

**PRESIDENT**

HARVEY BENEFIELD
1261 ALGARDIAVE
CORAL GABLES, FL 33146-1107
(305) 665-6384

VICE-PRESIDENT & SECRETARY

STU ARCHER
7340 SW 132 ST
MIAMI, FL 33156-6804
(305) 238-0911

TREASURER / EDITOR

JERRY HOLMES
192 FOURSOME DRIVE
SEQUIM, WA 98382
(360) 681-0567

TURNING FINALS: THE BIG JUMBO

By John A. Marshall

Pan Am's Juan Trippe was a visionary executive who dreamed in only one dimension: big. Pan Am was the launch customer for the first successful jet transport, the Boeing 707, and it was Trippe who saw the need for an even larger airplane to keep up with the burgeoning growth in air traffic in the early '70s. In the mid-60's, when the 707 was still a novelty in the world's skies, Trippe took his ideas to Boeing's Bill Allen. He and Allen were alumni of the old school, both of them men of courage and daring, and after many long and sometimes contentious meetings between Pan Am's planners and Boeing's engineers, the decision was made to go ahead with the giant aircraft.

It was a tremendous gamble. The 747 would embrace new design and technology that up to then had only existed in the dreams of engineers. The technical hurdles that had to be cleared were enormous. The new airplane would carry up to 500 passengers; one of the early questions was, how do you evacuate 500 people from an airplane in just 90 seconds? The FAA, approached by Boeing to relax its 90-second evacuation criteria, dug in its heels and remained firm. 90 seconds was the limit, or the airplane would not be certified. Engineers wrestled for days with the problem, and eventually redesigned the interior of the cabin to include not just one center aisle, but two, running the entire length of the airplane, with cross-aisles at each of the four main entry doors (there was an additional over-wing escape exit). The doors were redesigned to permit egress of a staggered two-abreast.

Perhaps the biggest obstacle to the aircraft's designers was that of the engines. While Pratt & Whitney was working on the prototype of the huge JT-9D engine, it had yet to be tested, and it was far from certain

~ continued on next page

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 BIG JUMBO

~ continued from previous page

that it would be ready in time to mate with the 747. Boeing had bitter memories of the B-29 bomber and its star-crossed marriage with the Wright Cyclone engines, which had a nasty habit of catching fire and burning off the wing. The giant JT-9D engine would be the first jet engine mated to an airframe that had not earned its stripes on the wing of a military airplane. It was an enormous gamble.

The initial design specifications of the new airplane had the takeoff gross weight pegged at 550,000 pounds. As the 747 design grew and matured, it put on weight, the bane of every aeronautical engineer. A massive effort was directed at slimming-down the airplane, and eventually an all-up weight of 710,000 pounds became the final design target. Four engines, each producing 41,000 pounds of thrust, would be required to get the 747 airborne, and as the airframe design came closer to being finalized, Pratt was way behind the power curve. Engine development and production proceeded so slowly that the entire project threatened to sink under its own weight.

At one point there were so many engine-less airframes sitting on the ramp at the Everett production facility that their cost exceeded the net worth of the Boeing company.

The early JT-9D-3 engines that powered the early model 747s were fraught with problems; they suffered from frequent compressor stalls, and would overtemp at the drop of a hat. It quickly became a procedure that once the engines were running, while the airplane was on the ground, at least one of the three cockpit crewmembers had to constantly monitor the engine temperatures for overheat. Even the first scheduled passenger flight of the giant airplane was delayed several hours because of engine problems, severe enough to force an ignominious change to a backup aircraft. The sheer weight of the engine and nacelle resulted in a new, heretofore unknown phenomenon, the "ovalizing" of the engine itself. Its weight was literally pulling the engine out of round. One of Boeing's engineers put the situation into cleverly-phrased perspective. "We have an unround situation," he said.

Engineers devised a unique, space-age solution. It required that the largest amount of weight be placed in the smallest package, in the cowl of the engine itself. The result was the use of one of the densest metals known, spent uranium, which was embedded in the engine cowl. It solved the problem.

