



BULLETIN

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IN LATIN AMERICA

The first group of more than sixty Brazilian pilots is expected to arrive at Miami tomorrow on the first of three special flights from Rio. Another group will probably arrive Sunday. The Eastern Division is setting up another series of three special southbound trips to carry Government personnel, the first due to depart Miami on Saturday.

During 1941, PAA traffic into and out of Buenos Aires totaled 14,420 - 7,458 arrivals and 6,962 departures over PAA and Panagra routes.

The recent Aruba evacuation flight from Maracaibo to Brownsville, which stopped only at Guatemala for refueling, was made with a special DC-3 defense load of 26,400 pounds, raising the standard provisional gross load by 1,200. Result was that 23 passengers were carried non-stop from Maracaibo to Guatemala, a longer hop than that from Miami to Maracaibo or from Miami to Balboa.

A volunteer First Aid Red Cross detachment of 25 men has been established for emergency and air raid duty in each building at Brownsville.

Reports from Rio on recent Condor accidents reveal that on February 25 a single-engined Junkers PP-CAP struck a tree while trying to land in the interior of the State of Maranhao, killing the pilot Cid

Brugger and injuring the radio operator. There were no passengers, mail or express aboard. The crash, on February 28, of a tri-motored PP-VAL VARIG plane between Porto Alegre and Rio - the first fatal accident in fifteen years of VARIG operations - was caused by an attempted return landing in the fog a few minutes after the takeoff. Four of the 21 passengers were killed and both members of the crew. Pilot was Harold Stunde, only non-native Brazilian in Brazil's commercial aviation. Co-pilot was Brazilian Bruno Wagner. Only schedule which Condor is now believed to be operating is weekly Porto Velho-Rio Branco service with single-engined planes over the worst jungle in Brazil.

ON THE ATLANTIC

Vice President James M. Eaton of American Export Lines announced that the company expects to begin a weekly non-stop service New York to Foynes service late next month, increasing to three or four round trips a week by July. It intends to refer to its 16-passenger Sikorsky S-44 flying boats as "Flying Aces." Trip to Foynes is expected to be made in seventeen or eighteen hours.

Progress of repairs on the Pacific Clipper, recently damaged at Bermuda and which returned to LaGuardia Field last Sunday, indicates that the ship will be back in service by tomorrow. All other transatlantic operations routine.

ON THE PACIFIC

During February, the two Clippers in transpacific service each were used an average of 9.9 hours per day. Together they flew 561 hours, covering 75,276 miles without releasing Maintenance standards in any way.