

# *Flying Clipper-wise*



*"The President"* DOUBLE-DECKED "STRATO" CLIPPER SERVICE

**PAN AMERICAN WORLD AIRWAYS**

*Welcome aboard "The President"*

**LUXURY "STRATO" CLIPPER SERVICE**

You selected the most modern way to travel—and with it you get a front seat, center, to the grandest show on earth. Pan American has made the world your stage. Few among history's billions have enjoyed as much!

This booklet will help you fly Clipper-wise, whether you are a first-timer or one of our regular global commuters. Your guide-book of the skies, it will tell you about the things you will encounter and the many comforts you are about to experience.

And remember, when you came aboard you joined the Pan American Clipper family of the world. Earthbound stuffiness is way below you. So feel perfectly free to talk to your Clipper shipmates.

Now relax and inhale the niceties of our Pan American Clipper service. Enjoy the complete respite of getting away from taxes and cookstoves. Soak in the peace of mind that comes with being close to the stars.

**PAN AMERICAN WORLD AIRWAYS**

*Clipper, Trade Mark, Pan American World Airways, Inc.*

*This portfolio is yours  
...a souvenir of your Clipper trip*

*Who is Flying this ship?*



Besides the highly trained crew in your Clipper, described on the following pages, an invisible crew of tens of thousands spreads over Pan American's global air lanes to keep your Clipper flying.

Hours ago, while you were probably still snoozing, that invisible crew was alert, gathering weather information. Before your take-off it had analyzed the air movements on every section of your Clipper's flight. As a result, your Clipper captain was able to select the smoothest, most comfortable route. And now that you are air-borne, Pan American dispatchers are guarding your ship's progress.

## *Your Clipper Crew*

In command of your Clipper crew is the captain. Then there are the first officer, the flight engineer, and second officer. And there are the purser, the steward and the stewardess. At least three men in the crew, in addition to "George," are qualified pilots. "George" is the automatic pilot.

Your Clipper's captain is the world's most experienced over-ocean pilot. He has averaged over one and a half million miles in the air—enough to take you sixty times around the earth. Before he joined Pan American World Airways, he was already an experienced, capable pilot. For him to qualify for Pan American, however, we added five more years of training and post-graduate study.

The skipper's right-hand man is the first officer. Usually the first officer is already qualified for a captain's rating. He's pretty busy before each flight, too, for he is also responsible for the airplane's proper loading.

To supervise your Clipper's engineering performance, there is a flight engineer. Before take-off you will see



him giving your Clipper a thorough inspection. In flight, his control panel, of over forty instruments, tells him exactly the airplane's mechanical performance.

The second officer is the third pilot aboard. Your "Magellan of the sky," he often "shoots" the stars, planets, sun and moon to determine the ship's position. He is at home with the latest navigation equipment, including Loran and radar.

Pan American trains its officers thoroughly, under actual, day-after-day, over-water flying conditions. A future pilot may be on your Clipper, qualifying himself as a flight navigator. Already a licensed pilot, he assists the co-pilot in making inspections before take-off and he may relieve the navigator during flight.

The captain keeps in constant radio communication with ground stations enroute and aircraft in flight. He receives and reports weather information. These chores are handled with the most modern voice radio.

Finally, and most important to your personal comfort, there are your purser, and your steward and stewardess. You'll like their personalized service—but we are saving that for the next pages.



Make up your mind that this is going to be the most relaxing, pleasant trip you've ever had—and you'll be delivered at journey's end unworn, unwrinkled, unbored . . . but not unshorn—we carry chin smoothers.

If we shouldn't anticipate every one of your requirements for a comfortable flight . . . please use the call button.

### *The seat is yours*

Did you notice that there was no "commuter rush" for seats aboard a trans-Pacific Clipper? Pan American solved that problem by assigning each passenger to a seat before he boards the plane. When traveling with others, one should arrange in advance for adjacent seating.