Trippe envisioned the 147 as a bridge aircraft which would carry the airlines through the adolescent years of the jet age until the supersonic transports, or SSTs, came along. He insisted on the double deck design for the jumbo, with the flight deck perched high above the main level, so that when the airplane had outlived its

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NOTICE FOR END OF CLIPPER PIONEERS IN 2018

It has been decided that the Clipper Pioneers' newsletter will end in December 2018. This allows for most of the 5-year payments that have been made to expire naturally. If you have paid more than the amount due for that period of time, you will receive a refund - or you can choose to donate it to the Clipper Pioneers to keep the website going. We will continue the website, provided funds are available, beyond the 2018 time when the printed newsletter will cease.

TURNING FINALS: THE BIG JUMBO

~ continued from previous page

passenger-carrying days, it could readily be converted into a very economic cargo carrier. The nose cone would swing upward to reveal a nearly 200-foot straight-in main deck, accommodating cargo of a size and weight that would have been unthinkable just a few years earlier.

Here the visionary pioneer made a major miscalculation. The SST would be personified only by the Anglo-French Concorde, and even then only a few would be built. Esthetic and graceful, it was nearly an economic disaster. Designed when jet fuel was literally pennies per gallon, by the time it had completed what was then the most exhaustive test program ever devised, the oil crisis of the early '70s had made the airplane almost prohibitively expensive to operate. It soon became obvious that there would not be squadrons of supersonic transports gracing the skies, criss-crossing the oceans and continents to the world's capitals, slicing flying times from hours and hours to hours and minutes. The United State's answer to the Angle-French Concorde, Boeing's 2707, was slain by the stroke of a Congressional pen. The B-7 47 would have to carry the transoceanic burden, at least for the foreseeable future.

The introduction of the Boeing 747 represented a quantum leap in air transport technology and design. Twice as big as its predecessor the 707, the Jumbo not only dwarfed anything it might encounter on the world's airport ramps, but provided wonderful grist for anecdotal tales that were told among the airlines that were fortunate to have been at the head of the line to fly her. Untold numbers of photos were snapped of comely stewardesses (still so-called in the early '70s) standing in the cowlings of the huge Pratt JT-9 engines, surrounded by the great shroud that enclosed the big fans. "Artist's renderings" was a fanciful term applied to the surrealistic drawings of the new 747 that appeared in promotional material. The airplane was parked at a futuristic terminal, with a jetway conveniently nestled against each of her eight main entry doors. There were piano bars (an innovation that briefly came to pass with at least one jumbo operator) and movie amphitheatres, a Radio City in the sky. Passengers would be able to pass to and fro, as though attending a wonderful, celestial cocktail party. The reality of the behemoth was just a bit different. It was the rare airport that was truly equipped to handle the new jet. The first routes and destinations were selected with care; passenger and baggage handling were the primary criteria. In the first days of the 747's operation the airline's nightmare was having a chock-a-block jumbo divert to an airport that did not have the facilities to handle her.

An incident of my own comes to mind. It was in the mid-80's, and the 747 had already been in service for several years. The major airports of the western world were used to the big airplane by then, but there were still places where the 747 was a rarity. In our case in May 1986, it was an unknown. Circumstances had conspired to require a sudden, emergency landing of our nearly full 747 at Warsaw Airport (the full story is detailed in an earlier Turning Finals column). Our mechanical travails are another story, but suffice it to say that ours was the first 747 to ever grace that eastern European airport. Warsaw was not designed as a transit station; no hub and spoke here.

You landed in Poland for one reason: to enter the country, far behind the Iron Curtain.

