

From The President, C.W. (Pete) Runnette...



Our upcoming reunion in Berlin seems a fitting celebration of 25 years in which your Foundation has worked to preserve and promote the heritage of the airline. Our focus has been, and continues to be, on our membership and offsetting the natural decline in our numbers. At the same time, we are increasing our efforts to establish a cultural presence that will outlast the Foundation. These continue to be directed at a documentary of the airline's earliest historic years, a robust and popular website and social media display, and a museum exhibition of our best memorabilia.

With our partner, Distant Horizons, with whom we have run a number of successful tours to Cuba, we have just completed a very successful one to Iran, despite the uncertain state of travel restrictions between our two countries. With luck, we anticipate further trips to Iran and to other destinations of likely interest to our membership.

Having raised the funds needed for our proposed documentary, we are beginning production of "Across the Pacific" this year, and anticipate that when completed it will air on PBS. We have just awarded our 12th annual Abrams-Banning Research Grant for work in our archives in the Richter Library at the University of Miami. And lastly, we have initiated discussions with the San Francisco Airport Museum on a partnership that would begin with a traveling exhibition and extend to a permanent home in a significantly expanded SFO Museum. ✈

Pan Am Historical Foundation Visits the Islamic Republic of Iran

By Ed Trippe

The PAHF trip to Iran was an amazing experience and memorable for all of us in so many ways. For weeks leading up to our departure the trip was uncertain. The January 27th US travel ban on visitors from seven Muslim countries provoked a retaliatory Iranian response, and all Iranian visas for American groups were blocked. Most tours were canceled. The uncertainty for the Pan Am trip existed right up to the week we departed. Even our Iranian guides told us our visa approvals were a "miracle."

Organized in conjunction with our travel partner, Distant Horizons, there were 23 in the Pan Am group. We all arrived in Tehran on March 30th, taking different routes to get there. For the ladies in the group, scarves covering their hair was a requirement under Iran's strict Islamic law. While an annoyance in the beginning, all became used to their shrouded look. A ban on alcoholic beverages was the other strict code, and for a group of Pan Am-ers that was a trial!

Meals were generally good, although there were the ubiquitous lamb, chicken and beef kebabs at almost every meal. Tomatoes, lettuce and a wide variety of vegetables were always available, and Iranian breads were excellent. The best bread came hot from the oven of a street vendor in Shiraz.

Most of us had been in Tehran in the old days before the Revolution. Some had flown on Pan Am #1 on the RTW route; others had been stationed there when Pan Am flew the Hajj flights. I had been on the board of the Inter-Continental Tehran when we embarked on building a new hotel in Isfahan. That idea was abandoned in 1977.

Tehran had not changed much for me. The city sits on a plateau below the majestic, snow-covered Alborz mountain range. On clear days the setting is impressive, but I still found the city drab and smog filled. It's usually clogged with traffic, but because we arrived at the end of Nowruz, the Persian New Year, there was little traffic and we were able to get around the city with ease. We visited the Shah's palace, which was impressive with its 1960s architec-



ture, but not over-the-top compared with other palaces of historic dynasties. On the other extreme was the modest home of the Revolution's iconic leader, Ayatollah Khamenei, who ruled Iran from a humble, small dwelling in a quiet residential neighborhood.

Our tour leaders, Amin Badakhshan and Mojgan Abdi, were outstanding and made the entire trip interesting and flawless. Amin was educated in the United States and had an impressive photographic memory of Persian history, which he regaled us with throughout our eight day odyssey.

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Shiraz, Persepolis and Isfahan were the high points of the trip. Persepolis is the site of impressive ruins of the Achaemenid Empire dating to 550 BC. However, it was our interaction with Iranians that day that made our visit most memorable. Our visit to Persepolis was at the end of the Nowruz holiday, which was also celebrated as the first day of spring. The day is a national holiday, when by tradition Iranian families enjoy elaborate picnics in the country. Persepolis was crowded with Iranian families visiting the ruins and setting up campsites for their traditional Nowruz holiday lunches. This was also the first time we really met Iranians on the trip, and all of us were blown away by the friendly, hospitable nature of everyone we met. As a group we were well-traveled, and I do not think any of us had ever met so many curious and incredibly friendly people. Everyone wanted to engage us in conversation, to tell us how welcome we

