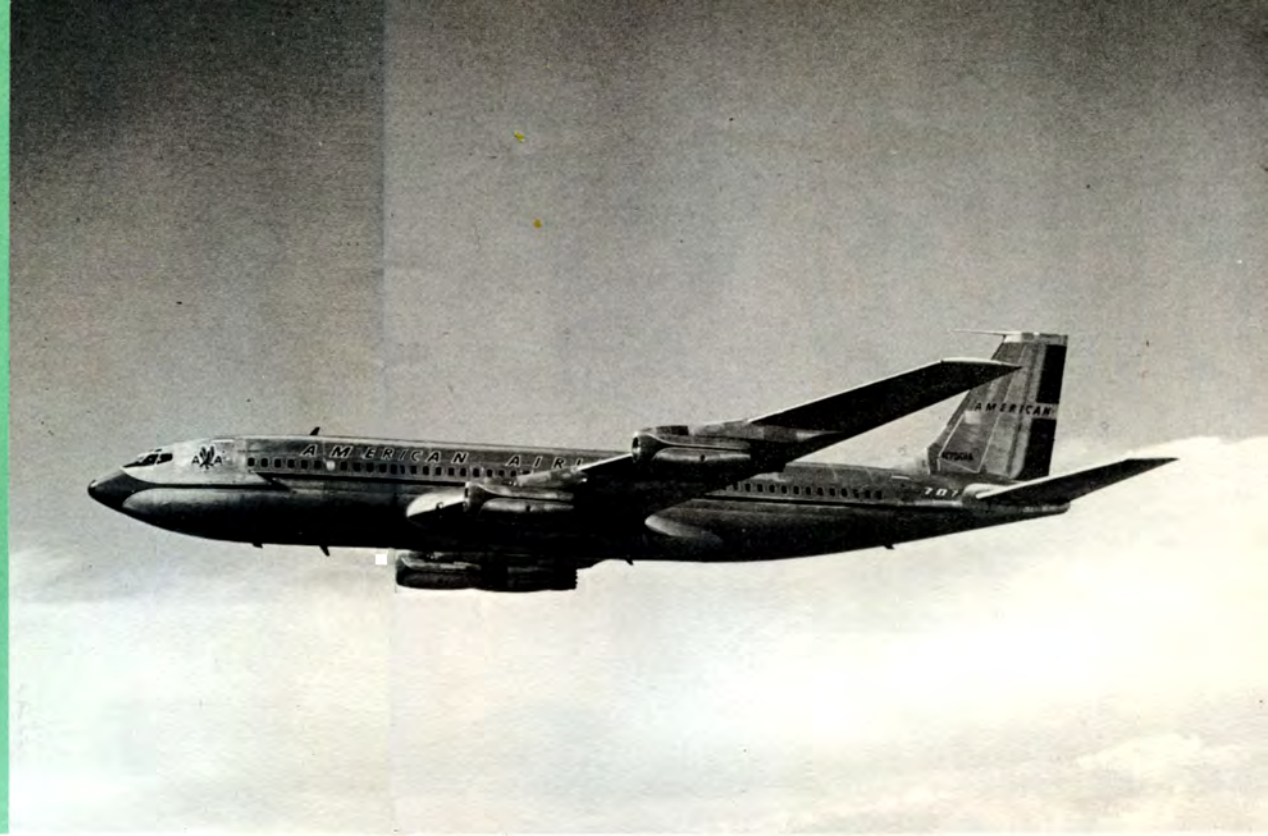
Many of these cities are now linked by American's incomparable fleet of Jet Flagships — and more will constantly be receiving this service as America's Jet Era comes into its own.

American launched the nation's Jet Age with the first domestic transcontinental commercial jet flight in January, 1959. And with that flight, American took a major step forward in the expansion of its passenger service — a service renowned for speed, safety, comfort, dependability, and the utmost in luxury aloft.

"Passengers Are People"... Our Creed

You may be interested in the creed that has served to guide every member of the American Airlines team all down the years since our President, Mr. C. R. Smith wrote it:

> *"Passengers have confidence in American, otherwise they would not be traveling with us. Passengers have interest, for airplanes and airmen and air transportation are interesting. Passengers have intelligence, for it is the intelligent, progressive people who use air transportation.*
>
> *"Passengers are people. If any difficulty arises which may affect or delay the passengers, treat them as intelligent, interested, friendly people. Tell them the truth in an understandable, friendly non-technical manner. They will understand and appreciate your consideration and the information you give to them."*



FLIGHT BY 707 JET FLAGSHIP

Giant of the Airways . . . Greatest in Size and Performance, Too

If you have just boarded one of American's 707 Jet Flagships for the first time, you're probably still somewhat awed by its majestic proportions.

This Boeing-built plane measures 144 feet in length — almost half as long as a football field. It has a wing spread of 130 feet, a tail 38 feet high above the ground. Roomy reclining chairs offer generous space for more than 100 passengers in a cabin longer, wider, more elegant than any previously known.

The 707 is as impressive in performance as in size. Four Pratt & Whitney pure-jet engines enable it to cruise effortlessly, ticking off a mile about every six seconds. It can fly more than 2,600 miles nonstop, with ample reserve fuel for any situation.

The Boeing 707 Jet is the *most thoroughly proven plane ever to enter airline service.* The prototype 707 first flew in 1954, was in continuous operation over four years before 707's went into airline service. This rigorous test program, extended over a million air miles, demonstrated the superiority and mechanical perfection of this great jetliner under every conceivable condition.

Thanks to the 707 Jet Flagship, once-distant cities are fast becoming neighbors. And as the world grows smaller, *your* world grows larger. Places that once were too far away to visit are now just hours from your home. You can board a 707 Jet Flagship in Los Angeles, for example, and be in New York just 4½ hours later.

Getting There — Truly a Real Pleasure Now

American's Jet Flagships feature a new standard of serene, quiet comfort in spacious surroundings, too. Roomier reclining chairs in a wide cabin that offers more space, more window area per passenger. Full-time air-conditioning on the ground as well as in the air, ingenious lighting innovations and speakers for music.

The First Class "Mercury" and economical "Royal Coachman" services are offered in separate cabin sections on every flight. Stewardesses, trained in the American tradition, please you with the finest meal service aloft . . . and you can top it all off with fresh coffee brewed aboard.

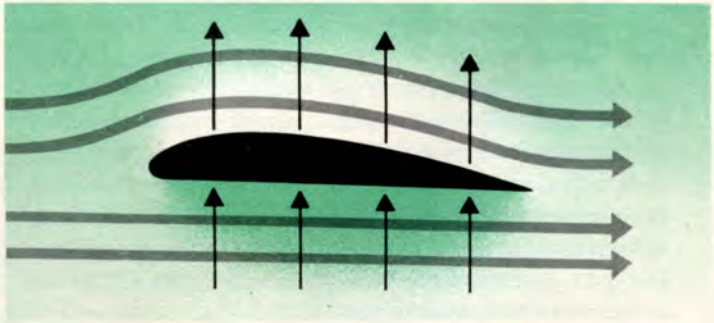
At your destination terminal, you'll find the advantages of jet travel extend to ground service as well: thanks to American's Jet Flagships' new Baggage Expediter system, you'll be able to claim your bags and be on your way sooner than ever before.

Secret of the Swift New Jets:
HERE'S WHAT MAKES THEM FLY

Giving You — and Your Plane — a Lift

If air travel is new to you, you're probably not familiar with the shape called an "*airfoil.*" This is a basic part of the design of all aircraft — the cross-section of your plane's most important parts — wings, vertical and horizontal tail surfaces.

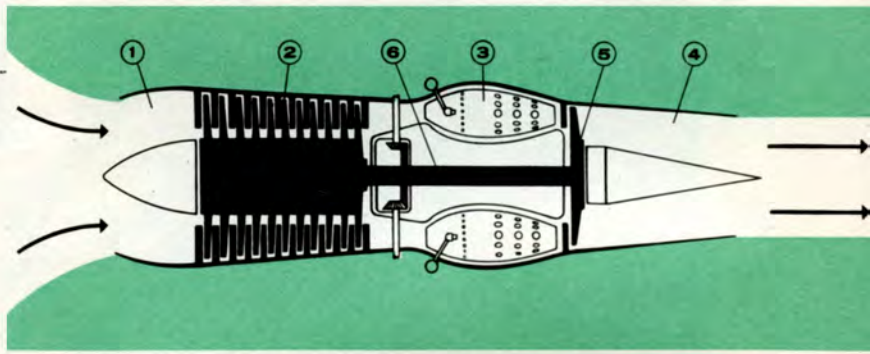
This airfoil shape is a thin teardrop. In the wing, it is flattened on the under side. Because the top of the airfoil is curved more than the bottom, the air that passes over the top of the wing has further to go than that which goes underneath. So it gets "stretched" — becomes thinner. The difference in air pressure between this air and the denser air below the wing creates the lift that keeps your plane aloft.



