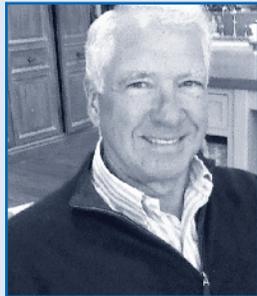


## From The Chairman, Edward Trippe...



Last Spring, Steve Lyons, the producer of the documentary film, *Across the Pacific*, came to us with a proposal to add an extra hour to the Pan Am saga. He reasoned that the extra hour would allow greater character development of the four principals who were the core of the story: Igor Sikorsky, Hugo Leuteritz, Charles Lindbergh, and Juan Trippe. For Trippe it became an opportunity to include his bride, Betty Stettinius, and the story of their turbulent courtship amidst the founding and start-up struggles of launching Pan Am. The Pan Am community met the funding challenge and by August we were able to commit to the additional funding to complete the third hour.

Progress on the film is proceeding with final editing near completion. Episode 1, the first hour, will be completed by the time the Fall Clipper goes to press. American Public Television (APT) will use Episode 1 to solicit interest from member stations across the country to schedule the film presentations.

At the same time, former Pan Am-er Jim Zockoll and his family made a very generous gift to the Foundation. Not only did it complete the funding for the documentary, it also allows the Foundation to move forward with a number of our initiatives important to the preservation of Pan Am's legacy.

Chairman cont. p. 2



## THE SEARCH FOR SAMOAN CLIPPER

By Russ Matthews

Expedition Leader, President & Co-founder, Air/Sea Heritage Foundation

More than 81 years after Pan Am's *Samoan Clipper* went missing, underwater wreckage of the historic flying boat remains elusive. In mid-July the Air/Sea Heritage Foundation mounted an expedition to conduct extensive side-scan sonar surveys of the ocean floor near the reported crash location of the lost aircraft. The big Sikorsky S-42B went down during an audacious attempt to inaugurate regular air mail service between Honolulu, Hawaii and Auckland, New Zealand with a crew of seven, including PAA's celebrated Chief Pilot, Captain Edwin C. Musick. Shortly after takeoff from Pago Pago, American Samoa on January 11, 1938, an oil leak forced the crew to shut down one of the plane's four engines and turn back to base. The stricken craft was mere minutes away from safety when all communication ceased. Soon word came of smoke sighted to the Northwest and an aerial search spotted a telltale oil slick on the ocean surface that confirmed



PHOTO: DEVON CHIVVIS

Russ Matthews in Pago Pago

everyone's worst fears. Investigators later concluded that *Samoan Clipper* had caught fire and exploded while dumping fuel to lighten the aircraft prior to landing.

Using eyewitness accounts and the position of floating debris recovered by the seaplane tender USS Avocet (AVP-4) within a day of the accident, searchers at the time quickly zeroed-in on a location approximately 12 miles North of Tapu

Samoan Clipper cont. p. 4

## Chairman *from p.1*

We owe a special thanks to Jim who joined Pan Am in 1955 as a flight engineer flying the DC-6B and the DC-7 in the Atlantic Division out of what was then Idlewild Airport in NY. He also flew in the Latin America division and transferred in 1963 to the IGS in Frankfurt and Berlin. Though he left Pan Am to form his own company, Jim remains a loyal supporter of Pan Am and its legacy. He tells us that one wall of his library is dedicated solely to Pan Am.

This past summer, we all watched with great anticipation the search for the *Samoan Clipper*, the expedition to find the S-42 flying boat that crashed off of American Samoa in 1938 with Chief Pilot Edwin Musick in command. In this issue we bring you an article by Russ Matthews, expedition leader and president of the Air/Sea Heritage Foundation. Russ provides an on-the-scene report about the expedition and the commitment to continue the search for the Samoan Clipper, as well as the wreckage of Amelia Earhart's Electra. We will follow their search with keen interest.

