

# "Flying Pullman" Offers Air-Travel Luxury



Top, interior of "Flying Pullman," one or two placed in service by United Air Lines. Below, liner in flight. Two 1,150-horsepower engines give these planes a speed of 212 miles per hour

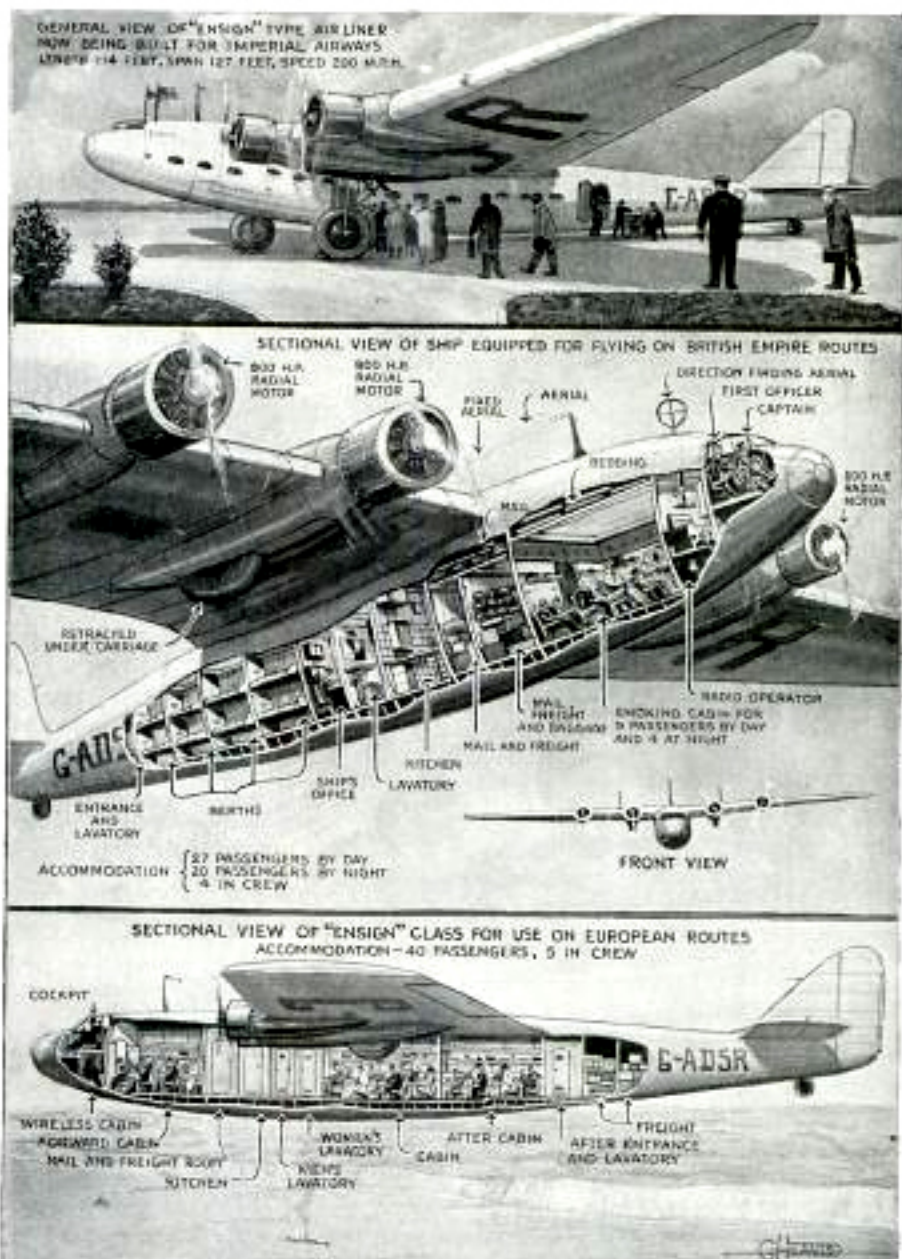
Left, individual table set with real silver, china and linens. Below, stewardess preparing meal in galley located at rear of plane's cabin. Hot meals served aloft are another feature of this new air service



Left, playing checkers on magnetized board. Note that the chairs may be swung in any direction. Fourteen or twenty-one passengers may be carried in these ships



# Fleet of Big Air Liners to Fly British Routes



Top and bottom, giant land planes being constructed for Great Britain's European routes. Center, flying boat which will fly Empire air lanes. Forty ships of these two designs will be constructed



