



SLEEPER plane of American Airlines with upper and lower berths arranged like those of a Pullman coach.

AROUND
the WORLD
by AIR



ENJOYING tea aboard an American Airlines flagship and, below, passengers boarding sleeper for a night journey across a continent. One lap of your journey around the world by air can be made on a luxury liner of this type.



By H. W. MAGEE

PART I

IF you've ever considered making an air trip around the world as a short cut to fame and fortune, you might as well forget it and concentrate on a rocket journey to the moon.

Because there's nothing spectacular today about flying around the world. In fact, it's on the verge of becoming commonplace—like making a motor trip to California or a boat trip to Bermuda. Your friends may be envious, but they

won't hail you as a hero any more just because you've flown around the world.

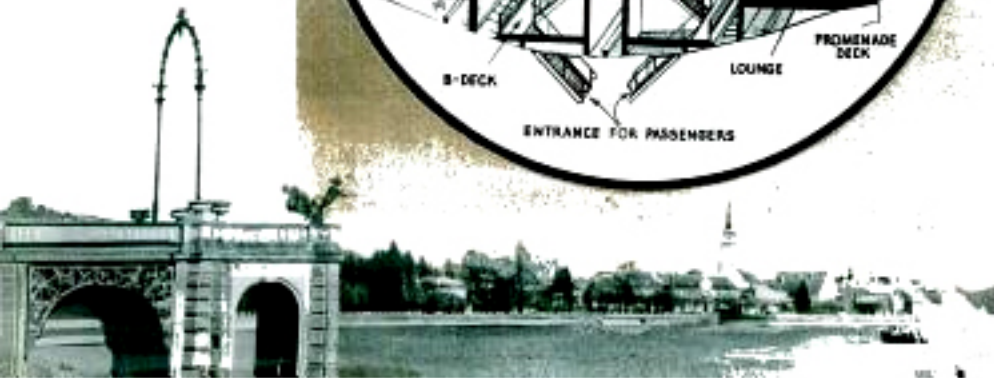
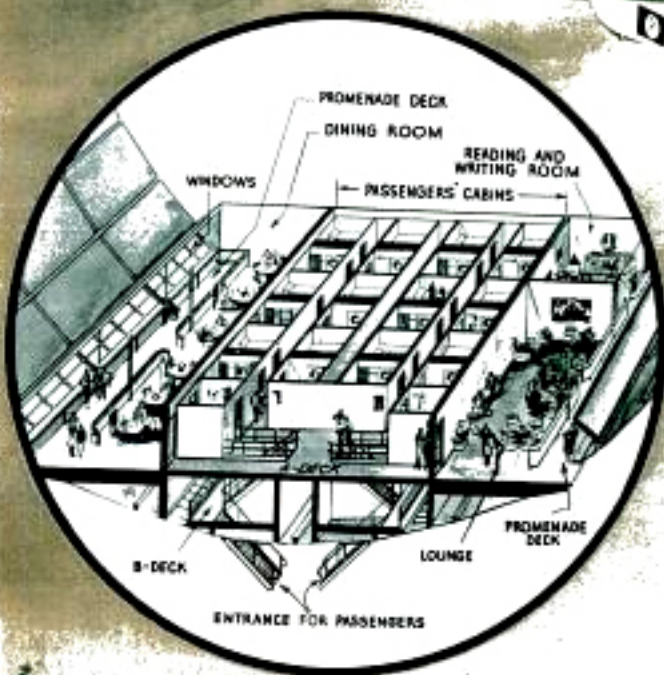
Anyone with the price—and the necessary passports—can girdle the globe by air now. And if you're in a big hurry, you can do it in about three weeks, or even a bit less if you happen to be lucky in making connections. And the cost? Well, roughly, it's about \$3,000—not much when you consider that only a few years ago the fare to cross the Atlantic on the "Graf Zeppelin" was \$2,250. At present you can cross on the "Hindenburg" for \$400.

