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PILOTS' WIVES

by Dave Heathcock

My wife is currently reading *The Pilots Wife*, about Anne Lindbergh, and she tells me it's a good read. Reflecting on my years with Pan Am, I find it interesting that there were so many different types of marriages and other arrangements among the cockpit crews of Pan Am, although it was probably not much different than any other airline.

A few years ago I attended a wake for captain Tom Weingarten where I live in Charleston, SC. Tom and I had flown together many times when I was based in Miami, but we had never socialized outside of our work environment. I was the only ex-Pan Am person at the wake, and I was a little surprised that his family knew so little about his experiences as a pilot. Like so many others, Tom went on a trip somewhere and then came home. What happened during the trip was probably not discussed, and in Tom's case it certainly didn't involve anything that couldn't be freely shared with others. It was just "work stuff." I shared a few remembrances about my times flying with Tom, and the family couldn't get enough. They learned that Tom was a good pilot, a good guy to fly with, pretty quiet, but with a good sense of humor.

Example: I asked Tom how his captain's checkout went, and he related the following – as best can recall. "I went to ground school and passed that, then I had the oral exam and passed that, then I did the simulator training and passed that. I passed the company simulator check and the FAA simulator check. After that, I passed a pre-command check with the Chief Pilot, followed by 25 hours with a check captain, and different FAA examiner. Finally, I found myself sitting at the gate waiting to command my very first solo flight as a captain, when the purser came in to the cockpit and said 'captain there's a woman getting on board with a

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Please note - we have changed the access to the online newsletters so that you will need a password to access them. We're hoping this will help past members who haven't paid their dues to do so, in order to read the newsletter. This password will also give you access to the membership & phone list. GO TO OUR WEBSITE AT: www.clipperpioneers.com.

The username will remain the same: panam. The new password will be: captain.

Dues are \$20 a year or \$80 for 5 years. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

PILOTS' WIVES

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chicken in her purse.' All that training, my first real captain's decision, and I had no idea how to deal with the problem."

Some wives and families were very involved in their husband's careers and other seemed to have no interest at all. I remember a wife saying "— should be landing in Frankfurt about now ." Another wife might say "'I think — will be home Friday, I don't remember where he said he was going."

Some wives and families were so separated from their husbands work that they had no idea about what happened on the airline. A friend told me a story about a captain years ago whose wife happened to see one of his paychecks and said something like "gee, you make a lot of money now that you're a captain." He replied that it was true, but after he paid the co-pilot and engineer, there wasn't a lot left over." One captain supposedly kept coming to Miami twice a year for "training" for several years after he retired. Anyway, it makes for a good story.

Many wives, and friends, thought our working life was one big party, and as I look back on things in the early days it seems like that sometimes, because we remember the good times more than the bad. It's easy to forget about the time I missed my son hitting a game-winning home run, or my wife trying to deal with a sickness or other drama at home while I was laying in the sun on some exotic beach or other. Not surprisingly, coming home with a sunburn to a wife that's been coping with a sick child or broken washing machine do not usually contribute to a successful relationship.

I've tried to explain to friends that just because we shared hotels with attractive stewardesses didn't mean sex and wild parties automatically followed. Wives who were former stewardesses seemed to understand this better than others. There were actually times when we were tired, didn't really enjoy the company of our workmates, or didn't feel like socializing with people who might be virtual strangers because we might only fly with them once in our career.

Trips could be a great escape from reality, a lonely drag, or a little of both. I can remember some really great times, but I can also recall many times that I sat in the New York crew room trying to work myself through a pre-departure depression. The wives, of course, were left to deal with the absence as best they could. A sense of humor helped, especially in the early years when money was tight. I remember one wife in Hong Kong, where I started, saying that their flat was furnished in "early Pan American." One wife said she would like to be reincarnated as a pilot but never as a pilot's wife.

