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THE
WORLD'S
GREATEST
AIR
TRANSPORT
SYSTEM

PAN AMERICAN AIRWAYS

Volume 5

July-1934-August

Number 5

NEW CLIPPER IN RECORD RUN TO SOUTH AMERICA

BRAZ. CLIPPER SETS TEN NEW WORLD RECORDS

Establishes New Marks For
Highest Efficiency; Speed,
Load, Range and Altitude

WORLD'S GREATEST

Averages 157.5 M.P.H. For
1242 Miles at 69% H.P.
With Heavy Load

BRIDGEPORT.—All existing world's records for transport seaplanes, which were previously held in Europe, were toppled like ninepins as Pan American's giant "Brazilian Clipper," carrying a full transport load, flew 1242.8 miles non-stop at an average speed of 157.5 miles per hour, on its final acceptance test at the Sikorsky factory.

As Edwin C. Musick, Pan American Chief Pilot, sent the four-engined flying boat four times over a course of 311 miles which included Manhattan's river front, Long Island Sound and the Atlantic Ocean, it was evident that history was being written for American aviation.

Course Circles Long Island

Starting at the Stratford Lighthouse, the course ran through five control points, George Washington Bridge, Staten Island Lighthouse, Fire Island Lighthouse, Block Island, Point Judith Lighthouse and back to the place of beginning.

The elapsed time for the flight was 7 hours, 53 minutes, 58 seconds, for a distance equal to that from Newfoundland to the Azores. Yet Pilot Musick used only 69 per cent of the 3,000 horsepower of the four Pratt & Whitney Hornet engines streamlined into the wide silver wing. He had fuel enough for another lap when he landed. The margin of range, with a mail load, for any of the ocean trade routes, Atlantic or Pacific, by way of the islands, had been amply proved.

Cruising speed only was used and less than full horsepower because the flight was an acceptance test for the air line of this craft, which will cut two days' time from the run between Miami and Buenos Aires and put that South American capital within five and one-half days of New York.

Strictly transport conditions prevailed during the flight.

When the plane crossed the starting line against the blue of a morning sky at 9.24.38, Eastern Daylight Time, she had only six persons aboard.

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"I Christen Thee, Brazilian Clipper"



... at the moment during which thy normal intercourse between the United States of America and Brazil is solemnized, I sincerely desire that thy name shall be a symbol of perfect union between the two Nations, that thy flights will redound to the benefit of human felicity and that the skies of the Americas will always favor thy luminous trajectories.

SENHORA GETULIO VARGAS, AT RIO DE JANEIRO, AUGUST 22, 1934

Brazilian Clipper Dedicated in Ceremony Before Brilliant Group at Rio de Janeiro

RIO DE JANEIRO.—Before a brilliant assemblage of high government officials and personages from many of the American republics, Pan American's newest "Clipper Ship" was formally christened the Brazilian Clipper by Madame Getulio Vargas in a colorful ceremony held on the bay shore of Rio de Janeiro on Wednesday, August 22nd. President Vargas, of Brazil, President Gabriel Terra of Uruguay, who was visiting Rio at the time, American Ambassador Hugh Gibson, Dr. João Marques dos Reis, Brazilian Minister of Communications, Eugene Vidal, Director of Air Commerce of the United States, Mr. J. T. Trippe, and a distinguished group of American newspaper publishers and journalists who had made the flight from the

United States on the great airliner, participated in the ceremonies.

Ending her record run from Miami in slightly more than five days, the giant flying boat was hauled ashore on the ramp of the naval air station in Botofoga Bay. A flag-draped stand was erected at the prow of the airliner and special seating arrangements were made for the large list of official guests who attended the ceremonies.

A special bottle of champagne, sent by plane by Governor Flores da Cunha of the State of Rio Grande do Sul, where the finest Brazilian wines and champagnes are produced, was used by Madame Vargas in naming the new "Clipper Ship".

Hailed widely as a new symbol of the close bonds of friend-

ship between the American nations, which America's international air service has done so much to strengthen, the new "Clipper Ship" held the center of the stage in Rio de Janeiro during its short stay there, and was almost constantly surrounded by an enthusiastic crowd which marveled at this world record transport craft which had brought the American continents two days closer than ever before in history.

An international broadcast which carried the christening ceremonies to millions of listeners throughout the Americas and around the world, had been arranged as one of a series of programs devoted to the maiden flight of the "Brazilian Clipper" by the National Broadcasting Company.

The official ceremony was
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CLIPS TWO DAYS FROM SCHEDULE TO BUENOS AIRES

Epochal Flight, as Trade Mission,
Aids American Position by
Impressive 15,000-Mile Run

B. A.-N. Y. IN 4 DAYS

Distinguished Passengers Enthusiastic Over South America and PAA's Achievement There

MIAMI.—Striking northward from the horizon with that same spectacular speed that had swept the great airliner over the vast western rim of the Atlantic to the River Plate and back, faster than man had ever negotiated this distance before, the giant "Brazilian Clipper" thundered over Miami at 5 P. M., Thursday, August 30th, a full hour ahead of schedule and just twelve hours after leaving the South American continent, to add the final line to the closing chapter of an epochal 15,000-mile inaugural program that is clearly one of the most significant commercial flights in the history of aviation.

Unparalleled Performance

Leaving in her wake a score of new aeronautical records, bringing two days nearer the United States world markets of the great eastern trade route, the big airliner received an ovation from the crowd of several thousand assembled at Pan American International Airport to welcome the "Brazilian Clipper" and the distinguished guests who had made the flight to South America and return.

Comments of these publishers, upon their return to the United States, will be found on Pages 10 and 11.

Just fifteen days before this newest of Pan American's "Clipper Ships" had left this same port. Eight days before she had been formally christened by Senhora Getulio Vargas in colorful ceremonies at Rio de Janeiro. Five days before she had left Buenos Aires for the 7,100-mile return flight. Twelve hours before she had dipped in a parting salute to South America. In five sure, swift steps, dawn to dusk apart, she had spanned the east coast of the southern continent from the River Plate and the entire West Indies, to cut two full days from the fastest travel time between Buenos Aires, Rio and the United States. Several of her passengers who were in Port of Spain on Thursday, breakfasted in New York

PAN AMERICAN AIR WAYS

DISTINGUISHED GROUP ON FIRST FLIGHT OF BRAZILIAN CLIPPER



Aboard the giant Pan American Airways Brazilian Clipper when it left Miami for the 15,000-mile flight to South American countries were, left to right: (front row) 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 and 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; Edward G. Tomlinson, radio commentator, National Broadcasting Company; G. L. Rihl, vice-president, Pan American Airways System; H. 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.

or Washington on Friday. Through the skies of twelve countries the "Brazilian Clipper" had left a symbol—to those who made the flight and to the millions of others who followed her progress through the press and radio, she had graphically demonstrated the beginning — of a new and greater era in transportation, a new epoch in commerce and friendship between the American nations.

As Trade Mission

Fresh from her long series of manufacturers' test flights at the Bridgeport factory, during the course of which she had shattered every existing world record for transport seaplanes, the "Brazilian Clipper" was speedily checked out by divisional engineers at Miami for her major transport test flight over the eastern trunk line between the United States, Brazil, Uruguay and Argentina. Although, from the operating standpoint, this "shake-down cruise" would largely determine the schedules upon which the new "Clipper Ships" would operate, a definite time schedule was established for the inaugural flight, upon which the new airliner would officially receive its name and would be dedicated to the Pan American service in Rio de Janeiro. The plan called for a fifteen-day program which allowed for stop-overs of two days each at Rio de Janeiro and Buenos Aires.

Offering, as it did, the unique opportunity to secure, in so short a time, a comprehensive first-hand impression of the countries of the West Indies and eastern South America and to observe the commercial, cultural and political conditions which are determining factors in our inter-American relations, the inaugural flight of the "Brazilian

Clipper" was therefore organized as a trade mission in the interests of improved inter-American relations for the mutual commercial advancement of the United States and Latin America.

Mr. Eugene Vidal, Director of Air Commerce of the United States, who had personally issued the transport license to the S-42 at Bridgeport, was a representative of the United States Government on the inaugural flight and made an official inspection of Pan American's operating routes and methods. President J. T. Trippe

extended to a group of the leading publishers and press associations of the United States, who have demonstrated keen interest in America's international relations, an invitation to accompany him on this trade mission flight.

Distinguished Passengers

In addition to Mr. Vidal, the passenger list for the inaugural flight included:

Roy Howard, Chairman of the Scripps-Howard Newspapers.

William F. Brooks, Executive Assistant to the General

Manager of the Associated Press.

James H. Furay, Vice-President of the United Press.

James G. Stahlman, President of the Southern Newspaper Publishers Association and publisher of the Nashville Banner.

Frank E. Gannett, Chairman of the Gannett Newspapers, Inc.

Edgar M. Swasey, Vice-President of Hearst's American Weekly.

M. C. Meigs, Manager of the Chicago American.

Paul Patterson, Publisher of the Baltimore Sun.

Amon G. Carter, Publisher of the Fort Worth Star-Telegram.

H. V. Jenkins, Publisher of the Savannah Morning News and Savannah Press.

John Cowles, Publisher Des Moines Register and Tribune. John N. Wheeler, General Manager of the North American Newspaper Alliance.

In addition to President Trippe, Mr. Evan E. Young and Mr. George Rihl, vice-presidents of the Pan American Airways System, made the trip.

Puerto Rico First Night

The publishers, the majority of whom reached here on the specially scheduled plane of Eastern Airlines, assembled in Miami Wednesday evening, had breakfast the following morning in the terminal and immediately boarded the airliner. The first day's run carried the party as far as San Juan, Puerto Rico, 1,130 miles, flown in 9 hours and 33 minutes, dock to dock, against strong head winds encountered over the entire route. A regular fueling stop was made at Port au Prince where the party was greeted by United States Minister Norman Armour and President Stenio Vincente received the distinguished group at the National Palace. En route from Haiti to San Juan, the "Brazilian Clipper" circled over Santo Domingo City in salute to President Trujillo during inauguration ceremonies which were being held for the President that day. Governor Blanton Winship met the party at the Pan American Airport in San Juan and took them on a tour of the city where they visited the old Spanish fortifications and other ancient landmarks.

CREW OF THE BRAZILIAN CLIPPER ON THE INAUGURAL FLIGHT



Left to right: Apprentice Pilot H. G. Gulbransen, Pilot W. B. Culbertson, Captain Edwin Musick, Flight Mechanic C. W. Wright, Radio Operator Z. L. Wenkstern, Purser R. W. Kerr, and Steward Paul Schneeburger.

On Friday, the second day, the "Brazilian Clipper" left San Juan at 7:15, and less than 5½ hours later circled to a landing at Port of Spain, where the party was greeted by an official delegation and a large crowd on hand to secure a first glimpse of a "flying Clipper Ship". In 2 hours and 38 minutes more the Clipper Ship was docking at Georgetown, British Guiana, completing the second day's run of 1,126 miles with an average of better than 160 miles an hour.

Miami-Para 3 Days

On Saturday, leaving Georgetown at 7:18, the big ship was in and out of Paramaribo in less than two hours, and completed the 990 miles to Para in less than seven hours against headwinds which reduced the ground speed to approximately 135 miles an hour. As she glided into a smooth landing on the Rio Guaryja River beside the Pan American Airport, the arrival of the "Brazilian Clipper" was greeted by a huge crowd massed along the avenue facing the air-drome. The passengers were transferred immediately to official automobiles and taken to the Government Palace

where they were received by Major Barata and after which they attended an official reception.

Welcomed by Radio

The 3,400 miles between Miami and the equator, against headwinds over the entire distance, was completed in slightly more than 24 hours flying time. As the "Brazilian Clipper" sped across the delta of the Amazon, Mr. Trippe received a radio message from the Honorable Sebastio Sampaio, dispatched from Rio de Janeiro, which, in greeting the distinguished party, said:

"In behalf of the committee representing the Brazilian Minister of Foreign Affairs to assist in entertaining you, may I choose the moment of your flying over our great Amazon to express to you the most sincere welcome of the Brazilian people and Government."

Weather Delays Flight

The run down the east coast of Brazil was a triumphal flight for the new Clipper and large crowds welcomed the ship and passengers at every stopping place. On Sunday, the fourth day's run from

Para to Natal, with a stop at Maranhao, was made in 8½ hours for the 1,078 miles. Leaving Natal on the fifth morning at 5:15 for the 1,400-mile stretch to Rio de Janeiro, the "Brazilian Clipper" ran off the 570 miles to Bahia in approximately 4 hours, and after an hour's stop, sped on to Victoria and Rio de Janeiro. While still some distance from the Brazilian capital the airliner encountered the first serious weather conditions in a heavy fog which rolled in from the Atlantic enveloping the entire coastal area. As nightfall was approaching, and rather than run the risk of approaching Rio de Janeiro through fog and darkness, Captain Musick elected to land at Capo Frio, approximately 80 miles northeast of Rio. A large delegation of officials and a crowd of several thousand were waiting to welcome the party in the capital city and, although all were keenly disappointed, the landing served as a graphic demonstration of Pan American's "safety first" policy which has contributed so heavily to the safety record which has been established over the past seven years and has been matched with an unparalleled

record of schedule performance. The nineteen passengers aboard the airliner enjoyed the "unscheduled" adventure and spent the night aboard the ship. There was a merry dinner party and berths were arranged for the night's sleep while the big airliner rested at anchor in the bay just off the 420-year-old village.

During the night the fog condition cleared and early Tuesday the Clipper continued into Rio de Janeiro where the program of reception and entertainment was carried out according to the original schedule.

Rio Fetes Visitors

The city of Rio de Janeiro and the people of Brazil exhibited unusual interest in the great Clipper Ship and the distinguished party brought from the North American continent. A series of official functions had been planned for the group and Doctor Sampaio, officially designated as the representative of the Brazilian Government to welcome and entertain the guests, American Ambassador Hugh Gibson and Doctor Herbert Moses, president of the Bra-

zilian Press Association, honored the guests at several affairs arranged for them in the Brazilian capital.

Presidents of both Brazil and Uruguay attended the colorful ceremonies the following day when Madame Vargas formally baptized the aerial giant the "Brazilian Clipper" and dedicated the great ship to the service of the American nations.

After the two-day stop-over at Rio de Janeiro the "Brazilian Clipper" and the party left that city en route to Buenos Aires, stopping over at Porto Alegre after a run of 817 miles when adverse weather conditions again prevented continuance of the flight.

Buenos Aires Enthusiastic

At ten o'clock the following morning the "Brazilian Clipper" was in Montevideo, where an official greeting was extended, and at 11:15 appeared over Buenos Aires. In a demonstration which in enthusiasm was unparalleled, the Argentine capital took an official holiday, suspended business and flocked to the waterfront and to housetops to welcome the great Pan American flying boat.

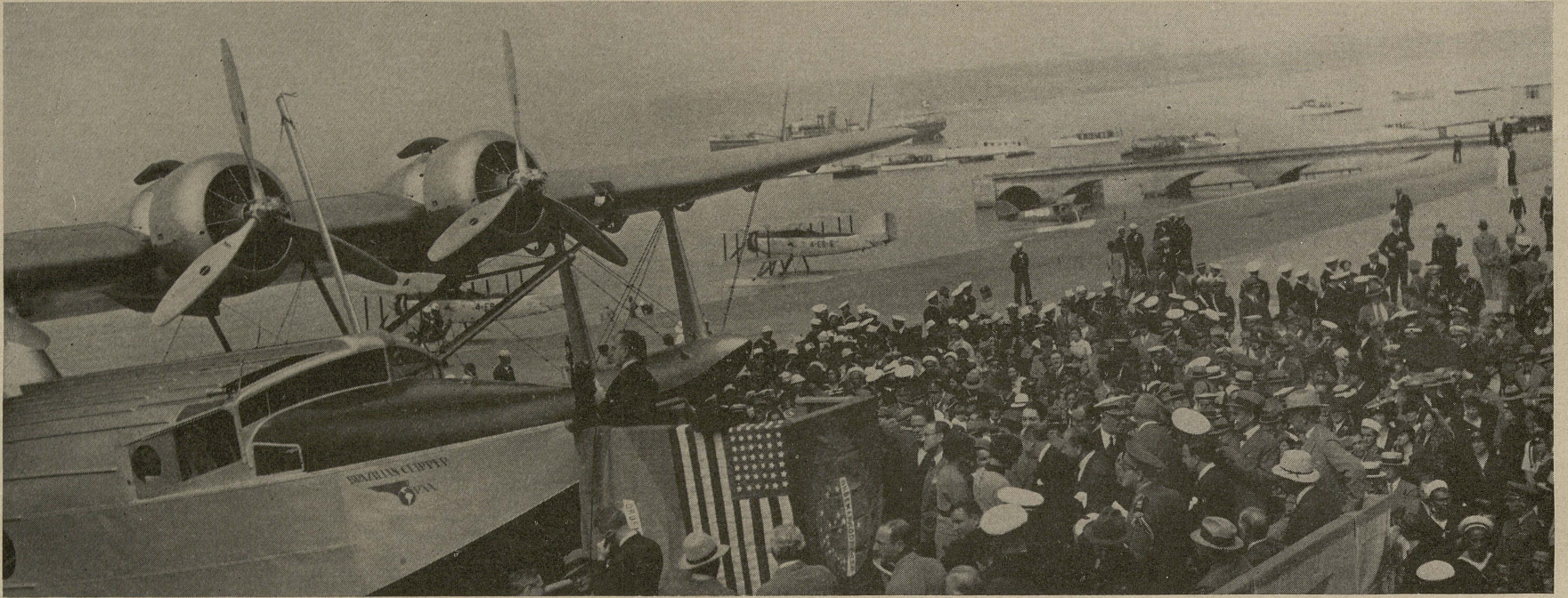
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WELCOMED HOME UPON ARRIVAL OF BRAZILIAN CLIPPER FROM RIO AND BUENOS AIRES



North American newspaper executives greeted by officials and "Miss Florida" on arrival at Miami international airport following record-breaking trip to South America on the Pan American air transport "Brazilian Clipper." They traveled 15,000 miles in 12 days flying time to make a first-hand study of trade conditions. Left to right, standing: L. L. Lee, Miami city manager; Thos. Luckett, traffic manager, Seaboard Railway; R. S. Kessler, secretary, Miami Chamber of Commerce; J. N. Wheeler, general manager, North American Newspaper Alliance (wearing suspenders); H. V. Jenkins, publisher, "Savannah News and Press" (with glasses); Edward Tomlinson, Latin American commentator, National Broadcasting Company; William F. Brooke, assistant to general manager, Associated Press, New York; Frank E. Gannett, Rochester, chairman, Gannett Newspapers; "Miss Florida," Mary Elsie Weems of Miami; Paul Patterson, publisher, "Baltimore Sun"; Juan T. Trippe, president, Pan American Airways System; E. G. Sewell, mayor of Miami; M. C. Meigs, manager, "Chicago American" (moved); Eugene Vidal, director air commerce, U. S. Government; Keith Phillips, president, Miami Chamber of Commerce. Kneeling: J. C. Brown, consul for Panama; W. O. Snyder, manager, Caribbean division, Pan American Airways; Jas. H. Furay, vice-president, United Press; Jas. C. Stahlman, publisher, "Nashville Banner"; Roy Howard, chairman, Scripps-Howard Newspapers; Jerome Barnum, vice-president, American Newspaper Publishers Association; John Steele, Pan American Airways engineer; John Cowles, publisher, "Des Moines Register and Tribune."

