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JOHN FINK TO SPEAK IN FEBRUARY



John Fink, pictured at left, has quite a resume as a TV and radio executive, reporter, writer, and community contributor. "Community contributor" can be defined as someone who, over the years, has served on many association boards, advisory committees, and task forces in addition to whatever job he held at the time.

Fink came to Hawaii after graduating from Wesleyan University with a B.A. in East Asian history and a minor in communications. His first job was as public relations director for Team Hawaii of the North American Soccer League but it did not last long as the team soon moved to Oklahoma. However, he had made enough connections that he quickly got work with a couple of radio stations as sales manager, music director and disc jockey.

Fink went on to work in television, first as account executive at KGMB, but soon moving to KHNL/KFVE where he spent the next 33 years. In 1996 Fink became V/P and General Manager. The stations were recently sold.

Our local readers may recall *It's Academic Hawaii*, a quiz program in which the brightest youngsters in local high schools competed against each other intellectually rather than on a sports field or court. Fink brought that program to Hawaii during his tenure. (I mention it as it was a favorite in our house and, I surmise, of many of our readers.)

Fink's focus was on local events and issues and he supported local programming of all kinds. He regularly did a TV editorial as part of the evening news. It was a short on-air commentary on a local issue or problem. It was called "Think About It".

Among other community activities, John Fink often serves as an emcee for various events and graciously responds to speaking engagements for a variety

of organizations and clubs. He currently writes an editorial column for *Midweek*. It appears on page 2 and is titled "Think About It". In late February or March, Fink plans to release a book of the "best of" the televised editorials from 19 years in TV on KHNL and KFVE.

Come and meet John Fink at our February meeting which is a week earlier in the month, i.e. on the third Tuesday, February 18th, rather than the usual fourth Tuesday. A registration form for the meeting is on page 7.

THE TWENTIETH ANNIVERSARY OF THE 747

At the gala, President Darlene Laster paid tribute to our beloved B-747 because this is the 50th year since the aircraft went into service. She read an article, written by Ron Marasco, which appeared in the Fall/Winter edition of Clipper, the newsletter of the Pan Am Historical Foundation. Marasco is, like Laster, a member of the PAHF Board of Directors. He was involved with the 747 program from its inception. He served as VP Maintenance & Engineering during his long career with Pan Am. The article has been edited here because of its length.

In the last half of the twentieth century there were only a few notable airline executives who made an enormous impact on the growth of commercial aviation. . . None rivaled the pioneering accomplishments or the power to influence their company's direction as did Juan Trippe.

When Juan Trippe was about ten his father took him to see Wilbur Wright fly around the Statue of Liberty. From then on Trippe's life-long passion to be in the forefront of aviation would never cease. He had known Charles Lindbergh, who was just one of many in a race to be first to fly non-stop from New York to Paris, and Trippe witnessed his historic takeoff from Long Island's Roosevelt Field.

But unlike other "firsts" in commercial aviation, no one was racing to create the first 747. On the contrary neither Boeing nor anyone else in the airline industry had any interest in such a ground-breaking endeavor—other than Juan Trippe, Chairman of Pan American World Airways.

From 1927 until the beginning of the jet age in 1958 Trippe forged a sprawling international airline. . . Trippe went on to build a legacy for being ahead of the aircraft technology curve, purchasing the latest aircraft, often not yet built, with more seats for a lower seat mile cost, to fulfill his vision of a premier international airline. During his march to create a successful company, he had amassed considerable power and influence with the Pan Am Board of Directors, financial community, and the aircraft manufacturers.

His record of successful airline industry 'firsts' soared in 1955 when he casually announced at an airline industry cocktail party that Pan Am had just placed an order for 46 jet aircraft; 20 Boeing B-707s and 26 Douglas DC-8s, at a cost of 245 million dollars. This colossal deal entering the jet age in a major way was vintage Trippe.

In the early 1960s, true to form, Trippe . . . commissioned Pan Am engineering to develop specifications for a very large aircraft capable of handling future passenger growth. With the new high-bypass jet engine technology on the horizon, with thrust levels two-and one-half times greater than a 707 engine, Trippe began prodding Boeing to begin studies for the large aircraft he envisioned for the 1970s and beyond.