The Foundation's plans for the Marine Air Terminal at La Guardia have progressed albeit at a slower pace and with a modified program. The Foundation's plan is now focused on two initiatives. The first initiative includes installing bronze plaques on the building identifying the building's historic importance. A plaque at the building entrance will recognize the architects, Delano and Aldrich, and the building's place in history as Pan Am's headquarters for its North Atlantic operation 1939-1947. A second plaque in the entrance foyer will provide information about the massive James Brooks mural "Flight" which wraps around the entire circumference of the rotunda. A third plaque would identify the model B-314 aircraft suspended from the ceiling of the rotunda. The present plan also calls for the replacement of the existing model, possibly with three models; the B-314 "Yankee Clipper", the S-42 "Bermuda Clipper", and the M-130 "China Clipper". The existing model would be moved to a new LaGuardia Airport museum planned for the new main terminal building.

The PAHF Tours continue with great enthusiasm. The second tour this past September to Morocco was outstanding, as was the first tour in March. The next planned tour to Egypt, scheduled for March 3-15, is filling up fast. The trip will include a night in Alexandria, three nights in Cairo at the Semiramis InterContinental, and a three-night Nile Cruise from Luxor to Aswan. See page 7 for details.

It is with great sadness to report that George Doubleday passed away on Sept

1st. A great friend to many of us, George was a long-time Director of the PAHF. Following a tour as a Marine aviator, George joined Pan Am as Vice President, Operations. In 1978, he moved to Hong Kong to head Pan Am's Far East Operations. After retiring from Pan Am George founded Geographic Expeditions, or GeoEX, an early leader in adventure travel. Our condolences go out to George's family and friends around the world. ✈

## On the Set at Filming 'Across the Pacific'

### Ed Tripe on set with producer, crew and cast members

*Producer Stephen Lyons, re-enactment Director Lisa Quijano, PAHF chairman Ed Tripe and his "father" Brian Muller, on the set of Across the Pacific in Tewksbury, Massachusetts, in June 2018.*



### RADIO SHED

*Director of Photography Ezra Wolfinger (right) films Pan Am Chief Engineer Andre Priester (left, Brooks Reeves) and radio engineer Ferris Sullinger (Dennis Staroselsky) as they follow the ill-fated 1928 flight of the mail plane called the General Machado in the Key West radio shed on the set of Across the Pacific in Allston, Massachusetts, in June 2018.*



Photos by Jeffrey Dunn, © Moreno/Lyons Productions LLC.

# 'Lest We Forget' — The Fathers of the 747

By Ron Marasco



In the last half of the twentieth century there were only a few notable airline executives who made an enormous impact on the growth of commercial aviation. Leaders like Frank Borman and Howard Hughes were the last of aviation's swash-buckling, glorious past who had great vision, brashness, and considerable nerve. But none rivaled the pioneering accomplishments or the power to influence their company's direction, as Juan Trippe.

When Juan Trippe was about ten his father took him to see Wilbur Wright fly around the Statue of Liberty. From then on Trippe's life-long passion to be in the forefront of aviation would never cease. He had known Charles Lindbergh, who was just one of many in a race to be first to

fly non-stop from New York to Paris, and Trippe witnessed his historic takeoff from Long Island's Roosevelt Field.

But unlike other "firsts" in commercial aviation, no one was racing to create the first 747. On the contrary neither Boeing, nor anyone else in the airline industry had any interest in such a ground-breaking endeavor — other than Juan Trippe, Chairman of Pan American World Airways.

