

## From the President, Adam Aron...



In his first speech to the nation when Gerald Ford assumed the U.S. Presidency in 1974, he famously and humbly said, "I am a Ford, not a Lincoln." In that context, I'm an Aron, not a Trippe. As someone who genuinely cherishes all that once was Pan American World Airways, it is the honor of a lifetime to work in partnership with descendants of Juan Terry Trippe as the new President of the Pan Am Historical Foundation.

Our mission at PAHF is clear and simple. Do what is needed to preserve the memory and legacy of Pan Am — the System of the Flying Clippers, America's Airline to the World and the World's Most Experienced Airline. To that end, we will do what is needed to coalesce the Pan Am community of today, those who knew and loved the airline firsthand, and those too who have been drawn to it since. That Pan American has devotees almost a full century after its founding is hardly surprising, given its historic achievements in literally creating what is now global aviation, and also in bringing much closer together what was back then a large and distant world. There is no other airline, then or now, that pioneered so magnificently as did Pan Am.

**President** *cont. p. 2*

## IN MEMORIAM

### *Charles "Pete" Runnette*

1935 – 2022

*Charles Wilson "Pete" Runnette III*, president of the Pan Am Historical Foundation and a longtime Pan Am executive, passed away on August 13, 2022, surrounded by family. Pete, as he was known for most of his 87 years, guided the Foundation for more than 20 years and was recently named "President Emeritus" in honor of his many contributions.

"One of Pete's many significant accomplishments was shepherding the production of *Across the Pacific*, a three-part documentary series on the China Clipper that aired on PBS," said Ed Trippe, chairman of PAHF. "No doubt he will be best remembered for helping to build a collegial Pan Am community dedicated to preserving the Pan Am legacy. He was a gifted leader and a friend to all of us."

Growing up in Pittsburgh, PA, Pete fell in love with airplanes and the life of an aviator. With an NROTC scholarship, he graduated from Yale University with a Bachelor of Science degree in Industrial Engineering in 1956 and immediately joined the Navy as an Ensign. Following training, he was designated a naval aviator. He deployed in a P2V-7 Neptune out of Whidbey Island in Washington State where he was aircraft commander patrolling the Bering Sea for Russian trawlers.

After completing his military service in 1960, he enrolled in law school at the University of California at Berkeley. While working as a waiter in the Kappa Alpha Theta sorority house on the UC campus, he met Alice Catherine Land whom he married in 1962.



With a law degree and a love for aviation, Pete went to work as an attorney for the Federal Aviation Administration in Washington, DC. In 1966, he landed his dream job with Pan American World Airways working in flight operations at JFK airport in NY. Three years later, he was promoted to Staff Vice President, working in the Pan Am building.

From 1972–1977, Pete served as General Manager of Pan Am's Internal German Service (IGS) in West Berlin. Subsequent positions included Vice President of Marketing in New York; Vice President of the Atlantic Division based in London; and Senior Vice President, Marketing in New York.

After Pete retired, he took on the nearly full-time role of President of PAHF from 2000–2022. In his long and successful career around the Pan Am world, Pete made many friends along the route.

Pete is survived by his wife Alice; daughter Brooke (and spouse Max Culhane); son Charles (and spouse Nathan Lump); granddaughter Lilou Runnette Culhane; his sister Ann Runnette Piper (and spouse Tom) as well as many family members and friends.

A memorial service to celebrate Pete's life will be held at a future date.

His full obituary is available here:  
[legcy.co/3RkVtpn](https://legcy.co/3RkVtpn)

Our primary goals are two-fold: First, to ensure that current and future generations the world over remember and revere the extraordinary contributions Pan Am made in making air travel and hospitality available first to the wealthy and powerful, but of such significance and importance then eventually also to everyman. And second, to celebrate the remarkable accomplishments of multiple generations of imaginative and talented people who defined and embodied Pan Am, especially so for the over-arching role of its daring visionary entrepreneurial founder Juan Trippe.

Why do we at PAHF do this? For the same reason we study history. Indeed, Pan Am is history, a chronicle of the twentieth century that changed how we move around and live even now. Give credit where it is due, Pan Am was a driving force in causing the formation of a more interconnected world.

