Annotated Bibliography

Primary sources

1st Boeing 747 (RA001) Roll Out Ceremony - Boeing Everett Factory. 30 Sept. 1968. The
        Boeing Company. *Airways News*. Web. 8 Feb. 2015.
        <http://airwaysnews.com/html/memorabilia/boeing-everett-factory-historical-
        images/1968-september-30-1st-boeing-747-ra001-roll-out-ceremony-boeing-everett-
        factory/28393>.

        This is an image of flight attendants of the first airlines that ordered the 747. It shows
        how successful the 747 was right from the beginning. I used it on the "Boeing 747" page.

"43 People Die in Plane Crash Near Calcutta." *The Florence Times* 4 May 1953, 1. *Google
        News*. Web. 8 Feb. 2015.
        <http://news.google.com/newspapers?nid=1842&dat=19530504&id=q_srAAAAIBAJ&s
        jid=pMYEAAAAIBAJ&pg=2622,3089580>.

        This is a 1953 newspaper article on one of the first major Comet crashes. It explains the
        great number of people that died and other details about the accident. This gave me an
        example of how the Comet program initially suffered.

"1954: 'Metal fatigue' caused Comet crashes." 19 Oct. 1954, n.p. *BBC: On This Day, 1950-
        2005*. Web. 8 Feb. 2015.
        <http://news.bbc.co.uk/onthisday/hi/dates/stories/october/19/newsid_3112000/3112466.st
        m>.

        This is a 1954 newspaper article on the discovery of the reason behind the Comet crashes.
        The numerous crashes could be attributed to one simple problem: the windows were
        square shaped. This shape caused fatigue to the aircraft's metal fuselage. I used this
        article mainly for its overview of the major Comet crashes.

"Airlift is Cuban Refugee Lifeline." *Sarasota Journal* 13 June 1961, 10. *Google News*. Web. 19
        Nov. 2014.
        <http://news.google.com/newspapers?nid=1798&dat=19610612&id=00MgAAAAIBAJ
        &sjid=9ooEAAAAIBAJ&pg=5624,1149926>.

        This is a 1961 newspaper article. It describes Pan Am's airlifts to Cuba following the
        Cuban Revolution. Thousands of Cubans fled persecution under Castro's new regime,
        with Pan Am as their only link to the free world. The article gave me an example of Pan
        Am's extensive humanitarian operations. Pan Am wasn't merely a business; they gave
        back to the community, as well.

Airport Filled with People. n.d. National Air and Space Museum Archives, Smithsonian
        Institution. *Smithsonian National Air and Space Museum*. Web. 8 Feb. 2015.

<http://airandspace.si.edu/exhibitions/america-by-air/online/abaImage.cfm?webID=403.p2>.

This is an image of an airport's ticketing area filled with people. It provides a visual of how passenger numbers soared after World War II, thanks in part to tourist class and the 707. I used it on the "Tourist class" page.

"Bad Luck, Decisions Killed Pan Am." *Toledo Blade* 5 Dec. 1991, 34+. *Google News*. Web. 19 Nov. 2014.
<http://news.google.com/newspapers?nid=1350&dat=19911205&id=4FpPAAAAIBAJ&sjid=QQMEAAAAIBAJ&pg=6278,1405661>.

This is a 1991 newspaper article. It documents the sudden collapse of Pan Am, leaving thousands of passengers stranded. One analyst suggested three reasons for the airline's collapse: management's bad decisions, employees' lack of cooperation, and the government's unfair treatment. The article told me all about Pan Am's decline. All companies, no matter how great and influential, will collapse at some point.

Beltyukov, Alex. "Boeing 747-436, British Airways AN2145306." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 16 July 2012. Web. 8 Feb. 2015.
<http://commons.wikimedia.org/wiki/File:Boeing_747-436,_British_Airways_AN2145306.jpg>.

This is an image of economy class aboard a British Airways 747. It shows how Trippe's introduction of tourist class in 1948 is still significant half a century later. I used it on the "Legacy" page.

Boeing 747 Final Assembly at Boeing Everett, Washington Factory. 1969. The Boeing Company. *Airways News*. Web. 8 Feb. 2015.
<http://airwaysnews.com/html/memorabilia/boeing-everett-factory-historical-images/1969-boeing-747-final-assembly-at-boeing-everett-washington-factory/28391>.

This is an image of Boeing 747s in production at Boeing's Everett Factory. It shows the great number of 747s that had been ordered. I used it on the "Boeing 747" page.

Boeing Company 747 Economy Class Configuration. n.d. Pan Am Historical Foundation. *Pan Am Historical Foundation*. Web. 8 Feb. 2015. <http://www.panam.org/global-era/341-global-era-gallery-2>.

This is an image of the economy class configuration on the 747. It provides a visual of the great number of passengers the 747 could hold. I used it on the "Boeing 747" page.

Boeing Everett Factory Under Construction. 1967. The Boeing Company. *Airways News*. Web. 8 Feb. 2015. <http://airwaysnews.com/html/memorabilia/boeing-everett-factory-historical-images/1967-boeing-everett-factory-under-construction-/28388>.

This is an image of Boeing's Everett Factory under construction in 1967. It shows how big of a project the 747 was; Boeing even had to construct larger facilities. I used it on the "Boeing 747" page.

Boeing Model 707-121; Pan American World Airways. 1958. National Air and Space Museum Archives, Smithsonian Institution. *Smithsonian National Air and Space Museum*. Web. 8 Feb. 2015. <http://airandspace.si.edu/collections/artifact.cfm?object=siris_arc_365220>.

