

Dr. Edward N. Tihen (1924-1991) was an avid reader and researcher of Wichita newspapers. His notes from Wichita newspapers -- the "Tihen Notes," as we call them -- provide an excellent starting point for further research. They present brief synopses of newspaper articles, identify the newspaper -- Eagle, Beacon or Eagle-Beacon -- in which the stories first appeared, and give exact references to the pages on which the articles are found. Microfilmed copies of these newspapers are available at the Wichita State University Libraries, the Wichita Public Library, or by interlibrary loan from the Kansas State Historical Society.

Subject(s): Travel Air

WICHITA BEACON

Sunday, April 19, 1925

page

2. The *Travel Air* Company, Inc. is building two hangers at its new flying field on East Central and another will be built as soon as the first two are completed. Banker Bixby, of St. Louis, who purchased *Maiden Wichita*, the first plane of the shop, has contracted for three more, and the company has orders for a dozen ships. ¶ The company has a lease on 80 acres of the Ed Hart place seven miles east on Central, with an option on another 80. ¶ Three new ships are now under way at the shops on the east bank of the river at 1st Street. Details.

Tuesday, January 12, 1926

page

7. Construction of the hanger for the Chicago-Wichita-Dallas air mail planes is to be finished in the next few weeks. Contract for the building was let yesterday to the Kansas Planing Mill Company at cost of \$2000. It will have a concrete floor and corrugated iron walls and roof and be 40 by 50 feet. Besides the hanger, an office will also be built at the *Travel Air* Field on East Central.

Wednesday, June 23, 1926

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7. Article about a Model S-200 *Travel Air* four passenger plane to be delivered tomorrow to the Gerbracht Aeronautic Corporation of Ames, Iowa. It is one of six turned out by *Travel Air* each month and is a cabin type ship designed by Lloyd Stearman of the company and made its first flight this morning.

Thursday, August 12, 1926

page

14. Article says Lloyd Stearman, of the *Travel Air* Company, designed the plane in which Walter Beach (sic) has been winning events in the Ford Reliability Tour. Says Stearman came to Wichita about two years ago and helped to organize *Travel Air* Company. Details

Saturday, August 14, 1926**page**

1. Report of death at 6:15 p.m. yesterday of George Theis, Jr., president of the Arkansas Valley Interurban Railway and Kansas capitalist, at age 64, when he was struck by an airplane propeller at the *Travel Air* Company airport, which was being taxied to the hangar by Lloyd Stearman. Details and photograph.
3. Photograph of the *Travel Air* biplane with Walter Beach (sic) standing in front taken 30 minutes before it killed George Theis, Jr.

Sunday, November 28, 1926**page**

3. Plans are on foot to build at the municipal airport east of town a factory for the construction of *Travel Air* planes. It is said that the building program will be backed by the booster committee, which obtained the airport and is holding it until such time as the city of Wichita can take it over.

Thursday, December 2, 1926**page**

6. A modern factory building for the *Travel Air* Airplane Company is soon to be built at the municipal airport at a cost of approximately \$30,000. Details.

Sunday, January 16, 1927**page**

5. The *Travel Air* Company today received the signed contract for the sale of ten airplanes and extra equipment to the National Air Transport company for use in government mail carrying contracts. The planes are of monoplane cabin type with 1000 pounds capacity. The contract amounted to \$1128,000. ¶ Plans for the factory building of the *Travel Air* Airplane Company are nearly completed. They are being prepared by Glen H. Thomas, Wichita architect. The factory will be 50 by 150 feet and cost about \$40,000. It will be built at the Municipal Airport east of the city.

Friday, March 25, 1927**page**

11. Passenger service on the Chicago-Wichita-Dallas route of National Air Transport is expected to begin by May 1st. It is expected to be announced as soon as the eight monoplane type ships now under construction at the *Travel Air* factory are completed. The new airplanes will carry four passengers in addition to the pilot and the regular air mail.

Saturday, June 18, 1927**page**

6. The National Air Transport Company has received delivery of the third of their new *Travel Air* Monoplanes. The ship left for Kansas City, Missouri, where it will be stationed on the

Richards Field.

Sunday, June 26, 1927

page

5. Photograph of a plane built in a barn at 2411 East Douglas by Earl Beach (no relation to Walter Beech). Mr. Beach made a trial flight in the machine last Tuesday and reached Arkansas City in 33 minutes. He expects to start construction immediately on another plane. This plane is equipped with a Hispano-Suiza motor, and makes the fifth firm building planes in Wichita -- *Travel Air*, Swallow, Cessna, C. S. Laird, and Beach.

Thursday, July 7, 1927

page

14. Contract for the new Southern Kansas Stage Lines garage building at 2nd Street and the Arkansas River was let today to the Henrion Improvement Company, which has just completed the building for the *Travel Air* Factory. Cost is \$42,300, not including lightning, heating, and plumbing. Contract allows 90 days for completion. No buildings will have to be razed, as the site is vacant ground, used for storage of materials and worn-out parts by the street car company for several years. Glenn Thomas is architect. Details.
17. The *Travel Air* monoplane being built for Art Goebel, of Hollywood, California, for the trans-Pacific hop on August 12 has been officially given the name of "Woolaroc" by the Phillips Petroleum Company in honor of the name of Frank Phillips' country lodge.

Saturday, August 6, 1927

page

2. Regular air passenger service over the Chicago to Dallas air mail route via Wichita beginning September 1 was announced by National Air Transport today. *Travel Air* monoplanes carrying three passengers besides mail and baggage will be used. The planes have Wright Whirlwind engines of 200 h.p. The fare will be ten cents per mile, or approximately \$16.80 from Wichita to Kansas City, compared to \$8.56 railroad fare. Details.

Sunday, August 7, 1927

page

1. Board of directors of the *Travel Air* Company decided Friday to double the capacity of its plant here. The company already employs more than 50 skilled men with a weekly payroll between \$3000 and \$4000. ¶ The present factory building, 75 by 300 feet, will be duplicated and this will increase the production capacity to eight to ten planes a week, or more than one a day. Five ships were completed by the factory last week (details -- included the Woolaroc and one plane for National Air Transport).

Saturday, August 27, 1927

page

6. The Beacon Airways, Inc., of Fresno, California, incorporated several weeks ago with a

capital of \$100,000, has ordered twelve new *Travel Air* biplanes and will receive delivery of the first two the latter part of next week. Details.

Thursday, September 1, 1927

page

8. Regular express and passenger service was inaugurated today by National Air Transport using Wichita-made *Travel Air* Monoplanes. The first plane, northbound, arrived at Wichita at 12:37 p.m. Two Ft. Worth men were the first passengers. The No. 1 ticket was held by R. B. Kuteman, a business man. R. N. Haythorn, a Metro-Goldwyn-Mayer representative, held No.2. Each passenger is allowed 25 pounds of baggage, with excess being charged for at \$1.00 a pound. Details.

Monday, September 12, 1927

page

8. *Travel Air*, Inc., is delivering eight new planes this week. Details.

Friday, September 16, 1927

page

4. *Travel Air*, Inc. has let contract to Henrion Improvement Company for an additional factory building adjacent to the present building, which will double its production capacity. Building to be 75 by 300 feet and cost approximately \$75,000. It will be completed in about three months. ¶ The *Travel Air* Company today is laying the foundation for a boiler plant with which its buildings will be heated. It is at the northeast corner of the present factory building.