But Pan Am is more than just a treasure of the past. The spirit of Pan Am continues on in so many. You are thinking of Pan Am when you marvel at swash-buckling explorers, people who dare to dream the impossible, or who experience just about everything imaginable that life could throw in their way. There is a glory and adventure and majesty, and some tragedy too, in the Pan Am story. It is a fascinating tale, and one that is worthy of the telling.

For those of you who don't know me, I grew up a middle-class kid from a suburb of Philadelphia, lucked my way into becoming a Harvard College and Harvard Business School graduate, and since 1993 across a long career have successfully led as CEO five different companies in five different industries (Norwegian Cruise Line, Vail Resorts, the NBA's Philadelphia 76ers, Starwood Hotels & Resorts and currently AMC Entertainment which is the world's largest movie theatre chain). Prior to my CEO positions, I spent fifteen years as an innovator in consumer marketing both for airline and hotel companies, starting my career at Pan Am in New York, followed by CMO positions at Western Airlines in

Los Angeles, United Airlines in Chicago and at Hyatt Hotels & Resorts.

My early career claim to fame was in creating and running Pan Am WorldPass, one of the very first airline frequent flyer programs, and Hyatt Gold Passport, one of the very first hotel frequent guest programs. Those programs, and others, changed how companies throughout the world sell their products, switching from being merely mass marketers to building direct one-on-one relationships — albeit in huge quantities — with their best customers.

We have high hopes going forward of doing important work at PAHF, and in putting the organization on a path to staying strong for decades to come. We can't look to the future, though, without remembering what PAHF has done in the past. In the thirty-one years since Pan Am ceased flight operations in 1991, PAHF has kept the Pan Am flame shining brightly.

That is due in great measure to the dedicated efforts of two wonderful Pan Am people with whom I had the privilege to work alongside back in the 1980s. This summer, we sadly lost longtime PAHF President Pete Runnette and longtime PAHF Board member Jeff Kriendler. While they now rest peacefully, their friends (and certainly, I among them) will remember them fondly forever.

But the highest tribute above all goes to PAHF's most dedicated wonder, our Chairman Edward Trippe, Juan Trippe's last surviving child. In hearing him talk about Pan Am, it is truly so endearing when he says, "Dad did this..." or "Dad thought that..." Ed is filled with vigor and energy, with warmth, graciousness and charm. And he is passionate that the legacy of Pan Am remain on its much-deserved pedestal. Juan Terry Trippe would be so appreciative of Ed's enduring commitment, and undoubtedly so, so, so proud of his son. At PAHF, we hope to build a next 31 years as significant for the organization as the last 31 have been given Ed's leadership.

I am so fortunate to now join with Edward Trippe as we continue in that effort. ✈

## Flight 7 Memorial Planned at SFO

### *Monument to Victims Who Perished in 1957*



Surviving relatives and friends of those who perished when Pan American World Airways Flight 7 crashed midway between San Francisco and Honolulu in November 1957 are raising funds to place a monument that will memorialize the victims.

Ken H. Fortenberry, whose father was navigator and second officer on "Clipper Romance of the Skies," and Gregg Herken, whose favorite teacher was a stewardess on the flight, cochair the Pan Am Flight 7 Memorial Committee, an IRS-recognized 501(c)3 nonprofit. The monument will be erected in early November on the grounds of the Millbrae City Hall, close to San Francisco International Airport.

"We applaud and support the Flight 7 Memorial Committee for their ongoing commitment to realizing a memorial to honor the individuals tragically lost sixty-five years ago," Mayor Anne Oliva stated after the city council unanimously approved the monument proposal.

John H. Hill, former assistant director and curator-in-charge of aviation at the SFO Museum, also enthusiastically endorsed the project to memorialize the forty-four lives lost in the crash.

"Needless to say, the human toll was high. Its impact on the affected fami-

**Flight 7** *cont. back cover*

## IN MEMORIAM



### *Jeffrey F. Kriendler* 1946 – 2022

**Jeffrey F. Kriendler**, the public voice of Pan American World Airways during some of the airline's most tumultuous years, and beloved by countless colleagues around the world, died on September 3 in Miami. Jeff had been hospitalized after a fall in his home. He was 76 years old.