Boeing at the time had little interest in such a revolutionary project since they were deeply involved in the SST program, as well as developing a proposal for a large, heavy equipment US Air Force cargo airplane called the C5A. Besides, except for Pan Am, all of the world's airlines were perfectly content flying their narrow bodied 707 and DC-8 aircraft.

But given Trippe's long standing successful relationship collaborating with Boeing on the B-314, B-377, and B-707, he kept pressing his friend Bill Allen, Chairman of Boeing, to begin studying his big airplane specifications. In the summer of 1965, Boeing relented and assigned Joe Sutter to gather together a small group of engineers to review Pan Am's specifications for a jumbo jet. Sutter would ultimately become the legendary 747 Chief Design Engineer.

Throughout his book, the "747 Creating the World's First Jumbo Jet," Sutter gives great credit to Juan Trippe and Pan Am for the creation of the 747. He knew the 747 would go nowhere without Pan Am, so as Sutter noted, "Starting with Pan Am's data points, I set my team to work to build an airplane, two and a half times bigger than anything in existence. Pan Am was by far the most influential international airline back then. It had launched the 707 and would launch the 747—that is, if we could come up with something that Pan Am liked."

In December 1965, Pan Am and Boeing signed a Letter of Intent to purchase twenty-five 747-100 jumbo jets. The man the encyclopedia called an airline entrepreneur marshaled the approval of his Board of Directors and the financial community to provide the financing for an aircraft which did not yet exist! Thus began the creation of the most transformative and celebrated aircraft in commercial aviation history. It launched both the largest financial aircraft purchase and business transaction ever, which historians would later characterize as a business gamble of monumental proportion.

In the late 1960s and early '70s the world's economy drastically changed. As a result, if the 1965 purchase agreement had not been consummated at that particular time in history, it's clear the 747 would never have existed as we know it today. In a postscript in his book, Sutter writes, "I am often referred to as the father of the 747. But the 747 has three fathers, the other two being Juan Trippe of Pan American Airways and Boeing's Bill Allen. Trippe pushed hard for a high-capacity airliner in the 1960s. Bill Allen shared his friend's vision and had the courage to launch the 747 despite a long list of very good reasons not to. If it weren't for them, history would have taken a different course."

The 2020 calendar published by the Pan Am Historical Foundation is a tribute to the 50th anniversary of the 747. It contains photos and extensive notes on the jumbo jet. A limited number of calendars were printed in time for holiday gift-giving. Anyone interested in purchasing the calendar may check if any are still available at panam.org.



AN INTERESTING ANECDOTE RE: TRIPPE AND THE 747

When the gala was ending on December 7th, there was the usual hustle and bustle as people said their goodbyes and finished last minute conversations. I was chatting with **Dick Rezentes** and his sons. Dick had begun his career with Pan Am in the 1950's. He shared an anecdote about meeting Trippe when he visited the Honolulu Station which was about to receive the 707 for the first time. Most employees considered the new jet service a milestone but it appears Trippe was already thinking ahead.

Employees from all departments were excited to meet and hear Juan Trippe during his visit. They gathered around the tarmac where several pallets had been stacked to give Trippe a platform from which to address the crowd. One bit of information Trippe shared was that "One day there will be a jet airplane that can carry as many passengers as the *Lurline* does today." Dick said later chatter about Trippe's speech indicated many employees thought he was dreaming and that it was just not possible.