This is an image of several Pan Am 707s awaiting delivery. This shows the great amount of 707s that Pan Am ordered, despite the initial failure of the very first jet, the de Havilland Comet. I used it on the "Boeing 707" page.

Boeing 377 Stratocruiser Seating. n.d. National Air and Space Museum Archives, Smithsonian Institution. *Smithsonian National Air and Space Museum*. Web. 8 Feb. 2015. <http://airandspace.si.edu/explore-and-learn/multimedia/detail.cfm?id=7201>.

This is an image of tourist class on the Boeing 377 Stratocruiser. It provides a visual of Pan Am's tourist class. I used it on the "Tourist class" page.

Boeing 707. n.d. The Boeing Company. *Smithsonian National Air and Space Museum*. Web. 8 Feb. 2015. <http://airandspace.si.edu/exhibitions/america-by-air/online/abaImage.cfm?webID=402.p8>.

This is an image of a Boeing 707 in production. It provides a visual of the Boeing 707 after Trippe placed a large order for it. I used it on the "Boeing 707" page.

Boeing 707 Passenger Cabin. n.d. National Air and Space Museum Archives, Smithsonian Institution. *Smithsonian National Air and Space Museum*. Web. 8 Feb. 2015. <http://airandspace.si.edu/explore-and-learn/multimedia/detail.cfm?id=7250>.

This is an image of tourist class on the Boeing 707. It provides another visual of Pan Am's tourist class. I used it on the "Tourist class" page.

Boeing 747-121. n.d. Pan Am Historical Foundation. *Pan Am Historical Foundation*. Web. 8 Feb. 2015. <http://www.panam.org/global-era/341-global-era-gallery-2>.

This is an image of a Boeing 747 parked next to a line of cars. It shows how long the 747 was; its length spanned more than ten cars. I used it on the "Boeing 747" page.

Britain and the Commonwealth of Nations 1945 - 1975. n.d. Imperial War Museums. *Imperial War Museums*. Web. 8 Feb. 2015. <http://www.iwm.org.uk/collections/item/object/205124236>.

This is an image of the de Havilland Comet, the first commercial jetliner, in BOAC (British Overseas Aviation Corporation) colors. It provides a visual of the Comet and the airline that inaugurated it. I used it on the "Boeing 707" page.

Charles Lindbergh Piloting Fokker F-VII General New From Key West to Havana. 1928. Pan Am Historical Foundation. *Pan Am Historical Foundation*. Web. 8 Feb. 2015. <http://www.panam.org/take-off/345-take-off-gallery-2>.

This is an image of Charles Lindbergh in a Pan Am Fokker F.VII. It depicts the aircraft used on Pan Am's first flight. I used it on the "Beginnings" page.

Chesi, Piergiuliano. "Pan Am B-707 N415PA 2N." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 1970s. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Pan_Am_B-707_N415PA_2N.jpg>.

This is an image of a Pan Am Boeing 707 in Italy. It provides a visual of Pan Am's Boeing 707. I used it on the "Boeing 707" page.

China Clipper at Manila. 29 Nov. 1935. National Air and Space Museum Archives, Smithsonian Institution. *Smithsonian National Air and Space Museum*. Web. 8 Feb. 2015. <http://airandspace.si.edu/explore-and-learn/multimedia/detail.cfm?id=7128>.

This is an image of the China Clipper after completing the first commercial transpacific flight. It provides a visual for Pan Am's inaugural transpacific flight. I used it on the "Beginnings" page.

Cuban Exiles Arriving at Miami International Airport on the First Freedom Flight. 1 Dec. 1965. Miami Herald Files. *The Miami Herald*. Web. 8 Feb. 2015. <http://www.miamiherald.com/entertainment/visual-arts/article2498470.html>.

This is an image of Cubans arriving in Miami after a Pan Am flight. It provides a visual of Pan Am's participation in Operation Pedro Pan, the transport of Cubans fleeing Castro's regime to America. I used it on the "Humanitarian flights" page.

Clipperarctic. "BOAC 747 (6074714194)." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 1972. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:BOAC_747_%286074714194%29.jpg>.

This is an image of a Boeing 747 in BOAC (British Overseas Airways Corporation) colors. It shows how BOAC followed Pan Am's lead in purchasing the 747, just as they had with the 707. I used it on the "Boeing 747" page.

Dining service Aboard a Pan American World Airways Boeing 747SP. n.d. University of Miami Libraries. *University of Miami Libraries Digital Exhibits*. Web. 8 Feb. 2015. <http://scholar.library.miami.edu/digital/exhibits/show/panamerican/item/667>.

This is an image of first class on the upper deck of the 747. It shows how the 747 had two decks, with economy class on the lower and first class on the upper. I used it on the "Boeing 747" page.

Douglas DC-6B Arrives in Saigon. 1960s. Pan Am Historical Foundation. *Pan Am Historical Foundation*. Web. 8 Feb. 2015. <http://www.panam.org/the-jet-age/348-saigon-1960s-2>.

This is an image of soldiers disembarking from a Pan Am flight in Saigon (now Ho Chi Minh City), Vietnam. It provides a visual of Pan Am's contributions during the Vietnam War. I used it on the "Humanitarian flights" page.

Gilmore, Daniel F. "Pan-Am Flies Moscow Route." *The Montréal Gazette* 20 July 1968, 16. *Google News*. Web. 19 Nov. 2014. <http://news.google.com/newspapers?nid=1946&dat=19680720&id=RpAjAAAAIBAJ&sjid=0p8FAAAAIBAJ&pg=3027,3716041>.

