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PAA NIGHT FLYING CERTIFICATION

Miami – Camaguey – Port-au-Prince ~ About late 1943 or early 1944

By Dick Edwards

Prior to night flying certification, DC-3 operations were restricted to flying between one hour before sunup to one hour after sundown. The restriction increased elapsed time on all routes and added to costs of operation. PAA sought to obtain night flying certification over a critical part of the routes.

Two certification flights would be undertaken; 1- A company proving flight to assure that everything was in order for an official flight; 2- An official CAA certification flight. The route to be flown at night was from Miami, Fla. to Camaguey, Cuba; to Port-au-Prince, Haiti. Personnel on the flight included a Captain; A Copilot; A senior FRO; A junior FRO; A CAA Inspector; A PAA Operations Dept representative; and a Communications Dept representative.

For the sake of this report I will list just the names I am sure of:

Company Proving Flight: Capt and Copilot names I do not remember. Snr FRO Dick Edwards (Me); Jr FRO I do not remember; CAA Inspector. Scott Magnusson. Operations rep I do not remember; Comms rep; Henry Nicks.

CAA Certification Flight: Capt and Copilot I do not remember; Snr FRO, Dick Edwards (Me); Jr FRO, Gene Poteet; CAA Inspector, Scott Magnusson; Ops rep I do not remember; Comms rep, Fred Coates.

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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.

Click on the "Members Only" button on the righthand side. The password will be: captain.

Dues are \$20 a year or \$60 for the 3 remaining years. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

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The Company Proving Flight was uneventful. We departed Miami late at night; made a simulated instrument approach into Camaguey; refueled; departed and made a simulated instrument approach into Port-au-Prince. I, as the senior FRO flew the Miami – Camaguey leg and the Jr FRO the Camaguey – Port-au-Prince leg.

Two weeks later we departed Miami on the first leg of the Certification Flight; I was the FRO on that leg. About 30 or 45 minutes out of Miami, I lost radio contact with PAA's Miami station. My first reaction was to ask Scott if he took the power fuse out of my communications receiver !! —I had been told that he did things like that to crews because our receivers were not directly in our view, and was easy for him to sneak the fuse out undetected —The two receivers we carried were located across the aisle from the operator's position; mounted on a shelf in the forward baggage compartment. He had not touched anything. I made certain the communications receiver was working, then checked the transmitter. The transmitter was a two channel unit and it was mounted on a shelf below the two receivers and a full unit guard panel was in place to prevent someone walking in the aisle from accidentally changing tuning of the transmitter by rubbing against the tuning knobs. There were two holes in the panel to view tuning meters on the unit's face. A quick look and I knew the transmitter was not working. We were carrying a spare transmitter for this exercise; it was strapped down in the aft part of the baggage compartment. I replaced the bad transmitter, re-established communications and we proceeded on to Camaguey. We would again be making a simulated instrument approach. There was a difference to this approach. A special modification to our navigation receiver allowed it to automatically position a needle on a compass rose indicator in the cockpit to tell the crew the direction of a radio station it was tuned to. This was a brand new feature from our PAA engineering department and they were anxious to show it off. There was a control for the pilot to use; a left/right switch on the control allowed the pilot to force the pointing needle to swing to the left, and if he moved the switch the opposite way it would force the needle to the right. This was an important feature because when the needle was pointing to a radio station it sat dead still; didn't move at all. To the pilot this could just as easy be a dead needle !! Therefore, he would force the needle left and right and watch for it to always come back to its normally operating position. —proof it was working.

Now the reason for the long automatically pointing needle explanation. On the simulated instrument approach into Camaguey I had engaged the automatic pointing feature because the CAA Inspector wanted to see

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WILL THIS BE YOUR LAST NEWSLETTER?

**If your envelope date ended with 2014,
your dues need to be paid for 2015.**

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LAST PRINT EDITION WILL BE DEC. 2018**

PAA Night Certification

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how well it worked. During the final leg of the approach, a quick check by the Capt indicated the needle was not pointing correctly. He immediately called for Manuel Bearings. I disengaged the auto feature and started calling bearings so that we could continue our approach. The CAA guy immediately put his hand over my mouth and said not to call out bearings. —he wanted to see what the pilot would do— I pushed his hand away and kept calling out bearings and we proceeded on down to touch down. (Our routine instrument approach)

We were off to a great Certification Flight !!! Only the first leg and we have already had two radio equipment failures !!

