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February-March 2013 - Clipper Pioneers Newsletter

Vol 48-2 Page 1

TURNING FINALS - THE LONG WAY HOME

(Continued from previous issues)

By John A. Marshall

There was another, unspoken factor to the equation, one that lingered in the far recesses of the minds of the crew: The Boeing 314 was a flying boat, designed to takeoff and land on water, to fly to and from the port cities of the world. Now the Pacific Clipper would be asked to traverse nearly 3,000 miles of hostile desert and jungle, across Queensland and the Northern Territory to Port Darwin, over which the largest body of water was a river which would in all probability have little water in it anyway. Should they develop any sort of engine trouble, there would be nowhere to safely land the flying boat. She would become a hulk, a forgotten relic lost somewhere in the great Australian wilderness. It was a sobering thought.

The next morning the Boeing lifted gently from the waters of Gladstone Harbor and pointed her nose to the northwest. They leveled off at ten thousand feet and held their breath while the fuel tanks were reconfigured. The engines adapted to their strange new diet with surprisingly little protest, coughing slightly at first, and then with a sigh of relief they settled into the long flight.

They flew over some of the most inhospitable country any of them had ever seen, and some of the most beautiful. They traversed the south shore of the Gulf of Carpentaria, and over the stark green jungle of Arnhem Land in northern Australia. Great unbroken stretches of spindly desert and then endless green jungle passed beneath. It was a unique contrast to the unbroken blue of the oceans over which they normally flew. After eleven hours they reached Port Darwin, which was surrounded by thunderstorms, flashing angrily from horizon to horizon. It was a spectacular display of pyrotechnics. After the long flight the crew would have welcomed weather a little more benign.

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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.

TURNING FINALS - THE LONG WAY HOME

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They found Darwin a city on a war footing. Women and children were to be evacuated the following day, and the scene was something out of a wild west movie. Every other establishment was a saloon or a cafe; drunken bodies littered the sidewalks. Exhausted, the crew found lodging in what had until very recently been an Australian army brothel. They next morning they refueled and took off for Surabaya, in the Dutch East Indies.

The eight hour and forty minute flight was uneventful until the crew sighted the harbor at Surabaya. It was a magnificent sight; a goodly portion of the United States naval fleet was anchored there, headed by the battle cruiser Houston. Ford lined up the Boeing with the outer edge of the harbor and prepared to land. Suddenly, without warning, a Dutch fighter plane appeared off the Clipper's wing, and the airwaves were filled with anxious, hurried conversation between the fighter and its ground controller.

Ground: "What is she?"

Pilot: "I don't know, but she's a big one...might be German, or Japanese...wait a minute, I think I see part of an American flag on the fuselage."

Ground: "Doesn't mean a thing. Anyone can paint a flag on an airplane."

Pilot: "What do you want me to do? It looks like he's trying to land."

Ground: "Stay on her tail. If she makes one false move, shoot her out of the sky."

Through a quirk of the radio setup and the frequencies in use at the time, the Clipper crew was able to hear every word of the conversation between the fighter and his controller, but was unable to transmit itself. In a moment the lone fighter was joined by three others; together they stitched a woven pattern around the helpless flying boat. The casual patter between the pilots and the controller was unsettling, to say the least. Ford made a gingerly letdown and landed in the choppy waters just outside the harbor. As the Pacific Clipper settled into the wallowing swells, they noticed a patrol boat setting out from shore to lead them in, and they sat with engines idling for their escort. Curiously, the boat would come just within hailing distance, and no closer. In the bow of the boat the flyers could see the tiny figure of a signalman, waving them on. They taxied slowly into the inner harbor, and not until they were safely docked did they learn that they had landed squarely in the midst of a mine field.

The crew spent the following day in Surabaya, conferring with the US naval commanders aboard the Houston. They had not received an update on the war situation since leaving Auckland. They learned that the Japanese were making serious inroads in Southeast Asia, and the sooner they were able to make their way west the better off they would be.

Once again fuel was a problem, with the limited stocks of aviation gas reserved for the military. Ford pleaded with the Dutch authorities, and even asked the American commanders to intervene, but to no avail. The Clipper's hi-bred engines would have to exist once again on a sub-standard diet of automobile gas.

