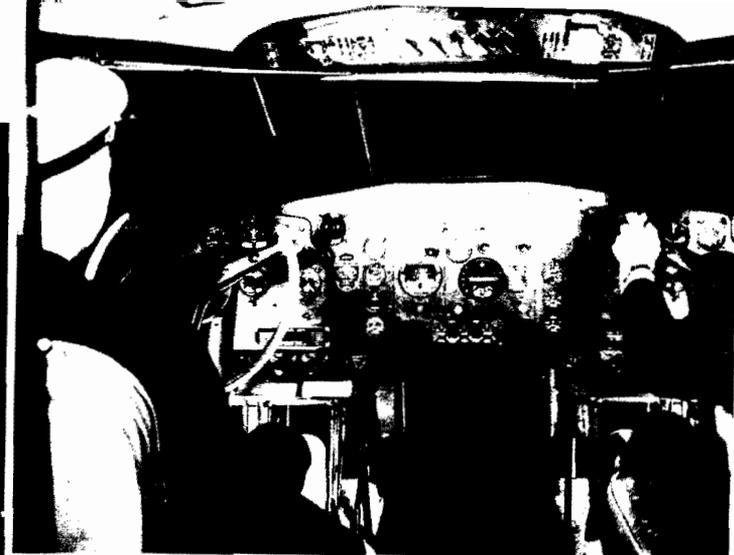
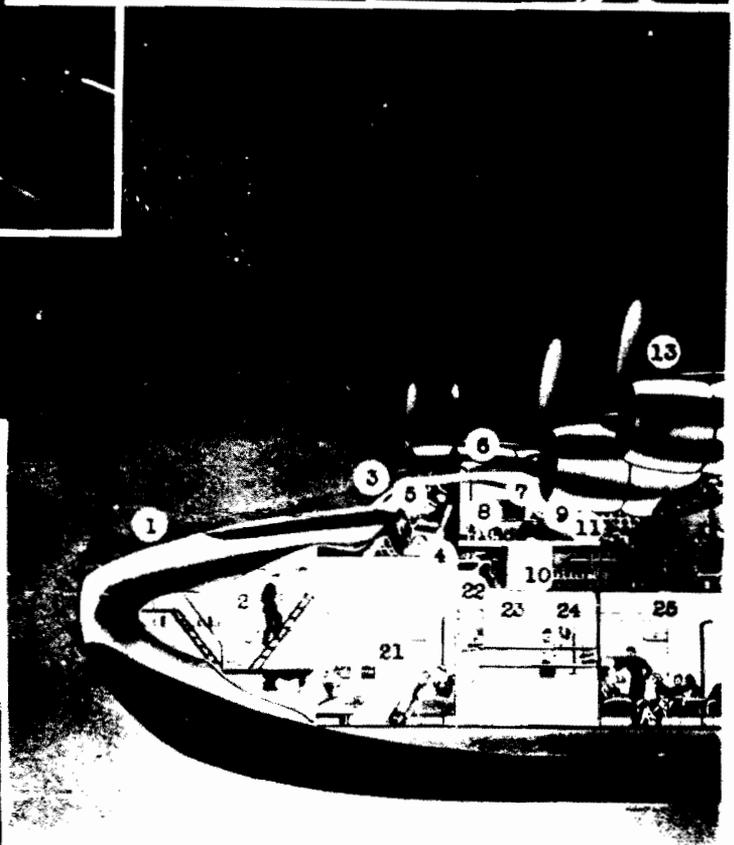
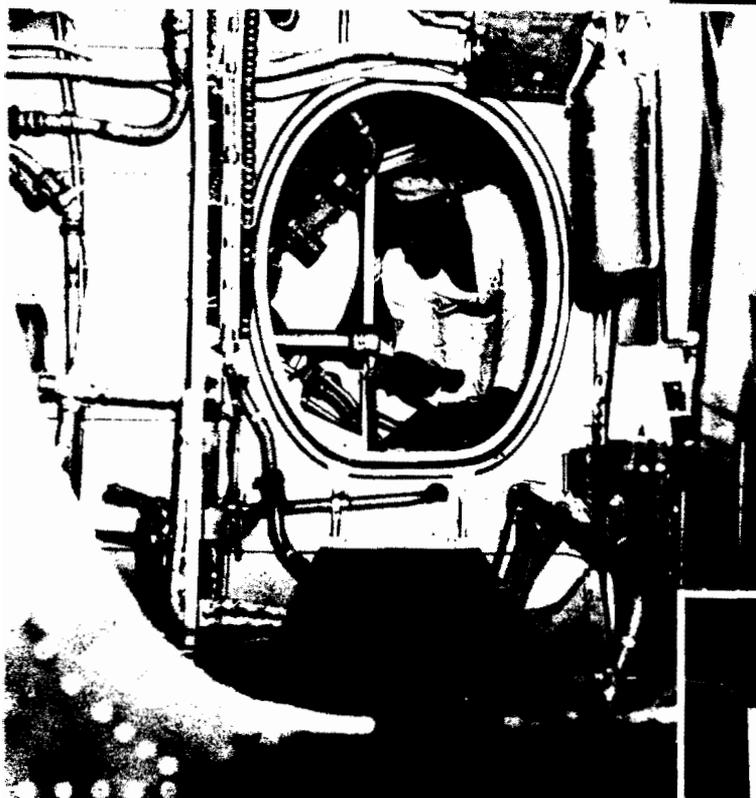


