

Celebrating the
50th Anniversary of
'2001: A Space Odyssey'
Pan Am Plays a Starring Role



This year, people around the world are marking the 50th Anniversary of Stanley Kubrick's unforgettable film **'2001: A Space Odyssey'**, released in April 1968. To commemorate this anniversary, Warner Brothers Pictures will debut an 'unrestored' 70mm print of the film at the Cannes Film Festival. Beginning in May this year, the film will be shown in select theaters and a home entertainment release will be available in the fall of 2018.

Still capturing the imagination today, the groundbreaking science fiction epic is particularly nostalgic for members of the Pan Am family. Audiences watched spellbound as the spacecraft approached the station to the strains of the Blue Danube waltz.

Space Odyssey *cont. p. 4*



From The Chairman, Ed Trippe...



*2018 is off to an exciting start.
Here is a look at some of the highlights.*

'Across the Pacific'

Good progress continues on the documentary film, 'Across the Pacific', with the research and cataloging of archival films now largely completed. Much of the film is truly historic and has been researched by Doug Miller, Panam.org Webmaster and PAHF Director, from the Pan Am and Sikorsky archives. Interviews with 17 supporting contributors have been filmed and the dramatic reenactments of some of Pan Am's historic events are being shot. Steve Lyons, the film's producer, is forecasting the "rough cut" editing will commence in July with the broadcast release planned for mid-2019.

'Across the Pacific' chronicles the history of three legendary aviation pioneers: Hugo Leuteritz, who pioneered the technology of aviation navigation that enabled Pan Am in the 1930s to span the world's oceans; Igor Sikorsky, who built Pan Am's earliest generation of aircraft that plied the Caribbean, and who ultimately designed and built the first fleet of Pan Am "Clippers" which conquered the Pacific in 1935 and the Atlantic in 1939; and of course, Juan Trippe, who had the vision and tenacity to build Pan Am into a global icon of international aviation.

PAHF Exhibit at LaGuardia's MAT

PAHF has once again initiated discussions with the Port Authority of New York and New Jersey regarding a Pan

Am exhibit in the Marine Air Terminal (MAT). Eight years ago PAHF had initial conversations with the Port Authority, but because the MAT is still in use as an active terminal building a permanent museum has never been possible. In the interim PAHF created an exhibit of informational panels and photographs of the early history of Pan Am and the MAT building. A model of a Pan Am Boeing B-314 still hangs from the ceiling of the rotunda.

With the total rebuilding of the main LGA terminal building Jet Blue has moved its operation to the MAT and into the former Delta Shuttle gates. Jet Blue has also indicated it will relocate to the main terminal building in five years once the new terminal is completed. The Port Authority has not indicated the ultimate plan for the MAT. However, the building, which was designed by William Delano, the same architect who designed the Pan Am terminal building in Key Biscayne, FL, is a "listed building" so its future as a historic landmark building is secure.

The PAHF exhibit would include a plaque or video providing a description and history of the famous James Brooks mural, "Flight", which spans the rotunda of the building. The mural portrays the sweep of humanity's journey towards the mastery of air travel, and culminates with a representation of Pan American Airways' operations.

Chairman *cont. p. 2*



Pan Am portion of the famous James Brooks mural, "Flight"

The main focus of the PAHF exhibit would include video screens displaying the history of Pan Am's early operations, plus flat graphic panels with photographs of the airport operation, and display cases for models and other historic memorabilia. The exhibits would be built into the existing niches of the rotunda which formerly housed Pan Am check-in counters.

PAHF has also proposed that a plaque would be placed at the entrance to the building identifying the MAT as Pan Am's terminal building in 1940.

Discussions with the Port Authority and Jet Blue are ongoing.

PAHF Southeast Asia Tour

In February 2018 a resilient group of PAHF members set off on a nostalgic trip to Vietnam, Cambodia and Laos.

The 15-day trip was exhausting, but a truly memorable experience for all. We started out in the country's vibrant capital of Hanoi, which still resonates with the culture of North Vietnam. The group went on to Hue, the old imperial city, and to Hoi An, the shopping and tourist Mecca of Vietnam. We ended our tour of Vietnam in Saigon, which was a high point for many of us.

