

Wings Across The Seas

Today, ten years after a lone airman nursed his rickety airplane across the Atlantic to everlasting fame, huge airliners now wing. . .



The public turned out en masse as the big Britisher was prepared for her U.S. debut.

LONG before the Pacific, Juan T. Trippe wanted the Atlantic. But Trippe's far-sighted plans for his Pan American Airways were successfully stymied by "competing" foreign nations (England, Portugal, et al.). So, instead of devoting his major energies toward overcoming the Atlantic pitfalls, Trippe turned his company westward.

With Pan American's success in Pacific operations assured, Trippe again turned to the Atlantic. By this time Portugal had agreed to give the Americans landing rights tentatively planned at the Azores and possibly Portugal itself. This was—and probably will be—the summer route of the trans-Atlantic airliners of England and America. Britain, meanwhile, noting the success of the Americans in the Pacific and the willingness of the Yankees to cooperate on the Atlantic, gave in, that is, to the extent that landing rights on British territory would be granted if, in turn, the Americans would grant the



A few short hours and the first of His Majesty's ocean-spanning airliners gracefully touched her hull on American waters. *Caledonia* is shown above at the end of her flight.

Englishmen the same privilege. Boiled down, it meant just what we are seeing today and what the photographs on this and the opposite page signify: the Americans must "cut in" the English or not fly the route at all.

When the agreement "cutting in" the British finally was closed, that country's air ministry immediately announced that orders for a large fleet of four-engined flying boats had been given to Short Brothers, famed old-time British airplane builder. The *Caledonia*, shown in the accompanying photographs, is one

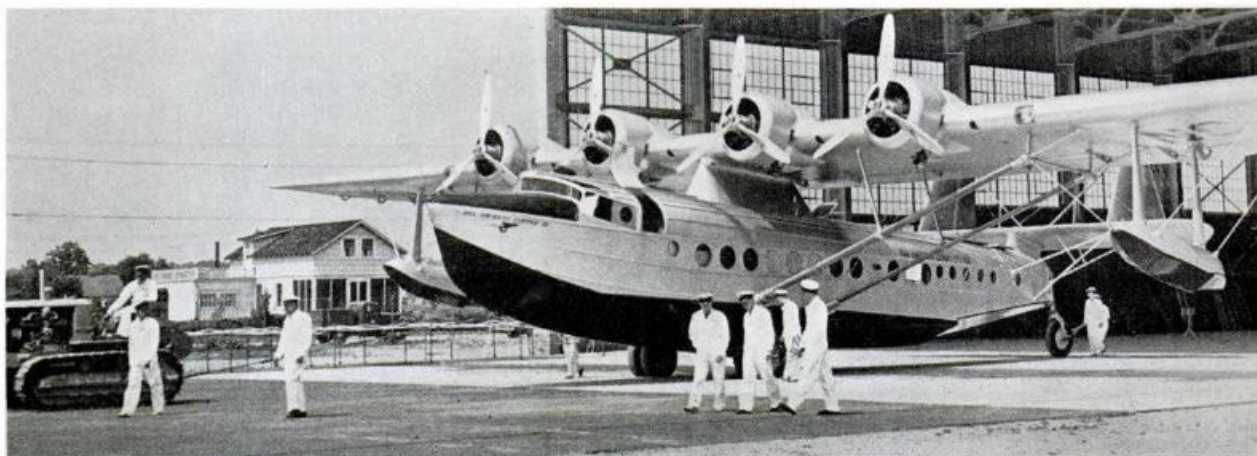
of the Short Empire boats, as they are technically known.

But, though the British were entering a virgin field by comparison to Pan American, the Americans already had had years of experience at long-distance over-water flying. Nonetheless, the Americans were forced to hold up their long planned flights to Bermuda and England until the Short boats could be completed. If it hadn't been for these delays, the Americans could have been flying the Atlantic three years ago.

(Concluded on page 66)

Meanwhile, America's role in this historic aerial drama was ably done by one of Pan American's reliable Sikorsky S-42B Clippers (below).