STAR SIGHTS are made easy for the Pilot-Navigator (center) through the transparent turret in the top of the wing.



FOR THE FIRST time on an airplane (above), the Captain has an office of his own. On the Clippers the Captain is the Executive Officer. The Yankee Clipper's great Flight Deck, and that of each of her five sister-ships, is as large as the entire cabin of a DC-3 overland transport. It is scientifically designed to coordinate the efficient operations of Pan American's multiple crew.



Identified in the drawing are:
 (1) Anchor Hatch. (2) Seaman's Compartment. (3) Bridge, where the flying controls of the liner are located. (4) First Pilot. (5) Second Pilot. (6) Radio Direction Finder "Loop". (7) Navigation Compartment. (8) Radio Officer's

Post. (9) Chief Marine Librarian. (10) Instruments. (11) Engine and A 1500 H.P. Wren constant Mechanic's W (16) Wing St. Main Cargo

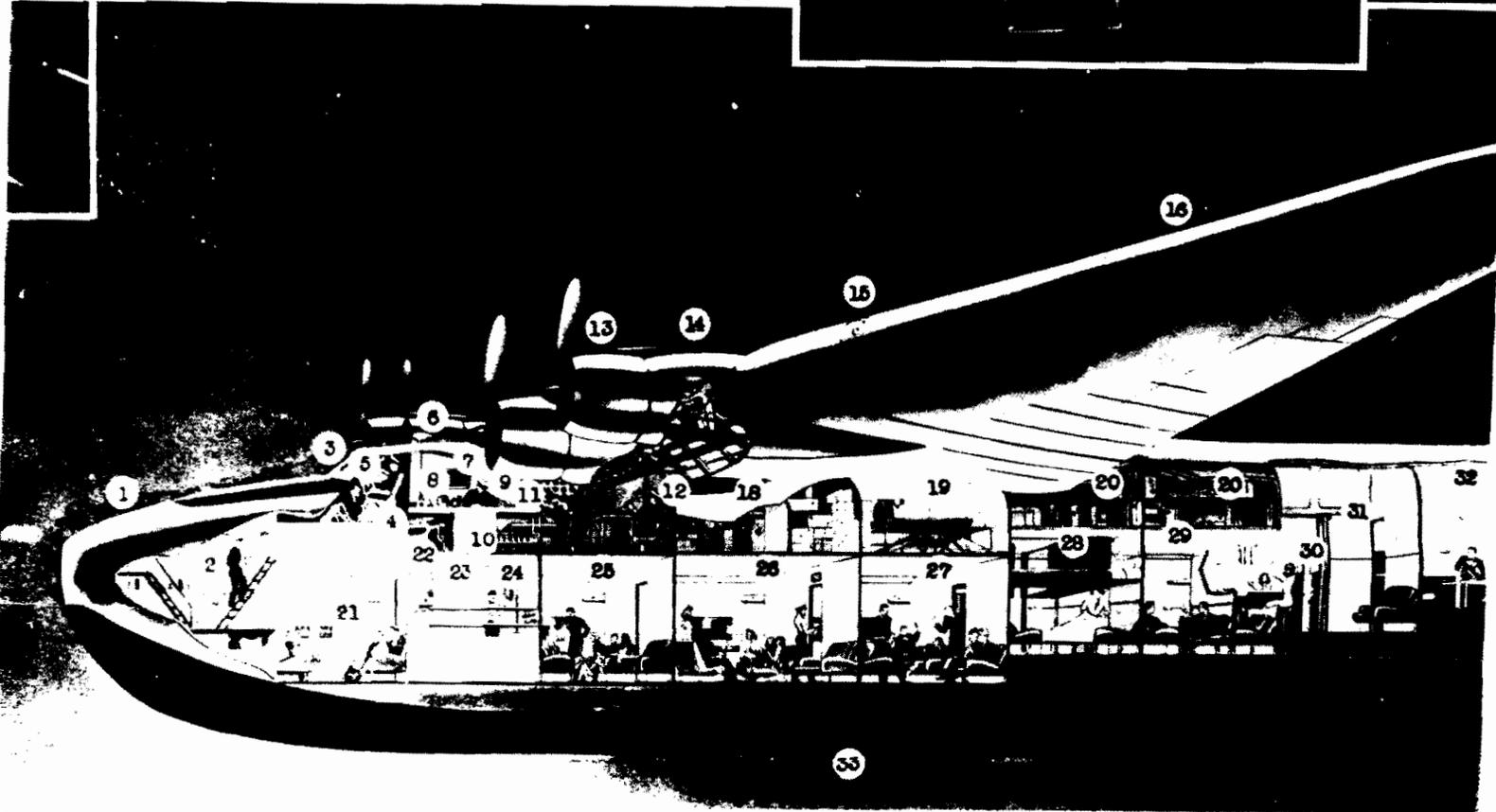
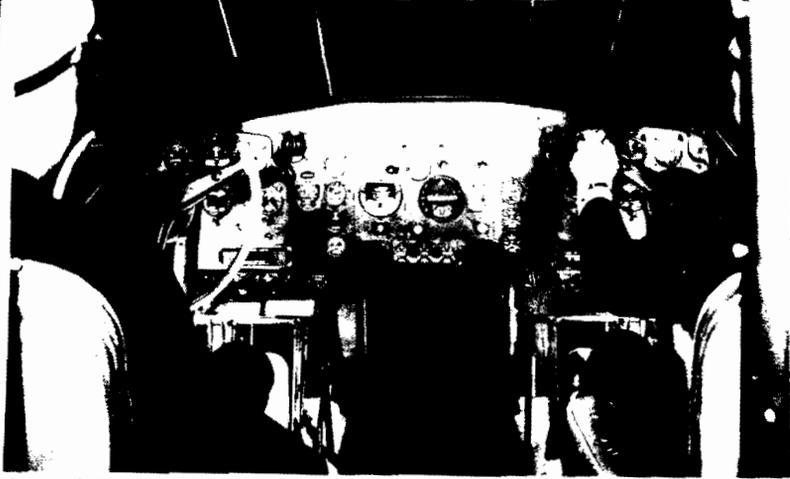
COMPLETE IN-FLIGHT INSPECTION of engines is possible in the Yankee Clipper and her sister-ships for the first time in any airplane. A companionway into the deep wing leads to four engine stations. From here, the whole rear assemblies, including all fuel, oil, and control lines, are accessible. Each section of the ship is connected to the Flight Deck by telephone.