PAN AM PEOPLE AND EVENTS

Mike Lilly has new contact information now that he is retired. He and Cindy have moved to Kula. Their address is 371 Alae RD, Kula, HI 96790. The home phone is 808.878.1883 and Mike's cell phone is 808.392.0894. (Please update your member directory.) He and Cindy are enjoying his retirement. At right they are pictured in the Bavarian Alps. She is still teaching quilting and has conducted classes on a couple of cruises this past year. Mike's book, *Nimitz at Ease*, is available on amazon.com. . . . **Jack**

Smith sent the December issue of this newsletter to his cousin, Randy Ricard, who used to fly for Pan Am. The newsletter carried a notice of the passing of Nana Bradford's husband, George. Randy wrote that he used to fly with Nana and recalls her as a "wonderful person, beautiful woman, and great In-flight Director." There was also an article in that issue about a fundraiser I attended at the former terminal building at Hobby Airport in Houston, which is now an airline museum. Randy wrote, "I remember well the terminal at Hobby. While I was Station Manager for Southwest Airlines there in 1990-93, there were discussions about doing something like this. I almost got involved as it is a very historical building. The main sticking point was asbestos and lead paint removal. A few of us wanted to buy it and turn it into a restaurant." .



I never heard a passenger say: "I like to fly Pan Am because of the mechanics."
But I have heard a lot of pilots say it.

After 16 years on the job, helping maintain the largest fleet of 747s in the world, somebody's bound to put you on the back. When it's the pilots, it's a real compliment. For they fly those planes to every continent in the world.
Of course, we mechanics don't deserve all the praise. All our people do their job well. So the next time you're going overseas, fly Pan Am. Even if it isn't just because of the mechanics.

PAN AM
America's airline to the world.

See your travel agent.

. . . **Dave McCarthy** sent the photo on the left after seeing the Pan Am ads in the October issue, which featured **Bob Merrill**, and the November issue which contained two photos of **Jack Starks** in Pan Am ads. There is a major difference, however. The ad on the left is fake, at least the "in your face" head photo of Dave is not the face that appeared in the ad. His friend, Bob DuBert, had photoshopped the ad for fun, superimposing Dave's face over that of the employee in the ad. Bob and Dave have been friends for many years. Dave put me in touch with Bob because Bob was editor of the quarterly newsletter of the Northwest Airlines History Center for 5½ years and is a big fan of Juan Trippe and Pan Am though he never worked for Pan Am. Bob says of his friend Dave, "He is one of the most loyal and dedicated volunteers at the Northwest Airlines History Center Mu-

seum. His career as a mechanic included National, Pan Am and Northwest. However, in his heart Pan Am will always have pride of place. While volunteering, he often wears a Pan Am cap and a Pan Am blue shirt.” Bob contributed photos and information for the following article.

HAVE YOU EVER TAKEN A CEMETERY TOUR?

It may sound bizarre but cemeteries provide a glimpse into history and culture. In the Victorian age, cemeteries were meant to serve as parks as well as burial grounds. When I lived in London, 1991-94, I enjoyed taking my visiting guests to Highgate Cemetery which was opened in 1839. Prior to its opening, people had been buried in churchyards. Such burial places were called graveyards. The term “cemetery” was used for a large burial area that was not located around a church.

On a working trip to Paris, I joined a couple of other stewardesses to visit Père Lachaise Cemetery. It was opened in 1804, even earlier than Highgate. Its most visited gravesite was that of rock star Jim Morrison, who died in Paris. Though originally designed to look like an English garden, Père Lachaise now houses a huge population of graves and is a jumble of small headstones, elaborate headstones, and large crypts, some as big as little chapels.

When I visited Highgate Cemetery, it was undergoing a facelift and still is. Headstones had fallen into disrepair and much of the cemetery was overgrown with weeds, vines and trees in need of trimming. The work is being done by a charity, “Friends of Highgate Cemetery Trust”. Among the many luminaries buried there is Charles Dickens. The most visited grave in Highgate is that of Karl Marx.



This all came to mind when I received photos of Green-Wood Cemetery in Brooklyn from Robert “Bob” DuBert. The entrance to the cemetery is pictured at left. Other photos sent by DuBert induced me to check out the Green-Wood Cemetery on line. It too has a history similar to the London and Paris cemeteries mentioned above. It has grown to 478 acres and dates to 1838. It also was originally designed as a park. It, too, had problems with disrepair, especially damage caused by vandals in the 1970s. It was closed to the public for a time. In 1997 Green-Wood Cemetery was designated a National Historic Landmark. It contains a variety of trees

and other plants and has even been given designation as an arboretum. In 1999 a non-profit fund-raising group was established to raise funds for the cleaning of monuments and headstones and to help with the grounds-keeping work. It is a popular place to walk for those who like the tranquility and beauty of the place.

