

**PRESIDENT**

STU ARCHER
7340 SW 132 ST
MIAMI, FL 33156-6804
(305) 238-0911

VICE-PRESIDENT

HARVEY BENEFIELD
1261 ALGARDIAVE
CORAL GABLES, FL 33146-1107
(305) 665-6384

TREASURER / EDITOR

JERRY HOLMES
192 FOURSOME DRIVE
SEQUIM, WA 98382
(360) 681-0567

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17 03230 MacTruman Pima Air

by Dick Edwards

I have been reading the Bill O'Reilly book "Killing The Rising Sun" and here are some comments related to the latter part of that story.

I saw MacArthur in person twice: The first time was in Tokyo while I was there on a routine crew layover. A couple of us had decided to go see the Imperial Gardens in the morning of our layover. The Dai Ichi Building was directly across the street from the entrance to the Imperial Gardens. MacArthur made his headquarters in the top floors of that building —overlooking the Imperial Palace, of course. The Dai Ichi building was on the corner of this great big traffic intersection; its entrance just down from the corner about 50 feet and directly in line with the pedestrian walkway that crossed over to the gardens.

As we rounded the corner heading for the crosswalk, the contingent of MPs guarding the entrance to the Dai Ichi building stepped out and stopped all traffic - cars and pedestrians. When everything and everybody was at a standstill, a big black limo pulled up to the curb and out stepped MacArthur. He didn't look right or left, nor did he acknowledge anyone's presence, as he strode from the limo directly into the building !!! El Supremo had arrived !!

That was my first sight of Mac in person and fairly close.

The second time I saw MacArthur was on Wake Island; he had arrived for a meeting with Truman. Military protocol called for Mac to arrive first and to be waiting on the tarmac to welcome Pres. Truman. Not MacArthur

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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 per year. Once you've paid through 2018, no more dues are required. Make them payable to Clipper Pioneers, and mail to Jerry Holmes at 192 Foursome Dr., Sequim, WA 98382.

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— he felt equal to or more likely superior to Truman and he was going to make Truman be on the tarmac waiting for him !!!

Wake Island was a very small operation; the operations building was a small building that barely accommodated a small counter for operations and a small office for the Station Manager. The tarmac adjoining the building was also small because hardly ever were more than two airplanes on Wake at the same time!! I, along with almost everyone else on the island, was standing on the tarmac by the operations building awaiting the arrival of the two. We waited and we waited for Mac to arrive. Finally, about 45 minutes late, Mac arrived in his Lockheed Connie named “Bataan.” His pilot approached the operations building so that his “Starboard Side” of the airplane faced the building. The offered set of regular passenger stairs was declined because they would have been on the far side of the airplane (Port Side) away from the operations building; and instead, Mac came down the “Crew Evacuation” ladder put down from the airplane’s forward Service Door located just behind the co-pilot. That ladder is light weight, and as rickety as a ladder can get. (I hated them because I always thought they were going to collapse at any moment.) Anyway, Mac chose to use that exit from his airplane —he came down the ladder facing out from the airplane wearing his typical hat and sunglasses. Between his shaking, the ladder shaking, and him coming down backwards, we all held our breaths because we just knew he was going to pitch over and onto the tarmac on his face !!! He didn’t —but I am sure it was touch and go for him.

Two things were sure: Ol Mac was not going to exit his airplane on the far side to plain old wide open airport spaces without mere mortals gazing at him; and he was not going to exit his airplane with his derriere in full view!! (Even if it was the wrong way to come down a rickety ole ladder.)

MacArthur’s delay in arriving caused Truman’s pilot to slow down, and in fact, circle at some distance from Wake to give Mac time to get into Wake first. Truman was incensed because he knew MacArthur was being late on purpose. A typical and well known MacArthur procedure.

When Truman’s DC-6 “The Independence” landed and came to the operations building, the pilot parked nose to nose with the Connie which put the port side of the airplane —and the normal passenger doors— facing the operations building. Mac was there waiting for Truman when he descended the stairs, but according to Reilly’s account failed to salute Truman as military protocol calls for —instead offering his hand to shake !! Arrogant — that was MacArthur.

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REMINDER - TIME TO PAY YOUR ANNUAL DUES IF YOUR ENVELOPE SHOWED 2017 IN DEC.

