

From The President, Pete Runnette...



A sign of the times... On June 30, the Pan Am Historical Foundation held its Annual Meeting via Zoom. Members from Maine to California—Florida to Hawaii—gathered in the cyber-world to hear the report by PAHF Chair, Ed Trippe. The meeting overall was a success. It gave us an opportunity to see our friends and colleagues and answer questions which were submitted in advance. We hope that by next year, Covid-19 will be in our rear-view mirror. However, we may continue to meet via Zoom as well as face-to-face so that more members around the world can participate.

Ed reported that all of our current board members were reelected for 2021. Though our membership dipped slightly for the first time, our finances remain healthy thanks to the generous support of our membership.

Though Covid may have slowed us down in many respects, it has also opened new opportunities in the digital world. In past years, we have explored possibilities for creating a bricks-and-mortar museum or even a traveling exhibit. In this issue, you can read about an exciting new plan currently being developed to create a “Digital Museum” that deploys all the resources at our disposal in a game-changing new online presence.

President *cont. p. 2*

A Digital Future for PAHF

By Doug Miller

The Pan Am Historical Foundation is embarking on a new and exciting digital future. With a plan currently under development, the Foundation is moving forward with a different kind of online enterprise – PAHF’s “Digital Museum.”

Launching PAHF’s “Digital Museum”

Launching the “Digital Museum” is particularly timely. The pandemic has disrupted just about every aspect of normality, cultural entities included. Museums, for instance, have been facing challenges in recent years attracting new visitors, even before COVID. At the same time consumer cultural expectations have been evolving, seeking more customized and flexible experiences. Additionally, as the profile of society shifts towards a younger, more diverse demographic with a wider range of interests, what worked for brick-and-mortar museums before doesn’t work as well now.

Living up to Pan Am Historical Foundation’s mission—to preserve and promote the legacy of Pan Am—impels us to embrace change and make the best use of all resources at our disposal. Increasingly that direction takes us down a digital path, to reach people where they are, so to speak. We believe that we can continue to advance our standing as a trusted source of authoritative information about Pan Am, while empowering new online opportunities for education and public history, developed with a team of collaborators.

The Pan Am Film Archive

Additionally, we are excited to announce that along with the deployment of 21st century storytelling tools, comes a game-changing addition to the Foundation’s historical assets.



The Pan Am Historical Foundation has acquired the rights to what is undoubtedly the world’s foremost collection of Pan Am moving images. Mr. Thor Johnson, a former Pan Am executive, serious aviation historian and aviation artist, originally acquired this important collection at the time of Pan Am’s bankruptcy in 1992. The collection consists of many hundreds of films that were produced by and for Pan Am over the years.

The films, which have been carefully preserved and stored under professional supervision, will soon become available as a major resource supporting PAHF’s digital exhibits. The film materials range from the earliest days of Fokker Trimotors to Boeing 747 operations, and include promotional, technical and even un-edited raw documentary-style footage.

What it means for PAHF’s future

Our new online digital space will be very different from our current website, although both spaces will work in tandem. The new digital platform will be a virtual space that can be explored and enjoyed, visited as often, wherever and whenever people choose, making use of an array of digital content and online tools. The goal is to unlock the storytelling potential of Pan Am’s unique and impressive history.

The tools and techniques currently being developed will draw on the resources we
Digital Museum *cont. p. 2*

PAHF Wins 2nd Grant for Historic Film Restoration

By Doug Miller



New S-40 loading at Dinner Key

For the second year in a row, the Pan Am Historical Foundation has received a grant from the National Film Preservation Foundation (NFPF). This year, the award is for the restoration of a 1931 promotional film made by Pan Am entitled “Linking the Americas”. The short silent film was made just as the very first named Clippers, the Sikorsky S-40 flying boats, were coming into service. By that time, Pan Am—collaborating with partner airlines including Panair do Brasil—had established the world’s longest airline route system. The film highlights scenes starting in Miami and continuing south through the Caribbean, around South America, and back through Mexico.