Because he is a fan of Pan Am, DuBert sought out the Trippe family plot, marked by a large stone nestled between even larger bushes. He took the picture at right (as well as all the photos in this article), which shows the headstones of Juan Trippe and his wife, Betty, in the center foreground. DuBert writes, “Immediately adjacent to



the Trippe plot is the Sperry family plot, which includes the grave marker for Elmer Ambrose Sperry, who founded the Sperry Gyroscope Company and who, with his son Lawrence, developed many of the instruments used in autopilots and for aerial navigation. About a hundred years away is the Bernstein family plot, including the headstone for conductor and composer Leonard Bernstein. As you can see, the Trippes are in good company.”



Elizabeth Stettinius Trippe is buried to the left of her husband, Juan Terry Trippe. She was the sister of Edward Stettinius, who served as Secretary of State under Roosevelt and Truman. Du Bert left a small Pan Am luggage tag, from his collection of Pan Am memorabilia, to mark Juan Trippe’s headstone.

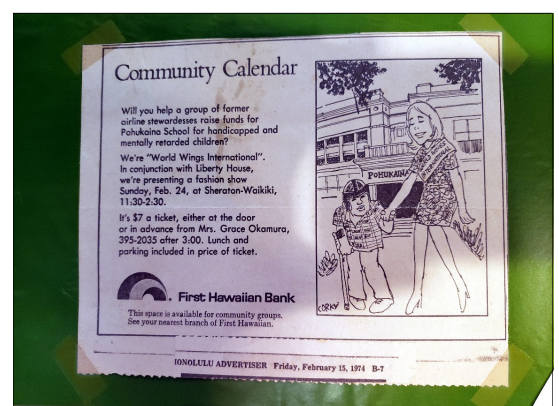
DuBert added the following useful information: “For any Pan Am’ers who anticipate a trip to New York City in the future, visiting Trippe’s grave is fairly easy. The entrance to Green-Wood cemetery is one block from the 25th Street (Brooklyn) station of the R subway line. Office personnel can direct the visitor to the site.”

Entrance to the cemetery is free. The cemetery office sells guidebooks which include maps for those who want to walk the grounds. Trolley tours are also available for a fee of \$15 for members and \$20 for non-members. The tours are very popular and advance reservations are strongly recommended. Here is a link to a 5 minute video showing this most interesting cemetery/garden/lake/arboretum: <https://www.wliw.org/programs/treasures-of-new-york/treasures-new-york-green-wood-cemetery-6lenhh/>

AN HISTORICAL NOTE

The ad at right is from the Feb. 13, 1974, edition of the *Honolulu Star Bulletin*. The ad was promoting one of the early fundraisers put on by the local chapter of World Wings International. It reminds us of how much things have changed in the last 46 years. The ad reads:

Will you help a group of former airline stewardesses raise funds for Pohukaina School for handicapped and mentally retarded children? We’re “World Wings International”. In conjunction with Liberty House, we’re presenting a fash-



ion show Sunday, Feb. 24th, at Sheraton-Waikiki, 11:30-2:30. It's \$7 a ticket, either at the door or in advance from Mrs. Grace Okamura, 395-2035 after 3:00. Lunch and parking included in price of ticket.

Liberty House was taken over by Macy's, the term "mentally retarded" is no longer used to describe children with learning disabilities and there is simply no way one can get parking, lunch and a fashion show in Waikiki for just \$7.

LOOKING FOR YOUR STORIES

My little crew bus replica brings back memories. The crew bus provided pilots and flight attendants (and other employees at times) with transportation to and from the planes back in the days before security was ever a problem. On one return to home base, I realized I had left my hat on the plane. I was wearing a wig, which was against regulations, and it felt like a hat so I forgot I was not wearing it. I had to



2020 Schedule

- January 28—Board Meeting Only
- **February 18**—General Member Meeting
- March 24—Board Meeting Only
- **April 28**—General Member Meeting
- May 26—Board Meeting Only
- **June 23**—General Member Meeting
- July 28—Board Meeting Only
- **August 25**—General Member Meeting
- September 22—Board Meeting Only
- **October 27**—General Member Meeting
- November 24—Board Meeting Only

take the crew bus back to the plane which was being cleaned for its next flight. I found the hat but the big gold round Pan Am emblem had been removed, leaving me to buy a new one. Yes, I still continued to wear a wig, as did many stewardesses, to hide hair considered to be too long. It had to "clear our collar."

