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The Eras of Pan Am - 64 years of epochal Pan Am history

from PamAm.org - The Pan Am Historical Foundation

Take-Off - It was the height of the "Roaring 20's" and the promise of aviation ignited the imaginations of people around the world. Pan American Airways was born in the Fall of 1927 in a whirlwind of corporate horse trading and a scramble to meet a Post Office deadline: Fly the mail from Key West to Havana by October 19th, or forfeit the Foreign AirMail contract. Thanks to a last minute and very fortuitous charter, the deed was accomplished, the 250 pounds of mail delivered, and an unparalleled adventure in commercial aviation began - one that would last over six decades.

Explorations - The first small planes soon gave way to ever larger craft, spanning ever longer distances. As the 1930's began, Pan Am's small fleet of land planes was complemented by newer, bigger and faster flying boats. Constantly expanding route networks soon spread out from bases in Miami and Brownsville to encircle the Caribbean, and then the whole of Latin America. By mid-decade, the ultimate hurdle was bested, and Pan Am's "Clippers" were crossing the vast Pacific, while Pan Am subsidiary airlines flew in China and Alaska. By the decade's end, the ultimate flying boats, Pan Am's fleet of Boeing B-314s were linking all the continents in the Northern Hemisphere.

War Years - War clouds loomed as the 'Thirties drew to a close. Pan Am worked closely with the U.S. government to secure and maintain vital air routes in a world increasingly fraught with danger. When war did come to America, vital supplies, personnel, and communications were delivered thanks to Pan Am's crews and aircraft, radio facilities, training schools, and airfield construction. In the Pacific, down the length of Latin America, across the Atlantic to Africa, and across the "roof of the world" into embattled China, Pan Am contributed substantially to Allied victory.

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No Password Needed for Members Only Section of the Website

Please note - we have changed the access to the online newsletters so that you will no longer need a password to access them. GO TO OUR WEBSITE AT: www.clipperpioneers.com. To request a current membership list, email sue@clipperpioneers.com with your request. Click on the "Members Only" button on the righthand side to access the current and previous newsletters.

Wishing you and your family a Happy New Year!

The Eras of Pan Am - 64 years of epochal Pan Am history

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Golden Age - World War Two was over. The flying boats were obsolete. A new generation of large, sleek landplanes were set to carry thousands to foreign destinations where once only a few could or would travel. Ever greater numbers of average people were ready to go, and Pan Am was ready to take them. A newly streamlined corporate logo proclaimed that Pan Am was looking ahead. No other airline could match the experience, or the assets.

Jet Age - Jets were coming, the world knew. The huge and complicated piston engines powering 1950's airliners were nearing their limit of technical sophistication. But they still seemed a safe investment as the 1960's neared -- except to Pan Am's Juan Trippe. With single-minded purpose, he convinced America's biggest aircraft manufacturing rivals, Douglas and Boeing, to radically push the envelope of commercial air travel. Almost exactly 31 years after Pan Am's first 90-mile flight to Havana, the first Boeing B-707 jet was on its way from New York to Paris. There was no going back, not for Pan American or for the rest of the world.

Global Era - The 1960's were barely done when Pan Am again set a standard the rest of the world was forced to follow. Pan American's Boeing B-747 Jumbo Jets brought down the cost of long distance air travel once again. Soon other "wide-body" aircraft followed, as did plenty of cut-throat competition. The expansion in capacity, increasing sophistication among travelers, a burgeoning industry evolving to cater to the demands of millions of new potential customers - all these factors made for a brave new world. So did ever more volatile fuel and commodity prices, labor struggles, and increasingly violent politicization of people in far-away places. Pan Am's world in the last full decade of operation was a far cry from what it had been. The company's powerful history and decades of experience weren't enough. The final revenue flight arrived back in Miami on December 4, 1991.

CNN Travel shares story of Pan Am employees Ian and Ilona Duncan

Ilona Duncan was married to Ian Duncan (<https://clipperpioneers.com/ian-james-duncan/>), both employed at Pan Am. Recently, there was an article written about the for CNN Travel. Here's a brief excerpt:

"Getting a job at Pan American was usually competitive, but Ilona had a fast pass from the Bermuda office. She walked into the office at JFK, paperwork in hand, and was offered a job on the spot.

