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November 2017 - Clipper Pioneers Newsletter

Vol 52-10 - Page 1

Flight Plans Are Only Just That

by Captain Bill Nash, Ret.

The sudden loud hard metallic knock sat us straight up in our seats. A quick scan of the instrument panel indicated no problem, so we thought perhaps it was a bird strike. We would check the airplane skin when we landed at Porto Alegre, Brazil, in an hour.

All engines purred along smoothly until we pulled the throttles back on the final approach. Then a giant hand seemed to grasp our Douglas DC4 and violently shake it. Quickly we feathered number two prop and landed. The instruments had revealed the problem engine this time.

No sign of a bird strike, and this was no longer just a fuel stop, but became a triple overnight. We took our 35 passengers to a hotel, and that night the maintenance chief called me. He was full of amazement that # two engine had run at all for the last hour of our trip. It had swallowed one of the large sodium-filled exhaust valves and ball-peened it thousands of times between the piston head and the top of the cylinder, turning it from an umbrella shape into a ball, which I still use on my desk as a paper-weight. That was our sudden loud knock an hour before landing. Bless Pratt and Whitney engines.

Since the Rio-based crews were not yet checked out on DC4 aircraft to fly the Rio-Buenos Aires Route, we flew all the round trip from Miami.

At the hotel our 35 passengers complained and grumbled continuously, so I kept ordering drinks for them on

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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 per year. Once you've paid through 2018, no more dues are required. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

Flight Plans Are Only Just That

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Pan Am's account til they were happy again. Each morning they awoke with grouchy hangovers until they were quenched again. Pan Am got quite a good will bill.

After an engine was flown in and changed, our trip to Buenos Aires was uneventful except for passenger hangovers. We didn't realize what still lay ahead for us.

On the return north-bound flight, approaching Rio from the south, we found the weather barely open as we passed Sao Paulo. At Rio we were on top at 12,000 feet and the clouds were solid all the way to minimums. During our conversations with Rio there was no hint of what was really going on down there.

We entered the "stuff" and worked our way down. On the final there was nothing in sight at the minimum altitude, but knowing the area, I descended 200 more feet and the runway was right ahead. I felt pretty good about getting my passengers in when the weather was so grim, but a few moments later, as we taxied to the ramp, we were surrounded by trucks, jeeps, and men bristling with guns.

The Brazilian Air Force boarded us and told me they were confiscating our airplane. Those guns still pointed at us from all directions, so I told them they could have it.

At the terminal, we kept our passengers together and learned Brazil was having an internal conflict. The Army wanted one president; the Air Force wanted another, and some other unit wanted still another.

Galeao airport is on a large island connected to Rio de Janeiro by a bridge. The Army held Rio. The Air Force held the island, but they couldn't fly in that weather. Each force had rigged the bridge to blow up.

The food was running out at the airport. We checked our galley, but the soldiers had been there before us. Some of the passengers were children. All the next day, the weather was down. Pan Am personnel had no control over the situation and no suggestions.

Finally, we rounded up 2 big trucks and did a little surreptitious siphoning to get enough gasoline for them.

Then I went to the Air Force end of the bridge to see if they'd let us cross over to Rio. I tapped on the shoulder of the Captain in charge. He turned around and with big eyes he said, "Hallo Beel! What the hell you doin' here?!"

He was a former Brazilian "FAA" inspector, now in the Brazilian Air Force. We had enjoyed many a good time at his Copa Cabana Beach apartment parties.

After our greetings settled down, I asked Milton if I could take two truckloads of passengers across the bridge.

"Well Beel, I won't blow you up - but I don't know about those guys over there."

I could see the wires stretched to a foot square hole in the bridge. The same was true on the other half of the bridge, controlled by the Army.

I said, "I'll ask them. Can I walk over?" Milton replied. "Ok, but I hope I don't lose a good friend!"

At the center of the bridge, I stopped and held up a white handkerchief. I was motioned to come ahead. They came forward to meet me with unlowered rifles. At the last 20 feet of the bridge they stopped me.

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Flight Plans Are Only Just That

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They had recognized my uniform.

In my part Spanish, part Portuguese, and part English, I apparently made them feel sorry for the innocent passengers and their ninos. They agreed to let us pass, but with a thorough inspection of baggage and passengers, while Army tank guns were leveled at the trucks.

It worked out ok - and we made it to our hotels.

After Brazil had had three presidents in four days, we were cleared to continue north. I was pleased, since we were the first marooned plane to go. I had taken many photos of the "revolution-election", and hoped to offer them to Life Magazine first - but that was not to be either.

Forty miles from Belem, which is located at the mouth of the Amazon, number four engine oil pressure began to wiggle, then dropped. We punched the feathering button, aware that this crew would be on the ground again longer than planned. Yes, we were on the ground with my great reel of photos, while other planes flew over us to the north with their photos.