PRESIDENT GETULIO VARGAS ADDRESSES ASSEMBLAGE AT CLIPPER CHRISTENING IN RIO

BRAZILIAN CLIPPER
DEDICATED AT RIO

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opened with an address by President Getulio Vargas who acclaimed the many contributions the Americas had made to the conquest of the skies and, characterizing the newest "Clipper" as a "noble messenger of good will and progress sent to Brazil by the United States," saw in this gesture one more testimonial of the mutual progress and close friendship of Brazil and the United States. Following President Vargas, the Honorable Hugh Gibson, American Ambassador to Brazil, stressed the great strides that had been made in improving international relations by the elimination of time and distance between the sister republics of the Americas.

In addressing the assembly Minister dos Reis, stating that no record of man's advance over nature has equalled the conversion of the sky into a vast international highway, spoke of the "Brazilian Clipper" as a real victory of American aeronautics and a strong

Address of His Excellency President Getulio Vargas

At the Christening of the Brazilian Clipper at Rio de Janeiro, August 22, 1934

"The powerful S-42 of the marvelous air fleet of the Pan American Airways System, with a capacity for 32 passengers and a cruising speed of 256 kilometers per hour, represents, because of the excellence of its construction and the elegance of its outline and appointments, a true accomplishment of technical perfection and of North American achievement. This mechanical bird is at one time a symbol of intelligence and of the traditional friendship which has al-

ways marked the relations between the United States and Brazil.

"The 'Brazilian Clipper' is true cause for pride to the New World civilization which has added to the roll of occidental culture the names of Santos Dummont and the Wright Brothers in their historical aeronautical accomplishments. Without the ingenious achievements of these two Western World pioneers, born and educated on this side of the Atlantic, without the

contribution of their inventive genius and their adventurous spirit it is possible that one of the most beautiful chapters of universal science would not have been initiated.

"The United States of America, by sending to Brazil this noble messenger of good will and progress, offer us one more testimonial of the inspiration which guides our two great nations over the same path in search of a happiness based on peace and hard work."

link in the friendship between the American nations.

Briefly describing the significance of the maiden flight of the new "Clipper Ship" and linking the present flight, and its trade significance, to the early trips of the glorious old "sailing Clippers," Mr. Trippe expressed his deep appreciation for the support the Brazilian Government has given to

the development of our international service and renewed the Pan American pledge of unceasing effort toward the continued furtherance of friendly ties and commercial progress between the American nations.

Following the addresses Madame Vargas, with a brief statement, christened the new airliner "the Brazilian Clip-

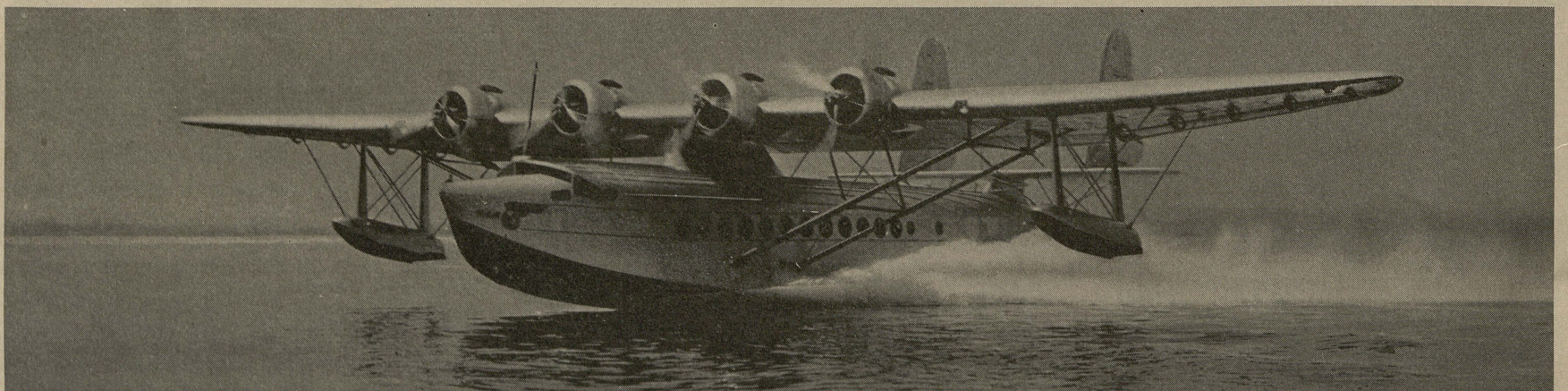
per" and dedicated it to the service of humanity and the welfare of the Americas.

Immediately following the ceremonies the airliner was made ready for its first flight over the city of Rio de Janeiro with President and Mrs. Vargas; President Terra and Mrs. Terra; Mr. Alfredo Terra and Mlle. Terra; the Misses Jandyra and Alzira Vargas; Miss

Mañe; General Goes Monteiro, Brazilian Minister of War; Admiral Protogenes Guimaraes, Brazilian Minister of Marine; Dr. João Marques dos Reis, Brazilian Minister of Communications; Dr. Odilon Braga, Minister of Agriculture; American Ambassador Hugh Gibson and Mrs. Gibson; General João Gomes; General E. Dutra; General Pantaleao Pessoa; General Campos; General Durval; Admiral Castro e Silva; Commander Pereira Machado; Commander Lamartine; Commander Americo Pimentel; Captain Amaro da Silveira; Dr. Cezar Grillo, Director of Civil Aeronautics in Brazil; Dr. Walter Sarmanho; Dr. Simoes Lopez and Mrs. Lopez; Mlle. Lima Rocha; Mr. J. T. Trippe; and Mr. Maxwell J. Rice.

During the flight a light luncheon was served, to the delight of the guests, and an aerial inspection was made of Rio de Janeiro's new municipal airport site. While over the harbor of Rio, the Presidents of Brazil and Uruguay dispatched, by Pan American radio, a message of greeting to President Franklin D. Roosevelt at Washington.

BRAZILIAN CLIPPER BEGINS HER 15,000-MILE FLIGHT





HONORABLE HUGH GIBSON
American Ambassador to Brazil

"Our pride and pleasure in the achievement of the Brazilian Clipper you will all understand. But for me there is a still greater pride and hope than would be justified by any triumph of technical enterprise and skill.

"The real significance of this flight lies in its contribution to good relations between the countries of this hemisphere—its contribution to that real diplomacy which seeks to draw nations ever closer together. As regards Brazil and the United States this is a particularly desirable achievement. Here we have two great nations widely separated on the globe but in spite of this drawn together by a community of aims and interests. The more the distance between them can be reduced the better for them and for other countries. I am profoundly convinced that our interests can best be served by ever closer cooperation. And for that reason I welcome the initiation of this new service which brings us into such close touch, and which is bound to carry us further forward on the path of good understanding in our hemisphere.

"We Americans are gratified that Madame Vargas has graciously consented to christen the 'Brazilian Clipper'. She realizes of course that she accepts responsibility for the future of her godchild. And in thanking her may we express the hope that this lusty and promising infant will do her honor and work through a long and useful life for the welfare of our two countries."



J. T. TRIPPE
President, Pan American Airways System

"It is justly fitting that Pan American Airways System should bring to Rio de Janeiro, to be christened by Madame Vargas, this huge liner of the air which, with her sister ships, is soon to ply over the east coast trade route linking Brazil to the United States.

"It is fitting that this great airliner—this flying Clipper ship, holder of all ten world records for flight efficiency, should soon bear the name of 'Brazilian Clipper' in honor of Brazil, the great American nation which, by cooperative effort and constructive legislation, has played such an important part in the establishment of international air service that now joins the republics of the new world.

"It is justly fitting that the Director of Civil Aeronautics of the United States Government and such a distinguished group of American journalists, including the most important publishers from all sections of the United States should have made the eight thousand-mile voyage to Brazil—one-third the distance around the world, in five days, to pay their respects to President and Madame Vargas, and to visit the most beautiful city of the world—Rio de Janeiro—so that they may be in a position to adequately discuss it with your one hundred and twenty-five million American neighbors when they reach home.

"The 'Brazilian Clipper', on her return flight, will carry her distinguished guests from Rio to the
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DR. MARQUES DOS REIS
Minister of Communications

"Celebrations such as these cease to belong to this or that country or this or that nationality and become true cause of pride to humanity, stimulating and creating confidence by the use of the powers of universal progress.

"Of the many instances when man's ingenuity has conquered nature, none excels the conquest of the air which has converted the sky into a vast international highway. The ether seems to permeate man more and more with a sublime ambition and a noble determination which, based on pressing economic needs, traces on high, as with divine inspiration, a chain of solidarity, of mutual understanding, of intelligent fraternization amongst the peoples of the earth.

"Anything which the Brazilian Minister of Communications and Public Works might say on this occasion even should it sound the height of optimism, or should he suddenly be converted into a gifted orator would undoubtedly but reveal the distressing picture of an embarrassed victim before his inability to put into words the pulsating vibrations of enthusiasm, encouragement, and hope which stir his heart and this time when, as a citizen and a member of the Government he greets the 'Brazilian Clipper' as a glorious victory of American aviation, yes, of the creative human spirit, consolidating the bonds of friendship between Brazil and the United States of North America."



After the first flight, left to right: General Joao Gomes, His Excellency Gabriel Terra, President of Uruguay, Senhora Vargas, Mrs. Gibson, Senora Terra, His Excellency Getulio Vargas, President of Brazil, J. T. Trippe, American Ambassador Hugh Gibson, General Goes Monteiro, Brazilian Minister of War, General Campos, Aide to President Terra.

RECORD RADIO BROADCASTS ON CLIPPER TRIP

Estimate 14 Million Listeners Heard Programs Sent Across World During First Flight

36 STATIONS IN U. S.

Five Programs, Including Two From Brazil, One from Argentina, on International Hook-up

NEW YORK.—While enthusiastic crowds greeted the "Brazilian Clipper" on its first flight to South America, where it was christened by Senhora Getulio Vargas at Rio de Janeiro and paid an official courtesy call to Montevideo and Buenos Aires, an equally unprecedented number of people listened to the progress of the flight and the christening itself through the series of five radio broadcasts which were made over a nation-wide hook-up in the United States and over a short wave circuit throughout the world.

The outstanding events of the trip were brought to the United States by shortwave from South America and were relayed over both major chains of the National Broadcasting Company through 36 stations from New York to California. Edward Tomlinson, noted lecturer on South America, acted as commentator on the flight for Pan American and the National Broadcasting Company.

The first broadcast of the series was from Miami, Florida preceding the departure of the "Brazilian Clipper". Giving a brief history of the airliner and the purpose of the trip, the talk was made the high spot of an international broadcast featuring the music of the many countries to be visited on the first flight. In Rio de Janeiro special facilities were provided at the air base in the harbor for broadcasting the christening of the "Clipper Ship" and to carry the brief addresses which were given by President Getulio Vargas, Mr. João Marques dos Reis, Ambassador Hugh Gibson and President J. T. Trippe. A second broadcast from Rio de Janeiro gave a complete description of the flight and stressed the importance of the new service to inter-American trade and commerce.

The fourth broadcast was from Buenos Aires following the arrival of the "Brazilian Clipper" there, and featured Francisco Mendez don Caldez, Director of Civil Aeronautics in Argentina, and Eugene Vidal, Director of Air Commerce of the United States, the first of whom described the establishment of air service on the South American continent, while Mr. Vidal described the great part the Pan American Airways System has played in the development of international communications and praised the splendid institution established by the international air service in South America. On this special broadcast, Mr. Trippe described

Vet. PAA Prop. Joins Smithsonian Immortals

WASHINGTON, D. C.—A Hamilton-Standard metal airplane propeller which has seen 350,000 miles of service on company planes in Mexico and Central America, was presented to the United States National Museum of the Smithsonian Institution by the Pan American Airways System.

Mr. J. E. Graf, Associate Director of the Smithsonian Institution, acknowledged the gift and expressed appreciation for the interest and cooperation shown.

NAVY CITES SAIZ FOR HEROISM

Acting Sec'y Roosevelt Commends Panama Airport Manager for Heroic Effort

PANAMA CITY.—Pan American Airport Manager Profirio Saiz of this city recently received a letter of commendation from H. L. Roosevelt, acting secretary of the Navy, for his heroic efforts to save the lives of Ensign Otto Wieselmayer and Chief Machinist Mate Rice of the U. S. Navy who were killed when their plane crashed off Paitilla Point, Panama City, last May. Mr. Wieselmayer was taking reserve training as an ensign and had been associated with Pan American Airways as a co-pilot and flight mechanic for nearly five years.

In expressing appreciation of Mr. Saiz' efforts, Mr. Roosevelt said: "It is apparent that you made exhaustive efforts to render assistance and unhesitatingly subjected yourself to dangerous exposure and bodily injury from the quantities of free gasoline which were present on the surface of the water in the vicinity of the crashed plane.

"On behalf of the U. S. Naval Service I wish to thank you for your splendid unselfish efforts and to commend you for the courageous spirit which prompted you to place the interests of other persons in distress above those of your own."

briefly plans for the further development of our South American service.

The final broadcast immediately followed the landing of the "Brazilian Clipper" in Miami, and like the first program, was broadcast directly from the new terminal at the Pan American International Marine Airport, Dinner Key. On this program, which proved to be unique in the history of radio broadcasting, each of the prominent passengers aboard the "Brazilian Clipper" spoke briefly on the most significant impressions of the trip. The networks devoted to the "Brazilian Clipper" two and one-half hours, which is believed to have established a record for broadcasting time devoted to an international subject.

NEW PLANES FOR PAN AMERICAN-GRACE



Crowds welcomed the first of three new Douglas airliners for Pan American-Grace Airways, arriving in Lima, Peru from Los Angeles for South American service.

Special Planes Speed First Cargoes On New Nation-wide Express Tie Up

NEW YORK.—Marking the inauguration, on October 8th, of the new international air express service effected through consolidation of shipping facilities of the Railway Express Agency and the Pan American Airways System, shipments from more than 113 cities across the North American continent were dispatched for the first time, by air all the way, to destinations in the West Indies, Central and South America.

The response of export shippers to the new service, contacted by local officers of the Railway Express Agency in thirty states, was unusually enthusiastic and a special method for handling the first shipments was developed to take care of the record volume. To collect the shipments originating throughout the United States, United Airlines assigned one of their trans-continental "3-mile-a-minute" Boeing transports as an "international air express special". Picking up its first cargoes at Oakland, the Boeing sped across the states picking up additional shipments at the main stations and those which were speeded to the main trunk route by fast connecting rail express service from off-line points.

With a flying time of slightly over eighteen hours, the Boeing arrived at Newark Airport, where shipments picked up on the trans-continental run were transferred to another Boeing assigned to carry the cargo through to Miami. More than 400 pounds of international air express was put aboard at New York and nearly 200 pounds more was picked up in Washington, where in addition to regular commercial shipments, all of the Latin American embassies dispatched special articles to their Governments by the new service. Arriving in Miami seven hours after leaving Newark, the Boeing completed the fastest trans-continental express trip ever made and deposited cargoes at Pan American's international terminal scarcely thirty hours from the Pacific coast.

In Miami seventy shipments

were added to the cargo flown from the north. In record time the personnel of the express department in Miami organized the more than 300 individual shipments for proper routing over Pan American trunk routes to the south. At the same time shipments for Mexico and Central America were being routed to Los Angeles, El Paso and Brownsville for rapid dispatch over the western trunk airline for countries as far south as Panama. Setting up a host of new shipping records these express cargoes, demonstrating the effectiveness of the new service provided by the express shipping facilities of the trunk line railroads and the Pan American Airways System, reduced to a third the fastest shipping service heretofore available between manufacturers and commercial organizations in the United States and the markets of the West Indies, Central and South America. On inaugural schedules cargoes were delivered to the most distant countries of the Caribbean within four and one-half days from California and from the west coast of the United States to Buenos Aires in slightly over nine days.

All along the route of the special plane across the United States, municipal officials were on hand with officers of the Railway Express Agency to mark officially the opening of the new service which was hailed as one of the most important steps ever taken for the advancement of inter-American trade and commerce. Practically every major export institution in the U. S. was represented in the "first flight" shipments which included the full range of American export products. The largest single shipment, weighing 67 pounds and containing silk hosiery, was shipped from New York, together with two shipments of silk dresses weighing 39 pounds, assigned to Bogota, Colombia. Sewing machines, radios, medicines, machinery parts, flour samples, catalogs, cosmetics, and dental supplies were included in the range of products carried on this first shipment.

NEW AIRLINERS DELIVERED FOR SERVICE TESTS

Three 200-Mile-Per-Hour Douglas Transports Ferried to Peru for PAA-Grace

SET ROUTE RECORDS

Second Three at Brownsville for Final Service Tests and "Shakedown" Flights

LOS ANGELES.—The first of the new 200-mile-per-hour international airliners which before the first of the year are expected to be assigned to regular schedules on the western trunk airlines of Pan American and Pan American-Grace Airways between Brownsville, Santiago, Chile and Buenos Aires, have been ferried to the Western Division base at Brownsville from the Douglas Aircraft factory in California.

Flown to Lima

The first three twin-Cyclone engined, fourteen-passenger Douglas airliners assigned to Pan American-Grace Airways were flown to the west coast operating base at Lima. The first plane departed from Brownsville on September 13th piloted by T. F. Jardine and C. R. Disher (senior pilots for the Pan American-Grace Airways) and carrying Radio Operator R. C. Duffey. It arrived at Cristobal the following day after an overnight stop at Vera Cruz. The distance of about 1,910 miles was covered in 11 hours, 55 minutes flying time with an average speed of 160 miles per hour. On September 17th, the flight was made to Lima covering the distance in 9 hours, 35 minutes flying time at an average speed of 177 miles per hour.

Sets New Record

The second Douglas left Brownsville piloted by W. B. Smith and E. T. Allen with W. Gillette as radio operator, arriving at Cristobal the following day. The flying time for this trip was 11 hours, 35 minutes with an average speed of 165 miles per hour. Leaving Cristobal on September 20th the airliner reached Lima in 9 hours, 35 minutes elapsed time and 8½ hours flying time at an average speed of 194 miles per hour.

The third Douglas ferry flight was made on September 29th. The plane was piloted by W. B. Smith, and E. Redden acted as co-pilot and radio operator. The average speed from Brownsville to Cristobal was 163 miles per hour, and from Cristobal to Lima, 9 hours at an average speed of 189 miles an hour.

Making Final Tests

The second set of three planes assigned to Pan American Airways, are in Brownsville for final fittings and test work before their first practice runs between Brownsville and Mexico City and between the Mexican capital and Cristobal.

NEW COMMISSION ON AIR SURVEY INSPECTS PAA

Federal Aviation Commission
Travels Trans-Caribbean to
Cristobal—Western Div.

NEW YORK.—Members of the Federal Aviation Commission made a comprehensive survey of Pan American Airways' facilities recently on an inspection tour that covered 4,500 miles from Miami to the Panama Canal Zone to Brownsville. The survey upon which the President's Commission is engaged represents the most complete inspection of American aeronautics yet undertaken by the federal government, and called for the coverage of approximately 12,000 miles of the country's leading air routes and air transportation centers by the commission.

