

# PAN AM *and the* NAVY

## *Sister Ships in the Air Ocean*

*(Second in a two-part series)*

FROM ITS ORIGINS in land-based Fokkers, Pan American soon moved to the Sikorsky 38 amphibian and the S-40 seaplane — christened the American Clipper, the new flagship of the Pan Am fleet. Since then, every Pan Am aircraft has been called Clipper, in the tradition of the great merchant ships which early in the 19th Century had raised the American flag to pre-eminence in ocean commerce.

In 1934, with the over-ocean S-42 and Martin 130 poised for long-range flights, Pan American dispatched a crew of young Americans aboard the S.S. North Haven, under command of Bill Grooch, a former Naval aviator, with enough supplies to build bases thousands of miles apart over a string of uninhabited atolls and Pacific islands: Midway — Wake — Guam — names that a few years later were to become celebrated in Navy history.

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TODAY, MARIUS LODEESEN, one of Pan Am's Navy veterans, flies Jet Clippers on around-the-world routes. But it doesn't seem long ago that he was piloting flying boats for Pan American, following flight instruction at Pensacola and a tour of active duty with the Fleet.

He recalls, "Roaring low over primitive settlements in the jungles of South America, we'd toss a newspaper over the side. Our 'airport' would be a floating barge or houseboat on a river or a bay. Air travelers of those days paid dearly for the privilege of being tossed about in walloping clammy boat hulls, balancing box lunches on their laps, at the mercy of the elements and the skill of the crews. But what they bought with their tickets was adventure — the unexpected mixed

with discomfort, spiced with danger. Between departure and arrival anything could happen."

These heady days of the flying boat were to end with the 42-ton Boeing 314 flying boats, the first Clippers with sufficient range and payload to make transocean flying a steady, reliable, comfortable business.

On Pearl Harbor Day, another of Pan Am's Navy graduates, William M. Masland, also now a jet captain, was flying a B-314 on the inaugural flight from New York to Leopoldville. This flight opened a strategically-vital door to Africa, but for American aviation it was in reality the end of commercial operations for the flying boat.

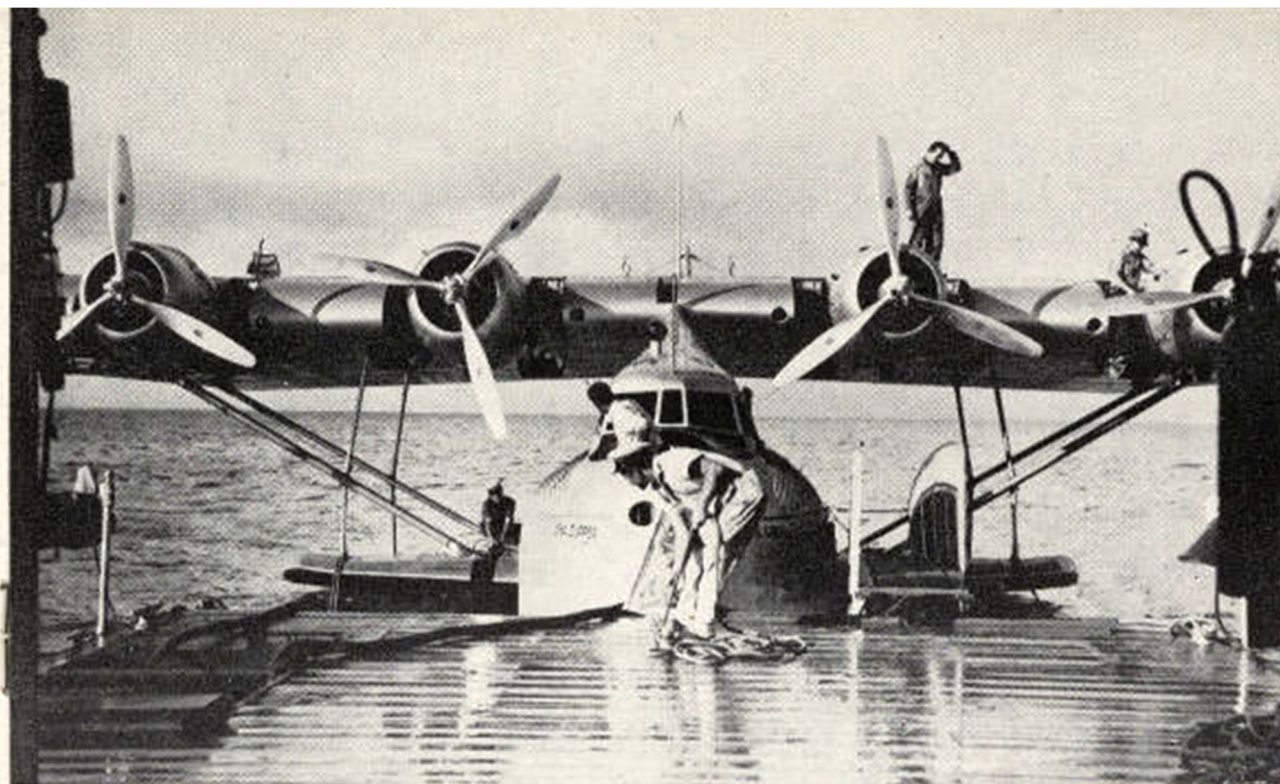
Pan American, however, with its vast experience in over-water flying was not through with flying boats; and the wartime Navy had desperate need for both its equipment and personnel.

