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My Visit With Charles Lindbergh - Wake Island 1948

By Cliff Pierce

Among these stories is a chapter on Wake Island and the role it played in my life - - - how it looked, what brought me there, what it was like to live there among the trenches, bunkers, sunken ships, broken airplanes, burial grounds, personal effects and instruments of war left behind by the Japanese garrison that had captured and held the island up until eighteen months before I got there.

Had I known that someday I would sit down and visit with Charles Lindbergh, I could not have chosen a more fascinating site to do it.

In January 1948 I had just finished spending another Christmas and New Years on Wake, and things were returning to routine, when our station manager told us that we would be hosting a famous gentleman who would be arriving on the DC-4 from Tokyo the next day.

Four of us working out there in Operations had been navy carrier pilots and had a lot of admiration for Col. Lindbergh. The Col. was on the Pan Am Board of Directors and was traveling with some other Pan Am executives on an inspection tour. We learned that he would be here for about two days, but I figured he'd be surrounded by the brass all the time, and there'd be little chance of meeting him.

But, Station Manager, Dick Haseltine, would have none of that. "Cliff ", he said, "You're the Editor of our newspaper and that makes you our official historian. This is going to be a history-making event, and you should be the one to record it. Besides, you were a fighter pilot out here, and I'll bet he'd like to talk to you.

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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 \$80 for the 4 remaining years. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

My Visit With Charles Lindbergh - Wake Island 1948

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I'm going to see that you get to meet the Col." And he did.

Our living quarters had just recently been upgraded from tents to Quonset Huts, those ubiquitous, long, half-round, corrugated metal structures that sprang up on most of the islands in the Pacific wherever we had troops. One of ours had been partitioned into rooms where passengers could stay if they had to spend the night. Col. Lindbergh was given one of these.

When Lindbergh arrived, Dick Haseltine was true to his word. First he invited me to go on the lobster hunt with them out on the reef that night. We used lanterns and spears, and it helped to have someone along who had had experience at this - - - someone to show the newcomers what to look for and how to do it. That's where I came in. I teamed up with the Colonel. We had a great time and got to know each other, although all the talk focused on catching lobsters and avoiding stepping on a leftover Japanese mine.

We took our catch back to the kitchen and had a late dinner. They were delicious! We sat at the table and chatted some more. Dick brought up the fact that I had been a carrier pilot, and the Col's eyes lit up. I had to go on duty to meet an off-schedule flight so had to say goodnight. Lindbergh was really interested in carrier operations. "What airplane was I flying?" When I told him it was the Corsair, his eyes really lit up! "I've flown that plane," he said, "and I'd like to talk to you about it. How about meeting me tomorrow in my hut?" Mentally I cancelled all of my social engagements for the next day!

The old hut was weather-beaten and rusty but dry. We shook hands at the door, and he said what a great time he'd had on our lobster hunt. He thanked me for my help. He asked me some things about my personal life and how I managed to end up on Wake Island. I told him how much I was enjoying it - - the quiet, the location, the exploring, the history.

He said that he really wished that he didn't have to leave tonight - - - that he'd like to remain here for a month. Private man that he was, I could tell that he really meant it.

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Correction on Previous Article...

I was reading a recent Clipper Pioneer's newsletter and came across an article from Ken McAdams identifying himself as the First Officer on Pan Am's flight 50, Anniversary flight from LHR to CPT. He further stated that Capt. Ned Brown gave him the take-off from LHR. That is incorrect. The crew on that flight was:

Capt. Ned Brown

First Officer Howard Jones

Second Officer Ken McAdams

and unfortunately I can't recall the Flight Engineer's name.

Capt. Brown made the take-off and landing as would be expected. Nice landing, too.