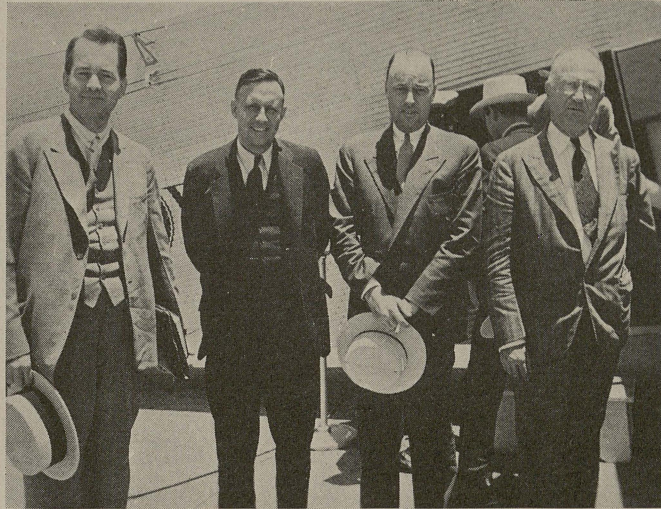
Since flying became recognized as a practical art there have been 15 official inquiries in the field. The present aviation commission, authorized by Congress at the request of President Franklin D. Roosevelt, is to provide a review of past investigations and also to look into future needs of the industry in this country, both as to military and civil requirements, to the end that a permanent program may be adopted.

Mr. Clark Howell, chairman of the Commission, spent the month of August in Europe gathering data on various continental air systems while other members conducted the survey of U. S. airlines. Mr. Edward P. Warner, former assistant secretary of the Navy in charge of aeronautics, vice-chairman of the group, headed the expedition in this country. Other members were: Franklin K. Lane, Jr., of California, son of the former secretary of interior under the Wilson administration; Albert J. Berres, California, former representative of leading motion picture producers in all labor disputes affecting employes of this industry; Jerome Clarke Hunsaker, airship engineer; and E. A. Cutrell, former airline inspector for the air commerce bureau, in the Department of Commerce.

The group was greeted by local officials and civic leaders at the various stops en route, and in behalf of the commission, Mr. Warner expressed appreciation for the courtesies paid them during their brief visits.

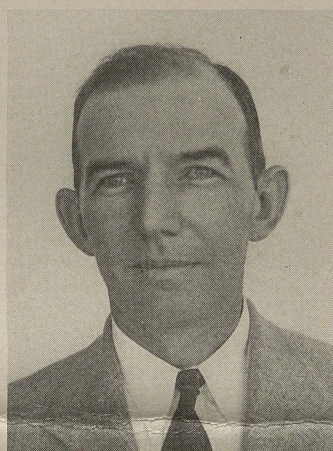
The Commission, following completion of surveys of domestic and international air routes and general inspection of the industry in the United States, has opened public hearings in Washington. Leaders from all divisions of the industry are to appear before the Commission to give them the benefit of their expert advice on the many phases of aeronautics which the Commission is considering for the purpose of suggesting to President Roosevelt a definite policy with regard to the further development of American aviation.

AVIATION COMMISSION ON FLIGHT



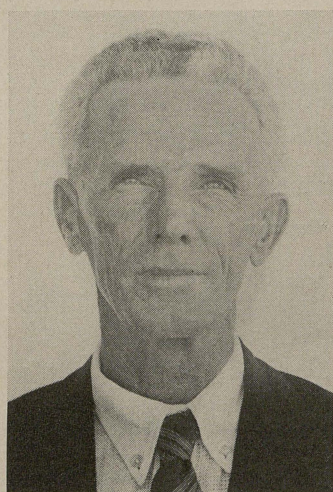
Members of the Federal Aviation Commission as they arrived in Brownsville in the course of their inspection flight. From left to right: Edward P. Warner, vice-chairman of the Commission; Erwin Balluder, Division manager, Pan American Airways; Franklin K. Lane, and A. J. Berres, members of the Commission.

INSPECTS FACILITIES



C. P. Graddick, superintendent of air mail service in Washington, who inspected Pan American foreign mail facilities in Miami.

FROM NASSAU



Mr. Arnold Kirkland Cole, Comptroller of Customs of the Bahamas upon his arrival at Miami on a Pan American airliner en route to New York.

U. S. Manufacturer Lauds Air Mail Help In S. A. Campaign

NEW YORK.—The Esterbrook Steel Pen Manufacturing Company of Camden, New Jersey, recently prepared a special sales letter for distribution to eight hundred stations in South America. In each letter they planned to include a book of Pan American air mail stickers to encourage a speedy reply. While only a portion of the letters have been mailed as yet, Mr. Charles W. Applegate, export manager for the Esterbrook Company, reports that the majority of the replies prompted by the sales letter were received by air mail.

In a letter to the Pan American traffic department, Mr. Applegate said: "We have observed a very large increase in the use of air mail facilities by our friends in South America and we, likewise, are making more use of air mail for letters than ever before. It has certainly been a big help to us and we feel sure that this quickening of air mail time between the Americas is instrumental in fostering international trade between the countries of North and South America."

Boosting Express

MIAMI.—Division Accountant E. H. Nowlin of the Pan American Express Accounting Division with headquarters here, is making a tour of the offices in Brownsville, Mexico City, El Paso, Nogales, Los Angeles, Rio de Janeiro and other points on the System for the purpose of establishing in each the proper procedure for handling the new Pan American "Airwaybill" for international express.

Mr. Nowlin, who is a Certified Public Accountant, joined the Pan American Airways System in 1930 as assistant treasurer of the Pan American Airways Manufacturing Supply Corporation.

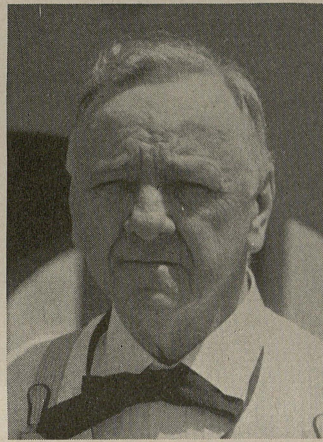
Intensive Solicitation Nets Big Gains in Cuba

MIAMI.—That Miami is drawing more and more Cubans each year, due to the 2¼-hour Clipper service, is shown by figures just reported by Traffic Manager A. M. Menocal of Havana.

In 1933, 1493 Cubans took Pan American service to Miami, as against 645 the previous year—an increase of well over 100 per cent.

This summer drives were staged both in Havana and Miami for further increasing this traffic, particularly through the special weekend rate inaugurated. The campaign includes the sending of personal letters direct to a large list of well to do Cubans from the mayors of Miami and Miami Beach, and follow-up letters from the Miami traffic office.

TO BROWNSVILLE



His Excellency Josephus Daniels, U. S. Ambassador to Mexico upon his arrival at the Pan American airport in Brownsville while visiting the lower Rio Grande Valley to study the International Water Conservancy Project. During his stay in Brownsville a banquet was given in his honor at which Public Relations Representative T. E. Gilmore of the Pan American Airways System, made a short welcoming address in behalf of the city.

TRAFFIC MANAGER



Edward Houriet, Mexico City's new district traffic manager, and Mrs. Houriet, on the former's arrival to take up his duties at the new post. He was previously stationed in Havana and has been in the traffic department for several years.

GOV. OF FLORIDA PRAISES PAA IN RADIO ADDRESS

Cites Aviation Advance Reflected In State and Increasing International Trade

MIAMI.—In an address over Radio Station WIOD of Miami on June 21st, on the occasion of the fourth anniversary of weekly aviation programs presented by the Miami Aero Club, Governor David Sholtz of Florida said:

"Aviation is a matter of prime importance to the State of Florida, not only because it is an industry of great promise, but because, as the railroads, steamship lines and highways have done and are doing, aviation is rapidly making our state easily and quickly accessible from both North and South America.

"Your city is the seat of one of the world's most important international airports making Florida the actual aerial gateway between the Americas and, through the far flung lines of the Pan American Airways System—the world's largest air transport organization—placing Florida at the front door of Latin American commerce.

"Air express is developing new markets, extending trade territories 400 per cent and saving 75 per cent of the transit time required by surface transportation. And merchandise by air is delivered everywhere, even to the tiniest Latin American port, for seas or mountains mean nothing to the airplane.

"Aviation opens to Florida vast new trade territories in Latin America, and this opportunity we are carefully studying personally, and planning to develop as rapidly as possible for the permanent benefit of the state.

"In addition, we can begin to look to the south, instead of entirely to the north, for further important increases in our tourist trade. When we can inform our Latin American neighbors about Florida and invite them here, we should, through the swift and intensely practical service of huge ships of the air, in years to come graduate from the winter capital of the United States into the unique and powerful position of the vacation and recreation center of all the Americas."

Governor Sholtz described briefly the impetus given general aeronautical developments throughout the State of Florida, the establishment of airports and the enthusiastic support given by residents of the state toward the firm establishment of this modern form of transportation in the South. In all of this work, the Governor pointed out, the program of advancement of the Pan American Airways System is a constant stimulus to the residents of the entire state.

The governor's address was a part of the 220th program presented by the Miami Aero Club over Station WIOD.



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Vice President and Operations Manager

(Lima, Peru) H. R. Harris

Address all editorial contributions or criticisms to: Editor Pan American Air Ways, 135 E. 42nd Street, New York, N. Y.

PAN AMERICAN LOG

The following is the operating record of the Pan American Airways System to July 1, 1934.

31,533 Miles of airways in operation.

33 Countries and colonies served.

307,995 Passengers carried.

97,582,238 Passenger miles flown.

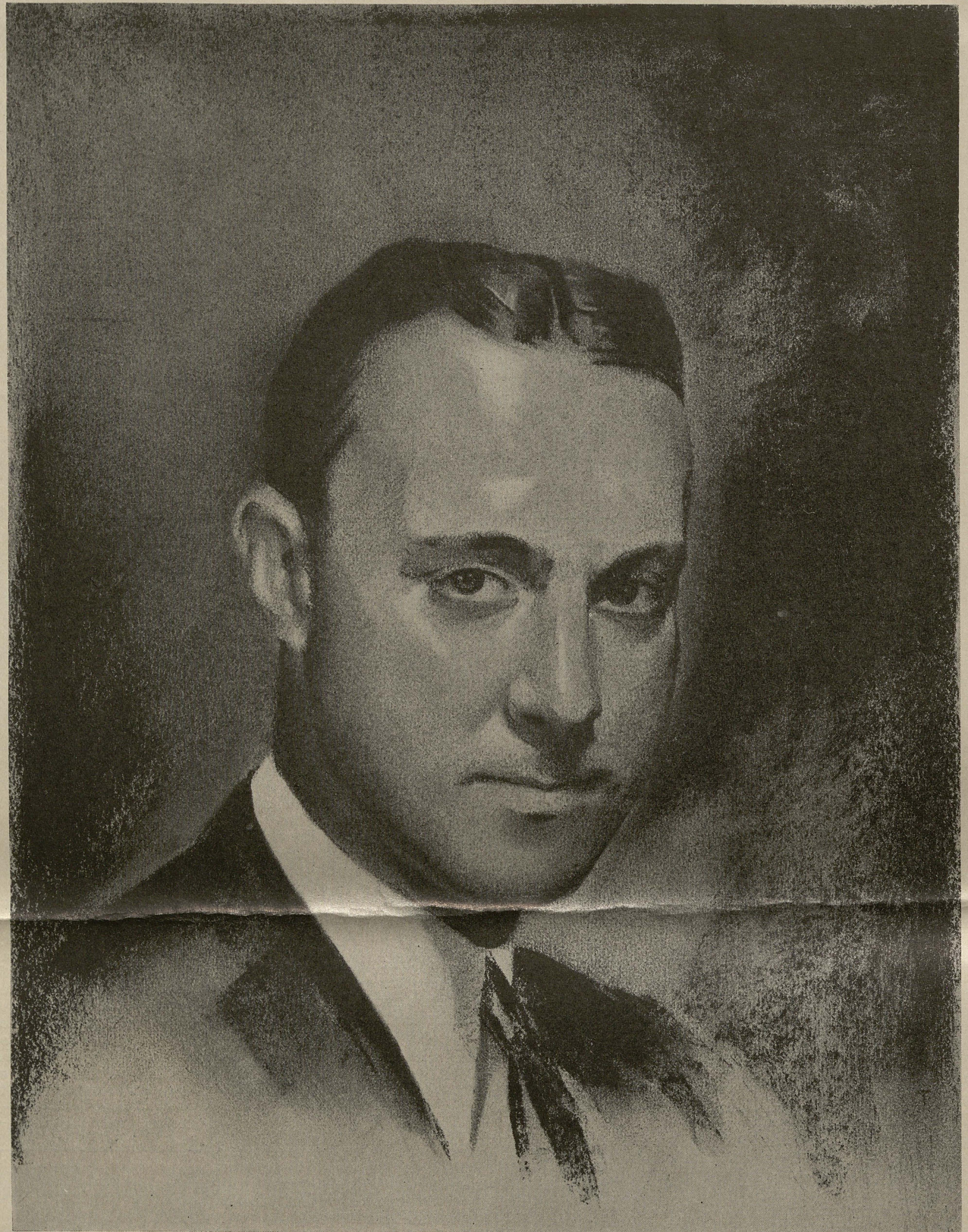
16,897,059 Pounds of mail and cargo carried.

98 Ground radio control stations operating.

147 Airliners in operation.

99.873 Regularity of schedule maintained.

2,081 Persons employed.



H. C. LEUTERITZ

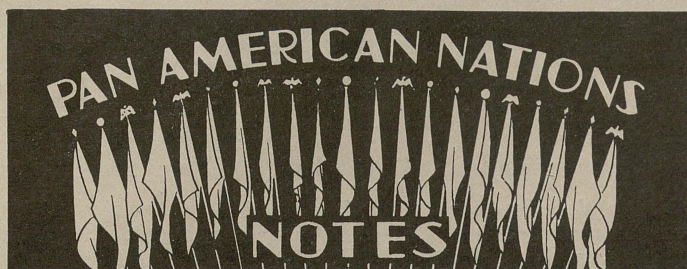
Communications Engineer

Mr. Leuteritz, a native New Yorker, became interested in amateur radio work at the age of 15. Three years later, after graduating from the Pratt Institute in engineering, he became affiliated with the U. S. Navy as a junior radio expert aid in the naval radio laboratory in Brooklyn. In 1919, he joined the Radio Corporation and until 1922 was engaged in static research. From 1922 to 1924 he was concerned with high power transmitting and receiving stations, and from 1924 to 1927 in the design of tube transmitters and installation of marine stations. The two following years, Mr.

Leuteritz devoted to development work in connection with the application of radio to aeronautics.

Leaving the Radio Corporation, with whom he had been connected for ten years, Mr. Leuteritz joined Pan American Airways at its period of organization in 1929 to install and develop the present system of communication which is so great a factor in the reliability of a service with a record for 99.873% regularity of schedule.

Mr. Leuteritz was married in 1922 to Miss Alice M. Moller of Iron Mountain, Minnesota, and has a five-year old son, Raoul.



"We shall, all of us, find methods for the development of the commerce and resources of our American nations, but we shall do this in a spirit of fair play and of justice."

—PRESIDENT FRANKLIN D. ROOSEVELT.

The reciprocal trade treaty with Cuba having become a *fait accompli* to the great satisfaction of American and Cuban business interests, the coming month of October will see hearings concluded in Washington on not less than eight reciprocal trade treaties with others of the Latin American countries. The hearings have been marked by a high degree of cooperation among the countries interested, and indications are that there will be no undue delay in the consummation of the much desired bases for renewed inter-American trade.

Reports, public and private, indicating that economic conditions in South America are steadily improving and that the outlook is encouraging, are reflected in the recent sharp rise in the prices of the South American dollar bonds, as well as in other promising signs of a revival of Latin American industries.

Sr. German Olano, who is warmly remembered by his many friends in this city as former Consul General of Colombia in New York, has been appointed by his Government as Director General of Aviation. We wish Sr. Olano the brilliant success he deserves in a post which he is eminently qualified to fill.

Everyone associates Brazil's export trade with its excellent coffee. But one little known product heavily imported into the United States is Carnauba wax, which is exuded from a palm tree, native to Brazil, to protect itself from drought and high temperature. Although the wax is used in numerous familiar products, the American public comes in contact with it more usually in ordinary shoe polish and in high-priced varnishes.

The Department of State announces that the United States will be represented at the Ninth Pan American Sanitary Conference to be held in Buenos Aires from November 12th to 22nd. These conferences are responsible for many of the improved sanitary regulations and conditions introduced into the Pan American countries.

Dr. José María Velasco Ibarra, newly elected President of Ecuador, in his inaugural address on August 31st last, recommended the adoption of a comprehensive public works program, which promises much for transportation and other essential industries of the country.

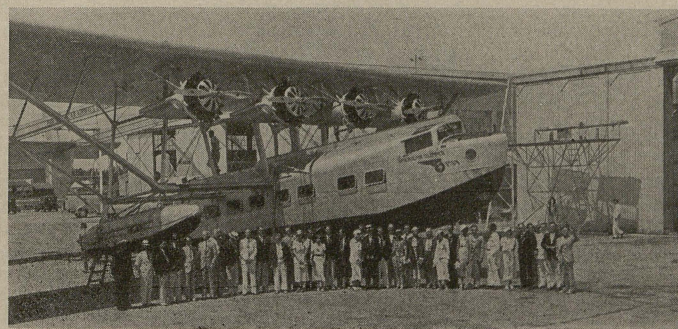
A Rio de Janeiro tourist party of fifty persons is expected shortly in New York on a visit to this city, Washington and Chicago. The party plans to proceed to Hollywood and to present Walt Disney with a bronze statue of Mickey Mouse. Apparently the antics of Mickey have endeared him to our Brazilian friends as much as they have to us.

Buenos Aires Province will build a 300-mile concrete road to connect the popular resort of Mar del Plata with the capital. The Government will aid the project as part of its public works program.

At a well attended 4th of July celebration by resident Americans in Buenos Aires, Dr. Saavedra Lamas, Argentine Foreign Minister, delivered an address during which he spoke most cordially of the new attitude of the United States towards the other American nations, manifested in the recent Pan American Conference at Montevideo. He saw a new era in both political and commercial relations on this hemisphere.

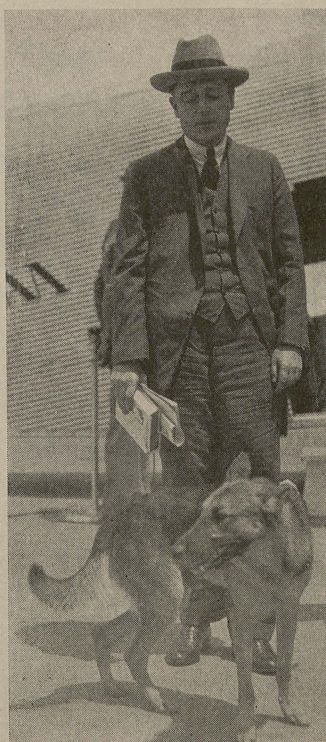
It is reported that President Cárdenas of Mexico, recently elected, is keenly interested in reviving trade relations between Mexico and the United States to their former level. The President is keenly alive to the value of commercial aviation in connection with his plans.

Sr. Alfonso Grez, Chilean Consul General in this city, with the cooperation of our Company and Pan American-Grace Airways, recently shipped to President Alessandri of Chile a basket of choice American fruits. The novel gift was widely noted in the Chilean press, which called attention to the graphic illustration thus furnished of the speed and utility of air express services.



Here are delegates to the Advertising Conference of Southeastern States inspecting one of the Pan American Clipper Ships

FROM MANAGUA



The Honorable Bliss K. Lane, American Minister to Nicaragua, who recently arrived in Brownsville aboard a Pan American plane from Managua, Nicaragua.

Mexico Independence Day Celebrated In Brownsville

BROWNSVILLE. — As a main feature in the celebration here of the Mexican Independence Day, September 16th, a first prize of a round trip ticket via Pan American to Mexico City was given by the Patriotic Committee to Miss Raquel Garza, who was chosen Queen of the occasion. In addition, the Queen and her Maids of Honor were given a brief flight over the city.

