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Turning Finals: The Order of the Double Sunrise

By John A. Marshall

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Earlier studies had indicated that ranges could be increased by gradually reducing the RPM of the engines as the airplane grew lighter in weight, so as to maintain the same airspeed throughout the flight, in this case 115 knots. As the RPMs decreased, so did the fuel consumption. Flying time increased, but so did the reserves at the other end. Given the uncertainty of the weather and wind information available to them, it was a satisfactory solution.

(Colonel Charles Lindbergh would adopt a similar strategy later in the war when he served for a time as a technical consultant advising U. S. Air Corps units in the South Pacific in the operation of the P-38 fighter. The army pilots lamented the fact that they had so little loiter time after reaching their objective that they had to return home before any damage could be done. Lindbergh convinced them that they could vastly increase their range by reducing the RPMs to numbers that had the Allison engines barely ticking over. The skeptical pilots were won over when they saw the results.)

The first Qantas service was flown on July 7, 1943 from Koggala to Perth in just over 28 hours; the westbound service commenced three weeks later, on July 22", with a flying time of nearly 29 hours. Three months later

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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 \$40 for the 2 remaining years. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

Turning Finals: The Order of the Double Sunrise

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they went to three times a week, and shortly afterward it was decided to extend the service to Karachi, India, another 1500 miles.

The flights departed Perth in the early hours of the morning. The river was at its flattest, making for a much smoother takeoff. As the aircraft slowly climbed away from the Australian continent, the sky lightened, and the sun rose out of the vastness of the western Australian desert. They headed northwest over the unending slate blue of the Indian Ocean into a long endless afternoon. The navigator now became the most important member of the crew. For the most part, the captains were the only really experienced airmen aboard, and usually the only navigators, so the double responsibility rested heavily on these men.

The Catalina was not a large airplane, certainly by today's standards, and it was largely unheated. All the crewmembers were issued heavy flying suits, which served them well from a comfort standpoint, but certainly did not make life any easier for the captains, who had to make innumerable trips aft along the narrow walkway to the navigation compartment in order to take a sun sight, or to drop flares in order to determine the drift. In addition to the captains, the crews were made up of a first officer, a second officer, radio officer, and a flight engineer. Radio silence was maintained for all but the first and last few hours of the flight, so the radio was little more than a listening post for most of the trip. The junior officers manned the store while the captains were busy with navigation, which was most of the time.

As the sun swept slowly across the sky and descended into the sea, night came, and hopefully clear enough skies to take celestial sightings of the stars. As they approached their destination in Ceylon, the skies lightened once again, and the early morning found the flight touching down on the smooth waters of the lake at Koggala. The maximum load the Cats could carry was only 1000 pounds, so naturally only high priority cargo and passengers were carried. Fitting it all into the confined space aboard was, in the words of Captain Ambrose, "a job for a magician." Two bunks were installed on one side of the passenger compartment, and two chairs were fitted on the opposite side. There was a rudimentary lavatory aft, and

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your dues need to be paid for 2017.**

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SHARE YOUR STORIES WITH US! Email to Jerry Holmes at jerry@clipperpioneers.com

Turning Finals: The Order of the Double Sunrise

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later on in the service there was even a small electric stove installed which could provide soup and tea. Cold salads, chicken, cheese, and biscuits (cookies) were the provender of choice. The second officer became the on-board chef, and some were apparently very talented. When the passengers painfully disembarked from the confines of their flying machine after enduring the endless pounding of the engines, the cold and uncomfortable quarters, each of them was presented with a suitably inscribed certificate proclaiming him as a member of *"The Rare and Secret Order of the Double Sunrise."*

As time went on and the weather changed, the crews encountered long periods of calm or light winds, which presented a new problem. The Catalinas were so heavily loaded for the takeoff that they laid very low in the water, and the crews soon discovered that if the usual takeoff techniques were used and the throttles open normally, they would end up with the bow pushing an immense wall of water before it, resulting in an excruciatingly long takeoff run, or a failure to lift off at all. There was a unique solution. They discovered that if the throttles were opened as quickly as possible with the control column held full aft, the force of the propeller wash would force the tail down, enabling the nose to slide over the water barrier. Then the control column had to be returned rapidly to neutral to provide for normal acceleration. The technique required considerable finesse and skill, manipulating the control column in concert with the elevator trip in a delicate dance that finally got the flying boat on the step and got her airborne. On glassy waters with little wind takeoff runs of nearly two minutes were not uncommon; it was a tribute to the big Pratt & Whitney Twin Wasp radials that they performed with very few glitches.