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NOTICE FOR END OF CLIPPER PIONEERS IN 2018

It has been decided that the Clipper Pioneers' newsletter will end in December 2018. This allows for most of the 5-year payments that have been made to expire naturally. If you have paid more than the amount due for that period of time, you will receive a refund - or you can choose to donate it to the Clipper Pioneers to keep the website going. We will continue the website, provided funds are available, beyond the 2018 time when the printed newsletter will cease.

PILOTS' WIVES

The times that I remember talking with fellow crew members about their home life, which was not usual, there seemed to be as many different solutions to the separations as there were people involved. Many had one long and successful marriage, some had a "starter marriage," with a more successful marriage to follow, and a few had no marriages, and some had maybe way to many.

As for myself, I remember the flying to be rewarding at times and monotonous most of the time. The places I saw were interesting, and it made me feel sorry for people, especially those closest to us, who would never experience the things we did as crew members.

In hindsight, the most interesting aspect of my personal Pan Am experience was the people I worked with, and how they and their families coped with it the "thrill of it all." How many times have we been asked "what was your favorite place that you flew to?" I never knew how to answer that, since I had interesting times in boring places, and unpleasant times in some of the world's supposedly great cities.

What made it worthwhile was that we usually didn't know what the next trip would involve. I once asked a Stewardess (political in-correctness intentional), who I knew had dated many very interesting and good-looking men over the years, "who was the most interesting man you ever dated? The next one," was her reply.

TIPS: THIEVES AND CELL PHONES

I never thought of this.....This lady has now changed her habit of how she lists her names on her cell phone after her handbag was stolen. Her handbag, which contained her cell phone, credit card, wallet, etc., was stolen. 20 minutes later when she called her hubby, from a pay phone telling him what had happened, hubby says 'I received your text asking about our Pin number and I've replied a little while ago.' When they rushed down to the bank, the bank staff told them all the money was already withdrawn. The thief had actually used the stolen cell phone to text 'hubby' in the contact list and got hold of the pin number. Within 20 minutes he had withdrawn all the money from their bank account.

Moral of the lesson:

a. Do not disclose the relationship between you and the people in your contact list. Avoid using names like Home, Honey, Hubby, Sweetheart, Dad, Mom, etc....

A LITTLE HUMOR...

Tower: "Aircraft on final, go around, there's an aircraft on the runway!"

Pilot Trainee: "Roger" (pilot continues approach)

Tower: "Aircraft, I said GO AROUND!!!"

Pilot Trainee: "Roger"

The trainee doesn't react, lands the aircraft on the numbers, rolls to a twin standing in the middle of the runway, goes around the twin and continues to the taxiway.

Keep the memories alive! Send in your stories to sue@clipperpioneers.com

REMEMBERING BILL STEVENS

by Rob Robertson

I met Bill Stevens at Lackland AFB, San Antonio, Texas, Class of 55R.

We survived the military concept of being “weeded out” and soon found ourselves at Mariana, Florida’s Graham Air Base flying the very latest high tech jet fighters, well...., they were actually Super Cubs and war-weary AT-6s. (On occasion I may slightly exaggerate.) They were, however, exciting because for the first time, we were allowed to turn ourselves upside down without cold beer being an active ingredient. We recovered from stalls, we recovered from spins and we even recovered from our landings.

As a reward for our stellar airman-ship we were transferred to Reese AFB, Lubbock, Texas to take command of the latest high tech, high altitude strategic bombers. ...Well, actually they were worn out World War II B-25s, but to bolster our bulging self-confidence, each one featured “two turning.”

Bill and I were assigned to the same squadron and flew many training trips together. Our astute instructor quickly perceived that we needed much more refinement in our landing finesse, and, having a strong sense of survival, he sent us off to Hobbs Field, New Mexico, to shoot solo landings. To witness this ill-conceived plan, a terrified crew chief was conscripted; and after some coaxing and outright threats, we all three boarded what he perceived as a doomed B-25. The excitement of being in command of this giant dead weight removed any anxiety about our landing shortcomings.

