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Capt. Jack Tilton - B-314 - 1945

by Dave Bridges

Old Capt Jack (to a 24 year old, anybody over 50 is an old timer) was a good person to fly with. He used to call his co pilots and engineers SON.

In those days, the Moana Hotel in Honolulu had a dining room, and on the right inside of the entry door way were two large circular tables for Pan Am crews (breakfast was on the house).

Capt Jack would enter with one of his crew and they would sit at one of the tables. Capt Jack would say to his crew member "son, would you please read the menu to me." Everybody sort of took care of old Capt Jack.

One day when I was a co pilot and lived in San Francisco, the phone rang, and scheduling told me to report to dispatch at Mills Field for a B314 maintenance flight. They had hung a new engine on the plane and needed run in time before it went to HNL.

When I reported to dispatch, there was co pilot Smokey Celestre, a flight engineer, and Capt Jack Tilton. Capt Jack asked what we wanted to do, and we both chorused "take offs and landings" and Capt Jack said "very well son."

We went down to the dock and boarded the airplane. Smokey got first in the right seat, and I handled the bow for departure. The engines were started, we departed, and I sealed the bow hatches and climbed up

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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.

Capt. Jack Tilton - B-314 - 1945

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the ladder on the aft bulkhead. I went thru the hatch under the instrument panel and out between the pilots, and stood up aft of the pilots. I watched Capt Jack taxi out of the lagoon and down the bay toward the San Mateo Bridge. When we were down far enough, Capt Jack turned into the wind and said to Smokey, "I will do the first one, son." He then advanced the throttles, and as we went up on the step, the engineer said, "engines check okay," and we took off. We did a right hand pattern down the Bay and turned on final, and with a nice landing, Capt Jack said to Smokey, "You have it, son." Smokey did a few patterns, and on a landing, Capt Jack said, "I have it, son, there is a log out in front."

I looked out the front windshield and did not see a thing, during which time Capt Jack had advanced the throttles on the engines and banked the plane up on the right sea wing - just as a floating telephone pole slid past the left side. He then reduced the power, rolled the plane back level, and said calmly to Smokey, "you have it, son."

The hair on the back of my neck stood straight out. That "OLD GUY" could see better than we could!

"Son, would you please read the menu to me."

(Geeze)

Smokey finished five patterns, and Capt Jack said to him, "okay son, it is time to change." Smokey got out and I got in the right seat.

Capt Jack said to me "son, I will do the first one." He flew around the pattern, and then said to me, "you have it, son." I did five take offs and landings. As we were on the step on the last landing, the engineer said, "Captain, we have enough time on the engine, and Capt Jack said to me, "I have it, son." He reduced the power, we settled down off the step, and he taxied back into the lagoon. Smokey, now in the bow, handled the mooring lines. As we were pulled into the dock, the engines were shut down and the plane was secured.

We said thanks to Capt Jack, left the plane and went home.

Those were the DAZE.

I never got to make a trip with Capt Jack, but I am sure it would have been a nice one.

A small aviation bio of mine: Born in San Francisco 1921, I lived in Alameda. I got my private license at Mills Field in '39-'40, a commercial in Vadal, Ca, and an instructor rating in Arizona. I instructed a commercial course in Arizona and Army Primary, including acrobatics, for two years in Santa Maria, Ca, and then joined PAA at Treasure Island in '44. Spent 19 years as a copilot, navigator and first officer; then for 18 years as a Captain on 707's and 747's, and retired in 1981 all based in SFO.

Incidentally, Mills Field became San Francisco International Airport in 1956.

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

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

CAPTAIN BABA

by Dave Heathcock

One of the world's thinnest books must surely be "*fun days in the Pan Am training department*." Nevertheless, there were some interesting assignments from time to time, even though they were not on a par with some of the exciting line-flying adventures published by this newsletter. One exception might be flying around the Sacramento airport (where I hadn't flown in 10 years) at midnight with a Korean pilot in the left seat, when the only other pilot who could speak English was the Flight Engineer who, thankfully, was rated in the airplane. But that's a different story.

I didn't realize how involved Pan Am was with international training of one sort or another until I did my 3-year stint in the Miami Training Department in the mid 1970's. No big Academy back then, just a mom and pop operation with 2 simulators and about 10 or 12 Training Captains. I also did a 2-month assignment as a L-1011 Training Captain sometime later, after the Academy was built, but the less said about that the better. Just ask some of my students.