On the advice of the military commanders in Java, Ford and the crew had selected Trincomalee, on the island of Ceylon (Sri Lanka) as their next stop. It offered a number of advantages, not the least of which was

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TURNING FINALS - THE LONG WAY HOME

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the fact that it was probably the finest deep-water port in South Asia, and home to most of the British fleet in the Far East. It would be a difficult flight of over twenty hours, with little margin for error. A mistake in navigation, an error of only a few degrees, and the Pacific Clipper could miss the Indian subcontinent altogether, and fly on into the vastness of the Indian Ocean until they ran out of fuel, lost forever.

Safety Steps for Wintry Weather

Home injury tends to increase during the winter months. Here are several areas in which to be especially careful:

1) Carbon Monoxide Pecaution: Heating Systems and Gas Appliances. Install at least one smoke alarm and CO alarm on every level of your home and near sleeping areas. Have a trained professional inspect, clean and tune-up central heating system and repair leaks. Keep gas appliances properly adjusted and serviced. Avoid using a cooking stove to heat your home. Never use a gas grill inside your home or in a closed garage.

2) Home Fire Precautions: Fireplaces and Wood Stoves. Burn only wood - not trash, cardboard boxes, or Christmas trees because these items increase the risk of uncontrolled fires. Check the chimneys you use regularly every year for cracks, blockages and leaks. Keep all persons and flammable objects, including wallpaper, bedding, clothing and pets, at least 36 inches away from fireplaces and wood stoves. Open flues when fireplaces are in use. Hire a professional sweep to clean your chimney at least once a year to prevent creosote build-up.

3) Space Heaters: Turn them off before leaving a rom or going to sleep. Use proper fuel in kerosene heaters. Keep all flammable objects at least three feet from space heaters.

DUES

It's that time of the year again – dues are due from some of us.

**If the number after your name on the envelope is 2012,
it's time for you to send in your dues. \$80 for 5 years or \$20 per year.**

We are enclosing a self-address envelope for your convenience.

Please send it so I can get the whole thing wrapped up early.

Thanks! Jerry

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.

Wildly Mistaken Predictions

“Man will never reach the moon regardless of all future scientific advances.” *Dr. Lee DeForest, “Father of Radio & Grandfather of Television.”*

“The bomb will never go off. I speak as an expert in explosives.” *Admiral William Leahy, US Atomic Bomb Project*

“There is no likelihood man can ever tap the power of the atom.” *Robert Millikan, Nobel Prize in Physics, 1923*

“Computers in the future may weigh no more than 1.5 tons.” *Popular Mechanics, forecasting the relentless march of science, 1949*

“I think there is a world market for maybe five computers.” *Thomas Watson, chairman of IBM, 1943*

“I have traveled the length and breadth of this country and talked with the best people, and I can assure you that data processing is a fad that won’t last out the year.” *The editor in charge of business books for Prentice Hall, 1957*

“But what is it good for?” *Engineer at the Advanced Computing Systems Division of IBM, 1968, commenting on the microchip.*

“640K ought to be enough for anybody.” *Bill Gates, 1981*

This ‘telephone’ has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us.” - *Western Union internal memo, 1876.*

“The wireless music box has no imaginable commercial value. Who would pay for a message sent to nobody in particular?” *David Sarnoff’s associates in response to his urgings for investment in the radio in the 1920s.*

“The concept is interesting and well-formed, but in order to earn better than a ‘C,’ the idea must be feasible.” *A Yale University management professor in response to Fred Smith’s paper proposing reliable overnight delivery service. (Smith went on to found Federal Express Corp.)*

“I’m just glad it’ll be Clark Gable who’s falling on his face and not Gary Cooper.” *Gary Cooper on his decision not to take the leading role in “Gone With The Wind.”*

“A cookie store is a bad idea. Besides, the market research reports say America likes crispy cookies, not soft and chewy cookies like you make,” - *Response to Debbi Fields’ idea of starting Mrs. Fields’ Cookies.*

“We don’t like their sound, and guitar music is on the way out.” *Decca Recording Co. rejecting the Beatles, 1962.*

Heavier-than-air flying machines are impossible.” —*Lord Kelvin, president, Royal Society, 1895.*

How to recognize scams

New scams seem to appear every day. You can learn to recognize a scam by familiarizing yourself with some of the telltale signs.

