



Nineteen Thousand Miles by Air

To Buenos Aires aboard the Brazilian Clipper—across the Towering Andes to Santiago, thence up the west coast of South America by Pan American-Grace Airways, across the Central American Republics into Mexico—two eminent newspapermen describe their

Impressions of the Flight

AMON G. CARTER, Publisher, Fort Worth Star-Telegram
EDGAR M. SWASEY, Vice President, Hearst American Weekly

IT WAS exactly 7:57 a. m. on August 16 at International Airport, Miami, Florida. The largest air transport ever developed in America, the giant flying boat, Brazilian Clipper, hoisted anchor, sped momentarily across the azure sea and took to the air with its cargo of American newspapermen, government officials and executives of Pan American Airways, over whose system the thirty-two passenger magnificent transports will soon go into regular service. The departure marked a new chapter in aeronautical history, a new era in international good will.

The outgoing trip from Miami to Buenos Aires, a distance of 7,400 miles, was completed in but 55 hours and 22 minutes of actual flying time. It was not an abnormal or "stunt trip", but the first of regular schedules of the same travel time over the route. The service moves the great South American markets two days closer than the best previous air transportation time. After leaving Miami, stops were made at Port au Prince, Haiti; San Juan, Porto Rico; Port of Spain, Trinidad; Georgetown, British Guiana; Paramaribo, Dutch Guiana; Para, Sao Luis, Natal, Bahia, Caba Frio, Rio de Janeiro and Puerto Alegre, Brazil; Montivideo, Uruguay and Buenos Aires, Argentina. Two pleasant days were spent in Rio and two in Buenos Aires. The other stops were overnight.

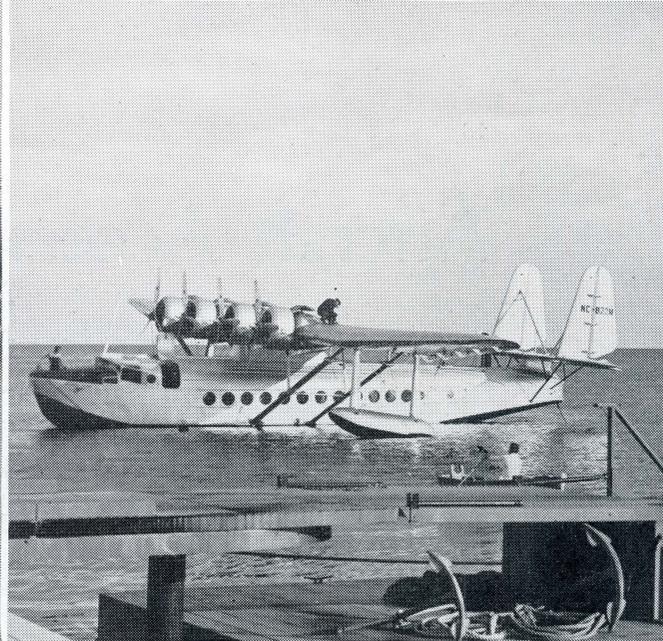
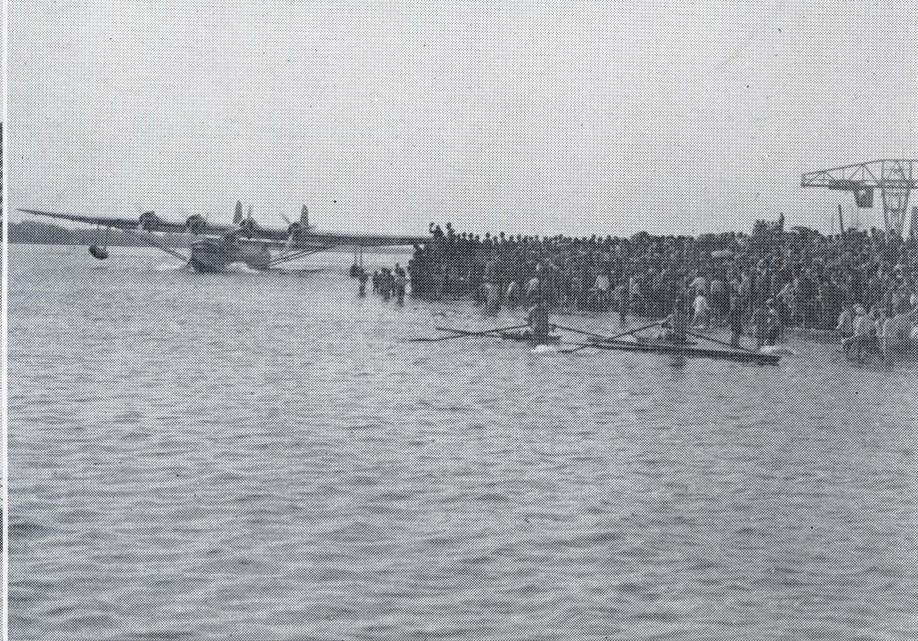
Desiring the experience of the flight across the Andes and the voyage up the west coast of South America into Central America and Mexico, we did not return with the record breaking Brazilian Clipper. Our return voyage over the Pan American-Grace system embraced two-day stops in Santiago, Chile; Colon, Panama and Mexico, D. F., with overnight visits to Antafogasta, Chile; Lima, Peru; Guayaquil, Ecuador; Tomaco, Colombia and San Salvador. From Mon-

