

PAN AMERICAN AIRWAYS SYSTEM  
135 East 42nd Street  
New York, N. Y.

NOTE TO EDITORS - Re trans-Pacific Flight Crew

The following is suggested for use in connection with the forthcoming pioneer transport flights to be made across the Pacific by the "Pan American Clipper," but may be used at any time if desired. It may be used without a date line if preferred.

P.A.A.

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NEW YORK--America's first international air mail pilot, employed by Pan American Airways in 1927 when the international air transport system of the United States, now the largest in the world, consisted of a little 90-mile route across the Florida Straits to Havana, Cuba, is to be the first to pilot a transport craft across the world's largest ocean. Pan American's "Pilot No. 1," Edwin C. Musick, has been appointed Captain of the "Pan American Clipper" for the forthcoming series of experimental flight operations of the Pan American Airways System in connection with establishment of scheduled air transport service between the United States and the Orient.

Twenty-two years in service in American aviation, of which four and one-half years were actually lived in the air, rank Musick, Chief Pilot of the Caribbean Division of the Pan American Airways System and now Captain of the "Pan American Clipper," among the foremost pilots of the world. One of the small group of veteran American pilots who have more than 10,000 flying hours to their credit, Musick has piloted aircraft over a million miles, equivalent to forty times around the earth and, while he has never participated in a "stunt" flight, he holds more world records

in his own name, than any other pilot on the globe. He is far more proud of his remarkable record of never having had a serious accident befall any aircraft of which he was the pilot and that no injury has ever been caused to a passenger in any of his planes.

Born in St. Louis, Missouri in 1894, Musick learned to fly twenty-two years ago in a commercial flying school in Los Angeles. With aviation less than ten years old, he became one of the "early birds" and continued in exhibition and commercial flying until 1917 when he joined the United States Army Air Corps at San Diego, California, as civilian instructor. During the entire war he continued as civilian instructor with assignments at the air base at Wichita Falls, Texas and at Miami, Florida, training young American pilots for service over-seas.

Before joining Pan American Airways in October, 1927, Musick already had achieved a record for piloting practically every known type of aircraft which had been seen or developed in America, and had devoted much of his time after the war to flying early type flying boats in the Florida area.

His first assignment with Pan American Airways was to pilot the first American tri-motor ever to go on a commercial line, across the little 90-mile airway between Key West and Havana, the "laboratory route" from which has expanded the great 32,500 mile network of the Pan American Airways System, the largest air transport unit in the world. As the company

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expanded its flight operations, Musick expanded with them, both in piloting experience and technical advancement, and in 1930 was made chief pilot of the Caribbean Division, covering the West Indies and extending as far south as Brazil and Panama, the position which he holds today. During his entire career with Pan American he has been assigned to this Caribbean Division, with headquarters at Miami.

Before taking up his residence in Miami, Musick lived chiefly in California and New York. He is married and now resides in Miami.

As chief pilot, in the Caribbean Division of Pan American Airways during the past seven years, Musick holds the unique record of having passed through American customs house offices more than 2,000 times on his scheduled trips in and out of the United States to the countries of the West Indies, Central and South America. He has covered practically every country south of the United States, in Central America, the West Indies and around the South American continent. He was assigned to many of the pioneer flights of the air mail service through this area and has served as co-pilot with Colonel Charles A. Lindbergh, head of Pan American's Technical Committee, on several of the noted flier's trail blazing flights between North and South America.

Less than a year ago, when he was in charge of acceptance tests of the Pan American Airways on the "Brazilian Clipper," the first of the trans-ocean type Clipper Ships developed by Sikorsky for Pan American service, Musick piloted the great four-engined

19-ton airliner to ten new world records on a routine test flight of 1250 miles non-stop, on which all world marks for speed and load for various distances up to 2,000 kilometers, were shattered. Further records followed on this same ship. Musick piloted it on its maiden flight to Rio de Janeiro and Buenos Aires and returned to the United States in five days, clipping two full days from the best previous flight time between North America and the most distant capital of the southern continent.

During the long series of training flight schedules of the Pan American Clipper, during which marine personnel of the Pan American Airways System were given routine practice in the long range operating technique in which they have been schooled over the past three years, Musick was in direct charge of all flight personnel.

