

## From the President, Pete Runnette...



As we get ready to turn the calendar to 2021, it is safe to say that that we have witnessed a year like no other in our lives with the worldwide outbreak of the Covid-19 pandemic. We suddenly found ourselves staying at home and social distancing. Our thoughts are with all of our colleagues, families and friends. On behalf of the Foundation, we hope that you are all safe and healthy as we adjust to the 'new normal'.

On a brighter note, the past year also had its milestones and achievements for your Foundation as we begin our 29th year of operation. Our membership remains steady and our finances continue to be strong. We are dedicated to our mission to preserve and promote the legacy of Pan American World Airways. In 2020, we completed our signature project — *Across the Pacific*, a three-part documentary that is airing nationwide on PBS. You can watch the documentary streaming at [pbs.org](https://www.pbs.org) or on our website [panam.org](https://www.panam.org). The series can also be accessed through Amazon Prime Video and on iTunes for a modest charge. Our sincere thanks to all our donors who made it possible — and our

**President** *cont. p. 2*



*On September 30th, 2020 the National Film Preservation Foundation (NFPP) announced that the Pan Am Historical Foundation would be a recipient of a film preservation grant. The federally mandated program will provide about 80 percent of the \$25,000 to be spent under the proposal, with the PAHF making up the balance.*

The Foundation had submitted a proposal for the preservation of Ernest "Allie" Allison's CNAC film collection. The aging 16mm film, just shy of four thousand feet in total, documents the exciting and dramatic days in China when Allie flew and worked as management for the China National Aviation Corporation.



Allie Allison in 1932. Photo from "Yankee on the Yangtze" by Nancy Allison Wright

In 1929 Curtiss-Wright, an American aviation conglomerate, went into partnership with China's Nationalist government, with the US company taking a 45% stake and operational responsibilities for a new airline, the China National Aviation Corporation or CNAC. But the enterprise faltered as the worldwide Depression deepened, and in 1933 Curtiss-Wright sold out to Pan American Airways. Along with a motley fleet of planes and a small group of American and Chinese personnel, Pan Am stepped in to make a go of China's national airline. The partnership would last through the ensuing 16 years of turmoil and war, ending finally in 1949 with the advent of the Peoples' Republic of China.

One of those who came with the deal was Ernest "Allie" Allison. Born in 1894 he'd started life on a Nebraska farm but

**Film Preservation** *cont. p. 4*

## President *from p. 1*

congratulations to Steve Lyons, executive producer and his team at Moreno/Lyons Productions.

'*Across the Pacific*' is also highlighted in our 2021 Calendar with monthly photos from the film and an interesting behind-the-scenes narrative on the making of the documentary. Special thanks to Sudhir Puri who volunteers his time and talents to produce the yearly calendar.

Pan Am Tours, one of our most successful programs, has been temporarily suspended due to the pandemic. Pan Am-ers are inveterate travelers and we remain hopeful that our tours will resume with our travel partner, Distant Horizons, when it is safe to do so.

As we look to the future, I want to remind our members about the importance of our 'Next Gen' program. Our children, grandchildren and other family members are the people who will continue our mission to preserve the Pan Am legacy. They are our future. 'Next Gen' members can be enrolled on our website at a special discounted rate.

No doubt the pandemic will have a long-lasting effect on our world. Technology will play a bigger role in our daily lives and in organizations such as ours. Will we be meeting on zoom, attending virtual events, developing touchless exhibits, and socializing on social media? We are counting on our Next Gen members to lead the way.

We hope you will consider PAHF when you plan your year-end charitable donations. You can help support your Foundation with a tax-free gift...by boosting your membership level...a memorial donation in the name of a colleague or loved one... enrolling a 'Next Gen' member.

On behalf of the Foundation, I want to wish everyone a Happy Holiday Season and a Healthy New Year!

