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TURNING FINALS - THE LONG WAY HOME - Part 2

(Continued from previous issue)

By John A. Marshall

Fuelled to the top of the tanks, the Pacific Clipper wallowed heavily in the rolling swells of the Congo. They would attempt the takeoff downstream, into what little breeze there was. Flags hung limply in the heat, the river rolled flat and heavy as Ford pushed the throttles forward. The airplane slowly gathered speed as they headed into the morning. The needle on the airspeed indicator crept around the dial with agonizing slowness. There was only so much flat water left on the river before it disappeared into canyons of tumbling white-water cataracts. The big Wrights screamed in agony, straining to lift the ship from the water. White-knuckled, Ford resisted the temptation to haul the aircraft from the water before she was ready; he waited and waited, for the speed to be right. At last the heavily-laden Boeing lifted gently off the water, with the rushing rapids just ahead. They flew onward toward the canyon, and Ford began a gentle tum to head towards the coast and the Atlantic. But she wouldn't tum!

Bob Ford couldn't believe what was happening. Both he and the first officer strained at the controls, heaving with all their might to wrest the ponderous craft into a bank; it was as though she were riveted in concrete. Straight ahead they flew, clawing for altitude to miss the great escarpments that embraced the awful rapids below. Long minutes passed, the engines had been at takeoff power much longer than they had any right to be. Temperatures reached the red-line limits and crept upwards. How long could they stand such abuse? Finally, at last, after what seemed like an eternity, the airplane responded, and ever so slowly began to tum. The reluctant Boeing inched upward, and they eased the throttles back from the tortuous take-off setting.

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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 - Part 2

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(Bob Ford told me years later that the incredible heat and humidity had stretched the cables to the ailerons to such an extent that there was no play at all; they were, in effect, frozen until they cooled enough to reach normal length.)

The Atlantic crossing was a monotonous anticlimax. 24 hours and 35 minutes after they took off from Leopoldville, they landed at Natal, Brazil, with nearly two hours reserve fuel. The exhausted crew was summarily ordered off the aircraft by Brazilian authorities in order to spray the craft for hostile insects. It seemed to take an awfully long time, and when they were finally permitted back aboard, they discovered that many of their personal belongings were missing, along with a secret map that had been entrusted to Rod Brown by the U. S. Navy in Surabaya.

At last they were on familiar ground, in their own hemisphere. After an overnight stop in Trinidad, they finally reached New York's LaGuardia Field early on the morning of January 6, 1942. The duty controller could scarcely believe his ears when he heard, "Pacific Clipper, inbound from Auckland, New Zealand, Captain Ford reporting. Due to arrive Pan American Marine Terminal Laguardia in seven minutes." In a final irony, because no operations were permitted until daylight, they were forced to circle for nearly an hour until the sun rose.

Ford and his crew had made aviation history. They had just completed an unbelievable journey of over 31,500 miles, had practically circumnavigated the globe from San Francisco across the Pacific, through the Far and Middle Eastern war zones, across the African continent and the South Atlantic, through half of South America, and then to New York. It set records, for among other things, the first round-the-world flight by a commercial airplane, and the longest continuous flight by a commercial airliner. They had touched all but two of the world's seven continents, crossed three oceans, made eighteen stops in twelve nations, crossed the equator six times, and spent 209 hours in the air.

In a final irony, Ford said, "The toughest part of the whole experience was convincing Pan American to reimburse the wonderful young banker in Australia who had advanced us the \$500."

President's Report

The Clipper Pioneer 2013 Annual Convention was held at Branson, MO during the week of 13 thru 17 May 2013. In attendance were 60 people.

Stuart Archer, our present convention coordinator, made all of the arrangements with an outfit named Gatherings Plus. They, in turn made all of the arrangements for a number of shows, such as the Clay Cooper Show, the Showboat cruise, Dolly Parton's Dixie Stampede Dinner and show. All transportation to and from all of those same shows from our layover hotel was arranged.

The hotel arrangements at the Westgate Branson Woods Hotel and Resort were excellent. They provided us with a "ready room" meeting place for our daily briefings, a large ballroom for the final day dinner/dance and a room for the Annual Business Meeting.

The Annual Business Meeting was held during the morning of Thursday, 16 May 2013.

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President's Report

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The summation of the Treasurer's Report, Old Business (last years cruise convention) and New Business was accomplished without much fanfare.

Stuart Archer was elected unanimously to be President for the year 2014. Harvey Benefield was elected the same to be Vice President, as was Jerry Holmes for Treasurer. Time was set aside after the meeting to discuss general BS and thoughts and plans for the 2014 Clipper Pioneers Convention. Consideration was given to joining Cooper's Honolulu Pan Am get-together, an Eastern Caribbean cruise and an ocean crossing positioning cruise. This will be announced at a later time.

Submitted by Harvey Benefield

Just another note.

