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Turning Finals - China

by John A. Marshall

China in the early days was a tough place to fly. (When I say 'early days' I refer to the period after the Cultural Revolution when China took its first tentative steps westward.) Richard Nixon in Air Force One broke ground in the early '70s, and Pan Am flew the press charter that accompanied him on this historic journey. Everything about the aviation experience in China was a new untried adventure; airways were undefined, communications were fragmented and unreliable. The entire infrastructure was a throwback to Claire Chennault, Chiang-Kai-shek and the Flying Tigers. It was as though we were starting all over again.

The first tentative bilaterals were negotiated, and scheduled service was begun shortly thereafter. Several years later the L1011 was designated by Pan Am as the airplane of choice for the China service, and I was lucky enough to fly some of the first trips. It was an eye-opener.

Our first scheduled flight behind the Bamboo Curtain was the extension of a trans-Pacific segment that paused at Tokyo's Narita Airport. The timing dictated an evening departure for Shanghai and Beijing, with the arrival at Beijing running a close race with the evening curfew. On the Tristar inaugural I was in the left seat, accompanied by a check airman from the 747, who was a veteran of the China operation. The first point he emphatically made as he sat down behind me was the necessity of carefully negotiating any curfew extension that might be required.

Early evening at Narita Airport was not an auspicious time for smooth, trouble-free operations. The departure preparations for our flight did not go smoothly. Creepers, we called them; little niggling delays that each by itself didn't amount to much, but then ten frustrating minutes became fifteen, and twenty turned into thirty. We

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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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finally taxied nearly forty minutes late, and joined a line of half a dozen airplanes waiting for takeoff. I could feel the fidgeting in the seat behind me as the precious minutes ticked by.

Finally airborne, simple arithmetic proved that we were going to miss the Beijing curfew by about 10 minutes, provided the Shanghai turn went smoothly. Our check airman took over the spare radio to request the necessary approvals from the Chinese. We pressed on.

The airway stretched across western Honshu, past Fukuoka, and over the Yellow Sea where we briefly transited South Korean airspace. The fine print on the enroute chart stood out emphatically; there was a hundred-mile segment where we would be required to descend to 24,000 from our comfortable FL350 cruise. Perhaps tonight we would be permitted a descent-free crossing, maybe the controllers would forget. I casually reported over the last Japanese checkpoint, boredom inflecting my voice as I spoke. How inconvenient and inconsiderate, I implied with studied indifference, that our insignificant flight should interrupt your honorable routine on this fine evening. We will be on our way without disturbing you. No such luck. Down we went, me cursing under my breath the whole time.

Eventually we clamored back up to our rightful flight level, and our curfew extension came in, relayed by the HF station at Hong Kong. It was time to finally enter Chinese airspace, to cross the boundary into the great Red monolith, that lurking, silent enigma that had been forbidden territory for a long. It was an eerie feeling; I felt rather like Alice going through the looking glass. Shanghai Control came in loud and clear, and we adjusted our altitude to conform to the meter flight levels that were the trademark of Communist airspace.

It wasn't long before the Shanghai VOR began to tweak the needles on the panel, and we were turned over to Shanghai Approach for descent. The weather was good, and the entire exercise, for which I had been meticulously preparing for a week, went smoothly. We entered the race-track pattern for the ILS, the commonplace procedure for every Eastern Bloc, and now Chinese, airport; and in a few moments were on a familiar final approach, needles crossed, runway ahead and comfortably in sight.

As we landed and slowed to taxi speed however, the Third World wrapped us firmly in its cloak. We turned off at the first major taxiway, and again turned onto the parallel to make our way to the terminal. At the junction of the taxiways, nestled neatly into the curve, was a three-story building that looked like a dormitory, or barracks of some sort. It couldn't have been more than a hundred feet from the active runway. Sure

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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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enough, as we made the turn army troops poured out of the structure and stood in silent sentinel in the evening's gloaming, watching stoically as we slowly taxied past.

We turned onto a cobblestoned ramp and drew up to the ancient terminal building. No jetways here; we parked out on the tarmac and a set of steps was hurried to the front door. In the distance, under batteries of arc lights, battalions of coolie-hatted workers, most of them women, laboriously hammered at the cobblestones, removing them to prepare for a new poured concrete ramp. The twentieth century was being dropped onto the doorstep of Shanghai Airport.