As soon as we stopped at the terminal, I took the radio transmitter off to a radio shop in the terminal to determine why it failed. The Comms Observer, Fred Coates —an old time PAA FRO— agreed to trouble shoot the radio controller in the cockpit. Fred determined that the left/right switch had physically broken and could not be fixed. He re-wired the circuits to bypass the L/R switch; because the needle positioning could not now be checked by the crew, the Capt refused to use the automatic feature on the rest of the flight ! I found that the transmitter was actually OK when properly tuned. It appeared that the maintenance technician in Miami had tuned the transmitter to the exact peak of tuning and left it there. Procedures called for tuning to the peak and then backing off a certain amount. The correct technique prevents the transmitter from becoming de-tuned when at flight levels. All I did was re-tune the transmitter correctly. When I headed back out to the airplane with the transmitter, Scott was waiting for me. I started to explain the problem to him when he stopped me and said his theory was the transmitter became detuned when at flight level !! Scott was a really good CAA man; and was respected by all he worked with in the airline industry.

With the radios back to normal, and the airplane refueled, we took off for Port-au-Prince. We were climbing out when we lost number one engine !! We had to return to Camaguey; in a regular situation it would mean dumping some fuel so that we could land within the airplane's allowable landing weight. Scott asked that the fuel dumping procedure actually be performed so that he could evaluate the crew's performance. The first thing that was required was to shut down all radio equipment. Then the Capt and Copilot went through an actual fuel dumping procedure. Once Scott was satisfied with the performance, we went back and landed. A message went out to Miami for a replacement engine. As soon as allowed, a DC-3 with a spare engine aboard departed Miami. (A DC-3 with an engine aboard was held in reserve in MIA for such occasions)

That's three failures and still only one Certification Flight leg under our belt !!

The crew left to get some sleep so that we would be ready to leave the next night. The engine was replaced by Miami personnel during the day.

That evening we again departed for Port-au-Prince. The Jr FRO was on duty for this leg. During the flight he was having a difficult time navigating because the radio bearings from the only available radio stations were not reliable. That was especially true as we got closer to Port-au-Prince because the stations were generally located along the coastal areas. At night radio bearings from costal stations are not steady; they tend to change direction. In spite of the difficulty the Jr. FRO managed to do a decent navigation job and the flight into Port-au-Prince continued in a pretty routine manner. We landed late at night.

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

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We left the airport for a small hotel in the hills outside of the city. It was a nice small place run by a French lady. Enroute we had to pass through part of the city. In one area there was a get-together by a lot of Haitians dancing and singing and generally having a real good time. We called it a Voo Doo party !! Our drivers had to slow down because the revelers were crowding quite closely. We had no fear because the people were as happy as could be; —we even got flashed by one of their young women !!!

Upon arrival at the hotel, we all —except Scott Magnusson— gathered around a large round table to talk and discuss our chances of getting the certification. While in a subdued mood, Scott walked in with a bottle of booze in his hand, while setting the booze in the middle of the table he said sorry guys you are going to really need this, and sat down. Once the drinks were distributed, Scott stood up and said; you guys had a few pretty rough things thrown at you on these two legs; From what I observed, they were handled quite well. Because you did handle them so well, I believe that you will be able to handle everything else that might get thrown at you; so I am going to approve your request for certification !!!! Holycow, we went from crying in our cups to jumping up and down and laughing out loud !! When we finally got to bed around dawn, I believe everyone immediately went sound asleep ! We were a happy bunch.

World's Only Flying Privateer Finally Heading for Oshkosh

March 5, 2014 - The world's only flying Consolidated Vultee PB4Y-2 "Privateer" is scheduled to appear at EAA AirVenture Oshkosh 2015. Based at Casa Grande Municipal Airport, Arizona, the airplane (N2871G) was being prepared to fly to Oshkosh last year but issues in two of its four Wright R-2600-35 engines ended those hopes. It flew again on February 20, 2015, the first flight in nine months, and now all sights are set on Oshkosh.

This unique aircraft is owned by 4Y-2 LLC and sponsored by SAC Holdings, an affiliate of U-Haul Corp. It was restored to its original navy configuration after serving for years as a fire bomber. Restoration to original Navy configuration was performed by GossHawk Unlimited of Casa Grande, led by its president, Dave Goss.

You can read the full story at <http://www.eaa.org/en/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/2015-eea-airventure-oshkosh/03-05-15-worlds-only-flying-privateer-finally-heading-for-oshkosh>

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

Don't forget to check out our website at: www.clipperpioneers.com

Former Pan Am employee seeks help with Pan Am history in China

Santo Fiumano has contacted us to tell about a special project he's working on: "The First Flight Back to Shanghai, China" by a US carrier after 31 years. The project has been encouraged, according to Fiumano, by several people including Doug Miller, James Vaughn of "The Pan Am Historical Foundation" and Emily Gibson, Pan Am records, Richter Library".

The project hopes to accomplish the following:

Pan Am leadership in establishing new routes.

