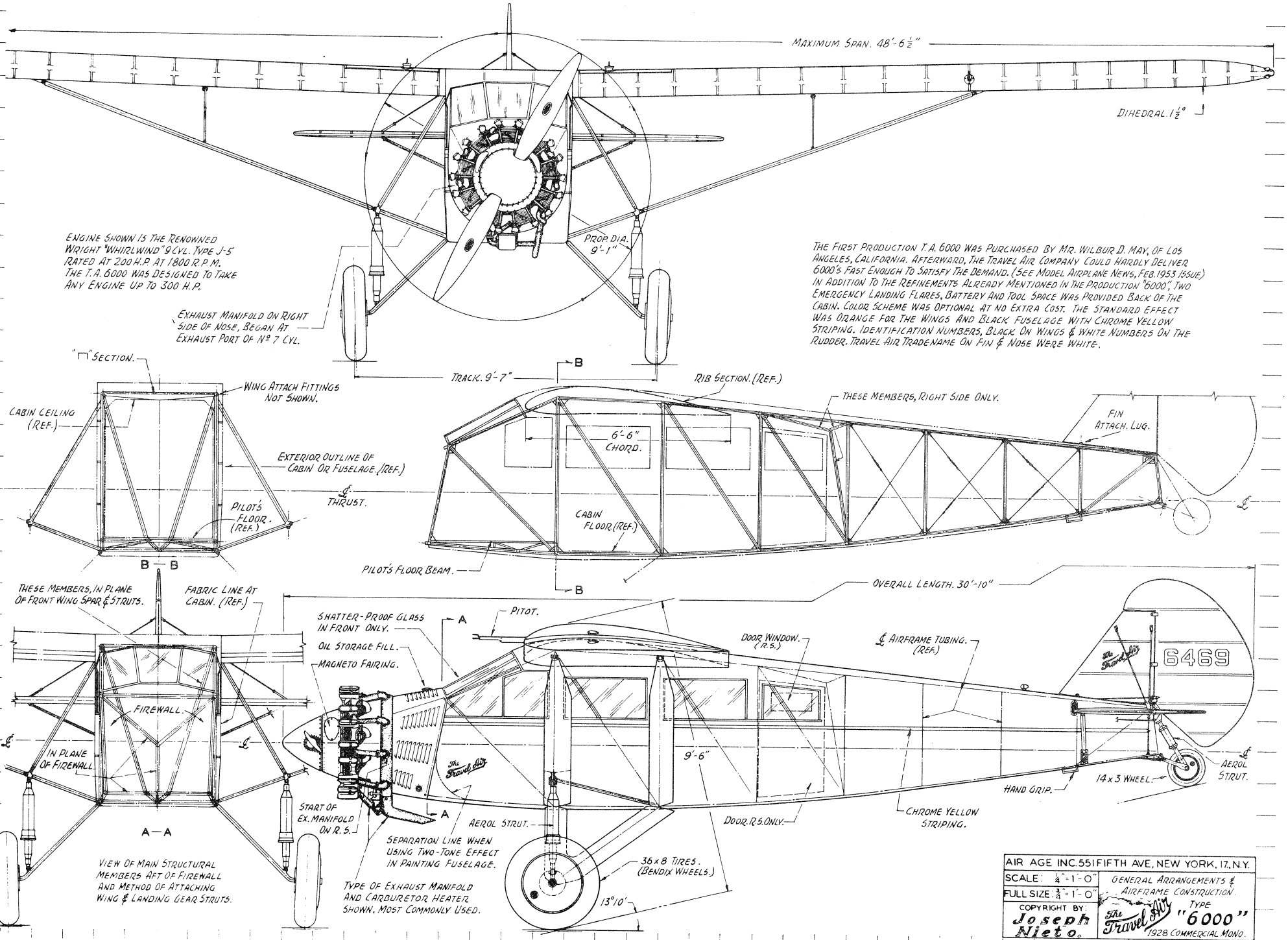