After several survivable “bounce and go’s,” we decided to broaden the scope of our new adventure with a full stop landing. After we both dutifully called out “gear down, three in the green,” we lined up beautifully and were rewarded with two squeaks as the main gear kissed the runway. With the throttles at idle, we were slowing to braking speed with the nose coming down gracefully - and down and down below normal attitude. Simultaneously with the radio crackling “go around, your nose gear is not down,” we both jammed the throttles full forward and pulled back on the elevators in an attempt to stop the nose descent. After what seemed like a lifetime, the engines responded and we were able to correct the aircraft attitude to a reasonable take off angle. With engines roaring and speed accelerating, we noticed the end of the runway, far in the distance. Startling how fast that changed! Our instructor’s masterful insight had compelled him to assign us to a runway whose length was very near to infinity. We, of course, were saved by our outstanding airmanship. Our crew chief, whose complexion seemed to have changed to a much lighter gray, was finally convinced that a manual extension of the nose gear was actually a worthwhile pursuit.

After multiple fly byes and endless briefings, we were cleared to land at Reese; and after a nerve-racking delay in which we reviewed all the rotten things we had ever said about the Air Force, we were absolved of any fault. A manual gear retraction had revealed that there was a gear indicator malfunction. Oh, and incidentally, the tips of both props on our faithful B-25 were bent back about four inches. As far as I know, that was the only aircraft accident for either of us in our entire flying adventure.

Our luck held out, and Bill and I were assigned to The 306 Air Refueling Squadron at MacDill AFB, Tampa, Florida. We gladly dropped our vacation brochures for Minot, North Dakota. The 306th Sqdn was a repository for Reserve Pilots recalled for the Korean War and needing flying time to survive. A sea of older Captains, Majors, and Colonels was the quicksand into which we quickly disappeared. Boring holes in the night for eight to ten hours only to land at your point of beginning leaves something to be desired.

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REMEMBERING BILL STEVENS

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Bill excelled and I rebelled. Bill became a Standardization Pilot on a Check Crew. I discovered that The Strategic Air Command was quite possessive, regardless of your bad attitude. I was only able to gain my release after five and a half years, but as I later discovered it was only a mirage. Seems as though there was a sinister clandestine organization secretly named The Air Force Reserve.

I found a job at Southern Airways out of Atlanta, Georgia, and quickly informed Bill and our mutual pal Ian Duncan (alias Jim Duncan, as it says on the wanted poster). We three and several others wound up flying DC-3s throughout eight southeast states. Unfortunately, after three months we became embroiled in a lengthy Pilots' Strike. Fortunately, the Georgia Air National Guard had just inherited our old KC-97s and need qualified pilots. Briar patch, here we come.

Bill and Jim soon became the Guards' lead instructors and check pilots. When Southern Airways received Eastern's old Lockheed 404s, Bill was chagrined because the Captain wouldn't let Bill land because this was "the big airplane." He retaliated by inviting the Captain to "ride along" on his KC-97.

Pan American Airways started hiring in the spring of 1964. I made four trips to New York before I convinced Pan Am to hire me. Bill made one trip. We were in Engineer Training in Miami together. I went to Berlin and Bill stayed in Miami. I had stood up with him when he married Marlene, and I remained friends with the family for many years.

It wasn't too long before Bill showed up in Berlin on Temporary Assignment. That was the first of a long list of Temporary Bases we shared. Auckland, New Zealand, Sydney, Australia, Hong Kong, Honolulu were a few. We were based in New York and Miami together. With exposure like that, can you believe that we were never actually incarcerated?

In 1986 I was sold to United Airlines and saw Bill less frequently. After the shocking demise of Pan Am, we started calling each other out of curiosity and Bill, who had gotten interested in Bikes, road his out to Idaho to prove he was younger than I. He was, and that was probably the only adventure that he didn't shame me into. Bill showed up in Idaho for several years in a row and as was his manner, he organized our neighborhood parties and charmed all our friends.