THE STEAM TABLE (right) in the steward's galley will provide full-course hot meals to passengers and crew on ocean flights.



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This cutaway of the Yankee Clipper shows the Boeing Airways transcontinental "Super-Schedule" between On shorter routes. They will liners, they are engines, the years. Larger Atlantic, the



Identified in the drawing are:

(1) Anchor Hatch. (2) Seaman's Compartment. (3) Bridge, where the flying controls of the liner are located. (4) First Pilot. (5) Second Pilot. (6) Radio Direction Finder "Loop". (7) Navigation Compartment. (8) Radio Officer's

Post. (9) Chart Room—Navigator's Post. (10) Map Case, Marine Library, Drift-Sight Bombs, Flares and Navigational Instruments. (11) Engineering Officer—and the Mechanical Engine and Aircraft Controls. (12) Captain's Office. (13) 1500 H.P. Wright "Cyclone" engines equipped with Hamilton constant speed, automatic adjusting propellers. (14) Mechanic's Wing Station. (15) Controllable Landing Lights. (16) Wing Spread 152 ft. (17) Navigation Lights. (18) Main Cargo hold which extends into wing. (19) Crew's

Sleeping Quarters. (20) Luggage Holds. (21) Passenger Compartment, with accommodations for 40 passengers. (22) Spiral Staircase to bridge. (23) Men's Compartment. (24) Galley in which two stewards can work and where food can be prepared for 85 persons. (25) Passenger Compartment with accommodations for 40 passengers. (26) Dining Lounge with accommodations for 10 persons. (27) Third Passenger Compartment with accommodations for 10 persons. (28) Fourth Passenger Compartment with accommodations for 10 persons.

