



Five Key Execs Promoted



NORMAN P. BLAKE



HOWARD M. BLACKWELL



JOHN T. SHANNON



CHARLES S. VAUGHN



SAMUEL H. MILLER

Pax Aglow Over Economy Service

The Economy Class passengers on Pan Am's eastbound inaugural Economy flight, flight 10/01 April, reacted enthusiastically to the new lower fares, seating and sandwich meals — buttressing earlier predictions that the reduced fares would pay off in significant increases in transatlantic air travel.

The Economy section of the maiden flight was booked solidly with 54 passengers taking advantage of the \$113.40 round-trip saving afforded by the new low fares.

Uniform satisfaction was expressed by the passengers with the new 34-inch seat spacing arrangement required for Economy Class. Among the passengers were four pregnant women and several large, economy-size persons, all of whom found the seating adequate and comfortable.

An analysis of the occupations of the first 54 Economy passengers indicates how the Economy fares have broadened the base of the air travel market. They included: the wife of a factory supervisor, the wives of five American servicemen stationed abroad, a clerk-typist, three secretaries, two students, a tile-setter, a hotel steward, a fireman, a retired couple, three widows, a couple on a diamond

anniversary trip, and an upholsterer.

About a third of the passengers were foreign-born Americans making return visits to their homelands. In several cases, the trip to Europe would have been out of the question without the Economy Fare reduction in costs.

Funds Go Farther

Perhaps half the Economy passengers said they chose the new service so that their funds would permit a longer stay in Europe or leave them more money to spend while there.

Economy Fares also proved to be a stimulus to family group travel. Aboard the first flight were a couple from Rhode Island enroute to Germany to visit their soldier son, a Los Angeles couple bound for Israel and a Passover reunion with relatives they hadn't seen for 36 years, a Texas couple on a belated honeymoon, and a young California executive and his

(Continued on Page 9)

Two new officers of Pan American World Airways were elected by the Board of Directors at their April meeting, President Juan T. Trippe has announced. Norman P. Blake, formerly Atlantic Division Manager, was elected a Vice-President, and Howard M. Blackwell, Purchasing Manager — Services of Supply, was elected Assistant Vice-President — Services of Supply.

At the same time, Mr. Trippe announced the appointment of John T. Shannon as Atlantic Division Manager to succeed Mr. Blake.

Following this announcement, Atlantic Division Executive Vice-President Harold E. Gray announced the appointment of Captain Charles S. Vaughn as Mr. Shannon's successor.

Captain Samuel H. Miller has been appointed Chief Pilot of the Atlantic Division to replace Captain Vaughn.

Before becoming Atlantic Division Manager, Mr. Blake had been Assistant to the Executive Vice-President of the Atlantic Division. Prior to that he was Regional Director for the Middle East and India with headquarters in Beirut. He joined Pan American in 1939 and served during World War II as

(Continued on Page 3)

AN EDITORIAL

A significant tip-off to the attitude of some of our major competitors toward dependable operation is found in the record of transatlantic flight performance during February — a very difficult month for all transatlantic carriers. The weather was bad and passengers were scarce.

Some carriers took the easy way out — they cancelled schedules. One of our major competitors cancelled 24% of its eastbound flights; another cancelled 22% of its westbound schedules. Wholesale cancellations of this magnitude undoubtedly caused serious inconvenience to many of their passengers.

Pan American, on the other hand, at great expense and effort, managed to operate 97% of its scheduled transatlantic flights during this trying period.

On time performance — another strong indication of the quality of a carrier's service — is an area in which we excel. During 1957, for example, 91% of our more than 6,000 transatlantic flights departed on time or with only minor delays.

And we delivered this superior product in a year in which we not only operated the biggest schedule in our history but also sandwiched in \$3,500,000 in charter business. During 1957, we produced 311,000,000 available ton-miles — more than twice what we produced four years ago.

Aircraft utilization — the result of a number of factors including economic planning, scheduling, production control, maintenance, traffic, sales, flight and ground operations — also climbed during the busiest year we've yet experienced.

During the four-month peak period of June through September, our DC-7C block time utilization was 12 hours, 52 minutes out of every 24 hours. That's really keeping them flying! Over the entire year, each Super-7 was flying 11 hours, 41 minutes of every day — more than two hours over the industry average.

Some of us may have developed the feeling that we are far from perfect in our service to our passengers. Our impressions are likely to be distorted because we see only our own mistakes. When we take the time to dig out the facts about the other fellow's operations, we usually find, as in the cases cited above, that we do a superior job. We do much more for our passengers in many respects than our competitors do for theirs. We should learn where we excel and take pride in it.

There is no intellectual honesty in believing everything bad one hears about his own company while assuming without proof that competitors are perfect. This is unfair to one's own company and frustrating to oneself.

We believe that a careful examination of comparative facts, such as those discussed above, should instill a feeling of aggressive confidence which is both beneficial to our company and personally satisfying to each of us.



FIRST ECONOMY FLIGHT passenger Mrs. Richard Schmidt gives piggy bank \$113 "change" between previous fare and new low thrift fare. The Schmidt children look on as Traffic Supervisor Jim Markham returns her ticket.



BOB HOPE pores over a Russian phrase book before boarding a Pan Am flight to London, first step on his trip to Moscow. The papaha (Cossack hat), Hope hoped, would assure him anonymity in Red Square.

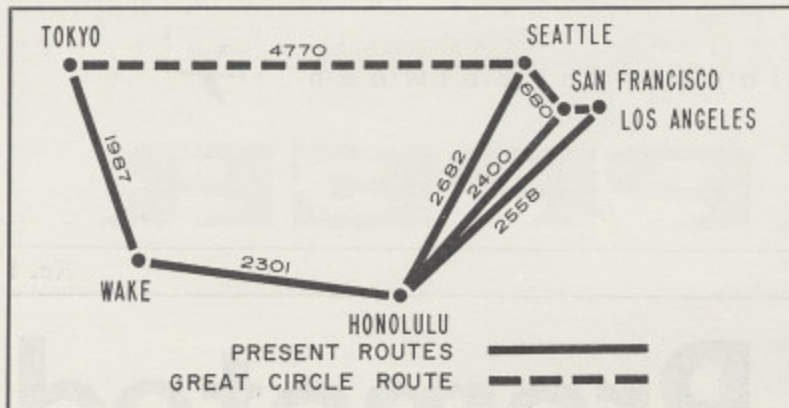


CHART SHOWS how Great Circle Route between Seattle/Portland and Tokyo would permit Pan Am to service a growing market faster and more efficiently.

Our Route Cases: Where We Stand

EDITOR'S NOTE: This is the first of two articles especially written to bring Division employees up to date on route case developments, which so clearly affect them, and to dispel misapprehensions which may have developed.

The economic health and earning power of Pan Am — and consequently of its employees — are vitally affected by new routes it is permitted to launch and by routes granted competing airlines.

Here is a summary of the status and significance of recent route cases:

Great Circle Route to Japan

SIGNIFICANCE: This shorter route to Japan from Seattle-Portland eliminates Hawaii as a stopping point and would permit faster, more efficient serving of rapidly-increasing traffic to the Orient.

THE OPPOSITION: Northwest Airlines, which now flies this route, opposed PAA's application. Northwest last fall inaugurated non-stop service between New York, and Seattle and Portland, in effect making available two-stop single carrier service between New York and Tokyo.

OUR ARGUMENT: In three and a half years the U.S.-Tokyo-Orient traffic of Pan Am and Northwest increased 130% — but Northwest's rate of growth was almost double PAA's. Granting Northwest the permanent "inside route" to the Orient has given it even shorter permanent routes to Tokyo and added three more terminals — New York, Chicago and Minneapolis — on a permanent basis as compared with Pan American's two terminals and a mileage handicap exceeding 1,000 miles (via Honolulu).

BACKGROUND: This case has been pending for eight years. On Aug. 2, 1957 the CAB authorized Pan Am to fly directly between Los Angeles and San Francisco to Tokyo. On Sept. 4, on request of the President, the CAB deferred decision on our application to fly directly between Seattle-Portland and Tokyo. In February, 1958, the President affirmed the decision against granting Pan Am the Seattle-Portland Great Circle Route — the third denial in three years.

PRESENT STATUS: In affirming the route award denial, the President ordered that the rapidly-growing U.S.-Orient traffic be carefully checked and a report on it be submitted to him by Feb. 1, 1959. The Associated Press interpreted this to mean that reconsideration would be given Pan Am's application next year if there is sufficient traffic increase. In the meantime, Pan Am has filed a

petition requesting either that the route be awarded to it now, or at least that the case be held open so that the President could act next year.

Transpolar Route

On July 12, 1957, the CAB issued an order adding Seattle, Portland, Los Angeles and San Francisco as co-terminals on the trans-Atlantic route of Pan American, and Los Angeles and San Francisco on the trans-Atlantic route of TWA.

The effect of this grant was to authorize the two American carriers to compete on the already-established Transpolar route of SAS.

Polar route flights are now being flown by both Pan Am and TWA.

Middle Atlantic Route

On July 26, 1957, the CAB added Madrid as an intermediate point on Pan American's South African route, but it can be served only on flights originating or terminating at New York and Johannesburg. A temporary route was also granted Pan Am from San Juan, via the Azores, Lisbon and Madrid, to the terminal point Rome.

Although Pan American thus became the first American carrier authorized to fly the Middle Atlantic Route to Europe, similar service is now provided by Iberia and Avianca.

PRESENT STATUS: The new routes via Madrid have not yet been put into effect pending the working out of final agreements with foreign governments.

East Coast-Puerto Rico

On Sept. 12, 1957, Pan American was granted the right to fly from Boston, Philadelphia, Baltimore and Washington to Puerto Rico. These cities became co-terminals with New York-Newark for this route. We plan to commence service at the end of April.

SIGNIFICANCE: This authorization will allow Pan American to make flights not only between these points and San Juan, but also between them and points on Pan American's routes to South America, via San Juan.

Our request to route cargo flights between New York and San Juan via Miami was denied.

COMPETITIVE PICTURE: At the same time, the Board

granted permanent certification to Eastern for its route between New York-Newark and San Juan, refused to suspend Eastern's Miami-San Juan route, and redesignated Miami an intermediate point on Eastern's routes from Boston, New York, Chicago, Detroit and intermediate points, thus allowing direct service between San Juan and any point on these routes.

By the same order Trans-Caribbean was granted a route between New York-Newark and San Juan for a period of five years, Riddle's all-cargo route between New York-Newark and Miami to Puerto Rico was renewed and its request for authority to carry air express was granted.

New York-Washington—Mexico City

SIGNIFICANCE: This route in reality is a link between Mexico and Europe and would be an important addition to Pan Am's pattern of international routes.

OUR ARGUMENT: Pan Am is the U.S. Flag carrier best equipped to serve this route in competition with foreign carriers. A decision giving this route to a domestic carrier would divert traffic from Pan Am's gateways at Houston, Brownsville, and New Orleans, forcing Pan Am to reduce service to Mexico City and south at the time when more demand exists for increased non-stop service. U.S. Flag carriers' share in the \$9 million Mexico to Europe market has dwindled from 98% in 1948 to about 8%. Pan Am is the logical carrier to recapture this traffic.

THE DECISION: A CAB examiner found it to be "crystal clear" that it would be in the public interest for Pan Am to be granted the route. His findings were overruled, however, and the route was awarded to Eastern, a domestic trunk carrier.

Other New Pan Am Flights

During the year Pan American inaugurated several new flights on routes previously authorized. These included non-stop New York to Nassau, the first scheduled service by an American flag carrier to Barbados, and non-stop flights from the U.S. to Rome, Frankfurt and Lisbon. Non-stop service was already being flown to London and Paris.

The next article will discuss how growing competition threatens Pan Am revenues.

15,311 Spots World Over Sell Our Tix

The latest tabulation of Pan American sales outlets lists 15,311 distribution points, James Montgomery, Director, Sales Development, revealed.

Here is the breakdown of sales outlets:
 Pan American ticket offices 329
 Affiliates' ticket offices... 597
 General agents' ticket offices 144
 Appointed travel agencies 6,273
 Interline air carriers (members of IATA and ATC) 7,968

The total of 15,311 is the official figure until such a time as a recount is taken, Mr. Montgomery said.



ACTRESS MARIA SCHELL pauses at IDL to give purser Mary ("Spanky") Spangenberg her autograph as she leaves for Paris following the New York premiere of "The Brothers Karamazov."

Longing to Travel? Read This Carefully!

With Spring in the air and summer just around the corner, employees are reminded to take into consideration the restricted periods for vacation discount travel when making their vacation plans.

Full details on free and reduced rate transportation are contained in Section 1100 of the Passenger Traffic Manual. For ready reference, route and seasonal restrictions on AD routes are listed below.

Outbound transatlantic travel is permitted (SUBLO) during the restricted periods provided return travel is accomplished during unrestricted periods.

| Sector | Eastbound | Westbound |
|---------------------|---------------------|----------------------|
| North Atlantic | 15 June - 15 July | 1 August - 30 Sept. |
| Mid-Atlantic | 15 June - 15 July | 1 August - 30 Sept. |
| ANK/ROM | None | 15 August - 15 Sept. |
| BEY/BKK | 12 Sept. - 31 Dec. | 4 April - 21 July |
| BEY/PAR | None | 15 August - 15 Sept. |
| Polar Route (PAD) | 1 June - 15 July | 1 August - 30 Sept. |
| West Coast/LON, PAR | | |
| | Southbound | Northbound |
| Africa | None | 15 April - 15 June |
| USA/BDA | 22 March - 27 April | 22 March - 27 April |
| | 1 June - 13 July | 1 June - 13 July |

PAN AMERICAN ATLANTIC DIVISION CLIPPER

Read On Four Continents And Four Islands In Between

Published by and for personnel of the Atlantic Division of Pan American World Airways

Letters, news items and photographs are welcomed and may be addressed to The Clipper Editor, Public Relations Office, Pan American Airways, New York International Airport (Idlewild), New York.

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Pax Service:

3 Divisions Near System Uniformity

Major advances toward system uniformity, including long-sought agreement of the three Divisions on basic cabin serving equipment and supply standards, were achieved at the 16th Passenger Service Committee Meeting in New York City.

New and advanced designs and procedures were developed which will be uniform in all Divisions.

Progress toward system standardization will give salesmen throughout the country a uniform product to merchandise, Kenneth Parratt, Director, Passenger Service, said.

He added, "In order to merchandise our Service product, it must not only be in keeping with our 'Claridge's of the Air' concept, but also sufficiently uniform in character and appearance for the public to distinguish it readily."

Spurred by Jet Program

The program to develop items for Jet service, begun two years ago, gave impetus to the new agreements on uniformity. Inter-Divisional operation on the Polar Routes also stimulated uniformity decisions.