— Pete

## At 106, War Hero Captain Pete Goutiere is Still Flying High *Aviator Flew 680 Missions Over the 'Hump' During World War II*

He survived 680 missions over the infamous "hump" during World War II, flying through ice storms, barely skimming the peaks of the Himalayas and dodging attacks from Japanese fighter planes. Consequently, the Covid-19 pandemic was not going to deter Captain Pete Goutiere from celebrating his 106th birthday. On Sunday, September 27, 2020, friends and colleagues staged a drive-by birthday party past Pete's home in Katonah, New York. The Centenarian came out to greet them and pose for pictures with well-wishers, including some from Pan Am. They recalled the days when he was part of an elite group of pilots with China National Aviation Corporation (CNAC), a partnership between Pan Am and the Chinese government, flying supplies from India to China. The Japanese had cut off the primary route between the countries, the Burma Road. The only way to bring fuel, troops, food and other supplies to

Allied Forces fighting in China was over the perilous Hump—the Eastern End of the Himalayan Mountain Range between China and India.

After Pearl Harbor was bombed, Pete volunteered for the U.S. Army Air Corps, but was rejected because he was over the twenty-six-and a half age limit. He joined Pan American Air Ferries, a subsidiary of Pan Am, formed to ferry all types of airplanes to U.S. Armed Forces.

After the War, Pete had a distinguished career in aviation, including senior-level positions with the FAA. Throughout the years, Pete maintained close ties with Pan Am. You can read more about Pete and his heroic exploits on our website: [www.panam.org](http://www.panam.org). ✈

### Happy Birthday, Pete!

*Article contributed by the Pan Am Museum Foundation*



Pete (center) and well-wishers at the "drive-by" celebrating his 106th birthday



L-R Capt. Pete Goutiere; PAHF board member, John Hill and CNAC Capt. Moon Fun Chin at the CNAC event at the SFO Museum 2015

Pete and his wife, Evelyn

# Meet Matt Eberhart: A Member of the ‘Next Generation’

## A Genealogy Project Rich in Pan Am History

By Ruth Maron

It started as a history project in 2018 when Matthew (Matt) Eberhart was a student majoring in history at the State University of New York (SUNY) in Oswego.



Matt Eberhart

“I was writing a paper on Pan Am in order to find out more about my grandfather, William (Red) Eberhart who had once worked for Pan Am,” Matt said. “I didn’t know much about my granddad who died in 1981. Those who knew him said he was an extremely quiet man who was nicknamed ‘Red’ because of his red hair and who always carried a pipe. Even my grandmother couldn’t tell me a lot about him. All I knew was that he was the man who worked for Pan Am and was on the cover of LIFE magazine.”



William (Red) Eberhart – c. 1965

Matt explains that his family had copies of the magazine, dated October 20, 1941. “There was Red, standing on the propeller hub on the wing of a Clipper Flying Boat at the Marine Air Terminal in New York,” he said. “This was done to show

scale with a 6-foot man next to a 6-foot prop. The story goes that he knew he was being photographed but he didn’t know it was for LIFE Magazine. One day he was walking past a newsstand when he saw himself on the cover. He promptly bought several copies. One he kept at home, one at the office. Each of his five children now have a copy and all of his grandchildren do too.”



Matt decided to delve deeper into the story. The path led him to the Pan Am Museum Foundation, near where his family lived on Long Island.

“Born in 1919, my granddad grew up in Rosedale, Long Island watching planes take off from nearby Curtis Field. He was always fascinated by airplanes. It was magic to him.” Matt said. “In 1939, Red joined Pan Am where he worked as a mechanic on the Flying Boats at the Marine Air Terminal...When World War II broke out, he continued to work for Pan Am while the company flew people and cargo for the Air Transport Command as part of the war effort.”

During the War, Red worked as a mechanic on the Flying Boats from 1942-1943 at the Pan Am base in Foynes, Ireland. “In June ’43, he flew back to New York on the B-314. I actually found a copy of the flight manifest,” Matt noted. “After WWII, he was sent to Miami as a maintenance foreman. Stationed in Puerto Rico from 1953-1956, Red met his hero Charles Lindbergh, giving him a

tour of the facility and meeting with him in his office. Since both were notoriously quiet men, I wonder how the conversation went.”