On 707 Jet Flagships, you'll see this airfoil used in a wing that's gracefully "swept-back." This enables it to slice the air with less resistance . . . and to absorb any irregularities in the air stream more flexibly.

What Makes a Jet Jet?

Planes you have come to speak of as "jets" are known in the industry as turbine-powered aircraft — because their engines use smoothly-spinning turbines rather than pistons and cylinders.



The jet engine is a scientifically shaped "stovepipe" — open at both ends, allowing air to pass through. The turbojet engine swallows several tons of air a minute through the intake (1). The compressor, or "fan" (2), compresses the air, cramming it into the metal chambers where fuel is added and burned (3). The hot, expanding gases created here "jet" out through the tailpipe (4) under greatly increased pressure and speed. On the way, these gases spin another set of "fans," the turbine (5), which, in turn, operates the compressor up forward through the connecting shaft (6) — completing the cycle.

The forward motion of the plane is the reaction to the terrific acceleration of air and hot gases within the engine. Compared with a piston engine, the turbojet has relatively fewer moving parts, and is relatively small in size and weight for the power it generates.

707 Take-off is So-o-o Easy

You have a serene sense of mastering space and time when your 707 Jet Flagship takes to the skies. A sense of supreme confidence, too — knowledge that this is the most dependable plane ever to go aloft and that its crew has use of the world's most modern navigation and communication equipment in planning your flight.

When the Control Tower radios its permission, your 707 taxis to take-off position. At this point, you will observe a difference between jets and other types of planes. There is no pause for "warm-up" of engines as there is in piston planes — because of their design, jet engines warm up immediately on starting.

You may notice dark water vapor trails from the engines when you take off. This is an interesting characteristic of some jet engines. Measured amounts of water are injected into the engine for extra take-off power. This creates the exhaust you can see.

Take-off in the 707 is one of the delights of jet-age travel you'll always enjoy. From a leisurely start, your plane gathers speed majestically. Then the nose lifts and in a single effortless instant you are airborne, gaining altitude fast. It's all so smooth you may even be unaware you are flying until you hear the "thump-click-thump" as the 707's great 10-wheel landing gear retracts into the plane and locks securely in place.

Then — delightful, restful quiet . . . you sense only an exhilarating feeling of power as your 707 Jet Flagship accelerates constantly while climbing upward to the calm, clear cruising altitudes.

A New Kind of Life Aloft

New and revolutionary as jet speed itself is the remarkably improved comfort of American's 707 Jet Flagships.

There is no sensation of speed whatsoever in jet cruising. The flight is smooth beyond anything you have ever experienced. From a velvet-smooth take-off the 707 lifts you promptly to radar-guided skyways at calm, clear altitudes high above or around most clouds and weather. Vibration, the major cause of travel fatigue, is gone. Engine noise is so reduced you hear only the air flow passing the fuselage.

It is a hard thing to describe the cushioned, insulated sense of comfort you will know in jet flight. Someone has said, "It's more like floating than flying!" Another thought it was "Like being carried from coast to coast in my own living room."

The View Is Fine — and Far!

From the windows of a Jet Flagship, it may seem that your plane is floating in a clear, dimensionless world of its own.

On a particularly clear day you can see whole states, complete mountain ranges, sometimes even the very curve of the earth's surface. Flying over New York City at 35,000 feet, for instance, you might make out both Washington and Boston in the distance, a 400-mile span!

Even the sky through which you cruise looks different. It is an incredibly dark blue, clear and deep.

New Sights, New Sounds, of the 707

You'll probably also notice various things about the plane itself which seem different to you — sights which will soon become a familiar part of jet travel.

Let's suppose you're looking at the wings. Gracefully swept back at 35 degrees, they are drawn through the air at an angle, slicing it cleanly like a thin, sharp knife.

At times these wings show a flexing motion, while the engine pods appear to flex up and down with them. This flexibility is part of the unique design of the 707. It cushions your flight and adds to its smoothness.

Those multiple-tube projections from the back of the engine pods are suppressors to reduce noise for outside ears. The tubes on each one break up the jet blast, help it mix more smoothly and quietly with surrounding air.

From time to time jet engines release a little puff of smoke. When this happens, they're just "clearing their throats." If you're lucky enough to be aboard when the air conditions are just right, you'll see whitish vapor trails formed by the passage of engines or wingtips — the same silvery trails that you have often seen in watching jet planes pass overhead. These are called "contrails," an abbreviation of condensation trails.

And Now to Land

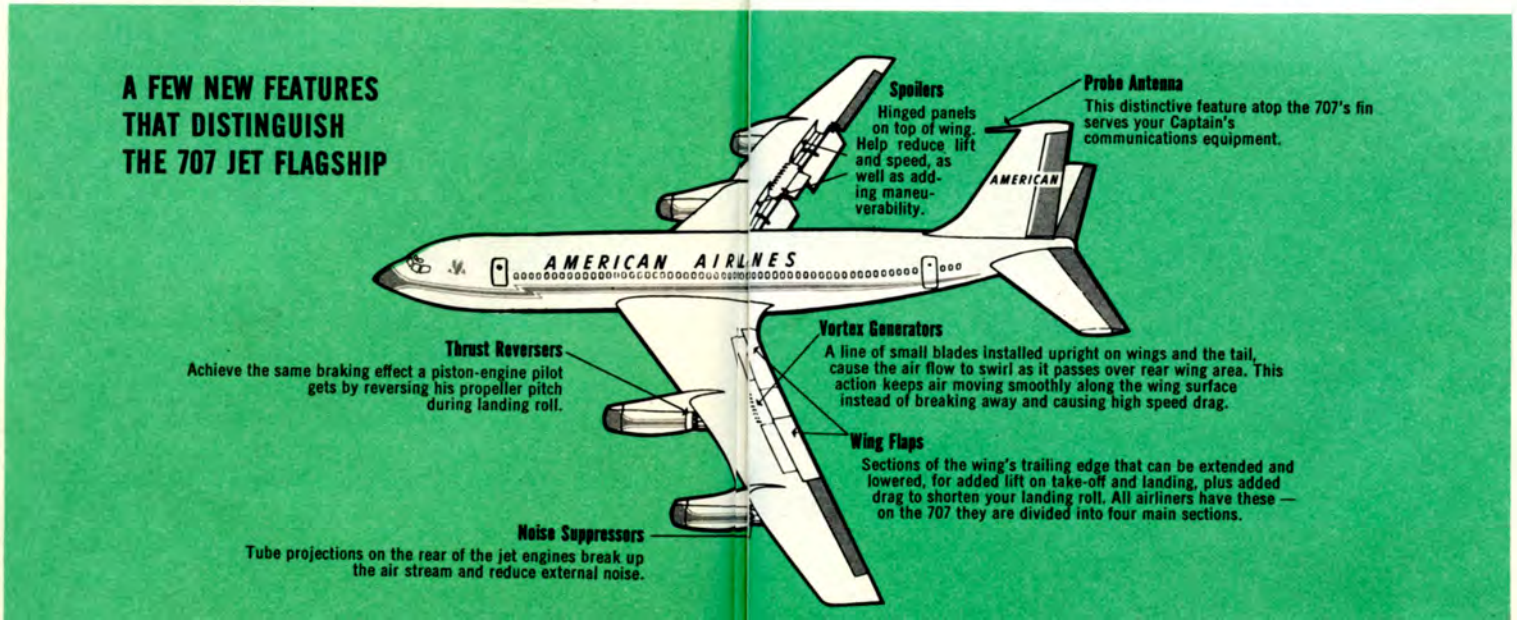
As you near the end of your 707 Jet Flagship journey you may be surprised that the Captain does not always begin a long, gradual let-down many miles distant from your destination. Jets conserve their fuel best by staying "upstairs." The air is smoother there, more comfortable.