This is a 1968 newspaper article. It is a journalist's personal account of the first American flight between New York and Moscow, Soviet Union. He described it as an historic and celebratory occasion. The article showed me how Pan Am was influential outside the airline industry. It's as if Pan Am is a diplomat, softening relations between the world's greatest archrivals.

Haghgoo, Danial. "Air Boeing 707 Haghgoo-2." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 26 Oct. 2011. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Saha_Air_Boeing_707_Haghgoo-2.jpg>.

This is an image of a Saha Airlines 707 departing Mashhad Airport, Iran. It provides a visual of the last airline to operate the 707; Saha Airlines flew it all the way until they ended operations in 2013. I used it on the "Boeing 707" page.

Harris, George W. and Ewing, Martha. *Betty and Juan Trippe with First Lady Mamie Eisenhower at Boeing 707 Christening*. 16 October 1958. Pan Am Historical Foundation. *Pan Am Historical Foundation*. <http://www.panam.org/the-jet-age/342-jet-age-gallery-2>.

This is an image of Trippe, his wife, and First Lady Mamie Eisenhower at the 707's christening. It shows how momentous the 707's inauguration was; even the First Lady came to see the first American-built jetliner. I used it on the "Boeing 707" page.

Harris, George W. and Ewing, Martha. *Yankee Clipper*. 1939. Library of Congress. *Library of Congress*. Web. 8 Feb. 2015. <http://loc.gov/pictures/resource/hec.26202/>.

This is an image of the Yankee Clipper. It provides a visual of the aircraft used on the first commercial transatlantic flight. I used it on the "Beginnings" page.

Herlihy, Ed, narrator. "New 490-Seat Jets: $525 Million For 25 Ships Sets Precedent." *Youtube.com*. Universal Newsreel, 14 Apr. 1966. *US National Archives*. Web. 8 Feb. 2015. <https://www.youtube.com/watch?v=WlsySLQDhkI>.

This is a 1966 news clip documenting Pan Am's order of the 747. It describes the 747's extraordinary specifications and the significant investment Pan Am had made in the plane. I used it on the "Boeing 747" page.

Inaugural Flight Apr. 20, 1935. 20 Apr. 1935. State of Hawaii Department of Transportation, Airports Division. *Hawaii Aviation*. Web. 19 Nov. 2014. <http://hawaii.gov/hawaiiaviation/aviation-photos/1930-1939/pan-american-airways/inaugural-flight-Apr.-20-1935/PP-1-7%20Airlines-Pam%20Am%20Clipper%20016.jpg/ha_image_view_fullscreen>.

This is a photograph from the State of Hawaii's archives. It depicts the cheerful atmosphere upon the arrival of the first commercial flight to Hawaii. A Pan Am officer, wearing a lei, is handing the first sack of airmail to the Honolulu postmaster. The image gave me another example of Pan Am's diplomatic nature. From the Soviet Union to the Hawaiian islands, Pan Am was always there.

"Jet Liner Lost With 20 Aboard." *Sarasota Herald Tribune* 9 April 1954, 1. *Google News*. Web. 8 Feb. 2015. <http://news.google.com/newspapers?nid=1755&dat=19540409&id=e-IcAAAAIBAJ&sjid=0WQEAAAAIBAJ&pg=2322,1530603>.

This is a 1954 newspaper article on another Comet crash. It explains how a South African Airways Comet had crashed in the Mediterranean, killing all people on board. This article gave me a primary account of the crash that truly grounded the Comet, giving time for Boeing to devise its own jetliner.

"Jetliner Falls Into Sea Near Elba; 35 Lost." *The Milwaukee Sentinel* 11 Jan. 1954, 1. *Google News*. Web. 8 Feb. 2015. <http://news.google.com/newspapers?nid=1368&dat=19540111&id=RnBQAAAAIBAJ&sjid=xA8EAAAAIBAJ&pg=4432,6545362>.

This is a 1954 newspaper article on a Comet crash. It describes an accident in which a Comet crashed in the Mediterranean. This gave me another example of the Comet's initial problems.

Johnston, Kenneth. "N.Y.-London Flight Cut to 6¼ Hours." *New York World-Telegram and The Sun* 13 October 1955, 1. *Smithsonian National Air and Space Museum*. Web. 8 Feb. 2015. <http://airandspace.si.edu/explore-and-learn/multimedia/detail.cfm?id=7247>.

This is a 1955 newspaper article describing Trippe's purchase of 45 Boeing 707s. It explains the 707's many innovations, such as its speed. The article showed me how great the reaction was to Trippe's disclosed purchase.

Juan Trippe Receiving Medal of Merit from Secretary of War, Robert P. Patterson. 25 Aug. 1946. University of Miami Libraries. *University of Miami Libraries Digital Collections*.

Web. 8 Feb. 2015.
<http://merrick.library.miami.edu/cdm/singleitem/collection/exhibits/id/334/rec/1>.

This is an image of Trippe receiving the Medal for Merit from the Secretary of War. It shows how greatly Trippe contributed to the war effort; the US Government even awarded him a medal. I used it on the "Humanitarian flights" page.

Kahlenberg, producer. "6½ Magic Hours." *Internet Archive: Prelinger Collection*. Internet Archive, n.d. Web. 19 Nov. 2014. <https://archive.org/details/612Magic1958>.

This is a 1958 commercial for Pan Am's new transatlantic jet service, making it a slightly biased primary source. Pan Am prepared extensively for the new service, conducting several surveys and constructing a new terminal at Idlewild Airport. Their Boeing 707s had a wide variety of amenities, from less vibrations to overhead lighting. The commercial told me about yet another one of Pan Am's firsts. It also showed me how glamorous air travel was back in the day.

