

**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: Iced Up

By John A. Marshall

CONTINUED FROM PREVIOUS ISSUE

One of the more bizarre flights that I flew in the 747 was aboard one of the SP's in the early days of its existence. We had been to Tokyo, and were now on the return trip, a journey of some thirteen hours. The ennui and boredom set in early, and the first crew change was long in coming. I was the first officer, and had just rotated back into the right seat after a rest period. We were cruising at 39,000 feet. Coming up was the waypoint at Shemya Island, close to the northernmost point on our journey. I picked up the clipboard with the working flight plan and briefed myself in on the progress of the flight, carefully checked and rechecked the next waypoint, and watched for the changeover. Everything worked precisely as it should have; the amber alert light went out, the numbers changed to designate the next succeeding point, except the airplane didn't turn!

I glanced over at the captain and he caught my look of concern. "Take a look, skipper," I said. "She changed over OK, but the airplane isn't responding." I switched the display to show crosstrack error, or the number of miles, or fractions, that we were off our programmed track. We were a mile left, and increasing with every passing second. I disconnected the autopilot from the navigation system and turned the big Clipper back on track. The response was sluggish and heavy. Then I disconnected the autopilot entirely in order to manually fly back to the proper course. It came free with a lurch, as though something was stuck, and then responded normally. I turned back to center up the track and reengaged the autopilot. The two of us looked at each other.

~ 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.

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: Iced Up

~ continued from previous page

"What do you think that was?" the captain asked.

"Haven't a clue," I replied. "It felt as though it was caught on something." We watched things closely for a while. The airplane purred on, any momentary glitches forgotten; all was normal. Until the next waypoint changeover. Again the same routine, check and recheck, the transition smooth enough, except the same scenario repeated itself. The airplane continued straight ahead, gradually drifting away from our great circle track. This time I disconnected the autopilot immediately, and got an alarming surprise. I could not turn the airplane. It was as though the ailerons were frozen, I thought to myself. Little did I know how prophetic that idle thought would be. "Skipper, the airplane won't respond, she won't turn!"

He got on the controls with me, and together we wrestled to turn the airplane. Both of us using all of our strength on the control wheel could produce two or three degrees of bank. With great effort, and using more of the big rudder than ever should have been necessary, we managed to nudge the reluctant machine back to the proper track. We kept the nose centered and track error zero by gently kicking the rudder, and began troubleshooting.

We brought the flight engineer into the loop, and together the three of us puzzled over this bizarre malfunction. The airplane manuals came out, and finally, in exasperation, we asked for a phone patch with our technical center in New York. After listening to our explanation, they were as baffled as we were, and they decided to consult the manufacturer, Boeing.

In the meantime we droned on southeastward. I had an idea, and inserted the course that would take us directly to Kennedy Airport in one of the non-steering Inertial Nav units. We were only three degrees left of the direct course! "Skipper," I said, "why don't we explain our situation to ATC and request a direct routing to JFK? We can keep it on course with rudder."

So that is what we did. It took considerable negotiation with ATC, but at last a direct routing was approved. For the next six hours we bored toward New York, with the steering Inertial set to display cross-track error. Whenever she drifted from the straight and narrow, a touch of rudder brought her back. Anyone suddenly appearing on our flight deck would have caught nothing amiss. We held long conversations with the Tech Center in New York, and they with Boeing. No one had any answers.

We spent a good part of the time discussing just how we were going to make the landing. It was early summer, and the forecast was good, with light winds. At least we wouldn't have to deal with a stiff crosswind. We decided that with a wide enough pattern we could skid the airplane through great large-radius turns, wide enough to get our crippled charge straightened out on a long final approach.

We made an early descent, and the Kennedy Approach Controllers, alerted early on to our predicament,

~ continued on next page

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

Turning Finals: Iced Up

~ continued from previous page

worked with us nicely. We flew a long, tortuous, sweeping pattern, making a fifty-mile half circle around the airport. I kept testing the ailerons every few minutes, and suddenly there was a lurch, and the SP bumped into a ten degree bank. "Hey," I exclaimed. "Something's happening! It feels like it's breaking loose!"

I wrestled the airplane back level, and it responded reluctantly. Another few miles and we would be lined up on final for runway 31 left, the longest of JFK's runways. Down at two thousand now, the gear came out as we crossed the salt marshes, sparkling blue in the afternoon sun. The closer we got the more normal the roll control seemed, and the landing was almost an anti-climax. The speed brakes popped from the top of the wings, and we slowed to taxi speed. As we turned off the runway I did a control check, and everything was smooth as silk. The captain and I looked at each other — we were no closer to an answer than we had been over the Aleutians hours earlier.

