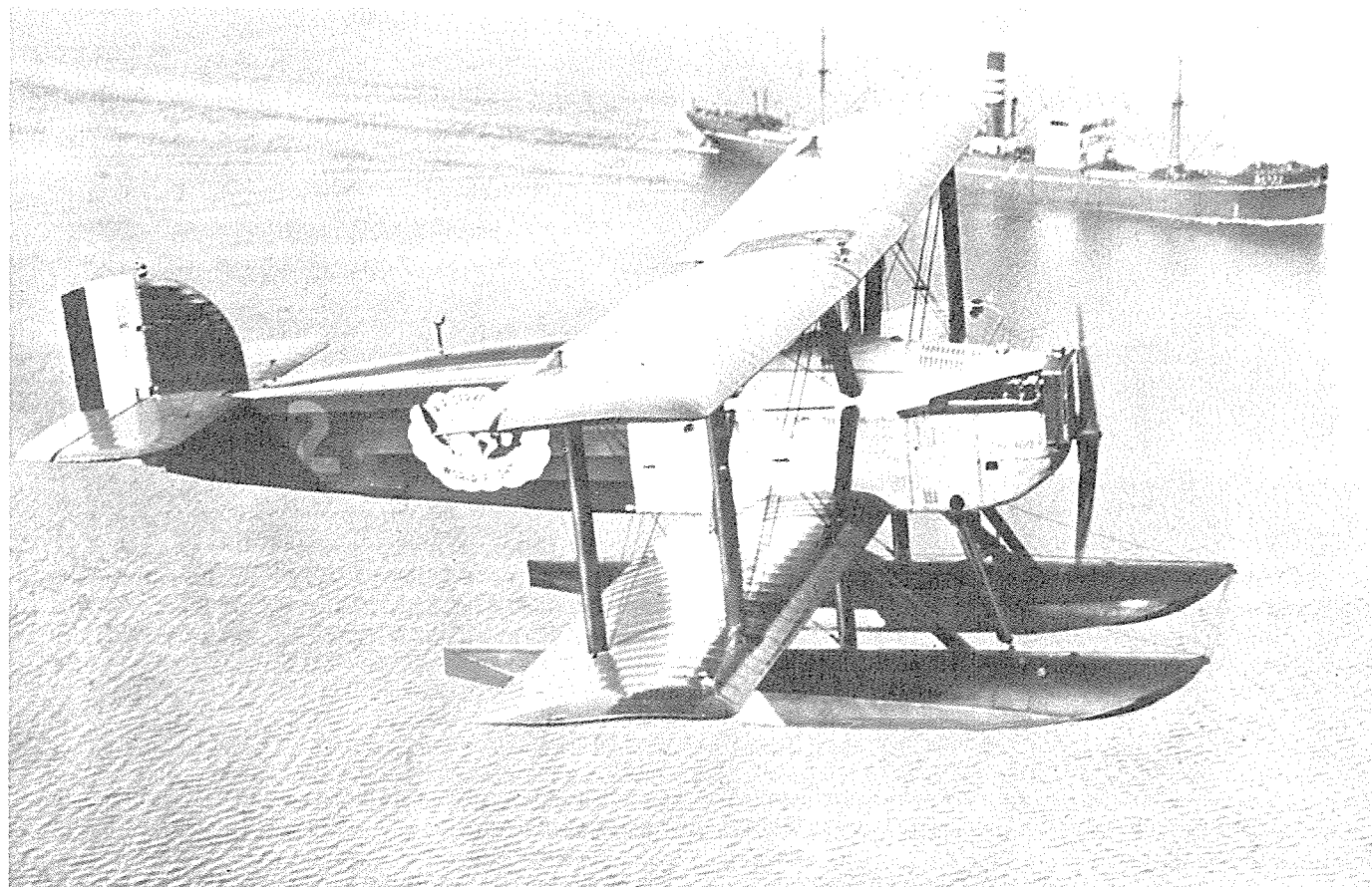




A Quick List of
NORTH ATLANTIC FLIGHTS
27 May 1919–27 May 1939

by Richard K. Smith

May 27, 1989, marks the 70th anniversary of the first transatlantic flight and the 50th anniversary of the conclusion of the first scheduled transatlantic air mail service. Over the years various chronologies relating to North Atlantic flying have been published. Typically, they focus on the individual exploits and ignore the overtures to regular commercial operations, and even the former are oftentimes fragmentary or are otherwise muddled.

When airline survey flights are included in such lists, they usually touch only on the initial operations, glossing over subsequent ones. And the Lufthansa operations are especially confusing because it is little realized that except at the beginning and end of their operating seasons these airplanes did not operate all the way across the ocean. The movements of Lufthansa's catapult ships can contribute to confusion; using only American sources can add further to confusion.

