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## **PANAMUSINGS - "25 Years and Counting"**

*By Ed Spellacy*

It's hard to believe that almost 25 years have passed since that other day of infamy in my life, December 4, 1991, when Pan Am became part of the history of airlines.

Before the terrorist attack on flight 103 in December of 1988, Pan Am had been a very sick company. Most of the assets had been sold, and that symbol of power in New York, the Pan Am building, had also gone to raise money for life support. Most if not all of our aircraft had been sold and then leased back. Even our participation in 435 missions during Desert Storm only provided a little medicine to offset the inevitable.

After the Lockerbie attack, no one flew on Pan Am. Our first class high revenue business ceased to exist, the patient was on the critical list. Several airlines had expressed an interest in acquiring some or all of the assets of the company but had expressed no interest in taking over the unfunded liabilities. In the summer of 1991 Delta agreed to buy the Atlantic routes, the shuttle, and to provide start up capital of \$150M for a new Pan Am. The new Pan Am would return to the origins of the company and operate out of Miami thru the Caribbean.

During a good part of 1991, and after Desert Storm I usually flew South American trips to Rio, Buenos Aires, and Santiago. On December 2<sup>nd</sup>, 1991 I left our now very small operation in New York on the 201 Flight to Rio. We got into the hotel about 0930 the next morning, December 3<sup>rd</sup>. The first officer and I decided to meet, after getting some rest, for a walk/jog down Ipanema, and on to Copacabana beach, a round trip of

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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](http://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.**

## PANAMUSINGS - "25 Years and Counting"

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about 10 miles. I recall discussing the fact that this may be our last time on Copacabana beach; I did not realize how correct this would prove to be.

The cockpit crew went out to dinner and had a great Brazilian meal and I returned to my room at the Sheraton. Since CNN was available I turned on the news, it was not that good. Delta had announced that they were not going to fund the new Pan Am, they had pulled the life support and the patient would die.

The next morning I was supposed to make a shuttle to Buenos Aires thru Montevideo, I thought before I leave I would call my wife, something I had never done in the 28 years I flew for Pan Am. We discussed the news and I said that I thought this was the end of the company. I took a shower and as I was leaving the shower the telephone rang, it was Joe Tavares the chief dispatcher at Rio, and he said, "Ed, we have a problem". I knew what it was. Joe told me to round up all the crewmembers and tell them that two buses would be at the hotel at 1300 to take everyone out to the airport. Incidentally Joe Tavares had started to work for Pan Am in Lisbon when he was 16. His job was handing the ropes for the flying boats when they docked. Joe Tavares was now 71, 55 years of his life was ending.

One of the fears that the station at Rio had, was that the creditors would get a legal order to impound the two 747 aircraft at the airport. I met the inbound crew, and they were unaware of the bankruptcy. Delta had waited until 2300 hours the night before to withdraw from the financial deal, an act that would insure the demise of Pan Am. I told them to check in and take a shower but be prepared to leave at 1300 local. The crew thought I was joking, but I assured them that this was no joke.

All the crews, now some 80+ crewmembers, checked out of the hotel and boarded the two buses that were outside the hotel. A first officer from another crew sauntered out to the bus at 1258 and told me that he was going back in to check out of the hotel, I told him the bus was leaving in two minutes, with or without him. We did leave on time, and he took a cab. Since we had no complete roster, we did not realize that two flight attendants were not on the bus, or in the hotel.

The operations office at the airport was now a grim place, and it was a very emotional time for all. I was going to take one 747 to Miami and the other Captain was taking the other aircraft to New York. He had more seniority and got to pick first. Joe Tavares asked me if I would take a sublo (airline employee on a pass) back with me to Miami. The check airman who had arrived with the inbound crew questioned if that was legal. I suggested that it was too late to fire me and if we had time we should go out to the terminal and see if anyone wanted to go to Miami for \$50 cash. I took the sublo.

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### Flying Boat Reunion clip now available for viewing

A 15-minute special that aired April 27, 2016 on Ireland's popular RTE TV show "Nationwide" is now available for viewing. China Clipper First Officer Robert Hicks (94); Merry Barton, daughter of Folger Athearn (Pan Am's station manager in Noumea, New Caledonia in 1941); Director of the Foynes Flying Boat Museum Margaret O'Shaughnessy; Ed Trippe and Mary Lou Bigelow were interviewed during the Foynes Flying Boat reunion. <http://www.rte.ie/player/us/show/nationwide-21/10566026/>

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

## PANAMUSINGS - “25 Years and Counting”

The loads were split with about 40 crewmembers deadheading on each aircraft. I was the first aircraft to start and taxi. In place of my normal takeoff briefing, I told the engineer that unless the problem was going to kill us, I really did not want to hear about it. We departed for Miami.

During the flight to Miami the deadheading crewmembers held a good sized party down stairs. Both aircraft had been fully provisioned for a return to the United States, so there was no lack of either food or drink. The cockpit kept busy with the normal routine of flight, navigation, fuel tracking and weather monitoring. The return flight was uneventful and I landed in Miami at 2205 local time, the last Pan Am airplane to land at Miami. After securing the cockpit I went downstairs, and despite the party, the downstairs was neat, clean and orderly. The blankets were folded and the pillows were put away, a tribute to the dedication of our flight attendants.

