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Turning Finals - China *(continued from previous issue)*

by John A. Marshall

The hotel was operated by the government airline, CAAC. It was stark and severe, making no pretense at gentility or comfort. It looked rather like I imagined a dormitory at an Eastern European boarding school. The rooms were small and utilitarian, remarkable only for the faint pervading odor of unflushed toilets and stopped-up drains.

I slept fitfully on the paper-thin mattress, awake long before the dawn. I was dimly aware of a faint whooshing sound every few seconds; finally at first light, I rose and thrust aside the curtain from the single dingy window. Across the courtyard not fifty meters away, sitting atop the building opposite, was the biggest radar antenna I had ever seen, turning relentlessly in perfect time to the whoosh. I could swear I felt the electromagnetic pulsation in my gut as it passed, and I wondered if I was now sterile.

We met in twos and threes in the great cavern of a dining room, and were served eggs and rice by a cadre of unsmiling waitresses, stoic in their disapproval. We hurried through the tasteless meal and left with no regrets.

At the airport, no one seemed to know or care that we had entered the People's Republic through a back gate; and we were shown into the airport's operations office to see to the departure formalities. A tall elderly gentleman greeted us in perfect English and eased us through the maze of paperwork. Ramrod-straight, grey hair immaculately combed, he kept up a running commentary of his wartime experiences, and soon had us totally enthralled. He had been a B-24 pilot in the Chinese Air Force flying the Hump, and had known

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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.

Turning Finals - China

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Claire Chennault and of course Chiang-Kai-shek. Just how he had changed hats and political allegiance he didn't say.

Once at the aircraft, which at some point during the morning had been towed to a jetway, we waited patiently for the completion of the passenger boarding. While we waited we were entertained by the tableau taking place at the next gate.

Parked in full view on the tarmac was an ancient IL-2, the Russian version of the venerable DC-3. It was attended by a bevy of busy mechanics, each hurrying about on some inscrutable errand. Periodically a head would thrust itself out of one of the cockpit windows and brief, heated conversations were exchanged.

Presently a dozen or so passengers, led by a single stewardess, straggled out from the terminal and boarded. The door was closed, and the starboard engine was cranked into smoky, sputtering life. The port engine was on our side, and as we watched the pilot's head again poked out from the window.

The propeller turned, 3, 6, 9, 12 blades. Large puff of grey smoke, then nothing. Nearly stopped, the prop resumed its turning. Billows of smoke now, then a great belch of flame accompanied by a backfire of heroic proportions that we heard even on our insulated flight deck.

The recalcitrant engine ground to an embarrassed halt. Head again emerged from the cockpit window, now addressing a growing convocation of engineering advice. After much discussion the entire scenario was repeated, with the same result.

Oily smoke now hung like a pall over the area; by now the crowd had grown to nearly a dozen, and I was beginning to hope that our own departure would be delayed long enough for this comic opera to play itself out. Now the right engine was shut down, and the passenger door was opened. Stairs were wheeled up, and one by one the passengers disembarked, followed shortly by the pilots.

And there the story ends, for we buttoned up our own machine, and in a moment were pushing back for Shanghai and Tokyo. My last view of the abortive departure was of the two pilots engaged in heated discourse with at least a dozen care-givers, with much gestulating and arm-waving.

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DON'T FORGET!

**If your envelope date ended with 2014,
your dues need to be paid for 2015.**

Don't miss an issue of the Clipper Pioneers' newsletter - send in your check today!

**Make payable to: Clipper Pioneers
c/o Jerry Holmes, 192 Foursome Drive, Sequim, WA 98382.**

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

Turning Finals - China

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We were to be one of the first to use the newly finished parallel runway for our departure. Nearly 12,000 feet long, it was a marvel, clean and new, with no rubber streaks to mar its virgin surface.

On this beautiful late winter morning the sun shone from a brilliant sky as we lined up, cleared for departure. I pointed the big Lockheed down the endless runway stretching away in front of me, and pushed up the throttles. Checklists done, I called for takeoff thrust. The airplane eagerly responded, anxious to join its true element.

As we rolled I looked ahead, into the shimmering distance, and was a bit startled to see what looked for all the world like a great flock of black birds sitting far down the runway. We were gathering speed at a furious clip, and as we neared 100 knots, I realized with a start that they weren't birds at all, but a small squadron of men on bicycles, pedaling casually down the concrete highway and headed directly for us!

For a few terrible moments, I thought that perhaps they wouldn't see our careening aircraft at all, and envisioned death and destruction of monstrous proportions. Then, as if in slow motion, their tight little group split apart, and as we roared by, they disembarked from their cycles at the runway's edge and stoically watched us pass. The last of them disappeared past the wing just as I heard the call "Vee One", and in another moment we were airborne, our Beijing experience vividly etched in our memory.