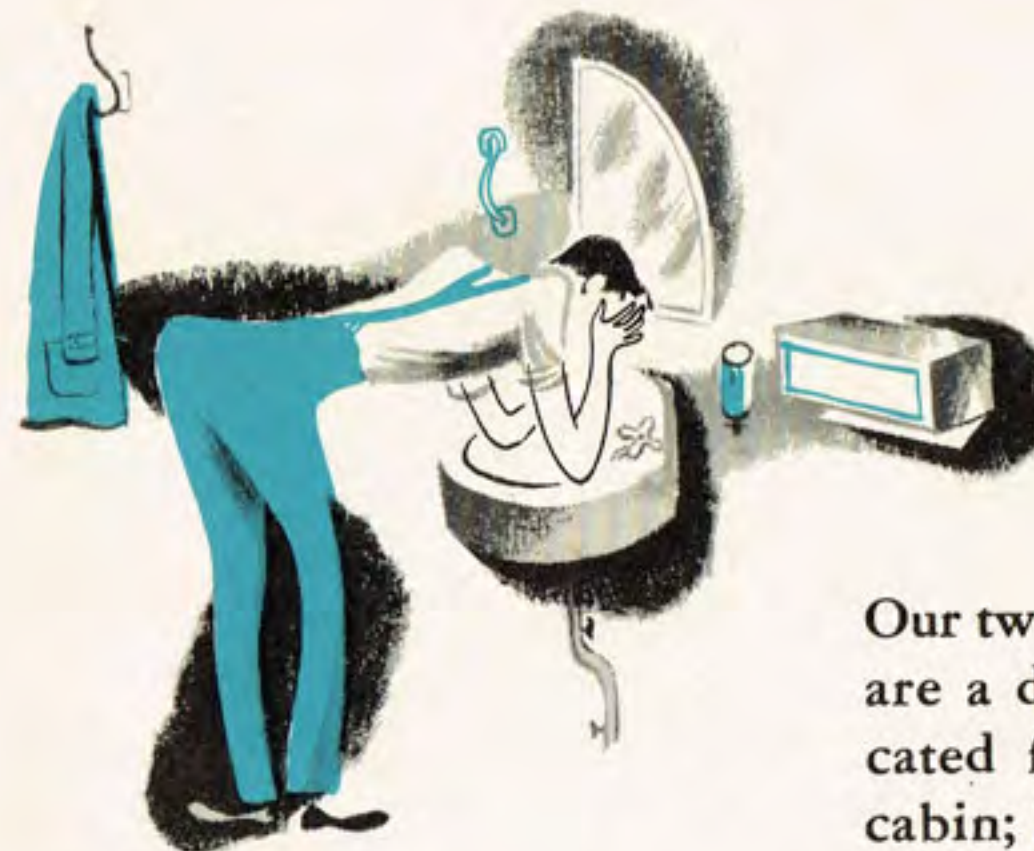
### *Sleeperette service*

Pan American's Sleeperette service features a foam-rubber easy chair which comfortably supports the entire body buoyantly. This unique bed-chair gives you twice the usual leg room . . . stretches out long as a bed . . . reclines 36% more than standard airline seats. Real sleeping and relaxing comfort—at no extra charge—on most "Strato" Clipper flights.

### *Your table*

It attaches to your armrests, for eating, writing or games. You should find it stowed in the back of seat in front of you; if it isn't, ask the stewardess.

*Sleeperette service, Trade Mark, Pan American World Airways, Inc.*



### *Spruce up?*

Our two dressing-rooms, which are a decorator's brag, are located forward from the main cabin; ladies right, please; and gentlemen, left. Besides having a separate lavatory compartment, each dressing-room is large enough to accommodate 4 or 5 persons at a time. For the Fair, there are 2 make-up tables, extra long mirrors, a sofa, and other accommodations. For the Stubbled, there are 3 wash-basins, specially lighted shaving mirrors, and an outlet for electric razors.

### *Go ahead, yaw-n-n-n*

When an airplane ascends or descends, some people may feel a slight pressure on their ears. You probably will not notice any such discomfort in the altitude-conditioned Clipper, unless you are especially sensitive to atmospheric changes. If you are, a good healthy yawn, or a few quick swallows will doubtless fix you up immediately. Or ask the stewardess for a package of refreshing mints. If suffering from a cold, ask for a complimentary inhaler, to help keep nasal passages free.



### *Prefer a berth tonight?*

Berths are extremely long—and at least a *foot wider* than in most railroad sleeping cars. Curtains insure your privacy. And on that foam-rubber mattress you'll sleep like a hibernating bear.

While reservations for a berth should be made at the time you buy your ticket, if you do not decide until aboard, call your purser. There may still be a vacancy.



