

TRAIL-BLAZING CLIPPER WINGS OVER ATLANTIC

20,000 Watch Plane With
21 Aboard Take Off
For Azores

Captain Gray Reports Tail
Wind Speeding First
Leg Of Flight

The flying boat Yankee Clipper was winging its way across the Atlantic last night on a trail-blazing flight between Baltimore and Europe.

Pointing the way to the inauguration within a few weeks of the first regular passenger service over the Atlantic, the great air liner got away from its base at the Baltimore Airport early yesterday afternoon.

Twenty thousand persons crowded the bulkheads as the flying boat taxied slowly out into the harbor, swung around, and then, its four motors bursting into a roar which drowned out the cheers of the spectators, sped across the water and lifted into the air after a run of only fifty seconds.

Heads Straight Down Harbor

Capt. Harold Gray headed the Yankee Clipper straight down the harbor, passing almost directly over Fort Carroll. The ship gained altitude slowly but steadily, finally disappearing into the haze over the bay a few seconds after the takeoff.

There was no ceremony connected with the departure. To those who were unaware of the days of preparation on the part of the Pan American Airways staff here, it must have been impressive in its simplicity.

The twelve crew members and nine observers—greatest number of persons ever to fly the Atlantic in heavier-than-air-machine—stood about talking casually to relatives and friends while their baggage was loaded aboard the airplane.

Moored At Passenger Float

Then, a few minutes after 2 P. M., Captain Gray directed his crew and the observers to go aboard the ship, moored at the regular passenger float at the end of the walkway leading to the passenger terminal. As matter-of-factly as if they were going to New York for a day or two, those making the trip bade their farewells and stepped through the big door opening into the seaway projecting out from the hull of the flying boat.

The door was swung shut, the motors were started and the Yankee Clipper's mooring lines cast off. In a few minutes it was on its way to the Azores—830 miles from Baltimore by the course which Captain Gray decided to follow—where it will remain today and probably tomorrow before continuing on to the Continent.

Hop To Require 18 Hours

Before leaving, Captain Gray told

a course about six hundred miles south of the southern great circle route.

This course, incidentally, is that which was used more than a hundred years ago by the famous old Baltimore clipper ships, of which Pan American's new transatlantic Boeing flying boats are an ultra-modern revival.

The young master of the huge flying boat, who commanded the airplane now known as the Bermuda Clipper on the transatlantic survey flights two years ago, said that he would fly southeast from Baltimore to a point off Bermuda.

Reaching the thirty-fourth parallel, he planned to fly due east to a point about 175 miles from the Azores, swinging north and heading directly toward Horta, where Pan American has a ground crew and facilities for handling the Yankee Clipper on its arrival.

20-Mile Tailwind Helps

Three and a half hours after the takeoff, the flying boat had covered about a fifth of the route between Baltimore and the Azores. Captain Gray reported by radio to the base here that the Yankee Clipper was 573 miles out at sea, flying at an altitude of 8,000 feet and at a speed of 173 miles an hour.

The weather was good, the air smooth, and the sea moderate, he said. A twenty-mile tail wind was pushing the 82,000-pound airplane along that much-faster-than-its-normal cruising speed.

Forty-eight surface vessels were on his course, he reported, six of them close enough to take radio bearings on the Yankee Clipper. There was a slight haze close to the ocean's surface, similar to that which covered Baltimore yesterday afternoon.