The grant provides for the digital and physical restoration of the ninety-year-old film. The project entails a particular challenge, in that the sole surviving print was apparently struck from a badly decomposed original. Although this surviving print is in decent shape, it captured problems from the film copy from which it was made. The restoration involves making a high-resolution digital scan of the film, and then applying the power of expensive software with the expertise of film restoration experts to remove the baked-in anomalies in the surviving film. This corrected digital file will then be used to create a brand new archival physical copy of the corrected film. The result will be both a restored historic film in very high-resolution digital video, as well as new preservation copies which should last for many decades if properly stored.

The project is a collaboration with the Lynn and Louis Wolfson II Florida Moving Image Archives at Miami Dade College. The Wolfson Archive will get the restored physical film copies, and PAHF will receive a rare digitized motion picture record of Pan Am’s early history. ➔

President *from p. 1*

During the past year, we have been negotiating with the Port Authority of NY and NJ, to create an enhanced Pan Am presence at the Marine Air Terminal at LaGuardia Airport in NY. Though plans were temporarily stalled due to the pandemic, the project is now nearing completion. Ed Trippe provides an update on what you can expect to see celebrating Pan Am at the MAT (see page 4).

Looking ahead, many members have expressed interest in continuing the ever-popular Pan Am Tours curtailed in 2020 due to Covid-19. We continue to monitor the situation with our tour operator

partner, Distant Horizons, with the hope of resuming travel with our colleagues and friends in the coming year. ➔

Digital Museum *from p. 1*

have been accumulating for the past 30 years. In addition to the newly acquired Pan Am film archives, the Foundation has a wealth of motion picture imagery, photographs, recordings, interviews, and documents to support our online exhibits. And importantly, we are planning on a collaborative approach, working with new partners, whose contributions will add a different focus to the space. ➔

Max Gurney Celebrates 100th Birthday

By Jeff Kriendler and Ruth Maron

Max J. Gurney celebrated his 100th birthday on June 10, 2021 in Monaco at the invitation of Prince Albert where he was fêted at a luncheon at the Royal Palace. Max was accompanied by an entourage of friends and colleagues from La Jolla, California where he now resides. Among the well-wishers was retired Pan Am Captain Tommy Carroll. Max has maintained close ties with the Royal family ever since his ten-year posting to Monaco as Pan Am District Sales Director.

Max was born in Frankfurt, Germany in 1921 where his father was employed by the High Interallied Commission following World War I. He later moved his family back to Manhattan where Max attended school. As a young boy, he spent many summers studying in England, Switzerland, and Paris.

In 1942, Max was inducted in the U.S. Army serving in Army Intelligence based on his foreign language proficiency. He traveled with his combat unit to Algeria, Tunisia and up the boot of Italy.

After the War, Max joined Pan American World Airway in 1946 at LaGuardia Airport Marine Terminal, headquarters for the famous Flying Boats. During his 45-year career with Pan Am, Max was witness to the history of



Max Gurney & friends were fêted by Prince Albert of Monaco at a luncheon at the Royal palace

L-R: Jerry Pikolycky DDS, Prince Albert II, Princess Gabriella, Sir Max Gurney

aviation from the Flying Boats to the Jet Age. He capped his career with his last assignment in Monaco from 1980 to 1991.

After returning to La Jolla, California with his family in 1992 Max was employed by the Monaco Tourist Office to promote travel to Monaco from Southern California. In 1994, he became part of the Consular Corps as Honorary Consul for Monaco in San Diego.

Asked to comment on this milestone as a centenarian, Max said; “It has been a short life but I have been fortunate to be active all the time. To crown my first 100 years, I was honored to be invited with U.S. veterans from all wars to the San Diego Honor Flights for three days in Washington, D.C. What a fine beginning to my new life in the next 100 years.”