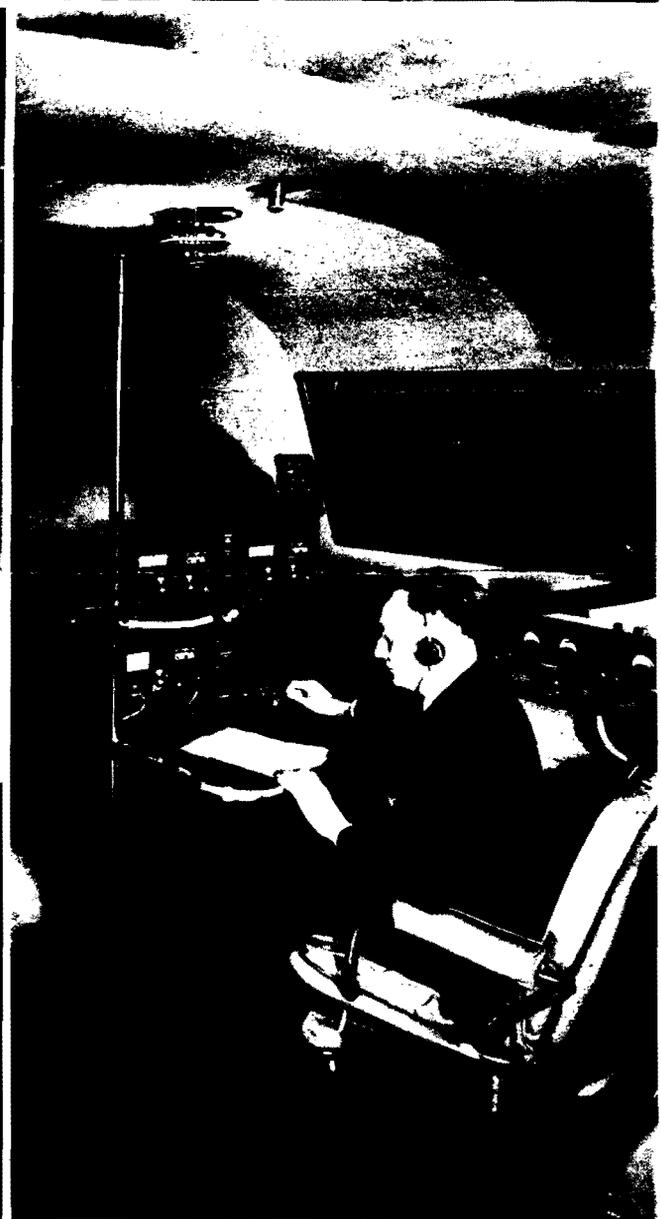
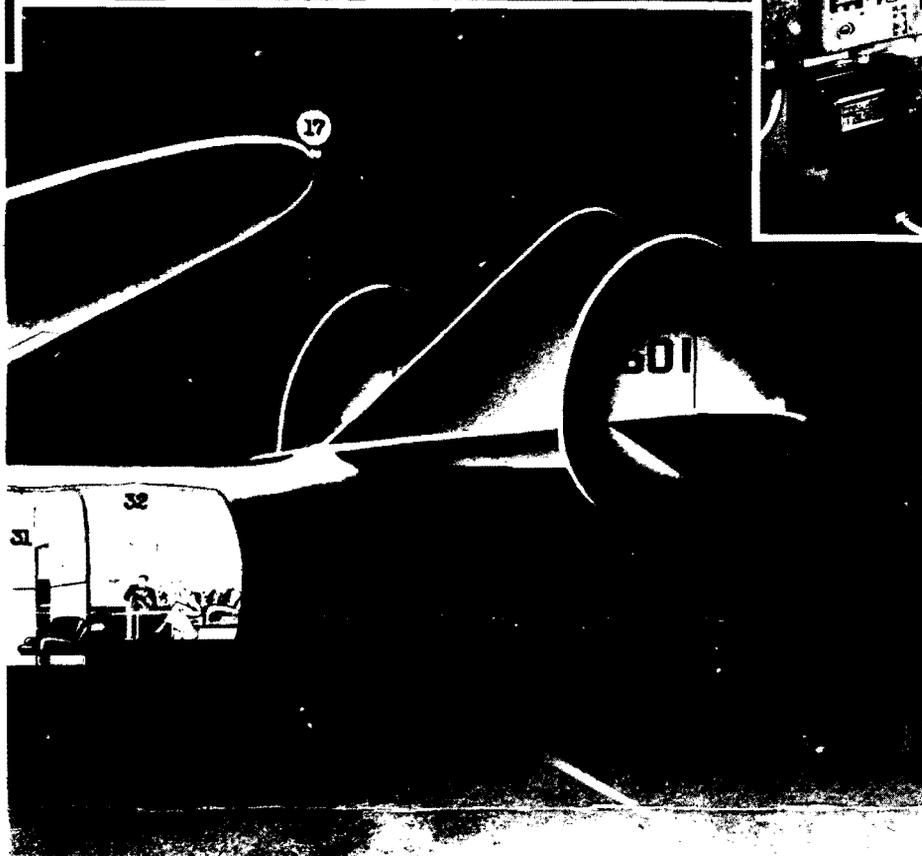