The Miami Clipper Pioneers Christmas Party will be held at the Coral Reef Yacht Club, in the Dinner Key area, on Sunday, 1 December 2013. All are invited. Please contact me and I will send an invitation with dinner selections, times, etc. All invitations will be mailed about mid October.

TRIBUTE TO THE DC-3

In fifty-one they tried to ground the noble DC-3
And some lawyers brought the case before the C.A.B.
The board examined all the facts behind their great oak portal
And pronounced these simple words "The Gooney Bird's Immortal"

The Army toast their Sky Train in lousy scotch and soda
The Tommies raise their glasses high to cheer their old Dakota
Some claim the C-47's best, or the gallant R4D
Forget that claim, they're all the same, they're the noble DC-3.

Douglas built the ship to last, but nobody expected
This crazy heap would fly and fly, no matter how they wrecked it
While nations fall and men retire, and jets go obsolete
The Gooney Bird flies on and on at eleven thousand feet.

No matter what they do to her the Gooney Bird still flies.
One crippled plane was fitted out with one wing half the size
She hunched her shoulders, then took off (I know this makes you laugh)
One wing askew, and yet she flew, the DC-3 and a half.

She had her faults, but after all, who's perfect in every sphere?
Her heating system was a gem; we loved her for her gear.
Of course the windows leaked a bit when the rain came pouring down.
She'd keep you warm, but in a storm, it's possible you'd drown.

Well now she flies the feeder lines and carries all the freight.
She's just an airborne office, a flying twelve ton crate.
They patched her up with masking tape, with paper clips and strings,
And still she flies, she never dies, Methuselah with wings.

— unknown

A Story of the China Clipper Radio

by John Cooke.

These are John Cooke's reminiscences about the China Clipper's first transpacific flight, as he related them at the 60th anniversary celebration in Alameda, CA: Radio Days...

I was a veteran of three weeks with Pan Am that day, on duty in the radio shack by the seaplane ramp. My wife watched Juan Trippe take a sack of mail from Postmaster General Jim Farley and hand it to Ed Musick.

The day before, the area was jammed with newspaper reporters taking pictures of the airplane on a test flight, and interviewing everybody. So they were really ready the next day.

About five minutes after takeoff, they had an Extra on the street: "China Clipper Off to the Orient", with a full page picture of the airplane flying over the Bay Bridge. Of course, we all knew it went under the bridge.

Right after takeoff the radio shack door broke open. Three men came running in with cameras and microphones and said they were from Fox Movietone News. "We want to get a picture of you talking to the China Clipper." I said, "We don't talk to them, we use dots and dashes." "Oh, we can't use that. Pick up your desk phone and pretend you're talking to them."

So, anything for the press, I picked the phone up and said, "Alameda calling China Clipper." They said, "That was great, now tell them that you got the message." I said, "Roger, China Clipper, over and out."

They said to ask my local movie theater manager to alert me when this newscast would be shown, and he did. I got all my radio operator pals, and we went to the theater. What they did, after I made my first call, a voice said, "Hello, Alameda, this is the China Clipper. We're landing in Manila." Everybody died laughing, because they knew this was not possible.

The flight went routinely as far as Guam, but then there was great consternation in Manila. If it continued the next day to Manila, it would arrive a day before all the festivities were planned. Somebody had completely overlooked the International Date Line.

So the Clipper had an extra day delay in Guam. The world's most experienced airline got a little more experience.

John Cooke was a Radio Operator, Alameda Station, Pan American World Airways (from PanAm.org)

Pan Am to be highlighted in History Museum

National Airline History Museum is expanding their museum to highlight Pan Am. They are seeking those interested in creating Pan Am exhibits and / or to help raise funds to obtain a vintage aircraft painted in PAA colors and outfitted to represent the best of Pan Am. Help get Pan Am airborne again! AHM is also accepting donations of Pan Am memorabilia. Please contact John Roper at 772.971.0635 john@roperaero.com (From <http://www.panamair.org/>)

Keep the memories alive! Send in your stories to sue@clipperpioneers.com
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A Look Back At Life As A Pilot (submitted by Al Charlevois)

WINGS

Once the wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline and no one who has ever worn them with pride, integrity and guts can ever sleep through the 'call of the wild' that wafts through bedroom windows in the deep of the night. When a good pilot leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is. Because we fly, we envy no man on earth. ~Author Unknown

Wildly Mistaken Predictions

"The super computer is technologically impossible. It would take all of the water that flows over Niagara Falls to cool the heat generated by the number of vacuum tubes required." *Professor of Electrical Engineering, New York University*

"I don't know what use anyone could find for a machine that would make copies of documents. It certainly couldn't be a feasible business by itself." *The head of IBM, refusing to back the idea, forcing the inventor to found Xerox.*

"Louis Pasteur's theory of germs is ridiculous fiction." *Pierre Pachet, Professor of Physiology at Toulouse, 1872*

"The abdomen, the chest, and the brain will forever be shut from the intrusion of the wise and humane sur-geon. "Sir John Eric Ericksen, *British surgeon, appointed Surgeon-Extraordinary to Queen Victoria 1873.*

"There is no reason anyone would want a computer in their home." *Ken Olson, president, chairman and founder of Digital Equipment Corp., 1977*

Keep Your Personal Information Secure

As a consumer, there are steps you can take to protect your confidential information and reduce the risk of identity theft and potential financial harm.

