

The B-314 — here beached and out of its elements.

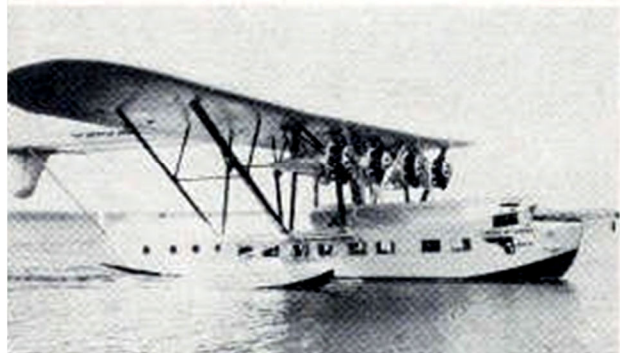
The Flying Boats

*A Clipper Captain Who Flew Them
Recalls an Era of High Adventure*

THE ADVENTURE and pioneering excitement of the days when Pan Am flying boats first spanned the oceans are nostalgically chronicled in a magazine article by Marius Lodeesen, a Clipper captain who now flies between London and Germany.

Writing in "Flug-Review," a German publication, Captain Lodeesen says: "Those times of experimenting, of endeavor, of risk and trial, of hope and aspirations—all that is behind us now. Aviation has come of age—it is time to settle down and be sensible. But I cannot help looking back. It's like a man's youth—wonderful, but who would want to go through it again?"

"I would."



The S-40—first four-engined transport.

Capt. Lodeesen harks back to the days when Pan Am flying boats pioneered in the aerial conquest of the oceans. Air travelers of those days "paid dearly for the privilege of being tossed about in walloping clammy boat hulls, balancing box lunches on their laps, at the mercy of the elements and the skill of the crews."

But, what they bought with their tickets, says Captain Lodeesen, is "adventure: the unexpected mixed with discomfort, spiced with danger. Between departure and arrival anything could happen."

This could mean a two-week delay at Horta, Azores, waiting for the ocean swells to subside so that the flying boat could take off, or, engine trouble at some remote jungle refuelling station which would give the passenger a chance to go leopard hunting.

Captain Lodeesen recalls that Christmas trees and turkeys were put aboard the China Clipper in San Francisco on December 18, 1936, destined for the cable station at Midway in the middle of the Pacific. The Clipper finally arrived at Midway after five fruitless attempts—six weeks later.

"The trees we planted at San Fran-



A Fair Answer to

WHY does it cost a passenger more to fly an over-water mile than it does to fly the same distance on a United States domestic service?

This is a question which inevitably arises when Pan Am tells the facts on its key role in reducing passenger fares.

The answer is this: It costs an international airline more per mile to produce the service than it does a domestic airline. An international airline is not making more profit than the domestic airline.

Take the transatlantic routes, for example, as compared to the transcontinental U. S. routes. One of the principal differences is distance — London is approximately 25 per cent further from New York than is Los Angeles. This difference adds more than 25 per cent to the cost of the transatlantic Clipper trip, because the factors of longer flight time, higher fuel consumption, lesser payload, and higher crew costs combine to produce higher flying costs per mile for every mile of the flight.

The nature of the route—a long over-water haul—means that fuel margins must be greater for reasons of safety. Extra navigational and communications equipment, and a considerable amount of emergency equipment must be carried. All of this takes up space and weight that might be devoted to payload.

Pan Am Clippers must carry larger crews. Crew expenses for layovers are 300 per cent higher than for transcontinental flights.

Extra fuel, extra equipment, and extra crew cost Pan Am money in three ways: 1. In purchase price or in wages, 2. By taking up space or

Fare Question

weight, 3. In maintenance or replacement costs and in crew training.

AN important difference in the traffic characteristics of the two routes also exists. A transcontinental operator has many way stations across the United States at which he can stop to fill his aircraft, but there are no Chicagos in mid-Atlantic. The payload that starts in New York is the same that arrives in London.

Also, international traffic is subject to greater seasonal fluctuation. Even during peak periods when aircraft are running full in one direction, they are likely to be returning with light loads.

To all these reasons, add the fact that it costs more to transport and maintain spares, landing fees are higher, and ground handling is more expensive and you have the reason why it costs Pan Am more to transport a passenger a mile over water than it does for a domestic airline to carry a passenger a mile over land.



CLIPPER SYSTEM GENERAL OFFICE

EDITORS

HARVEY KATZ **DAVE BAXLEY**

CORRESPONDENTS

Vera Bankovich — GAO Data Processing
Christine Barton — Legal
Jayne Donnison — GAO Cargo Revenue
Rocky Graziano — Purchasing
Arleen Hafner — Office Services
Ray Kairys — GAO Cargo
Carol Koch — Turkey
Mary Ann Koelbe — Chrysler
Marion Koss — GAO Administration
Helen Krizoski — Passenger Revenue
Dorothy Lahm — Executive
Mary Luetich — Treasurer's
Marilyn McCabe — Traffic/Sales
Eleanor Muller — Executive
Barbara Munz — Communications
Jo Ozimek — Industrial Relations
Margaret Reidy — Sales Promotion
Angela Saccavino — Tariffs/Schedules
Steve Sillita — SOS Stores
Lorraine Speciale — Skyline Club
Mary Stritzl — Skyline Club
Nina Vermilye — Avianca
George Weil — Pakistan
Lisa Williams — Thailand

PHOTOGRAPHY

Vic Kallitt — SOS Purchasing