tevideo to Panama the route was over the jointly operated Pan American and Pan American-Grace lines and from Panama to Mexico, D. F., over the Pan American system over Costa Rica, Honduras, San Salvador, Guatemala to Mexico City and Brownsville. Only four and one-half hours were required to make the voyage from the Mexican capital to the border city. From Brownsville to Fort Worth the flight of 551 miles required but two hours and 56 minutes in the new Vultee Transport of American Airlines.

Not one accident or even the slightest mishap occurred on the entire voyage. There was but one instance of delay or alteration in plans over the entire 18,000 miles of flight. We were nearing Rio, where a crowd of 20,000 spectators awaited the Clipper's visit. Dense fog made it inadvisable to land and the pilot returned ninety miles up the coast to take the ship into a protected bay. A delightful dinner was served on board, the guests of Pan American Airways amusing themselves during the evening at bridge and other games. The flight to Rio was completed the following morning, the christening ceremonies of the Brazilian Clipper taking place in due time by the wife of the President of Brazil.

At every stop along the route enthusiastic welcoming parties greeted the good-will tour. In the larger cities where extended visits were scheduled, we were honored with elaborate receptions and afforded many enjoyable entertainments. At Haiti, Puerto Rico and Georgetown the governors of the respective provinces presided at the receptions. In Brazil, Argentina, Chile and San Salvador, the presidents of those republics with other dignitaries honored their North American visitors in traditional Latin-American fashion.

During the entire circumnavigation of the great continent, it was evident that the international air service is doing and



Left to Right:

1. Aboard the giant Pan American Airways Brazilian Clipper when it left Miami August 16 for a 15,000-mile good-will tour of South American countries were, left to right: (Sitting) William F. Brooks, executive assistant to the General Manager, Associated Press; James H. Furay, vice president, United Press; Frank E. Gannett, chairman, Gannett Newspapers, publisher, Rochester Democrat & Chronicle, Rochester Times-Union and associated papers; Jerome D. Barnum, publisher, the Syracuse Post-Standard, vice president, American Newspaper Publishers Association; J. N. Wheeler, general manager, North American Newspaper Alliance; Eugene Vidal, director of air commerce, U. S. Department of Commerce; James G. Stahlman, publisher, Nashville Banner Incorporated, president, Southern Newspaper Publishers Association, and John Steele, service engineer, Pan American Airways System. (Standing) Roy Howard, chairman Scripps-Howard Newspapers; John Cowles, publisher, Des Moines Register and Tribune, and associated papers; Paul Patterson, publisher Baltimore Sun; Ed-

ward G. Tomlinson, radio commentator, National Broadcasting Company; G. L. Rihl, vice president, Pan American Airways System; N. V. Jenkins, publisher, the Savannah Morning News and the Savannah Press; Edgar M. Swasey, vice president, Hearst American Weekly; Juan T. Trippe, president, Pan American Airways System; Amon G. Carter, publisher, Fort Worth Star-Telegram; E. E. Young, vice president, Pan American Airways System; M. C. Meigs, manager Chicago American (Hearst); extreme right standing is Robert G. Thach, vice president and general counsel of Pan American Airways, who arranged the trip.

