

From The Chairman,  
Edward S. Trippe...



Where I live in Connecticut, it's been a long winter and spring cannot come soon enough! But your Foundation has stayed busy moving ahead with several key projects. Here's a brief recap of some of the initiatives we have been working on:

**PAHF exhibits at the Marine Air Terminal, LGA**

Discussions with the Port Authority of New York and New Jersey on the planned PAHF exhibit at the Marine Air Terminal (MAT) are again moving forward. Understandably the Port Authority has been totally focused on the rebuilding of Terminal B, the main terminal building on the west side of the airport. The improvements are part of a multi-billion-dollar development to revamp LaGuardia, including six new concourses, 72 gates and two new arrival and departure halls. Other improvements include rail service between LGA and midtown Manhattan, along with new roadways. The project will be completed in 2022 and promises to position LGA as one of the preeminent airports in the world. The MAT is on the north side of the airport and includes Gate #6 which was originally built as a temporary gate to accommodate the Pan Am Shuttle, subsequently the Delta Shuttle, and currently Jet Blue's operation. The final re-development of Gate

**Chairman** *cont. p. 2*

*Soaring to New Heights:*  
**The Records of Pan Am Take Flight in the Cloud**

*By Gabriella Williams*  
*Digital Projects Librarian*  
*Richter Library, University of Miami*



A Boeing 707 Clipper from brochure entitled *Pan Am's How-To Book of Group Travel, 1963.*

The physical records of Pan American World Airways, Inc., which have been held at the University of Miami Libraries Special Collections since their acquisition in 1992, comprise one of the largest and most comprehensive collections of aviation history in the country. Measuring 1,500 linear feet, these records document one of the world's most iconic airlines, dramatically illustrating the growth of commercial aviation in the United States and around the world. The collection distinctly chronicles the life of a company which, along with such legendary aviators as Charles Lindbergh, forged new and important aerial routes to South America, the Caribbean, Africa, Europe, Asia and the Pacific. Its influence on aviation technology and airport development is unparalleled, perhaps most notably for the Miami-Dade area where Pan Am was once based and whose airport, according to [www.miami-airport.com](http://www.miami-airport.com), is now the "third busiest for international passengers, as well as the top U.S. airport for international freight" – a rather befitting outcome profoundly kindled by Pan Am when it began operations with its first flight

to Havana, Cuba transporting sacks of mail. The airline's Dinner Key Terminal on Biscayne Bay now serves as Miami's City Hall.

Pan Am has captured the imaginations of scores of travelers across the globe, and the collection has become an invaluable source of information for scholars, students, and former Pan Am employees, as well as generations of travelers researching fragments of their own and their families' lives. In 2014, under a Detailed Processing Grant awarded by the National Historical Publications & Records Commission (NHPRC), UM Libraries completed a project which included organizing and rehousing the



Pan Am's Dinner Key Base, Miami, circa 1936. From brochure entitled *'For 50 Years America's Airline to the World.'*

collection, addressing long-term preservation issues, cataloging various materials, and creating a folder-level finding aid. Additionally, a website entitled *Cleared to Land* was created to spotlight the newly transformed collection.

Seeking to build on the success of the processing project and further increase access to one of its most used collections, UM Libraries was awarded a

**Digitization** *cont. p. 6*

#6 and the rest of the north side of LGA is years off, but the good news is that the MAT has been given landmark status as a protected building so that important part of Pan Am's heritage will forever be preserved.

In the short term PAHF will be partnering with the Port Authority on new exhibit space in the MAT. The proposed exhibits include:

- (i) a bronze plaque recognizing the landmark status of the building and its distinguished architects, Delano & Aldrich (also the architects of the Pan Am terminals at Key Biscayne, Miami, and Treasure Island, San Francisco);
- (ii) descriptive plaques recognizing the importance of the rotunda mural and its artist, James Brooks, which commemorate the history of flight and Pan Am's significant role in aviation;
- (iii) a series of audiovisual exhibits of Pan Am's operations at the MAT; and
- (iv) the expanding role of LGA during the World War II years when it became a hub of air traffic connecting the United States with its allies in Europe.

