

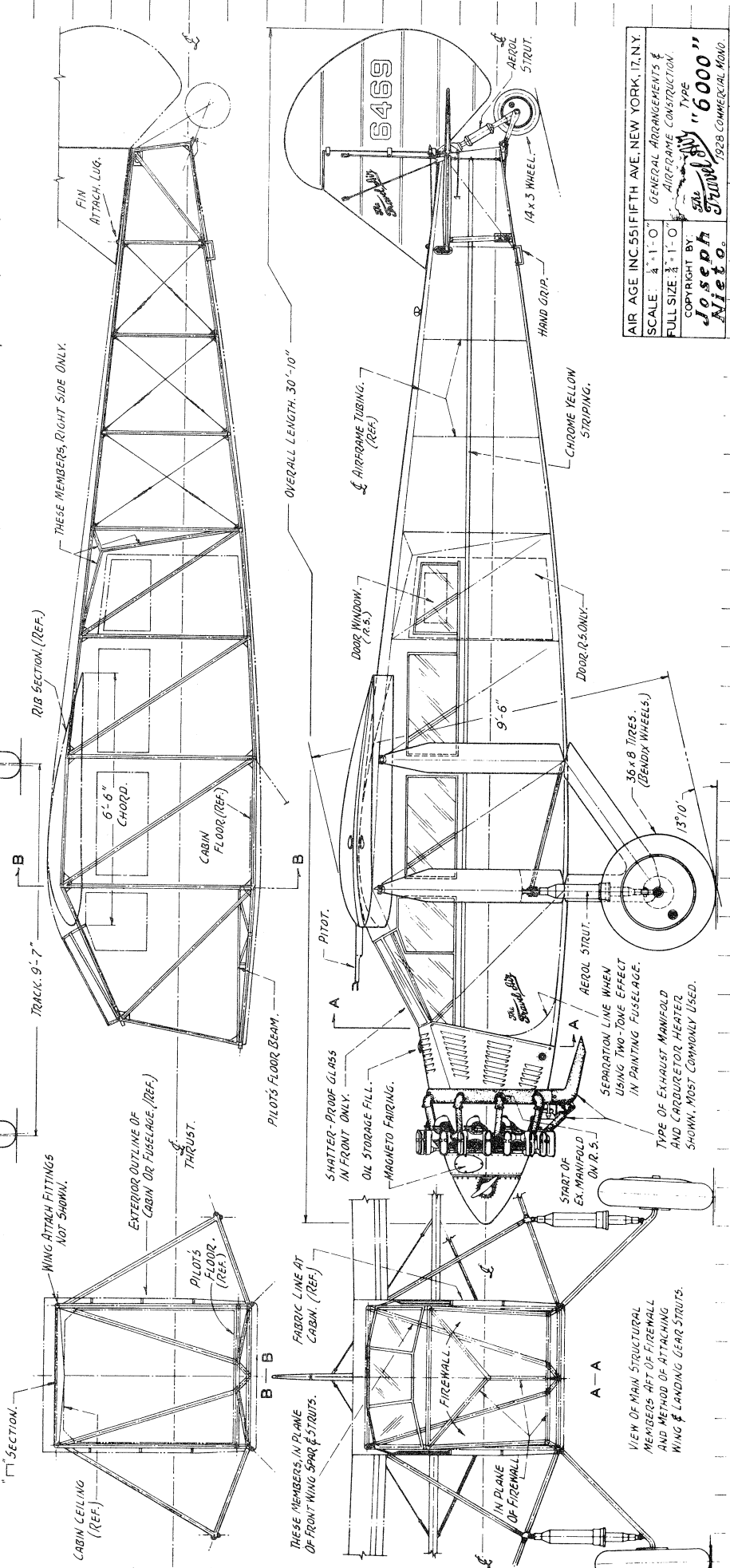
MAXIMUM SPAN 48'-6 1/2"

DIHEDRAL 1 1/2°

ENGINE SHOWN IS THE RENOWNED WRIGHT WHIRLWIND 9 CYL. TYPE J-5 RATED AT 200 H.P. AT 1800 R.P.M. THE T.A. 6000 WAS DESIGNED TO TAKE ANY ENGINE UP TO 300 H.P.

