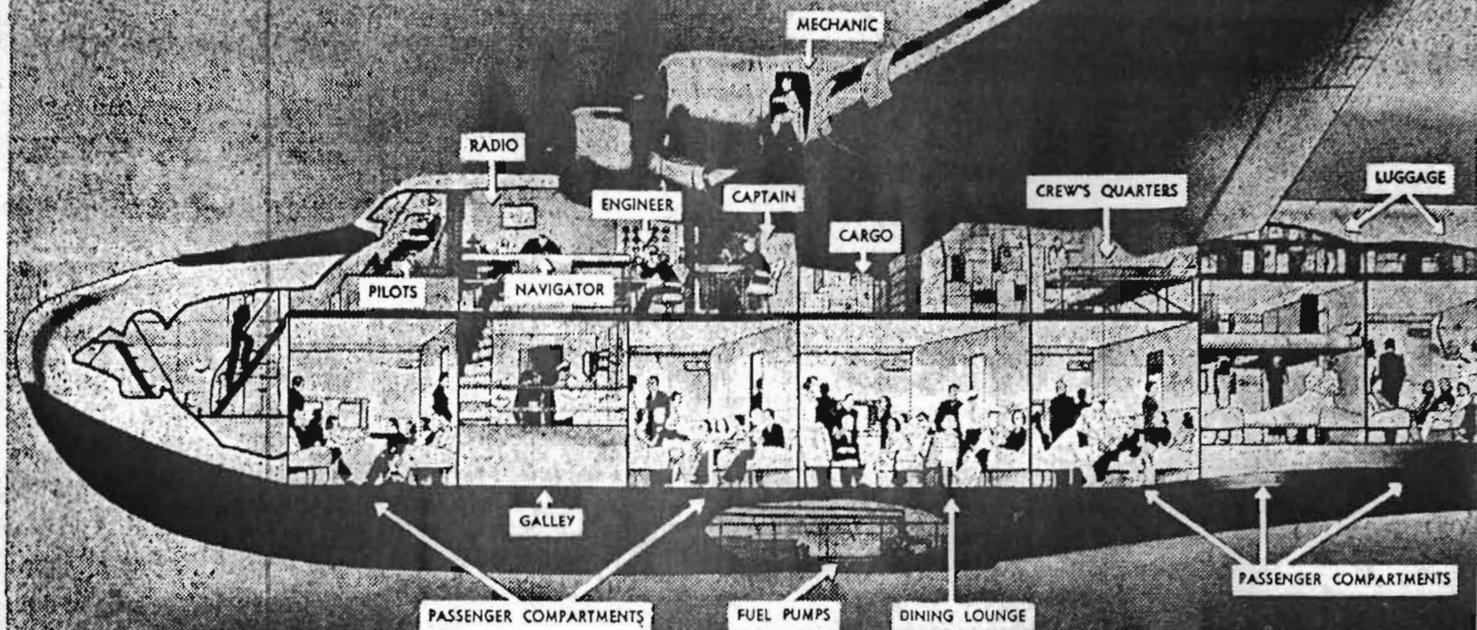


NY Times,
March 19, 1939



THE YANKEE
Cross-section of the giant
flight deck; and in

OCEAN

Giant Air Liner Will Close

By RUSSELL O'NEILL

WHEN the Yankee Clipper, one of the fastest planes with a range of 10,000 miles, American Airlines is to span the North Atlantic on its first flights last week, it heralded the end of the last big gap in world commercial travel by air. When the line between New York and Southampton is finally inaugurated, it offers four times a week the most important and difficult flying route to a wide network of airlines.

Just when this service is still doubtful, a "flop" flights will be made first to test the actual North Atlantic route to enable the crews to become accustomed to the vagaries of the route. The company wants to become acquainted with their ships, for other machines, have characteristics. The sta-

BERMUDA'S BIG SEASON

Spring Brings Throngs to Play, Rest or Enjoy Its Spectacles

By GEORGE H. COPELAND

HAMILTON, Bermuda.—This is the big time on these islands some 700 miles east-south-east of New York. Almost every day, from early March through April, a big liner ties up at Hamilton wharf to unload hundreds of sight-seers and vacationists—golf and tennis stars, yachtsmen, college students, tired business men and women—who will, for a day, week or month, loaf under balmy skies, play in the many tournaments or water sports, shop in the tempting stores, or enjoy the strange spectacles linked to history, science or a sub-tropic climate.