## *Why do we fly so high?*

The Double-decked Clipper was designed to fly at between 15,000 and 25,000 feet. As you may have observed, we travel more smoothly at these levels, comfortably above most of the "weather" that annoys people on earth.

We can fly faster "upstairs," too—cruise at five to six miles per minute—because the upper air is thinner and our plane meets less air resistance. But you didn't notice our climb up here, did you? Your ears didn't pop as they usually do when you ascend in an elevator or drive up a long mountain slope.

Thank your Clipper's altitude-conditioning for that! It keeps air pressure inside the Clipper cabin the same at 15,000 feet as at sea level, although outside there can be quite a difference.

Your cabin air is also refreshed and filtered every 90 seconds. And thanks to a heating system that could warm a ten-room house in sub-zero weather, your cabin is kept as cozy as your living-room at home.

15,000 ft.

## *You're sitting pretty*

Your chair is 3 inches wider than the usual airline seat. It has cushions that "breathe" and shape themselves to every type of contour. Live rubber chair-mounts eliminate vibration. Note, too, the multi-functional armrest, where you find your own stewardess call button, reading light switch, seat adjustment control, ash tray and an "occupied" sign to guard your place when you go strolling. Remember, you have two decks, one 78 feet long, to explore.

## *Why so quiet?*

Cabin walls are lined with many fiber-glass blankets compressed to 2½ inch thickness. These absorb the engines' and propellers' roar. A Double-decked Clipper has more wall insulation than 2,000 home refrigerators. Even the floors are sound and vibration-proofed with a sponge rubber cushion under the carpeting.



## *Stretch your legs?*

For comfort, we gave your Clipper aisles you can walk in, with extra head room. So get up and stretch your legs occasionally. It will keep the blood in better circulation and ward off fatigue.



## *Coat 'n hat?*

For mussable apparel, we have a racked wardrobe. But due to the limited space, no heavy baggage is permitted in the cabin. Besides, it might move in choppy weather—and you know what happened to Humpty-Dumpty. However, such articles as coats, a vanity case and brief case may be taken on board. They should be identified with tags obtainable aboard or at any Pan American airport. Would you like some now?

## *Smoke?*

Why certainly. Smoke away to your heart's content, while seated, but only cigarettes, please. You'd be surprised how many passengers are qualmish about pipes and cigars. Your ash tray is in the armrest of your seat. For brief periods, and always on the ground, the electric sign may read: "No Smoking"; but before you douse the cigarette, help yourself to a long puff.

## *Cards?*

For a mile-passing game of Canasta or solitaire let us offer you a deck of playing cards. On the long trans-Pacific hops we've other games, too.



## *Pictures?*

By all means click away and capture on film a bit of the beauty of your air trip. To avoid reflections, put your camera as close to the window glass as possible. In some limited military areas, west of Hawaii, the use of cameras is restricted.

## *Seat belt*

Whenever the sign flashes: "Fasten Seat Belt," please put yours into use. Of course, your belt should always be fastened while the Clipper is landing or taking off.

Sometimes you may discover the "Fasten Seat Belt" signal on while in cruising flight. That means there is temporary rough weather ahead and then we would rather you didn't kerplop into your neighbor's lap.

*Want  
to  
read  
for  
awhile?*



If you want to catch up on your current browsing, your Clipper carries the latest magazines, and the latest edition of your last airport's newspapers. For night reading, a light is overhead. Turn it on without ceremony; its properly focused rays are designed not to disturb a snoozing neighbor.



*Sleepy?*

Your Clipper is an ideal place for a rest cure. With all this fresh air, the drone of the engines, the loungy softness of your chair, you'll soon be nodding. Better call the cabin attendant now—for your pillow and blanket.

A tip. If you'll sleep with your seat belt fastened, loosely, we won't have to waken you in choppy air.



For  
the  
very  
small  
fly

Babies enjoy airplane travel. Something about the lull of the motors, the altitude, and the feel of motion makes them good travelers. For older children, after the excitement of being in the air wears off, we have a good stock of games.

May we have forewarning of your baby's trip? We may be able to save the adjoining seat for him, although we can't promise this when we have a full Clipper. For the very small we have the handy Clipper Cradle—Baby sleeps snug and undisturbed in his custom made bassinet, but you must make arrangements with us in advance.

And for your Favorite Heir we have the Clipper Baby Kit which contains assorted foods, disposable diapers and practically everything else needed during the average Clipper trip. Of course, you should bring along bottles of any special formula which may be required. Please advise us of his meal schedule so that we may heat his dinner to exactly the right temperature—wrist-tested, at that—and not neglect our duties to the other passengers.