2. The wife of the President of Brazil, Senhora Setiello Vargas, christening the S-42 "Brazilian Clipper."

3. Arrival at Porto Alegre, Brazil.

4. Arrival at International Airport, Miami, August 30, following its remarkable 7,400-mile return trip from Buenos Aires in five days. The big flying boat flew 1,900 miles from Trinidad to Miami the last day of its maiden voyage to South America.

will continue to do an even greater work in fostering better international relations and in promoting commerce and trade between North and South America, even though Pan American and Pan American-Grace experience stiff competition from the European air lines. Air France, for example, operates from Santiago, Chile across the continent and up the east coast to Natal, thence across the Atlantic to Europe by way of Africa. France, England and Germany are lending every encouragement to aviation development—definitely more so than the United States. The foreign countries afford their lines a competitive advantage over our great international system. The foreign lines are given a substantial government subsidy and in addition are permitted to retain all revenues. The United States competitor, while given a subsidy, turns back to the Government practically one-half of the subsidy and suffers additional penalization by reason of the foreign exchange. Aviation is doing more than any one factor or industry to open trade avenues between the two continents as well as to foster better political relationships. American aviation has made splendid progress, but if it is to meet the constantly improving competition from the Europeans, it will be necessary to match foreign governments' support of their respective air services.

Perhaps the most impressive observations of the momentous flight were the vastness of the republics and their resources, the evidence of their improving economic conditions, the progressiveness of their cities and peoples as well as the admirable work being done by Pan American in cementing the relationships between the republics and the United States. It is difficult to conceive the vastness of many South American countries, particularly countries like Brazil, Argentina and Chile. The great ranches were impressive sights

with their huge ranch houses and hundreds upon thousands of cattle. The same impression of vastness characterized the flight over the Brazilian coffee plantations.

The people throughout the continent are the most polite and cordial to be found anywhere. They are predominately alert and progressive. There are no more beautiful or modern cities than Rio, Buenos Aires, Lima, and Mexico City. The hotels are magnificent structures, completely modern, and the cuisine cannot be equalled.

There are clubs that would compare with any in the world. For instance the Union Club at Santiago covers practically an entire city block. Its bar is one hundred feet long, and between the hours of five and seven in the afternoon it is the gathering place for the business men of the city. We counted eighty-five at the bar at one time and two hundred seated around the tables. We were informed that this was an everyday occurrence. There was no evidence of intoxication anywhere.

The race tracks at Rio, Buenos Aires and Santiago are the finest in the world. Races are held every holiday and Sunday throughout the year. It was interesting to note that the stores close on Saturday at noon, and although the law permits racing on Sundays, it prohibits the sale of anything on Saturday afternoons.

Other customs and modes of living are also quite different from our own. Stores do not open until 9 a. m., the executive usually arrives at his office about 10; the stores close at noon and reopen at 2, remaining open until 7. Dinner is usually served around 9 o'clock, sometimes as late at 10:30. No one seems to be in a hurry, everyone apparently getting a great deal out of life; yet everywhere is ample evidence of activity and advancement. Their polite

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Cerro Chino

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the Southwest Texas Archæological Society, knows the Big Bend's colorful history that dates back into the days before the Spanish Conquest. She proudly displays her magnificent collection of native bric-a-brac and basketmaker material. The visitor is regaled with tales of life on the last frontier. The greatest treat of all is the occasion of "Uncle Tom" Miller's visits with his tales of the "damned old buffalo skinners."

Practically every important figure in the Army Air Corps has at some time or other dropped in at the Johnsons'; the air register reads like a roster of the aviation branch of Uncle Sam's Army. Cross-country trips to Cerro Chino from many of the Southwestern training fields and tactical units are a part of the flight training program.

An attempt is being made to establish a national park in the Chisos. At the present time it is a State park. Six hundred Civilian Conservation Corps workers are now busy in the Big Bend, making permanent roads through the mountains. A PWA project is on foot specifying the building of a huge dam in the Mariscal Canyon below the ranch, which will, when completed, form one of the largest artificial lakes in the Southwest.

