

# 2 AIR LINES FLY REGULAR TRIPS OVER ATLANTIC

Use Summer and Winter  
Routes to Europe.

## Two Break Record

New York, July 22 (Special).—Two American Export Airlines Flying Aces today broke the old commercial air line record for a transatlantic flight from Foynes, Erie, to New York. First to arrive was the plane piloted by Capt. Edward A. Stewart, which made the 3,040 mile flight in 17 hours and 57 minutes' flying time, clipping 19 minutes from the old record. An hour later, Capt. Robert J. Hixon set his plane down in the terminal, making the same flight in 18 hours and 7 minutes. The eastbound record is 15 hours and 30 minutes, set April 17.

BY FRANK STURDY.

[Chicago Tribune Press Service.]

New York, July 22.—Two American air transport companies are operating regularly scheduled passenger, mail, and cargo service over the Atlantic between La Guardia field in New York and bases in Great Britain. Despite war imposed handicaps and equipment shortages, they are setting records.

The four engined flying boats of Pan American Airways and American Export Airlines are flying commercial routes under certificates issued by the civil aeronautics board, but everything they carry is under high government priority. Not until after the war will ordinary travelers be permitted to use the improved service of which the present operations give only a hint.

Between the two lines, there are almost daily arrivals and departures from the La Guardia base. The regularity of schedules depends on the weather, which also dictates different routes in winter and summer. The flying boats cross in the middle and South Atlantic in winter to avoid the ice, high winds, and storms of the northern route.

### Disclose Bases and Routes.

The army and navy now permit publication of the bases and general routes flown by both companies, altho flight lines and altitudes are kept secret, as are times of arrival and departure.

These are the routes:

**Pan American Airways:** Summer—New York, Shediac, Botwood, Foynes, both eastbound and westbound. Winter, eastbound—New York, Bermuda, Horta [Azores], Lisbon, Foynes; westbound, Foynes, Lisbon, then a secret base in Monrovia, Natal, Port of Spain, Bermuda, New York.

**American Export Airlines:** Summer—New York, Botwood, Foynes, both eastbound and westbound. Winter, eastbound—Nonstop, New York to Foynes; westbound—Foynes, a secret base in North Africa, Bathurst, Trinidad, New York.

### Flying Time Varies.

The number of hours actually in flight and elapsed time from New York to Foynes varies considerably between Pan American and American Export because of a difference in the size, range, and speed of their flying boats. Pan American has four Boeing 314s, the Clipper types, with a gross weight of 84,000 pounds each on the Atlantic routes. They are physically larger than American Export's two Vought-Sikorsky Flying Aces, weighing 60,000 pounds each, but do not have as great range.

Consequently, in the winter, when Newfoundland freezes up and operations are stopped, Pan American flies the eastbound trip by way of Lisbon. American Export, at some sacrifice of pay load for fuel, bypasses Newfoundland and makes Foynes nonstop.

The elapsed times on each line for each season, as distinct from actual hours in flight, between New York and Foynes, are:

#### SUMMER.

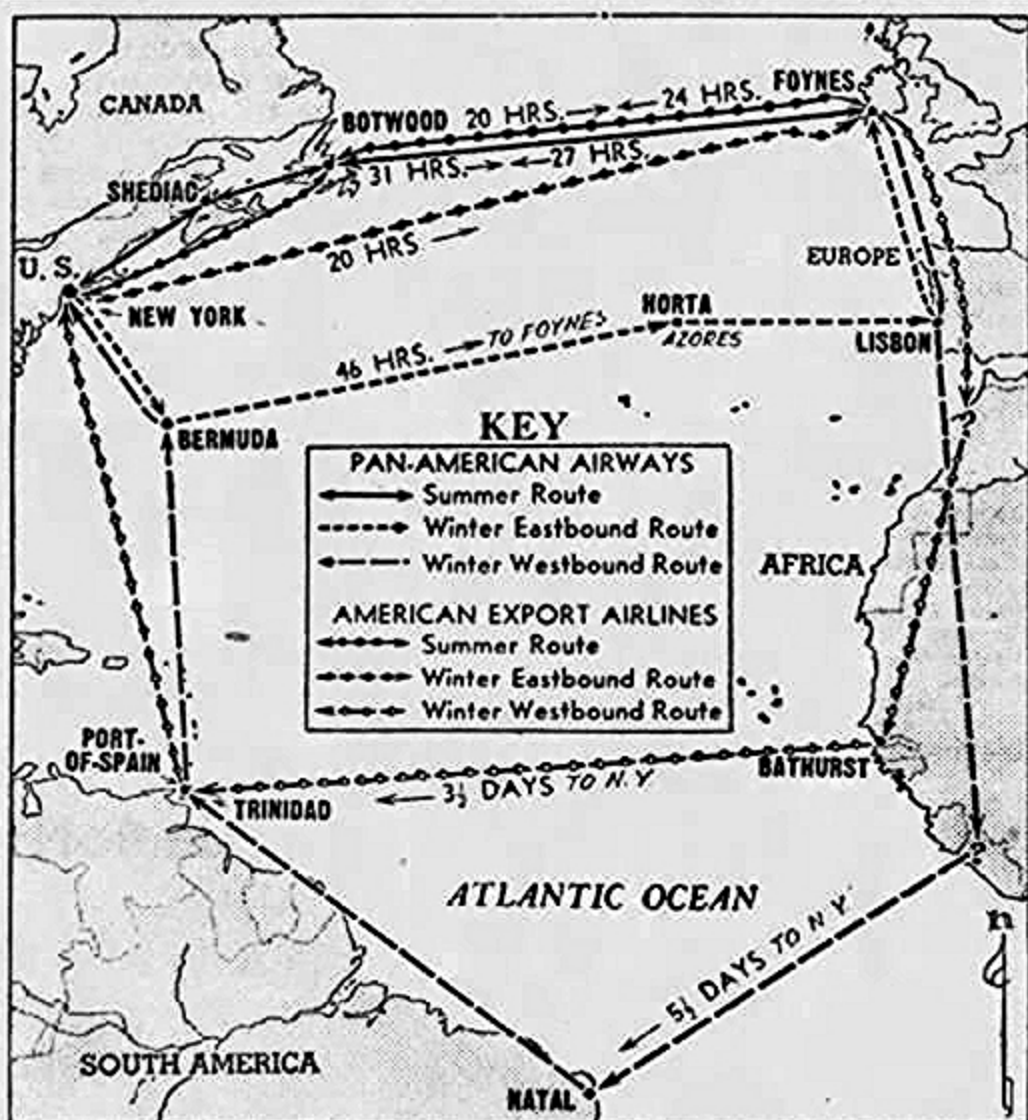
	Eastbound	Westbound
American Export...	20 hours	24 hours
Pan American.....	31 hours	27 hours