When your flight receives radio clearance into the airport, first you'll hear a brief rumbling as the pilot lowers the wheels, noticeable because the 707 flies so quietly. This noise is caused by air burbling into the wheel wells beneath your cabin floor. Then comes a solid "*thunk*" as the gear locks down solidly, ready for landing.

You may also notice the *spoilers* — panels that rise up from the top of the wing. Your Captain uses these to help reduce lift and speed, enabling him to make a prompt descent, in a comfortably level attitude. When your Captain uses the spoilers, you will feel a vibration pass through the 707 as the airflow is disturbed over its tail.

Shortly after your 707 touches the ground, you'll also hear a brief burst of sound from the *thrust reversers*. This means your pilot is reversing the direction of jet thrust from his engines to shorten your landing roll.

These sights and sounds of the 707 are interesting. They tell much about the operation of the Jet Flagships.



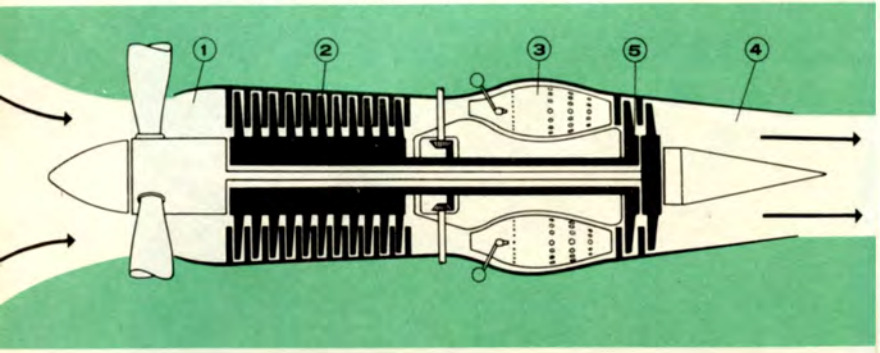
CO-STAR FOR THE 707 — AMERICAN'S JET-POWERED ELECTRA FLAGSHIP

An impressive new achievement of Lockheed design and construction, the Jet-Powered Electra Flagship makes a perfect partner for the 707.

The Electra measures a full 104 feet long, has a wingspread of 99 feet and is 32 feet high at the tail. Powered by four Allison turboprop engines, it can travel 2,500 miles nonstop — with generous reserve fuel allowance. The Electra Flagship is at home on any route — short, medium or long. Its speed of over 400 miles per hour puts it well ahead of all other aircraft in its class.

Jet-Powered Performance

The Electra Flagship is powered by turboprop engines. Turboprop engines — sometimes called "propjets" — actually are jet engines and very similar to turbojets in operation. Air enters through the intake (1) is compressed (2) and passes into the "cans." (3) Fuel is added and burned, creating hot, expanding gases which it jets out through the tailpipe (4) with greatly increased velocity. Just as in the turbojet, these expanding gases spin turbine wheels (5) to operate the compressor and the attached propeller.



About 80% of the energy jetting to the rear of the turboprop engine is harnessed by the turbines and transmitted to the propeller — with the remaining 20% delivered in pure thrust.

The turboprop enjoys about the same advantages over piston engines as the turbojet, in terms of size and weight in relation to the power generated and in the number of moving parts. Also, the turboprop's performance is particularly suited to medium and short range flights, where the turbojet's high speed and altitude cannot be as effectively utilized. And turboprops can be accommodated at most present-day airline airports.

There's So Much To Enjoy Aboard A Jet-Powered Electra!

Just as there are many similarities in the principles by which the Electra and 707 operate, so they are much alike in their comforts. When you fly in an American Jet Flagship you not only get there faster, you get there fresher . . . ready to enjoy the time you've saved en route.

In the Jet-Powered Electra Flagship, take-off is similar to that in a piston plane, but quieter and smoother. When clearance for take-off comes from the Control Tower, your Electra swings out onto the runway, gathers speed and rises smoothly from the ground. After a brief, effortless climb to a comfortable cruising altitude, power will be decreased by changing the pitch of the propeller blades. You will be unaware of changes in engine sound

since the engine speed is constant throughout take-off, climb and cruise. The steady, serene flight that distinguishes Jet-Powered Electra Flagships prevails under all conditions.

As when landing in piston-engined planes, you may notice a sudden burst of sound shortly after the wheels of your Electra Flagship touch the ground. This means your Captain has changed the pitch of the propeller blades so that they push rather than pull the air to shorten the landing roll, the same as if he were using thrust reversers in a 707.

Electra Flight — for Jet-Age Comfort

Like all jet travel, Electra flight is smooth, almost vibration-free and much quieter. Roomy reclining chairs in a wide cabin, comfortable air conditioning on the ground as well as in the air, modern decor and every facility for your comfort and convenience. Should you prefer not to check your bags, for instance, the Electra provides a convenient, full-size travel rack right in your own cabin.

Famous American stewardesses serve delicious meals aboard Electra Flagship flights. And with American's Baggage Expediter system — special equipment to speed the delivery of your baggage at destination — and other innovations, the Electra Flagship brings important new convenience to air travelers.

AMERICAN'S LONG-FAMED FLAGSHIPS — THE DC-7, DC-6 AND THE CONVAIR

No wonder we're proud of our piston-engined fleet . . . these are the planes which first earned us the title "America's Leading Airline."

And leaders they've certainly proved themselves. American's Flagships were the first commercial planes to introduce sleeper service and air-borne radar units. It was the DC-7 Flagship that made the initial non-stop coast-to-coast flights — in both directions, too.

The DC-6 and DC-7 remain out ahead of other aircraft in their class. Once used only for transcontinental luxury services, they can now also be used — since the introduction of American's Jet Flagships — to bring you superb comfort and dependability on many other flights. In addition, sturdy Convair Flagships will continue to serve you as ably as they have in the past. This is all part of American's plan to bring you the best in both turbine and piston-powered planes while working toward the completion of the country's *first* all-jet fleet.

DC-7

DC-6

Take-Off to Touch-Down

You may be familiar with what it's like to ride in a DC-6, DC-7 or Convair Flagship. Piston engines come to life with a puff of smoke. Then your plane taxis to take-off position, pausing briefly so that each engine may be "run up" to speed, in a special checking procedure.

When the Control Tower radios permission for take-off, you may hear the noise of the hydraulic pumps that operate moving parts of the plane such as brakes and wing-flaps. Then the engines increase their power . . . you sweep down the runway, pick up speed and are gently airborne. At night, during take-off and climb, you may notice a blue-white glow from the engine exhausts. This is completely normal in piston engines. The exhaust gas is of low heat content, and decreases noticeably on reaching cruising altitude.

Once you are at this altitude, your Captain reduces the power used for his climb and you will notice a change in the tempo of the engine. This is like an automobile shifting into high. Your Captain can adjust the angle of his propeller blades so that they take larger "bites" of air, instead of the many smaller ones needed for take-off.

Prior to landing, you'll again hear a hydraulic pump as the wing-flaps go down and the wheels are lowered for landing. Incidentally, you can expect a sudden burst of sound from the engines shortly after the wheels touch the ground. It means your Captain is using reverse pitch to shorten your landing roll.

CONVAIR

FACTS ABOUT FLYING — AMERICAN STYLE

LONG BEFORE YOU LEAVE...

Everyone connected with the operation of your plane has been hard at work. Maintenance men, weather forecasters, operations and communications specialists, menu planners and chefs. Through their teamwork, your flight "started" long before you left home.

Mapping The Weather Helps Map Your Flight

An hour or so before take-off, your Flight Crew meets with members of American's Meteorology Department and a government-certified Flight Dispatcher. Together they choose the smoothest and fastest route for your flight.

Hooking a Ride on the Jet Stream

American has an Upper Air Forecasting Center that provides particularly detailed information on high altitude wind direction and velocity, temperatures, and moisture content. By careful plotting and analysis of this data, the Center can locate and forecast the movement of the Jet Stream, the fast-moving "river" of upper air that can be ridden to speed your flight tremendously when it is favorably located.

Upper air forecasters also determine the exact level of the region known as the tropopause. Although shifting slightly from time to time, the tropopause is usually between 30,000′ and 55,000′ high.