The PAHF also proposes replacing the B-314 model hanging from the rotunda with a larger, more impressive model, befitting of the MAT and Pan Am's heritage. In this issue, you will find an interesting article on the Art Deco era of Pan Am terminals, specifically the MAT.

### **Across the Pacific – a Pan Am documentary film**

Steve Lyons, the producer of the Pan Am documentary film *Across the Pacific*, advises that American Public Television (APT) has agreed in principle to distribute the film to the 350 stations of the PBS system. APT is the largest distributor of programming to PBS stations beyond PBS itself. Virtually all PBS stations subscribe to APT, which means all PBS stations will have the opportunity to broadcast *Across the Pacific*. Scheduling should be known in the spring.

## **PAHF Salutes Al Topping**



After many years of service to the Pan Am Historical Foundation in Miami, Al Topping is retiring to Ocala, FL where he will be near family and enjoy golf as well as the many attractions of central Florida.

Well known to the Pan Am community, Al was a board member of the Foundation and did an outstanding job of stewarding the AWARE store in Miami, after the passing of Mary Goshgarian. Al also supervised the annual Dave Abrams/Eugene Banning Research Grant Awards that support scholarly research using the Pan Am archives at the Richter Library, University of Miami.

A long-time Pan Am employee, Al was perhaps best known as the Pan Am Director in Saigon. His role in the 1975 evacuation of Pan Am employees in South Vietnam was immortalized in the NBC-TV movie, *The Last Flight Out*.

Al was portrayed by James Earl Jones in the movie.

Jeff Kriendler, another well-known Pan Am colleague and PAHF board member, will be stepping in for Al to supervise the AWARE store. He will be supported by Heike Greenwood, Betsy Leder, and Sybille Holder, all former flight attendants.

AWARE has a variety of treasured Pan Am memorabilia and new items for sale. AWARE is located at the Pan Am International Flight Academy at Miami International Airport. You can visit the store at Pan Am West, 3814 Curtiss Parkway, Miami Springs, FL 33166. Tel: (305) 871-1028. The store is open Tuesday, Wednesday and Friday from 11:00 AM to 3:00 PM. Find out more about AWARE on the PAHF website at [www.panam.org](http://www.panam.org). ➔

The final decision on the length of the program – a two-hour film or three-hour series – is still pending and a decision will be made in the coming weeks, based in part on feedback from APT. The advantage of the three-hour version is that it allows for further development of the film's principal characters (Trippe, Lindbergh, Sikorsky, Leuteritz and Priester) and for the producers to develop Betty Trippe's important role by drawing on her correspondence with Trippe during their courtship.

The production of a three-hour series would require additional funds, and

those funds would need to be raised quickly so as not to delay the release of the film. If APT and the producers recommend the three-hour version, PAHF and its members will be asked for additional contributions. The producers will also seek additional grants from foundations and potential corporate sponsors. Decisions on the international distribution of the documentary are also underway. The producers and PAHF believe the documentary will have wide appeal internationally, particularly in those areas of the world where Pan Am was well known.

**Chairman** *cont. back cover*



# The Art Deco Era of Pan Am Terminals

By James Trautman



*Following is an excerpt from **Hunting the Wind** with permission from the editors and Schiffer Publishing, Ltd.*

Pan Am founder Juan Trippe insisted that traveling on board his Clippers would be singular experiences; likewise, that Pan Am terminal buildings would create unforgettable memories of his company. He spared no expense on either.

During the age of the great flying boats, and prior to WWII, Pan American built three magnificent gateway buildings on the US mainland. In 1934, the first was opened at Dinner Key in Miami's Coral Gables. The second was located at Treasure Island in San Francisco Bay, completed in 1939. The third was the Marine Air Terminal (MAT) in New York, which opened in 1940, at North Beach Field, the present site of LaGuardia Airport. All three were representative of the classic elegance of the art deco period. Today, each exists in one form or another, but only the LaGuardia terminal remains functional in its originally intended use for transportation....

## **Marine Air Terminal, New York**

Now with completed bases and new terminals in Miami and San Francisco, Juan Trippe focused on his long-held dream – flying mail and passengers across the Atlantic to Europe.

