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China Clipper II - The Odyssey

By Lyman Slack - (continued from previous edition)

At the SFO departure area, ceremonies were led by Chairman Acker. San Francisco Mayor Dianne Feinstein had made an official proclamation honoring the historic China Clipper. The crew was introduced. Somehow or another, some Flight Attendant uniforms from the 30s had been obtained, and were worn. I believe it was the San Francisco Postmaster who presented Capt. Pritchett with the official mail pouch for the flight; it was the original one from 1935. Commemorative stamps had been issued; they would make any philatelist very happy!. As ceremonies concluded, a tape of the 'Sailing Orders' from Alameda was played and boarding started.

SFO based Senior Purser Heidi Hegler welcomed everyone aboard; a full compliment of 16 flight attendants were working the flight. As we settled in, we discovered the first (of many) giveaways; tote bags with the China Clipper II logo and route. Capt. Frisbie received the clearance which included a very nice departure message from the tower. Departure instructions were "Runway heading then direct Alameda; climb to and maintain 1,500 feet for flyby over the Golden Gate Bridge." Capt. Frisbie replied "China Clipper II rolling." Flaps 10 were held for the flyover; we had a wonderful view of San Francisco and the bridge. It should be noted that the heavily-loaded China Clipper flew under the Oakland Bridge and then over the then-under-construction Golden Gate Bridge.

Today's leg (SFO-HNL) was scheduled to take a little over five hours. All aboard settled in and the gourmet service began. First Class service was provided for everyone aboard the aircraft. This meal, as well as the others to come, replicated the 1935 menus and were all wonderful.

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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.

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As those aboard started mingling, we met some of the celebrity guests. Charlie Trippe was aboard, as were author James Michener and National Geographic Society Chairman Gilbert Grosvenor. Lars Lindbergh, grandson of Charles, was a most vibrant young man who really enjoyed the trip. John Travolta was scheduled to be aboard, but had to cancel.

As the flight progressed, we were given the itinerary for the rest of that day. As we disembarked at HNL, our carry-on luggage had special tags and was placed on a cart as we boarded motor coaches to carry us to Pearl Harbor. Near the site of the original docking, a large commemorative plaque was unveiled. After the ceremonies, we arrived at the Royal Hawaiian Hotel and each of us was personally greeted by the VP Sheraton-Pacific. Rooms had been pre-assigned and luggage placed therein.

The next scheduled activity was a sunset cocktail reception on the ocean lawn where an ice carving of the China Clipper was displayed. Inside at the dressy testimonial dinner, each table had at least one local dignitary host who made us all feel especially welcomed to Hawaii. Traditional Hawaiian dancers were on stage. I recall that one of the enjoyable speakers after dinner was the VP-Pacific for Pratt and Whitney.

Returning to our room, we again found giveaways including bag tags for the flight to Manila as well as the departure itinerary. Departure from the Royal Hawaiian was set for 0600 the following day.

Fellow Pan Am employees from HNL gave those of us on the CC II a warm sendoff at the departure gate. The aircraft had a huge floral lei placed across the entire nose which was visible as we boarded for our 0800 departure. This leg to Midway (MID) was to take roughly three hours..

Arrival at MID provided a bit of a pucker factor for Capt. Pritchett and crew as it was nesting season for the island's famous Gooney Birds. We were the first 747 to land there and the runway and ramp areas had to be 'swept' by base Air Police to ensure none of the large birds would be in a position to cause any damage to the aircraft, not to mention the damage to the birds! The area was also swept immediately prior to departure. Greetings were accompanied by both Navy and Air Fore bands as brief ceremonies took place. A beautiful display case model of the China Clipper was presented to the Base Commander; similar models were also presented at Wake Island (AWK) and Guam (GUM). Boxes of frozen turkeys had been carried in and would be part of the traditional Thanksgiving dinner for the GIs stationed there; turkeys were also onboard for the troops at Wake. Seeing the larger-than-life Gooney Bird Memorial was a most enjoyable treat as well as discovering that these large birds were very docile and could be petted. And yes, they do fly, and quite gracefully at that! Landings are another story, though.

Departing MID, the leg to AWK was to take about two and a half hours and had us crossing the International Date Line. I might mention that Capt. Pritchett had pretty much of an open-door cockpit the entire flight. Many of those aboard (including my wife Marilyn) took advantage of this very rare opportunity for an in-flight cockpit visit and thoroughly enjoyed it.

As one arrives the terminal, you are greeted by a large sign that states "Where America's Day Really Begins!". Once again, brief ceremonies took place and as everyone meandered back out to N723PA for the next leg, a "Class Picture" was taken in front of the aircraft. Everyone later received 8 x 10 color prints. Soon after that, CC II was once again airborne for the three and a half hour flight to Guam. As everyone finished yet another meal, another surprise unfolded in the form of the in-flight movie. Someone had acquired a copy of the 1936 movie "China Clipper" starring Pat O'Brien. In a supporting roll was a new actor named Humphrey Bogart.