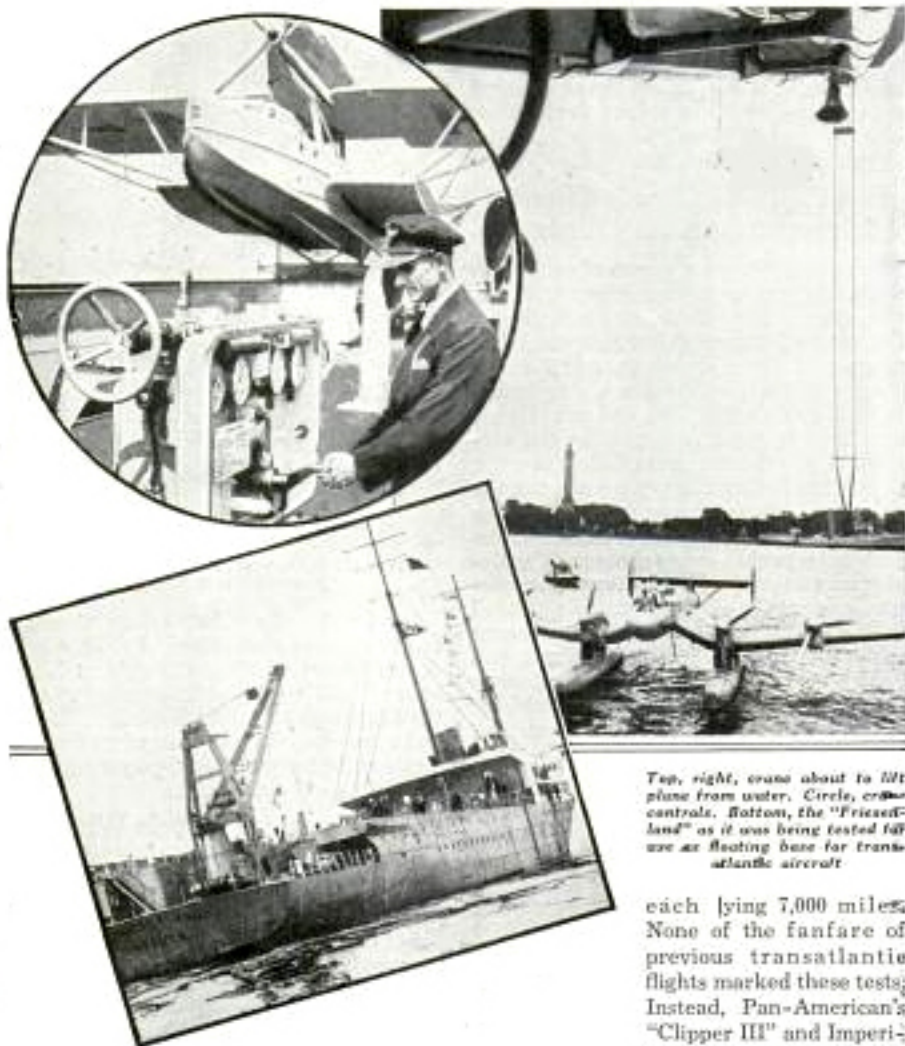
## Sky Clipper Drops in on Tropic Port for Gas



*At the foot of a palm-grown hillside in the harbor of tropical Pago Pago, Samoa, the Pan-American Airways clipper ship rests while "gassing up" during its first flight from America to New Zealand*

At home in strange surroundings, the Pan-American Clipper came to rest in tropical waters at Pago Pago, Samoa, on its pioneering flight from California to New Zealand. The trail-blazing experimental plane was the first of its line to "gas up" in the Samoan harbor, which nestles beneath a palm-covered hillside.

# Trail Blazed for Atlantic Air Lines

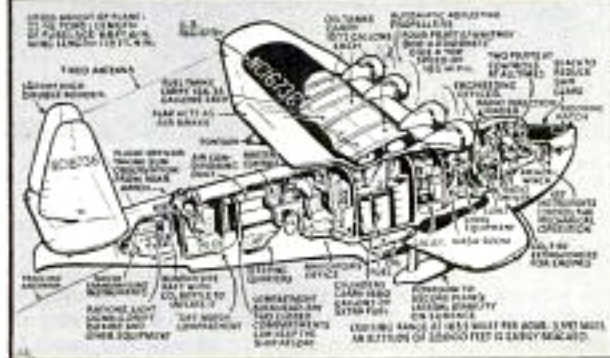


*Top, right, crane about to lift plane from water. Circle, crane controls. Bottom, the "Frisco-land" as it was being tested for use as floating base for transatlantic aircraft*