Jeff joined Pan Am in 1968 as a management trainee in the Flight Service department. He went on to hold senior management positions with Pan Am in both Flight Service and Dining Services, and later in the Public Relations department. In 1982, he was named Vice President of Corporate Communications, and from that time until the airline ceased operations in 1991, Jeff was the airline's chief spokesperson, an exceptionally high-profile job of dealing with the media, investors and the public.

Jeff loved Pan Am. "Jeff was Pan Am," said Pan Am Historical Foundation chairman Ed Trippe.

And Pamela Fiori, former editor of *Travel & Leisure* and *Town & Country* magazines, remembered, "He was such a wonderful and gifted man — totally dedicated to his career at Pan Am, both during and after his days in Corporate Communications."

No matter how serious the issues facing the airline, Jeff responded to the media and the public with sincerity and pride in the company — from the sale of the huge Pacific Division in 1985, to the tragic Lockerbie bombing of Pan Am Flight 103 in 1988, to the airline's eventual bankruptcy and cessation of operations in 1991.

Like so many airline employees, Jeff was an enthusiastic traveler. There was likely no Pan Am destination (in the 1980s, nearly 100 cities worldwide), that he had not visited, usually multiple times. Wherever he went, he made long-lasting friends.

Jeff was born in New York City, the son of Florence and Bob Kriendler, one of the owners of the legendary "21 Club" — or the "Numbers," as Jeff would call it. He graduated from Cornell University's well-regarded hotel school. But hotels were not to be in his future; it was the airline business he loved.

In 1991, shortly after Pan Am's bankruptcy, Jeff suffered a mild stroke, and he moved from New York to Miami (he always hated cold weather, he would say). In Miami, he was active as a member of the Board of Directors of the Pan Am Historical Foundation and worked with the City of Miami on many Pan Am history-related projects. In 2011 and again in 2017, he collaborated with James Patrick Baldwin on books about Pan Am: *Aviation History Through the Words of its People* and *Personal Tributes to a Global Aviation Pioneer*. He also wrote anthologies of Eastern Airlines and Trans World Airlines and was a contributor to various aviation publications.

He is survived by Catherine de Moura Kriendler, his daughter by his former wife, Melanny Aoas; a sister, Karen Kriendler Nelson; a brother, Jack Kriendler; and many nieces, nephews and cousins.

# Foynes Flying Boat & Maritime Museum Welcomes Visitors in 2022

by Margaret O'Shaughnessy — Director, Foynes Flying Boat & Maritime Museum

We were delighted to welcome Adam Aron, President of the Pan Am Historical Society, to our museum in August. He really wanted to see our B314 Replica “Yankee Clipper.” This jewel is always the highlight of everyone’s visit.

Well, how are we doing? As most of you know, we were destroyed in 2017 by flooding and feared that we would not come back from it. With lots of support from so many of you, fundraising and a payment from our insurance, we did survive and enjoyed two great years of business. In 2019, we welcomed more than 60,000 visitors.

Almost 40 percent of our visitors come from the United States, and we are humbled that many have asked about making donations. To simplify that process, a charity has been set up in the US dedicated exclusively to accept donations from US taxpayers. The Foynes Flying Boat & Maritime Museum USA Inc is an official registered 501(c)3 public charity in the United States,



and all donations will go to support our work here at the museum. Their U.S. tax identification number is 84-2861777. If you are a US taxpayer and wish to donate, please visit [www.foynesmuseumusa.org](http://www.foynesmuseumusa.org).

We would also be grateful for donations of any memorabilia, photographs, or other materials related to American

Overseas or American Export Airlines from the flying boat period of 1937 to 1950, and especially for anything



related to Pan Am, as we are making every effort to preserve the history of that great airline.

Who would have guessed that come 2020, we would have a world pandemic lasting two years? We were closed for most of those two years. We were delighted to reopen this year for visitors.

So far, 2022 has been another tough year for business. Overhead costs have increased dramatically, particularly our energy bills. Overseas visitors are back but in smaller numbers. As we come to the end of this tourist season in 2022, we welcomed more than 17,000 visitors and are optimistic that 2023 will bring an even better season.

In 2017, we received planning permission to extend our aviation museum and add a new wing to house all the

memorabilia that were donated to us by Maureen O'Hara's grandson. Of course, the project was put on hold because of the pandemic. Work has now resumed but due to increased costs of labor and supplies, the entire project will now cost more than 4M Euro and is due for completion in June 2023.

