

From The Chairman, Ed Trippe...



As we approach the bittersweet 25th anniversary of the demise of Pan Am, it's appropriate to remember all the good times shared during the many years that Pan Am prospered, as well as the high points during the past 25 years. In this issue, Kathleen Claire, Juan Trippe's Assistant for more than 40 years, shares her recollections of the founding of the Pan Am Historical Foundation (PAHF) in the wake of the Pan Am bankruptcy. It is a particularly poignant reminder of how employees from all areas of the company and throughout the world joined in saving our archives and memorabilia.

PAHF continues to focus on its mission to preserve the legacy of our great airline, and an important part of that legacy is the loyalty of its employees. I can't think of another company in the world that has the culture Pan Am created to inspire such loyalty. Employees from every corner of the globe continue to meet with regularity and enthusiasm. The Pan Am Reunion in Berlin next May reflects that culture. The reunion has been organized by Captain Don Cooper and is sponsored by the PAHF. It is expected to bring hundreds together to celebrate Pan Am and to remember its Internal German Service (IGS) operation that served Berlin all through the Cold War years.

As we approach 2017, the PAHF continues to focus on its long standing goals of the creation of documentary film(s) on the history of Pan Am, plans for the development of a traveling Pan Am

Chairman continues on p. 2

Pan Am Historical Foundation Celebrates 25th Anniversary



Congratulations from Kathleen Clair, Founding Member of the Pan Am Historical Foundation

Kathleen Clair joined Pan Am in 1948 and worked as the assistant to Juan Trippe, Chairman and Chief Executive Officer, until her retirement in 1980. After Pan Am filed for bankruptcy in 1991, Kathleen became a founding Director of the Pan Am Historical Foundation, which she served on until she stepped down in 2002. Kathleen's recollections of her life at Pan Am and her memories of the early days of the Foundation are part of the heritage of the Company. In her words...

I can't believe it's been 25 years since we formed the Foundation. Here is how it came about. A group of us, all retirees organized by Norm Blake, met regularly for lunch in Greenwich, Connecticut to reminisce about the old days and our memories of Pan Am. At the time Pan Am closed down we were all devastated, and very concerned that the Company's historic archives and memorabilia might be lost in the bankruptcy proceedings. Under the leadership of that group which included Paul Roitsch, Ed and Charlie Trippe and me —and many others who quickly joined the effort—a plan was developed to create the Pan Am Historical Foundation to raise the necessary funds to save the archives and memorabilia.

Former Pan Am employees, Directors, and friends the Company were contacted and many gave generously. I remember contacting former Pan Am Board member, Thomas Watson, Chairman of IBM. He immediately said he would send us a check for \$10,000. He said that Juan Trippe was a hero if there ever was one. Al Ueltshi, Trippe's former pilot of the Pan Am executive airplane, who went on to become the Founder and Chairman of Flight Safety, also gave generously. And there were many others.

As the bankruptcy proceeding continued though 1991 there were numerous

scavengers interested in acquiring Pan Am's historic memorabilia — some were legitimate collectors and others who would have sold the company's legacy on eBay. To assure success and to meet any competitive bids for the assets, the Pan Am Historical Foundation and the University of Miami decided to bid together to acquire the archives. It was agreed that the University of Miami's Richter Library would get the archives so their historic value would be saved in perpetuity. The Historical Society of South Florida would get the memorabilia as they had plans to create an aviation museum in Miami.

Most of the archives had been stored in a warehouse in New Jersey and needed to be sorted and catalogued before they could be sent to the Richter Library. Retired Captain Paul Roitsch organized a group to go to the warehouse to take on this mammoth project. Paul reached out to a group of pilots, who reached out to other pilots. Flight attendants, office personnel and others also joined the group. Paul and I went every day — and there were always at least a dozen volunteers there on any given day. We went through all the file boxes, keeping the important stuff and discarding the rest.

