

## Pan American World Airways in Gander

(by Robert G Pelley 2017-12-11)

<http://bobsganderhistory.com>

The local history of the different airlines that used Gander Airport has pretty much been lost. How were their operations carried out? How many Newfoundlanders were found in their ranks? What problems did they run into? What types of aircraft did they use? What contribution did they make to Gander?

While much of this information is now missing, this article hopes to throw some light on the operations in Gander of Pan American World Airways (known to many as PAA or more often in everyday conversation as Pan Am).

The first contact of Pan Am with Nfld was not with Gander but with the inland bay of Botwood, near the mouth of the Exploits River.

On 05 July 1937 flying boat survey flights across the North Atlantic began. A Pan Am *Clipper III*, a Sikorsky S-42, from Port Washington, via Shediac, NB, landed at Botwood and headed next day for Foynes in Ireland. On the same day, a Short Empire C-Class flying boat, the *Caledonia*, left Foynes for Botwood, and landed July 6, 1937, reaching Montreal on July 8 and New York on July 9.



Pan Am S-42 Clipper

These aircraft, as were those operated by Britain's equivalent Imperial Airways, did not fly the North Atlantic during the winter. The Second World War, which started on 01 September 1939, put an end to any regular scheduled activity.

In any case, thought was turning towards land-based planes in the hope that their performance would eventually permit trans-continental and trans-Atlantic flight. To this end, In 1940 Pan Am and Tran World Airways (TWA) began using the Boeing 307

Stratoliner. This aircraft, based on the same basic airframe as the famous B-17 Flying Fortress, was the first pressurized airliner in service and the first with a flight engineer in the crew. The Boeing 307's civilian use was short-lived, being pressed into military service when the US entered World War II. Five of these, manned by civilian crews, flew from Gander out over the north Atlantic. However the US Air Transport Command had divided the world made into two basic regions, with Pan Am being given more or less the Pacific and Latin America. The Boeing 307s that crossed the Atlantic were therefore manned by TWA crews, with none from Pan Am.

At war's end, while the possibility of land-based civilian traffic became obvious, the continued use of Botwood was surprisingly not excluded. This was based notably on the idea that sportsman would interested in flying to Central Nfld. It was funny just the same that, on 02 July 1945, two Pan Am managers in the US exchanged the information below:

"Although the facilities to accommodate sportsmen are limited in Newfoundland, it may be that inquiries might be made regarding the source of purchasing fishing gear etc. on arrival here.

Listed below are the names of leading Outfitters in St. John's who may be referred to passengers who either do not want to carry their necessary equipment or who want to supplement their equipment on arrival in Newfoundland:

- a. Ayre & Sons Ltd.
- b. Bowring Brothers Ltd.
- c. The Martin Royal Stores Ltd.
- d. Harris & Hiscock Ltd.

These chaps obviously hadn't looked at a map to see the distances and the difficulty of getting to St John's from Botwood,, roughly 450 kms on the "Newfy Bullet" as it was affectionately known, a very slow and sometimes cantankerous train – not much good if you needed to buy a few rounds of 30-06!

These same two officials exchanged information on July 18 to the effect that:

*"The sudden upswing of bookings to Shediac and Botwood that has occurred since July 1s makes us believe that the summer season in Newfoundland is just getting underway."*

A further memo on the same day says :

*You already know of the report from the District Traffic Manager in Botwood that there is a colony of about 70,000 Newfoundlanders in Boston. It appears that Northeast Airlines, by connection with TCA at Moncton, is booking considerable business from the Boston area, some of which is off-loaded at Moncton and travelling by Clipper to Botwood. These off-loadees indicate that Bostonians would be glad to come to New York to take the Clipper if the service were generally known - especially, for such destinations as Gander Lake, Corner Brook, Grand Falls and Bishops Falls in Western Newfoundland (sic). The Advertising Manager and J. Walter Thompson Co. are currently finishing several small advertisements approved by Mr. Chenea (and covered by the System Advertising Budget). These will appear in the next 2 weeks in Boston papers, carrying the wording you requested."*

It is not known to what extent this was a paying proposition, though Leonard Outerbridge, a prominent merchant from St John's who later became Lieutenant-Governor, played a marketing role on the Nfld side. If there was any interest, any business done through Botwood could of course eventually be done just as easily though Gander.

