

Pan American's Pacific Clippers 1935 - 1941

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Scheduled Flights

- Scheduled airline flights across the world's oceans began in the 1930s
 - Challenges:
 - Availability of planes that can fly these trans-oceanic routes
 - International politics complicate landing rights
 - Benefits:
 - Huge military advantage -Intelligence
 - Financing:
 - Many foreign governments subsidized their airlines
 - US carriers were dependent on private investments and mail routes

Grand Prize – The Atlantic!

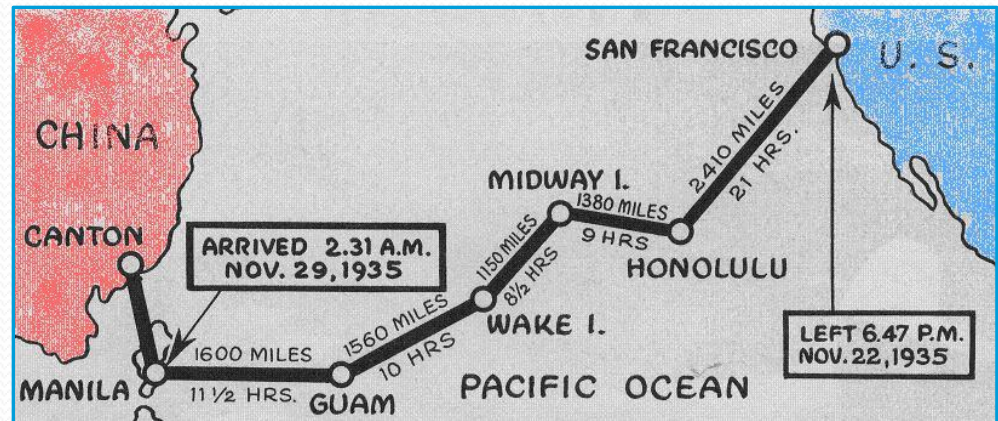
- British and other European countries stingy with landing rights for US carriers
- Juan Trippe changed direction to the Pacific
 - Sikorsky S 42 had a range of only 1000 miles
 - San Francisco – Hawaii = 2300 miles



The Pacific

- The Solution
 - Flying boats and Island hopping to reach Asia
 - San Francisco to Hawaii to Midway to Wake to Guam to Manila
 - Overnight stops for refueling, maintenance, crew and passenger rest
 - Required Hotels, mechanical and spare parts at each way station

Unofficial
assistance from the
US Navy and State
Department



Eyes Of The Nation. . .

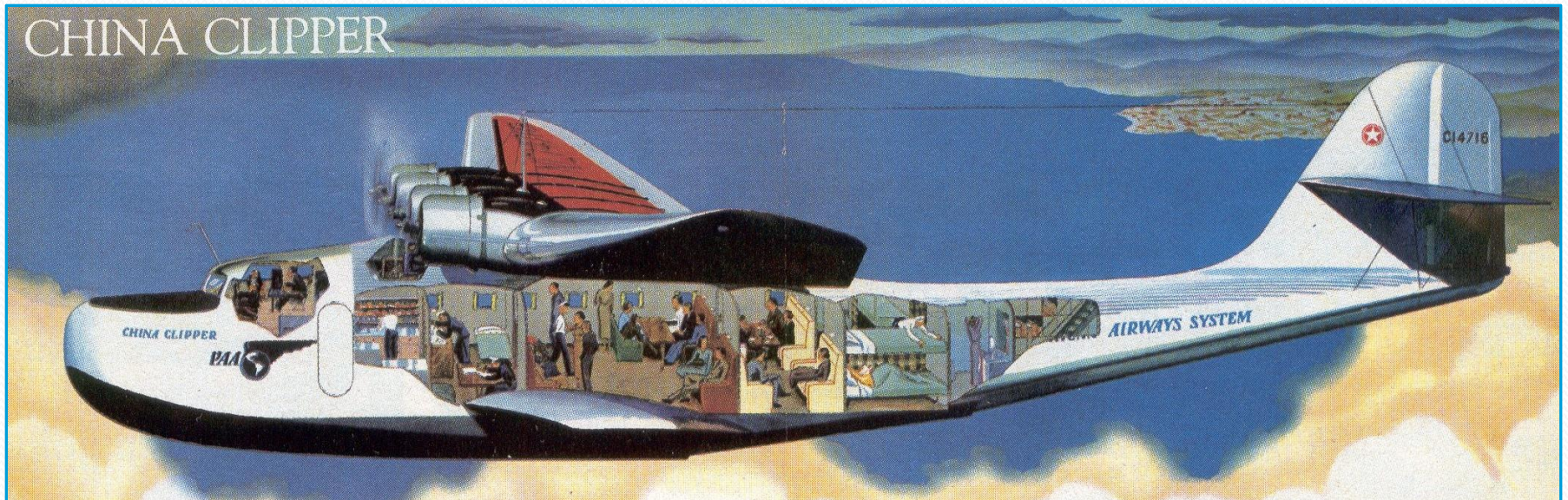
- At the time, the public was infatuated with notables such as Seabiscuit and James Braddock
 - Likewise, all eyes were on Pan Am's conquering the Pacific during the great depression
 - Surveys were initially performed by the Sikorsky S 42 but were inadequate for Pacific mail and passenger service