The point is: simply because a Lufthansa seaplane arrived in New York does not mean it flew from Europe. More typically, it flew only from a catapult ship based at Horta in the Azores which is 770 miles short of Lisbon. But for the inter-

ruption of World War II, Lufthansa would have operated a mail service with mixed equipment: Heinkel He.111 landplanes from its mail distribution center at Stuttgart-Boblingen to Lisbon; Dornier Do.18 flying boats from Lisbon to Horta; and the Blohm & Voss Ha.139s over the 2,500 miles to New York. But these and a host of other plans by other operators went glimmering on the Polish frontier in September 1939.

In 1989, when there are some 174 North Atlantic air movements *per day*, the idea of 174 flights in 20 years—not even nine per year—seems quaint. But that's the way it was.

It is hoped that this Quick List will not only be of interest but ultimately of some use; if not today, maybe when the 100th anniversary of 1919 comes 'round the calendar in the 21st century. And when the two decades of 1919–1939 will seem as remote as the era of Benjamin Franklin, King George V and Louis XIV; when most vehicles were moved by only one horsepower and a few persons were speculating over the possibilities of steam power.

1919

1. May 12-27, Cdr. Albert C. Read, Lt. Elmer F. Stone, Lt. Walter Hinton, Lt. James L. Breese, Ens. Herbert C. Rodd, and Eugene S. Rhoads, MMC, in the U.S. Navy four-engine Curtiss flying boat *NC-4*, from Rockaway, N.Y., to Lisbon, Portugal, via Chatham, Mass.; Halifax, N.S.; Trepassey, Nf., and the Azores. Track: 3,710 miles; elapsed time: 20 days.
2. June 14-15, John Alcock and Arthur Whitten Brown, in a twin-engine converted Vickers *Vimy* bomber, from St. Johns, Nf., to Clifden, Ireland, 1,934 miles nonstop, 117 mph.
3. July 2-6, the British airship *R.34*, Major George H. Scott with a crew of 27, an American observer, one stowaway (30 persons), a tortoise shell cat, and two homing pigeons, from East Fortune, Scotland, to Hazelhurst Field, Mineola, Long Island, N.Y., 3,604 miles nonstop, 33.3 mph. In the early 1920s Hazelhurst was renamed Curtiss Field; in the 1930s its land was merged with adjacent Roosevelt Field; and since 1955 the Roosevelt Field Shopping Center has occupied the old Hazelhurst site.
4. July 10-13, the *R.34*, Major Scott and 30 others from Mineola to Pulham, England, 3,816 miles nonstop, 50.8 mph.

1920, 1921, 1922, 1923

No flights.

1924

5. July 17-Sept. 6, Lt. Lowell Smith and Lt. Leslie Arnold, in the Douglas DWC twin-float seaplane named *Chicago* from Brough, England, to Boston, Mass., via the Orkneys, Iceland, Greenland, Labrador, Newfoundland, and Nova Scotia. Track: 4,145 miles; elapsed time 39 days. This transatlantic leg of the U.S. Army's World Flight was in fact less across the ocean than around it.
6. July 17-Sept. 6, Lt. Erik Nelson and Lt. John Harding in the Douglas DWC *New Orleans* flying with Smith and Arnold as part of the Army World Flight.
7. Oct. 12-15, the Zeppelin LZ-126 under the command of Dr. Hugo Eckener with a crew of 27 and four U.S. Navy observers, from Friedrichshafen, Germany, to Lakehurst, N.J., 4,010 miles nonstop, 49.3 mph. In the U.S. the LZ-126 became known as the ZR-3, USS *Los Angeles*.

1925, 1926

No flights.

1927

8. May 20-21, Charles A. Lindbergh in the Ryan NYP NX-211, *Spirit of St. Louis*, from Roosevelt Field, Mineola, N.Y., to LeBourget airport, Paris, 3,610 miles, 33 hr., 30 min., 107.7 mph, coincidentally setting a world record for nonstop distance. First North Atlantic solo flight.
9. June 4-5, Clarence Chamberlin and Charles Levine, in the Bellanca WB.2 NX-237, *Columbia*, from Roosevelt Field to Eisleben, Germany, 3,905 miles, setting a new world record for nonstop distance.
10. May 23-June 11, the Marchese de Pinedo with a crew of three in the twin-engine Savoia-Marchetti S-55 flying boat *Santa Maria II*, from New York to Lisbon via Newfoundland and the Azores.
11. June 29-July 1, Richard E. Byrd, Bernt Balchen, Bert Acosta, and George Noville in the Fokker trimotor NX-206, *America*, from Roosevelt Field to a forced landing in the surf offshore of Ver-sur-Mer, France.
12. Aug. 27-28, William Brock and Edward Schlee in the Stinson SM-1 *Detroit* NR-857, *Pride of Detroit*, from Harbour Grace, Nf., to Croydon airport, London, England.