Independence Day is the greatest holiday in Mexico and is celebrated by people of Mexican birth all over the world. The festivities were started here on September 15th with a very interesting program, ending with the coronation of the Queen by the Honorable S. J. Trevino, Mexican Consul at Brownsville.

Members of the Patriotic Committee expressed appreciation to Pan American Airways for the cooperation extended.

PRES. MARTINEZ COMMENDS PAA

Expresses Appreciation for Aid in Promoting Olympic Games to be Held in Salvador

SAN SALVADOR. — His Excellency, Maximiliano H. Martinez, president of the Republic of El Salvador, in a letter addressed to the company, expressed his appreciation for the assistance which the Pan American Airways System has offered to visitors and athletes who may attend the Olympic Games to be held in El Salvador late this year.

In the text of the letter General Jose Tomas Calderon, Minister of Gobernacion, quotes President Martinez as follows:

"I request you, in my name, to be so kind as to express to the Pan American Airways my most sincere appreciation for their courtesy in assisting to give greater prominence and enthusiasm to the games which will be held in December of this year in this Republic."

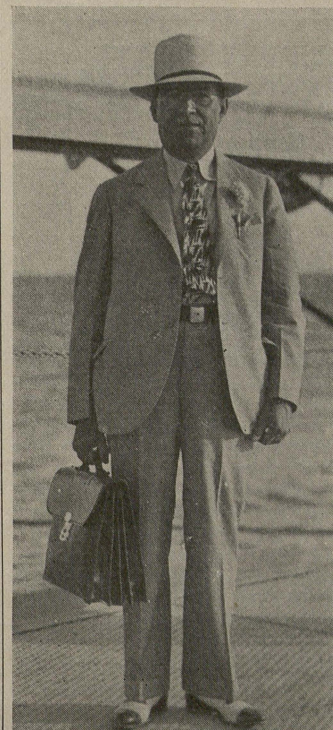
FROM MEXICO



BROWNSVILLE. — Mrs. Harry L. Ickes, wife of the United States Secretary of the Interior, arrived here recently on a Pan American airliner from Mexico City where she had spent a short vacation. She was greeted by a number of officials and friends, including the United States Consul at Matamoros, Herndon W. Goforth, and Mrs. Goforth. After luncheon Mrs. Ickes continued her journey to Washington, D. C., traveling by air to Cincinnati via Dallas, and thence by rail to the capital.

Mrs. Ickes expressed her appreciation of the courteous attention she received from Pan American personnel.

HAITIAN CONSUL FLIES



The Honorable Charles Vincent, Consul General of Haiti in New York, and brother of President Vincent of Haiti, arriving via Pan American Airways en route to New York City.

Pan American Cited For Aid In Salvador

SAN SALVADOR. — Messages of appreciation for the assistance rendered during the recent hurricane which devastated El Salvador, have been received by representatives of the Pan American Airways System from El Salvador's Minister of State, Jose Tomas Calderon; from Mrs. Rosario G. de Arias, wife of the President of Panama in behalf of the Panama Red Cross; and from the Executive Council of the Red Cross of Salvador.

Senor Calderon's letter, in part, follows:

"It is my duty as an officer of the nation to express to you hereby the gratitude of the public and the government to the company which you represent, and I beg of you kindly to extend our expressions of appreciation to the pilot, Mr. Stone, who so willingly and efficiently collaborated in the very worthy cause."

Mrs. Arias spoke for the Panama Red Cross, of which she is president, giving "sincerest thanks for the valuable assistance rendered in the transportation of our delegates, Dr. Luis Carlos Prieto and Miss Enriqueta R. Morales, to the Republic of El Salvador on the occasion of the recent disaster experienced by that country."

The Salvadoran Red Cross expressed appreciation for "the services rendered in aiding the victims of the storm so willingly during the recent emergency."

Upon their return to the United States, on first flight of the

CLIPS TWO DAYS FROM SCHEDULE TO BUENOS AIRES

Continued from Page 3

After three wide circles over the main section of the city Captain Musick brought the "Brazilian Clipper" to a landing at the Pan American base at 11:30. United States Ambassador Alexander Weddell greeted the party as they stepped from the plane and Captain Marcos Zar, Director of the Naval Aviation of Argentina, extended the Government's official welcome. The party was immediately swept into a program of official entertainment which included a luncheon at the Jockey Club, a reception by President Augustin P. Justo at the Government House, a banquet at which Captain Zar was host and a dinner at the American Club.

The press in Argentina devoted entire pages to articles and pictures of the record-making flight and its significance. Their editorials were unanimous in saying that the new Clipper service will accomplish a long step in improving commercial and personal relations between North and South America.

"Best Goodwill Mission"

After two days spent in Argentina the "Brazilian Clipper" turned north for its record 7,100-mile return flight to the North American continent after a visit which, the Argentine press stated, had far surpassed in positive results all the "good will" missions of recent years between the United States and Argentina. Both government officials and prominent business men welcomed the opportunity of exchanging ideas with the Americans the "Brazilian Clipper" had brought to Buenos Aires, and both the Argentine Government and public were impressed with the interest that these important men of the United States manifested in Argentina and the relations between Argentina and the United States. While the passengers were busy in Buenos Aires in their individual studies of commercial, social and political conditions, the "Brazilian Clipper" made a series of brief flights over the city carrying as passengers high government officials and prominent citizens and newspaper men. President Justo himself spent a half hour interestedly inspecting the plane, although he was not able to make a flight in the great airliner.

Two Return Via Peru

Two of the publishers, Mr. Amon G. Carter and Mr. Edgar Swasey, continued from Buenos Aires around the South American continent by way of Pan American-Grace Airways, across the Andes and up the west coast to Panama, thence through Central America and Mexico to Brownsville. Vice-President George Rihl, en route to Mexico, accompanied them as far as Mexico City,

PAUL PATTERSON

Publisher, the Baltimore Sun

The Brazilian Clipper, of course, is a marvelous boat, an astonishing advance in aviation. I, along with the other members of the party, was prepared to find it so. The fact that it lived up to expectations was not a surprise.

What aroused my interest unexpectedly, and otherwise most impressed me was the scope and character of the organization built up by the Pan American in such a short space of time. Aside from the splendid type of men with whom we were associated on the Brazilian Clipper itself, I was constantly interested by the personnel that looked out for us so efficiently and thoughtfully at all of the points at which we stopped. It didn't make any difference whether it was on a barge anchored in the middle of a harbor or at an elaborate, substantial plant like the one at Para. There was that same quiet, effective way of handling both the ship and passengers that is so characteristic of the Navy in its personnel and at shore stations.

I think the officers and the staff should be mutually congratulated on the accomplishments of the Pan-American organization in that respect, as well as the fine, dependable flying service it provides.

* * *

JEROME D. BARNUM

Pub., Syracuse Post-Standard

The ease and comfort of the South American hop in the "Clipper Ship" is still unbelievable to me. Starting as a novice on my first flight, I expected to encounter frights and hazards. At the end of my trip I report that riding in the "Clipper Ship" gives exactly the same sensation with the same assurance of ease and comfort that a thundering express train gives to its passengers.

These satisfying results are due entirely to the great efficiency of the personnel of the Pan American Airways System which carries out minutely every detail for passengers' pleasures and safety in the air as well as on the ground at port.

Flying seventeen thousand miles without a drop of soup spilling on the table explains in a word the perfect service and satisfaction enjoyed by all.

whence Mr. Carter returned via Brownsville to Fort Worth, and Mr. Swasey to Los Angeles.

3 Days B. A. to Para

Sunday, the first day of the return flight, the "Brazilian Clipper" made a record run over the 1,450 miles to Rio de Janeiro arriving back in the Brazilian capital in less than 9 hours, having maintained an average speed of over 160 miles an hour. Departing from Rio de Janeiro on Monday morning, just before 6 o'clock, the Clipper arrived in Bahia at 11:30 and was in Natal for the night, before 4 o'clock.

Tuesday the "Brazilian Clipper" made the 1,100 miles to Para, with scheduled inter-

mediate stops, in less than 9 hours, arriving on the Amazon just three days from Buenos Aires. On the fourth day the Clipper traveled 1,400 miles from Para to Trinidad in slightly more than 9 hours, dock to dock, arriving in Port of Spain before 4 o'clock in the afternoon.

1,900 Miles in 12 Hours

That evening, the passengers' last night in "South America", a State dinner was tendered members of the group at Government House, one of the most impressive functions which had been given in honor of the flight.

On Thursday, the fifteenth day of the trip, the passengers were aboard the "Clipper

FRANK E. GANNETT

Pres., The Gannett Newspapers

It is impossible to describe adequately the impression made on me by my trip on the "Brazilian Clipper" to Buenos Aires and return. First, of course one gets a realization of the great advance made in aviation. The way we were carried through the air to these distant cities, visiting many interesting points en route, is like the story of the magic carpet. There was always a feeling of security and we made this trip in great comfort and luxury. The view we got of the southern hemisphere was of inestimable value, a great education for all of us. I wish every American could get acquainted with these great countries and their tremendous possibilities. One is astounded by the vastness of Brazil and Argentina.

It is of great importance to America that the Pan American Airways brought these great empires close to us. America some day will appreciate what it means to beat out the European efforts to get a new foothold in South America. I want to say, too, that I was greatly impressed by the efficiency and management of the Pan American Airways System. This army of keen, alert, capable, young men, at every point the System touches, functions like clock-work. I have never seen anything in management to excel it.

* * *

JAMES H. FURAY

V.-P., United Press Association

The fine combination of speed and comfort remains the principal impression I received from the recent flight on the "Brazilian Clipper". It was agreeably surprising to be able to move about in the ship as freely as we all did—comparing favorably with the freedom of movement one has in a railroad sleeping car. As for speed of travel, it is difficult to exaggerate the thrill I received from being able to leave Port of Spain, Trinidad in the morning and to reach Miami, approximately 1,950 miles away, twelve hours later. The seven league boots seemed to have become a reality . . . or maybe I should say seven league wings!

AMON G. CARTER

Pres., Ft. Worth Star-Telegram

The outstanding service being rendered in Central and South America by the Pan American airlines, the trade opportunities thus opened up, and the need of future governmental encouragement to these lines, in order to meet foreign competition, were the outstanding impressions made upon me, as a result of my trip on the inaugural flight of the "Brazilian Clipper" from Miami to Buenos Aires and return by Santiago, the West Coast, Mexico City, Brownsville and back to Fort Worth with approximately 17,000 miles by plane.

At every stop made on our recent trip, I was impressed by the progressiveness of the cities, the spirit of the people, the information that conditions were improving, and the opportunities that lie in the future development of these countries for trade with the United States and better relations.

The Pan American and the Pan American-Grace lines have done and are doing a great work in improving the relationship between the nations and the people of South America and North America. They will prove, in my opinion, one of the greatest factors in the future in developing better trade relations between the two continents, and there is no doubt in my mind that one of the greatest opportunities for the development of our foreign trade lies in that direction.

I was impressed, too, not only by the competition encountered in South America from the French and German lines, but particularly by the difference in governmental assistance given. I understand that in addition to a generous subsidy these foreign lines are permitted to retain all receipts. Our United States lines return almost half of the subsidy given them by the Government, and in doing so suffer a further penalty through the difference in exchange rates.

I am a staunch believer in the future of aviation, and I do not believe the Government can spend money to any greater advantage than in assisting efficient development both within the United States and on lines such as those serving South America.

5 Days B. A. to New York

The "Brazilian Clipper", turning in a record performance despite the restricted transport conditions under which the entire flight was made, accomplished the approximate 7,500-mile southward run in 55 hours, 22 minutes actual flying time, and the northward flight in 47 hours and 32 minutes flying time, just 17 minutes over the scheduled time originally set for the five days. For the entire flight an average speed of 155 miles was maintained against wind conditions which were, for the most part, unfavorable.

Upon arrival in Miami, the passengers aboard the "Brazil-

Brazilian Clipper, America's distinguished Publishers said:

JOHN N. WHEELER
Mgr., N. Am. Newspaper Alliance

The precision with which the Pan American operates its planes, both in the air and at the airports, the sense of safety one feels when riding on the Pan American lines, and the comfort with which the trip could be made to South America if one could select his own bedtime, were my outstanding impressions. I particularly liked the attitude of the crew and especially the pilots who attended to their own business, and didn't bother with the passengers. The policy of giving the pilot complete charge in the air, to determine whether the ship should go on depending upon the weather, gave me a further sense of security.

Otherwise the hospitality of the South American people in the cities where we stopped, the apparent genuine desire to improve relations between the United States and South America, and the conveniences to be found in most of the cities where we stayed over night, stick vividly in my memory. Of all the cities visited, Rio de Janeiro to me had the most color and charm, while Buenos Aires had something of the business atmosphere of Chicago or New York or any other metropolis in the United States. Along the route, Port of Spain and Paramaribo, Dutch Guiana, were two colorful places where I would have liked to have spent more time to have absorbed more of the atmosphere and enjoyed the scenery which these two cities had to offer. I expect some day to go over the same route again at a more leisurely pace, because I feel that we could only skim the surface in some of these interesting places.

* * *

JOHN COWLES
Des Moines Register and Tribune

On the trip to Buenos Aires and back I was more impressed by the efficiency of the Pan American organization and the quality of its personnel from Juan Trippe down to the helpers in the ground crews, than anything else I saw.

Equally striking was the realization of the tremendous potential importance to the people of the United States of having an American air system link the two continents. The beauty of Rio de Janeiro, the charm of Buenos Aires and the overwhelming magnitude of Brazil all seemed secondary in comparison.

H. V. JENKINS
Pub., Savannah News and Press

The South American cruise on the "Brazilian Clipper" was a series of thrills for me. As a pleasure jaunt it was perfectly arranged, composed as the party was of choice spirits from the publishers of the country, but the educational aspects of the trip perhaps impressed me most. Amazing distances are covered with comfort and security, scenes along the route shift with the dizzy speed of a movie travelogue, and one gets a glimpse of the people and their customs in a manner that is tremendously effective.

Vast distances between great South American centers are literally wiped out by the speed of the flight. The value of this service to the busy business man should be inestimable. It enables one to go places and do things in a few hours. Just imagine breakfasting in Port of Spain, Trinidad and having dinner in Miami, 1,940 miles distant. And this breath-taking speed is accomplished with comfort and safety. The very sight of the Clipper, with its massiveness and power, inspires confidence and has a tendency to allay whatever misgivings the passenger may have about an air trip.

* * *

EDGAR M. SWASEY
V.-P., Hearst American Weekly

I think and predict that the development of air travel by the Pan American Airways is the real beginning of a unity of thought and action between the two continents. Great credit is due the Pan American Airways for this Company, against severe competition, has practically captured the air transport business of South America. They are building modern airports, establishing radio plants and tying city to city with fast communication and transportation, and tying them all to the United States.

You will see this Pan American Airways Company do for South America and the Islands between the Continents, what the Canadian Pacific Railroad has done for Canada. And it all will mean a relationship between South and North America that will be extremely beneficial to the people of both continents.

MERRILL C. MEIGS
Manager, Chicago American

Even after the unique opportunity for observing, at first hand, the countries, the commerce and industry of eastern South America, such as the passengers aboard the "Clipper" enjoyed, it is difficult to grasp their true significance to the future welfare of the United States. Before this country lies a tremendous opportunity of promoting an attainable ideal of harmony and peace, of close friendship and understanding, of unequalled commercial prosperity with the sister republics of the southern Americas.

South America today demands a new concept—an advanced perspective. To those who conceive this future, the thrilling achievements of America's international air transport system must stand out as an epic in the sound development of American relations, cultural and commercial, in the international field. No single policy of this country has achieved so much toward our political and commercial welfare as has the work so impressively accomplished by Pan American Airways which, surmounting every serious obstacle, has now bound so closely together the two once distant continents.

* * *

JAMES G. STAHLMAN
President, Nashville Banner

Speed, comfort, safety—these three words characterize what the air traveler today demands. Those of us on the first flight of the "Brazilian Clipper" to South America found all three in abundance.

Speed—Miami to Buenos Aires, 7,500 miles in five days, with every night spent ashore at good hotels.

Comfort—a luxurious airliner with handsomely appointed compartments, deep cushioned seats, plenty of leg room, an opportunity to relax, and an attentive, courteous personnel that always means much to the comfort of air passengers.

Safety—to the nth degree! No trick flying, no chances taken, frequent stops for gas and servicing of motors, constant radio communication between the ship and all points on the system, no flying through fogs, no unsafe landings, no reckless take-offs.

That's the sort of service which will secure and hold for Pan American Airways the patronage to which it is entitled.

airliners on their regular schedules during the trip to Miami. Leaving Buenos Aires Sunday morning, three days after the departure of the regular Commodore, the "Brazilian Clipper" overtook this airliner 45 minutes out of Miami and actually docked at Dinner Key several minutes before the arrival of the regular South American plane.

Meals Served From Buffet

All the meals served on the plane were from the ship's buffet which, handled by Steward Paul Schneeburger, provided one of the most interesting features of the flight. Picking up supplies at the various countries en route, Steward Schneeburger prepared each luncheon individually on the plane and, in addition, served bouillon, tea and refreshments during the morning and afternoon hours. The passengers were enthusiastic over the food service and compared it favorably with that to be obtained on any other mode of transportation.

ADDRESS OF PRES. J. T. TRIPPE
Continued from Page 5

United States in but four days, hearkening our memories back to the glorious heritage of the first "Clipper" sailing ships which initiated commerce and goodwill between the United States and Brazil eighty years ago, as a result of the efforts of Emperor Dom Pedro II and President Abraham Lincoln.

"In honoring us here today by baptizing the largest, fastest and most modern airliner of international air transport, Madame Getulio Vargas is according appropriate recognition to a material symbol of the constantly increasing desire on the part of the American republics to lean closer toward each other.

"As the bubbles of Rio Grande champagne break across the bow of the Brazilian Clipper, we, from the North; we, from the South—Americans all—will be witnessing the dedication of a new uniting link between the Americas—the American republics—that today are opening their eyes to the true values of a mutual tradition, tempered by their original forging of individual nationalities through grueling periods of civil strife and economic uncertainties.

"As President of Pan American Airways System, I take this opportunity to voice deep appreciation that the support of the United States Government and the governments of her Neighbor Republics is so firmly backed up by the Brazilian people and your government.

"I do not hesitate to pledge the unceasing efforts of Pan American Airways System toward the continued furtherance of friendly ties—closer commercial intercourse, political understanding and cultural development between our countries."

ian Clipper" were enthusiastic over their unique "cruise" and marveled at the tremendous distances which Pan American Airways covers on the high speed passenger, mail and express routes over the System's airways. In order to fill business engagements, several members of the party, after a dinner at the airport terminal, continued that night on the regular overnight plane for Washington and New York, while the remainder of the group completed their journey home the following day on a special Eastern Air plane.

Advance Preparations Made

One of the most outstanding features of the remarkable

flight of the "Brazilian Clipper" was the perfection of fielding and beaching arrangements which had been made over the entire route to handle the new airliner. Working on instructions from the Division Operations Managers, ground crews were trained in advance on the routine to be followed in fueling and beaching the 19-ton flying boat which brought up a series of individual problems which the personnel had never before encountered. In addition to the specialized routine which had been set up for the "Brazilian Clipper", the airway personnel had also to carry out their usual routine for the two international planes which were operating, at the same time,

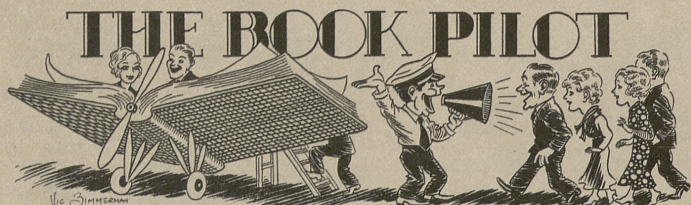
on the regular schedule between Buenos Aires, Rio and Miami.

