

1958: 1st Jet Inaugural, New York to Paris

On October 26th, 1958, Boeing 707 *Jet Clipper America* took off from Idlewild Airport for Paris. Here is the story, courtesy of World Wings International, Manhattan Chapter...



Of the original crew on this historic October 1958 flight, Stewardess Hope Ryden is currently a member of the Manhattan Chapter of World Wings International, and Steward Jay Koren is enjoying his retirement in Burbank, California. We've included photos of Hope and Jay for our story, but would love to hear from you if you have any information about the other crew members who made history on this first transatlantic jet flight from New York to Paris!

Above: Photo of 1983 Commemorative Flight, Paris, Le Bourget

1ST JET INAUGURAL NEW YORK-PARIS

October 26, 1958

Flight 114
Boeing B-707/121 N711 PA Clipper America

CREW:

Captain:	S. H. Miller
1st Officer:	Capt. W.W. Lynch
Flight Engineer:	James W. Etchison
Navigator:	Capt. A.O. Powell
Pursers:	Michael de Angelis
	Henry Gummasson
Stewardesses:	Elizabeth Ganz
	Claude Vivet
	Hope Ryden
	Kay Landing
Steward:	Jay Koren



Graduation Day From Familiarization Classes at San Francisco, June 1956. Steward Jay Koren is second from left. Jay Koren was the only member of this class that was on the historic 707 Jet *Clipper America* 1958 flight.



Pan Am Stewardess Hope Ryden on the tarmac at Idlewild Airport in New York with 707 jet in the background.



Hope Ryden offers newspapers to passengers.



Pan Am Boeing 707 *Jet Clipper America* prepares for a 7 PM departure at Idlewild Airport. The 42nd Army Infantry Division Band plays John Philips Sousa that night in 1958.



Commemorative Flight:

Twenty-five years later Pan Am re-enacted this historic flight on October 26th, 1983. In Paris, a Napoleonic Ball was held for all passengers and crew to celebrate. Of the original flight service crew, Betty Ganz, Jay Koren, Hope Ryden and Kay Landing, along with Captain S.H. Miller, First Officer Captain W.W. Lynch and Flight Engineer James W. Etchison were aboard the commemorative flight as passengers.

Clip from *The Daily News*, October 26, 1983:

TONIGHT Pan Am relives the glory of the first scheduled U.S. transatlantic jet flight 25 years ago, taking such luminaries as **Marcel Marceau, Jeanne Moreau, Eartha Kitt, Maureen O'Hara, Lilians Montevicchi, Pierre Salinger** and champs of a quarter of a century back—**Johnny Unitas and Floyd Patterson**—from New York to Paris. The first effort had to stop over at Gander because of weather, so tonight's group will make that stop also. Pan Am turned up 14 of the original 111 passengers, seven of the crew, and the 42d Infantry army band that played on the premiere flight. In Paris, there'll be a big Napoleonic Ball laid on by the airline's chairman, **C. Edward Acker**.

Jet Flight Recalls Beginning of an Era

The jet age dawned 25 years ago, when a Paris-bound Pan Am flight lifted off from Idlewild International Airport at 7:20 P.M. on Oct. 26. Bands played, corks popped, bigwigs orated and the 111 passengers and 11 crew members had the sense of a historic moment on the first scheduled jet flight by an American airline.

That moment was re-enacted last night when a Boeing 707, dusted off for the occasion, left New York with 84 passengers, including several who were on that inaugural trans-Atlantic flight.

One was the youngest passenger, Karl-Eric Johanson, then 17 and a senior at Cardinal Stepinac High School in White Plains. "I had a passion for aviation," recalled Dr. Johanson, now a Manhattan urologist.

"I had already traveled extensively, sitting in the cockpit in those days when pilots would invite young people up front to watch. I got wind of the jet flight and wrote to Pan Am's founder, Juan Trippe, who responded promptly to say he'd like to invite me."

Hope Ryden was a stewardess. Now the author of several books and many articles on wildlife, she stayed with the airline for a year and a half. "None of the cabin crew had ever flown on a jet," she recalled. "We had many, many more passengers than we had ever seen and half the time to serve meals. It looked impossible, but it was very exciting. Then jets were associated with fighter planes."

Although she can still fit into her uniform, a powder blue, mid-calf-length suit, she wasn't wearing it last night. In fact, most of the passengers dressed up for the festivities, which began with a cocktail party at the airport and music from the 42d Army Infantry Division Band, which played in 1958.

The round-trip economy fare was then \$489. Now it's \$599. Then, and last night, the flight took 8 hours 41 minutes. Now, it's 6 hours 50 minutes.

The flight followed the identical 1958 routing, complete with refueling stop at Gander, Newfoundland. Things had changed at both ends —