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Keep the memories alive! Send in your stories to sue@clipperpioneers.com

TURNING FINALS: THE BIG JUMBO

~ continued from previous page

Now, suddenly we had deposited 350 passengers, of mostly Indian and Pakistani descent, who a few minutes earlier had been blissfully ensconced aboard their flying carpet enroute to Frankfurt and points east. Our unscheduled drop-in presented a curious puzzle for the Polish authorities. A number of new and unique problems presented themselves. Where to put 350 (hopefully) transit passengers? How long would they remain captive of the constricting communist system; if they had to be fed just where and how would that be accomplished? I was approached with yet another

problem. Warsaw Airport had no equipment that could handle the automatic loading systems in the 747's cavernous underbelly. If the baggage had to be unloaded, it would all have to come off by hand. Should they start the process now? It presented another uncomfortable decision that had to be factored into the whole equation.

In the final analysis, our passengers were on the ground for nearly eight hours. It was daylight (we had landed at 9 AM), so sleeping accommodations were not a question. A customs holding lounge was pressed into service, it was not spacious, but adequate. The airport's one restaurant leaped to the fore, after it was all over we were certain that their harried staff would eventually earn the Polish equivalent of Hero of the Soviet Union. Fried chicken and french fries was the sole offering, The passengers were served in shifts of 30 or so. I think every chicken in Poland died for the cause that fateful May day. The whole exercise just serves to illustrate the problems incumbent upon an airport that wasn't prepared for a jumbo drop-in.

The 747 soon became a familiar sight at the world's large airports. Its unmistakable profile, with the hump on top of the fuselage could never be mistaken for anything other than a 747. The airplane has gone through an evolutionary process that has seen the birth of the 747-SP, or Special Performance, another Pan Am request that would enable non-stop operations from New York to Tokyo. It was shorter and stubbier than its big brother, with a redesigned, taller vertical stabilizer to offset the loss of rudder moment in the event of an outboard engine failure. It had long legs, able to stay aloft for 16 hours with a full payload, carrying it 7500 miles. The 747-200 soon followed, and as the engines improved and became more reliable, the takeoff weights grew to nearly a million pounds. The -300 had a stretched upper deck that could accommodate up to 65 passengers, and the new -400, with its distinctive winglets, incorporates not only longer range and higher weights, but the latest in electronic, computerized technology. She requires only two pilots on her flight deck, sounding the death knell forever of that endangered species, the flight engineer.

Boeing has so far declined to proceed with development of a super-jumbo, one that would carry up to 750 passengers, and untold amounts of cargo. Airbus Industrie is still toying with the A-3XX design that would be similar in size. If either company decides to go ahead, the resulting aircraft would be the largest ever built, and present new sets of problems for an industry already in transitional turmoil. Will it happen? Who knows.

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

Report on Clipper Pioneers annual meeting

The Clipper Pioneers meeting 19 April 2015 aboard the RCL ship "Adventure of the Seas". Harvey chaired the meeting at 10 am with about 12 members present. He reviewed the minutes from the previous year at Branson, MO and told them what a great reunion that was.

I provided them with the treasury report from Jerry Holmes, with a checkbook balance of \$12,451.00 and a CD of \$34,000.00. Let everyone know we had about 600 members and could operate to around 2018.

Harvey opened the floor for our elections and there were no volunteers after much discussion. Jim Smith nominated Stuart Archer for Pres and it was seconded by Bill Smith. He then nominated Harvey Benefield for Vice President and Bill Smith seconded it. The same for the Treasury, Jerry Holmes won by a landslide.

I gave the group several options for our next Reunion Cruise, both 15 nights one departing Bos 24 April 2015 to Copenhagen and one departing Tampa 11 April 2015 to Barcelona, Spain. They loved both cruises, but the cruise to Copenhagen seemed to have the best response. I have sent out a survey and you can sure put it in the Clipper paper.

The meeting was adjourned at 10:50. Everyone really enjoyed the cruise. Carmen helped, so we could have two real nice cocktail parties plus some crew parties, good weather and smooth sailing.

~Stu Archer

PAN AM'S WORLDWIDE FAMILY REUNION

JULY 31- AUG 3, 2014

Nassau County Long Island & NYC

Here is your invitation to celebrate the history of the world's most iconic airline and the people that built it...