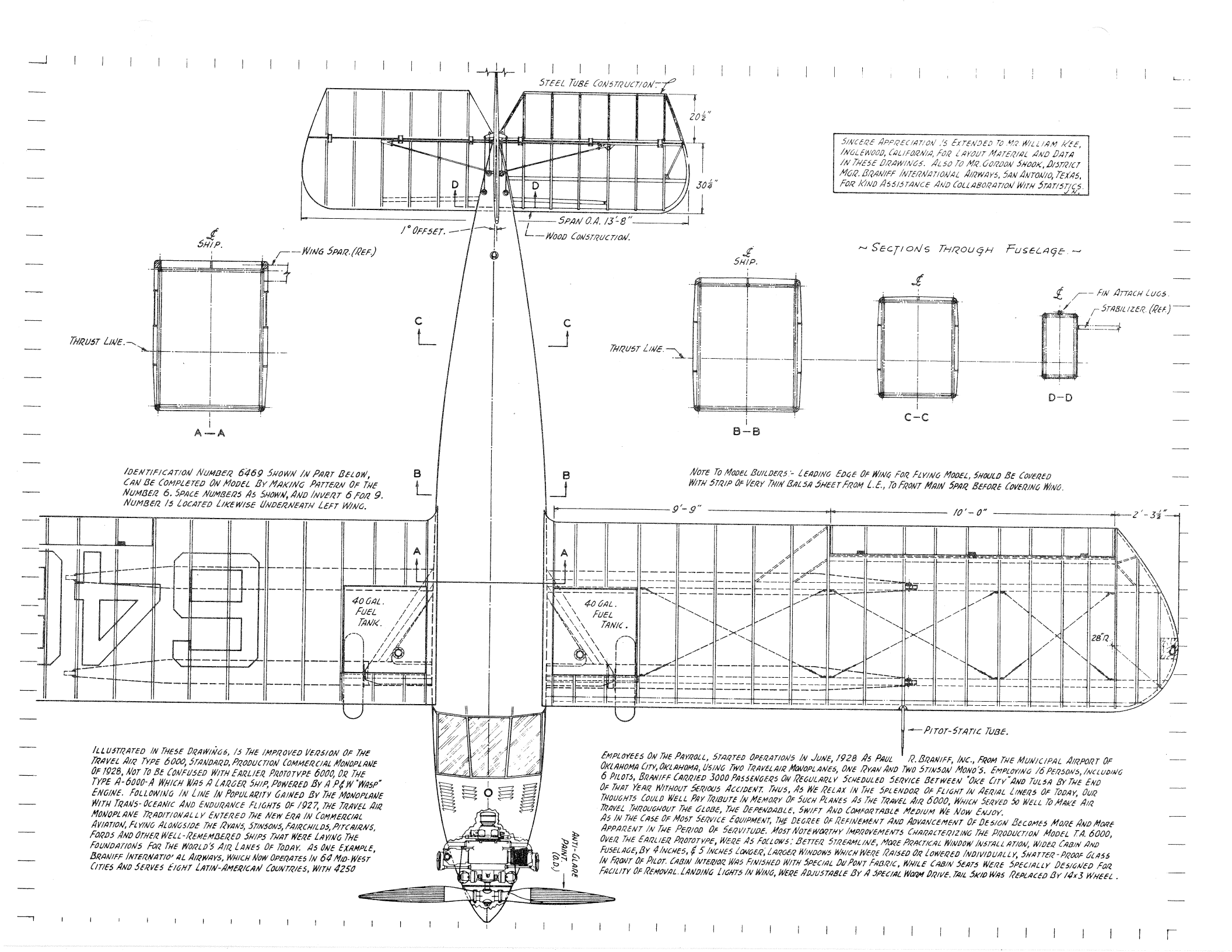