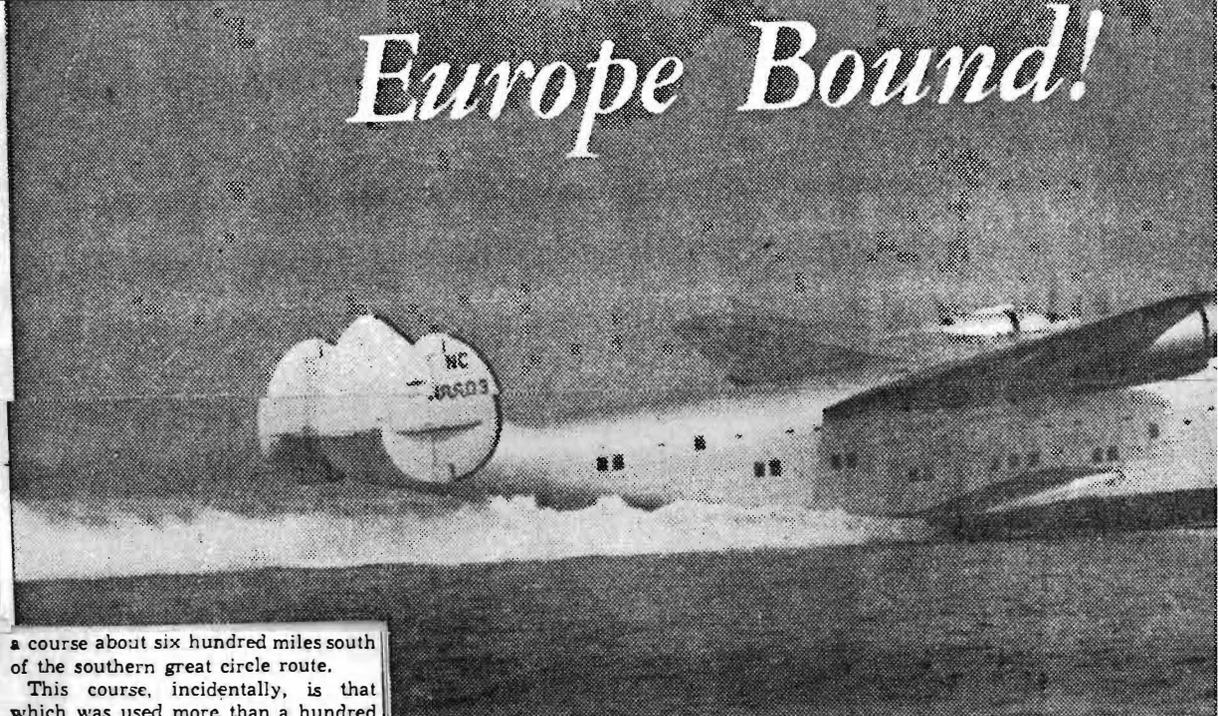
Making Leisurely Trip

The flight, the first leg of which will end with the landing at Horta early this morning, is a shakedown trip which the Yankee Clipper is making leisurely to permit the men who will fly the big airboats in the regular service, and some of the technical ground officers, to inspect facilities set up on the other side of the Atlantic.

How long the Yankee Clipper will remain at each of the five European bases—Horta, Lisbon, Portugal; Marseille, France; Southampton, England, and Foynes, Ireland—is up to Captain Gray and the technical observers.

They will make a careful survey of conditions at each of the bases, inspecting and testing the facilities which have been installed at each, so that there will be no hitches when passenger service begins. The flight

Europe Bound!



an opportunity to practice what they already have learned in theory as to handling the ships.

Captain Gray's first officer-pilot for the flight is Capt. Arthur E. LaPorte, another veteran Pan American master of ocean flying boats, who will have command of a sister ship of the Yankee Clipper when passenger service begins.

Make Trip As Observers

Observers aboard are:

CLARENCE H. SCHILDHAUER, operations manager of the Atlantic division.

EDMUND E. DUFF, JR., of the Boeing Airplane Company, builder of the Yankee Clipper.

ARTHUR B. GAYLORD, of the Wright Aeronautical Corporation, builder of the ship's four 1,500-horsepower engines.

B. M. JACOBS, E. L. YURAVICH and R. G. NICHOLS, of the Civil Aeronautics Authority.

CAPT. LAWRENCE J. CARR, Air Corps, U. S. A.

LIEUT. IRA E. HOBBS, U. S. N.

COMMANDER L. T. CHALKER, chief of the aviation section of the United States Coast Guard.

Expected Back In Two Weeks

The Yankee Clipper carried 4,230 gallons of gasoline, enough to feed its motors on a flight nearly twice as great as the 2,830-mile Baltimore-Horta hop.

The ship will return to Baltimore in about two weeks, it is expected. It will fly from Horta to Lisbon, Lisbon to Marseille, Marseille to Southampton, Southampton to Foynes, and back again over the same route.

