

Trans World Airlines: The Creation of a Global Airline by Jack Frye and Other Founders
By Justin Libby
Complete Bibliography and References

A Selected Bibliography Includes:

Every author realizes that whatever he or she has researched and written cannot be accomplished without the dedicated assistance of archivists. I would like to thank those who assisted me at the Library of Congress in Washington, D.C. and at Archives II in College Park, Maryland. In particular, however, I owe a great debt to Mr. David Boutros of the Western Historical Manuscript Collection at the University of Missouri-Kansas City who was so kind in sending TWA materials from his location to the companion Western Historical Manuscript Archives housed in the Thomas Jefferson Library on the campus of the University of Missouri-St. Louis and thereby saving me time and travel from my home in Indianapolis. At the latter institution I was assisted by the director, William (Zelli) Fischetti, as well as his dedicated professional staff including Ms. Doris Wesley, Mr. Kenn Thomas and Mr. Craig Hadley. Within a few steps of the Western Historical Society Manuscript reading room is the Mercantile Library which also contained historical documents relating to the origins and development of TWA and there I was ably assisted by Mr. Charles Brown and Mrs. Betty Gordon. All of these archivists and associates not only made my visit productive but their hospitable courtesies and professional kindnesses were greatly appreciated. I would also like to acknowledge the staff at the Hicks Repository Library and a very big thank you to Mrs. Dania Remyal at the Purdue School of Aviation Technology Library both on the campus of Purdue University in West Lafayette, Indiana for their assistance while I was reviewing difficult to locate periodical materials in their respective holdings. Finally, the author wishes to acknowledge the financial support of Indiana University in the preparation of this article.

Manuscript Collection:

Jack Frye left no papers for deposit in an historical repository but there is a collection regarding Clement M. Keys and the formation of Transcontinental Air Transport (T.A.T.) in the National Air and Space Museum Archives in Washington, D.C. Housed in the same archives are materials relating to the air mail service contract issue with additional information in the Walter Folger Brown collection at the Herbert Hoover Presidential Library in West Branch, Iowa. Brown's official papers are located within the Ohio State Historical Society Library in Columbus, Ohio. Additionally the reader is also encouraged to view the Charles Lindbergh Collection and the items relating to his career and opposition to President Roosevelt's air mail contract decisions in the Library of Congress, Washington, D.C.

Located at the Western Historical Manuscript Collection at the University of Missouri-Kansas City is a vast amount of material pertaining to the history of TWA and was received on October 11, 2005 from the TWA Museum and are well worth the interested reader's time. The records are divided generally into three parts. Boxes 1-132 and 250-260 contain training and operations manuals for the various aircraft flown by TWA. These files were part of the publication department and include master copies with various date changes. Also in this series are other publications related materials and a small amount of public relations items.

Boxes 133-223 contains incident files and other safety related materials including reports and data issued by the Civil Aeronautics Board (CAB) and the National Transportation Safety Board. The files are documentation of accidents or incidents that occurred during a flight and may or may not have resulted in injury or death. Audiovisual materials related to some of the incident files are in Boxes 257 and 258. In addition, there are some records relating to Ozark Airlines which was acquired by TWA in 1986.

Boxes 233-258 contain various materials including books about TWA, the airline's publications, menus, tickets, timetables and other items. Furthermore, photographs, slides and negatives relating to crew training, public relations, audio and video items, some correspondence and reports, as well as manuals and other documents relating to aircraft, are also in these boxes. Some of the information contained within selected series of TWA records may be sensitive or present a security risk. The files do have an important caveat: the archivists at the University of Missouri-Kansas City "shall, after consultation with

experts and knowledgeable persons, establish policies and procedures to restrict such information and permit its use for appropriate purposes and circumstances”.

For this study the reader is directed to the following boxes within the collection:

120; 134; 277; 228; 229; 230; 231; 234; 236; 237; 238; 246; Flat Box 1; Flat Box 3; Flat Box 4; Flat Box 5 and Flat Box 6. There are a number of boxes containing videos pertaining to TWA but for this study the most interesting and relevant information would be found in Box 248.