1928

13. April 12-13, Herman Kohl, James Fitzmaurice, and the Baron Gunther von Hunefeld in the Junkers W.33 D-1167, *Bremen*, from Baldonnel airfield near Dublin, Ireland, to Greenley Island, Labrador. This was the first east-to-west across the North Atlantic, against the prevailing wind.
14. June 17-18, Wilmer Stultz, Lou Gordon, and Amelia Earhart in the Fokker F.7/3m twin-float seaplane NX-4204, *Friendship*, from Trepassey, Newfoundland, to Buryport, Wales.
15. Oct. 11-15, the *Graf Zeppelin*, Dr. Hugo Eckener with a crew of 39 and 20 passengers, from Friedrichshafen, Germany, to Lakehurst, N.J.
16. Oct. 29-Nov. 1, the *Graf Zeppelin*, Dr. Eckener and crew with 23 passengers and one stowaway, from Lakehurst, N.J., to Friedrichshafen, Germany.

1929

17. June 13-14, Jean Assolant, Rene LeFevre and Armand Lotti, plus the stowaway Arthur Schreiber, in the Bernard 191 G.R. F-AJGP/NR-9422, *Oiseau Canari*, from Old Orchard Beach, Maine, to Comillas, Spain.
18. July 8-10, Roger Williams and Yancey in the Bellanca J NX-3789, *Pathfinder*, from Old Orchard Beach, Maine, to Santander, Spain.
19. August 1-3, the *Graf Zeppelin*, Dr. Eckener and crew; 18 passengers, and one stowaway, from Friedrichshafen, Germany, to Lakehurst, N.J.
20. August 7-10, the *Graf Zeppelin*, Dr. Eckener with 22 passengers, Lakehurst to Friedrichshafen. After this the airship flew to Tokyo, Japan, Los Angeles, and on around the world to Lakehurst.
21. Sept. 1-4, the *Graf Zeppelin*, Captain Ernst Lehman, 22 passengers, Lakehurst to Friedrichshafen. After the world flight, Dr. Eckener remained in the U.S. to discuss plans for global airship services with American financiers and the International Zeppelin Transport Co. was established.

1930

22. June 3-6, the *Graf Zeppelin*, Dr. Eckener, 22 passengers, from Lakehurst to Seville, Spain, continuing to Friedrichshafen. The airship had reached Lakehurst via Brazil.
23. June 24-25, Sir Charles Kingsford-Smith, Evert Van Dyk, Patrick Saul, and John W. Stannage in the Fokker F.7/3m VH-USU, *Southern Cross*, from Portmarnock Strand, Ireland, to Harbour Grace, Newfoundland, later continuing to New York and California, completing a world circuit. Kingsford-Smith had started with his transpacific flight of May 31-June 9, 1928.
24. July 29-Aug. 1, the British airship *R.100*, under the command of Squadron Leader Ralph S. Booth with a crew of 35 and seven observers, from Cardington, England, to Montreal, Canada.
25. August 14-16, airship *R.100*, Squadron Leader Booth and crew, five observers and 11 official passengers, from Montreal returning to Cardington.
26. Aug. 18-26, Wolfgang von Gronau, Eduard Zimmer, Franz Hack and Fritz Albrecht, in the Dornier Wal D-1422 named *Amundsen-Wal*, from List-an-Sylt, Germany, to New York City via the Faroes, Iceland, Greenland, Labrador and Nova Scotia.
27. Sept. 1-3, Dieudonne Costes and Maurice Bellonte, in the Breguet Br.19 G.R. "Super Bidon," *Point d'Interrogation*, from LeBourget, Paris, to Curtiss Airport, Valley Stream, Long Island, N.Y., nonstop. Theirs was the first flight that was a reciprocal to Lindbergh's of 1927 and the first transoceanic airplane flight to employ pressure pattern flying.
28. Oct. 9-11, J. Errol Boyd and Harry P. Connor, in the Bellanca WB.2 *Maple Leaf*, from Harbour Grace, Newfoundland, to Tresco in the Scilly Isles off England's Lands End. This is the same airplane used by Chamberlin and Levine in 1927 and the first airplane to be flown across the Atlantic twice.

