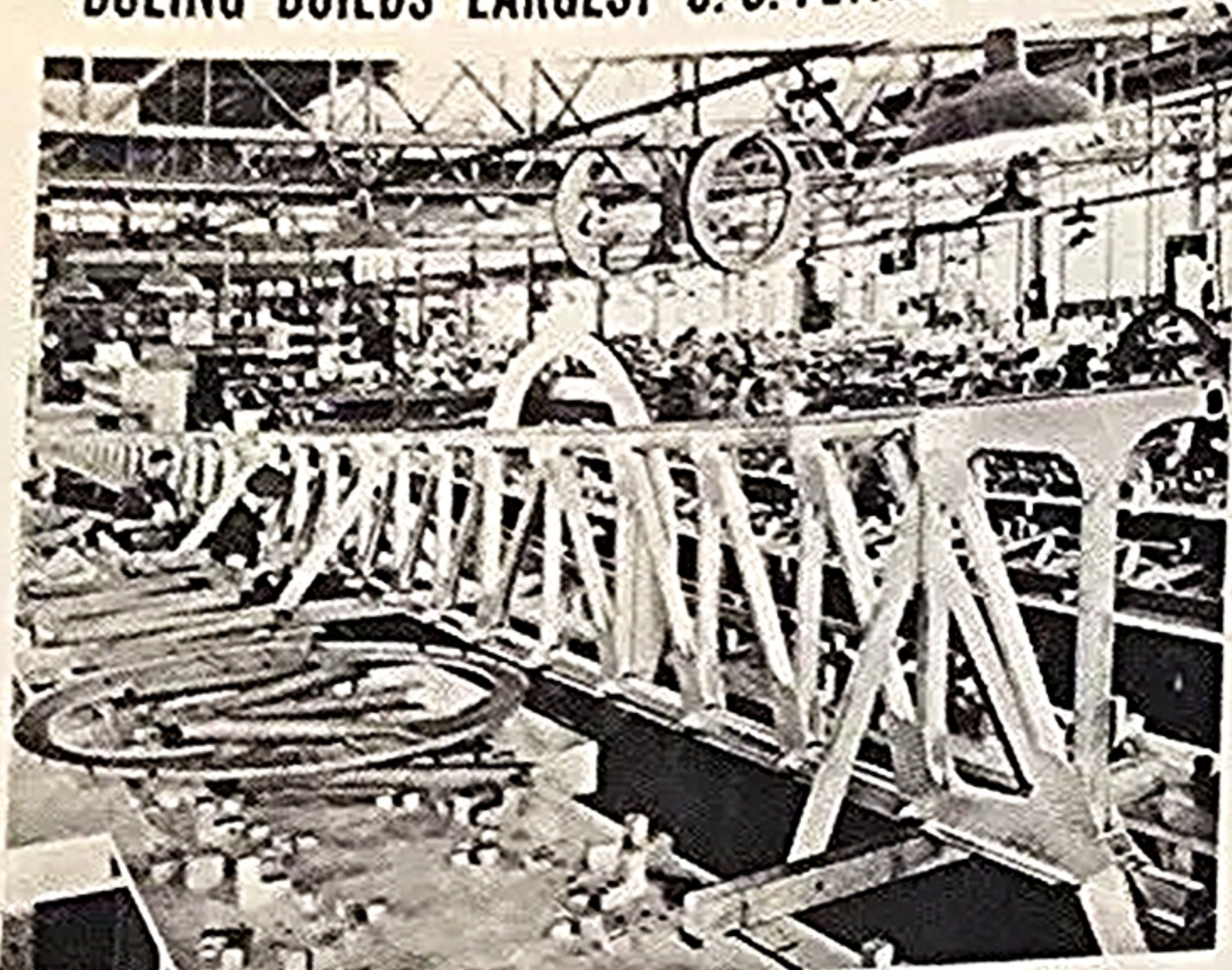


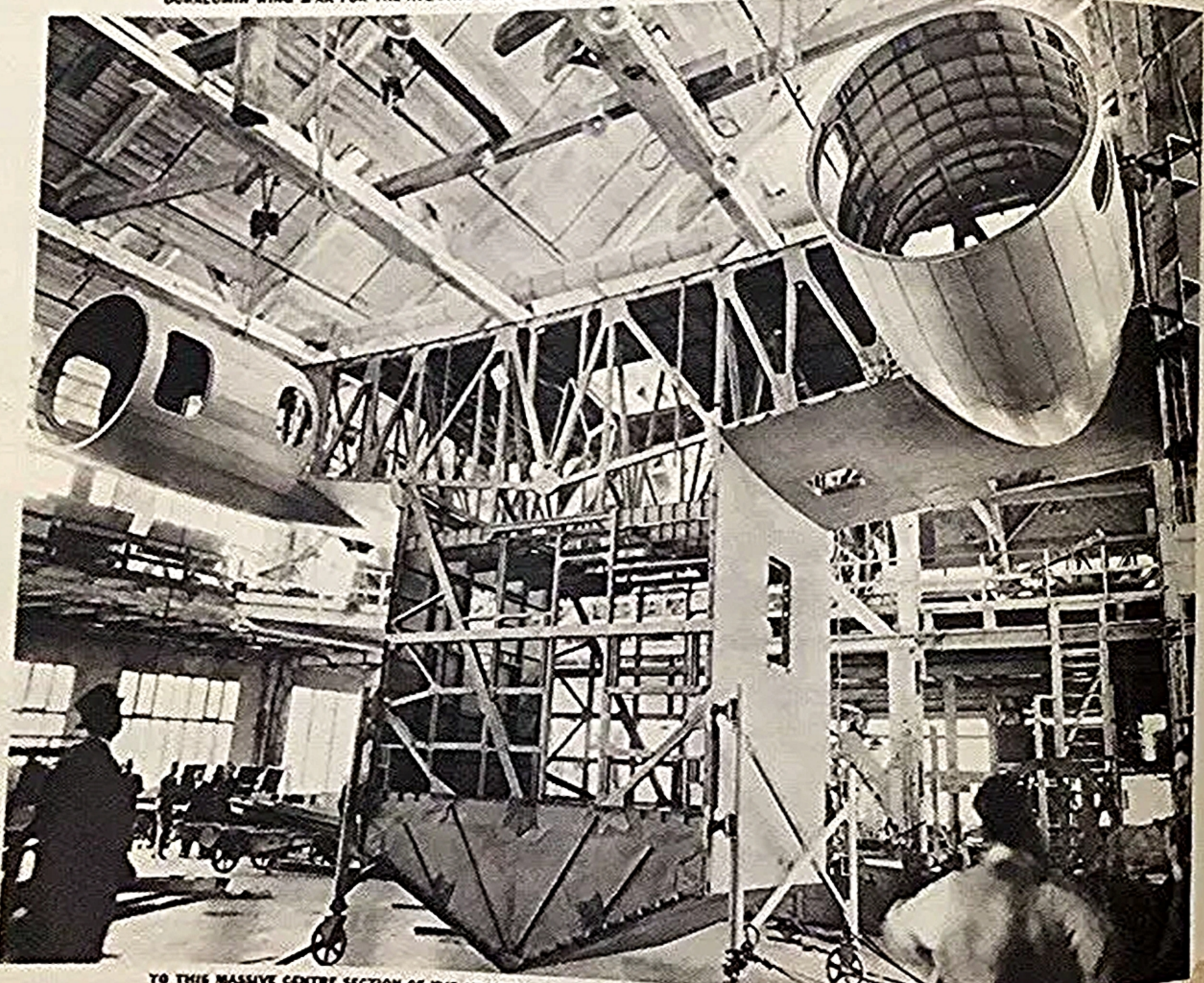
BOEING BUILDS LARGEST U. S. FLYING BOAT FOR TRANSATLANTIC SERVICE IN 1938



DURALUMIN WING SPAR FOR THE ATLANTIC CLIPPER IS 32 FT. LONG

For ten years intrepid aviators have lifted planes heavily loaded with gasoline, from European and American airports to swing them out over the Atlantic. Some reached their destination but many did not. Transatlantic flights are passing from the hands of daredevil prospectors to those of commercial operators. Next year unless all present signs fail you will be able to fly from New York to London in 24 hours for \$500. Responsible in the U. S. for this final step in oceanic flying are Pan American Airways, which will operate planes, and Boeing Aircraft Co. which is now constructing them. (Britain's Imperial Airways will operate a similar service—see LIFE, July 19.)