Kauffman, Sanford B. *Pan Am Pioneer: A Manager's Memoir*. Lubbock: Texas Tech UP, 1995. *Google Books*. Web. 19 Nov. 2014. <http://books.google.com/books/about/Pan_Am_Pioneer.html?id=nH6chbyIrfcC>.

This is the memoir of a Pan Am manager who worked very closely with Juan Trippe, the airline's founder. It describes Trippe's seemingly complex personality. He was normally a kind person, but in the business world, he was rather unscrupulous yet hardworking. The memoir gave me insight into Trippe himself. He was so competitive that he purchased some British de Havilland Comets.

Kennerly, David H. *Operation Babylift*. 5 Apr. 1975. Gerald R. Ford Library. *Gerald R. Ford Presidential Library and Museum*. Web. 8 Feb. 2015. <http://www.fordlibrarymuseum.gov/images/avproj/pop-ups/A3860-28A.html>.

This is an image of President Ford disembarking from a Pan Am 747 while carrying a baby. It shows how Pan Am participated in Operation Babylift, the transport of children orphaned by the Vietnam War to foster parents in America. I used it on the "Humanitarian flights" page.

Kirby, Ian. "1985-06-10 VT-EFO Air India EGLL." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 10 June 1985. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:1985-06-10_VT-EFO_Air_India_EGLL.jpg>.

This is an image of an Air India 747 landing at London Heathrow Airport. It provides a visual of the great number of airlines that ordered the 747. I used it on the "Boeing 747" page.

L'Eplattenier, Gillian. "Jill Kellogg & the Beatles." *Pan Am Historical Foundation*. Pan Am
	Historical Foundation, n.d. Web. 19 Nov. 2014. <http://www.panam.org/points-of-
	departure/observation-deck/354-50-years-ago-the-beatles-arrive-on-pan-am.html>.

This is the memoir of a former Pan Am stewardess. She recounts serving the Beatles on
their first trip to the United States, and it sure was a crazy experience. Yet despite the
throngs of screaming teenagers, she recalls the Beatles as being calm and courteous. The
article showed me how iconic Pan Am was. I can also see the airline's marketing
madness: I saw the Pan Am logo in nearly every picture.

"Lower Fares Envisioned Soon." *The Manitoba Ensign* 13 Oct. 1951, 12. *Google News*. Web. 19
	Nov. 2014.
	<http://news.google.com/newspapers?nid=958&dat=19511013&id=QCpQAAAAIBAJ&
	sjid=c1YDAAAAIBAJ&pg=2019,1670973>.

This is a 1951 newspaper article. It discusses Pan Am's planned introduction of tourist
class to their transatlantic flights. This deeply shocked not only the airline's competitors,
but the IATA as well. The article showed me yet another way that Pan Am revolutionized
the airline industry. Their tourist class brought the wonder of air travel to the masses.

"Lufthansa Conducts Inaugural Flight of World's First Boeing 747-8 Intercontinental Passenger
	Aircraft from Frankfurt to Washington, D.C." *Lufthansa Social Media Newsroom*.
	Lufthansa, 1 June 2012. Web. 8 Feb. 2015.
	<http://newsroom.lufthansa.com/news/lufthansa-conducts-inaugural-flight-of-
	world%E2%80%99s-first-boeing-747-8-intercontinental-passenger-aircraft-from-
	frankfurt-to-washington-d-c>.

This is a brief article describing the inauguration of the 747-8 by Lufthansa. The latest
variant of the 747 was introduced on June 1, 2012, flying from Frankfurt to Washington,
D.C. The article showed me how the 747 program is still active today.

McCranie, Jud. "Pan Am 727 Tail." Photograph. *Wikimedia Commons*. Wikimedia Foundation,
	27 Dec. 2007. Web. 8 Feb. 2015.
	<http://commons.wikimedia.org/wiki/File:Pan_Am_727_tail.jpg>.

This is an image of the Pan Am logo on the tail of a Boeing 727. The Pan Am logo has
persisted as a great symbol of the airline, so I used it on the "Legacy" page.

Pan Am Boeing 707 and 747 Jets. n.d. Pan American World Airways. *Smithsonian National Air
	and Space Museum*. Web. 8 Feb. 2015. <http://airandspace.si.edu/explore-and-
	learn/multimedia/detail.cfm?id=7254>.

This is an image of the Boeing 707 and 747 parked right next to each other. It depicts the
two jets that Pan Am pioneered; it also shows how large the 747 was. I used it on the "Jet
age" page.

Pan Am Boeing 747. n.d. National Air and Space Museum Archives, Smithsonian Institution.
   Smithsonian National Air and Space Museum. Web. 8 Feb. 2015.
   <http://airandspace.si.edu/explore-and-learn/multimedia/detail.cfm?id=7340>.

   This is an image of a cruising Boeing 747 in Pan Am colors. I used it on the "Thesis"
   page of my website as a sort of introductory image.

Pan American Airways System. "To Rio or New Zealand." *Newsweek* 1940: n.p. *Duke
   University Libraries Digital Collections*. Web. 19 Nov. 2014.
   <http://library.duke.edu/digitalcollections/adaccess_T1569/>.

   This is a 1940 advertisement for Pan Am's Clipper flights, making it a slightly biased
   primary source. It includes the airline's route map, which already spanned South America
   and the Pacific Ocean. Their various destinations were linked in days, compared to weeks
   by steamboat. The advertisement showed me the beauty of air travel long ago. I can also
   see how revolutionary the Clippers were, reducing travel times significantly.

