

From The President, C.W. (Pete) Runnette...



As I look at the many activities reported on in this issue, I feel considerable pride in the fact that your Foundation continues to fulfill its mission to preserve our illustrious legacy. When the history of so many companies has been relegated to the dustbin, we keep finding new ways to tell about our groundbreaking contributions to commercial aviation. Our goal is to serve as a resource – and hopefully as an inspiration to support these many creative endeavors.

Perhaps our most ambitious project to date is the documentary “Across the Pacific” about the early days of Pan Am. With filming underway, producer Steve Lyons provides a progress report in this issue.

Meanwhile, the Foundation’s website and social media continue to provide dynamic channels for contact and communication with members and with the greater world. Our archival holdings continue to grow and these have been providing rich sources of information and imagery for various users and projects that, for the most part, have found their way to our door through our online resources. Inquiries come from around the globe, such as recent contacts with authors and filmmakers from Ireland, Belgium, Hong Kong, and Portugal, among others. Our images are being used in projects that run the gamut from books about architect

President *cont. p. 2*

Marine Air Terminal, LGA — Plans Move Forward for Pan Am Exhibit

By Ed Trippe

The Pan Am Historical Foundation has had a long relationship with the Port Authority of New York & New Jersey regarding a Pan Am Museum in the Marine Air Terminal (MAT) at LaGuardia Airport (LGA). The Port Authority operates all of New York’s airports and is currently overseeing a massive rebuilding of the main terminal building at LGA. Ten years ago, we began discussions about a Pan Am Museum at the terminal. We reluctantly concluded that it was not feasible given the significant financial resources required, coupled with the management and technical issues involved in a quality museum operation. In the interim, PAHF created a series of wall mounted photographic exhibits depicting Pan Am’s long history at the MAT. These exhibits have been well received.

The Marine Air Terminal has been designated a landmark building so its future is secured. Our current plan is to bring greater recognition of the terminal and Pan Am’s pioneering role there since its inaugural on March 31, 1940 until the airline’s ultimate move to Idlewild in 1948. In our initial meeting with the General Manager, LGA Operations, we were advised that the construction of the main terminal would be completed in five years. After completion of the main terminal, the Port Authority planned to focus on the west side of the terminal with the MAT as the focal point in that plan. In the interim, the MAT and its attendant gates would remain the Jet Blue and Alaska Air operations. In addition, Shelter Air operates a general aviation facility at the Marine Terminal servicing all private aircraft. LGA already promotes school tours of its operations and we anticipate that the Pan Am exhibits would be a focus of these tours.



Detail of the James Brooks 1942 mural “Flight”

There are four core features of the proposed PAHF exhibit plan:

1. The creation of a series of bronze plaques recognizing the historic importance of the MAT, as well as its landmark designation. These include:
 - A plaque at the building entrance recognizing that the Marine Air Terminal was the Pan Am operations headquarters for the North Atlantic.
 - A second plaque would identify the James Brooks mural “Flight” that was completed in 1942 and presents the sweep of humanity’s journey towards the mastery of air. The mural culminates with a representation of Pan American Airways’ operations.
2. The replacement of the B-314 model aircraft which presently hangs from the ceiling of the rotunda with a larger model with more exacting details. A new model might be dedicated to Juan Trippe and his vision for the future of aviation.
3. The installation of flat panel video screens in the “nooks” of the rotunda. The “nooks” were the original Pan Am check-in counters. The video presentations are presently planned to include the following:
 - *Flight* – video description of the history of the mural.

MAT, LGA *cont. p. 6*

President *from p.1*

Sibyl Moholy-Nagy to television broadcasts about the epic Round-the-World flight of the Pacific Clipper in 1941.

Much of the effort that keeps panam.org up and running focuses on the day-to-day work of keeping things running smoothly in the “engine room,” the software and operating platform that serves up images and links for website visitors. The back end of the website is currently being reshaped to incorporate the latest site design and security features.

As you may be aware, Pan Am’s Special Collections archives at the Richter Library in Miami have been the foundation for the documentary and many other projects. Teresa Webber in Hawaii credits the archives for making it possible to develop an anthology about the Clipper era in the early days of Pan Am. *Hunting the Wind* is scheduled to be out this month.

The archives are being used extensively – by former employees and many others who wish to delve into the history of commercial aviation. An avid researcher, Dian Groh writes about Ann Wood-Kelly, Pan Am’s first woman vice president who ferried planes for Britain during World War II.