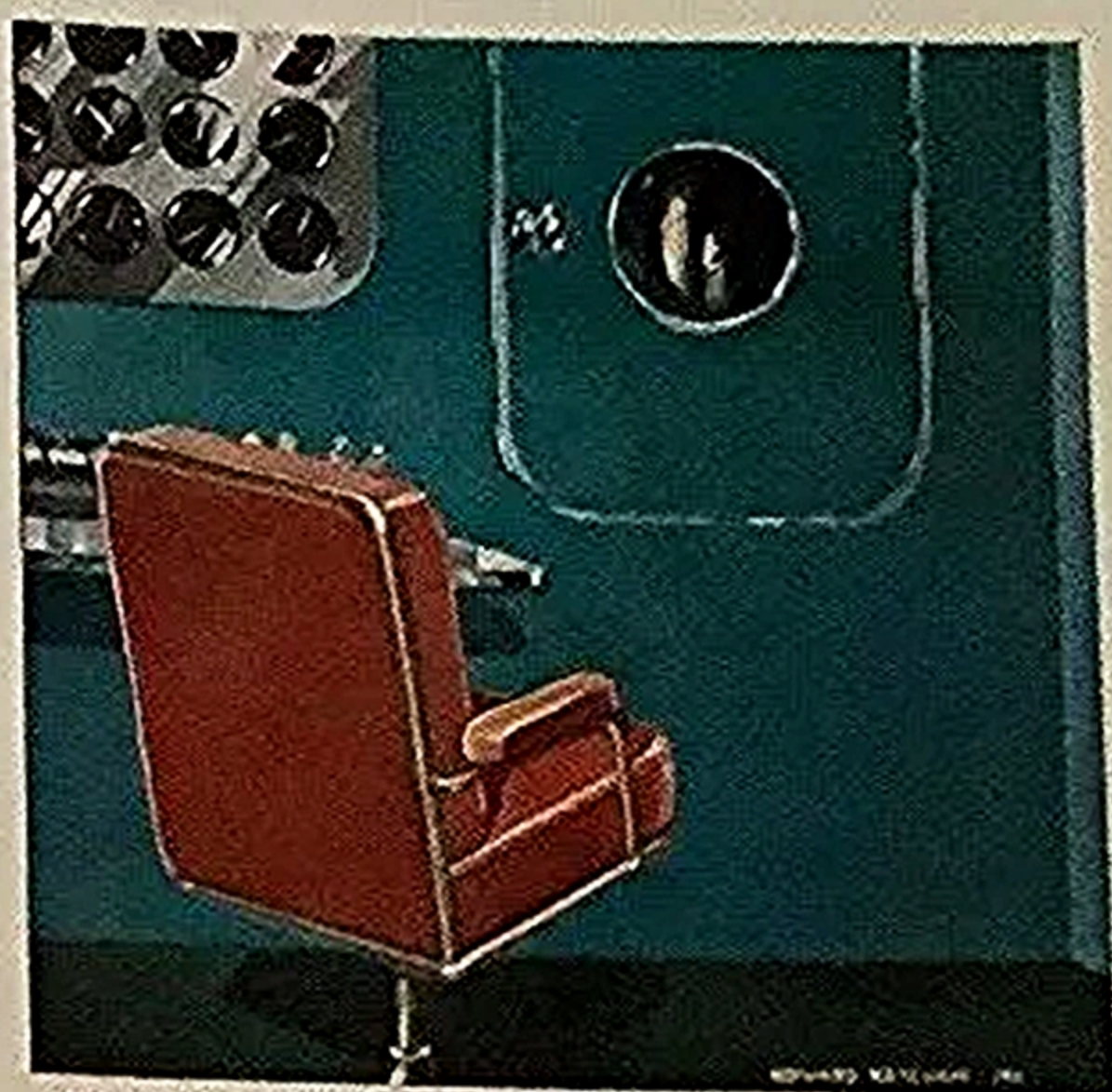
The first of Pan American's Atlantic Clipper flying boats is now being assembled at the Boeing plant (see below and left) in Seattle, Wash. When completed this fall, it will be the largest plane ever manufactured in the U. S.—twice the size of the Clippers which pioneered the Pacific (see pages 56-57). Its 86,000 lb. of duralumin frame, motors, instruments and equipment will cost \$1,000,000. When test flights are completed five sister ships will be assembled by Boeing. Each ship is powered by four 1,500-h. p. twin row Wright Cyclones and will have a flight range of 5,000 miles. For a diagrammatic drawing in color of this monster ship, turn the page.