Pan American China Clipper. 1930s. State of Hawaii Department of Transportation, Airports
   Division. *Hawaii Aviation*. Web. 8 Feb. 2015.
   <http://hawaii.gov/hawaiiaviation/aviation-photos/1930-1939/pan-american-
   airways/china-clipper/?searchterm=china%20clipper>.

   This is an image of the China Clipper, a Martin M-130 flying boat. It serves as a visual
   for Pan Am's beginnings, which involved the Martin M-130 and other flying boats. I
   used it on the "Beginnings" page.

"Pan American Gets First Stratocruiser." *Schenectady Gazette* 1 Feb. 1949, 2. *Google News*.
   Web. 19 Nov. 2014.
   <http://news.google.com/newspapers?nid=1917&dat=19490201&id=9nUuAAAAIBAJ&
   sjid=c4EFAAAAIBAJ&pg=4623,12681>.

   This is a 1949 newspaper article. It describes the Boeing Stratocruiser, which was
   actually the first double-decker aircraft. Pan Am had recently inaugurated the plane and
   planned to put it on Hawaii flights, cutting flight times by four hours. The article told me
   about yet another one of Pan Am's firsts. Also, despite being an aviation enthusiast, I had
   never known the Stratocruiser was the first double-decker plane.

Pan American World Airways. 26 Oct. 1958. Pan American World Airways. *Smithsonian
   National Air and Space Museum*. Web. 8 Feb. 2015.
   <http://airandspace.si.edu/exhibitions/america-by-
   air/online/abaImage.cfm?webID=402.p3>.

   This is an image of the inaugural Boeing 707 flight before departing New York. It
   provides a visual of the 707's first flight. I used it on the "Boeing 707" page.

Pan American World Airways. "Pan Am 747 First Class." *The Sydney Morning Herald* 28 Apr.
1982, 13. *Google News*. Web. 19 Nov. 2014.
<http://news.google.com/newspapers?nid=1301&dat=19820428&id=aJ5WAAAAIBAJ&
sjid=D-cDAAAAIBAJ&pg=6818,9507073>.

This is a 1982 advertisement for first class aboard Pan Am's 747s, making it a slightly
biased primary source. It describes the sheer luxury of Pan Am's first class cabins. The
seats were spacious and beyond comfortable, while dinner included caviar and imported
cheeses. The advertisement again showed me how different air travel was back then. I
can also see how "diverse" Pan Am was, catering to both the masses and the wealthy.

Pan American World Airways Boeing 707 Jetliner. n.d. University of Miami Libraries.
University of Miami Libraries Digital Exhibits. Web. 8 Feb. 2015.
<http://scholar.library.miami.edu/digital/exhibits/show/panamerican/item/657>.

This is an image of a Boeing 707 in flight. It provides a visual of Pan Am's Boeing 707. I
used it on the "Jet age" page.

Pan American World Airways Tourist Class Fares to Europe. Advertisement. October 1948.
Everything Pan Am. Web. 2 Feb. 2015. <http://everythingpanam.com/Ads.html>.

This is an advertisement for Pan Am's tourist class fares across the North Atlantic. It
shows the actual prices for flights in tourist class. I used it on the "Tourist class" page.

Pan American World Airways Tourist Class Fares to Hawaii. Advertisement. November 1953.
Everything Pan Am. Web. 2 Feb. 2015. <http://everythingpanam.com/Ads.html>.

This is an advertisement for Pan Am's tourist class fares to Hawaii. It shows the
expansion of tourist class service to more and more flights. I used it on the "Tourist
class" page.

Pingstone, Adrian. "Boac B707 Arp." Photograph. *WIkimedia Commons*. Wikimedia
Foundation, 1964. Web. 8 Feb. 2015.
<http://commons.wikimedia.org/wiki/File:Boac_b707_arp.jpg>.

This is an image of a 707 in BOAC (British Overseas Airways Corporation) colors. It
shows how BOAC, the airline that inaugurated the Comet, now had to follow Pan Am's
lead and purchase some 707s. I used it on the "Boeing 707" page.

President Franklin Roosevelt Celebrating His 61st Birthday. 30 Jan. 1943. Pan Am Historical
Foundation. *Pan Am Historical Foundation*. Web. 8 Feb. 2015.
<http://www.panam.org/war-years/344-war-years-gallery-2>.

This is an image of President Franklin D. Roosevelt celebrating his birthday aboard Pan
Am's Dixie Clipper. It shows how involved Pan Am was in World War II; they even
transported world leaders. I used it on the "Humanitarian flights" page.

Proctor, John. "Boeing 707-121B, Pan Am JP7771694." Photograph. *Wikimedia Commons*. Wikimedia Foundation, Aug. 1971. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Boeing_707-121B,_Pan_Am_JP7771694.jpg>.

This is an image of a Pan Am Boeing 707 at New York's John F. Kennedy International Airport. I used it to fill the empty space on the "Research" page.

Proctor, John. "Pan Am Boeing 707-100 at JFK 1961 Proctor." Photograph. *Wikimedia Commons*. Wikimedia Foundation, July 1961. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Pan_Am_Boeing_707-100_at_JFK_1961_Proctor.jpg>.

This is an image of a Pan Am 707 at Worldport, Pan Am's own terminal at New York's Idlewild Airport (now John F. Kennedy International Airport). It provides a visual of Pan Am's 707s. I used it on the "Boeing 707" page.