Matt inherited his family’s fascination with aviation. He began working at the Museum Foundation as a volunteer on the Boeing 747 exhibit. “I met great people including Ron Marasco who actually knew my granddad. Ron was working in Seattle on development of the Boeing 747 and Red was called out there to help.”

In recognition of his dedication and contributions, Matt was asked to join the Board of the Museum Foundation in 2019. He is currently in graduate school at Pratt Institute in New York studying Historic Preservation.

With a focus on technology, Matt notes that his generation wants to have instant access to information. “If we have to search the archives for it, we may not bother,” he said. He notes that the digital collections at the Richter Library can serve as a template for the development of online content.

How do we involve the ‘next generation’ in our organization? “We need to be able to access our audience online through our websites and social media, areas where we are now in the forefront,” he answered. “Covid-19 has accelerated the advanced use of technology. It has even changed the way we interact...meeting on Zoom, streaming content and learning on webinars.”

As a student of historic preservation, why is it important to preserve the Pan Am legacy, we asked Matt. “My generation grew up post-9/11 when air travel became inherently fearful,” he answered, “We never experienced luxury air travel. When you look back on all the things Pan Am did from the 1930s to the ‘70s, there are so many stories to tell. It is important to preserve and share those stories about our past and how they may inform our future.” ➔

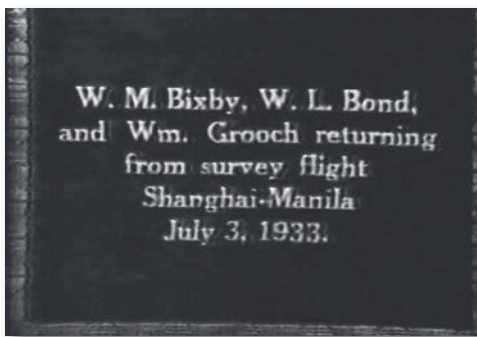
## Film Preservation *from p. 1*

wanted a career in aviation. Trained to fly by the Army in World War I, he went on to fly the mail for the US Post Office's airmail service. When that operation ceased he landed a supervisory job with an airline. But Allie wanted something more, and when an aviator friend named Harry Smith told him about a job opening in far-off China to work for CNAC in 1929, he jumped at the chance. As Allie later told historian William Leary (*The Dragon's Wings*, University of Georgia Press, 1976), "I accepted the offer to go to China because of the excitement and adventure it offered."



A frame from Allie's old film — the image quality will be greatly improved thanks to the grant-funded work

Allie was a gifted aviator, with other skills to his credit. This included a keen eye and a steady hand with a motion picture camera. Perhaps guided in technique by his photojournalist friend H.S. "Newsreel" Wong, he carefully documented scenes he observed both at work and during free time, on the ground as well as from the air.



One of the titles from Allie's film that help identify what he was filming

His position put him in close contact with luminaries as well as common people. He was there with his 16mm camera rolling when Charles and Anne Lindbergh

arrived in China on a survey flight for Pan American in 1931. He filmed famed flyer Jimmy Doolittle demonstrating warplanes to the Chinese government. He recorded important Chinese such T.V. Soong (Chiang Kai-shek's brother-in-law), and Chang Hsueh-liang (Zhang Xueliang) the "Young Marshall" — still honored in China - who briefly kidnapped Chiang to force a compromise with the Communists to resist the Japanese military threat.

Allie was particularly interested in aviation of course, and he filmed many scenes of CNAC's activity. His shots of aircraft are only part of the story. He brought out his camera when in 1931 he opened a new route to Chengdu, a city in western China. The faces of the excited crowd surrounding his parked plane whom he filmed with a careful pan — few of whom were likely to have ever seen an airplane before — speak volumes about the changes aviation might be bringing to China and its people.