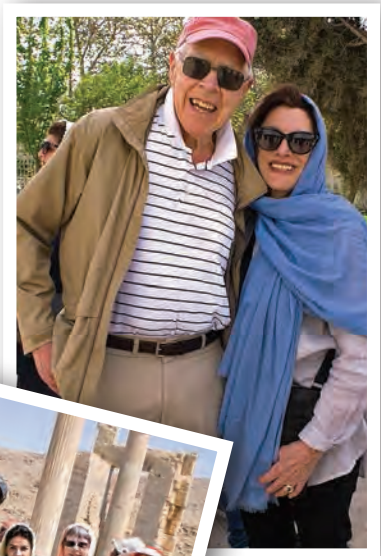
were, and to have their picture taken with us, often with somebody's arm draped over a shoulder in friendship. It was to be an indelible impression of the Iranian people that we continued to experience wherever we went in our travels.

After Persepolis, Shiraz and Isfahan were also magnificent. There were beautiful gardens, incredible mosques, an 18th century citadel, historic bridges over the Zayendehrud River, and numerous historic sites marking the long and storied history of Persia. Our hotel in Isfahan was in itself memorable— a converted caravanserai, an ancient rest stop for the trade caravans that visited Isfahan.

Our take away from the trip was that Iran is a huge, fascinating country, with rich antiquities that chronicle its storied history, both as a conquering empire and a vanquished people. But it was the welcoming people of Iran, from our guides, Amin and Mojgan, to the many people

we met, that left us all with the strongest impression of Iran today – a country desperately trying to rejoin the Western world, but caught up in the melee of the Middle East turmoil. It's a young country, 60 percent of the population is under 30, and in so many ways it's a young country looking to the West.

The Pan Am Historical Foundation is planning a second trip to Iran in Fall, 2017. If you have an interest in this trip, contact Seema Bakshi at Distant Horizons, Tel: 800-333-1240. Other destinations under consideration include Vietnam, Laos and Cambodia. Stay tuned for more travel updates!



Photos courtesy of Robert Genna
 Clockwise from top right: Pete Runnette & Bobbie Trippe; With Iranian friends; Our guide, Amin, in front of poster, Mosque in Isfahan, With Iranian friends.

Recognizing an Old Friend

By C. A. Pineiro



JFK Crew prepares Clipper Lindbergh for the first around-the-world flight over the poles.

After spending 30 years in commercial aviation, I have found that I am sometimes able to identify individual aircraft from pictures or newscasts. That is why, when I saw a show on the Discovery Channel showing a 747SP in all white paint with a blue line down its side, it caught my attention. For some reason, I felt that I knew this airplane. After watching the show for a while, I tried to see the registration number on the fuselage to see if my suspicions were right, but the number was different. The number on the side of this airplane was N747NA. It is part of a program called SOFIA (Stratospheric Observatory for Infrared Anomalies.)

I decided to dig in a little further, so I traced the tail number and found that after Pan Am's demise, the airplane was sold and re-registered. It has been fitted with a one ton telescope and a sliding door in the side of the airplane to allow for observations while in flight and re registered as N747NA. It's original registration number was N536PA and was known at Pan Am as the Clipper Lindbergh. What a relief it was to see such a great airplane still being used for such an important purpose. I recognized this airplane because my crew, under Whitey Wilkens supervision, was chosen to prepare it for the first around the world flight over the North and South poles. Just another of many "firsts" at Pan Am.

C.A. Pineiro spent 26 years with Pan Am, primarily in Maintenance at JFK. He was involved in work on the 707, DC-8, 727 and 747 aircrafts.

Pan Am Museum Foundation: An Aviation Legend Lives On

By Linda Freire, Foundation Co-Chair



Ed Trippe cuts the ribbon for the opening of the Pan Am Museum at the Cradle of Aviation. He is joined by Foundation Co-Chairs Joanne Swift (L) and Linda Freire (R).

Someday a Clipper flight will be remembered as the most romantic voyage in history.
— CLARE BOOTH LUCE

A passion to remember Pan Am and to tell its story through a museum experience was the inspiration for a group of former employees to create the Pan Am Museum Foundation. Founded in August of 2015, its single focus is to raise funds through a comprehensive plan and develop a museum dedicated to commemorating Pan Am, its people, its history, its contributions to aviation, and its global influence.