Our annual wall calendars are another innovative way to focus on various chapters in our history. This year, we commemorate the 120th anniversary of Juan T. Trippe’s birth. A true collector’s item, the 2019 calendar includes a retrospective of some of the vintage aircraft photos that decorated his office, courtesy of his son, our Chairman, Ed Trippe.

Thanks to the dedication of all of you, our members, the Pan Am name lives on. In this issue, you will read about other innovative projects, including murals at LaGuardia’s Martine Air Terminal and Portuguese tile billboards advertising Pan Am that are being restored with the support of a grant from the Foundation.

As always, we are grateful and thank you for your continuing interest in and support for the Foundation. ➔

Portuguese Pan Am Billboards: Grant Helps Preserve Artifacts from a By-Gone Era

By Peter Leslie
Director, Pan Am Historical Foundation

A pilgrim or a tourist going to Fátima in the north central hills of Portugal might come around a bend and be amazed to see a huge billboard advertising Pan Am. This tile billboard was installed around the time of the introduction of the 707s and is made of “azulejos” — ceramic tiles for which Portugal has been famous for centuries. It says: “Makes Your Trip Marvelous.” It was created by a centuries-old company named Ceramica Alelulia, which still exists.

Local authorities and Alelulia are planning to repair and preserve this billboard and have the support of the Portuguese government agency that deals with historic structures. Pan Am Historical Foundation has approved a grant to support this project, which has been matched by other donors. My wife and I visited this project in the spring of this year.

We were received by town officials in the small city of Batalha where the first billboard is located. Batalha means battle in Portuguese and commemorates the Battle of Aljubarrota in 1385 when a Spanish attempt at invasion was permanently thwarted. A magnificent church and monastery were erected, which today is a UNESCO World Heritage site.

We presented the officials with a Pan Am Historical Foundation plaque thanking all those involved for their efforts to preserve this physical vestige of Pan Am’s worldwide presence.

A second billboard is located in the nearby town of Aveiro, which is the home of Ceramica Aveiro. A photograph of this billboard was sent in by one of our members who spotted it on a trip to Portugal. It says, “More Jets to More Destinations.” ➔



Peter & Kathleen Leslie in front of Batalha billboard



Aveiro billboard



Pan Am Historical Foundation plaque presented to local authorities

Pan Am Documentary Moves Ahead

By Stephen Lyons

Photos by Jeffrey Dunn, © Mystery of Matter Inc.



Left: Sergey Nagorny as Igor Sikorsky.

Right: Brad Koed as Hugo Leuteritz

Below: Director: Lisa Wolfinger; Cameraman: Ezra Wolfinger; Brad Muller (as Juan Trippe); Ed Trippe; Producer: Steve Lyons



Across the Pacific, the public television documentary about the early years of Pan Am, took a giant step closer to completion in late June, when the production team shot the film's dramatic re-enactments in the Boston area.

We spent five days shooting scenes in three locations with a cast of more than 40, including New York actors Brad Muller as Juan Trippe, Sergey Nagorny as Igor Sikorsky and Brad Koed as Hugo Leuteritz. Lisa Wolfinger of Maine-based Lone Wolf Media directed the re-enactments. And Emmy Award-winning production designer Katha Seidman designed, built and decorated the sets, including the interior of a Fokker trimo-

tor for the scene about Pan Am's first accident, the 1928 crash of the *General Machado*. The shooting of the film is now essentially complete.

Over the two months since the shoot, I've been working with my editor and two assistant editors to insert the dramatic scenes into the film skeleton we had already built from interviews, animations and archival images and films. We've also created a short "movie trailer" to give people a sense of the program and generate excitement about the film among potential broadcasters and funders.

One thing we discovered in assembling the program is that it seems to want to be longer than the two hours we originally planned. Laying out the story with the pacing and detail

we find most satisfying has resulted in a "rough cut" about three hours long. The story has always been divided into three acts – getting under way, Latin America, and crossing the Pacific. The question is whether each of these acts is interesting enough to sustain a one-hour episode, resulting in a three-hour series. We're now in the process of sending Act 1 and the trailer to potential U.S. and international broadcasters to get their feedback on that question.

Stay tuned for further news about the completion of the film, the broadcast premiere and possible pre-broadcast screenings!

STEPHEN LYONS is the director of the *Across the Pacific* project and the producer, writer and director of the film. He was one of the producer-writers of "Forgotten Genius," NOVA's Emmy Award-winning biography of the late African American chemist Percy Julian. He went on to write, produce and co-direct *The Mystery of Matter: Search for the Elements*, a three-hour, Emmy Award-winning 2015 PBS series about the human story behind the Periodic Table. ➔

'The Princess of Bangkok' Memories of a Chapter in Pan Am History

By Lou Berman

Sawasdee Krab – A Thai greeting that means 'Hello'.

