

Oakland World Wings Chapter Feb. 1, 2020
Newsletter from Louise Diracles

Jennie Young is planning a Year of the Rat Chinese Luncheon at Uncle Yu's, 999 Oak Hill Road in Lafayette on Friday, February 28th at 11:00am.

URGENT: R.S.V.P. as soon as you can to:

jcyoung@aol.com

Luncheon scheduled for February 28th at 11:00 AM
The total cost for 2 tables, is \$520. Cost per person is \$26; excludes wine and soft drinks. Please bring \$26 cash or a \$26 check made out to Jennie Young.

In addition, please bring a separate \$10 check made out to World Wings Int'l. to help support our charities: A Friendly Manor and Doctors Without Borders.



Gloria Reid organized a lunch on Thurs., Jan. 16, 2020 at Delancey St. 600 Embarcadero in San Francisco.



Liz Turlington, Lucy Hart, Marilyn Kaplan, Nancy Kallus, Else Welsh, Emilia de Geer, Anne Tompkins, Netty Kilgour.
Seated: Gloria Reid, Louise Diracles and Yumi Massi

After lunch, some ladies walked to Louise's daughter's apartment and had champagne.



Liz Turlington, Gloria Reid, Lucy Hart, Marilyn Kaplan,
Louise Diracles, Else Welsh, Emilia de Geer and Katherine
Klabau

\$110 was raised to support our charities. There was also a
\$200 donation from the Kaplans so we're starting the year

off with \$310 for our charities: A Friendly Place and Doctors Without Borders.

Our chapter will be 40 years young this year. Please send me your ideas for a celebration.

Emilia de Geer wants us to save May 5th for a Tamalie making Cinco de Mayo event.

Pam Feack reports about A Friendly Manor:

Pam is pleased to announce that Peg, Else and Pam have 3 helpers for the Friendly Manor hot lunches: Hetta Malone Anne Tompkins and Lucy Hart. They will fill in when they can. Peg, Else, Lucy and Pam served lunch on Jan 22nd. They had a very successful December lunch! We passed out gift bags with gloves, knit hats, lotion and candy Santas donated by Peg & Liv. We also passed out blankets and rain ponchos donated by Else and Pam. Thank you to all who donated items at the Christmas Party. I can't emphasize how much they are appreciated and needed. Happy New Year. Please call or e mail Pam if you can volunteer for this worthwhile project:

pamelavo1@sbcglobal.net or call her: 510-655-5675

Pam Feack

Nominations for Chapter Officers are now open. Please e mail me: louisediracles@comcast.net if you're willing to nominate yourself or someone else for President or other offices. Also, e mail Louise with your event ideas for 2020.

Nominations for the WW International Board are now open.

Marilyn Grega sent this link for the Pan Am Experience:
<https://www.facebook.com/insiderlosangeles/videos/481369056000206/>

29th Annual SFO Valentine's Day Party

International Buffet and Fundraiser
- Guests Welcome -

Where:

At the Home of Marilyn (Koop) Porto

70 Woodridge Road, Hillsborough, Ca 94010
Tel. (650) 340-1747

When:

Sunday, February 16, 12:00 Noon - 4:00 P.M.

Price:

\$ 25.00 per person at the door

Bring your favorite ethnic dish to share
(A luncheon dish to serve a minimum of ten)

Beverages, wine and beer offered compliments of Marilyn Porto

Upscale items for our charity drawing would be appreciated

Directions: Take Black Mountain Road turnoff either direction off Hwy 280. Black Mountain Road winds, make sure you stay on it until the second stop sign and go straight ahead to Woodridge Road.

From El Camino in San Mateo: Take Crystal Springs Road West (a few blocks north of 3rd Ave.), after the 4th Stop sign, turn right onto Woodridge Road and head up the hill to #70.

Note: Valet parking will be provided. Drive up to the door where your car will be taken and parked for you.

Hugs from Louise Diracles

A sad Announcement:



KATHLEEN COOK GRAY (Leslie Mannings' mom)

December 7, 1925 – January 4, 2020

Reno Chapter

Kathleen Gray passed away on January 4th, as a result of injuries suffered during a fall. She was surrounded by her loving family.

A founding member of the Reno Chapter in 1979, Kathy was an active participant in World Wings for many years. Her late husband, Wug Gray, was a Pan Am Captain based out of SFO. Kathy and Wug met on a layover in Fiji, where their romance began.

Kathy's daughter, Leslie Manning, was also a Pan Am flight attendant. Her son Jim, a naval aviator, was our guest speaker on the Midway at the 2018 World Wings convention in San Diego. Kathy flew the last flight out of China on Pan Am. Some thirty years later, Leslie flew the first Pan Am flight back into China.

