UNITED AIR LINES

New Type All-Metal Wasp-Powered "Three-Mile-A-Minute" Boeing Transport displayed in the Dome of the TRAVEL AND TRANSPORT BUILDING, Chicago, 1933

Climaxing
A CENTURY OF PROGRESS IN TRANSPORTATION

DESIGNATION of the new-type low-wing all-metal Boeing monoplane as the only transport plane to be displayed in the dome of the Travel and Transport Building at A Century of Progress Exposition is recognition of its outstanding performance and construction. Planes of this type provide the world's fastest multi-motored passenger-mail-express service. (See back page.)

These twin-engined Boeing transports set a new standard of comfort as well as speed. They are roomier, quieter, better ventilated — more pleasant in every detail.

Although United Air Lines’ service has already set a high standard for air transportation, there is a treat in store for you when you fly in these new Boeing transports.

United Aircraft and Transport Corporation


UNITED AIRCRAFT AND TRANSPORT CORPORATION includes the following:

Equipment Companies

Boeing Airplane Company
Boeing Aircraft of Canada, Ltd.
Hamilton Standard Propeller Co.
The Pratt & Whitney Aircraft Co.
Canadian Pratt & Whitney Aircraft Co., Ltd.
Sikorsky Aviation Corp.
The Stearman Aircraft Co.
Chance Vought Corp.

Operating Subsidiaries

UNITED AIRLINES, whose divisions are:

Company                           Route
Boeing Air Transport, Inc.        California-Chicago
National Air Transport, Inc.      Chicago-New York
Chicago-Dallas
Pacific Air Transport             San Diego-Seattle
Varney Air Lines, Inc.            Salt Lake City-Seattle

Other United Operations

Boeing School of Aeronautics; United Aircraft Exports, Inc.; United Airports Company of California, Ltd.; The United Airports of Connecticut, Inc.
World’s Fastest Multi-Motor Passenger Plane Service

UNITED AIR LINES’ more frequent schedules and speedier service, with the new-type high-speed Boeing twin-engined transports, is changing the travel map of the nation. Imagine traveling from California to New York in 20 hours — or of flying from Chicago to New York in less than five hours. Imagine having lunch in New York today and breakfast on the Pacific Coast tomorrow! These time and distance annihilating schedules apply from scores of cities, as United offers a nation-wide service through direct and connecting air and rail schedules.


Ask the attendant for fares and schedules to or from your city. United Air Lines has direct or connecting service to 137 cities in 38 states.

Interesting Facts on United’s New Boeing Planes

Construction—Streamlined, all-metal twin-engined monoplane manufactured by Boeing Airplane Company. Major construction in duraluminum which is as light as aluminum but as strong as steel. Retractable landing gear with shock absorbers, hydraulic brakes and large tires insuring smooth landings.

High Speed—“Three-Miles-A-Minute.”

Cruising Speed—165-171 m.p.h.

Cruising Range—660 miles.

Take-off—770 foot run. Lands—At 58 m.p.h.

Climb—Fully loaded, the plane can climb 830 feet a minute at sea level and reach 8,000 feet in ten minutes. Service ceiling is 18,400 feet.

Size—Wing span 74 feet; Length, 51 feet. Weight, 5½ tons fully loaded.

Crew—Two pilots and Stewardess.

Payload—Ten passengers, baggage, mail and express.

Express-Mail Compartments—125 cubic feet space in nose pit and rear compartments.

Power Plant—Two Pratt and Whitney 550 h.p. WASP engines supercharged to give them sea level efficiency at higher altitudes. 3-bladed Hamilton steel propellers.

Special Passenger Features—Cabin 20 feet long and 6 feet high . . . upholstered, adjustable reclining chairs (20 inches wide and 3½ feet apart) . . . lavatory . . . cabin insulated against noise . . . main and individual ventilators . . . reading lights at each seat . . . stewardess pantry.

Flying Aids—Equipment for two-way radio and reception of directive radio beam . . . dual controls for two pilots . . . unusual visibility for the pilots . . . main instrument board with 33 different devices . . . latest instruments, including directional gyro and compass, sensitive altimeter (records elevations in hundreds, as well as thousands, of feet) . . . artificial horizon . . . special night flying equipment . . . Boeing patented flaps to “trim” the plane in flight.

“Boeing Has Always Built Tomorrows Airplane Today”
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