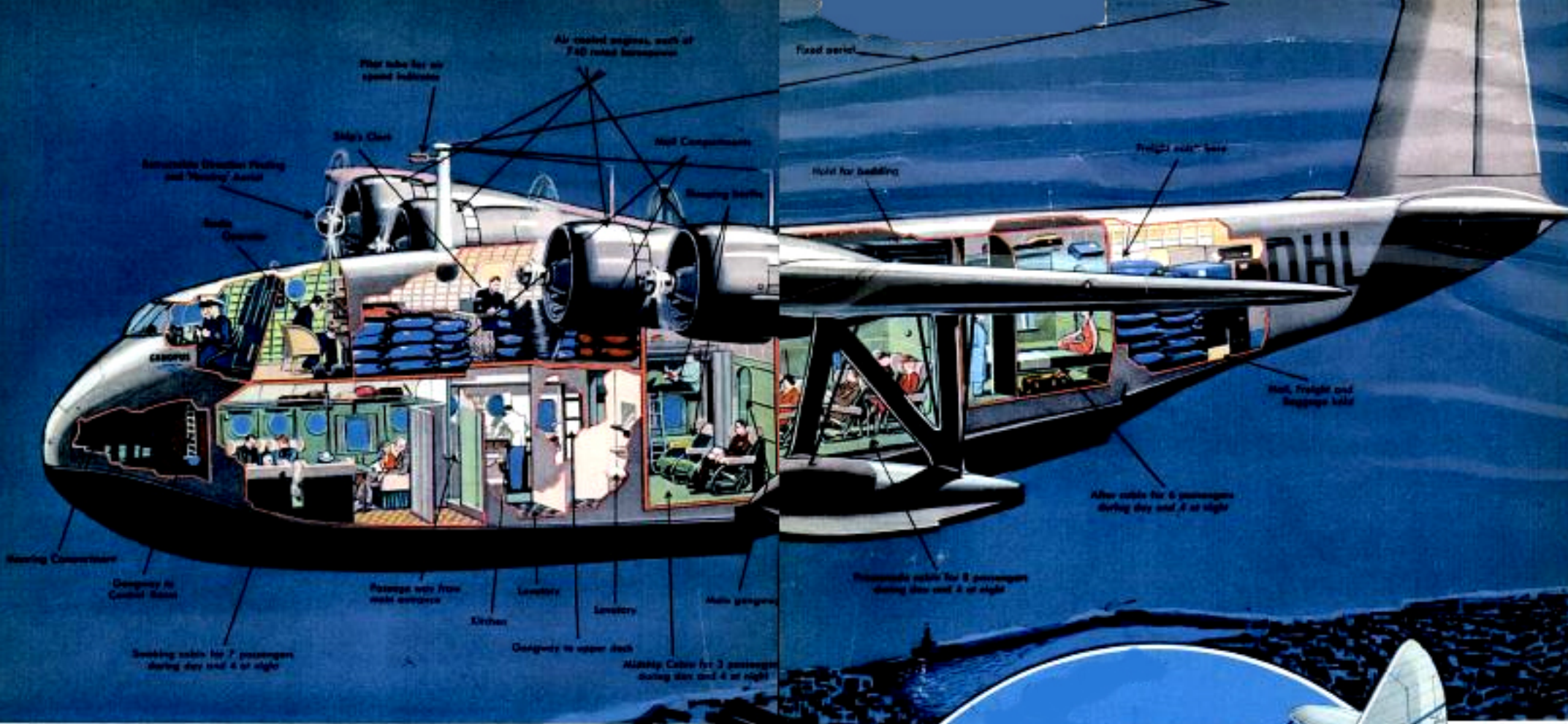
Ever since Columbus proved the earth is round, circumnavigation of the globe



Photo courtesy Deutsche Zeppelin-Reederei

ACROSS the Atlantic, you travel on the "Hindenburg." It is a world's largest Zeppelin. Above is the radio room of this giant dirigible and at the right, above, is the writing room. The diagram below shows the layout of the passenger quarters and the public rooms on the "Hindenburg."





FLYING boat of Imperial Airways, above, with accommodations for twenty-four passengers by day and sixteen at night. It weighs eighteen tons. On opposite page is a smaller type of Imperial Airways plane.