We taxied to the gate and shut the big bird down. We were met by a small army of maintenance foremen, technicians, and curious onlookers. As we were finishing up the checklists and gathering up our stuff to deplane, we heard heavy steps bounding up the stairs to the cockpit. The lead foreman appeared in the doorway. "Captain, we've got Something downstairs that I think you'll be interested in," he said.

We all followed him down the stairs and out the airside door to the tarmac. There was a growing knot of men gathered under the airplane at the right body gear wheelwell. They were gazing upward, gesturing; everyone was talking at once. The group parted as we approached. We looked up into the cavernous well, and no further explanation was necessary. We were looking at a huge block of solid ice, at least three feet in diameter, that was wrapped around the control cables where they passed through the wheel well. Dripping slowly in the afternoon heat, it made a widening puddle on the ramp at our feet. Suddenly everything was clear. A small leak from the pressurized compartment had found its way into the wheel well, where in the sub-zero temperatures it had dripped onto itself, slowly building a strangling mass that had held the aileron cables in a death grip. When we had descended into the warmer air it had slowly started to melt until by the time we landed we had full control. A simple answer to an unusual and bizarre problem, that fortunately had a happy ending. We wondered what would have been the outcome had it been the dead of winter, with no balmy air to solve our problem.

REMINDER TO SEND PAYMENT...

**If your envelope date ends with 2015,
your dues need to be paid for 2016.**

PLEASE SEND IN YOUR CHECK FOR THE 2016 SUBSCRIPTION.

**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.**

HOME ON THE RANGE

by Dave Bridges

On my ATR or now ATP rating check, I was sent out in the DC 3 with a CAA certified PAA check Captain, a very strict and kind of hard nosed person.

No extra words were wasted, only do this or that. The air work for the DC3 rating took some time but the orientation or locating position on the radio range took a longer time.

The radio ranges were on a low frequency such as 227 KC (which is below the standard broadcast band).

The station broadcasted an N tone (da-dit) in the north south quadrants and an A tone (dit da) in the East West quadrants. The places where these signals meet form four steady on course tones only, or legs, (about 90 degrees apart) with out bound headings listed on a diagram card.

In the center of the quadrant a clear A or N signal is heard and as the legs are approached, a steady background tone is heard over the A or N until it builds to a steady tone on the leg. The main idea is to get on the approach leg and descend from the center of the station (high cone of silence) to a procedure turn and back descending to 300 feet over the low cone and if no contact within sixty seconds, a pull up is done.

The orientation is started by listening to the signal and following one of three procedures by turning to a compass heading and listening for a change in the signals, visualizing position, memory and referring to the card only. Also flying by needle ball and a small artificial horizon. . No ADF or DME in those days.

I did my low over and at 58 seconds, declared a pull up at which time the check captain pulled the windshield cover and said to land. I slipped it in and taxied back to the Ad Building and just as I put on the parking brake he was up and gone from the plane, I secured everything and went into the crew rest room in the Ad Building and he was sitting on the sofa with papers spread out.

I stood in front of him (it seemed for 20 minutes) but maybe it was 8 minutes or so. Finally he looked up at me and said "well there is nothing here that I can legally flunk you on but if you had gone one second more on your procedure turn or one second more on your pull up I would have flunked you, get your certificate tomorrow in the chief pilot office".

"Whew"

Out of five in our group up for a rating , I and one other person passed it the first time, two more passed it on the second try and the fifth took it three times , flunked and was released from the company.

SUCH WERE THE DAYS ON THE RANGE

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!

PAN AM REUNION CRUISE EXPLORER OF THE SEAS MAY 27,2016

Dear Pan Amer's:

I was delighted with all your gracious letters of thanks in your last Transatlantic reunion cruise. It was a great success and now we call attention to our next 2016 reunion cruise which will be Alaska.

Alaska: Now bigger than ever. **Explorer of the Seas®** takes on the Last Frontier, as the biggest, most innovative ship to ever cruise Alaska. Enjoy views from every room, thanks to new Virtual Balconies that bring real-time outdoor sight to interior staterooms. No journey stays with you, mind and soul, like an expedition through Alaska. From the blue ice of massive glacial fields to the stunning grandeur of the scenery and wildlife, everything big, bold and breathtaking. The ship is beautiful and packed with all the action of Royal Caribbean's Signature innovations—with plenty of time for relaxation, fine dining, and beautiful ocean views. Not to mention experiencing the awe and wonder of being up close to the fascinating glaciers in Alaska. Cruise to the Hubbard Glacier, as well as Tracy Arm Fjord, where the twin Sawyer Glaciers can be seen. Look out for harbor seals, wolves, bears and other wildlife that inhabit this glacial wonderland.