Quackenbush, Ted. "Boeing 747-121(A-SF), Pan American World Airways - Pan Am AN0070311." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 10 Mar. 1987. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Boeing_747-121%28A-SF%29,_Pan_American_World_Airways_-_Pan_Am_AN0070311.jpg>.

This is an image of a Pan Am Boeing 747 taxiing at Los Angeles International Airport. I used it to fill the empty space on the "Interviews" page.

Reiring, Ron. "Pan Am Boeing 747-121 Clipper Spark of the Ocean." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 10 Aug. 1987. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Pan_Am_Boeing_747-121_Clipper_Spark_of_the_Ocean.jpg>.

This is an image of a Pan Am 747 parked at the gate. It serves as a sort of introductory image to the 747, as if you are about to board the plane and learn more about it. I used it on the "Boeing 747" page.

San Francisco to Hawaii by Sea and Air. Infographic. Smithsonian National Air and Space Museum. Web. 8 Feb. 2015. <http://airandspace.si.edu/exhibitions/hawaii-by-air/online/post-war-travel/rising-tide-of-tourism.cfm>.

This is an infographic that show the speed, flying time, and cruising altitude of various vehicles used to travel between San Francisco and Hawaii. It shows how greatly jets reduced flying times. I used it on the "Legacy" page.

Sikorsky S-40 at Miami Training School. n.d. Pan Am Historical Foundation. *Pan Am Historical Foundation*. Web. 8 Feb. 2015. <http://www.panam.org/war-years/344-war-years-gallery-2>.

This is an image of aviators training at Pan Am facilities in Miami. It shows how involved Pan Am was in World War II; they even lent their facilities to the War Department. I used it on the "Humanitarian flights" page.

"The Crash: At Least 559 Dead in History's Worst Aviation Disaster." *The Evening Independent* 28 Mar. 1977, 3-A. *Google News*. Web. 19 Nov. 2014. <http://news.google.com/newspapers?nid=950&dat=19770328&id=5WFQAAAAIBAJ& sjid=s1gDAAAAIBAJ&pg=6581,3172777>.

This is a 1977 newspaper article. It is the breaking news of the world's deadliest aviation incident: the collision of Pan Am 1736 and KLM 4805 on the Spanish island of Tenerife. An astounding 583 people were killed, while only 80 survived. The article told me about one of Pan Am's greatest setbacks. It's chilling to imagine two jumbo jets headed right for each other.

Trippe, Juan T. "Ocean Flying is Routine." *Flying Magazine* Oct. 1941: 44–46, 58, 60. *Google Books*. Web. 19 Nov. 2014. <http://books.google.com/books/about/Flying_Magazine.html?id=ywBOX5ZEBRwC>.

This is a 1941 magazine article written by Juan Trippe, founder of Pan Am. It discusses Pan Am's various achievements, including the first transatlantic flight. It also explains where the airline could improve, such as buying better aircraft. The article told me about some of Pan Am's very first "firsts." More importantly, I saw the willingness of Pan Am's leader to admit problems and seek ways to correct them.

Vandervord, Richard. "Air France Boeing 707-355C Taking Off From London Heathrow Airport." Photograph. *Wikimedia Commons*. Wikimedia Foundation, Sept. 1971. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Air_France_Boeing_707-355C_taking_off_from_London_Heathrow_Airport.jpg>.

This is an image of an Air France 707 lifting off from London Heathrow Airport. It provides a visual of the 707's many customers. I used it on the "Boeing 707" page.

von Wedelstaedt, Konstantin. "Lufthansa Boeing 747-830 KvW-1." Photograph. *Wikimedia Commons*. Wikimedia Foundation, 7 Oct. 2012. Web. 8 Feb. 2015. <http://commons.wikimedia.org/wiki/File:Lufthansa_Boeing_747-830_KvW-1.jpg>.

This is an image of a Lufthansa 747-8 departing Frankfurt Airport, Germany. It provides a visual of how the 747 is still operating today; another variant, the 747-8, was introduced in 2012. I used it on the "Boeing 747" page.

Wartime: A Boeing B-314 at Fisherman's Lake, Liberia. 1 April 1942. Pan Am Historical Foundation. *Pan Am Historical Foundation*. Web. 8 Feb. 2015. <http://www.panam.org/war-years/344-war-years-gallery-2>.

This is an image of a Boeing 314 Clipper, formerly flying for Pan Am but now aiding the World War II effort. It provides an example of how Trippe's contributions were put to work during the war. I used it on the "Humanitarian flights" page.

Whitney, Craig R. "Jetliner Carrying 258 to U.S. Crashes in Scottish Town." *New York Times* 21 Dec. 1988, n.p. *New York Times Learning Network*. Web. 19 Nov. 2014. <http://www.nytimes.com/learning/general/onthisday/big/1221.html>.

This is a 1988 newspaper article. It describes the devastating crash of Pan Am 103, which exploded in the skies above Lockerbie, Scotland. All 258 passengers onboard, including several college students and government officials, perished in the crash. The article told me about another major setback for Pan Am. Unfortunately, Pan Am was unable to recover from this one.

Secondary sources

BBC, producer. "Come Fly with Me: The Story of Pan Am." *Vimeo*. Vimeo, 2012. Web. 19 Nov.
      2014. <http://vimeo.com/32642328>.

      This is a 2011 documentary by the BBC. It describes Pan Am's history, from its
      beginnings as a mail carrier to its golden age to its eventual decline. It also talked a lot
      about their flight attendants, who were "beautiful yet sophisticated." This documentary
      was immensely useful for me. It filled in the gaps of Pan Am's history and gave me deep
      insight into the airline's brand.