Pan Am showed its developing interest in Gander well before the end of the war. As early as October 1944, Pan Am officials were discussing topics as mundane as taxes that passengers might have to pay.

*"Referring to our letters of October 11 and October 17 on refund of taxes, we now plan to include Newfoundland in the Passenger Tax Tariff. As you know Newfoundland is not a part of Canada and the Canadian Tax Laws are not applicable there."*

By May of 1945 there seems to already have a certain amount of communications between Pan Am and HAL Pattison, the Director of Civilian Aviation in Gander, including a missed meeting of Mr Pattison with Pan Am officials at LaGuardia.

However the role of civil aviation in Gander was still not clear as summer 1945 drew to a close, as can be seen in this extract of 21 August between the Atlantic area Chief Pilot and Pan Am in Washington:

*"Work on route and airport information has developed as follows: The designation of a civil airport in Newfoundland has not yet been made. An Interdepartmental committee, from the CAB,, Army, Navy, and State Department, has been working on the disposal of the Destroyer Bases in Canada, Newfoundland, and Bermuda. Vice President Torrill Drinkwater of American Airlines, Peter Redpatch of TWA, and myself have been working with this group. Gander versus Stephenville has been discussed, but a final recommendation cannot be made by our group until American Airlines decides what they want."*

By 29 September 1945, one aspect had been cleared up, namely the initial right to fly and test the route. On that date the manager Atlantic Division received a notice that clearances had been signed by the American Consul in Nfld and the ambassadors of Eire and England for four test flights. Approval for regular flights appears to have given by 01 December.

The right to fly over or through a country is one thing but what passengers (or cargo) can be carried is another. This brings us the basic "Five Freedoms", established at international aviation conference attended by fifty-two nations in Chicago in 1944 (although several other variations were later added). The starting point was the declaration that "no scheduled international air service may be operated over or into the territory of a contracting state, except with the special permission or other authorization of that state, and in accordance with such permission or authorization", which has ever since put aviation negotiations in the hands of national governments. The first five freedoms describe the rights of an aircraft registered in one country

1. to over-fly another country
2. to make a technical landing in another country,
3. to set down passengers from its own country in another country
4. to pick up passengers in another country and fly them to its own country
5. to pick up passengers in another country and fly them on to a third country

While is hard to understand exactly how they were involved, on 04 December 45, SM Connel, Brigadier-General commanding the US Nfld Base Command, informed Pan Am in LaGuardia that he was happy to learn that the Nfld Government had approved 3<sup>rd</sup> and 4<sup>th</sup> rights for American Airlines and had forwarded same to the British government for approval. Approval for Pan Am was expected to follow.

This subject came up later in terms of practical application, as can be seen from the minute 521 below of 75th meeting of the "Gander Airlines committee" of 27 February 1952. .

"The Chairman asked Mr Baldwin for what purpose the information was being requested from Airlines showing delayed flights at Gander and how passengers completed their onward journey. It would appear that trouble has been experienced in the past by European Carriers not holding traffic rights at Gander when such Carriers have had major delays. They have

been unable to transfer to any other Carrier and vice versa. Mr Baldwin suggested to the Committee that he will propose to his Board on return to Ottawa, that Carriers without traffic rights be waived, to assist delayed passengers, and authority would be vested on a local official to authorize such transfers if justified. This suggestion was unanimously carried by all Station managers. The answer from the Air Transport Board should be forthcoming within two weeks."

For the record, the participants at that particular meeting were:

Mr. Stirling	K.L.M.
Mr. Marshall	P.A.A.
Mr. Kostelich	T.C.A.
Mr. Gittel	Allied Aviation
Mr. Kilpatrick	T.C.A.
Mr. Van Nuland	Subcom
Mr. Carlberg	C.I.B.
Mr. Walters	Chief Customs Officer
Mr. Tinsor	Airport Manager
Dr. Weisgerber	Port Medical Officer
Mr. Baldwin	Air Transport Board
Mr. Ihine	Asst. Controller of Civil Aviation
Mr. Williamson	Dist. Controller of Air Services
Capt. Poole	Operations Supt., B.C.A.C.
Mr. Chestley	B.C.A.C. (Chairman)