We take this opportunity to invite you, your family and friends to join us on this fabulous Pan Am cruise. The ship sails roundtrip Seattle making transportation easy to get to and return home. Great rates are being offered so everyone may choose the best cabin for your budget.

Itinerary –		Departs	Arrives	
Fri 27 May 2016	Seattle, Washington	-	4:00 PM	Boarding
Sat 28 May 2016	Cruising	-	-	Cruising
Sun 29 May 2016	Alaska Inside Passage	-	-	Cruising
Sun 29 May 2016	Juneau, Alaska	12:00 PM	9:00 PM	Docked
Mon 30 May 2016	Skagway, Alaska	7:00 AM	8:30 PM	Docked
Tue 31 May 2016	Tracy Arm Fjord, Alaska	7:00 AM	12:00 PM	Cruising
Wed 01 Jun 2016	Cruising	-	-	Cruising
Thu 02 Jun 2016	Victoria, British Columbia	9:00 AM	6:00 PM	Docked
Fri 03 Jun 2016	Seattle, Washington	6:00 AM	-	Arrival

Prices:

Inside Cabins from \$599. / Outside Cabins \$1059. request Balcony from \$1389.

Rates - per person, double occupancy (singles pay 200%) and based availability at time of booking. Port charges, taxes and fees are additional at \$412.91 per person. Deposit is \$250. per person (credit card or check). Book Early and lock in your price. Once our allotment is sold, cabins will be at prevailing rates. More information with your invoice. **This invitation is open to all Pan Am, their family and friends.** To reserve or for information please call Interline Travels ASAP or you may miss out on these prices. It's going to be a good one – DON'T MISS OUT !!

Carmen Jaquet, Pan Am Cruise Coordinator INTERLINE TRAVELS
 1-888-592-7245 / cell 786-252-7838 interlinetravels@yahoo.com .

Stu Archer, former Pan Am pilot & cruise consultant
 305-238-0911 (stujune@aol.com)
 INTERLINE TRAVELS, 456 MERLIN CT. , TALLAHASSEE, FL 32301

A little layover hotel information you will find interesting..

From the Wall Street Journal, February 26, 2013

Jeff Kriendler and Diane Roberts at in-flight service (Vice Presidents) and Peter Gregor & Walt Mullikan (Vice President and Senior Vice President, respectively) were extremely, inspiring leaders - Michael Sullivan (Director - In flight Services-Europe) injected great teamwork cooperation! Jeff Kriendler, Flight Operations at JFK, deserves a special -mention: Two thirds of the crew layovers annual budget belonged to In- Flight Services: David Israelite and Walter Duke were on Cockpit Layover Committee who coordinated on surveys and hotel selection.

In Pan Am's hey day, we purchased around, 1.1 million room nights (plus, ancillary services such as, crew transport, laundry and valet/etc;): Our annual budget reached \$120.0 million worldwide:

Pan Am's average effective room rate in cash was under \$60.00 plus, some barter (restrict in high season for Pan Am): This figure was included even, when the U.S dollar was at it's lowest in the 90's and the late 80's) - The hotels were 5- to high 4- stars -

We are all proud, gratified to have been the iconic and our beloved employer, Pan Am.

Aftab Hassan

(1964-1991) - NYCEOPA

For a list of Crew Layover Hotels and other interesting information, click here: <http://paacrewlayover.com/>

Pan Am Reunion planned at Foynes Museum in 2016

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 Foynes Museum next year. Details are not available yet, but bus tours around Ireland are planned. Contact John Madden (jmadden@asktravelworld.com) about tours.

Clipper Pioneers Christmas Dinner / Dance - Sunday - Dec. 13, 2015

The Clipper Pioneers Christmas Dinner / Dance will be held on Sunday, Dec. 13, 2015 at the Coral Reef Yacht Club (near Dinner Key), 2484 South Bayshore Drive, Coconut Grove, Florida. An "Attitude Readjustment Hour" will start at 6 p.m, with dinner at 7:30 p.m. Charge is \$45.00 per person - guests are welcome. There will be a cash bar (actually, credit cards only). Please RSVP prior to Wednesday, Dec. 9, 2015. For reservations, complete the following:

Attendees Names: _____

Menu Entree Choices: ____N.Y. Sirloin Steak with Wild Mushroom Sauce OR ____Grouper Meuniere sauteed in White Wine Sauce

Checks payable to: Wm. H. Benefield; Mail to: Harvey Benefield, 1261 Algardi Avenue, Coral Gables, FL 33146-1107.