From 1927 until the beginning of the jet age in 1958 Trippe forged a sprawling international airline. What he and a handful of surrogates accomplished during that period of time was unprecedented. He cleverly hired Charles Lindbergh, an indispensable asset to Pan Am's early operation because Lindbergh epitomized an operat-



## Pan Am Historical Foundation 2020 Calendar

The 50th Anniversary of the iconic Boeing 747 is being celebrated around the world in articles, exhibits and tributes to the 'Queen of the Skies'. The Pan Am Historical Foundation 2020 calendar is dedicated to this groundbreaking achievement with dramatic photos each month, along with a history of the airplane that changed our world. Visit [www.panam.org](http://www.panam.org) to order additional copies of the 2020 Calendar. It's a perfect holiday gift!

ing confidence in Pan Am, in an era where many were skeptical of flying and airline companies in general.

Trippe went on to build a legacy for being ahead of the aircraft technology curve, purchasing the latest aircraft, often not yet built, with more seats for a lower seat mile cost, to fulfill his vision of a premier international airline. During his march to create a successful company, he had amassed considerable power and influence with the Pan Am Board of Directors, financial community, and the aircraft manufacturers.

His record of successful airline industry 'firsts' soared in 1955 when he casually announced at an airline industry cocktail party that Pan Am had just placed an order for 46 jet aircrafts; 20 Boeing B-707's and 26 Douglas DC-8's, at a cost of 245 million dollars. This colossal deal entering the jet age in a major way was vintage Trippe.

In the early 1960s, true to form, Trippe grew restless, and commissioned Pan Am engineering to develop specifications for a very large aircraft capable of handling future passenger growth. With the new

First production 747 in assembly



Ed Trippe (right) with Dr. Robert Ballard (left) at the Inner Space Center in Rhode Island

Tapu Point, the Western most tip of Tutuila Island. However, soundings at the site revealed a depth of more than 1,000 fathoms, which was well beyond the reach of any search technology of the era.

For the new expedition, Air/Sea Heritage Foundation partnered with the Ocean Exploration Trust (OET) and private archaeology firm SEARCH, INC. aboard E/V *Nautilus*. Owned and operated by OET, *Nautilus* is a 64-meter-long exploration vessel outfitted with a sophisticated battery of subsea survey technology. For six straight days a complement of 45 scientists and crew worked around the clock, methodically scanning the ocean floor below for traces of the sunken *Samoan Clipper*. Our main investigative tool was Argus, a tethered Remote Operated Vehicle (ROV) that was specially equipped for this mission with side scan sonar in addition to its regular camera and lighting package. Argus crisscrossed the prime search area in disciplined rows, “mowing the lawn” for a record-setting 125 hours of continuous underwater operations at depths averaging more than 3,000 meters (and for a total dive time of 133 hours).

The search effort received invaluable support, both before and during the expedition, from the PAA community and a wide variety of interested organizations, including the Pan Am Historical Foundation, the University of Miami Libraries, the Igor I. Sikorsky Historical Archives

and the Pan Am Museum Foundation.

Utilizing the powerful communications gear on *Nautilus*, I was able to email daily written updates from the remote Pacific to Pan Am Historical Foundation Media Coordinator Doug Miller who collected and posted them all to the PAHF website ([www.panam.org/explorations/732-updates-hunt-for-samoan-clipper](http://www.panam.org/explorations/732-updates-hunt-for-samoan-clipper)).

Perhaps even more impressive, the sonar readouts and direct camera feeds from the seabed, along with audio of the science team on watch, streamed uninterrupted over the internet via satellite in real time at [www.NautilusLive.org](http://www.NautilusLive.org) throughout the expedition. This concept, known as “telepresence enabled exploration” was championed by OET founder and President Dr. Robert Ballard, the famed oceanographer best known for discovering the wreck of RMS Titanic. Using this innovative technology, an online audience in 100 countries around the globe followed the search for *Samoan Clipper*, while learning about its history, Ed Musick, Pan American and the era of the great flying boats.