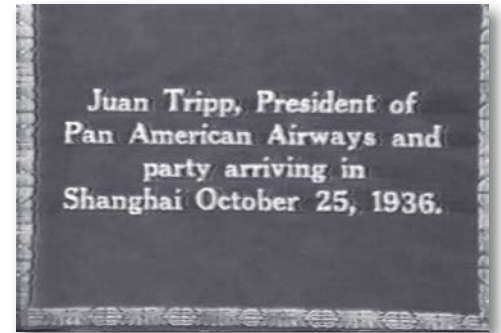
He documented the lifestyle that he and his fellow Americans enjoyed in Shanghai, such as goings on at the Columbia Country Club, a focus for their privileged expatriate lifestyle. He filmed scenes of America's international involvement in China, such as US Marines in action in Shanghai and the US Legation compound in Peking (Beijing).

Allison also used his camera to record China as he saw and encountered it — a world apart from everything he had known previously. When the Yangtze River flooded in 1931, he shot the utter devastation from the air and on the ground. Other scenes include toiling gangs of Yangtze River trekkers straining to haul boats upstream against the torrent, as well as street scenes and ceremonies. He filmed the beauty of China, such as stunning aerials of the Yangtze gorges (now being flooded by a massive new dam), and the remarkable terraced farmlands of Szechuan's hills.

Allie Allison and his fellow CNAC personnel were embedded in China at a time when political, economic, and environmental chaos was rapidly undermining old ways of life, while at the same time hints

of a distant future were emerging. His careful camerawork provides an unparalleled view of the country in the midst of that — a time that would quickly pass with the onslaught of even greater disruptions about to follow. His pictures are worth preserving, without any doubt.

So it's fitting that Allie's film from China will find a new lease on life thanks to the NFPF grant. The work is being carried out at Color lab in Rockville Maryland, one of the nation's premier film restoration labs.



Another title from the film. Thanks to CNAC and Pan Am, China wasn't so distant anymore

The process involves several key component steps. First, the old acetate-based film will be carefully reviewed for physical defects such as shrinkage and faulty splices before being carefully cleaned and prepped for careful state-of-the-art transfer to "Ultra HD" (4K) resolution digital video. Following that, the very high-resolution image will be optically re-transferred back to a brand-new film negative — a process known as "film-out." This time, the film stock will be made from archival-quality polyester-based film, which is expected to last for hundreds of years under proper conditions. The negative itself will be copied onto a positive print as well, also on polyester stock.

The end result will be a new digital video file along with a new archival-quality negative as well as a positive film print. Allie's careful documentation of long-ago China will live on for future generations to study, appreciate and enjoy.

The grant stipulates that the results of the work be shared with the public. We will have more about this exciting prospect coming with future editions of the *Clipper*. Keep watching! ➔

## Miami Aviation History Murals to Feature Pan Am at Coconut Grove Exhibit

Miami's Regatta Harbour at Dinner Key will soon be the home of one of our nation's newest and most unique photo exhibits highlighting the Flying Boats once based at Coconut Grove in the center of Miami. The murals will feature historical images of Pan Am's fleet of Clipper Flying Boats that once made Miami 'the Gateway to the Americas'. This aviation center later led to the evolution of the Miami International Airport, linking southern Florida to the world.



Sneak preview of one of the murals

The project was conceived by Air History Project, a non-profit organization founded to educate the public about commercial air transportation history and the key role played by Pan Am in the development of Miami as the principal gateway to the Caribbean, Central America and South America.

The murals are to be displayed at the newly opened Regatta Harbour parking complex at Coconut Grove. In addition to Pan Am, other airlines to be featured include Eastern Airlines and National Airlines in the second phase of the project.

Historical landmarks including the Pan Am hangars at Dinner Key are currently being restored as part of the Regatta Harbour waterfront project. It will include retail, dining and marina facilities making it one of Miami's premiere lifestyle destinations. ➔



## *Plans for Pan Am Exhibit at Marine Air Terminal Move Forward!*

**By Ed Trippe**

The Foundation's plans to enhance Pan Am's historic presence at the Marine Air Terminal (MAT) at La Guardia Airport have progressed, albeit at a slower pace than anticipated. We have submitted a proposal to the Port Authority of NY & NJ and are awaiting final approval. The good news is that the building has been 'listed' under the National Historic Preservations Act, so its future is assured. However, any change, addition or improvement to the building is subject to stringent approvals. Under normal circumstances securing approvals for changes to a listed building can be torturous, and discussions with the Port Authority can be cumbersome. Given the new norms governed by Covid-19 health protocols, decisions have taken far more time than expected. Additionally, LaGuardia is operating at ten percent of the prior year's traffic which has had a major impact on the Port Authority budgets and operating plans.