Much of the groundwork for the Passenger Service Committee's decisions had been done by a new technical group, the Service Technical Committee.

In the past, the Passenger Service Committee has had difficulty in reaching decisions because of need for completion of technical planning. However, the work of the new Service Technical Committee eliminated this obstacle and gave the Passenger Service Committee a series of recommendations on which to base its decisions.

Participating in the Passenger Service Committee Meeting were John Lillis, PAD Customer Service Manager; Robert Klingler, PAD Aircraft Equipment Specialist; Dhan Mukerji, AD T/SM; Lloyd Wilson, AD Service Manager; Robert Evans,

LAD Service Manager; and Mr. Parratt.

The Service Technical Committee, established by Mr. Parratt, worked out its recommendations at a week-long meeting. Participating were: R. Klingler, Aircraft Equipment Specialist and John Tendick, Assistant Flight Service Superintendent, both PAD; C. E. Lindstrom, Commissary Equipment Control Supervisor, and P. Losada, Flight Service Supervisor, both LAD; and R. E. O'Leary, Equipment Development Superintendent, and W. Conroy, Flight Service Supervisor, both AD.

Many Items Approved

The important strides toward a system standard achieved through these two inter-Division meetings include agreement on uniformity on a new style serving tray with insert, a new style snack tray, a special insert for first class service, a new dinner plate, casserole dish, salad soup bowl, and new refreshment plate.

Also, cocktail cup, coffee cup, saucer, demi-tasse cup and saucer, salt and pepper shakers, creamer and dressing cups, cocktail server, coffee server, breadbasket, and tray carrier.

System standard dishware and trays will be first introduced on those routes where it will make the greatest competitive impact and as rapidly as attrition of existing supplies will permit.

It was agreed that all Jet equipment will employ the new Service items and that the new equipment be introduced on piston engine aircraft as soon as possible.



ARCHIE W. LEONARD, Space Control Manager, receives his fifteen year service pin from Executive Vice President Harold E. Gray at a recent ceremony in LIC.

Five Key Executives Promoted

(Continued from Page 1)

a lieutenant colonel in the U. S. Air Force.

Mr. Blackwell, who has been Purchasing Manager - Services of Supply since 1948, is a graduate of Rutgers University. He joined Pan Am in 1942 and since has been concerned chiefly with supply problems.

Mr. Shannon, who has been AD Operations Manager since 1952, graduated from the U. S. Naval Academy, Annapolis, in 1924. He won his wings at Pensacola in 1926, and remained in naval aviation until 1929, when he joined New York, Rio and Buenos Aires Airways. This airline was absorbed by Pan Am in September, 1930, at which time Mr. Shannon joined Panagra. In 1946, he became Panagra's Vice-President of Traffic and Sales, the position he held when he joined AD in 1952.

Captain Vaughn, a graduate of Vanderbilt University, took his aviation training with the U. S. Army Air Corps. In 1930, he became a pilot for the China National Aviation Corp. (CNAC), which later became part of the Pan Am System. He transferred to Pan Am in 1934, flying the Shanghai/Canton route and, later, pioneering the inaugural stages of service to Manila and Macao. In 1939 he transferred to LAD and remained there until 1941, when he transferred to AD. He became AD Chief Pilot in 1954 and is still an active pilot.

Captain Miller graduated from Indiana University with a B.S. degree and three varsity track letters. After completing flight training with the Air Corps and a period of service as a flight instructor, he joined Pan Am in 1940 and has been flying Clippers ever since. In 1947, Captain Miller became Assistant Chief Pilot for Europe. He was appointed Division Chief Pilot in 1948 and became Operations Manager two years later. In 1952 he returned to flight status and in 1953 became associated with the Technical Assistance Program. Until early last year, he was Project Director for TAP in Turkey. He has been in flight status since, and continues an active pilot.

U. S. Signs Point To Travel Peak

More Americans than ever are planning trips to Europe this summer. "All signs — from travel agents' bookings, the issuance of passports, transatlantic and winter Caribbean travel and other sources — indicate that travel from the U. S. will reach a new peak in 1958," says Vice-President of Traffic and Sales, Willis G. Lipscomb.

"Pan American's own advance bookings for transatlantic travel during the month of June, for example, are 20 per cent ahead of what they were at this time last year. These reservations reflect particularly strong interest in the new low-fare 'Economy' flights. Advance bookings for the period between now and June are also ahead of last year.

"In the Caribbean area, Pan American's business is ahead of 1957 — an excellent year.

"On the Atlantic, industry figures show that air carriers transported 14 per cent more travelers on eastbound services in both January and February 1958 than during the same months in 1957.

"The studies on which the international travel industry has based its 1958 planning indicate that the period of the 'soft' economy will be temporary and that we can expect an uplift in the coming months."

Reflecting the travel industry's advance demand, Pan American will schedule its larg-

est transatlantic summer lift ever. The total of 170 flights a week in both directions (156 Atlantic Division plus 14 Polar Route flights) includes 25 per cent more low-fare seats than last year. Eighty per cent of these low-fare seats will be offered at the new "Economy" fare level (\$453.60 for a New York-London round trip, \$113.40 less than the tourist fare of \$567.00).

"Economy" service will be offered on more than 80 of these weekly flights; tourist service on more than 60; and deluxe and first-class service on more than 88.

More Passports Issued

Pan American's bookings and optimism are reflected in the advance bookings of travel agents — with whom we check regularly — and in the figures on issuance of U. S. passports.

The number of passports issued by the State Department began to climb in the second half of 1957. Over 15 per cent more passports were issued in December, 1957, than in December, 1956. For January of this year the figures show a 23 per cent increase and those for February were 13 per cent ahead of last year.

Division Gives Record \$12,500 To N. Y. Fund

Contributions of Division employees to the Greater New York Fund during the 1957 campaign soared to a record high.

The final tally shows that employees donated more than \$9,000 — an increase of more than \$500 over 1956 — and the Company contributed \$3,500, for a grand total in excess of \$12,500 — the biggest contribution to the Greater New York Fund in Division history.

In recognition of the excellent work of the employees who worked on the campaign committee, Division Manager John T. Shannon presented a combination pen and desk set to each representative on behalf of Executive Vice-President Gray.

The employees honored, and their respective groups, are:

- Alice Callahan—ALPA-LAD
- Captain Wyland—ALPA-LAD
- George Schulte—FEIA
- Salvatore Galli—FEIA
- Joe Hughes—FEIA-LAD
- Albert Berg—ALPA
- Pat Storm—ALPA-BRC
- Joan Zose—FEIA-LAD
- Raymond Hart—ALPA
- Hank Molle—BRC
- Theresa Williams—BRC
- Russell Koelmel—BRC
- Barbara De Luise—BRC
- Marian Povolny—BRC
- Julia Sullivan—BRC
- Margaret Conlon—BRC
- Gloria Treadwell—BRC
- Ita Kelley—BRC
- Rosalie Striano—BRC
- Ann Ruffo—BRC
- Gus Cotronis—IAM
- Jerry Mele—TWU
- Jack Hewitt—TWU
- Robert Bucelli—TWU
- Frank Acquilino—TWU
- Jack Poller—TWU
- Thomas Brady—TWU
- Arnold Boyd—BRC

- Michael Mooney—TWU
- Charles Bauer—TWU
- Hank Michaelis—TWU
- Woodrow Woodward—TWU
- Martin Murphy—TWU
- Jack Gallagher—TWU
- John Baldini—Management
- L. Sormani—Management
- Sal Vicale—Management
- Pat Marinelli—Management
- Harry McGee—Management
- Jim Wilson—Management
- Max Kaplan—Management
- George Updike—Management
- Bill Putnam—Management
- Irene Mulligan—Management
- Bill Manners—Management
- Charles Cassens—Management
- Frank Licari—Management
- Al Chilli—Management
- John Alba—Management
- Carmaine Sarubbe—Management
- Tom Murphy—Management
- Robert Stupp—Management
- Lou Straub—Management
- John Henry—Management
- Arthur Penta—Management
- Paul Stickney—Management

PAA Leads Airlines In Cargo Ton-Miles

Pan American stood number one among the world's airlines in terms of cargo ton-miles flown during 1957. We flew 96,595,000 ton-miles of cargo over our network of 64,000 route miles to 82 lands.

This is equivalent to flying the 225-ton Statue of Liberty around the world 20 times, or the Eiffel Tower from Paris to San Francisco and back, or the average American auto to the moon and back 111 times.

A major portion — 42 per cent — of this record-breaking total was carried in all-cargo aircraft. Our all-cargo freighters operate throughout the Caribbean, Central America and down to Buenos Aires, and make 12 transatlantic crossings a week serving London and cities on the continent.

The balance was carried on passenger flights which connect with the all-cargo aircraft, giving shippers more frequent service.

Household goods and personal effects, magazines and newspapers, electronic and electrical equipment, chemicals and pharmaceuticals, automotive parts, textiles and live animals were

among the most important of the year's cargoes.

In the first three months of this year cargo sales in the U. S. are up by about 15 per cent. Ton-mileage on LAD routes is up by about 21 per cent. On a worldwide basis, Pan Am cargo sales are up by seven per cent.

54th Dividend

At a meeting on April first, Directors of Pan American World Airways, Inc. declared a dividend of 20 cents per share payable May 16, 1958 to stockholders of record at the close of business on April 18, 1958.

This is the fifty-fourth dividend paid by Pan American. A payment of 20 cents a share was made on February 14, 1958. Dividend payments have been made each year since 1941.



PAA GOES COLLEGE IN BDA for a week, anyway, in the person of Ray Smith of Personnel, who set up shop there to spread the word about a flying career in Pan American blue among the coeds visiting the island for College Week. He's shown above answering the queries of Ruth Hammond (center) and Shade Thomas, both students at Mary Baldwin School, Staunton, Va.

LADs and Lassies

By Joan Zose

We welcome six new transferees to Flight Service, two of whom are joining their sisters at this base — Mary Louise Duran joining sister Juanita and Mary Cavalaris joining sister Patricia. Others are Barbara Schmidt, Gabrellen Campbell, Audrey Cotter and Alice Frazer . . . Flight Engineering welcomes Dan Carroll and Dick Stowe to their fold. Dan and Dick will replace Ken Ashby and Leslie Nelson, who will fly Atlantic routes . . . AU REVOIR to Claire Ray and Iris Frankell, who will fly for PAD and ATL respectively.

CONGRATULATIONS: Purser Bill Mayhugh and wife, former STDS Rose Sanchez, on birth of baby boy, named Paul Gregory . . . A TWENTY-ONE gun salute to Purser Ray Torralbes and wife, former STDS Edna Reveron, on birth of baby girl — They now have a grand total of FIVE . . . Purser & Mrs. Robert Correa on the arrival of a baby boy . . . SERVICE — FIFTEEN YEARS — FEO's Jim Lowry, Ted Meyn, and Lee York; FIVE YEARS — FEO Charles MacMillan.

Purser Ray Fernandez and wife, AD Purser Doris Weltsek, returned to their new home in Huntington after a honeymoon in Mexico/Acapulco. Best of luck to you both! . . . Purser Dorothy Shaw has resigned and is making her career as a housewife in Venezuela . . . We extend our deepest sympathy to FEO John Parks on the loss of his father.

VACATION JOTTINGS: Capt. & Mrs. Karraker are touring Europe . . . Capt. J. McLachlan and family vacationed in Florida . . . Copilot & Mrs. Orringer vacationed in Europe . . . FEO John Schipper and family plan a short vacation in Barbados . . . FEO Ben and Miriam Haffner and kiddies will visit Miami . . . FEO & Mrs. Pete McCabe plan to stop over in Martinique . . . FEO Chuck and Marty Roca and FEO Joe and Adele Chopski plan to visit San Juan . . . FEO John Krunzynski and family are going to spend their vacation in Pennsylvania . . . FEO Jim Lowry plans to spend a few days skiing in Canada . . . FEO Ed Potter plans to spend Easter Vacation in California.

SICK BAY: Purser Henry Mock is recovering from a broken leg and we are looking forward to having him back again.

Credit Union Closed Weds.

The Idlewild Office of the Pan American Credit Union will be closed every Wednesday, it was recently announced by the Credit Union Board of Directors. The move is designed to permit maintenance of a high level of service on accounts at a time when membership is rising.

Members are requested to adjust their banking requirements to this change.

Hours of the Credit Union's field office at LIC are not affected.



By June Rotker

Every month brings about new changes in our appearance at IDL. This month the news is about the revamping of the traffic/operations offices in the Temporary Terminal. Special Services, ASTS, and ASM's offices are now centrally located in more spacious quarters in the same area as before.

And the big talk is the installation of pneumatic tubes connecting Weight/Balance with Dispatch. Everything has been transmitted via the new system except Harrison Mackey's bowling ball. Seriously, this installation is really proving its value in speeding up messages.

THE WELCOME MAT IS OUT TO Carol O'Brien who is in Clearance after transferring from Training Section LGA . . . The Departure Section now has Sal Fusulo, Gerry Brown and John Knapp. Sal joins us from Cargo, Gerry from London . . . and John is a new member of the Pan Am family. A charming addition to our Passenger Service lovelies is Doreen Buck.

Hardy Goehrke joins Dispatch from Production Control; Sherman Glass, Phil Phillips and Russ Oesting are also now in Dispatch after transferring from LAD MIA. Ray Hart, former Ass't Dispatcher, is now in Operations Analysis.

CLIPPERETTES . . . Pete Gregor's wife Naomi presented him with a nine pound baby boy, Douglas Scott, on March 22. Congratulations!

ATTENTION ALL VETERANS . . . An American Legion Post is now being organized here within the confines of Idlewild Airport. The first fifty veterans to join will be charter members. Get in touch with Jim Iacono, Baggage Room, ext. 241, for further details.

HELPING HAND . . . Mr. Mohd Omar Farooq, Deputy Communications Supt. for Pakistan International Airlines, KHI, paid IDL a recent visit. He was with us for a week observing traffic and operations in order to pick up some ideas for his airline.

OPERATION GET WELL . . . Best wishes for a quick and strong recovery to Irma Gronert of Clearance. Irma has undergone surgery and is now home recuperating. A telephone call, or a card, from her friends will cheer her up . . . Since last issue, we've received word that Freddie Fuhrtz of Fleet Service who was struck by a car, has had a tragic operation . . . his leg had to be amputated. Freddie will be confined for many months to a world of pain, pills, and problems. A concerted drive is now on to raise a large sum of money to help Freddie out in his time of need. Please pass your contributions to Stan Zedalis, Bill Putnam, Bill O'Keefe or Tom Murphy.

CHRISTMAS IN APRIL . . . The Station TV raffle (Westinghouse portable) was won by

Dorothy Votta's brother-in-law. Dotty is the lead gal in Clearance. The raffle was held to help pay for our Station Christmas Party and to establish a welfare fund for station personnel during troubled periods in their lives.