I would like to extend an invitation to all my Pan Am family to come visit us in 2023 to see our new development.



We plan to officially open our new extended museum with a big party on Saturday, July 8, 2023. Why so sure of that date? Our museum originally opened on July 8, 1989 which was the 50th Anniversary of the first PAA passenger flight to Foynes from Port Washington under the command of Captain Arthur E. La Porte with 19 passengers on board. On July 8, 1976, Captain Charles Blair and his wife Maureen O'Hara landed their Sikorsky flying boat, “Southern Cross,” in Foynes, greeted by cheering crowds. July 8th is certainly a significant date in the history of Foynes.

I look forward to welcoming all my Pan Am friends to [Foynes](http://www.foynesmuseumusa.org) in 2023. ✈

# More Good News About our Growing Film Collection!

by Doug Miller



Film Frame — P40 Flying Tiger

On August 18th, we received word from the National Film Preservation Foundation (NFPF) that our recent proposal for the restoration and preservation of a major private film collection was accepted for their support. This grant — our third from the NFPF in as many years — is the largest yet. The prior two awards were considered “basic” grants. This year’s award is considered a major grant and exceeds \$50,000.

The funds will go to save the many rolls of film shot by aviator Royal Leonard, who flew as pilot for various employers in China beginning in 1935, including Pan Am’s joint venture with China’s government, the China National Aviation Corporation (CNAC). Much of the film (over 20 rolls of 16mm film) is in color. Some of the footage shows activities of the American Volunteer Group — the famous “Flying Tigers” — as well as their commander Claire Chennault. The film also covers much of Leonard’s extensive travels throughout China and In-

dia. He captured what he saw with a steady hand and empathetic eye.

This film will need a fair amount of work to bring it up to the standard demanded by the NFPF for their support. Like our prior two grants (The films of Ernest “Allie” Allison [2020] and “Linking the Americas” [2021]), the Royal Leonard Collection will undergo rigorous and careful physical review and preservation work — repairing film splices, cleaning, etc. — before being scanned at very high digital resolution. The resulting image files will be used to do a “film out” to capture the images onto both internegative as well as positive print elements which constitute the preservation masters that will be kept safe and sound in a film vault for generations to come. The Pan Am Historical Foundation will retain the digital video files.

Royal Leonard was an unusual man. He flew as an airmail pilot before moving into work as an airline captain, aircraft racer, and test pilot for the forerunner of

Transcontinental and Western Air Transport (TWA). In 1935, opportunity called in the form of a letter from a friend who had found work in China, and Leonard was off to a lifetime of foreign adventure. He flew for a warlord known as the “Young Marshall,” and later for both Madame and Generalissimo Chiang Kai-shek, as well as CNAC. He published a book in 1943 about his experiences (*“I Flew for China”*) and was the subject of a biography in 2011 by Barry Martin (*“Forgotten Aviator”*). It was with Mr. Martin’s help that the PAHF was able to proceed with the project, including contact with Capt. Leonard’s family. It was by sheer luck that the film was retrieved from a home in Paradise, California in 2015. Three years later, that town was utterly destroyed in the “Camp” fire.

Like all the other films in our growing library, Royal Leonard’s wonderful collection will add a lot to the Pan Am Digital Museum, set to be launched in the months to come. ✈

*Sway to the strains of Bossa Nova!*

*Envision the extravaganza of Carnival!*

*And dust off your Samba shoes!*

*The Pan Am Museum Foundation's  
Fifth Clipper Gala lands on November 12, 2022:*

## FLYING DOWN TO RIO

*by Linda Freire*

*Chair, Pan Am Museum Foundation*



From the early Sikorsky S-42 flying boats landing in Rio de Janeiro to the jet age with the 707s over Buenos Aires to the 747s inbound from Santiago, South America has always played an integral role in Pan Am's history.

Our own Pan Am Captain John Marshall authored an article in Airways Magazine years ago titled "Flying Down to Rio!" It is in the spirit of that title that we found inspiration for the theme of this year's Clipper Gala which will be held at the Pan Am Museum within the Cradle of Aviation Museum in Garden City, New York.

After a long and trying time for the world, the time has come to reconnect and celebrate! The festivities begin on Friday night, November 11th with a wine and cheese reception for the dedication of the Marine Air Terminal at LaGuardia. The dedication will commemorate the original occupant of the terminal, Pan American Airways. The event will be hosted by Ed Trippe, Chairman of the Pan Am Historical Foundation.