The pilots were often the first to arrive. They made the coffee and offered us all "coffee, tea or milk." We brought in old

25th Anniversary continues on p. 2

25th Anniversary *from p. 1*

vacuum cleaners from our homes and, at the end of the day, the pilots would literally run the vacuum over the floor to clean up the place. I really enjoyed going out to the warehouse. We all had a lot of fun.

That's how the Foundation got its start. I continued to work on the Foundation for at least another ten years. Twenty-five years later, the Foundation is still going strong, and I was pleased to learn that the Pan Am archives are the most viewed collection at the Richter Library.

I send my heartfelt congratulations to the Board and to all of our members for helping to preserve the legacy of Pan Am.”

— Kathleen Clair

Chairman *from p. 1*

exhibit, and the continued growth of the website, panam.org.

PAHF has also been supportive of the recently organized Pan Am Museum Foundation, which shares our mission to preserve Pan Am archives. Their organizers have launched an ambitious undertaking to create a permanent Pan Am Museum. As an initial step, the Pan Am Museum Foundation will open a Pan Am Exhibit at the Cradle of Aviation on Long Island, NY at a gala event on December 3, 2016. PAHF is supporting the Exhibit and will provide a virtual reality film on the B-314. We will also lend two models to the Exhibit, a DC- 8 and a 747, both previously on display at the Intrepid Sea, Air and Space Museum in New York.

Progress on the documentary film has been frustrating. Until recently, we were moving ahead with plans for *Across the Pacific* to be launched with the Smithsonian Channel this fall. However, in July our producers were advised of an unexpected problem. The Smithsonian Channel has a policy that their programs cannot be encumbered by union agreements. The conflict arises because our documentary uses union actors to play the roles of the film's historical figures. The agreement with the Screen Actors Guild (SAG) provides that their actors participate in residual revenues. As neither the Smithsonian nor SAG was willing to compromise, the producers decided to part ways with the Smithsonian Channel. The financial consequence, however, is that the documentary will lose the \$200,000 Smithsonian Channel commitment.

Beginning in September, the producers embarked on an alternative plan to

establish a partnership with a PBS station, and have an agreement, in principle, with WCVE in Richmond, Virginia. An agreement with WCVE would allow the producers to pursue a broadcast schedule on either *American Experience*, the PBS flagship history program, or on American Public Television, the second largest distributor of public television programs. Efforts to secure alternative funding to replace the Smithsonian contribution are also progressing and, encouragingly, a grant of \$50,000 was recently secured.

The traveling exhibit will draw upon PAHF's outstanding library of both still photos and motion picture images, along

with aircraft models. While much work is still required, the exhibit will also include films of interviews with a generation of Pan Am history-makers.

The website also continues to grow under the management of Doug and Mimi Miller. Pan Am families with film and other Pan Am memorabilia are encouraged to contact the website and donate their materials to the PAHF.

As we approach the 25th anniversary of the Foundation, it is safe to say that we are not only alive and well—we are prospering and exploring new horizons to preserve the legacy of Pan Am.

A Trip to Remember: Richard Rhode's Journey to Hong Kong by Clipper, 1938

By Doug Miller

Part Two: *We left Richard Rhode heading out over the Pacific as a passenger on Pan Am's Hawaii Clipper, in June of 1938. (See Clipper Spring 2016)*

The 34 year-old NACA engineer was traveling at the behest of the airline's chief engineer Andre Priester to survey real conditions the clippers faced flying across the Pacific.

One of his particular interests was documenting meteorological conditions. He had met with the Pacific Division's chief weatherman, W.H. Clover for a briefing, but in 1938 the clippers flew across the ocean without a great deal of precise weather information. Of course, observers at Pan Am's island bases could provide up-to-date weather data, but there were still huge gaps. Sporadic reports from ships at sea helped, but were not consistent. A third – very poor – source of weather information could be gleaned by eavesdropping on Japanese radio traffic. Pan Am had hired the expert services of John Cooke, former US naval intelligence officer who had been trained to decipher Japanese for just such work, but it was hardly a reliable source.