In a previous meeting, this committee discussed the problems of housing and accommodation, which was limited. Among the points brought up, notably by Pan Am, was the use of transient quarters by permanent personnel, the need for a mail box on the "American side" where Pan Am personnel resided and even safety of streets where schools were located. As shown in the photo below:

° *Pan Am personnel occupied two buildings, namely 17 and 18 Chesnut.*

° *Two other buildings, 69 and 70 Roosevelt, housed American Overseas Airlines which became part of Pan Am in September 1950, Ground Controlled Approach (provided by Pan Am) as well as Allied Aviation, a ground maintenance based largely on Pan Am personnel.*



American Export Airlines was the first airline to offer regularly scheduled landplane commercial flights across the North Atlantic. Using DC-4 aircraft, it began passenger services from New York to England via Gander, on 24 October 1945. Pan Am started its own flights through Gander very shortly thereafter, also using DC-4s. By the start of the new year, it had scheduled five DC-4s per week from LaGuardia to London via Gander and two more to Lisbon via Gander and the Azores. A typical DC-4 flight New York-London with a stop in Gander was about 17 1/2 hours.



Pan Am soon upgraded its fleet of aircraft. It had ordered twenty Lockheed 049 Constellations and ten longer-range versions in June 1940 which were of course requisitioned by the military. The first of these was finally delivered on 5 January 1946 with a second one a week later, enabling Pan American to open North Atlantic Constellation service through Gander on 14 January 1946, beating TWA who did not start until 5 February.



Pan Am Constellation, Hangar 21, Gander, 1950

Another important Pan Am aircraft was the 377 Stratocruiser, based on the B-29 bomber that dropped the atomic bomb on Horoshima. Pan Am ordered twenty in November 1945 and started them through Gander in 1949. A “Super” Stratocruiser was deployed on the airline’s most prestigious route, the New York-London flight 100/101, until replaced by the Boeing 707.



Pan Am Stratocruiser postcard

In September 1950 Pan Am ordered 45 Douglas DC-6Bs. The first Atlantic flight inaugurated the Pan Am "all-tourist class" service between New York and London via Gander on 01 May 1950, as opposed to the Stratocruiser which tended toward the higher paying passengers. The DC-6 was essentially a stretched out DC-4.

These DC-6Bs were followed by the DC-7 series, 40 inches longer. Pan Am's DC-7Bs started flying transatlantic in summer 1955, getting from New York to London 1 hr 45 min faster than the Super Stratocruiser. The DC-7B could quite often fly the Atlantic New York - London non stop. By summer 1956. Pan Am's DC-7Cs finally started doing it fairly consistently. Unless there was a very strong headwind on the way back to North America, these "Seven Seas" were less commonly seen in Gander.

Over and above the type of aircraft used, by the end of 1945 one could see that things were becoming permanent on the ground. As seen below, personnel headed to Nfld were told to check their passports:

**Atlantic Division personnel assigned to Newfoundland must have a valid passport in their possession if they are to remain in Newfoundland more than six (6) weeks, or they will not be permitted to land.**

**Therefore, the travel of any Atlantic Division employees to Newfoundland for assignments of more than six weeks will not be authorized until a passport has been obtained. All personnel presently assigned in Newfoundland who do not possess a passport, must be advised to immediately apply to the nearest American Consul for this document.**

(memo 05 December 45 from the Industrial relations dept)

Pan Am operations in Gander, initially under Frank Sylvester, proceeded roundly after the war, being governed by the normal play of international competition and technical progress. There were however a couple of a situations which were a thorn in their side.

One of these was the cost of landing rights, notably as Pam Am in 1946 wondered why they had to pay Nfld when in fact the airport, to their mind, was



still under the control of the Canadians, as can be seen in the memo below of 13 December.

Captain Garrison Norton  
Director, Office of Transport and Communications  
Department of State  
Washington, D. C.

Dear Captain Norton:

With reference to our letter of November 27th concerning Newfoundland and the Gander Airport, I believe it will be of interest to you to know that we have just received a statement from the Newfoundland Government in the amount of \$24,120.00 covering landing charges for the period October 1, 1945 to March 31, 1946.

As you will recall, during this period the Canadian Government operated and administered the Gander Airport and, so far as we know, the Newfoundland Government did not incur any substantial expenditures in connection therewith.

Very truly yours,

Original signed by  
J. H. SMITH, JR.