You can see Kathy interviewed, with Leslie by her side, by CBS Sunday Morning at the Savannah convention.

[Click here to view the video,](#)



We start with Pan Am because we have to. Because no other airline comes close. We've got a paragraph's worth of space to encapsulate how and why Pan Am was history's most important airline, which is pretty much impossible. Let's just say there was Pan American World Airways, in a class alone, and then every other airline that has existed. The carrier's long history — seven decades of staggering achievement and global influence, punctuated at times by unforgettable tragedy — is in many ways the story of aviation itself. Its demise was long and painful, the airline selling off its Asian and European routes (to United and Delta respectively) until the end finally came in December, 1991. <https://thepointsguy.com/news/the-lost-airlines-of-the-us/>

A PAN AM TRIBUTE TO THE BOEING 747

Fifty Extraordinary Years

2020



Presented by The Pan Am Historical Foundation Collection

PAN AM HISTORICAL FOUNDATION

The Many Lives of the Boeing 747



GENESIS

The dawn of the 1970s was an optimistic era in the aerospace industry as the future of commercial civil aviation promised remarkable expansion from and beyond possibilities.

Passenger loads were increasing by 17% annually, predicted to double by 1980, with cargo loads increasing proportionately.

Cloning its own first derivative on the heels of Pan American World Airways, Jack Tripper continued to push the envelope for both Pan Am and the airline industry's strategy that had been a winning one for all these years: to keep Pan Am as the first among equals among all the top of the great Boeing team, continuing through the era of expanding global aviation after World War II, and into the Jet Age in the 1950s.

Although Supertransport (SST) was being developed for the future, Tripper wanted a plane to meet capacity demands much sooner. In 1964, the US announced plans to support bids for a great new military cargo plane, the C-5A, but also to the basic air carrier had opened doors to ever more powerful engines, and America's own jet engine manufacturers, General Electric and Pratt & Whitney made bank ready to move forward. The C-5A contract went to Lockheed, with engines to be supplied by GE.

When Jack Tripper asked Lockheed if they would consider developing a civilian version of the military transport, Lockheed declined. This was turned to Douglas Aircraft, but Donald Douglas was not

wish to abandon previous investment of the US in a stretched version.

He was again on with the Boeing 707. Jack Tripper really took his design brief, the production of Boeing, Boeing had been the 707's competitor and retained a new product. Engine failure then to Whitney's General Electric for their jet engine. The 707 was in the process but designed a new jet engine developing over 40,000 hp, of which Jack Tripper, who was to be the captain of the first 747, wanted a new and production aircraft on both legs. The first one in terms of the engine, and then the required change of non-interfered production.



Part 3 Boeing JT-9C engine, serial 100

Boeing's philosophy of people, Tripper was also thinking about all cargo. Tripper became negotiating to get on the passenger load. Possibilities of using standardized freight containers able to get directly from truck to aircraft, stacked and loaded over a ramp, called for a new design — a wide body aircraft. The aircraft was then for something new and exciting. It would be called the "Boeing 747."

THE WAY AHEAD

Three days before Christmas in 1965, Jack Tripper and Bill Allen signed a letter of intent for the new plane. "If you build it, I'll buy it" and "If you buy it, I'll build it" were the oft-quoted words reportedly made by the two friends on a falling log.

Even as a concept, the space for the new plane was eye-popping. 350,000 pounds gross weight, passenger capacity of 370 to 400, a range of 3,100 miles with a full passenger load, speed of Mach 0.8 in cruising altitude of 33,000 feet. The new plane was to be quiet and able to operate in airports requiring less runway pavement. By the time of the

second contract signing, the Boeing model number was the 747-100 for Boeing and 747-1.



The first model to be constructed in the largest aircraft building, the Boeing Everett plant, by the time of the second contract signing, the Boeing model number was the 747-100 for Boeing and 747-1. The first model to be constructed in the largest aircraft building, the Boeing Everett plant, by the time of the second contract signing, the Boeing model number was the 747-100 for Boeing and 747-1.

With this, the aircraft was on its way to the construction of what was to be the largest factory in the world for the Boeing 747. Boeing started with a line and built a factory that would be the world's largest building. Everything about the 747 was exceptional. From the massive underbody wing structure, and the 747 began to take shape.



September 11, four years after Boeing

AN OCEAN LINER — AND MORE

Two forward in September 1968, 2001. Following months of construction, the first of the great new planes was rolled out of the factory in a

public ceremony through the gentle but cool air of Boeing which could never be 27 million feet

A common feature of the right of the 747 was that it stretched upwards of a winged ocean liner. A common feature of the right of the 747 was that it stretched upwards of a winged ocean liner. A common feature of the right of the 747 was that it stretched upwards of a winged ocean liner.

