

From The Chairman, Ed Trippe...



I am sure that all of us are glad that 2021 is drawing to a close and we can look forward to a 'new-norm' in 2022, whatever that might be. Notwithstanding the Covid pandemic and the dislocation in life that it has brought, 2021 was an important year for the Pan Am Historical Foundation.

After years of planning, *Across the Pacific* finally debuted on PBS networks across the country. By all accounts the film has been exceptionally well received. Presented as a three-part documentary, the film focuses on four men, and their quest to take on the aeronautical and business challenges of the century — developing a commercial air service across the Pacific in 1935. The four men were Juan Trippe, Charles Lindbergh, Igor Sikorsky, and Andy Priester. Priester developed the navigation aeronautics that made trans-oceanic travel a reality. I still marvel that Pan Am was able to introduce commercial trans-Pacific air service only seven years after Lindbergh's epic solo flight across the Atlantic. The documentary continues to be available on Amazon Prime TV. We are also pleased to announce a newly released DVD version of *Across the Pacific*. We will let you know as soon as copies are available for purchase online at panam.org.

Chairman cont. p. 2

Marine Air Terminal Memorializes Pan Am's Historic Legacy

by Ed Trippe

After years of discussions with the Port Authority of New York & New Jersey, PAHF has completed its goal of memorializing Pan Am's historic relationship with the Marine Air Terminal at LaGuardia Airport.

Also known as the 'MAT', the Marine Air Terminal is one of the most enduring icons of the golden age of the great flying boats. Fortunately, the MAT is now a 'listed' building on the records of New York State Landmarks Preservation Commission and the National Register of Historic Places. Opened in 1940, the MAT served as Pan Am's North Atlantic Operations headquarters.

Our year-end edition of the *Clipper* celebrates Pan Am's long history at the MAT. To memorialize Pan Am's history, the Pan Am Historical Foundation commissioned three bronze plaques that have now been installed in the building. The first plaque, at the building entrance, recognizes Mayor LaGuardia and Juan Trippe at the opening of the Terminal in 1940. The plaque also identifies the architects, Delano and Aldrich, and recognizes the Terminal as Pan Am's North Atlantic operations headquarters during WW II and continuing until the opening of Idlewild Airport in 1952.

A second plaque is located at the entrance to the Rotunda and commemorates the mural, "Flight", created by the artist, James Brooks. The mural spans the entire circumference of the Rotunda and depicts the history of flight beginning with early man's mythological vision of flight with Icarus, the son of Daedalus, who is shown soaring in the air, then tumbling to earth as the sun melts his wax wings. Next is a



large figure contemplating the mystery of the sky and on its right a panel depicting Leonardo da Vinci, studying birds to gain a deeper appreciation of flight. And continuing on the right an image of the Wright Brothers' first flight at Kitty Hawk. The final panel portrays modern flight at the time of the flying boat Clippers and depicts Pan Am's flight operations and the departure of a Clipper.

The third plaque commemorates the B-314 "Yankee Clipper" and provides information about this famous airplane. The plaque also draws the visitor's attention to the new B-314 model which now hangs in the center of the Rotunda. The new model is a 1/10 scale model of the aircraft, replacing the old model that was installed in 1986 at the opening of Pan Am's Shuttle

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Chairman *from p. 1*

After years of discussion with the Port Authority of New York & New Jersey, Pan Am's renewed presence at the Marine Air Terminal at LaGuardia Airport has finally reached fruition. As reported in this edition of the Clipper, a new 1/10 scale model of the B-314 Yankee Clipper is now hanging in the Rotunda of the MAT. She is a beauty and has already attracted attention from visitors to the terminal. The accompanying article describes how Pan Am's presence has been memorialized at the MAT in a series of three commemorative bronze plaques. We hope you will visit the MAT when you are in New York. No doubt, you will be proud to see how Pan Am's legacy is being honored.

As reported in the last edition of Clipper, PAHF has acquired a fifty percent interest in Pan Am's film archives. This film collection represents one of our most important assets and will be the foundation for a revamped website and the "digital museum" now in its planning stage. The other fifty percent interest in the archives is controlled by Getty Images, a film marketing company responsible for licensing the films that have commercial value. PAHF, with the assistance of outside counsel, has initiated conversations to secure physical control of the film archives. Our objective is to digitize the most important films in the collection to insure their value in perpetuity. Ultimately, we anticipate the film archives will be gifted to an accredited museum for safekeeping in perpetuity. Our webmaster provides an update on the 'digital museum' in this issue.