Craven, Wesley F. and Cate, James L. *The Army Air Forces in World War II*. Chicago:
      University of Chicago Press, 1949. *Air Force Historical Support Division*. Web. 8 Feb.
      2015. <http://www.afhso.af.mil/shared/media/document/AFD-101105-006.pdf>.

      This is a comprehensive book on the US Army's involvement in World War II. It
      explains how Pan Am contributed to the war effort, selling its aircraft and building air
      bases in Latin America and Africa. The book showed me how helpful Pan Am was
      during World War II.

Endy, Christopher. *Cold War Holidays: American Tourism in France*. Chapel Hill: U of North
      Carolina P, 2004. *Google Books*. Web. 8 Feb. 2015.
      <http://books.google.com/books/about/Cold_War_Holidays.html?id=E1_UyWdcqrcC>.

      This is a book on early American tourism. It describes how tourist class originated with
      Pan Am, as well as the later invention of economy class. The book showed me how
      relentless Trippe was in expanding tourist class service; he even challenged the IATA
      (International Air Transport Association).

Evans, Harold, et al. *They Made America: From the Steam Engine to the Search Engine: Two
      Centuries of Innovators*. New York: Little, Brown and Company, 2004. *Google Books*.
      Web. 8 Feb. 2015.
      <http://books.google.com/books/about/They_Made_America.html?id=fDyckjF2IWgC>.

      This is a book on major American innovators, including Juan Trippe. It explains how
      Trippe pushed aviation companies, especially Boeing and Pratt and Whitney, to
      manufacture a jet for him. The book showed me how persistent Trippe was, as well as his
      fearlessness in the face of the Comet disasters.

Feller, Thomas R. "Air Transportation Industry." *Historical Encyclopedia of American Business*.
      2009. *Salem Press*. Web. 19 Nov. 2014.
      <http://history.salempress.com/doi/full/10.3331/AmBF_1010?prevSearch=economy%2B
      class%2Bpan%2Bam&searchHistoryKey=&queryHash=4b5f494cc1b50cc3c5e60191872
      8c15b>.

This is an entry in the book "Historical Encyclopedia of American Business". It describes America's airline industry, from the first airlines to the consequences of deregulation. Pan Am had a leading role in the industry, establishing one of the first airlines. The book told me about how Pan Am dealt with deregulation, before and after. Before, Pan Am negotiated fares to make them reasonable for middle-class travelers; after, Pan Am had to acquire another airline to compete.

Harris, Don. *Pan Am: A History of the Airline that Defined America*. BookCaps Study Guides, 2011. *Google Books*. Web. 19 Nov. 2014. <http://books.google.com/books/about/Pan_Am.html?id=hOp_sHhGTXQC>.

This is the book "Pan Am: A History of the Airline that Defined America". It discusses Pan Am's beginnings, the introduction of the Boeing 747, and the airline's humanitarian work. Pan Am was the only American airline to fly to Berlin. The book told me a lot about Pan Am's humanitarian involvement. They even helped transport troops during the Vietnam War.

Hersh, Steve and Gibson, Emily. E-mail interview. 28 Jan. 2015.

This was an e-mail interview I conducted with researchers at the University of Miami. In the interview, the two researchers informed me about Pan Am's high safety standards, purchase of the 707, and more. Their information mainly helped me with the "Beginnings" and "Boeing 707" pages of my website.

Hill, John H. E-mail interview. 4 Feb. 2015.

This was an e-mail interview I conducted with a researcher at the San Francisco International Airport Museum. In the interview, John gave me very detailed responses to my questions. He taught me about Trippe's leadership abilities, why he created tourist class, why he wanted to build the 747, and more. His information showed me how Trippe was a true leader.

"Historical Air Traffic Statistics, Annual 1954-1980." *Bureau of Transportation Statistics*. United States Department of Transportation, n.d. Web. 8 Feb. 2015. <http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/subject_areas/airline_information/ air_carrier_traffic_statistics/airtraffic/annual/1954_1980.html>.

This is a chart displaying the annual number of enplanements, among many other statistics, between 1954 and 1980. For example, in 1954, there were roughly 35 million enplanements. These statistics showed me how few people flew back then compared to today.

"Juan Trippe." *ABC-CLIO Solutions*. Web. 19 Nov. 2014. <http://americanhistory.abc-clio.com/Search/Display/252579?terms=juan+trippe>.

This is a biography of Juan Trippe. It describes Juan Trippe's entire life, from his childhood interest in aviation to his retirement in 1968. In his early years, Trippe built model airplanes and flew them around in the park. The biography gave me insight into Trippe himself. I saw how he was able to become a major leader in the aviation industry.

Kane, Robert M. *Air Transportation*. 2003. *Google Books*. Web. 8 Feb. 2015.
    <http://books.google.com/books/about/Air_Transportation.html?id=nCFYdB2H05UC>.

This is a book on the history of air travel. It describes how the 747 came to be, as well as the aircraft's numerous variants. The book showed me how successful the 747 program was; airlines collectively paid $1.8 billion for the plane.

"Pan American World Airways." *ABC-CLIO Solutions*. Web. 19 Nov. 2014.
    <http://worldhistory.abc-
    clio.com/Search/Display/312067?terms=pan%20am%20airways&webSiteCode=SLN_H
    MOD&returnToPage=%2fSearch%2fDisplay%2f312067%3fterms%3dpan+am+airways
    &token=992C44DB03014C25870138A56DE0B58D&casError=False>.