During 2016, the Museum Foundation's first full year of operation, significant progress towards its goal of creating a museum was made. Through a partnership with the Cradle of Aviation Museum, on Long Island, New York, the Museum Foundation was able to move forward quickly to establish a museum presence. It is a unique and effective concept of a museum within a museum. "The Cradle," focuses on Long Island aviation history and sits on what was Mitchell Field, dating back to 1918. Adjacent to the Cradle of Aviation Museum is what was formerly Roosevelt Field, the small, dirt-strip airport where in 1927 Charles Lindbergh took off on his historic solo flight to Paris. This area of Long Island is rich in early aviation history in which Pan Am played an important role.

On December 3, 2016, almost 25 years to the day of Pan Am's last flight, the new Pan Am Museum was launched with an Inaugural Clipper Gala in the atrium of the Cradle. Ed Trippe was on hand to cut

the blue ribbon and officially open the first exhibit. The initial exhibit is focused on the Boeing 314 flying boat, *An Extraordinary Story*. On June 4th, 2017, the Museum Foundation will open phase two of the Boeing 314 exhibit, *Clippers Go to War* detailing its contributions to the war effort during WWII. A special presentation by Capt. John Marshall remembering the story of the "Long Way Home," will introduce the exhibit. A cocktail reception will follow Capt. Marshall's presentation.

The third exhibit, scheduled to open on November 11, 2017 will showcase the Boeing 377 "Stratocruiser." In conjunction with the opening of the "Stratocruiser" exhibit, the Museum Foundation will host the Second Annual Clipper Gala, "Viva Havana," celebrating the 90th anniversary of the founding of Pan Am. Future exhibits will feature the Boeing 707, the dawn of the jet age, followed by the Boeing 747, the jumbo jet, which changed air travel forever.

Along with the exhibits, and in keeping with the mission of the Pan Am Historical Foundation, we look to bring Pan Am history to life through artifacts, historic photographs, films, and oral histories. For more information about the Pan Am Museum Foundation visit our website, www.thepan-ammuseum.org and our Facebook page. We hope to see you soon visiting the Pan Am exhibits at the Cradle of Aviation. ✈



Exhibits of On Board Dining Displays

Charlie Trippe, a founding Director of the Pan Am Historical Foundation and a long time employee of Pan Am, passed away at home in Westport, MA on January 29th.

Charlie began his Pan Am career at Intercontinental Hotels Corp. (IHC) where he became CFO before moving over to the Airline and heading up the Planning Department for the last 17 years of his Pan Am career. He was a director of New York Airways and the Falcon Jets, a joint venture with Dassault Aviation who built the Falcon jet. Charlie used to recall the horror of the 1977 New York Airways crash on the roof of the Pan Am Building. With an office ten floors below he was one of the first at the crash site.

Charlie's enthusiasm for the PAHF was infectious. He was one of the strong proponents of building a PAHF museum at the Dinner Key Terminal and he worked tirelessly on the planning of the museum. While the Mayor and others supported the museum, political discord and the overwhelming costs of the museum caused the City and PAHF to abandon further efforts. Charlie will be missed by his many colleagues and friends at IHC and Pan Am.

— Ed Trippe (Brother)

JAMES OLIVER LEET – “JIM”

July 29, 1922 – March 30, 2017

Jim Leet spent over 30 years with Pan Am, where he held leadership positions in general management, field office planning and administration, customer service, and marketing.

Driven by a spirit of adventure, Jim left his home state of North Dakota to work in the growing international aviation industry. He joined Pan American Airways in 1943 and spent his early years in Brazil, Newfoundland, Ireland, and New York. Jim and his wife, Jean, relocated to London following their marriage in 1947, where he worked for 11 years. Jim became station manager at Heathrow and later joined the management team in the Piccadilly office. Jim and his family moved back to the US in 1958 when he assumed executive responsibilities at Pan Am's New York headquarters. During the 1970s Jim became Vice-President of Marketing and, subsequently, executive vice-president and served on the Board of Directors for several years.

Following his retirement from Pan Am in 1981, Jim became very active with the International Executive Service Corps until he retired for good in 2002. Jim maintained his allegiance to the airline as a founder and active member of the Pan Am Historical Foundation for many years. Jim will be remembered for the energy and commitment he brought to everything he did.

— Janis Leet (Daughter)

FROM THE PAN AM BOOKSHELF

90TH ANNIVERSARY BOOK TO PREVIEW AT BERLIN REUNION

Pan Am – Personal Tributes to a Global Aviation Pioneer

COMPILED BY JEFF KRIENDLER & JAMES PATRICK BALDWIN



The Pan Am Historical Foundation has created a special hard-cover coffee table book to celebrate the 90th Anniversary of the founding of the company. Compiled by Jeff Kriendler and James Patrick Baldwin, this anthology recounts the history of Pan Am from its first flight to its very last. The book also covers what has transpired in preserving the legacy of the company after the shutdown.