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NEW YORK---From engineer and machinist to senior pilot of the Pan American Airways System and second in command of the System's trans-Pacific flight from California to <sup>Orient</sup>~~China~~ on board the giant ~~48-pas-~~<sup>19-ton</sup> passenger airliner, "Pan American Clipper," is the enviable record of R. O. D. Sullivan, a native of Hannibal, Missouri, where he was born March 25th, 1893.

Sullivan, appointed First Officer of the trans-Pacific "Pan American Clipper," joined the Pan American Airways at Miami June 8th, 1929 as a regular pilot on the international routes of the American international air transport system.

He has a total of 7,600 hours flying time to his credit, which, transposed into mileage, gives him approximately 760,000 miles covered in the air or about 30 times around the world.

Sullivan served successively and successfully as senior pilot on the Pan American route in Central America, on the run from Cristobal to Ecuador, on the west coast of South America, and over the "Ocean Laboratory," the 600 mile trans-Caribbean route between North and South America. He also served as one of the first pilots between San Juan, Puerto Rico and Rio de Janeiro, Brazil.

During the hurricane disaster at Santo Domingo during which more than 1,000 lives were lost

Sullivan

in 1930, Sullivan flew the Pan American Airways relief planes between the Dominican Republic and Puerto Rico.

Following a typical American-boy period of development and public schooling, Sullivan seriously took up courses in steam engineering and navigation and started his training as machinist. However, he soon found his natural calling - aviation - when he joined the United States Naval Air School at San Diego, California in 1918.

Transferred to the Naval Air Station in Pensacola, Florida, he was graduated and returned to San Diego as pilot with a squadron of naval seaplanes. In 1920 he piloted one of a squadron of twelve flying boats from San Diego to San Francisco, a major event for that hazardous flying era.

Twelve years ago in 1923, when the navy was contemplating a round-the-world trip Sullivan was selected for the flight but the projected flight was later cancelled by the Secretary of the Navy.

Sullivan took part in the mass navy flight in 1924 from San Diego to Seattle, Washington. The next year he went with his squadron to Honolulu, Hawaii, the planes being shipped by steamer. During this period he was test pilot and instructor on the largest type of flying boats in the naval service at that time. The next year (1926) saw him on duty as aircraft officer of the aviation unit of the U.S.S. Idaho, from which he was again transferred to the Naval Air Station at San Diego as instructor and test

Sullivan

pilot. He made an unofficial flight record in 1928 in an endurance flight at Santa Ana, California, with a three-motored Zenith "Albatross" flying boat.

He lives with his wife and one son at 416 Bianca Avenue, Coral Gables, Florida. His mother, Mrs. Alice Strick, lives at 4136 Arizona Street, San Diego. A sister, Mrs. Howard Porter, is a resident of Whittier, California.

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NEW YORK---Victor A. Wright, engineering officer of the Pan American Airways trans-Pacific airliner, "Pan American Clipper," has the distinction of holding government licenses both in aircraft and engine mechanics and is a transport pilot with 1258 flying hours to his credit.

He joined the Pan American Airways June 14, 1930, as a mechanic and rose rapidly to flight engineer on the regular routes between San Juan, Puerto Rico, and Para, Brazil, and on the various schedules operated from Miami, Florida, to Havana, Cuba; Nassau, Bahamas; Jamaica; British West Indies; Panama and South America.

Wright, who was born in Miami 32 years ago, at one time held the position of Acting Chief Mechanic at Pan American section headquarters in San Juan. He also took part in the first trip operated from Port of Spain, Trinidad, along the northern coast of South America to Maracaibo, Venezuela, and in the initial trip from Miami to Para.

Wright has spent most of his life in Miami. He graduated from the Miami High School and took a three-year engineering course at Tulane University, New Orleans, Louisiana. He is single and resides at present at 5978 Northeast Sixth Street, Miami. His parents are residents of Palm Island, Miami Beach.

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NEW YORK---A master mariner, unlimited, Fred J. Noonan of Chicago will be the Navigation Officer of the Pan American Airways flying boat, "Pan American Clipper," on her experimental flight from California to China.

Twenty-two years of ocean travel and navigation preceded Noonan's "graduation" to the air. He rounded Cape Horn, southernmost point on the American continent, seven times, three times on wind jammers and four times on steamships, before the Panama Canal was completed by the late General G. W. Goethals.

After serving as instructor in aerial navigation with various air transport organizations, Noonan entered the Pan American service in Miami in 1930. During the past several years he has made exhaustive studies of various methods of aerial navigation and is considered one of the foremost authorities on this important phase of air transportation.