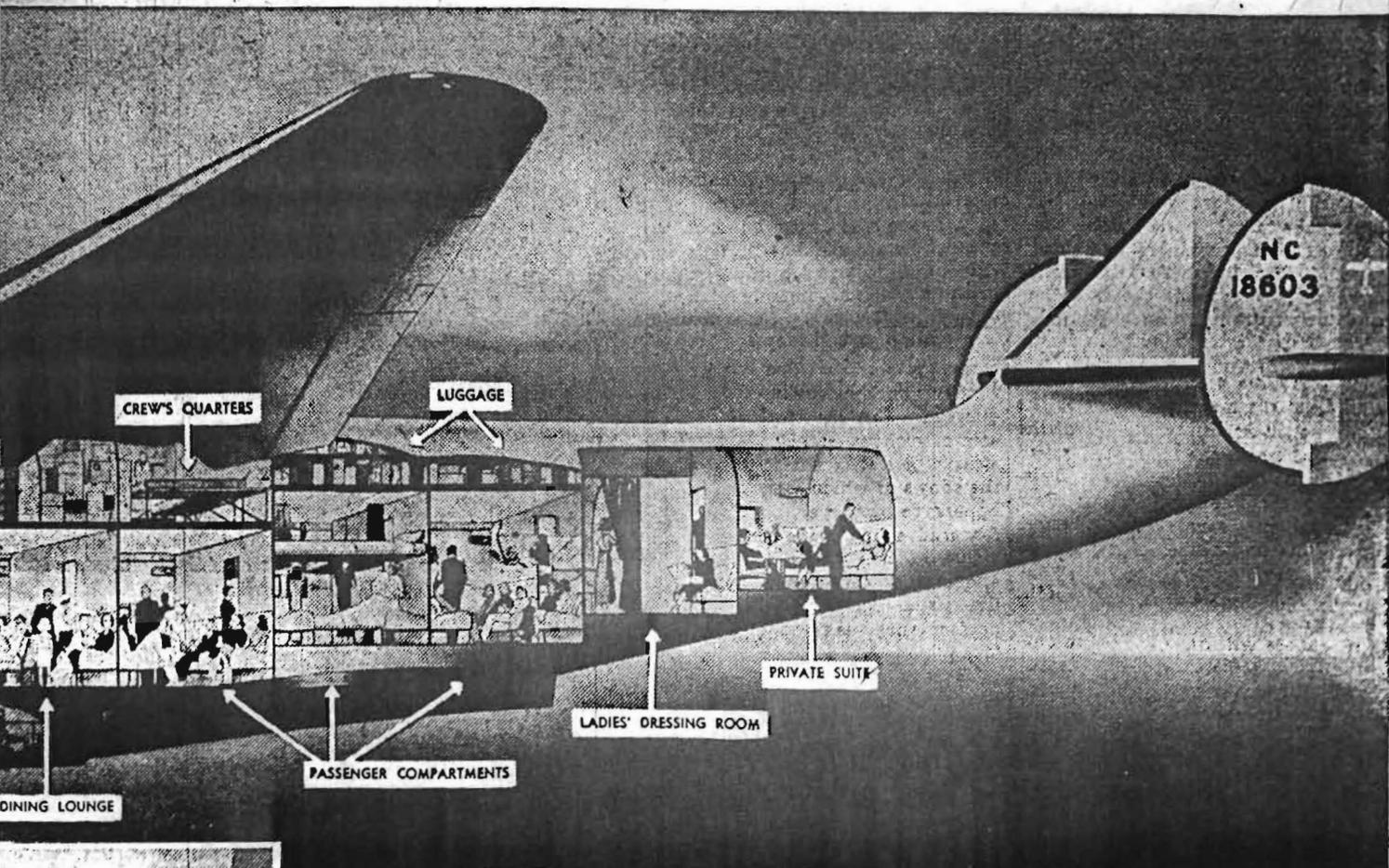
Spring finds the "fairy isles" at their best, brightest and most colorful, and March and April bring one peak in the visitor trade, to be matched with another in July and August. In each of these four months some 6,000 or 7,000 will disembark and stay a while in the hotels or guest houses, and another 3,000 or 4,000 from cruise ships making a brief stopover will merely take a quick look and sail on to other ports.



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ANTIC AIR TRAVEL NEARER



Courtesy of Pan American Airways, and Times Wide World

THE YANKEE CLIPPER, AND SCENES FROM "LIFE ABOVE THE OCEAN WAVE"
 Cross-section of the giant plane, and (center) luncheon being served in the dining salon; officers on the flight deck; and in the ladies' "powder room." At the far left is the Clipper over New York City.