"Our life was kind of signed over to Pan American. But I thought it was wonderful because I enjoyed the job so much," says Ilona. "At the time, it was a very luxurious type of travel and I met a lot of wonderful people, not only celebrities, but many of those too."

Ilona recalls interacting with movie stars Richard Burton, Elizabeth Taylor and Sophia Loren on the job.

Read the entire story at: <https://www.cnn.com/travel/flight-attendant-pilot-romance-chance-encounters>

Bank balance as of November 30, 2023 was \$22,092.79 The opportunity to renew your membership with your donation is on a form on page 7 of this newsletter, which will go toward continuing forward. Thank you to the those who have mailed in your donations in 2023 already! Be sure to clip and send in your check if you'd like to continue to receive the newsletter. Thank you!

The Evacuation of Hostages from Iran

In 1979, Pan American was called to evacuate the American hostages from Iran. We stayed at Istanbul for almost a week awaiting clearance to enter Iran airspace. Finally, on February 17th, we were advised that we had authorization to depart. There were two B-747s and volunteer crews for each. I was to fly with Capt. William Malcolm and Capt. Joseph Greely, along with all volunteer flight service team from Germany, France, Brazil, Sweden, England and the USA. This was an outstanding flight service team.

We departed Istanbul as the second flight #E451/17 to arrive at the Iranian border just at sunrise. There were no navigation aids in Iran, but the inertial navigation worked perfectly and we arrived at Mehrabad airport. Pan Ops advised that the left runway was blocked by tractors, trucks, buses and other equipment and the right was clear. After landing, we were stopped on the taxiway by vehicles with armed guards. We were told to shut down engines and lower a ladder. I opened lower 41, and an armed guard climbed up over the nose gear. I was advised not to worry, as this was only a security check. Others checked the airplane, and after we were cleared, we restarted engines and followed the escort to the ramp. In addition to our other 747, there were a US MAC 141, and a small military transport from the Indian government. It was amazing to see all the armed guards on the ramp: most seemed to be very young and well armed. They were very courteous to us other than seeing them with weapons pointed at us.

We had prior approval to carry up to 573 evacuees for each 747 if it was required, but not that many were ready for this flight. We had about 100 passengers loaded, and the Khomeini army thought we might be attempting to evacuate two Americans who had escaped from prison. They stopped all boarding and searched all passengers. I was advised to open gear doors and panels to be sure no one was hiding there. Once they were satisfied that the prisoners were not on board, they started loading again.

The US Embassy advised that they had more passengers but could not get them to the airport, so we were to leave with about 400 passengers. We had all our passengers on board, and they decided to re-check each passenger and the baggage was put back on the ramp. They called for each passenger to come down on the ramp and open their suitcase. If they didn't, they would force it open and check for pictures, cameras, on anything pertaining to the revolution.

They made another security check of all passengers, and after about 7-1/2 hours, we were advised that we could depart. I made a cabin check and noticed a small girl crying and pointing to the ground. Her pet dog was on the ramp in his cage and the cargo doors were closed. I checked with the Captains and went down and brought the small dog to the upper deck.

We started engines and you could hear the cheers as we started to taxi. After a normal takeoff and climb, we headed for the Turkish border, and when the Captain announced that we were out of Iran, you could hear the cheers in the cockpit. Once things settled down, I asked one of the flight attendants to bring the little girl to the upper deck. When she saw her dog, she gave me a big hug and kiss. I received a note from

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Pan Am Historical Society has a Facebook page. You can view it here:

<https://www.facebook.com/pages/Pan-Am-Historical-Foundation/226994925218>

We'd like to have more stories to share! If you have a story you'd like to send, please send it in sooner rather than later! We appreciate you and the interesting stories you send in for all to enjoy! Email to: sue@clipperpioneers.com.

The Evacuation of Hostages from Iran

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the Hull family and I cherish this memory. (My family and I thank you from the bottom of our heart for your kind deed. We have had Chuca for 11 years and you saved her for us). Thanks to Pan Am we are now safe.

Our first flight was to Rome and our passengers kept thanking us for their freedom. However, the Italian Government did not want to upset Iran so all subsequent flights were out of Frankfurt.