Scams can contain the following:

- Alarmist messages and threats of account closures.
- Promises of money for little or no effort.
- Deals that sound too good to be true.
- Requests to donate to a charitable organization after a disaster that has been in the news.
- Bad grammar and misspellings.

Popular scams

Here are some popular scams that you should be aware of:

Scams that use the Microsoft name or names of other well-known companies. These scams include fake email messages or websites that use the Microsoft name. The email message might claim that you have won a Microsoft contest, that Microsoft needs your logon information or password, or that a Microsoft representative is contacting you to help you with your computer. (These fake tech-support scams are often delivered by phone.)

Lottery scams. You might receive messages that claim that you have won the Microsoft lottery or sweepstakes. These messages might even look like they come from a Microsoft executive. There is no Microsoft Lottery. Delete the message.

Rogue security software scams. Rogue security software, also known as “scareware,” is software that appears to be beneficial from a security perspective but provides limited or no security, generates erroneous or misleading alerts, or attempts to lure you into participating in fraudulent transactions. These scams can appear in email, online advertisements, your social networking site, search engine results, or even in pop-up windows on your computer that might appear to be part of your operating system, but are not.

What to do if you think you have been a victim of a scam

If you suspect that you’ve responded to a phishing scam with personal or financial information, take these steps to minimize any damage and protect your identity.

- Change the passwords or PINs on all your online accounts that you think might be compromised.
 - Place a fraud alert on your credit reports. Check with your bank or financial advisor if you’re not sure how to do this.
 - Contact the bank or the online merchant directly. Do not follow the link in the fraudulent email message.
 - If you know of any accounts that were accessed or opened fraudulently, close those accounts.
 - Routinely review your bank and credit card statements monthly for unexplained charges or inquiries that you didn’t initiate.
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PAN AM PILOTS Branson, Missouri Reunion May 13-17, 2013

This is what has been set up for our next Pan Am Reunion in Branson, Missouri, May 13-17, 2013. We will stay at the **Westgate Branson Woods Hotel, 1-877-502-7058** for reservations, **mention GROUP CODE 24-914**, great rates starting at \$65, Hot Breakfast, Hospitality room and more. You can fly into Branson on SouthWest and AirTran, Springfield on both American and Delta. The Reunion Activity Package costs \$256 per person and includes most everything, shows and transportation to each, Welcome Deli Buffet, plus A FINAL EVENING DINNER & Entertainment There are several optional shows and a great Ladies Tour and Lunch available I recommend. **You can visit the web-site (www.reunionpro.com) click on reunions and scroll down and you'll see the Pan Am Reunion.** Lots of information available, hotel, Registration form and more. Share this with all your friends, any questions feel free to contact me. Hope to see you in Branson.

~Stu Archer

Monday:

Check in at WESTGATE BRANS WOODS

12:00 Noon - Hospitality Room Open

5:30 p.m. - WELCOME DELI BUFFET In Hospitality Room at Resort

Tuesday:

Hot Breakfast

10:00 a.m. - THE CLAY COOPER SHOW - "Entertainer of the Year!"

4:00 p.m.- THE SHOWBOAT BRANSON BELLE Dinner,
Show and Cruise on Beautiful Table Rock Lake

Wednesday:

Hot Breakfast

4:45 p.m. - Dolly Parton's DIXIE STAMPEDE DINNER AND SHOW
"the most fun place to eat in Branson!!"

8:00 p.m. - OPTIONAL SHOW: OH WHAT A NIGHT!!
Tribute to Frankie Valli and The Four Seasons!! 10 a.m.
\$40.00 per person including tax and transportation

Thursday:

Hot Breakfast

10:00 a.m. - BUSINESS MEETING

9:00 a.m. - LADIES TOUR AND LUNCH
\$30.00 per person including tax and transportation

2:00 p.m. OPTIONAL SHOW: #1 HITS OF THE 60'S SHOW
\$35.00 per person including tax and transportation

7:00 p.m. - FINAL EVENING DINNER & Entertainment

Friday: Hot Breakfast ~ Depart

ACTIVITY PACKAGE \$256.00 per person

INCLUDES:

**Hospitality Room
Welcome Packets
with Name Badges
Clay Cooper Show
Showboat
Branson Belle
Dinner, Show &
Cruise
Dixie Stampede
Dinner & Show
Final Evening Dinner
Transportation to
Group Activities
All Tax and Most
Gratuities
Reunion Website**

**Fill out and return the
form on the back page of
this newsletter to get an
early reservation. Thanks
for choosing Branson!!!!!!**

*...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

Bob Laine passed away on Jan. 11, 2013. The funeral was held in Aventura, FL. on Jan. 13, 2013.