So as the flight droned on, Rhode made careful observations about cloud formations, along with copious photographs. Some of these provide a sense of the lone aircraft out over the vast Pacific. Unlike today, the Martin M-130 was likely the only aircraft aloft over the ocean for thousands of miles. The plane's radio officer kept up regular contact with distant ground stations, tapping out half-hourly reports, but in truth the Hawaii Clipper was a speck in the vastness.

Richard, ever the engineer, kept up his observations:

One notices that hot foods and liquids lose temperature rapidly after being served, as a result of the high rate of evaporation at the cruising altitude . . . no structural conditions worth recording up to time for retirement at night . . . no cumulus clouds of sufficient size to cause severe turbulence at the cruising altitude of about 8,500 feet . . . flying dead smooth from the time we left Alameda until just before daylight as we were approaching the Hawaiian Islands.

Hawaii provided Richard and his fellow passengers an enjoyable interlude, but early in the morning of day after their arrival from the mainland, they were on their way again:

By this time I was getting accustomed to travel by Clipper . . . it became increasingly difficult to fight a tendency to feel that crossing the Pacific by air was an easy job. The flight was not difficult for the crew under the almost-perfect conditions of our trip. The difficult jobs are on the ground, performing innumerable chores to complete preparations for the initial takeoff in the short time between round trips. When I learned later of delays caused by mechanical and structural failures of the Philippine and China Clippers on the flights following ours, it made me realize fully the importance of the ground organization and the

Trip to Remember continues on back cover

A Tribute to Joe Sutter

Boeing's 747 Design Engineer

By Ronald Marasco

Ron Marasco was involved with the 747 program at Pan Am since its inception. He held senior positions with Pan Am including Vice President of Maintenance and Engineering. Ron serves on the Board of the Pan Am Historical Foundation, and he is the author of the book, 'The 747: A Tumultuous Beginning'.

Joe Sutter, Boeing's iconic Chief 747 Design Engineer and beloved friend of Pan Am, passed away at age 95 on August 30, 2016. He was the engineering driving force who led the creation of an airplane years ahead of its time, thus fulfilling the vision of two of aviation's most courageous executives of the twentieth century: Bill Allen, Chairman of Boeing, and Juan Trippe, Chairman of Pan American World Airways.

Sutter grasped their vision and spearheaded the development of an aircraft, whose physical size was breathtaking and its technology unprecedented. It was the most transformative event ever in commercial aviation and a bold financial undertaking. Boeing and the aviation world invested hundreds of millions of dollars, without ever having seen a completed prototype aircraft. There were many skeptics and historians have said Boeing had literally bet the company on the 747. The pressure on Sutter and his people to produce was enormous.

Thankfully for history, Sutter in his mid-eighties wrote a tell-all book the 747: Creating the World's First Jumbo Jet and Other Adventures from a Life in Aviation. It's a spellbinding account of unrevealed details on how thousands of Boeings engineers and technicians struggled mightily to keep the 747 program from unraveling. He also underscores Pan Am's pivotal contribution in launching the 747 program. Sutter, Trippe and Pan Am's renowned Chief Engineer, John Borger had collaborated on many new aircraft programs, including the first US jet aircraft, the B 707. This long trusted relationship ultimately culminated in their greatest collaboration, the 747. But Sutter noted that without a substantial Pan Am order, the 747 was going nowhere:

"Pan Am was by far the most influential international airline back then. It had launched the 707 and would launch the 747 as our new airplane would be known when the program was started—that is if we could come up with something that Pan Am liked.

The Pan Am chairman wanted the new Boeing 747 to be an aerial ocean liner with



tall sides punctuated by two parallel rows of windows like portholes. Thus my people began drawing up double decker fuselages."

Sutter's team quickly determined the double decker was impractical, which was not good news for Boeings top management because they felt this could quash Pan Am's interest. They decided to send a respected interior design engineer to New York who had previously worked with Pan Am, to hopefully sell them on the single deck, wide bodied, twin aisle design concept. It was an impressive demonstration, and the rest is history. The single deck, wide-bodied design would set the standard for all of the long range wide-bodied aircraft that dominate the airline landscape today.