InterContinental Hotels & Resorts Celebrates its Diamond Anniversary

By Ruth Maron

InterContinental Hotels & Resorts is celebrating its 75th Diamond Anniversary as the world's first truly international luxury hotel brand. Fulfilling the vision of its founder, Juan T. Trippe, the hotel company had its start in 1946 when it was incorporated as International Hotels Corporation. In its 19th Annual Report in 1946, Pan American World Airways advised its shareholders that it was diversifying into the hotel trade. This bold move was the culmination of discussions between Pan Am Chairman Juan Trippe and President Roosevelt. In the post-war boom, President Roosevelt's 'Good Neighbor Policy' was designed to encourage inter-American trade and tourism as key to post-war recovery. Following a series of negotiations and with the support of financial institutions including the Export-Import Bank of the U.S, the International Hotel Corporation was born.



Inter-Continental Hotel Belém, now Grande Hotel

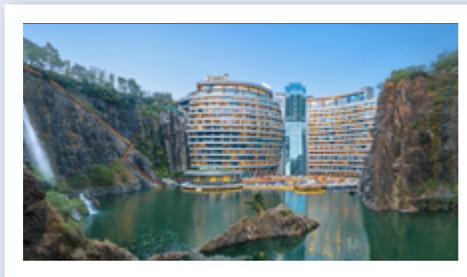
On his part, Trippe saw the need for first-class hotel accommodations for passengers and crews as the airline built its international network. In 1947, the hotel subsidiary was renamed Intercontinental Hotels Corporation. And, on May 1, 1949, Intercontinental opened its first hotel, the eighty-five room Grande Inter-Continental Hotel in Belém, Brazil. Built at the turn of the century, the Grande was a Colonial-style heritage property with four floors surrounding a central courtyard. Experts in the hospitality industry were brought in to operate the

hotel according to world-class standards. Location was key and in its first year of operation by Inter-Continental, the hotel turned a profit which was doubled in the second year. The new hotel company continued on its path with further expansion in Latin America and the Caribbean.



Inter-Continental New York

As the airline network expanded, the hotel subsidiary grew. The Phoenicia Inter-Continental opened in Beirut, Lebanon in 1961, the first hotel outside the Americas. Then, it was on to Africa, the Middle East, Europe and Asia. Primarily designed to accommodate international travelers, the group didn't open any U.S. hotels until 1973, when the famed Mark Hopkins Hotel in San Francisco joined the group.



Shanghai Wonderland

One of the hallmarks of the Inter-Continental brand was to reflect the local heritage in architecture, interior design and food and beverage. The company was also dedicated to restoring and preserving historic hotels such as the Willard Hotel in Washington, D.C., the Inter-Continental Paris and the Barclay Inter-Continental in New York.

Inter-Continental Hotels quickly became the favorite of business and leisure travelers as the company expanded around the globe. Pan Am crews in their smart uniforms stayed at Inter-Continental Hotels on layovers. The hotels hosted kings, queens, heads of state and world leaders, as well as journalists on assignment. Properties were bastions of safety and reliability in war zones and trouble spots from Beirut to Afghanistan and Tehran.

The '70s were years of growth and expansion, fulfilling the vision to build a world-class group of luxury hotels for business and leisure travelers on six continents. By the early eighties, Pan Am's finances worsened. In 1981, Intercontinental Hotels Corp. was sold to Grand Metropolitan, a major British conglomerate. At that time the subsidiary included almost 100 hotels in 47 countries. Grand Met continued to operate the properties and expand worldwide.

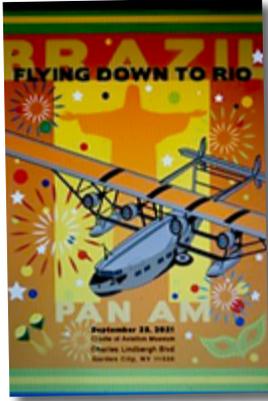
Inter-Continental Hotels was later acquired by Bass Brewery established in 1777 in the U.K. The company had a passion for hotels and began acquiring hotel chains, including Holiday Inns worldwide. Fueled by the optimism of the new millennium, Bass said good-bye to beer and focused on hospitality. In 2003, the hotel company was renamed and InterContinental Hotels Group (IHG) was born. Today, IHG includes 16 hotel brands with approximately 5,000 hotels worldwide. InterContinental Hotels & Resorts remains as the luxury hotel brand in the group's portfolio with more than 206 hotels worldwide and 70 in the pipeline.