(Your envelope will denote the date through which you are paid.)

**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.**

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The story that circulated around operations while we were waiting for Mac to arrive was that they were having “an oil problem” with their number 3 engine and had shut it down to preserve it in operating condition so that they could re-start it and have its use when landing at Wake. GAAAAARRRBBBAAAGE.

Wake is a small place and the news of their engine story moved fast from the radio station to operations and to us crew members on layover waiting for our own airplanes to arrive. No one — and I mean, no one, ever heard such a ridiculous story. We later learned from the ground crews who serviced the airplane that number 3 engine seemed to have healed itself!!

That was the second and last time that I saw MacArthur in person.

Interesting: The meeting between Truman and MacArthur took place in the Station Manager’s quonset hut because it was the only facility on the island private enough and large enough to accommodate them and their aides.

An interesting sidelight: Many years later, Kitty and I were visiting the little Pima Air Museum in Arizona. I had a chance to talk with the curator about the Sikorsky S-43 amphibian they had on display. I was hoping to find it was a PAA S-43 that I had flown many hours in; but no, I was told that it was one that the Marines had flown, and later was owned by a lumber company somewhere in the Northwest. Apparently in landing, the pilot had hit a submerged log — thrown in the water by some striking loggers— and the pilot beached the airplane to keep it from sinking. The Museum managed to get it and had it there on display. I was disappointed.

On the bright side; when the curator learned Kitty had been a Stewardess with American Airlines, he suggested that she tour their DC-6 “The Independence.” Hah! Truman’s old presidential airplane. He assigned one of their “old” volunteers to give us a personal tour of the airplane. The guy was very friendly and quite good, but he needed some education!!!

For about a half hour of that tour, Kitty gave the volunteer a true — from experience — education on the galley, the pull down bunks, and the safety devices that the American Stews used on every flight!!! The volunteer was tickled pink to be so educated, especially from a nice looking ex-stewardess !!

Did we have a good time at the little Pima Air Museum — you bet we did!!

I have just visited the Pima Air and Space Museum’s web site and found it changed significantly from the museum Kitty and I visited. First, they indicate the museum started as the Pima Air and Space Museum in 1976. Ho ho, that was some time after Kitty and I were there. Also, they no longer show Truman’s DC-6 “The Independence” as being in inventory; also they now show the Sikorsky S-43 in Marine Corps colors, but claim it is actually a former PAA S-43; even supplying its NC number when owned by PAA!! Kitty and I no doubt visited the Pima operation prior to their developing into a full glory Air and Space Museum. Their present inventory of aircraft is truly awesome. Missing from their inventory now is the old PAA Boeing B-307 named “Clipper Flying Cloud.” It was one I also flew on a number of times. (MIA – Balboa. CZ)

Bill O’Reilly’s book was a very interesting and readable story about the Pacific war. He gave MacArthur the credit he deserved for his aggressive war strategies, and also pointed out the not-so-good. Sometimes battles just fell apart because no one wanted to admit the strategy was wrong. MacArthur sure has his admirers and he deserves them; but he also — in my opinion — had a major problem with Ego; and some of his top aides took advantage of their close working relationship to MacArthur to exercise their elevated egos.

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One thing MacArthur was good at, above all others, was his use of "Photo Op" techniques. In the book, it talks about the famous "wading ashore" photo in the Philippines. Apparently his people, trying to set it up, ran into a "Beach Master" - a Navy Officer, who would not let them use any of his military operations beach for their show!!! The team had to find another beach area and get it all smoothed out and set up so the footing was solid and the water would not rise above Mac's knees. The book says that immediately following the photo op, MacArthur got right back on the landing craft and back out to his Flagship. He was truly a real master of the technique. Who else would come down a rickety old escape ladder backwards so that only his front side was on display?

A Note from Stu Archer about the Upcoming Cruise...

If you have never visited Horta in the Azores, our Pan Am Cruise 22 April 2018 will be making a port call there.

There is so much Pan Am history there and several photo shops with great photos of the B 314's Yankee Clippers still available. First flight landed there May 21, 1939, we will arrive there 89 years later, 29 April 2018. Next on to Lisbon, the next stop for the Clippers, with plans to meet at the famous Pan Am place to eat, restaurant BONJARDIM, to many of us "The Chicken House".