Within the Mercantile Library on the campus of the University of Missouri at St. Louis are additional files relating to the origins and growth of TWA that are too extensive to list here but among the most relevant for this study included Boxes 32, 33, 34, 45, 46, 47, 48, 49, 50, 51, 52, 54, 57, 58, and 62. The finding aid will direct the interested researcher to other relevant materials. One of the more interesting subjects can be found in Box 120 which contains fascinating materials on the development and deployment of the famous Constellation aircraft listed under the collection number KC453.

At the Franklin Delano Roosevelt Presidential Library there is extensive material on the air mail contract dispute and controversy and I wish to thank Mr. Robert Clark and Mr. Mark Renovitch for their expertise, courtesies and assistance in making those files accessible to me. In particular, see a copy entitled, “Amending Air Mail Contract of February 2, 1925 by the acts of June 3, 1926, May 17, 1928 and April 29, 1930”, House Resolution 3, March 9, 1934, 73rd Congress, 2nd Session, FDR Library in the President’s Official File, Hyde Park, New York. The reader will find of interest a brief written by the president of the then Airline Pilots Association, Lamar Nelson, in the Air Mail Service File, Vertical File also in the presidential library. In Box 11 the reader can also review the “Post Office Department” and “Post Office Miscellaneous, Air Mail Contracts, January-February, 1934 folders; Other letters can also be found in Official File 19, Miscellaneous folder, Box 11, as well as “Air Mail Contracts, February 15-25, 1934”, “March 1-15”, “March 16, 1934-March 27, 1934”, and “April-December 1934”, folders.

In addition, the Franklin Roosevelt Presidential Library is the repository of the Samuel Rosenman manuscript collection and the interested readers may find additional material on the air mail issue in Container 32, “Materials Used In Editing Correspondence, 1937-1950” file; See also J. J. Doran, CAA Inspector, “Compilation of Certain Public Papers, Reports of Investigations, and Other Matters Concerning the Air Mail Service” which is contained in the “Air Mail” folder. Within this material are the following titles and pages relating to the investigation: “Spoils Conference and Consequences”, pages 18-62; “Air Mail Route To Transcontinental Air Transport (Am-34), pages 20-22; “Listing of Air Mail Routes”, pages 44-45; The big winner was American Airlines which received air mail routes 1, 2, 20, 21, 22, 23, 24, 27, 29, 30 and 33 while Western Air Express Transport, which later merged with Transcontinental and Western Airlines, received Air Mail Routes 4 and 12.

The Hoover Administration’s air mail contracts were officially cancelled in the Roosevelt Administration on February 19, 1934 and information relating to that event can be found in the President’s Official File 19. There is a letter from Richard Robbins then President of Transcontinental and Western Airlines to the president, dated February 9, 1934 and received in the White House at 4:56 PM requesting fair play in deciding the air mail contract distributions. The White House was inundated with letters and telegrams relating to the air mail issue and they can be found in the President’s Office File 19, Post Office Department, Box 11, January-February 1934, “Post Office Miscellaneous, Air Mail Contracts” folder.

The letter from Charles Lindbergh and S. Sterling to the president can be found in President’s Official File 19, Box 11, “Air Mail Contracts,” folder. It is interesting to note that within the library there are no reference files for Jack Frye, Howard Hughes, Donald Douglas nor other luminaries of military and commercial aviation during the 1930s except for a file on Juan Trippe, the founder and president of Pan American Airways. It is located in the President’s Official File, “Pan American Airways Incorporated, 1933-1945,” folder, Container 1, File Number 2875 and in Container 2, “Pan American Airways, Inc.,” File Number 4393. In the Adolph Berle MSS in the Franklin D. Roosevelt Library there is interesting information in subject file “State Department, 1938-1945,” Container 54, as well as “Aviation Matters-Annex,” and “Airways System, 1936,” folders.

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For Howard Hughes information can be found in John A. Garraty and Mark C. Carnes, eds., American National Biography , XI (New York: Oxford University Press, 1999), 424-426. There is an interesting study in Box 48 of the TWA files in the Mercantile Library on the campus of the University of Missouri-St. Louis: See James E. Pollard, "Wings of Empire: A History of TWA," (Ph.D. Dissertation, Ohio State University-no date listed). Histories of TWA and Western Airlines can be found in the airline's files at the Mercantile Library in Boxes 46, 47, and 48.

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- "Frye In Aniline," Newsweek, XXIX (Apr. 21, 1947), 78.