Sunday, September 25, 1927

page

- B-2. Work will start tomorrow on the second unit of the *Travel Air* Manufacturing Company's airplane factory. It will be completed by December 1 and is to be 100 feet east of the present factory. Dimensions will be the same as the original building -- 75 by 275 feet. The new building will be used as an assembly plant, paint shop, and wing building. Details.

Article with further details of current Wichita aircraft factory activities.

Tuesday, October 4, 1927

page

15. Madison Airways, Inc. of Madison, Wisconsin, is to receive delivery this week of a *Travel Air* monoplane for passenger and express service between Madison and Chicago.

Tuesday, October 11, 1927

page

2. Within the past 30 days the *Travel Air* Company has sold on contract for 1928 delivery

a total of 511 airplanes of all models with a value in excess of one and a half million dollars.

Friday, October 14, 1927

page

11. Construction of the *Travel Air* Company's new factory building will begin Monday or Tuesday of next week. Leveling of the ground for the building has been going on for the past two weeks. The first building was finished in February of this year at a cost of \$45,000 and the new one will be a duplicate of it.

Saturday, October 29, 1927

page

10. Article about a newly chartered Wichita aircraft firm, the Swift Aircraft Corporation. W. R. Ritchey is president. Company will build a two place biplane. C. B. Bennett, now with *Travel Air*, will be the company's chief engineer and designer beginning about November 15. Company's first ship is expected to be completed in January. Details.

Tuesday, November 22, 1927

page

22. The *Travel Air* Company has received two new types of motors to place in their standard biplanes. One is a 135 h.p., four cylinder Caminez motor built by the Fairchild Company. The other is a nine cylinder German-made Siemens-Halske motor having the same horse power.

Friday, December 16, 1927

page

3. Reports of activities at Wichita aircraft plants. The first test flight of a *Travel Air* biplane powered with a Fairchild Caminez motor took place Wednesday afternoon, with Clarence Clerk, chief test pilot, and Walter Beech present, with good results. Beech explained that the government's supply of OX-5 motors is about exhausted, so there is a critical need for a less expensive motor than the Wright Whirlwind to take its place, and he thinks the Caminez will be the answer.
8. Two hundred ninety-five airplanes, almost a fifth of the total production in the U.S., were built in Wichita during the first eleven months of 1927, the total figure for the country having been 1525. ¶ Details. *Travel Air* production was 171 planes, and the company is just completing a new building, which will double its capacity. Swallow's 1927 production was 117 planes. ¶ Details.

Sunday, January 1, 1928

page

6. The Wichita Blue Streak Motor Company received its Kansas charter several weeks ago. In a stockholders meeting Saturday Clyde Smyser, president of the West Wichita Booster Association, was named president of the company. Other officers and directors listed. ¶

The company has leased the old *Travel Air* site at 537 West Douglas for its factory. The building is owned by J. H. Turner. Details.

Sunday, February 5, 1928

page

28. The first Siemens-Halske motor which has been installed in a *Travel Air* biplane was tested Saturday morning with satisfactory results, according to Clarence Clark, chief test pilot.

Wednesday, February 15, 1928

page

5. Walter Beech stated yesterday that although a new factory building has just been completed, *Travel Air* is already in need of another factory unit to take care of the demand for his planes.

Thursday, February 16, 1928

page

6. City commissioners yesterday recommended that the park department take the present 160 acres of the East Central airport, minus eleven acres owned by *Travel Air*, and an additional 160 acres lying immediately south, making a total of nearly 320 acres, one mile long by a half mile wide, facing on Central and Kellogg, by condemnation, for use as a municipal airport: Estimated total cost including all improvements is \$70,000. Details.

Wednesday, March 21, 1928

page

1. The state charter board today granted a charter to the DeLuxe Airlines Corporation, with capital of \$100,000, which plans to start air passenger service between Wichita and Kansas City and between Wichita and Tulsa beginning April 10. Two round trips daily are planned on each route. Schedule given. Names of incorporators listed. The company has contracted for three four passenger Buhl planes, one four passenger *Travel Air*, and a small Swallow. The controlling stockholder is Bert Schmitt, an oil promoter with offices in the Union National Bank Building. Details.

Sunday, April 1, 1928

page

2. Photographs of five well known aviation people in Wichita: Joe Miller of the Wichita Flying School; O. G. Harned, sales manager of *Travel Air*; Ewing (Cactus) Brierly, pilot of the Laird Whippoorwill; H. E. Weihmiller, designer of *Travel Air*'s deluxe monoplane; and Wilbur Neely, an originator of the All Kansas Air Tour.

Wednesday, April 4, 1928

page

16. Herbert Rawdon, age 23, has been appointed chief engineer at the *Travel Air* factory here following the resignation of H. E. Weihmiller. Biography.

Friday, April 6, 1928**page**

19. Article estimates current Wichita airplane production as:
Travel Air -- fifteen per week
Swallow ---- six per week
Stearman ---- two and a half per week
Cessna ----- one and a half per week
The other three Wichita factories--Laird, Lark, and Swift -- are just now starting production, and number is less than 1 per week at these.

Monday, April 9, 1928**page**

11. The new two place Swift biplane made its trial flights yesterday afternoon. It was tested by Charles Lander, head of the Wichita Flying School and was designed by C. B. Bennett, Swift's engineer, who formerly was production engineer for *Travel Air*. Powered with a seven cylinder Siemens-Halske engine. Details. Photograph (not very clear).

Sunday, April 15, 1928**page**

11. Article about a new *Travel Air* monoplane. Photograph from rear shows it be X4765. Details.

Sunday, May 27, 1928**page**

- B-1. Article about the Wichita Air Service Provision Company says the company now has four planes including a *Travel Air* biplane, the "Peerless Princess," which formerly was known as the Oklahoma, under which name it participated in the Dole race. Details.

Friday, June 8, 1928**page**

3. Article gives history of the first *Travel Air* plane, which is being traded in and returned to Wichita.

Sunday, July 15, 1928**page**

19. Three new Wichita built Supreme propellers were tested yesterday afternoon on a *Travel Air* OX-5 biplane with highly favorable results. The propellers are of mahogany construction, eight feet six inches in length, with blade tips of metal.

Tuesday, July 31, 1928**page**

5. City commissioners yesterday approved taking over of the East Central air field this week

by the board of park commissioners, including all buildings and equipment except that owned by the *Travel Air* Manufacturing Company. Details.

Sunday, August 26, 1928

page

20. The Southern Kansas Stage Lines company announces inauguration on September 10 of a scheduled airplane service between Wichita and Kansas City by the Wichita Air Service Provision Company, a subsidiary of Southern Kansas Stage Lines. Dan Sauder, president, announced that the airplane service will be maintained for at least a month on a trial basis, with regular operation of one *Travel Air* monoplane. The fare will be \$17.95 one way and \$30.00 round trip.

Friday, November 9, 1928

page

17. Report announcing investigation next Thursday of scheduled regular passenger air service between Wichita and Tulsa by Air Transportation Corporation, of Wichita. A *Travel Air* monoplane will be used, a sister ship to Art Goeckel's "Woolaroc." The company also has a remodeled Laird Whippoorwill air sedan and has placed an order for a smaller *Travel Air* monoplane, the Type 6000, for delivery in a few weeks. The pilot will be Ira (Big Mack) McConnaughey. Details.

Tuesday, November 13, 1928

page

1. Article reports sale of controlling interest in *Travel Air*, Inc. to a group of New York and Boston bankers. Fifty percent of the outstanding stock was purchased for approximately \$750,000. It is reported that the resulting merger will include the Wright Aeronautical Corporation, of Paterson, New Jersey. Details.