Around 1977 I was assigned two students from Afghanistan for B-707 simulator and airplane training. I can't recall if there was a FAA rating involved or flight engineer training. The first day, only one student showed-up, and I never knew what happened to the second. So, it turned out to be myself and Captain Baba, who only used one name. Captain Baba was the Chief Pilot for Ariana Afghan Airlines which I think had been operating B-727's up until then. We ended up with a lot of extra time to kill, because all of the training periods were scheduled for 2 students (4 hours), and meaningful training for one student pretty much ceased after about 2 hours. I got some practice in myself.

I don't know what Captain Baba learned from me, but I learned a lot from him. He came to my house for dinner one night and my wife and I probably violated every Muslim protocol in the book, because I knew nothing about the customs of that country. We probably offered him martinis and pork chops, although I hope not. Anyway, he didn't seem to mind. I learned that Captain Baba had taken 4th place in the Tokyo Olympics in weight lifting, and was thus something of a celebrity in Afghanistan because of that. He was a powerfully built man with a gentle demeanor, but not the kind of guy you wanted to get mad at you. He was allowed three wives, but said that one was plenty as far as he was concerned. He said that traffic lights had been tried in Kabul sometime in the past but the Afghans simply ignored them. "I am head of my clan, I spit on your traffic lights" was the attitude. I remember thinking "I hope we don't ever have to fight these guys."

He told me that when the time came to hire some additional pilots, he had so many calls from political people for favors, that he simply asked Air France to interview and hire the best pilots available. He then directed the political requests to them, and said it was out of his hands. I thought that was pretty smart. Captain Baba eventually completed his training and, as I recall, he was an average simulator pilot and a better airplane pilot, which is understandable.

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CAPTAIN BABA

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Several years later I ran in to Captain Baba on the JFK connector bus and we had a quick reunion. He told me things were very bad at home, but he was getting along as well as he could. Later, when I was flying the line as a Captain, and we eventually started hiring pilots for the first time in 20+ years, one of the first new-hires that flew with me was from Afghanistan. Of course he knew Baba. I know he felt sad when he had to tell me some men came to Baba's apartment and killed him for some political reason. He said he was well-liked by the pilots.

I personally worked with pilots from Korea (don't blame me, I didn't pass them), Jordan, Ecuador, Mozambique, and Nigeria, that I can remember, and I know my colleagues worked with many more. Perhaps someone with more intimate knowledge and a better memory can do a story on Pan Am's influence on the developing airlines of the world. I would like to read it.

Some further information about Pan Am's History in China

Re. Santo Fiumano's request for more info about flights into Shanghai, here is some info that is to the best of my recollection, and of minimal logbook entries.

(In the April 2015 newsletter, we printed a request "Former Pan Am employee seeks help with Pan Am history in China).

Bob Ellis has responded with some further information, as follows:

On September 7th, 1975, Capt. Dan Frost, Chief Pilot, First Officer Bob Ellis (me), Check Navigator, and Flight Engineer Don Drennan, Check Engineer, dead headed to Tokyo (TYO (not Narita).

On September 9th, we flew Clipper Charter K985 (707 C, N796 old cowl), TYO to Shanghai. We were greeted by charming and enthusiastic Chinese who provided a dinner/feast, with each crewmember having their own individual host/interpreter. It was explained that we would need a Chinese Navigator/interpreter for the flight to Beijing because it would be night and there were limited navigational facilities. The Chinese Navigator would instruct us in ADF, NDB, and ground-return Radar procedures. It is about 400nm between SHA and PEK, and the flight time, block to block was 1+45 hrs. We sure didn't need him for navigational purposes, but you never know about interpretation.

To best of my recollection, we were the second plane in a flight of two; the first plane was Air Force One, with POTUS Nixon and staff on board. Our flight carried the Press and additional Staff. My logbook entries indicate that we did not layover, but that the Chinese navigator took us back to SHA, where we refueled, and continued onto TYO that night.

I certainly regret not making more detailed notes of that journey.

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 Wasted Effort,’ Stewardess Says

*by Ray Ludwin
Former PAA Captain*

Flight Ops had trouble finding volunteers for this evacuation mission of Saigon, April, 1975.

In fact the Stewardesses (who were quarantined as a result of the ‘Baby Charter’ a month earlier... and were helping with the babies at a San Fran hospital) were told that if they volunteered again... it would be another ‘Baby’ evac.