Arriving GUM, we were immediately whisked away to a beach area of Sumay Bay where the CC had docked for yet another ceremonial stop; this time led by the Governor of Guam. ~ continued on next page

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As one could imagine, with all the stops, ceremonies, and getting everyone on and off N723PA at each stop had caused rolling delays in the rather ambitious schedule. The final three and a half leg to Manila had us arriving about two hours behind schedule. We had been pre-cleared by Philippine Customs and Immigration, met by a Bamboo Band and presented leis before being bussed directly to the Manila Hotel. We were supposed to have about two hours to freshen up before the scheduled 8 PM reception.

Visualize this picture: 21 crew members and some 281 passengers who had just flown four legs across six time zones and spent 12 hours in the air dragging their bedraggled and weary bodies into the hotel lobby to be greeted by a large gathering of well-dressed and lively invited guests who were all ready to party! Somehow we all survived and then, according to our itinerary, were told "Balance of evening at leisure."

The next day was pretty much on our own; we took a City Tour and did some shopping. That evening was the Reception and Gala Banquet. This event was a formal affair, the guest of honor being The First Lady of the Philippines, Imelda Marcos. She sang for us in an impromptu performance. The First Lady also danced with many of the guests at the Gala.

Returning to the room that evening, everyone found more CC II giveaway souvenirs. This time we found garment bags, a commemorative china plate, and a stationery package as well as decals, stickers, and some photos.

Starting out early, the next day found us aboard a hydra foil taking us to Corregidor Island. We first visited the Malinta Tunnel where General Douglas MacArthur had his headquarters; it also served as a thousand bed hospital. As he escaped Corregidor in a PT boat, he gave his famous "I shall return" speech. The Pacific War Memorial was visited next, followed by a viewing of the Mile Long Barracks, reclaimed long ago by Mother Nature.

The final item on the China Clipper II itinerary was set aboard a Philippine Navy vessel which was boarded at the Harbor Pier. The Sunset Reception Cruise launched as hundreds of blue and white CC II balloons were released. Soon after sunset, everyone was treated to a special fireworks extravaganza. Officially, the China Clipper II 50th Anniversary celebration was now over; now for the return trip home.

-to be continued in the next issue

NOTICE!!!

**If your envelope date ends with 2013,
your dues need to be paid for 2014.**

**You should find a self-addressed envelope enclosed
with your newsletter
for convenience in making your payment.**

**Don't miss an issue of the Clipper Pioneers' newsletter -
send in your check today!**

Pan Am Pilots' Retirement Foundation

**13611 South Dixie Hwy, Suite 109 - #518
Miami, FL 33176 - 7252**

President's Report to the Membership - November, 2013

Dear Member,

Thanks to your help, we continue to provide financial assistance to former Pan Am and National cockpit crewmembers and their dependent survivors who find themselves in dire straits. I am pleased to report that we were able to fulfill the Foundation's mission during this year.

What we do and how we do it

The Trustees meet twice a year in the Miami area. This is where the formal business gets done. In addition to that, we stay in touch via E-mail and telephone to handle issues that arise between meetings.

Two Trustees have the primary responsibility of screening initial requests for aid, and then for staying in touch with persons approved for aid. One trustee is the Treasurer, who supervises a part-time bookkeeper we employ, and maintains liaison with Wilmington Trust, which holds our funds. Another Trustee is our Secretary. We also have a Finance Committee whose main responsibility is to advise the Board on the investment of our funds. Then we have a President and Vice President. The Trustees, who are elected yearly by you, assign the Board Members these various officer positions.

The semi-annual meetings allow us to review with great care the status of each aid recipient, and to consider the amount of that aid.

Finances

Contributions to Operation Dignity continue to diminish slowly but surely as our supporters pass away. Here are our statistics for the last five years, as of July 1 of each year:

	Contributions	Benefits Paid
2009	\$19,728	\$54,366
2010	\$18,054	\$55,136
2011	\$18,064	\$45,795
2012	\$16,099	\$56,387
2013	\$15,509	\$49,931

PROXY

The undersigned member of the Pam Am Pilots' Retirement Foundation, Inc. hereby appoints Gene Patterson or Arthur Fritz as member's agent and proxy to vote for him/her at the annual meeting of the membership, at which meeting member is not present and barring any adjournment thereof, upon all business before the meeting, hereby ratifying all that they may do by virtue thereof. The meeting will be held at:

Hilton Fort Lauderdale Beach Hotel
505 North Ft. Lauderdale Beach Blvd.
Fort Lauderdale, FL 33304

WITNESS my hand and seal this ___ day of _____.
Month Year

Your signature: _____
MEMBER(no notary required)

Print your name: _____

I plan to attend the meeting in person: _____

The current Trustees are nominating the following persons as Trustees for the year 2014:

Capt. Gene Patterson	Capt. Arthur Fritz	Capt. Jack Ragland
Capt. Donald McCredie	Capt. John Slaton	Capt. Bill Helsabeck
Diana Wiggins, Esq.		

Election of Trustees as proposed: YES NO
Please circle

Please return this completed form to:

Pan Am Pilots' Retirement Foundation, Inc.
13611 South Dixie Hwy. Suite 109 - #518
Miami, FL 33176-7252

Clip and mail the above if you wish to have your vote counted.