While Dr. Ballard was unable to sail on *Nautilus* for this mission, he nonetheless joined myself and our field team using two-way voice communication provided on what is known as the “Science Party Line.” Listeners at that time were in for an extra treat as Pan Am Historical Foundation Chairman Ed Trippe

was also present at OET’s Inner Space Center on the University of Rhode Island Narragansett campus to offer his unique perspective on the events of January 1938 and how they impacted the airline created by his famous father, Juan Trippe. Those with internet access can find the entire 30 minute conversation archived at [www.youtube.com/watch?v=QIQVisgb\\_4w](http://www.youtube.com/watch?v=QIQVisgb_4w) on the E/V *Nautilus* YouTube channel. Other special guests included eminent nautical archaeologist and SEARCH, INC Senior Vice President Dr. James Delgado as well as respected aviation historian and author (Pan Am at War) John H. Hill. That hour long segment can be found at <https://youtu.be/AY9hlcDvoh4>.

In certain cases, it was also possible to arrange in advance for live video interaction with the ship and select venues on shore. One such highlight was an event organized and held by the Pan Am Museum Foundation on July 18. Thanks to the hard work of Co-Chair Linda Freire and her colleagues, I spoke to a packed house at the Cradle of Aviation Museum in Garden City, NY from 7,200 miles away. The proceedings were expertly moderated by noted aerospace author Christine Negroni (The Crash Detectives) and also honored Ed Musick’s near contemporary WWII veteran/CNAC pilot/Pan American World Airways Captain Peter J. Goutiere.

Ultimately the search for *Samoan Clipper* mapped and eliminated more than 25 square kilometers of previously unexplored seabed, yet our team was frustrated in its principal objective to find the fallen Sikorsky. There’s no question the wreck is nearby but the clock simply ran out on this expedition before we could pinpoint it.

According to Dr. Ballard, plans call for E/V *Nautilus* to return to the area as early as the summer of 2021. “We know it’s there,” he says “and we’ll keep looking.” Our project partners are already working together to identify new opportunities and new tools with which to continue the hunt. Before we left the area, I made two promises to Musick and his crew; you are not forgotten. And we are not done with the search for *Samoan Clipper*. ✈

*Editor’s Note: See e-Clipper for links to the websites in this article.*

# Memories of the 'Taj Mahal' Miami

By Dian Stirn Groh

Imagine the excitement of stewardess trainees from around the world as they crossed NW 36th Street from the Miami Airways Motel and approached the striking building where their training was to take place. High flying flags from numerous countries flanking the elongated dazzling pool emphasized Pan Am's international culture. Although dwarfed by a row of enormous hangars, the highly decorated structure stood as Alice's rabbit hole to a world of adventure and discovery. When opened in 1964, it was known as the Pan American International Stewardess College and later as the International Flight Academy. The structure was designed by Steward-Skinner Associates in the style of Edward Durell Stone's Kennedy Center in Washington DC and the US Embassy in New Delhi, India, thus earning it the nickname of the Taj Mahal.

Besides the reflecting pool approach, it had a lacey patterned concrete block façade, thin gold aluminum columns and a stark rectangular shape. Even a small pool to the rear seemed similar to the man-made lake filling the courtyard at the embassy. Many flight attendants may recall the stairs overlooking the pool were where they stood for

class photographs.

If you weren't lucky enough to have trained there, you may have wondered what the structure looked like inside. The hidden interior consisted of windowless classrooms, a large meeting room for graduations, a mockup of the Boeing 727 galley and first-class seats as well as the grooming facility. That room was lined with mirrors, framed by bright Hollywood make-up lights, above long Formica tables and squatty padded stools. The dominant color was hot pink, a unique departure from Pan Am's usual blue/green/grey color scheme in the air. The Taj Mahal mock-up was where we learned to cook Maxim's famed specialties that we served to fellow employees and volunteer passengers.