Our next flight was on the 21st from Frankfurt, and when we arrived in Tehran and our transit was only a little over three hours. The passengers were just as happy to get out of Iran airspace and we had a normal flight to Frankfurt. We were surprised when we finished our paperwork and went into the arrival area to see them waiting for us and we were met with cheers, applause and personal thanks.

Our flight on the 24th was even easier, as we only had three armed guards and a transit of only two hours. I was scheduled to come home, but the State Department requested a 747 freighter to bring out US Embassy material, so on the 26th, we headed back to Iran with Capt. Ned Brown and Capt. Hart Langer. The cargo was almost finished when a tractor ran into the airplane and put a small hole just under the cargo door. I asked for a drill to stop-drill the crack, and was told that none was available. I used my Boy Scout knife to round out the cracks and had high-speed tape that Frankfurt had supplied. Capt. Brown agreed to fly back to Frankfurt unpressurized, as it was getting late and we did not want to spend a night in Iran. We departed normally and went on oxygen. I asked Capt. Brown if I could start a little pressurization, and he agreed. I kept increasing it until we did not have to use oxygen, but kept our masks at the ready. When we arrived in Frankfurt, the high-speed tape was still intact, and Frankfurt maintenance installed a patch over the area and the flight departed for the USA.

Our crews, our flight service and everyone involved in these evacuation flights were outstanding and we're proud to be just a part of Pan American World Airways.

(This story was previously published in Nov. 2009 in the Clipper Pioneers newsletter. Author was not given; if you wrote this or know who did, please let us know, so we can give credit in the next newsletter. Thank you.)

A Documentary Series about Pan American Airways on PBS

When Pan Am's M-130 flying boat "China Clipper" took off for the first scheduled flight to Manila on November 22, 1935, it riveted the attention of people around the world. At that moment Pan Am vaulted to a commanding position and the world changed forever as a result. That's the story brought to life in "Across the Pacific." Newly unearthed archival motion pictures, photographs, and original sound recordings as well as stunning graphics, help bring this history back to life.

The film by Moreno/Lyons Productions tells the epic story of how Pan American Airways became the first to bridge the mighty Pacific - the first airline to cross any ocean. Focusing in particular on the contributions of Pan Am's visionary leader Juan Trippe, aircraft designer Igor Sikorsky, and radio engineer Hugo Leuteritz, the three-part program is currently broadcast on PBS. "Across the Pacific" premiered on VPM PBS in Richmond Virginia May/June 2020. You can watch each episode on the home page of the Clipper Pioneers website (www.clipperpioneers.com)

Don't forget to check out our website at: www.clipperpioneers.com

Remembering the History of Pan Am - 50th anniversary of the Rome airport attack

A special memorial podcast presented by the Pan Am Museum recognizes the 50th anniversary of the Rome airport attack. The show includes two survivors who were on a Pan Am plane that was firebombed at the Rome airport on December 17, 1973: Pan Am Flight Engineer Ken Pfrang and Pan Am passenger B.J. Geisler, author of the recently published book, "Terror on Pan Am Flight 110".

The episode is a follow up to "Episode 6: Hijackings and the Dawn of Global Terrorism." If you haven't heard this episode and others on the Pan Am Podcast, you can check them out on the (<https://podcast.thepanamuseum.org>). In order to understand the gravity of global terrorism throughout the 1970s and 1980s, it is important to examine the 1967 six day war between Israel and neighboring Arab countries, the September 1970 hijacking of four airplanes all bound for United States, as a direct result of those hijacking...the subsequent Jordanian civil war also known as Black September (Sep. 1970- Jul. 1971), and the Munich Olympic attacks in 1972. These topics are discussed in Episode 6.

In the early afternoon of Monday, December 17, 1973 at Rome's Leonardo Da Vinci Airport, a Pan Am Boeing 707, registration number N407PA, named Clipper Celestial was getting ready for departure with 53 passengers onboard and nine crew members.

At around 12:51 local time, five members of a radical Palestinian terrorist group pulled out weapons from their luggage in the airport terminal lounge and opened fire killing two people. They then ran out of the terminal on the tarmac and then attacked the Pan Am jet by running up the boarding stairs of the front and rear doors and threw three hand grenades inside the plane.