Full service
would have
to wait on
the Martin
M130



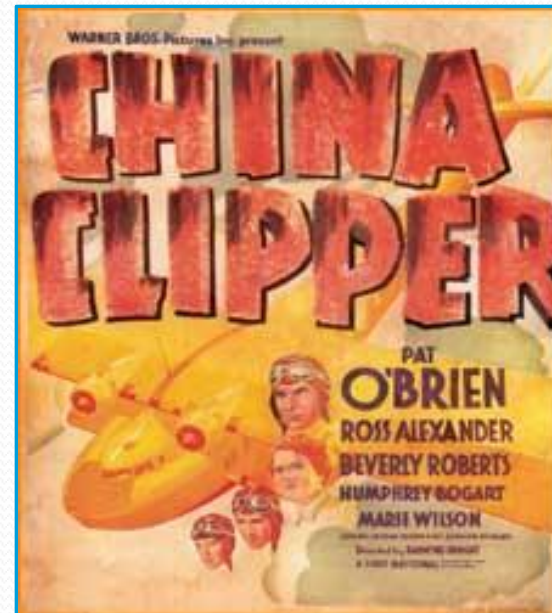
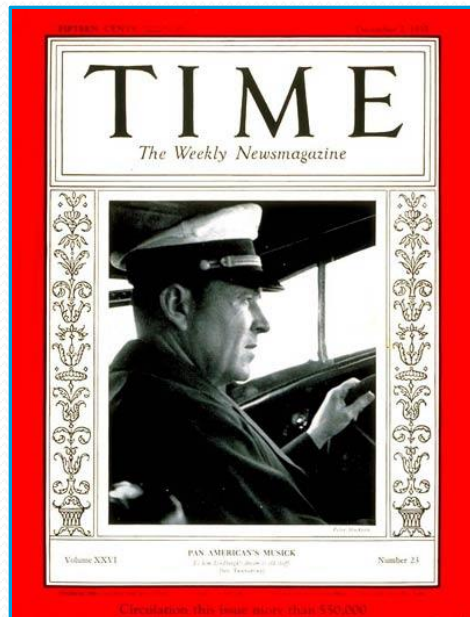
M-130

- Like its predecessor, the M130 was the largest & most expensive airship built in the US
- The M130 was faster and could travel to Hawaii with ease carrying passengers and mail
- The China Clipper did not go to China
- Only 3 M130s were ever built and carried all Pacific service from 1935-38



The Pacific Service “FAM-14” Begins Nov/Dec 1935

- Mail: Hawaii = .25, Guam = .50, Manila = .75
- 200,00 people attended the departure in Alameda of the inaugural flight – 1,000,000 greeted the clipper in Manila
- Weather and equipment challenges at first



- 1937 Extension to Hong Kong
 - Interesting politics
 - Round the world by scheduled airline now possible
- Late 1937 surveys to NZ for FAM-19
 - Death of Edwin Musick and crew