1931

29. June 23-24, Wiley Post and Harold Gatty in the Lockheed 5 *Vega* NR-105W, *Winnie Mae*, from Roosevelt Field, N.Y., to Liverpool, England, via Harbour Grace, while en route around-the-world. Theirs was the last transatlantic takeoff from Roosevelt Field.
30. June 24-26, Holger Hoiris and Otto Hillig in the Bellanca CH-300 *Pacemaker* NR-797W, *Liberty*, from Harbour Grace, Newfoundland, to Krefeld, Germany. The airplane was *not* named for any political abstraction but for Hillig's hometown of Liberty, N.Y.
31. July 14-16, Alexander Magyar and George Endres in the Lockheed 6 *Sirius* NR-115W, *Justice for Hungary*, from Harbour Grace, Newfoundland, to Biske, Hungary.
32. July 29-30, Hugh Herndon and Clyde Pangborn in the Bellanca CH-400 Special NR-796W, *Miss Veedol*, from Floyd Bennett Field, N.Y., to Moylgrove, Wales. They subsequently sputtered on around the world, and during Oct. 3-5 made a sensational transpacific flight, Japan to Oregon, 4,465 miles, 41 hrs., 13 min. nonstop.
33. July 28-30, Russell Boardman and John Polando, in the Bellanca CH-300 NR-761W, *Cape Cod*, from Floyd Bennett Field, N.Y., to Istanbul, Turkey, 5,015 miles, 49 hrs., 5 mins., 102.1 mph, setting a new world record for nonstop distance.
34. July 22-Aug. 2, Wolfgang von Gronau and his same crew of 1930 in the Dornier Wal D-2053, *Gronland Wal*, from List-an-Sylt, Germany, to New York via the Faroes, Iceland, Greenland, Baffinland, Hudson Bay, Western Ontario, and Chicago.
35. July 27-Aug. 9, Parker D. Cramer and Oliver Paquette, in the diesel-powered Bellanca twin-float seaplane NR-687E, from Detroit to the Shetland Islands via Hudson Bay, Baffinland, Greenland, Iceland, the Faroes to the Shetland Islands. Their destination was Copenhagen but after leaving Lerwick in the Shetlands they were lost in a storm over the North Sea.

1932

36. May 20-21, Amelia Earhart Putnam, in the Lockheed 5 *Vega* NR-7952, from Harbour Grace, Newfoundland, to Culmore, Northern Ireland. This is the second North Atlantic solo flight.
37. May 19-24, the Dornier Do.X, Captain Friedrich Christiansen and a crew of 14 in the 12-engine flying boat Dornier Do.X, D-1929, from New York City to the Muggelsee, a lake in East Berlin, via Newfoundland, the Azores, Vigo, Spain, and Calshot, England. The Do.X had flown to the U.S. during a 10-month saga of 1930-31, via Africa, the South Atlantic and Brazil.
38. July 5-6, James Matter and Bennett Griffen, in the Lockheed 5 *Vega* NR-869E, *Century of Progress*, from Floyd Bennett Field, N.Y., to Berlin, Germany, via Harbour Grace. This was the first stage of an around-the-world flight but the airplane was subsequently wrecked in Western Russia.
39. July 22-Aug. 2, Wolfgang von Gronau, Fritz Albrecht, Franz Hack, and Gerd von Roth, in the Dornier Wal D-2053, *Gronland Wal*, from List-an-Sylt, Germany, to Chicago, via Iceland, Greenland, Labrador, Montreal, Ottawa, and Detroit. From Chicago they flew on westward through Canada, Alaska, the Aleutians to Japan, China, the Philippines—and on around the world, returning to Germany November 9.
40. Aug. 18-19, James Mollison in the de Havilland DH.80A *Puss Moth* G-ABXY, *The Hearts Content*, from Portmarnock Strand, Ireland, to Pennfield Ridge, New Brunswick. This is the third North Atlantic solo flight.

1933

41. June 3-4, James Mattern in the Lockheed 5 *Vega* NR-869E (he had it changed from NC-106N), *Century of Progress*, from Floyd Bennett Field, N.Y., to Jomfrulund, Norway, nonstop. This is the fourth North Atlantic solo flight and was the first leg

of an around-the-world flight, but the airplane was subsequently wrecked in Eastern Siberia.

42. June 10-11, Mariano Barberan and Joaquin Collar in the CASA-built Breguet Br.19 Special named *Quatro Vientos*, from Seville, Spain, to Camaguey, Cuba.

43 to 66. July 1-15, General Italo Balbo with a crew of three in the twin-engine, double-hulled Savoia-Marchetti S-55X flying boat I-BALB, from Italy to Chicago, via Amsterdam; Northern Ireland; Reykjavik, Iceland; Cartwright, Labrador; and Montreal, Canada. Balbo was leading a fleet of 23 other S-55Xs on a goodwill flight to the Chicago World's Fair. The westbound Balbo operation accounts for Flights 43 to 66, inclusive.

67. July 15-16, Wiley Post in the Lockheed 5 *Vega* NR-105W, *Winnie Mae*, from Floyd Bennett Field, N.Y., to Tempelhof, Berlin, Germany, nonstop, 3,942 miles, 25 hrs., 45 mins., 153.3 mph. This was the first leg of his round-the-world solo flight. It is the fifth North Atlantic solo flight.

68. July 15-17, Stephen Darius and Stanley Girenas, in the Bellanca NR-68E, *Lithuanica*, from Floyd Bennett Field, N.Y., to a fatal crash near Soldin, Germany. Destination was Kaunas, Lithuania.