A total of 29 persons, including 4 senior Moroccan officials and 17 ARAMCO employees and family members were killed on the aircraft. Passenger Bonnie Presnell died later at the hospital with severe burns bringing the total killed from the attack on the Pan Am plane to 30.

We remember them... The Pan Am Employees and Family:

Diana Perez, Purser; Lambert Tununga, Pan Am Catering; Bonnie Erbeck, wife of Captain Andrew Erbeck

Members of the Moroccan government: Inani Abdelatif, Moroccan state secretary for economic planning; Mounir Doukkali, Moroccan undersecretary of state for youth and sports; Mohammad Lazrak, general secretary at the Moroccan Ministry of Commerce and Industry; Mekki Zailacpii, attaché to the Moroccan Premier's Office

ARAMCO Employees and Family: Muriel Berka, Henrietta Echmenn, Robert Ghormley, Charles Walker Heywood, Clarence Hildebrand, Thelma Hildebrand, Pamela Julavitis, Emily Kempf, Jane Kirby, Mary Martin, Bonnie Presnell, Edith Roundtree, Russell Turner, Mary Wamp, Margaret Wilson, Miss Wouters of Belgium

Additional Passengers: Giuliano DeAngelis, an employee of Alitalia, his wife Emma, and 9-year-old daughter Monica; Miss Filipe of Portugal; Raffaele Narcisco, an Italian mining expert; Miss Rodrigues of Portugal; A. Zietteman of South Africa

The Pan Am Podcast

The podcast Episode 43: Terror at the Rome Airport, December 1973 Attack can be accessed through our website - www.clipperpioneers.com - the link is on the home page.

San Francisco Bay area meetings starting up

Capt Taylor is interested in revitalizing the local edition of Clipper Pioneers. In your next newsletter, would you ask any interested folks in the San Francisco bay area to contact me; and we will try to organize some meetings, perhaps a collection of small meetings as people's driving interest and abilities may be limited. Ask them to contact:

Al Gilbert, SFO Pan Am Retirees Association , 415 516 0359 asgilbert747@gmail.com

Pan Am Philadelphia Area Pilots (PAPAP)

We meet the second Tuesday of every quarter at the Continental Inn in Yardley, PA at 1200 for a bit of BS before going to our private conference room upstairs for lunch.

Been going on since 1992 and it's a great way to stay together. Contact: Chris Blaydon [215 757 6229](tel:2157576229) or cblayd@aol.com

Flying Boat Reunion clip now available for viewing

A 15-minute special that aired April 27, 2016 on Ireland's popular RTE TV show "Nationwide" is now available for viewing. China Clipper First Officer Robert Hicks (94); Merry Barton, daughter of Folger Athearn (Pan Am's station manager in Noumea, New Caledonia in 1941); Director of the Foynes Flying Boat Museum Margaret O'Shaughnessy; Ed Trippe and Mary Lou Bigelow were interviewed during the Foynes Flying Boat reunion. <http://www.rte.ie/player/us/show/nationwide-21/10566026/>

Pan Am -- Personal Tributes to A Global Aviation Pioneer

The Pan Am Historical Foundation recently published the highly acclaimed *Pan Am – Personal Tributes to a Global Aviation Pioneer*, a book that caught the attention of Pan Amers and aviation enthusiasts around the world. Visit <https://www.panam.org/shop/669-panam90-book> to order.

Flying Somewhere? Useful Tip for Air Traffic

FlightAware is a free flight tracker that will change what you think about live flight tracking and aviation data. It can be seen at: www.flightaware.com/

Layovers for Pan Am

Check out Pan American layovers at www.paacrewlayover.com, where some 81 cities and over 161 hotels are shown in photos.

