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EUROPEAN AIR TRAVEL IN 1923.

By Edward P. Warner,
Professor of Aeronautics,
Massachusetts Institute of Technology.

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By Edward P. Warner.

Of that horde of American tourists that are already crowding every ship that swings down New York Harbor from the Battery or out past Boston Light, there are, no doubt, many who are planning, whether openly or secretly, to make for themselves a real trial of air transport before they return to the United States. The trip from London to Paris by air has become so much a commonplace that it is included in the itineraries of carefully shielded parties of schoolgirls, and one seldom hears danger offered as an excuse for not taking that journey at the present time. The expense is still the principal drawback to a more extended use of that and other air routes, and it is admitted by those connected with the administration of the air lines that a large part of the traffic is made up of American tourists.

The general scope of the routes is shown by the accompanying map, on which the designation "regularly operating" is used for lines running at least three times a week in each direction. The routes will be observed to fall into four general classes, those radiating from London, the lines of Southern France and the Iberian peninsula, those of Germany and northeastern Europe, and the French lines running to the east and northeast from Paris.

The failure to establish more extensive direct connection between the German and French lines is the outgrowth of political feeling and of the provisions of the International Air Navigation

* Taken from the Christian Science Monitor

Convention, in accordance with which communication can only be made through neutral countries until such time as Germany shall be admitted to the League of Nations and allowed to ratify the convention. The failure to link up the lines of northern and southern France is a little more surprising, but can be attributed primarily to the excellence of the terrestrial transportation. A train leaving Paris a few minutes before 8 in the evening arrives at Toulouse at a few minutes after 8 in the morning, in plenty of time to connect with the departure of the airplane for northern Africa. It is not economically sound at the present time to attempt to run air lines over routes already well served by the railroads if the distance between the termini of the line is such as to make an easy night's journey by through train. From 300 to 600 miles is the worst possible distance for an overland air route, since that is the distance over which travel by night presents the greatest advantages.

Turning to the detail consideration of the routes shown on the map, there are five distinct companies operating between Paris and London, and some regularly scheduled journey over that route starts at nearly every hour during the day. The voyager has his choice of a large range of types of vehicles, ranging from the war machine rebuilt to carry four passengers up to the luxurious twin-engined commercial airplanes carrying 10 or more and used by several of the companies. The time required for the trip depends somewhat on the type of airplane used, but is normally from two and a half to three hours. Between London and Brussels and London and Amsterdam (with

a stop at Rotterdam), also, there are daily services, the one to Holland being operated by a Dutch company with Fokker airplanes.

The second group of routes includes the comparatively short run from Bordeaux to Montpellier, with a stop at Toulouse, and the line from Toulouse to Casablanca, in French Morocco. The latter is now running five times a week and has been operating for two years without serious accident, although some parts of the territory flown over present great difficulties in case of a forced landing. The whole distance from Toulouse to Casablanca is covered in two short days' flying, an overnight stop being made at Alicante. The time from France to Morocco by air, even including the intervening night, is less than half that required by rail and boat. There are a couple of additional lines which are in intermittent operation in this territory, and those who wish to visit Corsica may be able to make arrangements for crossing from Antibes and Ajaccio by air if they date their trip properly.

The German lines and those running through northern Europe with Paris as a center, can be considered together, although the only actual point of connection between them is Amsterdam. The most important single route is that from Paris to Warsaw via Strassburg and Prague. The journey from France to Poland is being made in one day at present, having been changed from a two-day journey six weeks ago. The total elapsed time from Paris to Warsaw is 11 hours as against 40 by train, and the fare for the whole trip is only 800 francs, comparing favorably with the railroad rate by train de luxe with sleeper.

It will be noted that there is shown on the map as projected an extension of this line from Prague to Constantinople via Vienna, Budapest, Belgrade and Bucharest. It is the present expectation that this line will be operating regularly by the middle of July and it will therefore be available for the summer tourist traffic. The journey will probably be made in two days with an overnight stop at Budapest. The time by the Orient Express from Paris to Constantinople is about 110 hours, so that the saving in total elapsed time will again be more than one-half. When this line goes into effect, the principal cities of every large state in Europe except Bulgaria, Italy, Greece, Russia, and the countries on the Scandinavian and Iberian peninsulas will be connected by air.

