

Super-Clippers

(Continued from Page 1)

and large enough for interior passageways for servicing and repairing engines in flight.

They will be twice as large as the giant clippers now flying Pan American's transoceanic routes and seven times larger than the standard DC-3 transports in operation all over the world.

They will have many accommodations and conveniences never before attempted in commercial air transportation.

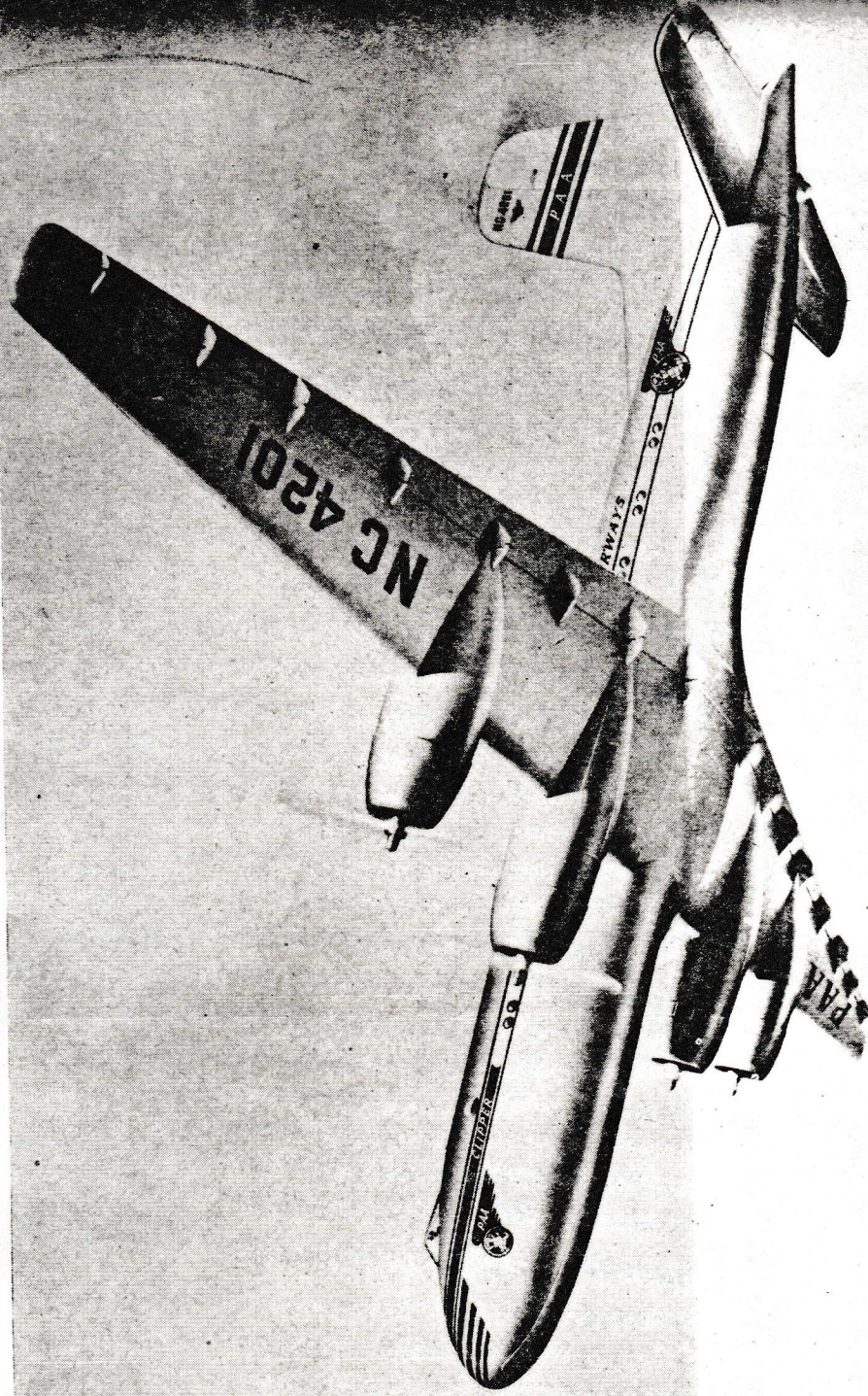
Latin American Expansion

The huge new planes, it was revealed, would be used by Pan American in its great Latin American expansion program and possibly in other long-distance services.

The pioneer airline would operate these big clippers directly to Latin America from New York, as well as from Miami, New Orleans, and Los Angeles at fares as low as 3½ cents a mile.

The mammoth planes would carry passengers from New York to Buenos Aires in 22 hours, to Rio De Janeiro in 19 hours and span the Pacific from Los Angeles and San Francisco to Honolulu in about 8 hours, making it possible for the everyday citizen to spend 12 days of his two weeks vacation abroad.

Although dates of delivery to Pan American will depend upon progress of the war and government decisions on production and manpower priorities, most of the engineering has been completed and the basic airplane of this size is actually under construction at the Long Beach plant.



