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## Propping a Jet Engine? Yes, It Can be Done

*by Captain Robert Lee Bragg, edited by Dorothy A. Boyd-Bragg, Ph.D.*

Funny what you think of in the middle of the night. I got to thinking that only those who flew small, prop planes, without starters, really know what "propping a plane" means. For the un-knowing and the young, the propping procedure takes place when someone has to get in front of a plane, take hold of the propeller, and swing it through. You also needed to have someone in the cockpit to switch on the ignition as the propeller swings. Then you are ready to fly. This procedure was required on such early planes as a J-3 Piper Cub and Aeronca's 7EC Champ. I really liked the J-3 and flew one before and after my Air Force years. They were the only prop planes I ever flew. Later versions of both the J-3 and the 7EC planes had electric starters, making propping a part of history for me. An era was definitely over.

That being the case, I, therefore, have a claim to fame that's probably unique. I have propped a jet engine - and one that was attached to a B-747 flight about to depart from JFK for Europe at that. When we attempted to start #3 engine, always the first engine to be started, nothing happened. The engine wouldn't even turn over. We checked everything in the cockpit we could think of, such as the proper position of the pneumatic valves, and asked maintenance if they could see anything wrong. They couldn't find anything.

Then for some unknown reason, I asked maintenance to get a ladder and put it in front of #3 engine. When it was in place, I asked them to climb up and manually turn the N-1 (front) section of the engine completely through. This accomplished, they then moved out of the way.

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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 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.**

## Propping a Jet Engine? Yes, It Can be Done

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We then began the pre-start check list from the beginning and, when we attempted to start #3 engine as the routine required, it started up immediately, as if nothing had ever happened. Maybe, my early training in propping a small plane carried over to my flying the B-747. That's the only thing I can come up with for giving me the idea to try propping a jet engine. Who knows? I surely don't.

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## Mariaches in the Rain *(continued from previous issue)*

*By Bill Nash*

It would have been great to hold somewhere until the rain slackened, but after the third approach with high power settings and the mixture controls in auto-rich, the gas gauges told us our flying whale was about to get its belly bent.

There is a broad shallow lake directly northeast of the airport. On the downwind leg of approach number four, I contemplated trying to belly-land in that lake with a power-on-minimum-rate-of-descent landing, while we still had power to PUT on. However, as Penon Hill blurred at us again I realized anew that I had greater love for airports than for lakes. I decided to try one more, less orthodox approach - sideways this time, since visibility was far better out of the side window than through the windshield.

As we passed the tower downwind, we put the gear down, counted five, put half flap down, and started a tight slipping turn to the left, keeping the tower light in fuzzy view out the side window. As long as the tower was on our left, we would be free of obstructions. When the gyro read 50 degrees, I changed the slipping turn to a forward slip and called for full flaps. Now I was looking forward from the side window. Eureka! There were the runway lights. They were on our right. I reversed into a right sideslip, leveled the wings, cut the power, and hauled back.

We hit hard, bounced high, settled back on the left edge of the runway and braked to a stop.

For about 30 seconds we just sat there with our hands in our laps looking at each other. Our siesta was interrupted by a squeak in the earphones. The tower wanted to know where we were. They had not seen us land even though we had passed directly in front of them. When they cleared us to taxi to the terminal, we still couldn't see through the windshield, but had to open the side windows and use the Aldis lamp to find the taxiways. The deluge almost drowned us, but somehow we didn't mind. We learned the next morning that 65 persons actually DID drown in the little town of Pachuca, near Mexico City. It had been the heaviest rainfall recorded in 25 years.

The Brownsville meteorologist later apologized profusely, but he wasn't much to blame for missing the forecast. It had been a freak occurrence, an unexpected convergence of Atlantic and Pacific air masses. The dispatcher, of course, suffered even more embarrassment, but nothing compared to ours aloft.

I learned several lessons from that misadventure. First, I had found that a big fat C-46 can be forward slipped just like a Piper Cub. Since then, I have added windshield wipers to my pre-departure check list and I avoid, whenever possible, flying gross loads into heavy rain at high altitude airports.

Also, that experience thoroughly re-acquainted me with the best of all pilot proverbs: "In God we trust. Everyone else - we check!"

**Remember that the last print issue of this newsletter will be Dec. 2018. If you have a story you'd like to share, please send it in sooner rather than later! Email to: [sue@clipperpioneers.com](mailto:sue@clipperpioneers.com).**

## Some Memories about Flying in South America

*By Dick Edwards*

I still have fond memories of Copacabana Beach in Rio and the many hours we enjoyed the sand and the water. Not to mention the pretty Brazilian girls. My memory time is pre-bikini time —starting January 1943, when on my first trip to Rio and ending the summer of 1946, when I was transferred to New York and then on to San Francisco in the summer of 1947. That wasn't the end of the good beaches, of course. Now I enjoyed all that the Pacific Ocean had to offer; starting with HNL's Waikiki Beach and on to Sidney's Bondi Beach and all of the Islands where we laid over. There was something to do on the beaches of every island; and we enjoyed every one of them.