Our members have by now received copies of the 2022 PAHF Calendar. The calendar features twelve monthly paintings of Pan Am's iconic aircraft from the 1930s. These paintings were created by Thor Johnson, our esteemed and talented colleague who held senior positions with Pan Am during his 28-year career. The theme of the calendar is "When Travel was an Adventure." The calendar is without question amongst the best PAHF has produced.

As 2021 draws to a close, we wish all of our members, their families and our many friends a Happy and Healthy holiday season. ➔

OUR DIGITAL FUTURE

by the PAHF Digital Team

We believe that the flexibility, the longevity, and the overall potential of digital exhibits offer something beyond compare — transcending physical exhibits and time and space limitations.

With that in mind, we've developed a vision for the Pan Am Digital Museum, first introduced in the Summer/Fall 2021 Clipper. As we write this, we are in active development, working hard behind the scenes with a digital team to create a new online presence that will be unveiled on a future 'Opening Day'.

The rich resources we are drawing on have been accumulating for a very long time, often resting undisturbed as the years have rolled by. Capitalizing on that, we plan to bring to light the who, what, why and how of Pan American World Airways' unparalleled history.

It will be widely available on new digital platforms, delivered to visitors who can explore Pan Am on the smartphones, tablets and computers that are becoming more ubiquitous for people across the globe.

What sort of stories will the exhibits cover? We think it's worth giving you a sneak peek at some potential directions we may take:

- If there ever was a vision suited to the global perspective of Juan Trippe and Pan Am, it was the way air routes were illustrated as they developed across the world. There are decades-worth of examples to show how Pan Am's routes led the way towards a new perspective and even presaged our worldview in the 'Space Age' that was to come.
- Spanning the 1920s to the global era of the Boeing 747 'Queen of the Skies' we can explore pivotal moments when the course of aviation history was dramatically changed. Using rich collections of available motion pictures, sound archives,



photos, and other assets, we'll take dives into Pan Am's pioneering legacy.

- We'll take a comprehensive look at some of Pan Am's journeys. Experiences ranged from the luxuriously sublime to the terrifying; from twentieth-century magic carpet rides, to tests of survival.
- Starting with the very first named "Clipper", we'll create a close-up view of the parade of Pan Am aircraft that evolved over time, including their designers, and their subsequent place in aviation history.
- We'll look at how Pan Am provided an unrivalled cachet to grab the attention of the public. This was a theme that ran like a rich thread through various media.

Today, air travel is all too mundane. But it wasn't always that way, and Pan Am's history is proof of that. We'll introduce new audiences to the excitement and adventure, not to mention the effort and achievements, that made Pan Am's mastery of commercial air transport possible.

We believe there is no better way to bring stories to life than with new-found materials and film from the Pan Am Historical Foundation Film Archive. It will be an adventure to use the digital tools we have at hand to explore the path-finding trail of aviation progress and the achievements blazed by Pan Am. ➔

Revelations from Guam

by Doug Miller

Today Guam, the largest island in Micronesia, is integrated in international affairs, and not the isolated outpost it once was. The island is an unincorporated territory of the US, sitting at the southern-most point of the Mariana archipelago in the Western Pacific.

This story concerns two current residents of Guam (and PAHF members), and what they uncovered. Iain Currie and Dubhe Seat can attest to the cross-cultural reality of the place today. Iain is a former British RAF officer and flew as a pilot for Pan Am. Dubhe hails from Guam. The couple's interests range widely, and they readily agreed to do some historical research to unearth some secrets from the days before WWII, when Guam was part of Pan Am's original transpacific route to Asia.

America gets to know Guam

For centuries, the island was a Spanish possession, but the island was invaded, if you can call it that, during the first weeks of the Spanish-American War. On June 20th, 1898, the American cruiser USS Charleston steamed into Apra Harbor with orders to capture the island and sink any Spanish ships they encountered. The Americans, spoiling for a fight, were disappointed to find no Spanish ships. Nonetheless, the Charleston fired a warning salvo from its guns at the crumbling old Spanish fort to announce hostile intent. But the last mail the Spanish governor had received was two months earlier, and he had no idea his country was at war. The Guamanians thought that the American visitors were there with peaceful intent, and politely saluted with the ship's guns!