Howard Jones

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

My Visit With Charles Lindbergh - Wake Island 1948

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He asked me about the navy Corsair and how it handled landing aboard a carrier. He wanted to hear about it first-hand. That's one thing that he had never done — land on an aircraft carrier. He listened carefully and asked me questions about the landing pattern and catapult shots - - - about the other fighters I had flown off of carriers and how did they compare. He hadn't hesitated to let me know that I had done something with an airplane that he hadn't and that he envied me for it. What a man!

I asked him about his flight to Paris - - - how was he able to see ahead while flying his Ryan with the front windshield completely blocked by an extra gas tank? He said, "Well, Cliff, it was pretty much like you experienced in the Corsair when you were taking off or landing. Remember how that big, long nose got in your way, and all you could see was what you saw out of the side?" He said, "You learned to deal with it, didn't you." He had turned the whole thing around again implying that he didn't do anything that I couldn't have done- - -that, in fact, I had already done it!

We visited for more than an hour, and would have talked more if the lunch gong hadn't sounded, and I had to get back to work.

Just as private in death as in life, Charles Lindbergh is buried in little- visited, remote site on another island in the Pacific. His grave overlooks the ocean at the end of a long, narrow, treacherous dirt road on Maui, one of the Hawaiian Islands. I think that if it had been possible, he would have returned to Wake instead.

Memories from Berlin

By Ted Osinski

In the late 50's I was a DC-4 F/O based in Berlin.

IGS F/O's were assigned to fly as Navigators from IDL- FRA on DC6/7's to start a two week IGS assignment and return as navigator to IDL.

Berlin Captains were quite an accomplished group getting the job done.

The DC-4 had a suction driven heading indicator which rotated horizontally and each 10 degree spacing was very wide allowing most accomplished airmen to fly with 1/2 degree accuracy.

My very first productive trip FRA-BER required a USAF controlled GCA to "minimums" at Tempelhof and was quite impressive.

Approach after turn to final required only two corrections to touchdown.

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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!**

Memories from Berlin

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Once on final, heading information was so precise with wide spacing, that most airmen used rudder to control heading to 1/2 degree and used the yoke only for pitch control.

During transit I asked GCA if they would pick me up to visit their facility. While in the "follow me truck", I advised I would appreciate speaking to the airman who brought us in, and was astonished. The driver who appeared to be a teenager, replied it was him. Very impressed that he nailed it with two corrections.

Witnessed my very first CAT II approach to CGN before the term was established or authorized. Visibility was zero.

Published ILS minimums were 250&3/4. We had "look-see" options. Don't recall the captain, but we started the approach with standard call outs to minimums. Approach continued, "100 below minimums", "200 below", everything was wired on the raw data windshield wiper ILS display. Glancing at the captain, he could have lighted up a cigarette as he continued. The wheels "squeaked" on touchdown, not even a runway light visible, and with that Captain stated, "Guess we're not going to do it today" and calmly waved off diverting to alternate.

One other incident that comes to mind occurred MUC-BER in the south corridor. I was not on the trip, but I believe the Captain was Miller Hayes.

Flights in the corridors were restricted to a max altitude of 10,000 feet. While in the corridor, a Mig 15 pulled up on Miller's wing.

The story goes, that Miller slowed down extended flaps causing the Mig 15 to stall out of the sky with no further harassment.

PAN AM's IGS operation was second to none, when it came to getting the job done.

A great experience, accompanied by many stories most of which are true.

On the Lighter Side...

Lost student pilot: "Unknown airport with Cessna 150 circling overhead, please identify yourself."

ATC: 'Cessna 123, what are your intentions?

Cessna: 'To get my Commercial Pilot's License and Instrument Rating.'

ATC: 'I meant in the next five minutes, not years.'

Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what?

Pilot: Yes SIR!

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

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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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.

***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***

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.

PRICE UPDATE: Those guests booked with deposits before May 30 may be eligible for a further discount depending on category booked, your Crown & Anchor status and of course assuming the price will be less than our group rates.

Call Interline Travels at [1-888-592-7245](tel:1-888-592-7245) or
Carmen Jaquet's cell [786-252-7838](tel: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](tel: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

Capt. Vince Reilly passed away on Oct. 3, 2014. More to follow.