Over the Atlantic and Pacific, and north to Alaska, Pan American flight crews operated strategic services under contract for the Naval Air Transport Service. Clippers were leased to the Navy and flown by Pan Am personnel; a fleet of Coronado flying boats was flown and maintained by Pan Am on behalf of the Navy.

Pan Am shared bases with the U. S. Navy and operated a Navy Flight Mechanics School at LaGuardia Airport. Navy men taking the course received the same thorough training as Pan Am's own mechanics, receiving both theoretical classroom and practical instruction on flight equipment.

Harry Canaday, who came to Pan Am from the Navy in 1934, was back in active duty during the war and remembers sending men from his squad-





*WAKE AND FLYING BOAT . . . The China Clipper, moored at Wake Island, symbolized Pacific pioneering that was to figure importantly in World War II.*

ron to the Pan Am school at La Guardia. Today, he is Pan American's Director of Ground Training — but still with the Navy as a newly-promoted rear admiral, U. S. Naval Reserve.

During World War II, another Navy veteran, Vice President Samuel F. Pryor, headed the Company's Airport Development Program, directing the construction of 50 strategic air bases in 16 countries in South America and Africa. From many of these fields the Navy carried out its aerial anti-submarine campaign, and Mr. Pryor was cited for the "performance of outstanding services to the United States."

Admiral A. W. Radford, as Assistant Deputy Chief of Naval Operations (Air) wrote to employee of Pan American, "You who are flying Naval Air Transport planes in many parts of the world, and those of you who remain at bases helping to keep the Navy's far-flung air transport system in operation, are making a vital contribution to final victory in Europe, and particularly in the Pacific."

With the end of the war, Pan Amer-

ican was the first to make the transition from seaplanes to landplanes for over-water flight — DC-4's, Constellations, Boeing Stratocruisers, DC-6B's, DC-7C's and finally the long-range powerful Boeing Intercontinentals and the DC-8's. But, the tradition of the Merchant Marine of the Air continues to dominate the present generation of over-water Jet Clippers.

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**SOME OF THE** great names in Naval Aviation helped to carry on this tradition for Pan American after World War II. When the late Admiral John H. Towers, retired from active service in 1948 he became a Vice President of Pan American, and was soon directing a 7,000-mile airlift to Korea, flying supplies and key men to the battle area.

To this vital airlift, Pan American contributed its over-ocean know-how, its personnel and its equipment — plus Admiral Tower's vast experience as commander of the Pacific fleet air force from 1942 to 1944, deputy commander-in-chief of the Pacific areas in

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1944 and 1945, and later commander-in-chief of the Pacific Ocean areas.

Another pioneer Naval aviator, David S. Ingalls, who holds Naval Aviator designation number 85, was the only United States naval Ace of World War I. He served with Pan American as Operating Chief of its Ocean Division during 1941 and 1942 in the strategically-vital position of Vice President and General Manager of Pan American Air Ferries, the war service in which Pan Am personnel shuttled aircraft to the battlefronts. A former Assistant Secretary of the Navy for Aeronautics, Commodore Ingalls also served for many years as a member of Pan American's Board of Directors.

No. 65 on the list of naval aviators is Artemus (DI) Gates. Like Ingalls, a member of the famous Yale Unit who volunteered as a group for Navy flight duty during World War I, he became a Director of Pan American and served as Assistant Secretary of the Navy for Air from 1941 to 1945.

The late Vice Admiral Edward Orrick McDonnell, a pioneer in Naval Aviation, whose career embraced two world wars, also was a member of Pan Am's Board of Directors. He held the Congressional Medal of Honor for extraordinary heroism under fire at Vera Cruz, during the Mexican campaign.

James Hopkins Smith, Jr. came to Pan Am from Navy air duty in 1941, served as manager of Pan American's African operations, and, returned to active navy flying duty during the war where he earned a series of combat citations. Back at Pan Am for the important transition years in the late 1940's, he directed its Atlantic Division as Vice President.

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TODAY, MEN who flew for the

Navy continue their careers on the flight decks of Jet Clippers or in important Pan American executive positions.

Rear Admiral H. B. Miller, who served for 20 years in Naval Aviation — as Naval Air Attache in London, as Public Relations Officer to Fleet Admiral Chester W. Nimitz in the Pacific, and later as Chief of Public Information for the Navy Department—is Pan American's Director of Public Relations.

At Idlewild, John Shannon, Overseas Division Manager, directs flight operations which circle the globe and stretch to Alaska and Australia. In Pan American-Grace is Thomas J. Kirkland, Vice President Operations. (Miller, Shannon, and Kirkland were classmates at both the Naval Academy and at Pensacola, taking their flight training in 1926.)

Pan American's worldwide communications system is directed by W. Waldo Lynch who taught at the Naval Reserve's First Training Squadron at Pensacola, Florida, assigned to the Navy Flying School. He is one of the first commercial pilots to be government-qualified to fly jet transports.

Naval Aviation also produced H. W. Toomey, who recently retired as Vice President in Pan Am's Latin American Division.

In the Technical Assistance Program, a Naval aviator holds the key role of Deputy Director. He is Robert B. Bell who was recently confirmed by the Senate as a Brigadier General, Marine Corps Reserve.

For all of these there are constant reminders of Navy days and Navy associations. Every time they "fly the line" they meet Navy trained veterans such as John Hamilton, Bob Ford, Max Weber, Bill de Lima, Fred Ralph, Haakon Gulbransen, Howard Cone, and Scotty Lewis — and the list could go on and on.