Our course, those of us based in New York were now in Miami with no company hotel, no transportation, and no way to get to New York. We ended up staying at a hotel we used for training and found out that American Airlines would take us home to New York. To really rub salt in the wounds, Delta would provide no such assistance.

The next morning at 0600, we all showed up at American for our flight back to New York. My night at the hotel was a waste, as I could not sleep. The two missing flight attendants now showed up at the American check in area. They had been out on dates with some locals in Rio, and came back to find the Sheraton devoid of Pan Am crewmembers.

The two flight attendants had been told by the hotel manager to leave their rooms and the hotel. One responded, that if he forced them to do such she would enter the lobby naked and scream, the manager relented. They were fortunate in seeing the American Airlines crew getting ready to leave and the American Airlines Captain used his authority to take them back.

I went to my car in the now Delta crew parking lot, after having a confrontation with the crew bus driver. Since I did not have a Delta ID he told me I could not ride on the bus to the crew lot. I suggested he get a policeman and have me arrested, I went to the lot.

Since I had essentially been up for two days, the drive home was a blur. When I got home I really could not discuss what had happened without getting emotional. Much like a death in the family, it was the end of something that I loved to do and a company that I lived with for over 28 years.

I was one of the lucky few; I got another flying job. I managed to fly for Korean Air out of New York as a 747 Captain, until I retired in 1995. Many of my fellow pilots never flew again.

PAN AM

*Gone but not forgotten.*

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## Keep the stories coming...

Thanks to the guys you have sent us stories! 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!

Please send them to Jerry or Sue by email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com).

**Pan Am Flt Engineer / Pilot Picnic****Saturday September 17th, 2016****The Villages Golf and Country Club, San Jose, CA****10:00 AM to 3:00 PM****\$25 per person****Lunch at 12:30 PM includes: Salad, BBQ Ribs & Beans, Mixed Veggies****Dessert (Costco Cookies)****Beer, Wine, Soft Drinks, Water.****Two Bocce Ball Courts Available for Entertainment****There will be a prize for "Best Fitting Pan Am Uniform" and  
furthest travelled south, east and north. (Yours truly sole judge)****PLEASE respond with check by Wednesday September 7th, 2016!****Send check payable to: Dan Affourtit (acting for PAA Picnic Chairman Emeritus Pete Ryden)  
7851 Prestwick Circle, San Jose, CA 95135-2143, and marked for "Pan Am Picnic".****My E-Mail is [dan\\_a4t@live.com](mailto:dan_a4t@live.com); (408) 723-2397; Include your E-Mail and any other on the list  
you recognize as out of date or changed recently!**

**DIRECTIONS:** To get to "The Villages" from Hwy. 101 North or South exit at **Yerba Buena Rd.**, proceed East (left turn) to the 4<sup>th</sup> or 5<sup>th</sup> stoplight (**San Felipe Rd.**), turn right and proceed to the 1<sup>st</sup> stoplight (**Villages Parkway**), turn left to The Villages and follow the signs for "Visitors" (Left side of entrance). At the Gate tell the guard you are attending the Pan Am Picnic. He will check your name on the "Invite list" and direct you to the Picnic Grounds (**Gazebo Park**), which is straight ahead and just past the 2<sup>nd</sup> STOP sign, on the right side. **Upon arrival please check in at The Gazebo and get a name tag.**

**Thank you. Dan****Come Join the Santa Rosa Breakfast Group!**

The Santa Rosa Breakfast group meets about every six weeks. They have 17 pilots, FA's and FEO's that get together to discuss the old days. Anyone in the Sonoma, Napa, and Marin county areas north of San Francisco who would like to join them should email Dave Criley at [davecriley@comcast.net](mailto:davecriley@comcast.net), and send your email contact. They started out with 5 and have grown to 17. The next meeting is on May 10<sup>th</sup> at Carrows Restaurant in Santa Rosa. ~from Dave Criley

**Pan Am Philadelphia Area Pilots (PAPAP)**

We meet the second Tuesday of every quarter at the Continental Inn in Yardley, PA at 1200 for a bit of BS before going to our private conference room upstairs for lunch.

Been going on since 1992 and it's a great way to stay together. Contact: Chris Blaydon [215 757 6229](tel:2157576229) or [cblayd@aol.com](mailto:cblayd@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](mailto:jerryholmes747@gmail.com)***

***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.

## PAN AM REUNION - MARCH 17, 2017

### 10 Night Southern Caribbean on Serenade of the Seas r/t Fort Lauderdale

**To: Tortola, St. Kitts & Nevis, Dominica, Antigua, St. Maarten**

We at Interline Travels and Royal Caribbean would like to extend our sincerest welcome back to all Pan Am families as we once again host your next reunion cruise aboard this beautiful luxury liner. Indeed, our ultimate goal of exceeding your expectations will make this cruise not just a vacation but, an adventure at sea. This wonderful ten day cruise visits the Caribbean's most scenic ports each displaying an unmistakable charm, history and natural beauty all their own. The stories are captivating, the beaches mesmerizing and the carefree charm intoxicating and we want you to experience it all.