The Princess Hotel, facing the tumultuous New Road in downtown Bangkok (BKK), was the crew rest facility when I was assigned there as Station Manager in 1956-59. The rooms were modest, clean and comfortable. There was an exclusive crew lounge that was open 24/7 for relaxation. For a few hours during a layover, it was an oasis – a home away from home.



The Princess Hotel

The Princess was owned by Madame Chanut Piyaiou & Family, prominent Thai hoteliers. Even though the hotel had its own dining room, Madame Chanut graciously permitted Pan Am to operate its own dining facility.

My own living quarters were located in the Princess Hotel when I was on assignment there. Known as the 'Crew Dining Room', it was also open to all Bangkok-based personnel, their families and all Pan Am employees in transit, on company business or on vacation. However, crew members had first priority at all times.

During the time I was there, BKK was administered by the SFO-based Pacific-Alaska Division (PAD). BKK delineated the 'border' between the PAD to the East, and the Atlantic Division (AD) to the West. At that junction, one would have thought that one was dealing with two different companies. In effect, we were.

When one of the two daily Pan Am Round-the-World (RTW) flights (PA001 and PA002) transited BKK there were differ-

ences in galley procedures, catering and maintenance operations that we had to deal with during the brief transit times. There were even differences in uniforms such as cap covers at different times of year. Working there was a challenge, but there was no confusion and flights generally departed on time. It was a great location to develop team spirit and a rapport with the flight crew members, as well as with personnel from other stations.

The Crew Dining Room was an important part of our operation. Hygienic regulations instructed by the Company Medical Director were strictly enforced for the well-being of our crew members and passengers. Water sources were also carefully regulated and supervised. Our team of Thai employees loaded and unloaded galleys with equipment and onboard meals for departing flights fully loaded with meals and with clean cabins.



The Crew Dining Room Kitchen Team

My three years spent in Bangkok enhanced my experience in dealing with a highly specialized group of colleagues of various ethnic groups and professions. It was also the source of invaluable friendships that have lasted to this day. From our research, the Princess Hotel appears to be history – but the memories linger on. ✈

LOU BERMAN had a distinguished 35-year career with Pan Am. His assignments took him to almost every region in the Pan Am globe including Africa, Europe, the Continental U.S., Alaska, Hawaii, the Far East and in the Central Pacific Ocean area.

PAHF Tours:

MOROCCO

A Visit to the Imperial Cities of Morocco

PAHF is sponsoring a trip to Morocco in the Spring of 2019. As this issue of "Clipper" goes to press, the trip is almost completely sold out. Pan Am travelers are notoriously late bookers, so if interest in the Morocco trip continues we will try to accommodate everyone with an 'extra section'. But that will largely depend on the availability of rooms in Morocco.



While many on the trip are planning a stopover in Lisbon on the way to Morocco, the tour will begin in Fez on March 20, travel across the desert with stops in Erfoud, Ouarzazate, and ending in Marrakesh. PAHF trips have become highly popular and we anticipate this trip will be as successful as prior tours

For additional information, please contact Melissa Costa via email at MelissaC@Distant-Horizons.com or call her at 800-333-1240

Did you know... that it is still possible for Pan Am retirees to travel on an airline pass? Electronic passes are offered through the Airlines Retiree Pass Bureau (ARPB) to retirees from a select group of airlines including Pan Am. For more information, call 1-800-266-6738 or visit www.airlineretirees.com. The website provides information on participating airlines and procedures for ordering passes.

Ann Wood-Kelly (1918-2006) First Female VP for Pan Am Ferried War Planes for Britain

By *Dian Stirn Groh*



Ann Wood-Kelly (1918-2006) became the first woman vice president for Pan Am in 1972 but her life didn't lack unique and challenging experiences before that. She had enough adventures to fill a book. Although one of a family of six children born in Philadelphia, she moved to Namur, Belgium at the age of 12 when her father died. Her mother thought they would have a better life; that their money would go further there. Later, back in the states she attended Melrose Academy in Philadelphia and D'Youville College in Buffalo, New York, where classmates described her as a born leader; composed and confident.

When President Franklin D. Roosevelt announced the creation of a Civilian Pilot Training Program, directly adopted from the British model, at universities throughout the country, Ann, who had always been interested in aviation, applied to Maine's Bowdoin all-male college program in the same class as her brother. Initially she was turned down because she was a woman. Later when that program couldn't qualify for federal funds by filling the last spot with a male, they allowed her to participate thinking no one would see her off-campus on the Piper Cub float planes on the New Meadows River. She not only passed the course but after eight hours of flying, went solo. From there Ann became an instructor at the Brunswick Maine Naval Air Station training pilots for the Royal Navy Air Fleet Arm.

