

AUSTRALIA AIRLINE READY FOR SERVICE

Pan American Asks CAA to Approve Four-Day Flight From San Francisco

WOULD CUT TIME 11 DAYS

Course Laid West of the One Blazed by the Clippers in 1936 and 1937

Another major transoceanic air service for passengers, mail and express is ready for operation as soon as approved by the Civil Aeronautics Authority, Pan American Airways disclosed yesterday. Officials of the company said that an application had been filed with the authority for the establishment of scheduled service over an 8,000-mile route to link the United States and Australasia with four-day service. This would cut eleven days from the fastest existing transport time to the countries "down under."

The application calls for a route west of the course blazed by clippers of the airline's system in 1937 and 1938. It would extend from San Francisco—with a terminal at Los Angeles as well—to Honolulu. The distance on this leg is 2,561 miles. From Hawaii the new route would turn south and west, running 1,193 miles to Canton Island at the Equator. Here the line will establish its own hotel, as it has done at Midway and Wake Islands on the California-China route.

At Canton the steamer North Haven is stationed at present, officials said. Direction finders, power and water supply systems already have been installed, as well as weather services.

From Canton Island the route would run 1,981 miles over the Fiji Islands to Noumea, New Caledonia, with a final leg of 1,124 miles to Auckland, New Zealand. Total mileage including 355 miles from San Francisco to Los Angeles, is 7,952. Flying time for the trip will be forty-nine hours with one of the Boeing 314 clippers such as are now in service across the Atlantic. The schedule would include a full day lay-over in Honolulu and overnight stops at Canton and Noumea.

Announced plans for Imperial Airways of Great Britain to extend its service from Australia to New Zealand are expected to provide a direct connection with the American service across the South Pacific. At present fifteen days trip by steamer is required for the voyage from San Francisco to Auckland. Australia can be reached by air, however, from the principal industrial centers in Europe in seven days. The airline therefore expects establishment of fortnightly schedules over the new route to be of importance to American trade.

Under present plans, the stop at Los Angeles would be made on outbound flights only, with the clippers returning from Honolulu directly to San Francisco. Only through traffic would be carried between the two California terminals. At Noumea and at Auckland facilities will be developed like those serving the airline on the east coast of South America, with special modern annexes for air-line passengers at existing hotels.

A complete operating equipment has been installed at Auckland and operating rights have been granted to the American company by the Government of New Zealand. Rights have been granted by the French Government to operate by way of New Caledonia where the line has established marine base facilities and its own weather service. The complete base on Canton Island was established following the agreement of Great Britain and United States for joint administration of that small dot in the Pacific.

The route outlined in the application is west of that charted by way of Kingman Reef and American Samoa where the Samoan Clipper was lost at Pago Pago on Jan. 11, 1918. In that accident, apparently caused by explosion, for which the cause had never been determined, the veteran ocean pilot of the line, Captain Edward C. Musick, and his crew were lost.

Preliminary service was then discontinued pending delivery of the larger four-engined Boeing clippers. Officials of the airline said that it was now in position to start service upon the receipt of the necessary government approval.

I have included this info in the rpt to the Fro.

*Acem
/jcc*