For Pam Taylor, a Pan Am Purser in 1975, who last visited Saigon on the "last flight out", the return brought a flood of memories of the chaos of those difficult times, but also the joy of remembering the lives forever changed for the children and families that were rescued on that Pan Am flight.

For my wife, Bobbie and I returning to Saigon, where I was Military Traffic Manager in 1967-1968, the visit was surreal. We stayed in the Caravelle Hotel, where the international press was headquartered during the war years. The hotel is totally modernized and glamorous, but that is true of all of Saigon, which today is a huge bustling city, and more than any other city in Vietnam, reflects the growth and energy of the country.



Our group in Vietnam

We found the old Pan Am ticket office down the street from the hotel still looking much the same as it did in 1968, and the Majestic Hotel overlooking the Mekong River where we first stayed in 1967.



Al Topping in front of Pan Am office

Al Topping, who ran Pan Am's Vietnam operation at the end and oversaw the last flight out, told me the office had moved by the time he arrived. When he first visited Saigon in 1990, he went back to his office and found the familiar Pan Am logo still over the door.

Cambodia and Laos were far different experiences from Vietnam, and we welcomed the escape from the frenzied chaos and pace of Vietnam. Ankor Wat had survived centuries lost to the jungles, but fortunately the temples survived the



Our group at Ankor Wat

turbulent years of war, insurrection and revolution which tore the country apart in the 1980s and 1990s.

As impressive as Ankor Wat was, after two days of dawn to dusk touring we were "temped" out and exhausted, and grateful for the tranquility we would find in Luang Prabang, Laos, an ancient city of Buddhist temples, situated in a Mekong River valley surrounded by mountains. Laos was a high point of the trip and should be included in any Southeast Asian tour. Our off-the-beat-en-track boutique hotel was a quiet oasis with outstanding food and a welcoming bar. A boat trip on the Mekong was also a welcome respite from the tours of temples and market bazars. After two days in Laos, the tour was over and we all made our lengthy journeys home.

in March 2019...



A constant question among the PAHF Southeast Asia group was 'where next?' The strong consensus was Morocco. Plans are now in progress for a trip beginning March 21st in Fez and ending March 30th in Marrakesh. In between we will cross the country following the ancient caravan trail spending nights in Erfoud, Ouarzazate, and a night to be forever remembered in a caravan tent city in the high desert.

Details of the trip will soon be available on the panam.org website. ➔

PAN AM MUSEUM FOUNDATION'S THIRD ANNUAL CLIPPER GALA
SEPTEMBER 29, 2018

Bonjour Paris!

Unveiling of the Boeing 707: A Fast Story Exhibit

BY LINDA FREIRE, FOUNDATION CO-CHAIR

The Sixties — the heyday of Pan Am. An era of change, the dawn of the Jet Age, and the introduction of the B-707 — the airplane that transformed commercial air travel and launched it into overdrive.

For Pan Am, the spirit and cultural revolution of the Sixties began earlier, on October 26, 1958, when Pan Am launched the B-707 into service on that landmark date in Pan Am's history. With great anticipation, excitement and pride, Pan Am's Flight 114, operating the B-707 from New York's Idlewild (JFK) Airport to Le Bourget in Paris, marked America's entry into the Jet Age and the introduction of the world's first daily trans-Atlantic jet service.

Working as a steward on the inaugural flight, the late Jay Koren, recounted in his book: "We were about to serve as guinea pigs, zapping across the Atlantic at more than eighty percent of the speed of sound, nearly twice as high as any of us had ever flown before, at an altitude nearly twice as high and in an aircraft capable of carrying double the load of our dear, old, familiar piston-engine airplanes."

Of course, Pan Am's new B-707 aircraft was a huge success. Its cabin interior was designed specifically for Jet Age travel and



included seats and aisles wider than any pre-jet aircraft. First Class was designated "Deluxe Class," and Pan Am's exquisite "President Special" dining service was featured. The speed and comfort of the new aircraft created a superior flying experience that only Pan Am could offer.