Containing more than 80 essays, this over-sized book is written by former Pan Am employees and international media friends who had personal experience with many key events in Pan Am's history. It is illustrated

with more than 450 images, many in full color, and some never before seen. It will also include memorabilia such as posters, baggage tags, and timetables.

The book will preview at the Berlin reunion so attendees can see the actual book and place their orders there. Retailing for \$65 (including shipping and handling), *Pan Am – Personal Tributes to a Global Aviation Pioneer* may also be ordered through the website: www.panam90book.com.

THE CREATION OF AN ICONIC BRAND

Pan Am: History, Design & Identity

BY MATTHIAS C. HUHNE (NOVEMBER 2016)



Pan Am's famous jet age logo, the blue globe, has remained a lasting symbol in the world's collective memory up to the present day, long after the airline's cessation of flight operations in 1991. A groundbreaking new book, *Pan Am: History, Design & Identity* is a concise yet thorough history of the airline that revolutionized air travel.

Written by Pan Am enthusiast Matthias Huhne, the book explores the history and strategies that created the airline's iconic brand. Seen through the lens of highly effective advertising and publicity campaigns, the book takes readers on a journey from the early days of air travel in the 1920s...to the historic firsts across the

Atlantic and Pacific...to the jet age when mass tourism took off. It traces the evolution of the company's identity and its lasting reputation for incomparable service and technological achievement.

This 432-page large format book includes hundreds of images, many in color and several reproduced for the first time. Published by Callisto, the book was printed in Berlin and designed according to the highest standards. The volume presents an overview of Pan Am's history with new research and visuals from the Pan Am archives.

The book has received rave reviews from publications worldwide. USA Today wrote, "The book belongs on every travel lover's shelf."

Pan Am: History, Design and Identity will be available at the Berlin reunion at a special friends and family price. It is also available at bookstores and at Amazon.com. This volume serves as a great tribute to our heritage.

Berlin



Pan Am Family to Celebrate Important Milestones at "IGS17" Berlin Reunion

By Don Cooper

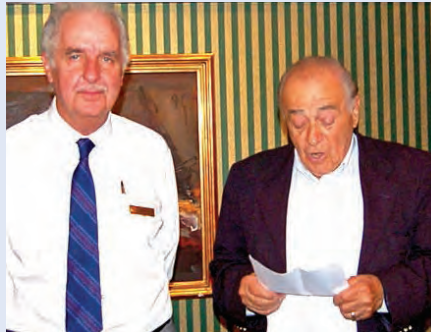
In 2017, Berlin will celebrate its 780th birthday. At the same time Pan Am will celebrate its 90th year, a slight difference in age but both were visionaries. Although our beloved icon is gone, Pan Am is well remembered by the survivors of the occupation of Berlin during the Cold War era, as the Blue Ball connection to the free world. The IGS17 reunion in Berlin will definitely be a time for jubilation (fröh und lustig zelebrieren) where friendships will be hailed, both old and new.

Indications are that IGS17 will be well attended, with former colleagues and friends coming from all parts of Pan American's former system. There are even a few attendees coming from other airlines. Most company departments and divisions are represented. We have attendees coming from the far-flung regions of the Pacific including participants from Australia, Hong Kong, Hawaii and the U.S West Coast. And of course, the Atlantic and Latin American Divisions will be well represented with attendees from many destinations in their regions. There is even a contingent of Argentinians from Buenos Aires and New York planning to attend. This will undoubtedly add a unique and a wonderful Latin ambiance to the reunion. Hopefully they will exhibit a flare of the Tango. Naturally, many of our European colleagues will be at the reunion, along with a great number of former IGS personnel.

Margaret O'Shaughnessy in the Irish Spring reunion held at Foynes and Limerick last April, incorporated a lot of stirring music into her agenda, which inspired attendees to dance. Taking their cue from the Irish Spring, The Berliners, have also incorporated music into their agenda. Who doesn't like to dance to lively German music! All in all, IGS17 should be a smashing success.

Pan Am-ers Meet in Montevideo, Uruguay Commemorating the 25th Anniversary of the Airline's Last Flight

By José L. Hernández



L-R: Mr. José Hernández (wearing a Pan Am Customer Services Uniform); Mr. Héctor Martínez from Buenos Aires Communications Dept.