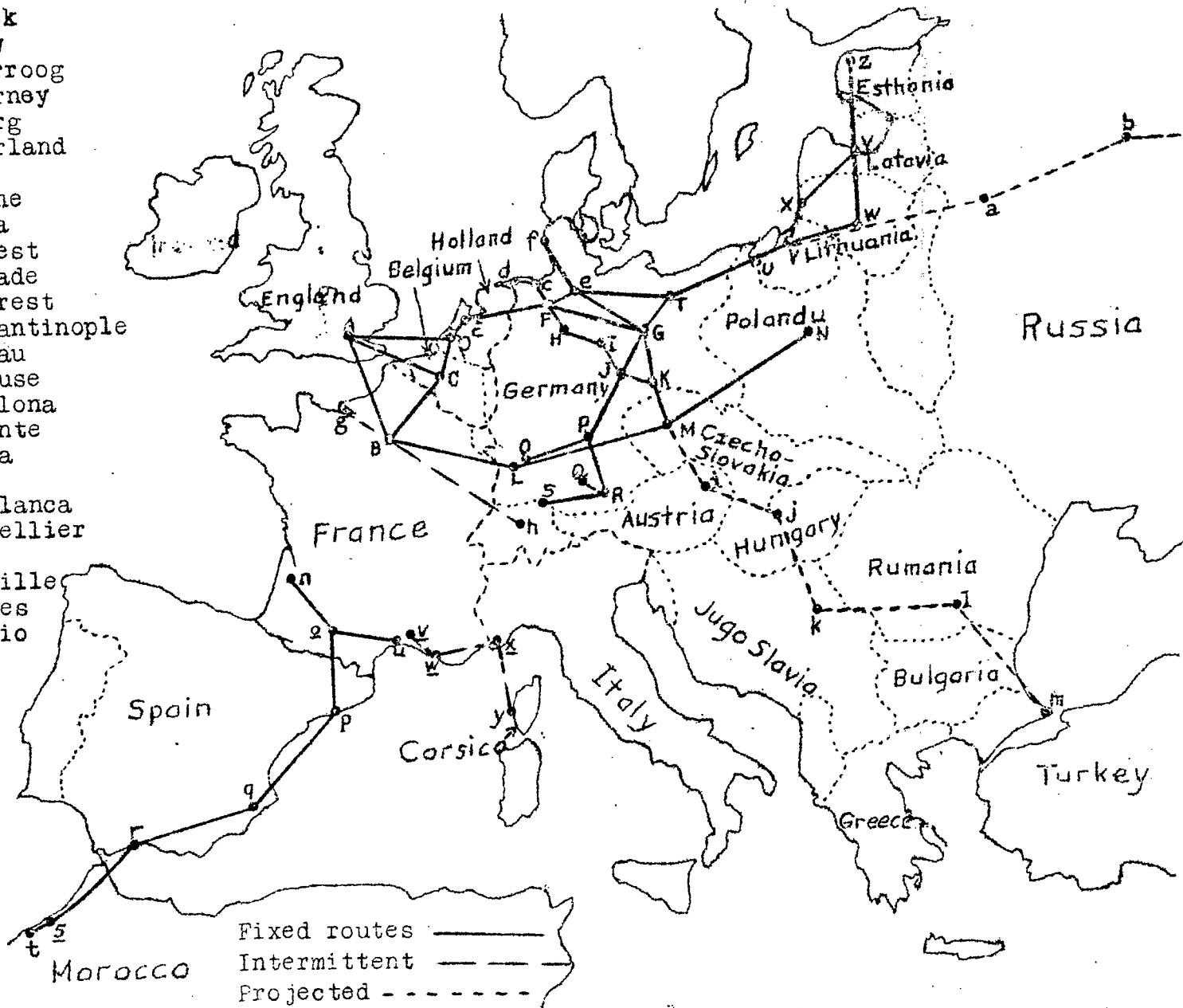
Looking the other way from Paris, the line from Paris to Havre is seen to be marked as in intermittent operation, but aircraft meet all the large liners and the voyager can therefore transfer immediately from marine to aerial transport. If it is desired to visit Germany and northern Europe from Paris, the distance from Paris to Amsterdam can first be covered by air in four hours with stops at Brussels and Rotterdam. At Amsterdam one changes for a German-controlled line to Bremen, whence it is possible to fly directly to Hamburg, to Berlin or to Leipzig or various of the islands along the Frisian coast. The definite time-tables are not yet at hand this year for the German lines but it is probable that arrangements can be made by taking passage from London early in the morning to travel from London to Berlin in a single day.

Arriving at Berlin, further passage by regularly operated lines can be secured to any of the principal cities of the Baltic states as far north as Reval. There has been much discussion of a line to Moscow, but it does not appear to be in regular operation at present. The traveler wishing to visit Soviet Russia late in the coming summer, however, may safely plan on the basis of being able to make the trip from Paris or London entirely by air.

A number of the short lines in Germany have been omitted in this discussion. They are shown on the map, however, and almost all of those there indicated went into daily operation on the 15th of April.

As an indication of what can be done by air, a sample trip may be instanced. A voyager arriving at Havre can go from there to Paris, to Strassburg, to Stuttgart (this last short link by rail) and thence successively to Nuremburg, Leipzig, Berlin, Hamburg, Bremen, Amsterdam and London. The total distance traveled by air is about 1500 miles, while that by rail is less than 50. The journey could easily be made in five days or in four, if one were fortunate in making connections, and the total cost would be about \$135.

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|--------------|------------------|
| A-London | a-Vitebsk |
| B-Paris | b-Moscow |
| C-Brussels | c-Wangerroog |
| D-Rotterdam | d-Norderney |
| E-Amsterdam | e-Hamburg |
| F-Bremen | f-Westerland |
| G-Berlin | g-Havre |
| H-Hanover | h-Lucerne |
| I-Magdeburg | i-Vienna |
| J-Leipzig | j-Budapest |
| K-Dresden | k-Belgrade |
| L-Strassburg | l-Bukharest |
| M-Prague | m-Constantinople |
| N-Warsaw | n-Bordeau |
| O-Stuttgart | o-Toulouse |
| P-Nuremburg | p-Barcelona |
| Q-Augsburg | q-Alicante |
| R-Munich | r-Malaga |
| S-Constance | s-Rabat |
| T-Stettin | t-Casablanca |
| U-Danzig | u-Montpellier |
| V-Konigsberg | v-Nimes |
| W-Kovno | w-Marseille |
| X-Memel | x-Antibes |
| Y-Riga | y-Ajaccio |
| Z-Reval | |



Existing and proposed passenger airplane routes in Europe.