After three days, Pan Am gave us a south-bound plane to turn around, if we would physically switch the baggage loads. There was a strike among the Brazilian loaders going on. Our crew worked hard during a hot tropical night, except for one of our two stewards. He refused to work, saying his job was not loading, - so he went to sleep on some cardboard boxes in a hanger.

When we left for Miami - he didn't. We left him there sleeping. Seems we "couldn't find him."

L-1011 FEO Experience

Larry Black, PAA/UAL Engineer

With the B-707 being phased out, I had to make a choice between FEO on the 747 or the new L-1011. I wanted to go with the younger crowd so I chose the L-1011. Little did I know at the time this was a wise choice. Seniority and equipment set me up for the transfer to United Airlines six years later.

Systems training took place in Miami and the 24 hours of simulator training took place in Worthing, England. I was teamed up with a first officer and Capt. Jim McQuarrie who was later killed in the Lockerbie Flt. 103 disaster.

After getting checked out, I enjoyed flying to Central America, Europe and South America.

On one of my early flights to Caracas, an engine over temped and we diverted to MIA. The FAA was aboard. Guess I did my part correctly.

After about four years as a L-1011 engineer, I was on a flight from RIO to JFK. Approaching Barbados, #1 engine vibration gage went full scale, requiring a shutdown. We landed in Barbados in the middle of the night causing the hotshot maintenance man to come to the Airport.

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L-1011 FEO Experience

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We had hardly shut down when the maintenance man told us we had a loose cowling latch, and we would be back in the air in 30 minutes. Since I did the preflight, I didn't believe him. I took my flashlight and inspected the #1 engine and found metal pieces in the engine tail cone. We all went to the hotel.

A decision was made from NYC to have a crew from the office make a two-engine ferry flight back to JFK. The next day, the crew arrived for a test flight before the two-engine ferry flight. Someone forgot to cover the bore scope ports causing the test flight to have a fire warning. They commenced dumping fuel thus contaminating the runway. After investigating the fire warning, the ports were buttoned up and the two-engine flight departed for New York.

The L-1011 had great take-off performance as was witnessed on Gatwick to Houston non-stop flights. Even fully loaded, the aircraft nearly jumped off the runway on takeoff. During union attempt to get a better contract, we tried to burn more fuel. At normal cruise of .82, the aircraft flew at a slight inclined attitude. The flight attendants complained about having to walk up hill. In an attempt to burn more fuel, we increased the speed from .82 to .83 or .84. We found the fuel consumption was better at the higher speed since the attitude became more level, making the flight attendants happier, too.

The Pacific buyout by United took place, and my seniority allowed me to transfer. Flying the Orient was new and interesting. I still have some mementos purchased in Seoul, Korea.

My last flight on the L-1011 involved a layover in Taipei. We got up the next morning to find maintenance working on #2 engine. I had no inbound items; however, the #2 engine-driven fuel pump had to be changed due to time in service. We were sent back to the hotel until late that evening. Finally, we boarded for a flight to Seoul. On take off, I reported to the Capt the #2 engine EPR was slightly lower than #1 and #3. He decided to keep on rolling. Good choice! I was suspicious of #2, and continued monitoring the fuel flow. As we climbed, I noticed the fuel quantity for #2 was considerably lower than #1 or #3. The Captain shut down #2 on my recommendation that we had a fuel leak. We diverted to Okinawa. The mechanics found the engine-driven fuel pump was only finger tightened causing fuel to spill inside #2 cowling. Underneath the #2 nacelle is a pipe two to three feet long. Its purpose is to drain the fuel from the nacelle. It did its job. Had we aborted our takeoff in Taipei, I suspect we could have had a gigantic fire in the tail of the aircraft.

After arriving back to SFO, I went to Captain training on the B-737 where I stayed for eight years until retirement.

Pan Am is still in my daily routine. I have several items purchased from the Miami, Pan Am Aware Store. My nightshirt says, "I sleep around – the world." For my afternoon naps, I use a Pan Am blanket. Pan Am is still very much on my mind.

Treasurer's Report

The current balance in the Clipper Pioneers' account is \$25,784.07. The ongoing monthly expenses are approximately \$1,089.00. Expenses for October 2017 were: Newsletter, \$400; printing, \$304.90; mailing, \$280.32; and website hosting and maintenance, \$103.95.