Thanks to today's know-how, these experts seldom find it necessary to delay a flight. Should they occasionally do so, it's naturally with your comfort and safety in mind.

These highly trained men use U. S. Weather Bureau analyses based on hourly reports of 600 stations from coast to coast. Meteorologists at key cities constantly track weather all across the continent, making maps every three hours and every hour when conditions warrant.

Based on such information and reports sent back by pilots already in the air, American's meteorologists check the progress of moving "weather fronts," draw up their own weather maps and issue forecasts for specific routes and terminals. With these facts on hand they recommend to pilots and dispatchers the best course for your particular flight and clear their decision with the Air Route Traffic Control (ARTC).

Final Check — Just Before Take-off

ARTC may instruct your Captain to "hold" for a few minutes before taking off. Or Air Traffic Control, as regulations require, may give runway priority to flights coming in to the airport where you are. This is why you may sometimes have a brief wait at the end of the runway when you're expecting to depart immediately.

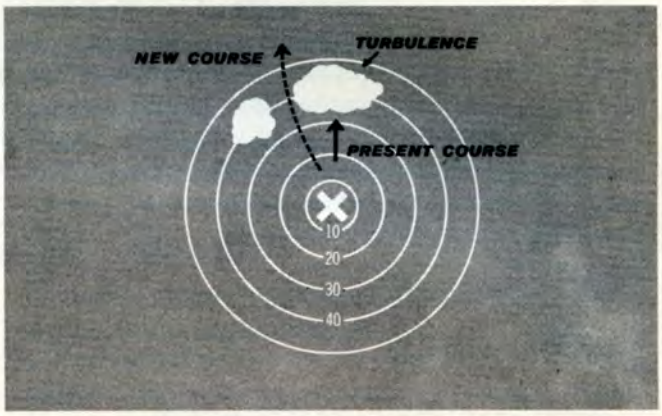
Load Logistics

As a part of flight planning, amount and weight of fuel (which can vary according to winds) is figured — also the weight of cargo and passengers. Since every plane is limited by the Civil Aeronautics Administration and by American itself as to total take-off weight, we sometimes have to reduce the number of tickets sold to make up for extra non-passenger weight . . . be it caused by a heavy load of mail or extra fuel. These are the occasions when you may see a few seats empty, even though you may have had difficulty getting your own reservation.

Weather Radar — A Continuous Forecaster

American's 707, Electra and DC-7 Flagships are equipped with airborne radar, that searches the sky for 150 miles ahead of your plane and detects most of the turbulence along your route. During your flight the pilot makes adjustments in this chosen course, when necessary, to add to your comfort — always checking such changes with ARTC, of course.

When your Captain cannot get around all bad weather, but actually finds it necessary to take you through patches of rough air, there's no need to be alarmed. Today's Flagships have been engineered and tested for far more severe conditions than you'll ever encounter. Any turbulence you feel will shortly be behind you.



In this simplified radar scope diagram, the location of the plane is "X." Concentric rings indicate distances from the plane, in 10 mile segments. Directly ahead, at about 32 miles, the radar "sees" storm clouds. On its present course, the plane would fly into them . . . so the pilot selects an alternate route. If he must go through the clouds, he can choose the smoothest way through.

THE AIR AROUND YOU

Who Said "Air Pockets?"

When someone speaks of "air pockets" don't you believe it. For there's no such thing. But there are winds

blowing, and air currents moving up and down. As you'd expect, headwinds slow the plane and tailwinds speed it. In much the same way, warm air moving up and cold air moving down sometimes give your plane vertical motion.

This fact occasionally results in uneven flight. Your plane is riding a downward current of air exactly as a ship rides the downward side of a wave of water. So long as you know the reason for the plane's motion, you'll realize there's no cause for concern.

Today's bigger and faster planes ride through the air with the same stability that a fast cruiser travels through the water. Most rough air is ironed out. Furthermore, practically all turbulence is below the calm, comfortable altitudes at which modern airliners fly.

The Air Within Your Cabin

It's because of pressurized cabins that you're able to cruise at these high altitudes. The air within your cabin can be compressed to nearly the same pressure you enjoy on the ground . . . just as your Flagship's heating and air-conditioning units maintain the temperature you prefer.

What's more, automatic ventilation gives you sky-fresh air by the cabin-full almost every three minutes. Should you wish to use it, there's also an individual overhead outlet that directs additional air toward your seat.

All of American's Flagships carry oxygen. The 707 Jet Flagship is the first to offer *personal oxygen masks*. These are for your comfort if, by the remotest chance, pressure should be reduced within the cabin. While it is likely that you will never have need for the knowledge, these masks are the simplest things in the world to use if pressure drops. The mask will drop automatically down from overhead. Simply pull it to your face, give it a gentle tug which will straighten out the line and activate the flow of oxygen — then, just breathe normally.

AIRWAYS — THROUGHWAYS OF THE SKIES

When routing your flight, American's experts choose from established paths — just as you pick from available roads when mapping a trip by car. These routes link airport to airport, much as throughways link city to city. But sky highways are all one way — that is, there is never opposing traffic on the road you fly.

East and Northbound planes use airways at odd-numbered altitudes (3,000, 5,000, 7,000 feet, etc.) while West and Southbound planes use the even-numbered altitudes. Air Route Traffic Control keeps your plane at least 1,000 feet above or below all neighboring planes and ten minutes or more from all aircraft flying at the same altitude.

To maintain the required course, your plane has nine radios and a group of related flight instruments which combine to make your navigation an exact science. Each airway has its own radio stations spaced at frequent intervals along the route. Your Captain electronically selects a course to the next station along the line of flight. He can then read a Deviation Indicator instrument that will permit him to keep your plane directly on the desired course at all times.

In spite of the great accuracy of this method, it is augmented by still another system. Your flight has Automatic Radio Direction Finders which seek out and point accurately to installations on the ground. This constant double and triple-checking assures keeping your plane exactly on course at all times.

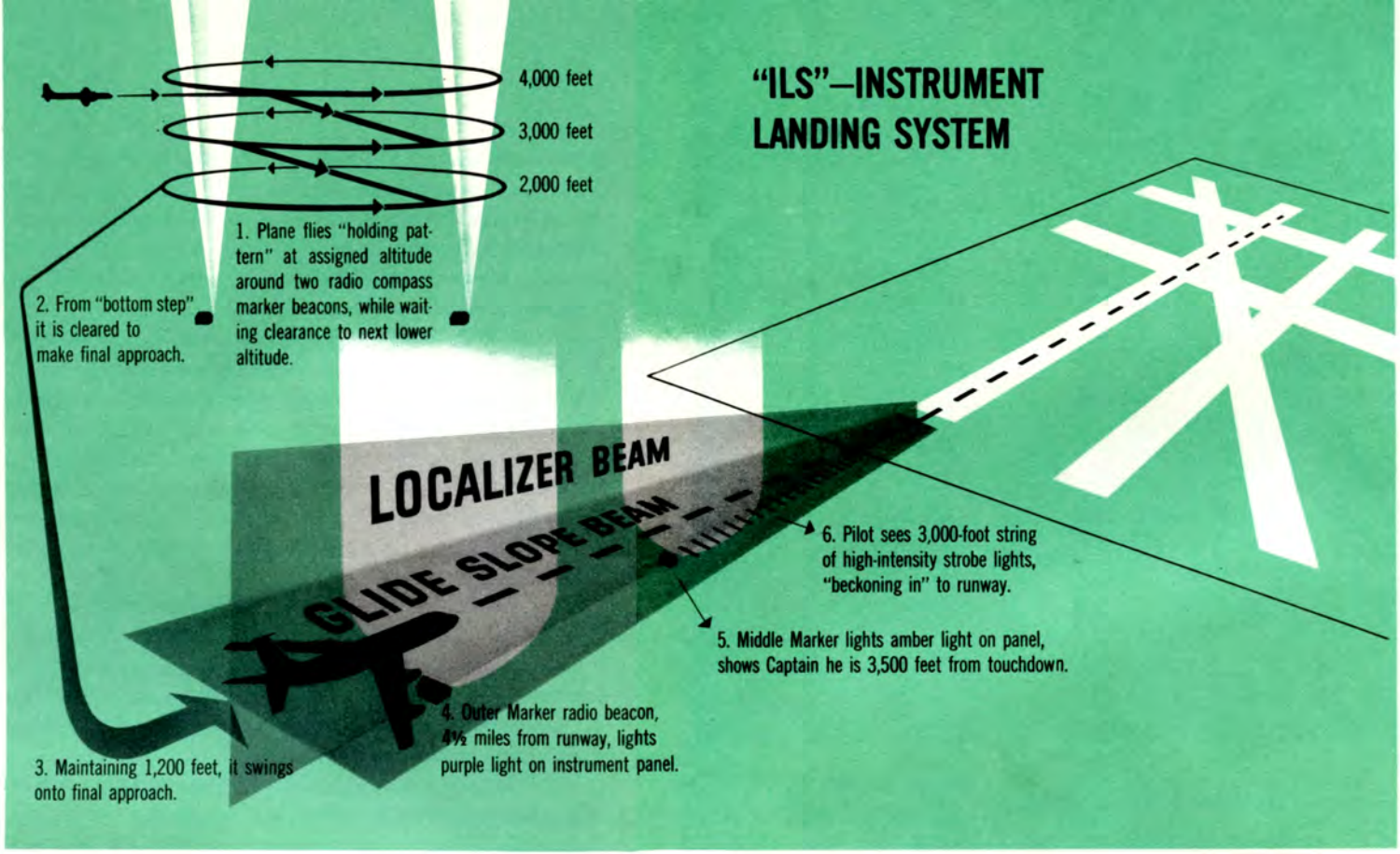
Jet Flagships use still additional instruments — Distance Measuring Equipment (DME) to continuously tell the pilot his distance from any radio station along the airway, a new Flight Direction System and a new electronic computer which gives him, much more accurately than ever before, his altitude, air temperature and true airspeed in relation to sound . . . all with automatic accuracy.

