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:
jcjyoung@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 Welch, Emelia 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.netor 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 3rdAve.), 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

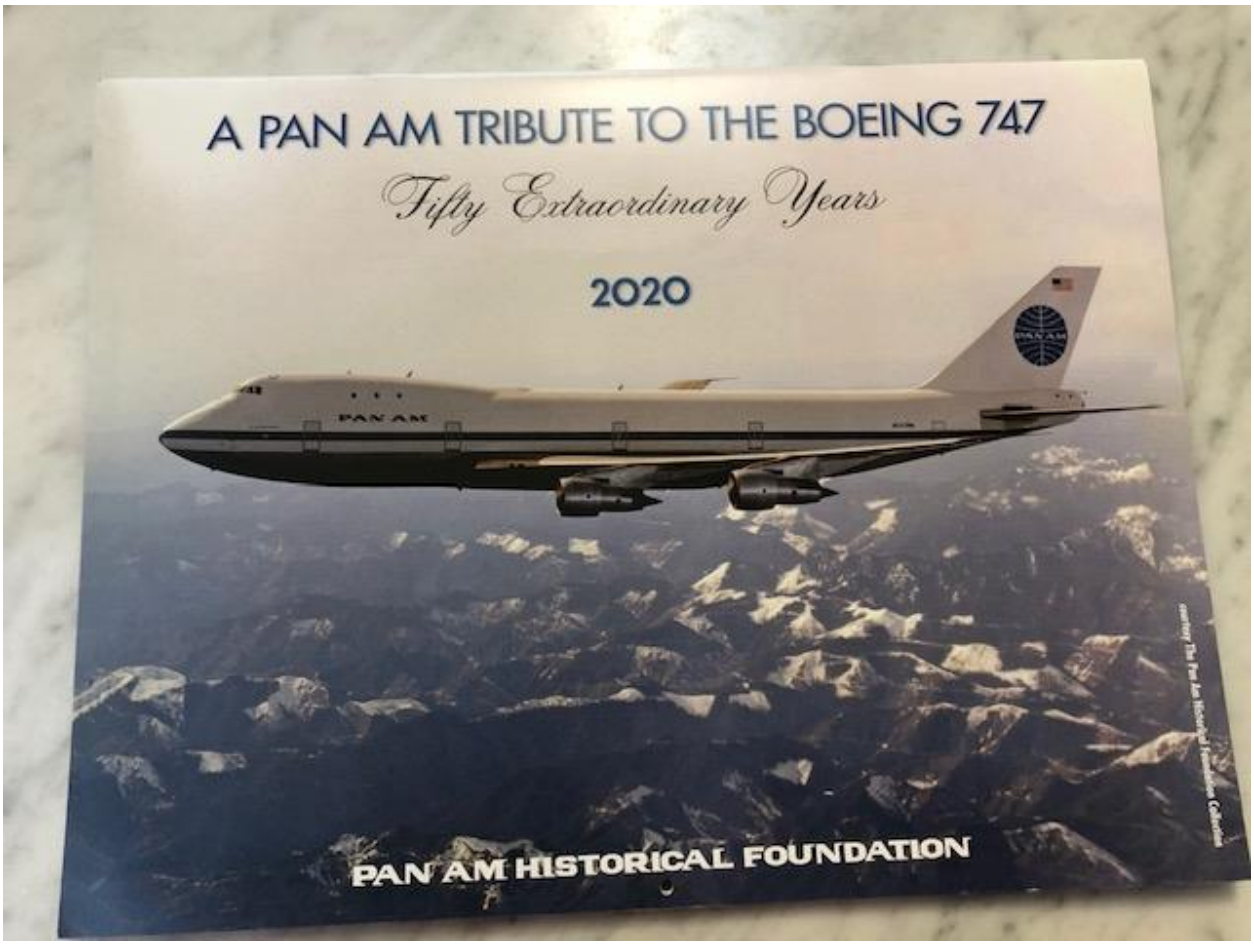
Kathleen Gray passed away on January 4th, as a result of injuries suffered during a fall. She was surrounded by her loving family.

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 fight out of China on Pan Am. Some thiry 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
courtesy The Pan Am Historical Foundation Collection
PAN AM HISTORICAL FOUNDATION

The Many Lives of the Boeing 747

GENESIS

THE WAY AHEAD

AN OCEAN LINER — AND MORE

OTHER ROADS

About the Foundation

The Many Lives of th

courtesy Sandy McNett 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 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-9D engine, courtesy PAHF

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."

THE WAY AHEAD

Three days before Christmas in 1965, Juan Trippe 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 remarks reportedly made by the two friends on a fishing trip.

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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