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- "The Airline Squeeze," Fortune, XXXV (May. 1947), 117
- "TWA Shakeup Hits Regional Staff," Aviation Weekly, XXXVII (July 14. 1947), 56
- "Hughes Levels New Charges In Pan American-TWA Feud," Aviation Weekly, IL (Aug. 11, 1947), 16
- "TWA's New Crisis," Aviation Weekly, XXXVIII (Apr. 26, 1948), 44
- "The Mechanical Man," Time, LII (July 19. 1948), 38-44
- "CAB To Investigate Hughes' TWA Loan," Aviation Weekly, IL (July. 19, 1948), 53
- H. Issacs, "Air Transport-America Flies Onward Despite The Growing Pains," Newsweek, XXVIII (Nov. 11, 1948), 40-41
- "Damon Accepts TWA Presidency," Aviation Weekly, L (Jan. 31, 1949), 34
- David Bernstein, "Our Airsick Airlines," Harpers, CLXXXVIII (May.1949), 64-73
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"You Can Do Business With Brazil," United Nations World, IV (Oct. 1950), 58-59
 "AA, TWA Luring New Travel Market," Aviation Weekly, LIV (Jan. 29, 1951), 57
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 "Atlantic Route Battle Is Opened," Aviation Weekly, LV (Aug. 20, 1951), 15
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 "TWA, Pan Am Jockey For Overseas Routes," Business Week (Jan. 12, 1952), 23
 An overview of Jack Frye can be found in, "Portrait," Time, LIX (Jan. 21, 1952), 83
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 H. Reiniger, "TWA Pacific Bid," Aviation Weekly, LVIII (Jan. 5, 1953), 94
 John McDonald, "Jet Airliners: Year of Decision," Fortune, XXXVII (Apr. 1953), 125-128+ and by the same author in the same periodical and volume number, "Jet Airliners II," (May. 1953), 128-131+
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 "Jack Frye Bids For The Market Now Filled By The Old DC-3," Life, XVI (Sept. 24, 1955), 79
 Leslie G. Kennon, "Aviation Progress: TWA," Missouri News Magazine, (June. 1, 1956), 3-6
 "Hughes Hopes To Loan \$10 Million To TWA," Aviation Weekly, LXV (Sept. 24, 1956), 41
 "The Problem of Howard Hughes," Fortune, LIX (Jan. 1959), 79-83
 Among many tributes relating to the death of Jack Frye a good essay included: "The Man Who Would Fly," Time, LXXIII (Feb. 16, 1959), 94+
 "A Deadline For Howard Hughes," Fortune, LX (July. 1959), 112-113+
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For later years

"TWA Completing Financing Plan: Hughes Passing Control To Trust," Aviation Weekly, LXXIII (Oct. 17, 1960), 41
 W. H. Gregory, "Hughes Faces Crisis on TWA Financing," Aviation Weekly, LXXIII (Oct. 31, 1960), 35
Lockheed Star (Company Publication), "TWA Still Blazing Air Trails After 40 Years," (July. 18, 1968), 5
 Edward Peck, "Ancestor Aircraft of TWA: 1925-1926," Journal of American Aviation Historical Society, XV (1970), Part 1, 1-9; Part II, 102-109; Part III, 172-180; Part IV, 248-254
 Paul R. Ignatius, "Air Transportation Impact," Aerospace, XII (Feb. 1974), 6-11 and by the same author in the same journal "Air Transportation-Accomplishments, Challenges, Opportunities," XIII (Dec. 1975), 14-17
 "Lindbergh's Takeoff For Aviation," Aerospace, XIV (Dec. 1976), 14-17
 Dr. George W. James, "The Airline Industry Looks Ahead," Aerospace, XV (Fall. 1977), 15-17 and in the same journal Robert Serling, "Aviation's First 75 Years," XVI (Summer. 1978), 10-13
 William L. Leary, "At The Dawn of Commercial Aviation: Uppercu and Aeromarine Airways," Business History Review, LIII (Summer. 1979), 180-193
 T.T. Spencer, "Air Mail Controversy of 1934," Mid-America, LXII (Oct. 1980), 161-172
 David D. Lee, "Herbert Hoover and the Rise of Commercial Aviation, 1921-1926," Business History Review, LVIII (1984), 78-102.