69. July 22-24, James and Amy Mollison in the de Havilland DH.84 *Dragon* G-ACCV, *Seafarer*, from Pendine, Wales, to a crash landing at Bridgeport, Connecticut.

70. Aug. 5-7, Paul Codos and Maurice Rossi in the Bleriot-Zapata 110 F-ALCC, *Joseph LeBrix*, a special long-range airplane for record-breaking flights, from Floyd Bennett Field, N.Y., to Rayak, Syria, 5,500 miles, setting a new world record for non-stop distance.

71 to 93 inclusive. July 19-Aug. 10; Italo Balbo and 23 airplanes returning from Chicago to Italy, via New York City, Shediac, N.B., Shoal Harbour, Newfoundland, the Azores and Lisbon. Although he flew to Chicago with 24 airplanes, he lost one in the Azores during the return to Italy.

94. July 9-Aug. 26, Charles and Anne Morrow Lindbergh in the Lockheed 8 *Sirius* twin-float seaplane NR-211, *Tingmissartog*, from New York to Copenhagen, Denmark, via extended survey flights in Labrador, Greenland, and Iceland.

95. Oct. 28-31, the *Graf Zeppelin*, Captain Ernst Lehman with 24 passengers, from Akron, Ohio, to Seville, Spain, continuing to Friedrichshafen, Germany. The airship had arrived in the U.S. via Brazil and Opa Locka, Florida; it was briefly based in Akron for a visit to the Chicago World's Fair. This was the *Graf Zeppelin*'s last visit to the U.S.

1934

96. May 14-15, George R. Pond and Cesare Sabetelli, in the Bellanca NR-13137, *Leonardo da Vinci*, from Floyd Bennett Field, N.Y., to a forced landing at Lehinch, Ireland. Destination was Rome, where they eventually arrived.

97. May 27-28, Paul Codos and Maurice Rossi in the Bleriot-Zapata 110 F-AALC, *Joseph LeBrix*, from LeBourget, Paris, to Floyd Bennett Field, N.Y. Their goal was to reach San Diego nonstop by way of a new distance record, but propeller vibrations forced them to quit at New York. This is the second Paris-New York flight.

98. June 28-30, the brothers Joseph and Benjamin Adamowicz, in the Bellanca CH-300, NR-797W, *City of Warsaw*, from Harbour Grace to Flers, France. Destination was Poland where they eventually arrived. This is the same airplane used by Hoiris and Hillig in 1931.

99. Aug. 8-9, James R. Ayling and Leonard Reid in the twin-engine de Havilland DH.84 *Dragon* G-ACJM, *Trail of the Caribou*, from Wasaga Beach, Ontario, to Heston airport, London.

100. July 20-Aug. 30, John Grierson in the de Havilland DH-83 *Fox Moth* twin-float seaplane G-ACRK, *Robert Bruce*, from Brough, England, to Ottawa, Canada, via the Faroes, Iceland, Greenland, Baffinland, and Hudson Bay. This is the sixth North Atlantic solo flight.

101. Aug. 20-Sept. 9, Richard U. Light and Robert F. Wilson in the Bellanca *Skyrocket* twin-float seaplane NR-10794, *Asulinek*, from New Haven, Connecticut, to Rochester, England, via Newfoundland, Labrador, Greenland, Iceland, the Faroes and the Orkneys. They subsequently flew on around the world to the Philippines, shipped the airplane transpacific, and from the West Coast flew back to Connecticut via Central America.

1935

102. July 18-Aug. 19, Thor Solberg and Paul Oscanyan in the Loening C2C amphibian NR-10239, *Leiv Eriksson*, from Floyd Bennett Field, N.Y., to Oslo, Norway, via Canada, Labrador, Greenland, Iceland, and the Faroes.

103. Sept. 21-22, Felix Waitkus in the Lockheed 5C *Vega* NR-926Y, *Lithuanica II*, from Floyd Bennett Field, N.Y., to a forced landing near Ballinrobe, Ireland. This is the seventh North Atlantic solo flight. Destination was Kaunas, Lithuania, where he eventually arrived.

1936

104. May 6-19, the German airship LZ-129, *Hindenburg*, under the command of Captain Ernst Lehmann with 50 passengers from Friedrichshafen, Germany, to Lakehurst, N.J.

