TTA's Lafayette Service
Now Is All Jet-Powered

Beginning its twelfth year of service to Lafayette, Trans-Texas Airways service to Lafayette is now completely jet-powered.

In January, 1968, TTA’s last two Convair 240 piston aircraft serving the city were replaced with jet-powered Convair Silver Cloud 600 flights. The company is presently in the process of converting all its piston aircraft to the faster, sleeker Convairs.

TTA first began serving Lafayette in January, 1956, with Douglas DC-3 aircraft. At the end of 1956, the airline had boarded 2,631 passengers in the Hub City.

Year-end figures for 1967 showed that Lafayette had boarded 53,436 passengers, a 40 per cent increase over the 1966 year-end total of 38,182 passengers.

The all-time high boarding record in 1967 was 4,851 passenger boardings for the month of October.

The March 1 schedule reflects 14 departures. This is the same number of departures from Lafayette throughout the year 1967.

Other advances in 1967 included the scheduling of two Lafayette - Houston non-stop flights and six non-stop departures from Lafayette to New Orleans. Both cities and Dallas are important gateways for flights throughout the United States, said a company spokesman.

In its 20-year history, the company has logged millions of miles of service, contributing its share to the growth of the aviation industry in America.

Trans-Texas made its first entry into the aviation log on Oct. 11, 1947, when two DC-3s lifted off the runways at two Texas cities. On those first flights, the two planes touched down at San Antonio, Victoria, Houston, Palestine, Dallas, Fort Worth, Brownwood and San Angelo.

Seven of the original eight cities are still found on the TTA route map in 1968. Today, some 65 cities in Texas, Louisiana, Arkansas, Mississippi, Tennessee, New Mexico and Mexico are joined in business, social and economic ties by the airline service.

flown per day in 1947, the system has grown until now averages some 58,000 miles per day.

The two DC-3s with which TTA inaugurated service have been augmented by additional DC-3s, pressurized, fully air conditioned and radar-equipped Convair 240's, jet powered Convair 600s and jet DC-9s.

Five years after operations began, the airline flew 78,214 passengers a total of 18.3 million miles. By 1967, this figure had climbed to 1,460,565 passengers who winged their way across 330 million revenue passenger miles throughout the Southwestern United States.

From the handful of employees - 98 to be exact - who launched the airline, the staff has grown to over 1,800 today, with more scheduled for employment.

Progressive highlights for Trans-Texas Airways include: Feb. 1, 1968, when the Civil Aeronautics Board granted authority to serve 13 additional cities, and Nov 17, 1964, when the company officially entered the jet age with the signing of a $16 million contract for the conversion of its fleet of 25 Convair 240 piston aircraft to jet-powered Convair 600s. Thus far, 20 such aircraft have been converted and the massive project is expected to be completed by June, 1968.

On Nov. 3, 1965, TTA signed a letter of intent to buy seven Douglas DC-9 series 10 fan jets, with an option for additional aircraft. The 75-passenger twin-jet aircraft, dubbed Pampet-jet, cruises at 560 miles-per-hour at altitudes to 30,000 feet. Five of the Pampet-jets have the special feature of being convertible from all passenger to cargo-passenger or to all cargo configurations.

The seventh Pampet-jet was placed in service Feb. 1, 1968, and the company will take delivery on two 100-passenger “stretched” DC-9s in January of 1969. Pure jet service is presently furnished to 20 of the 65 cities served.

On Dec. 15, 1966, TTA began its first international service between Lafayette and Monterrey, Mexico. The Mexican operations were expanded a month later with flights to Tampico and Veracruz.