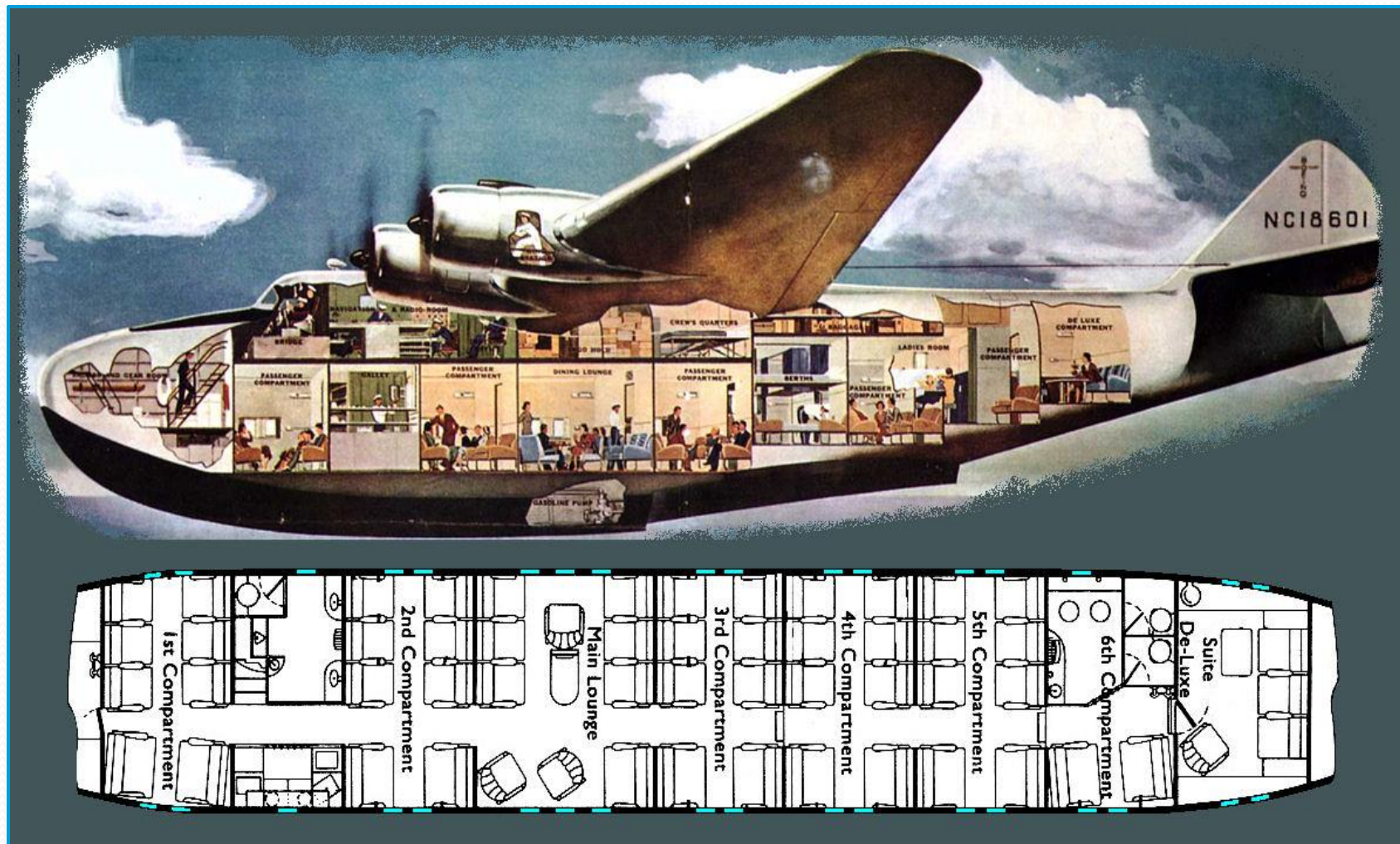


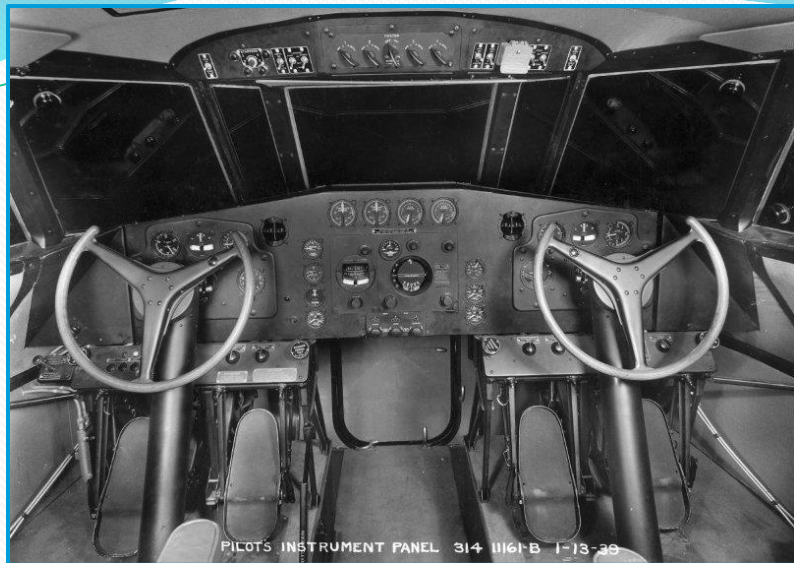
NZ route delayed until Boeing 314 availability and new bases secured



Once again, the Boeing 314 was the largest and most expensive airplane manufactured in the US. Twelve were built at a cost of \$550,000 each







Success 1935-1941

- The Pacific routes were a success for Pan American
 - Mail, Passengers and Cargo reached the far east & South Pacific in 6 days instead of a month

Though expensive, they were a commercial success and significantly shrunk the Pacific rim