75 years ago this summer the first commercial passenger transatlantic flight was made by Pan Am "Clipper" with 22 passengers from Port Washington Long Island to Portugal. The reunion will celebrate this historic aviation achievement.

For full schedule & more info: www.PanAmFamilyReunions.com

REUNION HOST IS LONG ISLAND MARRIOTT IN UNIONDALE NY - minutes from JFK & LGA . Reserve today- it will sell out.

The weekend will be full of Speakers, Presentations, Parties, Tours, Receptions and so much more. The highlight will be the GALA DINNER AT THE CRADLE OF AVIATION MUSEUM - GARDEN CITY NY. Dont' miss this once in a lifetime event Saturday Aug 2, 2014. (you must be registered for the reunion to attend)

Upcoming Events:

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

The Incredibly Stupid One at the Hanoi Hilton

SN HEGDAHL, USS CANBERRA – PRISONER OF WAR

By Dick "Beak" Stratton, Captain, USN (Ret.)

It was a warmer than usual summer day in Clark, South Dakota when a rather large and ungainly young man, a recent high school graduate, set about finding his way in the world. The salivating Navy recruiter asked the youngster what it would take to have him sign up: "why, I'd like to go to Australia." It was as good as done. After all, in 1966, if you were lucky enough to ship out on the USS Canberra, more likely than not, during the course of your hitch, there will be a port call to the ship's namesake— Canberra , Australia .

This young man came from a solid, patriotic Norwegian Lutheran stock that believed when your country called, you answered. You did not go to the bus station but to the recruiting station. You did not go to Oxford , you went to Vietnam. So Douglas Brent Hegdahl III shipped out to boot camp at San Diego , where he slept through the Code of Conduct lectures since he would not be fighting in the trenches. Lo and behold, he did get orders to the USS Canberra. At that time Canberra with 8-inch guns mounted on the pointy end and missiles on the round end was assigned to steam with the Gulf of Tonkin Yacht Club in the South China Sea off the coast of Vietnam . (And, yes, She did have Canberra , Australia on her Port of Call list.)

Doug's battle station was the aft ammunition handling room for the 5-inch guns, located aft in the bowels of the ship. One morning he had the 0100 watch while the Canberra was steaming down the coast of North Vietnam firing its 8-inch guns against targets of opportunity (bicycles, water buffalo and occasional trucks) on Highway 1. At about 0330 he rolled out of the rack. Being a prudent farm boy, he locked all his valuables in his locker and then proceeded to go out on deck for a breath of fresh air before manning his battle station. Now there is a non-repetitive exercise in the surface Navy called "going out on deck when big guns are firing." If the concussion does not blow you over the side, it will at least blow out your eardrums. But Doug must have slept through that safety lecture. He doesn't know what happened. Either not being night-adapted, or being without his glasses, or concussion did it, he ended up going arse over teakettle into the South China Sea about three miles offshore with no life preserver, no identification, no nothing.

~ TO BE CONTINUED IN THE NEXT ISSUE

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Email or write to Jerry Holmes - 192 Foursome Drive, Sequim, WA 98382
or email to: jerryholmes747@gmail.com***

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. ***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

Vera Campbell, wife of Captain F.D. "Duke" Campbell, passed away at the age of 94. Vera lived independently in their lovely home on Vashon Island, near Seattle, until March 1st of this year. Duke flew with Pan Am from 1940-1977, then became Treasurer of the Clipper Pioneers. Vera assisted Duke with the Clipper Pioneers Newsletter for many years. Duke passed away in 2002. They are sorely missed by their 6 children (the eldest daughter, Karen, was a PAA flight attendant), their 11 grandchildren, and their 11 great-grandchildren. Vera was admired for her gentle and sweet disposition. Her warmth and welcoming spirit was admired by all.

Fred Joseph Linari, 92, of Honolulu, a retired Pan American World Airlines captain, died at home on Nov. 1, 2012. He was born in San Francisco on July 21, 1920. He is survived by sons Fred J. Jr. and Steven J., daughter Anne M., six grandchildren and a great-grandchild.