Saturday's Gala will begin with a cocktail reception at 6:30 followed by an elegant dinner featuring a sampling of Brazilian fare. South America will be in the air!

**Rio** cont. p. 8



*The Pan Am Historical Foundation*



*The Pan Am Museum Foundation*

*Cordially invite you to attend a reception commemorating Pan Am's historic 1940-1948 operation of the Marine Air Terminal and to the dedication of the building, plaques and the the Boeing B-314 model aircraft.*

*Friday, November 11, 2022*

*7:30 – 10:00 PM*

*Marine Air Terminal  
(Terminal A)*

*LaGuardia Airport*

*\$15.00*

*Wine & Cheese*

*Complimentary parking*

*RSVP (required) to:*

*[bit.ly/SaturdayMAT](http://bit.ly/SaturdayMAT)*



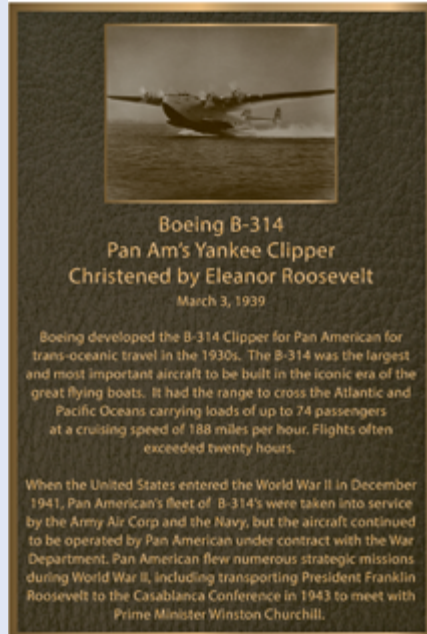
NOVEMBER 11, 2022

# *Pan Am Historical Foundation Dedication at the Marine Air Terminal*

by Ed Trippe

The long-planned dedication commemorating Pan Am's historic relationship with the Marine Air Terminal will be celebrated on November 11, 2022. Co-hosted by the Pan Am Museum Foundation, the dedication will usher in a weekend of Pan Am nostalgia culminating with the Museum Foundation's Gala evening on Saturday, November 12 at the Cradle of Aviation in Garden City, Long Island.

The Marine Air Terminal opened on March 31, 1940, with Mayor Fiorello LaGuardia and Juan Trippe presiding over the dedication before a crowd of 50,000 enthusiastic New Yorkers. The Terminal Building was to become Pan Am's Atlantic Division Operations Headquarters making La Guardia Airport the gateway for flights between the United States and Europe. A bronze plaque memorializing the event has been placed at the entrance to the building. The Marine Air Terminal is today a "listed" building which designates it to be permanently preserved as an historic landmark, thus preserving its place in aviation history.

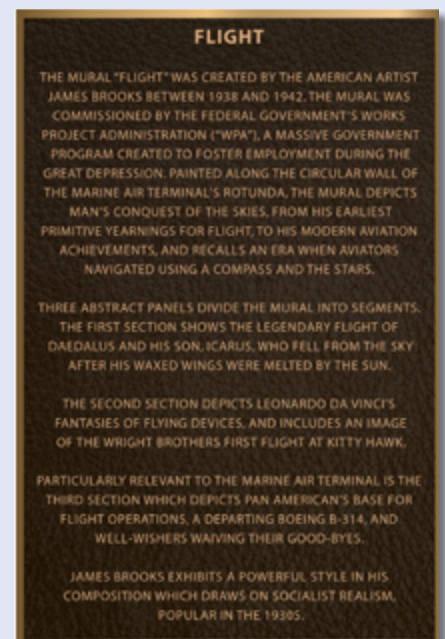


Pan Am's Yankee Clipper is indelibly linked with the Marine Air Terminal. She was the first of Pan Am historic fleet of Boeing B-314 aircraft and was christened by Eleanor Roosevelt. On June 28, 1939, the Yankee Clipper inaugurated North Atlantic air service between New York and Europe with its historic flight to Lisbon. A large, 1/10 scale model of the Yankee Clipper, donated by the Pan Am Historical Foundation to the Marine Air Terminal, now hangs from the great rotunda of the building. A bronze plaque commemorating the Yankee Clipper has been placed at the entrance to the rotunda.