The planned northern route would begin in Baltimore, continuing on to New York City; Shediac, New Brunswick; Botwood, Newfoundland; and across the Atlantic to Foynes, Ireland. The Clippers would terminate the Atlantic crossing at Imperial Airways' flying boat facilities in Southampton, England.

In 1930, Newark, New Jersey, was the major East Coast airport, but it was incompatible for flying boat operations. This was of little concern for Trippe. Across the Hudson Bay was where he wanted his terminal in – New York City. To this end, he would soon find himself allied with New York's colorful mayor, Fiorello H. LaGuardia.

Mayor LaGuardia had once refused to leave his aircraft when it landed at Newark. "I paid for a ticket to New York City, and it clearly states that fact, not Newark, New Jersey," he told the press.

Elected in 1934, LaGuardia immediately began a massive transportation improvement campaign, which included large amounts of Federal Works Progress Administration funds for highways, bridges, tunnels and a mass transit system. In addition, LaGuardia understood the need for a major airport, not only to service a large metropolitan area, but also to stimulate the economy.

A few years prior, Trippe had used runways at the Glenn Curtis Airport at North Beach on Long Island Bay when piloting his own aircraft to East Hampton. Trippe knew that airport, which closed in 1929, would be the most ideal location.

Trippe and LaGuardia joined forces, and on September 3, 1937, they broke ground for the new airport after President Roosevelt approved the purchase and plans for the site. At \$40 million, the LaGuardia Field and the Marine Air Terminal became the most expensive airport in the world. It would encompass 558 acres with nearly four miles of runways and facilities for the giant Clippers to operate.

The same architectural firm that had designed Dinner Key and the prefab buildings for Midway and Wake once again came on board, lending their art deco style to New York's terminal. The circular main portion of the terminal rises into tiers like a wedding cake, forming an open two-story core with wings attached to each side. Clad in brick and limestone, trimmed in white marble with friezes of yellow flying fish on the stonework, it is described as one of the hallmarks of the Delano & Aldrich firm. Murals of marine and aviation motifs splendidly compliment the interior, and just as in Miami and San Francisco, an observation deck tops off the roof. Displayed in the lobby, Pan Am's iconic world globe steals the show.

The oldest existing airport from the "Golden Age of Architecture," the Marine Airport remains part of LaGuardia Airport, albeit with limited use as a hub for shuttle flights to Boston, Washington, Toronto and Montreal. Nevertheless, it stands as a reminder of an exciting bygone era – a time when high style blended with efficiency and comfort – when impossible dreams came true almost in the blink of an eye.

Just as Trippe envisioned, Pan Am's magnificent Clipper terminals would each be singular, unforgettable experiences. ✈

*Author James Trautman grew up in the early 1950s in the shadow of Newark Airport. He has maintained a lifelong love of aviation history and is a regular contributor to magazines, newspapers, radio and television. His book **The Pan American Clippers, The Golden Age of Flying Boats**, is in its second printing.*

## Grant Awarded to Develop Research Portal and Digitization of Pan Am Resources

The Council on Library and Information Resources (CLIR) has granted an award to the University of Miami, Duke University, HistoryMiami Museum, and the Digital Public Library of America (DPLA) in support of the project *'Digitizing the World's Most Experienced Airline: Pan American World Airways'*. The 2018 Digitizing Hidden Special Collections and Archives award will help fund the digitization of Pan Am resources at the University of Miami, Duke University, and History Miami, along with the development of an Aviation Portal.

Funded by The Andrew W. Mellon Foundation, the CLIR award ensures that digitized content is made freely available to the public. The \$275,786 grant enables the University of Miami to digitize 121,000 pages of archival records; Duke University to digitize 11,500 advertisements; and HistoryMiami Museum to digitize 500 objects. "These promotional materials, operational records, and artifacts highlight the complexity and reach of Pan Am, a leader in globalizing aviation and shaping public perceptions of air travel, whose impact on global affairs, corporate culture, and social history is still relevant today," according to a statement released by University of Miami.

"The three institutions are partnering with the Digital Public Library of America to bring these materials together alongside other digitized aviation materials via a curated aviation-themed portal. This will allow for focused exploration of aviation history across multiple institutions, and it will serve as an innovative model to bring together disparate collections in a collective portal hosted by DPLA. The portal will foster discoverability and availability to researchers in both public and academic domains and across borders."