Speaking of beaches, have you ever envisioned a time when you could walk on a beautiful beach and your foot steps would be the only ones on that beach !!!! Well, I remember one. PAA had one route using the four engine S-42 Sikorsky seaplane that started in Miami and then on to Cienfuegos, Cuba and on to Kingston, Jamaica and then on down to either Barranquilla or Maracaibo; if Barranquilla, we turned around and returned along the same route; if into Maracaibo, we continued on down over the jungles of Brazil with a landing for fuel on the Orinoco River and then on to our final destination, Manaus, Brazil, located on the Amazon River. Once, when over nighting in Kingston, we were taken to a relatively small beach to enjoy. It was located between two mountaintops like a big bay, and directly out from the beach was a small island. We were told that the bay provided a hide out for pirate ships; it seems that they could sail into the bay and around behind the island so that searchers in boats couldn't see them from out in the ocean. Hah! Pirates' Cove, I believe the beach was called. When we got there and walked onto the beach, the first thing that one of us noticed was that it was completely empty of people. Then we got nosy and looked further, and the results of our search was an, "I'll be darned," there isn't a footprint on the beach for as far as one could see. We even walked a great deal of the beach just to see if we could find some footprints; we didn't!! How about that !!

Now Kingston, Jamaica is a big tourist destination and that beach is covered with hotels and restaurants —just like all of the islands of the Caribbean now.

I often see on "Wheel of Fortune" that St Lucia in the Caribbean is one of the special island resorts where they send game winners. Would you believe that when I was flying through there, that St Lucia was just a fueling stop; there was no tourist activity at all. In fact, PAA's personnel on the island was limited to an Operations Manager, a radio station operator, and an airplane mechanic, along with a helper or two. For the communications department of PAA, it was used as a disciplinary assignment!!! Once, a friend and PAA Flight Radio Officer, got into an argument with the radio operator then based on St Lucia both in person and over the airways. The operator on St Lucia was there because he had done something to upset the communications management some time back. The station manager reported the affair, and just like that, the radio op on St Lucia was returned home to Miami, and returned to flying status, and my Friend Jerry Mason —a good Rhode Island Boy— was sent to St Lucia to start serving time !! There was absolutely nothing to do on St Lucia, according to Jerry, except sit around and read and walk the beach when you got really bored. He lived alone in a small beach facility while time serving out his lonely time !!! There was nada to do on St Lucia.

Way back in those early 40's, one was subject to a company's rules and regulations, and their penalty terms when one wanted to keep their job !!! One time, very early in my career with PAA —in fact, just starting out— I was on a night navigation training flight out of Miami on one of PAA's five old Commodore 2 engine

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## Some Memories about Flying in South America

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flying boats. The single old one tube transmitter —putting out less than 10 watts— that we used for Morse Code communications was so weak when using the antenna running from a staff on top of the cockpit to a tie point on the tail, that we almost always had to go back into the tail of the airplane and there reel out a much longer wire to give us more umph to transmissions. To assure that the wire would hang down from the airplane and not just blow back and get caught up in the tail surfaces, there was a 5 lb lead ball weight attached to the end of the wire. It was drilled into us that the “Trailing Wire Antenna” as we called the wire we reeled out, had to be reeled in before landing or that ball weight and long wire could cause some real damage!!!

OK —you have guessed— I forgot to reel in the “Trailing Wire Antenna” and it smacked some of the ground station’s communications antennas and the bulk head we passed over when landing !!!!! I was immediately taken off of flight duty and assigned to the radio shop at Dinner Key making —what else— 5 lb lead balls —and to further make me remember; my shift was mid night to eight in the morning five days a week for 30 days !!!!

Well, I made more ball weights than they wanted right out of the starting box, so they then transferred me to the Battery Department. The batteries that we used were big, heavy lead acid batteries. Because the acid used in the batteries was very corrosive, the battery shop was well open to facilitate fresh breezes blowing through and the batteries when charging and when stored, were kept on slotted wooden shelves. I had to manhandle those heavy batteries in the shop, and in doing so, it was inevitable that I would get some of that acid on me. I had a quick wash setup to protect my skin, but there was nothing I could do about the acid eating holes in my white PAA Coveralls. It follows that all of my PAA White Coveralls had holes in them where that battery acid got spilled.

In no time at all, I had all of the batteries on the shelf, fully charged, and so I got an additional assignment: check out all of the radio equipment in each morning’s Dinner Key departing airplanes before the flight crews showed up. That meant between four and five in the morning for me !!! Well, it was early in the morning, but it did give me something to do that was a lot more enjoyable than making ball weights and charging batteries !!

In fact, it made the 30 day discipline period skoot by pretty nicely. And, I never ever forgot to reel in a Trailing Antenna! I guess, also, I should admit that I did learn a lot about Lead Acid Batteries and also about all of the radio equipment on each of the company’s seaplanes. Each airplane only had one Morse Code transmitter and two identical radio receivers!! One receiver was used for communications and the other for manual radio navigation.