When his health started to fail we reciprocated and visited Bill and his charming wife Vivienne at his beautiful home on Turtle Pond in Danbury, Ct. His demise was slow and during that time, we spent many hours on the phone retelling old lies and flying stories. He never lost his amazing recall and his charmingly warped sense of humor. He was a true friend and I miss him.

Upcoming Events:

Do you have an upcoming event that would be of interest to the other members? Please forward the information to sue@clipperpioneers.com.

Pan Am Historical Society has a Facebook page. You can view it here:
<https://www.facebook.com/pages/Pan-Am-Historical-Foundation/226994925218>

Having trouble viewing the membership list online? When you open the list, go to the top of your screen - you should see that it is set at a percentage. Click on that to make it larger.

Come join us as we embark once again on a fabulous reunion cruise!

We depart from Miami on 13 April 2014 and return 20 April 2014

The ship departs from Miami making it an attractive place to leave from and return home. You will be insured to receive all the best Royal Caribbean has to offer – World-class performers from across the globe come together to keep you entertained morning to night. Broadway musicals, the DreamWorks Experience, ice skating spectaculars – plus thrilling casino action, live comedy and music, bars, clubs and much more. Also, we have dedicated areas for our group in early and late dining where you can enjoy wonderful meals while sitting with your favorite friends from the past. All our Pan Am reunion cruises have been 100% successful and this one will be no less.

The ship will sail to St. Maarten, San Juan and Royal Caribbean's gem of a private island Labadee in Haiti. Excellent shore excursions are available for all which you can check out on Royal Caribbean's web site.

Make the call and make your reservation. Cruise rates are per person, based on double occupancy; singles pay 200%. A deposit of \$250 per person will lock in your price and is totally refundable if you need to cancel by or before Jan.26, 2014. We also encourage everyone to take travel insurance giving the unforeseen peace of mind; price to be determined by category type and fare you pay.

Inside cabins from \$439 /

Ocean View from \$539 /

Balcony from \$759.

Port charges and taxes are additional at \$276.31 per person

So, come join our motely crew for fun and surprises for all. Remember when you sail on our reunion cruises you add yet another layer of wonderful memories to your life. See you there.

Carmen – Pan Am Cruise Coordinator [888-592-7245](tel:888-592-7245) (toll free) [786-252-7838](tel:786-252-7838) Cell interlinetravels@yahoo.com

Stu Archer Pan Am Pilot and Cruise Consultant [\(305-238-0911\)](tel:305-238-0911) stunjune@aol.com

***Please update your email address and phone number if it's been changed!
Email or write to Jerry Holmes - 192 Foursome Drive, Sequim, WA 98382
or email to: jerryholmes747@gmail.com***

MORE ON THE CLIPPERS PIONEERS WEBSITE!

Check out the Clipper Pioneers online www.clipperpioneers.com - for up-to-date announcements, videos about Pan Am, and other interesting articles and photos! The "In Memory Of..." page features more information about those who have passed on than what we can print here, and the current list of members is also available for paid members. ***Having trouble viewing the membership list online?*** When you open the list, go to the top of your screen - you should see that it is set at a percentage. Click on that to make it larger.

*...and God will lift you up on Eagle's Wings, bear you on the breath of dawn,
make you to shine like the sun and hold you in the palm of His hand.*

IN MEMORIAM

Captain Bob Minney, 93-1/2 years, passed away on Jan. 28, 2014 at his home in Mt. Diablo's Curry Canyon, Clayton, CA. He spent 34 years flying most of Pan Am's routes.

Captain Richard T. Brooks passed away unexpectedly on March 9, 2014 at the age of 72. He flew for Pan American from 1964 to 1986, and for United from 1986 until retirement.

John G. Bigelow, former IGS chief pilot and Director of Operations, Europe, passed away 15 February, 2014 in Stuart, FL.

Robert Paul "Gicker" Gick passed away on Saturday, Feb. 2, 2014 in Warrington, PA.