## Digitization *from p. 1*

second grant from NHPRC in 2016 to digitize one of the most frequently used series in this collection. The Printed Materials series provides a unique perspective of Pan Am's tremendous impact on commercial aviation and includes annual reports, brochures, directories, periodicals, and timetables. These materials vividly detail both Pan Am's internal operations and its engagement with the public, providing an in-depth account of the airline's history and culture, its organizational structure and evolution, personnel, air routes and airport operations, as well as tourism, world cultures, and international relations.

This 18-month digitization project, encompassing over 60 boxes of material, yielded more than 110,000 pages of digital content, which is full-text searchable and openly available to the public for browsing and research. While most of the materials were outsourced to Creekside Digital for digitization, approximately one-fourth of the series was digitized in-house in the library's Digital Production Lab. All items in the library's repository are available as high-resolution images and may also be printed or downloaded as a pdf. Additionally, a landing page for the new digital collection was created, where users can easily search for or browse by subject, location, genre, creator, or time period.

Using the new digital content, the *Cleared to Land* site was fully updated and now features a new three-part digital exhibition showcasing the development of Pan American World Airways and its tremendous impact on the world. In "Legacy Aloft", viewers may read about the evolution of Pan Am's renowned Clipper fleet and the company's many contributions to commercial aviation. The "Valiant Ventures" page illuminates

Pan Am's extraordinary role as "America's second line of defense", playing a crucial role in WWII and contributing greatly to other military operations and the Space Race. The third exhibit page entitled "Welcome Aboard" details Pan Am's superior service, its high-class cuisine, and the many luxuries that made Pan Am stand out as a truly unique airline.

The launch of the Pan Am digital collection has been well received by researchers and its success

will be soaring to even greater heights in the months to come. UM Libraries is thrilled to announce the award of a new digitization grant from the Council on Libraries and Information Research (CLIR). During the two-year project, the University of Miami will digitize 65 boxes of archival records, HistoryMiami



One of Pan Am's first stewardesses aboard a famous flying Clippers. From a brochure entitled "It's a Pan Am World", 1952.

ami Museum will digitize 500 artifacts, and Duke University will digitize 66 boxes of advertisements related to Pan Am, producing approximately 134,500 digital images. Additionally, they will collaborate with the Digital Public Library of America (DPLA) to develop a curated portal on aviation. The DPLA portal will bring these Pan Am collections together alongside other digitized aviation materials, truly enhancing the connectedness and discoverability of resources that resonate with a global audience of scholars, students, teachers, and the broader public.

So feel free to "unfasten your seatbelts" and enjoy these extraordinary records as they take flight in the cloud. ✈

*The Cleared to Land site may be accessed at [scholar.library.miami.edu/digital/exhibits/show/panamerican](https://scholar.library.miami.edu/digital/exhibits/show/panamerican). If you would like more information or to receive Pan Am-related library news, please email the Project Manager, Gabriella Williams, at [gxw233@miami.edu](mailto:gxw233@miami.edu)*



## *In Memoriam*

# Kathleen Clair

1919-2019



Kathleen Clair celebrated her 100th birthday in December with family, friends and Pan Am colleagues

Kathleen M. Clair died peacefully on January 26, 2019. A month earlier, surrounded by family, friends and Pan Am colleagues, Kathleen celebrated her 100th birthday. Kathleen lived her life to the fullest, and along the journey she touched so many people, who all became her friends.

Several years ago Kathleen wrote a journal for the Pan Am Historical Foundation about the day she joined Pan Am and went to work for Juan Trippe. The memo provided a glimpse into the Pan Am Executive Office with all its intrigue and occasional office scandal. She also wrote about her friendship with Pan Am's senior executives and the confidential relationship she shared with many of them. It was a close group of committed, loyal men: Harold Gray, Charles Lindbergh, John Leslie, Howard Dean, Henry Friendly, Sam Pryor, John Gates, Willis Lipscomb, Wilbur Morrison, John Pirie, John Shannon, Jim Montgomery, Frank Gledhill, Tom Flanagan, Willis Player, and many others. And there was Al Ueltschi, who flew Trippe's B-23 and went on to found Flight Safety International. Even today that group of men stands out as pioneers in aviation history, and they all counted themselves as close friends to Kathleen. Her other close friend for many years was my mother, Betty Trippe. In later years before her death, Kathleen helped my mother organize her letters and memoirs. Kathleen subsequently edited the letters and memoirs, and with R.E.G. Davies, Aviation Curator at the Smithsonian, published my mother's book *"Pan Am's First Lady, The Diary of Betty Stettinius Trippe"*.