In 1941, prior to the attack on Pearl Harbor, famous female aviatrix Jackie Cochran began seeking recruits for the British Air Transport Auxiliary (ATA), an all women unit. Ann applied but was initially turned down because of her age

and only having the minimum of 350 flying hours. Of 300 applicants, some were older and had families that they didn't want to leave so only 24 were recruited. That left three slots for younger pilots with fewer hours. Again, Ann was in the last group - passing her Royal Air Force check flight in Montreal and sailing over to Europe in 1942.

Once in Britain, the women pilots ferried aircraft from factories to squadrons or storage depots and flew damaged fighters to maintenance bases. They flew alone, not in groups. Between 1939 and 1945, the ATA delivered more than 300,000 aircraft. Wood herself flew more than 900 planes, of 75 types, including American Mustang, Thunderbolt and Kittyhawk, and four-engine Lancaster, Flying Fortress and Liberator heavy bombers plus her favorites - Spitfires, Hurricanes and Mosquitoes. No shrinking violet. Twice she flew a Spitfire under the Clifton suspension bridge spanning the Avon River Gorge to prove she was as good a pilot as the men who did it. Although an engine once failed in flight and she was able to restart it, her most harrowing experience occurred after a forced emergency landing on a short strip used to simulate an aircraft carrier. She had to exit the mutilated plane through the tail of the craft with gas spilling out, escaping with only an injured hand and a finger that never could bend.

Wood-Kelly noted in an interview that the hardest parts of the job were flying without radios or navigational aids, dealing with unpredictable weather, and flying in areas with a lot of barrage balloons floating around in the air. The balloons were raised over criti-

cal areas to discourage low-flying aircraft attacks -- their heavy suspension

cables could shear off a passing plane's wing and propellers.

After the war she remained in London as an assistant to America's first civil air attaché at the US Embassy. Ann Wood married Pan American executive Jackson Kelly and gave birth to son Christopher. Upon returning stateside in 1952, she became a government relations and public affairs manager for Northeast Airlines in Boston and eventually held the same position with Pan American World Airways. In 1972 she was promoted to staff vice-president for international airport charges, Pan Am's first female vice-president. As such, she was responsible for a budget of more than \$60 million. After 1991, she joined Air New England as the assistant to the president.

In recognition of her ATA service, in 1946 Wood-Kelly was awarded the King's Medal for Courage in the Cause of Freedom presented by the British Ambassador. Honored with the Aero Club's Godfrey L. Cabot Award for her "lifetime achievements and contributions to aviation" in 1956, she later chaired the US women's advisory committee on aviation and was the first woman president of the Aero Club of New England. D'Youville College awarded her an honorary doctorate in 2005.

For the last ten years of her life, Wood-Kelly traveled the US lecturing about the work and legacy of the ATA and

Wood-Kelly *cont. p. 6*

Hunting The Wind Pan American Airways Epic Flying Boat Era, 1929–1946



Due out in late September, *Hunting The Wind* is a comprehensive anthology compiled and edited by Teresa Webber and Jamie

Dodson recounting tales of aviation's most daring and innovative era. Included in this anthology are never-before-told true stories penned by still-living flight crewmembers and passengers. The authors assembled a distinguished roster including many former employees to contribute to this remarkable book.

A true collector's piece and an ideal holiday gift, *Hunting the Wind* is available on Amazon, Barnes & Noble, and at local bookstores.

We asked Terry how this book came about. Here's what she said:

"My vision for an anthology about Pan Am's early Clipper era came to me at the Foynes Irish Spring reunion when former flying boat first officer, Robert Hicks told me he'd kept a detailed log. Bingo!

*After returning to Hawaii, I contacted two more flying boat crewmembers, radio operator Ed Dover (*The Long Way Home*), and flight engineer, Thomas Kewin (*The Pan Am Journey*). All three gentlemen were in their nineties with fascinating stories to tell.*

I also contacted Merry Barton, who at the age of five, was evacuated from Noumea on Pacific Clipper days after the attack on Pearl Harbor. Soon, other contributors agreed to write chapters in their fields of expertise, giving the book a wide spectrum of personal history relative to the "boats."

Hunting the Wind includes chapters by many of our colleagues including Captain Bob Gandt, Becky Sprecher, Jeff Kriendler, and Dian Groh.