Tuesday, January 1, 1929

page

1. Report of development of aircraft industry in Wichita in 1928. Says 847 planes were built here--*Travel Air* 500, Swallow 205, Stearman 90, Swift 3, and Knoll 1 (note Cessna omitted). Details.

Sunday, February 10, 1929

page

12. The *Travel Air* Company plans to build two more factory units as soon as the one now under construction is completed. The two will cost about \$75,000. ¶ Two units have been completed for some time, each 75 by 300 feet. The third unit, of the same size, is now under construction paralleling the east building on the south. One of the proposed new units will parallel the west building, and the fifth unit will connect the other four, giving the plant the form of the letter "H."

Friday, February 15, 1929

page

4. The Central Air Lines Company will inaugurate its new Wichita to Tulsa air passenger service at 9:00a.m. Sunday, using eight passenger *Travel Air* monoplanes, to be christened Miss Tulsa and Miss Wichita. The fare will be \$17.50 each way and two round trips will be flown daily. Officers of company listed. Details.

Friday, February 22, 1929**page**

12. In-flight photograph of Central Air Lines *Travel Air* plane shortly after leaving Wichita for Tulsa.

Tuesday, March 19, 1929**page**

22. Aerial photograph of *Travel Air* plant taken last Sunday. Shows three factory units completed plus part of center building.

Wednesday, May 8, 1929**page**

5. Article reports Wichita plants produced 127 planes in April; including:
- | | |
|-------------------|----|
| <i>Travel Air</i> | 52 |
| Swallow | 27 |
| Cessna | 24 |
| Stearman | 18 |

Wednesday, May 22, 1929**page**

8. Photographs of new Wichita aircraft plants, etc., under construction. End parts of hangar at new municipal airport up, but not the hangar part between. Fifth unit of *Travel Air* plant nearly finished. New Cessna plant exterior about half complete.

Sunday, June 9, 1929**page**

3. Advertisement of Wichita Blue Streak Motor Company, 529 West Douglas, says the first public demonstration flight of plane powered by the Wichita Blue Streak Airplane Motor will be made at *Travel Air* field this afternoon.

Wednesday, June 26, 1929**page**

1. Report of pending merger of the Wright Aeronautical Corporation and the Curtiss Aeroplane and Motor Corporation, possibly including *Travel Air* and Cessna. Details.

Tuesday, July 2, 1929

page

1. Article relates how the Central Airlines *Travel Air* monoplane loaned to Colonel Lindbergh was damaged in landing at Mexico City February 27 when one wheel fell off due to failure of a mechanic to replace a steel pin holding the wheel in place. Plane was returned to *Travel Air* for repairs. Details. The plane was the one named "City of Wichita" by Central Airlines.

TuesdayWednesday, August 7, 1929**page**

1. Article reports merger of *Travel Air* Company with the Curtiss-Wright Aeronautical Corporation. *Travel Air* stockholders to receive one and three quarters share of Curtiss-Wright stock for each share of *Travel Air* stock. *Travel Air* stock has increased in value to 40 times its original price. Details. Says *Travel Air* built in:
 - 1925 -- 19 planes
 - 1926 -- 46 planes
 - 1927 -- 154 planes
 - 1928 -- 532 planes

Sunday, August 25, 1929**page**

Magazine

16. Report on the Wichita aircraft industry, says 2500 people are employed by it. Details. Over 1000 employed at *Travel Air*.

Tuesday, November 5, 1929**page**

3. Work was begun yesterday on building a hangar for the Buckley Airplane Company on their property recently purchased north of the *Travel Air* plant on East Central. To be one story, brick, 62 by 122 feet, with an office wing fourteen by 40 feet, and cost \$15,000.

Monday, December 23, 1929**page**

1. Harold McCrory, chief test pilot for the Yunker Aircraft Company, died early today from injuries received when the Cadet sport biplane he was flying crashed yesterday afternoon over the municipal airport. While stunting the plane went into a fatal spin from a low altitude and did not recover in time. Details. The plane was the only Cadet in existence, although others are under construction.. The first Cadet was demolished several months ago when a *Travel Air* monoplane landed on it at Central Avenue Airport.

Sunday, December 29, 1929**page**

- B-4 Six million dollars worth of aircraft were sold by Wichita plants in 1929 including three and a half million at *Travel Air*. Details.

Sunday, June 15, 1930**page**

- C-4. It was announced Friday by Gary E. Prebensen, president, that Yellow Aircab Company through its subsidiary, Yellow Aircab Manufacturing Company, will begin immediate production of a new airplane in its new plant adjacent to *Travel Air*. Details.

Sunday, July 6, 1930**page**

30. Article about aviation in Wichita. Says within the past 90 days Wichita factories have turned out approximately 140 airplanes "that have been placed in surplus;" although recently aviation has been somewhat topheavy and rather "in the dodoes" as far as the manufacturing end is concerned. Wichita has ten active airplane manufacturing concerns, five of which are turning out products licensed by the government: Swallow, Stearman, *Travel Air*, Cessna, and Watkins. The others are Mooney, Buckley, Yellow Air Cab, Sullivan and Ace Manufacturing Companies. Three gliders are being made here -- Cessna Aircraft Company was a pioneer and reached a peak of one glider per day; the Skysport, manufactured by the Braley Glider Corporation, and Sullivan Aircraft has also turned out a glider. ¶ Output of planes in Wichita in previous years was 150 in 1926, 300 in 1927, 927 in 1928, and between 800 and 900 in 1929. ¶ Air routes thought Wichita include Transcontinental Air Transport-Maddux, National Air Transport, Western Air Express, United States Airways, and Brower Air Services. About 500 passengers board and leave the airplanes here during the course of a month.

Thursday, September 11, 1930**page**

1. Ted Wells, *Travel Air* engineer and pilot, saved his life by a parachute jump yesterday afternoon when his racing biplane lost its ailerons in a power dive and crashed just north across Central Avenue from the *Travel Air* Field. Details.

Sunday, October 5, 1930**page**

1. Dr. John R. Brinkley has purchased a new six place *Travel Air* cabin monoplane, which will be delivered to him on October 9. Details.

Monday, March 16, 1931**page**

11. Interview with Walter Beech, visiting Wichita from St. Louis. He states the Curtiss-Wright Company plans to keep the *Travel Air* factory in Wichita in operation. Details.

Sunday, May 24, 1931**page**

1. Walter Beech yesterday denied the persistent rumor that the *Travel Air* factory in Wichita is to be closed down and moved to St. Louis. Details.

Sunday, July 5, 1931**page**

Magazine

- B-11. Article on aviation in Wichita. Says Swallow Aircraft still is manufacturing. *Travel Air* is open but working for the present with only a skeleton force. ¶ Three established air lines operate out of Wichita: Transcontinental and Western Air, flying tri-motored Fords coast to coast; National Air Transport flying mail from Chicago to Dallas; and Western Air Service, carrying passengers and express between Omaha and Tulsa and Oklahoma City, flying tri-motored Stinson monoplanes. ¶ A new concern in the business is Wichita Air Transport, organized by Jack Bridges and M. L. Sifers, between Wichita, Emporia, Topeka and Kansas City, leaving here at 10:00 a.m. and returning at 6:45 p.m.