We will have enough money to take us through 2018, and leave enough for the web page after that for several years. - *Jerry Holmes, Treasurer*

***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***

Pan Am Cruise Reunion set for 2018 - Royal Caribbean's Navigator

Dear Pan Amer's:

We are very excited about our next (and much asked for) Pan Am Reunion Transatlantic Cruise from Miami to Southampton, England. The crossing will be a 15 day trip to Portugal, Spain and France. The cruise begins with six relaxing days at sea where you can melt away stress, relax poolside reach out to old friends and much more. Enjoy gourmet style dining in their top notch dining rooms or be pampered totally in the specialty pay bistros. Remember to leave a little room for savoring favorites in the different ports of call stops.

Your price includes: registration fee towards amenities, Vegas style shows, use of pool, tours of kitchen and such. Food is virtuously non-stop and even room service can be ordered up to midnight free. Games, movies, etc.. Look forward to great times at get together's and cocktail parties. We are on the beginning stages with Royal Caribbean to plan special tours at the different ports at prices only available to the Pan Am guests.

Rates: are per person, double occupancy, cruise only and based on availability at time of booking. Port charges are \$230.; government taxes are additional and fluctuate daily. **Singles** pay 200% of cruise, port charges and deposit plus one time tax. Once our allotment is gone, prevailing rates will take effect. We check prices to make sure you get the best, taking everything into consideration. Call to reserve now; a deposit of \$450 per person will lock in the current price which may increase in the future. As usual, all major credit cards are accepted but checks are preferred in an attempt to keep down credit card fees and pass the savings toward our onboard amenities, parties and the like. Insurance is available and highly suggested; call for your quote. Contact Stu Archer, former Pan Am pilot and cruise consultant, at 305-238-0911. Email stunjune@aol.com. More info to come. Call ChoiceAir **800-533-7803** for Royal Caribbean's best air quote.

Inside from \$799 /	Outside from \$1099 /	Balcony from \$1859.
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<u>Date</u>	<u>Port of Call</u>	<u>Arrive</u>	<u>Depart</u>	
Sun 22 Apr2018	Miami, Florida	-	5:00 PM	Boarding
Sun 23-28 Apr2018	Cruising	- -		Cruising
Sun 29 Apr2018	Ponta Delgada, Azores	7:00 AM	3:00 PM	Docked
Mon 30 Apr2018	Cruising	- -		Cruising
Tue 01May2018	Lisbon, Portugal	10:00 AM	6:00 PM	Docked
Wed 02May2018	Vigo, Spain	11:00 AM	6:00 PM	Docked
Thu 03May2018	La Coruna, Spain	7:00 AM	6:00 PM	Docked
Fri 04May2018	Cruising	- -		Cruising
Sat 05May2018	Paris /Normandy (Le Havre), France	7:00 AM	9:00 PM	Docked
Sun 06May2018	Southampton, England	5:30 AM		-

CALL CARMEN JAQUET – INTERLINE TRAVELS, INC. 786-252-7838 Direct Line – 1-888-592-7245 456 MERLIN CT., TALLAHASSEE, FL 32301

Information about Ireland Reunion on next page

Pan Am Reunion scheduled for Foynes, May 2018

Margaret O'Shaughnessy is planning a Pan Am Reunion in Foynes & Limerick with chosen dates to suit the Pan Am Cruise which will arrive in Southampton on May 6th so that you can fly or cruise to Ireland. PLEASE just let Margaret know if you plan to attend. At this time we do not need deposits, etc., just names. Spread the word, and I look forward to hearing from you all. Contact Margaret O'Shaughnessy at margaret@flyingboatmuseum.com. Margaret O'Shaughnessy is the Director of the Foynes Flying Boat & Maritime Museum, Foynes, Co Limerick, Ireland. Mobile: +353 87 2490830. Or contact Stu Archer at stunjune@aol.com.

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

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*

Clipper Pioneers Christmas Dinner & Dance set for Dec. 10th

You are cordially invited to attend the

Clipper Pioneers Christmas Dinner / Dance on Sunday, Dec. 10, 2017

at the Coral Reef Yacht Club (near Dinner Key)
2484 South Bayshore Drive, Coconut Grove, Florida.

Attitude Readjustment Hour – 6 p.m. – Dinner – 7:30 p.m.

Menu Entrée Choices: Florida Grouper, dusted in eggs and flour in Lemon Buerre Blane
OR Grilled Churrasco Steak served with Chimichurri Sauce.

\$50 per person – Cash Bar (credit cards only)

Guests are welcome – RSVP prior to Thursday, Dec. 7th, 2017.

For reservations, please send in the
name(s) of the Attendees,
your Entrée Choices,
and your check payable to Wm. H. Benefeld.

Mail to Harvey Benefield, 1261 Algardi Avenue, Coral Gables, FL 33146-1107.