Other contributors are Margaret O'Shaughnessy on the Foynes Flying Boat Museum, James Trautman on Pan Am's art deco terminals and Jamie Dodson on the building of bases at Midway and Wake. The icing on the cake is the book's cover by aviation artist, Ron Cole.

For my part, months of research, writing and editing enriched my knowledge far beyond any depth I'd ever imagined.

You will discover that Hunting the Wind is not a dull, repetitive history. Rather, it's thirteen chapters of passionate stories, told through the voices of former employees and Pan Am champions--people just like you who remain proud and grateful to have played a role in the world's most elegant, most innovative airline.

Hunting the Wind is also a labor of love for many reasons. Not the least because all the contributors agreed to donate our percentage of proceeds to Pan Am's Special Collections archives at Richter Library, University of Miami. In the unified spirit of preserving Pan Am's remarkable history at an enduring place like no other, we ask you to support our archives by purchasing Hunting the Wind—for yourself, or as gifts.

Most of all, we invite you to delve into aviation's most groundbreaking era. To enthrall and appreciate Pan American's enormous contributions during the era of our company's first truly great adventure!" ✈

ABOUT THE AUTHORS

*Former Pan American Stewardess Teresa Webber lives in Hawaii, is a travel writer and the author of the wildly successful *A Touch Of First Class: Pan Am Nostalgia and Recipes*. She is also an active member of many Pan Am employee organizations. Jamie Dodson is a career intelligence officer. He also teaches aviation history, writes the award-winning "Nick Grant Adventure" novels, magazines articles, provides aviation podcast content, and is a frequent guest on public radio.*

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- *Pan Am's Greatest Flying Boat* – a video on the B-314 and its history.
 - *The Long Way Home* – the story of the Pacific Clipper, stranded in Auckland, New Zealand when Roosevelt declared war, and its epoch journey home across Asia, the Middle East, North Africa, and the South Atlantic.
 - *LGA, Bastion of Democracy* – the story of the MAT and LGA operations during WW-II.
 - *The First Air Force One* – the story of Roosevelt's trip on a Pan Am B-314 to the Casablanca Conference with Winston Churchill.
4. The creation of a series of kiosks for displaying important aviation memorabilia.

The very good news for the Foundation is that the Marine Air Terminal is a listed building with landmark status, and it will forever remain a fixture at LaGuardia Airport. Additionally, the MAT is recognized by the Port Authority as Pan Am headquarters for its North Atlantic operations. While not a Pan Am museum as such, the building and exhibits as developed over time will be indelibly linked to Pan Am. The challenge will be to raise the necessary capital in a timely manner.

We'll keep you posted as plans progress. ✈

Wood-Kelly from p. 5

entertaining audiences with her sense of humor and high energy. She was still flying her Piper Arrow more than 60 years after qualifying as a pilot. As this article only scrapes the tops of the clouds of her endeavors, letters home to her mother, her diaries, flight log book and interviews can be found at the aviation archives at Texas Woman's University in Denton, TX and at Maidenhead Heritage Centre/ATA exhibition and archive in Berkshire, England. All would provide material for a fascinating book or movie What a gall! ✈

DIAN STIRN GROH spent 17 years with Pan Am as a flight attendant, purser, recruiter, instructor and grooming coordinator. An avid researcher, she currently writes freelance articles, short stories and poetry.

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Clipper Editor

Doug Miller
Webmaster

Peter M. Leslie

Ron Marasco

Charles W. Trippe, Jr.

CLIPPER EDITOR

Ruth Maron
ruth.maron@comcast.net

WEBSITE

www.panam.org

WEBMASTER

Doug Miller
panamweb@gmail.com

ARCHIVES

www.library.miami.edu/
archives/panam/pan.html

EXECUTIVE DIRECTOR

Emilia J. de Geer
pahf@metrodisc.com

PAN AM HISTORICAL FOUNDATION

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2019 Calendar: "Juan Trippe's Clippers"

2019 marks the 120th anniversary of Juan Terry Trippe's birth. We thought it a fitting tribute to commemorate the year with a special retrospective of some of the aircraft photos that graced his own office wall, courtesy of PAHF Chairman Edward Trippe. The evolution of the mission and accomplishments of Pan American World Airways went hand-in-hand with the progress of aircraft technology, from the days of the early trimotors and flying boats to the modern era, when oceans can be crossed in hours in unheralded luxury. These amazing leaps in technology were in great measure due to Juan Trippe's vision and ability, and the airplanes he proudly displayed were the tangible expression of his achievements. From the first to the last, they are still a pleasure to behold, and will make another outstanding calendar.