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## Turning Finals: Iced Up

*By John A. Marshall*

The 747 SP was a new addition to our fleet in the summer of 1975. It was an exotic version of the standard jumbo jet; a truncated little fellow, it looked like a 747 that had been left out in the rain. It was Boeing's, and Pan American's, answer to the marathon trans-Pacific flights of the time. Anyone traveling to Japan, or anywhere on the Pacific Rim (a term not yet coined), from the nation's east coast had few choices as to itinerary. The journey required a transcontinental flight, which on a good day consumed the better part of five hours, then an oceanic flight of another eleven or twelve hours just to Japan. Hong Kong was not yet reachable non-stop. It was an endurance contest that made quivering jello out of the most intrepid, experienced fliers.

The SP changed all that in a single stroke. No sooner had the new 747s come off the drawing board than Pan American (and others) began querying Boeing about a longer-range version. After a great deal of massaging of the original design, the engineers came up with the SP, which stood for "Special Performance." A piece of fuselage slightly over 47 feet was removed from the fuselage, and extra fuel tanks were added. Because she was so short-coupled the rudder was redesigned by her builders to produce more authority in the event of an outboard engine failure - the wing was the same size as Big Brother's. If you were lucky enough to draw the SP simulator for your six-month proficiency check, the engine cut at Vee-One was even more of an adventure than usual.

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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](http://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

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She was capable of flying at great altitudes, and routinely reached 43,000 feet at the end of a long journey, while her older, larger brother struggled to reach 39,000. The big SP engines, a new version of the JT-9D modified specially for the SP, ticked over gently at high altitude, barely consuming 4,500 pounds per hour. Her takeoff gross weight wasn't much less than that of the original -100 model of the 747, but nearly half her poundage was fuel.

The entire brake system was new, and much lighter than on the original. As a result, the maximum landing weight was a feathery 450,000 pounds, some 247,000 lighter than maximum takeoff. At normal burn rates, that meant a flight of ten hours before reaching a weight light enough for landing. On some redispach flights over the North Pacific, this occasionally resulted in some bizarre scenarios. On a normal flight the redispach point on a New York-Tokyo trip was usually just short of Shemya Island, some three hours west of Anchorage. Based on an updated wind forecast and a reanalysis of the flight plan, there were times when the flight would not have enough fuel to continue. The only choice was to return to Anchorage, where the crew had to dump fuel to reach a weight light enough to permit a landing in order to take on more fuel!

The truncated, funny-looking little jumbo only carried 260 passengers, but it carried them a long, long way. Its 16-hour plus range was more than adequate for New York-Tokyo; soon San Francisco-Hong Kong was on the schedule, and West Coast to Oceania was not far behind. To accommodate the long range crews that were required for the endless flights, two bunks were fitted into the aft corner of the flight deck. The extra pilot and flight engineer rotated through the flight deck seats on a pre-arranged schedule, and the two off-duty crew made good use of the bunks. Narrow and confining, one shoe-horned one's body carefully into the cramped confines of the tiny platform; no one with any sort of claustrophobic tendencies need apply.

My first trip on the SP was a New York-Tokyo non-stop, and in due course it came time for my turn in the bunk. I drew the lower berth. After contorting myself into the tiny bed, I lay on my back and contemplated the limits of my universe. The bottom of the bunk above me was scarcely six inches from my nose. On the metallic gray surface someone had scrawled a message with a black pen; I struggled to focus my eyes. On the underside of the bunk above me someone had carefully written, "It's already been done." Just what had been done was casually left to the imagination.

It wasn't long before the SP began generating its own controversy. The flight attendants (I think they may still have been stewardesses in those days) were less than happy with the endurance contests, and the fact that the pilots were able to avail themselves of what by airplane standards were five-star sleeping accommodations, did nothing to appease the cabin crew's unrest. At first, rest seats for the cabin crew were blocked off in the aft section of the rear, or economy class, cabin. Narrow and confining, even the installation of a privacy curtain did little to make it more comfy. Eventually a separate compartment was carved out of the overhead area for the cabin crew.

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**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

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Another controversial issue that came quickly to the fore was the ozone problem. Because of the lengthy exposure at high altitudes, particularly in the Polar regions where the tropopause was miles below the airplane, higher than normal concentrations of ozone created air quality problems in the cabin. Boeing and Pratt & Whitney recognized this potential problem early on, and fitted the SP engines with ozone scrubbers that were designed to help alleviate the air quality problem. It soon became apparent that these scrubbers resulted in a rather substantial increase in fuel burn, and the airline quietly had them removed. It wasn't long before the protestations of the cabin crews grew too loud to be ignored. There were complaints of shortness of breath, general malaise, and a whole market basket full of associated health problems attributed to the long-range, high-altitude environment encountered on the SP. There were dark threats of a boycott of the airplane until the company agreed to reinstall the ozone filters.