ARGENTINIAN "DELEGATION" L-R: Mr. Jorge Nemeth, Tariffs Dept. & Training Coordinator; Mrs. H. Martínez; Ms. Marta Newman, Buenos Aires Reservations; Mrs. J. Nemeth; Ms. Estela Murtagh, Buenos Aires Reservations.

On December 4th 1991, the majestic B747 Clipper coming from Rio de Janeiro, Brazil, was on its final approach to the Montevideo airport. The captain went on PANOPS and asked, anxiety showing in his voice: "Are we still in business?" The Operations agent turned to me and asked: "What should I tell him?" "The truth." And immediately: "No Sir, unfortunately we are ceasing operations as of today."

That was the last widebody revenue flight in the Pan Am System.

By the middle of last year many of us, former Pan Am employees in Uruguay, started to realize that the 25th anniversary of that date could not go unnoticed. And therefore, we set our sights on organizing an event to regain contact, exchange experiences and honor the memory of what was the foremost airline of the world, responsible for most of the innovations and achievements that shaped commercial aviation.

The Pan American Historical Foundation is sponsor of this great event and will be holding their Annual Meeting in the Berlin Intercontinental Hotel at 9:00 AM on May 24th. All IGS17 attendees are invited to attend this meeting which is open to Foundation members, as well as non-members. The Annual Meeting offers an excellent

The response was enthusiastic; we managed to gather 25 attendees from Montevideo (given the small size of the Station and the time elapsed, it is a significant number) and six of our colleagues from across the river "Río de la Plata" in Buenos Aires, Argentina. The venue appropriately chosen for the meeting was the Montevideo Victoria Plaza Radisson, which once was the Montevideo Inter-Continental, the crew layover hotel.

Held in an ambiance of comradeship, the pervading feeling at the meeting was that of sharing the privilege and pride of having worked for the greatest airline ever, the five magic letters that say it all: PAN AM.

José L. Hernández joined Pan Am in 1968. After holding a series of positions in Montevideo, he was named Country Manager in 1983. In 2009, he wrote a book in Spanish on Pan Am which translates as 'The Rise and Fall of a Colossus'.

opportunity to gain an insight into PAHF's endeavor to perpetuate the Pan Am name and heritage as the Foundation celebrates its own 25th Anniversary this year.

All former employees, family members and friends of Pan Am are invited. We look forward to seeing you there. ➔

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

By Doug Miller

Last of three parts: *Richard completes his 1938 transpacific journey to Hong Kong and back, experiencing some very rough air, and a harbinger of future global conflict in the process.*

Aeronautical engineer Richard Rhode was onboard the Hawaii Clipper, eastbound, in June of 1938. His journey was made at the suggestion of Pan Am's Chief Engineer Andre Priester, who wanted Rhode to observe and record both his personal impressions as well as the physical recordings on the V-g meter he had installed on the aircraft – an early version of what was later known as a “black box.”

The trip to Hong Kong had been long but not too eventful. He noted the changing cloud formations as the clipper flew into the “inter-tropic” zone near the equator. The stops at Honolulu, Midway, Wake, Guam, and Manila were all interesting, if not exciting.

The ultimate arrival at Hong Kong was something else again. Here was a large and vibrant city – a world-class destination! US Navy rules had forbidden any photography from the clipper while flying over the US possessions earlier in the trip, but now he was free of that restriction. Richard decided to stand up at his seat when Captain Ken Beer brought the ship in to land:

As we were now beyond U.S. Navy jurisdiction, I took photographs from the air and decided to stand my place at a window during landing, instead of strapping myself into my seat . . . All other landings had been smooth . . . I had missed most of the sights to be seen during take-offs and landings. So, standing at the window seemed the only reasonable thing to do, especially as this was Hong Kong harbor. Perhaps the skipper, in a playful mood and aware of my position, bounced the ship off the water on purpose. In any event, I picked myself up off the deck and retrieved my camera resolved to use the seat belt on all future landings!

As was the case everywhere Pan Am's clippers landed, arriving passengers were treated as celebrities by the local press. Richard was interviewed as he stepped ashore, and again at the Princess Hotel, and the result was a story in the South Asia Post about his NACA work and his take on the future of flying boats.