SUB-STRATOSPHERE SUPER-CLIPPER—Here is the new Douglas sky giant, a 108-passenger transport, carrying a crew of 13, at more than 300 miles per hour. Contracts for 26 of these huge ships were

signed recently with Pan American World Airways. The range of the sky giant is 5,000 miles, its wing spread is as great as the height of a 16-story building.

Fifteen Months Later She Tells Us About Baby

Working on the better late (but we'd rather get the news soon) theory, we're announcing the birth of Curtis Dale Walters, July 12, 1943. His pop, Burley Albner Walters, works in Fuselage Structure

In the Front Office

It Looked Cool 'Up There' to Carrol - - so He Learned to Fly

A sweating, hot, uncomfortable young oil field engineer watched planes soar above unshaded Oklahoma during the summer of 1929 and mused: "Bet it's cool up there." It was John Calvin Carroll, Flight Operations Manager, and he resolved then and there to take flying instructions

Bond Drive

(Continued from Page 1) now, we'll have something start on when I come back. Heading the second drive is veteran Walter Simpson, Shears. Wounded while with the army in the Solomon Islands, Walter turned home in a Douglas C-47 ambulance plane. He knows how much each

The new California-built clipper will be powered by four Pratt and Whitney engines of even greater displacement than the 2100-horsepower Double Wasps.

Details of this new engine are still a heavily guarded military secret.

The great plane also is equipped with the super-hydromatic Hamilton standard propeller, a new design representing distinct advances in airplane propulsion.

All Weather Flight

The new million and a half dollar Douglas clipper will have two spacious cabins, one accommodating 72 passengers and the other 36, besides a modern galley equipped for serving full course meal, dressing rooms, toilets, cargo compartment, flight deck and compartment for pilots.

There will also be large storage compartments for food and electrically operated stoves and refrigerators will be included in the modern equipment.

Thermal de-icing systems, built into the wings and other surfaces, will make comfortable all-weather flight possible at high altitudes.

Tattooing was first used as a means of identification, when poor navy men could neither read nor write. The more ignorant the man, the more tattoos he had on him.

Sub-Assembly A-26, and never quite got around to telling us about the young'un. So mother, Margie Perry Walters, began work in the same department, and lost no time in telling the Airview about young C. D.

Bringing the total to three, two other sons have been born to employees:

William B. Randall III . . . to William B. Randall, jr., Maintenance Mechanical, and Mrs. Randall, October 14.

Forrest Leon Pitezel . . . to Fred O. Pitezel, jr., Receiving, and Mrs. Pitezel, October 22.

Auto Theft

(Continued from Page 1)

out the east gate between shifts.

If the wife or husband comes to pick up a worker between shifts, with the exception of children, only one person will be permitted in the car. The rest must remain at tower 4 to be picked up on the way out.

"But," says Chief Sturtevant, "these precautions are not enough. We have no means of stopping outsiders from entering the tower gates at shift change."

"The employee himself is the only one who can protect his property from auto thieves by locking it up. It is almost im-



JOHN CARROLL

Did You Find A Coin Purse?

Dell Hille, Personnel Service, left a black alligator, oval shaped coin purse on a table in the cafeteria. The purse, which closed with a zipper, contained about \$10 in silver and currency and no identification. Finder may return it to Lost and Found or to Dell in Personnel.

possible for anyone to pry into a locked car without being detected by a guard."

Sturtevant lists the following precautions an employee should take to prevent theft of his car or property:

1. Lock your car.
2. Do not leave the key in the ignition.
3. Do not leave personal effects inside the car.

His resolution was carried out a few months later when Mid-Continent Petroleum corporation transferred him to a desk job in Tulsa.

Since then he has been flight instructor, crack TWA pilot and Douglas test pilot.

Carroll was born in Muskogee, Oklahoma. He studied geology at the University of Oklahoma, then spent three years in the Oklahoma oil fields.

In 1925, he was employed by Mid-Continent as gas tester and meter mechanic, moving to Tulsa in 1929 to work in the engineering department.

Five years followed in which he was Spartan School of Aeronautics chief flight instructor and five more years as pilot of TWA planes from Kansas City to New York and Los Angeles.

In 1940 as sales manager of Engineering Laboratory, Inc. in Tulsa, he often flew planes on business trips.

Carroll came to the Santa Monica plant as test pilot in June, 1941. In May, 1942 he moved to the Tulsa plant as head of flight operations and chief pilot.

He piloted the first Tulsa-built B-24 and Tulsamerican, the last Liberator.

In addition to flying he is interested in photography, golf, badminton and horseback riding.



ROY CHRISTOPHER

H. B. (Tex) Ryon, Production Supply and Control, will head the third shift group. Tex' brother, Capt. Alton Ryon, is in France with the national corps. He should have difficulty organizing personnel team work, for Tex has been coaching the Golden B team at the University of Tulsa.

Chairmen at the Mod team are: J. J. O'Neill, Treasurer, for first shift; Max K. Morrison, Motor Transportation, second shift.