They were not entirely trouble-free, however. It was apparent early on that engine trouble following a maximum gross weight takeoff would result in a very dicey situation in which the aircraft could not maintain altitude. Landing a fully-loaded Catalina back on the water would very probably result in some sort of structural failure, and could very well have meant the loss of both the aircraft and crew. As a fix to this problem, fuel dump valves were installed in the bottom of each main tank, so as to provide a dumping rate of 130 gallons per minute. Dumping was a delicate exercise. No one could predict just what would happen when fuel was dumped, and of course the main concern was a spark that would instantly turn the flying boat into a flaming inferno. Radios were turned off, and all aboard donned life jackets and stood at the ready, prepared for any eventuality. When one considers that a fully loaded Catalina would have to fly for nine hours before reaching a safe landing weight, the value of the dump valves became obvious.

The Catalinas were the lifeline for Australia for nearly a year, and the valiant flying boats wrote a chapter in the history of the war that was remarkable for its ingenuity and innovation, overcoming almost insurmountable obstacles. In June 1944 converted RAFD Liberator bombers, better known to U. S. forces as the B-24 heavy bomber, supplemented the Catalina service. The Liberators were larger and faster, not only capable of providing much greater lifting capacity, but reducing the flying time by nearly eight hours. The "Double Sunrise" lasted until the end of the war, and the Catalinas were gradually retired to other services, but their moment on the stage of that far-reaching Pacific war was an exciting and memorable one.

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

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

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/>

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, and send your email contact. They started out with 5 and have grown to 17. *~from Dave Criley*

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

Layovers for Pan Am

Check out Pan American layovers at www.paacrewlayover.com, where some 81 cities and over 161 hotels are shown in photos.

Keep the stories coming...

Thanks to the guys who 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.

***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***

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.

A Day to Remember: January 9th, 1929

The day marked the beginning of Pan American's coordinated route system, which would grow exponentially in years to come.

It was the start of something big. Miami's Pan American International Airport (also known as the 36th Street Airport) was crowded with hundreds of eager onlookers, who had gathered to see a host of luminaries – none other than Charles Lindbergh and Juan Trippe, along with a not-yet-world famous Amelia Earhart. The “big” new airplanes were about to fly off to overseas locations including a flight inaugurating the route to far off San Juan, Puerto Rico. It had been fifteen months since the airline had begun flying, but the route structure had remained limited to a modest schedule linking Florida to Cuba's capital.

Pan Am was gearing up for bigger things. It was only just over a week since Lindbergh had officially stepped into the role of Pan Am's Technical Advisor on New Year's Day. On New Years Eve the airline had taken possession of two new Fokker F-10A “De Luxe” 12-seat Trimotors, as well as a new Ford Trimotor, and its second Sikorsky S-38.

And it had only been 90 days since Pan Am had bought out Basil Rowe and his West Indian Aerial Express airline, taking over the routes he had pioneered across the islands of Hispaniola and Puerto Rico. The U.S. Post Office had already granted the appropriate Foreign Air Mail Route (FAM #6) to Pan Am, so now the next step was at hand: Opening the airway to San Juan, 1,400 miles away from Miami.

The preparations had been hurried. Juan Trippe understood that Miami offered far better connections to travellers from the north than did Key West, so he commissioned the immediate construction of the new airport with its innovative \$50,000 terminal building (designed by noted architectural firm Delano and Aldrich with the help of Pan Am's Fred Gelhaus) and a new city Pan Am ticket office. The airport had only been in service since Sept. 15th, when Ed Musick flew the company's first Sikorsky S-38 to Key West (where the mail was transferred to a Fokker) for the onward flight to Havana.

At the same time, Pan Am sent a team to Puerto Rico to upgrade the facilities there. In October, Pan Am received the government contract to fly the U.S. Mail to Nassau in the Bahamas, with the first flight happening on January 2nd.

Another important step came on October 16th, when the Miami airport received U.S. government recognition as an official Port of Entry.

By the big day – January 9th, 1929 – the Pan American International Airport at Miami was ready to assume the mantle of America's international aerial gateway to lands beyond the seas. Although it would soon be overtaken by another new Pan Am terminal – the flying boat base at nearby Dinner Key – the airport would someday grow to become what we know today as Miami International Airport.