Kathleen joined Pan Am in December 1948 – 70 years ago. She remembers her interview was short and it was with the "Boss". Trippe asked her three questions. One was could she keep a secret, a critical discipline in Trippe's office where national security affairs, global diplomacy, and strategic business decisions like acquiring the next generation of aircraft, or the first jets, were daily subjects. Fifteen minutes later Trippe stood up to go back to his desk and Kathleen assumed she was being dismissed. But then Trippe said, "Can you stay now?" And Kathleen replied briskly "No, I have a job and would have to give two weeks notice." Trippe responded "How about one week?" Kathleen replied "OK" and started a week later.

Kathleen recalled that first Christmas Eve, a week later, and having to work until 10:00 PM. She was too new and intimidated to say anything, or to know there would be many other late nights. But she remembers thinking "what kind of a bunch of heathens did I get in with here." She was going to quit. But before telling anyone she was quitting, two secretaries in the office came back from a trip to Mexico and were all sun-tanned. So she thought, well, maybe she should reconsider, and so she stayed for 32 years, and wrote she never had one dull moment.

Kathleen was an extended member of the Trippe family. She was devoted to Dad and fiercely loyal to his legacy. In many ways we became closer after Dad died and Pan Am went under, and the work of the Pan Am Historical Foundation became an urgent under-

taking. The bankruptcy court was charged with disposing the Company's assets and that meant selling off the archives and memorabilia. To raise the necessary funds, we went to Dad's address book of friends and business associates. Kathleen worked tirelessly raising the necessary capital, and in the end, together with the University of Miami's Richter Library as our partner, the Pan Am Historical Foundation successfully acquired Pan Am's archives and memorabilia. With the archives secured, the Foundation undertook the task of sorting through 3,000 file boxes to salvage the historically critical documents, photographs and archival materials.

Kathleen had a unique gift, which made her an invaluable assistant to Juan Trippe. It was her photographic mind. She remembered everything and everybody. And for the Foundation her memory of people, events and documents spanning the history of the Company were invaluable to the Herculean task at hand. Her guidance and oversight sorting through the thousands of archival documents was only exceeded by her passion for Pan Am's history and preserving its legacy for future generations.

Kathleen was loved by many. She will be missed by many, and her passion for all things Pan Am will be remembered by many.

*Edward S. Trippe*  
*Chairman*  
*Pan Am Historical Foundation*

## MEET JOE KASIAK:

### *A Special Gift for a 95<sup>th</sup> Birthday*

By Ruth Maron

Family and friends were planning a surprise celebration for Joseph Kasiak's 95th birthday on January 30th. Now living in St. Augustine, FL with his wife Rita, Joe had been a Pan Am employee in the maintenance department at JFK for thirty years, until his retirement in 1991.



His neighbor Lucy Muraca was looking for a special gift for this important occasion.

"I knew there were two things Joe loved—Pan Am and NASCAR," Lucy said. "So, I Googled 'gifts for people who loved Pan Am.'"

Among the many items that appeared, one stood out—Pan Am: Personal Tributes to a Global Aviation Pioneer, Lucy explained. Commemorating the 90th Anniversary of Pan Am, the coffee table-size book seemed like the perfect gift for this 95-year-old. Lucy contacted co-editor Jeff Kriendler who promptly sent a book to Lucy and put her in touch with *Clipper* to tell Joe's story.

Joe grew up in Poland, near Lublin. During WWII, the Germans came to his school looking for strong young workers. The fifteen-year-old was shipped to a labor camp near Leipzig where he was detained for five years. After the War, Joe made his way to France to begin a new life. It was there that he met his future wife, Rita, who was born in the South of France. After working in the coal mines, he soon found work in the shipyard in La Seyne, the historic center of shipbuilding in Southeast France, where he learned the trade.