Born in 1925 in New York, **Angelo Roca** fell in love with the flying boats when he was a boy. Ever since, he vowed to fly for Pan Am and his 46 year career with the company he was proud to serve attests to his determination and love for flying. My Dad was a gregarious and generous man who loved to travel, explore other cultures and delighted in sharing a meal with family and friends. Wherever he went, he never missed the opportunity to find an airport to fly gliders and small props. Austria was his very favorite playground. He was fascinated by Berlin, Germany the city in which he chose to spend most of his life. Angelo Roca passed away in Berlin on July 17th 2012 leaving behind a grieving family and many fast friends who all miss him beyond words. (by Heike Schiappacasse, Angelo Roca's daughter)

Captain Jack Hannan passed away January 8th 2013. Funeral arrangements are pending.

Tom Kinaszczuk passed away on 15 JAN 13. He was 92. Tom flew for Pan Am for 35 years, first in 707s and then 747s. He retired from Pan Am in 1980, his log book showing trip total of 30,094.31. Tom was awarded the Navy Cross for extraordinary heroism and outstanding courage as Pilot of a United State Navy Bombing Plane in offensive action against an enemy submarine on 27 April 1943. Lieutenant (junior grade) Thomas Kinaszczuk was on a convoy coverage flight when he sighted a surfaced enemy submarine approaching the convoy on an intercepting course at high speed. Immediately increasing speed, he began his approach for an immediate attack. When the range had closed to about one and one half miles, the submarine commenced a very accurate and heavy anti-aircraft fire which it maintained throughout the attack. With complete disregard for the accuracy of the enemy's fire and the damage which several hits caused to the plane's starboard wing and aileron, the pilot pressed home his attack. Finally, from an altitude of only 25 feet, he released his depth bombs. Of the four depth bombs released, three were observed to have exploded beneath the submarine. Shortly after the attack, the submarine broke surface at an extreme angle and soon thereafter sank, stern first, in a nearly perpendicular attitude.

Thomas (Tom) Paul Frank, Sr. passed away on Jan. 20, 2013. He was a WWII veteran, and served 35 years as a professional flight engineer with Pan Am.

Kenneth Wayne "Ken" Snow, passed away Sept. 7 2010. He became a Pan Am celestial Navigator toward the end of the 1940s, and ultimately retired from the left seat of the 747 after a career with PA.

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

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
Branson, Missouri
May 13-17, 2013**

NAME _____

GUEST/SPOUSE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ EMAIL _____

HOST HOTEL: WESTGATE BRANSON WOODS

Call 1-877-502-7058 for room reservations and mention GROUP CODE 24-914. Rooms not reserved prior to April 13, 2013 will be dropped from the group block and be accepted only on a space-available basis. You may select from several different room types when making reservations. (Traditional Queen, \$65.00/1 Bedroom Studio, \$72.00/1 Bedroom Standard, \$89.00). Hot breakfast for two people per room is included in the rate as well as hospitality room.

PLEASE REGISTER ME FOR THE FOLLOWING:

Reunion Activity Package _____ # of attendees x \$256.00 pp = \$ _____

Wednesday, Oh What a Night! _____ # of attendees x \$40.00 pp = \$ _____

Thursday, Ladies Tour/Lunch _____ # of attendees x \$30.00 pp = \$ _____

Thursday, Hits of the 60's Show _____ # of attendees x \$35.00 pp = \$ _____

TOTAL DUE.....\$ _____

A 50% deposit is requested by March 13 with final payment due April 13. Refunds on cancellations after May 6 will be on a case by case basis. Cancellations must be made by phone and authorized by a representative of "Gatherings Plus."

Mobility Restrictions? _____

Dietary Restrictions? _____

MAIL REGISTRATION FORM AND CHECK PAYABLE TO:

GATHERINGS PLUS

P. O. BOX 1023, BRANSON WEST, MO. 65737

417-338-4048...pamb@bransonmilitaryreunions.com ~ Reunion

Website: www.reunionpro.com