EXHAUST MANIFOLD ON RIGHT SIDE OF NOSE, BEGAN AT EXHAUST PORT OF #1 & 7 CYL.

THE FIRST PRODUCTION T.A. 6000 WAS PURCHASED BY MR. WILBUR D. MAY OF LOS ANGELES, CALIFORNIA. AFTERWARD, THE TRAVEL AIR COMPANY, COULD HARDLY DELIVER GOOD'S FAST ENOUGH TO SATISFY THE DEMAND. (SEE MODEL AIRPLANE NEWS, FEB. 1933 ISSUE) IN ADDITION TO THE REFINEMENTS ALREADY MENTIONED IN THE PRODUCTION "6000", TWO EMERGENCY LANDING FLARES, BATTERY AND TOOL SPACE WAS PROVIDED BACK OF THE CABIN. COLOR SCHEME WAS OPTIONAL AT NO EXTRA COST. THE STANDARD EFFECT WAS ORANGE FOR THE WINGS AND BLACK FUSELAGE WITH CHROME YELLOW STRIPING. IDENTIFICATION NUMBERS, BLACK ON WINGS & WHITE NUMBERS ON THE RUDDER. TRAVEL AIR TRADE NAME ON FIN & NOSE WERE WHITE.



RIB SECTION (REF.)

THESE MEMBERS, RIGHT SIDE ONLY.

TRACK 9'-7"

CABIN CEILING (REF.)

WING ATTACH FITTINGS NOT SHOWN.

EXTERIOR OUTLINE OF CABIN OR FUSELAGE (REF.)

THRUST.

PILOT'S FLOOR (REF.)

THESE MEMBERS, IN PLANE OF FRONT WING SPAR & STRUTS.

FABRIC LINE AT CABIN (REF.)

PILOT'S FLOOR BEAM.

PITOT.

OVERALL LENGTH 30'-10"

VIEW OF MAIN STRUCTURAL MEMBERS AT OF FIREWALL AND METHOD OF ATTACHING WING & LANDING GEAR STRUTS.

FIREWALL

SHATTER-PROOF GLASS IN FRONT ONLY.

OIL STORAGE FILL.

MAGNETO FARRING.

START OF EX. MANIFOLD ON R.S.

DOOR WINDOW (R.S.)

AIRFRAME TUBING (REF.)

DOOR (R.S. ONLY)

9'-6"

6469

HAND GRIP.

14 x 5 WHEEL.

AEROL STRUT.

VIEW OF MAIN STRUCTURAL MEMBERS AT OF FIREWALL AND METHOD OF ATTACHING WING & LANDING GEAR STRUTS.

SEPARATION LINE WHEN USING TWO-TONE EFFECT IN PAINTING FUSELAGE.

TYPE OF EXHAUST MANIFOLD AND CARBURETOR HEATER SHOWN, MOST COMMONLY USED.

36 x 8 TIRES (BENDIX WHEELS)

13'-10"

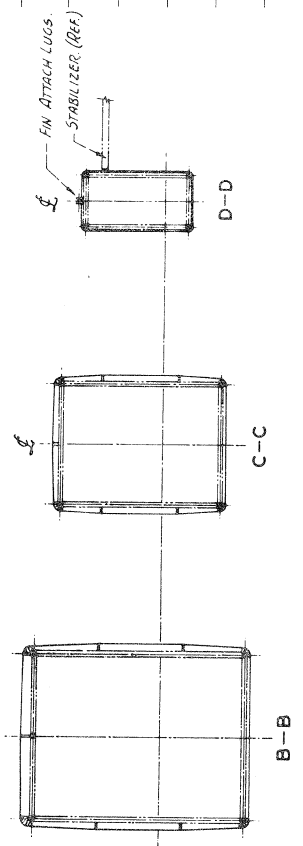
AEROL STRUT.

CHROME YELLOW STRIPING.

AIR AGE INC. 551 FIFTH AVE., NEW YORK, N.Y.
 SCALE: 3/4" = 1'-0"
 AIRFRAME CONSTRUCTION
 TYPE "6000"
 COPYRIGHT BY Joseph Nieto
 1928 COMMERCIAL MONO.