A local delegation rowed out to the American ship to apologize for their lack of the necessary reciprocating courtesy of their own gunfire. Soon the situation was cleared up, the Spanish governor surrendered the island, and the US took over Guam.

Guam remained a place unto itself, even with the installation of the American Navy as the governing entity. Along with a small US Marine garrison, and a station of the Pacific Cable Company, Guam remained isolated.



Not to say that Guam didn't have a flourishing local community – a mixture of the local Chamorro people, recent immigrants from other Pacific islands and Japan, a small but vibrant business community, and rotating American military sojourners. But Guam did not rank high on the list of America's national concerns, at least at the beginning.

Trouble in Paradise

Things began to change after WWI. American Guam was now right next to Japan's new territory — the rest of the Mariana archipelago, stretching away to the north. Spain had sold them to Germany after they lost the war with the US, and Japan (on the Allied side in WWI) took them over early in the war. In 1919 the League of Nations "mandated" the Northern Marianas to Japan. It wasn't long before the Japanese Imperial government was renegeing on promises to allow inspections of its new territories by the League, and in 1933, the Japanese gave notice that they were leaving the League of Nations.

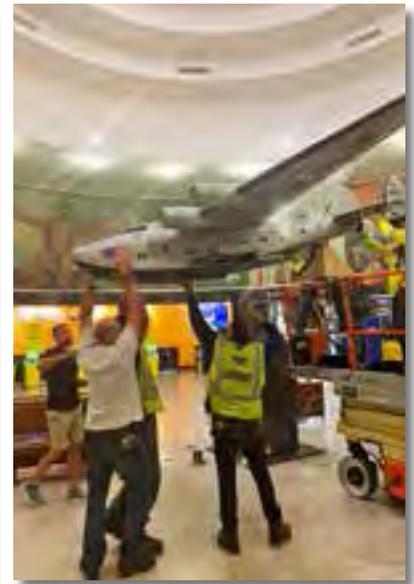
Guam remained an American outpost, sitting in the middle of what were becoming increasingly tense international rivalries. When Pan American Airways offered to open a transpacific air route, using Guam as a steppingstone flying-boat base, the proposal was warmly, albeit quietly welcomed by the US government. Japan's reaction however was distinctly unwelcoming.

Life on Guam went on quietly. We have some evidence in the form of an archive of the "Guam Recorder," a monthly periodical that tracked goings-on on the island. It began publishing in the 1920s, but our particular interest comes with the advent of transpacific air service in 1936. The "Recorder" made it its business to list every transiting passenger on the Clippers as they came and went, in both directions, along with the captains of each flight.

Valuable Intelligence

The result is a unique record that is likely not available from other sources. Fortunately, a collection of the old periodicals is available today in the Archives of the Guam Public Library System. The names of people coming and going through Guam can tell us a great deal about what was going on in those years. The identities of government officials, businesspeople, journalists, scientists, and so on offer threads of historical intelligence that can lead to a fuller understanding of the time. It certainly underscores the importance of Pan American's role in the geo-political history of that time.

Thankfully, Iain and Dubhe were very willing to visit the archive and painstakingly photograph the relevant pages of those "Guam Recorders" listing the passengers of long-ago Clipper flights. Without their help, the information might have had to wait for many years more to be brought out of those old pages. We're very grateful! ✈



CLOCKWISE FROM TOP LEFT: PLAQUE COMMEMORATING THE B-314 "YANKEE CLIPPER" ■ NEW B-314 MODEL ARRIVES AT THE MAT TO BE INSTALLED BY PORT AUTHORITY MAINTENANCE CREW: LEFT: ED TRIPPE; RIGHT: ROGER LEE JARMAN ■ MAINTENANCE CREW INSTALS THE NEW MODEL ■ DETAIL OF THE THIRD SECTION OF JAMES BROOKS' MURAL, "FLIGHT", DEPICTING PAN AM FLIGHT OPERATIONS ■ COMMEMORATIVE PLAQUE DESCRIBING "FLIGHT" MURAL'S ABSTRACT IMAGERY

Service between New York and Washington and New York and Boston.

The provenance of the old model is unknown. It appears to date from the late 1930s or early 1940s, and the age of the Flying Boats.