A Traffic Cop Named ARTC

In instrument flying weather, planes sometimes arrive over a city faster than landing facilities can accommodate them, and occasionally even on clearest days other aircraft ahead of your plane may have landing priority.

In such cases, your plane is told to go into a "holding pattern" — a pattern as clearly defined on the flight charts as the airport itself. This is marked by radio beam intersections or ground facilities which give your pilot his exact location.

ARTC assigns your plane a holding pattern that gives it the same safe 1,000 feet vertical separation from surrounding aircraft it enjoyed en route. As a flight lands, each plane above moves down to the next 1,000 feet below. This is the same step-by-step procedure that has made millions of landings — and will make yours — a matter of routine whatever the weather.



Your Captain Can See, When You Can't

Gone are the days when a pilot had to depend on perfect visibility to bring your plane in smoothly. Thanks to today's technical know-how, he can make a routine landing in almost any weather — or readily reach an alternate airport if necessary. Even when there's no actual need for radar or other navigational equipment, he'll often use these aids to confirm his own decisions.

When your flight receives its approach clearance, it will pick up the radio beams of the Instrument Landing System (ILS). These two beams, that form an invisible glide path coming upward from the runway at a three-degree angle, activate a dial on the instrument panel in front of the pilots.

One beam guides a vertical needle that clearly indicates left and right limits of the glide path. The other, guiding a horizontal needle, enables the Captain to keep the plane exactly on the glide path—neither above it nor below it. As your plane descends exactly on course, these ILS needles are perfectly centered on the dial.

Next to the ILS dial is a purple signal light. When this light flashes, your pilot knows the plane has passed the outer marker, a vertical radio beam 4½ miles from the end of the runway. Soon an amber light flashes. This indicates that the plane is passing over the inner marker, exactly 3,500 feet from the end of the runway. At this point, your flight crew will see the 3,000-foot-long string of extremely high intensity approach lights leading directly to the end of the runway — and a routine landing.

During this entire procedure, your flight is under complete and positive direction. Multiple instruments tell your Captain precisely where he is at each instant.

Check and Double Check Through Radar

In addition to ILS, many airports provide radar equipment. One type, called "surveillance radar" scans many miles in all directions to pin-point the exact position of all planes in the area. Another type, "precision radar," scans the area leading to the runway, including the ILS glide path. The radar operator is able to advise the pilot of your plane's exact position during descent, confirming the information he receives via ILS.

KEEPING FLAGSHIPS IN FLYING FETTLE

Constant Care Makes All The Difference

No transport industry has more stringent rules than those laid down by the Civil Aeronautics Board for the airlines, and American's own regulations are stricter still.

We call our system of upkeep "preventive maintenance." It requires the periodic inspection, servicing and replacement of all parts of your plane.

The plane is carefully checked before each flight. After every 24 hours of flying, more detailed inspections are made . . . and it is still more thoroughly gone over after every 300 hours in the air. Parts and whole assemblies are replaced *before* there are signs of wear. For example, batteries of piston engines are checked every 24 hours, and tires are replaced after an average of only 250 miles of ground travel—long before there is any loss of strength.

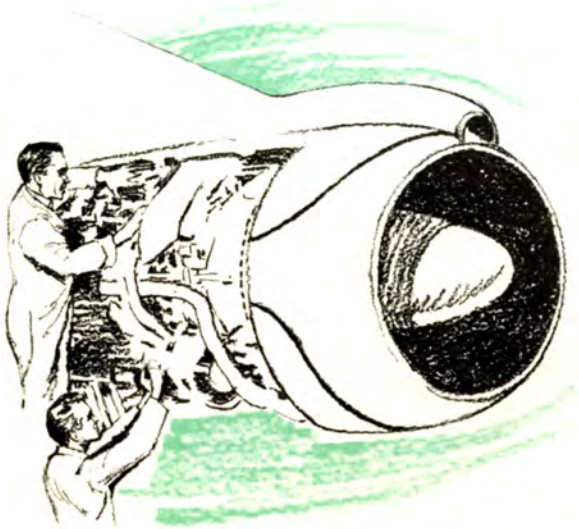
How AA Keeps Its Flagships New

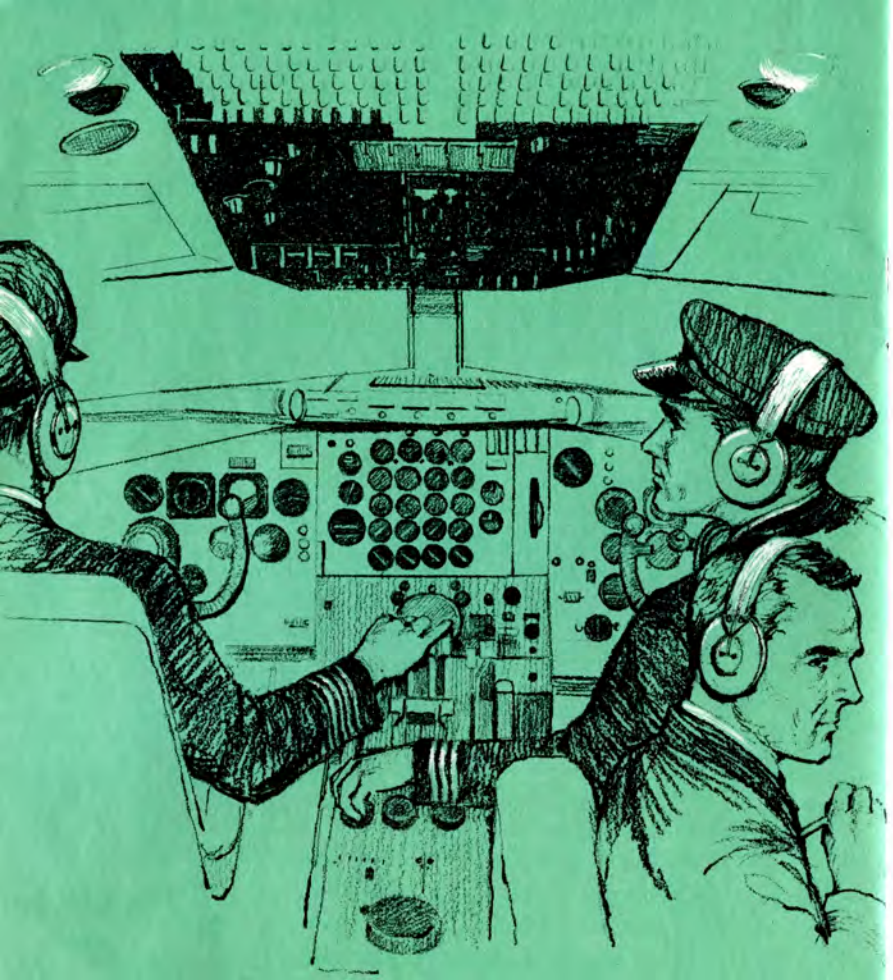
The maintenance undertaken at all American Airlines stations is regulated through four regional centers, and is part of a carefully integrated system. Maintenance operations are controlled from American's mammoth technical center and overhaul base at Tulsa, Oklahoma — the largest such installation in the world. At this center alone, American employs over 3,000 maintenance specialists.