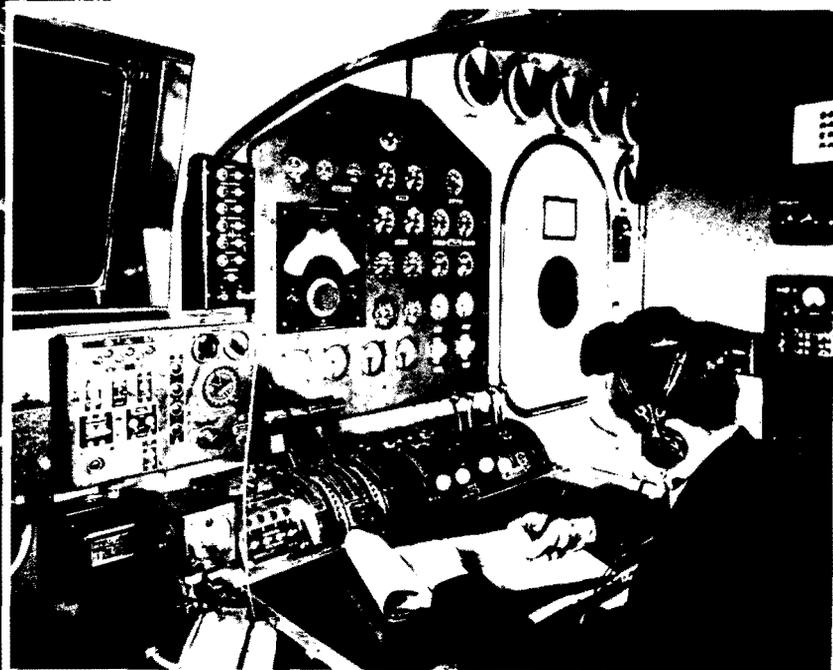


