

AMERICAN AIRLINES, INC.

NEW YORK MUNICIPAL AIRPORT

JACKSON HEIGHTS, N. Y.

ROUTE OF THE

Flagships



*A.A. Rodgers
500 Broadway
New York*

Via AIR MAIL

Mr. Amon G. Carter
Ft. Worth Star-Telegram
Ft. Worth
Texas

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AMERICAN AIRLINES, INC. TRANS-ATLANTIC OPERATION

Inaugural Flight NY - Prestwick - NY

INAUGURAL FLIGHT:- New York to Prestwick and return, originating at New York on October 8, 1942, by American Airlines, Inc. for the Air Transport Command, U. S. Army Air Forces in C-87 aircraft #111659.

The members of the flight were:

CREW:	Captain:	William H. Dum
	1st Officer:	Walton P. Waite
	Navigator:	John McLoughlin
	Flight Radio Officer:	James Riley
	Flight Engineer:	M. G. Beard
PASSENGERS:	Chief Pilot	John F. Davidson
	Division Superintendent	J. D. Lewis
	U.S. War Correspondent	Amon G. Carter

After due preparations flight departed New York on October 8, 1942 at 1836 GMT with above crew members and passengers aboard, as well as a load of cargo and mail destined for Prestwick, Scotland.

After normal take-off climb was made to cruising altitude of 7,000' and cruise set for maximum range so that fuel and oil consumption and engine and aircraft performance could be determined prior to over-water flight. Flight from New York to Presque Isle was made without incident. Landing was made at Presque Isle at 2146 GMT. Elapsed time 2:50. Flight remained at Presque Isle overnight, and contact was made with General B. F. Giles, Commanding General, North Atlantic Wing, Air Transport Command, U. S. Army Air Force. Exceptional courtesy and co-operation was extended the crew and passengers during our stay at Presque Isle.

Flight departed Presque Isle on October 9 at 1932 GMT. After normal take-off, climb was made to 9,000' and cruise set at maximum range again to get further checks on performance. Flight from ZQ to QX was routine, arriving at Gander Lake, Newfoundland at 2241 GMT. Elapsed time 3:09. Arrival at Gander Lake was too late for a departure for Prestwick the same night, so arrangements were made for an overnight stop. Plans were made for a 2300 GMT departure on the 10th. Weather conditions as forecast for route were unsatisfactory for 2 days, during which time General Jerry Brandt came over from St. John and expressed his enthusiasm over our inaugural flight.

On July 12, after thorough briefing, flight was planned at 18,000' to top a front en route. The briefing at this time was conducted by RAF, so anticipating cold temperatures everyone donned his heavy flight clothes and life preserver vest. Oxygen masks were assigned and oxygen equipment tested.

Flight departed Gander Lake at 0020 GMT, and after normal take-off, climb was made to 18,000', where cruise was set for maximum range. After approximately 2 hours out the Flight Engineer attempted to transfer fuel from the auxiliary tanks, but when switch for electric pump was thrown on a large electrical flash was caused, blowing a fuse. It was felt advisable thereafter not to transfer fuel until absolutely necessary due to the risk involved with all the radio and electrical equipment installed over the main gas tanks in the wing center section. Oxygen was used for approximately 6 hours at 18,000' during which time flight was

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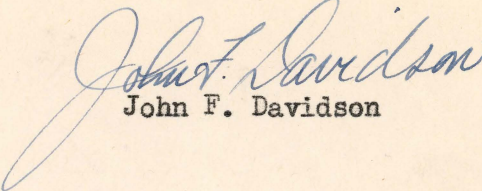
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intermittently on top and on instruments. Temperature was -23°C . The Flight Engineer was handicapped in the performance of his duties because his duties necessitated his walking around in the airplane without oxygen, as no portable oxygen equipment was available. The heater in rear cabin would not operate at high altitude. Cockpit heater worked intermittently. Approximately 2 hours before arrival at Prestwick flight descended to 10,000' for an hour, remaining on top, and then proceeded to 2500' prior to making Derynacross. Contact flight made from Derynacross to Prestwick, radio fix from Prestwick satisfactory and also Derynacross beacon for homing was satisfactory, using the ADF in the airplane. Prestwick radio range picked up at Derynacross and operation normal on to Prestwick. Arrived Prestwick October 13 at 1018 GMT. Elapsed time 9:58. After checking with Customs, Immigration and Army authorities, arrangements were made for an overnight stay. Forecast for departure to Reykjavik on July 14 was unsatisfactory, so the 14th was used for alternate airport surveys. At Nutts Corner, North Ireland, Mr. Amon G. Carter, U. S. War Correspondent, deplaned in order to proceed with his assigned duties. After returning from airport survey it was found that forecast for departure to Reykjavik on the 15th was unsatisfactory. After weather and route briefing flight departed Prestwick October 16 for Reykjavik and for return trip to New York. Flight from Prestwick to New York via Reykjavik, Iceland; Goose Bay, Labrador and Presque Isle, Maine was routine. The flight log is attached hereto.

RECOMMENDATIONS:

1. Revised plumbing on fuel system to eliminate the necessity of transferring fuel from auxiliary tanks. Auxiliary tanks should feed direct to engines.
2. Remove radio equipment from its present location to a place free of gas fumes.
3. Revise cabin and cockpit heaters to give sufficient heat.
4. Enlarge astrodome and allow for defrosting of same.
5. Devise a means of extending and retracting the landing lights to their proper position.

AM
7-19-43


John F. Davidson

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FLIGHT LOG

Airplane C-87 #111639

				<u>TIME</u>
OCT. 8, 1942:	LV: New York, N. Y.	1856	GMT	
" " "	ARR: Presque Isle, Me.	2146	"	2:50
OCT. 9, 1942:	LV: Presque Isle, Me.	1932	"	
" " "	ARR: Gander Lake, Newfoundland	2241	"	3:09
OCT. 12, 1942:	LV: Gander Lake, Newfoundland	0020	"	
" 13, 1942:	ARR: Prestwick, Scotland	1018	"	9:58
OCT. 16, 1942:	LV: Prestwick, Scotland	0946	"	
" " "	ARR: Reykjavik, Iceland	1618	"	6:32
OCT. 17, 1942:	LV: Reykjavik, Iceland	1009	"	
" " "	ARR: Presque Isle, Me.	2103	"	10:54
OCT. 18, 1942:	LV: Presque Isle, Me.	1300	"	
" " "	ARR: New York, N. Y.	1628	"	3:28

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