It is here that planes come for rejuvenation. Overhead cranes remove and replace engines. There are specialists who work on wings and fuselage, upholsterers to refinish chairs, technicians expert in the repair and maintenance of hydraulic mechanisms, electrical circuits, instruments, radios, propellers, engines, controls — everything that goes into an airplane. After such an overhaul, a Flagship is as new in appearance and operation as on the day when it first left the factory. After a flight check, the airplane is officially ready to return to service.

Top Maintenance Takes Top Mechanics

Naturally, such a comprehensive system calls for highly qualified maintenance men. In addition to the professionally trained engineers and other specialists at our major maintenance centers, each station has its own crew of capable mechanics and full-time maintenance instructors. Taught with such up-to-date methods as films, animated teaching aids, operation mock-ups and electronic simulators, these men — no matter what their previous experience — must undergo rigorous weeks of training in our workshops and classrooms before they can meet our standards.





INTRODUCING YOUR FLIGHT CREW...

You've Got to Be Good to Be "Up Front"

Each candidate for a pilot's position with American is required to have 20/20 vision uncorrected, outstanding coordination and an ability to make quick, cool decisions at all times. Regardless of previous experience, he must obtain the proper CAA licenses and complete weeks of intensive study at American's own Flight Training School. When he has passed both ground and flight examinations, he is assigned to a base as a regular member of a crew.

After about five years as First Officer, such a pilot is eligible for still further exams given by the CAA and American. If successful, he is promoted to Reserve Captain and permitted to work toward his full Captaincy.

A real veteran when it comes to flight experience, American's average Captain — who has flown the routes of the Flagships seven years or more—has over a million miles in his logbook. Many have flown five million miles.

But learning never ends. Every time a routine procedure or regulation changes, each pilot, regardless of rank or experience, must learn it perfectly. Introduction of new aircraft — such as jets — requires extensive added ground school and flight training of all crewmen before they are qualified to fly the new equipment.

Keeping an Ear to the Engines

Flight Engineers are specialists in engines and airplane systems. In addition to knowing the inner workings of engines, they must be masters at trouble shooting hydraulic, electronic and mechanical parts — and especially the heating and ventilation system for your comfort.

Carefully chosen for their wide technical knowledge, the Flight Engineers enter their job with a range of experience — from piloting to mechanic's work to aeronautical engineering. You can identify your Flight Engineer by the two stripes on his sleeve. First Officers have three stripes and Captains, four.

Our Own Miss American

There's a reason why American's passengers find Flagship Stewardesses particularly pleasant and helpful. American scours the land to choose young women with a genuine desire to help people — from the damp diaper set right up the scale to octogenarians. They must be cool, poised, capable and possessors of that quality we call "presence."

Potential stewardesses spend five weeks at the American Airlines Stewardess College learning how to look after the wants of passengers before qualifying for flight duty. This modern million-dollar Stewardess College — first of its kind in the world — was built in 1957 on a 22-acre campus near Fort Worth, Texas.

Here are the qualifications for an American Stewardess: unmarried, age 20-28 years; height 5 feet 3 inches to 5 feet 8 inches; weight 135 pounds maximum; good physical condition; 20/50 vision not requiring glasses. Nurses or college graduates are preferred, but consideration is given to business school and high school graduates who have extensive experience dealing with the public. If you know of a girl whose eyes are on the skies, and who meets AA's requirements, tell her to see us about a stewardess position.

FOR YOUR COMFORT

MAY WE BE OF SERVICE?

Just use the overhead button to call your Stewardess should you wish either information or assistance. One of these attractive and able young ladies is always available to serve you.

Whatever the plane, whatever the type of accommodations, you always get the same full measure of friendly attention. And don't forget — our personnel never accept tips. Their pleasure comes from pleasing you.

If you have a compliment for a member of your crew . . . or a suggestion for improving our service, we hope you'll jot it down on the "Memo to the Vice President" form found in the rear pocket of this booklet. We're always grateful to you for your comments.

FOOD A LA FLAGSHIP

Nothing like relaxing in a Flagship to make you appreciate a hearty meal . . . especially if you're an old hand at flying American and know what fine food is in store.

Food is included right in your fare on all First Class Flagship flights, including, of course, The Mercury and The Captain's Flagship. Also on Royal Coachman flights a hot meal is included in the cost of your ticket.

We're constantly testing for new and intriguing dishes, constantly checking to make certain all meals will be properly cooked and attractively served.

On Aircoach flights complimentary meals are not served but coffee, tea and hot chocolate are always yours for the asking; and you can always get good food in the "Flite Buffet" at the airport before or after your trip.

SKY CRADLE BABIES — THEY LOVE TO FLY

Babies love Flagship travel. They find flight so soothing, they're usually lulled to sleep in no time at all.

We'll be more than happy to help with your infant's bottle. Naturally, we can't provide the special formula prescribed by your pediatrician, but we can provide a convenient container for carrying your own bottles aboard. Just ask for this service when making your reservation, and there'll be a "baby bottle cooler" waiting for you with the Ticket Agent. Once you're on the plane, your Stewardess will gladly warm the formula for you. Better give her ample notice though . . . just so she'll have it ready exactly when you want it.

You're welcome to use our limited stock of prepared baby foods, but we'd appreciate your not asking the Stewardess to feed your infant. Much as she'd love to do so, other duties throughout the cabin demand her time.

The same holds true for changing your baby. Should the infant's needs exceed your expectations, your Stewardess has a special supply of disposable diapers . . . but please don't ask her to make the actual change.

Souvenirs for the Younger Set

Your Stewardess will be happy to give a Sky Cradle Club Membership Certificate to any child under two years of age. Attractive and suitable for framing, this records the child's name, age, date of trip and flight number . . . and it's signed by your Captain.

For older children your Stewardess will supply souvenir rings and special identification cards signed by their Captain — proof that they have "qualified" as Junior Pilots and Junior Stewardesses.

FEELING UNDER PAR?

Should you feel ill at ease for any reason, by all means press the call button to summon your Stewardess. She is well trained to serve your needs.

Motion and Emotion

Modern airplanes have made "airsickness" almost obsolete. That's because they usually fly at altitudes where the air is smooth, because radar helps them avoid most turbulence, and because they're quieter, more comfortable and better ventilated. Also, of course, there is virtually no vibration in the 707 or the Electra. And like the DC-7, they are air-conditioned both in the air *and* on the ground.

Nowadays only a small fraction of *one* percent of all air passengers ever feel any sense of discomfort. These are generally folks who tend to feel somewhat squeamish after a few hours in *any* type of conveyance whether it's a car, boat, train or plane.

Should you feel slightly queasy, don't hesitate to call your Stewardess. She has a most effective motion sickness preventative. If it seems too late for such a remedy, you'll find a special receptacle in the seat pocket ahead of you. No need to be embarrassed . . . you're not the first, and you'll soon be feeling as good as new!

Colds and Ears

Today's planes have also eliminated most ear discomfort. That's because your pressurized cabin maintains its own comfortable atmosphere, regardless of how "high" the air is outside.

If unusually sensitive, you may still notice a mild ear-popping due to a change of altitude. Such "elevator ears" are quickly cured by yawning or swallowing. Should you suspect that your baby is experiencing this sensation, just offer a sip or two of his formula.

Mention any cold symptoms to your Stewardess when boarding the plane. She can make suggestions and supply simple medications to ward off discomfort in flight.

RELAX YOUR WAY FROM HERE TO THERE

Favorite Pastimes: Reading, Writing, Playing Cards

Feel like reading? Your Stewardess has a wide selection of current magazines . . . also special magazines for the

youngsters. If you want to catch up on correspondence, she'll supply you with stationery, and there are picture postcards right in the back of this booklet. Should you be more in the mood for playing cards, she'll provide you with a deck and suitable table.