On the southbound flight the new Clipper Ship and the regular West Indies airliner left the Miami terminal within a few minutes of each other, the Clipper arriving at San Juan about the same time the regular Commodore was docked for the night at Port au Prince. Double routines were thus required to supply periodic weather reports and for "guarding" the airliners over the route. The Clipper likewise arrived at Rio de Janeiro near the time of departure of the regular northbound for Miami Tuesday morning. Leaving Rio de Janeiro on Thursday, they

were over the southern route at the same time as the regular southbound from Miami which, during the two days the Clipper had spent in Rio, was still on its regular run to the Brazilian capital. Between Porto Alegre and Montevideo, a "double watch" was again maintained for the Clipper and the regular southbound Commodore en route to Buenos Aires.

Double "Guard" Maintained

Similar conditions had to be met in connection with the northbound flight of the Clipper Ship, which, operating on a faster schedule than had been maintained for the southbound flight, passed both northbound and southbound



These books may be purchased directly from the publishers if they are not available from local book dealers.

"BLUE BLAZE," by Jane Harvey Houlson, published by BOBBS MERRILL, \$3.00.

Although this book primarily gives a character portrayal of its author and the people with whom she was associated on a scientific expedition in search of Indian remains in the little known Bay Islands off the coast of Honduras, the reader often catches a glimpse of the romantic and intriguing background. A thread of adventure, sometimes filled with danger, exploit and discovery, weaves its way through the story, enhanced by the charmingly frank manner in which Miss Houlson pictures the life aboard a small ship with her "Chief", F. A. Mitchell-Hedges, the captain and three natives. One often finds himself marvelling at the hardihood and nonchalance of this young woman, who, brought up in a sheltered and gentle life in a little New England village, finds herself committed to labor in remote corners of the earth, to peril and hardship, but fully compensated by the exciting and adventurous life offered. The expedition was sponsored by the British Museum and the Museum of the American Indian, Heye Foundation, New York.

"MAN'S FATE," by Andre Malraux, published by HARRISON SMITH AND ROBERT HAAS, INC., \$2.50.

This novel of revolutionary China was written by a young Frenchman of rising literary fame, and won the Goncourt Prize for 1933. The author plunges you directly into the midst of the revolution, opening the story with a murder committed by a young Chinese terrorist on the night before the insurrection in Shanghai. His analysis of human emotions and their subsequent bearing on the lives that follow, shows a rare insight and a dramatic, stirring artistry.

Those who have a thorough knowledge of the background in which the novel is placed will, undoubtedly, derive a keener pleasure from it than one who does not have a clear picture of the opposing forces at work in China and who is not acquainted with the part played by various leaders. Even without this knowledge, however, the reader is carried along with the intensity of the story and with sympathy for the characters (fictive, for the most part) who are struggling in a half-Europeanized China growing up with the ancient civilization, torn by the new ideals and moralities resulting from the Revolution.

"FLYING AROUND THE NORTH ATLANTIC," by Anne Morrow Lindbergh, with an introduction by Charles A.

Lindbergh, published in the September issue of the National Geographic Magazine.

The long awaited story of the Lindbergh North Atlantic flight, which began as an aerial survey of the northern crossing and extended into a brief European holiday and a survey of all northern Atlantic crossings, is told here in an interesting and most personable way by Mrs. Lindbergh. Employing her radio log as a marker along the route, she records the impressions of the many countries visited and their experiences on the epochal flight.

To Mrs. Lindbergh, two adventures stand out of the many they experienced and both of these have to do with her radio — the first, when cruising over the Cape Verde Islands on the north side of the Atlantic, she heard Station WSL at Saville, Long Island and casually sent in a return call, little expecting that she could be heard over the intervening 3,300 miles. She did not have a proper estimate of this standard Pan American radio set carried on the trip, since WSL picked it up immediately and exchanged messages with her.

The second "thrill" came when, heading across the Atlantic from Bathurst in the early hours of that December morning, radio stations on this side of the Atlantic contacted her and heard her signals sharp and clear. Pan Americans especially will find much of interest in this simply—and effectively—written article.

In an introduction, Colonel Lindbergh briefly summarizes the major problems confronting establishment of scheduled trans-Atlantic service over the various routes under consideration.

"THE MAIL PILOT OF THE CARIBBEAN," by Professor Lewis E. Theiss, published by JOHN WILEY & SONS, INC., \$1.75.

This latest of a series of juvenile aviation stories by Dr. Theiss, professor of journalism at Bucknell University, is virtually a story of Pan American Airways. It continues the life-story of a young boy who won his way into a junior pilot's berth on the international air transport system and dramatically portrays the qualities of courage, dependability, knowledge and fortitude required of a pilot in an organization whose great ships ply their way in storm and sunshine, in winter and summer, over the Atlantic and Caribbean, carrying passengers, express and mail on clock-like schedules to the countries of the West Indies, Central and South America.

WORLD RECORDS SET

Continued from Page 1

They were Colonel Lindbergh, as official representative of Pan American Airways' Technical Committee of which he is chairman; Mr. Musick, Boris Sergievsky, co-pilot and chief test pilot of the Sikorsky Aviation Corporation; two flight mechanics, Chauncey Wright of the airline and Michael Pravikoff of the airplane company, and C. A. Paffe, radio operator of Pan American.

But, despite this small company, the load carried was equal to thirty-two passengers, 2,000 pounds of air mail and express and a crew of five. The gross weight was 37,300 pounds, 700 pounds under the allowable maximum. The fuel load was 1,540 gallons of gasoline and 152 gallons of oil. The actual dead weight carried in the plane, to comply with the requirements of the Federation Aeronautique Internationale, was 4,409 pounds.

Lindbergh Pleased at Showing

When the long grind was over and the plane, 1,000 feet up, had flashed across the line to the honking of automobile horns and the shouts of a knot of onlookers who had made their way to the lighthouse point, she swept around in a long descending curve down to the blue water of the Sound.

Then she taxied to the mole of the Sikorsky plant, charging up the River Avon at sixty miles an hour "on the step," as if, a sentient being, she knew of her proud day's work for American aeronautics.

The Colonel, trying as usual to keep in the background, nevertheless expressed his great satisfaction with the performance of the Clipper. He said that this flying boat and the Douglas landplane represented the greatest forward strides that had been made in aviation in any one period of time.

Mr. Sikorsky was reticent but happy.

"I believe we are all very glad," he said, "that this ship has completed a successful flight and has established ten world's records, proving the superiority of American aircraft."

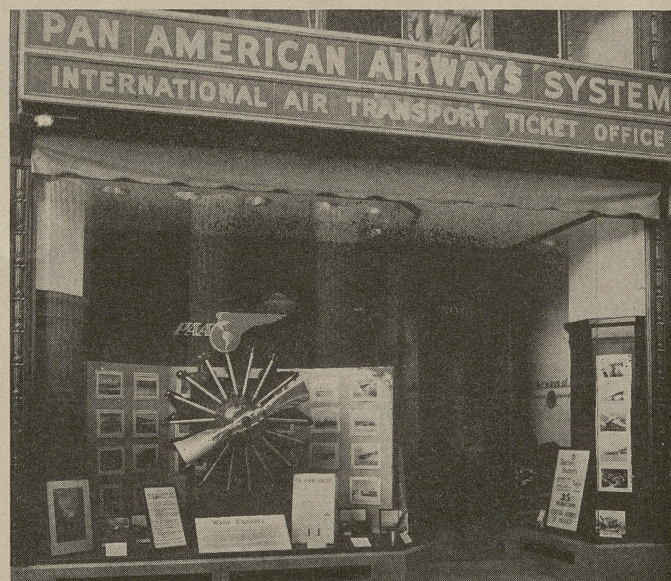
Colonel Lindbergh had been fog-bound at North Haven, Me., the night before and was thus unable to fly to the airport as he had planned. He therefore drove all night in his light car to be on hand for the take-off. Yet, hatless and tanned, he looked as fresh when the plane landed as if he had just risen from an eight-hour sleep rather than finished an eight-hour flight of 1,240-odd miles.

160 Miles on First Lap

All times for the record-smashing flight were kept by J. P. V. Heinmuller, official observer for the National Aeronautic Association and the F. A. I. Seventeen other men, posted at the corners of the far-flung course, helped him to keep track of the flight.

The first lap was finished at 11:21:10 A. M. at an aver-

PAA'S NEW LOS ANGELES OFFICE



Fitted out for business in record time, the Los Angeles office had this interesting window display in the first of a series of exhibits which are attracting considerable attention in the great city. Handling both Pan American Airways System and Aerovias Centrales traffic sales, the Pacific Company has added the sale of domestic airline tickets.

age speed of 160.4 miles an hour. The second ended at 1:21:13½ P. M. at an average of 155.2; the third at 3:20:38 at an average of 156.13, and the final lap at 5:18:36 at an average of 158.1.

The great plane had head and cross winds on her course, although conditions generally were excellent. Her fastest time was 178.2 miles an hour on one of the runs between Fire Island and Block Island. On one short leg between Block Island and Point Judith, when head wind of about twenty-two miles an hour fought her, the speed dropped to 125.6 miles.

Altitude varied from almost sea level to 2,900 feet. Had she flown at the altitude she would use in service, about 6,000 to 8,000 feet, when the supercharging of her engines would come into play, she could have made at least ten miles an hour more without using any more of her horsepower.

In touch at all times by radio with the Pan American office in the Chrysler Building in New York and with the Sikorsky plant here, the airline radio men found that they could get the best contact with the speeding Clipper by talking through their own radio station at Dinner Key at Miami, 1,200 miles away even though the big boat might be winging down the Hudson just across the city's turrets from them.

List of Records Broken

The two records which fell to the Brazilian Clipper in previous flights were for carrying a payload of eight tons to a height of 15,084 feet and for carrying a payload of five and one-half tons to an altitude of 21,800 feet.

The eight marks which were broken on this flight were:

1,000 Kilom. (621.369 Miles) With No Payload Restriction —Record, 138.116 M.P.H.

2,000 Kilom. (1,242.739 Miles) With No Payload Restriction —Record, 117.396 M.P.H., held by France.

1,000 Kilom. (621.369 Miles) With 500 Kilos (1,102.311 Lbs.) Payload — Record, 138.116 M.P.H., held by Germany.

2,000 Kilom. (1,242.739 Miles) With 500 Kilos (1,102.311 Lbs.) Payload — Record, 117.396 M.P.H., held by France.

1,000 Kilom. (621.369 Miles) With 1,000 Kilos (2,204.622 Lbs.) Payload — Record, 118.085 M.P.H., held by France.

2,000 Kilom. (1,242.739 Miles) With 1,000 Kilos (2,204.622 Lbs.) Payload — Record, 117.396 M.P.H., held by France.

1,000 Kilom. (621.369 Miles) With 2,000 Kilos (4,409.244 Lbs.) Payload — Record, 110.155 M.P.H., held by Germany.

2,000 Kilom. (1,242.739 Miles) With 2,000 Kilos (4,409.244 Lbs.) Payload — Record, 101.674 M.P.H., held by France.

The 1,000-kilometer mark made today was that of the average of the first two laps, 157.72 miles an hour.

Legs of the course flown in the record-breaking flight were Stratford Lighthouse to George Washington Bridge, 49.24 miles; to Staten Island Lighthouse, 21.33 miles; to Fire Island Lighthouse, 48.68 miles; to North Point Lighthouse, Block Island, 95.27 miles; to Point Judith Lighthouse, Narragansett Bay, 10.44 miles, and to Stratford Lighthouse, 85.69 miles.

The Brazilian Clipper left at once for Miami to have some shake-down runs preparatory to going into regular service down the east coast of South America.

Clipper's Radio Does Month's Quota On Trip

MIAMI.—One of the busiest individuals in the eight-man crew which handled the Brazilian Clipper on her maiden hop to Buenos Aires and back, was the inconspicuous radio operator glued to his instrument in one corner of the control room. He sent and received from the ship in flight a total of 15,543 words, including hundreds of position and weather reports, and messages to and from the officials in the party aboard.

It is said that Operator Wenkster picked every word out of the air and transmitted it to the chief pilot or other recipient without misspelling even the word "Caribbean". He was occasionally relieved by Apprentice Pilot Gulbransen.

GOODWILL ENVOY



MRS. DOROTHY GODDARD

TAMPA. — Mrs. Dorothy Goddard, goodwill flying ambassador from Tampa and the West Coast, left Tampa recently "via Pan American" on the first lap of an 8,000-mile journey which will carry her to more than a score of cities in 13 foreign countries in Central America and the West Indies.

Armed with credentials from federal, state and city officials, she plans to interview leading citizens in all the cities to be visited in the interest of the annual Florida fair in an effort to promote closer business and commercial contacts between Tampa and the neighboring countries to the south.

Stopover points on her route include Havana, Merida, Vera Cruz and Mexico City, Guatemala City, San Salvador, Tegucigalpa, Managua, San Jose, Cristobal, Barranquilla, Bogota, Maracaibo, La Guaira, Caracas, Kingston, Port au Prince, Santo Domingo, San Pedro de Macoris, Nuevitas and Camaguey.

The entire trip is being made over the Pan American Airways System and its subsidiaries, and will cover much of Central America, the northern parts of South America and the West Indies. It will be the longest tour ever booked out of the Tampa office of the air lines.

The Flying Reporter Drops In On David

Gets Air Slant on a 2,000 Post-Hole Fence; Learns All About Ants, Volunteers to Help Chase Cows Out of Garden, and Hears Record Claimed for Clearance of Planes

DAVID. — As our plane skimmed smoothly above the really lovely scenery of Panama, I was having some difficulty in making up my mind which I wanted to look at most—the scenery or the pretty Panamanian girl across the aisle. As it happened, however, my attention was caught by neither of them at the moment, but rather, by the radio operator's face. He was looking at me and grinning. In a few minutes he took the ear phones off and sauntered down the aisle, eyeing me a little speculatively.

"So what?" I drawled. "Don't you like my red hair?"

"I beg your pardon," he said with such quick courtesy that my face really should have turned as red as my hair—even if it didn't. "I beg your pardon, but aren't you the fellow they call the 'Roving Reporter'?"

"I suppose so. Why?"

"Well," he smiled, "I just had a radio from Airport Manager Hegarty in David. He heard you were coming and he wanted me to be sure to tell you to get a good look at the airport from the air. He said, 'Tell him to take special notice of that sixteen miles of barbed wire in our fence and how straight it is laid out. I'll tell him all about it when he gets here.' You know," the radio operator continued, "the fellows are awfully proud of their stations, because they do so much of the work themselves."

"Okay, I'll look at the fence," I agreed. And sure enough, it was straight.

As a matter of fact, they do have a splendid field in David; it is in cattle country, dotted with natural fields. "All out-of-doors to land in," as Captain Studeman put it. Airport Manager Hegarty greeted me with a smile.



"Did you get my message?" he asked.

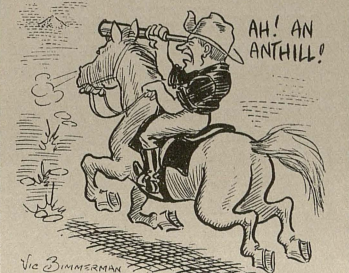
"Yes, I did," I said. "Looks like a fine field you have here. Sort of a 'natural' wasn't it?"

"I should say not!" was the emphatic reply. "We have a very persistent and ever-present little enemy which will always give us more than enough to do. It is the red ant. They honeycombed all the ground hereabouts with their nests and when the nests are left undisturbed they reach surprising proportions. We've spent considerable time and money ridding this field of ants, digging up the nests and refilling

the holes. We have refilled holes large enough to drop our station wagon in."

At this point I could not help a furtive glance at the glistening station wagon and a mental observation accompanied by "Hmm." Airport Manager Hegarty resented this.

"I mean that literally, too," he informed me. "An ant nest one year old will be approximately five feet in diameter; it is a maze of channels going out from the hub in all directions and as deep as four or five feet—and we have dug holes which were five and ten years old—if you are interested in mathematics! The earth is decayed in the nests, making them dangerous to planes, because in wet weather they cave in. Juan Avilez, the field inspector, now rides up and down the field every day on a horse looking for ants and killing them off with crude oil before their nests are fairly started, so we no longer have to dig them out."



"You win," I admitted. "And now about this fence. I understand you built it yourselves?"

"Yes siree, it took two thousand holes, most of them two feet deep or more, and two thousand saplings six feet long, transported from twenty miles away, to build that fence. It takes an hour just to walk around the field—and we tacked all that barbed wire on as we went. It only took us six days to make it, too, cutting the cost to approximately half what professionals estimated it."

"And who is responsible for it being so straight?" I inquired.

"That's the work of our traffic man, Fred Perez. Fred was brought up in David and knows everyone in town by his first name. Aside from being a first-rate traffic man, Fred helps with any other work around the airport when he has time. He laid out the line and marked off each hole that was to be dug for that fence. Fred was studying to be an engineer once, and now he's taking mathematics and mechanical drawing by correspondence. So is Dolf. Poor Dolf—"

"What's the matter with him? Is he sick?"

"Oh my no," said Mr. Hegarty recalling his thoughts. "I was just thinking about him. Dolf Honegger is the station mechanic, but in addition to his regular duties he is mostly responsible for these gar-

dens, the summer house, the neat looking pump house, for instance. People are always cutting the wires of that precious fence of ours to cross the field on horseback. The other day a bunch of cows got in that way and trampled the flowers and plants and dirtied the place generally. That's why I said 'poor Dolf'. He was not a bit discouraged, though, and set about repairing the damage immediately. Dolf was also responsible in a great measure for the record we hold in clearing planes—"

"What record is that?"

"Well, anyhow I think it must be a record," Airport Manager Hegarty stoutly maintained. "Why, Ramos and Guayavo (we call Ramos, Jr., 'Guayavo') and Dolf give some of those planes 250 gallons of gas, oil, a routine inspection, and get them out in ten minutes, platform time. It took some studying to get it down to ten minutes, too. For example, the funnel that goes down into the plane tanks had been hammered down a bit. That made a small ridge which cut down the space the gasoline had to flow in. Dolf cut off that ridge, and do you know, small as it was, that saved a full minute in pumping?"

"Sounds like a pretty good record unless somebody has a better one," I told him. "And how is business?"

"Very good for a town of 5,000 population. An average of 110 people monthly make the trip by air to Panama City which is two hours away by plane. Traffic increases during the dry season and that 110 is our year 'round average. David, in a transportation sense, drains a territory having a population of 15 or 20 thousand and counts three or



four scattered towns. Boquete, up there in the hills, is cool and is a pleasant place to spend a vacation; there is hunting and fishing, and quite a few Canal Zoners come up for week-ends and vacations."

"So David is air-minded?"

"To an extraordinary extent," Mr. Hegarty replied. "Aviation is a part of the work-a-day life of our people and has a high place in the public consciousness. This, I suppose, is true throughout Latin America. Interest in, and dependence upon, aviation can hardly be exaggerated," were the Airport Manager's last words as we parted.

MAKES SERVICE RECORD



This photograph was taken recently at the Bogota airport when Flight Mechanic W. Levermann completed 500,000 kilometers flying service for Scadta. From left to right: Technical Director W. Schnurbusch, Flight Mechanic Levermann, and Pilot H. U. Thom.

Convention-ers Invited

MIAMI.—Every convention group to Miami this year has been invited to visit Pan American's new international airport. Among recent visitors were the eighty members of the Advertising Club's Federation of the Southeastern States.

