Clipper Ship to Blaze 7,000-Mile South Pacific Trail

PATH TO AUSTRALIA AND NEW ZEALAND MAY BECOME AERIAL TRADE ROUTE

NEW PHASE IN AIR CONQUEST TO OPEN THIS WEEK.

A Pan-American Airways Clipper ship will leave Alameda, Cal., early this week to blaze a 7,000-mile sky trail into the South Pacific for what may soon become an aerial trade route between the United States and the world markets of Australasia.

Thus will open a new dramatic chapter in the stirring history of American aerial pioneering. With the increasing dependence of world trade upon fast, frequent schedules of the "flying merchantmen," which practically every important industrial nation on the globe has launched forth to speed its competitive commerce over the world's trade routes, the conquest of the oceans by scheduled air transport is of mounting concern to both government and commercial interests of the leading nations.

National Purpose.

Back of these spectacular thrusts of aviation between continents and across oceans, then, is a deepseated national purpose which, although little recognized by the public at large, is changing the age-old manners and methods of international relationships. And it is the airways which span the oceans, that link the great centers of population on either side of these water barriers, which are destined to play the key role in a further world system of aerial transport which, experts predict, will bring the nations of the world within a seven-day arc of transport and communication.

Although the last to enter this highly competitive international field, the United States today holds the first position in the list of great international air transport systems. While European nations have advanced their aerial networks across the nearby Mediterranean to Africa through the Balkans to the Near East, through and across to Africa and over Persia and India to the Orient and Australia, America's international air transport system, the Pan-American Airways, has by tremendous strides crossed and encircled the Caribbean Sea and welded a circuit of airways around the South American Continent to meet and match the competition of European subsidized airways for preference routes into the rich markets of Latin America. In other fields, too, particularly Alaska and far-off China, they have pioneered establishment of regular air transport service in important fields well beyond our continental borders.

Outstanding Chapter.

But the record of America's ocean conquest is, undoubtedly, the outstanding chapter in this moving history. Today, when the first step in transatlantic flying is about to begin with the early establishment of service between this country and Bermuda, and with no less than four nations preparing to launch experimental transport flights across the breadth of the Atlantic looking toward early establishment of service across the last unflown ocean, the story of American aviation's record in the field of ocean flying takes on added importance. Already it has covered nearly seven years of intensive research and preparation and actual accomplishment.

The record of one phase of this conquest that resulted in establishment of Pan-American Airways Clipper route from San Francisco to the far-off Philippines, by way of Hawaii and the little way station islands of Midway, Wake and Guam is already well known to the world. Known, too, is the five years of research and development work which produced for that aerial conquest the world's first ocean-going flyingboats for actual transport service. Five years of practice, of steady training and constant refinement of flight and navigation technics, produced a corps of brilliant flying men trained for that one objective — transoceanic air transport. Endless research on radio guides and other instruments for navigation made certain that the Clippers would be able to follow the paths their pioneers blazed across the "trackless" ocean without the slightest deviation in the long 9,000-mile course, which is to be extended to the coast of China within the next few weeks. Finally, the amazing colonizing expedition that erected a chain of fully-equipped bases on the far separated island outposts contributed an important record of modern-day pioneering.

Fly Pacific Regularly.

How well these painstaking preparations were worked out is best evidenced by the hundred crossings the Pacific Clippers have accomplished since the inauguration of the first transpacific airmail service less than a year and a half ago and by the regularity of the weekly scheduled flights across the broad breadth of the North Pacific to the Orient and back again.

What most of the world does not know, however, is that, at the same time the northern transpacific route to the Orient was laid out, field studies also were begun by these same aerial pioneers, on another key trade route — from the United States to Australasia, a 7,000-mile airway to span the South Pacific via Honolulu, the tiny island of Kingman Reef and American Samoa. For many reasons this work was advanced quietly but steadily. As early as 1934 engineers of the Pan-American Airways System took to the field to supplement their collection of all procurable data on winds and weather and water of the South Pacific region. Early in 1935 a small, unpretentious vessel put out of Honolulu with a staff of experts in flight operation, weather and oceanography, who spent months in looking over countless islands in search of practicable bases. From the result of their studies the present survey route was charted — San Francisco to Honolulu, a 2,400-mile parallel course to the present Clipper Ship route to the Orient; Honolulu, 1,100 miles south and west to Kingman Reef, a tiny dot located in almost the exact geographical center of the Pacific Ocean, whose sand surface measures less than a residential city lot; from Kingman Reef 1,600 miles, on a southwest course to Pago Pago, center of the American Samoan Islands; thence a final 1,800 miles to Auckland, New Zealand.

Tackle Air Problems.

Following the technical surveyors, individual meteorologists, operations engineers, radio technicians took up stations at several key points and began to tackle the problems facing air transport operation in the region, particularly the study of surface and upper air weather of the South Pacific, considered the most variable of all meteorological areas in the world, since it is here that the typhoons which sweep toward Guam, the Philippines and the China Sea originate, and whence also come the hurricanes that move in an opposite direction across the South Seas of the Southern Hemisphere.

