Graphic Section

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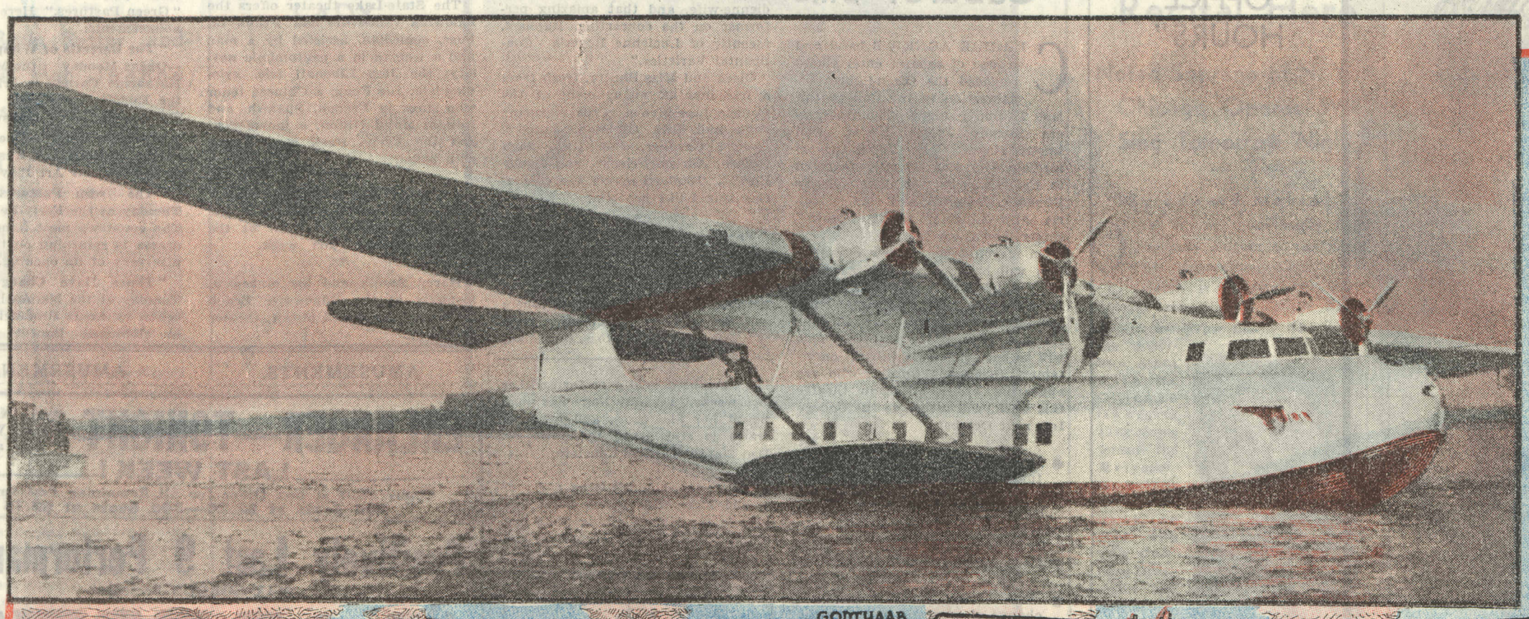
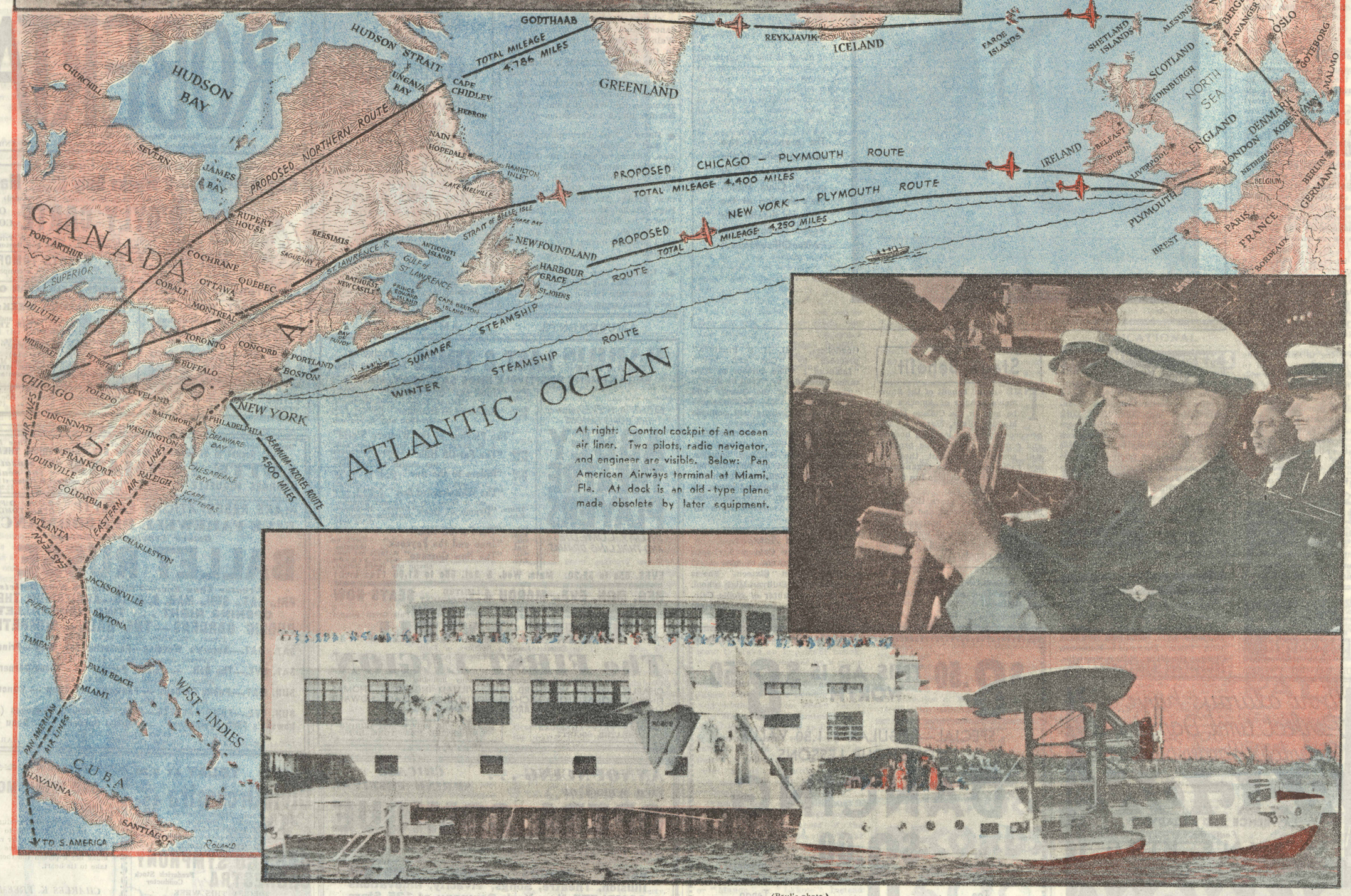
Drama Music Movies Hollywood