105. May 12-14, *Hindenburg*, Lakehurst to Rhein-Main airport, Frankfurt, Germany; 53 passengers.

106. May 17-20, *Hindenburg*, to Lakehurst; 41 passengers.

107. May 20-23, *Hindenburg*, to Rhein-Main, 57 passengers.

108. June 19-22, *Hindenburg*, to Lakehurst, 42 passengers.

109. June 24-26, *Hindenburg*, to Rhein-Mann, 56 passengers.

110. June 30-July 2, *Hindenburg*, to Lakehurst, 21 passengers.

111. July 4-6, *Hindenburg*, to Rhein-Main, 54 passengers.

112. July 10-13, *Hindenburg*, to Lakehurst, 50 passengers.

113. July 15-17, *Hindenburg*, to Rhein-Main, 56 passengers.

114. Aug. 5-8, *Hindenburg*, to Lakehurst; 50 passengers.

115. Aug. 10-11, *Hindenburg*, to Rhein-Main; 54 passengers.

116. Aug. 16-19, *Hindenburg*, to Lakehurst; 58 passengers.

117. Aug. 20-22, *Hindenburg*, to Rhein-Main; 58 passengers.

118. Sept. 2-3, Henry T. "Dick" Merrill and Harry Richman in the Vultee V-1a NR-13770, *Lady Peace*, from Floyd Bennett Field, N.Y., to an emergency landing at Llandilo, Wales, nonstop. After dipping their fuel tanks they continued to Croydon airport, London.

119. Sept. 4-5, Beryl Markham in the Percival Vega Gull VP-KCC, *Messenger*, from Abington, England, to a forced landing near Baleine Cove, Nova Scotia. This is the eighth North Atlantic solo flight.

120. Sept. 6-12, Captain Hans Werner von Engel, Baron Friedrich von Buddenbrock, H.J. Stein and Otto Gruschwitz, in Lufthansa's Dornier Do.18 flying boat D-ABYM *Aeolus*, from Lisbon to New York via the catapult ship *Schwabenland* at Horta in the Azores and a stop at Bermuda. Concurrently, the *Schwabenland* had the Do.18 D-ARUN, *Zephyr*, already on board, and it was transported to the Azores aboard the ship. Meanwhile, on the 10th the *Zephyr* was catapulted off with Captain Joachim von Blankenberg, Baron Karl August von Gabienz, Wilhelm Ehlberg and Adolf Eger, and flew directly from Horta to New York.

121. Sept. 14, Merrill and Richman in the *Lady Peace*, from Southport (near Liverpool), England, to a forced landing at Musgrave Harbour, Newfoundland. They eventually flew on to New York.

122. Sept. 19-20, *Hindenburg*, to Lakehurst; 72 passengers.

123. Sept. 22-24, *Hindenburg*, to Rhein-Main; 59 passengers.

124. Sept. 26-29, *Hindenburg*, to Lakehurst; 44 passengers.

125. Oct. 1-3, *Hindenburg*, to Rhein-Main; 41 passengers.

126. Oct. 5-7, *Hindenburg*, to Lakehurst; 53 passengers.

127. Oct. 10-12, *Hindenburg*, to Rhein-Main; 49 passengers.

128. Oct. 18-20, Captain Rudolf Mayr, von Engel, Baron von Buddenbrock, Gruschwitz and Stein, in Lufthansa's Do.18 *Aeolus*, launched from the catapult ship *Schwabenland* at Sydney, Nova Scotia, to Lisbon via the Azores.

129. Oct. 18-20, Captain Blankenberg, Siegfried Graf Schack von Wittenau, Ehlberg, and Eger, in Lufthansa's Do.18, *Zephyr* launched from the *Schwabenland* at Sydney, N.S., to Lisbon via the Azores. From Lisbon the two Do.18s flew back to their base in Travemunde, Germany, via Amsterdam.

130. Oct. 28-30, James Mollison in the Bellanca 28-70 racing plane, NR-190M/G-AEPC, named *Dorothy*, from Floyd Bennett Field, N.Y., to Croydon airport, London, via Harbour Grace. This is the ninth North Atlantic solo flight.

1937

131. May 3-6, *Hindenburg*, Captain Max Pruss with 36 passengers and a crew of 60, from Rhein-Main to Lakehurst. While maneuvering to a landing at Lakehurst a combination of free hydrogen and a spark ignited the airship's lifting gas and it was destroyed by fire. Of the 97 persons on board, 35 perished, 62 survived.

132. May 9-10, Henry T. "Dick" Merrill and John Lambie in the Lockheed 10 *Electra* NR-16059 named *Daily Express*, from Floyd Bennett Field, N.Y., to North Weald, England.

133. May 13-14, Merrill and Lambie in their *Electra* returning; from Southport, England, to New York, via Squantum, Mass. Their flight to Britain was for the express purpose of returning with newsreels of the recent coronation of King George VI.

134. July 5-6, Captain Harold Gray, William de Lima, William M. Masland, C.D. Wright, Smith, Roberts, and Thaler, in Pan American Airways' Sikorsky S-42B flying boat NR-16736 named *Clipper III*, from Botwood, Newfoundland, to Foynes, Ireland. This was the first of Pan Am's Atlantic survey flights. From Foynes, Pan Am and Imperial flights went on to Imperial Airways' base at Hythe near Southampton, England.