Check Out the Lockerbie Website

A website has been created for Lockerbie. It can be viewed at www.lockerbie103.com. It might be a worthwhile site to check out, especially for those who plan on visiting Lockerbie. Be sure to enter the web address in the browser (not Google Search, etc.) with the www. Otherwise, they will get hundreds of Lockerbies and 103s and may not find the web site after 15 pages. ~Claude Hudspeth

*...and God will lift you up on Eagle's Wings, bear you on the breath of dawn,
make you to shine like the sun and hold you in the palm of His hand.*

IN MEMORIAM

Delbert R. Ackley, age 88, passed away at his home in Prescott, Arizona, on November 27, 2023. He was born in Bakersfield, California, and got his bachelor's degree from Oregon State University. A lover of all things related to flight, Del started his career with the U.S. Air Force during the late 1950s, training in the T-28s and T-33s, which prepared him for his favorite plane, the F-86-F. He then transferred to the Strategic Air Command, where he flew B-52G bombers around the top of the globe on 24-hour shifts. After the Air Force, he became a commercial pilot for Pan Am, based in San Francisco, New York, Los Angeles, and West Berlin. When Pan Am closed in 1991 he transferred a pilot at Delta Airlines until his retirement in 1995. During his career, he flew 707s, 720s, 727s, 737s, 747s, DC-8s, and A-310s. Del is preceded in death by his parents, Joseph Ackley and Ida Mae (Gates) Ackley, and his brother, Jerry Ackley. Del is survived by his loving wife, Elsemarie (Mia) Ackley; his two sons, Scott and Karl and wife Toni; his two daughters, Diane and Payton; and five granddaughters.

For more information and full obituaries about each of these friends who will be missed, click on "In Memory Of..." at our website: www.clipperpioneers.com. Know of someone from Pan Am who has passed? Email the obit to Sue Forde at sue@clipperpioneers.com, or mail to: **Sue Forde, P. O. Box 3457, Sequim, WA 98382**

RENEW TODAY!

In order to keep the newsletter and website going for the Clipper Pioneers, it's time for renewal dues - \$50 00. If you haven't already, please send it to: Clipper Pioneers, P. O. Box 3457, Sequim, WA 98382. Thank you!

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(Make check payable to: Clipper Pioneers and mail to: P. O. Box 3457, Sequim WA 98382)

Thank you for your continuing support of the Clipper Pioneers!

Tips for Protect Yourself from Scams

Online Purchase Scams

Online purchase scams continued to be the riskiest type of scam in 2022, according to the Better Business Bureau (BBB) 2022 Online Scams Report. The basic premise of this type of scam is that you purchase a product or service that's never delivered. The BBB found that people most commonly reported being victims after trying to buy a puppy online.

Scammers often sell goods on marketplace websites or social media, although some set up fake e-commerce stores. Always look for red flags such as too-good-to-be-true prices, lack of details or high-pressure sales tactics. Scammers may also use triangulation fraud to take money from you when you buy something online, only to purchase the item you want with someone else's stolen credit card. They'll send you the item, and you may never know that they'd used a stolen credit card and pocketed your money.

Paying with your credit card can help you limit potential losses, as you can initiate a chargeback if you don't receive a product or service.

How to Avoid a Scam

While scammers' delivery methods and messaging can quickly change, a few basic security measures can help protect you from the latest and most common scams:

- Be skeptical when someone contacts you. Scammers can spoof calls and emails to make it look like they are coming from different sources, including government agencies, charities, banks and large companies. Don't share personal information, usernames, passwords or one-time codes that others can use to access your accounts or steal your identity.

- Enable multifactor authentication. Add this feature to any accounts that offer it as an option and try to use a non-SMS version to protect yourself from SIM swapping.

- Research companies. Before you make a purchase or donation, take a few minutes to review the company. Do a web search for its name plus "scam" or "reviews" and research charities on Charity Navigator and CharityWatch.

- Be careful with your phone. If you suspect a spam call, don't respond or press a button. The safest option is to hang up or ignore the call entirely. You can always look up the organization and initiate a call yourself if you're worried there may actually be an issue.

- Don't refund or forward overpayments. Be careful whenever a company or person asks you to refund or forward part of a payment. Often, the original payment will be fraudulent and taken back later.

- Look for suspicious payment requirements. Scammers often ask for payments via wire transfer, money order, cryptocurrency or gift cards. These payments can be harder to track and cancel than other forms of payment, which can leave you stuck without recourse.

If you're the victim of a scam, you can file a report with the FTC and your local law enforcement. The report may help others avoid similar scams.