IHG is planning a global celebration of the Diamond anniversary of InterContinental Hotels & Resorts. Details will be revealed soon as the company fêtes the return of travel. ✈



*Sway to the strains of Bossa Nova!
Envision the extravaganza of Carnival!
And dust off your Samba shoes!
The Pan Am Museum Foundation's
Fifth Annual Clipper Gala
Arrives on September 25, 2021:*

"Flying Down to Rio"



From its founding, Pan Am has been synonymous with South America. From the early Sikorsky-42 flying boats landing in Rio de Janeiro to the jet age, South America holds a special place in Pan Am history.

"Flying Down to Rio" was the inspiration for the theme of this year's gala to be held at the Cradle of Aviation Museum in Garden City, New York. We have arranged a special rate at the Marriott Long Island for our out-of-town guests.

After a long and trying time for the world, now it's time to celebrate and reconnect! The evening will include a cocktail reception followed by an elegant dinner featuring a sampling of Brazilian fare. Returning to emcee festivities is acclaimed aviation author and journalist, Christine Negroni. Keynote speaker is Charlie Imbriani, author of the book, *Pan Am Missions of Mercy and Evacuation Flights*.

Join us as we unveil the Museum's new exhibit—a timeline of Pan Am history from 1927 to 1991. The exhibit is titled *"The Pan Am Saga, from its Beginnings in 1927 to its Slow Demise and Eventual Fall in 1991"*. The timeline is a large visual interpretation that brings viewers on a journey through photos and words, seeing the story of Pan Am come to life before their eyes.

For tickets to this gala event, please visit: www.thepanamuseum.org ✈

PAHF Exhibits at the Marine Air Terminal Near Completion

By Ed Trippe

Important progress has been made on the PAHF exhibits at the Marine Air Terminal (MAT). The three bronze plaques commissioned by PAHF have now been installed. The plaques provide important public recognition of Pan Am's long presence at the MAT. The building plaque at the entrance to the MAT commemorates the MAT as Pan Am's North Atlantic Operations Headquarters. A second plaque at the entrance to the rotunda provides information on the important James Brooks mural that surrounds the ceiling of the rotunda. The third plaque, also at the entrance to the rotunda, provides information on the B-314. The MAT was the operations headquarters for Pan Am's fleet of B-314s from 1940 until 1946 when the plane was retired from service.

A new 1/10 scale model of the B-314 was commissioned by the PAHF. Built



Model of the B-314 Yankee Clipper being built by Atlantic Models

by Atlantic Models, it will hang from the ceiling of the rotunda. The model was delivered to Hangar 7 at LaGuardia in August pending its installation in the MAT. Appropriately, Hangar 7 was the maintenance hangar for Pan Am's fleet of B-314s. The old, smaller model of a B-314, which has hung in the MAT since the Pan Am Shuttle operation was launched in 1986, will be loaned to the Pan Am Museum Foundation for their exhibit at the Cradle of Aviation.

PAHF is planning a reception in the Fall to commemorate the plaques and the B-314 model. A notice will be sent out once the date is determined.

Sail Away to the Caribbean with World Wings International

"Tropical Dreams"



World Wings International invites all former Pan Am employees and guests to attend the 2021 Annual Convention onboard the Celebrity Equinox for a luxurious cruise to the Caribbean. As the world re-opens to travel, now is the time to sail through the turquoise waters to visit the picturesque islands of Nassau, Aruba, Bonaire and Curacao. The cruise sails round-trip from Fort Lauderdale, October 29 to November 7.

After these many months, we can all use some pampering and fun! Lounge pool-

side, indulge in a spa day, enjoy delectable cuisine, and top-notch evening entertainment. Or, just relax with friends and enjoy the balmy breezes. The all-inclusive fares include gratuities, taxes, fees and exclusive Pan Am private parties.

