

# Flying the Atlantic Is Ferry Command's Job



LOCKHEED HUDSONS getting ready to take off on their transatlantic hop from a Newfoundland airfield.

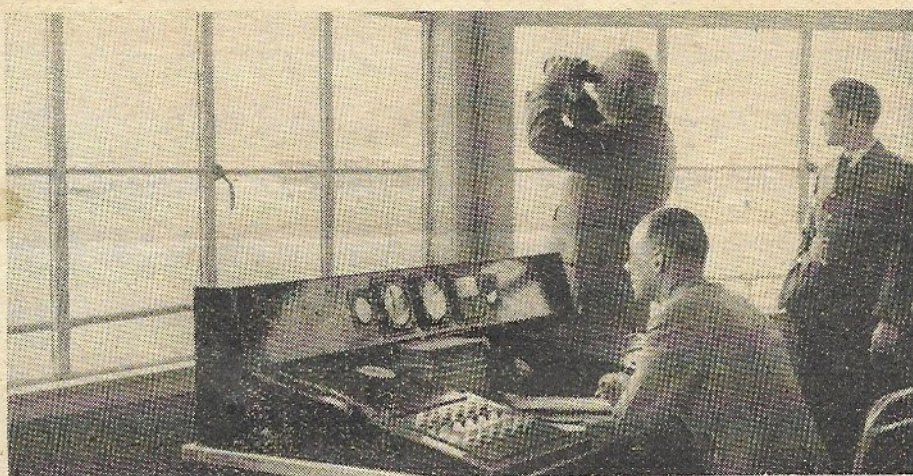
CROSSING the Atlantic in an aeroplane, which, only a few years ago, was such a hazardous feat, is now a routine job. Indeed, some R.A.F. pilots look upon Atlantic ferrying as a rest from operational flying. A pilot officer, in a recent broadcast, gave two main reasons why flying the Atlantic is now such a comparatively simple job. "First," he said, "because America is building and supplying us with fine aircraft. Secondly, because each flight is planned to the last detail."

The A.O.C.-in-C., R.A.F. Ferry Command, Canada, takes delivery of American-built aircraft from the Flight Ferry Command of the U.S. Army Air Corps and is responsible to the Air Council for their delivery in Great Britain.

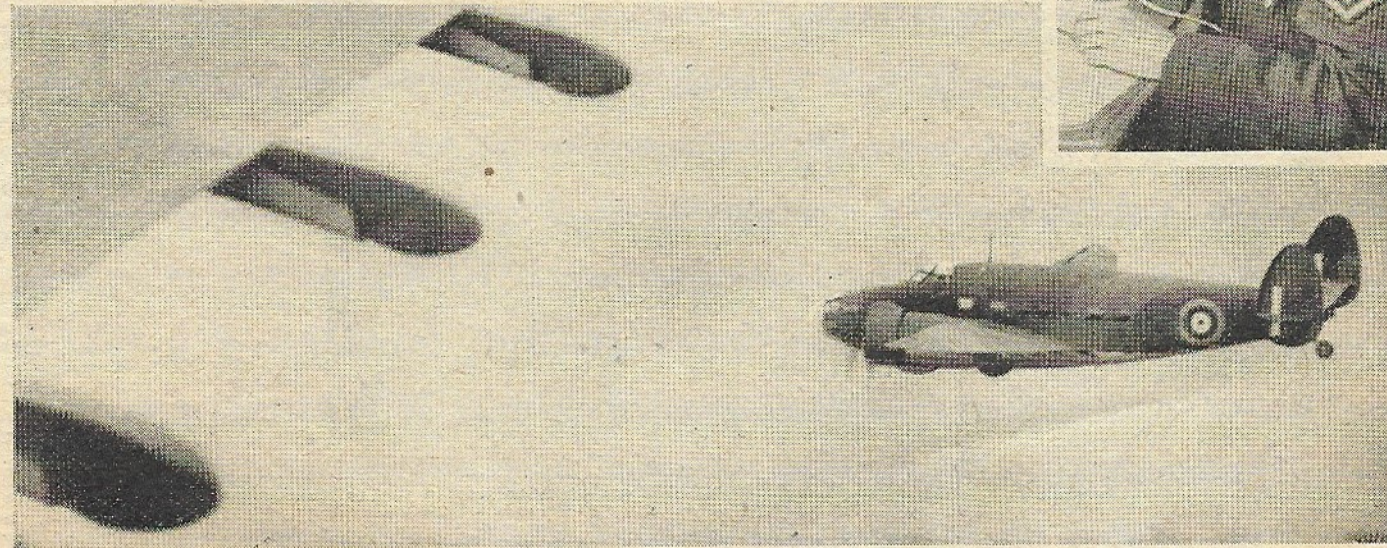
From the factories in Canada or America the planes to be delivered to Britain are taken to Newfoundland, where the real business of ferrying starts. Pilot and navigator are informed by the meteorological experts of weather conditions right across the Atlantic. The captain of the aircraft then decides whether and when he will take off. Next, the aircraft, which is under an armed guard, is examined in every detail, the petrol tanks are filled, and after a final conference with the weather experts the crew is ready to take off.

The coast of Newfoundland is left behind and the aircraft climbs rapidly through the clouds to a great height where there is no moisture in the air to ice up the wings and airscrews. As soon as it is dark the navigator checks his position by the stars, the automatic pilot is plugged in, and the crew settles down for the night. The navigator is the only one with much to do. The remainder read or talk and there is plenty of food and drink to sustain them on the trip.

The average duration of the trip is about ten hours. Eventually the aircraft makes its appointed landing on the other side of the ocean. As the pilot officer remarked: "It's satisfying to descend through a hole in the cloud and find yourself in exactly the right spot at the right time. It's a grand feeling."



Above, the control desk in the control tower of a Newfoundland airport. The O.C. control tower watches an incoming aircraft through his glasses.



FERRY COMMAND is responsible for the organization of the service which flies aircraft built in N. America across the Atlantic to Britain. Above, a Lockheed Hudson winging its way across the vast expanse of the ocean. Above, right, an R.A.F. corporal maintaining communication between the home airport and a home-bound machine.

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