This year, as we celebrate the 60th Anniversary of the B-707, the Pan Am Museum Foundation will recreate the atmosphere and feel of that inaugural flight at their Third Annual Clipper Gala,

Bonjour Paris! It will be held at the Cradle of Aviation Museum in Garden City, Long Island, on September 29, 2018. Borrowing a page out of Pan Am's history, the menu for the Gala is inspired by Maxim's of Paris, the caterer for the B-707s.

As it was onboard the

aircraft, the Bonjour Paris! Gala will have celebrities holding court as they once did in the First Class lounge of the 707. Guest speaker for the evening will be Frank Abagnale, best known for his story told in the Steven Spielberg movie *Catch Me If You Can* that took place during the 707 era of Pan Am. Emcee for the evening's festivities will be Christine Negroni, famed aviation author and journalist.



Music, provided by Pan Am's own celebrity DJ, Nicole Batchelor Regne, will provide the music of the Beatles, Frank Sinatra, Frankie Valli and the Four Seasons, Elvis, and others all recreating the sounds of the 60's. More information about the Gala may be found at the Pan Am Museum Foundation's website: www.thepanammuseum.org.

The Bonjour Paris! Gala will also mark the Grand Opening of the Pan Am Museum

Bonjour Paris! cont. back cover



Calling all PAHF Members!



The San Diego Chapter of World Wings International is hosting the 49th Annual Convention in San Diego, CA, on Sunday, October 28 to Wednesday, October 31, 2018. Please visit the World Wings Website for details, and on-going updates. And be sure to click on the convention invitation video — shot aboard the USS Midway Aircraft Carrier Maritime Museum — welcoming all of you to our great city.

The Omni San Diego Hotel is the Convention Hotel — located downtown, within walking distance to the bay, and to numerous tourist sights and restaurants.

Hotel Information and Reservations: San Diego is a great destination for conventions and conferences and in demand as a destination year-round. However,

October is an exceptionally very busy month for the hotel industry. We recommend you book your hotel room as soon as possible to ensure that you can be accommodated in the convention hotel: www.omnihotels.com/hotels/san-diego/meetings/ww or call 888-444-6664 and ask for the “World Wings International 2018 Convention”

In addition to high demand for hotel reservations for convention bookings in October, on October 27th, Navy vs. Notre Dame will play at Qualcomm Stadium in San Diego. San Diego is home to over 35,000 Navy sailors, and Navy Reunions will also be happening in the area.

Convention Information and Registration:

To register for the 2018 convention, please visit the World Wings International website (worldwingsinternational.net) and register for the convention online. On the registration page, under WWI Chapter, scroll down and click on “Not a World Wings Member.” Then complete your registration.

For convention questions or more information, please contact us at: SanDiego2018@wingsconventions.com.

Abrams/Banning Research Grant Awarded for Study of Food Services in Commercial Aviation

BY AL TOPPING



Dr. Bryce Evans is the recipient of the 2018 Dave Abrams/Eugene Banning Research Grant. Dr. Evans is currently Associate Professor of History at Liverpool Hope University, Liverpool, England.

Dr. Evans is conducting research in the field of food services in commercial aviation. He gave a very interesting presentation at the Richter Library on ‘A Gastro-nomic History of Pan-Am’. It included many interesting facts. For example, who knew that the taste of wine is sometimes affected by altitude levels. He also pointed out that Pan Am was the first carrier with onboard ovens. In his presentation, Dr. Evans noted that Pan Am was the second airline in the world to require culinary expertise among catering staff. As early as the 1930s Pan Am pioneered culinary excellence by varying its dishes on a daily basis using the newest technology and recruiting master chefs.

According to Dr. Evans, the research funded by the grant will culminate in a scholarly article for the leading International Journal of Food and History. In terms of outreach, the BBC is also interested in producing a segment on his research.