This often told story of the single deck fuselage evolution was the first step in making what was simply a vision come alive. But there were almost insurmountable design challenges that lay ahead. Boeing had committed to laying the largest, most technically sophisticated aircraft ever in the unheard of time of approximately 29 months—and to deliver approximately 100 aircraft the first year of production. Therefore, the fabrication and assembly process had to begin long before the prototype's first flight, which was February 9, 1969, only ten months before the first delivery. This meant as problems developed during flight tests requiring a redesign or modification, those fixes had to be incorporated as the aircraft moved through the assembly line.

This type of unorthodox manufacturing scenario resulted in aircraft coming off the assembly line that required considerable additional work which had to be completed outside, in the elements, on the flight line.

There were always fifteen to twenty aircraft in various states of disrepair on the flight line and rarely did any of them have engines installed because development of the Pratt Whitney JT 9D engine significantly lagged the aircraft development. The JT9D engine problems were cataclysmic and extremely disruptive to the flow of the manufacturing process. It was an issue Sutter had to continually deal with and agonize over:

"Never before in the history of commercial aviation had a new type of airliner been developed for a type of engine that didn't exist yet."

Joe Sutter's pugnacious demeanor and relentless pursuit of engineering excellence all of which have been well documented, served him extremely well. He was the right man for the job, at the right time. He was an effective catalyst working to balance managing his engineers, with the demands of his management. Much has been written about Joe Sutter's innumerable aviation contributions over a long productive professional life, but he will always be remembered for how he miraculously presided over a design and manufacturing process that was, without question—chaotic.

Joe Sutter's passing, brings down the curtain on commercial aviation's glorious, swash-buckling era, where a single individual, like Joe Sutter, could make such a major difference on an historic program, like the 747. Ever the honest broker, Sutter magnanimously shared the credit for fathering his beloved airplane, in the Postscript of his book:

"I am often referred to as the father of the 747. If people want to call me that, that's fine as long as they recognize that I wasn't alone. The 747 has three fathers, the other two being Juan Trippe of Pan American World Airways and Boeing's Bill Allen. Trippe pushed hard for a high-capacity airliner in the 1960's. 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." →



PAN AM HISTORICAL FOUNDATION TOUR TO IRAN IN SPRING 2017

PAHF is sponsoring an exciting new destination in 2017 with an eight-day trip to Iran from March 29 – April 6. The tour will begin in Tehran, a city with historic significance for both Pan Am and Inter-Continental Hotels. In the 1960s, the airline also operated a Technical Assistance Program in Iran.

Pan Am's service to Tehran dates back to 1955, when the first flight from the U.S. landed in Tehran. The company also operated the Inter-Continental Tehran Hotel —a favorite for business and leisure travelers as well as for Pan Am crews. The Isfahan Inter-Continental was under contract to be built when the revolution curtailed all plans. Pan Am continued its Tehran service through the early days of the revolution and played a major role in the 1979 evacuation of American families.

The Pan Am Historical Foundation is partnering with Distant Horizons, who has managed our Cuba Tours, and pioneered the new era of travel to Iran beginning in 1997. The itinerary begins with a welcome dinner and a full day of sightseeing in Tehran. We will visit the National Archaeological Museum, where Iran's history

comes to life. We will see the breathtaking Iranian crown jewels and learn about the contemporary art scene with a special visit to the Aaran Gallery.

Next, it's on to Shiraz, a city known for its poetry and roses. We will tour the historic Eram Gardens, stroll through bazaars, and stop at the Pink Mosque, the oldest and one of the most elegant mosques in southern Iran. The program ends in Isfahan, perhaps the most beautiful of all Iranian cities, known for its UNESCO-listed architecture, as well as its vibrant contemporary art scene.