Other groups to visit the airport recently are the Florida Apartment House Association, the Business and Professional Women's Clubs, the Florida Educational Association, State Optometrists Association, and the State Accountants Association.

Mr. Robert Sexton of the Brownsville office, spent his vacation in Houston and Palestine, Texas with his mother.

Assistant Chief Inspector A. E. Faw has returned to Brownsville from Mexico City where he spent two months on temporary duty.

Mr. Blake Hobart, formerly assigned to Cristobal, has been transferred to the Brownsville shops.

Napoleon Villafranca, automotive man in Brownsville, spent his vacation in San Fernando, Tamaulipas, Mexico.

The hangars at the Brownsville airport have recently been painted with aluminum paint and they look as if they were new.

R. Cardoso Pinto, formerly in Villa Hermosa, is now temporarily assigned as relief operator in Mexico City.

CARIBBEAN DIVISION



Harold H. Homan of the Miami maintenance department, who is troubled with "fishiritis", went fishing a few weeks ago with the Missus and landed a Barracuda. (Note for those who are not fish-minded: a Barracuda is almost as bad as a shark—just lacks the pay load.)

Airport Manager M. D. Russell at Belize, and Mrs. Russell, spent their vacation in Miami recently.

Meteorologist A. J. Ragland of the Western Division, spent several days in Miami recently conferring with George Brands, Caribbean airways meteorologist, regarding weather service, particularly with reference to hurricanes.

Since Airport Manager Bearden, of Port of Spain, installed a small Neon sign, "Air Mail Your Letters Home," in the customs building at the steamship wharf, he reports that mail has been increased by 35%.

Brazilian Division Pilot A. E. LaPorte spent several days in Miami recently in conference with Caribbean officials. He was called back to Brazil on account of illness of Pilot Bert Sauers.

Airport Manager and Mrs. Bearden of Port of Spain spent their vacation this summer in touring from Miami to Chicago and New York by automobile. They stayed several days in Miami on their return trip.

Pilot James Craine, who has been serving on the Venezuelan Shuttle, has been transferred to the West Indies Shuttle and Pilot G. J. Ekstrom is now based at Port of Spain. Pilot Edward Shultz, who has been relieving on both services, has returned to Miami.

Apprentice Pilot H. G. Gulbransen has been transferred from Miami to Port of Spain for duty on the Venezuelan service and Apprentice Pilot Ford, who has been in Trinidad for the past six months has returned to Miami.

Traffic Manager George P. Smith in charge of the Cristobal-Talara section, spent several days in Miami in June, working with the Caribbean traffic organization following his vacation in the United States.

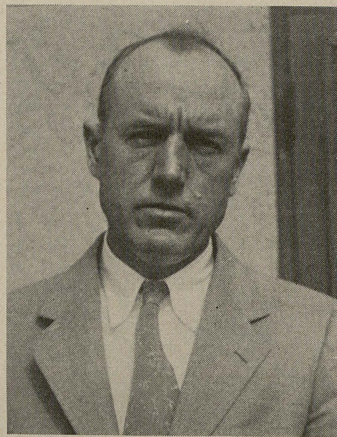
A. D. "Mac" Reise has taken over the duties of chief clerk in the shop superintendent's office in Miami.

A new stenographer in the purchasing department at Miami is Miss Eloise Perry.

A great many of the men have fallen for the new Clipper in a big way — mostly through the hatches.

A certain apprentice pilot got in the way of the sparks from a cutting torch with very disastrous results to his person and considerable embarrassment to the ladies present.

Mechanic Don Wolter has been transferred from Miami to Port au Prince. Earl Prunty will go to Maracaibo soon to relieve Stubby Pipping, who will celebrate his vacation by getting married.



W. L. BOND

Operations Manager, China National Aviation Corp., who recently traveled over the Caribbean and Western Divisions of the Pan American Airways System to observe the departmental procedure and organization, and flying operations. After completing his trip, Mr. Bond left via Miami for the executive offices in New York, en route to Shanghai.

Richard Mazzarrini, formerly of the express department in New York and at present assistant division express manager, made a trip around the Caribbean Division during the month of August.

Leon W. Wilder has been added to the Miami clearance department as general clerk. Mr. Wilder has held a transport pilot's license for the past four years. His hobby is raising strawberries.

A small but very exclusive convention of accountants was held in Miami during October when John Forbes, accountant of the Brazilian Division and P. G. Klauk, general auditor, recently of China, conferred for several weeks with J. O. Merckling, accountant of the Caribbean Division.

J. Triay Esperon has returned to duty after an enjoyable 15-day vacation. Mr. Esperon was formerly Chief Operator at Merida and has now been transferred to Villa Hermosa.

Gets Coveted Purser Berth on New Clipper

MIAMI. — Rafael Kerr, one of the regular pursers of the Caribbean division, was selected by Division Traffic Manager Dobbs for duty on the new "Brazilian Clipper," in its preliminary flights in the Manhattan district and with the plane and its group of distinguished passengers on the trip from New York to Miami, and Miami to Buenos Aires and return. Possibly in celebration of his success, Mr. Kerr took a vacation in San Juan and got married.

In his three and one-half years of service as steward and purser on Pan American planes operating in the Caribbean district, Mr. Kerr has flown more than 6,000 hours or a total of 600,000 miles.

CURTIS HEADS AERO CLUB FOR FIFTH YEAR

Named President of Miami Organization In Recognition of Services to Florida Aviation

MIAMI.—For the fifth consecutive year the Miami Aero Club recently elected Pan American Public Relations Representative Arthur E. Curtis president of the organization. The late aviation pioneer, Glenn H. Curtiss, was one of the original members of the club.

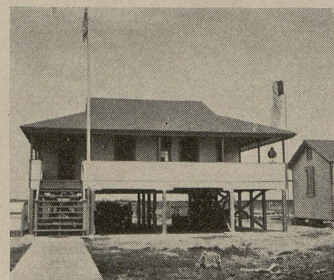
The organization is planning a second "aviation night" at the new Pan American terminal this fall. The club presents a weekly radio program, among its other activities, for the promotion of interest in aviation and air travel.

Gold Pin Awards

During the months of July and August the following in the Brazilian Division received their gold pins for three years service with Pan American Airways:

Radio Operator I. S. Rocha, Mrs. K. Rosenberg, Radio Operator August A. C. Oliveira, Mechanic T. S. Monteiro and Miss Ruth N. Marques of the Traffic Department.

NEW BELIZE TERMINAL



The new station building at the Pan American marine airport in Belize, British Honduras. The airport was completely destroyed by a hurricane about two and one-half years ago. In addition to the passenger terminal, a passenger loading platform and walkway have been rebuilt.

FIRST WEDDING IN NEW MIAMI TERMINAL



Left to right: Giraldo de Utrera, Cuban Consul, Harry Otten and Olive Drew, of Havana, and Judge W. F. Blanton of Miami, who issued the license and performed the ceremony in 20 minutes after the arrival of the Clipper from Havana.

MIAMI.—The first international wedding to be celebrated at the new terminal building at the Pan American airport at Dinner Key was held Saturday afternoon, (July 14th) at 5:30, when Harry Otten, 28, and Olive Drew, 24, both residents of Havana, were married by Judge W. F. Blanton of Miami, immediately following the couple's arrival by the American Clipper from Havana. Giraldo de Utrera, Cuban consul, acted as best man.

The ceremony took place before the "whole world" that is, in front of the big vari-colored globe of the earth which revolves in the lobby of the air station.

Upon arrival of the Clipper at 5:15 the couple passed through government offices and were received by Judge Blanton and the Cuban consul. They were escorted into a private reception room where the marriage license was issued. Flowers were presented the bride by James Donn, president of Exotic Gardens of Miami.

Thirty minutes after their arrival, the young couple left the airport as Mr. and Mrs. Harry Otten, to spend a short honeymoon in Miami Beach before returning to Cuba.

Before taking up his residence in Havana, Mr. Otten lived in New York City. He is the son of Mr. and Mrs. Harry Otten of Richmond Hill, Long Island. He is at present employed by an oil company in Havana.

The bride was born in Cuba, of English parents.

New employees in the Miami maintenance department are G. B. Griffin and Mrs. Leila Holt in the fabric department; D. A. Sox, paint department; J. H. Jay, propper department; L. S. Vence, L. A. Norton, Charles F. Darnes and Lloyd Proebsting, Commodore ground crew; also Al E. Dedge, who has taken over the timekeeping work at Dinner Key.

Bruce Dedge has been transferred to the express department.

VISITS HAITI



Frances Whiting (Mrs. W. W. Reid), associate editor of Cosmopolitan Magazine, arriving at Miami from Haiti after a vacation trip.

Chief Operator A. Gonzales Mendoza returned to duty in Mexico recently after enjoying a month's vacation.

Vice-President G. L. Rihl arrived in Brownsville Monday, July 16th from New York and left for Mexico City the same day.

MEXICO TRAFFIC FEATURES ARGENTINA



This unusual window, recently displayed in the Pan American ticket office in Mexico City, features rural life in Argentina and has caused much favorable comment and attention.

RADIO DEPT. ADDS MANY NEW STATIONS

Three Stations Completed for Aerovias; D. F. Installed at Buenaventura

BROWNSVILLE. — During the month of August, Pan American's Communications Department made numerous installations of radio equipment in the Western Division. Radio Inspector J. J. Cushman made permanent installations of new equipment at Mazatlan, Hermosillo and Torreon for Aerovias Centrales, and Radio Mechanic R. R. Fife, of Cristobal, put in a permanent direction finder in the new passenger terminal at Buenaventura.

The San Lorenzo station is being used for weather reporting and as an intermediate field during the rainy season.

IN SAN JOSE



Miss Ruby Kelly, Costa Rican born American, who is being featured opposite Phillip Lord, "Seth Parker" of radio fame, in a yet unreleased film of the South Seas, recently flew from Panama to San Jose to visit her mother. After a short stay here she continued her journey to New York.

Radio Operator Parley N. James of Salt Lake City, Utah is a new member of the Brownsville radio staff.

Brownsville's Record-- A 14Ft. 9 1/2 In. Ticket

BROWNSVILLE. — Probably one of the longest transportation tickets ever sold was purchased from the Pan American Airways ticket office here by O. B. Small, of the Texas Oil Company. It measured fourteen feet, nine and one-half inches and entitled Mr. Small to travel from Brownsville to Cristobal, Kingston, Havana, Guantanamo, Santiago, San Juan, Port of Spain, Maracaibo, Kingston, Havana and Miami, with thirty-eight stopovers.

C. H. Goodwyn, O. J. Studeman, and Jose Zertuche have been promoted to the rank of Senior Pilots. Pilot Goodwyn is assigned to the UMCA run; Studeman to the SAGUA run; and Zertuche is based at Mexico City.

A. Hermosillo Gil and M. Huerta Jones of Mexico City have been employed as apprentice pilots. W. F. McDonald of Hollywood, California is also an apprentice pilot. He represented the Navy in the final American Olympic trials in 1932.

Airport Operator R. C. Dunlap of San Salvador was called to his home in Kansas during August by the illness and death of his mother.

Airport Manager C. V. Russell at Cristobal spent his vacation in the Eastern States.

Motor Overhaul Foreman Gerry Lauver of Brownsville made a combined business and pleasure trip to Miami and New York via Merida recently. During his absence Mr. S. W. Strama was acting foreman in the Motor Overhaul Department.

Chief Mechanic Fred Heath of San Salvador, formerly based in Brownsville, visited the Brownsville Shops after his return from a vacation to Virginia.

Here's What Happens When You Can't Fly!

NEW ORLEANS. — Mr. Charles Weinberger of the Weinberger Banana Company, Inc., continues to boost Pan American in his English-Spanish publication, "The Weinban News", commenting upon the regularity and reliability of the service. Mr. Weinberger made a recent business trip to Tampico from Tuxpan, and having arrived at the airport too late to get a seat on the fully-loaded Pan American plane, found it necessary to go by car.

"It was a 'beautiful' trip," says Mr. Weinberger. "Rain—mud—4 breakdowns—one tire repatched three times—stuck in the mud a couple of times—chauffeur and his assistant fell asleep—gasoline gave out—woke up storekeeper, got a few gallons—and finally landed at the Imperial Hotel in Tampico dirty and chilled. It cost about 75 pesos for the trip—the airplane would have landed me in less than one hour, and at a darn sight less money."

BUYS LONG PASSAGE



Mr. Jose Thompson, engineer for the Mihanovich Steamship Company, who departed from Buenos Aires for Mexico City, thence to Los Angeles via Aerovias Centrales, and on to Tacoma, Washington. It is the longest one-way passage sold in Buenos Aires to date.

A new addition to the Pan American staff in Brownsville is Steve Bernard, formerly a mechanic for American Airways, Inc.

P. G. Hales of the Plane Overhaul Department, Brownsville, spent his vacation in Kansas.

A. E. Faw was transferred temporarily to Mexico City in charge of the Inspection Department, replacing H. L. Cox who was transferred temporarily to Brownsville.

Dudley Martin of the Brownsville Plane Overhaul Department visited the World's Fair in Chicago during his vacation.



Assistant Communications Superintendent O. A. Allman went to Los Angeles to supervise the installation of radio equipment on the new aircraft built at the Douglas Aircraft Factory for Pan American.

Flight Operator W. F. Lord has been transferred to the Pan American-Grace Airways. His base is Lima, Peru.

Public Relations Representative T. E. Gilmore was guest speaker at the Brownsville Kiwanis Club recently. His subject was "Air Commerce Development".

Mr. Richard Wood of Cristobal has returned to duty from an extended tour through the Eastern States, Mexico and Central America. While in Mexico, Mr. Wood visited Merida and the Maya ruins of Chichen Itza and considered that trip the high point of his travels.

It was with regret that the Cristobal staff learned of the resignation of Mail Superintendent Roger L. Deakin who has been with the company for five years. Mr. Deakin resigned to accept another position.

During August Mr. A. Sanchez Llorente of the Accounting Office in Mexico City, visited Cristobal and spent several days in the offices and seeing local points of interest.

Pilot Hal Goodwyn of the Western Division has been transferred from Brownsville to Cristobal to assume the duties of the pilot on the UMCA run from Cristobal to Medellin, Columbia. Pilot Goodwyn is relieving Pilot A. L. McCullough, who for the past few months has been flying the Sikorsky, "Marichu, II."

Office Manager R. G. Ferguson of the Brownsville Accounting Department spent five weeks recently in Mexico City on temporary duty.

Mrs. E. V. Todd of the Brownsville Accounting Department spent a week's vacation in San Antonio, Texas.

Two new members of the Brownsville Stockroom Department are Rufino Lopez and Robert Richardson. Mr. Lopez is a graduate of Texas University.

During the latter part of August, Division Engineer R. D. Sundel made an inspection trip over the Division.

Airport Manager C. V. Russell of Cristobal reported to Guatemala for duty at the conclusion of his annual vacation which began the early part of July.

The first shipment of express forwarded under the new international express system arrived in Cristobal on August 9th, forty-nine hours after leaving New York City. Among the packages aboard the plane were flowers from the Panamanian Legation in Washington for Dr. and Mrs. Harmodio Arias, La Presidencia, Panama City. Forty-eight articles of cargo were destined for Buenos Aires.

Pilot O. J. Studeman has been transferred from Brownsville to Guatemala City to fly the Ford from Guatemala City to Cristobal and return. Pilot Studeman is relieving Pilot N. O. Carmichael, who has returned to Brownsville.

Hans Mueller of the Cristobal Maintenance Department is at the present time in Brownsville taking a course of training in the Brownsville shops.

BIG CIGARETTE CARGO



A portion of the shipment of half a million cigarettes which were sent on a Pan American plane from San Salvador to San Miguel, soon after the recent hurricane in El Salvador which interrupted all land communications. The plane was piloted by Captain Stone and was specially sent to Salvador to carry out any emergency flights which might be necessary.

Mrs. M. A. Carlson stopped in Mexico City a few weeks ago en route to Brownsville from Los Angeles, where she attended the funeral of her son, Ivan M. Carlson, formerly Communications Superintendent of Pan American operations in China. During her short stay, a visit of condolence was paid Mrs. Carlson by several members of the Mexico City Communications Department who were intimate friends of Carlson when he was stationed here.

An illustrated parchment signed by all fellow-operators of the Mexican territory, was sent to Mrs. Carlson and delivered to her on the day of her son's funeral at Riverside, California.



Miss Cybelle A. Moraes, typist of the main office force in Rio de Janeiro, has been transferred to the Operations Department.

Flight Mechanic T. J. James, who was recently transferred to the Brazilian Division on a temporary assignment, has returned to his base at Miami.

Miss Regina Lessin has been employed as stenographer to Acting Division Manager M. J. Rice.

Pilot W. S. Cluthe, Pilot George Rumill and Flight Mechanic V. B. Lee have been temporarily transferred to the Brazilian Division.

Miss Aida Lima, formerly cable clerk in the Rio office, has been transferred to the Executive Department. Miss Yedda Britto has been employed by the Communications Department to take the place of Miss Lima.

Miss Hester Whichello has returned from an extended vacation in England and is back at her old assignment in the Rio Operations Department. Miss Phyllis Savile, who substituted for Miss Whichello during her absence, has been transferred to the Traffic Department, where she will fill the position left vacant by the resignation of Mrs. M. A. Former.

Miss Ruth N. Marques, who had just completed three years in the Rio Traffic Department, and Miss Emily M. Snape of the main office personnel, have also resigned.

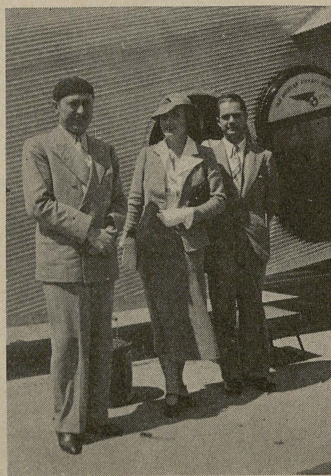
Miss Heliana M. de Miranda, stenographer at Para, is spending a long vacation in Rio de Janeiro.

F. P. Schmid, district traffic representative in charge of the Rio ticket office of Pan American Airways, died on September 13th as a result of an operation. Mr. Schmid had been connected with the company ever since the inauguration of operations in Brazil four years ago and his untimely death was felt, not only by his colleagues, but by all those who came in contact with him.

Mr. Schmid's record as a traffic man was high, due to his complete knowledge of passenger traffic, and contributed very greatly in the development of increased business in Rio. He was born in Germany on June 20, 1897 and arrived in Brazil twenty years ago. He leaves a widow and four children—two boys and two girls.

Recent visitors to the Brazilian Division include the following: E. H. Nowlin of the Express Accounting Division in Miami; Assistant to the Chief Engineer, E. McVitty of the New York office, who paid a short visit to Rio on his inspection trip over the System; Traffic Representative Vicente Salsilli of Pan American-Grace Airways at Santiago; and Express Superintendent Jose A. de Zalduondo of the New York office.

FLIES TO MEXICO CITY



Jasha Heifetz, world famed violinist, and his actress wife, Florence Yidor, as they arrived in San Jose en route from Cristobal to Mexico City.

Mr. M. Conde, agent for Panair do Brasil, S. A. at Bahia, spent one week in Rio de Janeiro on business.

Pilot S. J. Williamson has been temporarily transferred to the Brazilian Division.

Egard Leichsenring and Arthur Beaumont have been employed by the Communications Department as radio clerks at Rio de Janeiro and Buenos Aires, respectively.