The following day, Boeing Aircraft in and one of the first 747s off the line to the national Pan Am flight, one of those construction of the line, the coming of the Boeing program for the wing



was the Supertransport (SST). Both aircraft were aerodynamic homologues of an existing transport aircraft. In 1968, the Supertransport, and aircraft model no. 747-100, was early promise with the Boeing 747-100 was just at the start of what would prove to be a decades-long saga of continued air transport capabilities, and business sense of the most successful aircraft in history.

From its inception, the 747 was meant to be more than a single passenger line of the Air. When configured as a cargo carrier, the plane's nose would flip up opening the way for loading roll-on pallets.



It was an impressive achievement — one that would see the 747 through eight generations of world development.

The 747 did have some existing issues. Launch customer Pan Am had to deal with engine mount problems, several production headaches, and a few operational performance problems. These problems were more worked out, and passengers found the "jumbo" more roomy and comfortable, and the operational economics of the aircraft made possible even lower fares. From the oil price shock of the early '70s and the ensuing financial headwinds couldn't stop the world's airlines from the continuing adoption of the 747.

OTHER ROADS

Amazingly versatile, the 747 would develop as a platform for a variety of uses. When the Space Shuttle program got going in the 1970s, the reusable shuttle was flown back to Cape Canaveral for re-launching via a jumbo-back arrangement on a NASA 747.



When new trans-global routes demanded ever-larger flight endurance profiles, Boeing came up with the 747SP (Special Performance). Four upgraded Pratt & Whitney JT-9D engines lifted the shortened 747 fuselage and lighter payload load some an extended range of up to 7,000 miles. This impressive capability made possible such feats as non-stop around-the-world flights — one flying around the world roughly on an equatorial path to reach the US Bicentennial (1976), and the following year flying over both poles to mark 50th years of Pan Am's service. The 747SP also enabled the opening of non-stop routes to Asia including Pan Am's long-haul route to China in 1980.



Three flights and others also put the 747SP on the service of science. Long flights to the Ring of Fire around Earth made the 747SP the perfect platform for NASA's Global Air Sampling Program (GASP). Pan Am cooperated with NASA to make the 747SP available for the collection and retrieval of air samples that helped provide a profile of the global atmosphere.

Later, NASA saw it fit to adapt one of Pan Am's twelve former 747s, appropriately, Clipper Leadflight, to be the airborne platform for the Stratospheric Observatory for Infrared Astronomy (SOFIA). Flying missions since 2007, the aircraft



carries a 2.5-meter reflecting telescope, which can be flown to almost any point on Earth. The program is a joint international effort in cooperation with the German Aerospace Establishment, flying an observatory that operates at high altitudes but which can be repaired as needed when back on the ground under SOFIA's remote and long-lived electric nose.

Since 1990, two 747 aircraft have made up the Presidential Airlift Group. These two VC-25As — a military version of the 747-200B — are part of the 8th Airlift Wing of the Air Mobility Command. When being the president of the United States, they operate as Air Force One. Now approaching their



years of service, these two airplanes will be replaced sometime in the mid-2020s by VC-25Bs, based on the latest 747-8.

Other uses played by the 747 in regional service include those provided to participants in the Civil Air Patrol, or CAP, which mobilized the plane for use in heavy airlift missions in emergency. And 747s played key roles in many humanitarian relief and disaster reconstruction situations, such as Pan Am's flight from Vancouver (1975) and Iran (1979).



What does about Pan Am, Boeing (captioned below)

The amazing 747 has even kept pace over time as an aerial super-market. Douglas International Aviation converted two former Pan Am Clipper 747s (N7158A and N7158B) and another 747. Now, Global Supermarket America operates a single aircraft, the third supermarket, a B-747-400 — N7445Y, tail number 9443, nicknamed "The Spirit of John Deere." The air-



company Global Supermarket America, photo: John Deere

craft can carry 14,000 gallons of ethanol, and fly down a three-kilometer-long runway in a single pass. It's flown missions in California, Spain, Israel, and in last years, it's flying missions in South America.

As a half-century since the first 747 took to the skies as a commercial reality, we salute this awe-inspiring airplane. We recognize too all those whose vision, skill, experience, and joy, even here in these remarkable airplanes have kept them in the sky, fulfilling missions both great and small. The 747 changed our world, and will likely be a part of aviation for some time to come.

About the Foundation

The Pan Am Historical Foundation was established in 2002 to preserve and promote the legacy of Pan American World Airways, initiated by a small group of former Pan Am employees. The Foundation achieved its broad-based, comprehensive support of the Company's history contributions to aviation world in its through the donation of corporate records and artifacts to the aircraft of Pan Am's flying operations in December of 2002. Early on, it was to acquire these irreplaceable assets through the bankruptcy proceedings and was subsequently placed with appropriate organizations for professional stewardship. These organizations of the Pan Am legacy are include: International 747 Museum (I747M), the Smithsonian Institution, and the University of Utah. The latter, Jerry Bailey Collection.