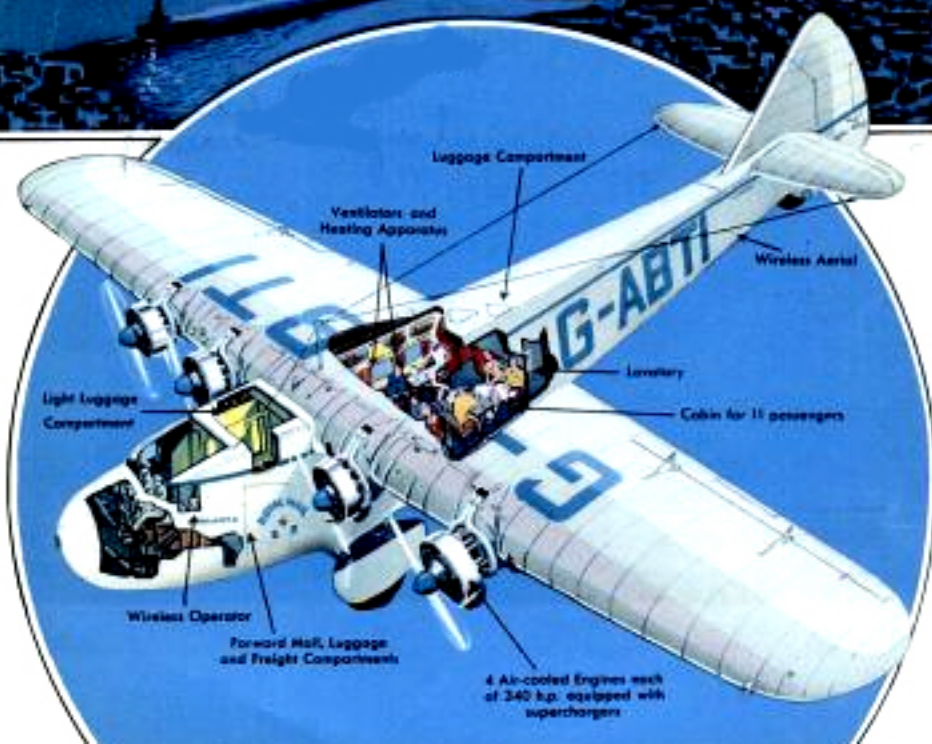
has been a challenge and a goal for adventurous man. Magellan's little flagship, "Trinidad," accomplished it first in 1522. It took 1,083 days—three years. In 1580 Sir Francis Drake started the business of breaking records. He cut a month from the "Trinidad's" time.

Since then, with a steadily increasing tempo through the centuries, globe-girdlers have been chopping years, months and finally, weeks, days and hours from the time. In 1874 Jules Verne wrote "Around the World in Eighty Days." People laughed and called it a fantastic dream. Fifteen years later Nellie Bly electrified the world by actually beating

Verne's "dream time" with her seventy-two-day journey by rail and boat. Fourteen years after that, John Mears made it in thirty-five days.

Then came the airplane to speed travel in a new element and the globe-girdlers really started to get dizzy. In 1926 Edward S. Evans and Linton Wells, using airplanes, boats, trains and automobiles, got around and home again in twenty-eight days. A couple of years later Mears and C. B. D. Collyer cut the time to less than twenty-four days.

And then, in 1931, Wiley Post and Harold Gatty climaxed all these feats with their brilliant flight around the





SERVING early morning tea on one of the 200-mile-an-hour Empire seaplanes. Above, promenade saloon with reclining chairs on one of the new Empire seaplanes. These flying boats carry a crew of five, are eighty-eight feet long and have a wing span of 114 feet.

world in less than nine days. But, spectacular as this was, their trip actually was a breathless dash around the top of the globe, blazing an unchartered trail without the benefit of any but the simplest navigational and flying aids.

Now, only five years later, we see circumnavigation of the world by air actually accomplished by regular, scheduled commercial transport services. You or anyone else now can fly around the world, covering 24,000 miles in three weeks or less, making almost the entire trip by conventional day flights. Except for Wiley Post's record, you can beat the best time ever made by globe-girdlers, and it is quite likely you may be able to equal Post's time before long because the present time can be cut in half by day-and-night service whenever

the traffic warrants.

Let's assume you are stretching your two weeks' vacation to three to make what you laughingly refer to at the office as a "little trip." Your air road to adventure starts at New York. A short plane trip to Lakehurst, N. J., and you board the German Zeppelin "Hindenburg." Two or two and one-half days later you land at Frankfurt, Germany, 4,000 miles from home.

In Europe you have a choice of German Lufthansa and British Imperial Airways, Dutch K. L. M. or Air France. The French line extends to Saigon and the British and Dutch to Java via Singapore. As this is written, there still remains an 850-mile water voyage out to Manila, but by the time you go, it is quite likely that one or all of the European