*...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

Paul Turner Jr. December 30, 1918 –September 25, 2015. Born in Rocky Mount, NC, Paul grew up in Tarboro, NC. After high school, he attended the Citadel before joining the United States Air Force. He flew P-38 photo reconnaissance missions in the India Burma Theater during WWII. He then joined Pan American in 1945, flying for 33 years out of New York, including 2 years based in London. Aviation and Pan Am were the love of his life. He and his wife Ann moved to New Hampshire several years before retirement and then, in 1990, they moved back to North Carolina (Tarboro and then Charlotte), where he lived the remainder of his life. He was a very talented man, which was reflected in his interests such as carpentry, landscaping, his own car repair and health fitness. He is survived by 5 children, 10 grandchildren and 7 great grandchildren with 2 more on the way.

William J. Powers passed away peacefully of natural causes in his home today, surrounded by loved ones. He was one week away from his 90th birthday. A childhood dream of becoming a pilot led Mr. Powers to serve in the United States Navy where he learned aeronautics and navigation. Following his service, he pursued a long and successful career with Pan American Airways, rising to the rank of Captain. Always curious and eager to learn, flying allowed him to travel the world for decades. It also allowed him to live in a number of areas across the country – but he called Fulton Missouri his home for the past ten years.

Bill will be remembered as a kind, big-hearted father, a self-made and committed professional, a friend and neighbor. He is survived by his two children – Sabrina and Sean – and by a sister, Lois.

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

***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***

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

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.

In accordance with Title 17 U.S.C. Section 107, any copyrighted work in this newsletter is distributed under fair use without profit or payment for non-profit research and educational purposes only. [Ref. <http://www.law.cornell.edu/uscode/17/107.shtml>]

Cut back on junk mail

We all know how irritating it can be to receive so much junk mail. One solution is to get on the “DO NOT MAIL” lists. Whenever you give your zip code at a store, retailers can use it to find your address and put you on a solicitation list, which in turn can be rented to other companies. To help reduce the onslaught of unwanted mail, you can sign up for optoutprescreen.com, dmachoice.org and catalogchoice.org - all free services that, when used together, keep you off many affiliated company lists. Note that once you’ve bought from a retailer, you’ll need to contact that vendor directly to be taken off its mailing list.

If you move, file a temporary change of address. When you fill out a permanent change-of-address form with the U.S. Postal Service, it alerts companies, which then take the opportunity to target you with extra mailers. Instead, fill out two back-to-back temporary change-of-address forms (lasting six months each). Temporary status asks the post office to forward mail, but doesn’t tell companies you’ve moved.

To reduce email junk mail, the easiest way is to have a “real” email address for personal messages, and a separate junk email address for online shopping, newsletters and so forth. Companies can tell when you open their mail, and an active email account tends to be targeted more than a dormant one, so be selective. Th clean up your existing inbox, unsubscribe company by company. If you do a few a day, it should take about a week. Then set up filters - most email providers let you “create a filter”. Instead of filtering a specific address, block domain names (the words after the @ symbol). For example, filtering “acme” will block emails from info@acmeinc.com and deals@acmeinc.com. *(from Womans Day magazine, 10/2015)*

Lastest Scam - Fake Kidnappers

Phone scammers spend their days making trouble. They waste our time, tie up our phone lines and harass us with ugly language. Some do much, much worse. The FTC [Federal Trade Commission] has heard from people who got calls from scammers saying, “I’ve kidnapped your relative,” and naming a brother, sister, child or parent. “Send ransom immediately by wire transfer or prepaid card,” they say, “or something bad will happen.”

They’re lying. They didn’t kidnap anyone, but they hope you’ll panic and rush to pay ransom before checking the story. Dozens of people told the FTC they got calls like this and paid \$100 to \$1,900 — often by wire transfer — to the kidnappers. To stop you from checking out the story, scammers order you to stay on the phone until the money is sent. There’s pressure to pay quickly, and the caller says not to contact anyone. And, of course, scammers demand payment by wire transfer or prepaid cards. Why? Because it’s difficult to trace or recover money sent that way.

The FBI calls this scam virtual kidnapping. Scammers scour the internet and social media sites, grabbing information about where people live, work, or travel, and names of friends and family. The cons use the details to pick a target and make their calls sound credible. To cut down on the information that scammers can find, think about [limiting](#) access to your networking pages — and encourage your family to do the same. Never post your Social Security number or account numbers online, and only share your phone number with your friends and contacts.

If you get a call like this, remember that it’s fake, no matter how scary it sounds. Even if it feels really real, never wire money or pay by prepaid card to anyone who asks you to. (Remember the scamming calls supposedly from your grandson saying they need money because they’re in trouble? This one is worse!)

If you’re worried about the call, get off the phone and get in touch with the relative or friend in question — just to reassure yourself. And then [report](#) it to the FTC.

by Bridget Small, Consumer Education Specialist, FTC