The seat belt accommodates only one person. So if you're sharing a seat with a baby, fasten the seat belt only around yourself and hold baby on your lap whenever the sign comes on. Mother's arms are best, anyway.

Because we mustn't neglect our duties to the other passengers, we can't hold baby for you, or change diapers or feed him, much as we'd like to.

## Geography on-the-wing

Pan American World Airways Clippers have made it possible for you to fly completely around the world in five days, and do it on schedule.

On Pan American's sky lanes, your Clipper will wing you over and beyond age-old barriers on the traditional trade routes of the world. Yours can be the excitement of the strange languages, the exotic foods, the native costumes and scenic splendors provided by six continents—in just one long week end.

*Duty* The following items are most commonly subject to customs duties: unopened cigarettes, candy, perfume, matches (any purchase in the original unopened package), new clothing and jewelry which may be assumed to have been purchased for resale at your destination; or anything which may not be considered as personal effects. Quarantine officials may inspect your baggage for seeds or plants. Handbags, too, are subject to inspection.

## How much baggage?

An ordinary suitcase full of clothing weighs about 30 pounds. Your ticket entitles you to 66 pounds (Round-the-World, 88 pounds) of free baggage via Clipper and any connecting air line. For anything over 66 pounds, there is an excess baggage charge. You can save money by arranging in advance to ship your excess baggage, including pets, as "Clipper Cargo."

Incidentally, we won't penalize *you* for being overweight, Mr. Falstaff, regardless of how many pounds you "weighed in." Doesn't make good sense to skinny folks, now, does it?





## *Leaving the country?*

Pan American World Airways, which pioneered international air travel, has an office crew of qualified experts who enjoy dealing with international problems presented by world girdlers. They are prepared to give you factual information about your passport, visas, currency regulations, health certificates and the many other seemingly perplexing requirements of world travel.

Most Pan American representatives speak the tongue of the land you are visiting, and also English. They can help you, too, with clearance formalities and they will show you where you can dispatch radiograms or cables.

Before you land in a foreign country, your purser will present you with the necessary customs, immigration, and public health requirements. We will be glad to assist you in filling out these forms properly. To facilitate government inspections, please be sure to have your travel documents handy. It may be well to keep them on your person during your trip.

Our trained ground personnel will also inform you about connecting air, rail or ship transportation, or will gladly answer any questions concerning your travel problems.



## *Where do we go from here?*

Limousine or taxi service to central downtown locations is provided at Pan American terminals at no additional charge—with these exceptions:

In the continental United States, Alaska, Hawaii, Fiji and the Philippines, the limousine driver makes a separate charge because of special local conditions. At small island stops such as Wake and Guam, your accommodations are near the landing field and you don't need a cab.