SERVICE AWARDS A LA CARTE . . . Don Marshall and Stan Zedalis were the genial hosts recently at a Brass Rail luncheon given for the following 10 year service employees: John DeFiore, Station Accounting; Michael Mooney and John Schulaski of Fleet Service. Irene Keith, Ass't Dispatcher, missed out on the "chow down" but has since been presented with her pin by her supervisor, Verne Fulmer of Flight Control.

Culminating months of Clipper 1000 paper flight plans, Flight Control is eagerly looking to the arrival of an honest-to-gosh jet to dispatch. This invaluable data compiled by the Flight Control Dispatchers will in a large measure govern future scheduling and planning for PAA's jet operation.



PRETTY POLLY BERGEN, TV actress, makes a phone call at IDL following her arrival from Montego Bay.

LINE PORT STEWARDS

By Solly Dupkin

John "The Cat" Cattaneo no longer works Van 35 — sorry, girls . . . his presence there caused too much excitement among female flight crew members. He's still using Satin Set, and the value of Satin Set stock keeps going up. If he keeps on using it, it'll soon be a blue chip stock.

Ray Beattie has initiated a new check list — as if there weren't enough already. This one concerns his lunch. He checks the following items every morning before heading to work: two sandwiches; one bag of peanuts; one chocolate bar (preferably crunchy); one apple; two cookies; brightly colored napkins; and a note from his wife. If all is in order, Ray starts the day off with a smile.

Doug Crockett is now carpooling with Jack "The Count of No Account" Burris.

After seven years on afternoons Jim Garrahan has switched to days.

Vinnie Small is practicing to appear on the \$64,000 TV quiz show . . . he's been reading comic books on his lunch hour.

Teddy Babolsay just bought one of those electronic TV sets . . . the kind that changes channels with a gun.

The golf season is getting under way. First LPS foursome on the green were Bud Parry, Solly Dupkin, Mike Varuus and Stanley Trkulja.

Congratulations to Mr. and Mrs. Don Porter who had a blessed event on April 4. Lots of luck from the boys!

John Anagnason is going to Greece on his vacation. Have a nice time John — and bring back some fetta (cheese).

Pat Murphy planning a vacation in Rome. He's taking his daughter along. Tom "the Griz" Grisolia is also going to Rome, with his mother. The Murphys and Grisolias will be on the same flight (they hope) . . . Pat needs an interpreter.

Jack Borris went to the Windy City on vacation. He departed the night of the big snow but said he had a good time despite the weather.

Mike Varuus flew down to sunny (???) Miami to see if old sol would help his aching back. P.S. — it did.

There are so many graphs hanging in the LPS shack that the place is beginning to look like a stock broker's office. It really isn't, you know.

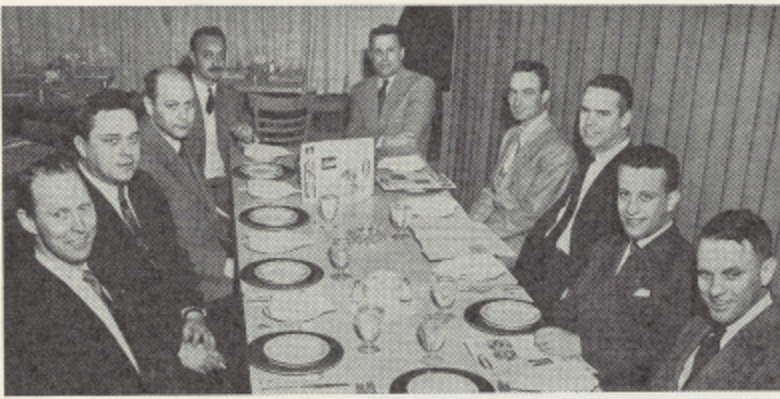
Boston Bits

By Jack Rogers

Monica Furlong just back from a very exciting vacation in Antigua. Claims that all the stories you ever heard about the Caribbean area are true and that not enough has been said about the area! This could be a result of her getting her golf score down close to where it should be. Monica is now making plans to visit Europe early in the spring; at the moment she is leaning toward the Riviera and on to the Rome area where she will visit a little lass who is the foster child of the Airlines Secretaries Association at Logan International Airport.

People on the move — Gene Kelly has returned from New York where he attended a jet seminar . . . Ted Miglierina is going to London for a Traffic/Sales Senior Cargo Course, and then on to Milan for a quick visit with some of his relatives . . . John Lummis and Andy Guarniera and their families have just returned from the east coast of Florida, and all agreed it sure is nice to get home to some warm weather.

Bob Benjamenson is spending all his spare time in New York. We didn't realize the new arrival building was such an attraction to the traffic people . . . Henry Abello likes to go a little further. He doesn't stop until he reaches the "Blue Grass State," and after his last visit he decided that horses are much nicer to look at than to ride . . . John Regan first in the shop to finish the current electrical course . . . Bob Lowman is in the hospital for a week, and we hope it is no longer . . . Sal Salvargio said his family really enjoyed their vacation in New York catching up on all the latest plays . . . Just to set the record straight, we have a gentleman in Traffic named HYNES, not HINES.



TO LGA for four weeks of training in preparation for CAA tests for dispatchers' licenses came five foreign-based coemps last month. Division Manager of Ground Operations R. W. Kirk held a luncheon in their honor prior to their return to their stations. Photo shows, from left to right: Bengt Fagerberg, STS — Accra; Clinton Sewell, Admin. Ass't. to Mgr., Ground Operations; J. M. F. Santos, Operations Rep. — Lisbon; Jean Lamay, Operations Rep. — Dakar; Harry Canaday, Sup't. of Training — LGA; Kenneth Pudwell, Operations Rep. — Karachi; Mr. Kirk; William Abu Hamad, Operations Rep. — Beirut; and William Ferris, Ground Training Supervisor — LGA.

Accounting Account

By Milt Ruderman

If the good people of Acapulco ever need a press agent or Chamber of Commerce tub-thumper, they can find their man right here in AD Inventory. Herman Lipson, a recent vacationer in the Mexican coastal resort, returned with nothing except the highest praise for the scenery, weather, swimming, etc., etc.

Prior to his sojourn in Acapulco Herman visited Mexico City, seeing friends and indulging in the usual sightseeing. He also visited the Aztec pyramids outside the Mexican capital. He took his brand new camera along with him to the bullfights, loaded to the brim with color film. The action in the bullring was colorful and exciting. Perhaps a bit too exciting. When the roll of film was developed, every shot was blurred. Ole!

Eileen Needle was married to Mel Epstein, non-PAA, on March 16th. The wedding took place in the Ozone Park (Queens) Jewish Centre. The couple honeymooned at San Juan.

John Vrabec (Inventory, IDL) became the father of a 5 lb., 9½ oz. baby boy on March 19th. The newcomer, the Vrabecs first, is named Jonathan Mark.

IDL Catholics To Dance on May 3

IDL's Catholic Guild has announced that the "biggest and best dance" it has ever sponsored will be held on Saturday, May 3, at Christ the King Parish Hall, opposite the church of the same name on Farmers Blvd.

At the dance, a raffle will be held for a portable TV set, 8 mm movie camera, projector and screen, Hi-Fi tape recorder, sewing machine and other prizes.

Tickets are now on sale at \$1.50 per person, and \$1.00 is the donation for participation in the raffle. Proceeds will be added to the building fund of Our Lady of the Skies Chapel, IDL.

YIP-YAPS

By Darlene E. Carver

Congratulations are in order we are happy to report for Glen and Ila Vinton. Nancy Ellen made her appearance at 1:21 A.M. on Abe Lincoln's birthday anniversary. She tipped the scales at 6 pounds 5 ounces, which Glen tells us sets a heavyweight record for the Vinton family. Naturally Susan and Donna Jean are quite elated with their new baby sister, but poor Glen is still the only male member in his household. Of course we all know how he secretly dotes on all the attention he receives from his womenfolk.

John Pancoast just returned from a 10-day course at London Training School. This was John's first trip to Europe and from all indications it won't be his last. It certainly must have been enjoyable.

"Clipper Hospitality", a courtesy flight for U. S. Sales and Travel Agents, was somehow sandwiched in among the rain, snow, fog, and a mechanical. It was postponed one day because of the inclement weather but the second day proved to be almost as bad. Luckily the sun came out just before boarding time and the mechanical held off until after their return. The agents were all very happy so "all's well that ends well."

In the midst of the bitter cold weather we have been experiencing lately, Lud Beck and Bert Loy (our Maintenance Department) spent a couple of days up north to Houghton Lake doing some ice fishing (of all things!) They say a good time was had by all but no mention of how many fish they caught.

MAINTENANCE ROUND-UP

By Marie McElroy

PROMOTIONS:

Hardy Goehrke leaves Prod. Control and takes up his new duties as Operations Coordination Clerk in Dispatch. Ralph Monsolino of Prod. Control promoted to P.C. Coordinator.

BIRTHS:

Frank Larkin celebrates the birth of his sixth child — his second boy. Frank's wife is a former PAA'er. The Prop Shop had two proud papas recently, a third daughter was presented to Matthew Baldassano, and a son was born to the Jerome Rodier's. Flt. Engr. M. Rosenthal expands his chest proudly over the birth of a daughter, Naomi.

FACTORY TRAINING:

Tom Ritson, Jim Fowler, Bob Woodhull, Mat Dorangricchia and Henry Breitmeyer leave for Boeing factory training. Tom Meushaw on his way to L.A. for training at Air Research. Phil Devlin about to take off for Oklahoma City for Jet Familiarization.

ILLNESS AND INJURIES:

Bob Poole back to work after coming down with the German Measles, and Harry Gilmore ill and recuperating at home. Ed Lapnewski badly injured in auto accident, and Charles Grimmer hospitalized with an ankle injury. Let's hope all will be back in record time, feeling in tip-top shape.

VACATION TIME:

Ed Grant has just returned from his European vacation. Charles Bishop and wife took in the sights of Paris.

A LITTLE OF THIS AND THAT:

Pete Kozloski says his New Jersey Little League team looks like this year's winner.

With so many fellows in training, Pat Marinelli should be able to put quite a baseball team afield this season.

Roy James' son Kevin, about to advance from the recruit ranks at St. Francis Xavier, where Bob Bucelli's son, Ronald, is about to enter. Good luck, kids.

On their arrival back at IDL in the midst of the blinding snowstorm, Bob McCrory, Dave Allen and Charles Bonnell scratched their heads. They found we had more snow here than Gander had all winter. (These fellows were sent to Gander to study "Ice and Snow Removal," and "Winterization Procedures"!) Bob Woodhull will be squeezing the throttle of a new 50 H.P. Evinrude, while Bill Manners will be sporting his new Chris Craft. With this fast company on the water, John Witte should be in a real sweat this season. Dick Healy, Bob Keogh, Chet Burns, Harry Egan, Bill Strand, Frank Caballero, John Edlind, Frank Sivak, Ed Papritz, Phil Eberhardt, and George Connor busy getting their craft in shape. Old (Striper) Mike Gargiulo has his wind jammer in keen shape. Of late, Mike has been casting longing eyes on Jack Hewitt's Owens. Could it be Mike is going power? John Koudelka's summer home at High Island is keeping him busy these days and will welcome the PAA sailors of Long Island Sound shortly.

Cheers to Charles Bonnell, Bob Woodhull and their crews who, under the able direction of Pat Marinelli, did a swell moving job on N5119. A pat on the back also in order for John Baldini for a great Safety Campaign.

Pan Am music lovers in attendance at the February 13 Concert given by the Huntington Symphony Orchestra were Fred Chavanne, John Crawford, Erskine Rice, John Breza, Richard Adams, William Stroh, Thomas Usinger, Emil Feroldi, Lloyd Sanderson, and William Manners (all accompanied by their charming wives) and Janet Stubbs, Mary Galligan and Marie McElroy. The Orchestra's President, who is our Chief Inspector Charles Cassens, is second violinist, and his charming wife Adelaide plays the cello.

The concert was a stellar success, all agreed. Mother Nature didn't cooperate too well, though — snow started falling later in the evening. The next concert is scheduled for May when there's no chance of snow, and tickets can be obtained from Mr. Cassens.

We're all disappointed that Mary Galligan has resigned as Secretary of the Mixed Bowling League. Mary helped organize the League back in 1954.

DIP POUCH

By Dick Daday

We welcome back to our station the SOM's secretary, Mary Davis, who with her mother spent a wonderful two weeks vacation in Vienna. She maintains that it was the shortest two weeks of her life. Mary's dream came true when she mastered the ski slopes of the Alps.

Speaking of vacations, TR Bob Mize is spending his vacation with his dad who is very ill. We are all hoping and praying for a sign of improvement.

STS Jean Keenan took off for the London Training School. After completing her training, a week's vacation viewing the Brussels Fair will be well earned.

Station Manager Frank Stoppa returned from a week in

New York at the SOM Jet Seminar.

ASTS Dick Daday returned home from work each evening recently to a couple of wonderful red faces. As you may have guessed, both children had the measles.

Your guest correspondent for this issue was Dick Daday. You can expect a vibrating column in the next issue, since Miss Mary Davis will be the guest correspondent. She states it will be out of this world in orbit.



ON THE BUTTON is Mogens Poulson of Denmark, a delegate to the New York Herald Tribune Youth Forum, who was so favorably impressed with Pan Am's service that he took time out to prepare the button he's sporting on his coat — reading "I like Pan Am." The carefully wrapped bundle he's carrying is an "autograph hound" which the other delegates, from countries all over the world, have autographed.

STO Stories

By Gunnel Martin

A really sad loss to the STO station is that of Lars M. Cramer, Senior Sales Rep., who has left the company — we sure miss him. He is now District Sales Manager of SAS for Stockholm and middle Sweden. Our interline relations will improve tremendously, though.

Bengt Fagerberg, Station Traffic Supvr., has just left for Accra where he will be stationed a couple of years. We imagine a thing or two will be different from STO and are eagerly waiting to hear his first impressions.

Ingrid Nordin, Traff. Rep., has given birth to her first child, a daughter called Asa. While on leave she is replaced by Git Richard, probably better known to the SFO sales office as Git Olsson. Git was there almost two years, then returned to Sweden and married.

Arne Gustafson, Traff. Rep., is taking a vacation to tour Sweden with a rock 'n roll band led by 15 year old "Rock Sam," Sweden's Tommy Steele. Arne plays the drums.

Jim Rice, DTSM, has received his 15 year pin. He is presently the only one at the station with the impressive 3 stars.

Raoul Jupither, Chief Mechanic, was out driving the other day in his 1947 Ford, when suddenly the car was on fire, flames were all over the panel and Jupe had to throw himself out. Luckily he was not hurt, but there was not much left of the car. What upset Jupe most, however, was that he had paid the 1958 car tax only the day before.