### ***TO BE CONTINUED IN THE NEXT ISSUE***

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## A little layover hotel information you will find interesting

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 its 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 *(from the Wall Street Journal, Feb. 26, 2013)*

At present, there are 81 cities and over 161 hotels on this site. If you have any, please send them to me ([cbh3ed@gmail.com](mailto:cbh3ed@gmail.com)) so I can make all of this site as interesting as the Princess in Bangkok, Roberts Field, the Metropole in Karachi, and the CAAC in Beijing.

**Pan American Airways Crew Layovers**

**The best of times.**

**Visit online: <http://paacrewlayover.com/>**

## The Way to Go

*By Bill Nash*

Juan Trippe, in the process of pioneering and developing the world's first international airline, used flying boats because airports did not exist in most nations. Because of his Spanish first name and intelligent approach he acquired many landing rights in Latin America.

Soon Pan Am was operating around the east coast of South America to Rio and Buenos Aires. I flew one of the early "boats" Pan Am used around the coast - the Consolidated Commodore, which took off at 75 mph, cruised at 75 mph, and landed at 75 mph. Eventually Pan Am's Douglas DC3 land planes replaced the flying boats when Pan Am and nations built airports where needed.

Mr. Trippe wanted a faster route from Belem, at the Amazon river's mouth to Rio de Janeiro. A direct route Belem to Rio was over jungle and wild country and required a fuel stop halfway - when there was no fuel stop and no anything. During the 1930's, Mr. Trippe hired Fritz Blotner, a jungle adventurer of many talents to find such a place and build a refueling airport there.

Fritz's trek through jungle and badlands is a story in itself. He found a plateau; flat on top near the Rio Grande, a river which led by water to the Atlantic Ocean.

Pan Am built a wagon-wheel shaped airport on the high plateau and a burro trail up the cliff from the river. Boats and barges brought drums of fuel up the river and burros carried them up to the airport.

Flying DC3's on this route, there was little to navigate by. The squeaky omni directional broadcasting signal was good for about 100 miles and no good at all when electrical thunderstorms were present.

Therefore, we learned to navigate using topographical charts, flying very low to read the rising cliffs and drop-offs.

As we began to near the airport, we would call Mr. Hempel, the German man in charge, by calling, "Hey Hempel" (the airport, however, had a name - Barreiras - pronounced Ba-Hair-Ahs). We sometimes had Hempel hold down his mike button when we were close. The communication frequency gave us a better bearing than the nav frequency.

The runways were yellow gravel. After heavy rain they were very soft, so we kept rolling after landing til we taxied up on the small concrete fueling ramp. We would depart the same way, making a rolling take-off.

Mr. Hempel was a fun guy. He gave us a good meal and showed us the results of some of his local hunting and animal captures. He kept a clear "hot sauce" on the dining table which he and experienced crew members encouraged first-time pilots to try. They still couldn't taste their food when we got to Rio.

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## 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](mailto: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](mailto:interlinetravels@yahoo.com) .

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



## From a retired Airline Pilot...

We have a cockpit mock-up in a walk-in closet in our house. When I mention to my wife that I miss flying, she puts me in the mock-up around bed time for 8 hours.

She has a chair in the closet, puts on the vacuum cleaner on the chair to simulate cockpit air noise, has a dim night-lite to simulate cockpit lighting, serves luke-warm chicken with cold vegetables on a tray.

When I get sleepy and attempt to doze off, she knocks twice loudly on the door to simulate the Flight Attendant entering the cockpit.

The after 6 hours, she turns on a flood light directly in front of me to simulate the sun coming up when heading Westbound at 5:00 a.m.

I then get a cup of coffee that has been in the coffee maker all night.

Finally, she lets me out and I have to get in the back seat of her car while she runs morning errands to simulate the bus ride to the hotel.

When we get home, I tell her I am ready for bed, the bedroom door is locked for an hour to simulate the hotel rooms not being ready.

When I promise to never "complain" again about being tired, I am allowed to enjoy my "layover" and go to bed.

Oh...and one more thing, she talks to her friends loudly outside the bedroom door on the phone to simulate the hotel maids chattering in the hall in some foreign language.

After two hours of sleep, she calls the phone next to the bed from her cell and says, "This is crew desk and we have to reschedule you. Do you have something to write with?"

No, I guess I really don't miss it after all.