It is not difficult to fly to Johnson's Cerro Chino. Look at any large scale map of Texas. Down in the southern tip of Brewster County there's a point where the Rio Grande turns back north from its southern course on its way to Del Rio and the Gulf. The Johnsons live six miles up the river from this abrupt turning point. The Grand Canyon of Santa Helena is farther up the river about twenty-five miles. Between the mouth of this great canyon and Cerro Chino is the trading post of Castolon, easily distinguishable by the mountain peak to the north, by its adjacent cultivated fields along the river, and the one prominent building, a lengthy affair, erstwhile Army barracks back in the days of Mexican trouble on the border. Fourteen miles down the river from Castolon as the road winds is Johnson's Cerro Chino. The big square ranch house and the cultivated fields along the river are apparent landmarks.

Flying south from Alpine, the aviator passes over Terlingua, its clusters of massive rock and small *adobe* huts, on down to the Santa Helena Canyon's mouth. Flying south from the town of Marathon, the flier skirts San Vicente, whence he pursues his course upstream past the beautiful Mariscal Canyon and finally into Cerro Chino six short miles away.

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The World's Greatest Land Plane

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movies aboard, using both sound projecting and sound recording apparatus. A searchlight of 2,800,000 candlepower is attached to the nose of the plane. In order to satisfy the power requirements for the plane, two gasoline-driven generators have been installed, producing an alternating current of 120 volts used for the first time in the history of aviation. Effective floor space of the plane is approximately 120 square yards (1,080 square feet). The total length of wires on the ship is 39,370 feet and the ship is capable of carrying 14,000 pounds of freight.

Nineteen Thousand Miles

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and cordial manner was characteristic of all with whom we came in contact. We were particularly impressed by the effectiveness with which policemen handled traffic. We did not hear a traffic officer raise his voice, much less "bawl out" some unfortunate pedestrian or auto driver for infraction of regulations.

We found the United States well represented by its ambassadors and ministers in every country visited. Ambassadors Gibson in Brazil, Wedell in Argentina, Sevier in Chile and Daniels in Mexico are doing a great deal to further American relations abroad and are, in addition, universally well thought of by the people. In Santiago we were the guests of Mr. and Mrs. Sevier, Texans by the way, and in Mexico, D. F. we were the guests of Ambassador Daniels.

An observation that might interest many southerners was made at Natal, Brazil where cotton planters contemplate doubling their acreage next year because of the reduction of acreage in the United States. In many sections of South America, cotton is a perennial; it is planted but once in seven years and of course their cost of production is far less than in our country. Down in Chile we flew over a beautiful little valley devoted to cotton production. We were told that the inhabitants of this valley would experience unusual prosperity this year, inasmuch as they would receive the equivalent of \$1,250,000 for their cotton crop. In all of the countries we visited, crops appeared to be in good condition and it was evident that conditions were constantly improving. Exchange rates, too, are improving and prosperity seems not far distant.

Only such an air voyage can open one's eyes to the opportunities that exist for the United States in Latin America. Only such a flight can impress one with the importance of the Pan American air system, in effecting closer trade and political bonds so necessary to economic stability and peace between South and North America.

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From Washington

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receiving set as a substitute for the headphones or loud-speaker.

"The message to be sent is typed or written on a strip of paper tape," Mr. Martin said. "The typewriter characters should be bold, or if handwriting is sent, a broad lead is preferable. The tape with the message is led into the transmitting set where the scanning beam passes rapidly over the letters and causes radio impulses to be broadcast. At the receiving end the impulses are translated into extremely narrow black lines which make up the separate letters of the words. The scanning beam passes over each letter numerous times—thus, the character appearing on the tape in the receiving machine is made up of a similar number of tiny black lines.

"The system sent seventy-six words a minute during the tests. Its peculiar advantage over other systems of radio transmission in which written or typed messages are reproduced automatically is that the messages can be sent through static or heavy background noise, and still be legible at the receiving end. Static will not produce errors. It sometimes blurs some characters but the message is invariably distinguishable."