J. H. Smith, Jr.  
Vice President-Atlantic

There was movement toward making a request to the International Air Transport Association (IATA) for some sort of mediation effort, especially as AOA and TWA had not yet paid their landing fees. Still Pan Am headquarters decided to continue in good faith with talks with Canada. However by mid-February 1950, the problem had not yet been fixed and Pan Am hired legal counsel, Aldous Aylan of Aylan and McLaren of Ottawa, to represent them. A letter from Pan Am to their law office referred to a meeting with them and Air Vice Marshall Cowlay, (just before Nfld joined Canada in 1949.)

After our formal meeting, however, the Air Vice Marshall did express an opinion that it was the intention of the Department of Transport to bring landing fees at Newfoundland airports into line with those at Canadian airports, if studies of costs made it appear practical to do so. Quite the opposite, however, he curred and all charges connected with Gander continue to be much greater than anywhere else in the world.

On April 1, 1949 a service charge was imposed on fuel and oil. There had been such charge previously. On January 1, 1950 landing fees at other airports in Maritime Provinces were raised to equal the Gander fees. I list below a com- parison of certain charges levied during 1949 at airports in the Maritime Provi- with similar charges levied at New York and London:

The landing fees in Gander were in fact quite high compared to elsewhere. It is not known who decided the fee level, but probably not by local authorities. My suspicion is that that the Nfld government, not being rich after the war effort, hoped to profit from the airport's "monopoly" position with respect to Gander's geographical position. This table covers 1949 landing fees:

<u>Location</u>	<u>Boeing B-377</u>	<u>Constellation L-49</u>	<u>Douglas DC-4</u>
(Gander	\$ 189	\$ 122	\$ 108
(Moncton	32	21	13
(Stephenville	18	14	11
(Sydney	25	21	13
(Goose Bay	82	82	73
<b>New York-LaGuardia</b>	<b>15</b>	<b>10</b>	<b>9</b>
<b>New York-Idlewild</b>	<b>19</b>	<b>12</b>	<b>9</b>
<b>London Airport-LON</b>	<b>85</b>	<b>58</b>	<b>47</b>

But in 1950, Gander's fees didn't go down - other eastern Canadian airport fees went up!

1950 LANDING FEES

<u>Airport</u>	<u>Boeing B-377</u>	<u>Constellation L-49</u>	<u>Douglas DC-4</u>
Gander	\$ 189	\$ 117	\$ 83½
Moncton			
Stephenville			
Sydney			
Goose Bay			
<b>New York-LaGuardia</b>	<b>15</b>	<b>10</b>	<b>9</b>
<b>New York-Idlewild</b>	<b>19</b>	<b>12</b>	<b>9</b>
<b>London Airport-LON</b>	<b>85</b>	<b>58</b>	<b>47</b>

The following shows Pan Am flights in the Maritimes in that period:

The number of landings made by Pan American in the Maritime Provinces during 1949 may be of interest:

	<u>B-377</u>	<u>L-49</u>	<u>DC-4</u>	<u>Total</u>
Gander	237	919	772	1928
<u>Alternates:</u>				
Moncton	6	73	42	<u>121</u>
Stephenville				
Sydney				
Goose Bay				

Available sources do not indicate how the landing fee business ended up. There were also other money related questions, especially in the late 50s, about telecommunication costs, building leases and labour relations costs. At least some of this ended up in court, perhaps giving rise to the intriguing memo below!



from the desk of  
JOHN T. SHANNON

8/3/62

J. C. <sup>14</sup>  
J. C. P.

Please note the amount we are holding back from the Canadians.

If we can just win this case, think what a dividend we can pay!

A handwritten signature in dark ink, appearing to be "J. C. P." with a flourish.

Another subject of constant discussion was the length of Gander's runways, led by Pan Am. A memo from operations staff to Juan Trippe, the president of Pan Am, dated 23 May 1949, explains the first salvo:

MEMORANDUM TO MR. TRIPPE:

In response to our request that AOA support our desire to have the runway at Gander extended, Mr. Eaton yesterday discussed the subject over the telephone with Mr. A. T. Cowley, in Ottawa. Mr. Eaton advises that his conclusion from the conversation was very definitely that they were not interested in doing anything at all. Mr. Eaton brought up the point that if Gander were to be continued as the principal operating base it would, of course, have to be developed to the point of servicing any and all types of aircraft. He said that he felt this point registered with Mr. Cowley but that it in no way moved him.