*...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

Capt. Oscar S. "Buck" Clippard, 86, of Tuscon, AZ/ Ft Lauderdale, FL passed away of heart failure on June 21, 2017. He was born on December 16, 1930 in Hot Springs, AR. He was a PanAm Airline Pilot. He is survived by his wife Carol; children Steve, Janet, Renee; 4 grandchildren; 2 great grandchildren.

Arthur Tasman Grant died at age 95 in the Tubbs Fire in Santa Rosa, CA, with his wife Suiko in October 2017. He was a retired captain with Pan American World Airways who had met his Japanese-born wife in Honolulu while working for the airline. After briefly attending Cal Poly San Luis Obispo on a scholarship, he enrolled in the U.S. Navy during World War II. Trained as a fighter pilot, he flew both the Hellcat and Corsair jets, but the war ended before he was able to fly in combat. He retired as a Navy lieutenant then flew with Pan Am for 25 years.

Lewis Wellington Blackwell, the beloved husband of Jean, passed away, August 24, 2017 at their home in Bentwater. He was born September 10, 1933 in Wellford, South Carolina. Born and raised in South Carolina, On Jan. 5, 1965, Lew became a pilot for Pan American World Airways where he was able to live out his lifelong dream of flying for the next twenty-three years. When he became a Captain, they had the opportunity to live in Berlin, Germany, and they eventually retired in Fredericksburg, Texas, which itself is like a small German town.

Paul Anthony Roll, respected Bartlesville businessman and humanitarian, passed peacefully in his home Wednesday, August 23, 2017 surrounded by his loving family. Paul was born December 18, 1917. He moved to Florida where he was employed by Pan American Airways in their South American operations, flying on Sikorsky amphibious planes into Manaus, Brazil on the Amazon River and Buenos Aires, Argentina.

Robert C. Willeumier, age 78, passed away in Sept. 2017. He was born in 1939. Bob was a proud Marine Corps Veteran serving two tours as a combat and helicopter pilot during the Vietnam War; a retired Captain with Pan Am Airlines flying 747's; retired Barrington firefighter with 30 years of service; an avid horseman, owning horses for 40 years and proud owner of recent horses, Velvet Dancer and Zips-Zippy.

Richard G. Bolling passed away on May 8, 2017. He was born on March 1, 1928. He was an Air Force Vet, Pan-American 747 Flight Engineer Instructor.

Austin J. "Jack" Leftwich, Jr, 100, husband of Sharon K Leftwich of McLouth, died Thursday, September 7, 2017 at his home. He was born August 7, 1917 in Gary, IN. He served as an Airline Pilot for Pan American Airlines, retiring in 1977 after 35 years. Be it a Clipper, SkyHawk, or a QuickSilver Ultralight there was nothing in this world he loved more than flying.

SJC-QB Gerry Mahan went west the morning of Sept. 3, 2017 (Sunday) at the age of 102 and 8 months. Gerry, as most everyone knows, was a Pan Am pilot.

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

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

Payments you didn't authorize could be a scam

by Rosario Méndez

Attorney, Division of Consumer & Business Education, FTC

Usually, when I pay with a check, I write it out and sign it, or I direct my bank to send it on my behalf. But what if a check is drawn on my account but I didn't write it, sign it, or tell my bank to send it? It can happen if someone has your bank account number: they can use your number to create a check that takes money out of your account. Now, if you'd already agreed to the charges, there's no problem. But what if you didn't? That means this check is part of a scam – which is what the Federal Trade Commission (FTC) says happened in a case announced recently.

The FTC sued several companies and individuals for allegedly taking millions of dollars out of people's accounts using remotely created checks – without the account owners' authorization. The defendants had websites and made telemarketing calls that offered short-term loans and cash advances to people with bad credit. To get access to that money, people gave their bank account information. But the FTC says the defendants actually signed people up for online discount membership clubs – and charged for them. People had not agreed to that, and it only made their situations worse. When people complained to the company, the FTC says the defendants lied to confuse people into thinking they had, in fact, approved those charges.

Here are three things you can do to outsmart scammers.

Stop before you put your account information in a website. Ask yourself: who, exactly, am I dealing with? Can I trust them? What will they do with my information? Dishonest people may use your bank or credit card information to take your money, or sell your information to others who'll do the same.

Review your bank account and credit card statements carefully. Check for charges you don't recognize, remember agreeing to, or that you didn't authorize – especially if you recently applied for a loan or credit.

Tell your bank or credit card company immediately if you see a check or charge you don't recognize. If the unauthorized charge is part of a scam, telling your bank and the FTC might help stop the scammers.

(from <https://www.consumer.ftc.gov/blog/2017/08/payments-you-didnt-authorize-could-be-scam>)

Thanks to the guys who have sent us stories!

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 - short or long? Have you come across an interesting article that you'd like to share with us? Would you share pieces from a book you've written? Please send them 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.

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.

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.