Wednesday, August 31, 1932**page**

8. Southwest Airways, Inc. will inaugurate its new line serving Wichita, Ponca City, and Tulsa tomorrow with one plane scheduled each way daily. E. C. Epps is head of the new company. Seven passenger Wasp powered *Travel Air* planes will be used. E. C. Epps is a pilot from Tulsa. ¶ Report of a trip to Tulsa on Southwest Airways plane on September 2, page 3.

Friday, April 20, 1934**page**

3. The Beech Aircraft Company has sold a four place cabin plane to the Ethyl Corporation, of New York. It will be powered with a 420 h.p. Wright motor and work on the ship is to be started at once. ¶ The Beech Company is now moving into the *Travel Air* plant on East Central Avenue.

Sunday, January 24, 1937**page**

6. Exercising an option held on the old *Travel Air* airplane manufacturing plant on the site of Wichita's first municipal airport on East Central, Walter H. Beech, president of the Beech Aircraft Corporation last week purchased the property from the Curtiss-Wright Aviation Company of St. Louis. The consideration was not disclosed. Further details, but print too faint to read.

Friday, April 9, 1937**page**

1. Report that well known Wichita pilot, E. B. (Swede) Christopher, president of the Swallow Aircraft Manufacturing Company, was killed today in a plane crash north of Los Angeles. Age 34. Had been resident of Wichita for eight years, being a sales representative with *Travel Air* before establishing the Christopher Airplane Service and then in 1933 taking control of the Swallow Company. Details. Photograph.

WICHITA EAGLE**Monday, January 26, 1925****page**

5. Production work in Wichita's new airplane factory has been started. The new firm under the name of *Travel Air*, Inc., has just opened a factory at 471 West 1st street and will build a 90 h.p. two passenger machine.

Sunday, February 15, 1925**page**

5. Officers of the new *Travel Air* company, organized last month, were announced yesterday: Walter Innes, Jr., president; Clyde Cessna, vice-president; and Walter Beech, secretary. The first plane will be ready for service in two weeks. Details.

Sunday, March 22, 1925**page**

4. Six airplanes are now under construction by *Travel Air*, Inc., Wichita's new airplane manufacturing firm, following the highly successful flight of the first plane of the company last week. Details.

Sunday, April 19, 1925**page**

24. Photograph of the first commercial airplane produced by *Travel Air*, Inc., designed by Walter Beech and Lloyd Stearman.

Friday, May 22, 1925**page**

13. New officers named recently by *Travel Air*, Inc., include Clyde Cessna, president, Walter Beech, vice-president and general manager, and Lloyd Stearman, treasurer. Fifteen planes have been ordered from the new company, which is producing one plane every two weeks.

Sunday, May 24, 1925**page**

5. *Travel Air*, Inc., will demonstrate its planes today at the field on East Central avenue, seven miles from town.

Monday, May 25, 1925**page**

5. A score of persons were introduced to the new *Travel Air* product yesterday when first passenger rides were given by the company at its field on East Central avenue.

Monday, July 20, 1925**page**

5. Yesterday 309 persons were taken for brief airplane rides at the *Travel Air* field at this week's special rate of \$1.00, and 106 were taken in Swallow planes at the Swallow field at the regular rate of \$2.50.

Monday, July 27, 1925**page**

5. Nine hundred sixty-one persons took advantage of the dollar airplane trips offered yesterday by the Swallow and *Travel Air* companies. *Travel Air* carried 525 passengers and Swallow 436 passengers.

Wednesday, September 2, 1925**page**

5. Photograph of *Travel Air* "mystery" ship.

Wednesday, November 4, 1925**page**

1. *Travel Air*, Inc. landing field on East Central avenue road was purchased yesterday by Walter P. Innes and associates on the aviation committee of the Wichita Chamber of Commerce for \$32,000. The 160 acre field was bought from E. L. Hart, president of the Union Stockyards National Bank for \$200 an acre and will remain in the hands of the purchasers until the state legislature amends the law which now bars the city government from owning property more than one mile outside the city limits. The city is then expected to take over the area as a municipal landing field. ¶ Hangars will be built and gasoline pumps installed. In addition, the *Travel Air* firm, whose lease on the property expires in the next few weeks, is expected to continue to use it. ¶ This removes the last obstacle to making the landing of air mail planes in Wichita a reality.

Monday, November 9, 1925**page**

5. *Travel Air*, Inc., which has been maintaining its factory at 417 West 1st street, is preparing to move the manufacturing industry to 535-37 West Douglas to allow expansion of its production.

Saturday, November 21, 1925**page**

5. Erection of a two ship hangar on the air mail field recently purchased from *Travel Air*, Inc. by the aviation commission of the Wichita Chamber of Commerce will probably take place within a month. The hangar will be 30 by 80 feet.

Tuesday, December 1, 1925**page**

7. Walter Beech, vice-president and general manager, announced that work will start soon on a hangar for six airplanes on the new municipal landing field, to be occupied by *Travel Air*, Inc.

Tuesday, January 12, 1926**page**

2. Work on construction of a hanger, 40 by 50 feet, at *Travel Air*, Inc. aviation field, will start today it was announced by chairman Cy Seymour of the hangar committee of the aviation commission of the Wichita Chamber of Commerce. To cost \$2000 and be completed within two weeks. It will be located near Central Avenue road, at west end of the row of *Travel Air* hangars.

Friday, March 26, 1926**page**

4. Photograph shows five *Travel Air* planes ready for delivery to other parts of the country.

Tuesday, June 15, 1926**page**

1. The first cabin monoplane ever constructed between the Mississippi River and the Rocky Mountains made its maiden flight at the *Travel Air* field on East Central yesterday evening. It was designed by Clyde Cessna and flown by him and Walter Beech. Photograph. Details.

Saturday, August 14, 1926**page**

1. Article reports George Theis, Jr. was killed at 6:20 p.m. yesterday when struck by the propeller of a *Travel Air* plane piloted by Lloyd Stearman. Age was 64. Photograph.

Sunday, August 22, 1926**page**

Article says *Travel Air* will build a new factory building 50 by 200 feet on Turner avenue just west of the Midland Valley freight depot. Details. Capacity will be tripled from the present six to eight planes a month.

Saturday, September 25, 1926**page**

5. *Travel Air* Plane Manufacturing company is considering the site for its new \$30,000 factory. Sites near the center of the city are under consideration as well as that of putting the new factory at the flying field with the assembling plant. The factory if now located at 537 West Douglas. Details.

Sunday, October 3, 1926**page**

1. Article reports Lloyd Stearman will resign from *Travel Air* the last of the week and go to California to go into the airplane manufacturing business there.

Friday, December 3, 1926**page**

13. Six acres of land from the municipal landing field will be sold to *Travel Air*, Inc., along with the new building which is being planned and erected by the Booster Building Company, whose members own the air field. The new brick building will be approximately 75 by 275 feet. Details.

Saturday, December 4, 1926**page**

5. Thirty thousand dollars worth of stock will be put on the market at once by the Booster Building Company to finance the new factory building for *Travel Air* at the municipal landing field.

Thursday, December 16, 1926**page**

13. Drawing of planned new *Travel Air* factory, Glen H. Thomas, architect. To be 45 by 245 feet. Construction to be started in immediate future.

Saturday, December 18, 1926**page**

5. The first monoplane built by *Travel Air*, Inc., made its trial flight yesterday afternoon. Details.

Tuesday, December 21, 1926**page**

5. Article about the new cabin monoplane built by *Travel Air* in 69 days. Details.

Friday, January 7, 1927**page**

1. Article reports National Air Transport, Inc., of Chicago, has ordered \$128,676 worth of *Travel Air* planes. Details.