Pan Am people-to-people concerns;

Pan Am ability to navigate international politics and position in history.

Fiumano is asking for help. He says his recollection of the weeks he spent in Shanghai are still fresh in his mind, but he needs help with names and dates.

Here's what he recalls:

John Shoemaker VP Pan Am China

His interpreter was Choe (questionable on the spelling)

The date he arrived in Shanghai was 11/16/79; the day the aircraft arrived was 12/4/79 and departed on 12/5/79.

The hotel was Ching Ching

The name of the 747 was Clipper Black Hawk – B747SP – N539PA.

The captain's name was William B. Frisbie.

This flight was the first one back to Shanghai in 31 years>.

His flight started in NY to TKO with Pan Am, then he flew on CAAC aircraft to Shanghai.

The flight was a charter.

He trained 25 mechanics and 4 operators.

What he needs:

The year and date the first flight landed in Shanghai

The route taken coming and going

The name of the Chinese official who on a daily basis oversaw the progress.

Any other items that someone can add that might be helpful.

Fiumano worked for Pan Am for 31 years and ended his career as the Director of Group Equipment. If you can help him with the needed information, call him at (631)942-3660 (cell) or (352) 458-3320 (home). Address is 13727 Thoroughbred Dr., Dade City, FL 33525.

Pan Amer's Interest in History

from Jim Duncan

Ron Marasco, long time PAA Maintenance and Engineering colleague at Pan Am writes a very compelling and detailed account of the extensive issues that came with the introduction of the 747. It is a good reminder for all of us of those trying days and who knows the cost to Pan Am's financial future.

The title – "The 747: A Tumultuous Beginning" – Flying Through Turbulence.

You can google and find your favorite book store online. The costs is around \$8.00. All income goes to the Pan Am Historical Foundation. Just thought some may be interested...

GREAT OPPORTUNITY TO VISIT NORMANDY AND OMAHA BEACH!

What a great opportunity to visit all of Normandy and Omaha Beach. The Pan Am Reunion Cruise departing Boston 24 April next year has some great port calls, including 16 hours in Le Havre and 10 hour in Cherbourg, France. That gives you plenty of time to visit the Battle of Normandy Museum in Bayeux, the Airborne Museum in Sainte-Mere-Eglise, Caen's, Deauville and the beautiful village of Honfleur, plus much more.

We will be on Royal Caribbean's ship, "Serenade of the Seas", with additional stops at Cork, Ireland, Portland, Dorset on the south coast of England, Bruges, Belgium, Amsterdam, Netherlands (at the peak of the tulip festival), Gothenburg, Denmark and our final stop, Copenhagen, Denmark where you can visit as long as you like.

Flights returning to the U.S. in mid May should be a good time to travel; the tourist season has not begun.

Also sometime starting July, Royal Caribbean will make arrangements and publish return flights home. We still have cabins at great prices, a deposit will lock in the current price, starting at \$1279.00. Call Interline Travels at [1-888-592-7245](tel:1-888-592-7245) or Carmen's Cell [786-252-7838](tel:786-252-7838) or e-mail interlinetravels@yahoo.com. You can always call me at [305-238-0911](tel:305-238-0911) or e-mail stunjune@aol.com. This Cruise is for all the Pan Am folks and their friends, so help me spread the word , forward it to your friend. Thanks, Stu

2015 SERENADE OF THE SEAS ITINERARY

24-Apr	Boston, Massachusetts	5:00 PM
25-Apr thru 30 April	Cruising	
1-May	Cork, Ireland	9:00 AM - 5:00 PM
2-May	Portland (Dorset), UK 1	1:00 AM - 9:00 PM
3-May	Le Havre (Paris), France	7:00 AM - 11:00 PM
4-May	Cherbourg, France	7:00 AM - 5:00 PM
5-May	Zeebrugge (Brussels), Belgium	9:00 AM 7:00 PM
6-May	Amsterdam, Holland	10:00 AM 9:00 PM
7-May	Cruising	
8-May	Gothenburg, Sweden	8:00 AM - 5:00 PM
9-May	Copenhagen, Denmark	6:00 AM

Looking for pilot information...

I'm a retired Univ. of Calif. history professor--and former curator at the National Air & Space Museum--writing an article and possibly a book on the history of the Clippers. I would like to contact former Clipper pilots, esp. including those with an interest in computer flight simulators. I'm especially interested in any Pan Am veterans who flew on the Stratocruisers, the B-377s. Thanks. --Gregg Herken (Mr. Herken can be reached by email at: greggherken@gmail.com; Phone Number (831) 239-5865; Mailing Address - 208 Berkshire Avenue, Santa Cruz, CA 95060.

