

## A TRIP TO MANILA

Once passenger service began on Oct. 21, 1936, anyone with twelve days and \$1600 to spare could fly round trip from the United States to Hong Kong on one of Pan Am's Martin Clippers. For just \$720, no small sum in 1936, one could fly to Honolulu and back. Fares of this magnitude were aimed primarily at the business trade during the 1930s, years of the Great Depression.

Passengers would embark on the Clipper at Pan Am's Alameda base in mid-afternoon. After checking the water for dangerous debris, the Clipper's pilot would rev up the plane's engines to full power, accelerating rapidly from 70 to 80 knots for take off. The Clipper would ascend to an altitude of 9,000 feet, where she would cruise at approximately 125 mph. A passenger looking out the window could see the hills of San Francisco and the Golden Gate. He would see nothing but water for the next eighteen hours, until Hawaii came into view.

Long before Hawaii came into sight, dinner would be served on tables covered with linen and fine china. After serving dinner, the stewards would busy themselves preparing the sleeping berths. Clippers left California in the late afternoon in order to land in Hawaii during daylight hours, thus necessitating sleeping accommodations for their much catered-to passengers.

Early the next morning the Clipper would pass over the beautiful island of Molokai, then cross Oahu, landing at the Pearl City base in Pearl Harbor. Passengers continuing west would be taken by car to Waikiki, where they would spend the night in the Royal Hawaiian Hotel.

Early the next morning, the clipper would take off again, this time for Midway, flying over the Oahu landmarks of Ewa and Barber's Point, and then the island of Kauai, the Garden Isle. Several of the smaller islands of the Hawaiian chain—Necker, French Frigate Shoals, Maro Reef, Laysan, Pearl Reef and Hermes Reef—would come into view before a passenger would catch sight of Midway's Sand and Eastern Islets.

Passengers spent the night at the Pan Am hotel on Midway before embarking again in the morning for the 1,200-mile trip to Wake. The time on board might be spent playing cards or catching up on correspondence, for the view on this leg of the journey would consist of nothing but the vast Pacific. On the tiny three-square-mile atoll of Wake, a hotel identical to the one on Midway would provide passengers with a comfortable bed, a number of recreational opportunities and a fine dinner, often the highlight of a passenger's stay on the atolls.

From Wake, another day's trip brought the Clipper's passengers to Guam. In addition to the hotel at the Clipper base, Guam boasted a sizeable local com-

munity. However, few Clipper passengers would have Guam as their final destination. Early the next morning, the clipper would take off for Pan Am's major Far East terminal near Manila. If a passenger planned to continue on to Macao or Hong Kong, he would be taken into downtown Manila for an overnight stay at the Manila Hotel. And the next morning, passengers traveling on to Hong Kong, journey's end, would board either an M-130 or, more likely, the S-42 *Hong Kong Clipper*. (Hong Kong service began in 1937.)

A Clipper passenger, his every need seen to by Pan Am, might never realize how hard airline personnel worked to make his trip possible. On the first leg of the trip, the long, eighteen-hour flight to Hawaii, the nine-man crew would work in shifts through the night. At Ford Island, as at every stop along the way, mechanics would check the plane over carefully as they refueled it. On Midway and Wake, refueling had to be done by hand. Fifty-five-gallon drums were hauled over the sand to the lagoon, then motored out to the plane by launch. At each stop, station managers passed meticulously gathered weather information along to clipper pilots. And, prepared for any eventuality, Pan Am mechanics stood ready at Honolulu, Guam and Manila to make major repairs to any ailing member of Pan Am's fleet of flying boats.



HAWAII CLIPPER

MENU

FLIGHT No. 135 Hawaii Clipper Aug 15 1937

*Relishes*

*Beef Broch - Hearts Lettuce Asp. Jap.*

*Swiss Steak*

*New Potatoes - Cut String Beans*

*Sliced Peaches*

*Asst. Cookies*

*Cream Cheese & Crackers*

*Tea - Cocoa - Dead Tea*

*Coffee*

*Lemonade*

FROM Midway TO Wake



**DINNER**

Canapes Varies

Assorted Relishes Fruit Cup

Scotch Broth Cream of Tomato

Creamed Tuna on Toast

Prime Ribs of Beef, au Jus

Breaded Veal Outlet, Paprika Sauce

Vegetable Plate, Poached Egg

Whipped Potatoes Corn Gaute  
Brussels Sprouts Boiled Rice

Avocado Salad

Vanilla Ice Cream Pineapple Pie Chocolate Sundae

American Edam Swiss Cheese

Coffee Demi Tasse Tea

May 15, 1941



**AIRWAYS INN**

**MENU**

GUAM, M.I.

**APERTIFS**

	GLASS
Dubonnet Imported . . . . .	\$ .30
Sherry Dry or Sweet Imported . . . . .	.30
Vermouth French or Italian Imported . . . . .	.30

**COCKTAILS**

Bacardi . . . . .	.35
Clipper . . . . .	.35
Gilson . . . . .	.35
Manhattan . . . . .	.35
Martini Dry or Sweet . . . . .	.35
Old Fashioned . . . . .	.35

**STILL RED WINES (American)**

	HALF BOTTLE
Burgundy . . . . .	\$ .50
Claret . . . . .	.50

**STILL WHITE WINES (American)**

Chablis . . . . .	.50
Sauterne . . . . .	.50

**PORTS AND SHERRIES**

	GLASS
Old Tawny Imported . . . . .	\$ .30
Spanish Imported . . . . .	.30
Sherry Imported Dry . . . . .	.30
Sherry Imported Sweet . . . . .	.30

**CORDIALS AND LIQUEURS**

Benedictine, D.O.M. . . . .	.35
Brandy . . . . .	.35
B and B . . . . .	.35
Chartreuse, Yellow . . . . .	.35
Creme De Menthe—Green . . . . .	.35

**LIQUORS—STRAIGHT**

	GLASS
<b>Domestic</b>	
Bourbon . . . . .	.30
Rye . . . . .	.30
<b>Imported</b>	
Scotch . . . . .	.30
Gin, London Dry . . . . .	.30
Rum, Puerto Rican . . . . .	.30

**MIXED DRINKS**

Brandy and Soda . . . . .	.35
Cuba Libre . . . . .	.35
Gin Rickey . . . . .	.35
Scotch and Soda . . . . .	.35
Tom Collins . . . . .	.35
Rum Collins . . . . .	.35
Whiskey Hi-Ball . . . . .	.35

**BEERS, ALE AND SOFT DRINKS**

	BOTTLE
<b>Beers, Etc.</b>	
U. S. Eastern Brands . . . . .	\$ .20
U. S. Western Brands . . . . .	.15
Far Eastern Brands . . . . .	.15
<b>Soft Drinks</b>	
Coca-Cola . . . . .	.10
Ginger Ale . . . . .	.15
Lime Rickey . . . . .	.15
Root Beer . . . . .	.15
Sarsaparilla . . . . .	.15

ONE AND ONE-HALF OUNCES LIQUOR SERVED  
EITHER STRAIGHT OR IN HIGHBALLS