H. Hempel has been employed by the Traffic Department in Rio as steward.

Western Division Chief Accountant G. W. Johnson read a most interesting and instructive paper to the Brownsville Rotary Club on "Cyclones", on July 11th. The question of cyclones is one of real concern to cities bordering the Gulf of Mexico, such as Brownsville, and Mr. Johnson received many flattering comments on his lucid and scientific explanation of their origin, structure, course and natural phenomena associated with them.

NEW MOTOR TEST PLANT INSTALLED AT BROWNSVILLE

Western Division Engineers Developed Advanced Methods for Handling "Block Tests"

ADVANCED SYSTEM

New Building and Arrangement Hailed By Engineers from Many Parts of Country

BROWNSVILLE.—One of the most modern and best equipped motor test houses in the country is in operation at the Pan American Airways terminal here. The building is of hollow tile construction reinforced with steel, stucco finished and of the double stack or non-directional wind type, the air being admitted through an open stack in front and expelled through a similar stack or tower at the rear of the building. The inside finish is aluminum and gray walls with cement floors dyed red.

The building is divided into two rooms, one for the motor test block and the other for controls and observer. The motor mount is located in the center of the test room on a special constructed block of cement cushioned in two inches of cork which relieves the building structure of vibration. The torque of the motor is taken on rubber washers which also greatly dissipates the vibration. The stand and motor mount are built to handle a thousand horsepower motor.

The controls are conveniently grouped on an instrument board which is placed in front of an observation window so the operator faces controls, instruments and observation window at all times while testing a motor. All controls, as well as gas and oil lines to the control room are run under the floor in a specially constructed cemented channel large enough to enable quick repairs when necessary. The oil tank is mounted to the left of the instrument panel on scale so an accurate check as to oil consumption may be recorded.

Gasoline storage is located outside the building in an underground tank. An electrically operated pump fills a tank placed in the ceiling of the observation room and from this tank gasoline is piped through a measuring tank located at the right of the instrument panel and may be checked to record gas consumption at any desired rate per minute.

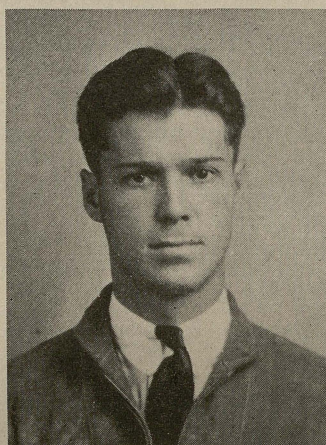
Motors waiting test runs are stored in the observation room and a mono-rail directly above the motor mount is used when installing or removing a motor. Propellers are also stored in the observation room, carried on stands with swivel castors which enables the observer to easily move the stand in position for installation or removal of the propeller.

LOS ANGELES OFFICE SELLS LONG TRIP



Members of the traffic department at Pan American's ticket office in Los Angeles holding their longest actual ticket sold to date (10 feet, 9 inches). Left to right—District Traffic Manager Lowell W. Lee, Assistant Traffic Manager Phil S. Delany, and C. E. Penrod, west coast representative for Central Airways of Mexico. The background consists of several window displays which are being circulated through Los Angeles Travel Bureaus, Department Stores, etc.

TRAFFIC MANAGER



L. B. Osborne, Traffic Manager of Aerovias Centrales in Mexico City. Mr. Osborne entered the employ of Pan American Airways in 1929 as Assistant to the Washington representative. In 1930 he was transferred to Cristobal as Mail Superintendent; in 1932 he was sent to New York as traffic representative and again to Washington as City Traffic Agent. In 1933 he became Traffic Manager of Aerovias Centrales, S. A. and has remained in Mexico since

Buenos Aires Charter

BUENOS AIRES.—H. Wesley Smith, owner of Empresa Haynes, publishers of El Mundo, El Hogar and other Argentine newspapers and magazines, chartered a Pan American Airways plane recently in order to make a hunting trip to his Estancia, "La Calera," in the vicinity of Gualeguaychu.

The trip, which would require twenty-two hours by means of surface transportation, was made in forty minutes.

Accompanying Mr. and Mrs. Smith were Charles Roberts of the R.C.A., T. W. Smith, S. Lockwood, C. D. Thompson and R. M. Humell. The party returned to Buenos Aires four days later with a full plane load of game.

Traffic Representative F. O. Willy stationed at Brownsville, spent three weeks during June and July as Acting Division Traffic Manager at Mexico City during the absence of Mr. Becerra Soto.

Market Tips Right from Barometer WX Aids Co-Pilot's Flyer in Grains

BROWNSVILLE.—Cooperation is well known, of course, among Pan American Airways personnel, but we didn't know to what extent it had developed until we heard about the system used by Meteorologist A. J. Ragland and Co-pilot A. Cope, erstwhile stock market player.

Mr. Ragland, persuaded by Mr. Cope, manages to devote a few minutes of his time each day when the latter is in Brownsville, to a careful "going over" of the weather map. Mr. Cope is interested in knowing where it has rained, where it is going to rain, where it hasn't rained, and where it isn't going to rain, in all the big wheat, cotton and corn belts of the United States. As

a result of these observations it is rumored that Co-pilot Cope has managed to make out quite successfully in his buying and selling on the market.

The only difficulty with this story of cooperation is that we don't quite see what Meteorologist Ragland gets out of it—and neither does he.

"If this keeps up I'm going to ask for a commission, or else Mr. Cope is going to have to give me some good training and tips so I'll know what effect a flood in Arkansas is going to have on the market price of corn on Wall Street," says Mr. Ragland.

The other day Mr. Ragland couldn't be bothered about wheat, cotton and corn—he had hurricane to watch and planes to guard.

HAROLD STICKNEY DIES IN PANAMA

Was One of Veteran Western Division Employees—Cause of Death Undetermined

COLON.—His many friends among Pan American Airways personnel were grieved to learn of the death of Maintenance Superintendent H. E. Stickney on September 18th. The cause of his sudden death was undetermined. A nephew of the late Governor William W. Stickney of Ludlow, Vermont, he was thirty-seven years old and was transferred to Panama a year ago after having been stationed for two years in Brownsville.

Mr. Stickney became interested in aviation early in life. While a bellboy at the Hotel Berwick in Rutland, Vermont, he built an airplane with which he learned to fly. Later he attended a school of aviation in the Middle West. When the United States entered the World War he enlisted in the French air service, having been denied enlistment in the American service because of his small stature. He served overseas throughout the war. Because of the part he played in the activities of the Lafayette Escadrille he was brevetted a captain of the aviation branch of the United States Army at the close of the conflict. Mr. Stickney had an excellent war record as an aviator of the Lafayette Escadrille and was decorated with Croix de Guerre with two palms.

Soon after his return to the United States, in 1919, Mr. Stickney became an instructor in flying. Nearly ten years later he was piloting a plane which crashed in Massachusetts and he suffered injuries which left him an invalid for about two years. In spite of his infirmities and many weeks spent in hospitals he returned to flying and became a factor in developing aviation in the country.

Mr. Stickney was a son of the late Henry F. Stickney of Brooklyn, N. Y., formerly a well-known cartoonist. The aviator was born in Brooklyn. He went to Rutland on the death of his parents and made his home from 1912 to 1917 with his cousin, Bert H. Stickney, an attorney. He is survived by four brothers, Victor Stickney of Brooklyn, Dr. John W. Stickney of New York, William W. Stickney of Washington and Daniel Stickney, formerly an officer in the U. S. Navy.

The condolences of Pan American personnel of the Western Division were extended to Radio Operator Manuel Herrera Rocha of the Rancho de Mendez Station, whose wife died recently. Mr. Rocha has two children, one and three years old respectively.

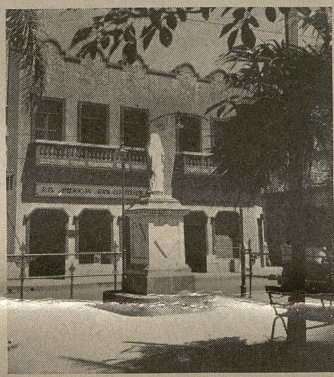
Purchasing Agent Miguel Gomez H. at Brownsville has returned from a vacation spent in fishing at Boca Ciega.

ROTARIANS FROM SOUTH AMERICA



Rotarians on the way to the international assembly at Mackinac Island and the international convention at Detroit, Michigan upon their arrival at Miami "via Pan American" were met by local Rotarians. The visitors, back row, left to right: Jose Carlos de Moraes Sarmento of Juiz de Fora, Brazil, governor-elect of the seventy-second Rotary district; Mrs. Sarmento; Ricardo Grieffenstein of Medellin, Colombia, governor-elect of the sixty-eighth district; Eduardo Dibos, Lima, Peru, governor-elect of the seventy-first district; Federico Martins of La Paz, Bolivia, honorary commissioner for Bolivia; Hubert Baker, Barranquilla, Colombia, special commissioner for Rotary for all South America, a native of Key West. The newcomers, lower row, left to right: A. W. Eisenmayer, Jr., Howard Kahler, James Donn, Marcus Milam, Tom Luckett, Luis Montero, and H. Sayre Wheeler. Mr. Montero is from Lima, Peru, a student at the University of Miami and a protege of the Miami Rotary Club.

NEW TRAFFIC OFFICE



The new Pan American traffic office in Tegucigalpa, Honduras, to which direct international air service was recently extended, is located in one of the best sites of the city, facing the main plaza.

Operations Manager D. G. Richardson left Brownsville August 19th for the New York offices where he expected to spend several days. During his absence Operations Section Superintendent Harry Rammer of Cristobal acted as Operations Manager.

One of our most likeable pilots, C. M. Drayton, left us June 30th to engage in private flying in Mexico.

Assistant to the General Traffic Manager George W. Bicknell of the New York offices, visited Cristobal during his recent tour over the System from Miami to San Juan, Cristobal, Mexico City, Merida, Havana and back to Miami. While in Panama Mr. Bicknell inspected the Gatun Locks, the Army and Navy bases on the Atlantic side of the Isthmus, and renewed some old acquaintances of his military life.

Voss' Home-made Radio Hangs Up Records

SAN JOSE.—Pan American Radio Operator N. D. Voss is still calling Shanghai!

This young man who likes radios so much he not only spends his days, but his nights as well, "on the air", reports that his amateur radio station T12KF is continuing to hang up transmitting records, but in spite of the most persistent calling, Shanghai refuses to answer. Plenty of other places do, though, says Operator Voss, and confirmation cards are beginning to lose their appeal. In fact, according to Mr. Voss, he has so many of them now that he is doing them up in 100 pound bales and peddling them off for junk. Prices quoted on request and F.O.B.

Just to prove it can be done—he *did* get Tientsin the other day.

PAN-GRACE OFFICIAL



Division Traffic Manager George Smith (Cristobal-Talara) of Pan American-Grace Airways, who spent his vacation in the States and in conferences with Caribbean traffic officials in Miami.



Southern Div. Traffic Manager Vicente Salsilli visited Uruguay and the Argentine on an extensive inspection trip some weeks ago, stopping at all the flag stops en route.

All phases of our services between Chile and the Argentine have increased considerably, particularly that of air express. Shipments of lobsters and heavy baggage are carried from Santiago to Mendoza, and shipments of magazines, radio material and skins are brought back. As much as 763 kilos of magazines have been carried in a single plane. These shipments are composed of the well-known Argentine magazines, "Para Ti," "Maribel," "El Hogar," "El Suplemento," "La Novela Semanal," "Billiken," and "Graficos."

We congratulate Radio Operator L. Del Sante, operator-in-charge of the Arequipa radio station, on his interest in meteorology and the splendid article recently written by him on this subject on the conditions in the vicinity of his station. We wonder why other operators do not follow his example.

Certain subjects seem to arouse curiosity down the lines and we are printing them here just as they are passed on to us in the hope that somebody can help us out:

We wonder why Haney failed to bring back a bride from his recent vacation after his previously declared intent to do so?

We wonder how P. Abadia of the La Cumbre station likes all the snow they are having down there and if he has to dig his way out every morning?

We wonder if William Craig Brown is not also doing the same thing on the sly?

We wonder if our percentage of two-way communication with planes will be higher in 1934 than it was in 1933? (It is, so far.)

We wonder how a piece of machinery runs on and on forever? (We have in mind a motorcycle belonging to a certain radio service man at Las Palmas.)

We wonder who the young lady is that meets Mr. Cobian, our communications statistician, each afternoon just outside the office?

We wonder why Operator E. Vargas in charge of the Tacna station, is so anxious to get transferred back to Lima? (Blonde or brunette?)

We wonder if Kahl is still the inspiration to senioritas in Mendoza that he formerly was?

We wonder where Mr. Redden (C.Z.) has his hair cut in the new 1934 style and why he wishes to change his sign from C.Z. to C.M.?

We wonder why Gillette, Pursley and Richmond are going around looking at furnished houses with "For Rent" signs on the doors when each has nice bachelor quarters?

Mr. Louis Vogeweid is the latest addition to the Lima office personnel.

IN BROWNSVILLE



Mr. Harold J. Roig, Vice-President of W. R. Grace and Company, upon his arrival in Brownsville from Mexico City on September 6th.

Several important visitors have arrived in Lima aboard Pan American-Grace airliners in recent weeks. Among them is Charles B. Driscoll, well-known novelist and an authority on pirate stories. During his two days in Lima he was introduced to several prominent local writers and visited archaeological museums and historical centers.

Another visitor of note was Basile Luyet, professor of biology at the University of St. Louis, who is eminent in the field of science both in Europe and America and a member of the committee "against war". Mr. Luyet met several of the professors of San Marcos University here, from whom he received data concerning biological studies in Peru.

Other visitors of note were Daniel Carpio, who has twice held the swimming championship of South America at the Buenos Aires Olimpiadas; Dr. Luis Cuneo Harrison, Peruvian Introdutor of Ambassadors; and Fernando Wiese, one of the foremost business men in Peru, being president of the Bolivar Hotel, Wiese & Co.

NEW YORK NOTES



Miss C. V. Ulrich of the Accounting Department has just completed her sixth year of service with the company. Miss Ulrich joined the organization the first week in October, 1928.

R. C. Lounsbury of the New York Traffic Department left on vacation September 24th.

General Traffic Manager V. E. Chenea has returned to the office after a recent throat operation and an absence of several weeks. He claims to be feeling fine but we notice he is very careful not to shout at anyone.

W. I. Van Dusen, Director of Public Relations, has returned to the New York office after a vacation spent in "seeing Pan American" in the countries of the Caribbean.

Miss Althea Lister (née Murphy) left for a two weeks' vacation on September 21st. "Jerry" says it's now too cold to go swimming so she's just going to stay home and sleep.

Attorney David E. Grant is teaching a post graduate course in law two nights a week at New York University this year.

What with everybody in the New York offices buying candy the other day (a bargain—3 pounds for a dollar) and the two boxes of apples somebody sent to Mr. Gledhill, Chief of the Purchasing Department and Chief Engineer Priester, the mailing room department had an awful stomach ache last week. The boys weren't the only ones noticed munching apples and gobbling chocolates, however.

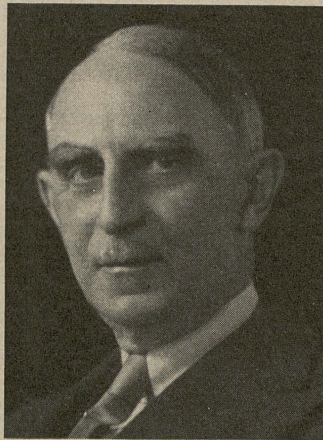
Miss Rose Johnson, receptionist on the 59th floor, is another one of these girls who goes in for aviation in a big way. She is studying aeronautical engineering four nights a week at New York University.

Miss Eileen Price of the Engineering Department, received a gorgeous box of flowers the other day from someone. We understand she had an engagement in town that evening and almost wished the bouquet hadn't been so big after she carried it around for five or six hours, before finally reaching her home.

Mr. Homer Lyon is a recent addition to the traffic department in the New York ticket office.

Miss Katharine Garner, receptionist on the 57th floor of the executive offices, spent the week of October 1st to 9th on vacation.

COMMENDS PAA



DR. G. L. GRIER

NEW YORK.—In a letter to District Traffic Manager C. A. Boilod of Pan American Airways, Dr. G. Layton Grier of the L. D. Caulk Company expressed his appreciation of the courtesy of Pan American personnel and his confidence in safe, regular service during his recent twenty-five-thousand-mile flight through Central and South America.

The purpose of Dr. Grier's flight was to observe dental conditions of the countries which he visited and study plans for the greater development of business and closer relationship between the dental trade of South America and the United States.

"I have learned that new and faster planes are being placed into service on the Pan American system which will add greatly to the comfort of the passengers as well as cut the time between the important cities. This surely is a great step forward in your system," Dr. Grier said. "We don't realize, or even begin to realize, here in the United States, how rapid and extensive has been the progress in the South American countries in the last ten years. Through the use of the Pan American system the development and relationship can be materialized more promptly than in any other way."

Dr. Grier commented not only on the courteous treatment he received while aboard planes, but also at the various airports. "The attention shown was as great as could be expected under any circumstance and I can assure you that it was a delight to meet and know such a well-trained organization," he said.

Assistant District Communications Superintendent Ulloa, Mexico City, visited Tapachula and Minatitlan on an inspection trip recently.

SAN JOSE STAFF
BUSY PREPARING
FOR NEW PLANES

Main Runway Widened and Extended 500 Feet—Resurfaced for High-Speed Liners

EVEN WEATHER HELPS

Other Changes Also Being Made to Improve Handling of Passengers and Public

SAN JOSE.—The Santana Airport personnel and a large crew of laborers, all under the direction of the inexhaustible Airport Engineer Vasquez, have been working the past six weeks widening the east-west surfaced runway 50 feet and lengthening it 500 feet. The additional surfaced runway has been deemed advisable to accommodate the new 200-mile-per-hour Douglas planes which are to be put into service on the Western Division.

The new surfacing was accomplished in the same manner as the present surfaced area. A course of six to ten-inch volcanic rock was laid down by hand. The high corners of these stones were then broken off with sledge hammers and the layer rolled to obtain a level surface. Then a two or three-inch layer of fine rock of the same material was spread and rolled into the remaining openings between the large stones.

The class of volcanic rock used macadamizes exceptionally well with sun and rain and rolling. Bermuda grass is then set on the surface and after a time the famous "Odell-hardpan" surface is obtained, being a false substratum of macadam rock supporting a grass sod.

The work was rushed in order to take advantage of the unprecedented dry weather during July and August. Due to the very fortunate break in the weather, more than 40% of the expected cost of the work was saved.

In addition to the enlargement of the surfaced runway at the airport, the personnel have been making various alterations and improvements to the station terminal building in order to accommodate the ever-increasing public use of the airport and to aid in the rapid clearance of new flying equipment which is expected to be operated through that airport within a very short time.

The concrete loading platform has been made wider and longer and the gasoline hose pit relocated in order to service both Ford and Douglas planes with the greatest efficiency. A very decorative folding gate has been installed in the center of the parapet wall around the porch through which outgoing passengers will pass in the future, thus avoiding a certain amount of confusion which existed before.

The airport manager has also proposed the cutting of a new door in the custom room to facilitate handling of baggage, and other alterations.

HERE COMES
THE BRIDE

The marriage of Flight Mechanic F. C. Martin to Miss May Carroll, sister of Communications Superintendent H. L. Carroll, took place in Rio de Janeiro on Saturday, July 14.

Trafficman Seagle L. Bishop of the Panama City office and Miss Mussetta Holland of Houston, Texas were married on July 7th. The couple spent a brief honeymoon in Cristobal before going to Panama City, where they intend to make their home.