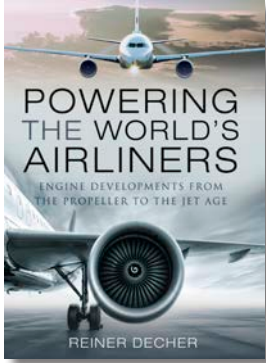
The PAHF plan is to place three bronze plaques on the building. The first plaque at the building entrance will commemorate the terminal and its architects, Delano and Aldridge. The plaque will also honor Mayor Fiorello LaGuardia and Juan Trippe and the opening of the Terminal in 1939. It will also recognize the Terminal as Pan Am's Atlantic operations headquarters for 1940-1948. A second plaque will commemorate the Boeing B-314 which operated out of the MAT, and a third plaque will describe the historic Brooks mural which fills the rotunda and chronicles the history of flight. In addition to the plaques, PAHF has proposed replacing the small B-314 model which hangs in the rotunda with a larger model more appropriate to the space.

The Port Authority has approved in principle the PAHF plans but awaits final approval from New York State Historic Preservation Office (SHPO) and the Cultural Resource Information System Office (CRIS).

## Powering the World's Airliners

*Engine Developments from the Propeller to the Jet Age*

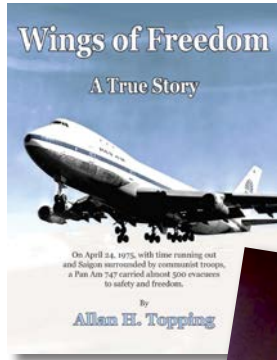
By Dr. Reiner Decher



The story of aviation in the 20th Century can also be called the story of aircraft engines. Engines make flight not only possible but frame the capabilities of

the airplane. While engines also constrain military aircraft performance, it is in the commercial world that many engine capability improvements were sought, made, and judged as effective. The evolution of aircraft engines has a technical component that starts with the need to build light weight internal combustion engines and brings us to today's turbofans. The technical story includes the leaps forward in engine design. The book discusses the technical breakthroughs made, who made them, and why they were important. Their technical aspects are described in lay terms with an abundance of illustrations.

Commercial aviation and its pioneers set the stage for growing the travel and air freight industry by demanding safe and efficient aircraft. Pan American World Airways had a heavy hand in guiding what airplane and engine builders could do. Its evolution under its long-time leader Juan T. Trippe is highlighted in this tale. The close relationship between Pan Am and airplane builders, specifically The Boeing Company, led to the launch of a number of new airplanes. Experience with Sikorsky flying boats led to an order for the larger Boeing model 314 Clipper. Later as the jet age dawned, Pan Am was launch customer for the 707, and the 747 whose impact on aviation cannot be understated. Interestingly Pan Am was also the launch customer for the Douglas DC-8 that might have been thought to be a better airplane than the



## Flight to Freedom

By Allan (Al) Topping



Pan Am operated its last departure from South Vietnam just six days before the North Vietnamese tanks rolled into the city. With time running out and communist troops surrounding Saigon this daring and dramatic rescue was made into a movie called *Last Flight Out*. The movie aired on the NBC-TV Network on April 22, 1990.

Now some 45 plus years later Al Topping, Director for South Vietnam, has written a book about this true story of Pan Am's last flight from Saigon. The book is called *Wings of Freedom*. The film depicts another event that will be a part of Pan Am's incredible contribution to the history of commercial aviation. Al is pleased that the film was made. However, as he was on the ground during those final days and hours, there were events that

failed to appear in the final production of the film. Those missing and important events were some of the motivating factors behind Al's book,

*Wings of Freedom*. The book is a project that has taken several years to complete.