The Taj Mahal, although only frequented by trainees for five or six weeks, will always be remembered as the birthplace of their Pan Am lives and remains a symbol to all Pan Amers of our international influence and history. ✈

*Dian Stirn Groh flew as a Pan Am flight attendant and purser from 1969-1986 based in Miami, New York, Hawaii and Los Angeles. She also served on special assignments as a recruiter, instructor and training grooming coordinator.*



## EDWARD DURELL STONE: Legendary Architect and Friend of Pan Am

There are two tales that connect famous architect Edward Durell Stone to Pan Am.

First, he was a frequent flyer from 1940-1970 as he traveled to design distinctive hotels and buildings around the world including the US Embassy in India (shown here).



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The second story is perhaps only well-known in certain New York circles. While traveling New York to Paris on a Pan Am Stratocruiser (Boeing 377) in July 1953, Stone became enamored with a fellow passenger, young writer Maria Elena Torch, who was on assignment for Fashion & Travel Magazine. They chatted during the approximate twelve-hour flight and he proposed marriage before they landed. Although not taking the proposal seriously, she was fascinated by him. After sending flowers at her hotel to apologize for spilling his drink on her leather handbag, he showed her the sights of Paris for a week. He continued to propose to her even after she returned to NY. Finally, in June of 1954 they were married. It was on their honeymoon in Beirut that he sketched the drawing for the US Embassy in New Delhi.

high-by-pass jet engine technology on the horizon, with thrust levels two- and one-half times greater than a 707 engine, Trippe began prodding Boeing to begin studies for the large aircraft he envisioned for the 1970s and beyond.

Boeing at the time had little interest in such a revolutionary project since they were deeply involved in the SST program, as well as developing a proposal for a large, heavy equipment US Air Force cargo airplane called the C5A. And besides, except for Pan Am, all of the world's airlines were perfectly content flying their narrow bodied 707 and DC 8 aircraft.

But given Trippe's long-standing successful relationship collaborating with Boeing on the B-314, B-377 and B-707, he kept pressing his friend Bill Allen, Chairman of Boeing to begin studying his big airplane specifications. In the summer of 1965, Boeing relented and assigned Joe Sutter to gather together a small group of engineers to review Pan Am's specifications for a jumbo jet. Sutter would ultimately become the legendary 747 Chief Design Engineer.

Throughout his book the "747 Creating the World's First Jumbo Jet," Sutter gives great credit to Juan Trippe and Pan Am for the creation of the 747. He knew the 747 would go nowhere without Pan Am, so as Sutter noted, "Starting with Pan Am's data points, I set my team to work to build an airplane, two and a half times bigger than anything in existence. Pan Am was by far the most influential international airline back then. It had launched the 707 and would launch the 747—that is if we could come up with something that Pan Am liked."

In December 1965, Pan Am and Boeing signed a Letter of Intent to purchase twenty-five 747-100 jumbo jets. The man the encyclopedia called an airline entrepreneur marshalled the approval of his Board of Directors and the financial community to provide the financing for an aircraft which did not yet exist! Thus began the creation of the most transformative and celebrated aircraft in commercial aviation history. It launched both the largest financial aircraft purchase and

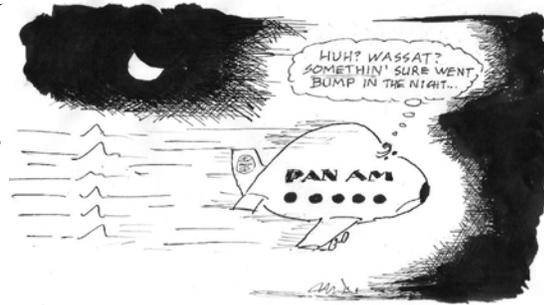
## On A Routine Flight to Lisbon

By Mike Dater

It was not, to say the least, a dark and stormy night.

The trip was about as normal as a hundred other flights. On this particular night — JFK to LIS. I wouldn't even need to write about this trip except that a mechanic in Lisbon came up to the cockpit after our arrival, and that's what made this trip a bit different. No, very different.