Here are a few helpful hints:

Keep your anti-virus software enabled and updated. Anti-virus software scans and deletes viruses from your computer and incoming email. You can easily purchase anti-virus software for your PC; make sure it repairs the damage and updates automatically.

Keep your computer files updated; Operating systems such as Windows or Mac OS, financial software programs, and entertainment applications may have vulnerabilities or back doors where a keen attacker could gain unauthorized access to your computer.

Be cautious with your email. Hackers often lie to get you to open virus-laden emails and attachments, using appealing or deceiving titles and bogus addresses.

Do not open emails from unknown or suspicious sources. Delete them immediately.

Do not open attachments or click on links contained within emails from unknown or suspicious sources.

Do not reply to emails from unknown or suspicious sources.

Basic rule in reading any email, if it sounds too good to be true, do not click on it.

If you use high-speed internet access, be sure to use a firewall to provide protection from hackers who are always checking your web doorway to see if they can come in unnoticed. The firewall is sometimes provided through your operating system or through your home networking software if you have a personal router.

Be suspicious of Internet downloads. Make sure you download information only from trustworthy sites and that you always virus-scan downloads before opening them.

Use a spyware detection with your other safeguards to ensure that you do not become a victim of pop ups that could obtain your user ID and password to your private accounts.

Act immediately in case of an infection. If your PC is infected, log off the Internet and scan it with updated anti-virus software. *(From ingretirement.ingplans.com)*

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.

*...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

Christopher (Chris) Place, 83, passed away at home in Grantham, NH, on March 11, 2013. Chris was a Flight Engineer with Pan American World Airways for 36 years, retiring in 1989.

James J. McDonnell passed away peacefully on April 15, 2013. He was born in 1922. He joined the U.S. Navy, flying in the Pacific region during World War II, after which he worked as a pilot for Pan American Airways.

Capt. Conrad Gosheff died on April 12, 2013 of pancreatic cancer at age 79. He earned a nursing degree while flying for Pan Am.

Harlow Earl "Will" Willard passed away on Jan. 15, 2013. Born Dec. 1, 1919, he served in World War II, assigned to command the personal fleet of legendary pil Maj. Gen. Jimmy Doolittle. He started flying for Pan Am in 1945, and retired in 1979, after 34 years of service.

Frank Cassaniti passed away peacefully on April 18, 2013 in Vero Beach, FL at age 91. Frank worked for Pan Am for 35 years in a variety of positions, including director of Flight Engineers based out of JFK. While with Pan Am, he flew with several U.S. Presidents, including Lyndon Johnson and Richard Nixon to China during foreign policy trips.

William "Lynn" Prater, 90 of Sebring, Florida, died Friday, April 12, 2013 at North Broward Medical Center Hospice House in Deerfield Beach, Florida, surrounded by his loving family. Lynn joined Pan American World Airways in 1952 and retired as Captain in 1982.

Robert Forrest Setterfield passed away peacefully in Carson City, Nevada, at age 95 on Mar. 16, 2013. He was born at home on Terminal Island, Los Angeles, California on Jan. 22, 1918. He flew world wide for 35 meritorious years with Pan American World Airways.

Robert Lawrence May 29, 1916 -March 13, 2013 Resident of Sunnyvale. Bob, a native Californian, passed away peacefully at the age of 96. At the age of 26, he joined Pan American World Airways and as a Captain spent the next 34 years based in San Francisco flying westward servicing the Orient Theater.

John B. Russell died Sept. 4, 2012. He flew Clippers from Treasure Island starting in 1943. He flew to Alaska and Hawaii from SeaTax for about 15 years. In 1965, he moved back to the Bay Area and retired in 1980. He had a large collection of Pan memorabilia that was donated to the SF Airport Museum.

Wade Brooks Cushing Weathers, 96 of New London, N.H., died peacefully in his sleep on Sunday, Jan. 27, 2013 at New Lond Hospital's Clough Center. He flew the famous Pan American Clippers, including the Boeing B314 "flying boats" between New York, neutral Portugal and Brazil during World War II.

William A. (Bill) Deplitch Col USMC Ret., passed away Dec. 26, 2012 at the age of 89, close to 90. He was with Pan American World Airways long before it became Pan Am, a short time as pilot, then as dispatcher in the Far East, from there at various stations to finally at New York where he became Director of Operations Control. He was 37 yrs with PanAm altogether having started in '46.

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.