When the Intrepid Aircraft Carrier Museum was founded in 1982, Pan Am donated a collection of models to the Museum, including a 707, a 747, and the B-314. None of the models were exhibited, and in 1986 the B-314 was moved to the Rotunda of the MAT where it was first hung as part of an opening ceremony for the inauguration of the Pan Am Shuttle.

Several years ago, the Foundation retrieved the 707 and 747 models from the Intrepid

Museum and loaned them to the Pan Am Museum Foundation (PAMF) for their exhibit at the Cradle of Aviation on Long Island. The models have since been restored by the Cradle of Aviation Museum and will be displayed by PAMF in their exhibit at the Cradle of Aviation. The old B-314 has now joined the other PAHF models at the Cradle of Aviation where it also will be restored and added to the PAMF's exhibit.

The new B-314 model is a beauty. She was built by Atlantic Models, Inc., of Miami, FL. Roger Jarman, the President of Atlantic Models, has a particular warm spot for Pan Am. Roger's father worked for Pan Am and his first job as a Manager Trainee was at Dinner Key, Pan Am's

seaplane base in Miami. Over the next 17 years Roger's father served as Traffic & Sales Manager in French Guyana, Haiti, Panama and Venezuela. Young Roger grew up during Pan Am's golden age which he credits for his passion for both Pan Am and aviation.

Roger's son, Roger Lee Jarman, flew up to oversee the installation of the new B-314 model on the nights of October 7-8. The installation was an impressive event and the new B-314 model has already captured the attention of passengers and visitors to the MAT.

When you are in New York, visit the Marine Air Terminal to see this very significant tribute to the legacy of Pan Am. ➔

Pan Am Historical Foundation Salutes Jim Zockoll: *Longtime Friend and Supporter*

by Ruth Maron

James (Jim) Zockoll has been a longtime friend and supporter of the Pan Am Historical Foundation. In 2019, Jim donated \$200,000 to PAHF to ensure that there were sufficient funds to complete the documentary, *Across the Pacific*.

We recently talked to Jim about his career and his generous support for the Foundation. “It was a simple and easy decision,” he said. “For several years I have been looking for something special to do in memory of my mother. I wanted something that was going to be around for a long time. Of all the things I considered, this was the best. Add to the fact that I was so grateful to Pan Am for hiring me.”

Jim was hired by Pan Am in 1955, training as a flight engineer on the DC-6B. Following training, he was assigned to fly out of New York in the Atlantic division. He was soon promoted from 2nd to 1st engineer. On a trip to London, he met an Englishwoman who became his wife.

“When Pan Am introduced the Boeing 707, the company no longer needed as many crew members as on the prop planes,” Jim said. “Facing the prospect of redundancy, I started up a successful drain cleaning business on Long Island in NY. I ended up not being furloughed and also having a business to run.”

Here is where luck intervened. “On an overnight trip to London, the crew hotel had a severe and costly drain blockage that would close the restaurant for two weeks over the



Jim transferred to Berlin’s Internal German Service (IGS) and lived in London. “We were a close-knit family in the IGS and many of my colleagues became shareholders in the company,” Jim added. “They won’t be a bit surprised to learn about this donation.”

THE 1970s



THE 1950s

holidays,” he explained. “I talked to the manager about my new drain unblocking business and offered to give it a try. If it was unsuccessful there would be no charge. I returned to New York, picked up my large drain machine, flew back to London on a cargo flight--and cleared the blocked drain in about 15 minutes. I was paid handsomely, including a bonus from the hotel manager, and my business was launched.”

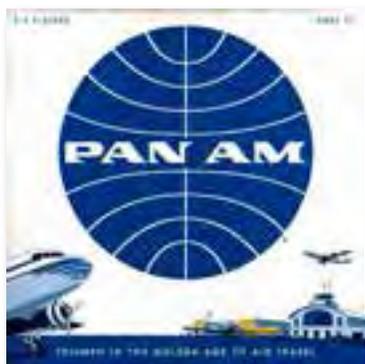
Jim retired from Pan Am in 1980 at age 50, becoming Founder and Chairman of the Zockoll Group, a highly successful company. His son, Steven, is currently Managing Director of the company.

The airline business still runs in the family. “My two sons were pilots, one with Pan Am (Steven), the other still flying with United (Jim). Three of my five grandchildren are now attending flight schools in Florida.” ✈

Pan Am: The Game: Triumph in the Golden Age of Air Travel.

