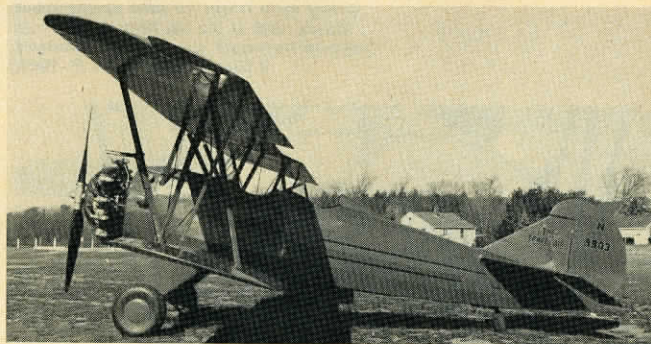
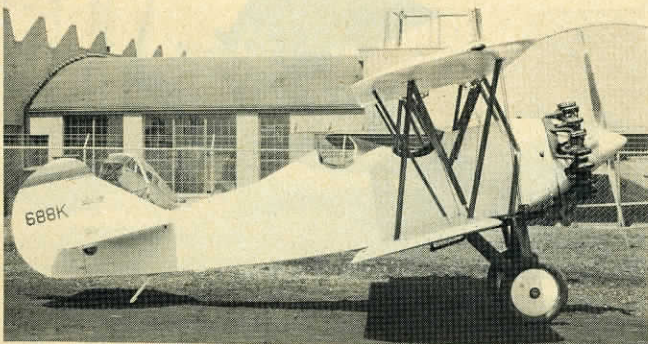




A Travel Air W-4000. This machine was one of a number of early Travel Airs used by Parks Air College for professional flight training. The registration number is NC6000. (J. Roby/AAHS)



This restored Travel Air TA 4000 has slightly modified landing gear. (T. Cuddy/AAHS)

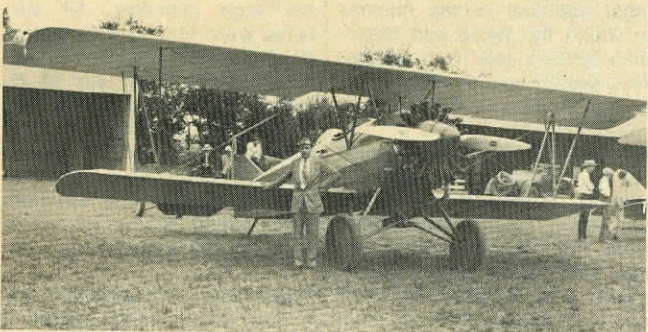


A Travel Air 4000 equipped with a Wright J-4 engine. Note the straight wing and lack of the elephant ear ailerons. This view shows how sleek the Travel Airs were, perhaps one of the main reasons why they were so popular with the early Hollywood set. (Beech)

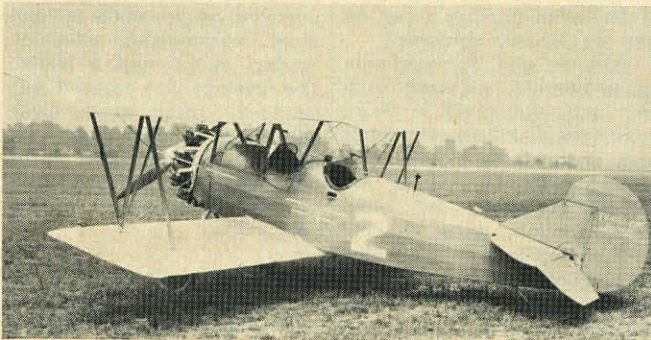


A Travel Air B-4000 with a Wright J-5 that was used by Parks Air College. NC475M was photographed at the Parks Airport about 1941. This was Parks' instrument trainer. Note the ailerons, landing lights and flare chutes. (J. Roby/AAHS)

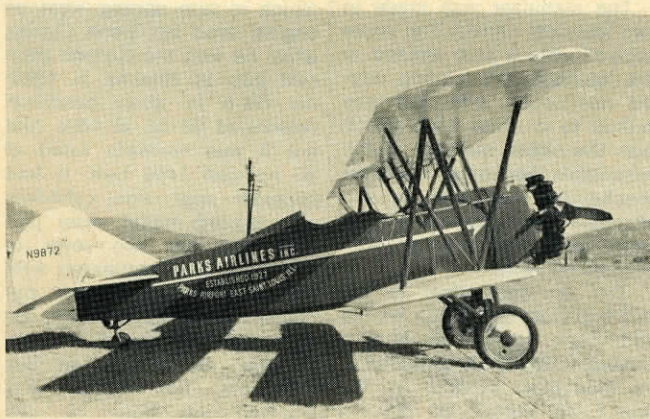
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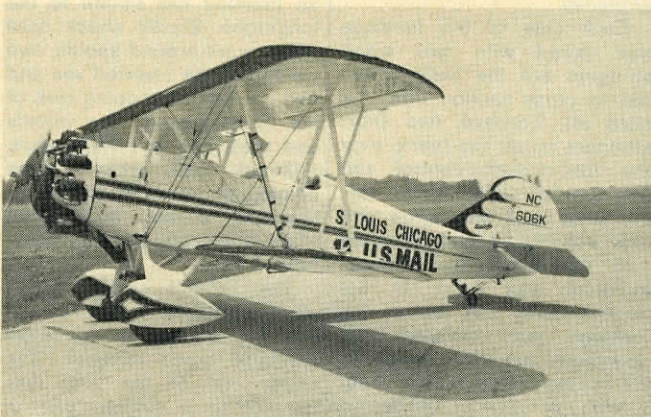
Billy Parker, assistant to Frank Phillips of Phillips Oil Co. with his favorite Travel Air 4000. Parker flew this particular aircraft for many years. (Beech)



TA 4000 with a Wright J-4 engine. This machine was owned by Pioneer Instrument Company and flown by Walter Beech to a winning position in the Ford Reliability Tour of 1926. (Ford)



Beautiful example of a restored Travel Air 4000. N9872 was painted to represent a Parks Air College aircraft, but all Parks' TA 4000s had elephant ear ailerons. Also Parks College was established in 1927 and not Parks Airline. (H. Arnold/AAHS)



The final production version of the TA 4000 was produced by Curtiss Wright as the D4D. (N. Rezich)