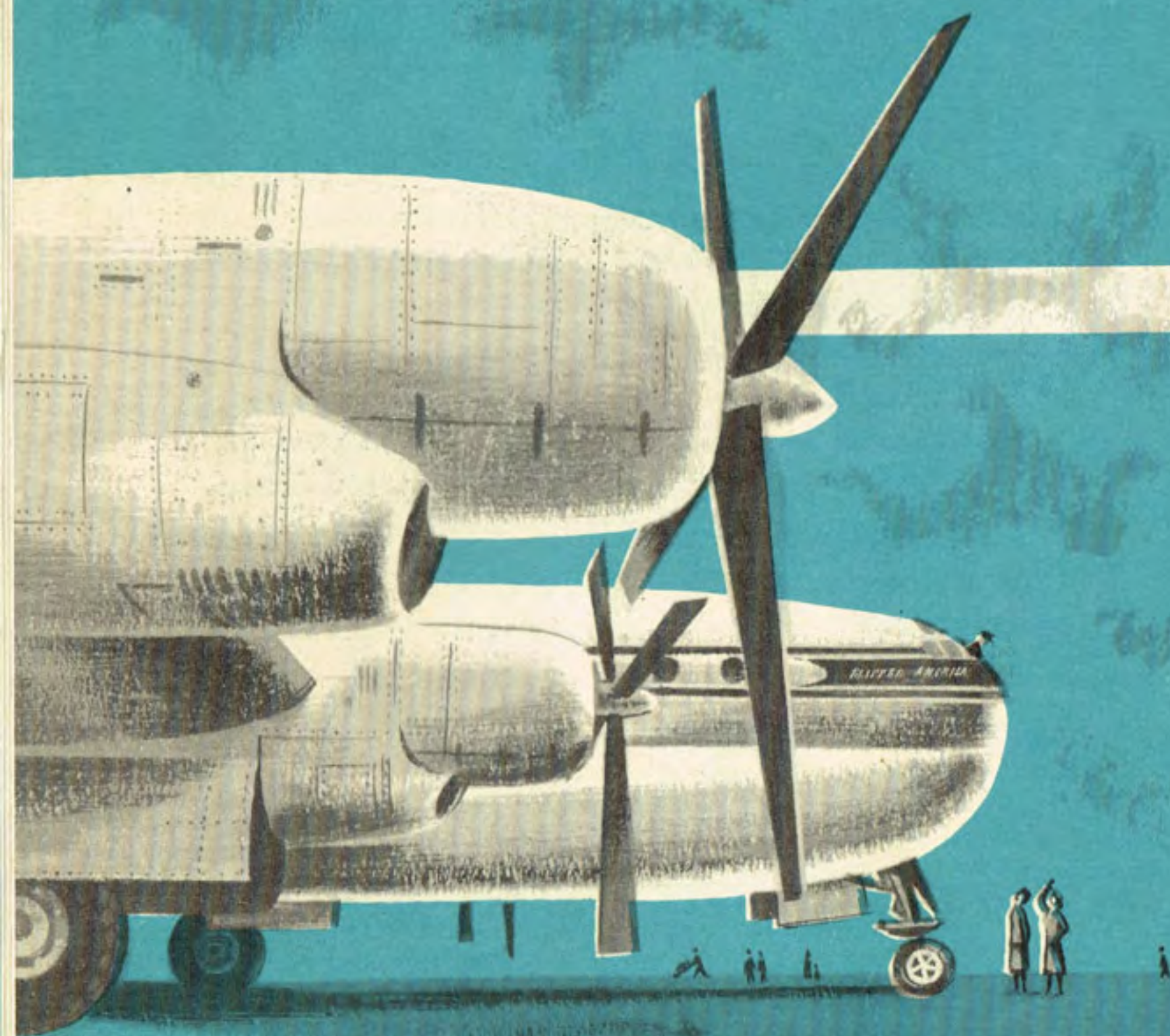
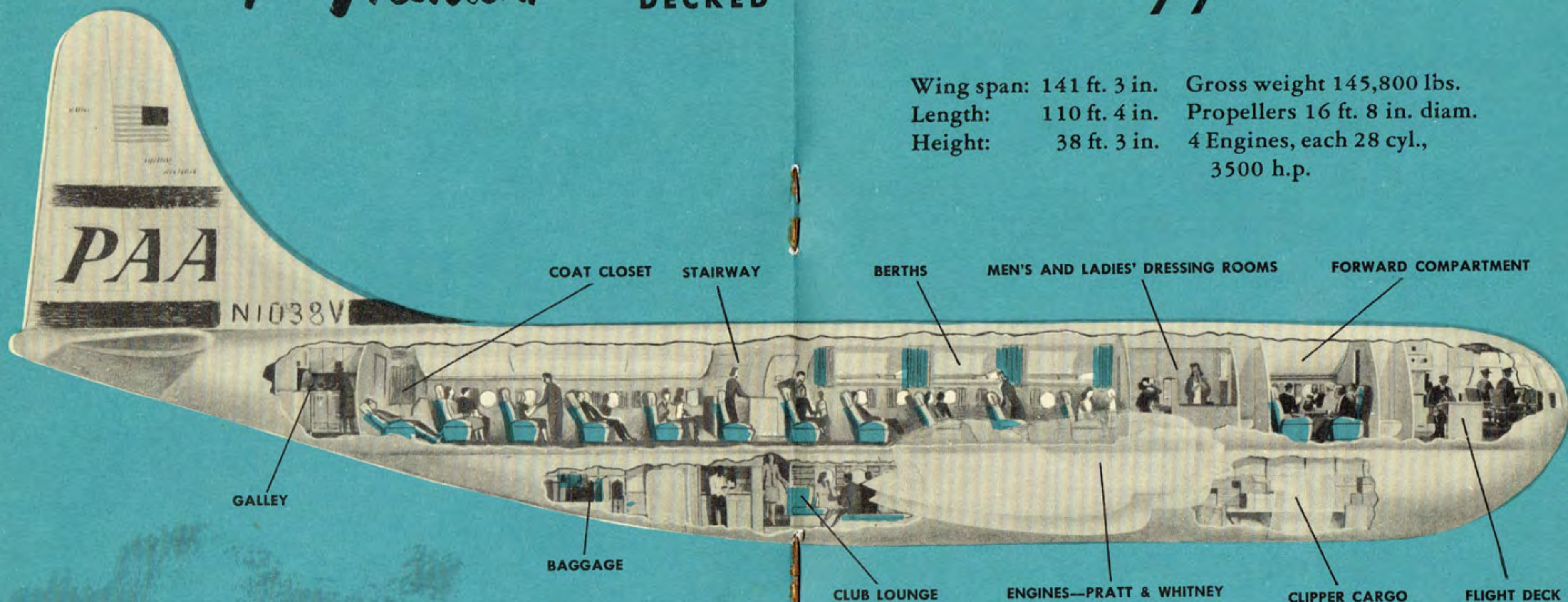
Many people prefer to arrange their own automobile transportation or wire ahead for friends to meet them.