It was upon these preliminary surveys that the detailed plan of airway organization was based. Problems of fuel transport and supply, of radio and weather station locations, of clearances and tests for the powerful ocean-spanning radio direction finders, of detailed studies and exploration, of landing and takeoff channels upon which the safety of ocean transport so much depends—all these were gone into in exhaustive detail. Meanwhile, great stores of detailed data gathered over the Northern Pacific while Clipper ships were amassing 500,000 miles of scheduled transport flying experience in the San Francisco-Manila service, became more and more useful in perfecting details of the South Pacific project. Lessons learned in the operation of the big Clippers were incorporated into the advance design of the new R-42B flying boat which has inherited the name of "Pan-American Clipper," from that earlier Sikorsky which made the trail-blazing flights over the route to the Philippines.

Experience Gained.

Every weather forecast made twice daily for that Northern route during the past two years held information on the flying weather for the present project as well. Every hour of experience gained in long range overocean radio work, in handling, docking, refueling and servicing the Clipper ships, in flying and navigating these big flying boats, made just that much more certain the attainable success of an American trade route to the faroff "continent" of Australasia.

The importance attached to the establishment of an air transport service between the United States and this important region of the world is strikingly apparent in any cursory review of world trade statistics. It was the trade aspects of this particular service which nearly four years ago moved the Postoffice Department and other governmental agencies in Washington to direct attention to the need for and value of an American air transport service to the Antipodes. It was because of this that the Department of Commerce early in the preliminary stages of Pan-American's route surveys, undertook the colonization of the American Islands of Baker, Howland and Jarvis, which lie within a few hundred miles on either side of a direct air route to New Zealand.

New Zealand and Australia together constitute the fourth most important world market for American trade, representing at the present time a volume of approximately $10,000,000 a month, although this is well below the heavy trade of the predepression years. Exceedingly rich in natural resources, but still far from its ultimate possible development, Australasia is becoming an increasingly important picture in the trade of all nations.

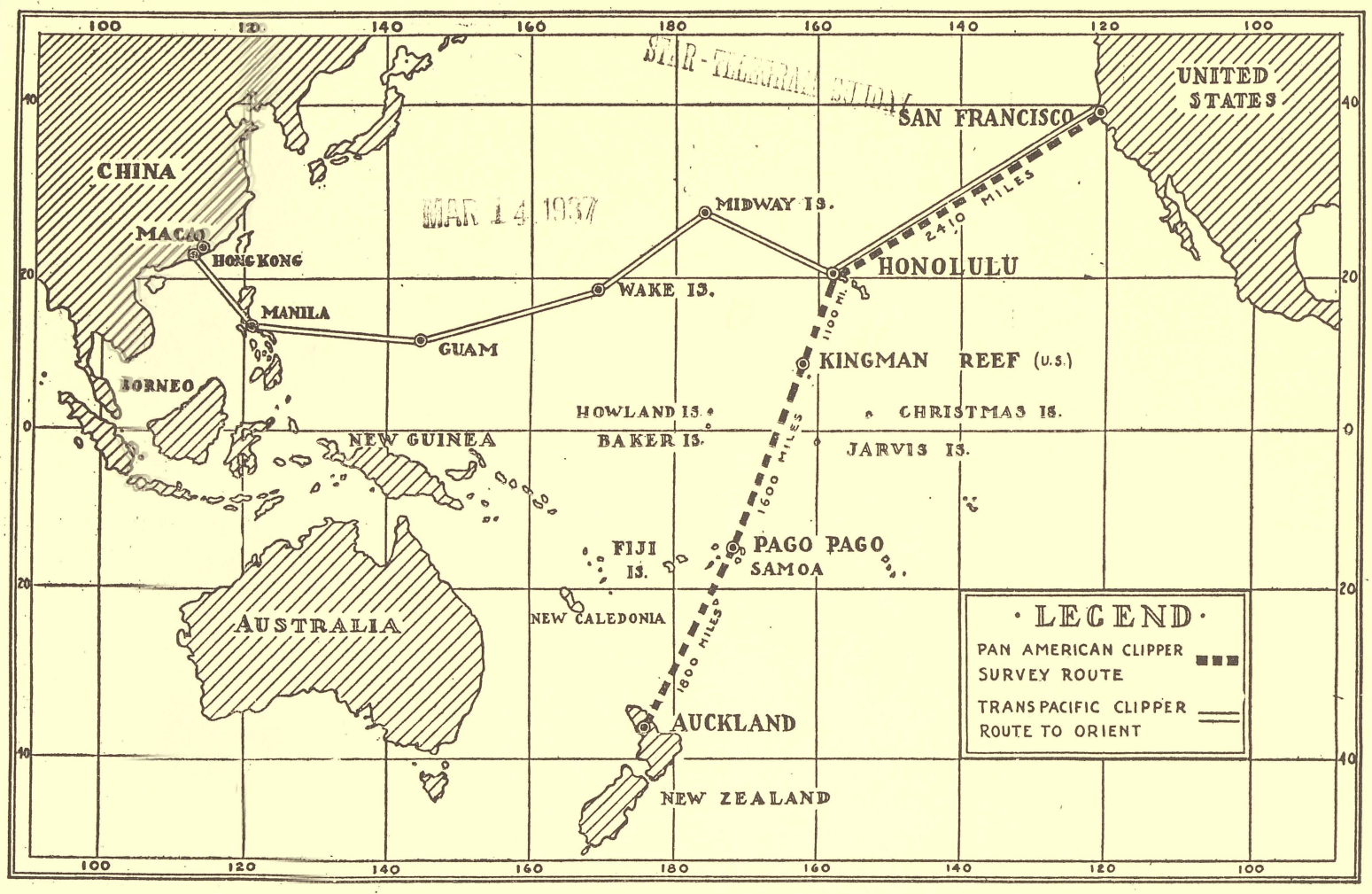
Nearer to U. S.

