

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



PAN AM HISTORICAL FOUNDATION

Presented by The Pan Am Historical Foundation, Columbia



GENESIS

The dawn of the 1960s was an optimistic time in the aerospace industry as the focus of commercial civil aviation pointed toward a supersonic future and boundary possibilities.

Passenger loads were increasing by 19% annually, production in double by 1960, with cargo loads increasing proportionately.

Choosing an air line decision in the late of Pan American World Airways, Jack Tripper 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 among all the airlines of the great flying world, continuing through the era of expanding global routes after World War II, and into the Jet Age in the 1950s.

Although Supersonic Transport (SST) was being developed for the future, Tripper wanted a plane to meet existing demands much sooner. In 1964, the US announced plans to support bids for a new jet transport, the C-5A, to replace the C-124 Globemaster II. Tripper wanted a plane to meet existing demands much sooner. In 1964, the US announced plans to support bids for a new jet transport, the C-5A, to replace the C-124 Globemaster II. Tripper wanted a plane to meet existing demands much sooner. In 1964, the US announced plans to support bids for a new jet transport, the C-5A, to replace the C-124 Globemaster II.

When Jack Tripper asked Lockheed if they would consider developing a civil version of the military transport, Lockheed declined. The team turned to Douglas Aircraft, but Douglas thought the

The Many Lives of the Boeing 747

made it difficult to produce a version of the 747 in a civil version.

By 1965, the Boeing 747 was a reality. Boeing had been in the business of building large commercial aircraft for decades. The 747 was a natural evolution of the company's long history of building large commercial aircraft. The 747 was a natural evolution of the company's long history of building large commercial aircraft.



Fig. 1 Boeing 747 engine, 1965

Boeing's philosophy of design. Tripper was also thinking about air cargo. Freight business was growing as fast as the passenger trade. Possibilities of using standardized freight containers able to go directly from truck to aircraft, loaded and loaded, were being explored. The aircraft must then be 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 out.

Even as a concept, the space for the new plane was eye-popping. 350,000 pounds gross weight, passenger capacity of 300 to 400, a range of 5,100 miles with a full passenger load, speed of Mach 2.0, a cruising altitude of 45,000 feet. The new plane was to be quiet and able to operate in airports existing then—no new airports. By the time of the

world's largest airport, the Boeing 747 was a reality.



Fig. 2 Boeing 747 aircraft, 1965

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Fig. 3 Boeing 747 aircraft, 1965

AN OCEAN LINER—AND MORE

Two years later, in September 1967, Boeing received orders for the first of the new plane from the airlines.

public economy. Boeing had built the first 747 in 1970, but it cost \$1.1 billion.

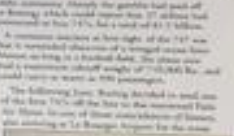


Fig. 4 Boeing 747 aircraft, 1970

The following year, Boeing decided to build one of the first 747s off the line in the commercial Pan Am fleet. Boeing had built the first 747 in 1970, but it cost \$1.1 billion.

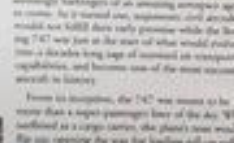


Fig. 5 Boeing 747 aircraft, 1970

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Fig. 6 Boeing 747 aircraft, 1970

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OTHER ROADS

Amazingly enough, the 747 would develop as a platform for a variety of uses. When the Space Shuttle program got going in the 1970s, the 747 did have some serious issues. Launch costs were too high, and the aircraft was too large.



Fig. 7 Boeing 747 aircraft, 1970

When new trans-global routes demanded ever-larger flight endurance profiles, Boeing came up with the 747SP (Special Performance). Four upgraded Pan Am 747SPs (Special Performance) were ordered by Pan Am in 1985. The 747SP was a variant of the 747-200, but with a longer fuselage and a higher wing.



Fig. 8 Boeing 747 aircraft, 1970

Three flights and other uses for the 747SP were the result of a series of events. Long flights in the Pacific, the 747SP was a natural evolution of the company's long history of building large commercial aircraft. The 747SP was a natural evolution of the company's long history of building large commercial aircraft.

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Fig. 9 Boeing 747 aircraft, 1970

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Fig. 10 Boeing 747 aircraft, 1970

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Fig. 11 Boeing 747 aircraft, 1970

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Fig. 12 Boeing 747 aircraft, 1970

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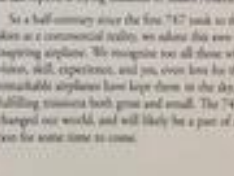


Fig. 13 Boeing 747 aircraft, 1970

About the Foundation

The Pan Am Historical Foundation was established in 2002 to preserve and promote the legacy of Pan American World Airways. The foundation was established in 2002 to preserve and promote the legacy of Pan American World Airways. The foundation was established in 2002 to preserve and promote the legacy of Pan American World Airways.

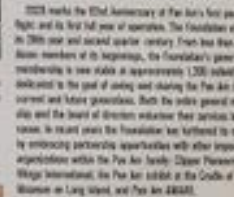


Fig. 14 Boeing 747 aircraft, 1970

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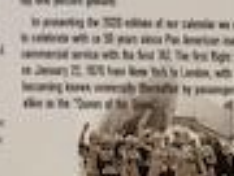


Fig. 15 Boeing 747 aircraft, 1970

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Fig. 16 Boeing 747 aircraft, 1970



courtesy Sandy McEwen Javaras (pictured bottom left)

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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