Whatever pastime you choose, you'll find the overhead light convenient. Just snap it on, and you automatically have the right amount of illumination pre-focused on your book, paper or playing cards.

Maps for the Do-It-Yourself Navigator

You will find a supply of handsome American Airlines route maps in your seat pocket. You may enjoy tracing the progress of your flight across the land, or locating the points of interest your Captain calls to your attention.

Heavenly Opportunity to Take it Easy

Maybe you'd prefer just to lie back and relax. You'll find your seat reclines to almost any position when you touch the armrest button. If you'd like to sleep, call for a pillow . . . a blanket too, if you like.

Saving the Sights — on Film

There's no better way to get a comprehensive view of the countryside than to "flight-see" it from your Flagship window. Sometimes your Captain will point out particu-

larly interesting landmarks over the public address system. You get a wonderfully wide view . . . especially from a Jet Flagship.

Often you may want to take snapshots to record it. We recommend holding your camera at an angle to the window or shielding its lens to avoid reflection, but don't rest the camera directly on the window or its frame. Use haze filter against cloud glare, speeds of 1/100 to 1/200 in bright sunlight. Even if you're a serious fan who knows his exposure like a pro — the daylight up here is brighter than you think! Use your meter, or cut down a stop.

How to Word a Wire

Send a telegram? Your Flagship carries telegraph blanks. The Stewardess can advise you about sending it at the next stop, and you may have telegrams charged to your home telephone number. When telling someone of your arrival, you'll avoid confusion if you specify in your wire American Airlines, flight number, and scheduled arrival time.

Those Wonderful Washrooms

You'll find Flagship washrooms clean and well-equipped. There's a plug for any standard AC-DC electric shaver, and your Stewardess will provide a Remington Electric Shaver on request.

There are two lavatories in the front of every DC-6 and DC-7 cabin. In Convair and DC-6 "Commuter" Flagships, lavatories are to the rear. On the Electra, they're located opposite the carry-on baggage rack.

On the 707 Jet Flagships there are four lavatories — two forward and two aft.

POINTERS ON PERSONAL BELONGINGS

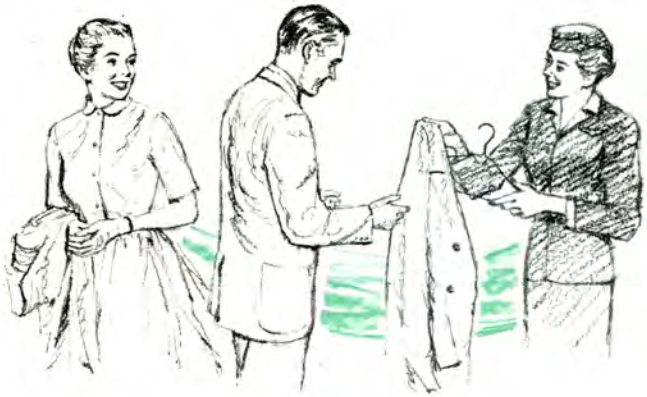
Hints to Help With Your Baggage

Naturally all baggage must be weighed . . . it's part of federal regulations. You can take 40 pounds of luggage free anywhere in the United States and Canada. The allowance to Mexico is 66 pounds . . . on Aircoach flights 44 pounds. If you are traveling on a ticket also covering a foreign leg of your journey, you are of course given the overseas allowance of 66 pounds.

Your baggage will be efficiently checked through to your destination. You'll find the airport's self-claim system both quick and convenient . . . and when you arrive from a 707 Jet Flagship or Electra Flagship journey, American's new Baggage Expediter system will enable you to claim your bags and be on your way sooner than ever before.

If you like, you can carry smaller luggage on board with you, and stow it under the seat (not in the overhead racks, please). Limiting size: 21″ x 13″ x 8″.

In addition, the Electra and the Convair offer air commuters in a hurry the extra convenience of full size carry-on racks, should you not wish to check any of your luggage. There is no restriction on size of your luggage in this rack.



Hats and Coats

The overhead rack is reserved for your hat and coat, not for luggage, as noted above. Should you wish, your Stewardess will hang your coat in the wardrobe and return it to you just before you arrive at your destination.

Miscellaneous Tips

Be sure to tighten the caps on all liquids, as bottles filled on the ground sometimes leak because of lower pressure at flight altitudes. And a full bottle is safer than a partly empty one. The same holds true for fountain pens, so be sure yours is completely filled and that you open and close it carefully. Matches and cigarette lighters should be in a pocket or handbag, never a suitcase.

OBSERVING SIGNS — SIGN OF A KNOWING TRAVELER

"Fasten Seat Belt"

Seat belts are important. They remind you not to stand during take-off or landing, and add to your comfort should your plane pass through any turbulent air. To help you remember, your Captain will light the "Fasten Seat Belt" sign.

Some experienced passengers like to leave their seat belts fastened at all times — they feel it's easier that way. Then, too, if you're asleep when the sign comes on, your Stewardess needn't wake you up.

As she'll remind you over the public address system when you land, it is requested that you remain in your seat until the plane has come to a complete stop and engines have stopped. There's still plenty of time to put on your things and gather belongings while the cabin door is being opened.

"No Smoking"

Except when the "No Smoking" sign is on you may smoke a cigarette anywhere in the cabin. It is requested that you confine pipe or cigar smoking to the lounge, for the sake of other passengers. When the "No Smoking" sign comes on, however, all smokes are extinguished.

"Seat Occupied"

If you get off for a stretch at an intermediate stop, your Stewardess will reserve your same seat by placing a "Seat Occupied" card upon it. If you want to change to another seat that is being vacated at that stop, let her know and she'll place your card there. Since through passengers have priority on their seats, you may sometimes find a seat already marked "Occupied" when you board your flight.

If you get off at an intermediate station, be sure to check with the Stewardess as to how long the plane will be on the ground and listen for the announcement of your flight during your stroll. Be sure you take your ticket, too . . . it serves as a boarding pass when you return.

FOR YOUR TRAVEL PLANNING

FLAGSHIPS HAVE A PLACE IN YOUR FUTURE

Happy Returns

Planning a return trip? Like to extend your present itinerary or arrange for stopovers? American makes it easy.

As you can see from the timetable (in racks on your cabin wall) there's practically always a flight ready to leave when you are. Your Stewardess has schedules for connecting airlines, too, and she'll be happy to answer questions and help you with your travel problems.

Reservations . . . One Call Does All

You'll find the phone number of the nearest American Airlines office right on your ticket envelope. Just one call takes care of everything from information on flights and fares to arrangements for reservations and package vacations . . . or a rental car to be waiting for you on your arrival.

Simple as it seems on your end of the line, there's a lot going on behind the scenes. When you phone for a reservation in our busiest cities, your agent drops a flight card into an electronically controlled "key set," ringing up the date and number of seats you want. Then our Magnetronic Reservisor "reads" your request on a magnetic drum and flashes back an OK if space is available. The agent pushes the "sell" button and the reservation is yours — instantly, accurately, automatically.

Just one word of caution. When you phone, the agent will tell you the deadline for picking up your ticket. Naturally we can't hold the reservation indefinitely, so if you still haven't picked it up by that time, we're forced to assume you won't be aboard the flight . . . and will have to let another traveler take your place.

Nobody Likes a "No-Show"

Please — whatever you do — don't be a "No-Show." This is a traveler who, having a reservation, finds himself unable to use it — but fails to notify the airline that he wishes to cancel. This deprives others, who may urgently need a seat, of the chance to fly.

THE VACATION OF YOUR LIFE — BY FLAGSHIP

There's nothing like a Flagship to help you "get away from it all." And if you're planning to go any distance, flying is often the most economical as well as the most pleasant way of getting there.

Now you can use vacation time to the best advantage. Thanks to today's Flagships, even "far-away" vacation lands can be reached in a few hours. Wherever your dream-spot, your travel agent or American Airlines can show you how it is easily within the scope of a one or two-week vacation.

Take the Word of the Travel-Wise: "See Your Travel Agent."

Your travel agent is an expert who can make even the most complicated itinerary a smooth-working reality. You'll find him happy to advise you on transportation, tours, accommodations and all other phases of your trip.