The "pioneers" aboard the Clipper sat down to filet mignon served on

real china at linen-covered tables in the luxurious dining salon of the flying boat last night.

Each was given a menu bearing the Pan American insignia and the words "On Board Yankee Clipper." The menus called for:

Hearts of Celery Assorted Olives
Fresh Shrimp Cocktail
Chicken Okra Soup
Broiled Filet Mignon Bordelaise
Fresh String Beans Baked Potato
Alligator Pear Salad
Lemon Oil Dressing
Praline Ice Cream Petit Fours
Coffee Tea Milk
After-Dinner Mints

Similar formality attended their breakfast this morning, for which menus also were prepared. They had their choice of eggs, boiled or scrambled, with bacon or sausage, plus hot rolls, orange juice, preserved figs, sliced bananas, coffee, tea and milk, and dry cereals.

Last night the pioneers slept in luxurious berths, some of which are more than seven feet long.



S. M. KRISTER

L. S. LINDSAY, JR.

HORACE S. BROCK, JR.

CAPT. HAROLD GRAY

A. E. LAPORTE

J. W. WALKER

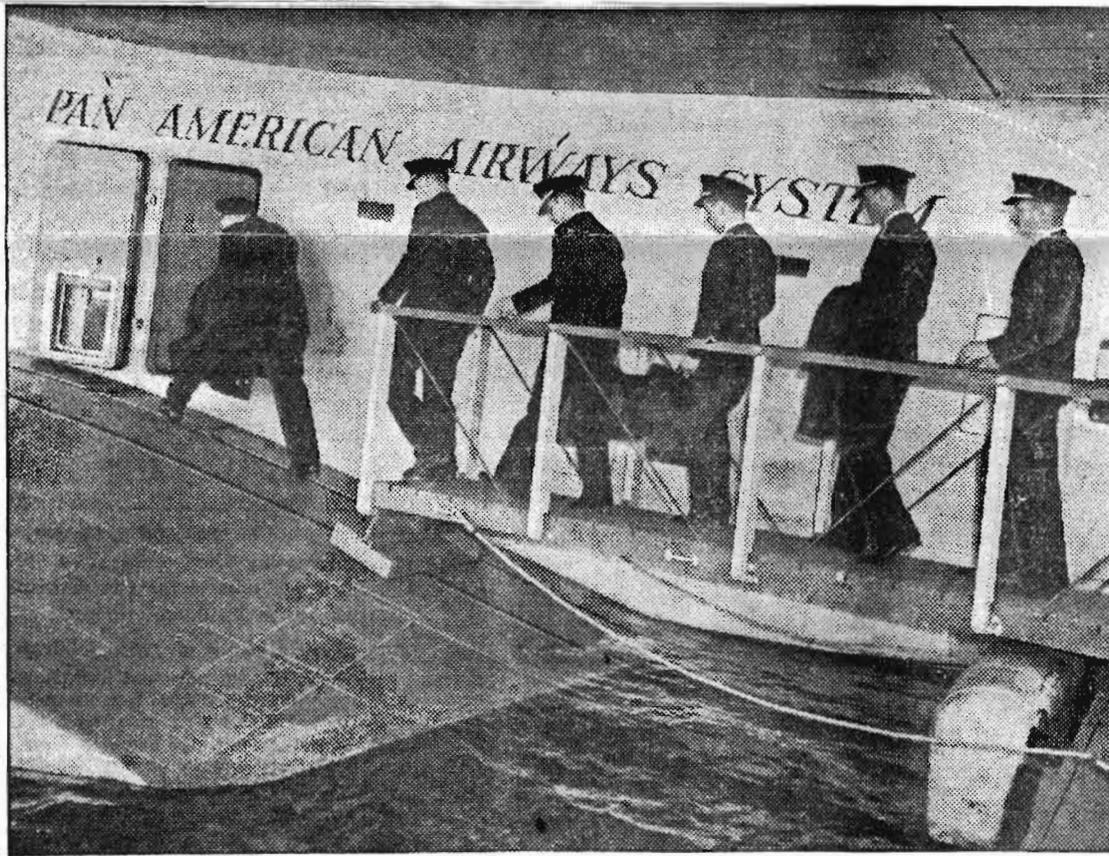
A. E. KALKOWSKY

C. D. WRIGHT

A. W. BEIDMAN

R. P. DUTT

These are the men in charge of the Yankee Clipper on its trail-blazing flight.



