

# Flying to Rio in Stratocruiser Rare Experience, Says Publisher



HINDU TEMPLE in Trinidad is an architectural jewel in a setting of royal palms and tropical foliage, one of many places of worship in Port of Spain.—[Pan American Airways Photo.]

This is the first of a series of illustrated articles by Francis S. Murphy, publisher of The Hartford Times, describing his recent trip through South America aboard a trail-blazing Pan American World Airways. Mr. Murphy was one of a party of publishers and editors who made the trip as guests of Juan Trippe, president of the Airways.

## ARTICLE 1

By FRANCIS S. MURPHY  
Publisher of The Times

"Rolling down to Rio" became a reality for a group of newspaper people and others when Juan Trippe, president of Pan-American World Airways, flew us down there in the modern version of the famed "magic carpet," the double decked Boeing Stratocruiser on its inaugural flight to Rio, Montevideo and Buenos Aires recently.

Flying down to Rio in this great ship is a rare experience and in telling about it, I find it difficult not to use the strongest superlatives.

First let me say that the flight is made at a high altitude, 18,000 ft., 20,000 ft. and higher, for up there the air is thinner and a faster speed is attained. Flying at these high altitudes is also extremely smooth. On this flight, of which I have undertaken to tell you, I find it hard to remember that there was a single "bump." Perhaps the reader will find it a little hard to believe but I assure you it was so.

The pilot landed the plane each time so smoothly one could hardly tell when the wheels touched the runway. At the instant of contact, the Hamilton propellers were reversed, bringing the plane to a stop after a short run.

**THESE GREAT SHIPS** are powered by Pratt and Whitney engines and I was happy to remind the others in the group that the famous engines and the propellers were made in my city of Hartford.

Three different crews handled the plane on the run which is now in full operation—New York to Trinidad; Trinidad to Rio and Rio to Buenos Aires. There were eight in each crew as I remember it.

There were thirty-six on the flight in addition to the crew. In the party were newspaper publishers and editors, publishers and editors of several magazines, the heads of two radio broadcasting networks, a representative of the State Department and a United States Senator and congressman.

The big plane took to the air at Idlewild International Airport, New York at 1:30 P. M. on June 29th. It was a dull, cloudy day but in the space of a few minutes we were up through the clouds and out into the open with a brilliant blue sky all about us. We seemed almost to be in another world and I suppose we were.

Seat belts, which were fastened when we took off, were soon discarded and the passengers were moving around the plane from the fascinating flight deck forward, where four of the crew were constantly in attendance, to the lower deck lounge.

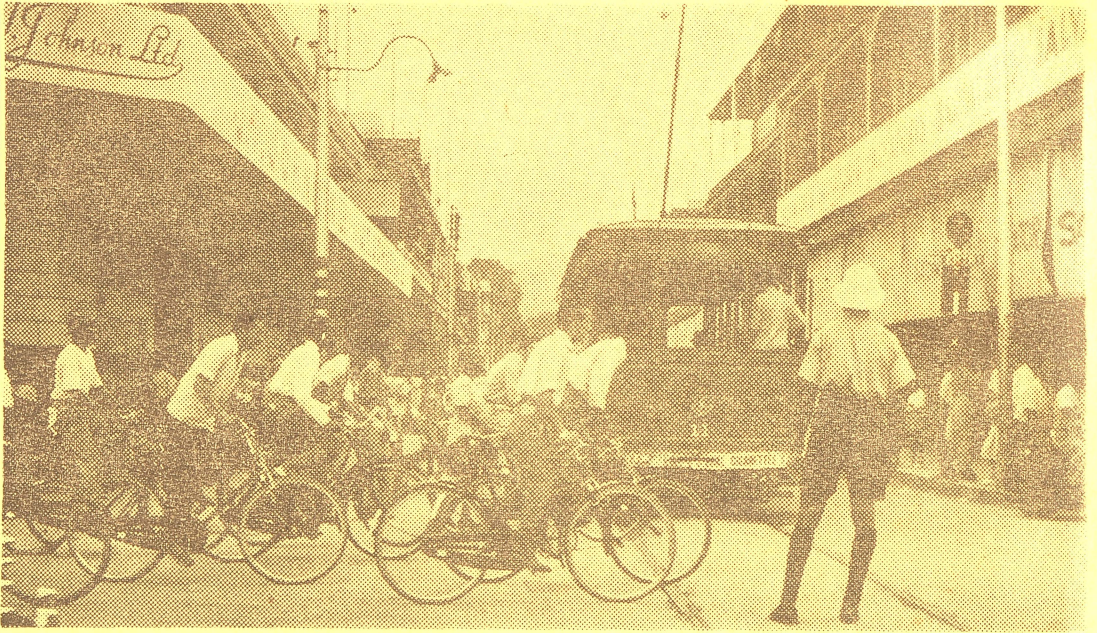
A 1927 model airplane today is almost a museum piece. Such remarkable progress has been made in aircraft development that planes became almost obsolete overnight. A striking example of the evolution of commercial aircraft is this Stratocruiser.