Robert "Mike" McCoy, age 71 a native of Los Angeles, and a former resident of Fresno for 25 years passed away on April 12, 2012 in Redwood City where he lived the last three years.

Maurice Proctor, passed away today in Panama City, FL. Captain Proctor was almost 99 years of age and spent the last few days in hospice care. He will be buried in NC next week with his wife Miriam.

Bernice Henry Rathmell died Thursday, March 27, 2014, at the amazing age of 96 years. Born May 11, 1917, in Hyde Park, Pa., she was the daughter of the late Thomas and Anna (Shay) Henry and wife of the late John Nicely Rathmell, who preceded her in death on Jan. 15, 2004. worked for Pan American Airline as an instructor on Link Trainers, the flight simulators used to train commercial pilots. After her marriage to John and while he was overseas during World War II, Bernice worked in Ohio at a flight training school for "ferry pilots," training young pilots to ferry planes to various domestic locations. She then returned to New York City, working for United Airlines interviewing and testing applicants including pilots returning from European duty.

John Freer, 94, of Eustis, passed away Wednesday, March 12. He was a pilot for Pan American Airlines, and loved flying his entire life. Born in New York, NY, he moved first to Miami, then to Eustis in 1985. He had a true zest for life and lived it to the fullest.

John A. Walker passed away on February 24, 2014 at the age of 92. He flew for Pan Am for 39 years (1942 - 1981) and flew everything from Flying Boats to 747s. He had a notable career as he was Vice-President/Chief Pilot for Flight Standards and was the first pilot trained by Boeing to fly the 747 (Nov. 1969). He was then in charge of training as many flight crews as possible in a short period of time as Pan Am was receiving a large number for the first 747s. Pan Am (using a former SAC air force base in New Mexico) had two 747s flying 24/7 training crews.

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

Popular Scams Against Senior Citizens

Funeral & Cemetery Scams

The FBI warns about two types of funeral and cemetery fraud perpetrated on seniors.

In one approach, scammers read obituaries and call or attend the funeral service of a complete stranger to take advantage of the grieving widow or widower. Claiming the deceased had an outstanding debt with them, scammers will try to extort money from relatives to settle the fake debts.

Another tactic of disreputable funeral homes is to capitalize on family members' unfamiliarity with the considerable cost of funeral services to add unnecessary charges to the bill.

In one common scam of this type, funeral directors will insist that a casket, usually one of the most expensive parts of funeral services, is necessary even when performing a direct cremation, which can be accomplished with a cardboard casket rather than an expensive display or burial casket.

Telemarketing

Perhaps the most common scheme is when scammers use fake telemarketing calls to prey on older people, who as a group make twice as many purchases over the phone than the national average.

While the image of the lonely senior citizen with nobody to talk to may have something to do with this, it is far more likely that older people are more familiar with shopping over the phone, and therefore might not be fully aware of the risk.

With no face-to-face interaction, and no paper trail, these scams are incredibly hard to trace. Also, once a successful deal has been made, the buyer's name is then shared with similar schemers looking for easy targets, sometimes defrauding the same person repeatedly.

Examples of telemarketing fraud include:

"The Pigeon Drop"

The con artist tells the individual that he/she has found a large sum of money and is willing to split it if the person will make a "good faith" payment by withdrawing funds from his/her bank account. Often, a second con artist is involved, posing as a lawyer, banker, or some other trustworthy stranger.

"The Fake Accident Ploy"

The con artist gets the victim to wire or send money on the pretext that the person's child or another relative is in the hospital and needs the money.

"Charity Scams"

Money is solicited for fake charities. This often occurs after natural disasters.

- See more at: <http://www.ncoa.org/enhance-economic-security/economic-security-Initiative/savvy-saving-seniors/top-10-scams-targeting.html#sthash.ZUYu0uuJ.dpuf>

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