Crew of the giant clipper filing on board for a historic flight

Clipper's Progress

Progress of the Yankee Clipper, as reported by short-wave radio from the flying boat to the Pan American base at the Baltimore airport:

3.30 P. M.—110 miles out from Baltimore; altitude 4,000 feet; climbing; speed 147 m. p. h. Passed over coastline north of Fenwick Shoals, near the mouth of the Delaware river, at 3.14 P. M.

4.00 P. M.—220 miles out from Baltimore; altitude 8,300 feet; speed

5.00 P. M.—400 miles out; altitude 8,300 feet; speed 175 m. p. h.; weather clear, surface hazy.

6.00 P. M.—573 miles out; altitude 8,000 feet; speed 173 m. p. h.; 20-mile tail wind; sea moderate, air smooth, hazy.

6.30 P. M.—655 miles out; altitude 8,000 feet; speed 173 m. p. h.; weather good.

7.00 P. M.—743 miles out; altitude 8,500 feet; speed 175 m. p. h.

8.00 P. M.—927 miles from Baltimore; altitude 8,500 feet; speed 168 m. p. h.

8.16 P. M.—960 miles from Baltimore; one-third of the way across.

9.30 P. M.—1,175 miles from Baltimore; took a star sight and bearing on the United States Coast Guard cutter Champlain 300 miles off.

9.40 P. M.—Horta station came on to stand supplementary guard. The ship was 1,700 miles from Horta and reported its signals were sharp.

10.00 P. M.—1,257 miles from Baltimore; altitude 8,100 feet; speed 165 m. p. h. How long does it take to boil a three-minute egg at 8,100 feet?

[Editor's Note—Pan American officials here radioed back that it takes twelve minutes.]

10.30 P. M.—1,347 miles from Baltimore; speed 165 m. p. h.

11.00 P. M.—1,440 miles from Baltimore, exactly halfway; speed 175 m. p. h.; altitude 8,400 feet. Flying over

11.55 P. M.—Pan American direction finder station at the Azores send the first bearing to the ship.

12.00 M.—1,600 miles from Baltimore altitude 8,300 feet; speed 161 m. p. h. Solid undercast at 7,000 feet; visibility excellent.

12.30 A. M.—1,677 miles from Baltimore. No other reports.

2 A. M.—1,900 miles from Baltimore.

Traveling 151 m. p. h. at 8,400 feet altitude. Clear. Air smooth.

2.30 A. M.—1,977 miles out.

3 A. M.—2,054 miles out. 134 m. p. h. Clear. Air smooth. Sun rose 2.40 A. M. Full daylight at 2.54 A. M.

3.30 A. M.—2,145 miles out.

4 A. M.—2,245 miles out. 173 m. p. h. 8,400 feet altitude. Traveling over cumulus cloud formation.

4.30 A. M.—2,325 miles out.

5 A. M.—2,402 miles out. Passed over cold front at 8,000 feet. 165 m. p. h.

[After 5 A. M. the Clipper was transmitting its radio message through Lisbon, thence to Port Washington, N. Y., to Baltimore. The Clipper left Baltimore at about 2.30 P. M. Sunday.]

5.30 A. M.—2,471 miles out paralleling high cumulus clouds. Descending.

6 A. M.—2,540 miles out. 2,000 feet altitude. 154 m. p. h. 340 miles from Horta.

6.30 A. M.—2,621 miles out. Light squalls.

7 A. M.—2,710 miles out. 700 feet altitude. 141 m. p. h. Scattered squalls (rain). 76 miles from Horta. Weather at Horta cloudy, visibility 9 miles.

7.40 A. M.—Horta sighted 17 hours 6 minutes after leaving Baltimore

[Note—Captain Gray, by a short cut, reduced the distance of initial hop to Horta from 2,880 miles to 2,786 miles.]

8.07 A. M.—Landed at Horta.

Baltimore to Horta