135. July 5-6, Capt. A.S. Wilcockson, C.H. Bowes, T.E. Hobbs, and T.A. Vallette, in Imperial Airways' Short S.23 flying boat G-ADHM, *Caledonia*, from Foynes, Ireland, to Botwood, Newfoundland. This was the first of Imperial's Atlantic survey flights. From Botwood the Imperial Airways flights went on to Pan Am's base at Port Washington, Long Island, N.Y., via a stop at Montreal.

136. July 15-16, Wilcockson and crew, *Caledonia*, Botwood-Foynes.

137. July 15-16, Gray and crew, *Clipper III*, Foynes-Botwood. From Botwood the Pan Am flights returned to their Port Washington base via Shediac, New Brunswick.

138. July 29-30, Gray and crew, *Clipper III*, Botwood-Foynes.

139. July 29-30, Captain G.J. Powell, C.F. Elder, C.A. Woods, and J.H.A. Lewis in Imperial Airways' Short S.23 flying boat G-ADUV, *Cambria*, Foynes to Botwood.

140. Aug. 6, Gray and crew, *Clipper III*, Foynes-Botwood.

141. Aug. 8-9, Powell and crew, *Cambria*, Botwood-Foynes.

142. Aug. 15, Wilcockson and crew, *Caledonia*, Foynes-Botwood.



The Graf Zeppelin at Mines Field, Los Angeles, in Sept. 1929 during its round-the-world flight.

(Goodyear via Len Hanten)

143. Aug. 11-16, Blankenberg, Graf Schack, Gruschwitz, and Kuppers in Lufthansa's Blohm and Voss four-engine twin-float seaplane Ha.139 D-AMIE, *Nordmeer*, from Travemunde, Germany, to New York via Amsterdam, Lisbon, and the catapult ship *Friesenland* at Horta in the Azores. At New York the *Nordmeer*, and later its sister *Nordwind*, was based on the catapult ship *Schwabenland*. The two Ha.139s flew seven round trips between New York and the Azores, surveying the route for an air mail service; they did not operate between the Azores and Lisbon. In 1937 a Dornier Wal provided a "shuttle" between Horta and Lisbon.

144. Aug. 20-21, Wilcockson and crew, *Caledonia*, Botwood-Foynes.

145. Aug. 16-25, Gray and crew, *Clipper III*, from New York to Southampton, England, via Bermuda, Horta in the Azores, Lisbon, and Etang de Berre near Marseilles, France, overflying the World's Fair in Paris en route.

146. Aug. 27, Powell and crew, *Cambria*, Foynes-Botwood.

147. Aug. 11-30, Diele, von Engel, Rosel, and Stein in Lufthansa's Ha.139 D-AJEY *Nordwind*, from Travemunde to New York via Amsterdam, Lisbon, and the *Friesenland* at Horta.

148. Aug. 31-Sept. 3, Gray and crew, *Clipper III*, from Southampton to New York via the Etang de Berre, Lisbon, the Azores, and Bermuda.

149. Sept. 13-14, Wilcockson and crew, *Caledonia*, Foynes-Botwood.

150. Sept. 23-24, Wilcockson and crew, *Caledonia*, Botwood-Foynes.

151. Sept. 27-28, Powell and crew, *Cambria*, Botwood-Foynes.

152. Nov. 6-22, Lufthansa's *Nordwind*, from New York returning to Travemunde, Germany, via the *Friesenland* at Horta, Lisbon, and Amsterdam. Between Aug. 30 and Nov. 6 the *Nordwind* made four round trips between Horta and New York.

153. Nov. 18-23, Lufthansa's *Nordmeer*, from New York to Travemunde via the *Friesenland* at Horta, Lisbon, and Amsterdam. Between Aug. 15 and Nov. 19 the *Nordmeer* made three round trips between Horta and New York.

1938

154. July 1, Howard Hughes, Thomas Thurlow, Harry Connor, Edward Lund, and Richard Stoddard, in the Lockheed 14-N NX-18973, named *New York World's Fair 1939*, from Floyd Bennett Field, N.Y., to LeBourget, Paris, nonstop on the first leg of an around-the-world flight. This is the first N.Y.-Paris flight since Lindbergh's; Hughes flew it in 16 hrs., 30 mins.

155. Jul. 17-18, Douglas Corrigan in the Curtiss Robin NR-9243 named *Sunshine*, from Floyd Bennett Field, N.Y., to Baldonnel, Ireland. This is the tenth solo flight, North Atlantic, and the last such flown in the "heroic decades" of 1919-39.

156. July 21-22, Captain D.C.T. Bennett and A.J. Coster of Imperial Airways in the Short S.20 four-engine, twin-float seaplane G-ADHJ named *Mercury*, after separating from the upperworks of the four-engine S.21 flying boat G-ADHK named *Maia*, from Foynes to New York via Montreal. *Maia* and *Mercury* took off together as a composite eight-engine aircraft. Once the edifice was airborne, *Mercury*, which was carrying the payload, separated from *Maia* and flew on to the destination; *Maia* returned to base.