Ed Critchley Retires After Thirty Years

Ed Critchley, Special Assistant to the Vice-President Europe, ended his 30 years service with Pan American by making the closing speech to course number 11, for senior Sales personnel, on February 28 at the LON training school.

It was fitting that Ed, in the closing minutes of his long career with Pan American, should be talking to a group who look forward to a new era of progress and development. Ed Critchley impressed upon the group that it is a fallacy to think that opportunities today are less than when he entered the business — they are greater than ever before, he said.

In bidding him farewell, the youngest member of the course presented him with a case of pipes, on behalf of all the trainees who had listened to his many talks at the School. Miss Miriam Stock, Secretary to the Supt. Sales/Service Training, asked him to accept a bouquet of flowers for his wife, "in recognition of the ever patient airline wife."

At the request of the students, Ed Critchley then autographed each group photograph, wishing each student the best of luck in the future.

All at the Training School have benefited on many occasions from Ed Critchley's wisdom, experience and counsel, and he will be sadly missed. We wish both Mrs. Critchley and Ed many happy and peaceful years.

mean by Englishmen being Englishmen) and wouldn't you know, it turned out to be Valerie Fenley from the London Office."

We got the impression somehow that Dave was disappointed. Maybe he was at that, Valerie had her husband with her.

Valerie and hubby did a round the worlder, made like a couple of tourists all the way. They climbed to the top of the Mark at San Francisco, ate seafood at Fisherman's Wharf — "I nearly busted my girdle, I ate so much for \$1.50" — bought a kimono at Honolulu while she was snubbing Dave Blott, wandered to the borders of Red China in Hong Kong — "But we didn't go to see the Freedom Bridge" — gazed in awe at the temples of Bangkok, and, wouldn't you know, got off-loaded four days in Karachi.

In the middle of the trip, they stopped being tourists and made like rajahs in Tokyo. "We had a suite in the Imperial Hotel and a chauffeur-driven car, lived like lords."

The gimmick: It was on the house.

All this wandering has given Ray Evans wanderlust. With people going round the world, to Africa, and Switzerland, he's decided to go to Bermuda. Of course, the fact that the Company is sending him there to help out on the desk for the busy season is by the way. He is going to stop off in New York briefly to meet a girl, introduction provided by Dave Eastman.



HISTORIC SENDOFF is given to James O. Leet at London Airport as he's about to depart for New York and new duties as head of NYDSO, largest Sales Office in the System. Presenting him with Winston Churchill's "History of the English Speaking Peoples" is Master Mechanic Bill Morgan, the LON employee with the longest Pan Am service.



By Rupert Jackson

Foiled by the peculiar British weather we were talked into going on a picnic one recent balmy Sunday. (The wife said it was Spring and ever since she has been ignoring snowy days.) We climbed a high hill at Lewes, Sussex, and began to munch a hard boiled egg sandwich. The ants were fooled by the climate, too, and came out in force. We suddenly found ourselves eating an ant.

This, to us, was the end. Not that we are vegetarian, but we like our meat cooked. But we discovered that our little experience was like nothing to that of Captain Jim O'Neal, Sector Chief Pilot. He woke up one starry night and found himself in danger of being eaten by ants.

It all happened on a hunting trip to Kenya. He had wandered off to the back of beyond accompanied by Captain D. E. Loomis, a great white hunter and a dozen natives, all busily tearing around in a jeep and a truck.

They pitched camp for the night. The attendants produced a perfect dry martini — what a rugged life these hunters lead — followed by a slap-up meal of guinea fowl. Then everyone went to bed. In the middle of the night a bunch of wandering soldier ants decided the camp lay in the middle of their route march, and a pair of Pan Am Captains would make excellent hors d'oeuvres. Fortunately the Captains were warned in time and got out of there in a hurry.

That, of course, is one way to have a holiday. We prefer a quieter life. But Jim had only just started. Before the trip was over he had been chased by a lioness, an elephant and two rhino.

But he and Captain Loomis paid Africa back for their scares. Their game bag was filled with 3 rhino, one elephant, a gazelle, an oryx, a garenuk, a grevel and common zebra, a topi,

a waterbuck, a lesser kudu, a warthog and an impala, and any amount of birds. They shot the lot out of four different camp sites using three telescopic sighted rifles, a 458, a 300 and a 30/60. For birds they had a Finnish-made 222.

Hunting hours were from 0500 to 1900 and Jim is glad to be back to relatively easier times.

While Jim was being chased by an elephant Jean Woodruffe was being chased by a ski-lift. Most women we know prefer to be chased by men, but, however! The lift finally caught her and managed to break her arm. Jean, being the sensitive type, didn't even know it was broken until a couple of days later. These tough English types, no wonder they won the war!

But no toughie is Gwen Hughes. She also went skiing, caught 'flu, spent about an hour on the slopes; says she, "Waste of time," promptly reminded us of the girl who went wandering in the Sahara in a bikini.

Finally met an Arab, asked, "Which way is the ocean?"

Arab said, "About two thousand miles that way," pointing a grimy finger north.

Said the girl, "The hell with walking it, I'll stay on the beach."

But despite it all an Englishman is still an Englishman. Take Ken Freeland and Dave Blott wandering around taking the sun at Honolulu, on a recent interline familiarization trip. Said Dave: "There we were walking along when I spotted a good-looking blond. Naturally, I gave her the eye (see what we



By R. Bamberger

We are pleased to report that the Pan American Football Team goes from success to success. Recent victories have been over Air France 4 - 2, Esso Petroleum 7 - 5, A.T.C. 10 - 1 and Customs 4 - 1. The Football Team, which is representative of most departments at the Sales Office and London Airport, is now second in the Airport League and has every hope of coming out leaders of the Airport League at the end of the season.

Our congratulations to Bob Alderson of the Cargo Department who recently received his diploma from the University of London College after successfully completing a two-year study of International Air Law. Well done, Bob!

From our Maintenance Department, Ed Sibthorp relieved Mr. H. Moeller at Hamburg, enabling Mr. Moeller to go to Idlewild on familiarization. Also Sid Parry was at Hannover for twelve days as relief for Mr. H. Hoffman who took off for Idlewild. Maintenance Foreman Bob Sandwell has been to Amsterdam since February 5th, co-ordinating the repair of N733PA. The London Radio Shop welcomed G. Bier and G. Hopf from Frankfurt on general familiarization and training for a week.

Sammy Holmes and George Fisher spent six weeks in Seattle, obtaining the "know-how" as well as all the other technical information for passing on to Line Station Maintenance personnel who are to be involved in our Boeing 707-121 Jet Operation.

Al McGhie, Bert Smith, Harry Potts, Heck Paterson and Les Keane went on an Emergency Engine Change to Rome for N754PA recently, and had the novel experience of being photographed while on the job. Pubrel in London sent John North and Rupert Jackson along

to get the story — we suggest next time they go along, a pair of coveralls may well be suited! An added job performed by the London boys was changing the prop on N731PA after completion of the engine change. A spare prop had been taken to Rome with the engine but was not required. Everything was sewn up, the aircraft loaded for departure when N731PA blocked with a prop change. Off once again came the equipment, engine and spare prop. The boys changed the prop and then accomplished the teardown of the damaged prop before re-loading the Cobus and departing — a job well done.

Our congratulations to A. Lipscomb who becomes a "daddy" for the second time. His wife gave birth to a son, Clive, on March 8th. Weight 8 lbs. 7 ozs.

The recent Communications party was again voted quite a success and a good time was had by all.

Joan Lovell and Kath Lucas have recently returned from a trip to the States and Montego Bay and would like to express their thanks for all the help they received along the line. Nan Love of Communications has recently returned from Canada, whilst Phil Blackhall, Pam Evans and Ella Capstick have been to Paris.

Pat Place is "showing-off" the suntan she obtained during her vacation in Austria. The Communications Department extends a welcome to two new employees, Alan Magee and Pete Hadley, and offers farewells to Jean Burgess and Zwan Webber.



SERVICE PINS totalling 23 years were recently presented to three Brussels DSO employees by Vice President-Europe A. Jackson Kelly. Shown after the ceremonies are, left to right: DTSM Bob Jerosch, Asst. DTSM Geof Kimball, Sales Office Supervisor George Urbain (10 years), Mr. Kelly, Sales Rep. II Fernand Vigne (10 years) and Sales Rep. IV Leon Raes (3 years).

Frankfurt Flashlights

By Gerti Schaeffler

Our hearty congratulations are extended to: Volker Weller, who was promoted to Senior Sales Representative for the Frankfurt District. Mr. Weller has been with the company for nine years, and has had various experience in City Sales activities plus Traffic experience; Hans Juergen Bruhn, new Agency Sales Representative who has now been given the official title for responsibilities that he has held previously; Guenther Nickel, Military Sales Representative in the Frankfurt District; and Guenther Meerboth, newly appointed Tour Representative. Both Mr. Nickel and Mr. Meerboth have worked for several years in the Reservations Office.

At the end of this month we shall have to say good-bye to blonde, attractive Doris Eisenbeis, Traffic. Doris has passed successfully the stewardess interview here in Frankfurt, and will be going to New York for training as a stewardess on transatlantic flights. She is one of seven girls who were picked by the Stewardess Committee from New York out of some 80 girls who had come in for the decisive interview. The original number of applicants amounted to approximately 200, 125 of whom were asked to make a personal appearance. Of these only the 80 came, the rest having lost courage in view of the many questions that were waiting for them. Congratulations, and lots of success, Doris.

With spring just around the corner, the Frankfurt coemps are opening the travel season with more or less extended tours. Bill Voigt, Pub. Rel. Rep., back from the Public Relations Meeting in New York and a few days with Mrs. Voigt at the home of their sons in Chicago. Horst Wille, Traffic, came back from a training course in New York, and is heading for another one at the London Training School from which Robert Utens, Resof, returned recently. Karl Klein, Cargo Supervisor, is on an extended familiarization trip to Istanbul, Beyruth, Karachi, Calcutta, and Rangoon, while Gert Adam, Resof, after a course at the LON training school, spent some of his vacation time wandering through England. Maintenance reports sending Guenther Bier and Gerhard Hope to LON for a maintenance training course. Hannelore Conradi, Traffic, in our opinion, hit the jackpot by going to the Bermudas on Easter Relief.

However, we are not only sending our employees out into the great wide world, we also registered the welcome visit of Clair Fleming, Res. Supervisor Bermudas, and a short personal call from Manuel DaSilva, Lisbon Ticket Counter.

Communications will have to say good-bye to Christel Grosser, while at the same time extending hearty congratulations to Irene Lubber and husband at the birth of their baby girl, Ina-Maria.

Best wishes for a speedy recovery to Kersten Abrahamson, Helga Nordkemper, and Karoline Weinhardt, Passenger Service and Traffic.

We heartily welcome newcomers Ilse Stadelmann and Helga Ewald, Pax Service, Karl Schmidt, Paul Fischer, Wilfried Schumacher, and Bruno Leibniz, Maintenance, Rosemarie Klamp, Traffic Cargo, Klaus Juergen Jungkunz, Stores, Karl Kohlmann, Communications, Ernst Klinkert, Crew Scheduling, and Helmut Schilling, Reservations.

CRC ROUNDUP

By Pete Chester

Our new IBM equipment has arrived and been installed, and the office is now operating at full swing under the new procedures.

Control is divided into three groups, each functioning under its own control manager; the London group under Derick Bacon, Round the World and Cargo under Ron Birch, and Paris-Lisbon and Polars under Tony McAndrew. John Berry is the Control Office Supervisor, and Eddie Brady, Ron Fry, Derick Coles, Eddie Greene and John Sharpe have become Duty Control Supervisors. We congratulate them all on their promotions.

During the initial stages of IBM operation we were very grateful for a helping hand from Frank Sofia who returned to IDLRC with our profuse thanks ringing in his ears.

We have lost Roger Pigot who has left us for Paris Flight Check where we wish him the very best of luck. He should have no difficulty in adapting himself to the French way of life; certainly his name is

ready-made for the job.

In true pioneer spirit, Ron and Beryl Clack disappeared into the mists of the Cotswold Hills for a few days' "Holiday with a difference" on Mike McNish's long-suffering scooter. Ron Barnes and Eric Westerman, however, favored the material comforts of flying visits to Europe, Ron to Amsterdam and Eric to Brussels.

Ron Birch has recently moved with his family into a new house with a formidably large garden to be dug and laid out. At least Ron says it is keeping him fit, and he has learned the true meaning of the expression to call a spade a spade!

Anglo-Irish relations have been further strengthened lately by the arrivals of a new Brady and a new McAndrew; congratulations to Eddie and Mac and their respective wives.

PINS FOR APRIL

20-YEAR PINS

White, L. A. IDL

15-YEAR PINS

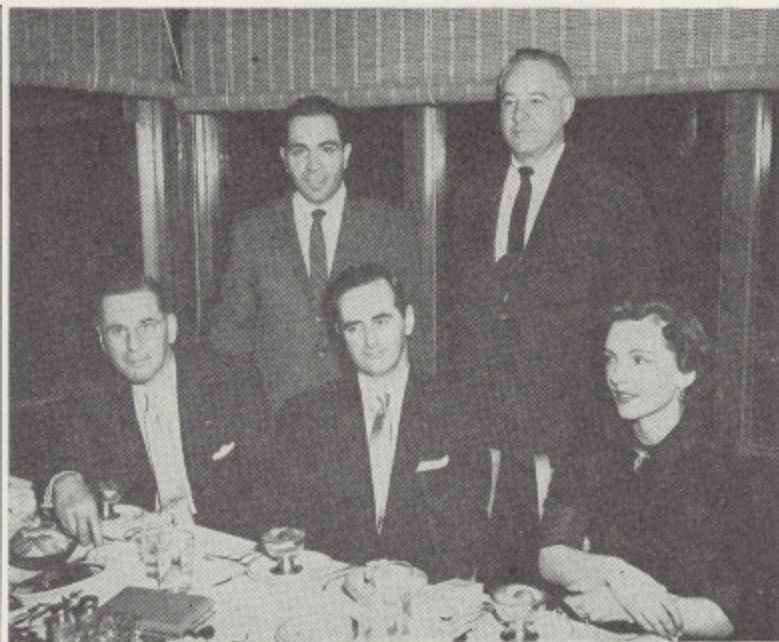
Box, W. J. FRA
 Bucelli, R. R. IDL
 Burdick, G. E. IDL
 Chadwick, J. S. IDL
 Chambliss, J. P. VIE
 Chorbajian, P. IDL
 Cittadino, F. J. IDL
 Codish, N. IDL
 Crandall, R. B. IDL
 Duignan, C. J. SNN
 Emmert, R. H. IDL
 Ferris, W. T. IDL
 Galvin, C. F. IDL
 George, K. S. IDL
 Hance, C. J. IDL
 Hay, W. IDL
 Hennesey, J. S. LIC
 Hinds, B. M. IDL
 Kiefer, J. J. IDL
 LaSalle, J. J. IDL
 Lindner, J. IDL
 Lisi, J. IDL
 Long, W. J. IDL
 Marino, R. F. IDL
 Mitchell, J. J. IDL
 Neumann, E. W. FRA
 Robinson, W. R. IDL
 Ryan, W. L. IDL
 Sosnilo, J. IDL
 Stoehr, A. G. IDL
 Thayer, W. C. IDL
 Tomassi, J. P. IDL
 Villa, C. IDL
 Wilkinson, G. A. IDL