Saturday, January 29, 1927**page**

5. Formation of a third airplane manufacturing company here may result from a transaction announced yesterday in which Clyde V. Cessna severed his connections with *Travel Air*, Inc. through sale of his holdings, 179 shares of stock at \$90 a share. Mr. Cessna said he would continue to design airplanes in Wichita and probably would form a new company. Details.

Tuesday, February 15, 1927**page**

9. Walter Beach (sic) was elected president of *Travel Air*, Inc. yesterday. Officers and board of directors listed. New plant to be erected at cost of approximately \$33,000.

Monday, February 28, 1927**page**

2. Concrete foundations for the new *Travel Air* factory near the airport will be poured this week if weather is favorable. To be 75 by 275 feet.

Sunday, March 13, 1927**page**

5. Improvements are to be made on the municipal airport on East Central avenue. Bermuda grass will be planted on the unused 80 acres of the field and that portion will be opened for use. The part now in use also contains 80 acres and includes the hangar sites. ¶ A line for lighting of the field is being strung from the Kansas Gas and Electric company's eastern terminal. ¶ Concrete forms are up and work is progressing on the *Travel Air* factory.

Sunday, June 12, 1927**page**

13. *Travel Air*, Inc., will be moved this week to its new building at the airport from its old factory at 537 West Douglas. Details.

Thursday, June 16, 1927**page**

2. Construction of airplanes in the new *Travel Air* factory at the airport on East Central began yesterday. Since the company was organized two years ago 80 biplanes have been manufactured, and five monoplanes have also been built three of which have been delivered to National Air Transport, with five more to come on their order.

Saturday, July 2, 1927**page**

5. The offices of the *Travel Air* company will today be transferred to the new factory building at the airport from the old location at 537 West Douglas.

Thursday, July 7, 1927**page**

9. Photograph of interior of new *Travel Air* factory.

Wednesday, August 17, 1927**page**

1. Photograph of *Travel Air* monoplane, "Woolaroc," which is entered in the air race to Honolulu.
7. The last of eight *Travel Air* monoplanes ordered by National Air Transport, Inc., is now ready for delivery and will probably be accepted by the company today.

Thursday, August 18, 1927**page**

5. Article about Art Goebel, pilot, and the "Woolaroc," *Travel Air* plane which won the Dole derby flight to Honolulu. Details.

Friday, September 2, 1927**page**

20. Report of first official passenger and American Railway Express service on National Air Transportation planes yesterday. Two passengers came here from Kansas City on the big blue *Travel Air* monoplane.

Wednesday, September 7, 1927**page**

5. Article reports *Travel Air* is considering expansion of its plant. Details.

Friday, September 16, 1927**page**

1. Announcement made yesterday that contract has been let for a new unit of the *Travel Air* factory to double the size of the present plant. To cost approximately \$75,000. ¶ The company has orders for 411 planes. A total of 75 planes have been completed in the new factory. There are 112 employes. ¶ Current production schedule each four weeks is 16 OX-5 biplanes, two Wright Whirlwind biplanes, and two monoplanes.

Thursday, September 22, 1927**page**

2. Construction of the additional *Travel Air* factory on the Wichita airport will begin immediately. A deal was made yesterday by *Travel Air* with the Booster Building company for purchase of land on which to build the new factory. *Travel Air*, Inc. thereby becomes the owner of four acres lying directly east of the present factory, making the company's total holdings nine acres. The new building will be a duplicate of the first unit.

Friday, September 23, 1927**page**

4. Photograph of the *Travel Air* factory, which will be duplicated by the company's new building.

Tuesday, September 27, 1927**page**

4. Work on the new unit of the *Travel Air* factory is expected to start today. It is located just 100 feet east of the present factory. Will cost approximately \$75,000.

Saturday, October 1, 1927**page**

5. Passenger service on the National Air Transport route from Chicago to Dallas via Wichita is being temporarily discontinued today to permit reconditioning of the *Travel Air* monoplanes used on the route, including installation of heaters in the cabins and improved

seating arrangements.

Tuesday, October 4, 1927

page

1. Art Goebel, who piloted the *Travel Air* plane "Woolaroc" to Honolulu to win the Dole prize, will return to Wichita for a civic welcome today. Details. Photograph.

Sunday, October 9, 1927

page

6. Article reports the reason the *Travel Air* monoplanes of National Air Transport were recently withdrawn from passenger service between Chicago and Dallas was the pilots' complaint of a lack of "aileron control" in the planes. The company is seeking a remedy for this problem. Details.

Saturday, October 22, 1927

page

3. Article says the Laird Airplane Company yesterday took possession of the Kansas Planing Mill building at 471 West 1st street, where its new factory is to be established. Details. ¶ Article also discusses progress on the new Cessna-Roos plant and the new unit of *Travel Air* plant.

Friday, October 28, 1927

page

2. Article reports charter issued in Topeka yesterday for Wichita's sixth airplane company, to be known as the Swift Aircraft Corporation. President will be W. R. Ritchey, Wichita oil operator. C. B. Bennett, now production engineer at *Travel Air*, will be the chief engineer. The company will design and manufacture a biplane. Details.

Sunday, October 30, 1927

page

3. Article says recent issue of *Aviation Magazine* has an extensive article on *Travel Air*, Inc.

Wednesday, November 2, 1927

page

4. The new unit of the *Travel Air* plant is expected to be completed on December 1. ¶ The two buildings of the new Cessna-Roose plant at 1st street and Glenn are ready for roofing, the brick walls being completed. The factory building is 150 by 100 feet and the paint building is 50 feet square. Four airplane hangars 50 by 25 feet are now under construction on Swartz field, adjacent to the factory.

Sunday, November 6, 1927

page

32. Advertisements with photographs of Wichita planes, including Swallow, *Travel Air*, Stearman, and Cessna.

Wednesday, December 14, 1927**page**

5. The second unit of the *Travel Air* factory is completed and machinery is being installed. It is expected to be in operation in two weeks.

Thursday, December 15, 1927**page**

13. Photograph of *Travel Air* biplane being tested yesterday with new Fairchild-Caminez motor.

Friday, December 30, 1927**page**

5. Article reports Wichita airplane companies have turned out a total of 974 planes since Swallow marketed its first ship nearly eight years ago. Swallow has built about 700 and *Travel Air* 266, including 66 prior to this year and an even 200 planes this year. Details.

Saturday, January 21, 1928**page**

10. The last of the eight *Travel Air* monoplanes of National Air Transport to undergo re-servicing at the factory here was released to National Air Transport yesterday. They will be used on the Kansas City-Chicago day runs.

Sunday, February 26, 1928**page**

2. Seventeen *Travel Air* planes were delivered the past week.

Monday, March 19, 1928**page**

5. The *Travel Air* company will start working a double shift at the factory today in order to boost production from the present eight to twelve planes a week to fifteen to twenty planes a week. From 250 to 300 persons will be employed under this new schedule.

Sunday, April 15, 1928**page**

2. Photograph of new *Travel Air* monoplane with Wright Whirlwind motor.

Friday, June 29, 1928**page**

10. Photograph of "Old No. One," the first *Travel Air* plane, which has returned to Wichita. (No. C-241 is on tail).

Sunday, August 19, 1928**page**

6. Wichita aircraft firms delivered 31 new planes during the week, including sixteen *Travel Air*, eight Swallow, four Stearman, two Cessna and one Swift.