The Marine Air Terminal is an art deco landmark, and its central rotunda is adorned by a huge mural entitled "Flight" painted by the artist James Brooks. The 12-foot, 235-foot circular mural was the largest and last mural of the fine arts program of the Federal Government's "Works Project Administration," known as the "WPA." The

WPA was also the principal source of funding for the construction of La Guardia Airport. Three abstract panels divide the mural into segments. The first section shows the legendary flight of Daedalus and his son, Icarus, who fell from the sky after his waxed wings were melted by the sun. The second section depicts Leonardo da Vinci's flying devices, and the Wright Brothers first flight at Kitty Hawk. The third section is particularly relevant to Pan Am and the MAT, and depicts Pan Am's flight operations, a departing Boeing B-314, with well-wishers waving their good-byes.

A bronze plaque has been placed at the entrance to the rotunda and recognizes the artist, James Brooks, and provides information about the mural.



We look forward to welcoming our Pan Am colleagues, families, friends and New Yorkers at this historic event. ✈

# Miami's Worldcenter now Permanent Home for Historic Pan Am Globe

by Ruth Maron



The iconic Pan Am globe that heralded the start of international air travel has found a permanent home at the new Miami Worldcenter in the heart of downtown Miami.

The 6,500-pound vividly painted steel globe was commissioned by Pan Am in the 1930s and manufactured by Rand McNally to serve as the centerpiece of the Dinner Key seaplane terminal. Visitors crowded around the globe to see the world and its countries as they existed in the 1930s. The art deco terminal in Coconut Grove eventually became Miami City Hall. For 55 years, the globe was on display at the Miami Science Museum until the museum's closing in 2015.

Seeing the value of preserving the globe as an historic treasure, Worldcenter Associates acquired the globe and invested over \$700,000 to relocate, restore and weatherproof the massive artifact. With a circumference of 31 feet, five inches it was placed on a flatbed truck and moved to a location where it was extensively restored by international artist Franz Ackerman. After years of uncertainty about its future, the Pan Am globe was moved to its new home in July. It now sits outside at Worldcenter where it is publicly accessible for all to admire.

## Rio from p. 6

This year, we are honoring a special Pan Amer, Purser Dorothy Kelly. March 27, 1977 is a date etched in aviation history. On that day a Pan Am 747 was hit by a KLM 747 on the runway in Tenerife's Los Rodeos Airport. Dorothy's bravery, heroism and courage that day saved the lives of numerous passengers and members of the cockpit crew.

We will also pay tribute to a Pan Amer who has played a pivotal role preserving the legacy of Pan Am. His legacy is synonymous with that of the airline. He ensured the preservation of the Pan Am Brand and its iconic logo for decades following the airline's closure. His founding of the Pan Am Historical Foundation and serving as Chairman for more than 30 years ensured a legacy for Pan Am. It is our privilege to recognize Ed Trippe.

There will be more excitement on hand as we unveil our newest exhibit, the Pan Am "Worldport 1980," an incredibly designed diorama of our beloved terminal at JFK. The model measures 5 feet by 3 feet and is created using a 1:400 scale by expert craftsman and former Pan Am flight attendant, Brian Keene.

Returning to emcee the festivities is acclaimed aviation author and journalist, Christine Negroni. We are pleased to welcome keynote speaker Adam Aron, former Pan Am System Director Marketing Plans and Programs, and current President of the Pan Am Historical Foundation. The musical talents of Pan Am's own celebrity DJ, Nicole Batchelor Regne, will provide strains of Brazilian Jazz. The Bossa Nova festivities will come alive with Samba dancers!

We have arranged a special rate at the Uniondale Marriott Long Island for our out-of-town guests. Visit the Museum's website for a link to book your room at the Marriott. Gala tickets are available as well on the Museum website. Simply click on the Events tab and select Gala 2022 to purchase tickets and book a hotel room.

We look forward to celebrating with you at the "Flying Down to Rio" Gala on Saturday, November 12, 2022.

Buy your tickets now! [www.thepanammuseum.org/gala/](http://www.thepanammuseum.org/gala/).