We will continue on, visiting Vigo and La Coruna, Spain, Le Havre, France and arrive at Royal Caribbean's destination, Southampton, England 6 May 2018. This will be a historical trip with a lot of Pan Am history.

All Pan Am folks and friends are welcomed, please help by passing the information to others. More information on the next page... *Stu Archer*

Flying Boat Reunion clip now available for viewing

A 15-minute special that aired April 27, 2016 on Ireland's popular RTE TV show "Nationwide" is now available for viewing. China Clipper First Officer Robert Hicks (94); Merry Barton, daughter of Folger Athearn (Pan Am's station manager in Noumea, New Caledonia in 1941); Director of the Foynes Flying Boat Museum Margaret O'Shaughnessy; Ed Trippe and Mary Lou Bigelow were interviewed during the Foynes Flying Boat reunion. <http://www.rte.ie/player/us/show/nationwide-21/10566026/>

You are a part of this wonderful Pan Am "family". Are there memories you've written down that you'd like to share with us in this newsletter? We've gotten some great response, and there will continue to be interesting stories coming up in 2018. Please share yours with us, as well! Please send them to Jerry or Sue by email to: sue@clipperpioneers.com.

Do you have an upcoming event that would be of interest to the other members? Please forward the information to 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***

Pan Am Cruise Reunion set for 2018 - Royal Caribbean's Navigator

Dear Pan Amer's:

We are very excited about our next (and much asked for) Pan Am Reunion Transatlantic Cruise from Miami to Southampton, England. The crossing will be a 15 day trip to Portugal, Spain and France. The cruise begins with six relaxing days at sea where you can melt away stress, relax poolside reach out to old friends and much more. Enjoy gourmet style dining in their top notch dining rooms or be pampered totally in the specialty pay bistros. Remember to leave a little room for savoring favorites in the different ports of call stops.

Your price includes: registration fee towards amenities, Vegas style shows, use of pool, tours of kitchen and such. Food is virtuously non-stop and even room service can be ordered up to midnight free. Games, movies, etc.. Look forward to great times at get together's and cocktail parties. We are on the beginning stages with Royal Caribbean to plan special tours at the different ports at prices only available to the Pan Am guests.

Rates: are per person, double occupancy, cruise only and based on availability at time of booking. Port charges are \$230.; government taxes are additional and fluctuate daily. **Singles** pay 200% of cruise, port charges and deposit plus one time tax. Once our allotment is gone, prevailing rates will take effect. We check prices to make sure you get the best, taking everything into consideration. Call to reserve 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, parties and the like. Insurance is available and highly suggested; call for your quote. Contact Stu Archer, former Pan Am pilot and cruise consultant, at 305-238-0911. Email stunjune@aol.com. More info to come. Call ChoiceAir **800-533-7803** for Royal Caribbean's best air quote.

Inside from \$799 /	Outside from \$1099 /	Balcony from \$1859.
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<u>Date</u>	<u>Port of Call</u>	<u>Arrive</u>	<u>Depart</u>	
Sun 22 Apr 2018	Miami, Florida	-	5:00 PM	Boarding
23-28 Apr 2018	Cruising	- -		Cruising
Sun 29 Apr 2018	Ponta Delgada, Azores	7:00 AM	3:00 PM	Docked
Mon 30 Apr 2018	Cruising	- -		Cruising
Tue 01 May 2018	Lisbon, Portugal	10:00 AM	6:00 PM	Docked
Wed 02 May 2018	Vigo, Spain	11:00 AM	6:00 PM	Docked
Thu 03 May 2018	La Coruna, Spain	7:00 AM	6:00 PM	Docked
Fri 04 May 2018	Cruising	- -		Cruising
Sat 05 May 2018	Paris /Normandy (Le Havre), France	7:00 AM	9:00 PM	Docked
Sun 06 May 2018	Southampton, England	5:30 AM		-

<p>CALL CARMEN JAQUET – INTERLINE TRAVELS, INC. 786-252-7838 Direct Line – 1-888-592-7245 456 MERLIN CT., TALLAHASSEE, FL 32301</p>

<p>Information about cancellation of the Ireland Reunion on next page.</p>

Pan Am Reunion scheduled for Foynes, May 2018 has been cancelled

Margaret O'Shaughnessy has reported that the Pan Am Reunion in Foynes & Limerick has been cancelled due to a local reservoir overflowing and flooding the Museum on November 10, 2017. The museum was devastated, and the entire museum exhibitions destroyed, so they will have to start from scratch. "All our work for the past 27 years is gone," Margaret said in a recent letter. The B314 got about a foot of water all through it, so there is a big job of restoration there. They have begun a small new build schedule and a new Irish Coffee Lounge. With insurance, grant money from the government and a loan from the bank, the plan is to proceed on Jan. 1st. Since they cannot be sure of opening by March 2018, they decided to cancel the reunion and refund all registration fees and charges.