Sunday, October 7, 1928**page**

9. History of *Travel Air* factory in Wichita by Walter Beach (sic).

Saturday, October 13, 1928**page**

2. *Travel Air* broke its record by delivering eighteen planes the past week. Details.

Thursday, October 25, 1928**page**

9. Photograph of new *Travel Air* monoplane.

Wednesday, November 14, 1928**page**

1. Article reports that a New York banking house has taken a 50% interest in the *Travel Air* Manufacturing company, perhaps leading to a merger with other aeronautical companies. Details.

Friday, November 23, 1928**page**

3. Paul Braniff, of Oklahoma City, who operates a passenger air line between Oklahoma City and Tulsa, yesterday purchased a new cabin monoplane from *Travel Air* for \$13,500.

Thursday, November 29, 1928**page**

5. Ground was broken yesterday for the new Knoll airplane factory, to be located on a 148 acre tract south of the *Travel Air* field. Details.

Thursday, December 13, 1928**page**

5. *Travel Air* company yesterday let contract for construction of an additional \$50,000 factory unit. The new unit is to be 75 by 275 feet and will be connected to Unit A by a two story structure 40 by 50 feet, just south of Unit A, the connecting building to be used as a parts room. The new addition will be known as Unit C.

Saturday, December 29, 1928**page**

5. The Braley School of Flying yesterday purchased a 310 acre tract north and east of the

Travel Air factory to be used as a landing field for the Braley school and Braley Manufacturing Company. New buildings will also be located there. Land valued at \$50,000. Details.

Monday, December 31, 1928**page**

5. Article reports first flight of the new Knoll plane at the *Travel Air* field yesterday. Photograph on page 6. Details.

Friday, January 4, 1929**page**

2. General offices of *Travel Air* Manufacturing Company were moved yesterday to the two story building now about completed on East Central avenue road directly north of the east end of Factory A.

Sunday, January 6, 1929**page**

1. Photograph of officers of new board of the reorganized *Travel Air* company.

Thursday, January 10, 1929**page**

2. *Travel Air* plans to increase production to four planes a day when its new addition is completed. Stearman plans increase from 90 planes built last year to about 150 this year.

Saturday, January 19, 1929**page**

1. Texas Air Transport yesterday ordered fifteen *Travel Air* cabin monoplanes for \$13,500 each and ten biplanes, to be used on their mail line linking the National Air Transport service with the Mexican air mail system between Ft. Worth and Laredo.

Friday, February 15, 1929**page**

5. Contract let yesterday for the fourth *Travel Air* factory unit, which will make a total of over 100,000 square feet of floor space. Cost is approximately \$50,000. Unit C is now under construction south of Unit A. The new Unit D will run north and south to the east of Unit C.

Saturday, February 16, 1929**page**

20. Advertisement of Central Air Lines Company announces daily passenger service between Wichita and Tulsa beginning Sunday, February 17. Planes leave daily at 9:00a.m. and 4:00 p.m. Trip is an hour and a half. Fare is \$17.50 one way. Photograph of the *Travel Air* cabin monoplane being used. F. A. Watkins is president.

Wednesday, March 6, 1929**page**

3. Central Air Lines of Wichita yesterday purchased four more *Travel Air* planes. Details.

Sunday, March 10, 1929**page**

3. Photographs of construction under way on the Braley School of Flying building, *Travel Air* company's Unit C, and the new Central Air Lines company hangar and field office.

Sunday, March 17, 1929**page**

2. Aerial photograph of *Travel Air* plant showing Unit C nearly complete and preliminary work on Unit D, which will connect the other three.

Sunday, April 14, 1929**page**

34. Advertisement with photograph of *Travel Air* Unit D under construction.

Sunday, April 21, 1929**page**

3. Central Air Lines now has five six-place *Travel Air* monoplanes for passenger work and three biplanes used in training work. It is planning expansion of service to Kansas City and Oklahoma City.

Friday, May 3, 1929**page**

3. *Travel Air* company delivered a record 54 planes in April, with value of \$350,000. Of these, sixteen were the big six passenger monoplanes, for \$216,000, mostly Wright powered. Twenty-seven were OX-5 biplanes, for \$81,000. Details.

Thursday, June 13, 1929**page**

8. *Travel Air* is now occupying all five units of its enlarged factory and will increase production to 30 planes a week, approximately twenty biplanes and ten monoplanes.

Thursday, August 8, 1929**page**

7. Article reports actions taken yesterday to consolidate the *Travel Air* Company and the Curtiss-Wright Corporation by means of exchange of *Travel Air* Stock for Curtiss-Wright Corporation stock. Details. *Travel Air* Company was organized November 9, 1928 as Delaware corporation, to acquire capital stock of the *Travel Air* Manufacturing Company, organized in February 1925.

Sunday, August 11, 1929

page

2. Article about new low wing monoplane being built by *Travel Air* for the National Air Races at Cleveland, Ohio.

Friday, August 16, 1929**page**

5. Article about progress on *Travel Air*'s new racing planes.

Tuesday, August 20, 1929**page**

1. Photograph of *Travel Air* monoplane in light of new flood light at municipal airport, which was tested for the first time last night. Article with details on page 5.

Sunday, August 25, 1929**page**

- 2-B. Aerial photographs of Swallow, Cessna, and *Travel Air* plants. Article with details about Wichita's aircraft industry firms.

Tuesday, August 27, 1929**page**

3. Receiver was appointed yesterday by the district court for the Knoll Aircraft corporation, and the firm will be operated under new management. Felix Knoll, founder, will not be affiliated with the new organization. The firm will move at once to its new factory building near the *Travel Air* company. Details.

Sunday, September 1, 1929**page**

13. Article about a new golf course, East-Law-N, to be constructed soon on East Central two miles east of *Travel Air*.

Monday, September 9, 1929**page**

5. The *Travel Air* "Mystery S" arrived home Saturday evening from the Cleveland air races.

Tuesday, September 24, 1929**page**

1. Photograph of *Travel Air* Mystery S, said to have flown 260 m.p.h. at Kansas City yesterday. Article with details.

Saturday, February 15, 1930**page**

3. Photograph of the Skylark, product of Watkins Aircraft Company, which has been given

its approved type certificate by the department of commerce. Article with details. It is the fifth Wichita company to receive approved type certificate for its product, the others being *Travel Air*, Stearman, Cessna, and Swallow.

Saturday, March 8, 1930**page**

5. American Airways, Inc., successor to the Central Air Lines division of Universal, will discontinue air passenger service between Wichita and Tulsa and Wichita and Kansas City after tomorrow. The equipment, consisting of *Travel Air* monoplanes, will be ferried to Fort Worth and Tulsa. Details.

Sunday, May 11, 1930**page**

3. *Travel Air* delivered fifteen planes with value of \$118,000 the past week, its best week this year. Details.

Sunday, July 6, 1930**page**

1. Photograph of new Mystery S plane built by *Travel Air* for Colonel Frank Hawks.

Tuesday, September 30, 1930**page**

3. The *Travel Air* company will henceforth be known as the Curtiss-Wright Airplane Company *Travel Air* Division, it was announced yesterday by K. K. Shaul, manager. The large *Travel Air* sign atop the west end of factory A, the original unit, will be changed next week.

Monday, November 17, 1930**page**

7. Photograph of new *Travel Air* biplane with Wright Gypsy engine, which was completed and flown last week.

Monday, March 16, 1931**page**

1. Article reports Walter Beach (sic) is back in Wichita for a few days' visit. Reports favorable outlook for *Travel Air*.