The growth of American trade there, in the fact of intensive competition from Europe, was aided substantially in the past by the fact that the United States is but 7,000 geographical miles away while Western Europe is some 13,000 miles by the most direct steamer route. American salesmen, samples, shipments, therefore invariably enjoyed a marked advantage in time over European trade competition. The quickest way to reach Europe from Australia and New Zealand used to be across the Pacific to the United States, thence by fast transatlantic liner to England, France or Germany.

Within the past two years, however, establishment of direct air service from Australasia to Europe has taken away this time advantage formerly enjoyed by American commerce. Europe's aerial trade lines have now reversed this traffic, not only toward Europe, but between all of Australasia and the United States as well. At present, so striking is the effect of air transport over ocean distances, men and mail and merchandise can travel 16,000 miles by air and steamer between Australasia and the United States via Europe several days faster than this country can be reached by the direct steamer routes across the Pacific.

Establishment of regular air service over the newly projected route, and on schedules similar to those followed by the Clipper ships to the Philippines and the Orient, will bring New Zealand and Australia within four travel days of California. 15 days faster than the best existing transport time. Once again, then, American trade can count upon an important time advantage in its bid for increasing commerce with the lands "down under."

Thus would another great area of the earth's surface be brought within days and hours of the continental United States; would once distant markets be brought as close to America's centers of industry as are our continental borders now by rail. Thus would American aviation advance another tremendous stride in shrinking the map of the world into distances which people, as well as governments, are beginning to conceive as the basis for a new world relationship.



Pan-American Airways' bid for overseas air trade from Australasia will be made along a trail to be blazed early this week from Alameda, Cal., to Honolulu, Hawaii, and Auckland, New Zealand. This company with its Clipper ships already has established a regular line from Alameda to Hong Kong and development of the route to the South Pacific would be another step in the movement to speed up international trade and communications. Pan-American Airways continues to pioneer in this important field for the United States.

HUMBLE GROUP TO OPPOSE CIO

HOUSTON, March 13 (AP).—The Humble Employes Security League claimed today at least 1,500 workmen at the company's Baytown refinery had voted to oppose any efforts by the Committee for Industrial Organization.

Chairman W. A. Thomas said the action was taken at a mass meeting. John L. Lewis' labor organization has announced plans to launch a campaign here April 5 to unionize a million men in the oil industry.

Thomas said he believed 90 per cent of the 3,300 workmen at the refinery would support the league. He added no fight against organized labor was planned, saying "Lewis is not a true representative of organized labor."

PLANS FOR VISIT OF GEN. BOWIE ARE MADE

NAME WINNERS AT MUSIC BOX

Winners in the piano contests for juniors conducted Saturday at the Music Box by the First District, Federated Music Clubs, were announced by Mrs. R. L. Truitt, chairman. Mrs. H. L. Jaco was registrar. Winners will compete in a state contest to be held next month at San Antonio.

Winners by classes follow:

Class E—First, Varina Jo Hawkins, 704 West Berry, member Junior Euterpean Club, pupil of Miss Maggie Overstreet; second, Marjorie Culbertson, 3105 Travis Avenue, Junior Euterpean, pupil of Mrs. J. E. Padgett; third, Virginia Bailey, 3013 Mount Vernon, Junior Euterpean, pupil of Mrs. Edwin McNeely.

Class D—First, Doris Padgett, 3020 Hemphill, Junior Euterpean, pupil of Mrs. Padgett; second, Annette Knepper, 3141 Travis, Junior Euterpean, pupil of Mrs. Padgett; third Julia Hooper, 1801 Sixth Avenue, Junior Euterpean, pupil of Mrs

ONE CENT A DAY PAYS