## *Where's a room and bath?*

Unless made a reasonable time in advance, it is sometimes difficult to make hotel reservations. Should a lodging emergency arise, Pan American will do its utmost to find accommodations for you. And we don't mind saying, Pan American representatives often have an inside track. As a general rule, however, we recommend that you make your own hotel reservations well in advance of the trip. Reliable information about hotel facilities and rates may be obtained from our traffic representatives at each terminal point.

# "The President" DOUBLE DECKED "Strato" Clipper Service

Wing span: 141 ft. 3 in.    Gross weight 145,800 lbs.  
 Length: 110 ft. 4 in.    Propellers 16 ft. 8 in. diam.  
 Height: 38 ft. 3 in.    4 Engines, each 28 cyl.,  
 3500 h.p.



Boeing Airplane Company manufactures this luxury airliner to Pan American's own specifications.

The Double-decked Clipper's maximum speed is 400 miles per hour—that's almost 7 miles a minute.

It can fly as high as 25,000 feet, almost five miles above sea level.

These are the same type engines that powered a B-50 Superfort *non-stop* around the world.

Pan American passengers have been the world's first to fly in such sumptuous comfort and speed.



### *Most experienced*

Pan American World Airways has won many safety awards. Typical is our Aviation Safety Award, given for a year in which we logged a total of 65,030,705 miles without an accident.

Pan American's operation is aimed at eliminating human error. Your Clipper carries at least 2 direction finders. Its 3 transmitters and 4 receivers provide continuous 2-way communication with ground stations, ships, and other planes. A high-frequency radio telephone contacts airports upon approach. There are 2 radio altimeters. And on trans-Pacific hops, Loran gives us an immediate radio fix at any point during flight.

## *How Clipper-wise are you?*

Like the American Clippers of the by-gone century, your Pan American Clipper is well designed. Hundreds of thousands of hours have gone into its development to give you the latest in safe air travel and comfort.

The smallest Clipper is a husky airplane having four engines with 5,800 horsepower at take-off—the equal of half a hundred large motor cars! And its eight fuel tanks carry 3,600 gallons—over 10½ tons of fuel!

The Double-decked Clipper has four 28-cylinder engines which develop 3,500 horsepower each. And its operating range is 4,000 miles—more than double the distance between average non-stop flights!

### *Starting your Clipper*

After you get into your Clipper you may see some men turning the propellers. They are not trying to start the engines. Starters are electric and housed within the engine nacelle. These men are turning the props to clear the engines for the trip. Like clearing your throat for a long speech.

### *Testing the engines*

At the take-off end of the runway, you'll hear the roar and feel the pull of your Clipper's powerful engines as your pilot "revs up." That's because your pilots and flight engineer are testing each engine, taking readings, reassuring themselves that the plane is in perfect condition.

After the "run up," you may have to wait a few minutes. If so, just look through the window and watch the pretty airplane over there landing or taking off. In all probability, that is why the control tower told the pilot over radio telephone to "hold for traffic," assuring your Clipper captain of an unobstructed runway.