William Arthur (Bill) Farwell died peacefully on Dec 4, 2013 at the age of 93. He flew for Pan Am for 38 years, based in SFO, Brownville & LAX.

John J. O'Neill, Jr., 94, a resident of the Maplewood Assisted Living, Canton, N.Y., passed peacefully Sunday, Jan. 20, 2013, at the Claxton Hepburn Medical Center, Ogdensburg, N.Y.,

Maxwell "Max" Lee Jones, age 62, died on May 11, 2013, from complications due to renal cell cancer. . He flew for Pan American World Airways until they ceased operations in 1991, and was flying for Federal Express, as a MD-11 Captain, at the time of his death.

Halvard Arthur Sproger, 88, of Allentown passed away Thursday, April 11, 2013 in his home. He was a Captain for Pan American Airway until his retirement in 1985.

Albert Carl Wickel, 85, died Jan. 24, 2013, at home. He was born in New York City and lived in Vero Beach since 1986, coming from Stony Brook, N.Y. B

Worlin U. Gray, "WUG", passed peacefully in his home on February 3, 2014. He retired in 1992 from Pan Am as a pilot.

Harold T. Cleaver, 79, of Stuart, died January 29, 2014 at Treasure Coast Hospice in Stuart.

Warren Sheldon Beall passed away on January 20, 2014 at the age of 97. He flew 36 years as a Master Ocean Captain from 1941-1976 often on the around-the-world service for Pan American World Airways, with the last flight in command of a 747SP non-stop New York to Tokyo.

For more information about each of these friends who will be missed, click on "In Memory Of..." at our website: www.clipperpioneers.com. Know of someone from Pan Am who has passed? Email the obit to Jerry Holmes at jerryholmes747@gmail.com

“One-ring” cell phone scam can ding your wallet

Who’s calling now? That number doesn’t ring a bell. Hold the phone, says the Federal Trade Commission. You could be a potential victim of the growing “one-ring” cell phone scam.

Here’s how it works: Scammers are using auto-dialers to call cell phone numbers across the country. Scammers let the phone ring once — just enough for a missed call message to pop up.

The scammers hope you’ll call back, either because you believe a legitimate call was cut off, or you will be curious about who called. If you do, chances are you’ll hear something like, “Hello. You’ve reached the operator, please hold.” All the while, you’re getting slammed with some hefty charges — a per-minute charge on top of an international rate. The calls are from phone numbers with three-digit area codes that look like they’re from inside the U.S., but actually are associated with international phone numbers — often in the Caribbean. The area codes include: 268, 284, 473, 664, 649, 767, 809, 829, 849 and 876.

from <http://www.consumer.ftc.gov/blog/one-ring-cell-phone-scam-can-ding-your-wallet>

SavvySenior.Org offers very interesting and informative information gathered from numerous sources

They publish a free weekly news letter. I have subscribed for several years and have found no increase in spam or other bothersome e-mails. I recommend it to all members of the Clipper Pioneers and any others.

Schafer Bean, A-300 JFK

Steps to Emergency Preparedness

It’s easy to tell ourselves that emergency preparedness is for other, more organized (or paranoid) people. But we can’t always count on the lovely perks of civilization that make our lives run smoothly.

It’s important to be prepared in the event of a natural or other type of disaster. Simple prep of the basics will help us sleep better at night, and the American Red Cross has recommended that every household have certain items on hand in case of emergency.

Keep your supplies in a bag (a “go-bag”) (except for the water and food), and be sure everyone in the family knows where it is located. Keep a three-day supply of water and food packed near your go-bag, and a 7-day supply of medications and medical items.

It’s also a good idea to keep a two-week supply of food and water available at home in case you need to shelt in place during a natural disaster. Don’t forget to include any pets in your food-and-water-requirement math.

You can go to the American Red Cross’s website at www.redcross.org/prepare for details about what their recommendations are for your “go-bag”.