I was the copilot on the DC-8, so I imagine it was around 1967 or 1968. Motoring along in the middle of the night, ride smooth as glass, not a cloud anywhere, we were, as usual, doing our best to stay quasi-awake. I would guess we were pretty much plunk in the middle of the ocean. Then, all of a sudden, the plane, I dunno — lurched. Weird. It sort of bounced. What the hell was that? Did we hit a pot hole? There was no turbulence. All the flight instruments normal. Nothing amiss on the flight engineer's panel. From the cabin crew, nothing. The cockpit radar, nothing. FL 350 was a little too high for a bird strike. None of us had ever experienced anything quite like it. But something happened.



Finally, realizing that there was nothing wrong, and therefore nothing to remedy or attempt to remedy, we shrugged our collective shoulders and soon reverted to our usual semi-somnolence.

Our approach to Lisbon was normal. Landing normal. Taxi-in normal. Normal, normal, normal. But then at the gate as we were packing up, the mechanic came into the cockpit. "Captain, did you know

you got a hole about the size of a golf ball straight through your tail—through the horizontal stabilizer?"

Gulp. Apparently, we had had a midair collision with a meteorite! At least that was our conclusion and I can't imagine any other.

Chances of being hit by a meteorite? One-in-a-gazillion I suppose. The real miracle though was that in our case it went through a harmless part of the plane: no control cables severed, no flaming rock through a fuel tank, no windshield smashed, no passengers or crew injured or killed.

In other words, just a normal flight, except this one, luckily, got a miracle thrown in for good measure.

Reprinted from *Clipper Pioneers*

business transaction ever, which historians would later characterize as a business gamble of monumental proportion.

In the late 1960s and early '70s the world's economy drastically changed. As a result, if the 1965 purchase agreement had not been consummated at that particular time in history, it's clear the 747 would never have existed as we know it today. In a post script in his book Sutter writes: "I am often referred to as the father of the 747. But the 747 has three fathers, the other two being Juan Trippe of Pan American Airways and

Boeing's Bill Allen. Trippe pushed hard for a high-capacity airliner in the 1960s. Bill Allen shared his friend's vision and had the courage to launch the 747 despite a long list of very good reasons not to. If it weren't for them, history would have taken a different course." ✈

**Ron Marasco** is a member of the PAHF Board. He was involved with the 747 program at Pan Am since its inception and served as Vice President-Maintenance and Engineering during his long career with the airline.

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## VISIT EGYPT WITH PAN AM TOURS



The popular 'Pan Am Tours' are heading to Egypt this spring. Travel with friends and former colleagues to see the magnificent sights and learn about the history of this ancient realm. The tour is scheduled for March 3 – 15, an ideal time to visit when the weather is pleasant.

Led by an Egyptologist, the trip begins in Alexandria with two nights at the historic Cecil Hotel. Founded by Alexander the Great in 331 BC, this Mediterranean port city is noted for its ancient architecture, landmarks, museums and old-world cafés. We will also visit the storied ancient library, once home to the world's great intellectuals, reincarnated today in an ultra-modern edifice.

Then it's on to Cairo where we will stay at the luxurious Semiramis Inter-Continental Hotel. Enjoying the sights, sounds and cuisine of

this bustling capital, we will explore the Giza Plateau where the Great Pyramids and Sphinx have stood for thousands of years. Next stop is Luxor, home to the world's largest open-air market and the Tombs of the Nobles, nestled in the city's foothills.

A highlight of the tour is a four-night Nile River Cruise aboard the Farah. We will sail up the Nile, stopping at isolated temples en route, learning about Nubian culture and seeing the awe-inspiring colossal statues of Ramses II. The tour concludes in Cairo with a one-night stay before heading home.

The tour is filling up fast. For additional information, please contact our tour partner, Distant Horizons. Call Julie Scott at 800-333-1240 or email [JulieS@Distant-Horizons.com](mailto:JulieS@Distant-Horizons.com). *We look forward to seeing you in Egypt!*