### *What's that howling?*

During landings and takeoffs you may hear a strange howling noise. This sound is made by fluid, under pressure, passing through the hydraulic system to work the large wing flaps, your Clipper's "air brakes," or the wheel brakes. The greater the pressure and the more quickly applied, the higher the resistance and the higher pitched the howl.

### *Banks and turns*

Quite often on day flights, your airplane will bank and turn to a different heading, turn again, and like as not, once again. This is just another way to determine wind velocity and direction aloft.

### *You're off!*

Then, as your Clipper rolls down the runway, ever faster, don't you get a thrill out of the tremendous surge of power pulling you ahead? You look out and see that the ground is getting away from you. You're off! But funny, you never knew when the spinning wheels left the asphalt, did you?

Now the glory of riding on air is yours.



## Night sights and sounds

At any time of the night you can see a red-yellow light through each engine nacelle. That is the exhaust stack which gets red hot under normal operating conditions.

That flashlight focused on the wing? It is one of the external engine inspections our flight engineer makes regularly.

When flying through clouds or rain, the right side of your Clipper may light up in green flashes, the left in red flashes. Those are our flashing running lights, diffused by moisture in the atmosphere.

Due to a slight overflow of oil, oil streaks may occasionally appear on the wings. Never fear, there are hundreds of quarts remaining!

You may hear a change in the drone of the engines. That is when the flight engineer adjusts the "air bite" of his propeller blades . . . or he may be reversing them just after a landing . . . or throttling back after a climb. It occurs, too, when he is synchronizing his engines.



## Lightning?

You are much safer from lightning when flying than on earth. You see, an airplane has no ground connection. Remember, also, your pilot can fly you around storms that landlubbers can't dodge.

## How's the weather up there?



Man's favorite, and usually safest topic of conversation is the weather. And it usually winds up with: "Yeh, but there's little we can do about it!"

Hold on, just a minute, pardner. That was before the advent of your modern Pan American World Airways! We do plenty about the weather, Mark Twain notwithstanding!

The Double-decked Clipper, with its special altitude-conditioning, can cruise above most of the weather. But no matter whether you're aboard the Double-decked or a DC-4 Clipper, before departure your captain carried with him a detailed weather map showing cloud, wind, freezing levels, and other weather conditions throughout your entire route, and the exact weather you could expect at the time you arrive at any particular point of your route.

Before you reach the half-way mark between your two landing points, a re-analysis of the weather conditions is sent to your Clipper captain by radio, informing him of any changes after your take-off. Furthermore, any serious weather changes were immediately relayed to him. And once every hour, on the hour, he gets advice on weather conditions at destination, and at a previously selected alternate field.

With these weather reports, every Clipper captain does something about the weather. He fuels accordingly. He flies over bad weather areas. Or if need be, he avoids them entirely by circling them. In short, he provides you with the safest and most comfortable air route.

## Why the empty one?

On rare occasions, a passenger who has had the deuce of a time getting his reservation finds the adjacent seat unsold. How come? Usually the reason is that we have been required to carry an extra heavy load of mail, or else an extra quantity of gasoline because of anticipated headwinds. We much prefer passengers.



## For unexpected "guests"

What pests may get aboard a Clipper come in extremely small sizes. For these minute stowaways, we use just what the entomologist ordered—"bug bombs." Dis-insectization with the inoffensive "bug bomb" just before landing is required by almost every Pacific country, to prevent the spread of plant pests and communicable diseases.



## Popped a button?

If you have a seam that has sprung, or a strap has snapped, you need a sewing kit. Of course we've got it. Just ask the stewardess.



## It's quite a galley



Within such a compact flight-kitchen, how do we cook for and serve a plane-load of hungry persons so many full-course meals . . . providing cocktails and snacks in between? You'll taste at mealtime how cleverly Pan American's kitchen engineers solved *that* problem. Two secrets are: electric 24-meal capacity ovens (they heat to 380° in 90 seconds), and a stainless steel "production line" for quick serving.



## Hungry?

Good. You'll sit back and enjoy to the fullest each luscious course as it comes from your Clipper galley, piping hot or chilled, as required. A

very famous chef plans our menus, which explains, in part, why world travelers acclaim Pan American's cuisine the tastiest in the skies.

## A snack, maybe?

Our "tide-you-over" fare includes sandwiches, bouillon, cookies, and fresh fruits with coffee, hot chocolate, tea or fruit juices.

