Americans Push Plans for Atlantic Air Service

By WAYNE THOMAS

The parity of public information concerning efforts of American aeronautical experts to establish a passenger and mail service across the north Atlantic on a 14 to 20 hour schedule does not indicate that this project has been abandoned in the German, French, and British, who are actively competing in a high-pressure race to be first across in the air.

Officials of one of the smaller eastern railroad roads and their bankers are conducting investigations into the possibilities of flying from Mainz to Cork, Ireland, at a high altitude with scoured seas and supercharged motors and at speeds approaching 300 miles an hour. They are considering using the largest land plane.

At the same time Pan American Airways system is continuing its efforts to open the Bermuda-Antilles air line and is carrying on successfully with a program intended ultimately to make possible winter and summer flying over the four-n nations offshore airway shown on the map.

These Americans say they realize the value of gaining pioneering rights to a cross-Atlantic flying route. They understand that inaugurators of regularly scheduled flight are supposed of lucrative mail contracts which will form the economic basis for future expansion into passenger transportation.

Completion of long-range, high-speed land planes and flying boats within the last twelve months, however, has changed somewhat the three-year-old conception of a safe flight condition over the Atlantic ocean—substantially more hazardous for operations than the warm, relatively calm Pacific.

Three years ago Sikorsky's seaplane two and four engine flying boats still were on paper, and Martin's 300 mile seaplane had not been constructed. Donald Douglas D-23 consisted merely of a few ideas in his head, and Boeing's latest land ship, the four-engine bomber, which is said to carry a phenomenal payload for a range of between 1,000 and 4,000 miles, was equally nebulous.

At that time no airline existed capable of flying the Atlantic nonstop with a pay load. Consequently all hopes of being able to carry either mail, passengers, or freight by flying a route over which, in a series of short stages for refueling, an airplane could carry a load which would justify the investment required.

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