For more information on the Pan Am Museum Foundation, please visit: [www.thepanammuseum.org](http://www.thepanammuseum.org). ➔



"The Pan Am Globe is an iconic piece of our history. For almost a century, it has witnessed first-hand Miami's growth and transformation. I am glad to see such an emblematic piece of our city be installed in Downtown as we embark on our journey to become the global

capital for innovation, technology, and opportunity," said City of Miami Mayor Francis Suarez.

Miami Worldcenter is a \$4 billion, 27-acre mixed-use development underway in the heart of Downtown Miami spanning ten city blocks. ➔



# Visit the Iconic Pan Am Worldport at JFK: The Pan Am Museum Foundation Unveils New Exhibit

By *Linda Freire*

*Chair, Pan Am Museum Foundation*

The Pan Am Museum Foundation is pleased to unveil our latest exhibit commemorating the Worldport, a very special place we all hold dear to our hearts! The exhibit, “Worldport 1980,” is a highly detailed and accurate diorama measuring 5’ x 3’. This incredible model is on loan courtesy of its creator, master model builder, Brian Keene.

Having spent 42 years in the aviation industry, Brian began his career in 1980 as a flight attendant with Pan Am. Today, his aviation career continues as Vice President, Standards & Training, Service Delivery at ABM Industries.

Since his childhood on Long Island, Brian loved to frequent JFK. He decided to combine his love of aviation and artistic talents and direct his energy into creating dioramas. His work began before the pandemic. However, when COVID arrived he found himself working his job at home. This turned out to be a perfect opportunity to build and complete a diorama of the International Arrivals Building (IAB) at JFK! And the end product is breath taking! The IAB Diorama is a 1:400 scale replica.

Brian featured his model at the Aviation Memorabilia Show and won first prize! He said then, “Who knows...I may continue building all nine of the JFK terminals... but I think I may need a bigger house!” And build he did. Brian went on to build two more JFK terminals including the striking TWA Flight Center, which was the hardest as there are no right angles. Of course, Brian’s favorite terminal was and is the Pan Am Worldport! He knew he had to build a model of it.

Brian pursued his passions for aviation and model building and built all nine terminals of JFK International Airport in a diorama. The project would cap-



ture and remind him of that moment in his life when he first fell in love with the field of aviation. “I wanted to give another generation the understanding, the feel I had as a young man standing on the observation roof of the Worldport looking out at the expanse of the IAB. I could see all the different aircraft liveries from around the world. It was like the Ellis Island of the modern day! Back then, JFK was the only major international gateway of the 1970s. JFK was the epicenter in this country for international travel. Additionally, the launch of the 747 made an indelible impression on me. Seeing the 747s pull up to the gate, seeing the pilots wave to us from inside the airplane made an impact. The building itself holds a lot of memories for me. It was a magical time,” Brian recalls.

“There are very few pictures or photographs of just the terminals; no construction plans available to me. Instead, I studied images of aircraft with the buildings behind them. I then found the Historical Aerials website; you can enter a date and you can see an aerial view of just about any building. I found an aerial view of the Worldport in 1980. Took my time with the details and built the interior as well. You will see the columns, the upper mezzanine, the restaurant, the museum. Had some diagrams of the interior, went off a lot of photos of the interior,” Brian said.

“When people see the Worldport, especially young people, they are wowed.

The Cantilevered roof is angled. Inside the building is square, not round. They built a large square, the pillars are elliptical, they sat the main part of the saucer on the pillars. I saw pictures of the building being torn down which was helpful to me to understand the design, the structural design was extremely intricate,” said Brian.

Brian’s desires align with those of the Pan Am Museum Foundation as he wants to inspire the next generation of young people to collect, to build, and perhaps, ultimately, to embrace an airline or aviation career that he loves so much. He also wants to inspire generations to follow in his diorama footsteps so that 30 years from now, people will know what the World Trade Center, the Pan Am Worldport, and other iconic structures and buildings looked like.

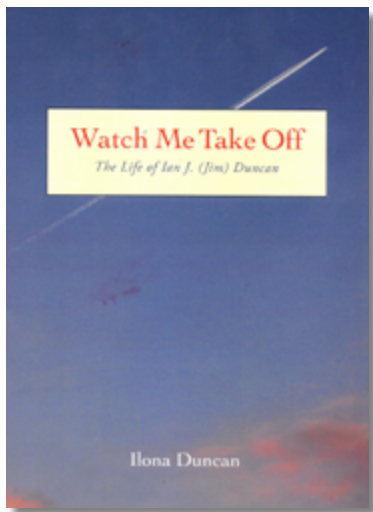
All nine of the terminals are now built, so Brian...our question for you is, what’s next?