TO THIS MASSIVE CENTRE SECTION OF THE ATLANTIC CLIPPER, WING SPARS WILL BE ATTACHED AND TWO MOTORS FITTED



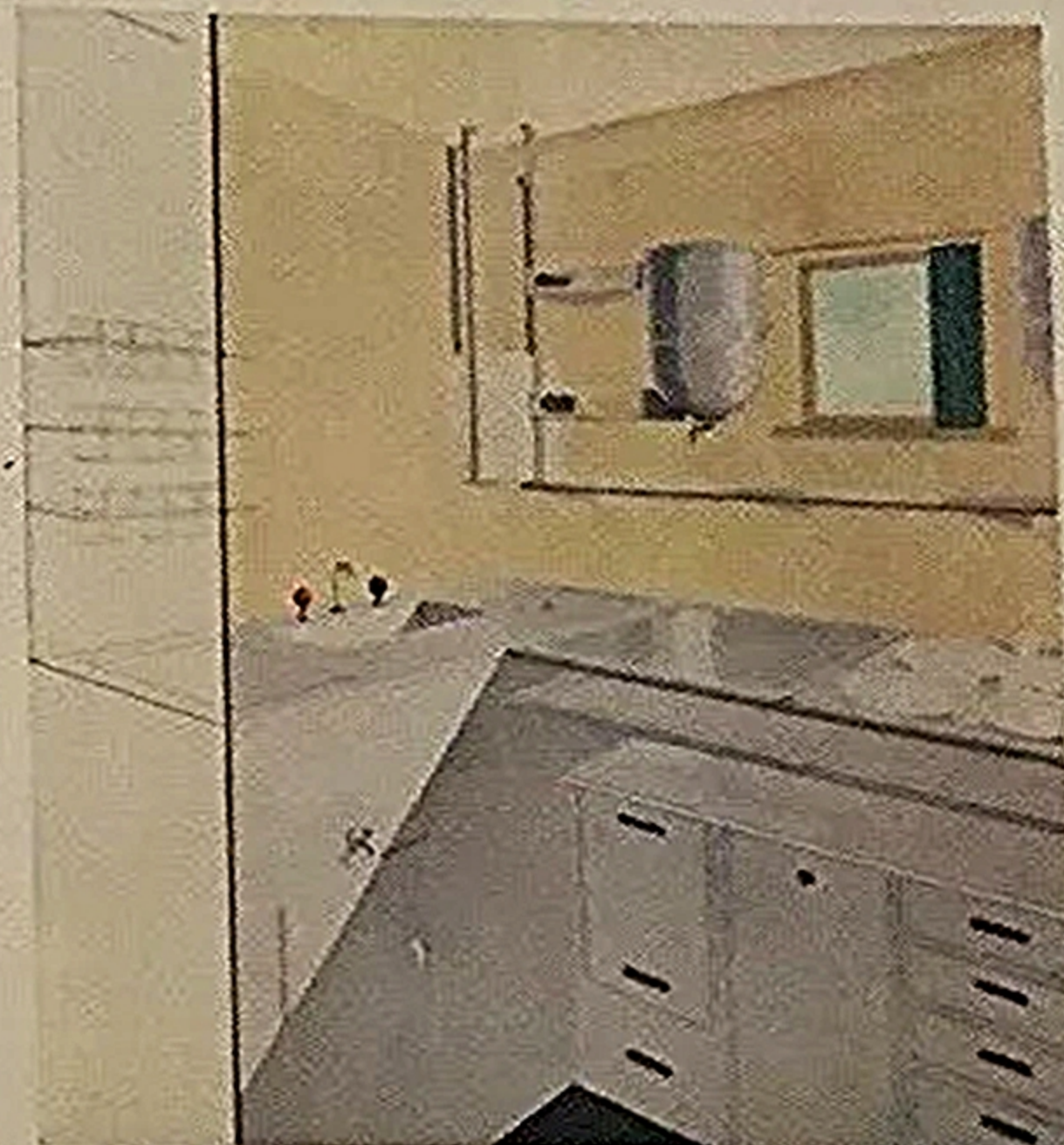
ONLY THIS DE LUXE COMPARTMENT HAS A BOOKCASE AND COCKTAIL TABLE



THE FLIGHT ENGINEER WATCHES HIS CONTROLS FROM THIS SWIVEL CHAIR



THE LADIES' WASHROOM HAS LEATHER-COVERED STOOLS FOR PRIMPING



THE GALLEY, FINISHED IN DURALUMIN, HOLDS TWO STEWARDESSES

ATLANTIC CLIPPER HAS MODERN INTERIORS



TRANSATLANTIC LOWER BERTH

As befits anything so modern as a transatlantic passenger plane, the Atlantic Clipper will have modern furniture, designed under direction of Pan American engineers. In furnishing, the engineers' main concern was with weight and soundproofing. Weight is kept down by using duralumin furniture, light-weight fabrics, windowpanes made of a plastic lighter than glass. For soundproofing, walls are covered with fabric which has to be porous so that sound waves will pass through instead of being reflected. It must also be strong and elastic because it is fastened to the walls by snaps and removed for cleaning. Mohair with its loose weave was chosen for this purpose. The involved matter of selecting colors was done largely by Howard Ketchum, New York color expert. Clip-

per colors had to be bright to reflect light and make the plane seem spacious and airy. On the other hand, they could not be too bright because the glare shows the clouds would then be uncomfortable. Colors should not tire the eyes by being too gay and varied but they should not tire them by being too monotonous. The colors finally chosen for major use are "skyline" green, "Mars" sand beige and a shade called "Pan American blue." The Clipper's seven compartments will seat 88 and sleep 49 passengers. Others can nap in the lounges which seats 13 and is also the reading and dining room. Meals, which are prepared before take-off and kept warm in the plane's galley, are served here in shifts. For a cross-section picture in color of the Atlantic Clipper, turn the page.