**Dry?\*** If you crave a cup of coffee, ask your stewardess first moment she has free. For the hardier drinkers there's bar service.

\*The water fountain is forward in the main cabin.

# OOPS,

## *Was that an air bump?*

If you are a seasoned traveler, we don't need to reassure you about air bumps. You know that air is the "flying element" of an aircraft, just as water is the sailing medium of a ship. You know, too, that warm air rises and cold air descends. So that if your plane sometimes encounters strong rising and descending air currents, the plane will follow them—just as a ship on the ocean follows the swells and valleys of the water.

As a rule, over-water flying is much smoother than over-land flying or ocean travel. Your Clipper has the power and fuel to fly you over and around most storm areas, which usually means a smooth trip, as well as a swift one.

However, if you are the type that "invariably gets seasick," ask the purser for a preventative Dramamine tablet. It works fine with most grown-ups, but it is not advised for children.

Fresh fruit is helpful, too; but kindly refrain from asking us to stop for it on the way if we don't have your favorite kind.

## *Fresh flowers*

The steward or stewardess will be glad to provide you with extra heavy cellophane bags for your flowers and show you how to package them so they'll be less likely to bruise.

## *Games?*

We have all these aboard, and if you lack opponents, the stewardess can doubtless find them for you, too.

Chess	Roulette
Checkers	Poker Chips
Cribbage	Viewmaster
Playing Cards	Dice
	Canasta

## *Want to write?*

We have attractive flight stationery for you. Perhaps you'd prefer some cards to tease the earthbounders and say: "Having wonderful flight. Wish you were up here."

Before you open your fountain pen, count ten, and then open it cautiously, if you must. Better yet, let your purser open it. If you'd prefer a pencil, we'll be glad to provide you with one. Air pressure being what it is, a pen is likely to commit a nuisance. Same goes for perfume, baby's formula or a doctor's prescription.

## *Lend us a hand, won't you?*

If you intend to cancel a Clipper reservation, won't you please let us know as early as possible? A last-minute cancellation may prevent someone who urgently needs to fly from doing so.

And please arrive at your airport terminal early. International air travel demands many more extra details (call it red tape, if you like) than domestic service. We must fill out hundreds of sheets of paper for each trip, all of which are necessary, and most of which are required by law. But most important, before the Clipper can take off, every piece of baggage must be lashed down in balance, to insure efficient, long-range flying.





*No tipping, please*

Your crew prefers the extra compensation that comes with your warm smile—and with knowing that you are pleased with the service you have had from Pan American World Airways.

### *Lost and/or found*

If you left your coat or a package in your Clipper or in the air terminal won't you please drop a note at once describing it to the nearest Pan American World Airways office, or write direct to:

Passenger Traffic Superintendent  
Pan American World Airways  
San Francisco International Airport  
San Francisco 19, California

Pan American cannot be responsible for lost personal articles, but we will do all we can to find and return them to you. If properly identified, lost items are much more easily returned. If you would like some tags now, please ask your steward or stewardess.

## *Clipper-Trip Notes*

*Sunday*

*Hon. 10:05.*

*Initial take off delayed  
cancelled due to  
manifold pressure gauge  
defect. (delay 20 min)*

*2 hour time difference.*







## YOUR CLIPPER LOG

If you would like to take home a day-by-day record of this trip by Clipper, just fill in the blank lines below. Your stewardess will be glad to furnish missing names and numbers.

### FIRST LEG

FROM	TO	DISTANCE
NAME OF CLIPPER		CAPTAIN
DEPARTURE TIME & DATE		ARRIVAL TIME & DATE

### SECOND LEG

FROM	TO	DISTANCE
NAME OF CLIPPER		CAPTAIN
DEPARTURE TIME & DATE		ARRIVAL TIME & DATE

### THIRD LEG

FROM	TO	DISTANCE
NAME OF CLIPPER		CAPTAIN
DEPARTURE TIME & DATE		ARRIVAL TIME & DATE

### FOURTH LEG

FROM	TO	DISTANCE
NAME OF CLIPPER		CAPTAIN
DEPARTURE TIME & DATE		ARRIVAL TIME & DATE

### FIFTH LEG

FROM	TO	DISTANCE
NAME OF CLIPPER		CAPTAIN
DEPARTURE TIME & DATE		ARRIVAL TIME & DATE



**PAN AMERICAN WORLD AIRWAYS**