

# Radio Services Coordinated to Guard Passenger Planes on Atlantic Routes

## NAVIGATION HIGHLY EXACT

### First Paying Passengers Set for Start Tomorrow on Dixie Clipper

Aeronautical radio services of five nations, coordinated into a single operating unit, will form the communications and directional network to guard the first transatlantic air passengers who will board the Dixie Clipper tomorrow for the first scheduled air transport service between the United States and Europe.

Regular, scheduled transatlantic air service for paying passengers will start when the Dixie Clipper takes off from Port Washington, L. I. Fourteen times in seven round trips the Atlantic Clipper has been flown between the United States and European ports with mail and carrying technicians, newspaper and radio representatives and public officials.

The take-off is scheduled for 3 P. M. The plane is due at Horta, the Azores, Thursday morning, and after an hour's stop will continue to Lisbon, arriving there twenty-two hours after leaving Port Washington. The passengers will remain overnight at Lisbon and at 3 o'clock the following morning will take off for Marseille, where the plane is scheduled to arrive at 3 P. M. Returning, the Dixie Clipper will leave Marseille at 7 A. M. Sunday.

Twenty passengers have booked passage. There are eleven members in the crew.

#### Cooperation Solves Problem

Protecting any right that might benefit its own national transport enterprise in the competitive field, no nation was willing to authorize the air transport system of another country to establish air bases, weather bureaus, radio stations or other technical facilities on its sovereign territory. Similarly, the United States would not permit a foreign airline to establish facilities on its territory.

The problem was overcome by exchanging the available facilities controlled by one company for those required in the territory of another. In the twelve years that Pan American Airways System has been established it has been required, under American law, to provide at its own expense all airways and base facilities and weather, radio, navigation and other technical aids for flying beyond the borders of the continental United States.

On the other side of the ocean these facilities are provided for Imperial Airways in Great Britain, for Air France in France and for Deutsche Lufthansa in Germany by the respective governments through governmental agencies.

#### Radio Facilities Shared

Agreements effecting this cooperative exchange have been in force for some time between Pan American Airways and the principal in-

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