A high level internal Pan Am discussion explains what was hoped for in April 1949:

ENGINEERING ANALYZING LATEST PROPELLER INFORMATION TO  
DETERMINE NECESSARY RUNWAY LENGTH PRELIMINARY ESTIMATE  
PROBABLY NEED ADDITIONAL FIVE HUNDRED FEET EACH END OF  
RUNWAY 14/32 GANDER. OFFICER IN CHARGE IS A D MCLEAN COMMA  
COMPTROLLR OF CIVIL AVIATION COMMA DEPARTMENT OF TRANSPORT  
OTTAWA=  
INGALLS PANAMERICAN AIRWAYS NEW YORK NY=

A letter to Pan Am VP Ingalls in May of 1949 resumed well the situation:

- ° Present runways permit Stratocruiser take-offs with 61 passengers and normal cargo only 65% of the time
- ° Goose Bay will have to be used on eastbound flights when winds in Gander prevent takeoff with full weight (Goose can be used with full weight under any wind conditions.)
- ° Agreements with Canadian and Nfld governments permit the use of Goose only if Gander is "not operational". If this includes wind conditions, there is no problem. An interpretation is being sought.
- ° Movement of Pan Am B-77 Stratocruiser operations to Goose is not desired because Gander has better services. DC-4s and Constellations already use it.
- ° The best alternative would be the extension of a runway to 9500 ft, especially if a "high-density" Stratocruiser is used (98-100 passengers). A minimum for the actual 61 passenger planes would be 7500 ft.
- ° An extension to the basically east-west runway 14-32 is recommended.

There was fair amount of discussion over next months but on 14 April 1950, the Pan Am manager in Gander, Frank M Sylvester, sent a note to VP Strieffler, mentioning in particular that the Canadian Parliament had reduced the 1950-51 DOT budget from 75m\$ to 50m\$. The Gander operating budget was reduced by 500,000\$. The best that could be hoped for was drainage on runway on 07-29 to reduce problems of spring thaw and to give it better lighting.

At one point Pan Am suggested in collaboration with the other airlines to advance the money required to pay for the extension, with corresponding reductions in future landing fees. Alas, Canada being a parliamentary democracy, an action of this nature would in fact amount to trying get around budgets and laws voted by the legislature.

Another problem related to the runway extension was the cost of hauling gravel, which would be alleviated in 1951 by the planned construction of a new road.

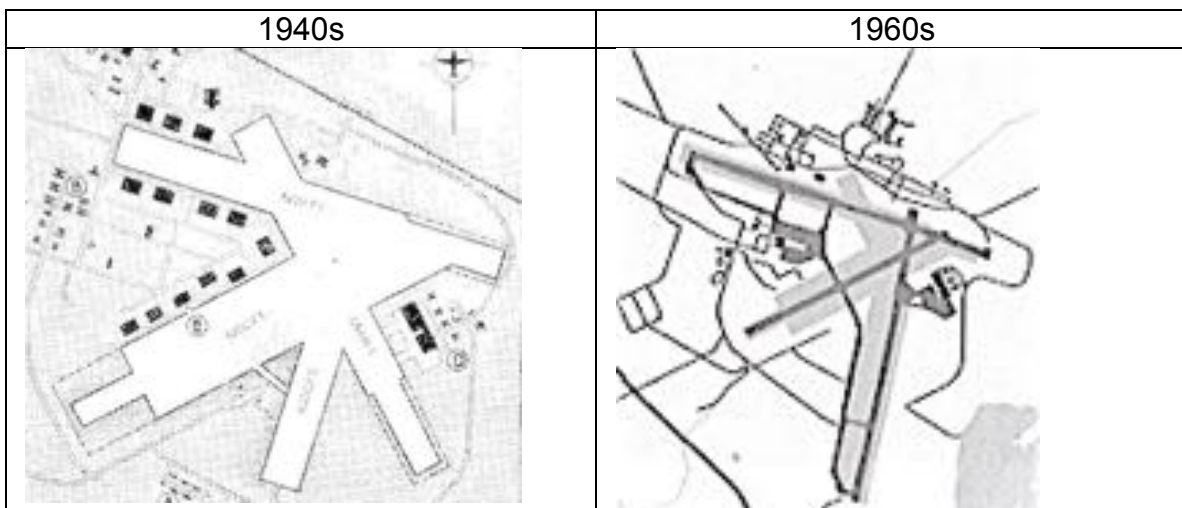
It seems that many groups tried to have something to say about runway extensions. It was the IATA this time which gave the following information on 14 February 1951:

The following letter has just been received from Mr. A.T. Cowley, Director of Air Services of the Canadian Department of Transport. I believe that it is self-explanatory.