157. July 17-21, in Lufthansa's *Nordmeer* (D-AMIE), from Travemunde to New York via Amsterdam, Lisbon, and the catapult ship *Schwabenland* at Horta, Azores. During 1938 the catapult ships swapped stations; *Schwabenland* was at Horta; *Friesenland* in New York. In this 1938 season the Ha.139s made a total of 13 round trips between Horta and New York; *Nordmeer* five; *Nordwind* five; and *Nordstern* three. A Dornier Do.18 provided the "shuttle" between the Azores and Lisbon.

158. July 21-25, in Lufthansa's *Nordwind* (D-AJEY), from Travemunde to New York via Amsterdam, Lisbon and the Azores.

159. July 25-27, Bennett & Coster in the S.20 seaplane *Mercury*, returning to England, from New York to Southampton via Botwood, the Azores, and Lisbon.

160. Aug. 10-11, Captain Alfred Henke, Rudolf von Moreau, Paul Dierberg, and Walter Kober, in the Focke-Wulf Fw.200S-1 *Condor* D-ACON, *Brandenberg*, from Berlin-Staaken to Floyd Bennett Field, N.Y., nonstop, 24 hrs., 56 mins.

161. Aug. 13-14, Henke and crew in the Fw.200S-1 D-ACON, from New York to Berlin-Tempelhof nonstop, 19 hrs., 55 mins.

162. Aug. 23-31, Henri Guillaumet, LeClaire, Paul Comet, Neri, Bouchard, and three mechanics: Roux, Lemorvan, and Chapaton, in the Air France six-engine Latecoere 521 flying boat F-NORD, named *Lieutenant de Vaisseau Paris*, from the Etang Biscarosse north of Bordeaux to New York via Lisbon and Horta, Azores.

163. Sept. 6-9, Guillaumet and crew in the *Lieutenant de Vaisseau Paris*, from New York to Biscarosse via the Azores and Lisbon.

164. Sept. 8-12, Lufthansa's Ha.139B D-ASTA, *Nordstern*, from Travemunde to New York via Amsterdam, Lisbon and the Azores, joining the *Nordmeer* and *Nordwind* in the Azores-New York survey flights.

165. Oct. 2-6, Lufthansa's *Nordmeer*, New York to Travemunde via the Azores, Lisbon, and Amsterdam.

166. Oct. 16-20, Lufthansa's *Nordwind*, New York to Travemunde via the Azores, Lisbon, and Amsterdam.

167. Oct. 18-22, Lufthansa's *Nordstern*, New York to Travemunde via the Azores, Lisbon, and Amsterdam.

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168. March 22-April 11, Captain Harold E. Gray with a crew of 10 and 10 official passenger-observers, in Pan American Airways Boeing 314 NC-18603 *Yankee Clipper* on a non-revenue survey flight from New York to Southampton, England, and Foynes, Ireland, via the Azores and Lisbon.

169. April 12-16, Captain Harold E. Gray and crew with official passenger-observers, in the *Yankee Clipper* from Foynes to New York via Southampton, Lisbon, the Azores, and Bermuda.

170. April 12-16, General Vladimir Kokkinaki and Major Mikhail Gordienko, in the Z.K.B.26 named *Moskva* from Moscow over the North Pole to a forced landing on Miscou Island, New Brunswick. Destination was New York, a goodwill flight relative to the New York World's Fair, but the airplane was badly damaged. The flight could not be continued.

171. May 16-18, Henri Guillaumet and crew in Air France's *Lieutenant de Vaisseau Paris*, Biscarosse to New York via Lisbon and the Azores.

172. May 20-22, on the 12th anniversary of Lindbergh's takeoff for Paris, the *Yankee Clipper*, Capt. Arthur E. La Porte with a crew of 14 and 1,900 pounds of mail, departed from New York for Marseilles, France, via the Azores and Lisbon with the first scheduled Atlantic air mail, inaugurating a service that by one route or another, and by one airline or another, has remained uninterrupted from that day to our own.

173. May 23-25, Guillaumet and crew in the *Lieutenant de Vaisseau Paris*, from New York to Biscarosse via the Azores and Lisbon.

174. May 25-27, Captain LaPorte and crew in the *Yankee Clipper* with some 2,000 pounds of European mail, from Marseilles to New York via Lisbon, the Azores, and Bermuda, completing the inaugural of the transatlantic air mail service. When the *Yankee Clipper* touched down to the waters of Manhasset Bay offshore of Pan Am's base at Port Washington, Long Island, N.Y., it was coincidentally 20 years to the day that the U.S. Navy's NC-4 had arrived in Lisbon, completing the first transatlantic flight. The happy coincidence of chronology notwithstanding, one era had ended; a new one was beginning.