Sunday, May 10, 1931**page**

- 8-A. Article about K. K. Shaul, general manager of the *Travel Air* division of Curtiss-Wright.

Friday, June 26, 1931**page**

2. Walter Beech says *Travel Air* will operate with a skeleton force until conditions change

and people resume buying airplanes.

Sunday, July 19, 1931**page**

2. The sixth *Travel Air* Mystery S will make first flight today.

Sunday, August 23, 1931**page**

22. Advertisement with photograph of Wadlow Brothers Flying Service Company hangar at *Travel Air* Airport (old Central Air Lines hangar).

Sunday, September 20, 1931**page**

5. Two new passenger airlines between Wichita and Kansas City will begin operations this week. The first will be the Missouri-Kansas airlines which opens service today with a *Travel Air* monoplane carrying the pilot and five passengers. ¶ The Skyways, Inc. line, of Blackwell, Oklahoma, will start service Wednesday with a tri-motor Ford and will make a daily round-trip between Wichita and Kansas City with a flag stop at Topeka. Details.

Monday, September 21, 1931**page**

3. The Missouri-Kansas Airline will start operations between Wichita and Kansas City today instead of yesterday as originally planned. Details. Line has two *Travel Air* planes.

Sunday, September 27, 1931**page**

- 10-C. Aerial photograph of *Travel Air* plant (and Buckley (?) across road).

Thursday, September 1, 1932**page**

3. The new Southwest Air Line starts service today between Wichita and Tulsa via Ponca City. The line has been organized by Tulsa backers of E. C. Epps, well known Tulsa pilot. Three seven-passenger *Travel Air* cabin planes will be used. Fare to Tulsa is \$9.00. One round trip daily. Details.

Monday, September 19, 1932**page**

5. Effective Wednesday, Southwest Airways will operate its daily schedule between Wichita and Tulsa from Wichita instead of from Tulsa and will base its three *Travel Air* cabin planes at the municipal hangar here.

Wednesday, February 1, 1933**page**

5. Southwest Airways, which has operated between Wichita and Tulsa since last fall, today

extends its service to Salina. Details. The company flies six place *Travel Air* monoplanes with Wasp motors.

Friday, June 2, 1933

page

2. Photograph of the new racing plane just completed for Johnnie Livingston by Clyde V. Cessna and Eldon Cessna. The plane was built at the Cessna Airplane Company shops at *Travel Air* field.

Saturday, March 17, 1934

page

5. The Beech Aircraft Company yesterday leased from the Curtiss-Wright Corporation the *Travel Air* factory and hangar on East Central and will move into the larger quarters within a few weeks. The Beech company will need more room than is available at the Cessna factory on East Pawnee where they share the building with the Cessna and the Straughn Aircraft companies. The *Travel Air* factory has been idle except for one wing since it was closed down by the Curtiss-Wright corporation three years ago.

Thursday, April 5, 1934

page

3. Walter Beech is planing to move back to the *Travel Air* plant in about two weeks. ¶ Clyde V. Cessna soon will be located again in the original Cessna plant for construction of new planes.

Thursday, June 2, 1938

page

12. Inman Brothers Flying Circus is back in Wichita for the next few nights at *Travel Air* field, where they will give rides in the Boeing Clipper trimotor (photograph).

Sunday, May 16, 1943

page

6. Photo of National Air Transport *Travel Air* plane Number 21, with superimposed bust of Walter Beech.

Tuesday, January 30, 1951

page

3. Report of visit to Wichita today of early day Wichita pilot, Opie Swope, now an airline pilot, Captain Swope, flying for Mid-Continent Airlines on the Kansas City to Minneapolis run. He was a former barnstorming pilot in this area for *Travel Air* and Swallow. Is the son of a Wichita radiologist, Dr. O .W. Swope, and has flown between 11,000 and 13,000 hours, and was a pilot for TWA after his last flying and barnstorming days. Photo. (Editor's note: Upon checking the microfilm, Beech Aircraft and "Travelair" were the

companies listed in the article.)

Wednesday, December 30, 1953

page

1. Report of death yesterday of Charles G. Yankey, 74, of 219 South Pershing, well known Wichita attorney and businessman. Born February 13, 1879 at Lowell, Wisconsin. Came to Wichita and established his law practice here in 1902. Was actively associated with the Derby Oil Company for many years, was chairman of board of the Eldorado (sic) Refining Company and president of the K. T. Oil Corporation. He was also a pioneer in Wichita aviation, treasurer of the *Travel Air* Company, a director of Beech Aircraft Company, and during World War II was associated with Walter Beech in the Culver Aircraft Company. More recently he was president of Mooney Aircraft, Inc. ¶ Survived by a brother, Paul C. Yankey, 229 North Fountain, and six sisters (named-two unmarried ones live in Wichita). His wife, Edna, died June 30, 1953. Photo. Entombment at Old Mission mausoleum.

Tuesday, January 1, 1957

page

4. Article reviews state of Wichita's aviation industry. Boeing employment reached 29,400 in late December, close to its all-time high of 30,700 in November 1954. Beech Aircraft Corporation is testing its new *Travel Air* model, which first flew on October 31. Details.

Sunday, November 9, 1958

page

- 3A. Report of meeting of OX5 Club last night at which Herb Rawdon, Beech Aircraft Corporation, and Walter Burnham, Boeing Airplane Company, told of their work in designing and building the *Travel Air* Mystery S racer in 1929. Details. Photo of speakers with officers of club.

Wednesday, January 23, 1963

page

- 1, 9A. Continuation of above aviation history series (by John Zimmerman). Founding of *Travel Air*, etc.

Thursday, January 24, 1963

page

- 1, 10A. Continuation of series on Wichita aviation history. More on *Travel Air* and Clyde Cessna. Photo of original Laird Swallow.

Monday, January 28, 1963

page

- 1, 2A. Continuation of aviation history series. More about *Travel Air*, etc.

Tuesday, February 5, 1963

page

- 1, 3A. Another article in Wichita aviation history series. Photo of old *Travel Air* building at 535 West Douglas.

Saturday, February 9, 1963**page**

- 1, 10A. Continuation of series on Wichita aviation history. Aerial photo of *Travel Air* plant.

Sunday, February 10, 1963**page**

- 1, 7A. Continuation of series on Wichita aviation history. Photo of first Staggerwing on page 7A. Table of *Travel Air* production model.

Sunday, April 16, 1967**page**

- 1B. Feature article on Walter Beech and Beech Aircraft on 35th anniversary of Beech Aircraft this week. In the 35 years since Beech moved into the depression-closed Cessna Aircraft Company factory on East Pawnee to start his company it has produced 25,885 planes and sold total volume of \$2,705,344,761. ¶ Born on farm near Pulaski, Tennessee January 30, 1891 and had designed and built his own glider by age 14. Made his first solo flight in a Curtiss pusher biplane in Minnesota ten years later. Served as an Army flight instructor during World War I. Then toured the country in an OX5 powered surplus Jennie. In 1923 he staked his Jennie in the Swallow Airplane Company's pasture at 29th and Hillside and joined the young firm as "design, test, and demonstration pilot and the only salesman they had." In less than two years he became general manager of Swallow. ¶ In 1925 he left Swallow and joined Clyde Cessna and Lloyd Stearman to form *Travel Air* Manufacturing Company. Olive Ann Mellor, the future Mrs. Beech, was hired the same year as the new firm's secretary. The company reportedly built and sold 19 *Travel Airs* the first year and 46 the next. In 1927 Stearman left the company to start his own venture on the West Coast, and in April 1927 Cessna left to form his own company. The big year for *Travel Air* was 1929 when the company produced 547 airplanes and at one time were coming off the line at a rate of 25 per week. Further fame came from the Model R "Mystery S" racers. Further details -- sale of *Travel Air* to Curtiss -- Wright, etc., return to Wichita in spring of 1932, and first flight of Model 17 "Staggerwing" on November 4, 1932, and first flight of Model 18 on January 15, 1937. Photos.