Fooled again... Once they arrived in Guam, they met us at the hotel bar and we related the truth. Two ladies went home, the rest stayed to complete the mission ordered by the US State Dept.

After 5 days of crew parties on Guam, we finally took off for Saigon. Wish I had pics of the southern coast with much smoke from burning villages due to the Viet Cong rapid advance.

Arriving at Saigon, we boarded Amb Martin’s wife and staff, plus some ‘white shirts with skinny black ties’ (read CIA) and more importantly about 120+ Viet children, sons and daughters of PAA employees, who would probably not see their parents again.

We could have taken many more except Ops was getting worried about the Ambassador’s staff. (Ah the red tape.)

This rescue mission and another, evacuating the Euros from Roberts Field in the middle of the night, due to rioting, burning and looting, were the highlights of my PAA career. (The Roberts Field story was much more exciting since I had my daughter and son with me at... saved for another issue)

The story as printed follows:

‘A Wasted Effort,’ Stewardess Says

HONG KONG (*from Hong Kong Times 1975*) – The entire operation was a wasted effort, a Pan Am stewardess said yesterday about a special evacuation flight to South Vietnam that left from Guam Monday.

And the outspoken stewardess, Paula Helfrich, squarely blamed American apathy and the mind-boggling South Vietnamese red tape for the operation that by charter-flight estimates already has cost the American taxpayer well over \$100,000.

Miss Helfrich, now on an indefinite layover in Hong Kong, recounted her experiences at Saigon airport, where her U.S. government-chartered Pan Am Boeing 707 was scheduled to evacuate nearly 180 Americans and Vietnamese.

“This aircraft was chartered on April 4 by the U. S. government to fly evacuation missions from Guam to Saigon,” an angry Miss Helfrich said. “But it was not until April 21 that the flight actually took off. Don’t ask me why this delay occurred when everyone was screaming about evacuation of Americans. I and other members of the crew were just sitting there (Guam). Just imagine 17 days doing nothing in an idle aircraft.

“We could have brought 178 people from Saigon on that flight, but do you know how many we actually brought – just 19 Americans, who thought the whole thing was ridiculous, and a few Vietnamese. These Americans were laughing and they absolutely had no compassion whatsoever. They thought the entire

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'A Wasted Effort,' Stewardess Says

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operation was ridiculous. And imagine, we had volunteered for this," the Honolulu-based stewardess said. The chief pilot of the flight, Capt. William Jordan, also was angry. "I was prepared to take as many as the plane would physically hold – several hundreds," Jordan said. "The weight wouldn't have been a problem since the Orientals are not that heavy. But we ended up bringing just 19 Americans. That really irritates me. And I have no idea when our next flight will be."

A co-pilot, Ray Ludwin of New Milford, Conn., said, "I am not really bothered whether Americans got on that flight or not. They know in a real emergency they will be evacuated. But I was worried about those Vietnamese. We could have brought so many more children, elderly people or wounded. But then you have that red tape."

All the crew expressed indignation that while they had taken a major risk by volunteering to operate the evacuation flight, American officials in Saigon were apathetic and responded poorly to their mission.

Pointing to another crew member on the flight, Britain's Miss Joanie Carnell, Jordan said, "Here is a girl from Britain who volunteered for this flight when she didn't have to. I think that was a wonderful gesture by her."

Both Miss Helfrich and Miss Carnell earlier had helped in the evacuation of nearly 800 children out of Vietnam and felt they were fully qualified to handle any such operation.

"As an American I can confidently say that there is absolutely no guilt complex whatsoever on the part of Americans who want to adopt these orphans. Any such remark would be an extremely sad judgment on humanity," Miss Helfrich said. "The Americans may have messed up a lot but they are still openhearted."

The crew members said they didn't want to give any reason for the poor response from Americans in Vietnam to the evacuation mission for fear of being misunderstood.

"All we can say is that there is the Congress screaming for evacuation and President Ford asking for help, but in Vietnam these Americans have a different attitude," they said.

"Do you know what one American lady was upset about conditions on the flight"? Miss Helfrich asked. "She said, 'Can't I get a glass of champagne?' after I kept telling her this was an evacuation flight. Every American wanted a drink, although I kept telling them we weren't serving drinks."

Share the Memories...

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!

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.