(Associated Press photo.)

At left: Martin 130, largest flying boat constructed in United States. With four engines, it carries 50 passengers nonstop 1,200 miles at 150 miles an hour.



At right: Control cockpit of an ocean air liner. Two pilots, radio navigator, and engineer are visible. Below: Pan American Airways terminal at Miami, Fla. At dock is an old-type plane made obsolete by later equipment.

(Paul's photo.)

Can America Capture the Lead in Trans-Atlantic Flying?

By WAYNE THOMIS

TAKE a string to your globe and plot for yourself the north Atlantic ocean airways over which Yankee pilots, backed by American enterprise, engineering, and capital, soon are to compete with English, German, French, and Dutch flyers for trans-Atlantic trade supremacy.

Hold one end on New York City and another on London. If taut, your string will outline roughly the great circle air course which probably will be the most important of the future. Close seconds in importance will be the great circle air lines from Chicago to London and from Chicago to Berlin. All these are shown on the accompanying map.

The true course bearings for every mile of these airways have been calculated by the navigators of the Royal Dutch air line, K. L. M.; Luft-Hansa, the German line; Air France; Imperial Airways, the British line; the Italian groups; and Pan American Airways, the only American transport company interested in over-ocean travel.

Every one of the companies for more than four years has had on paper the specifications of aircraft needed to make scheduled flights over the north Atlantic possible. Now at last the engineers are finding themselves able to build such airplanes. The aircraft are in the process of construction now in every country aforementioned.

Millions of marks, guilders, francs, pounds, lire, and dollars are being poured out in efforts to finish the air fleets now planned. Now at last authorities in every country are willingly asserting that trans-Atlantic flying will begin probably before the year 1935 is ended.

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And now that the regular ocean flights are technically possible, the economic factor is entering to hurry their accomplishment. The nations know the game is worth the candle. Wealth and power will accrue to the operators of the ocean air routes, just as it always has to the nations with merchant fleets plowing the sea. The parallel between the vessels of the air and those of the sea is too plain to be missed even by governmental leaders.

So the race is on. The first country in the field probably will claim pioneering rights for the routes its airmen fly. It is essential now that American pilots, engineers, bankers all do their parts to keep America ahead in the air. Through the air the country must retrieve that position it has so hopelessly lost on the ocean's surface.

At the moment American hopes lie largely with two great designers of flying seacraft. They are Igor Sikorsky, once a member of the imperial Russian air corps, but today as much an American as any man born in the "States," and Glen L. Martin, primarily builder of military aircraft, but now, with the completion of his newest ship, the Martin 130, holding the distinction of having constructed the largest flying boat ever built in the United States. For a dozen years Sikorsky has been building seaplanes and amphibian aircraft. Out of the experience gained in the past and with specifications drawn by pilots of Pan American Airways who had been flying long hops over the Caribbean sea since 1928, Sikorsky drew up plans in 1933 for the S-42, his latest and best flying boat.

In efficiency the craft approaches land planes, an achievement engineers long had held to be virtually impossible for boats, due to the demands for a strong boat hull, which necessitated far heavier construction than demanded by planes built to alight on land.

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The S-42 (shown in an illustration on page eight) is a high-wing monoplane with combined boat and cabin slung below. Four engines are faired into the wing just above the boat body. The whole craft, including the "skin" on wings and hull, is duraluminum.

The wing, which in section combines both high lift and high speed qualities, is attached directly to the hull. Originally planned for cantilever construction—bracing wholly contained within the wing to reduce drag—it was found that this would bring the weight beyond the

[Continued on page eight.]