The airplane was turned with a surprising minimum of effort. Since no one could board here it was a simple exercise, and we were soon off to Beijing. The curfew loomed, and since we had lost little time we would make our previously announced timetable: 15 minutes late.

The airway northward from Shanghai was like most in China; defined by non-directional beacons of indeterminate lineage, difficult to tune and impossible to identify. The frequencies upon which they operated fell directly into what I strongly suspected was the commercial broadcast band. It was the Soviet Union all over again. Once out of VHF range of Shanghai Departure, we were at the mercy of HF radio for communications. The published frequencies were a cacophony of static, atmospheric noise, and gibberish. We made heroic attempts at contact with Shanghai Control. We were momentarily successful, and actually were able to make out our call sign pushing through the ether. Meaningful conversation was another matter. The Chinese controller, unseen and unrequited, adopted that age-old remedy: When you are unable to make yourself understood, speak louder and faster. Any attempt at constructive conversation was impossible.

We also discovered another disconcerting fact. If you are the last flight of the day up the airway, all the navigation aids, ineffective though they were, are firmly shut down for the night.

Fortunately the weather was solidly in our corner. There was nearly a full moon, and the stark landscape stood out in bold relief. The published approach into Beijing was simple enough, under the circumstances, and with little further ado, we squeaked the tires onto the concrete of China's newest, most modern airport.

We turned off the runway onto a maze of darkened taxiways, lit only by the moon. The tower quickly dismissed us, and the ground control frequency produced no response. With the Jeppesen airport diagram close at hand, we navigated slowly to our parking place. Twice I was startled by hurrying ghosts that caught my eye, passing by close underneath the nose of the ponderous Lockheed; they were men on unlit bicycles, bent on errands unknown.

We were punished for our curfew-breaking arrival. While the new terminal gleamed in the distance, its jetways lonely and unused, we were parked hundreds of meters away, on a desolate corner of the tarmac. A lone 12-passenger van was the only transport available for our 240-odd passengers. At twenty minutes a trip, you can figure how long it took to unload. At long last the last passenger disembarked, and only the crew was left. We waited and waited; the van did not reappear. The only presence was the lone Chinese mechanic who went methodically about the task of buttoning up the airplane for the night. His transport was an ancient pickup, which was quickly pressed into service as crew transport. Bags and bodies were quickly loaded into the truck bed, and we were off. Much to our surprise our driver paid no attention to government formalities, but drove us out a back gate and straight to our hotel, a mile away. We didn't argue, but gratefully unloaded and trudged into the building.

~ continued in the next issue.

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

Clipper Facts: Largest and Smallest

Transpacific Clippers in 1941 tossed all previous records into the discard by sending one ship to Honolulu with 5,406 passengers, another with 2 only, the latter weighing a total of two ounces. It was done, of course, with the assistance of the Air Express Department. Of the 5,406 only 6 were human passengers, the remainder, baby chicks traveling from a famous hatchery in Hayward, California to poultry raisers in Hawaii.

The record on the light side came when a unusually large mail load of 2,145 pounds was proffered by the Post Office on a day when weather conditions produced a long flight, necessitating a heavy fuel load. The *China Clipper* was the departing ship, and when fuel and mail had been accounted for, there was not weight space available for even one ordinary passenger. It was possible however, to accommodate two Queens, inasmuch as they tipped the scales at just an ounce apiece. The queen bees were consigned to the Philippine Honey Company at Manila.

(from flyingclippers.com)

Drug Safety Tips

- Review your medicines frequently with your doctor or pharmacist and when you take new medication.
 - Make sure medicines are clearly labeled.
 - Read medicine labels in good light to ensure you have the right medicine and always take the correct dose
 - Dispose of any old or used medicines.
 - Never borrow prescription drugs from others.
 - Check with your doctor or pharmacist before you mix alcohol and your drugs.
 - Have medication dispensed in a bubble pack or convenient dispenser.
 - Check with your doctor or pharmacist before mixing non-prescription drugs and prescription drugs.
-

Communicate with your fellow Pan Am friends

Pan Am was the airline that practically invented aviation. It pioneered air navigation and communications, and its list of "firsts" in the industry is awe-inspiring. Known as the "Queen of the Skies," it was the benchmark by which all other airlines were judged. ~*Helen Davey*

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!

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.