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

Robert (Bob) Somers died peacefully at home on Feb. 24, 2015, surrounded by his loved ones. He was 98. His gentleness and wisdom will be deeply missed by everyone. His family is forever grateful for the way he blazed such a fine trail for all of us to follow. Bob was born in Kansas on the farm his grandfather homesteaded, on July 9, 1916. He was the second of seven children to Charles and Anna Somers, who were wheat farmers. Bob attended Cowley College in Arkansas City, Kansas, then, literally, took to the air. As a young man, he discovered aviation and went on to train pilots and fly clipper ships. Bob was also a glider pilot and taught glider flying during WWII. In 1943, he was hired by Pan American World Airways, his life-long career.

Jerry (J. J.) Burgess passed away 13 Feb 2015 in Aiken, S.C. he was 75. He flew in both Berlin and JFK.

Audubon Henry Neff, 97, long time resident of Saratoga, California died peacefully at home on January 5th with his children by his side. He was born April 18, 1917 in Weatherford, Oklahoma. Graduated from Southwestern Oklahoma State University, 1941. He got his flight training through the Civilian Pilot Training Program and taught flying at the University of Arkansas. He joined Pan American World Airways in 1943. He married his beautiful wife Marilyn, a PAA stewardess in 1948. Henry transferred to The San Francisco domicile in 1957. He and Lynn decided to build their home and settle down in Saratoga. Henry retired in 1977, enjoyed the many Clipper Pioneer group functions, their lovely place on Maui, friends and family.

Arvel Wayne Haney of Southlake, beloved husband, father, grandfather, brother and friend, passed away Tuesday evening, March 10, 2015, at home after a courageous battle with cancer surrounded by his family. He loved his career as a commercial and private pilot. Wayne first soloed at Meacham Field in an Aeronca Champion 7-AC in 1954. He began his professional pilot career with Frontier Chemical Co. in 1956 flying for the companies of Clint Murchison. He was hired by Central Air Lines in 1961 and later by Pan American World Airways in San Francisco, California, in 1964. During his time with Pan Am he began his career as a navigator and advanced to captain on the 747 from 1980 until 1991.

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

Share the Memories...

Pan Am was the airline that practically invented aviation. It pioneered air navigation and communications, and its list of "firsts" in the industry is awe-inspiring. Known as the "Queen of the Skies," it was the benchmark by which all other airlines were judged. ~*Helen Davey*

You are a part of this wonderful "family". Are there memories you've written down that you'd like to share with us in this newsletter? Please send them to Jerry or Sue by email to: sue@clipperpioneers.com.

Have you come across an interesting article that you'd like to share with us? Send that along, so others can enjoy! We'd love to hear from you!

More cost-free ways to lower heating bills

- ◆ Close the damper on your fireplace when not in use. If not, your chimney will draw warm air out of the room and create a draft.
- ◆ Close off unused spaces (attic, garage, basement, spare bedrooms, storage areas) or heat only those rooms that you use. If your heating system has vents, close off heating vents in unused rooms.
- ◆ If you have ceiling fans, reverse the switch so they blow upward toward the ceiling. The reverse air circulation promotes heating efficiency in the winter.
- ◆ Reduce your hot water heater temperature to 115-120 degrees.
- ◆ Keep blinds and drapes open on sun-exposed windows during the day. Close these same drapes at night to help impede the escape of heat.
- ◆ Dust builds up on radiators and baseboard heating vents, and then reduces the amount of heat that can get into a room. Dust and vacuum these surfaces often.
- ◆ Prune branches from trees and bushes that block the sun's rays into your home.
- ◆ If possible, sign up for a budget plan with your heating provider. Although this will not reduce the actual yearly dollar amount, it will make your bill-paying more manageable when spread evenly over a 12-month period.
- ◆ When you add energy-efficient items to your home, check for possible tax breaks or discounts on homeowner insurance policies.
- ◆ Check with local utility companies for free energy audits. Certain energy saving devices may also be provided and installed free of charge. Lower income households typically qualify for these free products and services.

Credit Tips

In this day and age of credit fraud, scams and identity theft, it's a good thing to keep track of your credit. Be aware that you can check your credit reports — for free — every few months by visiting AnnualCreditReport.com or calling 1-877-322-8228.

Federal law allows you to get a free copy every 12 months from each of the three nationwide credit bureaus — Equifax, Experian, and TransUnion. Accounts on your credit report that you don't recognize could indicate identity theft. Visit ftc.gov/idtheft to find out what to do.

MORE ON THE CLIPPERS PIONEERS WEBSITE!

We've updated our website! Check out the Clipper Pioneers online www.clipperpioneers.com - for 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. There is also a great list of "resources" available.