The marriage of Robert Sanders, of Lima, to Miss Katherine Korman of Brookline, Massachusetts, took place recently.

During July Miss Dorothy Brooks of Stratford, Connecticut became the bride of R. W. Beecher, aircraft inspector for the Glenn L. Martin Company. Mr. and Mrs. Beecher are at home at 7041 Dunbar Road, Dundalk, Maryland.

Raul Besteiro of the Brownsville Stockroom Department received a knock-out at the hands of Cupid and now belongs to the ranks of married men.

Operations Section Superintendent Harry Rammer of Cristobal was recently married to Miss Katherine Harper of California.

Div. Golf Title Claimed for Powers
Reduces Score by Increasing Sales

SAN JUAN. — They say there is more than one way of skinning a cat—so perhaps there is more than one way of winning a golf championship. Anyhow, here are the reasons put forth for the nomination by the Caribbean Division of Section Superintendent Frank P. Powers for champion golf player of the entire Pan American Airways System, which is quite an order, by the way.

In the first place, during the recent aerial circuit of the West Indies and South America by international golfing stars, Gene Sarazen and Joe Kirkwood, Mr. Powers came within two strokes of winning a 9-hole match from the latter. The medal score was: Kirkwood 35—Powers 36.

But that is only half of Mr. Powers' claim to championship. While falling just short of capturing the famous Scotch golfer's scalp, Mr. Powers was

Better Look Out for Ida
SOS Warns Biggers

NASSAU.—Just to show you some of the things a Pan American Airport Manager has on his mind sometimes, here's a letter that was waiting for Nassau Airport Manager Hope Biggers the other morning when he got to the office:

"the hereplain office dear sir I have a letter from Ida gailor she say she is coming the last of the mont but I dont beleave it because her sister is broadcast it that she is going to miami but she only going to in miami 2 or 3 day in miami. She is going up nort so it make be to beleave that she is going up nort do please to be up to her her sister say she is going to miamia next week so look out for her Eliza Malcolm."

Apprentice George B. King was married in Miami in July.

Rafael Kerr, veteran purser of the Caribbean Division, and Senorita Luz Maria Pamiás of San Juan were married recently.

Miss Margaret Hayes of the Cristobal Operations Office recently married Mr. Milford Franks, principal of the Cristobal High School. Miss Hayes has been with Pan American Airways for the past three years.

Mr. Floyd Duffey of the Brownsville Communications Department was married on September 4 to Miss Juanita Reece. They will make their home in Merida where Mr. Duffey will act as co-pilot on the Merida-Salvador run.



successful in bagging a traffic income of \$1,800 for Pan American in connection with the Sarazen-Kirkwood 16,000 mile trip. He originated the idea of the international golfing tour, contacted Mr. Sarazen personally while he was in Miami on a vacation trip, and carried through the initial negotiations which were later consummated through the cooperation of division traffic managers.

So you had better think twice before you send a golf score to challenge Mr. Powers' championship.

VACATIONING



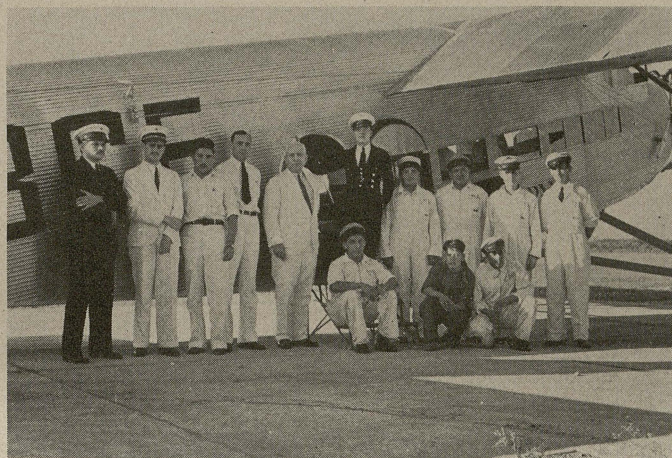
Traffic Representative S. L. Bishop and Mrs. Bishop of Panama City who are spending a month's vacation in the United States. They will visit in Houston, Ft. Worth, Dallas and New Orleans.



OUR MERIDA STAFF AND THEIR STATION



Above, the recently dedicated passenger terminal at Merida, Yucatan. Below, the traffic department and airport personnel: front row, left to right, Francisco Garcia, Jose Sanchez and Antonio Ramos; back row, R. Medina, M., J. C. Camara, Ruben Valdex, Ernesto E. Guerra, H. Santacoloma, Pasceral Gutierrez, Pedro Pacheco, C. I. Kesler, Lauro Cano.



Machinist Oscar Colberg of the Brownsville Overhaul Department, is the proud father of a 5 pound baby boy.

Conchita is the name of the new baby girl at the home of Section Communications Superintendent Jose A. Cuevitas and Mrs. Cuevitas of Mexico City.

Radio Operator J. Santiago Gastelum and Mrs. Gastelum are the parents of a new baby daughter, Aida.

A 4th of July baby boy was delivered safe and sound, to Mr. and Mrs. Gaspar Leal Maldonado of Mexico City.

Division Operations Manager Thomas J. Kirkland at Cristobal, can only be reached at his office these days by braving a billowing barrage of cigar smoke emanating from the group of incredulous listeners who are being familiarized (with sound effects) with the antics of his new son, Thomas Venables, born May 31st.

MIAMI. — The international character of the passengers traveling over the international air lines is shown by the following radio message received yesterday at the Miami office of Pan American Airways from Pilot Leo Terletzky aboard Commodore ship NC-664M en route between Paramaribo, Dutch Guiana and Cayenne, French Guiana:

"FOLLOWING EIGHT PROMINENT MERCHANTS PARAMARIBO ARE ON BOARD STOP JONG A PIN COMMA LEI TEN COMMA CHIN JIEN STOP FAT HO JING STOP YUEN LEI CAM STOP SIEM TJAM LIEUW STOP NIOERI LIEN AND CHIEN CHI ON."

Flight Mechanic J. M. Saucedo of Rio, is the father of a baby daughter, Esther.

Mr. and Mrs. Alvaro Guzman are the parents of a new baby boy. Mr. Guzman is a member of the Brownsville accounting department.

Radio Operator Agnello Souza and Mrs. Souza of Florianopolis, announce the birth of a daughter, Zenaide.

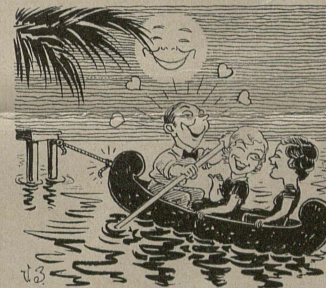
Mr. and Mrs. C. W. Winter, Jr. are the parents of a baby boy, C. W. III, born July 30th. Mr. Winter is in the Communications Department at Miami.

When Moonshines Over Maracaibo Lake, Love-or Sumpin - Sails the Boat

MARACAIBO. — The full, bewitching June moon cast its silvery beams down upon the rippling waves of Lake Maracaibo while a gentling breeze quietly swayed the tall palms that lined the shore of Pan American's airport at Maracaibo. It was a truly romantic setting and not even husky, enigmatic H. L. Drake, relief radio operator, (he of the serious and dignified mien) was proof against its entrancing charms.

A Star Boat provided additional incentive and the timely informal visit of two dark-eyed and likewise enchanted pulchritudinous eye-filling friends was too much to be resisted. H. F. (Stub) Pippinger, station mechanic, was drafted as jibman, and the four were soon enjoying a delightful three-hour's sail, with the cool breeze fanning their faces and Skipper Drake nonchalantly accepting the adulatory compliments of his fair companions on his skill as a yachtsman.

But all things must come to an end, and on returning to the airport Drake generously volunteered to paddle the canoe in transferring the adoring señoritas from the Star Boat to the airport pier. Stubby was left on the yacht to stow the sails and swim ashore, while paddler Drake, with the damsels aboard, shoved off for the pier with a magnificent sweep of his glistening paddle. The pier was only thirty yards away—just a few strokes, and Drake made



for it. He paddled—and he paddled, and he paddled, for ten minutes, but still the pier was as tantalizingly far ahead as ever. Beads of perspiration dropped from his broad brow and his muscles feebly protested, but he paddled again in sheer exasperation with only the swish-swish of his strokes puncturing the stillness of the night. What was the trouble? Why can't I make any headway? And what is causing Stubby's uncouth and mocking laughter?

He turned around, (possibly to give a position report to the now giggling señoritas) and—away dropped dignity.

The canoe's tow-rope was still fast to the yacht; the yacht was firmly anchored to the bottom, and Stubby was rolling on deck in vainly suppressed paroxysms.

Nor was Stubby the only one. The señoritas (no longer so adoring) were shrieking with impolite mirth, the big moon high overhead, was grinning perceptibly, and just beyond the pier a Maracaibo Nightingale (burro to you) loudly brayed his derision.

As Alligator Passes In to Birthday Party Mother and Maid Pass Out

NEW YORK. — "David, I can't think of a thing to get our son for his birthday," said Mrs. Grant to her husband one morning. "He has so many things already, and it is so hard to please him."

"Don't worry about it dear," replied resourceful Pan American Attorney David E. Grant. "He'll think of something interesting to get for himself."

When the gift package came some weeks later both Mrs. Grant and her husband were curious to know what it contained. The boy came running into the house with his dog and began forthwith to open the box—it was so strange looking, it *couldn't* be candy, thought Mrs. Grant. After much fussing, Bobby Grant cautiously cut the cord while Anna, the maid, peered surreptitiously in the door. The last wrapping was removed when Anna gave one shriek and started down the hallway, bumping into Mr. Grant.

"It's a monster, in there—" she gasped and fled on, panting as she went.

Much perturbed Lawyer Grant rushed into the room. Mrs. Grant lay stretched out in a chair, with Bobby Grant regretfully fanning his mother while looking, with a joyous gleam in his eye, at the spectacle of a "baby" alligator



two feet long with its jaws firmly clamped on his dog's snout.

"What is it, David?" faintly breathed Mrs. Grant on seeing her husband.

Lawyer Grant burst out laughing. "Why it's his own birthday present. Nothing but a baby alligator, dear, and too young to hurt anything," he hastened to add, while disengaging the pup's nose from the enemy grasp.

"But of course we won't keep it," said Mrs. Grant firmly, reviving somewhat.

"Aw, gee, Mom, I'll keep him in the basement, honest. And he can't hurt anybody."

"Either that monster goes, or I go," said Anna in the doorway with her hat on the back of her head, and one hand in the sleeve of her coat.

Lawyer Grant's eloquence prevailed, however, and Anna

New Airport Restaurant Wins Wide Popularity

MIAMI.—The distinctive restaurant in Pan American's new terminal building at the international airport is proving to be quite popular, not only with passengers, but with local people and even hotel men.

M. F. Whelan, vice-president and manager of the Dallas Park Hotel in Miami, wrote as follows:

"A party of us enjoyed a delightful dinner at your new restaurant. We were all amazed at the food, the service, and especially the set-up of the kitchen."

During the first month of operation a total of 5,800 meals were served.

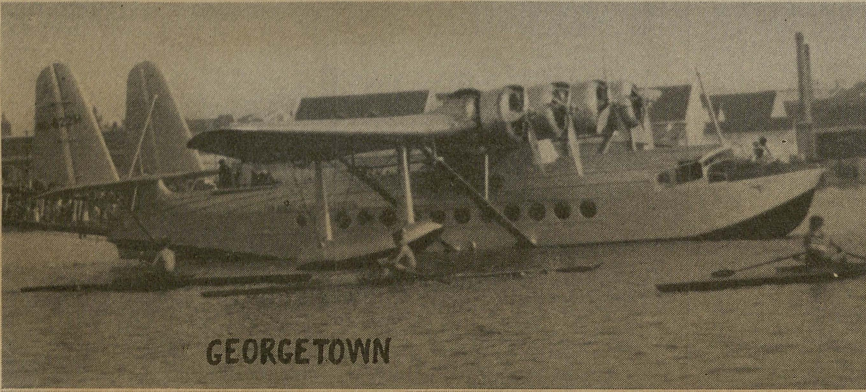
Miss Janet Rankin of Mendoza, Argentina, flew to Rio de Janeiro about the middle of June where she was met by Brazilian Division Meteorologist Willard R. Newsome.

The following day, Saturday, at 2 P. M., Miss Rankin became Mrs. Newsome and Mr. Newsome the happiest of mortals.

and the alligator both stayed, much to the joy of the young member of the family, who is now negotiating for a pet monkey.

PAN AMERICAN AIR WAYS

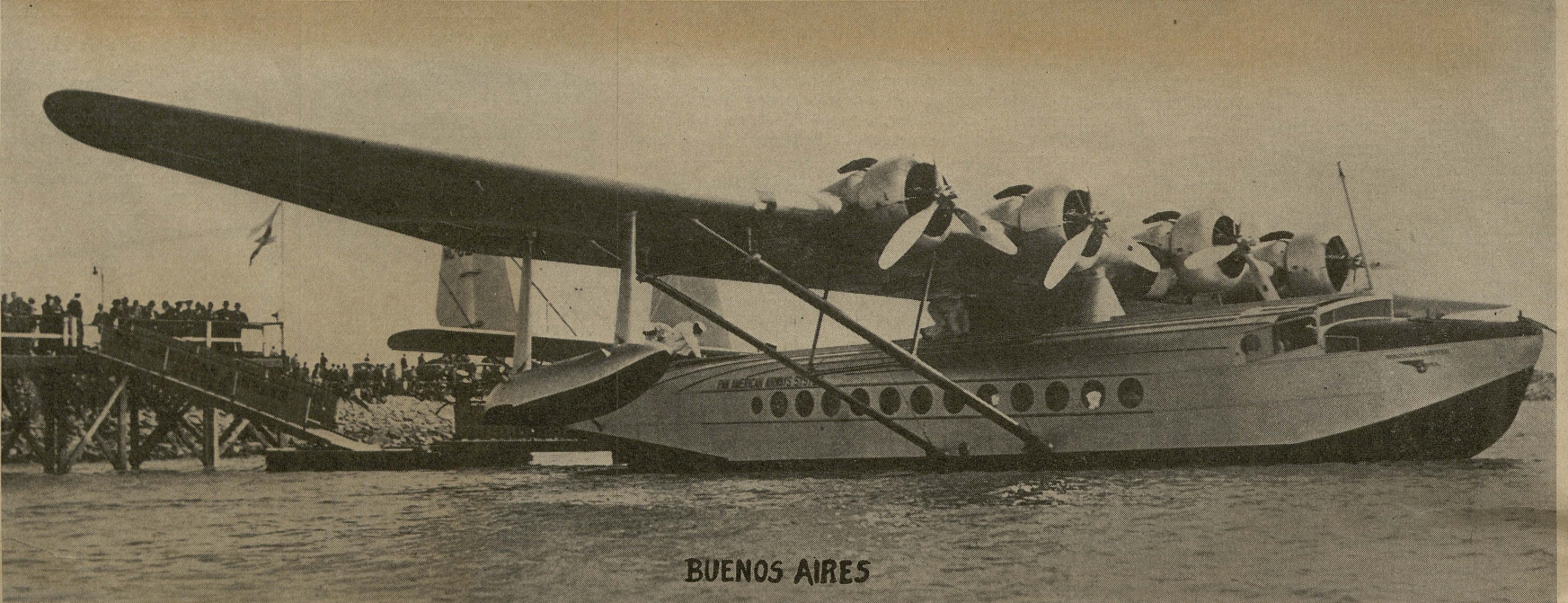
ALONG THE EASTERN TRUNK AIRLINE WITH THE BRAZILIAN CLIPPER ON HER RECORD FLIGHT



GEORGETOWN



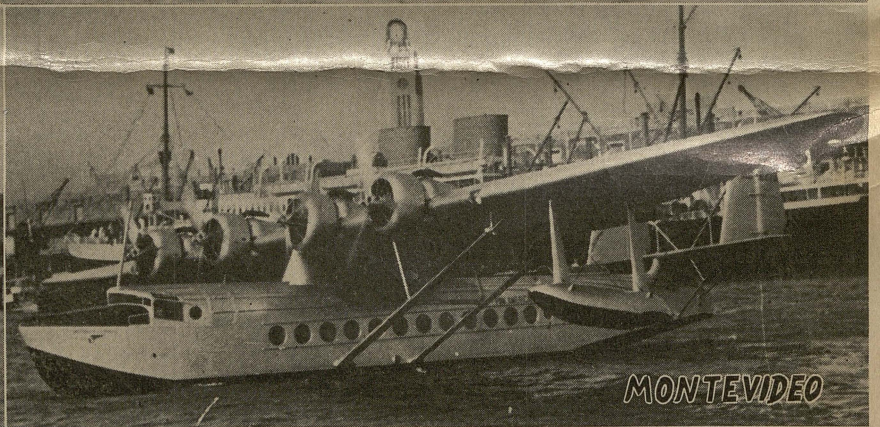
PARA



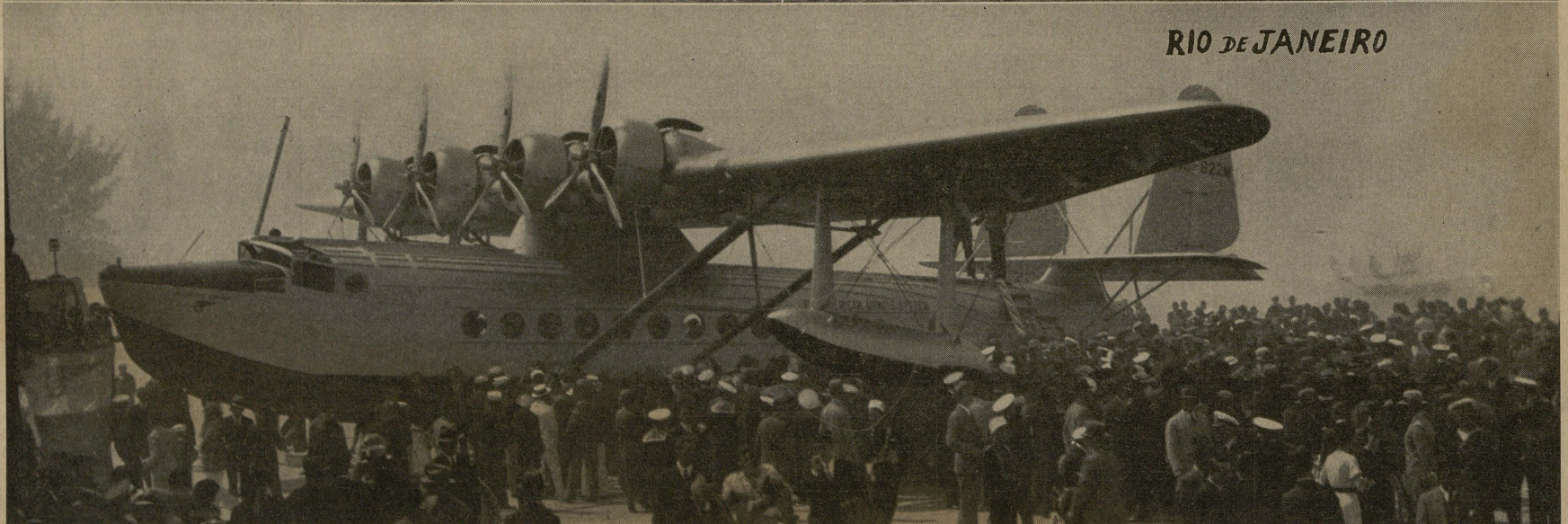
BUENOS AIRES



PARAMARIBO



MONTEVIDEO



RIO DE JANEIRO