Traveling with former colleagues, families and friends, the tour offers a unique opportunity to visit this interesting country and to learn about its history from the days of the Persian Empire to the present. Distant Horizons has indicated that not withstand the political rhetoric, the Iranian people go out of their way to make Americans and other visitors feel very welcome. Security has never been an issue.

For more details on this trip and to book your reservations, visit the Pan Am Tours section on our website: www.panam.org.

Get Ready for the Berlin Reunion

By Don Cooper

As old saying goes "Good things come to those who wait" I believe this to be true in the case of the upcoming Berlin reunion. It's has been a long time in coming and because of the aging process, the taste of the wine becomes enhanced. When the corks are pulled at the welcoming reception on Tuesday evening May 23, 2017 in the Potsdam ballroom at the Inter-Continental Hotel, a celebratory three-day Pan Am celebration will get underway.

The event will actually begin on Monday afternoon May 22nd when old friends and colleagues meet each other in the lobby of the hotel for the first time in many years. Officially the reunion begins on Tuesday May 23rd, with registration starting in the morning and continuing through the day until the welcoming reception begins that evening. Registration will take some time with more than 800 people arriving from various destinations. Most attendees will be coming from Europe and the U.S., but some will be coming from distant locations such as Argentina, Uruguay, Hong Kong and the Hawaiian Islands. Many attendees will be accompanied by their families and friends, so it will certainly be a grand celebration.

The reunion will be a significant event for the Pan Am Historical Foundation celebrating its 25th anniversary in 2017. A full schedule of

activities will be announced shortly, but here are some highlights. On the morning of Wednesday May 24th, the Foundation will hold its annual meeting and the American ambassador will greet and welcome Pan Am back to Berlin. In addition to these events Becky Sprecher and Ed Trippe will give an excellent and interesting two hour presentation on Pan American history.

In the afternoon at 1300 hours, buses will depart the Inter-Continental to take attendees to Potsdam, about a 30-minute ride, to visit the Palace of Sanssouci with its English Gardens and the Schloss Cecilienhof, the last palace of Hohenzollerns who ruled Prussia and where the Potsdam Conference was held at the end of World War II in Europe.

On Thursday May 25th, the attendees will board a bus in the morning for a short ride to Tempelhof, now a recreational park. They will be able to view the former airport and runways where the initial operations of the IGS occurred. In the evening, nostalgia will surely set in during the gala dinner event when attendees realize that the momentous celebration will be coming to an end. The 2017 PAHF reunion will give attendees a good introduction and overview of Berlin and our operations there, along with an opportunity to meet old friends and reminisce about our shared past.

A Short History of the Internal German Service

The Battle for Berlin

Early Monday morning April 16, 1945 at 0400 hours was Attack – Day. The forces of Marshall Zhukov's 1st Byelorussians commenced a stupefying artillery barrage on the German defenses. By May 8th, Berlin was in shambles, Adolph Hitler had committed suicide in his bunker and the Soviets forces captured Berlin, bringing the hostilities in Europe to an end.

Potsdam Peace Conference

From July 17 to August 2, 1945, the Potsdam Conference was held in the Cecilienhof in Potsdam to negotiate peace terms at the end of war in Europe. During the conference, a multitude of issues were discussed on postwar Europe; mainly the administration and occupation of a defeated Nazi Germany. There were many disagreements, but the Big Three did agree that Germany would be divided into three military zones of occupation. Additionally, Berlin, located in the Soviet zone, would be partitioned into three zones. Later on, Winston Churchill insisted that France be included as an Allied Power with a zone of occupation.

In order to support the military forces and administer their zones, the Western Allies, had to

have access to Berlin. An agreement was adopted so access could be made by both surface and air. Access by air posed control and safety issues, due to the limited air space in the corridors. The corridors were restricted to non-combat military aircraft and the designated civil air carriers of the three Western powers. Additionally, pilots had to hold passports and licenses of the country their air carrier represented. In the terms of the Potsdam Peace Agreements, all flights were considered Internal German Service (IGS).