'Next Gen' Member Recalls Growing Up with Pan Am

by Ruth Maron



Do you remember the good old days when family and friends would gather to play a real (not virtual) board game? In *Pan Am – The Game*, players take control of their own fledgling airline and compete with Pan Am to create an airline empire. They bid for lucrative landing rights to build a route system. They buy aircraft and airports to compete with the ever-growing Pan Am. Players earn income from operating and selling routes to buy Pan Am stock. The players with the most stock at the end of the game wins. “It’s a game of global strategy that spans four decades of industry-changing historic events and technological achievements, in which every timeline is different,” according to Funko Games, publisher.

York from 1952 to about 1962. We always had Pan Am trinkets around the house—flight bags, in-flight socks, coloring books, postcards galore. Best of all were the days when my father would take me to the hangar to see whatever planes were in for maintenance at the time. My favorite was the double-decked Boeing 377 Stratocruiser. You could always tell from a distance whether one was ‘in’ that day because their tails were too high to allow them to fit all the way into the hangar. It was a thrill to sit in the Captain’s seat and look out through that bubble canopy. I

can only imagine how magnificent the view must have been aloft.”

Bob is a student of Pan Am history and a self-described “aviation geek.” He has amassed a collection of metal die-cast airplane models including his Pan Am collection, shown here.

As a ‘Next Gen’ member, Bob says that he is proud to support the work of PAHF. He hopes to enroll his daughter in the ‘Next, Next Gen’ program of PAHF. And, he looks forward to competing with Pan Am in ‘The Game’. ✈

‘Pan Am: The Game’ is available from Amazon, Target and select retailers.

A Timeline Exhibit Opens at the Pan Am Museum Commemorating 64+ years

by Linda Freire — Chair, Pan Am Museum Foundation



Bob's collection of model Pan Am airplanes

Bob Harris, PAHF ‘Next Gen’ member, writes that he received the game as a Father’s Day present, “one of the best I have ever received.” The game rekindled fond memories for Bob.

“Although I’ve never worked for Pan Am, I grew up with it,” he said. “My father was an electrical engineer based at what was then Idlewild in New

December 4, 2021 marks 30 years since the closing of Pan Am, but the legacy of Pan Am lives on at the Pan Am Museum. Since 2016, the Museum has opened exhibits dedicated to telling the Pan Am story. On Sunday, December 5, 2021, a new timeline exhibit will be unveiled during a wine and cheese reception to remember the 30th anniversary. Pan Am’s 64-year history will be displayed on a 22-foot wall mural that details pivotal events. Beginning with the first flight of Pan Am in 1927 to the last flight of Clipper Juan T. Trippe in 1992, the major events throughout the airline’s history will be depicted. The 22-foot

wall mural timeline took over a year to develop by the Museum Curator, John Luetich.

In conjunction with the unveiling event and to further commemorate the anniversary, the Pan Am Museum podcast program, hosted by Tom Betti, will interview special guest Ed Trippe. The Pan Am Podcast is attracting a wide audience and has been downloaded over 11,000 times in 83 countries since launching in late August 2021 attesting to the enduring legacy of Pan Am. Catch the special anniversary episode interview with Ed Trippe on December 4th. Visit the

Exhibit *cont. back cover*

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panam.org and click on "JOIN"

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Museum website to listen to episodes of the Pan Am Podcast or on your favorite podcast platform including Apple Podcasts, Google Podcasts, Spotify, Amazon, Audible, and others.

An online Silent Auction to support the ongoing work of the Pan Am Museum will be open for bidding from November 20th to December 4th with winners announced at the December 5th event and posted on the Museum website and social media. Access to the online auction will also be available via a link on the Museum website.

We hope you will join us for the unveiling of this very special timeline exhibit on Sunday, December 5, 2021, from 5 pm to 7 pm. Tickets to attend the unveiling are available at www.ThePan-AmMuseum.org. We look forward to seeing you there! ➔

**Turning the page to
a New Year...**



Have you received a copy of this gorgeous 2022 calendar? If not, it probably means you have not renewed your membership. The Pan Am Historical Foundation's mission to promote Pan Am's legacy and its contribution to commercial aviation depends primarily on the support of its members. Please renew your membership today. Go to panam.org and click on "JOIN."