Healthy at Sea

Most importantly, Celebrity Cruises follows all the most rigorous safety protocols. Ships undergo bow-to-stern hospital-grade cleaning, constant fresh filtered air exchange, fully vaccinated crew and enhanced medical facility and staff.

Special discounted pre- and post-cruise rates are offered at Le Meridien Hotel in Fort Lauderdale. For more information about Tropical Dreams, please visit: worldwingsinternational.net/cruise2021/ or email convention2021wwi@gmail.com.

Only a limited number of staterooms are still available. So, book now and enjoy a Tropical Dream with Pan Am colleagues and friends. ✈

Flying with Air Force One: Pan Am's White House Press Charters

By Dian Stirn Groh & Rebecca Snider Sprecher

In the 1960s, Pan Am was flying businesspeople and tourists all over the world on the new 707. But another major aspect of their business was also expanding rapidly; the military, corporations, and tour companies were clamoring to hire Pan Am for special charters.

By far the most exclusive of these were the White House Press Charters, where a group of hand-picked pilots and flight attendants rubbed elbows with American presidents, their advisors, and representatives from the major television and newspaper outlets. Because the 707 carrying the President only had space for a handful of reporters, most flew on the press plane. In fact, many preferred it because it was, well, more fun. Pan Am's legendary First Class service combined with the clacking of portable typewriters, free flowing liquor and first-to-file-a-story competition to create a highly convivial atmosphere, causing the flights to become known as "The Zoo."

"These unusual charters were planned and assigned through the White House Travel Office and parceled out, like packages on Christmas morning, to several different airlines," said Captain John Marshall in a recent article in *Airways Magazine*. "Allocation was supposed to be even-handed and impartial. But international trips, along with important domestic ones that required greater capacity and flexibility, were almost always given to Pan American."

Cabin crews and pilots were vetted by the Secret Service and FBI, so the same people flew together often and knew each other well. Captains were selected from those on training assignments throughout the system, and they in turn chose the rest of their cockpit crew. "The press loved it because the flight attendants knew how they liked their steaks and what beverages to have waiting for them when they boarded," Marshall said.

Every presidential trip was meticulously scheduled, right down to the minute. "I never ceased to marvel at the precision with which the pilots of Air Force One managed to hit their ETAs at the blocks," he continued. After inquiring how they

did it, Marshall was told that the taxi time was calculated from their arrival at the outer marker. "Of course, it helped that we didn't ever have to wait for traffic, but that's the kind of priority treatment you enjoyed when flying in the block of presidential airspace. Also hard to imagine is approaching a major world airport and when you reach 3,000 feet, the tower tells you that you are cleared to land at any time on your choice of runway." Call signs were simply Air Force One and Clipper.

It was important that the press plane stay the ground until Air Force One took-off on every flight so journalists could report on the departure, then be in place again on the tarmac at the destination before the President landed. This required an intricate interchange in the air, with the press plane eventually catching up to and passing the President's. And once aloft, almost nothing could get in the way of these two aircraft. Said pilot Stu Archer, "One time a private pilot requesting emergency landing clearance was denied because the Clipper had to come in first to enable the press to be in position before the President arrived. We screamed in, touched down, and immediately cleared the active runway so as not to impede the crippled aircraft. Once he was safely down, Air Force One landed uneventfully and right on schedule."

Of course, everything didn't always go according to plan. On one trip, Captain Marshall recalled that the press plane had to lengthen its flight. Inbound to Andrews Air Force Base after a long day with multiple stops across the U.S., the dinner service called for dished-up tender steaks, roasted potatoes and green beans. However, with favorable winds and direct routing, the time was less than projected by a substantial margin. When he informed Purser Claire Graham of the situation, her face fell. "Then we'll just have to hustle," she said. As the flight proceeded, some un-forecast tailwinds put them further ahead of schedule, and soon he began the letdown. Seconds later, a highly agitated Claire burst into the cockpit, exclaiming, "John, you can't do this to me! We've just got the trays out and we're pouring the wines."



