

PAN AMERICAN AIRWAYS SYSTEM  
135 East 42nd Street  
New York City

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FOR IMMEDIATE RELEASE

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The following information was made available at the New York offices of the Pan American Airways System today:

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The final engineering check on the long series of exhaustive flight tests conducted by the manufacturers of the huge four-engined "Clipper No. 7", built for the Pan American Airways System by the Glen L. Martin Company, at Baltimore, were completed today.

On Wednesday, October 9th, the big trans-ocean flying boat, largest airplane ever developed in America, will be turned over officially to the Pan American Airways System, by the Martin Co. On that date the first flight with passengers will be made at Baltimore when a preview will be held of this trans-ocean Clipper Ship, which has been closely guarded during the nearly three years required for its construction and testing.

The latest addition to the Pan American air fleet will be called "China Clipper." It will be formally named at christening ceremonies, probably in California, before it is launched on regular transport service across the Pacific between America and the Orient.

In charge of a Pan American crew, headed by the veteran Edwin C. Musick, who commanded the Pan American Clipper on its first trail-blazing flights across the Pacific, a series of technical flights will be made at Baltimore during the next five days.

The final flight in this series requires the huge "China Clipper" to take off and climb to a service ceiling of 16,000 feet with a gross load of 51,000 pounds. This performance, if accomplished, will shatter all world record marks for load carrying, with a greater payload than any

airplane has officially lifted off the surface to an operating altitude. No long range transport tests of the Clipper Ship will be made at Baltimore, however.

The altitude-load flight is scheduled for October 14th. The following day the "China Clipper" will be flown to New York for an official inspection by the Board of Directors of the Pan American Airways System before undertaking the important series of ocean transport flights which are to be conducted from the Caribbean operating headquarters of the Pan American Airways System, at Miami.

According to present plans, the "China Clipper" will be flown from New York direct to Miami, October 16th, where it will be launched immediately on its long range performance tests.

In this Caribbean area, the "laboratory" in which flight and ground crews, radio and weather men, have been trained for ocean service through the past four years, the "China Clipper" will receive its actual ocean flying tests under rigid transport operating regulations.

The program requires performance never before achieved with transport aircraft, particularly with regard to graduated speed, load and distance flights, day and night, on ranges of 1,000, 2,000 and 3,000 miles non-stop.

In meeting the performance specified in the contracts, the "China Clipper" will have to better 27 world and American record marks, setting records in five categories which no airplane has ever before attempted.

The "China Clipper" is the first of three identical giant trans-ocean type Clipper Ships constructed by the Martin company to the specifications of Pan American Airways. The two sister ships of the "China Clipper" are now completed at the Baltimore plant and are scheduled for delivery to Pan American, equipped for ocean service, within the next six weeks.