To resolve any air issues, the powers agreed to establish a military controlling agency, recognized as the Berlin Air Safety Center (BASC). Like an onion, it was another layer of bureaucracy to deal with on flight issues. The purpose of BASC was to coordinate the flights of the Western powers to ensure safety in the Berlin Control Zone (area around Berlin) and the three corridors extending to the point where the corridors met with the boundaries of West Germany. The Berlin control zone initially encompassed two airports: Tempelhof and Gatow. In 1948 Tegel Flughafen would be built to support the efforts of Berlin Airlift.

BASC operations center was located in the Kammergericht Building, Berlin-Schöneberg.



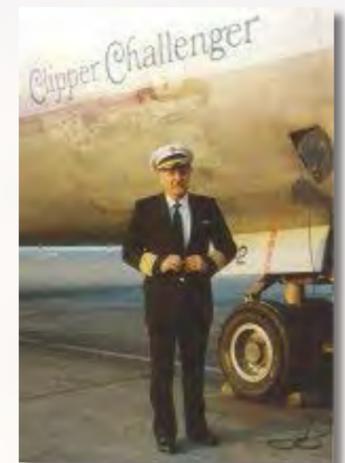
The building was formerly know as the Superior Court of Prussia during the Nazi era. It is a magnificent building consisting of 550 rooms with less than 40 rooms used to support BASC operations. The building's interior is beautiful and epitomized a bygone era of elegance.

The physical dimensions of the Berlin Control Zone were created by projecting a circle with a 20 mile radius out from a foundation pillar in the Kammergericht building. This produced a circle with a 40 mile diameter for maneuvering aircraft. From this circle three corridors, North, South and Central, each 20 statute miles wide (33 km /17nm) were projected to their extended boundaries on the West German border.

The U.K. processed all flight request to transit the North Corridor while the French handled the Center Corridor, and the U.S. processed request for the Southern Corridor. All flight request were phisically handed to a Russian controller for coordination with the Soviet air defense authorities. The request would also be stamped in one of three ways: 1) Permission Granted, Safety of Flight Guaranteed, 2) Permission Granted, Safety of Not Guaranteed, 3) Permissission Denied. The three corridores were open, without restriction, to all four Allied Powers, but limited to occupying powers non combat military and and their designated airlines: Air France, British European Airlines (BEA) and American Overseas Airlines (AOA). However, in 1974 BEA and BOAC merged, forming British Airways. In October 1950 Pan American purchased AOA, and as a consequent gained access to Berlin.

On November 9th, 1989, the Berlin Wall, without warning, came down. After 46 years of occupation, Berlin was free. As Pan Amers, we did not realize the immediate impact that it would have on our future. As a consequence, Pan American sold the IGS operation to Lufthansa for 150,000 million dollars, with a changover date of October 27th, 1990, ending Pan Am's presence in Berlin. →

Meet Retired Pan Am Captain Don Cooper



Don Cooper, a Navy veteran of the Korean War, applied for USAF flight training in 1956. He spent five years with the Air Force before joining the Air National Guard in 1961. During his tenure in the military he served overseas in the Marshall Islands, Japan, England and Morocco In January 1966, Don joined Pan Am, where he flew for 26 years until Pan Am's demise. In total, Don had a flying career of 36 years.

While with Pan Am, Don was based at: SFO, SEA (2 times), JFK (3 times), HKG, and LAX. He was also based at TXL with the Internal German Service two times for a total of 13 years. During his career with Pan Am, Don flew the B-707, B-727, B-737, B-747 and the A-310.

Don was involved in ten Pan Am reunion events with the first being in Toulouse, France, when Berlin's Chief Pilot asked him to run a party for 47 employees attending Airbus transition training. His last (he says) will be the Berlin Reunion this coming May.

Pan Am Commemorative Book Scheduled for 2017 by Jeff Kriendler

In 2017, Pan Am will celebrate two historic milestones: the 90th anniversary of the founding of Pan American World Airways; and the 25th anniversary of the Pan Am Historical Foundation.