With four nations racing to complete test flights, regular air service between the United States and Europe may be expected within a few months. Just recently two giant flying boats, one operated by Pan-American Airways of the United States and the other by Imperial Airways of Great Britain, conquered the Atlantic in both directions on round-trip surveys,

each flying 7,000 miles. None of the fanfare of previous transatlantic flights marked these tests. Instead, Pan-American's "Clipper III" and Imperial's "Caledonia" quietly took off from the terminals of the 1,935-mile water jump between Newfoundland and Ireland, flew a few hours and quietly landed on the other side, all without accident. It was hardly more than a routine trip, the crews said. Under the command of Capt. Harold E. Gray, the "Clipper III" crossed from Botwood, Newfoundland, to Foynes, Ireland, in twelve hours and thir-

ty-nine minutes and from Foynes to Botwood in sixteen hours and twenty-eight minutes. The "Caledonia" made both crossings in slightly less time. Port Washington, N. Y., is the western base of the line and Southampton, England, the eastern. Southampton is the seaplane base for the Port of London. Landing and servicing facilities have been located at Port Washington, Botwood, Foynes and Southampton. Pan-American and Imperial have been cooperating for several months in erecting these ocean-flying service stations and in



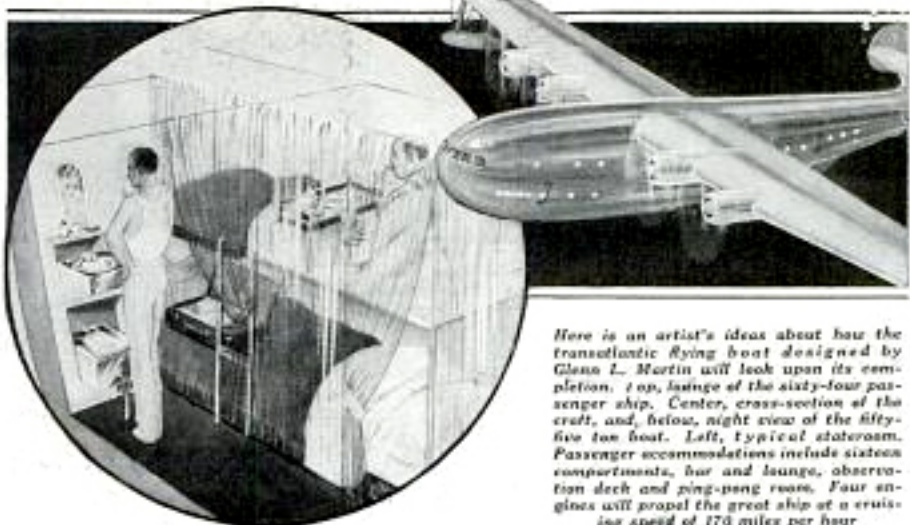
Top, Capt. Gray and First Officer William de Lima at controls of clipper. Center, the clipper about to take off. Bottom, cross-sectional drawing of the big Sikorsky clipper

survey flights. During the winter the two companies plan to cross the Atlantic by way of Bermuda and several test trips have been made by both lines. Pan-American's "Clipper III" is propelled by four 800-horsepower engines and its top speed is 192 miles per hour. At a cruising speed of 163 miles per hour, the clipper's fuel supply is sufficient for 3,597 miles. The craft is a 45,500-pound Sikorsky, carries a crew of seven and is equipped with all the latest radio apparatus. It can easily reach

altitudes of 20,000 feet. Germany and France also are accelerating their preparations to establish air lines to the United States. Lufthansa, German airplane company, is stationing four ships at intervals across the Atlantic to serve as floating bases for ocean-flying craft. Four-motored aircraft, which are being used in experimental flights, land beside the base ships and are hauled aboard for servicing. A giant crane picks the planes off the water. France is planning a Paris-New York air line which would touch at the Azores, using the southern route. A floating meteorological station is studying weather conditions for Air France Transatlantique, which will use flying boats to transport passengers, mail and express across the ocean.