It is worth noting that a recent article entitled "A Super Constellation", by the eminent aircraft historian, Dr. Norman Polmar, appeared in the Historic Aircraft section of Naval History, XXI (Aug. 2007,), 12-13. Dr. Polmar commented at the end of the essay that the Constellation VC-121E VIP aircraft used by President Eisenhower from 1954-1961 was the last piston-engine "Air Force One". I remember touring the Pima Air and Space Museum in Tucson, Arizona and being shown the last piston-engine "Air Force One" that was available to President Kennedy. In correspondence with the Assistant Curator of the Pima Air and Space Museum, Mr. James Stemm regarding which president made use of the last piston-engine "Air Force One", he kindly responded with the following:

Basically both assertions are correct. President Eisenhower was the last President to exclusively use a prop drive aircraft as his primary transport and it was a Connie named "Columbine III". That aircraft is now preserved at the National Museum of the United States Air Force in Dayton, Ohio. Our aircraft is a VC-118 the military version of the DC-6. It was designated as the official Presidential transport for President Kennedy and as a back up for President Johnson. Both men, however, preferred to use the jet VC-137 that came into use right at the end of

Eisenhower's term. At the time the jets were introduced the people responsible for the safety of the President were reluctant to trust in the new technology as they retained a prop driven plane until the jets were considered a proven technology. Both Kennedy and Johnson did fly on our aircraft.

I am indebted to Mr. Stemm for his courteous, professional and knowledgeable answer.

Selected articles relating to the life and career of Jack Frye in The New York Times:

"Sets Transcontinental Airplane Record," May 14, 1934, 1; "On Newark-Los Angeles Air Mail Service," May 19, 1934, 4
"Made General Manager and V.P. of TWA Inc.," September 26, 1934, 22
"Radio Speech On Ocean Air Service," November 3, 1934, 13.

In the year 1939 there were many articles relating to Transcontinental and Western Air. These essays can be found in The New York Times Index, Year 1939, 2106-2107. In particular, see,
"Shake-Up in Board of Directors Seen as Jack Frye, President and P.E. Richter, V.P. Acquire Control," April 25, 1939, 35
"Howard Hughes Buys Stock: Becomes Largest Stockholder," May 11, 1939, 27
"Helps Develop Transcontinental and Western As Giant Transport Planes," May 22, 1941, 11
"Speech on Sky Fleet, San Francisco Press Club," January 10, 1943, 7
"Holds Post-War Sea and Air Transport Will Complement Each Other," October 15, 1943, 11
"Speech on Post-War Aviation Policy," December 1, 1943, 31
"Elected Aeronautical Sciences Institute Fellow," January 14, 1944, 17
"Flies Lockheed Constellation Transport Plane In Record Non-Stop Transcontinental Flight," April 18, 1944, 1
"Editorial," April 19, 1944, 22.
"Speech On Post-War Air Service," August 16, 1944, 12
"Testifies CAB Permit Hearing," October 24, 1944, 13
"Testifies, Senate Subcommittee Hearing On Airline Monopoly Bill," April 11, 1945, 23
"On Transatlantic Air Routes Decision," August 13, 1945, 13.

In the post-war era articles worth reading include

"Piloting TWA Record-Breaking Flight," February 4, 1946, 27
"Testifies Pilots Wage Board Hearing," January 6, 1946, 6 and June 7, 1946, 2
"On Flying Post Office Potentialities," September 26, 1946, 21
"Arrives LaGuardia Field In Private Plane," November 1, 1946, 10
"Sees TWA Staff Cut As Result of Strike," November 16, 1946, 1
"Portrait," November 16, 1946, 3
"Getting Medal for Merit for Outstanding Services To US, December 1941-August 1945," December 23, 1946, 30
"Conference With Howard Hughes on TWA Refinancing," January 8, 1947, 32
"Resigns As TACA and TWA Director: Sells 1,000 Shares of TWA Common Stock," January 16, 1947, 39
"Reduces TWA Holdings," February 11, 1947, 40
"Resigns as TWA President: Career: Explains Resignation," February 22, 1947, 1
"Portrait," April 15, 1947, 35; "Seeks Divorce," June 1, 1950, 54
"Divorced," June 27, 1950, 17
"Career and Role Airline and film Corporation President," December 9, 1951, III, 3
"Testifies On Air Safety," February 16, 1956, 1
"Killed in Auto Crash," February 4, 1959, 1 and one article found in The New York Herald Tribune, VII, February 11, 1945, 84+.