A Thrifty "Holiday on Wings"

American offers package vacations to many of the most popular vacation-lands of the world. With a "Holiday on Wings," you let someone else worry about the details. We'll arrange your route, your hotel reservations . . . even a rented car if you request it. Call your travel agent or any American Airlines office.

FLY AND DRIVE — THE NEW KIND OF HOLIDAY FUN

Like to drive a car when you're on vacation? Most everyone does. But don't let established habit keep you from having a new kind of holiday enjoyment, or from seeing the really exciting places of North America.

There's a new plan that thousands of happy people are following. You choose the vacation place you've always wanted to see — California, the Southwest, Mexico, the Great Lakes, New York and Washington, or New England. Then you cover the long stretch by fast-flying, comfortable Flagship — "flight seeing" as you go, but avoiding the endless days of tiring driving to get there. American arranges to have a car of your choice waiting for you right at the airport on arrival. Presto! — you step from your Flagship into a new-model car, which you can drive exactly as though it were your own, on a low-cost rental basis. And you can pick up the car at one American Airlines city, cover your chosen vacation area, and leave the car at another American airport for the fast flight home.

Let's say you're visiting California. You fly to the gateway city of San Francisco, where a car will be waiting for you at the airport. Use it throughout your stay to enjoy the sights. When you're ready you can motor leisurely down the coastal route to scenic Los Angeles . . . leave the car at the airport and be home anywhere in the U. S. in just a few hours — by Flagship.

Fly-and-Drive makes supreme sense for the businessman, too. For the sales executive, say — he flies to his market area, then steps into a prearranged, rented automobile to make his rounds.

Fly-and-Drive is the new, wonderful way to really see and do things — and have *all* your vacation traveling magnificent fun. Simple, easy — and the cost is reasonable. American, or your travel agent, makes all the arrangements. And American reaches a wide choice of the most attractive vacation areas.

FLYING IS GOOD BUSINESS

Whenever business takes you out of town, you'll find a Flagship gets you there faster and feeling fresher for the work ahead. You can relax, read, write reports, even dictate if you carry one of today's portable instruments. Business wives appreciate the speed of Flagship travel, too — it brings their husbands home to the family that much sooner!

Let American help you with your convention or company meeting plans. We'll advise you on the necessary arrangements for collecting any number of people from anywhere in the world, and we'll deliver them directly to your convention city. Should you prefer to mix pleasure with business, we'll help you arrange such a convention at any place of your choice.

The Convenience of Air Travel Cards

When you subscribe to the Universal Air Travel Plan, originated by American Airlines, you actually open a travel charge account good anywhere in the world. Holders of Air Travel Cards can charge tickets at any airlines office for travel all over the world (with the green card) or anywhere in North America (with the red card).

This plan saves time, trouble and money for business travelers, while simplifying bookkeeping. It also provides your firm with an accurate tax record of travel costs. And it is a big help in establishing credit at leading hotels and car rental systems.

There is no annual charge for this service. Only a small deposit . . . the same regardless of the amount of travel you use per year or number of cards issued. Even a small company will find the Air Travel Plan a good buy as well as a convenience. As many cards as you want can be issued under the same deposit.

Write Your Own Ticket

Under the Air Travel Plan, American can arrange for you to hold your own stock of tickets and, literally, write your own ticket.

Teleticketing Eliminates "Pick-Up" Time

Developed by American Airlines, Teleticketing saves your firm an employee's valuable time in picking up tickets. This service is available to companies and organizations that use a large volume of transportation. When your company's call for a reservation has been made, American transmits the ticket by Teletype and it is automatically printed *in your office* on a special machine.

Terminal Services the Business Traveler Will Appreciate

Of course, businessmen as well as vacationers enjoy the convenience of being met by a rented car at their destination, as pointed out above. Also, American can arrange Air Taxi service for you from major airports to off-airline destinations. Scheduled helicopter service is available to downtown and outlying areas in New York, Chicago and Los Angeles.

YOUR BUDGET IS PAMPERED WHEN YOU FLY AMERICAN!

Go Now . . . Pay Later

You can budget your travel, if you wish, at a small monthly expense. Under American's "Pay-Later Plan," you make your trip when convenient, pay only 10% down and take up to 20 months to pay the balance. This means a person living in Chicago pays just $8 a month for a memorable week in New York, including round trip Air-coach fare, hotel accommodations and other features. For a similar week in Arizona he pays $14, in Mexico $10.

Take The Family Along

You can take your family with you at a big saving under American's Family Fare Plan. Just buy a full-fare ticket for yourself — your spouse and/or all your children from 12 through 21 travel at two-thirds the first class fare anytime from 12:01 p.m. Monday until 12:01 p.m. Thursday. Children under 12 travel half-fare any day of the week and a baby under 2 goes free when with a full-fare paying passenger.

Insurance Rates are Low Too

At the airport you'll find a coin machine that sells personal life and casualty insurance from one of the nation's leading insurance companies. $6,250 coverage costs only a quarter. Coverage to $62,500 available. And of course most regular life policies cover you too.

AMERICAN DELIVERS THE GOODS!

AIRfreight — New Tool of Business

American pioneered in airfreight and still leads all other airlines in this important service. With night and day schedules to over 76 major cities, we can deliver anything from delicate flowers to massive machinery in a matter of hours.

This service makes a wonderful sales tool for companies who want better coverage of their markets as well as reduced warehouse costs, less depreciation and lower inventories. And thanks to speedy new JETfreight, you can serve even wider markets with greater effectiveness than ever before.

If you're interested, get in touch with your nearest American Airlines office. A Distribution Consultant from American will gladly show you how this new facility can work for your business.

LOOK TO THE FUTURE... LOOK TO AMERICAN

As you fly American's routes in the coming months, you will see increasing evidence that the commercial Jet Age is here. But it has really just begun. The transition of airlines to turbine power will establish new standards of passenger service . . . speed the mails and goods on their way . . . quicken the industrial pace of the nation.

American leads in this great transition, and will continue to lead.

In the Air...

First to launch jet service coast to coast — with the Boeing 707 — American was also among the first to introduce the great new Lockheed Electra turboprop. And American will be the first U. S. domestic airline to be fully equipped with jet airliners.

First came the long-range 707 Jet Flagships — 25 in service by the end of 1959. By early 1960, 35 Electras will be flying American's routes, short, medium, and long. Continuing schedule additions will be made during this period.

From mid-1960 through 1961, 25 more Boeing 707's will be added. These will be slightly faster, shorter-range sister-ships to the first 707 Jet Flagships — carrying up to 130 passengers on intermediate distance routes.

And by 1962, American's Jet Flagship Fleet will be rounded out with 25 Convair 600's — an entirely new jetliner designed expressly for American's requirements. Carrying up to 120 passengers, the 600 Jet Flagship will be the fastest (635 mph) in airline service.

Totalling 110, American's will not only be the *first* all-jet fleet in the world, but the *largest*.

On the Ground...

During this period, you will see that American leads in new terminal facilities for the traveler, too. Separate sound-proofed and air-conditioned Departure Lounges for boarding passengers, for example . . . weather-proof telescopic ramps for boarding and deplaning . . . quicker-than-ever Luggage Expediter service . . . terminal buildings designed to carry out American's continuing concept of passenger-centered service.

The JET AGE — and American's leadership in it — will be important not only to you as a traveler but to our country as a whole. Part of the Civil Reserve Air Fleet, American's Flagships represent a ready force in case of national emergency. And in peacetime they stimulate the economy, bring "far-away" markets, business opportunities, vacation lands within a few hours' reach. Indeed, the future holds great things for American, great things for our country, great things for you. Together we share in the power and prestige of Man's new mastery of space.

AMERICAN AIRLINES

FIRST WITH JETS ACROSS THE U. S. A.

Log of Your

FLAGSHIP FLIGHT

Date May 5 1959

From Cincinnati To N.Y.

Departed 9:30AM Arrived

Total Flying Time Average Flying Speed

Aircraft Type DC7 Flagship

Members of Crew Captain G. J. Kominis
Engr W. W. Fink
Stewardess A. W Hersey

Cities or Points of Interest Noted En Route

Comments on Weather Clear blue sky
Temp 91°F

Other Comments

Your Signature BYRON

Signatures of Others in Your Party Daddy

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