\*You will know that our Department had planned to extend runway 09-27 at Gander to a length of 5600 feet. Moving the railroad is necessary to such a project and it is now estimated that the costs of this item will be far in excess of the funds appropriated by the Canadian Government. There is a real possibility, therefore, that the project may be deferred.

If moving the railroad does prove to be beyond our immediate resources we plan to extend runway 14-32 in lieu. It would also be our intention to continue the ILS installation on runway 09-27 at its present length in order to achieve the highest utilization and the best coverage.

The 07-29 solution did not happen. The cost of moving the railway line made it impossible. Finally it was runway 14-32 that was extended to Pan Am's satisfaction. Over the years, to accommodate bigger aircraft, Gander built even bigger runways. Sadly these aircraft were soon able to overfly Gander and hardly use this new asphalt at all. Here is photo of the runways in the 40s and 60s:



Pam Am, over and above its own flight operations, was very much involved in the collective effort to keep things flowing on the ramp in Gander. At the time, each airline initially had its own ground services in Gander, with its own spares and stores. This covered everything from aircraft repairs and the provision of dishwashing facilities to cleaning aircraft interiors during stopovers.

On the other hand, Pan Am had had a fair amount of experience at New York's LaGuardia Airport, where Allied Aviation specialized in this type of work, reducing the costs to everyone. In Gander it was Pan Am who was the prime mover in getting Allied, under Les Gettel, set up in Gander. The following extract, from memo from 09 February 1948, sent HH Smith by Paul Strieffler, tells the story (use the zoom if necessary):

As you know, at my instigation and after considerable prearrangement on the part of Jim Eaton of ADA, Allied Maintenance went to Gander last July with a view to studying the effectiveness of consolidated ramp performance at that station. They reported to the various airlines in September. The study of this report has indicated that partial, if not complete, ramp consolidation is a real possibility and one that could effect savings to all the airlines. I have tried repeatedly to activate this proposal but for some reason or other Eaton continues to "drag his heels". I have suggested to you before and I should like to again suggest that you contact Harold Harris to ascertain whether or not he has read the report and if he is either for it or against it.

As you know, the consolidated ramp operation at La Guardia, which was fostered by PAA, has resulted in savings to the airlines. In the case of PAA, our transit costs have been reduced from \$70. per transit to around \$46. Hankins is in favor of putting into effect certain portions of the Gander proposal. With economy so important a factor, I should like to again urge that the advantages of this report be studied.

The files consulted also show considerable Pan Am effort in mid-1951 to set-up a central dispatch organisation, under Allied Aviation, rather than each airline having its own dispatcher. The documentation does not say to what extent this was successful.

Pam Am even offered its support in September 1947 for a cloud-seeding experiment at "Gander Field". These experiments were organized by the US Army Signal Corps via a contract with General Electric (Project CIRRUS). But it is not easy to understand why anyone would want more rain in Gander!

Pan Am was also instrumental in getting a Ground Controlled Approach system set up in Gander. This service allowed aircraft to land in the most miserable of conditions. While it is hard to tell how many lives it may have saved, it was certainly a key to maintaining efficient operations. The GCA story can be seen here:

<http://bobsganderhistory.com/gcap1.pdf>

By the end of June 1952, Pan Am had completed, essentially through Gander, 37,789 trans-Atlantic crossings. Here is a sample Gander traffic record for the period late 1949 - early 1950:

	Nov 49	Dec 49	Jan 50	-> 21 Feb 50
DC-4/C-54	46	42	25	14
Constellation	30	36	12	10
Stratocruiser	29	39	44	22
	105	117	61	46

On 19 June 1949 a letter from VP Leslie to the US Civil Aeronautics Board gave the following Gander financial information:

Approximate current payroll	\$16000. per mo.
Approximate landing fees	\$13500. per mo.
Capital assets, original value	\$90616.84
Capital assets, present book value	\$50954.24

At that time Pan Am had 44 employees in Gander. The number decreased rapidly over very few years because:

- ° the GCA operation was replaced in the early 50s by a DOT Instrument Landing System (ILS)
- ° Allied Aviation took over ground maintenance
- ° as longer range aircraft became available, Pan Am activity in Gander was reduced.