As a tribute to the company's role in the development of international commercial aviation, a new book is being planned to commemorate these events. The seminal book is intended to encapsulate the great number of books written about Pan Am over the past decades from the famous 'flying boat' days to the final years of operation. It will commemorate singular journeys such as the story told in 'The Long Way Home'. And it will celebrate

lighthearted adventures about our jobs and the work we loved.

This book will be different from previous books in that it will trace the complete history of Pan Am in the form of a timeline from first flight to last flight with the use of anecdotal stories and sidebars written by the people who were part of the airline's history. In addition, illustrations will be a key feature of the book, including select pictures not previously published and images selected from a plethora of memorabilia that is preserved by collectors, libraries and museums, most notably our partners at the University of Miami Special Collections.

The book will be divided into sections covering eras of the history of Pan Am. In addition, there will be sections on the airline's contributions as a social icon through the arts, film, advertising, TV and calendars as well as the legacy the airline built in international aviation through pioneering engineering and technology.

The hard-cover book will contain approximately 280 pages in full color. Some black-and-white images will be colorized for effect. It will be a truly great collector's item for anyone connected with Pan American World Airways or who admires the "World's Most Experienced Airline."

Publication is planned for late spring 2017.

Pan Am NC-146-M Introduces Medevac Flights to South America

by Eric H. Hobson, Ph.D.

Dr. Eric Hobson teaches at Belmont University in Nashville, TN., where he is knee-deep in writing a book-length history of the 1931 Matto Grosso Expedition to Brazil.



Pan American Airways Sikorski S-38 (NC-146-M) moored in Paraguay River at Fazenda Descalvados, Mato Grosso, Brazil, 1931



(L-R) E.R. Fenimore Johnson, expedition financier; Vincenzo Petruccio, Univ. of Pennsylvania Museum representative



Pan Am crew preparing to take expedition members to the Xingu River headwaters

Captain Charles Lorber, co-pilot/mechanic, Jose Saucedo, and radio-man, Hans Due stepped off Sikorski S-38 (NC-146-M) on September 26, 1931 at Dinner Key. Since April they had flown 35,000 miles in remote western Brazil under lease to the Matto Grosso Expedition. Philadelphia millionaire, E.R. Johnson, initiated the all-inclusive lease (plane, crew, spare parts, maintenance, fuel and oil): given Brazil's political turmoil and the global economic crisis, he wanted his son, Fenimore, to have a fast-exit option. Although Fen Johnson never needed the plane for this purpose, John S. Clarke, Jr. did.

On August 28, a ranch hand rode into Fazenda Descalvados and announced that Clarke had been shot during a jaguar hunt, and was being brought to town. A 44 caliber bullet shattered Clarke's left shoulder. "It was an ugly sight," said guide Sasha Siemel. "The heavy bullet had made a glance shot across the whole shoulder blade and little bits of bone were sticking out all over." Incredibly, Clarke lived and remained conscious as Siemel dressed the wound, took a jaguar trophy picture, and prepared for a fifty-plus mile ride. In Corumbá, Brazil, Captain Lorber received terse orders: "fly Descalvados sunrise – ambulance duty – destination Asunción."

At sunup the Sikorski crew raced to Descalvados, and at 8:00 a.m. taxied out of the Paraguay River. Captain Lorber removed half the cabin seats, reduced unnecessary weight (six pounds removed = two miles), created a pallet, and reviewed his medical kit. Saucedo

topped off the fuel tanks; Due informed the U.S. Embassy and Pan American's Brazil operations center in Rio de Janeiro and coordinated ambulance reception in Corumbá. Clarke was conscious, but in pain and losing blood as he was carried aboard at 10:00 a.m.; meanwhile Saucedo restarted the Pratt and Whitney R-1340 Wasp nine-cylinder radial engines.