Originally a transport pilot, Noonan successively served as airport manager in Port au Prince, Haiti, traveling airport inspector and then was assigned as navigation instructor in the Caribbean Division. He completed detailed surveys of various harbors, and by celestial observations established the correct geographical position of various radio direction-finding compasses in the Caribbean areas.

At the age of 15, in 1908, Fred left home to go to sea. During the World War he served on

Noonan

a munitions carrier between New York and England, and later, in the Royal British Naval Service, was on ships which were torpedoed on three occasions.

While serving on the bark "Crompton" in 1910, then the largest square rigged ship under the Union Jack, Master Mariner Noonan and his ship were weatherbound 152 days on a voyage from Washington State, on the Pacific Coast, to Ireland.

On another trip across the storm tossed Atlantic from London to Montreal, Noonan aided in the rescue of five French sailors adrift on the ice, and later helped to save the crew of a Portuguese fishing schooner. He also holds a first-class pilot's license on the Mississippi River.

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NEW YORK---Both the air and the sea are habitats of Harry R. Canaday, Junior Flight Officer of the Pan American Airways trans-Pacific airliner "Pan American Clipper."

Although Canaday saw four years of thorough training in the United States Naval aviation, including two years as member of the flight squadron of the U. S. Airplane Carrier Saratoga and has 635 hours of solo flying to his credit, he still is a pilot in training since joining the Pan American organization more than a year ago as "apprentice pilot," a new flying category created by Pan American to equip airmen with experience in every phase of international air transport operation. He is also a licensed airplane and engine mechanic, and licensed radio operator.

As apprentice pilot Canaday has passed through many of the exacting stages of preparation for service as a Pan American Junior Pilot, including practical service in the various phases of maintenance and engineering, traffic, radio, meteorology and navigation.

Canaday has seen service on the several Pan American transport routes across the Caribbean, West Indies and northern South America. He also served for several weeks as a member of the crew making experimental and survey flights on the "Pan American Clipper," Pan American's trans-ocean boat designed for trans-Pacific air service.

He was born in Cedar Rapids, Iowa, June 4, 1909, graduated from the United States Naval Academy, at Annapolis, Maryland, in 1930, is single and resides in Miami. His mother, Mrs. Edward G. Canaday, lives at 1003 D Avenue N.W., Cedar Rapids.

NEW YORK---Of the six-man crew manning the Pan American Airways flying boat, "Pan American Clipper," on her initial experimental flight from California to China, W. Turner Jarboe, Jr., Radio Officer, of Baltimore, Maryland, saw five years of continuous service in radio communication work with the Pan American Airways System. His will be the task of keeping bearings on the 19-ton airliner on the charted course by means of an improved radio direction finder and of maintaining constant communication with Pan American ground stations in California and Hawaii.

When Colonel Charles A. Lindbergh, technical adviser of Pan American Airways, made his extensive survey flight around both the North and South Atlantic Oceans two years ago, in company with Mrs. Lindbergh, the former Anne Morrow, Jarboe was chief radio officer on the company's floating base, the S. S. Jelling, which served the expedition in the North Atlantic, particularly in the Newfoundland, Greenland and Iceland regions.

Born in 1907, young Jarboe made two voyages around the world and scores of trips as ship wireless operator to the Orient, Mediterranean, South Africa, North and South Atlantic, before he joined the Pan American organization in 1930.

In the five years of Pan American service Jarboe has 2500 flying hours to his credit and served as combination airport manager and ground radio

Jarboe

operator at various ports in the Caribbean. He has handled two-way radio communication on the several international routes which Pan American Airways operates in the West Indies and South America, and during 1931 served as flight operator on the northern division then operated between Boston and Halifax.

In ten years of constant wireless experience on land, sea and air, Jarboe has established a remarkably consistent record of efficiency, dependability and accuracy with the many and varied types of radio equipment.

He attended the public schools in Baltimore and Baltimore Polytechnical Institute and engaged in courses in electrical engineering. He is unmarried. His parents, Mr. and Mrs. Wilson T. Jarboe, are long time residents of Finksburg, Carroll County, Maryland. His two sisters live in Baltimore.

Since the days of his technical radio studies, Jarboe has claimed no permanent residence, having lived practically all of the time on ships at sea or flying as radio operator for Pan American Airways.

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