OCEAN FLYING TAKES NEW STEP

Giant Air Liner, Now Nearly Ready for the Transatlantic Run, Will Close the Last Gap in Round-the-World Transport

By RUSSELL OWEN

WHEN the Yankee Clipper, one of the forty-one-ton planes with which Pan American Airways plans to span the North Atlantic, made its first flights last week over New York it heralded the early closing of the last big gap in round-the-world commercial transportation by air. When the line between New York and Southampton, England, is finally inaugurated, with take-offs four times a week, it will add the most important and most difficult flying route to a vast worldwide network of airlines.

Just when this service will begin is still doubtful. A few "shake-down" flights will probably be made first to test the craft in actual North Atlantic weather and to enable the crews to become accustomed to the vagaries of cli-

years later the route across the Pacific was opened.

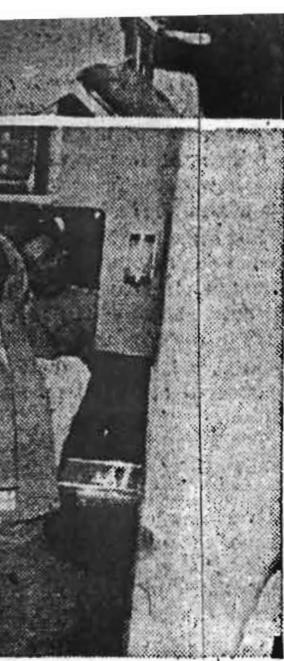
In the meantime the British and the Dutch had begun operation of lines from Europe to the East Indies and Australia by way of India. So when the Yankee Clipper makes her first commercial flight it will be possible for a passenger to fly from New York to Southampton, from there to Singapore, and from Singapore to Hong Kong and Manila, where he can board another Pan American plane for the trip across the Pacific to San Francisco. And from that Western port he can board a land transport plane and fly to New York.

That entire trip, if schedules fitted and weather did not interfere, would take a little less than fourteen days.

The future traveler who makes the hop across the Atlantic, little more than twelve

can walk around, have a drink if he wants one, smoke comfortably in the lounge where ash trays are fixed in the wall, have a meal at leisure and with plenty of room at his elbows, and enjoy a card game without realizing, except for the steady roar of the motors, that he is in the air.

There are ten compartments in this plane, most of them for general living purposes and a few with special functions. In the bow is a large compartment which holds an anchor and other mooring apparatus and where supplies or some cargo may be carried. Just behind it is a large lounge, so wide that it is a bit startling at first glance. The windows, incidentally, are almost square and quite large. Just behind this room is the steward's pantry, where coffee and toast may be made, eggs fried and a good



made themselves a name thing two chicks—Bermuda only place where Galapagos are hatched in captivity—out on a good show for visitors they strut around their yard, dive off and swim under, puffing and blowing

Continued on Page Two



...to test the craft in actual North Atlantic weather and to enable the crews to become accustomed to the vagaries of climate along the route. Also they want to become acquainted with their ships, for airplanes, like other machines, have individual characteristics. The start of commercial operations will also depend somewhat on the granting of air-mail contracts, for which the company has asked \$5,000,000 a year—a subsidy which may be largely reduced as the route becomes popular.

The route will vary according to weather and the seasons. There are two alternate courses, that from New York to Southampton via Newfoundland and Ireland and the Southern route to Marseille by way of the Azores and Lisbon. The first course is about 3,375 miles and the Southern route is about 4,451 miles, which would make a variation in the amount to be paid by the Post-office Department.

Progress in a Decade

This expansion of long-distance flying over ocean routes has taken place in a scant ten years, so rapidly has aviation progressed. It was only ten years ago that Pan American was operating the first tiny over-water route between Key West and Havana, and only six years ago that Colonel Charles A. Lindbergh piloted the first of the modern clippers, a Sikorsky, across the Caribbean. That service stretched south, down the eastern coast of South America, and across the southern continent, and a few

...would take a little less than fourteen days. The future traveler who makes the hop across the Atlantic, little more than twelve years after Lindbergh flew alone in his tiny monoplane with a 225-horsepower motor and about 500 gallons of gasoline, in thirty-three and one-half hours, will ride in a ship which for sheer luxury and comfort surpasses anything that has yet been built. Compared to the average land transport there is a freedom of movement which makes the Yankee Clipper unique.

Inside the Plane

The passenger will step through a wide gangway into what is really a ship. He goes down two or three steps into a large compartment lined with comfortable lounges, the walls hung with light tan cloth, metal work painted a soft green, and lights gleaming in the walls. At each end of this compartment is a doorway in a corridor which runs the length of the habitable part of the ship—it is 109 feet in length overall. Standing at one end of that corridor and looking its full extent one gets some idea of how huge this plane is compared with other passenger-carrying planes.