Brian Keene’s Worldport 1980 Exhibit will be on loan to the Pan Am Museum through August of 2023. ✈

REVIEWED BY ERIC HOBSON, Ph.D.

## Watch Me Take Off: *The Life of Ian J. (Jim) Duncan*

by Ilona Duncan



Although Pan Am Chief Pilot, Jim Duncan (1935-2022), “flew west” last year, his story lives on. *Watch Me Take Off: The Life of Ian J. (Jim) Duncan* was nearing completion when Jim died last year. This biography, by his wife Ilona Duncan, chronicles Captain Duncan’s 47-year aviation career; 24 years with Pan Am.

In 1951, at age 16, Duncan soloed at Butler-Graham Airport (Pittsburgh, Pennsylvania) and one year later started post-secondary education at Tulsa, Oklahoma’s Spartan School of Aeronautics. Duncan joined the United States Air Force (1954) as the training group’s youngest member and nicknamed “The Kid Pilot.” The “kid” graduated No. 1, a position Duncan usually achieved throughout 22 years of active-duty and Air National Guard service. Lieutenant Colonel Duncan retired in 1976.

Jim Duncan also rose to the top during 25 years with Pan Am. After short stints with Colonial Airlines and Southern Airways, Pan Am hired Jim in 1964. Cleared in 1978 to captain Boeing 707s, Jim was immediately named a 707 Check Pilot, a position that grew to include the Boeing 747 and Lockheed L-1011. In 1984, Jim Duncan became Pan Am’s Chief Pilot. After retiring from Pan Am in 1988, he spent ten years as an

Airbus Industrie Vice President overseeing flight training and safety.

*Watch Me Take Off: The Life of Ian J. (Jim) Duncan* blends the subject’s and writer’s first-hand accounts, supported by detailed military, civilian, and corporate records and professional memorabilia. That access adds depth and detail and transparency about Duncan’s personal life (absentee father, infidelity, work-over-family decisions, etc.), elevating this biography over many memoirs, autobiographies and family-initiated biographies. The result humanizes Jim Duncan as a talented, engaging, exacting, successful, and realistically flawed human.

For readers who knew Captain Duncan, this book is evocative, emotional, and informative. Based on extensive research and family documents, *Watch Me Take Off* preserves a slice of Pan Am history and the legacy of a great Pan Am career.

*Watch Me Take Off* is available for order on Amazon (ISBN 978-0-578-38437-5). ✈

## World Wings International Reports...

World Wings members demonstrated unprecedented support for Doctors Without Borders by raising \$100,000.00 for the funding of Ukrainian medical needs and refugees. This marked a milestone for our philanthropic giving to any of the worthy international charities World Wings has supported throughout our 63-year existence. Additionally, thousands of dollars went to assist the numerous local area charities where our 27 global chapters are located. ✈

Nancy G. McAllister, President  
World Wings International, Inc.



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**Flight 7** *from p.2*

lies and related communities was one of profound grief with strong sentiments that yet ripple through the generations,” Hill said. “The sad occurrence also struck an important and broader collective chord on a national level. In addition to shared sympathies, it was a stark reminder for an entire population on the cusp of the jet age that aviation safety would always need to come first and foremost. Indeed, less than one year after the loss of Flight 7, the Federal Aviation Act created the newly independent Federal Aviation Agency. Incidents such as the Flight 7 disaster with the deaths of highly trained and experienced crew and unsuspecting passengers directly prompted such regulatory response.”

Investigators never determined why N90944, a Boeing 377 Stratocruiser, went down less than thirty minutes after a routine radio navigation report. Fortenberry wrote a book about the crash – *Flight 7 is Missing: The Search for My Father’s Killer*. The book was reviewed in a previous edition of *Clipper*.

The committee is raising money through a GoFundMe account:

<https://bit.ly/3fSxeSD>.

The committee also raises awareness on its Facebook page:

<https://bit.ly/3Mmx7ek>.

—Ken H. Fortenberry