#### WINTER.

	Eastbound	Westbound
American Export...	20 hours	3½ days
Pan American.....	46 hours	5½ days

These figures indicate that a speedy crossing of the Atlantic is possible only under flyable weather

## Trans-Atlantic Routes of 2 Air Lines



Summer and winter routes of two regular lines now flying Atlantic.

conditions. Storms so severe as to cause the big craft to return to their bases of departure and ground swells so severe that landings and takeoffs are prohibited interfere with the schedules of both lines. The advantage in this respect lies with American Export's longer range boats, which are able to fly around bad weather or bypass bases closed to operation.

Pan American's report of passengers, mail, and cargo flown across the Atlantic since the inaugural flight a few months before the outbreak of war in 1939 follows:

	Passengers	Cargo (pounds)	Mail (pounds)
1939 .....	2,066	3,248	114,350
1940 .....	4,103	2,633	440,578
1941 .....	10,236	16,596	673,793
1942 .....	22,963	3,134,955	1,324,184
1943 .....	15,819	1,956,263	832,086

Average eastbound passenger loads reported by Pan American on the north and middle routes are 10 to 15, and westbound, 8 to 12. On the southern route eastbound passenger loads are 10 to 15, and westbound, 20 to 25.

### Mail Record 13,000 Pounds.

Pan American's record mail load was 13,000 pounds, its heaviest cargo, 7,500 pounds. The largest number of passengers carried was 51, plus a crew of 10, on the 1,860 mile leg from Brazil to a base in Liberia.

American Export has not announced the number of crossings it has completed or the passengers or amount of cargo carried since it started flights in June, 1942. Recently, however, one of its boats arrived at New York with 12,000 pounds of mail, in addition to other cargo.

From June, 1943, to June, 1944, the line's passenger miles flown increased 99 per cent. A passenger mile is a statistical term, meaning one passenger flown one mile. The increase, therefore, does not necessarily apply to the actual number of passengers carried. The second year showed a 294 per cent increase in cargo pound miles.

### Passenger Fares Similar.

Passenger fares on the two lines are the same for similar routes, an arrangement requested by the civil aeronautics board as a war time measure. They are: New York to Foynes, \$525 one way, with a 10 per cent reduction for a round trip ticket. From Foynes to London travelers are carried by a British line for \$47. Rates differ in the winter, when the two lines fly different routes.

Besides the operations described here under CAB certificates, both lines have contracts for operation over similar routes for the navy air transport service. These military services are for cargo and personnel, and the aircraft are military types. In addition, Pan American operates a trans-Atlantic route for the army air transport command, from Miami to Puerto Rico, Belem, Natal, Ascension Island, Accra, Maiduguri, Khartoum, Aden, Masarah, and Karachi.

Pan American, operating 98,000 miles of routes in 62 countries before Pearl Harbor, started its international air service in October, 1927, on a 90 mile course between Key West and Havana. Its president, Juan Trippe, negotiated landing agreements with countries in Europe and South America, beating

off or absorbing all competition and expanding in the Atlantic and Pacific until war stopped the line's commercial development.

### Export Founded in 1937.

American Export was founded in 1937 as a subsidiary of American Export Lines, the owner of a large fleet of vessels in trans-Atlantic service.

Before the CAB could complete hearings on the company's applications for routes to Europe, war blocked out the possibility of flying into France, Italy, and numerous other points.

The company was granted a certificate to fly between New York and Foynes in February, 1942.

The company's affiliation with the steamship line was fought thru the courts, resulting in January, 1943, in a CAB order that the air line company be separated from the ship line. October, 1944, eventually was set as the deadline for reorganization.

On March 23, 1944, A. N. Kemp, president of American Airlines, and W. H. Coverdale, president of the export company, announced signing of a contract under which American Airlines would acquire control of Export's air company. Hearings on it will begin Monday before the CAB in Washington.