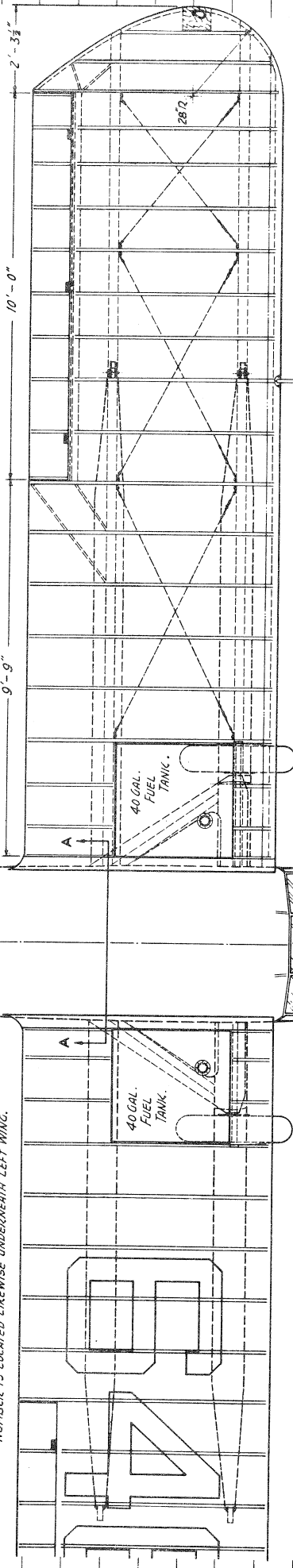
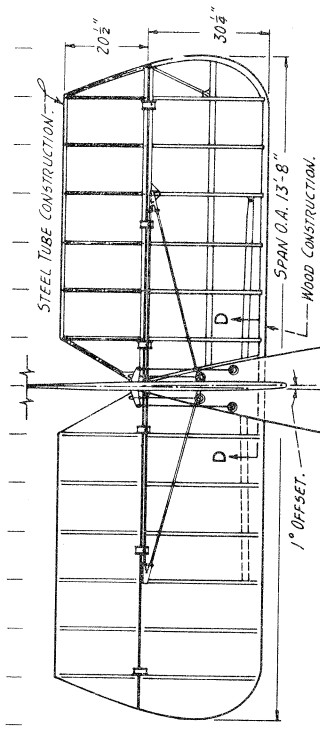
SINCERE APPRECIATION IS EXTENDED TO MR. WILLIAM KEE, INGLEWOOD, CALIFORNIA, FOR LAYOUT MATERIAL AND DATA IN THESE DRAWINGS. ALSO TO MR. GORDON SHOOK, DISTRICT MGR. BRANIFF INTERNATIONAL AIRWAYS, SAN ANTONIO, TEXAS, FOR KIND ASSISTANCE AND COLLABORATION WITH STATISTICS.

SECTIONS THROUGH FUSELAGE



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 "MASP" ENGINE, FOLLOWING IN LINE IN POPULARITY GAINED BY A P & W "MASP" WITH TRANS-OCEANIC AND ENDURANCE FLIGHTS OF 1927, THE TRAVEL AIR MONOPLANE TRADITIONALLY ENTERED THE NEW ERA IN COMMERCIAL AVIATION, FLYING ALONGSIDE THE KIVANS, STINSONS, FAIRCILDS, PITCAIRNS, FORDS AND OTHER WELL-REMEMBERED SHIPS THAT WERE LAYING THE FOUNDATIONS FOR THE WORLD'S AIR LINES OF TODAY. AS ONE EXAMPLE, BRANIFF INTERNATIONAL AIRWAYS, WHICH NOW OPERATES IN 60 MAJOR WEST CITIES AND SERVES EIGHT LATIN-AMERICAN COUNTRIES, WITH 4250

EMPLOYEES ON THE PAYROLL, STARTED OPERATIONS IN JUNE, 1928 AS PAUL 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 LINES 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 REPLACEMENT AND ADVANCEMENT OF DESIGN BECOMES MORE AND MORE APPARENT IN THE PERIOD OF SERVICE. MOST NOTEWORTHY IMPROVEMENTS CHARACTERIZING THE PRODUCTION MODEL T.R. 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.