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

"Gentle Ben" Killmon made his final flight to the West on 8 January 2015, from LaBelle, Florida USA. He was a native of Norfolk, Virginia and sometime resident of Manteo, North Carolina and West Paducah, Kentucky. A US Navy Korean War-era veteran, Ben flew for Slick Airways and the US Forestry Service before joining Pan American World Airways early in 1966.

Bud King, just passed away Jan. 11, 2015. He was 94. He retired as a check Captain on 747's.

John Philip Adams, 93, of Fripp Island, SC, died Thursday, December 11, 2014 at Beaufort Memorial Hospital. Mr. Adams was born on August 28, 1921 in rural Akron, Iowa to the late Vinton George Adams and Helen Cobb Spencer Adams.

He was raised on the family farm and served in World War II as a Flight Engineer in the Pacific Theater. After the War, John married June Walters of Flushing, NY and they raised their family on Long Island. John enjoyed an esteemed 40 year career as a Flight Engineer with Pan American Airlines.

Quentin Adelbert "Q" Pearson passed away on June 14, 2014 in Reno, Nevada at age 96. He grew up in Seattle, WA. During the war he was a tower operator at Boeing Field, and was later employed by Pan-Am flying troops to the Hawaiian Islands and Australia.

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

Cost-free ways to lower heating bills

- Lower your thermostat. Try reducing your usual daytime temperature by at least one degree. For each lowered degree, you'll save one to three percent off those heating bills. At night, turn down the thermostat to 60 degrees: It's much healthier, you'll feel better when you awaken, and you'll save money. If you go away for a weekend or more, lower thermostat to 55 degrees.
- Run bathroom and kitchen exhaust fans less. Exhaust fans pull warm air out of the house and let in cooler air that will need to be heated. Use fans only when necessary.
- If you have a service contract with a heating provider, it will usually include an annual check and tune-up of your heating system. Don't rely on the company to contact you about scheduling this service. Be sure it is performed annually before winter arrives; doing so can save up to 10 % on heating bills. *(from amac.us)*

TIPS FOR SELF-PROTECTION - IN YOUR CAR . . .

- When returning to your car, check the front and back seat before entering.
- Never pick up hitchhikers
- Travel well-lit and busy streets. Plan your route.

Watch out for “phishing” – stealing data from your email accounts

Phishing refers to the process where a targeted individual is contacted by email or telephone by someone posing as a legitimate institution to lure the individual into providing sensitive information such as banking information, credit card details, and passwords. The personal information is then used to access the individual's account and can result in identity theft and financial loss.

A new Google study into ‘manual hijacking’ – in which cyber criminals spend time and effort exploiting individual victims’ accounts, often having accessed them through phishing attacks – has come up with some troubling statistics about the effectiveness of phishing as a means of accessing personal information.

Successful phishing attacks rely on tricking users into handing over their personal details, usually by getting them to click on links to malicious websites that masquerade as legitimate.

The study found that phishing-driven fake websites work “a whopping 45% of the time” and, on average, visitors to fake pages submitted their data 14% of the time. More troubling still, 3% of people were deceived by the dodgy websites even when they were obviously fake.

Manual hijacking is relatively rare – with nine incidents per million users per day – but has severe consequences, often causing financial losses. Approximately 20% of hijacked accounts are accessed within half an hour of a hacker getting the log-in information.

Once they have access to your account, hackers will change the password “to delay account recovery in order to increase the chances of successful exploitation”, and then spend more than 20 minutes on average searching for other account details to exploit. They will then send phishing emails to everyone in your address book, hoping to repeat the process with your friends and your friends’ friends. People in the address book of hijacked accounts are 36 times more likely to be hijacked themselves – after all, you’re less likely to suspect an email from someone you know. It’s antisocial networking in action.

How can you avoid falling victim to a phishing attack?

First, remain vigilant. Check all links before following them, even if they seem to come from your friends. If in doubt, don’t click. (It’s also a courtesy to tell your friend that their account has been hacked – they might not know.) Be especially wary of emails asking for any account details, log-in information or personal data. If in doubt, visit the relevant website directly, not via a link, and check your account.

Second, be sure of your own security. If you suspect you’ve been hacked, change your passwords and report the incident to the website or service. Enable two-step verification on your accounts if possible and ensure you do not reuse your passwords.

For more information about phishing, go to: <http://www.onguardonline.gov/articles/0003-phishing>.

(portions of this article are from <http://www.itgovernance.co.uk/blog/google-study-phishing-attacks-work-45-of-the-time/>)