Pioneers in the Flying Boats

Just after World War I, most people thought it foolish to fly across the Atlantic. The weather was treacherous, you could only navigate if you could see the sun, moon and stars. It was impossible - but the newspapers offered cash prizes, the government offered glory and a lot of people were going to try.

The First Across the Atlantic - On May 16th 1919, three flying boats took off from Newfoundland and flew into the Atlantic night. There were 68 destroyers marking the way with searchlights at intervals of fifty miles along the entire route acting as stepping stones. With fog, heavy rain and high winds, all three craft got lost within minutes of take-off. Two landed in mid-ocean and were relatively immediately broken up by the ocean swell.

One of the craft, the NC4, followed all the ship stations until they arrived and landed at the Azores. They later continued their flight to Lisbon. The Atlantic had been flown in a time of 53 hours and 58 minutes—spread over 23 days.

Alcock and Brown - On June 5th, 1919, John Alcock, Arthur Whitten Brown landed near Clifden, County Galway. They had become the first men to fly the Atlantic in one hop. A crowd had gathered in Newfoundland the day before expecting to see them kill themselves. Alcock flew on through the Atlantic mid-summer weather—fog, wind, hail, rain and snow—and just managed to pull out of a wild spin which left them pointing back to Newfoundland, but they had made it.

from <http://www.flyingboatmuseum.com/history/pioneers/>

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

Clipper Rivalry

Engineers are precise and formal fellows. Give them a nice new airplane with a license number on it like NC 18736 and forever after they will refer to it as the NC 18736. Flight crews and mechanics are different however; they have a particular fondness for a particular airplane. It can't be explained, but it's something like a man's liking for his favorite felt hat — it just fits. So when NC 18726 was delivered as the *Bermuda Clipper*, they took to her and fondly nicknamed her "Betsy." She became the apple of their eye, and it was a sad day when she was ordered to do a job in far off Alaska. A substitute Clipper NC 18735 from the Caribbean taking her place, was promptly dubbed "Myrtle." Although she did a good job in taking over the Bermuda run and while she was as like *Betsy* as two peas in a pod — both being Sikorsky S-42 models with precisely the same performance characteristics and looks — *Myrtle* did not occupy the same spot in the hearts of the flight crews.

One day *Myrtle* suffered slight damage to her wing and before she was repaired, *Betsy* finished her assignment in Alaska and came back east to take over again. She was welcomed at Baltimore (then the base of Bermuda-bound Clippers) by photographers and ceremonies, and when she lifted from the waters of the city's harbor there was a grin on the face of each member of her crew, *Betsy* had done honor again.

Then it was announced that a Sikorsky S-42 was to have the honor of being named the *Hong Kong Clipper* and go into service between Hong Kong and Manila. When it developed that *Myrtle* was to get the assignment, *Betsy's* champions received the news with mixed feelings — chagrin that *Betsy* had been passed over and satisfaction that she would not leave them. *Betsy's* crew rejoiced until they realized that her arch rival and sister *Clipper Myrtle* had been chosen. Their feelings were not hurt for long however, for soon *Betsy* received orders to proceed to Miami to be primed to join *Myrtle* in the Far East and handle the Manila-Singapore shuttle.

The rivalry ended on December 7, 1941 in a way that brought only sorrow to *Betsy's* champions. *Myrtle*, as *Hong Kong Clipper*, was moored to the dock at Hong Kong when the Japs attacked. Bombs and bullets broke her apart and set her afire and she sank in the harbor — first civilian airplane to be lost in the Pacific War. (from flyingclippers.com)

Another tax scam: IRS imposters

by Amy Hebert, Consumer Education Specialist, FTC

Tax identity theft is the theme of the week, but it's not the only tax scam we're talking about. Complaints to the FTC about IRS imposter scams have shot up over the last year — by almost 50,000 complaints.

Here's what happens: You get a call from a scammer pretending to be with the IRS, saying you'll be arrested if you don't pay taxes you owe right now. You're told to wire it or put it on a prepaid debit card. They might threaten to deport you or say you'll lose your driver's license. Some even know your Social Security number, and they fake caller ID so you think it really is the IRS calling.

But it's all a lie. If you send the money, it's gone.

When you have a tax problem, the IRS will first contact you by mail. The IRS won't ask you to wire money, pay with a prepaid debit card, or share your credit card information over the phone.

If you get a call like this, file a complaint with the Treasury Inspector General for Tax Administration at tigta.gov. You also can file a complaint with the FTC at ftc.gov/complaint. If you're concerned there's a real problem, call the IRS directly at 800-829-1040.

GREAT OPPORTUNITY TO VISIT NORMANDY AND OMAHA BEACH!