I'm sure you have better memories than this to submit. Please send them in!

Luncheon Meeting Reservation

February Speaker

Next Meeting—**February 18**, 2020
Waialae Country Club
4997 Kahala Avenue

John Fink

11:00 Social hour, 11:30 Lunch

\$33.00 per person (Includes tip and parking)

Important: Carol must **receive** your check **by February 11th**.

Member Name _____ \$33.00

Guest Name _____ \$33.00

Total _____

Make check payable to PAA and send to:
Carol Suyderhoud, 7503 Maka'a Street, Honolulu, HI 96825-3127

NOTE: If you received this newsletter electronically and would like to attend the meeting, print this page or enclose a note with your check, stating what and who the check is for.

PAA Hawaii Aloha Chapter Officers

Darlene Carver Laster	President & Chapter Chair	Darleelas@aol.com	394-8981
Ed Gencarelli	Vice President	edgen76@gmail.com	254-4576
John Medlock	Treasurer/Membership	johnmiii@earthlink.net	664-0586
Marie Jahnsen	Secretary	marie.jahnsen@gmail.com	832-752-4982
Al Chun	Annual Gala Coordinator	alhwchun@gmail.com	395-0525
Mae Takahashi	Annual Gala Co-Chair	takten@hawaii.rr.com	218-7773
Carol Weiss-Suyderhoud	Meetings Coordinator/Speaker Chair	carolws@hawaii.rr.com	396-5225
Diane VanderZanden	Editor, <i>Aloha Clipper</i>	alohadvz@gmail.com	200-4322
Ellen Shikuma	Director	EllenNOW@aol.com	734-5725
Clare Takayama	Director	TakaHale@aol.com	247-2004
Harold Chow	Director	hkychow@juno.com	988-7817

(Note: area code for all phone numbers is 808 unless otherwise specified.)

Newsletter Items:

If you have any news item that would be of interest, please call Diane VanderZanden at 200-4322 or send mail to 500 Lunalilo Home Road, #26-D, Honolulu, HI 96825-1734 or by e-mail: alohadyz@gmail.com.

Members, we encourage you to print this page and give the application below to your Pan Am friends who are not members. If you are a former employee and not a member of the Aloha Chapter of the Pan Am Association, we encourage you to complete and submit the application below and help keep our association healthy. Thank you.

PAN AM ASSOCIATION—ALOHA CHAPTER MEMBERSHIP APPLICATION

Please check all applicable boxes and complete all applicable lines.

- ☐ Renewal ☐ New Member
- ☐ Retiree—Pan Am retiree who received lump sum pension or is receiving PBGC checks.
- ☐ Associate—All other former Pan Am employees
- ☐ Ohana—Surviving spouse, child or relative of above; sponsored person with close connection to Pan Am (subject to BOD approval).

PRINT CLEARLY PLEASE

Date: _____

Name: _____ **Spouse:** _____

Address: _____

Street	Apt #	City	State	ZIP code
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Home Phone: _____ **Cell phone:** _____ **E-mail:** _____

Would you like to receive the newsletter by e-mail, which is in color? Yes No

Retiree/Associate: Dept: _____ PAA Service: _____ Receiving Pension? _____
of years worked Yes or No

Ohana: Pls. state category & PAA sponsor (See above):

Annual Membership: ☐ \$ 30 US Residents ☐ \$ 35 Overseas residents

Lifetime Membership: ☐ \$150 US Residents ☐ \$175 Overseas residents

Please make check payable to **PAA** (Pan Am Association) and send with this application to:

John Medlock, 411 Kaelepulu Drive, APT F, Kailua, HI 96734-3309