"In 1961, we made the huge decision to leave our family and friends in France

## *New Feature Film in Development:* **Docudrama Is Based on *The Long Way Home***

By Ruth Maron

The Pan Am legacy lives on... in books, articles, film, and art. The latest project now in the works is a full-length feature film based on the true story immortalized in Ed Dover's famous book, *The Long Way Home*.

When Pearl Harbor was bombed on December 7, 1941, *Pacific Clipper*, a Boeing B-314, was in the air between New Caledonia and New Zealand. When news of the attack flashed, Captain Robert Ford, commanding a crew of ten, landed in Auckland to await further instructions. In his flight bag he carried a sealed envelope labeled Plan A with instructions on how to proceed if war broke out. He was told to remove all insignia and remain in Auckland to await further instructions from Pan Am headquarters. Captain Ford was soon told to try to get home the long way in order to save his flying boat and his crew. Thus began a 23,000-mile journey that was the first round-the-world flight by a commercial plane. The *Pacific Clipper* eventually landed at LaGuardia's Marine Air Terminal on January 6, 1942.

Nancy Hult Ganis began delving into this remarkable story. "It was a well-kept secret that Pan Am was involved in working with the U.S. government when World War II broke out," she said. Her research unearthed a tale of intrigue, secrets, espionage and harrowing adventures that took place behind the scenes.

to begin a new life in America with our young son, Alain," Rita said. "We became aware that job openings were available at Pan Am in the aircraft maintenance area. Joe's work history made him a good candidate. He studied day and night for weeks for the exam. He passed, was hired and worked at Pan Am for nearly 30 years until his retirement."



Captain Robert Ford

Nancy is currently working on a feature film that "takes pieces of the puzzle and weaves them together in a story that may well have changed the outcome of the war," she said. "It is a fictionalized account of true events."

With a working title of *Clipper*, Nancy is the creative producer of the film along with her husband Sid Ganis. Their company, Out-of-the-Blue Entertainment, acquired the movie rights to *The Long Way Home* and is collaborating with author Ed Dover on the film. The screenwriter is Chris Murphey; and the company is now in the process of selecting a director.

Though she declined to divulge further details of this 'adventure thriller' she offered to hold a special screening for Pan Am colleagues when *Clipper* debuts on the big screen. A member of the Pan Am family, Nancy joined Pan Am as a flight attendant after college and flew from 1968-1976. ➔

Their life in New York was sweet. Rita worked for Godiva Chocolates, opening their first store on Fifth Avenue in New York. "Joe was very proud of his work at Pan Am," Rita said. "He received the Maintenance, Engineering and Logistics Award when he retired."

Joe is still strong – in mind, body and spirit, Lucy added. *Happy Birthday, Joe!* ➔

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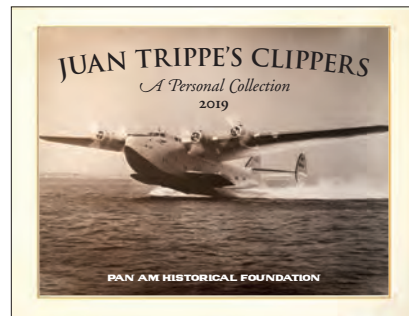
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There are still some 2019 calendars available for sale at [www.panam.org](http://www.panam.org) but when they're gone they're gone!

Note: A calendar is included with your membership so please renew online if you have not done so already.

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**Chairman** *from p.2*



**Berber traditional ksar**

**PAHF Tours**

The latest PAHF tour will go to Morocco in late March and the trip is now full. Given the popularity of this trip, we are planning a second Morocco departure in September 2019 which has been scheduled to tie in with the World Wings International Reunion in Stockholm (September 19-21). This ten-day program will include time in Fez, a night in a luxury camp in the Sahara, as well as stays in Ouarzazate and Marrakech.

For additional information see the PAHF website or contact the tour operator, Distant Horizons, attention: Melissa Costa. Melissa's contact information is: [MelissaC@Distant-Horizons.com](mailto:MelissaC@Distant-Horizons.com), or by telephone at 1-800-333-1240. We hope you can join us.

As we move forward with our work to preserve the Pan Am legacy, we thank you for your continuing interest and support for the Foundation.