Purser Claire Graham and crew with President Carter

"Claire," he said, "just tell me what's more important, an early landing or dinner?"

"Dinner!" she cried, disappearing into the cabin.

After checking with Air Force One on the special frequency reserved for their communications, Marshall asked the tower to put them in a holding pattern so the dinner service could be completed. The request was greeted with guffaws from the tower, but it was granted. "So we made lazy circles off the Maryland coast in the moonlight for 45-minutes until we finally got the nod from Claire, then we began our gentle descent into Andrews. Our well-fed and liquified passengers disembarked, tired but content and none the wiser."

Although exciting, the trips weren't all glamour and glory. There were long duty days and crazy schedules. But the crews came away with memories of a lifetime. Claire Graham's unique experiences ranged from working the press charter for the President Nixon's whirlwind ten-day mission to Salzburg, Cairo, Jidda, Damascus, Tel Aviv, Amman, the Azores and back, to accompanying the President on his final trip to Moscow to meet General Secretary Leonard Brezhnev at the height of the Cold War. One moment she was in Tehran on New Year's Eve glimpsing President Carter dining with the Shah of Iran and King Hussein (the latter two royals consuming inordinate numbers of tins of Persian caviar like potato chips), the next she was spending Thanksgiving watching President George H.W. and First Lady Barbara Bush cheer up the troops in Saudi Arabia.

Just as Pan Am's flying boats had flown journalists across the Atlantic to report on the action in World War II, the White House Press Charters ensured that in

Press Charters *cont. back cover*

Up In The Air:

The Real Story of Life Aboard the World's Most Glamorous Airline

By Betty Riegel

Growing up in Walthamstow, an hour outside of London, Betty spent her early childhood hiding in air raid shelters with her 'Mum' as bombs dropped all around during World War II. With her Dad away at war, they struggled to make ends meet.

After the war, Betty took a job as a typist in London. But she always dreamed of bigger things, including travel to faraway places. Eventually landing a summer job as an 'Air Hostess' for Silver City Airlines, she worked flights across the Channel to France and day trips to 'exotic' places like Majorca, Frankfurt, and Pisa.

In December 1960, Betty answered a newspaper ad from Pan American Airways "looking for young, single ladies aged between twenty-one and twenty-seven, of good moral character, with good posture and appearance and weighing between 7 stone, 12 lb. and 8 st 8 lb." (110 – 120 lbs.)" After a round of interviews, at age twenty-two Betty was selected from thousands of young British women to join the Pan Am training program in NY. In February 1961, she boarded a jet and began a life of hard work, glamour and adventure as a Pan Am stewardess during the Golden Age of travel in the 1960s.

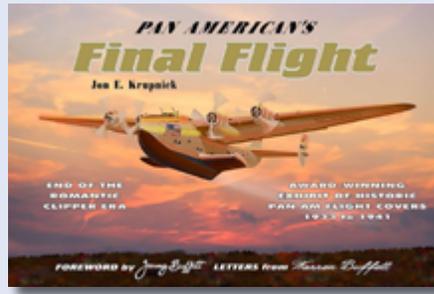
Under the watchful eye of the 'house-mother', Dottie, the young trainees learned the art of being the perfect Pan Am stewardess. Rekindling memories for many, she writes about the strict regulations regarding makeup and appearance. The ladies learned perfect etiquette, and how to prepare a five-course Parisian dinner at 37,000 feet. Most rigorous of all was the safety training



Jon Krupnick Publishes "Final Flight"

Award-Winning Collection of First Day Covers on Inaugural Flights

— Reviewed by Peter Leslie



I opened the envelope containing Jon Krupnick's new book on Pan American's storied history of transpacific flights in the 1930's. I thought, "What more can he say?" His first two books told powerfully the story of Pan Am's pioneering flights across the Pacific starting in 1933. He used photos, letters, newspaper articles and, occasionally, a first flight cover of a pioneering flight.