For the moment, the attention of the nation was focused on the Miami facility and the flights that were to underscore the dedication of the new airport that day. As reported in the *New York Times*, U.S. Postmaster General Harry New, about to embark for Havana on the Christopher Columbus, a new F-10A captained by Ed Musick, suggested that: “This service will bring better relations between the countries it is to serve. It will promote business and in every way contribute to the progress of mankind.”

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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.

A Day to Remember: January 9th, 1929

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The newspaper account describes an impatient Musick, glancing at his watch while the photographers lined up the passengers for one more photograph. The mail was "hurriedly packed," passengers boarded, and the Christopher Columbus was off to Havana, landing there 75 minutes later. Other planes coordinated with that one to complete both return and onward flights to keep the mail and passengers moving on the new schedule.

From <http://www.panam.org/take-off/575-a-day-to-remember-2>

A Look Back: Some Events in 1934

In 1934, the Sikorsky S-42 was introduced in August (only 3 months after the DC-2's inaugural). That same year, the first freeways were introduced as the Autobahn in Germany; drive-in movie theatre opened in New Jersey; half of the homes in the U.S. had radios.

You might also remember that the Austrian Chancellor was assassinated by Nazis; Bonnie and Clyde were killed in a police ambush; a severe drought turned the Great Plains into Dust Bowl (to 1936); and box office draws included Will Rogers, Clark Gable and Janet Gaynor.

(from <http://www.flyingclippers.com/timeline.html>)

Beware: A New Scam is Making the Rounds

You get a phone call that sounds like a real person (it is actually a robocall). The first thing they ask is, "Can you hear me okay?" The natural response is to say "yes". Your "yes" response is recorded on the other end, and then the scammers use that recorded answer to authorize unwanted charges on a phone or utility bill or on a stolen credit card. If you get such a call, hang up.

The con artist already has your phone number, and many phone providers pass through third-party charges. In addition, the criminal may have already collected some of your personal information -- a credit card number or cable bill, perhaps -- as the result of a data breach. When the victim disputes the charge, the crook can then counter that he or she has your assent on a recorded line.

If you do answer a call from an unfamiliar number, be skeptical of strangers asking questions that would normally elicit a "yes" response. The question doesn't have to be "can you hear me?" It could be "are you the lady of the house?"; "do you pay the household telephone bills?"; "are you the homeowner?"; or any number of similar yes/no questions. A reasonable response to any of these questions is: "Who are you, and why do you want to know?"

What can you do? If you suspect you have already been victimized, check your credit card, phone and cable statements carefully for any unfamiliar charges. Call the billing company -- whether your credit card company or your phone provider -- and dispute anything that you didn't authorize on purpose. If they say you have been recorded approving the charge and you have no recollection of that, ask for proof.

If the caller maintains they are with a government agency — Social Security, the IRS, the Department of Motor Vehicles or the court system — hang up immediately. Government officials communicate by mail, not phone (unless you initiate the call). Many con artists use the aegis of authority to convince you to keep talking. The longer you talk, the more likely you are to say something that will allow them to make you a victim.

(Excerpts from: <http://www.cbsnews.com/news/beware-new-can-you-hear-me-scam/>)

*...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 Robert Lee Bragg, aged 79, died in Harrisonburg, Virginia, on 9 February 2017 at Sentara RMH. He was born in Ward, Alabama, 14 September 1937, the son of William Branch Bragg and Sara Louise McDonald Bragg.

Captain Bragg graduated from U.M.S., a private military school, in Mobile, Alabama. After U.M.S., he attended Auburn University where he was a member of the Arnold Air Society, an R.O.T.C. Honorary society, and was the founder of the Pershing Rifles, another R.O.T.C military honorary society.

He graduated from Auburn University in 1959 with a degree in Aeronautical Administration and a commission as a second lieutenant in the United States Air Force. While in the Air Force, he flew the T-34, T-37, T-33, C-121C Constellations, and C-130E Hercules. After leaving the Air Force in 1964, he was employed by Pan American World Airways.