This is a database article from ABC-CLIO. It talks all about Pan Am's history. It includes everything from the Clippers to the Boeing 747s and Pan Am's collapse. The article gave me lots of information about Pan Am's early years. They had secured a mail contract to transport mail between Key West and Havana.

"Pan American World Airways, Inc." *Encyclopedia Britannica*. Encyclopedia Britannica, 2008.
    Web. 19 Nov. 2014. <http://www.britannica.com/EBchecked/topic/440588/Pan-
    American-World-Airways-Inc>.

This is an encyclopedia article from Encyclopedia Britannica. It also talks about Pan Am's history. The airline made several achievements, from beginning the first transpacific and transatlantic flights to their inauguration of the Boeing 747. The article gave me even more information about Pan Am's history. The numerous achievements described help me understand Pan Am's legacy.

Pollock, Steve. *Deadly Turbulence: The Air Safety Lessons of Braniff Flight 250 and Other Airliners, 1959-1966*. Jefferson: McFarland and Company, Inc., Publishers, 2014. *Google Books*. Web. 8 Feb. 2015.
    <http://books.google.com/books/about/Deadly_Turbulence.html?id=XHwgAwAAQBAJ
    >.

This is a book on major aviation incidents that occurred between 1959 and 1966. It also describes the introduction of the Douglas DC-8 in 1959. I used the book mainly for its information on the DC-8, the American jetliner that came shortly after the 707.

Simons, Graham. *The Airbus A380: A History*. Barnsley: Pen & Sword Books Ltd., 2014.
       Google Books. Web. 8 Feb. 2015.
       <http://books.google.com/books/about/The_Airbus_A380.html?id=rfpsBQAAQBAJ>.

       This is a book about the Airbus A380, the world's largest passenger aircraft. It also
       discusses the A380's predecessor, the 747, including how the 747 came to be. The book
       showed me how Trippe's large order was necessary for other airlines to take interest, as
       was the case with the 707.

Spitzer, Paul G. "Boeing 707 Begins Commercial Service." *Great Events from History: The
       Twentieth Century, 1941–1970*. 2008. *Salem Press*. Web. 19 Nov. 2014.
       <http://history.salempress.com/doi/full/10.3331/GE20b_2611019722?prevSearch=pan%2
       Bam%2Bairways&searchHistoryKey=&queryHash=6dd5c0fa39a0e7abb94856a90d841d
       4e>.

       This is an entry in the book "Great Events from History: The Twentieth Century, 1941–
       1970". It discusses the beginning of the jet age with the Boeing 707. More importantly, it
       explains Pan Am's role in that—they inaugurated the 707. The book informed me about
       the dawn of the jet age. It was full of glamor, and of course Pan Am was a part of it.

"U.S. Air Carrier Traffic Statistics: System Passenger - Passenger Enplanements (January 2013 -
       December 2013)." *Bureau of Transportation Statistics*. United States Department of
       Transportation, n.d. Web. 8 Feb. 2015.
       <http://www.rita.dot.gov/bts/acts/customized/table?adfy=2013&adfm=1&adty=2013&ad
       tm=12&aos=0&artd&arti&arts=3&asts=1&astns&astt&ascc&ascp=1>.

       This is a chart displaying the monthly number of enplanements between January and
       December 2013. For example, in February 2013, there were roughly 52 million
       enplanements. I added up all the values to get the total number of enplanements in 2013,
       allowing me to compare these statistics to those of the other chart.

van Vleck, Jenifer. *Empire of the Air: Aviation and the American Ascendancy*. Cambridge:
       Harvard UP, 2013. *Google Books*. Web. 8 Feb. 2015.
       <http://books.google.com/books/about/Empire_of_the_Air.html?id=iZCvAAAAQBAJ>.

       This is a book on Pan Am's involvement in the rise of the American airline industry. It
       describes how greatly Trippe advertised tourist class service, but also how tourist fares
       were initially too high for most people. This book showed me how tourist class led to
       higher passenger numbers.

Verhovek, Sam H. *Jet Age: The Comet, the 707, and the Race to Shrink the World*. New York:
       Penguin Group, 2010. *Google Books*. Web. 8 Feb. 2015.
       <http://books.google.com/books/about/Jet_Age.html?id=C3rlY7K3y5sC>.

       This is a book on the beginnings of the jet age, from the Comet to the 747. It explains
       how the 747 came to be, including Trippe's initial conversations with Boeing's Bill

Allen. The book showed me how casually Trippe and Allen agreed to build the 747, even though it was a monumental task.

Walling, Michael G. *In the Event of a Water Landing*. Cutter Publishing, 2010. *Google Books*. Web. 8 Feb. 2015. <http://books.google.com/books/about/In_the_Event_of_a_Water_Landing.html?id=XGp _gsR-5agC>.

This is a book about the flying boats, such as the Boeing 314 Clipper, of the 1930s. It describes Pan Am's inauguration of the first commercial transatlantic flight in 1939. It showed me how long flights were back then with propeller-powered aircraft.

Yano, Christine R. *Airborne Dreams: "Nisei" Stewardesses and Pan American World Airways*. Duke UP, 2011. *Google Books*. Web. 8 Feb. 2015. <http://books.google.com/books/about/Airborne_Dreams.html?id=k3M0A9VLbM0C>.

This is a book about the role of Japanese stewardesses in Pan Am's image. It also has some general information about Pan Am and its founder, Juan Trippe. I used the book mainly for the quote of Trippe it included; the quote explains why Trippe created tourist class (to expose people to new cultures, etc.).