Dr. Evans’ CV includes extensive experience in academic food research. His media experience will also ensure that his research is widely communicated. “This is a story that needs to be told and I look forward to sharing the results of my research,” Dr. Evans said. ➔

Space Odyssey *from p.1*

There was no mistaking that the space plane was liveried with Pan Am’s ‘blue ball’ logo. The design for the Pan Am Space Clipper was the work of former NASA designer Harry Lange. Kubrick tasked Lange with creating a design that could be presented on screen as absolutely plausible. The models he designed were considered masterpieces.

At a highly publicized auction in El Segundo, California, one of Lange’s models labeled ‘The Pan Am Aries 1B Trans Lunar Space Shuttle’ was sold for \$344,000 to the American Academy of Motion Picture Arts.

Thanks in part to Kubrick’s epochal motion picture, the world became fascinated by the concept of space travel. In 1968, Pan Am began taking reservations for future passenger flights to the moon. Some 93,000 reservations were issued at no cost from 1968 until the company filed for bankruptcy. Pan Am “First Moon Flights Club” eventually included members from every state in the U.S. and ninety countries around the world.

— By Ruth Maron

Meet Ben Kinoshita:

Looking Back on a Career That Spanned Four Decades

BY RUTH MARON

Celebrating his 90th birthday in July 2018, Benjamin (Ben) Kinoshita looks back on a long and successful career with Pan Am culminating in the position of Regional Director, Cargo for Asia/Pacific.

Born in Yokohama, Japan's international ocean gateway, Ben's parents sent him to a French Canadian Catholic Boys School and St. Joseph's College, catering to the expatriates living in the area. "French and English were the only permissible languages to be spoken in class or in the playground," he said. "My parents wanted to give their youngest son a linguistic advantage that would help me earn a living. Their predictions turned out to be right. When the war started, life became hard for me as I was viewed as attending an 'enemy' school. Eventually, St. Joseph's was forced to close."

Ben explains that when the war ended in 1945, knowledge of English was highly valued. He was hired by the Japanese Government, Ministry of Foreign Affairs to serve as an interpreter for the incoming American forces. He was assigned to the U.S. Navy's Fleet Activities and the U.S. Army Military Police Battalion. Using his language capabilities, he later started an export trading company. "The outbreak of the Korean War cast shadows on my business and I decided to close my company," he explained.

"One day I was reading the Japan Times, an English language newspaper, and saw a Help Wanted ad saying that a large American transport company was looking for a purchasing agent. I decided to apply."

Ben soon learned that the transport company was Pan Am. "A huge crowd gathered at the Haneda Airport auditorium that Pan Am had rented for the screening," he said. "After taking a day-



long test, I was called for an interview with Charles Bennett, Station Manager, PAA Haneda. After grilling me about heavy construction equipment and fork lift manufacturers, he grinned and said 'You're hired'. Joining Pan Am in 1956, my title was Assistant Manager, Services of Supply – Purchasing."

Ben explains that the first thing he did was to survey the items being imported from the U.S. These included everything from office supplies to baggage carts, ramp equipment, inflight service supplies and even raw meat for food service.

"By changing to local suppliers wherever possible, the company's expense spending drastically diminished," Ben said. "The biggest change was to switch First Class chinaware from Rosenthal to Noritake. I had Noritake submit samples of the chinaware in Pan Am design and sent them to New York for evaluation. The change to Noritake was accepted and af-

fectured worldwide usage. Japan received requisitions from all Pan Am stations shipping supplies by COMAT (company material)." Ben then went on to evaluate glassware, silverware, napkins, sugar packets and more.

"Of the many COMAT shipments that I remember, the most heartwarming was Christmas trees," he reminisced. "The Pan Am expatriates stationed in Southeast and Southwest Asian stations couldn't get good Christmas trees to celebrate the holiday. I discussed it with management and from November to mid-December, we were packing and shipping out Christmas trees to all of our Pan Am family."