But perhaps the most striking impression of its size comes when one watches passengers embark or disembark. They enter and leave interminably; there seems to be no end to them. Any airplane which will seat seventy-four passengers comfortably, or provide berths for forty, is a bit beyond the comprehension of the average air traveler. He finds himself in a ship where he

...most square and quite large. Just behind this room is the steward's pantry, where coffee and toast may be made, eggs fried and a good breakfast prepared.

Spacious Compartments

Then comes another large room and behind it a compartment which may be transformed into a dining room, where passengers eat in three relays. Then three more passenger compartments, a ladies' dressing room and finally a lounge. These dressing rooms are as indicative of the size of the ship as anything else—there is one for men forward—for they have large shelves, mirrors and wash basins which are about two-thirds the size of those in a Pullman. And finally in the stern is a private suite, called the "bridal suite," where one may have complete privacy.

It is a long walk from the bridal suite to the forward lounge, and in wandering up and down this passageway, even if the ship sways a bit beneath one's feet, there is a sense of being able to move about, which is comforting on a long trip.

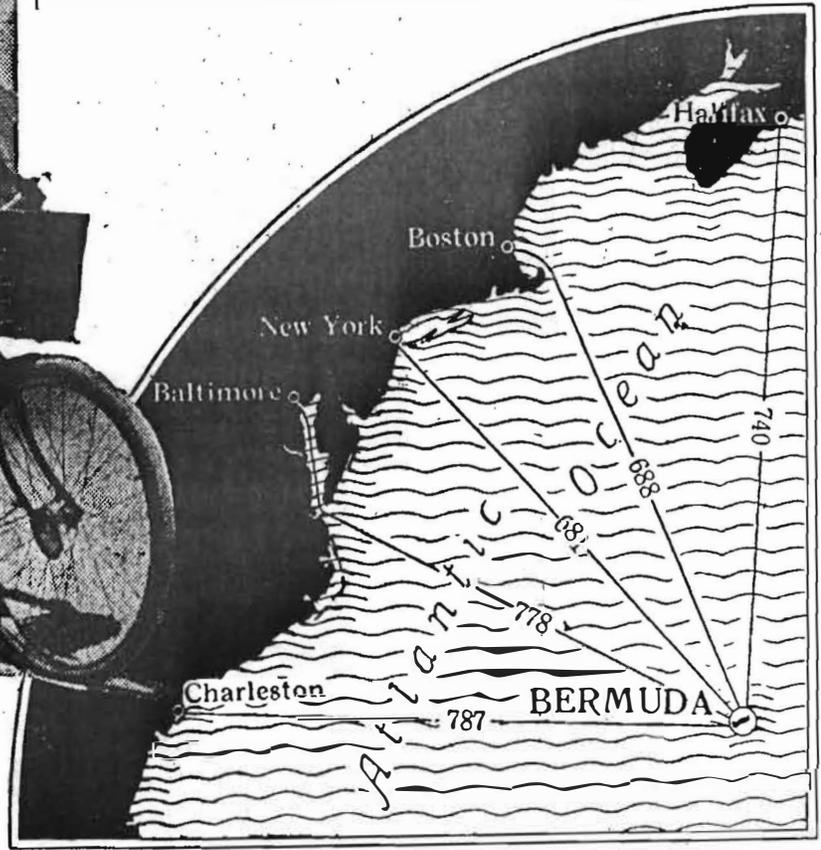
Just opposite the steward's pantry is a stairway which is denied to passengers during flight. It leads to the flight deck, where the officers go about their work of operating and navigating the ship.

On the Flight Deck

The two pilots are, of course, in the nose of the ship, some twenty feet above the water level. Their instrument board is much smaller than those on land transports, for it is restricted almost entirely to flying instruments, the only engineering instruments being indicators showing revolutions per minute of the motors, and the dials which indicate manifold temperatures. All the other engineering dials are in front of a desk where the engineering officer sits, making his log hourly, synchronizing the engines, watching for anything which may mean that an engine is faltering. Not that one engine going out would be important, for the ship can fly on any two motors.

Beside him is the radio man, and opposite is a large desk for the navigating officer. At the rear of this is a desk for the captain, for with a crew of ten his job is largely administrative, and he takes the controls only at the take-off or landing, or in an emergency. Behind him are doors in the fuselage bulkhead which give entrance to the wings, so that an engineer may crawl out on a catwalk to reach a limping engine.

This is the sort of craft in which passengers will fly to Europe for the first time—an airplane which is not yet perfect, but which is so much bigger and more comfortable than any flying boats yet built that it suggests what the aircraft of the future may be.



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