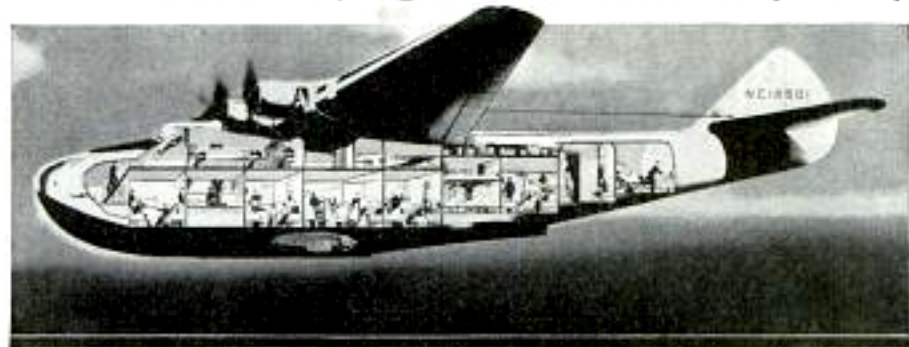


# Giant Atlantic Flying Boat to Carry Sixty-Four



Here is an artist's idea about how the transatlantic flying boat designed by Glenn L. Martin will look upon its completion. Top, lounge of the sixty-four passenger ship. Center, cross-section of the craft, and, below, night view of the fifty-five ton boat. Left, typical stateroom. Passenger accommodations include sixteen compartments, bar and lounge, observation deck and ping-pong room. Four engines will propel the great ship at a cruising speed of 170 miles per hour.

## Transatlantic Flying Hotel Will Carry Sixty



*Here is a chance to peek inside the sky hotel which will fly across The Atlantic. Larger than the boats Columbus sailed, it will carry sixty persons. Notice mechanic reaching motor from passage in wing*

Fifty passengers and a crew of ten will ride in ease and luxury in the flying hotels being built for Pan American Airways' transatlantic service. Six of these flying boats are in production. A quartet of motors built into the high, wide wings will deliver a total of 6,000 horsepower, enough to hurtle the forty-two ton craft through the skies at a top speed of 200 miles an hour. There are private cabins and sleeping compartments in the lower, aft section of the cabin and a large dining lounge in

the mid-section, beneath the cargo hold. Back of the pilot's cockpit is the chart room and the offices of the radio officer, navigator, engineer and captain. Passageways through the wings, which have a spread of 152 feet, allow the mechanic to reach each of the engines during flight. In the hold beneath the dining saloon are pumps to deliver fuel from the sea wings to the wing tanks. The liners will have a cruising range of 3,200 miles and weigh forty-two and one-half tons fully loaded.

# Four-Miles-a-Minute Sky Sleeper Seats Forty

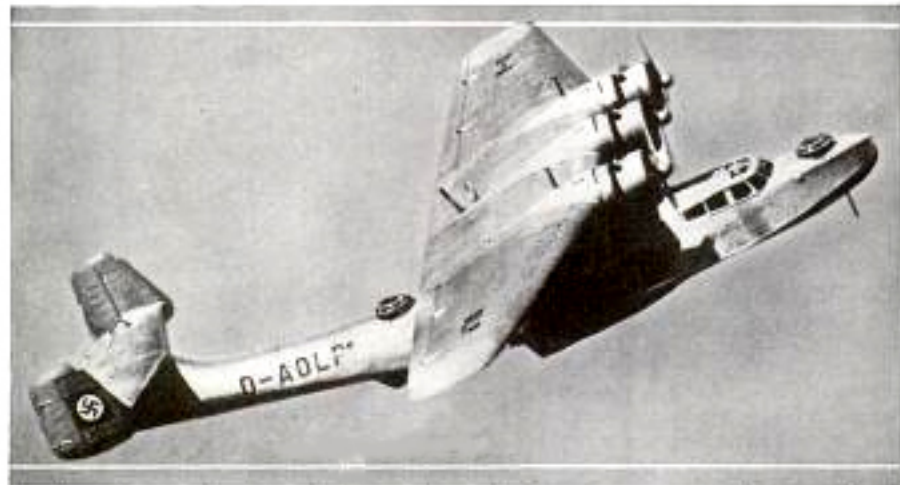
*Germany's largest passenger airplane is the four-motored craft seen below and at right, just finished at Junkers' plant. One of two tail rudders and wing flaps can be seen below. Notice roomy seats in cabin, which accommodates forty passengers. Seats are converted into berths at night.*



In the huge cabin of Germany's mightiest transport plane, completed recently at the Junkers' works, are five compartments accommodating forty passengers. Each compartment has four seats on either side of a central aisle, made into berths for night travel. Four motors can drive the low-winged monoplane at a top speed of 255 miles an hour. It has twin tail rudders, and its two forward landing wheels retract into the engine nacelles nearest the cabin while the plane is in flight. In the lower deck of the huge ship are located the pantry, baggage and freight rooms and lavatories.



## Fast German Air Liner to Fly the Atlantic



*Here is Germany's latest air liner. Designed for transatlantic passenger service, the giant craft is expected to exceed 185 miles an hour on its ocean journeys. It is an all-metal ship*

Capable of speeds above 185 miles per hour, the latest German air liner is designed for flights across the oceans. It was completed recently at the Dornier airplane

works at Friedrichshafen. Built of all metal, the single-wing flying boat has a wingspread of eighty-seven feet and a length of seventy-one feet.