10-YEAR PINS

Bjorkman, W. IDL
 Bottlang, M. FRA
 Broglia, S. LIC
 Gassner, K. MUC
 Healy, T. LON
 Lirio, J. G. LIS
 Mankowski, J. DKR
 Mueller, G. BNJ
 Nichols, P. LON
 Queri, M. MUC

5-YEAR PINS

Alvarez, V. LGA
 Bolli, E. IDL
 Bufano, J. IDL
 Camarda, F. J. IDL
 Columbo, A. J. IDL
 Devaney, J. J. IDL
 Feliciano, J. IDL
 Fischer, H. FRA
 Foertsch, H. F. IDL
 Friedman, L. K. IDL
 Halmo, P. IDL
 Haran, M. J. IDL
 Heffernan, A. L. IDL
 Iannello, L. F. IDL
 Jahnke, A. BER
 Jensen, M. H. IDL
 Karczewski, J. L. IDL
 Kmiotek, F. W. IDL
 Mager, W. R. IDL
 Martin, E. T. IDL
 Martin, G. E. IDL
 Masen, M. N. IDL
 Morrissey, G. KEF
 Napoleoni, M. IDL
 Nicholas, M. PAR
 Paulovitz, W. A. IDL
 Penie, E. IDL
 Penofsky, F. IDL
 Puleo, C. IDL
 Rivers, I. C., Jr. IDL
 Sanfilippo, R. J. IDL
 Schockaert, M. IDL
 Speddon, P. W. IDL
 Villano, R. H. IDL
 Worme, K. W. IDL
 Yetter, O. R. IDL



FAREWELL DINNER was given last month by the Pan Am Club for its President, Alan P. Green, Assistant to the Chief Pilot, who resigned from the Company to open his own business in New Orleans, Louisiana. Photo shows Mr. Green encircled by well-wishers Paul Strieffler, R. Paratore and Capt. C. S. Vaughn. Rounding out the happy group is Mr. Green's charming wife.

BLARNEY CORNER

By Sean J. Fielding

The shamrocks will all have withered, the shillelaghs will all have been put away for another year, the parades will all be over and the stripe on Fifth Avenue will be white again by the time these notes get into print. And we hope that all the snow will have melted away.

We do not have snow very often here in Ireland, and so when it came this year, some crew members remarked that it was the first time they had seen snow at Shannon. And for our part we don't care if it's the last.

Right now it seems that Lady Luck is smiling at some fellows. Mick Goggin of Operations took one of the big prizes in a Football Pool, Albert Lynch took another in a Crossword Competition, and just to show Albert that he's not the only one able to do Crosswords, Joe Liddy of Stores takes this week's prize in the same competition. But Mick Goggin is the one who has courted the Lady most successfully. He always bets on the right horse or football team, his name is the one that's always first out of any hat, and if it rains he always has his rain-gear. As for some of the rest of us — well, once it rained soup, and there we were holding a fork!

Congratulations to Ted Hickie of Maintenance and his wife Olive, on the birth of a daughter. Before she got married Olive used to work in Shannon Communications.

Comings and Goings... Hubert Bourke of OPS went to FRA for a few days. Very cold. Bill Pennie, SMS, went to New York, to talk about jets. Charlie McCarthy and Joe Sheehan went to London to see Ireland being beaten by England in a Rugby Football International. Sean Fielding, Peter Deale, Harry Cripps, Mick Goggin and a few others went to Dublin to see Ireland defeat Scotland in the same sport. Chris Duignan, SOM, and family went to New York. Very cold. The rest of us stayed home... VERY COLD.

Some of our Irish stewardesses have been at home lately. Deirdre McCarthy of Kilcullen and Mary Ryan of Dublin

graced the scene for a short time and while at home were featured in many articles on national magazines and newspapers. We think Pan Am really scored when those two girls decided to cross the Atlantic. We only hope they don't decide to stay on the other side of the ocean.

Baghdad Beacon

By Ghazi Abid

Training sessions are becoming quite popular here at Baghdad. Mr. Miller gets his material across in a very pleasant manner, so that we all enjoy the process of learning.

We have a new Traffic Rep., known only as Marlyn, beautiful in features and ingenious in work, who has put her newly-gained knowledge to practice in overcoming the rough and tough problems that she encounters in the course of her duties.

Our sales office has added a new staffer — a good looking young lady by the name of Laila Basrawi.

Our DTSM, Robert S. Miller, and his charming wife are now enjoying a well-earned vacation in Europe.

There have been a number of highlights in the history of PAA Baghdad, but one that came up last month deserves special note. Hats off, fellow pioneers, for our SOM, Thomas R. Unsworth, who, after ten years of hard work, now proudly wears a beautiful two-star gold service pin.

Our DC-7C Flight Simulator has now logged 6,000 hours of training and at the present time is averaging up to 20 hours a day.



CAPTAIN JOHN MATTIS, an artist and sculptor himself (when he's not flying Clippers) sketches a group of artists and their pupils at IDL before departure of the Famous Artists School charter for PAR.

"Caffe' Espresso"

By Corrado Lodi Focardi

Voices from North report that Giorgio Dangara, Milan SM, is keeping his fingers crossed: one of the current finalists of Italy's weekly Telequiz "Lascia o Radoppia" is competing in the field of aeronautics. This week he will choose one of three identical sealed envelopes, one of which contains questions and photographs of Pan American aircraft. Dangara is hoping along with the rest of us that the contestant will hit the right envelope.

Giorgio already managed to have a large photograph of a Pan Am Clipper shown on this same program for fully two minutes . . . Good work Giorgio!

Gianni Bordogna, Milan Cargo Supervisor, left on a three week familiarization and market survey trip with stopovers in New York, Detroit, Chicago, San Francisco, and London.

Guido Rossi has been assigned to the Milan Office after two years with Traffic at Ciampino Airport, and Chiara, ex-Milan, is replacing him in Rome.

Fifteen leading Travel agents from various Italian cities left Rome for Lebanon on a four-day tour to visit tourist attractions and ancient ruins of that sunny land. The tour is organized by Pan American, and Marco Zicchella from Sales is the official guide: hope he does not get involved with more musical instruments . . .

In one of his brief intervals between booking, ticketing and training sessions, we caught a glimpse of Nino Cusmai, City Office Supervisor, the other day and pinned him down among the half finished decor of the new ticket counter — for a brief close-up. Nino is one of our old-timers; slim, fair-haired and blue-eyed and often taken for an Englishman or German. He has an exhaustive knowledge of his job and most of us think he memorizes each new manual page or fare construction when it comes out.

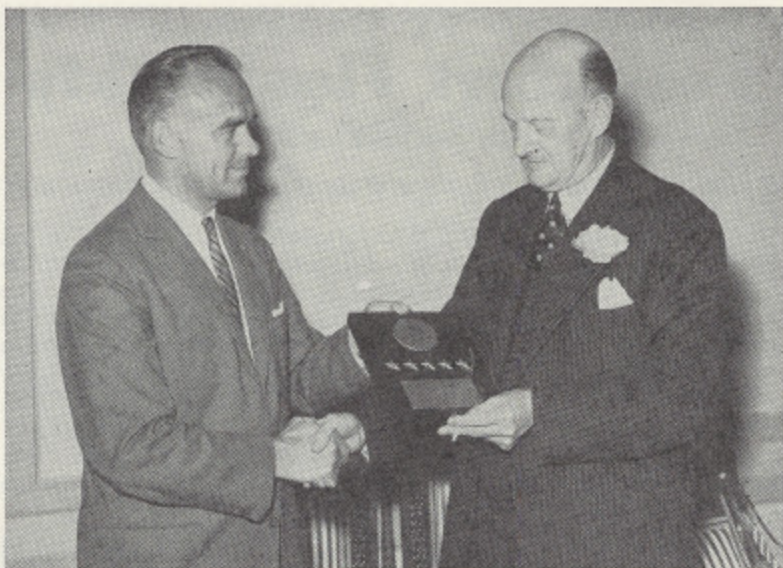
As the man behind the men and girls who meet the public here in Rome, he was a natural for the demanding job of training supervisor and we feel that since his courses started we're all doing a better job. Nino went to London recently for a special trainer's training. The rumor was that they wanted to keep him there but we're glad his love of family, friends and good Roman sunshine brought him back to stay.

Our faithful and wonderful Ida Isidori off to the USA and Bermuda for a combination vacation and temporary assignment.

Alfonso Zicchella once again a father, this time a lovely little girl named Monica . . .

Luciano Cruciani, VIP driver, returned from his first trip to USA, was impressed primarily with the efficiency of New York traffic policemen and with the discipline among motorists. Good luck in Rome . . .

George Seabury is by now flat on his back on an Antigua beach, while snow is falling in Rome (how did he figure this one out?)



PAA BEIRUT recently held a luncheon in honor of Mr. John Dunham, manager of the Beirut office of Thomas Cook and Son, on the occasion of his retirement after fifty years of service in the travel industry. Shown presenting him a commemorative plaque on behalf of "his friends in Pan American" is Beirut DTSM George P. Wilson.

Cavolnik Rides PAA to New RTW Record

Cleveland DSO put across a modern Pan Am version of "Around the World in 80 Days" which paid off not only in an RTW sale but also in a deluge of newspaper, TV, radio and newsreel publicity.

J. A. Reid, Jr., Cleveland DSM, routed a passenger to what is believed to be a new commercial passenger RTW record — 89 hours, 17 minutes and 37 seconds.

Crowds Roar Welcome

It was an event to warm the heart of any DSM. The passenger, Joe Cavoli, arrived in Cleveland to set a new record to the accompaniment of a roaring greeting from a large crowd, the mayors of Cleveland and suburbs, high school bands, and TV and newsreel cameras.

It all started when two travel agents stopped off at the fashionable Cavoli Restaurant in suburban Lakewood. The proprietor, Joe Cavoli, told them he might be interested in making a fast trip around the world.

The next day, travel agent Chuck Everett of the Lakewood Travel Service gave Cavoli a call to see if he was serious. Cavoli said yes — if it could be done in less than 100 hours.

Mr. Everett contacted Pan Am DSM Reid and they sat down with the ABC and OAG guides, the Pan Am Employees Timetable, and two sharp pencils. In three hours they worked

out a schedule which called for total elapsed time, Cleveland to Cleveland, of 89 hours and 43 minutes.

The Cleveland library told them that the record was held by Pamela Martin of Chicago — 90 hours and 59 minutes.

If all worked out well, Mr. Cavoli would set a new record!

Mr. Reid and Mr. Everett presented the itinerary to Mr. Cavoli who sat right down and wrote a check for \$1,858. He left 10 days later from Cleveland with television, newsreel, and newspaper photographers in action on all sides.

Happy Ending

Then a vigil began for Mr. Reid with three newspapers, three TV stations, eight radio stations, and five wire services pressing him for the latest facts on "Cavolnik," as the press dubbed the trip.

Joe Cavoli finally arrived in Cleveland — 89 hours, 17 minutes, and 37 seconds after he had left that city — holder of the commercial RTW passenger record.

He stepped down from the plane amid a tremendous cheer from well wishers — and a sigh of relief from DSM Reid.

DUSSELDORF

By Harry Voets and Uschi Kemper

Tired of talking about the rising cost of living, Harry Voets decided to do something about it. One day he went to the tax bureau and announced "less money for you people from now on" and he got away with it.

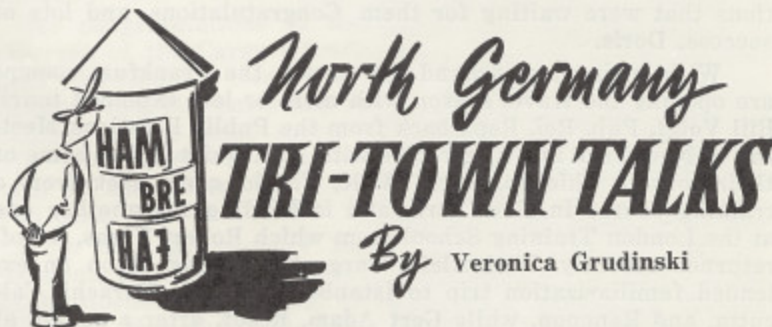
His formula for tax savings — he got married on February 7, changing his tax class.

Doc Hober of Traffic thinks this is an excellent idea, and wants to try it himself. So, wedding bells may again ring out for PAA DUS.

Traffic seems to be getting into the vacation period a bit early this year. After Jutta Eglinger returned from a trip to New York and Pittsburgh, Ernest

Weinberg took off for Bombay and soon after Doris Orphall traded in the horrible DUS winter weather for Italy's blue skies.

A few of our staff have been on familiarization trips of late. Senior Maintenance Supervisor Heinz Pawlik and Cargo Supervisor Rolf Hoff flew to IDL, Operations Rep. Guenter Prochnow took off for LON and BRU and Harry Voets was off to IST.



No sooner did DTSM Bill Alston return from his SOPAC trip when a sales letter (circ. 5,000) was prepared dramatizing the romance and beauty of the Pacific Islands by means of a large-size color overprint of a Hawaiian dancer (Hula-hula).

The North German DTSM being back in his office, this district's SMs, Heinz Licht-Bre and Guenter Pietzner-Haj, together with HAM SOS Gerhard Strasser proceeded to LON for a two-week course on Advanced Sales. There was a real family gathering aboard their flight — Guenther Liedtke of HAM ticket counter and Veronica Grudinski Pubrel joined the other three. Guenther was off for his this year's U. S. vacation and Veronica to attend the New York System Public Relations Meeting. It was a genuine "Happy Flight." To avoid any misunderstanding — there were paying passengers too.

Although reservation procedures do not allow changes of name, Miss Elke Jensen of Traffic and Miss Ursula Ell of Reservations decided to break the rule: They are now Mrs. Poehner and Mrs. Schnurr. For Mrs. Schnurr the state of Matrimony calls for a move to Southern Germany and we are indeed very sorry to see her leave.

Because of the Hannover Fair, requests for hotel accommodations in this city have become overwhelming and can no longer be filled. We are now getting Bad Harzburg into the business in spite of the 40 mile distance from here. If the requests continue to flood us we will have to call on the U. S. Army for some tents and switch to camping. IHC — here is a market for you — for at least 10 days out of every 365 we will fill any size hotel in Hannover!

