

# U. S. Picks Global Routes for Postwar Flying

By MAX HILL

Washington, D. C., June 13 (AP).—After a year of study, the Civil Aeronautics Board outlined today the international air routes which it thinks should be flown by U. S. air carriers after the war.

The routes extend around the globe and to virtually every important country. They would add about 60,000 route miles to the 80,000 miles now certified to American companies for regular commerce.

Included in the CAB blueprint is a New York-to-Cairo flight via London, Berlin, Prague, Vienna and Istanbul.

Another goes from New York to Calcutta, linking Paris, a point in Switzerland, Rome, Athens, Cairo, Basra and Karachi.

Both of those routes, after leaving New York, touch on some undetermined point in Newfoundland or Labrador, and some point in Eire.

Still another route sweeps from New York to Newfoundland or Labrador, then to Greenland and Iceland, and on to Oslo, Stockholm, Helsinki, Leningrad, Moscow, Teheran and Basra.

State Department to Negotiate.

CAB Chairman L. Welch Pogue said the postwar "basic pattern" is tentative and depends on granting of landing rights by foreign governments. CAB will hold hearings on about 100 applications by U. S. carriers to provide international service. Decision of the board on applications will be sent to the President and negotiations for landing rights will be carried on through the State Department.

Some of the other proposed routes:

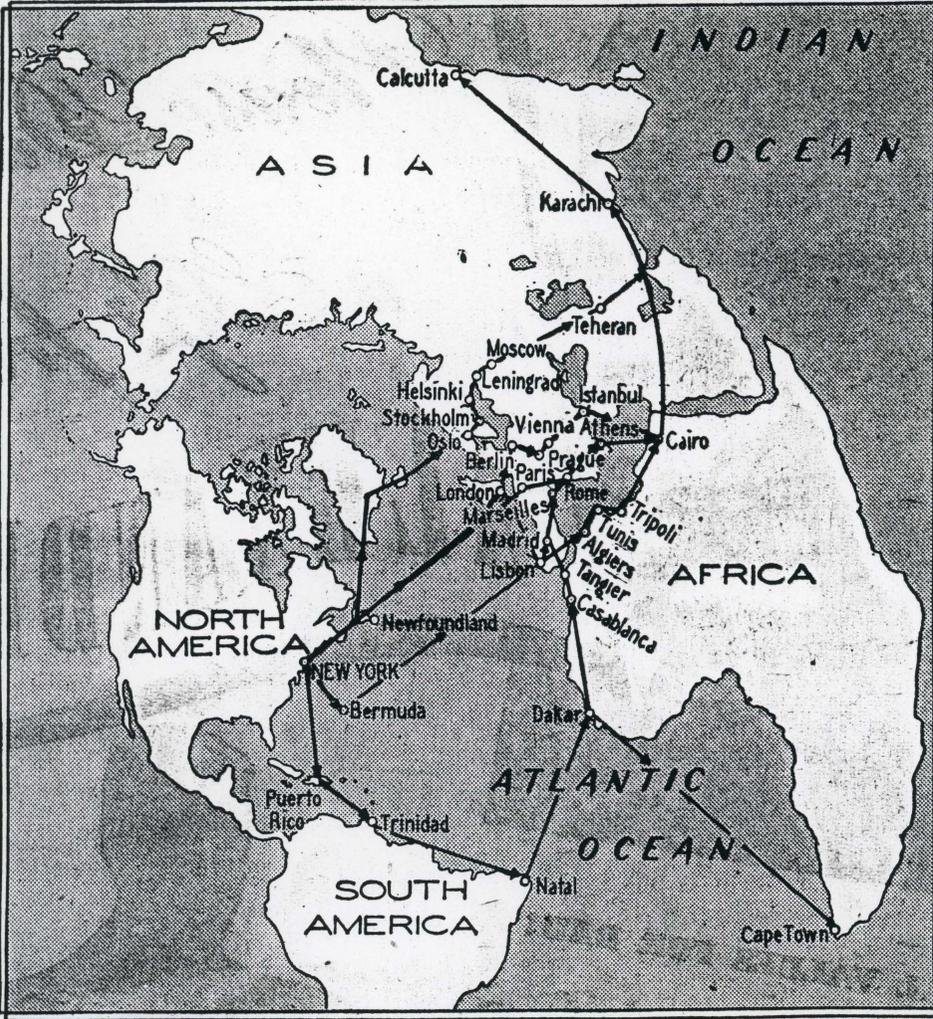
New York, Bermuda, Azores, Lisbon (so far, this route is already certified); then (A) Lisbon, Madrid, Marseille and Rome, (B) Lisbon, Algiers, Tunis, Tripoli, Cairo, (C) Lisbon to London.

New York to Paris via a southern route, including Puerto Rico, Trinidad, Brazil, Dakar, Casablanca, Tangier, and Madrid.

New York to Cape Town (veering south instead of north at Dakar).

Chicago to Alaska, Vladivostok, Mukden, Shanghai, Hong Kong, Hanoi and Calcutta. Also Seattle to Unalaska, Kiska, Paramushiro, Tokyo, Shanghai and Canton.

The CAB blueprint also extends the already-certified routes in Latin America and the Pacific.



(NEWS map by Staff Artist Romer)

Some of the postwar air routes outlined for American air carriers by Civil Aeronautics Board, projected with New York as pivot.

## Turkish Shots Damage B-24; Crew Uninjured as It Lands

By SAM BREWER

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Istanbul, June 11 (delayed).—An American B-24 Liberator bomber was damaged by Turkish gunfire today, but the crew was unhurt. Returning from a raid over a Balkan target which the crew refused to reveal, the aircraft came in low over the airport at Yeshilkoy just outside Istanbul, with wheels down for a landing and repeatedly fired Very lights indicating a friendly aircraft in distress.

The plane swept out over the Sea of Marmora and returned, still lower, but again was fired on and hit. It landed showing a white flag from the window and the crew was interned under international law.

The white flag was used in case the American markings, plus the lowered landing wheels, plus the low altitude, plus the slow speed, plus the two feathered propellers, plus the fact they did not return fire, might not show they were not attacking but were a friendly air-

## 13 Jap Ships Sunk by Fliers

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largest enemy harbor in the Marianas, and a small oiler sent to the bottom northwest of the island. The first day of the assault appar-

## Double Blow Hits Luftwaffe Reserves

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increased their support of the advancing ground forces despite deteriorating weather.

The day's first mission for the U. S. heavy bombers striking from British bases was against airfields at Evreux-Fauville, Dreux and Illieres-L'Eveque. Late in the day they swept across the Channel again and attacked two more airfields north of Paris and several railroad bridges south of the beachhead.

(A United Press dispatch said reconnaissance showed that the Luftwaffe had abandoned 27 or

more airfields as too hot to hold.)

Escorting fighters flew patrols against enemy installations, while U. S. medium, light and fighter bombers ranged over France from the beachhead to Tours, even firing at foxhole gunners.

More than 225 of medium and light bombers hit junctions at Canisy, St. Pierre-sur-Dives, Margny and Cambremer and fuel pumps at Domfront, St. Martin and Forest Dandaine.

Two medium bombers and three fighters were reported lost. Only one enemy kill was reported.

## Rommel Struts Before D-Day