AIR AGE INC. 551 FIFTH AVE, NEW YORK, 17, N.Y.	
SCALE: ¼" = 1'-0"	GENERAL ARRANGEMENTS & AIRFRAME CONSTRUCTION.
FULL SIZE: ¾" = 1'-0"	TYPE "6000"
COPYRIGHT BY: Joseph Nieto.	The Travel Air 1928 COMMERCIAL MONO.



SINCERE APPRECIATION IS EXTENDED TO MR WILLIAM KEE, INGLEWOOD, CALIFORNIA, FOR LAYOUT MATERIAL AND DATA IN THESE DRAWINGS. ALSO TO MR. GORDON SHOOK, DISTRICT MGR. BRANIFF INTERNATIONAL AIRWAYS, SAN ANTONIO, TEXAS, FOR KIND ASSISTANCE AND COLLABORATION WITH STATISTICS.

IDENTIFICATION NUMBER 6469 SHOWN IN PART BELOW, CAN BE COMPLETED ON MODEL BY MAKING PATTERN OF THE NUMBER 6. SPACE NUMBERS AS SHOWN, AND INVERT 6 FOR 9. NUMBER IS LOCATED LIKEWISE UNDERNEATH LEFT WING.

NOTE TO MODEL BUILDERS:- LEADING EDGE OF WING FOR FLYING MODEL, SHOULD BE COVERED WITH STRIP OF VERY THIN BALSA SHEET FROM L.E., TO FRONT MAIN SPAR BEFORE COVERING WING.

ILLUSTRATED IN THESE DRAWINGS, IS THE IMPROVED VERSION OF THE TRAVEL AIR TYPE 6000, STANDARD, PRODUCTION COMMERCIAL MONOPLANE OF 1928, NOT TO BE CONFUSED WITH EARLIER PROTOTYPE 6000, OR THE TYPE A-6000-A WHICH WAS A LARGER SHIP, POWERED BY A P&W "WASP" ENGINE. FOLLOWING IN LINE IN POPULARITY GAINED BY THE MONOPLANE WITH TRANS-OCEANIC AND ENDURANCE FLIGHTS OF 1927, THE TRAVEL AIR MONOPLANE TRADITIONALLY ENTERED THE NEW ERA IN COMMERCIAL AVIATION, FLYING ALONGSIDE THE RYANS, STINSONS, FAIRCHILDS, PITCAIRNS, FORDS AND OTHER WELL-REMEMBERED SHIPS THAT WERE LAYING THE FOUNDATIONS FOR THE WORLD'S AIR LANES OF TODAY. AS ONE EXAMPLE, BRANIFF INTERNATIO' AL AIRWAYS, WHICH NOW OPERATES IN 64 MID-WEST CITIES AND SERVES EIGHT LATIN-AMERICAN COUNTRIES, WITH 4250 EMPLOYEES ON THE PAYROLL, STARTED OPERATIONS IN JUNE, 1928 AS PAUL R. BRANIFF, INC., FROM THE MUNICIPAL AIRPORT OF OKLAHOMA CITY, OKLAHOMA, USING TWO TRAVELAIR MONOPLANES, ONE RYAN AND TWO STINSON MONO'S. EMPLOYING 16 PERSONS, INCLUDING 6 PILOTS, BRANIFF CARRIED 3000 PASSENGERS ON REGULARLY SCHEDULED SERVICE BETWEEN "OKE CITY" AND TULSA BY THE END OF THAT YEAR WITHOUT SERIOUS ACCIDENT. THUS, AS WE RELAX IN THE SPLENDOR OF FLIGHT IN AERIAL LINERS OF TODAY, OUR THOUGHTS COULD WELL PAY TRIBUTE IN MEMORY OF SUCH PLANES AS THE TRAVEL AIR 6000, WHICH SERVED SO WELL TO MAKE AIR TRAVEL THROUGHOUT THE GLOBE, THE DEPENDABLE, SWIFT AND COMFORTABLE MEDIUM WE NOW ENJOY.

AS IN THE CASE OF MOST SERVICE EQUIPMENT, THE DEGREE OF REFINEMENT AND ADVANCEMENT OF DESIGN BECOMES MORE AND MORE APPARENT IN THE PERIOD OF SERVITUDE. MOST NOTEWORTHY IMPROVEMENTS CHARACTERIZING THE PRODUCTION MODEL T.A. 6000, OVER THE EARLIER PROTOTYPE, WERE AS FOLLOWS: BETTER STREAMLINE, MORE PRACTICAL WINDOW INSTALLATION, WIDER CABIN AND FUSELAGE, BY 4 INCHES, & 5 INCHES LONGER, LARGER WINDOWS WHICH WERE RAISED OR LOWERED INDIVIDUALLY, SHATTER-PROOF GLASS IN FRONT OF PILOT. CABIN INTERIOR WAS FINISHED WITH SPECIAL DU PONT FABRIC, WHILE CABIN SEATS WERE SPECIALLY DESIGNED FOR FACILITY OF REMOVAL. LANDING LIGHTS IN WING, WERE ADJUSTABLE BY A SPECIAL WORM DRIVE. TAIL SKID WAS REPLACED BY 14x3 WHEEL.