One more thing—Bruno Ratschat of Reservations lobbying for the inauguration of helicopter service between Hamburg and the small town of Celle, 90 miles (150 km) away, where he lives with his family. In his campaign he gets assistance from Gunher Liedtke who lives in 45 mile-away Itzehoe.

TURKEY TALK

By Amy Sezgen

We are happy to report that we in Turkey have survived another winter which was anything but uneventful. We had a terrible cold spell, some flights overflew Istanbul because of bad weather, and there were several other minor crises, but our Pan Am spirit brought us all through in fine shape.

Congratulations to Kamuran Shefik, Storekeeper, and Vedat Tugay, Catering Supervisor, who have put their Pan Am techniques and charm to excellent use in their off-duty hours. They are engaged to lovely gals, Aysel and Günsel Guney. Wedding bells not far off. Incidentally, the girls are twins.

Mary Carapezza, wife of Master Mechanic Ed Carapezza, now up and around after undergoing a serious operation, which had us all praying.

Walt Pedersen, DTSM, his wife, Louise and son, Chris off on a vacation trip to the U. S.

Our deepest sympathy to Evelyn Armieri, whose mother passed away recently.

Salahattin Oral, Traffic, Jan Andronikian, Cargo, Tony Beric, Sales, Abdullah Songurlu, Reservations, and Semih Durusan, Sales all returned from the London Training School.

Bill and Mary Ceppi, TAP, held a wonderful surprise birthday party for our one and only SOM, Ralph McNamee. Since your correspondent is Station Secretary and likes her job with Pan Am, his age will not be divulged.

Floyd Hermanson and Johnny Rowe of TAP recently completed 20 years with the Company. We wish them both another successful 20 years.

MUNICH MOLECULES

By H. Manhart

The last Molecule of the February Clipper was the announcement that Heinz Seemann, (Reservations Supervisor) left for New York on a familiarization trip and Mrs. Beil-Schubert (Sales) for home to in the meantime Heinz has returned with his head full of new ideas and methods to organize and reorganize his (with the exception of Roman Meier) completely female reservations department. What a task!

And — just in time for this edition of the Clipper Carena Beil-Schubert announced the arrival of her "Clipper Baby." As one of our male employees took the message from the hospital, we girls are lucky that he at least asked what it was — a girl — but he did not bother to ask for the prospective name; you know how unimportant such details are to a man.

Our always so busy accounting department was sick this month. The two accounting employees, Max Queri, our Station Accountant suffered from a serious infection of the middle-ear and his assistant, Mrs. Ursula Tenschert, had to stay in bed with influenza.

It was a big catastrophe; Max, chief adviser of the whole station in official and private problems — sick in bed . . . payday coming up, and no money on the horizon. But all who know Max believe me when I report that he was sitting at home (all alone, poor boy, because his wife is working too) although he had been ordered by the doctor to stay in bed, with his ears heavily bandaged — computing the payroll for us hungry others, who were completely stripped of all financial means by the famous MUNICH FASCHING.

And when he came to the office and the airport to bring us our salaries looking thin and pale, he got a welcome like a king returning from a major victory; and to Max's great pleasure the girls contributed several welcome kisses to the general happiness, which, of course, had no other purpose but to show our extreme joy and accelerate his recovery.

He left, after a while, moneyless, beaming, rosy-cheeked (a bit from lipstick), and satisfied. Another important pillar of the Munich Station fell ill shortly after Max Queri. Tony Bernacchia, DTSM, caught pneumonia. With him and Max sick at home and Hans Seemann in London for a Training Course, the whole elaborate structure of Munich Station was resting on Otto Hoecht's (SOS) shoulders, a fact that made them sag a little bit; he also lost weight and hair in these terrible days.

It is well known at our station that company employees can hardly be ill without at least part of their work following them to their beds. Also in this pneumonia case; someone was always on the way to the DTSM. The municipal bus company even planned to establish a special bus service for this purpose. Fortunately, the boss returned just in time to prevent that.

More favorable news is that

we have a so-called "volunteer," an employee who is working without being paid, just to learn the airline business. Her name is Margret Schilman and besides being a pretty girl she is doing very well.

MAD MATTERS

By Franky de la Cruz

There have been quite a few changes since this column last appeared. We are on the eve of expanding our office preparing to be an on-line station, we hope. The DTSM and secretary, Avianca Special Representative and secretary and the Station Accountant have moved out of the Sales Office to new offices on the 11th floor of the Edificio Espana with a beautiful view of the Plaza de Espana. We are all looking forward to a house warming!

We extend our thanks to the Karachi staff who made the forced layover of Vicente Cavanna, Outside Sales, a pleasant one when he was off-loaded on his way back from vacation in Manila.

Mr. Noel Larsen, SOM, returned with a suntan from Accra and he was lucky when he went there on a temporary assignment, that he took his winter clothing along with him, because when he left ACC for LIS there was a very appreciable descent in the temperature.

Weather getting warmer all the time and we're rolling up our sleeves getting ready for the peak.

Hermann Gfrei Dies in Salzburg



Hermann Gfrei, Sales Manager in his home town of Salzburg, passed away suddenly on March 15.

Mr. Gfrei, a Pan Am employee since 1951, is survived by his wife Gretl.

At the burial service on March 19, Walter Onken, DTSM Vienna, placed a wreath on his grave in behalf of the Company.



FIRST CONTRIBUTION to the American Red Cross Campaign in Rome is accepted by ROM DTSM "Tug" Gray, campaign chairman, from U. S. Ambassador to Italy David Zellerbach. Looking on is Mr. Pagnella, American Red Cross Director for Italy.

First Economy Flight Pleases Pan Am Pax

(Continued from Page 1)
wife off on a brief pleasure trip. PAA Led Way

This first Economy flight was the climax of Pan American's long campaign to bring international air travel within reach of the budgets of more and more families — a campaign that had its origin more than a decade ago when Pan Am recognized the changing character of international air travel.

A survey made by Pan Am in 1947 of its post-war Atlantic passengers underscored its long-time conviction that air transportation was ready to burst the bounds which had largely restricted its use to those in high income brackets.

Earlier, in 1943, President Trippe had spelled out Pan Am's policy that air transportation must be brought down in cost to within reach of the average man.

He declared, "Air transport has the choice — the very clear choice — of becoming a luxury service to carry the well-to-do at high prices — or to carry the average man at what he can afford to pay. Pan American has chosen the latter course."

This statement gave birth to Pan Am efforts which eventually resulted in the tourist fare and now have produced the Economy Fare.

In September of 1948 Pan Am proposed a new tourist class to accompany first class service across the Atlantic. International Air Transport Association (IATA) agreement could not be achieved, however. The philosophy of foreign-flag carriers was not geared to the American low unit cost, high volume concept and these members of IATA felt that tourist fares would be impractical.

Pan Am then set out to prove the validity of tourist service by introducing it on the New York to Puerto Rico run, a route between two U. S. points and therefore not subject to IATA regulations.

With tourist service introduced on this route, business tripled. Moreover, the number of first class passengers increased. The program was then extended all around South America and to Bermuda, both of which are

in Conference One which was then an open rate sector.

Pan Am continued to press for lower Atlantic fares and finally was able to achieve IATA agreement for Atlantic tourist class service starting May 1, 1952.

Pan Am had predicted an increase of 50 per cent in its business the first full year of tourist class service across the Atlantic. The increase proved to be 69 per cent.

First Class Also Grows

The gain was not — as some had feared — at the expense of first class travel. The volume of first class traffic has continued to grow over the years, dispelling the argument that it would suffer in competition with tourist fares.

On May 3, 1956, Mr. Trippe proposed the economy class service. Last year Pan Am inaugurated this lower-fare service between New York and Puerto Rico — the same test route which had been the proving ground for tourist class flights.

The new low-cost fare proved highly attractive on the Puerto Rico run and Pan Am pressed its case for Atlantic economy fares, finally winning IATA agreement for the new service which began April 1.

The future for low-fare travel appears bright with all transatlantic airlines planning economy class flights.

Pan American's advance bookings for transatlantic travel during the month of June, for example, are 20 per cent ahead of last year, reflecting particularly strong interest in the new economy class.

Mr. Trippe has said, "The average man's holiday has, in the past, been the prisoner of two grim keepers — money and time."

Today, the economy fare pierces the money barrier.

Next, Pan American will pierce the time barrier with its new jet aircraft, thus approaching its true objective — to bring to all Americans the opportunities of international travel which were once the privilege of only the fortunate few.

Barcelona Byline

By Des Drea

All the tourist brochures assure us that this is "Sunny Spain" and it is true that the sun shines long and strong at times. However the last week has seen us shivering with cold at the airport as the icy winds blow down from the snow-covered Pyrenees. Looking across the Tarmac one might think this was Switzerland as they see Montseny topped off with a white blanket.

Construction and alterations continue to be the order of the day at the Airport. Pan Am now has a new ticket office and a much more attractive counter. However, they seem to have forgotten to install the heating and the office is like a refrigerator. Never mind, spring will soon be here.

Promoted: Joe Navarro to Senior Sales Representative and Leonardo Artiso to Sales Office Supervisor. Congratulations to both.

Instructed: Juan Miguel Castro, Counter Clerk at London, where he came in contact with the cold spell they had there recently and also English cooking — finest in the world. Also due to attend soon; James F. Matamoros, Station Traffic Supervisor. In both cases the routing was "Around Robin Hood's Barn" — BCN-ROM-PAR-LON, utilizing Pan Am to the maximum.

Enlightened: All staff by Division Traffic/Sales Manager, Dhan Mukerji, who explained the impact of the new jets and took us all out to lunch at Casa Costa where the traditional Spanish dish "Paella" was greatly enjoyed.

Vacationed: Else & Owen (S.O.M.) Gowman who drove their Volkswagen up to Paris and back, then headed south for Valencia, Granada, Torremolinos, Algeiros and Gibraltar, with a quick trip across to Tangier. In all, the distance driven equalled a New York-Los Angeles round trip.

Three year pins are due for Carlos Folch, Traffic Clerk and Salvador ("Butch") Balcells, Ops. Rep. at the Airport, and Roser Lluís, telephonist in the city Sales Office.

We are all sorry to hear of Cargo Clerk Frank Gil's illness which has lasted a couple of weeks already and hope he soon recovers.

Our maintenance team Jose Cortaza and Des Drea recently did a top overhaul on a DC7C engine, removed the mainplanes and all four propellers for adjustments and polished the Clipper (Model) before handing it back to the Sales Office for a display in one of Barcelona's big stores with all four props turning and lights flashing on and off.

The first Clipper with the new paint job came through and aroused much favorable comment from airline personnel and passengers at the airport. One person said that it must be a new aircraft as it was so much larger than the DC7C, others THOUGHT IT WAS ANOTHER AIRLINE'S PLANE.



CAPTAIN P. W. SMITH, who piloted Clipper Cinerama during filming of "Seven Wonders of the World" for Lowell Thomas, recently had a brief get-together with Mr. Thomas in Tokyo. The famous newsman and adventurer was enroute to the U. S., and Captain Smith had just brought President Sukarno of Indonesia to Japan's capital.

FLYIN' THE LINE

By Bucky Bacchus . . . and His 'Grapevine' Stringers

MR. BROOKLYN GOES NATIVE: "Six months in Accra is moiderin' my Brooklynes!" confides hairy-chested line mechanic Charlie Nassir. "Between the Queen's English and Pidgin English I'll be a social outcast when I get back to Flatbush."

THE PAX GOTTA EAT FIRST: On the Persian Carpet run the new hot roast beef sandwich is so delish that the crew's biggest trouble is to refrain themselves from eating it first.

HIDDEN PERSUADERS: When asked how he could afford to live like a pilot, Traffic man "Vienna" Harald Seshun pointed to his gleaming new Thunderbird and said: "Each time a Cadillac passes me and looks back, it's worth five bucks to me! By the time I finish paying it off, I'll be past the snob stage."

UN-IDENTIFIED FLYING OBJECT sighted over the Congo turned out to be a Pan Am Super-7 with a "new look" paint job — the first of its kind down that way. The "out-of-this-world" space pilot was Capt. Boucher.

LITTLE BLACK BOOK TELLS ALL: Have you heard about the jealous wife whose anxieties were soothed by the latest F/S Memo? Those numbers in hubby's little black book were actually man numbers, not phone numbers, she discovered. It's the Purser's responsibility to keep the payroll straight (it says, in big bold print).

VOODOO, EGGHEAD STYLE: Dead-heading Ina (Mitchell) Tallos was having difficulties in obtaining an air-conditioned room in steaming Accra until she plunked down \$5.60 for books about the new Ghana. The book store adjoins the hotel's reservation desk and, after making her egghead purchase, an air-conditioned vacancy turned up like voodoo.

DONALD DUCK MEMENTO: New Stew Pamela Reeve got a fine start on her flyin' career. A French pax on one of her first flights was so impressed with this cockney gal's French accent and vocabulary (including the latest Parisien slang) that he offered her the only tip she could accept — a toy Donald Duck. Prediction: her collection will grow and grow.

BACHELOR OF THE MONTH: Among the clear-eyed young bloods who are known for their "smooth approaches and landings" is third officer Ed Moore. Started as a Marine "foot-slogger" on the line in Korea. Promoted upstairs to pilot. Has sports car bearing Florida plates. Organized crew on a real sight-seeing kick on ACC layover. Climbs his own trees to get coconuts. Only four-striper who can keep up with him on the beach is muscular "Rhett Butler" C. A. Davis. Does standby duty at the "Snake Ranch" with the other "hot-rod" thirds.

MILLION-TO-ONE-SHOT: You don't "jay-walk" in Beirut! Any crew who have been "buzzed" by the Spitfire and evil-eye taxi drivers of otherwise hospitable BEY take notice: justice has at last been done!

It took a LON-based pilot with reflexes highly-tuned from picking 'em up and setting 'em down in desert, monsoon and fog on the Orient run to strike back. As an Arab cowboy bore down on him, the pilot used the only weapon he had — a cigarette butt. Yep, he sidestepped and flicked it right through the open window. The "hot-rod" bully yowled, slowed down like he'd feathered all four engines at once and then gunned off in search of easier prey.

HAVE YOU HEARD: the latest records cut in the LIC studios under the direction of lovely diction expert Ann Leinbach? Melodious m-m-m's and ringing ings guaranteed whether you sport a Bronx, British, French, German or Dixie accent.

CAT NAP IN PERSIA: Crews who don't take their four hour cat nap on the THR turnaround will find that the "out-of-the-way" station crew of SOM "Skip" Budd will go "out-of-its-way" to roll out the Persian carpet of hospitality.

Led by Joe Sarkis, the STS who looks like a Shah himself

(with all due respect), they'll gather you around the pot-bellied stove in the all-purpose OPS shack and regale you with tales reminiscent of World War II's "over the hump" days. Out come the "cha" (tea) and cigarettes. From bearded Asst. Mech. Singh to the Customs guard, they'll answer your naive questions about this little-known land of Darius, caviar and black gold perched on Russia's doorstep.