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 Labedee 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

Upcoming Events:

The Miami area Clipper Pioneers Christmas Party will be held on Sunday, December 8th. For more information, contact Harvey Benefeld, [305-665-6384](tel:305-665-6384).

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

Christopher "Kip" Darling Koss was born June 25, 1935. After his military service, Kip began his 27 year career with Pan American Airlines. By the time of his retirement, he had served as a 747 check pilot, training captain, and manager of flight operations.

William (Bill) Cabbott Lee DOB July 12, 1919 died Oct 21, 2013.

Donald Claire Williams, 82, loving husband of Lillian Ann Gresham Williams, died October 20, 2013. He was a Captain for Pan American World Airlines. As a civilian pilot, he was asked by his country to evacuate civilians at the fall of Saigon at the end of the Vietnam War. He also served in the US Air Force.

James "Jim" Lee Barnette died October 7, 2013 at the Brentwood Assisted Living in Ocala, FL. He was an pilot instructor in the USAF flying the C-130 aircraft and after his service flew for Pan American Airlines until his retirement.

James F. Keehan passed away at age 80 on Thursday, October 3, 2013 in Mtn. View, San Jose, CA. A veteran of the U.S Navy and Naval Reserves in Alameda, Jim was a commercial pilot for Pan American Airlines, followed by Delta Airlines, and then he retired after 29 years.

Capt. Warren Roberts passed away at his home in Caldwell, Idaho early Thursday morning of natural causes. He was born on July 18, 1920. He flew for Pan American World Airways for 37 years and retired in 1980.

Tommy Jack Swaim -Nov 28, 1930-Sept 18, 2013. He was a Flight Engineer for Pan Am for 35 years.

Joseph W. Chopski of Boynton Beach, born on March 17 1922, died on April 27, 2013 Joe flew 39 years for Pan Am.

Pan Am Captain Bill Mitchell, USMC, died October 6, 2013 at his home in Montauk.

Grady L. Williams passed away in Stockton, CA on July 7, 2013. He loved to say that he flew for Pan Am for "39 years, 3 months and 15 days" without ever having a sick day.

CAPT Hendrik Rauwerdink (Henk) passed away at the age of 87 on July 8th in Carbondale, Co. He began his flying career with the Royal Dutch Air Force flying spitfires. He was hired by PAN AM in 1956 and flew for them for 30 years, retiring as a 747 Captain in New York.

Daniel "Dan" Adams, 70, died August 22, 2013, in Kansas City, Mo., He served in the U.S. Navy as an A-7 pilot, flying missions over Vietnam. He was a highly decorated Navy pilot and continued to fly in civilian life, starting as a commercial pilot with National Airlines and later with Pan American World Airlines and United Airlines.

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

Getting Your Money Back After a Tech Support Scam

If you've ever had a virus on your computer, you know what a nightmare it can be — a slow computer that crashes unexpectedly, your contact lists getting messages that you didn't send, your online accounts vulnerable to hacking.

Perhaps just as frustrating as a virus infecting your computer? Paying someone to get rid of a virus that isn't there.

Here's how it happens: Scammers call and claim to be associated with a well-known tech company like Microsoft. They warn you that your computer is infected, and that you must act right away. They might even post fake tech support ads in online search results to trick you into calling them. I've received several of these calls, and knew they were a scam. I played along for awhile, until the "tech" wanted the information from my computer. I told him I didn't trust him. He gave me a call-back number - and when I called back, they answered "Microsoft". They have this scam down to a science. When I spoke to the man again, he was very belligerent in exclaiming that I could see that he was with Microsoft, so why wasn't I cooperating? He told me if I didn't do as he said, my computer would lose everything on it, and would no longer be usable. To someone who is unfamiliar with computers, that would be a very good scare tactic. Don't fall for it!

Once they've convinced you that there's a "virus," they ask for remote access to your computer to get rid of it — for a fee. Here are some of the things they can do, once they obtain remote access to your computer and install malicious software:

Malicious software lets a stranger do the following over your internet connection:

- Access all information and documents stored on your computer
- Track your typing so that they can log all your passwords, credit card numbers, or anything else you type
- Monitor your purchases, your email, your web browsing
- Control your computer without your knowledge, using it to send viruses out to everyone on your email contacts list
- Lock you out of your computer and damage or erase its contents

The good news? The Federal Trade Commission (FTC) has cracked down on these scams, and continues to investigate and prosecute them. But that's not all: if you lost money to one of these tech support scammers, some credit card companies are making it easier for you to get your money back.

If you paid for bogus tech support services with a credit card, call your bank or credit card provider now and follow their instructions to dispute the charge. The credit card provider will open its own investigation to determine if the caller lied to get you to pay for the "repair" services, and will contact you within two billing cycles with the results of the investigation.

For an example of a conversation with one of the scammers, you can go to: <http://greekgeek.hubpages.com/hub/telephone-scam-computer-virus> .

For more information, check out Tech Support Scams and Disputing Credit Card Charges at <http://www.consumer.ftc.gov/>

(information excerpts from article by Nicole Vincent Fleming, Consumer Education Specialist, FTC)