Herb Stevenson passed away on October 11, 2014 at Overlake Hospital in Redmond, WA. More to follow.

Joseph T. Etherson, 77, long time past resident of Ft. Myers, a retired Pan Am pilot and Air Force Major (retired), took his last flight 21 Sep 2014. He was born in Brooklyn, New York 24 Dec 1936 to Joseph and Mary (Gleason). His dream to become a pilot came true after joining the Air Force Cadet Program and getting his wings. He then went to B-47 training at McConnell AFB in Wichita, KS where he met his future wife, Diane Devins. After leaving the Air Force he flew briefly with Mohawk Airlines and then joined Pan Am, flying w/them next 25 years 707's, 727's and 747's. When asked what he did for a living he would jokingly say, "I drive 18 wheelers". He loved tennis, golf, doing cross word puzzles; an avid reader and loved to play bridge.

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

Tips to Protect Your Home

Owning a home is the most valued long-term investment most Americans ever make. And owning your home is much more than a material asset, homeownership builds a sense of stability, pride, accomplishment and peace of mind. So protecting your home—and your loved ones that live in it—is a top priority for most families.

Here are some tips to keep your home and your family safe from crime:

Inside your home:

- Install key locks, pins or other secure locks on every window and sliding glass door.
- Secure windows and sliding doors with secondary blocking devices such as a stick or broom handle.
- Use anti-lift devices to prevent windows and glass doors from being lifted out.
- Use high quality Grade-1 or -2 locks with a bolt that extends at least one inch into the door frame to resist prying open or forceful entry.
- Use automatic timers to switch indoors lights on and off if you're going to be away from home overnight.

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

Tips to Protect Your Home

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- If you have an alarm system, don't write your passcode on or near the alarm keypad.
- Keep a home inventory of valuables including serial numbers, pictures and sales receipts and keep a copy of the inventory in a safe place somewhere other than your home.

Outside your home:

- Keep your yard, porch, garage doors, pathways and entrances well-lit at night, either with permanent lighting or motion-detecting lights that turn on when someone comes within a certain distance.
- Trim plants and shrubs that could serve as hiding places for criminals away from windows and doors.
- Cut back tree limbs that could provide a way for thieves to climb into second-story or higher windows.
- Display alarm company signs and decals on the windows and lawn.
- Don't hide a key outside your home. Leave a key with a trusted family member, friend or neighbor instead.
- If you're going to be away, stop your mail and newspaper delivery, or ask a neighbor to pick them up for you.
- Ask a neighbor to park their car in your driveway while you're away.

Data breaches, credit freezes, and identity theft... oh my!

News reports of large-scale data breaches — like the announcement from Home Depot — have prompted some people to ask about a credit freeze. Also known as a security freeze, this tool lets you limit access to your credit report, which makes it more difficult for identity thieves to open new accounts in your name.

One thing to remember: A credit freeze doesn't prevent a thief from making charges to your existing accounts. Even if you elect a credit freeze you still will **monitor your existing credit card and bank accounts** for charges you don't recognize.

You also can check your credit reports — for free — every few months by visiting AnnualCreditReport.com or calling 1-877-322-8228. Federal law allows you to get a free copy every 12 months from each of the three nationwide credit bureaus — Equifax, Experian, and TransUnion. Accounts on your credit report that you don't recognize could indicate identity theft. Visit ftc.gov/idtheft to find out what to do.

Finally, be aware of phishing scams. Delete email or text messages that ask you to confirm or provide personal information (credit card and bank account numbers, Social Security numbers, passwords, etc.). The sender already may have some personal information about you, stolen as part of a data breach. Don't let that fool you. Legitimate companies don't ask for sensitive personal data via email or text.

(From http://www.consumer.ftc.gov/blog/data-breaches-credit-freezes-and-identity-theft-oh-my?utm_source=govdelivery)