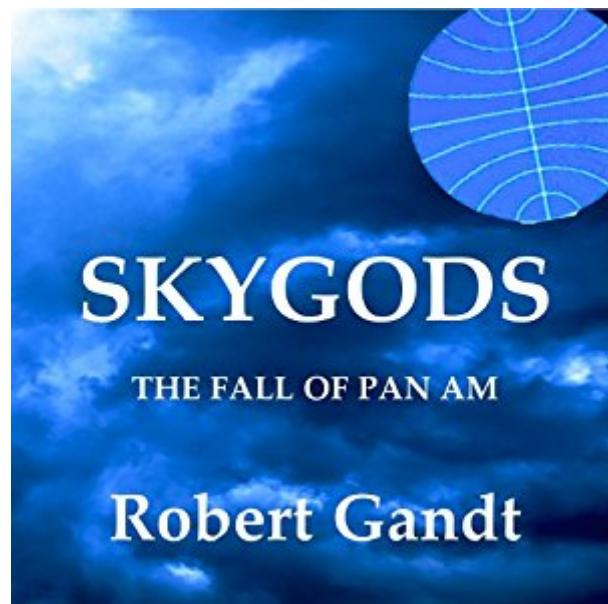


The book was found

Skygods: The Fall Of Pan Am



Synopsis

Originally published by Wm. Morrow, in 1995, *Skygods* is the saga of America's most glamorous airline - from its meteoric ascent to its plunge to extinction. Pan Am blazed the way across the world's oceans with its magnificent Clipper ships, launched the first international jet service, was the first to fly the behemoth 747, was the lead customer for America's SST and the Concorde, and was even taking reservations for the first commercial flights to the moon. Told from multiple viewpoints - pilots, stewardesses, management executives - *Skygods* is the life story of an American icon.

Book Information

Audible Audio Edition

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Customer Reviews

A nostalgic look at one of the world's premier airlines. During my younger days, I flew Pan Am to several of its world wide destinations such as London, Frankfurt, West Berlin, Montevideo, Buenos Aires, Miami, and New York Kennedy. I always liked this airline because of its exotic destinations, but at that point the planes were really old. The book is a great read detailing the early starting of Pan Am by Juan Trippe and others. It progresses with Trippe being a visionary in the fifties/sixties with the 707 and 747. These planes really revolutionized the way the public traveled. Along the way, the author tells the story of the Skygods, old flying boat pilots who flew their planes any way they wanted. Sometimes they crashed their planes, and after a series of accidents, Pan Am instituted safety procedures that resulted in the company becoming one of the safest. After Trippe retired, Pan Am's CEOs became just plain bad, and flew the airline into the ground. The book does answer why Pan Am went Tango Uniform(bankrupt). Some of the reasons detailed in the book: 1. Purchasing

National Airlines at an inflated price and then moving National's personnel up the pay level to Pan Am's level. 2. Unfair advantages by foreign carriers for passengers (landing rights, government assistance, and other fees). 3. No domestic network in the sixties and seventies, even though the domestics were expanding with international routes. This is where the Federal Government was responsible by tying the hands of Pan Am. 4.

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