On the next shuttle you'll be chauffeured by Baron, an Armenian who fled from Russia, past the broad avenues, bazaars and gushing mountain streams of a city which is growing and changing faster than Nassau County. Your guide is a Persian who fought in Israel.

You'll taste the best white melons and yoghurt in the world, drive past the largest and most forbidding Embassy in the world — the Soviet. It's fifteen football fields long and surrounded by what looks like an updated version of the Great Wall of China.

Meanwhile, the dawn comes up like thunder over the skyscraping snow-capped peaks of Elburz. At the early-morning bazaar, your eye will be drawn to the Treasures of Aladdin (painted miniatures) as Nicky, the Local Port Steward, bargains fiercely in Iranian on your behalf. Or you may settle for the comic caricatures of Iranian peasant life (five for a buck) 'til your next visit.

BRIEFS

Mr. Gustav Mueller has been appointed Station Operations Manager, Cologne/Bonn. Mr. Mueller has been in charge of Operations in this area for some time in the capacity of Senior Operations Representative.

Division Traffic Manager L. E. Burtchael and Helsinki DTSM Paul Suni were recently presented with duplicate collections of all the special stamps ever issued in Finland by the Postmaster General of Finland, Mr. S. J. Ahola.

The Ides of March brought a blessed event to Paris — to SOM A. H. ("Ham") McKinney and his wife Winnie was born a son, Steven Booth McKinney.

Mr. George F. Gallagher has been appointed Station Operations Manager in Karachi.

The new treasurer of Intercontinental Hotels Corporation (IHC), a subsidiary of Pan Am, is Mr. Charles W. Nielsen. He was formerly chief financial officer and director of Minerals and Chemicals Corp. of America.

Giovanni A. Bordogna, Cargo Sales Rep. — Milan, recently completed a very successful sales trip to the U. S., during which he visited New York, Detroit, Chicago, San Francisco and Los Angeles. In each city, Mr. Bordogna, working with cargo sales people from the local DSO, called upon consignees and shippers who deal with concerns in his Italian territory, bringing to their attention the advantages of Clipper Cargo.

COMMISSARY CHECK LIST

All the old timers at IDL were very sorry to hear that Gus Garreau, Senior Port Steward in Shannon, and his wife were seriously injured in the accident they had while vacationing in France. Everyone wishes them a speedy recovery.

Frank Balogh and Bert Tuninga did a bang up job in helping develop our new sandwich presentation.

The gourmet delights turned out by Tony Pagan, Joe Di-grande and the rest of the Frozen Food kitchen crew are legend, but have you heard about the roast beef prepared by Les Simpson and his crew in the Flight Kitchen? It's the most popular Boeing President dinner entree.

Deepest sympathy is extended to Frank Goodson, whose father passed away recently.

Congratulations are on order for F. A. Reeves, who started with PAA June 1957 as a kitchen helper, was soon promoted to Kitchen Worker and has now been promoted to a Port Steward — all this within a period of 7½ months. Mr. Jones watch out!

Arcadio Mercado's wish came true — his third child is a boy. He already has two girls and that's why he wanted a "nino."

A speedy recovery to George Walker, cook, who recently had a relapse after returning to work after a long illness. Hurry up George, we want you back.

Eva Rasmussen, Statistical Analyst, is receiving good wishes from all at Commissary on the forthcoming marriage of her daughter, Jean, of Radio Engineering, to Emil Andriola on April 12 at the Blessed Sacrament Church in Bayside.

Ernie La Chappelle is credited with telling some amusing stories of his Dakar days. A favorite is the one he tells about his friend in DKR who had a cat and told Ernie he was going home to wash him. He was told that a dog is washed but never a cat. The next day, when asked how he made out, he said: "The cat died. The washing went all right, but the cat died when I was wringing him out!" Dakar legend, we ask???

VACATION NOTES:

Senor Blanco spent two weeks in Puerto Rico and visited the towns of Ponce, Cabo Roto and Santurce. Rafael made the trip primarily for his "mamacita" to visit her homeland in the "Pan Am Clipper" . . . Bill Hamman spent his vacation fishing in Chesapeake Bay. . . Others on vacation during March were: Gerry Mulligan, Jack McCoy, Frank Popailo, Jeronimo Martinez, Casiano Laureano (Dish-room workers) and Ramon Clemente, Pantryman.

Eddie Roy, cook, spent one glorious week in Miami, basking in the sun and enjoying the change of scenery.

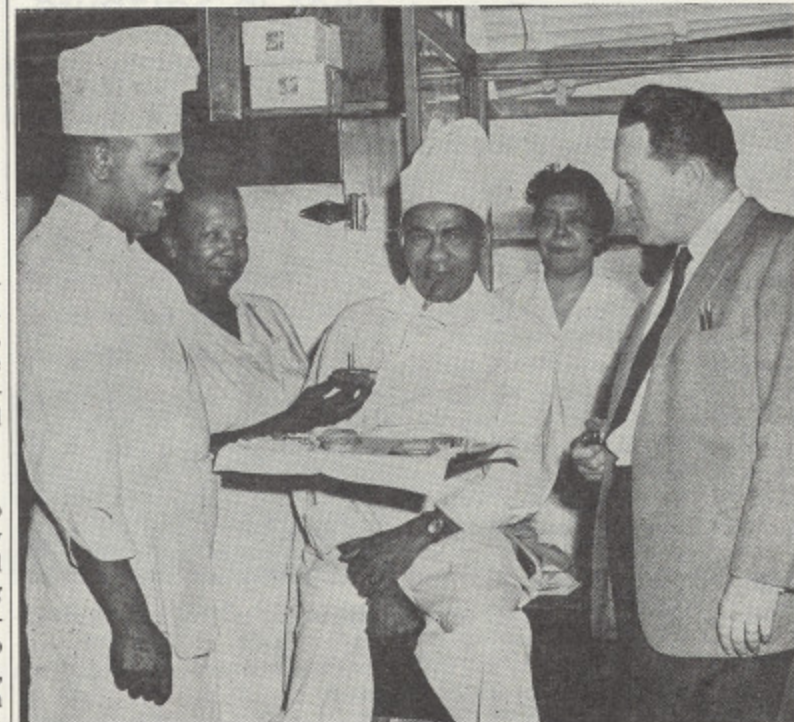
Frank Reguero (kitchen worker) and Phil Perojo (cook) spent two wonderful weeks in Puerto Rico. It turned out to be a family reunion for Frankie with his parents — the first time they had seen their grandchildren.

Johnny Sarp, Assistant Flight Kitchen Supervisor, flying down to Argentina for two weeks of pampering himself on the pampas and in the modern cities of that bustling land.

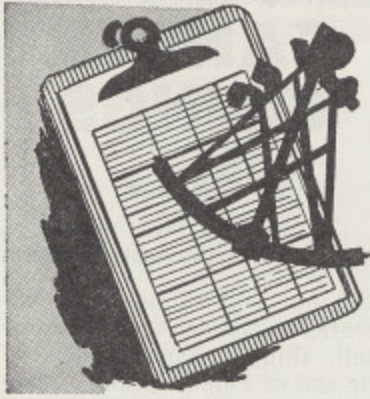
Charlie Radomski, also an Assistant Flight Kitchen Supervisor, chose an unusual cure for his annual bout with Spring fever — he spent a pleasant two-week vacation relaxing in and about his Uniondale, L. I. home. Of course, he found time to indulge in some "do-it-yourself" putterings about the premises.

An eligible bachelor has been lassoed and is being led into the pasture of Matrimony. Port Steward Lou Ciesla has announced his engagement and will be married this summer to Betty Lou Green of Franklin Square.

Everyone shocked to hear that Vivian Fuhrtz' husband Freddie was involved in a serious accident.



DUAL ANNIVERSARY took place one day recently for Les Simpson, IDL Lead Cook. On the same day he celebrated his 65th birthday, and received his fifteen year service pin. Helping mark the occasion are, left to right: W. Woodard, Gussie Connors, Mr. Simpson, E. Johnston and Joe Howley, Asst. Flight Kitchen Supervisor.



FLIGHT SERVICE LOG

A hearty welcome to the 21 new stewardesses and one new steward in the third Flight Service Training class of 1958!

The class roster reads like a UN roll call, shows diversified backgrounds ranging from modeling to interior decorating and boasts fluent linguistic abilities in Russian, Turkish, French, German, Italian, Spanish, Czech, Finnish, Norwegian, Danish, Swedish and Dutch.

Jacobus J. Meerman — (the lone male in the class) comes from Holland; **Anita Basadonna**, Geneva; **Alke Bergner**, Dresden; **Elfriede Bloeschle**, Zurich; **Charlotte Godschale**, Zurich; **Marie Goutet**, Clermont-Ferrand, France; **Dorothea Hoelzl**, Kitzbuhel; **Kristina Huskova**, Prague; **Silvia Joseph**, Zurich; **Rosmarie Maerki**, Zurich; **Ritva Irmeli Montonen**, Helsinki; **Jenifer D. Morgan**, Darien, Conn.; **Rosemary Skye Muller**, Zurich; **Nicole Eugene**, Paris; **Liliane G. Raimond**, Paris; **Renate U. Rueckemesser**, Hamburg; **Reidun Ytreeide**, Oslo; **Erna Schaller**, Zurich; **Maria Schuermann**, Zurich; **Inger Antoinette Sorum**, Oslo; **Gertrude Spuler**, Zurich and **Monique Verdier**, Paris.

Notes from a Purser's Log (Frang Nagy's this time) — "While taxiing I was checking the lavatories when I noticed the forward lavatory was occupied. I recounted my passengers — they were all in the cabin. Tried to pry open the lock, realized someone was inside. Reported to Captain Martin and the Engineer and 'sure nuff' — A STOWAWAY! A 15 year old boy running away from home. We returned to the terminal."

All we can say is that the air age has really taken over. When kids run away these days, they go by air — First Class! Wasn't that way in the good old days.

The sincere sympathy of the group goes to Purser Joe Kris, whose father passed away at the family home in Providence, Rhode Island.

New stewardesses are singing praises after flying with Purser **John Koenig**, who seems to take pride and joy in teaching them "The tricks of good personalized service" that never fail.

Tony Manocchio — one of our ex's is back in school and doing mighty fine — Tony is deep in the study of law at St. John's University. Best wishes, Tony, for a successful career and do tell us when and where your shingle will go up.

A new way to get excess baggage on the a/c has been reported. But — (we don't recommend you try it!) A French girl showed up at the Paris ticket counter with a great deal of baggage and explained that no charge should be made since the excess was her trousseau and that she was coming to America to marry a PAA employee, **Jerry Rand**. The most surprised one was Jerry when a Traffic man

called him up and told him the story????

Mary Gunn, **Norma Jean Gaskill** and **Helen Hafner** will be moving into **Dottie Bohanna's** house in Levittown on April 1st, when Dottie leaves for San Francisco. The lure of the open spaces and the swimming pool was too much for them. Already, seed catalogues are being consulted.

Congratulations to the following Atlantic Division Pursers who have passed their written examinations and qualification ride: **Rita Costa**, **Elfriede von Rebenstock**, **Chris Wachwitz**, **Sonia Salisbury**, **Margot Dufva**, **Kirsten Antonissen**, **Gertraude Krenz**, **Horst Frahm**, **Isabel Kirschner**, **Diane Egan**, **Margaret Catalano** and **Gerda Nebel**.

TRANSFERS:

The travel posters of Waikiki Beach appearing in New York in mid-winter continue to take their annual toll of Atlantic Division personnel. Our best wishes for happy PAD-hopping trips go to: **Pat Hogan**, **Dottie Bohanna**, **Nancy Cummings**, **Marlies Sutter**, **Kay Poulos** and **Vivian Philis**.

A "Welcome on Board" to LAD transferee **Iris Frankel**, who reported to ATL on March 17th. Iris hails from Chicago, Ill., attended Northwestern University, joined the Latin Amer-

ican Division in Miami in February 1956 and transferred to the New York base a year ago.

SPECIAL ASSIGNMENTS:

In addition to the "Chorus Line" of stewardesses who appeared in last month's Clipper helping out at the press preview of the "Biggest Earth on Earth," others were responsible for the success behind the scenes. **Frank Nagy** and **Mario de Minicis** kept members of the press, TV, and radio happy by tending the bar and providing sandwiches.

Mario de Minicis and **Deirdre McCarthy** performed "double duty" the same day by rushing from IDL to LIC Mock-up just in time to serve a luncheon to members of a U. S. Sales training class. They were joined by **Usula Maneka**, who gave them a fresh assist.

Bouquets go to very able crew **Jerry Cameron**, **John Koenig**, **Annemarie Fruhwein** and **Carol Pasciak**, who served a President Special luncheon to PAA Public Relations personnel, when they were in NYC attending a conference called by Admiral **H. B. Miller**, Public Relations Director for PAA.

Pursers **Toni Volpe** and **Ernie Town**, stewardesses **Monika Hoffmann** and **Kirsten Svenningsen** made a lasting and deep impression on travel agents as to the type of service their clients can expect aboard a Clipper. The four were assigned to the U. S. Sales Hospitality

flights. Congratulations, dear Salesmen. A Champagne buffet was served and all types of seating arrangements were demonstrated to 650 agents from BOS, RML, ORD, DCA, PHL and NYC. USS Representatives acted as hosts.

Purser **Jerry Mayer**, Stewardesses **Hygia Schaaf** and **Lili Norman** served a group of educational VIP's at a special luncheon at the Mock-up on Saturday, February 15. The guests of honor were winners of the World Brotherhood awards for the best essay on "What World Brotherhood Means to Me." The winners came from four Continents — Mrs. June Hla Min, a 25 year old housewife from Burma; Miss Rosa M. de la Garza, a 26 year old student-secretary of Mexico; Captain Borge Carstens of Denmark and Corporal Assibi Abudu, a young police academy instructor of Ghana.

Ernestine Misselbeck appeared on the TV show "Name That Tune" but couldn't say she worked for PAA since TWA sponsors the program.

DIAMONDS AND WEDDING BELLS:

Ulla Nilson has resigned and will be married in Stockholm to **H. O'Connor**.

Marianne Jansson was married to **Henry Robinson**, whom she met on an Istanbul/Karachi flight, and will be making her home in Sumatra, Indonesia.

Jan Henderson has resigned and will be married in Maryland.

Drucilla Munnich showing off a lovely diamond from Navigator **Rick Carvello**. Much too excited to talk, but mumbled vaguely about a Fall wedding.

Just heard the news, so we are late in reporting the marriage of Stewardess **Guen Larsen** and Captain **Bill Taylor** in Stowe, Vermont early in February.