Lorber pointed the plane south and searched for calm air along the 250-mile route. The S-38 hit the Paraguay River mid-channel about noon and taxied between flatbed trucks and gawking townspeople crowding the Corumbá freight ramp. A horse-drawn ambulance awaited.

Corumbá was not the expedition's first medical care choice. Clarke needed trauma care and x-rays available only at the Mayo Brothers' Hospital in Asunción, Paraguay. But Asunción was 1000 miles from Descalvados, well beyond the Sikorski's flight range. Clarke's condition was grave, and Jack was getting this first professional medical treatment at Corumbá within twenty-four hours of being shot because Corumbá was as far as they could fly before dark, and it had a hospital and aviation fuel. If Clark survived the night, they would fly to Asunción.

Due and Saucedo were planeside before dawn to warm the engines and load every ounce of the plane's 330-gallon fuel capacity. Lorber arrived and announced that Clarke lived but was too weak to travel. The Brazilian doctor had cleaned the wound, removed more bone frag-

ments, and cut out torn skin. It would be days before they would fly to Asunción.

Corumbá and Asunción lie seven hundred miles apart – the S-38's maximum flight range – on the Paraguay River. Needing no charts, the Pan Am crew pointed the plane downriver September 9, and sliced through the morning mists. Due relayed messages between the U.S. Embassies in Rio and Asunción, Paraguayan customs officials, hospital staff, and Pan American headquarters. Lorber and Saucedo maintained the craft's 110 mph cruising speed, monitored fuel consumption, and shared the yoke throughout the seven-hour flight.

Eight days after the friendly-fire accident, a Paraguayan surgeon announced that surgery had repaired extensive skeletal and muscular damage. Clarke was lucky: had the shot entered lower, or a fraction of a second later, he would have died. Now the medical team was treating Clarke for tetanus. Lockjaw would have developed if he had remained in Corumbá.

Clarke survived an accident more severe than many that killed South America adventurers before him because of a father's anxiety and Pan American Airway's willingness to entertain an atypical request. The Pan Am crew showed the world that an airplane staffed by skilled crew could extract injured explorers from extreme places, over long distances, and faster than had been possible before. Medevac flights are now routine, but in late 1931, Pan Am showed South America (and the world) another benefit of commercial aviation.

Trip to Remember *from p. 2*

fact that flights across the Pacific are not made without frequent difficulties.

They reached Midway early, thanks to a tailwind. The Hawaii Clipper's passengers were treated to a relatively unusual sight: The Pan Am supply schooner Trade Winds, which only visited the mid-ocean bases once every six months.

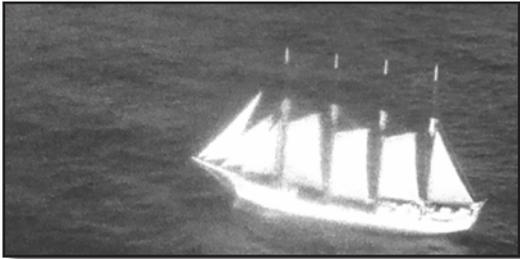


Photo courtesy of the Rhode family

Midway proved an attractive respite, as he noted:

The beach is the most perfect I have ever seen . . . nature has provided that the sand is cool to the touch even under the warm early-afternoon sun. Yes, Midway is a beautiful place, hardly spoiled by its commercialization by Pan American and the cable company. Hotel facilities are the equal of any to be found in first-class hotels in the States.

In our next installment in Spring 2017, we will follow Richard on his journey to Wake.

Lefty Flies Again

In our Spring 2016 issue of Clipper, we featured the story of Retired Captain Jack 'Lefty' Leftwich who celebrates his birthday each year with a flight in his ultralight sport aircraft at Threshing Bee Airport in McLouth, Kansas.

Well, Lefty did it again! On August 7, Lefty celebrated his 99th birthday with a flight in his two-place 'sport pilot' aircraft. His son Bill Leftwich recorded this annual tradition for us.

Happy Birthday, Lefty from all of us at the Pan Am Historical Foundation.



My father doing the traditional fly by wave.