It was a Sikorsky like this that pioneered the Pacific, the route to New Zealand (soon to be opened), Bermuda and recently the North Atlantic.





"CALEDONIA" BY SHORT BROS.
The first British trans-Atlantic airliner salutes New York City after an uneventful inaugural flight from England.

Trans-oceanic

(Continued from page 30)

The service recently opened between Bermuda (British territory) and the United States also could have been in operation at least three years ago. But again Pan American was forced to wait for the government-subsidized Imperial Airways to get its Short boats. Consequently, the joint British-American service between Hamilton, Bermuda, and Port Washington, N. Y., was officially opened just last month.

The Short and Sikorsky "competitors" on the Atlantic line compare almost equally. But the American ship has the edge on the Short boat in its standard cruising range. Where the Sikorsky has a range of 1,220 miles, the Short boat has a standard range of 730 miles. However, special fuel tanks were installed in *Caledonia* for the Atlantic flights.

END

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Aviation Clubs

(Continued from page 44)

the instructor did not think the member was capable of handling the plane very well in such weather he would refuse to let him go up and the member was allowed no complaint.

After the first few months, the records were checked and it was found that the actual expenses for gas and oil on the plane was 70 cents an hour. This left 80 cents out of each hour's flying which went to pay hangar rent, overhauls, and to set up a depreciation fund. This gave a safe margin for anything unexpected that should come up.

While making an out of town trip the member using the ship would pay 70 cents an hour instead of \$1.50, but he furnished his own gas and oil. Only members with a private license were allowed to make a trip cross country unless accompanied by the instructor.

If the airplane was damaged while operating from the local airport in accordance with the club rules, the member operating the craft at the time was to be charged \$25 and if the cost of

repairs exceeded that amount, the excess was divided evenly among the other members. However, if the damage occurred while the member was making a cross-country flight, or while breaking any of the Department of Commerce or club rules, then the member was liable for the entire amount.

After one year of operation, a check of the records showed that the club had logged better than 300 hours; had paid for the plane in full; had soloed nine members; owed no bills and had a nice balance in the treasury. That is a record to be proud of, but the same thing can be done by any ten people who want to fly but cannot afford their own ship.

There are only a few rules to follow in putting a flying club over. First, get a group of fellows who are congenial and who are not the type to take chances with the ship. Second, select an airplane that is easy to fly and operates cheaply. Third, get a conscientious instructor who will treat your plane as though it were his own. Fourth, make your by-laws strict enough that you won't have to worry about some member cracking up the ship.

And lastly, make your meetings interesting enough to keep the members enthusiastic about flying. If you will do these things, then you too may have a successful flying club and enjoy the ownership of a modern safe airplane at ten dollars a month.

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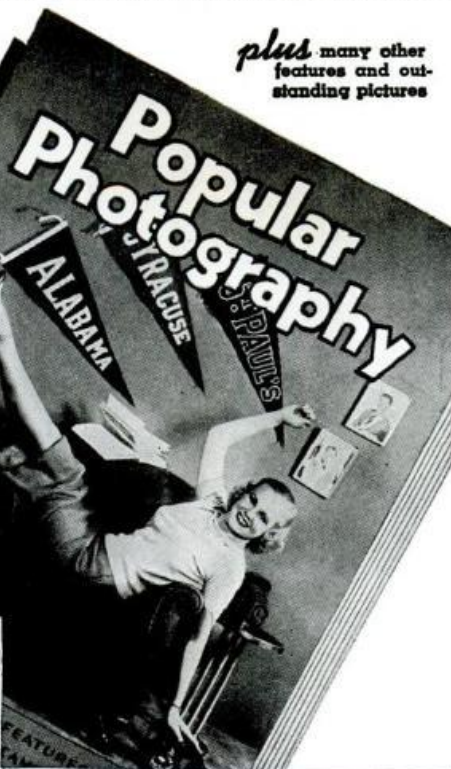
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