While onboard indulge in the spa, build a scrapbook of memories or simply relax poolside. Dine on gourmet food as well as twenty four hour room service. Be entertained by world-class performers from across the globe that keep you busy morning to night. Socialize with Pan Am friends in our complimentary cocktail parties, customized amenities and select meeting areas. Enjoy Broadway musicals, spectacular shows, thrilling casino action, live comedy and music, bars, dancing and much more. It's going to be a great cruise, come join us. Call in your Crown & Anchor number and dining selection.

**Cabins:** Inside (from) **\$799** / Ocean view (from) **\$959** / Balcony(from) **\$1389/** (No Jr. Suites presently)

Rates are per person, cruise only, double occupancy and based on availability at time of booking. Port charges/tax are additional at \$370.97 per person. Deposit \$450 each; final is due 12/5/2016. Cabins are capacity controlled; once our allotment is gone new prices take effect. Singles pay 200% of cruise fare and port charge. Insurance will be added according to category.

**Tortola** and the other British Virgin Islands were long the haunts of pirates of the Caribbean. The hidden coves of pearl-white beaches now shelter sailboats, yachts and sunbathers but the island's buccaneering spirit lives on.

**St. Kitts** was a tropical prize over which the European powers fought for more than a century. Discover French and British heritage in Basseterre and the complex colonial legacy amongst the ruins of fortresses and once-grand estates

The famed nature island, **Dominica** is home to bubbling seas, lush rainforest, black-sand beaches and volcanic terrain. In its capital you'll find a unique architectural style and friendly culture shaped by English, French, Africans and Caribs.

**Antigua** boasts 365 white-sand beaches, world-class sailing and lush nature. Culture buffs can explore the colorful capital of St. John's or visit the former British imperial naval base of Nelson's Dockyard on the south coast

One island, two cultures: welcome to **St. Maarten**. Experience Dutch and French culture and enjoy gorgeous coastline, lush tropical landscapes, great selection of restaurants and plenty of duty-free shopping.

**Call Carmen for reservations Toll Free (1-888-592-7245),**

**Cell (786-252-7838 preferred), Office (305-598-0363)**

**Call Stu for information (305-238-0911)**

**INTERLINE TRAVELS 456 Merlin Ct., Tallahassee, FL 32301.**



*...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

**Steve McDonell** passed away on June 27, 2016.

**Ed Morton** passed away on June 30, 2016.

**Earle Knowles**, age 92, of Sylva, NC, deceased January 12, 2016, will be held at 10:00 AM on July 1, 2016 at the chapel of the Elmlawn Cemetery, Kenmore, NY. Interment in Acacia Park Cemetery at 1:30 PM. Harford was a WWII naval veteran, master mason for 50 years and worked as a flight engineer for Eastern, National, and Pan American Airlines.

**Larry Jim Welch** passed away on Sunday, May 29, 2016 at his home in Clark Fork, Idaho. Memorial services will be held at 4:00 pm on Thursday, June 23, 2016 at Cabinet Mountain Calvary Chapel in Clark Fork. Larry was born on December 12, 1935 in Kearney, Nebraska to Gaylord and Lona Welch. He grew up and attended schools in Wyoming and Idaho, graduating from Clark Fork High School in 1953. Larry joined the Navy R.O.T.C. at the University of Idaho, where he earned his Bachelor's Degree in Biology. After active duty in the Navy, he returned to U of I to earn a Master's Degree in Bacteriology. In the Navy, after pilot training, he flew the A-4 and then helicopters off the USS Bennington. He was honorably discharged as a Navy Lieutenant Commander. On his way to becoming a research scientist, Larry changed career paths to become a pilot for Pan American World Airways. On November 6, 1988 he married Connie (Colleen) Cody in Everett, WA. They had the opportunity to live in many places including Germany when the Berlin Wall came down. He retired from Delta Airlines in 1997, while living in Colbert, WA. In 2006, he moved back to Clark Fork.

**Lawrence H. Vanderberg**, of Massapequa, Long Island, died Thursday, May 19, 2016, at the age of 96 years. He was born in Kalamazoo, Michigan, in 1920, where he lived until joining Pan American Airways as a pilot in 1942 (retired 1980 after 35 years as captain. He then moved to Massapequa, New York, in 1951; and resided at the time of his death at Sunrise Senior Living in Babylon, New York

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

## Roster Included in the Newsletter for next few months

Over the next several months, we will be including pages for the Roster in this newsletter.

Please save the pages, and set them up in a notebook for your easy reference.

Of course, a fresh Roster is available each month online at  
[www.clipperpioneers.com/members-only-section/](http://www.clipperpioneers.com/members-only-section/) (Password Protected).

**REMINDER: CLIPPER PIONEERS NEWSLETTER'S  
LAST PRINT EDITION WILL BE DEC. 2018**

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