This time he tells the story through his gold medal award winning collection of first day covers carried on Pan Am's inaugural flights across the Pacific.

A first day cover is a term philatelists use for an envelope that was mailed on the first day a new stamp is issued, or, in this case a new route or new form of transport is initiated. One example is the first day of the flight between two points. What sets that envelope apart from another? As there was just one headline pioneering flight to that destination there would never be another first day cover for that route or mode of transportation. Mail between those two points would become routine. Often there is a famous story behind those first flights. The flight had been

including plunging into an ice-cold pool fully clothed as part of their ditching drills.

As Betty flies around the world, she recounts stories from a bygone era. 'Up in the Air' will no doubt bring back memories for all those who had the privilege to work for Pan Am...and for

headline news. Sometimes a poignant story, or for any number of reasons.

For example, as I slid Jon Krupnick's book out the envelope I saw the back cover first. My eye fell on the envelope in the upper right and the words "MISSING IN ACTION" leaped out at me. The envelope was addressed to Miss Helen Snyder in New York. Another rubber stamp had a pointed finger "Return to Sender." The letter was from Ensign Belmont Williams, Wake Island. Many of us recall that Wake fell shortly after Pearl Harbor. "What happened after that?" I wondered. I thought how almost cruel it was to inform a young lady that her boyfriend or fiancé might have been killed in combat or captured by the enemy.

Each cover tells a story, sometimes happy sometimes sad, sometimes of failure, sometimes routine, and other times a triumph of engineering and piloting. Jon Krupnick's book explains the story behind many of these covers. Perhaps there is no better example of the thoroughness and expertise that Jon Krupnick brings to the tales and exploits of Pan Am crews on those initial flights and Pacific bases than this one stamp. Jon traces the names of Miss Snyder and Ensign Williams and finds he did survive captivity and returned in 1945. They were married for 41 years. Although this book focuses on the Gold Medal collection which won the highest award in the contest

"Final Flight" *cont. back cover*

all who had the pleasure of flying aboard the world's most experienced airline. Most importantly, the book provides a first-hand chronicle of the Golden Age of air travel.

— Reviewed by Ruth Maron

'Up in the Air' is available on Amazon and at local bookstores.

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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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Breaking news...

We just received word that *Across the Pacific* will be re-broadcast in September on the WORLD Channel of PBS. This popular documentary will air on Thursday, September 23 from 7:00 to 10:00 PM Eastern Time. There will be a next-day repeat of the broadcast on Friday, September 24 to ensure that *Across the Pacific* is seen in every time zone in a prime-time slot. Check your local listings for when the program will air in your location. And enjoy the journey into our storied past.

Press Charters *from p. 5*

peacetime, the activities of the leader of the free world would be covered by a vibrant press and recorded for posterity. Pan Am was always there when the country called, flying around the edges of history if not straight into it. All employees can share in a feeling of admiration and pride for these crews and their service to the United States.

"Final Flight" *cont. from p.6*

among collectors, any of us can sit down and turn the pages and feel a strong connection to the story of Pan Am's pioneering trans-oceanic flights in the 1930s.

The photos and images in this book are done so well that the reader can imagine he or she is holding the original envelope.

I am not a stamp collector, but I know the story well because my father was Pan Am's Division Engineer in the Pacific during the period of the first Pacific crossings. He would have loved this book and I am confident a fan of Pan Am history will have trouble putting it down.

Announcing PAHF 2022 Calendar



Airline travel in the 1930s was a great adventure, and especially venturesome when travelling abroad. By 1930, Pan Am—America's first international airline—was three years old and had developed a route network that encompassed virtually all of the Caribbean and South America, and by the mid 1930s included Hawaii, Alaska and Asia. The aircraft by today's standards were primitive and with no "real" airports, operations on water and grass runways were de rigueur. But an adventure it was!

Artwork for the calendar was created by Thor Johnson, a talented artist who was also a Pan Am Vice President with an extensive career in Operations, Cargo and Passenger Sales & Marketing.

Available now at panam.org