

Magda & Wagi



Wagi Ouess and Magda, his wife to be, in their Passenger Service uniforms at JFK International Arrivals building in 1966 (they married in 1967).

Wagi gradually moved up the corporate structure becoming Director Terminal Services at JFK in 1977 and ended his Pan Am career as System Director in the PAB in October 1990.

ABOARD THE DIXIE CLIPPER

Welcome Aboard!

The mammoth Dixie Clipper could carry up to 74 passengers on 1,500-mile stages, or about 35 on transatlantic operations. Cruising speed, however, was still on the modest side at 145mph, slightly slower than that of the DC-3. Absolute ceiling was 24,000ft, and the stalling speed of this giant was a mere 69mph.

For the passengers, in some respects even the crew, conditions more closely resembled those on an ocean liner than in the uptight world of modern air travel. With seven separate compartments to choose from, all sized and proportioned like a drawing-room, with vertical walls and flat ceilings, there was ample sitting and strolling room for the 35 passengers carried on transatlantic flights. One of these was set aside as a 14-seat dining-room, and there was in addition a private suite in the extreme rear.

Berth sleeping accommodations were provided for all passengers on trans-ocean flights. Each passenger was given a complete formal table setting for meals, which were prepared on board in a large forward galley. A typical dinner would be shrimp cocktail, turtle soup, steak, mashed potatoes, asparagus, salad, peach melba and petits fours, accompanied by a wide choice of drinks. The fruit available at breakfast more often than not included fresh strawberries and cream. About 300 pounds of food would be loaded into the galley for a transatlantic flight.

Two stewards offered the on-board service, and as on other long-distance flights, they would prepare all food for consumption on board from scratch — right down to the potato peeling. Passengers would find their shoes cleaned and polished overnight — and lavish tipping was then the rule.

There is unlikely to have been any aircraft with a larger or more spacious flight deck than that of the B-314, even the Airbus A-380. Like the cargo holds and crew rest quarters, it was situated on the upper deck, above the passenger compartments. Twenty-one feet four inches long, and nine feet six inches wide, it was as big as the passenger cabin of a DC-3 and provided full headroom, together with positions for a seven-man crew composed of captain, first officer, second officer, navigator, engineer, radio officer and junior flight officer.

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A two-place "cockpit", with all flying controls and instruments, was provided at the front of the flight deck, together with a large cabin aft containing all other stations. In addition, a navigator's observatory was located further aft, at the mid-chord point of the wing center section.

Walkways within the wing leading edges provided access to the power plant and fuel lines, and it was even possible to carry out minor engine adjustments in flight.

Turn-round of the B-314 at the end of each transatlantic round trip was a marathon task, involving a total of 1,500 inspections and servicing operations carried out by nearly 200 men. Taking place in a hangar, six days were needed for the entire operation at first, later reduced to four days and finally to 48 hours. Giving an idea of the work involved, the B-314 had no less than 3 acre external surfaces, 65 windows and 9,000 square feet of upholstery and carpeting materials. See page 33 for a cutaway view of the aircraft.



WITH GRATITUDE

As Chairman of the Dixie Clipper Celebration, I was blessed to work with a great Pan Am team of professionals. They were innovative in thought and accepted the task of being part of this momentous celebration with eagerness. Their input, attention to detail and desire to produce a special event for their Pan Am family of worldwide colleagues, was met with enthusiasm and consequently a crowning achievement was created for all of us to enjoy.

A special thanks to **HSH Prince Albert II** and **HSH Princess Charlene** of the Principality of Monaco and His government offices that supported our endeavors in making our visit to Monaco so memorable.

Max Gurney, Pan Am's District Sales Manager for Southern France, should be given special recognition, for he was the inspiration behind the Dixie Clipper Celebration and coordinated our activities for support with the Principality's officials.

Wil Groote and **Jean Khalife**, who were our local liaisons, collaborated with the Le Merdien Hotel and French Customs to produce a smooth operation.

Tom Carroll and **Jeff Kriendler** are to be thanked for their energetic efforts. Tom produced the Pan Am nostalgic memories CD shown at the reunion, while Jeff produced the Memories Book. He expresses thanks to **Emilia de Geer** for her artistic input.

Also, Federal Express Captain **Kevin Kramer** and soul mate Pan Amer **Cinda Belozar**, are to be thanked for their efforts to have the Dixie Clipper models, which were used for table decorations, produced and shipped from the Philippines and my wife Betty who produced the table flags.

The Dixie Clipper Celebration team of: **Lou Berman, Tom Carroll, Will Groote, Max Gurney, Jean Khalife** and **Jeff Kriendler, Cinda Belozar, Linda Bradley, Joanne Emmett, Sue Greb, Jan Guerci, Alda Halldorson-Duin, Claude Hudspeth, Jim and Tori Kelso, Kevin Kramer, Charlotte Larson, Darlene Laster, Agi Otylic, Elin Philips, Betsy Smith** and **Muff Solvinto** are to be thanked for their team efforts and support.

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I would also to thank the Pan Am Historical Foundation for their financial support, as well as the Pan Am Heritage Association and Pan Am Aware for the flag pins.

And a special note of appreciation to InterContinental Hotels and Resorts and the following for their advertising support:

Airbus	John Leahy , COO
COPA Airlines	Pedro Heilbron , CEO
Delta Airlines	Ned Walker , Sr. VP
Le Meridien	Candice Barwell , Director Sales & Marketing Beach Plaza
Pan Am Brands	Lisa Morrow , Global Sales Manager
Pratt & Whitney	Jeanne Archambault , Manager, Advertising, Marketing Communications and Brand
Sikorsky Aircraft Integrated Marketing	Kristi Fleischmann , Product Manager
TAP Air Portugal	Fernando Pinto , CEO
Tourism Ireland	Orla Carey , Manager Advertising and E-Marketing
United Airlines	Jeff Smisek , CEO

Last, but not least you, the attendees. Thank you for coming and sharing your fond memories. Our Dixie Clipper Celebration was truly an *Affaire de Coeur!*

Yours truly,


Don Cooper

Pan Am AWARE salutes the Pan Am men and women who made those adventurous crossings in 1939 routine for today's travelers!



President Franklin Roosevelt celebrating his 61st birthday, January 30, 1943, aboard Boeing B-314 Dixie Clipper, en route home after the historic wartime conference with Prime Minister Churchill at Casablanca. From left, Admiral William D. Leahy, his physician, Harry Hopkins, his assistant, and PAA Captain Howard Cone. This was the first time a U.S. President had flown while in office.

Visit us while in Miami:

Pan Am International Flight Academy
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Tel: 305-871-1028

Join us at this year's reunion!
December 1, 2012
1:00 PM