2002 marks the 50th Anniversary of Pan Am's first passenger flight and its first full year of operations. The Foundation enters its 20th year and second quarter century. From less than a dozen members at its beginning, the Foundation's general membership is now stable at approximately 1,200 individuals dedicated to the goal of using and sharing the Pan Am story for current and future generations. Both the public member ship and the board of directors welcome their services to the cause. In recent years the Foundation has continued to focus on enhancing partnership opportunities with other important organizations within the Pan Am family: Clipper Airways, World Wings International, the Pan Am exhibit at the Grady's Aviation Museum in Long Beach, and Pan Am 2000.

Ongoing Foundation projects include a Pan Am Bicentennial 50th project, "Across the Pacific," sponsored here in historic Pan Am destinations, beginning with Cuba, and an exhibit at the Museo de la Terminal de La Guardia Airport as part of a strategy for making a significant online aviation museum presence.

To preserve and spread the Pan Am heritage in the digital age, we have made our website (panam.org) our priority and use other social media to broaden our base. Our site has become one of the most visited on the net, rising to among the top one percent globally.

In honoring the 50th edition of our calendar we really get to celebrate with it 50 years since Pan Am's first integrated commercial service with the first 747. The first flight took place on January 22, 1970 from New York to London, with the 30 becoming known eventually thereafter by passengers and crew alike as the "Queen of the Skies."





GENESIS

The dawn of the 1960s was an optimistic moment in the aerospace industry as the future of commercial civil aviation pointed towards a supersonic future and boundless possibilities.

Passenger loads were increasing by 15% annually, predicted to double by 1980, with cargo loads increasing proportionately.

Closing in on four decades at the helm of Pan American World Airways, Juan Trippe continued to push the envelope for both Pan Am and the airline industry, a strategy that had been a winning one for all those years. It kept Pan Am as the first among equals starting with the age of the great flying boats, continuing through the era of expanding global routes after World War II, and into the Jet Age in the 1950s.

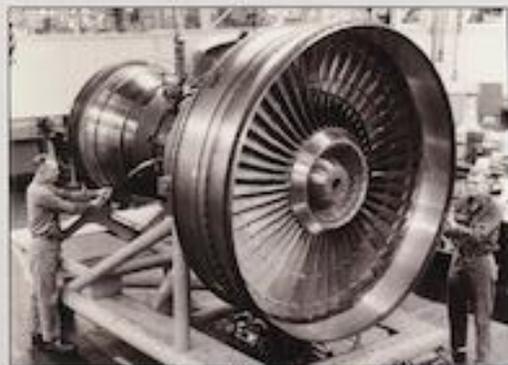
Although Supersonic Transports (SSTs) were being developed for the future, Trippe wanted a plane to meet capacity demands much sooner. In 1964, the US announced plans to request bids for a giant new military cargo plane, the C-5A. Advances in jet engine design, incorporating a "ducted fan" to the basic jet turbine had opened doors to ever more powerful engines, and America's two big jet engine manufacturers, General Electric and Pratt & Whitney were both ready to move forward. The C-5A contract went to Lockheed, with engines to be supplied by G.E.

When Juan Trippe asked Lockheed if they would consider developing a civilian variant of the military transport, Lockheed declined. He next turned to Douglas Aircraft, but Donald Douglas was not

The Many Lives of th

ready to abandon planned evolution of the DC-8, with a stretched version.

So once again, as with the Boeing 707, Juan Trippe made a call to his friend Bill Allen, president of Boeing. Boeing had lost the C-5A competition, and wanted a new product. Engine maker Pratt & Whitney likewise had lost out in their bid to power the C-5A, but in the process had designed a new very large engine developing over 40,000 lbs. of thrust. And Juan Trippe, with years to wait for an actual SST, wanted a new and revolutionary aircraft to both keep Pan Am out in front of the airline industry and dazzle the expected throngs of new international air passengers.



Pratt & Whitney JT-90 engine, courtesy PWHF

Besides planeloads of people, Trippe was also thinking about air cargo. Freight business was growing as fast as the passenger loads. Possibilities of using standardized freight containers able to go directly from truck to aircraft, stacked and loaded two abreast, called for a new design — a wide-body aircraft. The elements were there for something new and exciting. It would be called the "Boeing 747."

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Even as a concept, the specs for the new giant were eye-popping: 550,000 pounds gross weight, passenger capacity of 350 to 400, a range of 5,100 miles with a full passenger load, speed of Mach .9 at cruising altitude of 35,000 feet. The new plane was to be quieter and able to operate at airports accepting then-current jet aircraft. By the time of the

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