On 27 March 1977, while a first officer with Pan Am, Captain Bragg was in what is still known as the world's worst commercial aviation accident in history at Tenerife, in the Canary Islands. Captain Bragg's B-747 was struck while on the runway by another B-747 belonging to KLM. In all, 583 individuals died on the day of the accident or shortly thereafter. For his efforts in assisting fellow crewmembers and passengers, Robert Bragg received the President's Award for Heroism. He also received the FAA's Achievement Award, the highest award that the FAA can bestow on a civilian pilot, and the Flight Safety Foundation's Award for Actions during the Accident.

Robert Litchfield Buelteman of Woodside, California, passed away at the age of 95 on January 20, 2017, after a long and extraordinary life. Born in Detroit Michigan June 23, 1921 as the son of Esther Litchfield and Herbert O. Buelteman, he enjoyed a lifelong love of travel and exploration, whether it was from behind the windshield of one of his many beloved automobiles or from 35,000 feet at 570 MPH as Captain of a Pan American 747. Bob retired in 1981 as Senior Check Pilot for Pan Am following a long and celebrated career. Like many other Pan Am pilots, he flew for the Air Transport Command in WWII, flying 50 missions from the US to the war zone before turning 25.

George "Bear" Powell, passed away on Jan. 29, 2017 from a heart attack while being surrounded by his large family. He had been in poor health for the last two years due to strokes and diabetes; however, during that time had never lost his sense of humor. George was a Pan Am captain. He shared his love of life with his family and friends and in his work. He will always be fondly remembered.

John Carl Skinner, 80, passed away peacefully on Jan. 13, 2017. He was born in San Jose, CA on March 22, 1936. After serving in the Navy, John continued his flying career as a Captain for Pan American Airways in its peak years. During this time, John and his family relocated to the east coast and settled in Westport, Connecticut so that he could be based out of the New York hub and enjoy more time with his family when he wasn't flying. While working for Pan Am, he flew to such places as Beirut, Johannesburg, London, Moscow, Rio de Janeiro, Tel Aviv, and Tokyo. John finished his professional career with Delta Airlines, after their acquisition of Pan Am. Flying was his first love, and he was blessed to be able to spend his life doing what he loved most.

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

Fall Prevention

It's easy to take a fall. We've all done it. Here are some tips to help prevent them:

Factors Contributing to Falls

There are many things that can lead to falls in the home, such as:

- ◆ Being less active
- ◆ Unfamiliar surroundings (when staying somewhere other than your home)
- ◆ Poor lighting
- ◆ Wheels not locked on wheelchairs or low or swivel chairs
- ◆ Footwear that does not fit well or socks that slip
- ◆ Medicines that make you dizzy or drowsy, like sleeping pills, laxatives, pain medicine, blood pressure or water pills
- ◆ Your illness
- ◆ Cluttered environment, stairs without railings and throw rugs
- ◆ Pets can cause accidental trips and falls
- ◆ Poor vision
- ◆ Rushing to answer the phone
- ◆ Outdoor environment – slippery decks, leaves and ice

Ways to Prevent Falls

- ◆ Get up and move around or change position at least every hour during the day
- ◆ Have your vision checked regularly
- ◆ Change positions slowly. When moving from lying to standing position, sit for a few minutes before standing up, then get up carefully and slowly begin to walk
- ◆ Use night lights; keep a flashlight near your bed and have a lamp at your bedside
- ◆ Avoid low, swivel, or rolling furniture. Always lock wheels on wheelchairs
- ◆ Wear supportive, non-skid shoes. Don't walk around in stocking feet
- ◆ Learn more about your medicines, their side effects and how they interact. Talk to your home health nurse, physician or pharmacist about them
- ◆ Keep your home free of extra clutter and keep pathways clear
- ◆ Remove throw rugs
- ◆ Store electrical cords out of the way
- ◆ Keep pathways clear of oxygen tubing and phone/electrical cords. Use colored oxygen tubing if available.
- ◆ Use non-slip mats in the bathtub and on shower floors. Install grab bars next to the toilet or in the tub.
- ◆ Have secure handrails on stairs/steps, good outdoor lighting and keep sidewalks/steps in good repair. Paint contrast color between steps.
- ◆ Take extra care when pets are in your home.
- ◆ Do not rush to answer the phone or door. Have phone easily accessible. Carry a cordless phone with you if possible (like in a walker basket or your pocket).
- ◆ Wear Lifeline (if you have one) and USE IT.
- ◆ Avoid climbing on chairs, stools and ladders.

(from Olympic Medical Home Health magazine)