Thursday, August 31, 1967**page**

1. Report of first flight yesterday of a restored *Travel Air* 2000 biplane, from Rawdon Field. Owner-restorer is Max Walton. The test pilot was Dave Blanton. The plane was built by *Travel Air* in 1927. Details. Photo.

Saturday, October 28, 1967**page**

- 5A. Article about OX-5 Club dinner yesterday honoring former Wichita pilot Monty Barnes. He came to Wichita in 1928 as pilot for *Travel Air* until 1929. Then became pilot for Central Airlines. In mid-30s went into aerial photography. Left Wichita in 1939 for Kansas City, and in first two years of World War II worked for Fairchild Aerial Survey in New York and Los Angeles. At end of war moved to Dallas and in 1952 to California.

WICHITA EAGLE AND BEACON

Monday, July 4, 1966

page

- 22C. Article about Marcellus Murdock's interest in aviation. Now 83 and still flies a Beechcraft Bonanza regularly. He was taught to fly by Monty Barnes in an OX5 *Travel Air* in 1928 or 29 and received his pilot's license -- No. 5964 -- in April 1929 at age 46. Details. Photo.

Wednesday, July 27, 1966

page

- 3A. Article about rebuilding of an old *Travel Air* plane by Max Walton, 315 East Lewis. The plane is a 1927 model and a 51 year old OX-5 engine installed in it was turned over yesterday for the first time in 35 years. The engine was overhauled at Hamilton, Ohio in 1931 and has not been started since. Photo.

Monday, December 2, 1968

page

- 6C. After more than ten years, the Beechcraft Model 95 *Travel Air*, introduced in 1956, has been dropped from the company's product line. The 719th and last unit came off the Wichita assembly line in early August, 1968. The company says the *Travel Air* has been replaced by the improved Beechcraft Baron.

Friday, May 1, 1970

page

1. Article commemorating the start of Wichita's golden air age 50 years ago this spring with the flight of the Laird "Swallow," manufactured by the E. M. Laird Airplane Company. The first flight on April 8, 1920 was at a field near 29th and North Hillside, with E. M. (Matty) Laird, now of Boca Raton, Florida, at the controls. ¶ The plane was built in the Watkins Grain Building near William and Water, on what was then called "Tractor Row." A total of 45 Laird Swallows were built in Wichita, 43 of them while Laird was with the company. Laird sold his interest to Jacob M. (Jake) Moellendick in 1923. On January 22, 1924, the company became the Swallow Airplane Manufacturing Company, owned by Moellendick, Stearman, and Beech. Their company built the "New Swallow." The company later went into receivership August 12, 1927. ¶ Since then at least 138,661

planes have been built in Wichita by companies which survived or built more than one or two airplanes. List includes:

<i>Travel Air</i> -- 1396	Beech -- 27,828
Culver -- 2363	Boeing -- 14,250
Mooney -- 251	Lear -- 261
Swallow -- 450	Rawdon -- 36
Cessna -- 91,826	

Friday, June 26, 1970

page

1. Article about three early day airplanes owned by Wichitans: a replica UN4D-2 Jenny owned by Elton Rowley, a 1927 *Travel Air* 2000 owned by Max Walton, and a 1928 Curtiss Robin owned by Dave Blanton. Details. Photo of the three planes flying in formation.

Wednesday, July 7, 1971

page

1. The old 100,000 gallon water tower standing near Beech Aircraft's administration building is being dismantled preparatory to shipping it to Holcomb, Kansas, seven miles west of Garden City, for re-erection and further use. It was erected in 1929 at the old *Travel Air* factory but has not been used for the past three or four years, since a water main was installed on Central Avenue. Details. Photo.

Tuesday, August 27, 1974

page

1. Report of death yesterday of Charles A. Lindbergh at age 72. Article mentions several visits of Lindbergh to Wichita, including one on February 3, 1929 when he picked up a *Travel Air* 6000 to fly to Mexico City.

Saturday, April 5, 1975

page

- 2A. Report of death Thursday night in Los Angeles of aviation pioneer Lloyd Carlton Stearman, 76, former Wichitan, of cancer. Born in Wellsford, Kansas. Joined Clyde Cessna and Walter Beech in 1925 to form the *Travel Air* Manufacturing Company. Had come to Wichita in 1920 and worked as a designer for the E. M. Laird Airplane Company, which became the Swallow Airplane Company. In 1926 he moved to Venice, California and formed his own Stearman Aircraft Company. He then returned to Wichita in 1927. He returned to California in 1932 and joined others to purchase the bankrupt Lockheed Aircraft Company. He resigned from Lockheed in 1935 and then founded the Stearman-Hammond Aircraft Company in San Francisco. The company closed after building 25 revolutionary pusher-type, tricycle landing gear planes. During the war he worked as head of the aviation section of Harvey Machine Company in Long Beach, California. After the war his Stearman Engineering Company converted the famous Stearman trainers into crop dusters. In 1955 he returned to work for Lockheed, and in 1968 he founded Stearman

Aircraft Corporation based in Washington, D. C. ¶ He is survived by his widow, Ethyl, a son, William Lloyd, Washington, D. C., a daughter, Mrs. Marilyn Carr, Kansas City, Missouri, and a sister, Mrs. Ruth Metzger, Sherman Oaks, California. Photo. Cremation.

Wednesday, August 20, 1975

page

1. Article about early Wichita aviator, Max Walton, now 69, who first flew 50 year ago yesterday. He is now building a replica of the *Travel Air* Mystery 5, working with Herb Rawdon, the plane's original designer. Details.

Wednesday, December 3, 1975

page

- 5A. Report of death yesterday of Herb M. Rawdon, Sr., 70, pioneer aircraft designer. Born at Kansas City, Missouri and came to Wichita as a child. Was president of Rawdon Brothers Aircraft, Inc. and owner of Rawdon Field, in East Wichita. Well known for his part in designing the *Travel Air* Mystery-S racer. Long article about design of the Mystery-S. After *Travel Air* sold he returned to work for Walter Beech in 1940 (?) and worked in company's engineering department until retiring in 1960 as assistant chief engineer. Lived at 659 South Quentin. Survived by wife, Laura, a son, Herb Lee Rawdon, Wichita, a daughter, Mrs. Marian Hall, Reston, Virginia, a brother, Gene Rawdon, Sunnydale, California, and a sister, Mrs. Sara Ruth Knox, Oklahoma City. Photo.

Monday, February 9, 1976

page

- 2A. Report of death Saturday of Walter E. Burnham, 78, 3036 Somerset Drive, pioneer aeronautical engineer and co-designer of the *Travel Air* Mystery S. Born in Knob Noster, Missouri. In later years was at Beech 1944-49 and Boeing until 1965. Biography. Survived by widow, Dorthea, one son and one daughter (named). Photo. Kechi Cemetery.