The list of employees as of 15 April 1952 is shown on the next page. To this should be added of course the name of one of the station managers, Don Marshall. From the documentation, Pan Am was lucky to have him. His efforts to take care of laid-off employees were quite remarkable and he often was cited by Pan Am officials as an example for others. He was as well quite involved in community activities. Early in 1950 he start talking about the need in Gander for a newspaper. He convinced the Lions Club executive to come on board and they agreed to raise the money to get it started and keep it operating. They did however have one condition, namely that Don himself take on job as managing editor! This he did willingly, despite all his usual responsibilities with Pan Am, and on 24 October, a first issue came out.

Employees 15 April 1952

EMPLOYEE'S NAME	JOB TITLE	DEPARTMENT	REGU- LAR	Living <del>XXXX</del> Expense Allow.	MONTHLY SALARY DOLLARS
T. Godden, Mr.	Operations Rep.			\$150	\$325
L. E. Goff, Mr.	" "			150	315
H. Osmond, Mr.	" "			150	300
W.F. Peddle, Mr.	" "			150	315
C.M. Hicks, Mr.	Accountant			150	290
M. McKie, Miss	Secretary			150	180
H. Pearcey, Mrs.	Stenographer			150	130
R. B. Goff, Mr.	Dispatcher			150	405
W. J. Learning, Mr.	"			150	405
E. P. Henley, Mr.	"			150	405
R. Lacey, Mr.	Assistant Dispatcher			150	250
K. M. Joy, Mr.	" "			150	250
F. J. Murphy, Mr.	" "			150	200
M. Oldford	" "			150	215
				ALLOWE	
R. Head, Mr.	Caretaker			\$150	\$175
L. A. Saunders, Mr.	"			150	175

A name in particular on this list is worth mentioning, that of Rod Goff. In April 1946, he was hired as an assistant dispatcher. In September he was sent to the Pan Am school at LaGuardia and became the first Newfoundlander to receive the an FAA Dispatcher's License (No. 433301 of 09 Nov 1946). Born in 1916, he retired from the aviation world in 1981, went to university, got three degrees and wrote his first book at 89. He died in 2017 at the age of 101.



The employees who went to Allied in 1950 were:

Blandford, S.H.	Crew Chief
Noonan, Michael	Senior Mechanic
Hipper, Harold	Senior Mechanic
Sparke, Chesley	Mechanic
Petrie, George	Senior Mechanic
Taylor, Charles	Senior Mechanic
Kelland, Peter	Mechanic
Vass, George	Mechanic

As early as August 1951, Pan Am saw that business through Gander eventually would slow down and that residential leases would be modified accordingly, especially in the context of a new town. This was also agreed to by DOT as it hoped to move personnel off airport property. The Station Manager reported the following to the Pan Am legal dept :

"With reference to Lease No. 44738 covering Buildings 17 and 18 and also ex AOA buildings 69 and 70, will you please be advised that this Department does not wish to renew this lease for a further five-year period after date of expiration, October 15, 1951. We are, however, prepared to lease these buildings to you on a year to year basis on expiration of the present lease.

2. The above arrangement would give both the lessee and lessor of these buildings a greater degree of flexibility in the matter of transfer to the new townside when work on that project has reached the desired point of development."

The end of the road for Pan Am in Gander was seriously hinted at on 28 October 1958 when Pan American entered the jet age with a B707-121 named Clipper America, registration NC711PA, as shown below. It flew from NY to Paris with 111 passengers and 11 crew-members in 8 1/2 hours, including an unscheduled fuel stop at Gander.





° For the philatelists in the gang, you can see my Pan Am related envelopes here:

outbound

<http://bobsganderhistory.com/FDCpaaout.pdf>

inbound

<http://bobsganderhistory.com/FDCpaain.pdf>

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Your comments and suggestions are most welcome  
at the following email address  
(note the "at" which needs to be modified)  
pelley1(at)videotron.ca