During those final last days in South Vietnam, when the local government was in free fall but still in control, the safe and legal evacuation of the Pan Am staff and their families, from a highly perilous war zone, was the company's number one priority, along with the safety and protection of our volunteer pilots, flight attendants and aircraft — all key concerns for this life saving mission. The book contains a number of photos and details that describe the circumstances during those final hours. It will be available in December 2020 and will be marketed by Al. Covid-19 has caused some delay in publication of the book. As soon as the publication date is confirmed, details for purchase of autographed copies of the book will be posted on the Pan Am Historical Foundation website [panam.org](http://panam.org). Also, a special souvenir 8 x 10 color photo will be included with each purchase.

707 because more of the DC-8 were initially ordered. All of these airplanes were realizable because of the new engines they required.

This book is a richly illustrated history of the technical innovations with their nature explained for the lay reader. The resulting engine performance improvements allowed airplanes to perform better and become better tools for the economy. The people who contributed to this history can be found among the engine builders, the airplane builders, and the airline industry.

The reader will be left with an appreciation of what went into making it possible

for us to fly half-way around the world in a modicum of comfort at nearly the speed of sound. Considering what it took to travel prior to the 20th Century, flight is indeed a giant leap forward! ✈

*The book is available through Amazon.*

### Dr. Reiner Decher

*Dr. Reiner Decher is an aeronautical engineer with a focus on engine technology. He holds advanced degrees from the Massachusetts Institute of Technology and went on to teach at the University of Washington where he is Professor Emeritus. Dr. Decher is a docent at the Museum of Flight in Seattle.*

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---

**EXECUTIVE DIRECTOR**

Emilia De Geer  
pahf@metrodisc.com

**WEBMASTER**

Doug Miller  
panamweb@gmail.com

**CLIPPER EDITOR**

Ruth Maron  
ruth.maron@comcast.net

**WEBSITE**

www.panam.org

**ARCHIVES**

www.library.miami.edu/  
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**Pan Am AWARE Store Relocates;  
Reunites with Former Partner**

The Pan Am AWARE Store is moving to a new location in Miami at 350 North Seaboard Road. The new store is scheduled to reopen in early December in time for the holiday shopping season. The move was necessitated when the lease at the former location at the Pan Am Flight Academy was not available for renewal. The AWARE Store will also reunite with its long-time partner Hernando Valenzuela who will operate the popular store at its new location. Since 1978, Hernando and his family have been supplying Pan Am branded products to the AWARE store including T-shirts, tote bags, caps, beach towels and other unique items that bear the Pan Am logo. "The Valenzuelas have been some of the most supportive members of the Pan Am team throughout the years," said Jeff Kriendler, PAHF board member.

During the Covid-19 pandemic, Hernando and his crew have spent weeks carefully moving the entire inventory to the new location in accordance with the highest safety standards. "We look forward to putting out the welcome mat to former Pan Am employees and the public in December at the new store or online at the Foundation's website [www.panam.org](http://www.panam.org)" Hernando said. The new AWARE Store will be open Monday through Friday with extended hours from 11:00 AM to 4:00 PM. Opening date will be announced on the Foundation website. The store can be reached through its new number (305) 653-4962 or through the former Aware number at (305) 871-1028. All proceeds go directly to the Pan Am Historical Foundation. ➔



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**THE PAN AM HISTORICAL FOUNDATION  
2021 CALENDAR**

When Pan Am's M-130 flying boat "China Clipper" took off for the first scheduled flight to Manila on November 22, 1935, it riveted the attention of people around the world. This phenomenal story is depicted in the recently released documentary, *Across the Pacific*, shown nationwide on PBS. Our 2021 calendar, *Across the Pacific: the Making of the Documentary*, takes you behind the scenes revealing how the story was brought to life.

This calendar is included with memberships current through 2021 and beyond. If you haven't renewed, now is the time! If you have renewed and would like to order extra copies, please fill out the order form included with your renewal notice or visit [panam.org](http://panam.org) to order online.