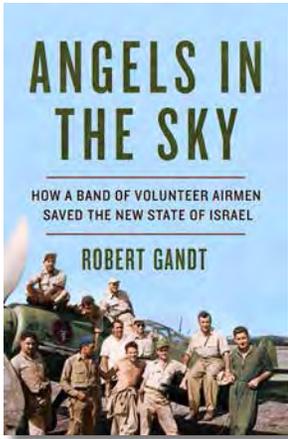
Ben said that the company asked him to take the position of Manager, Airport Cargo/Mail services. At first he refused. "I didn't want to go from being a money saving department in Supply to a money-making department in Cargo," he said. After a visit to headquarters in New York, he accepted the position. He was later promoted to Assistant Airport Manager under Charlie Bennett, the person who hired him.

As airline traffic grew rapidly, Haneda was no longer able to handle the increasing flights. "Japan undertook a study to look into building a new airport at present-day Narita," Ben explained. "The Japanese Ministry of Transportation asked me to assist them in explaining the new project to all non-Japanese carriers. The Ministry of Finance was planning to introduce a computerized customs clearance system and also asked me to explain their project. I was named to the position of

Ben Kinoshita *cont. p. 6*

Angels in the Sky: How a Band of Volunteer Airmen Saved the New State of Israel

By Robert Gandt



American, British, Canadian, South African—who defied the laws of their own countries to come to the aid of Israel in 1948. The former Pan Am captain combines his knowledge of aviation with his gift for storytelling to take readers on an historic adventure to save the new nation.

“It’s a classic David vs. Goliath story that has never been told before,” Bob said. Shortly before the nascent country was created in 1948, it was feared that the surrounding five Arab countries would “roll like a seismic wave across Israel.” Al Schwimmer, an American World War II veteran and flight engineer for TWA, convinced the Haganah—Israel’s defense arm – that building an air force was the only way to win a war against the Arabs. He and other veteran pilots worked beneath the official U.S. radar to smuggle war-surplus airplanes to the new Israeli Air Force. After some rushed pilot training, Messerschmitt fighters from Czechoslovakia were deployed to counter Egyptian Spitfires in the skies of Israel. “Over the next few months, they performed a series of military miracles, all of which Gandt delineates with aplomb. An exciting military chronicle packed with well-documented, intimate portraits of a group of brave pilots,” writes Kirkus Reviews.

Bob has written some sixteen books and numerous articles including *China Clipper* and *Sky Gods* on the demise of Pan Am. We asked Bob what prompted him to write this compelling story chronicling this little-known chapter in aviation history. “About four years ago, I was

In his latest book, Bob Gandt recounts a mesmerizing story about a ragtag group of aviators—

American, British, Canadian, South African—who defied the laws of their own countries to come to the aid of Israel in 1948. The former Pan Am captain combines his knowledge of aviation with his gift for storytelling to take readers on an historic adventure to save the new nation.

introduced to a movie producer named Mike Flint who was developing a film about the volunteer airmen who fought in Israel’s 1948 war of independence. One of the brave pilots in this story was Mike’s father, Mitchell Flint, who is still revered as a hero in Israel,” Bob said. “When I heard his story, I knew in the space of a heartbeat that this was a book I had to write.”

Bob spent a year conducting interviews and researching archives in the U.S. and in Israel. “During an extensive field trip in Israel, I was accompanied by Mitchell Flint. Every door was opened for us, visiting museums, old air fields, battle sites and archives,” Bob said. “The book is dedicated to Mitchell. In a poignant finale, the old fighter pilot passed away at the age of 94, the same week the book was released.”

Published in October 2017, ‘Angels in the Sky’ was an Amazon #1 Best Seller. A major motion picture is currently in development. Including eight pages of illustrations and photographs, the book is available through Amazon and at leading bookstores nationwide.

— By Ruth Maron

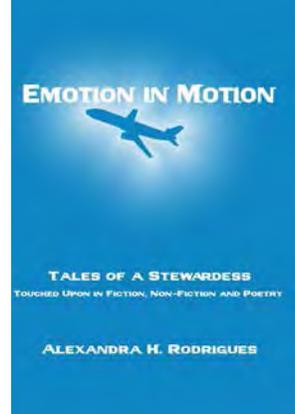
Director, Narita Projects. Pan Am was the only airline with a dedicated Director for Narita issues.”