THE NEW FLAGSHIP OF AMERICA'S MERCHANT MARINE OF THE

This cutaway diagram reveals the interior details of the Yankee Clipper, the first of six giant flyingboats designed by the Boeing Aircraft Company, Seattle, for Pan American Airways transoceanic services. Largest airliners in the world these huge "Super-Clippers" can carry 40 passengers on 24-hour schedules between America and Europe and across the Pacific. On shorter routes, they provide accommodations for 74 passengers. They will weigh 42 tons fully loaded. Huge double deck liners, they are powered with four 1500 H.P. Wright "Cyclone" engines, the world's most powerful aircraft engine which has been in the course of secret development over the past three years. Larger than ships in which Columbus first crossed the Atlantic, the "Yankee Clipper" and her five sister-ships have

a top speed of around 200 miles per hour and a range of over 3,200 miles. The accommodations ever provided in transport aircraft are great flyingboats and include private cabins, air conditioned and sound-proof cabins the sound-level of the passenger compartments is of the standard Pullman car and, for the first port aircraft, the operations quarters are sound-proofed. The big flyingboats have quarters for the crew on the Flight Deck. The engines are accessible during flight by means of a wing which runs through the wing with entrances station.

HERE IS CONTROLLED 6,000 HORSEPOWER (below). The Engineering Officer's post is the nerve-center of the aircraft.



gage Holds. (21) First Passenger compartment for 10 persons. (22) Men's Dressing Room. (23) Ladies' Dressing Room. (24) Dining Room for 85 persons. (25) Second Passenger compartment for 10 persons. (26) Third Passenger compartment with accommodations for 15 persons. (27) Fourth Passenger compartment

with accommodations for 10 persons, illustrating method of making up berths for conversion of airliner into ocean sleeper. (29) Fifth Passenger compartment for 10 persons. (30) Ladies' Dressing Room. (31) Sixth compartment. (32) Private Cabin Suite. (33) Auxiliary Hold.

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per hour and a cruising range, 10 miles. The finest accommodations are built into these private cabins, Dining Lounge, and sleeping quarters throughout. The speed of the aircraft is well below that of a modern transport, for the first time in transport aircraft. The four giant engines are likewise fully equipped. The four giant engines are likewise fully equipped. The four giant engines are likewise fully equipped. The four giant engines are likewise fully equipped.



THE CLIPPER'S EARS AND VOICE—the Radio Officer's post (above). Every half hour there clicks to the guarding ground bases complete position and weather reports.

FOOD will come from this completely-equipped galley (left). The steward is shown at the ice box.