Pan Am Philadelphia Area Pilots (PAPAP)

We meet the second Tuesday of every quarter at the Continental Inn in Yardley, PA at 1200 for a bit of BS before going to our private conference room upstairs for lunch.

Been going on since 1992 and it's a great way to stay together. Contact: Chris Blaydon [215 757 6229](tel:2157576229) or cblayd@aol.com

Come Join the Santa Rosa Breakfast Group!

The Santa Rosa Breakfast group meets about every six weeks. They have 17 pilots, FA's and FEO's that get together to discuss the old days. Anyone in the Sonoma, Napa, and Marin county areas north of San Francisco who would like to join them should email Dave Criley at davecriley@comcast.net, and send your email contact. They started out with 5 and have grown to 17. ~from Dave Criley

Pan Am -- Personal Tributes to A Global Aviation Pioneer

As many of you know, the Pan Am Historical Foundation recently published the highly acclaimed *Pan Am -- Personal Tributes to a Global Aviation Pioneer*, a book that caught the attention of Pan Amers and aviation enthusiasts around the world. The initial sales have been excellent and now into the sixth month since publication, the orders continue to come in.

This book may very well be one of the best -- if not the best -- book ever published about Pan Am. Rebecca Maksel, in the respected aviation journal *Air & Space*, published by the Smithsonian, wrote this about the book: "*Pan Am—Personal Tributes to a Global Aviation Pioneer* is just that: An insider's look at the airline from those who worked there. In addition to a history of Pan Am, the book also includes the esoteric: an interview with artist Milton Hebard, who sculpted the 15-foot bronze signs of the zodiac that graced the façade of the Pan Am building at JFK; a reminiscence from an employee who worked at Pan Am's Counter Vanderbilt, the largest ticket counter in the world; and a mournful remembrance from a flight attendant who flew aboard the White House press charter the day President John F. Kennedy was assassinated in Dallas. Readers will learn about flights behind the Iron Curtain and Pan Am rescues of American citizens stranded by wars, revolutions, and earthquakes. The airline even had a waiting list for passengers interested in future trips to the moon."

This book belongs in every Pan Amer's library, and we are fortunate to have inventory available from the original print order to offer a special price of \$35 per single copy to friends and family of Pan Am. For those wishing to purchase five or more copies, the savings will be even better at \$30 per copy. Shipping will be free for orders within the United States. For international orders, please add \$50 per copy for shipping due to USPS international postage rates. Visit www.panam90book.com to order.

*...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. Walter E. "Wally" Hoffman, Jr. 95, of Winter Haven, FL and Everglades FL passed away Tuesday, October 16, 2017 at 3:36 in the afternoon at his home in Winter Haven. While with Pan Am, Wally was based in New York and retired as a B747 captain after 26 years. He served in WW II training Waco pilots and flying Wacos and Dakotas in the UK, Belgium and the Ardennes. He had many friendships across several continents and will be missed greatly. He is survived by his wife Gail Davenport of Winter Haven and his daughter Tana Hoffman of Jackson WY.

Robert Earle Lewis, a longtime Ridgefielder whose career as a Pan Am flight engineer spanned four decades aboard airliners ranging from the famous flying boats to Boeing 747s, died Saturday, September 2, at Meadow Ridge in Redding, Connecticut. He was 96 years old and the husband of Jean Brisbane Lewis.

Ralph Moritz Shape was born on Easter Sunday, April 12, 1936 in Seattle, Washington to parents John and Esther Shape. He passed away Sunday, June 21st, 2015. He graduated from Franklin High School and the University of Washington. He worked at Boeing Texas and flight school in the US Air Force. Following eight years of military service, he continued his love of flying with Pan American, flying all over the world for 25 years. That included 7 years in Berlin, Germany, witnessing the fall of the wall and the collapse of the Soviet Union.