SICK BAY:

Good word comes from Boston way that **Alex Condakes** is no longer wearing the neck brace and movement is coming back in her neck and arm. So, here's hoping it won't be long before we see Alex's cheerful face again around the office and on the line.

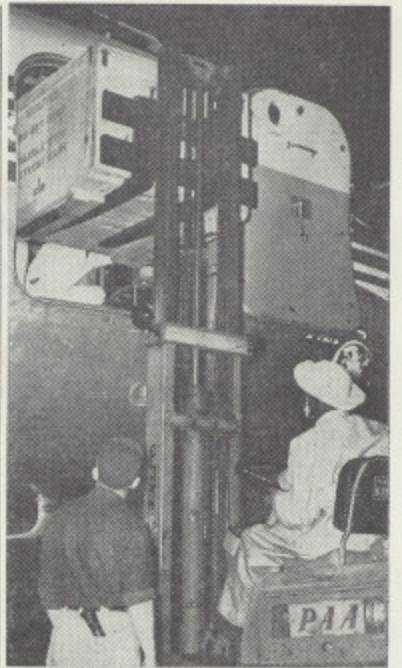
"Fractured" ankles seem to be popular this month in the F/S group. The last count showed the following had to hop around: **Lucille Herzog**, **Elaine Krug**, **Etty Drost**, **Christel Tuliowski**. Some Skiers???? **Helen Flaherty** went one better and broke her leg while skiing in Kitzbuhl and is now on the mend at home in Pittsburgh.

Hedy Adler looks mighty fine in spite of her recent sinus operation and feels so good that she and roommate **Evelyn Conlon** are back at their interior decorating job in their Bronx apartment.

The latest victim of that dreaded disease, hepatitis, is **Jeanne Clover**, who has been in the hospital in Johannesburg. We are happy to learn she is progressing satisfactorily and will soon be winging her way back to New York. **Jeanne** writes that her "daffodil color" is most unbecoming for a PAA stewardess.

Wes Perrin is feeling better after a short illness. It won't be long before he's back on the line and giving super-duper

Bryan McCarthy suffered head service to Clipper passengers.



EYES FOR THE SKIES, 400 pounds of precision lenses for a huge camera used to track earth satellites, are loaded at IDL for shipment to Johannesburg. The lenses were trucked from the Smithsonian Institution Astrophysical Lab. at Cambridge, Mass., for use in the \$100,000 camera, one of five now in use throughout the world.

and arm injuries recently in a traffic accident during a lay-over in Rome. He was enroute to a skiing resort near the city. At least this will save him a broken leg. On the same day in the same city, **Capt. Charley Grinnel** broke three ribs when the taxi in which he was riding was involved in an accident. We always thought those motor scooters were dangerous . . .

VACATION NOTES:

Gerda Nebel has just returned from a lovely vacation trip in Germany with her parents and some skiing on the side . . . without an accident, we are happy to report.

Doris Mildenberg spent her vacation with her family in Dusseldorf during the famous pre-Lenten Carnival and found time to make an exotic costume for the ball — from Chinese brocade bought on one of her Middle East trips.

Norma Jean Gaskill took off for sunny Miami and a visit with ex-PAA stewardess and roommate, **Sue Williams**.

Fritz Ehrhardt hopping all over Europe showing the glamorous spots he flies to Pappa Ehrhardt and then going to the Caribbean for sun and rest . . . this by himself.

Doreli Peyer returned without a scratch, a broken leg or any bruises from a skiing trip to Switzerland.

Ann Hamilton spent a month's vacation in Stockholm with her parents and brought back a little dachshund. Anyone interested in buying a puppy? It gets complicated when Ann has to leave on a flight.

Lucy Szczepanska made her second trip to Warsaw to visit her family. She plans to bring her younger sister to New York with her when she returns.

Joan Kaine was seen showing her younger sister **Mary** the sights of Paris and Rome.

STORK ARRIVAL:

Congratulations to **Tony Volpe** and his wife, who are the proud parents of a girl named **Laurie** born on March 11.



A MAN'S BEST FRIEND has gone astray, it would appear from this photo, and Stewardess **Doris Eisenbeis** is the reason — a fairly formidable one at that. The tiny Chihuahua, nestling comfortably on her palms, is just one of the many "wild beasts" shipped to the U. S. by Cargo, FRA.

PAN AMERICAN Sports

By Milt Ruderman

The Pan Am Jets . . . 1957-'58 champions of the Eastern Wheelchair Basketball Association! It marks the fourth successive season the Jets captured the title and the second year in a row that they completed their 12 game schedule undefeated. (Their sole loss this year was an exhibition game to the California Flying Wheels.)

Despite their fine record, the Jets' campaign was not an easy one. The second place Brooklyn Whirlaways stayed on their heels most of the way, fading only in the last week of play.

The Jets' greatest asset is their versatility. At one point of a game they may employ an all-court press, hawking the ball to confuse their opponents . . . suddenly they will set up a zone or perhaps a man-to-man defense. And they use all three to perfection.

On the offense the Jets are well equipped to use the fast break or work plays behind well devised "screens." Their speed and maneuverability in wheelchairs is unsurpassed in the sport.

It was these court tactics that enabled the Jets to post their 12 and 0 record against spirited league opposition.

Congratulations to Coach Junius Kellogg and the Pan Am Jets: Pete Acca, John Basile, John Bianco, Gus Contes, Mario D'Antonio, Jerry Evensen, Joe Foley, Julius Jiaccoppo, Percy Mabee, Richie Mansfield, Bob Meier, Ralph Metzger, Tony Mucci, Bill Mulligan, Joe Vitta and Saul Welger.

The statistics:

Eastern Wheelchair Basketball Association

| Team | Won | Lost | Pct. |
|---------------|-----|------|-------|
| Pan Am Jets | 12 | 0 | 1.000 |
| Brooklyn | 8 | 4 | .667 |
| New Jersey | 7 | 5 | .583 |
| Bulova | 3 | 9 | .250 |
| National Amps | 0 | 12 | .000 |

The Pan Am Jet record:

- Pan Am Jets, 47; National Amps, 11
- Pan Am Jets, 46; New Jersey, 45 (overtime)
- Pan Am Jets, 39; Brooklyn, 37
- Pan Am Jets, 42; National Amps, 17
- Pan Am Jets, 43; Bulova, 28
- Pan Am Jets, 49; New Jersey, 35
- Pan Am Jets, 57; Bulova, 36
- Pan Am Jets, 45; Brooklyn, 43
- Pan Am Jets, 56; National Amps, 19
- Pan Am Jets, 59; Bulova, 44
- Pan Am Jets, 56; Brooklyn, 47
- Pan Am Jets, 40; New Jersey, 36

Leading scorers:

| | Games | Points | Avg. |
|-----------|-------|--------|------|
| Jiaccoppo | 12 | 134 | 11.2 |
| Welger | 12 | 127 | 10.6 |
| D'Antonio | 12 | 83 | 6.9 |
| Bianco | 9 | 76 | 8.4 |
| Mucci | 12 | 51 | 4.3 |
| Mabee | 12 | 45 | 3.8 |

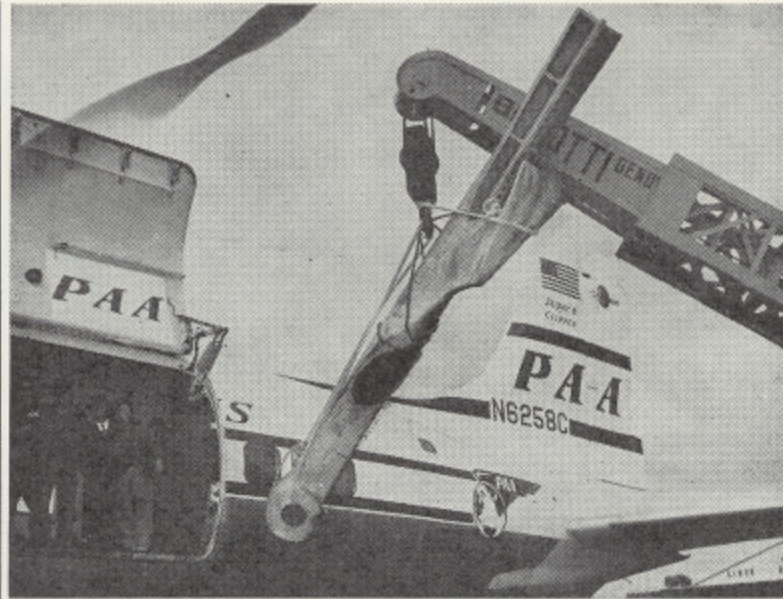
Along the bowling fronts:

Both Pan Am entries in the Fresh Meadows Industrial League lost ground in the past month. The Jets are 5th and the Blues 15th. Four weeks earlier the Jets were 3rd and the Blues held the 12th spot. High man on the Jets is Captain **Ralph Nothacker** (175). Other averages on the Jets: **Roy Minelli** (172); **Bob Lawson** (168); **Ed Beksvoort** (160) and **Dick Murray** (153). Top spot on the Blues is shared by **Jim Edwards** and **Bob Keough** with their mark of 179. Captain **Frank Cittadino** follows with his 171 average. **Nick Hober** has a 167 average and **Frank Schmidt** 141.

There's a humdinger of a race in the Mixed Bowling League. Leading at the moment are the Pathfinders (**John Driscoll**, **Don Connington**, **Arlene Galletti** and **Sally Kessler**). Tied for second are the Star Gazers and the Flying Eagles with the Vikings close behind. Top bowlers (men): **John Driscoll** (165); **Ralph Hesse**, **Star Gazers**, (162) and **Don Connington** (154). Top gal bowlers: **Ann Bergen**, **Star Gazers**, (146); **Arlene Galletti**, (137) and **Barbara Pentland**, **Flying Eagles**, (132).

Arnie Selva continues as top AD bowler in the Skyline League (LIC) with his 167 average. **Arnie** also has 6 games over 200 to his credit. Next AD man is **Art Vollmar** with an average of 155. **Art** has surpassed the 200 mark 4 times.

NOTE: **Irene Ferguson**, new secretary-treasurer of the Mixed Bowling League, reports they're still looking for bowlers (male and female). If you're interested, call **Irene** at Idlewild (ext. 452). **Irene** advises us that the Bowling Dinner will be held on Wednesday, May 28th, at the Valley Stream Park Inn.



SIGHS OF RELIEF are heard as a 13,580-pound "skeg" (part of a ship's keel) is hoisted from the Cargo Clipper which brought it to ROM from the U. S. It was trucked 300 miles from Rome to Taranto where a disabled ship lay in drydock.

GANDER GOINGS ON . . .

By Bob Warren

In our last column we commented on Gander's mild winter, well, things changed towards the end of February and we experienced a heavy snowfall and colder weather. Not too many complaints were heard however as the clean white snow and the clear frosty air were a change from the mud, rain and fog.

On the day after the snow-storm your reporter clamped on his skis and visited Gander's new ski and toboggan run. Quite a number of Ganderites with their children had the same idea and all joined in the fun.

The ski run is located south of the town overlooking beautiful Gander Lake. A large tract of land in this area is being cleared, and will be turned into a park providing not only winter entertainment but also a place to use and enjoy during the other seasons.

COMINGS AND GOINGS — **SOM Ted Henley** spent a week in New York attending the SOM Jet Seminar. **STS Cal Osmond** back from London. **Cal** attended a five day course at the London Training School. **Ed Fendell** of GCA off to Europe via New York for his annual vacation.

The local bowling league has completed its winter schedule of games and the PAA mixed team came out on top in the series of twenty games.

The team consisted of **Dispatcher Bill Learning** and wife **Phil**, **John** and **Beryl Simpson**, **Don** and **Lorette Roscoe**, **Gordon** and **Joan Noseworthy**. **John** and **Don** are former PAA employees now Maint. Supvrs. with Allied. Congratulations to you all.

Congratulations also to the Allied Maintenance Department. They recently completed an engine change on N750 in a record time for Gander. From start of change to aircraft cleared took only 6 hours, 45 mins. We wonder how this compares with other Line Stations?

Special Meals? Ask Our Global Experts

No restaurant in the world serves meals meeting the dietary requirements of as many of the world's religions as Pan American does every day to passengers on its far-flung routes who have requested special meals.

With 41 provisioning points strategically located throughout the world, Pan Am can easily fulfill the special dietary needs of members of the Hindu, Jewish, Catholic, Moslem and Oriental faiths. Requests for salt-free meals can also be handled with ease.

The only thing Pan Am asks of passengers who want these special meals is that they give advance notice — a few days or even better a week before their flight departs.

Pan Am's kosher meals are prepared by a special caterer under orthodox rabbinical supervision. All the orthodox rituals are observed in the preparation of beef and chicken, vegetables, potatoes and bread. Separate plastic cutlery is provided, as the orthodox Jew cannot eat with cutlery that has

touched dairy products or pork.

A typical Moslem menu, standard on some PAD flights, goes like this: Breakfast—roti (pancakes) and boiled eggs; Lunch—vegetable curry with rice, tomato chutney and rice pudding; Dinner — chicken curry with rice, mango chutney and rice pudding. Chop sticks are standard equipment on all flights in that part of the world.

In catering to the tastes of nearly three million diners a year on flights reaching over 65,000 miles of routes to 82 lands, Pan American provides some 96 different types of regular dinner and lunch menus on a rotating basis — assuring all travelers a wide choice of meals. Even a round-the-world passenger is not likely to be served the same meal twice.

Cutie Corrals Cargo Account

Besides being a thoroughly-trained AD stewardess, **Jane Noel** also qualifies as an expert cargo salesman, a customer relations authority, and a staunch Pan Am booster.

Miss Noel used all these skills to retain for Pan Am the cargo business of an important shipper.

The president of the firm was returning to New York from Rome, accompanying about 2,000 pounds of delicate precision instruments which he was anxious to get off the plane and through customs quickly and safely.

He expressed doubt whether this could be accomplished to Stewardess Noel.

Later he wrote Pan Am: "She very strongly took the position that her airline without question provided the best services both for passengers and cargo.

"She made me promise that, if this particular shipment came through well, I would consider shipping all of our air cargo by your company. Naturally, I was

somewhat startled to hear this business interest from an air hostess. She actually was soliciting my freight business for you!

"However, when the plane landed, there was confusion concerning the unloading and clearing through customs of the various cases of instruments. I was becoming upset . . .



"Lo, and behold, there suddenly appeared my stewardess friend and asked me whether the shipment had come off in good order. When she learned of the difficulty, the young lady spent two or three hours of her own time with locating, unloading and clearing the instruments. This despite the fact that she had just completed a long arduous flight.

"I should like you to know that, when our factory in Rome asked for instructions concerning air cargo shipments, which should now average from 7,000/10,000 kilos per month, we specifically directed them to use only your company, since we felt that if this young lady was representative of your personnel, then in the long run we should, without doubt, have better service from your company. Also, I would make good my promise to her."