*...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

Gerald (Jerry) Duncan died at home on May 25, 2015, in Ketchum, Idaho. He was born in San Francisco, Calif., on March 15, 1943. He had a true passion for flying and earned his pilot's license at age 16. After graduating from the University of California Berkeley, he joined Pan American Airlines, realizing his dream of being a commercial pilot. He traveled the world, living in Berlin for six years. He also had a love for sailing, and in Seattle designed his boat "Hagar," which he raced throughout the Northwest. He became a captain of Boeing 747s for United Airlines, which he flew until his retirement in 2003.

John D. "Dan" Longley, Sr., 80, of Ozona, FL passed away peacefully May 25, 2015. He started with Pan American airlines, in 1966. In 1985, he switched to United Airlines, where he became a Captain flying all over the world.

George H. Bentley, 68, died suddenly, Tuesday, May 19, 2015. He was the beloved husband of Christina (Knowles) Bentley. During his professional career, George worked for Henson Airlines, Ransome Airlines, Pan Am Express, Pan American World Airways, Kuwait Airways and United Airlines. He retired as Captain at United Airlines in March, 2007; his total air time was over 18,000 hours. He was a Navy veteran.

Phil Baron lost his courageous, long hard fought battle with cancer on May 20, 2015. He was born in Toledo, Ohio on July 8, 1935 to Mary & Charles Baron. Phil was a hard working young man and put himself through school. He attended the University of Toledo. He entered the Navy in 1955 and became a fighter pilot which he loved tremendously. He left the Navy in 1965 and moved the family from Florida to California to become an airline pilot for Pan American World Airways flying out of San Francisco.

Richard Edgar Marsh, former Pan Am pilot, died on May 4, 2015 in Oakland, succumbing after a long battle with several medical conditions. Dick Marsh spent many years sailing the Pacific with Yuri, Tomi and Kiyo, and resided at times in Hawai'i, Guam, Vietnam and elsewhere.

John William Bateman, 95, of Mathews, Virginia passed away on April 24, 2015. John was a native of Baltimore, Maryland, graduating from Johns Hopkins University in 1941 where he also started flying and obtained both his private and commercial licenses. He served in the Pacific theatre during World War II flying PBY's for the Navy and met and married his wife of 70 years, Patricia Albers in California. John continued his aviation career with Pan Am from 1946 until his retirement, as a 747 Captain in 1979. His career was interrupted to return to active duty during the Korean conflict and also to fly the Pan Am Cinerama Charter for several months with Lowell Thomas to make the movie, "Seven Wonders of the World".

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

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

2016 Clipper Pioneer Cruise & Pan Am Reunion

Clipper Pioneers is sponsoring a cruise next year to Alaska. More about the cruise will be available in a short time from Captain Stu Archer, the Clipper Pioneers, president and cruise coordinator.

On another note:

Pan Am Captain Don Cooper (coop@maxthrust.net) and Margaret O'Shaughnessy (margaret@flyingboatmuseum.com) have been working together on plans for a Pan Am reunion at the Foyes Museum next year. Details are not available yet, but bus tours around Ireland are planned. Contact John Madden (jmadden@asktravelworld.com) about tours.

Hijacked Computer: What to Do

You can't turn your computer on or off. It's acting up, running slow, opening pages you didn't click, displaying pop-ups constantly. There's a good chance your computer's been hacked or infected with a virus and needs your help.

Stop shopping, banking, and entering passwords online until your computer is cleaned and restored. It's inconvenient to be sure, but it's a necessary step to prevent the situation going from bad to worse, from hack to horrible.

Update your security software. Install a new version from a reputable company. You can use your phone or another computer to check reviews of security software. Tech blogs and retail sites usually post them.

Choose carefully. Scammers sometimes advertise security software that's malware in disguise. Make your decision, get back online, and download the software. If the security software finds malware, it flags it for you. Delete the suspicious files and restart your computer. If you're still having problems, contact your computer manufacturer or other tech support and find out what else you can do.

Once your computer is back to normal, change the password you've been using for your bank accounts, your email accounts, and all your other important accounts. The safest route is to choose and use passwords that have upper and lowercase letters as well as numbers and symbols.

And finally, make sure your operating system and internet browser are set to update automatically. You want to keep your computer operating at peak performance. Visit onguardonline.gov to learn more.

(from <http://www.consumer.ftc.gov>)

A History Tidbit...

Franklin Roosevelt celebrated his sixty-first birthday aboard the Dixie Clipper on January 30th, 1943 while over the Caribbean, on his return trip from his secret meeting in Casablanca with Winston Churchill and Charles De Gaulle.

(from www.flyingclippers.com)