Captain Beer took him in tow that night to give him a glimpse of the British colony. Here's how he remembered it years later:



Richard Rhode onboard the Clipper



Eastbound Hawaii Clipper, late afternoon



Capt. Ken Beer and Royal Leonard



After the upset

Time was all too short in a kaleidoscopic jumble of pretty Eurasian and Chinese girls in silk gowns; Indian Sikh policemen; narrow filthy streets teeming with squalid life; beggars lying in the streets covered with sores; hundreds of “junks” contrasting with sleek British cruisers in the harbor; a ship, loaded with aviation gasoline for the Chinese Air Force flaring up in a flaming spectacle at night; the inscrutable faces of the rickshaw coolies, who make one feel like a visiting potentate, all for the magnificent sum of one Hong Kong dime, or three cents American, and, finally, the distressing sight of a tiny baby, covered with sores of small pox, crawling in a gutter where he or she evidently had been abandoned. When I returned to my hotel the “Princess” in Kowloon) the first thing I did was to take a bath and change into clean clothes, hoping none of the small pox I had seen had rubbed off on me!

The rest of his short stay included a dinner with a taciturn Royal Leonard, the American serving as Chiang Kai-shek's personal pilot, who complained about the Nationalist Chinese government's reluctance to confront the Japanese army (which had been advancing into China for the past year). Richard also ventured into a “taxi dance” parlor. For his thirty cents' worth of tickets (which he remembered as a strip two-yards long), he could have “danced all night,” but left after three dances and one scotch and soda. His time in Hong Kong was just about done.

Next morning it was up early as usual for the clipper's departure for the Philippines. Again, as was the case when she crossed from Manila, the Hawaii Clipper was crowded with about twenty passengers for the relatively short trip.

As always, Richard wanted to be informed on any likely weather ahead, so he could manually engage his “black box” recorder and take photographs. What happened next was a surprise to all:

I went forward to check with the pilot on the situation ahead. As I mounted the ladder from the main deck to the pilot's

Trip to Remember continues on next page

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compartment, the ship buried itself in another cloud... The Clipper surged upward, quivering, and rain drove against the windshield in torrents. Martin, the first officer, had already disconnected the automatic pilot and had taken over the controls. The rate-of-climb indicator showed 2,000 feet per minute and the airspeed was increasing. All this occurred in a few seconds.

I instinctively froze in my position on that ladder and held on tight. I had no sooner secured a good grip when there was a crashing downward jolt as though we had run into a waterfall. McCarthy, the radio operator, looked up in wide-eyed astonishment as tools from the flight engineer's cabinet showered about us, and Martin, with grim concentration on the instrument panel, sought to prevent the ensuing dive from getting out of bounds.

After perhaps twenty or thirty tense seconds during which the ship was brought back to a more-or-less horizontal course, I ventured a return trip to the lounge, crawling on hands and knees and hanging on to whatever was within reach.

Passengers, who had not been warned nor strapped in

their seats, were for the most part a tangle of humanity on the lounge floor, with a few scattered individuals lying in sundry positions in the aisles. Dents, caused by the passengers' heads, remained in the cabin ceiling. For several minutes, after they had been sorted out, assisted to their feet and seats, and strapped in, the passengers remained in a daze, but, as the engines continued their usual drone, life took on a more normal aspect and after the ship was cleaned up they gradually recovered a somewhat apprehensive composure convinced that the end was not yet.

That event may have presaged something much worse for the Hawaii Clipper. The following month the same aircraft vanished without trace on its next transpacific trip between Guam and Manila. While some (Richard included) theorized the clipper was hijacked by the Japanese, others have suggested it was a matter of violent weather. Certainly there was precedent for that too.

Another possible sign of things to come sat just outside the reef at Wake as the Hawaii Clipper departed for Midway on its long trip back to the U.S. Alerted by his fellow passengers to the

“giant shark” below, Richard looked down to see a “monstrous” black shape. In 1938, Japan’s fleet of “midget” subs was a secret, only to be revealed during the Pearl Harbor attack three years hence, but he realized then that the “shark” at Wake was much more likely to have been a Japanese observer, keeping close watch on Pan Am’s comings and goings.

Richard planned a few days stay in Hawaii, to await the next eastbound clipper back to the mainland. He ended up taking the “S.S. Matsonia” liner instead, due to an engine failure which delayed the Philippine Clipper in Manila.

When he returned home to Hampton, Virginia, after paying off the taxi fare, he discovered he had five cents left from the cash he had started out with just over a month earlier on his “trip to remember.”

Richard Rhode went on to have an outstanding career in aviation, and ended his working life involved in America’s Space Program.

We’re grateful to the Rhode family and the Glenn Martin Maryland Aviation Museum for materials used in this series. ➔