*(from RUPA News, Aug. 2015)*

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## Pan Am Reunion planned at Foynes Museum in 2016

Pan Am Captain Don Cooper ([coop@maxthrust.net](mailto:coop@maxthrust.net)) and Margaret O'Shaughnessy ([margaret@flyingboatmuseum.com](mailto: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](mailto:jmadden@asktravelworld.com)) about tours.

Do you have an upcoming event that would be of interest to the other members? Please forward the information to [sue@clipperpioneers.com](mailto:sue@clipperpioneers.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](mailto:jerryholmes747@gmail.com)***

*...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

**Dick Dawson** passed away on July 27th, 2015 in Danville, CA. His wife Sheila and daughter Christine were with him when he passed after a 10 year battle with skin cancer. Dick has a full life traveling the world as a commercial airline pilot; navy and marine veteran; and an amazingly profound and spiritual man.

**Captain Robert 'Bob' Kenneth Frank**, 79, of Shelter Island died on August 2, 2014. Bob joined Pan Am in 1965 based out of JFK and flew international routes for 26 years. In December 1990, he captained the MAC 6858 to Dhahran, Saudia Arabia for which he later received the Civilian Desert Shield and Desert Storm Medal for outstanding achievement by the Air Force. He is survived by his children and grandchildren.

**For more information about each of these friends who will be missed, click on "In Memory Of..." at our website: [www.clipperpioneers.com](http://www.clipperpioneers.com). Know of someone from Pan Am who has passed? Email the obit to Jerry Holmes at [jerryholmes747@gmail.com](mailto:jerryholmes747@gmail.com)**

## Keep the stories coming...

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](mailto: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!

## Funny but true?

Even under ideal conditions, people have trouble locating their car keys in a pocket, finding their cell phone, and Pinning the Tail on the Donkey – but I'd bet everyone can find and push the snooze button from 3 feet away, in about 1.7 seconds, eyes closed, first time, every time.

**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.

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## Stopping unwanted phone calls and text messages

*by Alvaro Puig, Consumer Education Specialist, FTC*

Unwanted phone calls or random text messages seem to come at all hours. They bug you at work, interrupt your dinner, or wake you up when you're sound asleep. I think we can all agree they're a real nuisance. Did you know they could also be a scam?

If your phone number is one of the more than 217 million numbers on the Do Not Call Registry, you've taken action to stop most unwanted **sales** calls. The law allows political calls, calls from charitable organizations, informational calls, calls about debts you owe, and phone surveys, as well as calls from companies you've done business with or gave permission to call.

If you get an unwanted sales call or a robocall—a recorded message that's pitching a product or service—it's probably a scam. The unscrupulous businesses behind these calls use autodialers to make thousands of calls a minute and don't bother to check if the numbers are on the Do Not Call Registry. Don't press buttons to request to speak to someone or be taken off the call list. You'll just end up getting more unwanted calls. Hang up and report it to the Federal Trade Commission at [complaints.donotcall.gov](http://complaints.donotcall.gov) or 1-888-382-1222.

If you're getting repeated calls from the same number, you might want to ask your service provider to block the number; for calls from different numbers, ask if they offer a service to block unwanted calls. You can also buy a call blocking device. Getting calls on your mobile phone? There's an app for that. Actually, there's more than one. Look in your mobile app store or marketplace.

What about those random text messages? It's illegal for a company to send you a text message if it doesn't have your permission, barring a few exceptions. If you get a random text message from a number you don't recognize that says you won something or asks you to confirm some personal information, don't text back or click on links. Report it to your provider at 7726 (SPAM) and to the FTC at [ftc.gov/complaint](http://ftc.gov/complaint) or 1-888-382-1222.

### **Pan American World Airways JFK Base 11<sup>th</sup> Annual Reunion**

is set for

**Saturday, Oct. 24, 2015. Noon until 4 p.m.**

**Place: Plattduetsch Park Restaurant, Out door Bierhalle  
1132 Hempstead Turnpike, Franklin Square, NY 11010. (Phone 516-354-3131).**

The cost is \$55.00 per person, which includes a buffet, wine, beer, sola and a DJ.

Reservations and checks must be received by October 1<sup>st</sup>, 2015.

Please make checks payable to:

Delores Shedd, 42 Grand Central Ave., Amityville, NY 11701.

Please include the names of those attending, and updated email addresses.

Questions: Contact Dee/John Shedd at [Deejshedd@verizon.net](mailto:Deejshedd@verizon.net) or [jjshedd2000@yahoo.com](mailto:jjshedd2000@yahoo.com)

*(This is not a Clipper Pioneers-sponsored event.)*