**THIS HUGE PLANE** which can carry as many as 75 passengers, plus 17,000 lbs. of cargo, at a speed of over 300 miles an hour, was undreamed of when Pan American launched the first international airline of this country back in 1927. Seven and a half hours after we left New York on the flight, which was the fore-runner of regular twice-a-week express service to Rio and Buenos Aires, we were flying over the island of Trinidad, an island of the British Commonwealth, located just off the coast of South America.

It was dark but many lights were visible, probably those of Port of Spain, the important city of the island. Soon the landing lights on the runway of the airport were flashing by us. I imagine the landing speed is about 130 miles an hour. The famous asphalt lake is in the southern section of Trinidad. The asphalt has been taken out of the



RIO'S BEACH is internationally known for its beauty.



BICYCLES and trolley cars are common means of transportation in Port of Spain, capital of Trinidad.—[Pan American Airways Photo.]

lake in large quantities yet the surface is no lower than it was when operations started more than 75 years ago.

We stopped for an hour and a half for the plane to be serviced and to prepare for the long hop to Rio; 2,849 miles, the longest single hop of the trip. At Trinidad we were given a reception by the residents and public officials at the Pan American building at the airfield.

Shortly after resuming our flight, preparations were made for the sleeping accommodations of the guests. There were 17 upper berths. Those who occupied the berths on the trip south would use the very comfortable reclining sleeperette chairs on the return trip. The berths were roomy and very comfortable and so were the chairs. There was little choice as far as comfort was concerned.

**THOSE WHO HAVE NOT** been to Rio have a treat coming. One can get some idea of its dramatic beauty from pictures, but no matter how much you've read or how many pictures you have seen, you won't be prepared for Rio de Janeiro (River of January). It has been said that even if you are a fairly seasoned traveler, the City of Rio will stun you.

The fabulous capital of Brazil is a labyrinth of fantastically shaped hills and bays, of winding waterfront drives and streets which spiral up the slopes of mountains near the city.

Rio is Cosmopolitan and very European and has an individuality all its own. Everyone who has heard of Rio has heard of the Sugar Loaf. This high hill close to the city is reached by cable tramways in two hops. Arriving at the top one has a commanding view of the entire city and its beautiful bay. It is truly breathtaking.

One sight which is a "must" for sports minded visitors is the new Municipal Stadium, an eight-million-dollar structure, said to be the largest in the world. It has a seating capacity of 155,000 and standing accommodations for another 45,000. It was constructed for the World Football (Soccer) Tournament which was recently held there. A curious part of these

construction of the Stadium is due to the unbridled sentiments of the Cariocas—as those born and bred in Brazil's capital are called. When their team shows signs of losing or when they think the officiating is poor, trouble may start. The stands are separated from the playing field by a ten-foot moat which holds eight feet of water. The field is built three feet higher than the moat and the players reach the field through tunnels beneath the stand.

Arriving over Rio at about noon and after circling the city twice at about 2,000 feet, we landed at the airport, apparently in the center of the bay. The airport is nearly an hour's drive from the celebrated Copacabana Hotel located on the world famous beach of the same name. Nobody seems to fuss about the airfield being located far from the center of the city. (This is quite in contrast to what I hear sometimes about an airfield being 25 miles away from a certain city.)

The hotel is delightfully modern and it was to be our headquarters while we were in the city. An ample number of cars were in attendance for the use of our party and we were treated to a display of fast driving such as I have not seen anywhere.

Rio is a big city of over 2,000,000 people. Strikingly modern buildings are there in profusion—imposing government buildings and beautiful homes. Rio occupies a 60-square mile strip of land between the mountains and the sea.

President Dutra received us at his palace and a reception and luncheon was arranged for us to meet important government and business leaders and to hear a talk by Brazil's foreign minister, Raul Fernandes.

**THE ADDRESS** was in Portuguese and we were supplied with the translation. It was apparent that there was considerable irritation, in official centers at least, because Argentine had recently secured a loan of 150 million dol-

lars from the United States. Brazil very much desires foreign investments and particularly from the United States. The foreign minister stressed the fact that Brazil is among those countries which are repaying the United States at a fixed proportion for the aid received under Lend Lease. He stressed that Brazilian people are our friends—that they are steady and always sympathetically disposed toward us. One of Brazil's handicaps is the great lack of transportation in the matter of roads, railroads, etc.

It was their winter but there were a few hardy souls in bathing. "Winter" seems hardly the word to use in naming the season which is the opposite of their summer. The temperature, as I remember, was up in the 50s.

(The second article of the series will appear Friday.)

## Retiring Cruise Steward Asks Busman's Holiday

**Boston—(UP)—**Bert Cooper has retired after making 185 trips as a steward to Bermuda and the British West Indies aboard the "Lady Boats" of the Canadian National Steamship Service.

He estimates that in his 20 years with the service he sailed 886,790 miles.

"That in itself makes it time to retire," said Cooper, who plans to open a liquor establishment somewhere in the Canadian provinces.

He has one desire first, however. It is to make a trip as a passenger and visit all the ports in the regular 32-day cruise. He said he has gone ashore just once during all his trips.

## Better Business Bureau Elects New Director

Gordon Knight of Southern New England Telephone Company today was elected a director of Hartford Better Business Bureau. He will complete the unexpired term of Gerow Crowell, resigned.