The seaplanes in use at the time: S43; S42; Commodore and later the M130. There was also an S-38 and two S-40s. The S-38 was used for transitioning new land rated pilots into seaplane pilots and the two S-40s were being used for training Navy pilots how to fly heavy seaplanes.

That is it for now, folks: do remember to keep moving around and smiling a whole lot —both are very good for you; moving around is good exercise and smiling a whole lot will drive your friends crazy trying to figure out what you are up to now !!

***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)***

## 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](mailto:stunjune@aol.com). More info to come. Call ChoiceAir **800-533-7803** for Royal Caribbean's best air quote.

<b>Inside from \$799 /</b>	<b>Outside from \$1099 /</b>	<b>Balcony from \$1859.</b>
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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><b>CALL CARMEN JAQUET – INTERLINE TRAVELS, INC. 786-252-7838</b>  <b>Direct Line – 1-888-592-7245</b>  <b>456 MERLIN CT., TALLAHASSEE, FL 32301</b></p>
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<p><b>Information about cancellation of the Ireland Reunion on next page.</b></p>
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## 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.

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## 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](mailto:cblayd@aol.com)

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## 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](mailto:davecriley@comcast.net), and send your email contact. They started out with 5 and have grown to 17. ~from Dave Criley

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## 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](http://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

**John B. "Jack" Sorensen** passed away peacefully in his sleep at his home in Windsor, CA on January 31, 2018. He was 86 years old. Jack was born to Arthur and Elva Sorensen, in Elmhurst, a suburb of Chicago, IL in 1931, where he grew up and was educated. After several years in college, Jack joined the Army (1951-1953) where he received an honorable discharge. His dream of flying as a commercial pilot became a reality when he received monies from the GI Bill. He enrolled in the Emory-Riddle Aeronautical University in Miami FL and upon receiving his commercial pilot's license, began flying for the private sector. He was hired as an engineer pilot for Pan American Airlines, flying international routes out of NYC. He was quickly promoted to Captain and was the youngest pilot in PAA history to be checked out as a 747 Captain.

**Robert Emmett Brickey** died peacefully of natural causes in his home on February 6, 2018, in Salt Lake City, Utah, his loving wife, Janice Russell Brickey, by his side. Upon graduation from high school, Bob earned an appointment to the United States Air Force Academy, in Colorado Springs, CO, where he continued his athletic career, was introduced to the Code of Honor that defined the rest of his life, and to pursue his childhood dream of becoming a military officer and pilot. He served two tours in Vietnam, flying over 270 combat missions, earning the Distinguished Flying Cross, the Bronze Star, 18 Air medals and the Joint Service Commendation Medal. Bob returned to Utah in 1965 and began a career in commercial aviation. He flew for Pan American World Airways until December 1991. He finished his commercial flying career with United Airlines.

**Walter Harper Mullikin** was born in Hot Springs, Arkansas to William and LaVern Mullikin. He passed away peacefully in his home in Lake Wildwood at the age of 95, five days after a Birthday celebration with family and friends. His career in aviation was extraordinary from his service in the Air Corps in 1944 to Senior Vice President of Flight Operations of Pan American Airways. In 1976, he commanded the Clipper Liberty Bell Express which set the commercial around the world record. In 1977, he commanded the Clipper New Horizon a round-the-world flight from San Francisco to San Francisco over the North and South Poles to commemorate Pan American's 50th anniversary.

**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)**

## Layovers for Pan Am

Check out Pan American layovers at [www.paacrewlayover.com](http://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](http://www.clipperpioneers.com)***

## Remembering a Time Some Years Ago

by *Bill Kelly*

Sunday, January 4th, 1965: I'm driving from Boston to JFK in my yellow Karmann Ghia to report Monday as a new hire with Pan Am. I've learned that there's a Pan American Motel on Northern Boulevard in Queens and as an employee now, might I have a discount for staying a while. Well, it's \$12 a night and I can't handle that much so I motor over to Floyd Bennett Field and sneak into the BOQ. I found a blanket and a pillow and was on time reporting to Hanger 14. Stayed over a week and wasn't challenged.

I learned of a vacancy in a snake ranch in Rego Park. Bill Miller held the lease and Tom McCool was there and was the house Sommelier, I roomed with a hot shot who flew the F104 in the Puerto Rican Guard. He had a new Ford Mustang, and it took just one trip to class via the Van Wyck with him for me to forgo any more.

I was there until the attic (where I was sleeping) got too hot in July. Being paid \$450 a month now allowed me to move out and I found a place where the grass was green and I had my own parking spot.

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## 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.

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## 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/>

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## New Lockerbie website

A new website has been created for Lockerbie. It can be viewed at [www.lockerbie103.com](http://www.lockerbie103.com). It might be a worthwhile site to check out, especially for those who plan on visiting Lockerbie. Be sure to enter the web address in the browser (not Google Search, etc.) with the www. Otherwise, they will get hundreds of Lockerbies and 103s and may not find the web site after 15 pages. ~Claude Hedspeth

***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.