What a great opportunity to visit all of Normandy and Omaha Beach. The Pan Am Reunion Cruise departing Boston 24 April next year has some great port calls, including 16 hours in Le Havre and 10 hour in Cherbourg, France. That gives you plenty of time to visit the Battle of Normandy Museum in Bayeux, the Airborne Museum in Sainte-Mere-Eglise, Caen's, Deauville and the beautiful village of Honfleur, plus much more.

We will be on Royal Caribbean's ship, "Serenade of the Seas", with additional stops at Cork, Ireland, Portland, Dorset on the south coast of England, Bruges, Belgium, Amsterdam, Netherlands (at the peak of the tulip festival), Gothenburg, Denmark and our final stop, Copenhagen, Denmark where you can visit as long as you like.

Flights returning to the U.S. in mid May should be a good time to travel; the tourist season has not begun.

Also sometime starting July, Royal Caribbean will make arrangements and publish return flights home. We still have cabins at great prices, a deposit will lock in the current price, starting at \$1279.00. Call Interline Travels at [1-888-592-7245](tel:1-888-592-7245) or Carmen's Cell [786-252-7838](tel:786-252-7838) or e-mail interlinetravels@yahoo.com. You can always call me at [305-238-0911](tel:305-238-0911) or e-mail stunjune@aol.com. This Cruise is for all the Pan Am folks and their friends, so help me spread the word , forward it to your friend. Thanks, Stu

2015 SERENADE OF THE SEAS ITINERARY

24-Apr	Boston, Massachusetts	5:00 PM
25-Apr thru 30 April	Cruising	
1-May	Cork, Ireland	9:00 AM - 5:00 PM
2-May	Portland (Dorset), UK 1	1:00 AM - 9:00 PM
3-May	Le Havre (Paris), France	7:00 AM - 11:00 PM
4-May	Cherbourg, France	7:00 AM - 5:00 PM
5-May	Zeebrugge (Brussels), Belgium	9:00 AM 7:00 PM
6-May	Amsterdam, Holland	10:00 AM 9:00 PM
7-May	Cruising	
8-May	Gothenburg, Sweden	8:00 AM - 5:00 PM
9-May	Copenhagen, Denmark	6:00 AM

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Keep the memories alive! Send in your stories to sue@clipperpioneers.com. If you know of upcoming events, can pass on good stories by others that you think our members would enjoy, or any other information, please pass that along to us too!

MORE ON THE CLIPPERS PIONEERS WEBSITE!

We've updated our website! Check out the Clipper Pioneers online www.clipperpioneers.com - for 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. There is also a great list of "resources" available.

PAN AM REUNION CRUISE ~ APRIL 24 - MAY 9, 2015

ROYAL CARIBBEAN'S SERENADE OF THE SEAS

Dear Pan Amers:

Once again we prepare for our next much welcomed Pan Am reunion cruise. We are honoring the many requests for a Transatlantic cruise with lots of wonderful and interesting ports of call. Our 15 day cruise, departing Boston to Copenhagen, starts off with six relaxing days at sea. Plenty of time to reach out to old friends, take a spa treatment, movies to watch and much, much more. Expect a great time.

Embarking on an oceangoing adventure like this will be no doubt one of the most exciting moments of any traveler's life. The old saying that it's as much about the journey as the destination has never been truer. Adventures await you at each port, shopping, exploring famous attractions or sipping a cool drink in a romantic café. So, welcome aboard, I know this cruise will provide you with a lifetime of memories to cherish. Family and friends are most welcomed.

Rates: Prices are per person, double occupancy, cruise only and based on availability at time of booking. Once our allotment is gone prevailing rates will take effect. Singles pay 200% of cruise fare and port charge. Port charges (\$240) and taxes (\$280.94) additional. Call in your reservation 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, onboard parties and the like. **DON'T DELAY !**

Insurance is available and highly suggested and is priced by category chosen. Inquire on your price. More information will come with your invoice.

Inside from \$1279 / Outside from \$1749 / Balcony from \$1979.

PRICES MAY BE INCREASED AFTER Nov. 25th. To check on this, contact:

Call Interline Travels at 1-888-592-7245 or
Carmen Jaquet's cell 786-252-7838 (Pan Am Cruise Coordinator).
Email **interlinetravels@yahoo.com**.

My line may be tied with many calls for this cruise;
please be patient and leave your message and I will get to you ASAP. Thank you.

