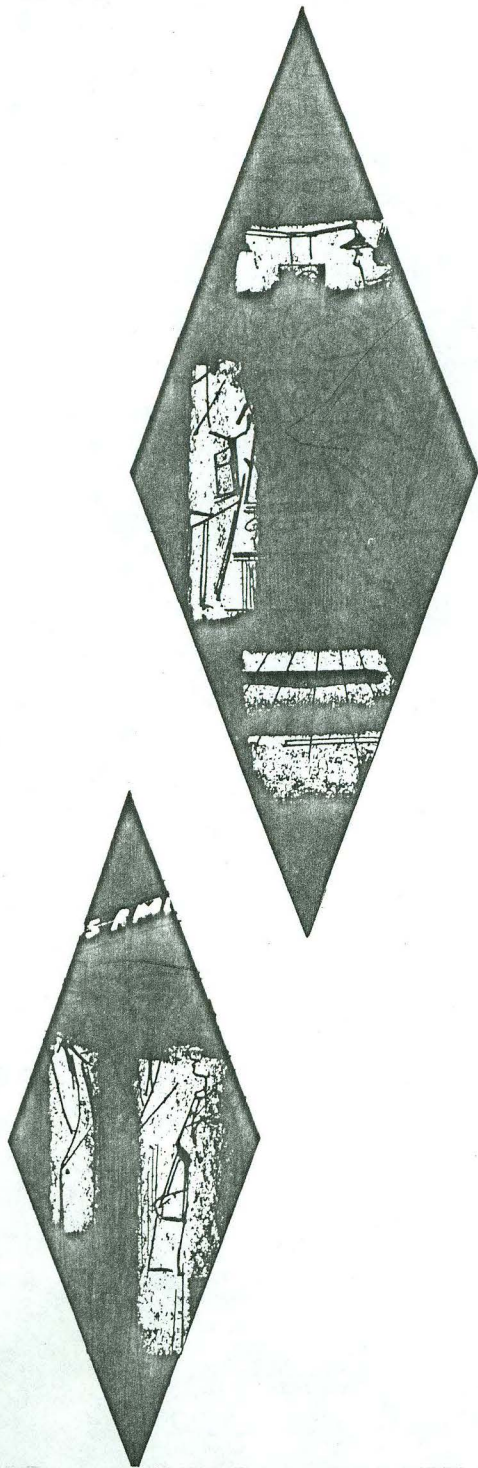


The logo features a stylized, dark-colored wing or tail fin shape that curves upwards and then downwards, resembling a bird in flight or a wing. It is positioned behind the text.

TRANS AMERICAN AIRLINES

FIRST...IN AIRCOACH



About **TRANS AMERICAN . . .**

Trans American Airlines, an independent airline seeking permanent operating authority, had its start in late 1945 when a group of returning war veterans decided that the future of air transportation lay in low-cost air travel rather than in the exclusively high fare service then available. Trans American originated air coach and pioneered its development. For more than four years, the so-called grandfather carriers insisted that air coach was economically impossible. Trans American proved the soundness of air coach which has now been adopted by almost all airlines and is the stable market base for the entire air transportation industry.

Trans American has been highly successful. It has always operated with a profit and without Government subsidy. It is the nation's No. 1 independent airline and the eleventh largest domestic U. S. airline. In 1955 it flew 272,640 passengers a total of 481,036,979 revenue passenger miles. Its gross income was \$15,503,301.

Trans American operates DC-6B's and DC-4's on its routes between New York and California and New York and Florida. Its overhaul and maintenance base at Burbank, California is one of the largest and most modern on the West Coast. Trans American's safety record is outstanding. It has flown more than a million passengers over a billion and a quarter passenger miles without an accident.

In addition to its domestic common-carriage operation, it flies under contract to the Department of Defense across the Atlantic to Germany and across the Pacific to Japan.

Trans American's proposed \$150 flight to Europe is *half* of present-day coach fares, and is still considerably below new cut-rate plans announced by existing U. S. transatlantic carriers some few months after Trans American's announcement.



**TRANS AMERICAN
AIRLINES**

FIRSTS

TRANS AMERICAN **FIRST** in aircoach (1946)

TRANS AMERICAN **FIRST** in \$99 transcontinental fare (1947)

TRANS AMERICAN **FIRST** in \$80 transcontinental fare (1952)

TRANS AMERICAN **FIRST** (and only) \$150 transatlantic fare* (1956)

TRANS AMERICAN **FIRST** and only free meal service on all coach flights

TRANS AMERICAN **FIRST** in rearward facing seats for greater safety (1953)

TRANS AMERICAN **FIRST** fleet completely equipped with dual omni-range receivers

TRANS AMERICAN **FIRST** drop-down door and provision for carry-on baggage (1946)

TRANS AMERICAN **FIRST** Transcontinental coach service by Douglas DC-6B's (1954)

**Subject to CAB approval*