Robert Gross was born in Chicago, Illinois on Dec. 24, 1929 (his father's birthday), and succumbed to complications of Parkinson's at the age of 87 passing away in Alamo, Ca on Sept. 4, 2017. He spent his formative years in Nebraska and Colorado, graduating from Butte Valley High in Dorris, Calif. He learned to fly then and soloed his first airplane at age 15, too young for a driver's license or a pilot's license. In 1951 he was awarded, from San Jose State University, his Bachelor's degree in Airport transportation. He was an active pilot for over 60 years, accruing some 60,000 hours in anything that flew with wings from 300lb. Ultralights to the 775,000 lb. Boeing 747. He worked as a Charter pilot, flight instructor, and airport manager before being hired by Pan American World Airways to perform the duties of Flight Navigator and relief copilot. He operated the DC-4 and Boeing Stratocruiser on long range ocean flights from his home base in San Francisco.

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

Layovers for Pan Am

Check out Pan American layovers at www.paacrewlayover.com, where some 81 cities and over 161 hotels are shown in photos.

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

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

The Smelly Engineer

by Captain Robert Lee Bragg (Edited by Dorothy A. Boyd-Bragg, Ph.D.)

He was a retired B-747 captain who didn't know when to quit. Unfortunately, I always thought of him as that "smelly engineer." He should have retired when he reached the mandatory retirement age of sixty but, like so many others, chose to continue flying as an engineer – seemingly forever. Technically, engineers could, during the 1980s, continue flying as long as they wished – or at least as long as they could pass the required physical. Today, there is no point in even discussing the pros and cons of the matter, as engineers are no longer required on most flights.

While most engineers were professionals and fully integrated members of the crew, I have known a few who were not. This "smelly engineer" was certainly one of them. His uniform was rumpled and visibly soiled and smelled of cigarette smoke – among other things. His uniform should have warned me of what was to come. I worked with him on a trip from San Francisco (SFO) to Osaka (ITM) and back.

While we were still in operations, after introducing himself, he asked to smoke in the cockpit saying, "You don't mind if I smoke do you?" He had obviously allowed it when he was flying as a captain. FAA regulations did not prevent smoking at that time. I, however, disallowed it. Neither the co-pilot nor I smoked, and, accordingly, I suggested that he might want to smoke outside the cockpit in the cabin. He then volunteered to stand by the air conditioning vent in the cockpit to get rid of the smoke. I also vetoed that, knowing that the air vent would blow the ashes everywhere. Even after repeating what I had said before, thinking I was being rather accommodating to say that he could smoke outside of the cockpit if he wished, he was not at all pleased – in fact he seemed obviously angry.

After a layover in Osaka, bound for Honolulu (HNL), on the way back to San Francisco, we were ready to go and the passenger representative said that it was fine to leave about thirty minutes early as all were on board. It was music to my ears. Then, my engineer said that he could not or would not be ready until the announced time of departure which was not music to my ears.

Still later, at the Honolulu airport the next day, after another layover, he waited until about five minutes before departure to announce that maintenance was needed to check and disconnect the generator. To say the least, his timing was bad. As an experienced engineer, he was expected to be able to handle such a routine matter himself. I even volunteered to do it for him if he didn't feel competent to do so. He reluctantly complied, and we were on our way, on schedule. However, the atmosphere in the cabin had not improved at all.

At the end of the trip, after the co-pilot had left, I told my smelly engineer to get his uniform cleaned, that he smelled like hell, and that he was a real misery to fly with. I was tired of mincing my words.

He was, as I said, not a team player. And, from start to finish, he wore the same soiled uniform and had the same petulant look on his face. I don't know which bothered me more. To end as I began, he should have known when to retire. Whether he knew it or not, he was more than ready.

Robocalls a Nuisance - What You Can Do

Nothing puts a damper on the holidays like unwanted calls interrupting your day. Maybe you've gotten one — you answer the phone and hear a recorded message instead of a live person. Internet-powered phone systems have made it cheap and easy for scammers to make illegal sales robocalls from anywhere in the world. One tip: Check with your carrier about call-blocking services. Many carriers now offer services that block unwanted calls for wireless phones and for some types of home phones, too.