Following the opening of Narita, Ben was named Regional Director, Cargo Asia/Pacific. He recalls the days when “dark clouds covered the skies over Pan Am and the company was forced to sell assets. After the sale of the Pacific routes to United Airlines, Joe Hale and six others, including myself, elected to stay on with Pan Am. My job was to sell cargo to connect with Pan Am flights in Mumbai or the West Coast and onward to other Pan Am destinations.”

After Pan Am’s demise, Ben remained active in the industry working for IATA and lecturing on Air Cargo logistics at universities and industry gatherings. He is currently working on a memoir that will be published in Space, the local air cargo industry publication. “Now, 27 years after the airline’s demise, I still feel pride in being part of that great company,” he said. ✈

Emotion in Motion: Tales of a Stewardess

By Alexandra H. Rodrigues



“In 1958 I was hired by Pan American as Flight Attendant for the Inter German Service. A year later Pan Am sponsored me to come to America and fly out of New York. A life among the rich and famous began. During that career, which lasted 25 years, I came to see the entire world with exception of Australia. I met my husband of 50 years on one of my first

Ben Kinoshita from p. 5

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Emotion in Motion: Tales of a Stewardess

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flights,” explains author Alexandra H. Rodrigues.

Her book uses fiction, non-fiction, poetry and photographs to take the reader on an emotional ride through a fascinating career of a pioneer on the aerial frontier. It explores her fears and joys in the air. At a time when most American women were stay-at-home moms, Alexandra was struggling with feelings about her career, husband, son and aging mother back in hometown Berlin.

This is a fascinating look at a transitional time in history through actual letters and diary entries that will remind baby boomers of “simpler times.”

‘Emotion in Motion’ is available on Amazon in print and Kindle versions.

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Bonjour Paris! *from p. 3*

Foundation's newest exhibit – *The Boeing 707: A Fast Story*. This comprehensive exhibit will include graphics, slide shows, videos, uniformed mannequins and artifacts related to the 707 and the 1960's. Components of the exhibit will showcase technical aspects of the 707, inflight amenities, and historical photographs of that unique era in Pan Am's history.

In another collaboration with the Pan Am Historical Foundation, the B-707 Exhibit will display a restored model of the first B-707 loaned to the Museum Foundation by the Historical Foundation. The model (approximately 4 feet in length) was developed by Pan Am and Boeing to be used in sales and ticket offices in promoting the new jets. On loan to the Intrepid Museum, the model, never put on display, languished in storage. When the Pan Am Museum Foundation signed a lease with the Cradle of Aviation, the Historical Foundation agreed to loan the B-707 model to the Museum Foundation. After years of being in storage, the model had fallen into disrepair. Once the model arrived at the Cradle of Aviation, a restoration project was begun. Completion and display of the restored model B-707 will coincide with the opening of the new exhibit.

As Pan Am reached its height of success during the 1960's, the new exhibit will also feature the famous Pan Am Worldport, the Clipper Clubs, Intercontinental Hotels, the Clipper Cargo and

Aerospace Divisions, Presidential Press Charters, and the Vietnam R&R flights (providing rest and recreation for our troops). The "Jet Set," represented by celebrity passengers such as the Beatles, Marilyn Monroe, Elvis, Martin Luther King, and many others will also be showcased. Jet Age advertising will be another component in the exhibit. The campaign enticed passengers to take vacations to far away places as the jets made it possible to go further in less time. To complete the celebration of the 707 era, the exhibit will highlight the Pan Am Building and Helicopter Service, Pan Am employees from the 1960's, and uniformed mannequins featuring the stylish Don Loper stewardess uniforms of that decade.

Located on the third floor Pan Am Wing of the Cradle of Aviation Museum, Pan Am's story is being told through carefully curated exhibits, which recount our unique and extraordinary history.

In order to fund this year's exhibit development, the Pan Am Museum Foundation has launched the 707 Club. For details on the 707 Club please visit the website at www.thepanam-museum.org. The Museum Foundation is a 501(c)(3) organization, and all donations are tax deductible.

Thank you for your support, and we look forward to seeing you on September 29th! ➔