Address - 456 MERLIN CT. , TALLAHASSEE, FL 32301

Feel free to contact Stu Archer former Pan Am pilot and cruise consultant at 305-238-0911.
Email stunjune@aol.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

Kenneth Baker, 80, of Baldwin, passed away in Sarasota, FL on Sunday, December 14, 2014. Ken worked at several jobs in his younger days but his claim to fame had always been being a pilot. co-pilot and flight engineer for Pan American Airlines. He loved Pan Am, flying and the traveling it provided him. He had been around the world several times and lived in wonderful places throughout his career with Pan Am; Hong Kong, Australia, Guatemala, Hawaii and California, to name just a few. He was proud that a little boy who had grown up on a farm in a small Michigan town could rise to this achievement and make his dreams come true.

Robert Owens, age 79, died on August 26th in Metairie, Louisiana. Bob was born on Oct. 15, 1935 in St. Louis Mo. His family moved to Louisiana shortly after his birth. Bob grew up in New Orleans and learned to fly with the Louisiana National Guard flying F102s. He joined Pan Am in Jan 1965 and flew as Capt. on both the L1011 and the B747. He is survived by his wife Susan of Hammond, La and his sons Robert Owens and Richard Owens both of Slidell, La.

Al (Alonso) Fuster passed away peacefully on February 1 at the VNA Hospice House in Vero Beach after a valiant battle with congestive heart failure over the years. He entered the Navy in 1959 to become a pilot. In 1966 he joined Pan American World Airway and flew for 20 years.

Stewart (Stu) Doe passed away 30 Jan 2015 in Leesberg, Florida, he was 96. He had some great stories and will be remembered by all of us.

Capt. Barry Nelson Hewlitt passed away on April 18, 2015 at his residence. Husband of Sherry Lovingood Hewlitt, he was born April 1, 1934 in Jefferson, NY, son of the late Harold and Dorothy Porter Hewlitt. He was a U.S. Navy Veteran and a retired commercial airline pilot. Barry was an accomplished tenor and performed with GAMAC and local barbershop groups.

Agnes Ahrens, widow of **Capt. Hank Ahrens** passed away on Nov. 20 at her home in Flemington, NJ..

Gary F. Thiele, age 76 of Brookfield, passed away on Monday, December 15th surrounded by his family. He was the husband of Hanne Britt (Slaatta) Thiele. Gary was born on July 16, 1938 in Monona, Iowa to the late Francis and Evelyn Thiele. After graduating from Iowa State University in 1960, he entered the U.S. Navy and flew fighters for over 25 years, earning the Distinguished Flying Cross for actions in Vietnam. Following six years of active service in the Navy, Gary transitioned to the airlines for 25 years and corporate flying for another 20.

Captain James E.(Jim) Kowing, 94, passed away last year 2014 after complications from a stroke in July. He started his flying out of Alaska 1942, went through most of the bases and retired out of NYC in 1980. He loved his job. Spent his retired life in Portugal with his wife Birgit, where he will be greatly missed by all.

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

3 Ways To Protect Your Credit After A Data Hack

When your credit card or bank accounts are compromised by a data breach, like the ones that affected millions of Home Depot and Target consumers, take these three steps to protect yourself:

#1 Watch Out For Scammers

After a breach, scammers send texts, emails and make calls that seem like they're coming from the company whose data was breached.

This communication, known as phishing, might include the personal information that was stolen by the hackers.

Don't be fooled because your bank account, Social Security, or credit card number is mentioned.

If you have questions, reach out to the company that issued the card or your bank representative.

- ◆ Don't respond.
- ◆ Don't give any additional information.
- ◆ Delete the emails and texts.
- ◆ Hang up on callers.

#2 Watch Your Accounts

Review your bank and credit card statements as soon as they arrive. Report suspicious activity immediately to protect your rights as a consumer.

The easiest way to keep an eye on your credit is to purchase a credit monitoring service that sends you an alert when your balance changes or a new account is opened in your name.

You can also monitor your credit by asking for a free copy of your credit report three times a year from AnnualCreditReport.com, or by calling (877) 322-8228.

You can pull one credit report a year from each bureau. Since there are three bureaus, you can pull your credit report every four months or so for free.

Some websites, including [Credit Karma](http://CreditKarma.com) and [Credit Sesame](http://CreditSesame.com), offer free credit scores and monitoring.

#3 Consider Freezing Your Credit

A credit freeze isn't going to stop the hackers from using your stolen credit card information to make charges, but it will stop new accounts from being opened in your name.

While your credit is frozen, however, you can't open new accounts. That's an issue if you're in the process of getting a mortgage, applying for a job, renting an apartment or buying insurance.

The Federal Trade Commission has a [great article](#) that explains how a credit freeze works.

To freeze your credit, contact the three credit bureaus:

[Equifax](http://Equifax.com) (800) 525-6285 ~ [Experian](http://Experian.com) (888) 397-3742 ~ [TransUnion](http://TransUnion.com) (800) 680-7289
